

U. S. Coast Guard 175 Years Young

Keflavik Loran Monitoring Station Men Celebrate 'Oldest Service's' Anniversary

by CWO Victor Loher, USCG

Earlier this month a group of six enlisteds and one officer of the Keflavik Loran Monitoring Station celebrated the 175th anniversary of their service, the United States Coast Guard.

Born of necessity at the close of the Revolutionary War, President Washington signed the act on Aug. 4, 1790, authorizing ten Revenue Cutters. These ships were to suppress the smuggling of goods into U.S. seaports, which were threatening the financial stability of the young nation.

This was the beginning of the U.S. Coast Guard, but at that time it was known as the Revenue Marine and later, the Revenue Cutter Service.

Oldest Seagoing Service

In 1799 Congress directed that: "Revenue Cutters shall, whenever the President of the United States shall so direct, cooperate with the Navy of the United States." In 1915 the Revenue Cutter Service and the U.S. Life-saving Service were combined to become the Coast Guard.

The U.S. Coast Guard is considered to be the nation's oldest seagoing service in point of continuous service.

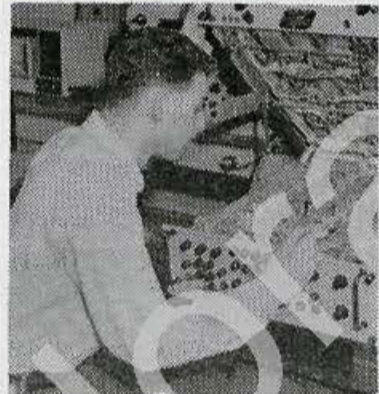
A century and a half after its beginning, Congress in 1949 reaffirmed the military status of the Coast Guard by directing that: "The Coast Guard as established Jan. 28, 1915, shall be a military service and a branch of the Armed Forces of the United States at all times." It is also made it clear that the Coast Guard was to be a service in the Treasury Department, except when operating as a service of the Navy in time of war.



CG REPLICIA—CWO Victor Loher, commanding officer of Coast Guard Loran Monitoring Station Keflavik, points to the high rigging of the replica of the Coast Guard's training bark, Eagle. CG Academy cadets must be proficient in reaching these places in the minimum amount of time when the order is given.

Distinguished Service History
Throughout its history, the Coast Guard has had ample opportunity to demonstrate its military character and has taken part in all our country's military conflicts.

From the time that Benjamin



WHAT'S WRONG?—Allan Leon, ET3, trouble-shoots a loran receiver.

Stoddert, first Secretary of the Navy, ordered four fleets of 20 ships against the French Raiders in 1799, in which eight were revenue cutters, until present day operations, the CG has served side by side with the U.S. Navy when the security of our nation was endangered.

Among the various duties performed by the Coast Guard today are life-saving and icebreaking; search and rescue; ocean weather patrol and radio-active surveys; merchant marine inspection; enforcement of certain conservation treaties; oceanography and war readiness; intelligence activities and iceberg patrol.

Saves Uncle Sam Millions

This small sea service has a compliment of 3,000 officers and 28,000 enlisted men and operates over 300 floating units, 150 aircraft, 500 shore units, and 43,000 aids to navigation.

In 1964, almost 3,000 persons were rescued and property worth more than 2.1 billion dollars was salvaged by direct action of the Coast Guard. Add to this the in-

calculable numbers of persons and the amount of property kept from harm through services provided by the Coast Guard and subtract this from the 400 million-dollar operating budget, and one has a good idea of the Coast Guard's value to the public.

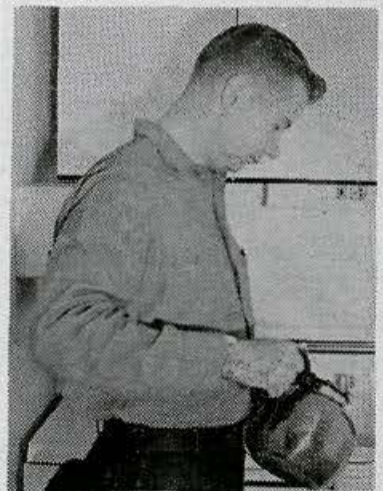
Cadets Train On Back

The CG operates its own academy, which was established in 1876, now located in New London, Conn., and its corps of cadets numbers about 600. The four-year curriculum includes all of the modern day aspects of engineering and seamanship. But, each summer, the training bark, the Eagle, is commissioned for the cadet practice cruise, and the cadets turn back the clock to the days of wooden ships and men of steel.

