



# **SEVENTEENTH COAST GUARD DISTRICT**

## **GENERAL INFORMATION**

RELATING TO THE

**LORAN TRANSMITTING STATION**

**CAPE SARICHEF**



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

Address reply to:  
COMMANDER  
Seventeenth Coast Guard District  
P.O. Box 3-5000  
Juneau, Alaska 99801

\* 3262  
1 March 1968

LETTER OF PROMULGATION

1. This letter promulgates a Loran Station Information Book for each of the nine Seventeenth District Loran Stations. These books are designed to provide information to commands and staff components concerned with the stations logistic support, operation and administration, and to training commands to familiarize themselves and their students with station equipment, environment, problems and routines. The books purposely omit unnecessary details. Additional information regarding any phase of the stations operation, equipment, or plant can be obtained from Commander, Seventeenth Coast Guard District, Juneau, Alaska.
2. Loran Station Information Books will be reviewed periodically and new additions issued as the need arises.

  
J. R. SCULLION

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U.S. Coast Guard Loran Station

Cape Sarichef

General Information Book

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## INTRODUCTION

This booklet is written by the personnel assigned to Cape Sarichef Loran Station and Scotch Cap Light Station as an introduction to the station for personnel who are under orders to either of the units, or have an interest in them be it official or unofficial. At all times it was planned that this book would be a comprehensive volume to insure that personnel would fully understand the duties and operation of the stations.

The detail in the text is limited, as far as possible, to general information with operating instructions, maintenance procedures, and unnecessary technical data being omitted for clarity and brevity. To include all the necessary information for people to gain a full working knowledge of the stations involved would require several volumes or at least several hundred pages. All questions concerning the operation of specific pieces of equipment should be referred to the commanding officer of the station who will make them available.

It is anticipated that this work will be of greatest value to those personnel who are under orders to this station both for their preparation for duty and to ease some apprehension which is natural in us all. The information contained herein is also of value to people who have an interest in the station but have not or will not be able to come to the station. In this case it should make clearer some of the problems encountered in the operation of the station.

Anyone who has a suggestion concerning the improvement of this book is requested to forward such comments, questions, and recommendations to the commanding officer.



## CHAPTER 3

### GENERAL INFORMATION

#### A. GEOGRAPHIC LOCATION

CAPE SARICHEF LORAN TRANSMITTING STATION is located on the northwest end of Unimak Island, the first island in the Aleutian chain. (LAT 55°36.0' NORTH, LONG 164°55.7' WEST.) Scotch Cap Light Station, a sub-unit of Cape Sarichef, is approximately fifteen (15) miles by air to the southsoutheast of Cape Sarichef. The overland trip between the units is better than forty-five (45) miles.

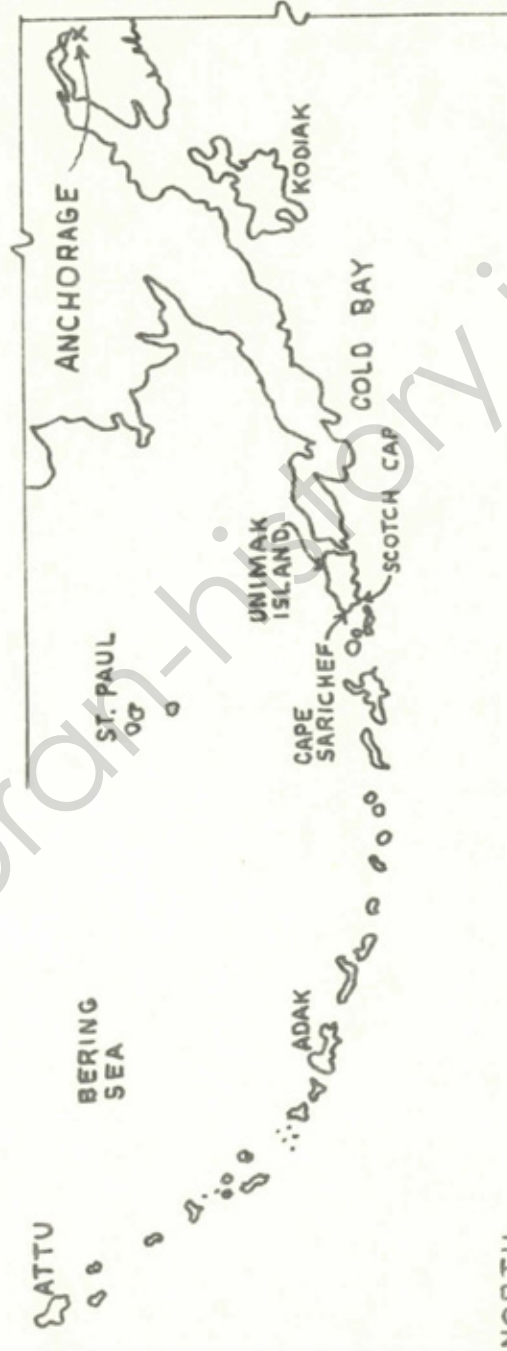
Cape Sarichef is approximately 630 miles southwest of Anchorage, and 480 miles west of Kodiak Island. Both stations are located on the shores of Unimak Pass with Scotch Cap located at the Pacific Ocean end and Cape Sarichef on the Bering Sea.

#### B. TOPOGRAPHY

The loran and light stations sit 180 feet above sea level on the high ground which is nearly 100 feet from the waters edge. The island is seventy (70) miles long and thirty (30) miles wide. The most predominant points of interest on the island are the two major volcanoes. POGRONNI, an inactive volcano, is situated ten (10) miles to the east of the loran station and reaches to a height of 6,568 feet. SHISHALDIN, an active volcano which constantly spews forth sparks, smoke and steam, is forty (40) miles to the east of Cape Sarichef. This peak reaches a height of 9,372 feet. In addition, across the island there are a large number of peaks, all volcanic, climbing to 5,000 to 9,000 feet. The entire island is basically a lava flow and the camera bug has many interesting formations and colors to photograph. Because of its composition the terrain is among the most rugged in the world with deep crevases, towering cliffs, rushing rivers, and black sand beaches. In addition to the volcanoes and rugged country the island has two major ice fields or glaciers, one to the southeast of Cape Sarichef and the other east of Scotch Cap. It is from these ice areas that all of the streams on the west end of the island originate.

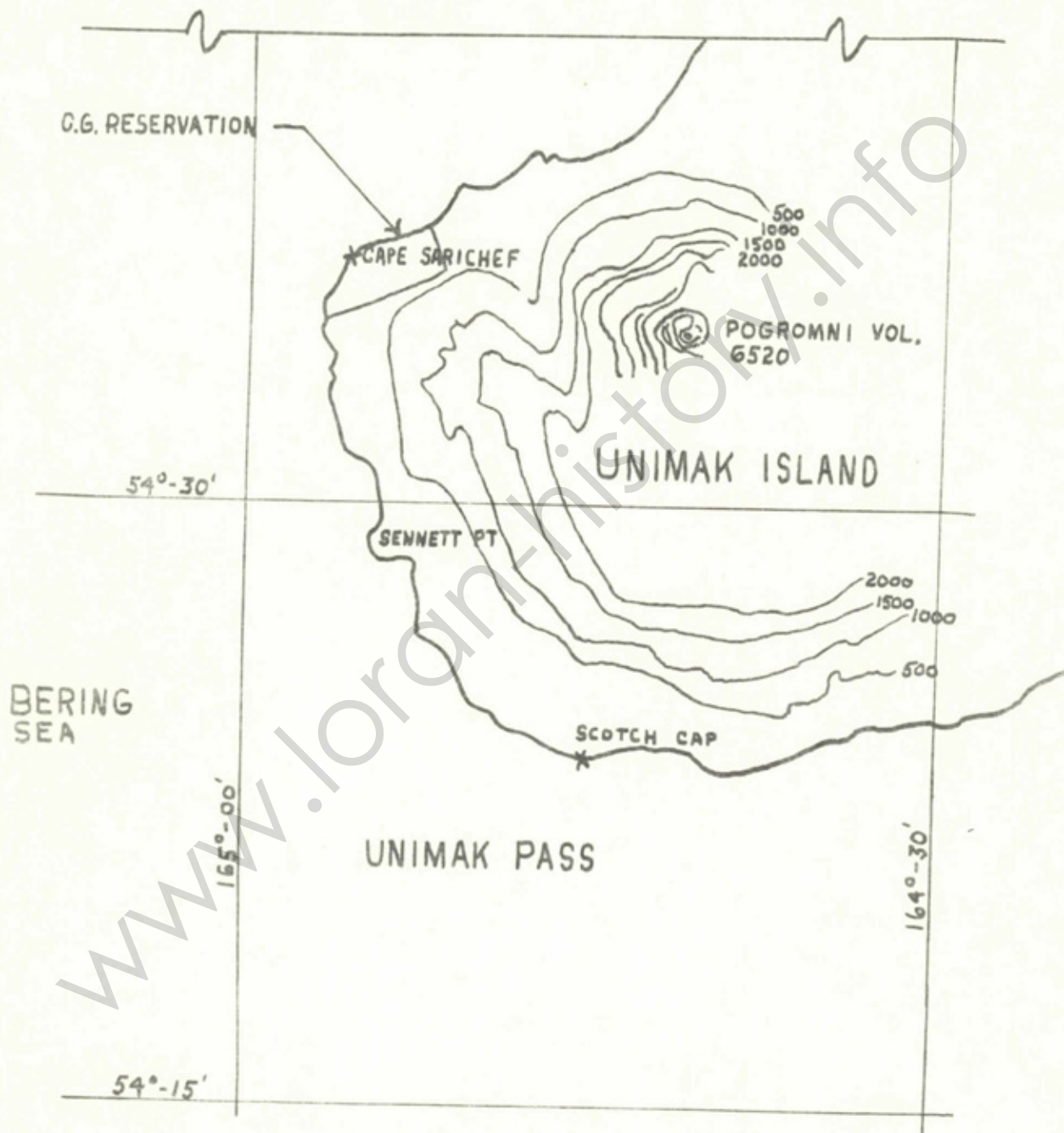
There are no trees on the island and the most predominant colors are black and brown during the summer. The brown coloring is caused by the various types of scrub foliage which exists on the island, and there are short periods during the summer months when grass does add some green to the scenery. There were five (5) small pine trees brought to the island from Kodiak a few years ago, but these have all succumbed to nature and have been removed.

www.loran-history.info



ALEUTIAN CHAIN





VICINITY MAP

#### C. WEATHER

The temperature ranges experienced here are not as bad as generally associated with the area. In the summer the highs average out to the mid-fifty range and the colder days in winter are usually associated with temperatures in the high teens. The effect of these temperatures is greatly amplified by the chill factors created by nearly constant winds of twenty five (25) knots in the summer and sixty (60) knots in winter. Fog is most prevalent in the summer, clear days laced with snow being the rule during the winter season. The unusual weather conditions are created by the meeting of the Japanese Current which brings warm temperatures from the south and the currents of the Bering Sea which bring the cold waters and air down from the north.

#### D. CIVILIAN AND MILITARY POPULATIONS

There is no permanent civilian population on the island although there is a small group which work at a cannery on the eastern end of the island during the summer season for a period of two (2) months. Since the village where the cannery is located is accessible only by air or water there is no contact between the crew and these people.

There is an Air Force DEW Line Site two miles to the east of Cape Sarichef Loran Station. This site provides us with telephone, water, electrical power, and teletype services. In addition they add to the morale of the crew through the Armed Forces Radio Network which they bring in and the U. S. O. shows which come to the island nearly every two months. The site is commanded by an Air Force Captain who is responsible for the site and the twenty four (24) men assigned there. Relations are very good between the Air Force and Coast Guard and there is much swapping of everything from spare parts to small food items. In return for their services the Coast Guard leases the land on which the DEW site stands, provides a measure of medical assistance as they have no Corpsman assigned.

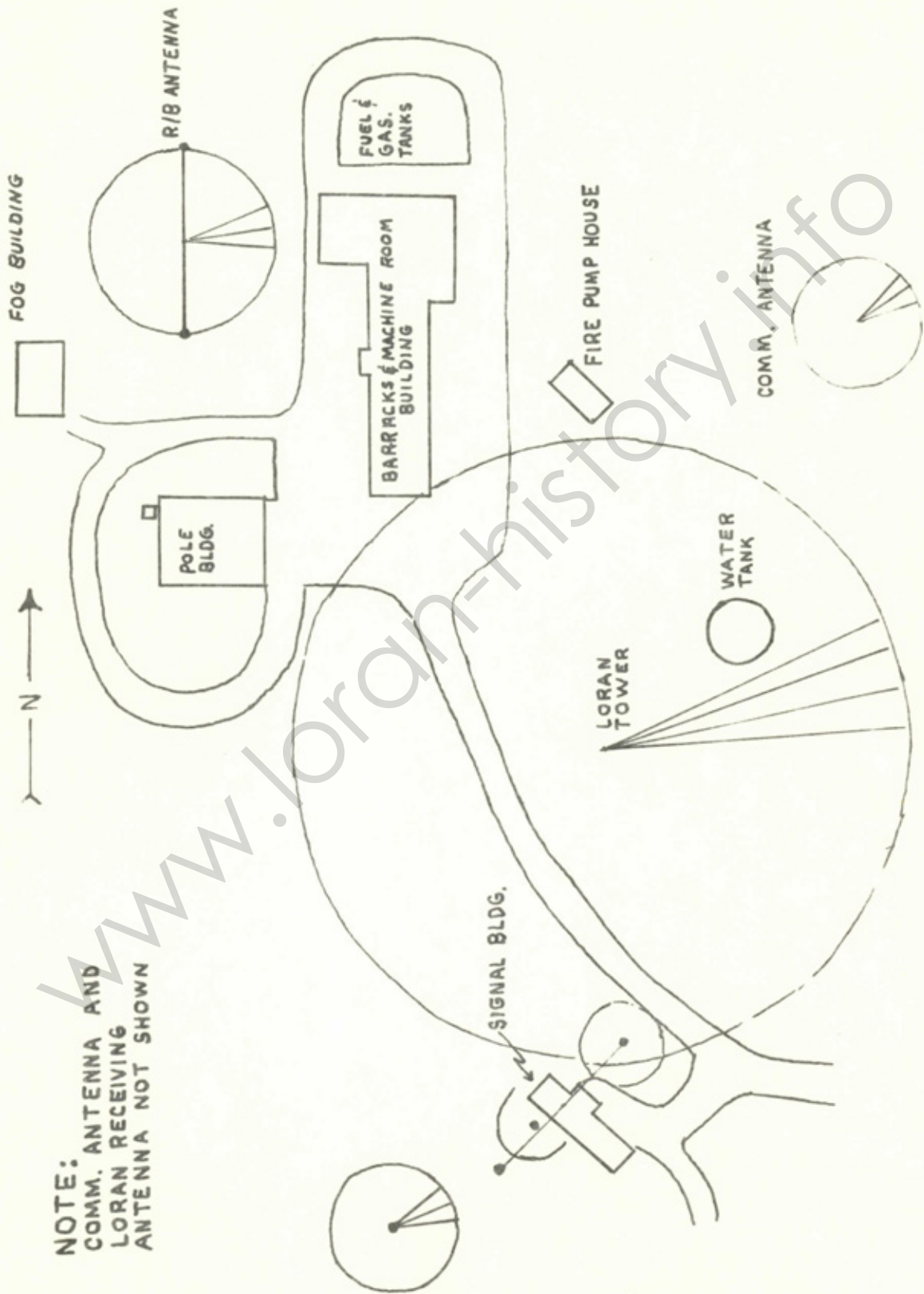
The Air Force establishment sits on a 600 feet high sub-cone of POGROMNI. The organization and operation of this unit is quite different from our own. The unit itself is not an independent command but is a detachment within the 714<sup>th</sup> A.C.&W. Squadron whose commander is in Cold Bay, Alaska, a town on the mainland and about 80 miles away. Very little of the administrative load is actually handled by the local command, most of it being handled by the squadron commander or Alaskan Air Command in Anchorage.

