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ACDI - 14th J.T.
21-1*

*Aug 2nd
C.A.W.*

CCGD14 to
Commandant (CPA)

e
25 January 1956
A1-1
Serial 2173

5. New Projects. New projects are included for three airstrips, and for an island (French Frigate Shoals) which is essentially an airstrip. Inspections made during 1955 showed that the airstrips at Ulithi and Palau were deteriorating rapidly and immediate repairs were necessary. The repairs were only of a temporary nature, and repair of the sub-base and resurfacing are required. The airstrip at Tarumpitao, constructed last year, becomes too soft for use during rainy spells and requires surfacing for all-weather use. The steel sheet piling around the perimeter of French Frigate Shoals is failing; emergency work was performed at one section in 1954. Protective work is planned to preserve the airstrip for aerial logistics support. New projects added this year are:

| <u>Project No.</u> | <u>Date</u> | <u>Station</u> |
|--------------------|-------------|--|
| 22 | 25 Jan 1956 | Airstrip, Ulithi, Caroline Islands |
| 23 | " | " Angaur Is., Caroline Islands |
| 24 | " | Riprap protection, French Frigate Shoals |
| 25 | " | Airstrip, Tarumpitao, Palawan Is., R. P. |

6. Summary. All effective projects have been summarized on the enclosed list in the order of assigned priority.

D. E. McKAY
Acting

- Encl: (1) Summary of effective projects (2)
- (2) Project Report No. 22 (2)
- (3) " " " 23 (2)
- (4) " " " 24 (2)
- (5) " " " 25 (2)
- (6) " " " 112(Rev 1) (2)

Drig. [unclear]

- Copy to: (with 1 copy of encl (1))
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- CCGD14(o) (with 1 copy of ea encl)

Office Memorandum • UNITED STATES GOVERNMENT

TO : Chief, Office of Operations

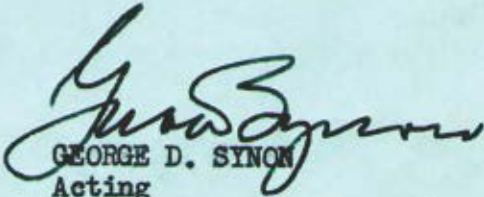
CPA
DATE: 3 February 1956

FROM : Chief, Program Analysis Division

SUBJECT: AC&I Project Report No. 24-56, Lorsta French Frigate Shoals (Riprap Protection) 25 January 1956

Ref: (a) Manual of Budgetary Administration

1. The enclosed project report which has been submitted by Commander, Fourteenth Coast Guard District, is forwarded for review in accordance with Article 210.44 of reference (a).
2. Upon completion of the review, enclosure (1) may be retained for file in the Civil Engineering Division.



GEORGE D. SYNON
Acting

Encl: (1) Subject Project Report

Copy to:
ECV (less encl.)

U. S. COAST GUARD
FEB 6 1956
OPERATIONS-SHORE UNITS

423/6

7-12

VIA: Chief, Program Analysis Division
Engineer-in-Chief ✓ 2/29
Chief, Office of Operations

OSU
28 February 1956
G06/14

file 608

AC&I Project Report - LORSTA French Frigate Shoals-Rip rap protection;
14th District Report No. 24-56, 25 Jan 1956

Ref: (a) Manual of Budgetary Administration

1. Subject project report is forwarded in accordance with reference (a). While the protection of the air strip at this station is highly desirable, it is not an operational requirement since it is feasible to support this station by service vessel. However, rip rap protection of the Loran Station itself is an operational requirement and the project is approved in principle. The rip-rap protection for the Loran Station will also protect the airstrip at French Frigate Shoals which airstrip will provide a measure of safety for emergency evacuation of personnel such as is required in the event of tidal waves. No additional items nor changes in operational features are proposed.

