

WILD GOOSE ASSOCIATION

Minutes of the Twenty-fourth Meeting of the Board of Directors held 8 February 1977 at U.S. Coast Guard Headquarters, Washington, D. C.

The following were in attendance:

John M. Beukers	W. Dean
W. L. Polhemus	L. D. Higginbotham
L. F. Fehlner	W. Roland
D. T. Hailsip	J. Culbertson

Absent from the meeting:

J. P. Van Etten
R. A. Pasciuti
B. Uttam
E. McGann (Represented by W. Frederick)
R. Doherty

Also in attendance:

K. Bruhl
W. J. Frederick (For E. McGann)

The meeting was brought to order at 9:30 a. m. by the President, John Beukers.

1. The President opened the meeting with the statement: "Since the Minutes have been circulated to board members prior to this meeting, I will entertain a motion that the Minutes of the Twenty-third Meeting of the Board of Directors be adopted without reading." Roland presented the motion that the minutes of the Twenty-third Meeting be adopted without reading them. Haislip seconded the motion.

It was noted that there were two corrections involving the spelling of names, Higginbotham and Hilbun. There being no other corrections, the President asked for a vote. The motion was carried unanimously.

2. President's Report

- a. The President indicated that he had received notices of absence from Van Etten, Pasciuti, and Uttam.
- b. He stated that he had received a letter of resignation from the Board of Directors from Ed Durbin. The President noted that the individual who received the next largest number of votes for election to the Board of Directors automatically moves up to fill an outstanding vacancy. In this instance it is Pat Reynolds of Pan American Airlines. Reynolds has agreed to serve on the Board.

b. continued

Roland presented the following motion:

It is moved that the Board of Directors appoint Reynolds to the Board of Directors of the Wild Goose Association to serve out the unfulfilled term of Ed Durbin.

The motion was seconded by Walt Dean.

The motion was put to a vote and carried unanimously.

c. The order of business. I have asked that we receive written reports from the committees. A few of these have been submitted. It was requested that for the future meetings all committees submit reports with a view to saving time. I'm going to ask the committees for a brief summary of each written report and then open the floor to discussion. There are some important issues which should be discussed this morning. Briefly they are as follows:

- 1) The work of the Loran-C Standards Committee; Jim Culbertson will discuss implementation of Loran-C on the West Coast and promotion of the Wild Goose Association in that connection. It poses a particular problem for the Publicity Committee.
- 2) The Board is asked to take particular note of the Congressional Liaison Report.
- 3) It is requested that the Board make recommendations regarding activities which the Wild Goose Association should enter into related to promotion of Continental U.S. coverage.
- 4) Activities of the Executive Committee. Jim Culbertson will provide a report of the meeting which took place last night, the 7th, at the Quality Inn.

3. Treasurer's Report. Roland summarized the Treasurer's Report as follows. At the last meeting Balance in Treasury was \$2,003.10. New receipts for the period were \$1,466.51 less Expenses paid of \$356.88. New Balance therefore is \$3,112.73. The full report appears as Attach II, herewith.
4. Secretary's Report - Polhemus indicated that we are in receipt of five letters which are included as Attach III to the Minutes. Briefly, there was a letter from Beukers to Durbin acknowledging his resignation. A second letter was sent by Beukers to Pat Reynolds acknowledging Pat's acceptance of an appointment to the Board of Directors of WGA. The third letter relates to correspondence between Beukers and Mr. Hamilton Herman which will be discussed by Culbertson as a part of the Loran Standards Committee Report. The fourth letter was sent by Ed McGann to Mr. Herman thanking him for attending the Board's luncheon during the Twenty-third Meeting. Finally, there is a letter (with attachments) to Beukers from Dave Underwood of Ottawa, Ontario, Canada, on the subject of correct nomenclature for a Canada goose. The five letters are included as Attach III, Items 1 - 5.
5. Executive Committee Report - Culbertson reviewed the items discussed at the Committee meeting of the previous day. They are summarized and attached herewith as Attachment IV. The topics included: 1) the question "what should constitute the official records of the WGA. . . and how should they be maintained?" 2) the question "what matters should be handled by the Executive Committee and how could the Board, in its limited available time, be most effective? 3) the topics, promotion and publicity.