#### E. BUILDINGS

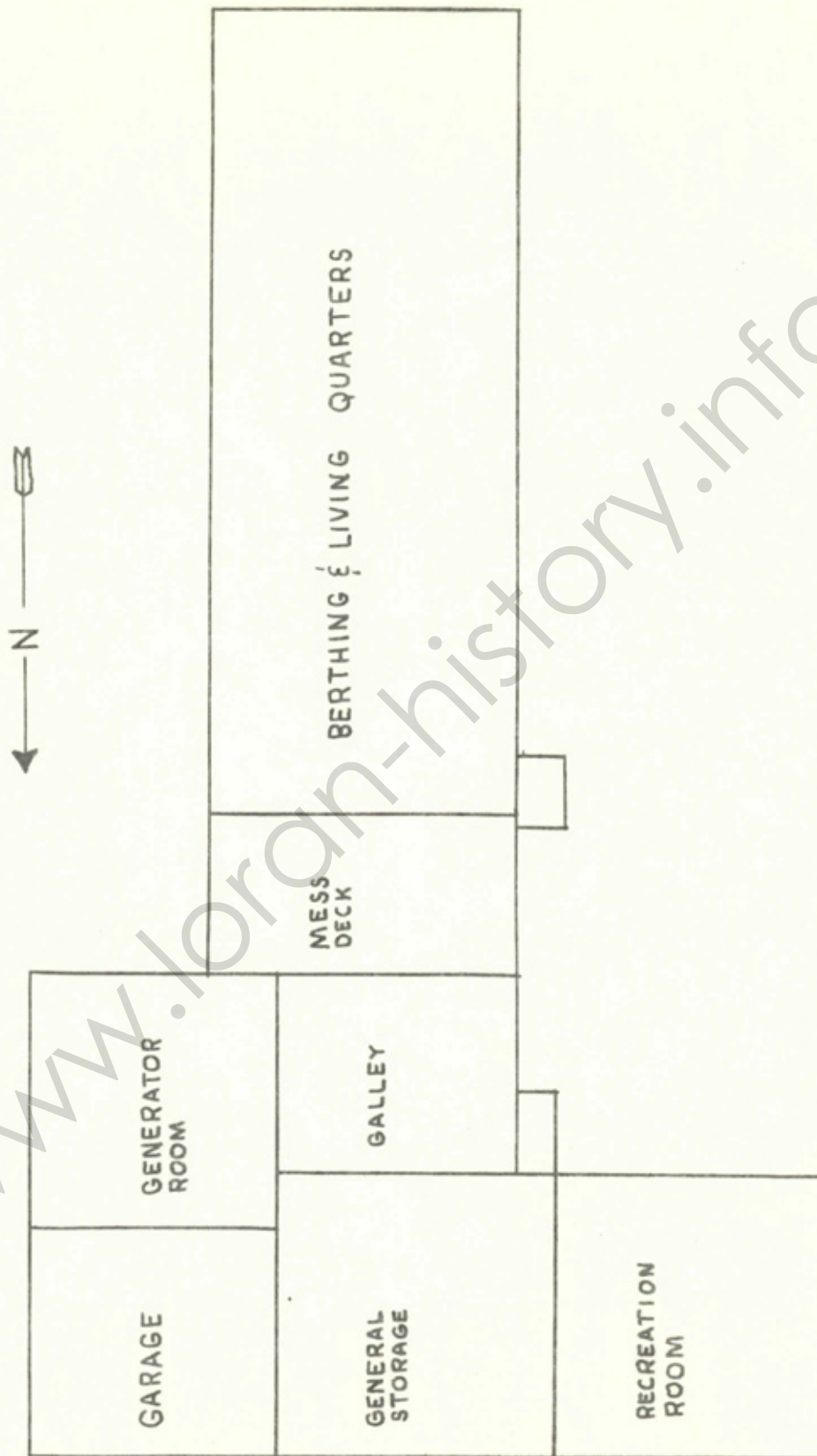
Cape Sarichef Loran Station presently has five major buildings. The main building contains the engineering spaces, living and administrative



NOTE:  
COMM. ANTENNA AND  
LORAN RECEIVING  
ANTENNA NOT SHOWN

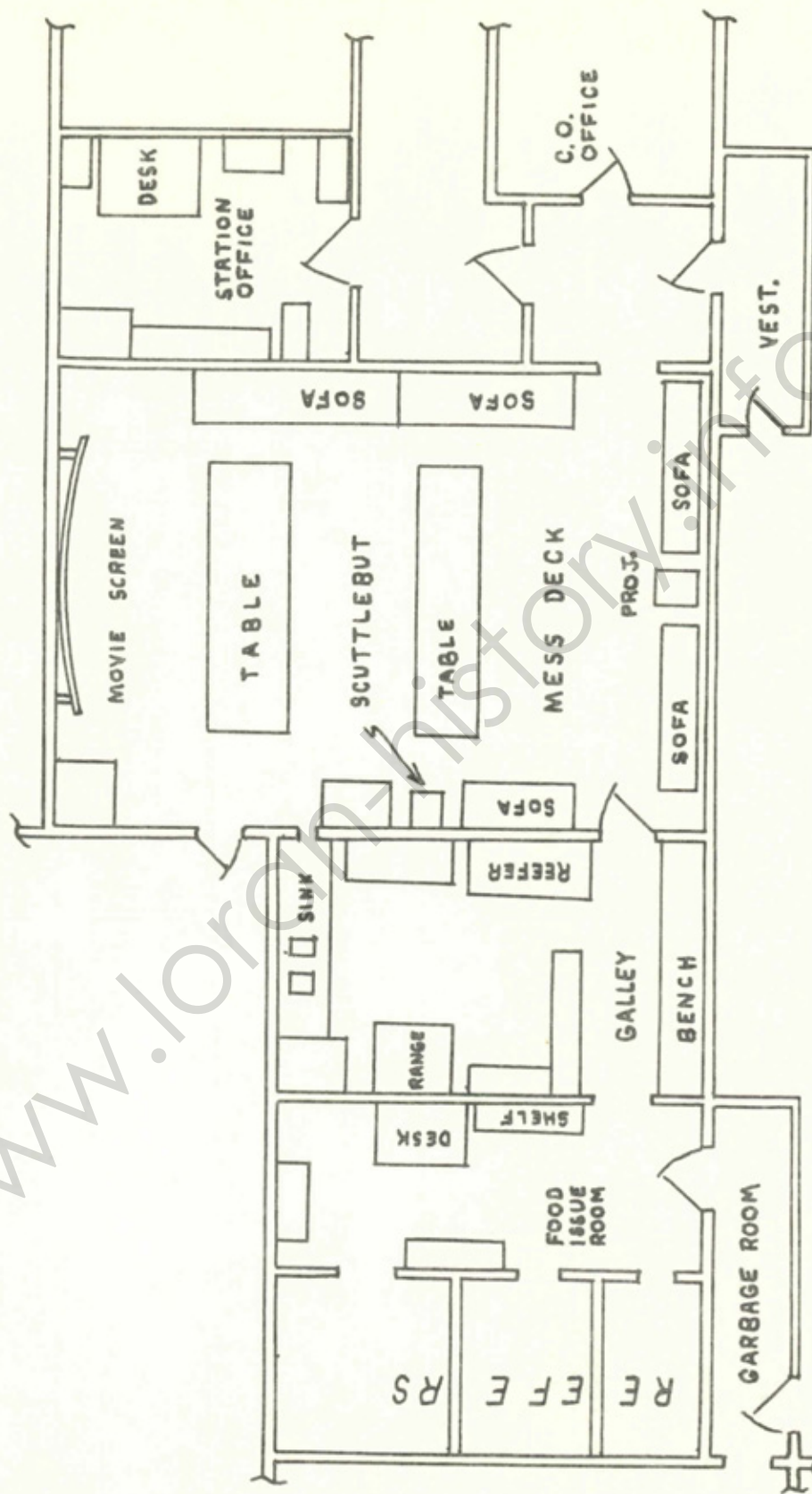


GROUND PLAN

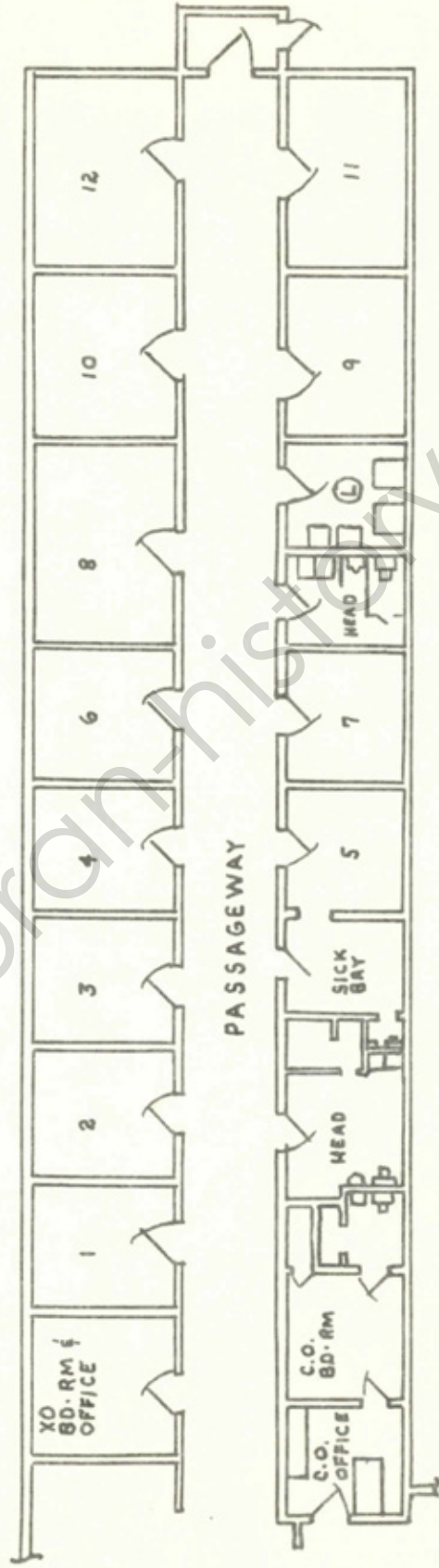


MAIN BLDG. FLOOR PLAN





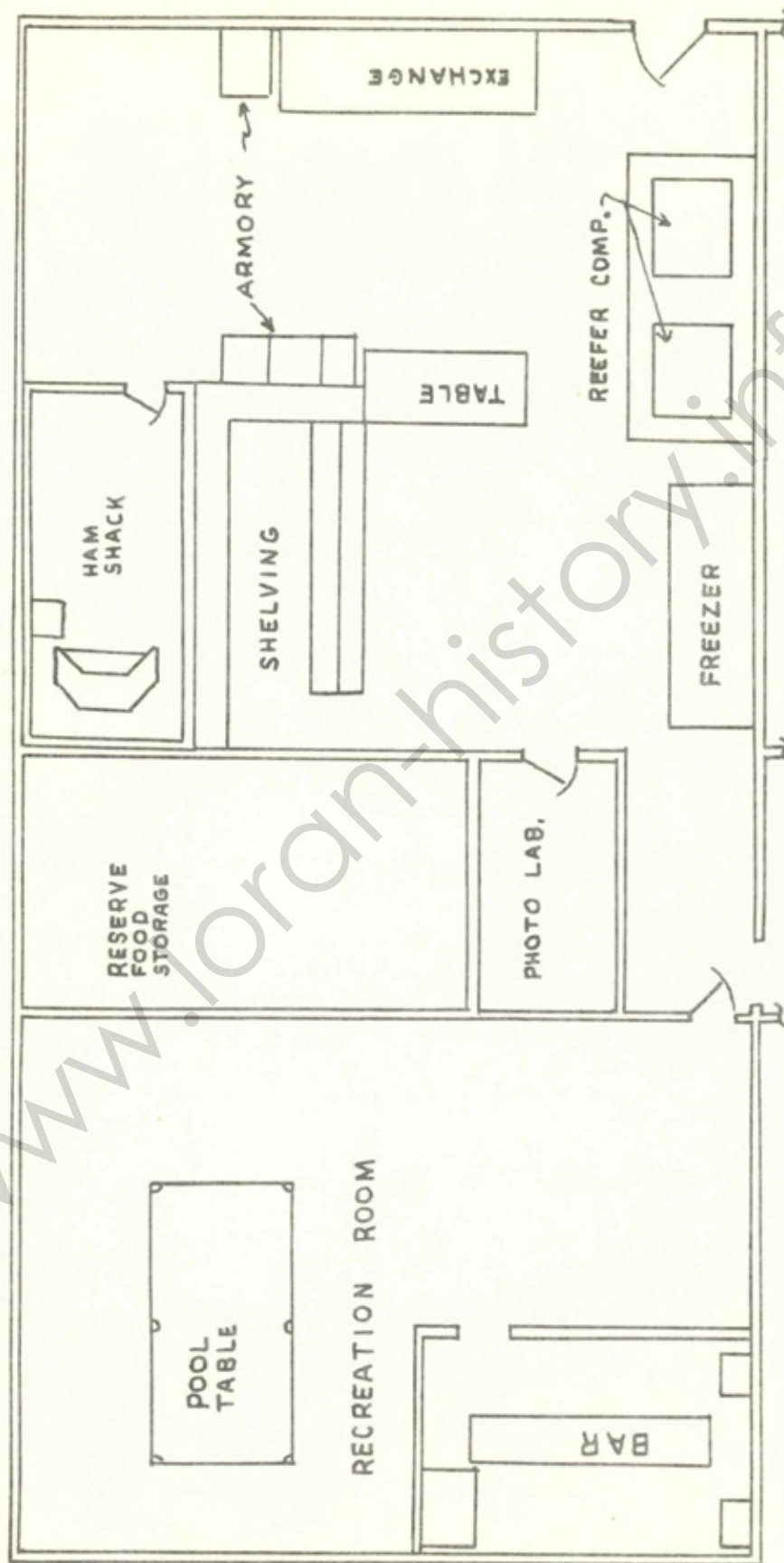
GALLEY & MESS DECK FLOOR PLAN



NOTE: ROOMS NUMBERED 1-12    L: STATION LAUNDRY  
ARE CREWS BEDROOMS.

BERTHING & LIVING QUARTERS FLOOR PLAN





REC. ROOM & GEN. STORAGE FLOOR PLAN

areas, recreational facilities, commissary, and storage areas. The fog building contains all gear for the radio beacons, the main light, and the equipment for the fog signal.

Our third and perhaps most important building is the loran building which contains all the equipment necessary for us to complete our primary mission, remaining in "sync" with the master at ADAK. It is in this building that all radio, loran, and teletype equipment is found. Also in the loran building are all the electronic repair facilities.

The final building in the main complex is the pole building which is a storage shed, heavy equipment garage, and Thiokol parking area. It is in this building that our hobby or woodworking shop, sometimes referred to as the D.C. shop, is located.

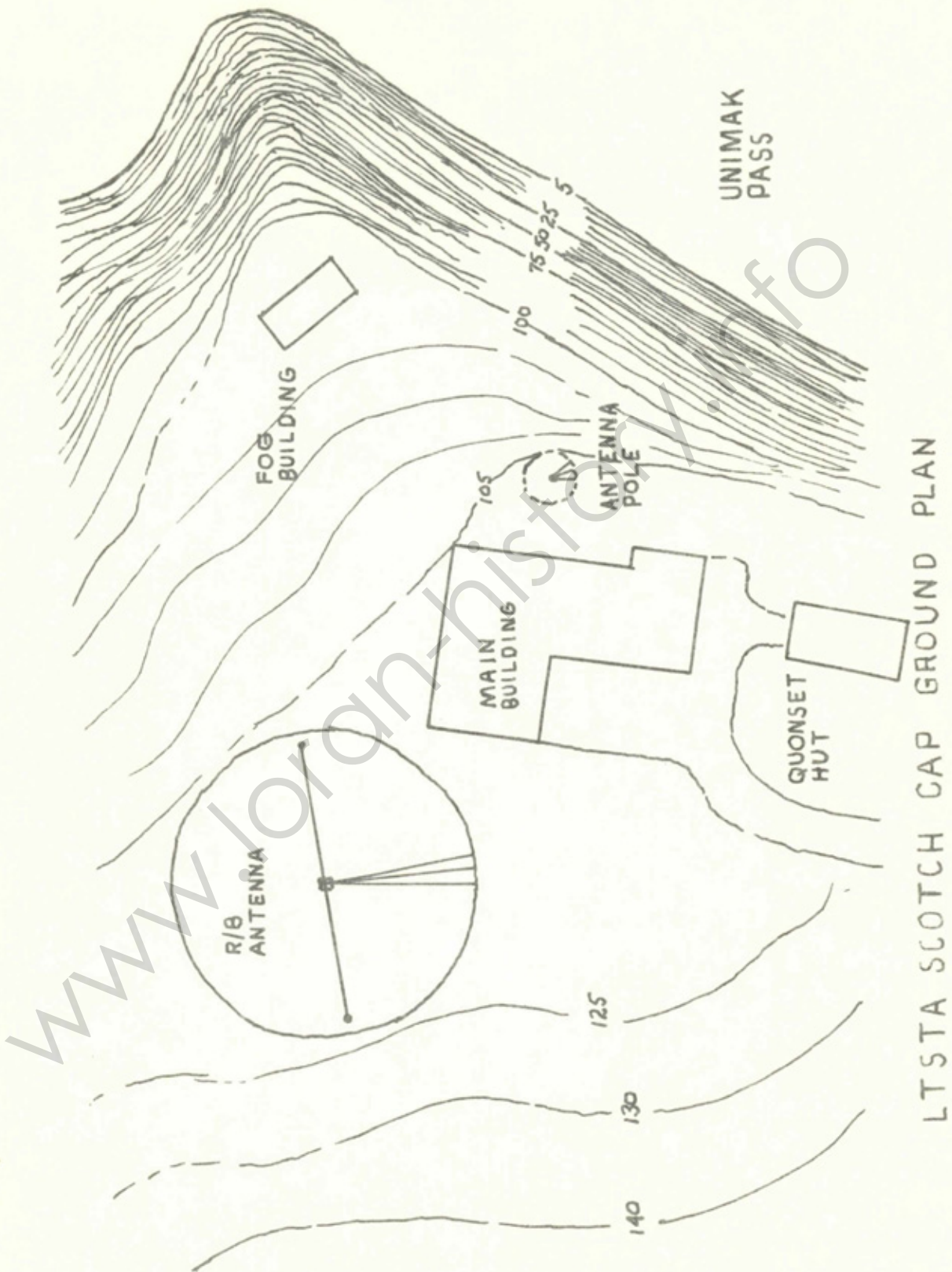
The fifth building is located at the reservoir and contains a gas driven pump which is cross connected with the Air Force electric pumps to insure that water will be able to be pumped at all times needed. Water is pumped to our main storage tank which has a capacity of 50,000 gallons. In addition to these buildings there is a fire shack where our main fire pump is located and several small pit type sheds located about the station which contain our fire main valves and equipment.

Scotch Cap Light Station has three buildings, the main building housing all living, storage, and engineering spaces. The fog building contains all light and fog signal equipment. The radiobeacon transmitters are housed in the main building. The third building at Scotch Cap is a quonset hut which is used for additional storage.