15/
S. H. EVANS
Acting

Encl: (1) Subject Project Report
(Retain in ECV)

cc: CPA (2) ✓

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

DIRECTIVE CLEARANCE SHEET

C. H. WARING: jw

RETURN TO OSU 7-12

typed 2/28/56

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U. S. COAST GUARD

MAY 9 1956

OPERATIONS-SHORE UNITS

Serial 1541 BCV

9-MAY 1956

From: Commandant
To: Commander, Fourteenth CG District (e)
Subj: CG LORSTA French Frigate Shoals, AC&I project for Shore Protection

Ref: (a) C14CGD AC&I Project Report No. 24-56 of 25 Jan 1956

1. Endeavor has been made to conclude logically the best corrective action for shore protection at French Frigate Shoal LorSta by studying reference (a). However, the description and justification contained therein are too limited to permit an evaluation commensurate with the magnitude of the project in both funds and technical features. Particularly in view of the nature and scope of the project, it is considered that all pertinent terrain, geological and submarine features must be obtained and all practicable alternates of accomplishment be considered in order to arrive at the most satisfactory, long-lived and economical solution.
2. Headquarters' files contain very limited specific data covering site conditions at this Shoal. Recollection is that its above-water land was primarily man-made during World War II wherein bottom material was dredged and structurally contained on and above the low exposed shoal to increase the area and altitude of the site. A review of the background of this site development may prove very beneficial in solving the current Coast Guard problem.
3. Since no funds approaching three quarters of a million dollars for protecting a single unit (having approximately the same inventory value) are indicated as probably forthcoming in the near future, the additional time required to develop a more comprehensive report should not affect adversely the date of accomplishing the project.
4. Furthermore, only well founded and recorded project reports will receive highest consideration by review boards of Headquarters, Budget and others which are concerned with such planning and funds appropriations.
5. Therefore, it is requested that subject project be reinvestigated, redeveloped and resubmitted. Action on the reference (a) will be held in abeyance pending receipt of same.

Commandant
to Commander, Fourteenth CG District (e)

Serial 1541 BCV
9-MAY 1956

Subj: CG LORSTA French Frigate Shoals, AC&I project for Shore Protection

6. In redeveloping the report, the following features should be considered:

a. Original site conditions prior to World War II development, inclusive of soundings, topography, and soil conditions ashore and below abutting waters.

b. World War II developments retained and made available to the Coast Guard, including type of soil confinement installed, its design, area, cross section, nature of fill, and present condition, particularly in the areas of greatest concern to CG, such as about LorSta, and in the vicinity of the airstrip.

c. Plot plan of present LorSta site, equipment and airstrip including eroded areas, and complete with description and photos of eroded areas and failures of present soil retaining barriers.

d. Various types of shore protection considered such as natural rock riprap, "on-site-made" concrete riprap, sheet piling, groins, concrete bulkheads, concrete, steel or wood cribbing, with quantities and estimated costs of those which are applicable. Also state the availability and nearest source of materials involved. Where practicable, substantiate cost estimates by inquiries of qualified contractors and suppliers.

e. Restoration of shore eroded areas by periodic and perpetual rebuilding by station personnel (presently assigned or augmented as required) by assigning to the unit a suitable dragline or clamshell on a mobile crane which might refill washouts by material dredged from adjacent ocean bottom. Such an arrangement would indicate study data including sectional soundings, bottom sampling and probing, estimates of quantities of materials required and available annually, and the frequency of need of such restoration action.

f. Breakdown of recommended restoration methods between LorSta site and the airstrip, to permit adequate apportionment of funds in case the total available at any time is insufficient to cover both areas, complete with realistic portrayal of progressively worsening results that may be expected if corrective action is not taken on either or both areas, and the effect on operational commitments that may be anticipated if corrective action is not taken.

K. E. COWART
By direction

CPA
19 February 1957

Via : Engineer-in-Chief
Chief, Office of Operations

Chief, Program Analysis Division

AC&I Project Report #24-56, Rev. 1 dtd 2 Jan 1957 - LORSTA
French Frigate Shoals (Riprap Protection)

Ref: (a) Art. 210.44, Manual of Budgetary Administration

1. The enclosed revised project report, which has been submitted by Commander, Fourteenth Coast Guard District, is forwarded for review in accordance with reference (a).
2. Upon completion of the review, enclosure (1) may be retained in the Civil Engineering Division.