Beukers opened the meeting to discussion of the three topics. It was stated that the ByLaws direct the Secretary of the WGA to keep the official record(s) of the organization. It was noted that this responsibility is stated in the Charter as well. Fehlner indicated that he wishes to see some continuing record of Motions that have been presented and implemented in the past. He asked the question "How many motions are 'on the books' that we ought to know something about and perhaps left us with as yet unfulfilled obligations?" It was recommended that we consider either a tickler file or cardex of action items with serial number so that they may be logged in and out. The consensus was that additional thought should be put into this question and an early solution sought.

6. Constitution Committee - Fehlner reported that there would be no report at this meeting due to the absence of Vern Johnson.
7. Higginbotham - Membership Committee. Higginbotham reported that 1 February 1977 membership of WGA was 414. Since the first of February we have received three new members. We gained an International Member from Venezuela. The Venezuelan is, according to Bill Roland, Humberto Castro of Caracas, Venezuela. Senor Ruiz Castro is the Minister of Communications. Higginbotham requested the Board's guidance on the billing of dues. In the past notice has been given through the Newsletter and through administrative checking systems but these have not worked too well. It is suggested that he send out private correspondence to each member containing a stamped, self-addressed envelope. It was concluded that Higginbotham and Roland would make up an appropriate form and devise a procedure for mailings. Attach V.
8. Historical Committee - No Report. Walt Dean was appointed Chairman of this committee:
9. Awards Committee - Fehlner reported that the only items of interest related to receipt of nine gold-filled Medals of Merit, residuals of our order. The vendor who made the medals "filled" rather than gold-plated the medals for the same price as plated ones but the gold content is higher.

Roger Hazard has sent a letter indicating his appreciation for the award he was given for his paper. A similar note of appreciation was received by General Lavelle. Attach VI.

10. Convention Meeting - Keith Bruhl. Keith submitted a written report, Attach X. Higginbotham noted that information re' charter flight had been misunderstood. ~~Correct fare from Boston is \$111 per person.~~ There is no requirement to congregate groups of people at a particular airport or even that they fly on the same aircraft. We do have to put out a folder; lodgings must be at the Edgewater Inn. There is no requirement for a certain number of people at a certain origin, like ten people from Boston. There are no restrictions on day of departure; total elapsed time must meet the tour criteria. Stops enroute are permissible, but anyone who's point of departure does not enjoy service United Airlines must pay the regular fare between that point and the station where he picks up the United aircraft. It is necessary to identify/commit oneself thirty days prior to departure; the amount of the deposit required is unknown at this time. One can leave from an intermediate departure point, like Fort Wayne, and still get a reduced fare. Boston round trip is \$292. Must return within two weeks - the interval in Seattle can be as short as the length of time of the meeting or as long as a couple of weeks. Hank Hilbun's wife will be our contact - Hank has volunteered to help. Reservations at Colonial Travel, tickets at any ticket office or airport or can be sent by registered mail by travel agent.

- b. Keith Bruhl requested to know whether the Call For Papers

was adequate; how is it to be mailed. A copy of the Call For Papers will also appear in the Newsletter.

11. Special Committees

- a. Congressional Liaison Committee Report. Prepared by Ed McGann. Attach VII.

McGann will formulate a letter for the President to send to the Secretary of Transportation to gain access to the three items of major interest: 1) the National Plan 2) the Omega tests and 3) GAO report.

