



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:

Commanding Officer
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From: Commanding Officer, USCG LORSTA Ocean Cape
To: Commander, Seventeenth Coast Guard District (oan)

AIDS TO NAVIGATION
17th CG DISTRICT

Subj: Loran Station Operating and Engineering Report, CG-2899; Comments Concerning

1. The month of August was the worst operating month this unit has experienced for some time. Several watchstander errors were made which reduced the effectiveness of this units mission.
2. This unit experienced 29.6 minutes of local blink on rate 1L7 from approximately 261100Z to 261130Z Aug 69. Initially the slave drifted out of tolerance and the phase dial began to rotate to make adjustment. As the slave was too far out of tolerance for an automatic correction, the phase dial reached its stops. At this point the chart phase error pen returned to and tracked at 0 microseconds phase error. During this time the alarm on the timer and the remote alarm would normally signal an error. Investigation revealed the remote alarm switch was in the out position and the Buzzer switch was in the off position. Apparently the watchstander did not check these alarms when relieving the watch. Also, the watchstander was depending upon the mechanical devices to alert him to any error.
3. This unit reported two periods of unusable time in excess of 5 minutes as "cumulative bad time." The watchstander had noted several short periods of blink over a period of time. Instead of marking each individual period, the watchstander waited until cause of the trouble had been rectified and marked all the periods as one. The total was in excess of 5 minutes. There is a certain amount of logic in the action but it is contrary to existing instructions.
4. Sometime during the day of 28 August, the Loran chart for 1L6 got behind two hours. This was noted by the watchstander at 2400Z on 31 August and corrected. Investigation revealed the chart guide holes had been torn at approximately 2200Z on 28 August. Believe this may have jammed the chart. The advance roller is equipped with a clutch. The chart would also have to free itself. There was no problem with the chart for 1L7 during the same period of time.
5. The above errors were made due to complete reliance on the gear. The watchstander assuming the gear will respond correctly. Three steps have been taken to correct the situation. First, as any mistake occurs all watchstanders are shown the mistake. Second, a check off list of items to be checked on the watchstander rounds is being compiled. Third, a more intensive instruction program is being carried out with the watchstanders. The above steps should correct the discussed errors.


J. L. Anderson

Encl: (1) Report of Loran Station Operation and Electronics Engineering, CG-2899