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N.O. Ser. 107

NAVY DEPARTMENT
OFFICE OF SENIOR NAVAL OFFICER
MASSACHUSETTS INSTITUTE OF TECHNOLOGY
CAMBRIDGE - MASS.

10 May, 1943.

From: Navy Liaison Officer for Loran, H-302 Hood Building,
Radiation Laboratory, M.I.T., Cambridge, Mass.
To: The Vice Chief of Naval Operations.
Subject: Loran System - Proposed operation of Nantucket Loran Station.

1. Present indications are that the new Loran ground transmitting station at Nantucket, Massachusetts, which is to eventually replace the Montauk, New York station, will be ready to go into part time operation on or about June 1, 1943.

2. To commence service on a part-time basis, Nantucket requires the installation of one timer and one monitor-test oscilloscope, in addition to the equipment already installed. The additional timer was shipped on 7 May, 1943, but is not yet installed. The monitor-test oscilloscope will probably be shipped from the Radiation Laboratory on 12 May, 1943. With these two items provided, the Nantucket station will have a spare transmitter, but no spare timer.

3. A trained operating and maintenance crew can be made available at once by temporary diversion of Coast Guard Loran personnel now in advanced stages of training at the Naval Training School (Navigation) from their original assignment as partial reliefs to present stations at North-western Atlantic Loran advanced bases. A temporary commanding officer has already been assigned to the Nantucket station by the District Coast Guard Officer, First Naval District. This crew, under competent guidance, could install the additional timer and oscilloscope in from three days to one week. Allowing for shipping time for the last item, the oscilloscope, from Cambridge, to Nantucket, Massachusetts, the installation in its present form could be completed during the week ending 23 May, 1943. Attempt will be made to adhere to this schedule. 23 May, 1943, then, appears to be the date on which Nantucket will be ready to commence test operations with Fenwick and Baccaro.

4. Instead of an abrupt changeover of operations from Montauk to Nantucket, consideration is recommended for an over-lapping period of operation during which both stations will operate on the same days, but on shared schedules. This is necessary because some delay will occur before the new Loran tables will have reached all or a prescribed number of Loran equipped vessels. Without the new tables, by shared schedules all will partially benefit at some time of day regardless if the new tables are in their possession or not.

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10 May, 1943.

5. Decision as to arrangement of schedules during the overlap period is an operational matter which should be decided by the Vice Chief of Naval Operations. The following are in the nature of suggestions. An ideal arrangement would be to have the Nantucket station provide service with her respective partners during the present inactive periods of 0600 to 1000 GCT and 1800 to 2200 GCT, and to have Montauk carry on with her present schedules as heretofore. At the moment, whether this plan is feasible or not appears to depend largely upon the adequacy of Canadian personnel at the Baccaro station. During a recent interview with Lieutenant Commander J. R. Foster, RCNVR, Canadian Loran Officer, it was understood that there are but ten strictly Loran personnel at that station. Obviously this number is inadequate for the twenty-four hour operation per day which would thus be required of Baccaro. A second suggestion would be to have Montauk provide one-half of the service during each schedule, and to have Nantucket provide the remaining half. A third suggestion, and which this office would recommend, would be to have Montauk provide service during the 1000 to 1800 schedule and have Nantucket provide service during the 2200 to 0600 GCT schedule. Service of the Montauk-Baccaro pair during the 2200 to 0600 GCT schedule is at present very poor. Logs have shown six hour blinking periods during this schedule. Thus, but little would be lost to present users with old tables if Nantucket were to inaugurate service during this period.

6. If Nantucket is to commence test operations on or about May 23, 1943, as planned, advance notice should be sent to all Loran equipped units of such strictly test operations, with the admonition that their equipment is not to be used for navigational purposes during the test periods. This is extremely important because regardless of existing instructions, it is felt that some unit will promptly assume that additional service schedules have been established and will apply the readings obtained to the old tables. Such practice conceivably could result in disaster to the vessel concerned.

7. Proposed periods for test operation under actual service conditions with Fenwick and Baccaro prior to establishment of shared service with Montauk are as follows:

23 May, 1943 - 0600 to 1000 GCT	24 May, 1943 - 1800 to 2200 GCT
25 May, 1943 - 0600 to 1000 GCT	26 May, 1943 - 1800 to 2200 GCT
27 May, 1943 - 0600 to 1000 GCT	28 May, 1943 - 1800 to 2200 GCT
29 May, 1943 - 0600 to 1000 GCT	30 May, 1943 - 1800 to 2200 GCT
31 May, 1943 - 0600 to 1000 GCT	

Instead of a shared schedule during which both stations would be active, consideration is being given to a period of active shared schedules. This is being considered because the new Loran tables will have reached all or a prescribed number of Loran equipped vessels, without the new tables, by shared schedules will partially benefit at some time of day regardless if the new tables are in their possession or not.

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From: Navy Liaison Officer for Loran

10 May, 1943.

8. Transmission of this document by registered mail within the continental limits of the United States is necessary and hereby authorized.

The following are in the nature of suggestions. An ideal arrangement would be to have the Mustang station provide service with her respective partners during the present inactive periods of 0800 to 1000 GWT and 1800 to 2000 GWT, and to have standby crew on deck for present schedules as hereinafter. At the same time, this plan is feasible or not appears to depend largely on the availability of suitable personnel at the Mustang station. During a recent interview with Lieutenant Commander J. A. Foster, USNVP, Mustang Loran Officer, it was indicated that but few suitably trained personnel are at that station. Obviously this is inadequate for the twenty-four hour operation for any which would be required of Mustang. Suggested suggestions would be to have Mustang provide the service during the 0800 to 1000 GWT period, and during this office would be to have Mustang provide service during the 1800 to 2000 GWT period, and have Mustang provide service during the 2200 to 0600 GWT schedule because of the unavailability of crew during the 2200 to 0600 GWT schedule is at least very poor. This crew must be on duty during this period during this schedule. This, but little would be lost to present crews with old tables if Mustang were to supply the service during this period.

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6. If Mustang is to conduct test operations on or about May 25, 1943, as planned, Mustang notice should be sent to all Loran equipped units of such strictly test operations, with the admission that their equipment is not to be used for navigation purposes during the test periods. This is especially important because regardless of existing instructions, it is said that some will erroneously assume that additional service schedules have been established and will apply the readings obtained to the old tables. Such practice conceivably could result in disaster to the vessel concerned.

7. Proposed periods for test operation under actual service conditions with Mustang and Mustang prior to establishment of shared service with Mustang are as follows:

23 May, 1943	- 0800 to 1000 GWT
24 May, 1943	- 1800 to 2000 GWT
25 May, 1943	- 0800 to 1000 GWT
26 May, 1943	- 1800 to 2000 GWT
27 May, 1943	- 0800 to 1000 GWT
28 May, 1943	- 1800 to 2000 GWT
29 May, 1943	- 0800 to 1000 GWT
30 May, 1943	- 1800 to 2000 GWT
31 May, 1943	- 0800 to 1000 GWT

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