Haislip reports that there is no GAO report per se though there have been two sessions between Coast Guard and Bailey of GAO - Haislip will get a draft copy of the report. After publication of the report one can write a rebuttal. Dave says that he thinks we should be present at the Notice of Rule Making requiring installation of Loran-C on tankers. The 1974 controversy between Omega and Loran-C permitted the Wild Goose Association to address Murphy's committee. This report may only go to GAO, the Comptroller General, the Committee, but not to the Congress or to OMB. We have to watch and see where it's going. The recommendation is that the Committee continue to monitor, through the Congressional Office, what's going on. Culbertson points out the protocol that denies us access to that report while it's in work and that GAO has no requirement to tell anybody where the report's going.

Fredericks conveyed McGann's concern for the public relations aspect of turning on the West Coast Loran-C chain. How do you get Secretary Adams to throw a switch here that signals initiation of the West Coast chain? Program Manager Commander Bill Walker has to initiate the press release. President of the Wild Goose Association could write a letter to Admiral Fugero requesting this action be taken. Haislip recommended that John Beukers meet with Admiral Fugero, and then on the basis of the Admiral's recommendations, send a follow-up letter confirming what was said. Admiral Fugero should be encouraged to state something about the fact that the transmitters are in commission, they are now operational, reiterate why Loran-C was selected and point out some of the operational functions that the West Coast chain will provide. Systems are to go on line.

Roland is to provide a copy of the Federal Register to go into the Secretary's report. He explained what is needed in the way of minimal equipment for vessels of over 1600 tons, on all ships operating in U.S. waters: compasses, radar and the like. The Notice of Rule Making which establishes the need for Loran-C does not specify whether envelope matching or cycle matching is required. This is a matter of some concern. Dates for the hearings are March 4 in ~~New York~~ ^{Washington} and March 16 in San Francisco. Roland proposes that the Wild

Goose Association be prepared to present a technical dissertation at the meetings at both locations.

Haislip - the ION radionavigation group has asked the RTCM to undertake the formation of a committee called Minimum Performance Standards Subcommittee to address the subject. This request has gone to the RTCA Executive Committee meeting which will take place the 17th of March at the FCC Building. At that time the letter was expected to be taken up as a part of the agenda. It will appoint a subcommittee to undertake to develop a Minimum Performance Standard for Loran-C receivers. And obviously the Wild Goose Association's role will be to help generate the background data. It is evident to all who are knowledgeable of Loran-C that a major difficulty will emerge because the appropriate authorities have not specified the kind of receiver required to meet the criteria. The Wild Goose Association must send a letter stating that it wishes to be heard. So, it is very important that the Wild Goose Association be at the 17th of March meeting of RTCM. Haislip stated that he will be at the RTCM meeting as a USCG representative. Fehlner will also attend from Applied Physics Lab and will be his supporting technical advisor. Dave's position will be to recommend strongly that a Minimum Performance Standards committee be put together; that is, a special subcommittee to the RTCM which will provide for input from the Wild Goose Association. To sum it up: a statement will be formulated by the Board, to be used by those who represent the Wild Goose Association at the Federal Hearings, and presented to the office of the Commandant of USCG within two weeks. Ed McGann, Chairman of the Liaison Committee, will be encouraged to present the paper at the Hearings. Roland, Curry and McGann are to prepare the paper.

As the final action on this item the President directed, and the Board concurred that the minutes reflect a note of congratulation to McGann for his actions in bringing the matter before the Board.

- b. Committee on the FAA Certification of Loran-C - No Report
- c. Wild Goose Association Journal Committee - No Report

It was noted that there has been no critique of the previous issue and therefore there is no opinion to be presented at this time regarding the theme for the next issue. Roland suggested that it will probably contain a discussion of receivers. Roland needs color photographs for the back cover.

- d. Loran-C Specification Committee.

Culbertson reported that a recommendation had been made,

and followed up by the President, to send a letter to Mr. Hamilton Herman, the Assistant Secretary, DOT. The letter was sent on January 13th and included a copy of the WGA Loran-C System Characterization document as well as copies of prior correspondence, circa 1974 and 1975, between the Wild Goose Association and the Department of Transportation wherein the preparation of Loran-C Specifications was discussed. This activity was the only action the Committee was asked to accomplish during the period.