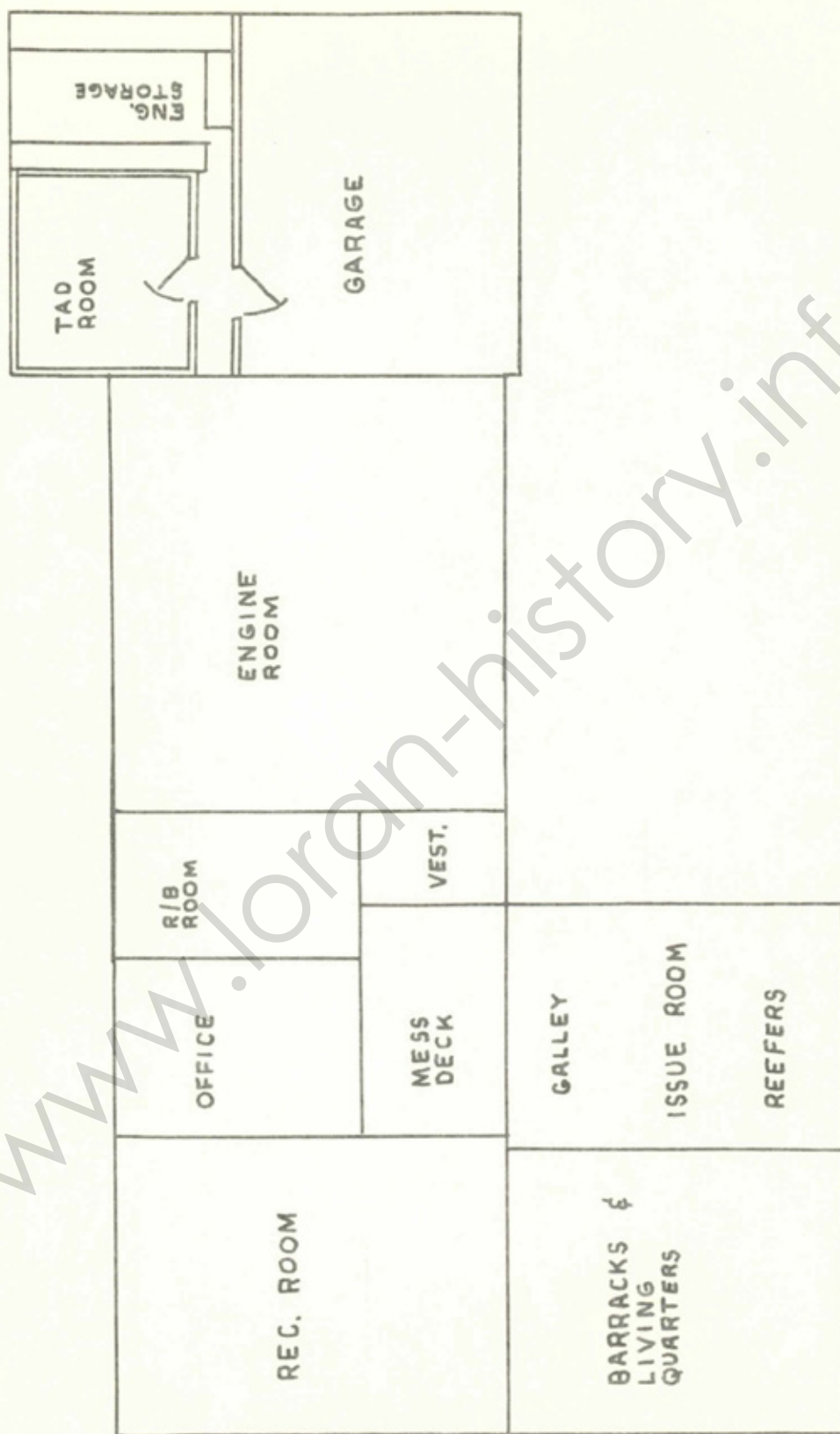
In additional structures placed between the two stations there are caches of survival equipment for the use of those men who become stranded while attempting to carry logistics supplies to Scotch Cap. At present there are two of these shelters but another is on order and expected to be installed soon. Each of these shelters contains food and supplies for three or four men for a period of one week. Included also are heaters, lanterns, sleeping bags, flashlights, and most of the necessities of health and sanitation.

There will be more information concerning the interiors of the buildings in later chapters of this text.



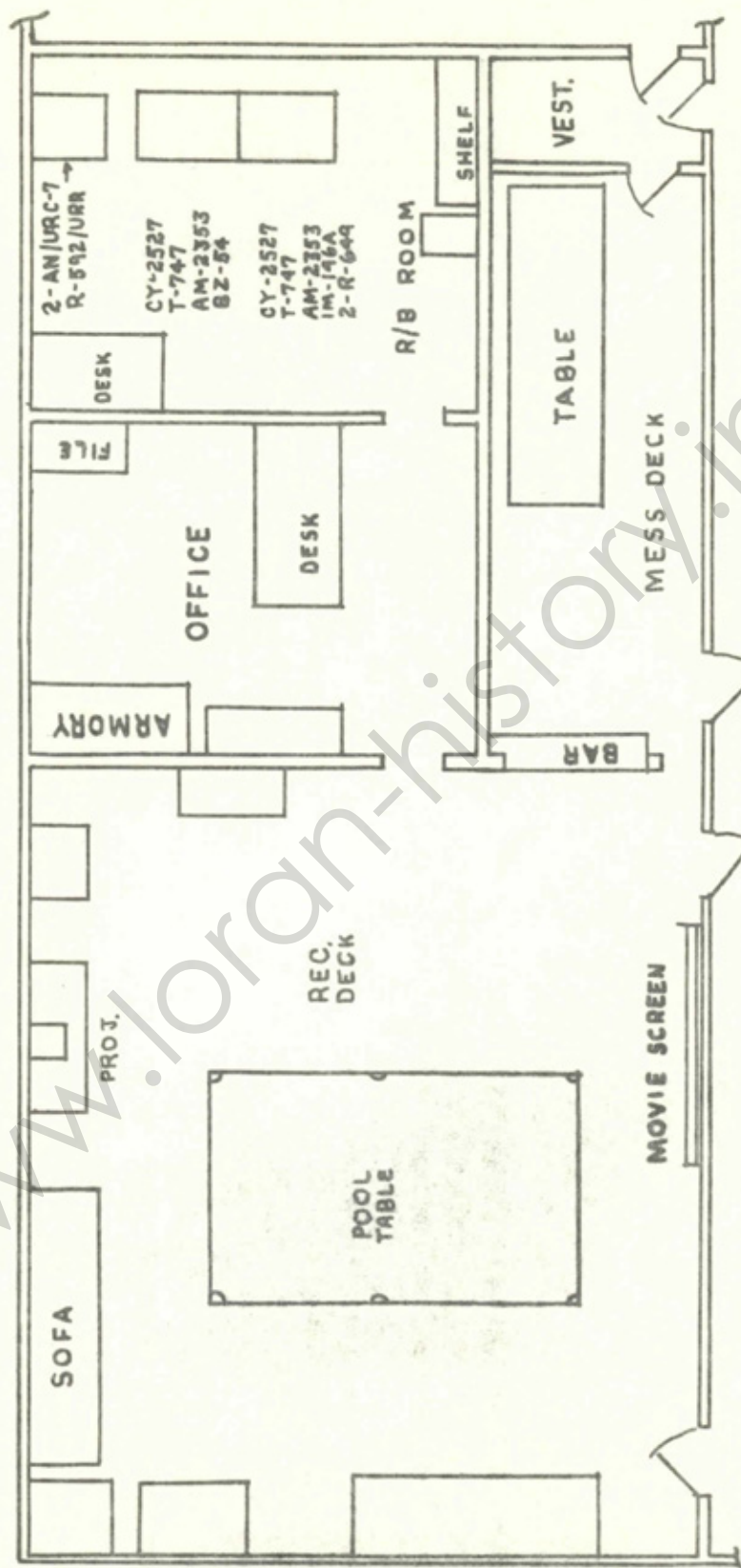


LTSTA SCOTCH CAP GROUND PLAN

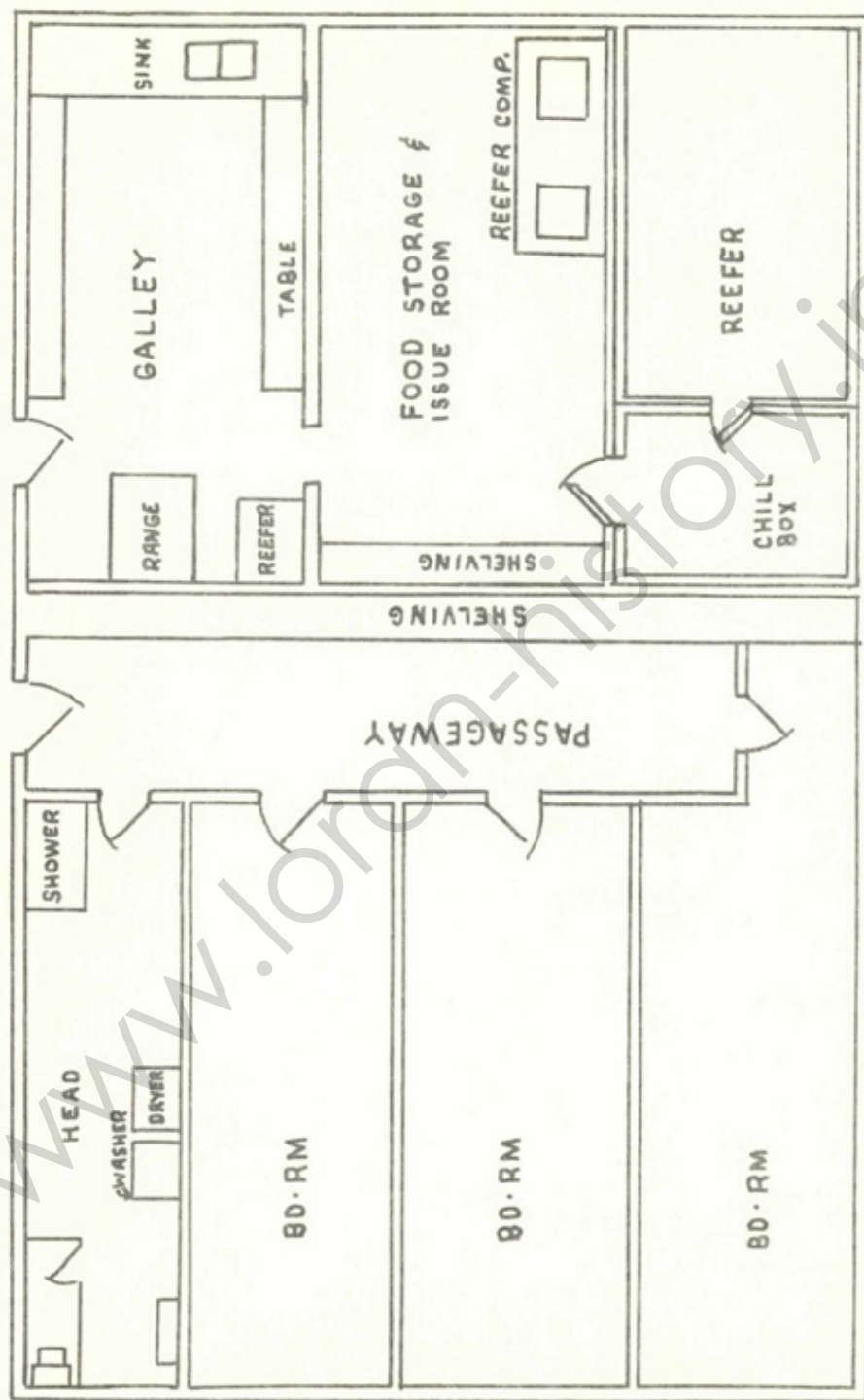


# SCOTCH CAP FLOOR PLAN



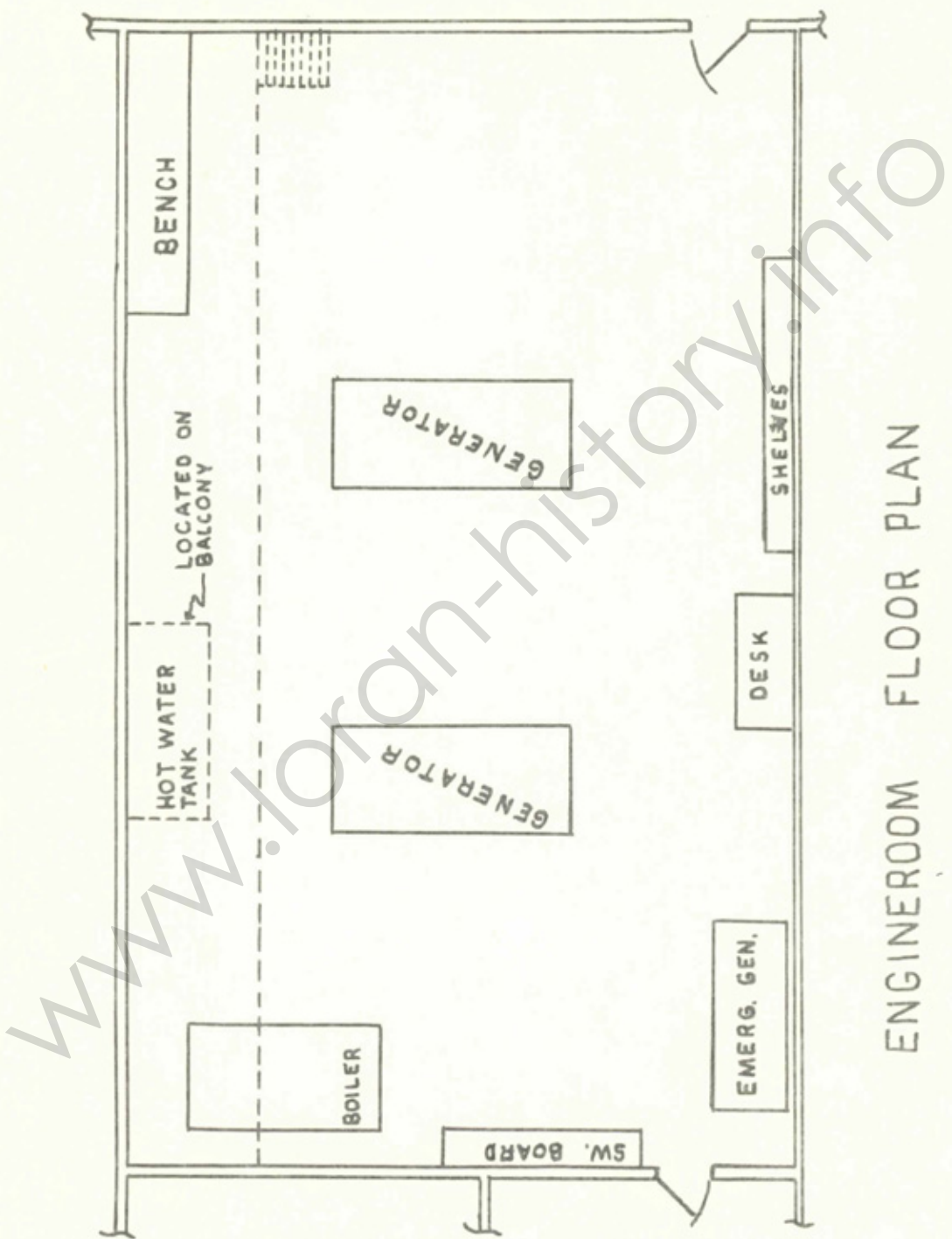


WATCH & DAY AREA FLOOR PLAN

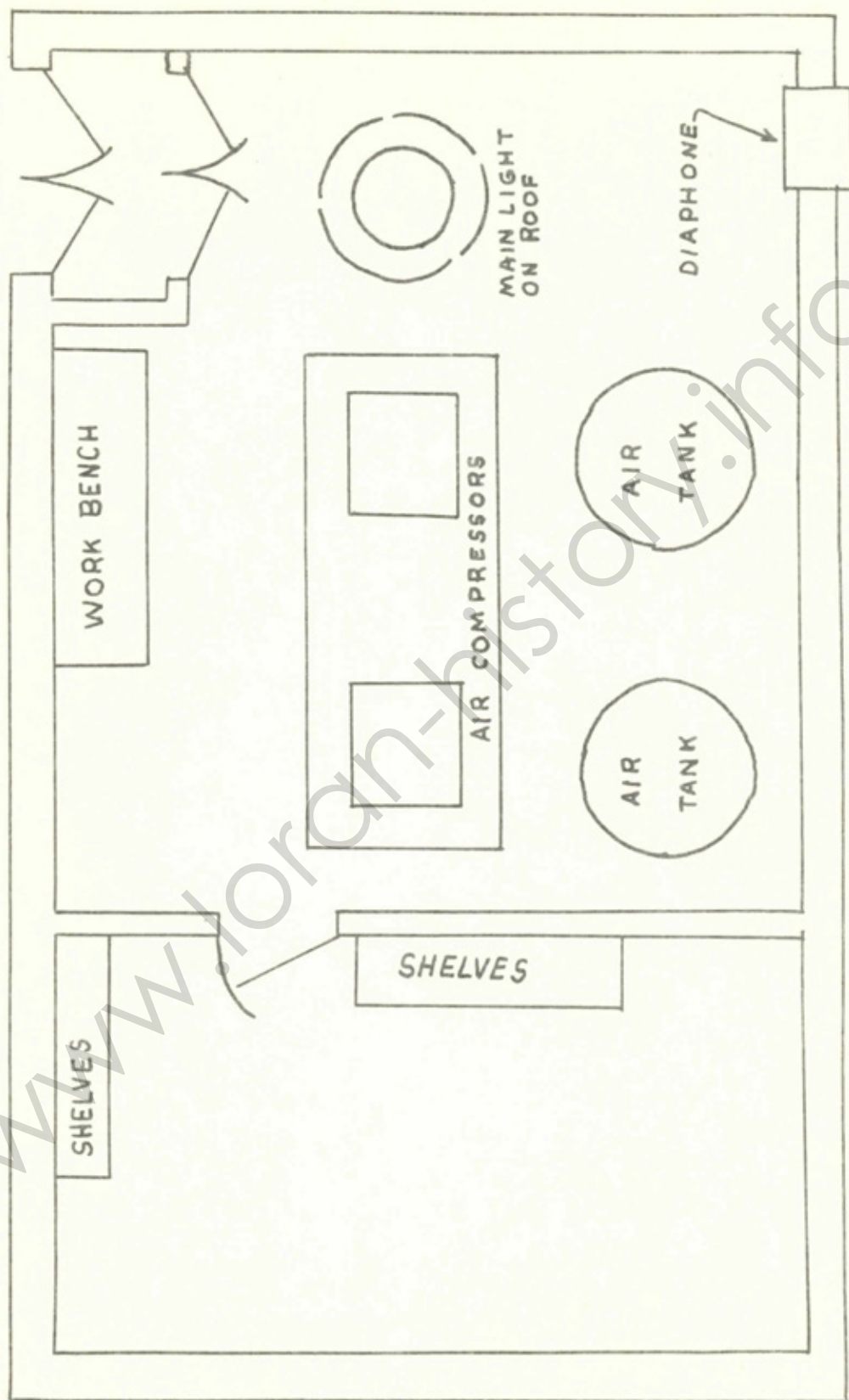


GALLEY & LIVING QUARTERS FLOOR PLAN





ENGINE ROOM FLOOR PLAN



FOG BUILDING



## CHAPTER II OPERATIONS

### A. AIDS TO NAVIGATION

The primary mission of this station is to transmit and maintain synchronization on loran rate 1L3 as a single slave station. ADAK Loran Station is the master. The station is equipped for high power and operates in type three modified. The operation and organization of the loran section and personnel will be covered in chapter five (5).

