



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:

Commanding Officer
USCG LORSTA Ocean Cape
Yakutat, Alaska 99689

10553
13 Sept 69
Serial: 117-69

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

Subj: Error on LL6; comments concerning

Ref: (a) CCGD17 MSG 100111Z Sept 69
(b) CCGD17 MSG 101614Z Sept 69

1. In accordance with ref.(b), this report is submitted. The information contained herein is to the best of our knowledge at the master station. Any comments concerning the slave station is not intended to be critical of their operation but to furnish as concise a report as possible.
2. Upon the receipt of ref.(a), this unit checked both timers on LL6 and found both to be set up on a standard time difference of 3584.7 micro seconds. At this point both timers for LL7 were checked and found to have the correct time difference. The correct time delay for LL6 is 3574.7. At the time the master station utilized a TD of 3584.7 micro seconds and if the slave was within their tolerance at 1000.0 micro seconds the master would blink the slave. The slave would attempt to make adjustments for this 10 micro second error. When this adjustment was made the master would no longer blink, however the slave pedestal would be in error by 10 micro seconds and the slave would blink the master. At this point the master would have to instruct the slave to move the slave pedestal 10 micro seconds. During this whole operation alarms at the master and slave would be ringing. A review has been made of the LL6 chart from 1 September to 10 September to determine if the slave was so instructed. No indication to this effect was noted. Also, during this period the chart shows no time when the slave was over 4.8 micro seconds off of 0.0 micro seconds.
3. An interview has been made with all watchstanders. Each was asked to think of a period when the above events could have taken place. None could. This unit is unable to determine the length of time the system was in error.
4. The above information is how the system could have gotten in error. Concrete answers to the questions in ref.(b) have not been given. In all honesty these answers are not known by this unit.

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SEP 16 1969

AIDS TO NAVIGATION
17th CG DISTRICT

J. L. Anderson
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