Culbertson noted, however, that largely as a consequence of the Wild Goose Association's efforts at the Secretary's level, Coast Guard has been tasked to form a Working Group to address the subject of Loran-C specifications. The timing of correspondence generated by Haislip to DOT was to have coincided with Beukers' letter to the Secretary. The objective was to cause the Secretary to endorse Coast Guard forward thinking and at the same time to provide an official protocol for the formation of a properly constituted Working Group. The Secretary's office determined that no action had been taken on actions that had been promised in 1974 and 1975 and including a promise made by the office of the Secretary in 1975 that said categorically something would be done to prepare a specification. The Coast Guard has the responsibility to respond to inquiries concerning specifications for the Loran-C navigation system. As early as 1974 the USCG committed DOT to work towards a standard set of signal specifications to be published in the Federal Register. It was stated by the Secretary that in view of the growing interest in the Loran-C system it appears that the manufacturing community should be furnished U.S. DOT officially designated signal specifications to aid in design of equipment and to provide some form of concrete protection against system changes. It is requested (sic, by the Secretary) that you (sic, the Coast Guard) inform me of the current status of a published signal specification for the Loran-C system and any difficulties you foresee in preparing and publishing them. (These are excerpts read from a letter from the Assistant Undersecretary.) Haislip is preparing the official USCG response to that letter which is currently being staffed through the headquarters and is about ready to go back up the line to DOT. The result of all this is that there is now a DOT charter for Coast Guard to work on a specification.

Independent of this action Captain Manning, USCG, is preparing a response on the Notice of Rule Making. It is noted that before you start requiring individuals to equip with a certain device you must have specifications for the device; this action is occurring at the engineering level within the Coast Guard. It is conceivable that a separate working group could be formed to work on the specifications if the public hearings create sufficient demand! At the present

time the USCG efforts are being directed towards formulating the specifications on a collateral basis. Culbertson indicated that, in his Coast Guard role, he has prepared a memorandum which has been sent to Captain O'Connell (WAN) asking him to join Culbertson (EEE) in an ad hoc working group composed of two members from Electronics Engineering Division, two members from his Division, and himself as Chairman to consider what needs to be done to prepare a set of Loran-C System Specifications. That committee has now met for the first time. A copy of Culbertson's memo appears as Attachment VIII. The membership of the USCG Loran-C Committee is composed of Mr. Bregstone, LCDR W. E. Jones of EEE, Dave Haislip and Commander Walker of WAN. Culbertson will chair this committee. It is to identify what is required of a specification format of a publication, and means to arrive at a conclusion expeditiously. Mr. Bregstone is to prepare a format for the specifications. This information is to be coordinated with the WGA Loran-C specification. In fact it has been agreed that the Coast Guard will coordinate all output of the Working Group with the Wild Goose Association and will take cognizance of the Wild Goose Association's comments. Culbertson stated that the Coast Guard may, for example, ask for additional breakdown of the work completed by the Wild Goose Association in preparation of its System Characterization document. The Coast Guard may want additional information to be developed, or it may ask the Committee to go out to the membership of the Wild Goose Association to get assistance in preparing selected material.

Culbertson subsequently brought up the problem of producing required results in the time available. The Rule Making Activity will probably indicate that present Coast Guard actions are not fast enough. Privately, Culbertson stated that he hopes that this will happen because then DOT will have to form some sort of Task Group rather than a Working Group to get the job done. In summary there are independent forces at work that will finally get the ball rolling. Culbertson stated that the ad hoc committee is to complete review of the existing specifications and standards, and to prepare a draft format for approval in outline form by 15 February. By 1 March the U.S. Coast Guard and the Wild Goose Association committee are to complete review of the draft. Two weeks will be allowed for the Wild Goose Association comment, eg by 1 March 1977. By 10 March it is intended to send to the Wild Goose Association a summary of tasks it is desired that the Wild Goose Association undertake for the Coast Guard. The ad hoc Coast Guard Working Group must also trigger activity around the Coast Guard to prepare the Specifications, the supporting legal material, identification of all who must coordinate on the specification, then commence integration of inputs on or about the middle

of March. A working draft is to be ready by 10 April. Review should be complete about 5 May and the second draft of specifications prepared for review by 1 July. The ad hoc committee then finalizes the specifications and is scheduled to submit them for approval around 1 August.