Volume III of the Light List, which covers the Pacific Coast and Pacific Islands describes the aids at the two stations as follows:

#195 SCOTCH CAP LIGHT on southwest end of luminous range 19 miles  
G6912 Fl.W., 15s(3s fl) Unimak Island 250,000 candlepower  
Resident personnel 54-23.8N, 164-44.6W geographical range 17 miles

White rectangular building with flat roof, 116 feet above water.  
Radio beacon: antenna at light tower. DIAPHONE, two-tone 2 blast ev 60s (3s bl. 3s sil. 3s bl. 5ls sil.) Scotch Cap light was constructed in 1903 and rebuilt in 1950 after original station was destroyed by a tidal wave.

-----  
#196 CAPE SARICHEF LIGHT on west end of luminous range 23 miles  
G6916 Fl.W., 10sec. Unimak Island 1,200,000 candlepower  
Resident personnel 54-36.0N, 164-55.7W geographical range 20 miles

White rectangular building with flat roof, 177 feet above water.  
Radiobeacon: antenna 200ft. 040° from light. HORN, diaphragm; 1 blast every 30s (3s bl.) Cape Sarichef light was constructed in 1904 and rebuilt in 1950 after the original station was abandoned.

-----  
The radio beacons at each station have the following characteristics:

Cape Sarichef: Range 100 miles, 290Khz, coding \_ \_ \_ \_ \_

Scotch Cap: Range 100 miles, 300Khz, coding \_ . . \_ . .

### B. COMMUNICATIONS

Cape Sarichef is an emergency backup in the communications network for the Alaskan loran "C" chain. ADAK normally has net control but if for any reason they are unable to maintain radio or teletype communications, this unit takes the guard and handles the traffic for LORSTAs ADAK, ATTU, ST. PAUL, PORT CLARENCE, and SITKINAK. The communications department consists of one (1) radioman (RM2). The communications watch is normally maintained by the loran watch standers, but the radioman is on call 24 hours a day for any emergencies.



Nearly all of the communications here are handled on teletype which runs through microwave facilities provided by the Air Force. The circuits connect us directly with most stations in the chain and the district. Other types of communications equipment are single side band, A.M., C.W., and RATT which is used occasionally in conjunction with the loran nets. Cape Sarichef handles all traffic for Scotch Cap and it is relayed to them via voice radio. The AN/URC-7 is the extent of the communications equipment at Scotch Cap and the frequencies most generally used are 2182 or 2678KHz.

There are a few SAR cases that this unit becomes involved in through communications as we do guard 2182KHz. continuously. In general communications is not a major part of our operations and during some periods of the year local atmospheric conditions are quite severe causing further limitations of the capabilities.

#### C. LAW ENFORCEMENT, SAR, INTELLIGENCE

Since there are no boats at either Cape Sarichef or Scotch Cap, we have no capabilities in SAR or Law Enforcement outside that which we can reach by land travel. In the event that there is a distress in the immediate vicinity we will render all assistance possible and within our capabilities. The assistance will generally be limited to handling traffic for the distressed and assisting units.

Because UNIMAK PASS is one of the major passages between the BERING SEA and the PACIFIC OCEAN, it is an ideal location to observe the movements of vessels from all nations. The pass being narrowest at Scotch Cap gives the personnel there an advantage of close observation and therefore more sightings and identifications. Both stations have the duty of identifying all possible shipping that passes and reporting the movement of all foreign shipping in the area. Because of the abundance of the sea food in this area most of the fleets are involved in fishing the area.

#### D. VEHICLES

As noted above this unit and Scotch Cap have no water craft. At present the logistics support of Scotch Cap Light Station is divided between a chartered light plane and over-land travel. All travel over-land is performed in tracked vehicles or trucks with over-size tires. The tracked vehicles are generally limited to use in the winter months but are used occasionally when weather and road conditions demand. At present the vehicle compliment for the stations consists of nine (9) vehicles. These will be more thoroughly covered in Chapter IV. Because of the terrain and weather conditions, a vehicle has a normal life expectancy on the local stations of approximately two (2) or three (3) years, this of course being limited to those that are used quite often in the operation of the station.

Travel by vehicle from Cape Sarichef to Scotch Cap takes an average of five and a half (5½) hours with a standard 50/50 probability that any trip will be a success with no breakdowns enroute. Lately a great deal of this problem has been eliminated by the chartering of a Grumman "Goose" from REEVE ALEUTIAN AIRLINE to handle the passengers, light cargo, and mail for Scotch Cap. The "Goose" is based in Cold Bay, 80 miles away, and the charters are made by the commanding officer via telephone with the pilot. An average flight to Scotch Cap takes six (6) minutes, a great deal less than the overland time requirement. In fact the trip from the airstrip to the station at either end takes longer than the entire flight.

"Goose" charters are made about twice a month but overland travel is still required for the movement of any large volumes of cargo of heavy items. The "Goose" can carry nine (9) passengers or up to 4,000 pounds of freight. The major limitation in the general cargo usage of this aircraft is the size of the doorway and the hatch to the forward cargo hold. These are much too small for anything larger than 20"X40"X30". Even a piece this size will be a major problem getting into the plane.

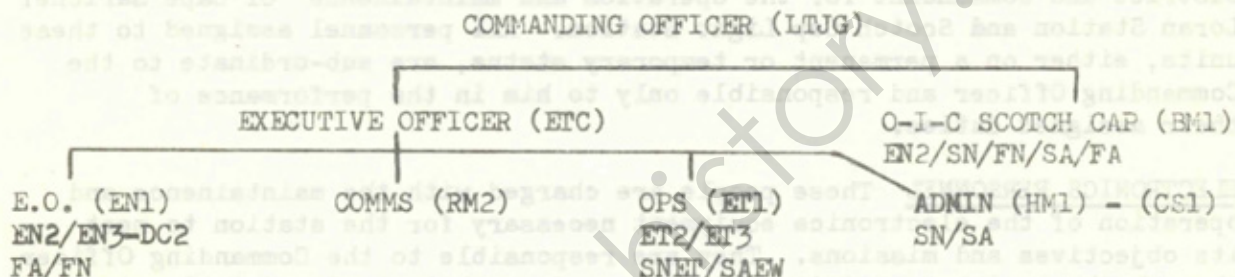


## CHAPTER III ADMINISTRATION

### A. GENERAL

The administration of both units is handled by the personnel at Cape Sarichef Loran Station. All service, health, and educational records are the responsibility of the Commanding Officer and Corpsman. The Officer-in-Charge of Scotch Cap Light is responsible to the command for the operation and maintenance of the light. Little paperwork is handled at the light station, it being limited to logs and local equipment records. All transfers, medical care, mail, reports, supply, and support is taken care of from Cape Sarichef.

The basic billet structure of the station is:



This billet structure is not established as a firm routing for all communications within the command as this would be practical only for larger more complex organizations. Here it is established to show lines of responsibility and official correspondence of the general administrative nature which must come to the attention of the Commanding Officer.

Nearly all of the paperwork is handled by the Commanding Officer and Corpsman, the exception being the electronic reports which are the responsibility of the ETC who submits such reports to the Commanding Officer. Personnel are subject to making such reports as may be required by the command concerning the operation of the unit. These reports will be made to the Commanding Officer in all cases and shall be routed via the Executive Officer.

Further information concerning the exact duties personnel will be assigned to and so on will be covered later in this section as well as in succeeding paragraphs.

### B. PERSONNEL ALLOWANCE

The personnel allowance of the two stations is combined into one listing and with the exception of the BML, the personnel are rotated between the two stations, as rates and billets allow. (\*) indicates a billet at Scotch Cap only. (#) indicated billets at both stations. Those rates with no marking will only be available at Cape Sarichef.



# COMMANDING OFFICER - LTJG

ETC (E-7)	1	EN1 (E-6)	1
ET1 (E-6)	1	EN2 (E-5)	2 (1 at Scotch)
ET2 (E-5)	1	EN3 (E-4)	1
ET3 (E-4)	2	DC2 (E-5)	1
BM1 (E-6)*	1	HML (E-6)	1
RM2 (E-5)	1	CS1 (E-6)	1
SN/SA (E-2/3)#	3 (1 at Scotch)	FN/FA (E-2/3)#	4 (2 at Scotch)

## C. DUTIES OF PERSONNEL

COMMANDING OFFICER Directly responsible to Commander, Seventeenth Coast Guard District and Commandant for the operation and maintenance of Cape Sarichef Loran Station and Scotch Cap Light Station. All personnel assigned to these units, either on a permanent or temporary status, are sub-ordinate to the Commanding Officer and responsible only to him in the performance of their assigned duties.

ELECTRONICS PERSONNEL These people are charged with the maintenance and operation of the electronics equipment necessary for the station to meet its objectives and missions. They are responsible to the Commanding Officer through the senior technician and will perform their assigned duties in accordance with such directives as may be promulgated by proper authority.

ENGINEERING PERSONNEL The engineers shall insure that the proper power is supplied for the operation of the loran and communications equipment. They shall insure that this power is supplied at the correct voltages and in the correct cycle rate. In normal operation they will monitor the power supplied to the station by the local Air Force site but will always be ready to line up the main engines and insure that lost time is kept to a minimum. All operations in the engineroom shall be in accordance with standard procedures and established policies. The engineering personnel will also be responsible for the maintenance of the main light, for horn, heavy equipment, and all vehicles. They are to insure that the roads are maintained during periods of good weather and kept open as much as possible during the winter months.

COMMUNICATIONS PERSONNEL The Radioman shall at all times be ready to take over the communications relay control for the LORAN-C net. He will also brief the loran watchstanders and Scotch Cap Personnel in the proper communications procedures so that they will be able to correctly handle the routine communications. He shall be qualified in the minor repairs of his equipment and will work with the electronics technicians in all periods when they are repairing communications gear. The radioman will maintain records and logs as required and will submit the radio logs daily to the Commanding Officer for approval.



ADMINISTRATION/MEDICAL/MASTER-AT-ARMS The Corpsman shall be the administrative assistant to the Commanding Officer in addition to the medical representative for the station. He will make all necessary entries in the service jackets of the assigned personnel with the approval of the Commanding Officer and look after all minor matters concerning the administration and supplies of the station. In his duties as the medical representative for the station he at all times shall be ready to treat minor ailments and diagnose those patients who should be evacuated from the island for more advanced treatment. He shall also care for the personnel assigned to the Air Force site.

As Master-At-Arms he is responsible for the general cleanliness of the buildings and grounds as well as the military order and discipline therein.

COMMISSARY PERSONNEL The Commissaryman prepares and serves all foods on the station, prepares menus, and maintains a running inventory of the food stores on hand. He is further responsible for the ordering of supplies in the commissary and is assisted in this area by the Commanding Officer and Corpsman. At the end of each month he and the Commanding Officer prepare the monthly commissary report and perform the inventories necessary to maintain a proper accounting. He is assisted in the galley by a mess-cook who is a non-rated man assigned to this duty for one month. The mess cook's primary job is cleaning the food handling areas and mess deck and preparing these areas before each and every meal.

NON-RATED PERSONNEL All non-rated personnel shall perform such duties as required of them by those petty officers who have been charged with duties in specific divisions. All engineering personnel shall work under the senior engineman and the deck personnel shall work under the Master-at-Arms. These personnel shall be assigned mess cook duties on a rotational basis and work as noted above.

SCOTCH CAP PERSONNEL Those men stationed at sub-unit Scotch Cap Light Station shall work under the direct supervision of the Officer-in-Charge of the Station who shall in turn be directly responsible to the Commanding Officer for the operation of the station. These personnel shall perform such duties as standing watches, general maintenance, clean-up, and the keeping of such logs and reports as required. The logs generally associated with this unit are the light station log, engineering log, light and fog horn records, and so on. Each of these men will be trained by the personnel of Cape Sarichef in proper radio procedures and the necessary aids to navigation work that they will perform. Since their engineering plant is completely different than the loran station plant all training in this field is given on station. Generally enough time is allowed to sufficiently overlap the personnel who will be leaving the unit to train the new men in their jobs.



#### D. MEDICAL FACILITIES

This station has a fully equipped Sick-Bay and a well trained Corpsman assigned at all times. All minor ailments and injuries are treated at the station for both the Coast Guard and Air Force Personnel. In the event that the affliction is such that it falls beyond the normal scope of local treatment, facilities are available for immediate air evacuation, if needed, to the medical facilities at either Kodiak or Anchorage. The personnel at Scotch Cap are handled in the same way but the initial evacuation is made by chartered air craft. The medical care that is available to personnel assigned to these stations is the best available and must be compared favorably with that which a man might receive in his own home town.

#### E. HEALTH AND SANITATION

All potable water at Cape Sarichef and Scotch Cap is chemically treated. As all water on the island is drinkable without this precaution, the remote possibility of contamination of the water is removed by this treatment. All eating and cooking utensils are also sterilized and the general cleanliness of the food preparation and serving areas is maintained by the cook and mess cook.

Each individual is responsible for his own sanitary practices. All men are afforded ample time on a scheduled day each week to care for their laundry in the stations automatic machines. All the necessary soaps, detergents, and bleaches are carried in the station exchange. A complete set of linen is issued to each man and it is his own responsibility to launder and care for it. The Commanding Officer and Master-at-Arms make frequent rounds of the berthing areas and counsel those who appear to be slacking in their cleaning habits. Each man is responsible for the cleanliness and decore of his room, thus giving all a measure of freedom and making the men a little more at home.

At present there is a planned expansion of the shower facilities on the station but the existing unit is sufficient for the entire crew to shower regularly. All the needed items for personal hygiene are again carried in the station exchange.

Each and every man is encouraged to maintain a level of cleanliness about the station so as to make it as pleasant as possible for all. The close proximity which the men are placed in for a year makes this an absolute must. Every man is expected to pick up after himself and to clean up any messes he might unintentionally make, thus easing the work of those men assigned to general cleanup.

#### F. TRAINING AND EDUCATION

All members of the crew are encouraged to take full advantage of the training programs offered through the correspondence course system. All Coast Guard and Navy courses are available as are the subjects offered



by the United States Armed Forces Institute which includes many college courses and subjects.

The training program of the stations is divided among training films, drills, lesson and lectures, and on the job experience. The drills are made as realistic as possible without impairing the operation of the station. Power failure drills include lining up a generator and taking a partial load, and fire drills are based on actual fires which are lighted in the vicinity of the main buildings. Dry runs on fire fighting are had inside the buildings to further the familiarity of the crew under all situations.

As noted above on the job training is an important facet of the training a man will receive on the station. After completion of the required correspondence courses and the service-wide examinations many of the men are advanced in rating on the primary experience and knowledge they gained on the job at this station.

#### G. MORALE AND WELFARE

All things taken into consideration, one might say that the recreational facilities are abundant here. The station has a fully equipped darkroom, amateur radio equipment, pool room, baseball field (Also oil drum storage area), horse shoe pits, wood working shop, small arms range, leather working equipment, and card tables. In addition to the facilities at Cape Sarichef there is a small gymnasium at the Air Force site where the crew may participate in basketball, volleyball, shuffle board, and other such sports. Scotch Cap has pool, horse shoes, cards, shooting, and weight lifting as past times.

Hunting on the island is quite restricted because of the resident/non-resident regulation differences and the fact that the island is a national game preserve. Most of the men assigned here are non-residents and therefore do not obtain big game tags. These men generally obtain small game licenses and spend time hunting in this area. Most of the hunting done on the island is not done with a gun however, it is done with a camera as the game and country side are unique to this section of the world. The game, which abounds here, is nearly unlimited in numbers and includes: Alaskan Brown Bear, wolf, caribou, fox, sea lion, sea otter, seals, bald eagles, weasels, golden eagles, marmots, and an unlimited number of migratory birds of all types. Below is a listing of the hunting license fees for Alaska:

Resident hunting . . .	\$7.00	Non-resident...	10.00
Resident hunting & Trapping . . .	10.00	"	100.00
Resident trapping. . .	3.00	"	N/A
Resident hunting & fishing . . .	12.00	"	20.00
Resident hunt/fish/trap. . . . .	15.00	"	N/A



Non-resident big game tags:

Brown or grizzly bear . . . . .	75.00	each
Polar Bear . . . . .	150.00	each
Black bear, deer . . . . .	10.00	each
Bison/moose/sheep. . . . .	50.00	each
Walrus . . . . .	100.00	each
Elk/goat/caribou . . . . .	25.00	each

No tags are required of resident hunters and service men are considered as residents only after they have completed a one year tour in the state. Before the year is up they are non-residents and if they leave the state before going hunting the period lapses and they must requallify for their residence. All bear hunting, both resident and non-resident, on Unimak Island requires a special permit issued by the Federal Fish and Wildlife people. There are twenty-five of these permits issued each year and hunting without one is a federal offense which carries some very strict and harsh penalties. There is no other special permit required to hunt on the island except for the hunting license requirement.

Perhaps the greatest past time on the island is movies. Each of the stations receives fourteen movies at two week intervals. These are shown each evening at 1900 and usually draw 100% attendance from the available personnel. This hold true even with some of the poorer films which must be expected. In other cases there is repetition which has created a fact that some of the crew men know the lines to the movies better than the actors who made it in the first place.

Of course there is no greater boost in morale than mail and this station is the same as every other. We are fortunate in that we receive mail twice a week on a regularly scheduled airline. The plane that brings the mail is good for two reasons, first it brings letters and mail from loved ones and friends, and secondly it gives the crew a chance to see an occasional member of the fairer sex, the stewardess. The men assigned to Scotch Cap are not fortunate in this area as they receive their mail every two weeks by a trip made up of men from Cape Sarichef.

In addition there is a rather extensive library of paperback books which have come to the island over the past few years. This collection is augmented by 100 volumes which are on a rotational loan from the Alaska State Library. Each month the station received a small number of books from the library and returns a like number of those on hand. The older books, or the ones that have been on the station the longest are sent back each time insuring that a constant rotation is maintained. The station librarian, usually the Corpsman will assist members of the crew in obtaining books from the library, who will ship them to us on request.