GEORGE D. SYNON

Encl: (1) Copy of subject project report

Copy to:
ECV (less encl.)

OSU
21 February 1957

FIRST ENDORSEMENT on CPA memo dated 19 February 1957

To: Chief, Program Analysis Division
Via: Engineer-in-Chief
From: Chief, Office of Operations

Subj: AC&I Project Report Loran Station French Frigate Shoals; Riprap Protection; 14th District Report No. 24-56 (Rev1) dtd 2 January 1957

Ref: (a) Manual of Budgetary Administration, Article 210.44

1. Subject Project Report is forwarded in accordance with reference (a). The project is considered operationally necessary in consideration of overall requirements.
2. The following proposed operational features should be modified as indicated: None.
3. The following additional items should be included in the project: None.
4. The following additional matters are pertinent to the justification: None.
5. The project is approved in principle and is recommended for inclusion in the advance AC&I program.

*15/ S. G. LINNOLM
funded 2/27/57*

Encl: (1) Subject Project Report (duplicate)(Retain in ECV) ✓

Copy to: ✓
CPA (2)

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

DIRECTIVE CLEARANCE SHEET

RNREA: jw

RETURN TO OSU 7-12

2/21/57

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OSU
11 March 1957

FIRST ENDORSEMENT on CPA memo dated 19 February 1957

To: Chief, Program Analysis Division
Via: Engineer-in-Chief
From: Chief, Office of Operations

Subj: AC&I Project Report LORAN STATION FRENCH FRIGATE SHOALS - Resurface landing strip; Fourteenth District Report No. 27-57, dated 2 Jan 1957

Ref: (a) Manual of Budgetary Administration, Article 210.44

1. Subject Project Report is forwarded in accordance with reference (a). The project is considered operationally necessary in consideration of overall requirements.
2. No additional items nor changes in operational features are recommended. However, it is recommended that the Project Report concerning rip-rap protection for French Frigate Shoal (District Report No. 24-56) and this report be combined into a single report, phased if necessary. Obviously, if one project were to be accomplished, it would be more economical to accomplish the other concurrently.
3. Subject to the foregoing, it is recommended that subject Project Report be accepted in the Advance AC&I Program.

/s/ F. T. KENNER
forwarded 3/14/57

Encl: (1) Subject Project Report ✓
(Retain in ECV)

Copy to: ✓
CPA (2)

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

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CHWARING/ksh

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typed 3/8/57

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| INITIALS OF RESPONSIBLE OFFICERS | <i>[Signature]</i> | <i>[Signature]</i> | <i>[Signature]</i> | <i>[Signature]</i> | | | | | | | | | | |
| INTRA-OFFICE OR DIVISION INITIALS | <i>[Signature]</i> | <i>[Signature]</i> | <i>[Signature]</i> | <i>[Signature]</i> | | | | | | | | | | |

7-12 *file*
cmw

22 MAY 1957

Serial: 301CPA

From: Commandant
To: Commander, Fourteenth CG District

Subj: ACHI Projects; French Frigate Shoals Loran Station

Ref: (a) CCGD14 ACHI Project Report No. 24, Rev. 1 dtd 2 Jan 1957
(b) CCGD14 ACHI Project Report No. 27 dtd 2 Jan 1957

1. References (a) and (b) are approved in principle and placed on file in the Advance ACHI Program.

2. Due to a continuing critical shortage in ACHI appropriations, the date of receipt of funds for these projects is unpredictable. Future operation of French Frigate Shoals Loran station should be continued as at present, utilizing all practicable means to extend the useful life of the airstrip and to prevent further erosion of the island. The Commandant should be kept advised of any material change in existing conditions at French Frigate Shoals.

(sgd)
J. M. HIRSHFIELD
Rear Admiral, U. S. Coast Guard
Acting Commandant

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U. S. COAST GUARD

22 1957

OPERATIONS & MAINTENANCE UNITS

George D Synon/JAHodgman/cpd
5/10/57 7-14

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