e. Spectrum Clearance Committee.

the pertinent report was tabled at the last meeting.
Fehlner indicated that ~~a report is not available~~. It was noted that Dr. Art Goldsmith, TST-47, (Office of the Secretary) advised that the next thing to do is to assemble technical material that we believe pertinent to the question that we posed to the CCIR Study Group. This report should then be made available for study by interested members of ~~the Wild Goose Association~~. Haislip indicated that it takes agreement of twenty nations to approve the basic question to be presented to the Committee and only then, does it become a formal question before CCIR. Once it has reached that status a working committee is formed at CCIR to address the question (of clearing a portion of the RF Spectrum) from an international point of view. The office in Geneva has control.

Our inputs are not solicited until such time as the question is accepted for study, and that will be some months. Roland stated that Dr. Goldsmith has said to Fehlner that assembly of material will occur this summer and will be given to Goldsmith as the government's member of the working committee. Dr. Goldsmith is a member of the CCIR committee and can advise on exactly what the Wild Goose Association should be doing to finalize its presentation. What we're talking about is clearing the frequency range 70 to 130 kHz. It is good initiative, properly prepared and the timing is right. The initiative is part of the WARC effort and has been delivered to Geneva. It will be considered in early 1978.

It is proposed (by the Committee) to change Region 1 such that radionavigation is given a position of prime importance. Previously maritime mobile communications had been fixed as first priority in Region 1. Region 2 has always identified radionavigation as having first priority. Region 3 has been similarly regulated. It is proposed to strike Fixed and Maritime mobile communication from its position of first priority to last priority. The final result will be that radionavigation would have the first priority all around the world in the frequency band 90 to 110 kHz.

f. Committee on Publicity.

John Beukers reported for Goldstein. Report appears as Attachment IX.

Release has been sent to the national and technical press and the Library of Congress concerning the Journal. With respect to the Library of Congress, the problem is to get them properly numbered so they can be listed in the Government Information Catalogs. Goldstein wants volunteers to handle publicity overseas and the West Coast. Haislip suggests that he and Goldstein share ideas on overseas publicity. Haislip is to give the President a list of the people to approach in each of the overseas Institutes of Navigation. In terms of West Coast publicity, a national press release reference turn-on of the Loran-C chain should be arranged. It should then be direct mail to all dealers and should include information about the Wild Goose Association. Fehlner was tasked with development of a form of membership for companies and dealers which would ensure their receipt of the Wild Goose Association - precipitated Loran-C happenings. This activity is to be coordinated with the Constitutional and Publicity Committees.

~~King~~ ^{USAF} Radio produced a very nice brochure which told dealers all they needed to know to use the Global Positioning System. ~~It was paid for by USAF.~~ It is suggested that the Wild Goose Association put on pressure to get a similar effort completed under government auspices for Loran on a page for page analogy.

- g. Dean, Chairman of the Membership Committee, asked whether or not those Board members whose terms expire this year would like to be considered for renomination, and they responded "yes". Roland, Fehlner and Dean all said "yes", Doherty will be canvassed. It was noted that Haislip will give a paper in Mexico City at the Off-Shore Technology Symposium next month. Another Coast Guard is also going to give a paper, Haislip's is on radionavigation and the other Coast Guard is on oil pollution and recovery at the Oil Spill Recovery Technology Symposium 9, 10, 11 March in Mexico City. This is a U.S. symposium. There will be an IMCO meeting next week in Europe; Dave Haislip will give a paper addressing Differential Omega. There is to be a meeting in New York March 23, 24 being hosted by the Maritime Association of the Port of New York; theme is Navigational Aids and Communication. Roland and Polhemus will be moderators. Beukers will present an address on Omega.