A complete exchange is maintained on the station. This store is more a corporation than a simple exchange as each man assigned deposits \$15.00 in the account. This money is used to defray initial stocking costs and is refunded to the man when he is transferred from the unit. This store carries a wide variety of items including pipe tobacco, cleaning, toilet and personal hygiene supplies, cigars, cigarettes, candy, clothing, greeting cards, and many more items. In addition to the items carried in the exchange a large number of mailorder catalogues are maintained to allow the men to select items they may wish for themselves or for gifts. Each item sold in the exchange is sold at cost plus a small mark up to off-set the cost of operation. The catalog sales have no mark-up which comes back to the station. The money brought in from the mark-up in the exchange pays the salaries of the beer mess operator, exchange operator, and motion picture operator. At the end of each month a complete accounting of all funds is made by the exchange operator to the Commanding Officer who in turn publishes this for the entire group of stock holders.

The beer mess is operated under the exchange and is completely on the honor system. Each man is allowed two cans of beer per day while assigned here. When taking a beverage from the refrigerator the man marks his name in the appropriate places on the lists provided. Separate lists are maintained for drinks of the non-alcoholic variety and the beer. The beer mess is open at all times other than working hours and no hard liquor or wine is allowed on the station. Men may purchase hard drinks at the Air Force site for consumption across the bar at their club. Since it is a privilege to have the beer mess run in its present format, the members of the crew are very cautious not to jeopardize their position and will keep a tight reign over those who threaten to lose it for them through negligence or intent.



## CHAPTER IV ENGINEERING

### A. ELECTRICAL POWER

In general operations the electrical power for the operation of the Loran Station is received by cable from the Air Force site. The Air Force have four (4) White Superior Diesel Generator Sets, Model 405X6, rated at 433 H. P. , 3 phase, 60 cycle when turning at 720 RPM.

This unit has two (2) Fairbanks-Morse Generator Sets. Originally installed in 1948 as main power plants, they are now used as Emergency Generators. These engines are Model 32E12, 2 Cycle cylinder, water cooled, dry sump type TG20, rated as 3 phase 77.6 KW, 60 cycle, 240 volts while running at 360 RPM. They are air started and have a brake horsepower of 120 HP. The stations generators are run weekly for a period of two (2) hours with a partial station load. In addition to the large units this station has an Auxillary Emergency Generator set made by Duplex Truck Company and installed in 1946. The prime mover is a Continental Gas Engine, 6 cylinder, 371 cuin, 4 cycle, 47.3 H. P. Model B-371. The generator end of the set is a Westinghouse, A. C. , 3 phase, 60 cycle, 60 amp., 240 volt, 1200 RPM unit. This unit is run monthly for a period of one (1) hour and used only as an auxillary emergency power plant.

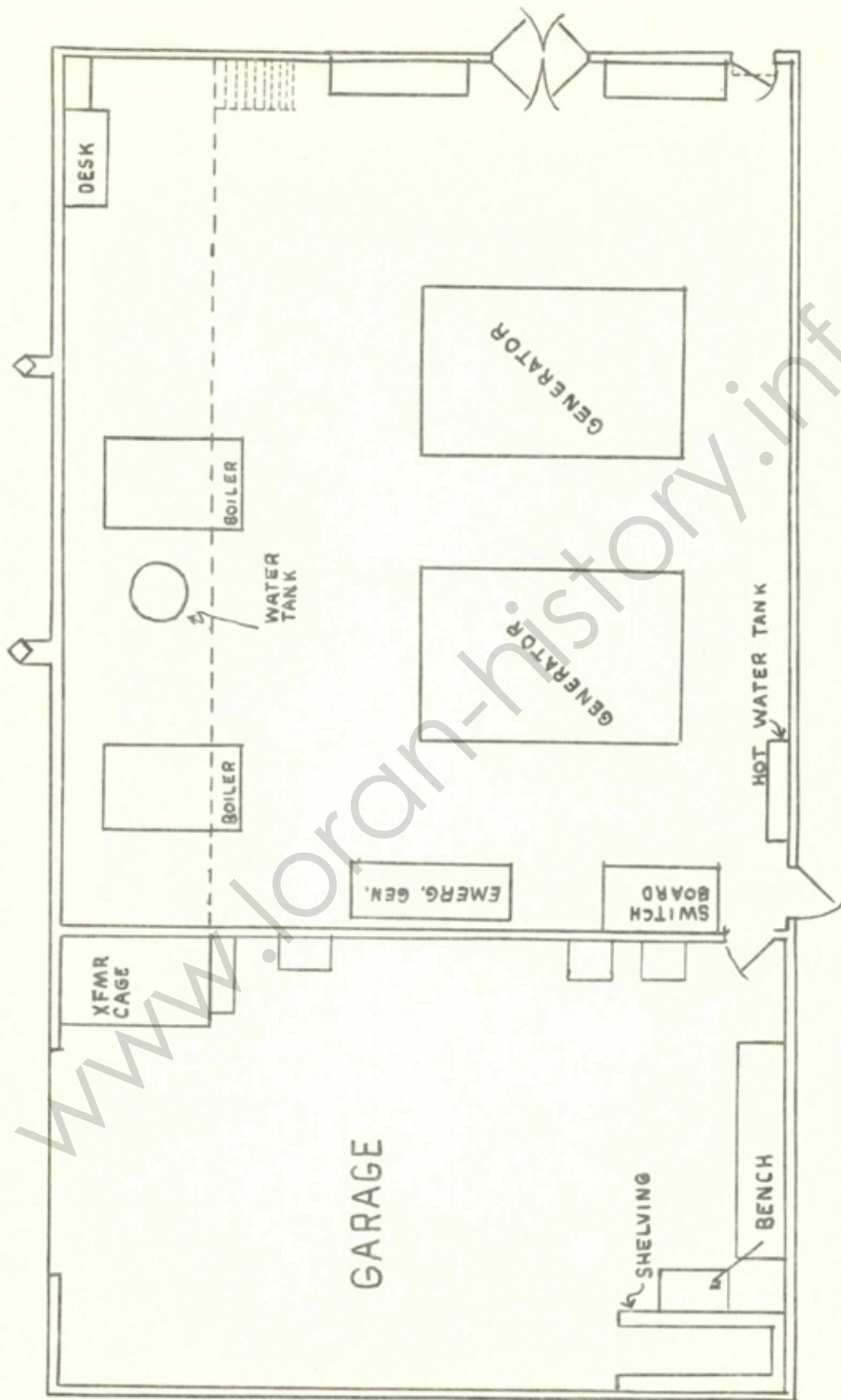
### B. HEATING SYSTEM

The heating system is a hot water circulating unit supplied by two (2) Pacific Steel Boilers, Model 411-B. These boilers are oil fired, 756,000 BTU, working at a pressure of 15 to 30 pounds. Boilers are switched weekly.

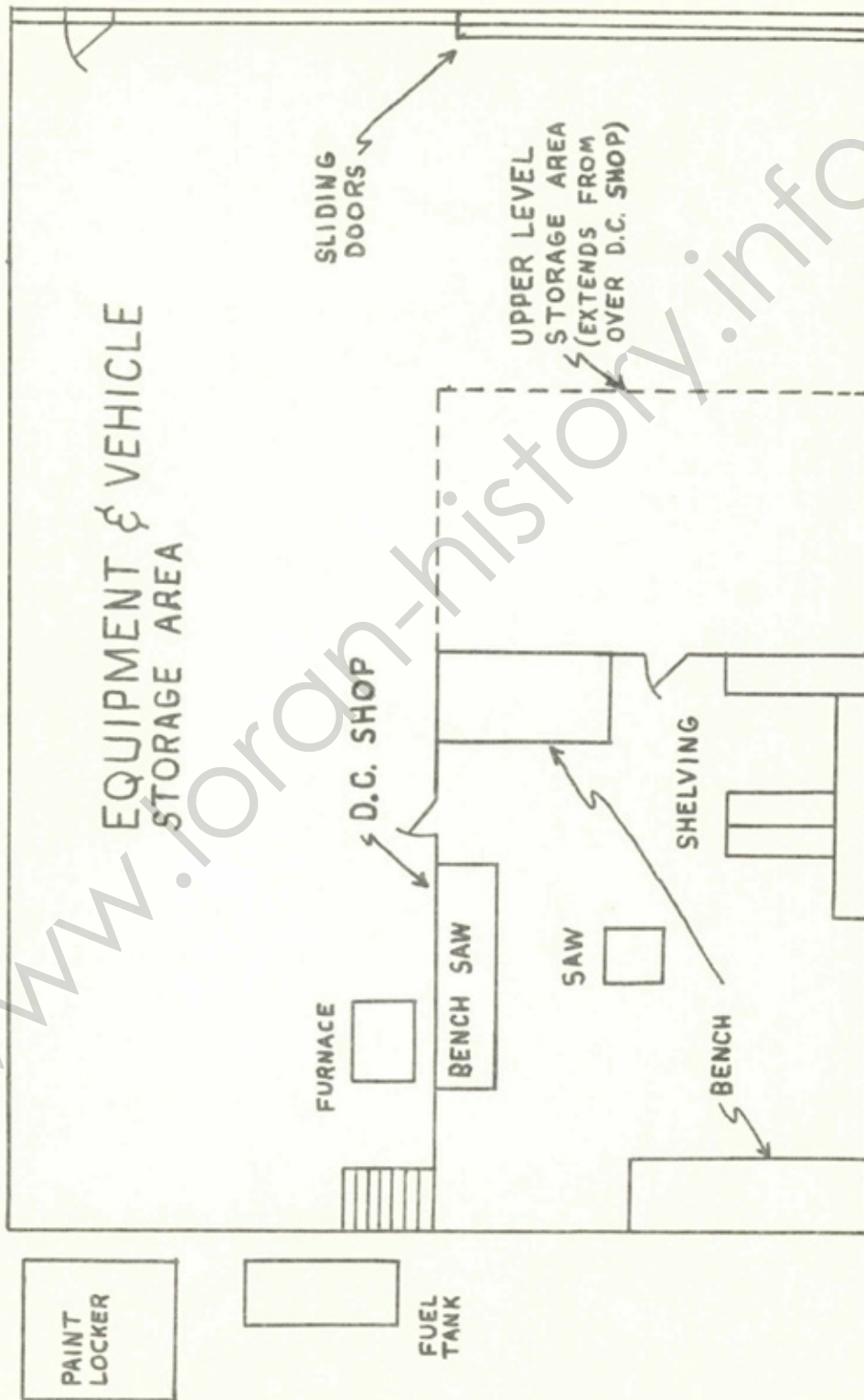
Hot water for station use is supplied by an immersion heater in a 100 gallon hot water storage tank. Hot water from the boiler is used to heat this tank.

### C. FRESH WATER

Water is collected in a pond created by a dammed up creek. The water is pumped by a Wisconsin Air Cooled Engine Model TH, 4 cylinder and a John Bean GPM, 3 cycle Royal 35 Sprayer Pump to a 50,000 gallon tank located at the main building. From the pump at the dam to the tank is a distance of about two and a half ( $2\frac{1}{2}$ ) miles. All water piping is buried and valves are in pits equipped with heat lamps and pipe heating coils to prevent freezing. Fresh Water is pumped to the storage tank weekly. From the



ENGINEERING SPACES FLOOR PLAN



POLE BUILDING



tank the water is gravity fed to a booster pump located in the engineroom where it is pumped to the hot and cold water system in the barracks.

#### D. MISCELLANEOUS HEATING UNITS

Heating for the loran building is hot water circulating which is supplied by one (1) Arcoliner Boiler made by the American Standard, Series 4 B-J4. This is oil fired and a working pressure of 15 to 30 pounds. Heat from the loran equipment is more than sufficient to keep the building warm for most of the year and for that reason the boiler is little used.

A Columbia Forced Draft Furnace, Model 250-HS, 250,000 BTU, ducted system is used to heat the pole building.

Heat for the fire pump and fog buildings is supplied by electric unit heaters which are of questionable if any value.

#### E. REFRIGERATION

Two (2) Tecumseh Refrigeration Units, Model VFT, are used to supply Freon-12 to the units chill and freeze boxes. These units are driven by 220V/AC motors. In addition to the chill and freeze boxes there is a Whirlpool chest type freezer, Model ECH-221-0 with a 21 cuft capacity.

Located in the galley is a reach-in-reefer which is made by Fogel Refrigeration Company and is a model SJ25-S/S

#### F. FIRE FIGHTING SYSTEM

Fire main pressure is supplied by a Crysler-Hale pump unit, type FET, 105 506, six (6) Cylinder. Water comes to the pump by gravity feed from the main water tank through a six (6) inch pipeline. From the pump the water is channelled to three (3) hydrants located; a longside the pump building, and beside loran building. There are also three fire stations on the system in the main building; storeroom, messdeck and the berthing area.

#### G. MAIN LIGHT AND FOG HORN

The main light is a Crouse-Hinds Rotating Beacon, Type DCB-36, 120 volt, 1,000 watt lamp creating 1,200,000 candlepower. The characteristic is flashing white every 10 seconds and bulb life is 500 hours.



The fog signal is a Supertyfon, TF-150/255-2B operating on 40 psi pressure with a three (3) second blast every 30 seconds. Air for the signal is supplied by two (2) Joy Air Compressors, Model D-240 which were installed in 1963. Both the main light and the fog signal equipment are located in the fog building.

## H. VEHICLES

This unit has a fleet of nine (9) vehicles which accumulate 17,000 miles per use in a year. Trucks are listed as follows; One 1966 Dodge W-200 Power Wagon, 3/4 ton Pickup, six (6) passenger cab with four (4) wheel drive, one 1964 Dodge WM 400, 1 ton stake with four (4) wheel drive and balloon tires. The last unit is being replaced with a newer vehicle with a new innovation in tire design.

Off highway vehicles are Thiokol Track Laying type cargo and personnel carriers for use over snow and difficult terrain. This station has two (2) Thiokols, four (4) passenger, one (1) ton 600 Series models which are powered by Ford Industrial Engines and One Thiokol four (4) passenger  $\frac{1}{2}$  ton, 1200 Series also powered by Ford Industrial Engine. The primary use of the Thiokols is the logistics support of Scotch Cap Light Station.

The heavy equipment for the up-keep of the roads consists of one (1) Diesel powered D-4 Caterpillar bulldozer, one (1) Number 12 Caterpillar Road Grader with diesel power, one (1) Case Front Loader, Model W-5A Diesel Tractor with 3/4 cu. yd. bucket and lift fork.

## I. ROADS

There are a total of nearly fifty (50) miles of "road areas in the vicinity of the station. Immediately adjacent the both Cape Sarichef Loran and Scotch Cap Light the roads are fairly well maintained though unpaved. It is in this area that the major of the road maintainence is done since here is where the most traffic is had.

The road connecting Cape Sarichef with Scotch Cap best be described as a marked trail. This route crosses lava flows and rock fields in the first half, also the highest section. During much of the winter this area is covered with snow. Some of the snow in drifts running thirty (30) or more feet deep. The other half of the trail is composed mostly of open beach with a base of soft volcanic sand. The entire route of connection is considered by those who have traveled it as the worse route in the world with the possible exception being straight cross country travel in volcanic areas.



## J. AIRSTRIP

The airstrip at Cape Sarichef is maintained by the Air Force and the Loran crew is not involved in the operation except during the winter months when we are asked to assist in keeping it open. The main runway is unpaved and 3350 feet in length. The surface is well packed and planes up to and including C-130B have landed without difficulties. The secondary runway which runs East and West is presently closed and no plans are pending to re-open it in the near future.

The Airstrip at Scotch Cap is 1000 feet long and unpaved. The surface of this strip is fairly soft and the Grunman Goose charter is the largest plane to be able to land there safely.

## K. SCOTCH CAP

At present there is a major conversion of Scotch Cap Light Station which includes modernizing the engineroom, fog signal, and light units underway which will not be completed until late this year. As soon as the job is completed and placed in operation a change will be promulgated to this book covering the new plant. The present plant is obsolete and unique and will not be covered in this text.

## CHAPTER V

### LORAN AND ELECTRONICS

The duty at this unit, for Electronic Technicians, is far from humdrum or boring. Although much of the maintenance work is basically the same as one would expect to find at any other Loran-A station, there are many interesting and unique experiences to be had due to the climate and the remoteness of Scotch Cap Light Station.

To maintain clarity in this section, the electronics aspects shall be divided into two main units: (1) LORSTA CAPE SARICHEF, and (2) LTSTA SCOTCH CAP, with each of these units being sub-divided as needed.

#### A. LORAN TRANSMITTING STATION, CAPE SARICHEF, ALASKA

Cape Sarichef operates as a slave station to the master located on Adak Island. Basically, our prime function is to remain on air and in synchronization with our master, while at the same time conforming to the published standards regulating peak power, pulse shapes, and line current. The system operates on rate LL3 and maintains a standard time delay of 2,000.00 microseconds, plus or minus 2 microseconds.