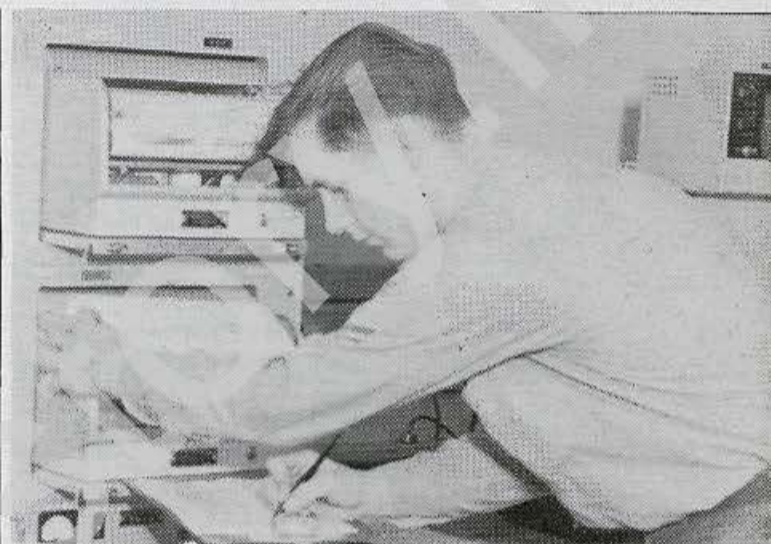
The Eagle is a three-masted bark with a length of 295 feet, displacing 1,816 tons and carries 21,350 feet of sail. She was acquired from Germany in 1946 as part of war reparations.

LORAN's World-Wide Role

As part of the Coast Guard's maritime safety function, it maintains a far-flung aids-to-navigation system including LORAN, a contraction for Long Range Aid to Navigation. LORAN was born



REFRESHMENT TIME—Edward C. Whalen, SN, takes a coffee break during the day.



CHECKING PLOTS—Charles G. Spencer, ET2, logs the averages from the recorder charts which plot time difference measurements from the loran receivers.

shortly before the U.S. entered World War II, and owes a large part of its development to the CG.

By the war's end, the LORAN system extended from Greenland to Tokyo. At present, there are some 62 LORAN stations in the Atlantic, Pacific, and the Gulf of Mexico, and work is still going forward to extend this Loran coverage.

CG At Keflavik

The Coast Guard Loran Monitor Station, Keflavik is a comparative newcomer to the world-wide Loran system, having been commissioned in November 1963.

The Keflavik monitor is part of the North Atlantic Loran-C chain which is composed of three other transmitting stations. A master station is located at Sandur, Iceland, and two slave stations are located at Angissoq, Greenland and the other in the Faeroe Islands.

LORAN-C navigation is utilized by ships and aircraft and provides an extremely accurate means of determining one's position. A navigator determines his position by the measurement of accurately timed radio signals picked up by his loran receiver.

Accuracy To Millionths Of Second

These radio signals are originated at the transmitting stations. Technical considerations require that transmitter timing be observed and controlled by the remote station rather than by the transmitting stations themselves.

The Keflavik monitor station serves as the control station for the Sandur-Greenland and the Sandur-Faeroe Islands baselines. Holding the time difference readings constant between these stations to within a few hundredths of a millionth of a second insures near perfect accuracy over a large service area. The navigator is then assured of an accuracy he can rely on when using the loran signals.

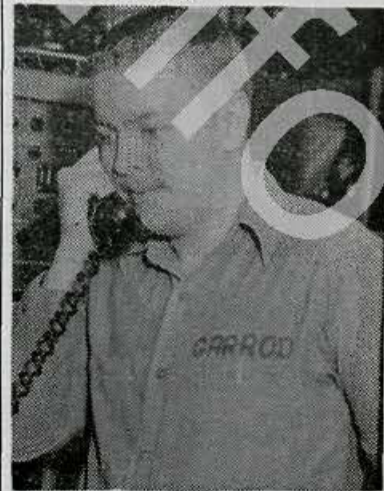
Intricate and Expensive Equipment

The amount of equipment needed for monitoring loran-C is relatively small. The equipment is quite expensive and utilizes sophisticated electronic circuitry. All the station's technical personnel have had eight weeks of specialized training at the Coast Guard Training Center, Conn., in theory, maintenance and operation of the equipment. Single side-band voice and radio-teletype communications equipment are used to communicate with the transmitting stations.

Officer And Personnel

The commanding officer of the Keflavik Loran Monitoring Station is CWO Victor Loher.

Other personnel of the monitor station and their hometowns are Edward H. McLees, ETC, Independence, Mo.; James L. White, ET1, Marietta, Ga.; Charles G. Spencer, ET2, Tacoma, Wash.; Allan Leon, ET3, Brooklyn, N.Y.; Edward C. Whalen, SN, Port Vue, Pa.; and John A. Garrod, SA, from Omaha, Neb.



CONTACT—John A. Garrod, SA, checks communications with other stations in the North Atlantic.