



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
Commanding Officer
USCG LORSTA Sitkinak
FPO Seattle, Wa. 98794

*3262
5 July 1973

From: Commanding Officer, USCG LORAN Station Sitkinak
To: Commander, Seventeenth Coast Guard District (o)

Subj: Power loss 3 June 1973

Ref: (a) CCGD17 042120Z Jun 73 NOTAL
(b) CCGD17 051940Z Jun 73
(c) My ltr 3262 dtd 11 Jun 73
(d) My RAPIDRAFT 3262 dtd 12 Jun 73
(e) Your ltr 3262 dtd 26 June 73

1. Reference (a) directed that an investigative report concerning SL7-Z being unusable without blink 031505Z to 031701Z Jun 73 be forwarded to the District Office. Although the time frame indicated by reference (a) began at 1505Z the investigative report went back to 1428 to provide a more comprehensive picture of the events that transpired prior to the period under investigation.
2. Information concerning the power failure was provided by reference (d) as directed by reference (b). In summary the failure was caused by horseplay in the vicinity of the power boards which resulted in the accidental tripping of the generator off the line. The engineer on watch, EN1 BRIDGES, tripped the operating No. 2 generator back on the line but the voltage fluctuated between 140 V and 260 V and could not be steadied with the voltage regulator. No. 3 engine, in standby, was proving difficult to start so No. 1 was brought up to speed and put on the line in normal operation. Investigation of No. 2 Main engine found the speed droop on the generator end out of adjustment. After readjustment the engine operated normally.
3. As on all occasions since I have taken command of this station that any abnormality has occurred in engineering all hands in that department performed admirably. Their response time is extremely quick. Within less than a minute an engine was being brought up to speed and within the next minute at least one, if not all, leading personnel in Engineering are on the scene. The only difficulties that arise reflect the inexperience of personnel with the peculiar equipment they are responsible for. In this regard training at a Caterpillar school should be mandatory before any supervisory personnel in engineering arrive for a tour at this unit. This unit is fortunate in having an extremely conscientious Department Head, ENC CUDEBACK, who has had on the job experience on an icebreaker, but even this is limited. His leadership and dedication are extremely instrumental in the willingness and speed with which the engineering section responds to an immediate crisis or attacks a complicated repair job. Having been on the scene of all power failures and witnessed the concerted efforts of my Engineering Department to fulfill this

3262
5 July 1973

Subj: Power loss 3 June 1973

unit's mission I feel they deserve a "well done" on every occasion.

4. The man whose horseplay caused the operating generator to trip off the line has received non-judicial punishment.


D. E. FLAKE