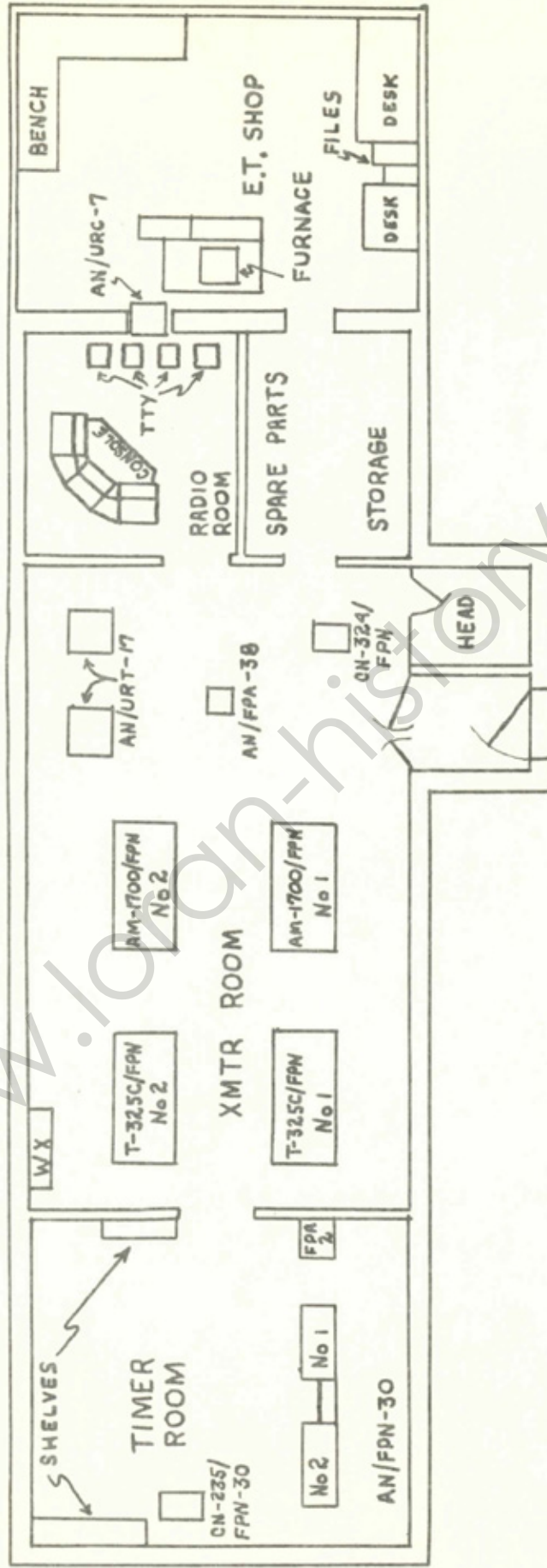
Timing and synchronization is accomplished by the use of the AN/FPN-30 Loran Timer. Pulse forming and intermediate amplification is performed by the use of the T-325C/FPN Loran Transmitter, and final amplification to peak power is completed by the AM-1700/FPN Radio Frequency Amplifier.

Type 3 Modified operation is brought about by the use of the AN/FPA-3B Loran Switch Gear and its associated equipments. The transmitting antenna is a 129 foot, guyed tower while the receiving antenna is a 65 foot vertical long wire. The entire system operates on 1950 Khz.

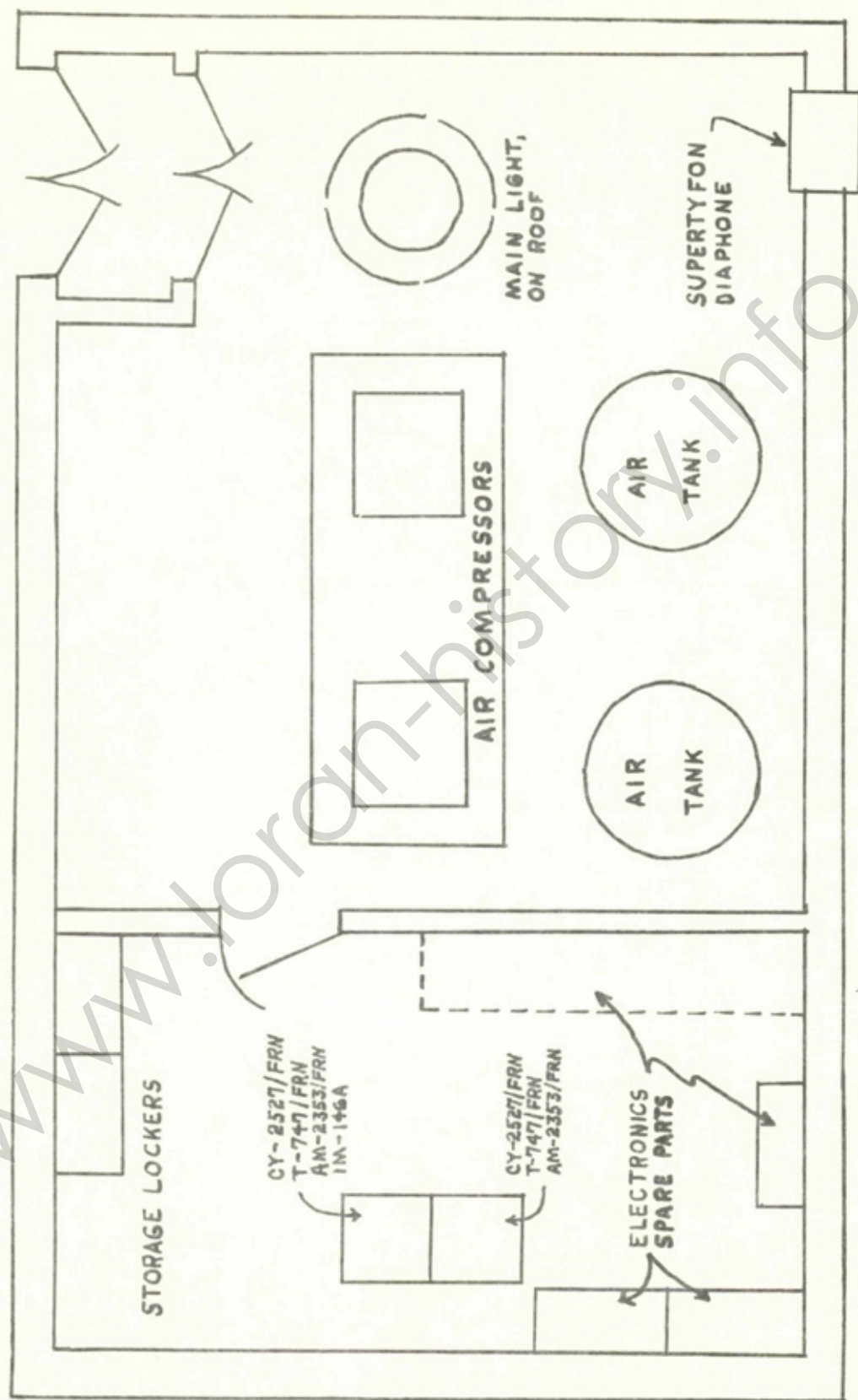
Operation generally is very good within rate LL3, with the percentage of useable time averaging approximately 99.8% over the past two years. The major problem encountered and which must be overcome to insure successful operation is the Skywave interference. These atmospheric conditions are generally most prevalent during the night hours but are experienced to some degree during the day. During the winter months the skywave interference is usually much greater, keeping the evening and mid watches busy.

As is found throughout the service, Cape Sarichef normally experiences a shortage of Electronic Technicians. This has a corresponding effect on the watch schedules and work loads. With the entire compliment assigned the normal organization of the Electronics personnel would be as shown in the following diagram.



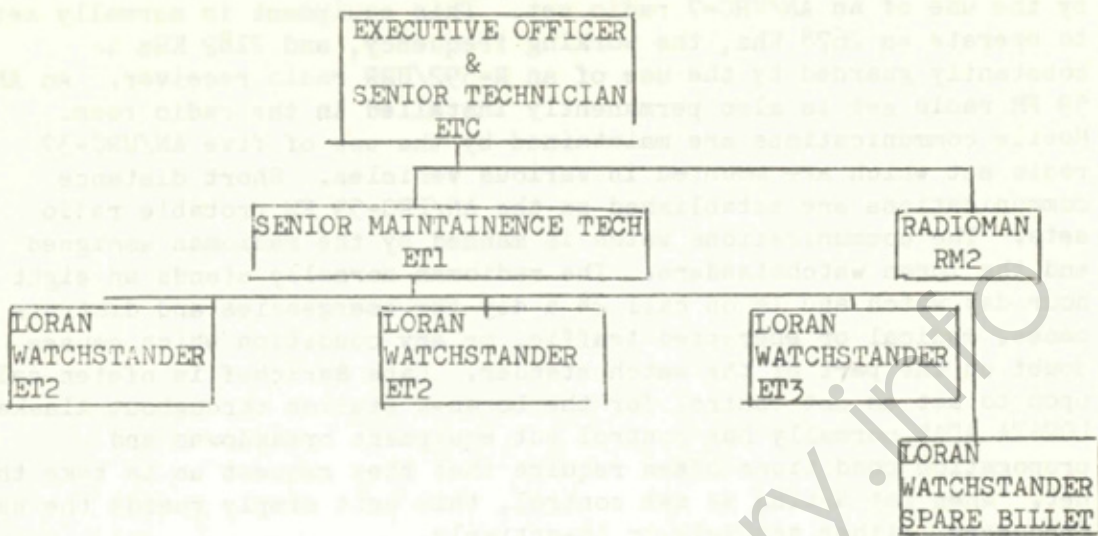


PLAN VIEW SIGNAL BUILDING



FOG BUILDING





Shortages of personnel require changing the structure shown above, as needed, by substituting non-technicians and non-rated men as watchstanders. When a critical shortage of all personnel exists, it is necessary to make further major changes to the above organization.

Every watch, provided it is stood by an Electronics Technician, is a working watch. Where possible, and within safety standards, equipment is repaired and maintained by the watchstanders. Many times a visit to the Loran Building at 2300 will appear as though it is actually made during the normal working hours of the station.

Communications at this unit rely quite heavily on voice and land-line teletype modes of operation. The radiomoon is nearly all contained within in one medium size room which is completely tiled with accustical tile. All gear, except two AN/URT-17A transmitters and an R-649/URR radio receiver are found in the radio room.

Most of the small and medium sized pieces of gear are completely contained in a 3-bay operators console. From this position, the communications watchstander can select either transmitter and either R-840/URR receiver with which to operate. A switch panel allows the operator to select a large combination of modes which include: SSB(lower or uper), DSB, RATT, CW, or LL-TTY. The greatest portion of the communications handled at this unit is done over the land line teletype facilities provided through the microwave hookup. The link gives us direct communication with the district, our master, and various other stations within the district. It is through this microwave system that we also have telephone services. The phone services are of great value to the station in conferring with the personnel in the district offices as well as providing a phone-patch link for the district with other units which have no phone service.



Communications with LTSTA Scotch Cap and most vessels is maintained by the use of an AN/URC-7 radio set. This equipment is normally set to operate on 2678 Khz, the working frequency, and 2182 KHz is constantly guarded by the use of an R-592/URR radio receiver. An AN/PRC-59 FM radio set is also permanently installed in the radio room. Mobile communications are maintained by the use of five AN/URC-37 radio set which are mounted in various vehicles. Short distance communications are established on the AN/PRC-59 FM portable radio sets. The communications watch is manned by the radioman assigned and the loran watchstanders. The radioman normally stands an eight hour day watch and is on call 24 a day for emergencies and distress cases, medical or encrypted traffic, or any condition which causes doubt on the part of the watch stander. Cape Sarichef is often called upon to act as net control for the Loran-C station throughout Alaska. LORSTA ADAK normally has control but equipment breakdowns and propagation conditions often require that they request us to take the net. When not acting as net control, this unit simply guards the net frequency, either actively or in-actively.

Cape Sarichef Loran Station is also classified as a light station complete with main light and fog horn. Along with this duty there is a radiobeacon, which is FAA controlled, as an additional electronic maintenance item. In addition to the FAA control, the beacons are maintained to existing Coast Guard standards. These signals are used by aircraft, both military and civilian, on scheduled trips throughout the area. In addition many fishing and merchant vessels make use of these navigational aids. As with Loran, the radiobeacons consist of both operational and standby equipment. The gear used in this instance is the T-747/FRN transmitter, AM-2353/FRN amplifier, and the KY-292/URN radiobeacon coder.

Operation of the radiobeacon is monitored continuously by the use of the BZ-54/GRN alarm monitor located in the loran building and checked periodically by LTSTA Scotch Cap using a suitable radio receiver. All radio beacon equipment is located in the Fog Building, which also houses the main light and fog horn.

#### B. LIGHT STATION, SCOTCH CAP, UNIMAK ISLAND, ALASKA

Scotch Cap can operate independently of Cape Sarichef except in maintenance. Electronics Technicians assigned to the loran station are also responsible for all electronic and electrical maintenance at this unit, a sub-unit of the loran station.

The light station is a typical example of any light station. Electronically the station is much like the light station at Cape Sarichef. The only differences being in the type of coding utilized and the frequency.



Communications equipment at Scotch Cap consists of two AN/URC-7 radio sets. 2182 KHz is guarded continuously by the use of an R-592/URR radio receiver and two R-649/URR receivers are used as backups and for monitoring the radiobeacons of Cape Sarichef and St. Paul. Again short range communications is accomplished with the use of the AN/PRC-59 FM radio sets.

Non-technical personnel are at times called upon to make minor electronics maintenance to the radiobeacon and communications equipment. This practice is kept to a minimum due to the safety hazard and the expected limited success. However the Officer-in-Charge of the light station has saved many lost hours of operation and transportation by successfully completing repairs while being "talked-in" by the electronics personnel at Cape Sarichef.

#### C. MISCELLANEOUS ELECTRONICS

The test equipment found at Cape Sarichef is the same as found at all Loran-A stations while the equipment available at Scotch Cap is non-existent requiring the transportation of needed items between the two stations.

The training program for the Electronics Technicians assigned to this unit falls heavily in "on the job" training for the junior personnel with advice and supervision being rendered by the seniors. Plans lesson outlines, and films have also been initiated and as time progresses a complete Electronics training program will be placed into full operation.

## CHAPTER VI COMPTROLLER AND SUPPLY

### A. COMMISSARY

At all times a six (6) months supply of food is maintained at each station to insure that there will be no shortages of vital foods caused by cancellations of the log flights due to weather or operational commitments. All supplies for the commissary are procured in the Kodiak area either from the Supply Depot and Commissary at Kodiak Naval Station. All paperwork in regard to the procurement of commissary supplies is handled by the commissaryman assigned. Reports are completed jointly by the Commissaryman and the Commanding Officer. This is also true of inventories.

A large variety of food is served here and is rated as among the best in the service. No man need leave the table hungry as the quantity prepared is seldom exceeded by demand. There is little waste as the policy "Take what you want, but eat all you take". This policy is in effect at all times. All meals during the working days are served family style and open galley is the general policy for weekends and holidays. Varieties of quick and easily prepared foods are broken out for the open galley days and all hands enjoy trying own culinary talents.

### B. GENERAL SUPPLY

This section will deal with all items not supplied to commissary as noted above or to electronics as will be covered in chapter five (5). The financial breakdown is basically two parts; the quarterly unit allocation, and district funds which are available for emergency or large item purchase. All accounting of unit funds is the responsibility of the Commanding Officer and Corpsman. At the beginning of each quarter each department submits their needs for the coming quarter. The heads of each department then meet to discuss and trim their individual needs until a point is reached which is acceptable to all. The requisitions are then completed and placed in the mail. It is a general policy not to place all the money in the expended columns of the ledger before the end of the quarter but to hold a portion of it to act as an emergency fund and to offset all price changes.

Supply items are ordered from Coast Guard, Navy, and G. S. A. Supply points through the country using the MILSTRIP system. Special items, commercial purchases, and high cost items are procured through district funds utilizing the milstrip system or letter requests. District purchases should be limited as much as possible to insure that there will be a readiness on the part of district personnel to purchase needed items when the time is at hand. All supply is handled in accordance with the Comptrollers Manual, District OPLAN, and current directives. This is the case for surveys of materials as well.



### C. PAY AND ALLOWANCES

Personnel are paid on the first and fifteenth of each month by check. Many of these are cashed in the station exchange and some are sent to the postmaster in Cold Bay for money orders or stamps. It is strongly recommended that individuals establish a checking and/ or savings account before coming to the station. Since there is a limited amount of cash available on the island personal accounts save time and allow for more freedom of financial matters.

Married personnel are paid an additional \$1.00 per day separation allowance if they qualify under established requirements. Further all personnel receive overseas pay for their tour of duty here.

### D. FUEL AND OIL

Orders for fuel and oil are submitted during the fall of each year to the district. In the spring of the year project "MONA LISA" comes to the Island with a years supply of fuel and oil for both the Air Force and Coast Guard sites. It also refuels Scotch Cap. All fuel at this end of the island is pumped into the Air Force storage tanks. We are refueled by the Air Force as needed throughout the year. All gasoline is brought in barrels from which it is transferred to our storage tanks.

### E. TRANSPORTATION

All transportation to and from the island is by air. REEVE ALUTIAN AIRLINES and CGAS KODIAK are the two major carriers involved with logistics coming from the air station and the airlines carrying personnel, mail and some light cargo and freight. All transportation for personnel travelling in Alaska while under orders is provided by Government Travel Requests.

### F. SCOTCH CAP

All financial matters in the administration of Scotch Cap are handled by Cape Sarichef, with Scotch Cap being considered as a separate unit or department. This greatly diminishes their paperwork load and makes station operation possible with the bare minimum of personnel.

CHAPTER VII  
PAPERWORK ADMINISTRATION

A. REPORTS AND LOGS

DAILY: Station log, engineering log, loran log, radio logs.

WEEKLY: Inspection Reports

MONTHLY: Personnel Roster, Scotch Cap Inspection, Log Summary, Medical Abstract, Engineer room log, Chlorine Report, Narcotics Inventory, Radiological Water Sample, Weather Reports, Roll Charts, Diary, Commissary Reports, 42 and 43 Fund Status Reports, LORAN Report, Power Consumption, MOPIC Report,

QUARTERLY: Safety Report, RPS Inventory, Commissary Inventory, Cost Reduction and Management Improvement, LORAN System performance Reports, Bacteriological Water Samples.

ANNUAL: Title "B" Inventory, Officer's Physical Examination

Other reports and logs are required by local and district directives throughout the year. Complete files are maintained at the unit for reference to past reports and letters. These files are crossreferenced with check lists both of the wall type and the card files are to account for all reports and insure that they are made on time.

B. CORRESPONDENCE

All mail and official correspondence is the responsibility of the Commanding Officer. He is assisted in these matters by the Corpsman. All personnel mail is sorted and placed in individual mail boxes for pickup by the men concerned. The mailing address for this station is:

ETC MALAMUTE C. HUSKEY  
% COMMANDING OFFICER  
USCG LORAN TRANSMITTING STATION  
CAPE SARICHEF, ALASKA, 99502

Mail is received two times a week, on Monday and Friday and of course may be sent out a like number of times. The rather good mail service has made possible the better conditions of the reports and file systems here on the station as generally the mail sent from here to the district office is received in less than four days. This of course has the effect of faster replies and overall better efficiency.



### C. STATION BILLS

The establishment of the emergency bills at both Scotch Cap and Cape Sarichef is in accordance with the unit organization book. These bills cover the following evolution: Fire, Power Failure, N. B. C. Defense, Search and Rescue, Emergency Destruction, Seismic Wave, and Disaster Control. All personnel assigned to the units are instructed in the duties under the bill and continually trained starting when they report. The organization of the bills is such that it makes maximum use of the talent available at all times and is flexible enough to allow for changes required by circumstances.

### D. SAFETY

The health and safety of all persons assigned to Cape Sarichef and sub-unit Scotch Cap is of prime concern to this command. For this reason members of the command are to report any discrepancies which would cause a hazard to life or property immediately to the Commanding Officer. Further weekly inspections of the entire station stress heavily the safety factor and constant discussions and improvements are made to improve conditions wherever possible. The record of safety at this command has been quite high for the past several years with only two lost time accidents occurring in the past two years. Personnel are perhaps a little more conscious of their own action in this regard because of the remoteness of the unit.

Safety at this command goes much further than normal scope for a state-side unit. Here factors of weather, survival, and general knowledge of cold weather living are considered as prime in this area. Clothing of the crew and insuring that they are properly equipped for the elements is an assumed responsibility of the command and is held jointly with the men themselves.

More information for prospective member concerning what he should bring in regard to clothing will be included in Chapter VIII of this booklet.

## CHAPTER VIII MISCELLANEOUS

It is the intention of this section to answer the questions left in the minds of men anticipating an assignment to this area concerning equipment, clothing, morale, and so on. It is done in general terms as a matter of efficiency but should cover all necessary areas.

### A. CLOTHING

Since there is no requirement for whites in this district it is recommended that personnel being assigned here leave these at home in lieu of bringing them. Perhaps the most critical factor in this area is the amount of room available for storage of personal belongings. Below is a listing of clothing recommended for duty in this area which is addition to that found in the issued sea bag:

1. Insulated long underwear
2. Good Hiking and insulated boots
3. Fur lined gloves (size should be larger than normally worn by at least one full size)
4. One or two pair of good wool socks
5. Polaroid sunglasses
6. A warm cap which gives protection to the ears and back of neck

These are considered as minimum requirements for clothing needed and those men who plan to do any hiking or hunting on the island should prepare accordingly taking note of the previous information concerning weather and terrain. Ample supplies of cold weather clothing are available on the station for the personnel involved in station work which requires exterior exposure to cold weather but it is not sufficient to outfit all personnel for recreational needs. In addition there are sufficient items of survival clothing on hand to insure that all personnel will be properly equipped in event of emergency but these items are for emergency use only.

### B. MISCELLANEOUS SUPPLIES AND EQUIPMENT

Hobby and sporting supplies are on hand for a wide variety of pastime. However personnel who are interested in hobbies and activities which must be considered as individual efforts such as painting, modelmaking, music, and so on are urged to bring their own equipment as these are not available. Sporting equipment here is quite extensive but personnel planning to do any hunting should bring their own weapons. Ammunition can be purchased through the station exchange. Weapons are allowed on the station only with the permission of the Commanding Officer. All personnel who bring



weapons to the island are to place them in the custody of the Commanding Officer who will register the weapon, examine the member in the safe use of the gun, check the gun for safety, and release the weapon to the member only for authorized activities with personal requests from the individual for each and every use. All personal arms are kept in a locked gun cabinet the key to which are in the possession of the Commanding Officer. Camping equipment is available on the station and a limited number of trips are allowed. These trips are subject at all times to the needs of the station, weather conditions, and leave available for the members involved.

#### C. MAIL AND PACKAGES FROM HOME

Perhaps the greatest single factor in morale on this station is mail from home. Letter and package mail is strongly encouraged and favored. Friends and loved ones must however be advised of the fact that more than adequate supplies of food are kept on hand at all times. Candy and cookies along with other sweets are always nice to receive but such items as peanut butter, popcorn, canned foods and so on are not necessary and expensive to ship. You will be required to send all outgoing mail via air mail but the people writing to you will be able to send it parcel post, air parcel post, first class, or air mail. The weight and size of the package has a great bearing on the cost of shipment and must be taken into account. All mail other than letter mail will take an average of six (6) weeks to arrive on station. This of course is not true in the case of those items shipped air parcel post or air mail.

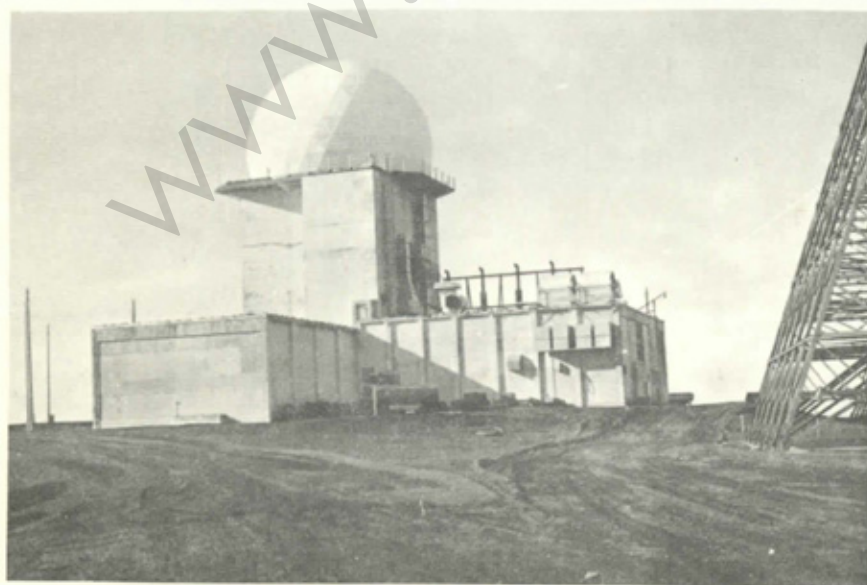
#### D. WHAT NOT TO BRING

Since the exchange is a well stocked and complete store it is unnecessary for you to bring many of the items you may feel necessary, and sanitary items necessary for sanitation and cleanliness. Soap powder, bleach, smoking supplies, candy, stationary, and sanitary items such as deodorant, soap, and tooth paste need not be carried to the station. Of course you will desire to bring your own toilet supplies as these will be needed in transit but additional stocks of these items is not necessary as they may be purchased here. Further a small amount of money is nice to offset the expenses you will be confronted with until your first paycheck but this is not needed in amounts over five to ten dollars.



CAPE SARICHEF  
LORAN STATION

FRONT OF MAIN BUILDING

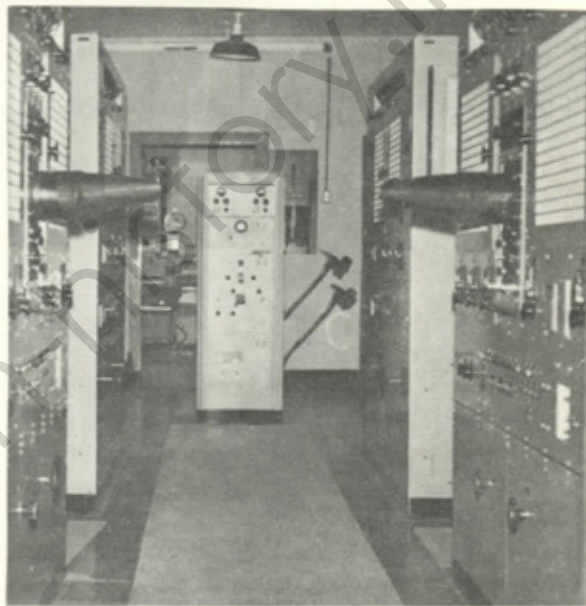


LOCAL AIR FORCE SITE

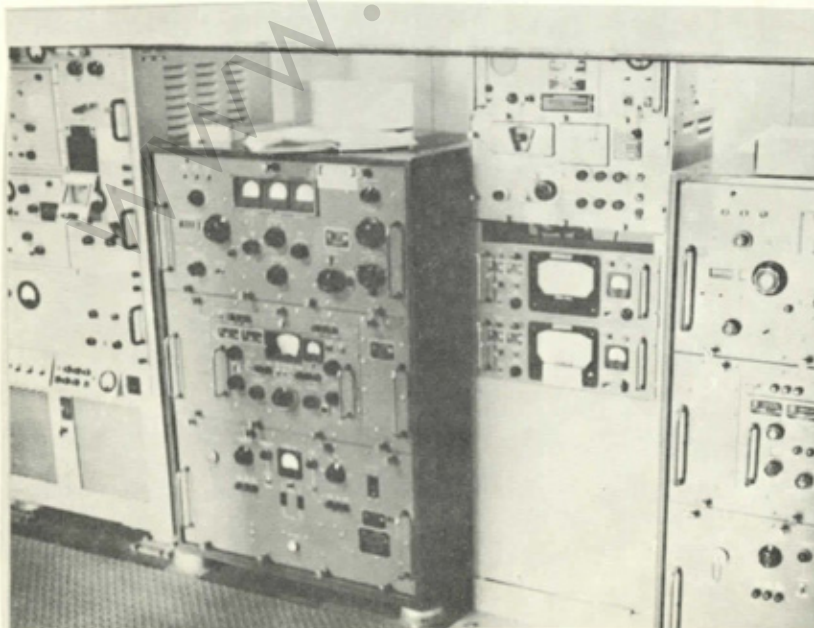




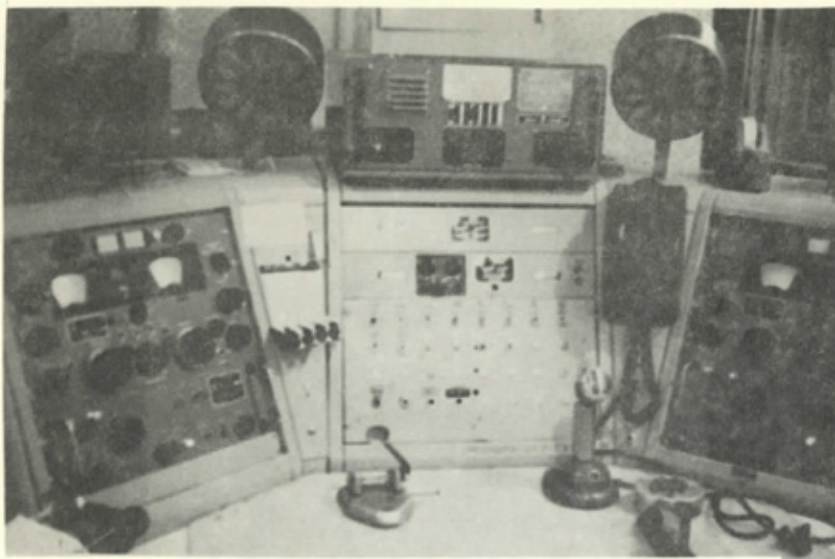
LORAN BUILDING



TRANSMITTER ROOM

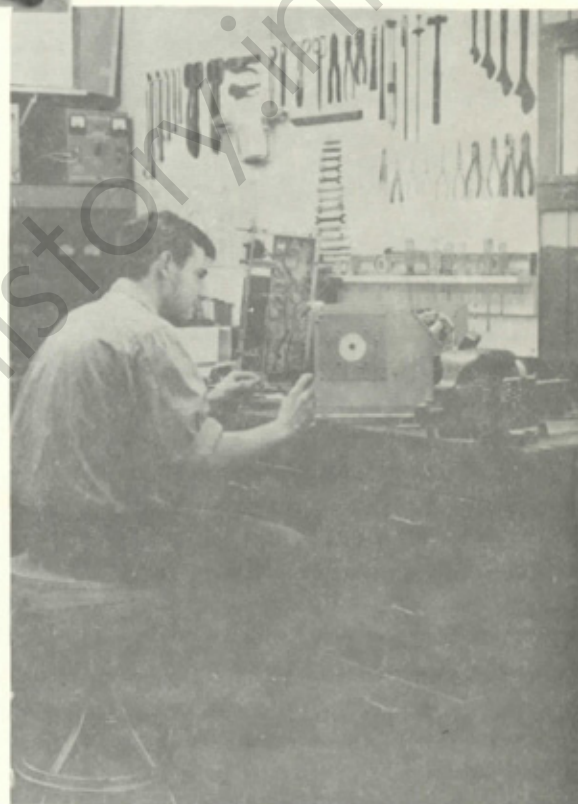


RADIO TRANSMITTERS



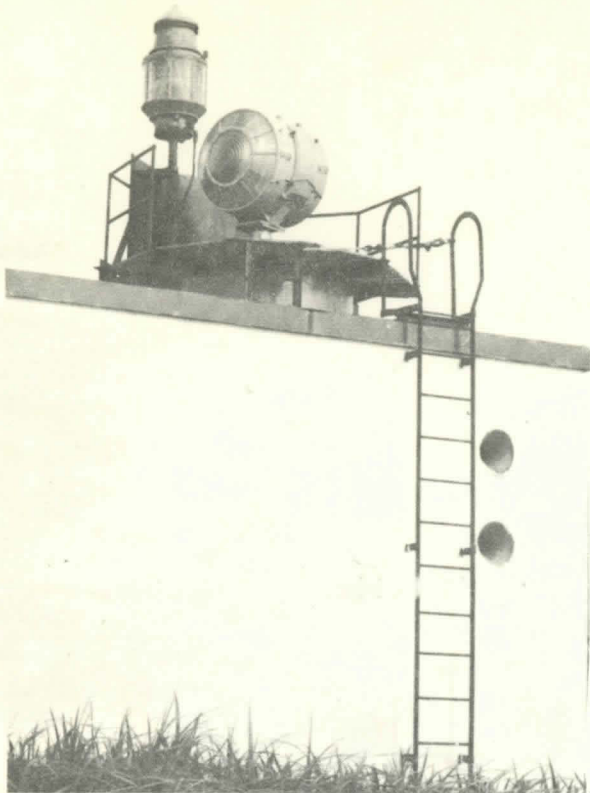
RADIO OPERATOR'S CONSOLE

ET REPAIR SHOP



TIMER ROOM



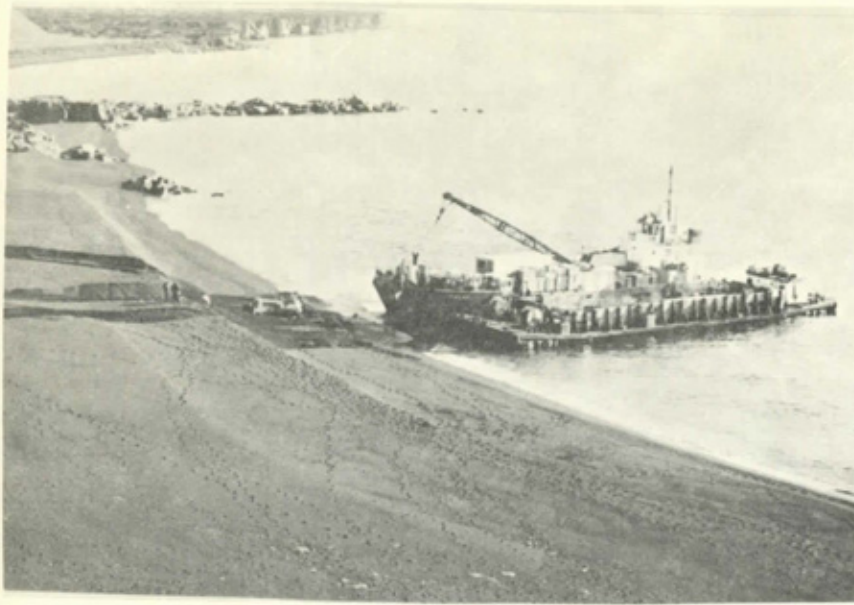


FOG BUILDING

HU-16E work horse of logistics support from CGAS Kodiak

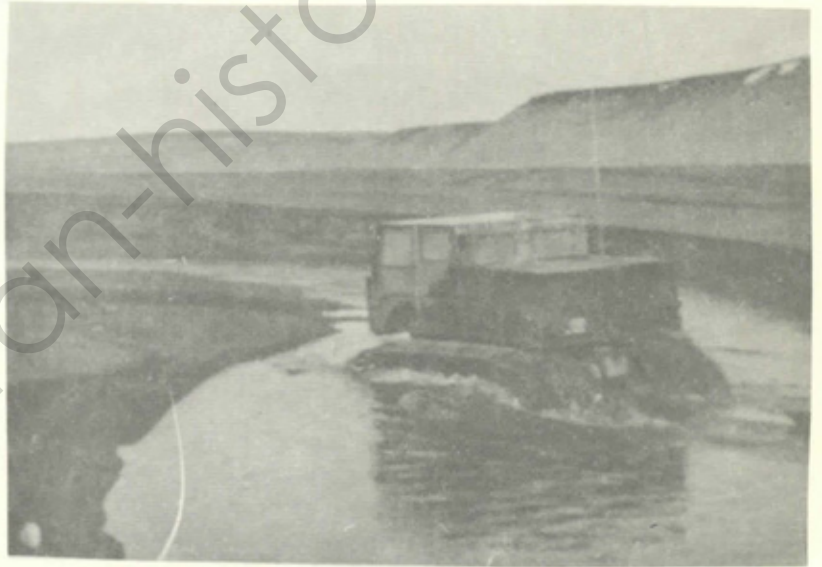


Grumman Goose  
"Scotch Express"



Annual "Mona Lisa"  
Logistics Ship for  
Air Force

Hazard's of travel





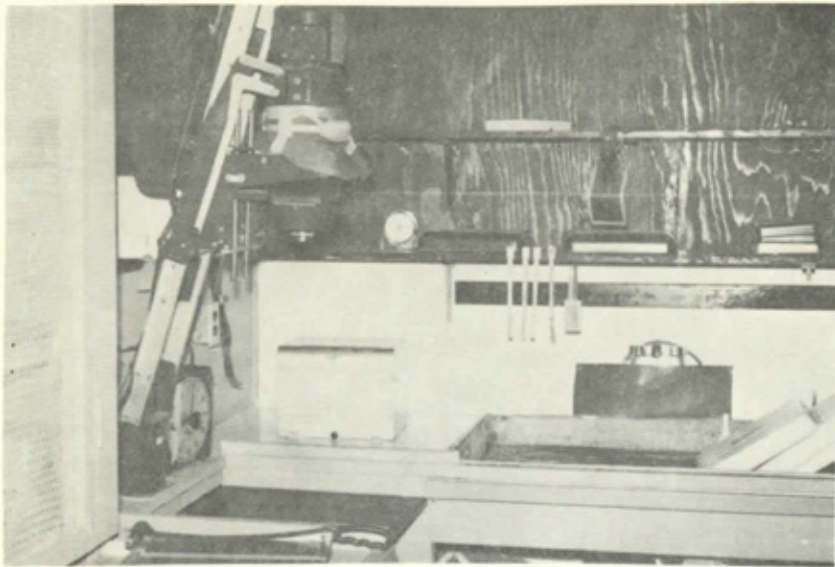


THIOKOL

EXCHANGE



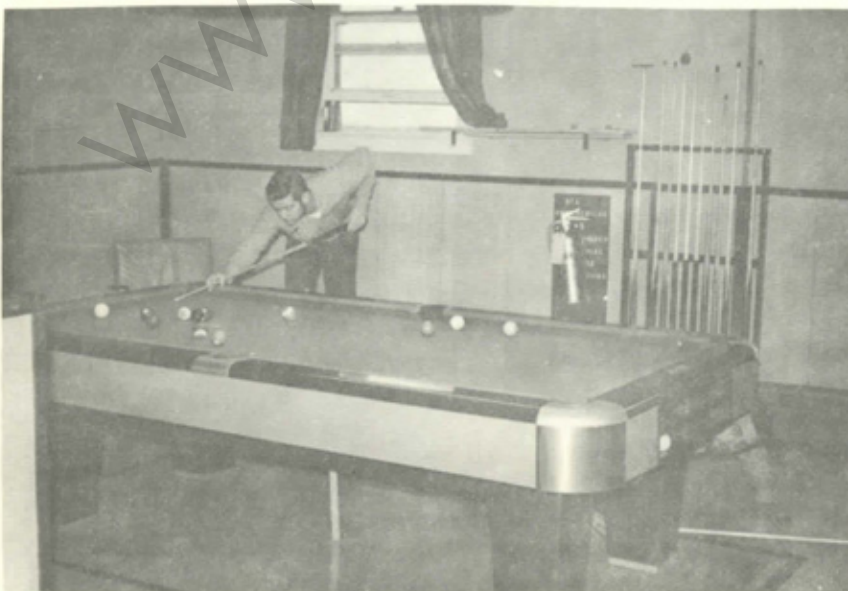
BAR AREA



DARK ROOM



HAM SHACK

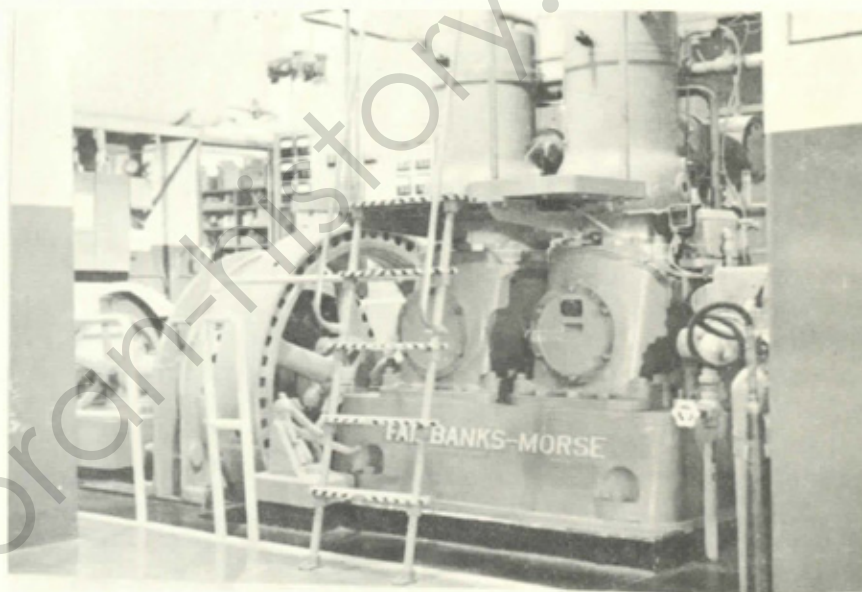


RECREATION ROOM

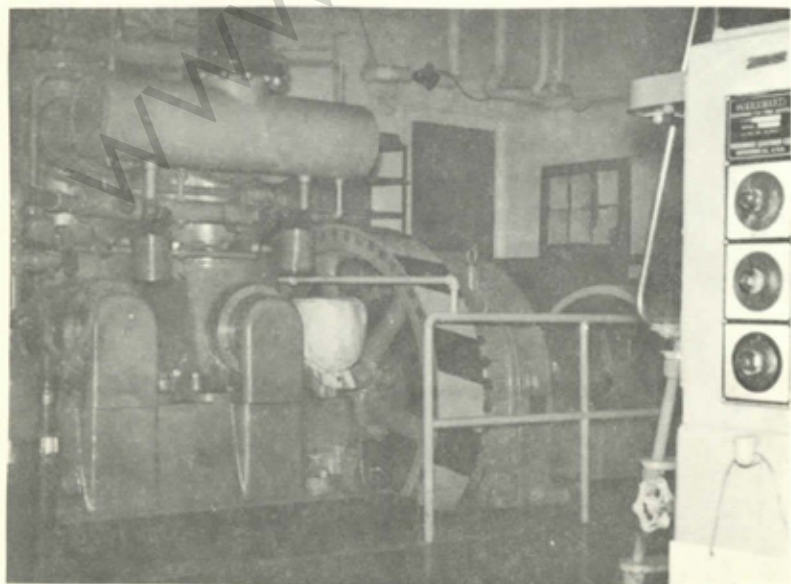




ETC Quarters



ENGINE ROOM  
"MARSHA"

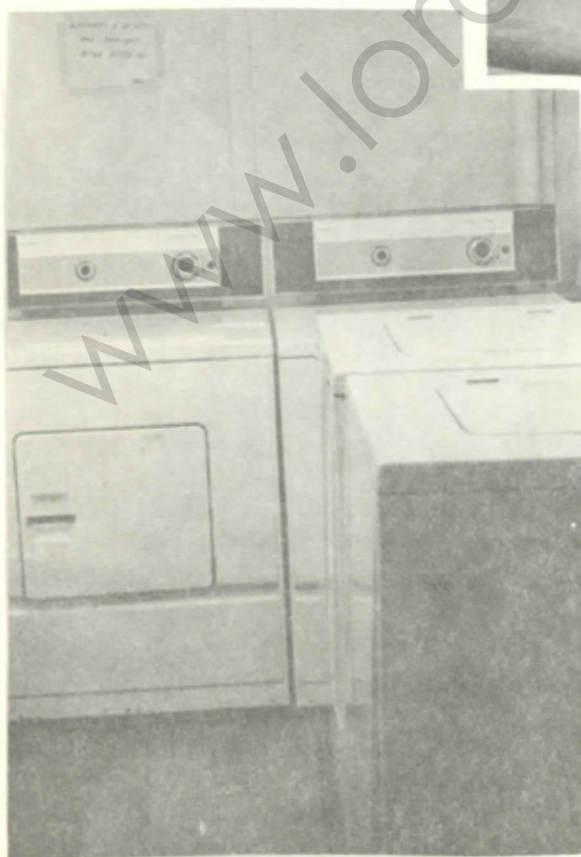


ENGINE ROOM  
"JOHN"



COMMISSARY ISSUE ROOM

SICK BAY

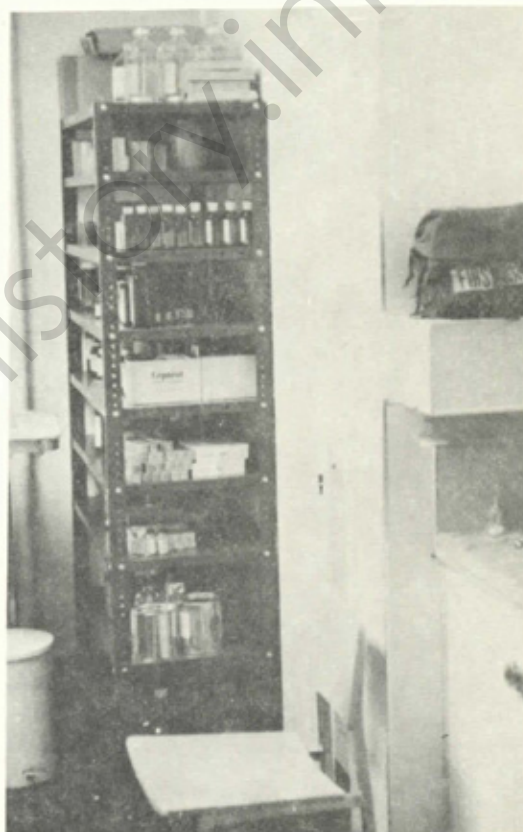


LAUNDRY ROOM





STATION OFFICE

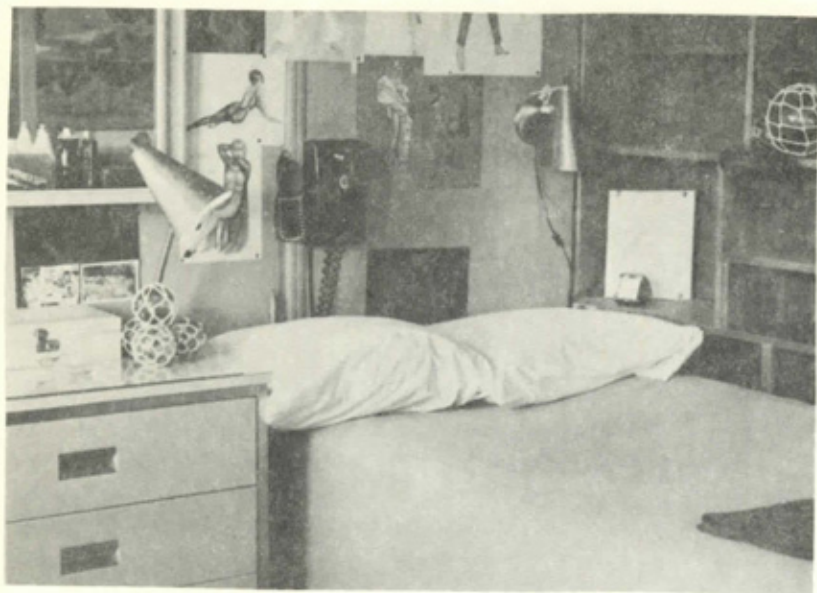


SICK BAY



COMMANDING OFFICERS  
OFFICE

TYPICAL ROOMS



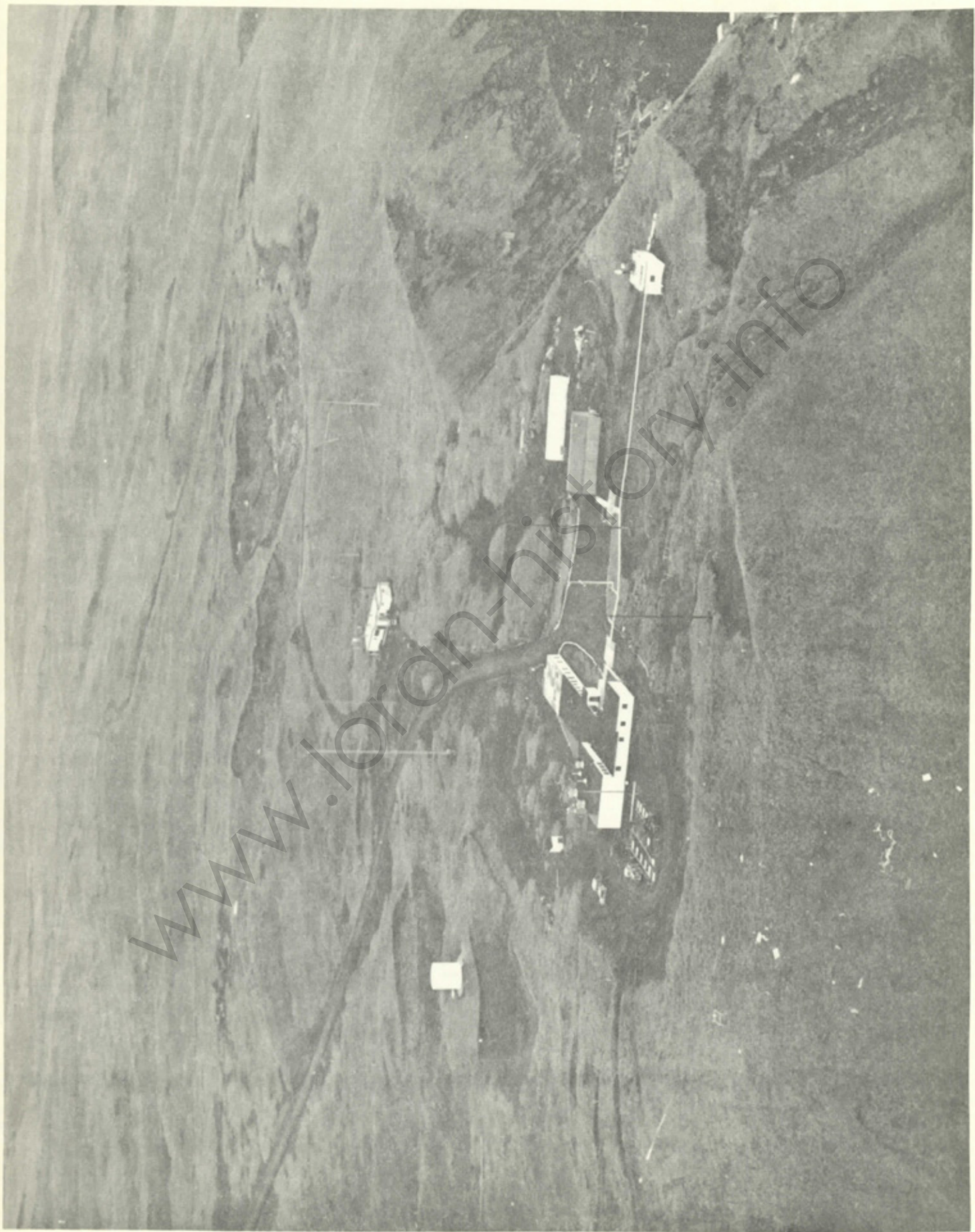


MESS DECK



LIGHT STATION SCOTCH CAP  
MEMORIAL PLAQUE

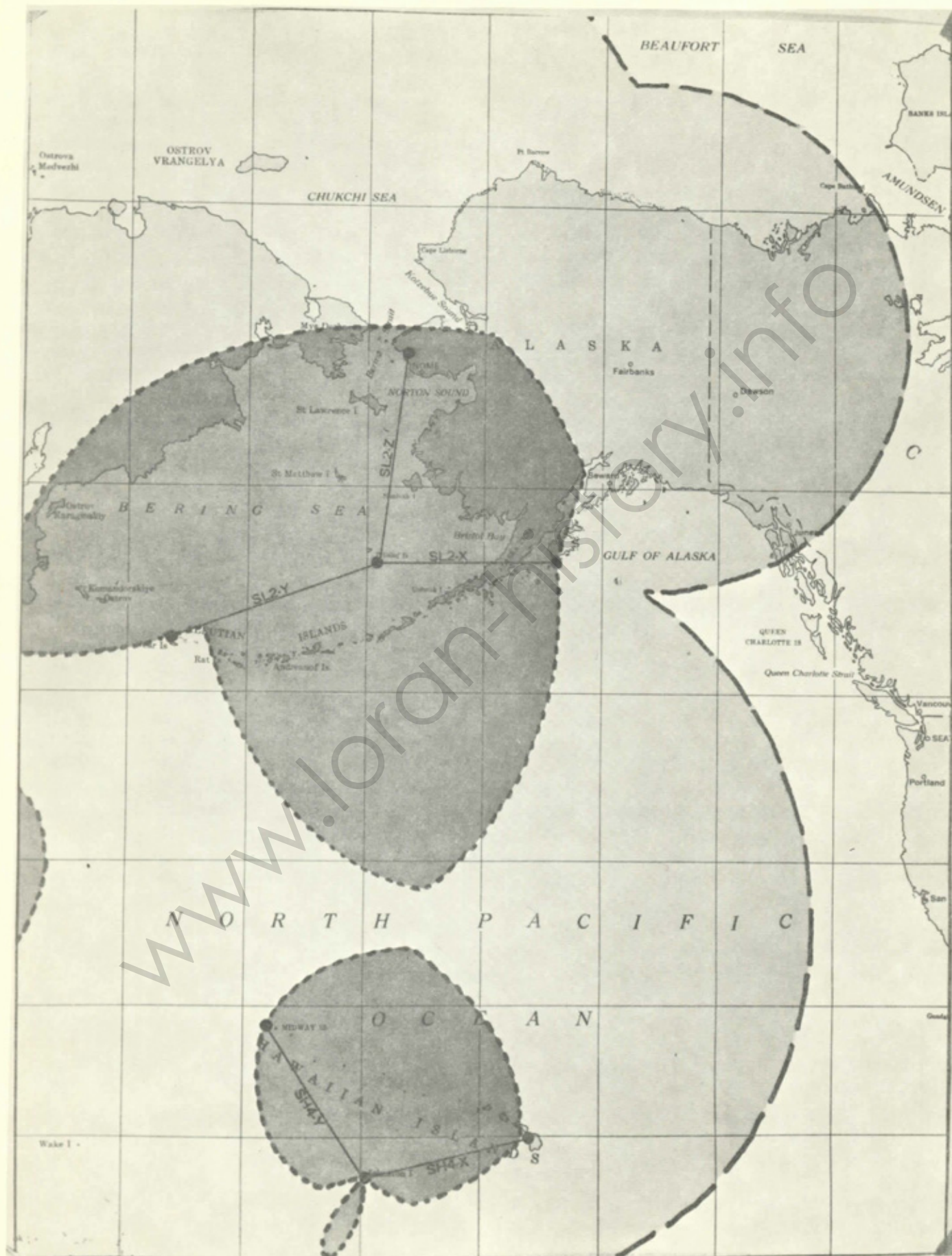




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