12. There being no further business to come before the Board, Roland advanced a motion to adjourn the Meeting of the Board of Directors. The motion was seconded by Dean. The motion was unanimously approved.

Meeting adjourned at 12 noon.

Respectfully Submitted,

W. L. Polhemus

W. L. Polhemus
Secretary

ATTACHMENTS

- I President's Report
- II Treasurer's Report
- III Secretary's Report
- IV Executive Committee Report
- V Membership Committee Report
- VI Awards Committee Report
- VII Congressional Liaison Committee Report
- VIII Loran-C Specification Committee Report
- IX Publicity Committee Report
- X Convention Committee Report
- XI Page 5956 of Federal Register Vol. 42, No. 20, Monday, January 31, 1977;
Page 9685 of Federal Register Vol. 42, No. 33, Thursday, Feb. 17, 1977;
Subject: "Navigation Safety and Vessel Inspection Regulations"
Rulemaking and Amendment

Constitution Committee Report - attached. Received after Minutes of Meeting taken.

ATTACHMENT I

President's Report Wild Goose Association 24th Meeting 770208

1. Notices of Absentees

Jim Van Etten
Dick Pascuiti
Bahar Uttam

2. Resignation of Ed Durbin and Election of Pat Reynolds

3. Order of Business at Meetings

Adoption of minutes without reading
Written Committee Reports - Chairman Summary
Questions & Discussion

4. Result of Executive Committee Meeting with Respect to Records of the Wild Goose Association

5. Important Issues to Address

- (a) Work of Loran-C Standards Committee
- (b) Promotion of Loran-C/Wild Goose Association West Coast
- (c) Attention to Congressional Liaison
- (d) New Initiatives for Continental U.S. Usage

6. Correspondence

President to Assistant Secretary DOT
Underwood to President
President to Durbin
President to Reynolds

7. Historical Committee Chairman Open

8. Maritime Association Port of N.Y. 23-24 March Nick Creaton Seaman's Church Institute 85 Ship Owners

ATTACHMENT II

WILD GOOSE ASSOCIATION

TREASURER'S REPORT

2/7/77

Previous Balance, 12/13/76 ----- \$ 2,043.10

Transactions, 12/14/76 to 2/7/77 ----

Receipts: Cash -----	\$ 227.30
Convention '76 ----	30.00
Convention '75 ----	4.00
Journal Advertising	1,175.01
Journal Sales -----	31.00
	<u>\$1,466.31</u>

3,485.61

Receipts: Printing and Postage	\$ 211.81
Interest on Loans	<u>73.04</u>
	\$ 284.85

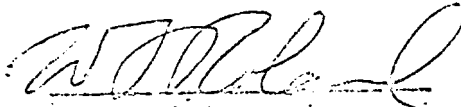
\$ 3,770.46

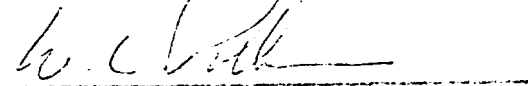
Check Book Bal. as of 2/7/77

\$ 3,770.46

Balance, 2/7/77

Approved by the Board of Directors


W. L. Smith, Treasurer


H. C. Smith, Secretary

ATTACHMENT III

Secretary's Report

The letters listed below, copies attached, have been received by the Secretary and entered into the official records of the Wild Goose Association.

- 1 - Letter from Beukers to Durbin reference resignation from Board of Directors
- 2 - Letter from Beukers to Reynolds reference acceptance of appointment to Board
- 3 - Letter from Beukers to Assistant Secretary H. Herman reference Loran-C Specification
- 4 - Letter from McGann to Assistant Secretary H. Herman reference luncheon
- 5 - Letter from D. Underwood to Beukers reference his investigation undertaken on behalf of Wild Goose Association into nomenclature of the "Canada" Goose
- 6 - Letter from Beukers to Dean reference chairmanship of the Historical Committee
- 7 - Letter from Beukers to Goldstein reference philosophy of publicity

A reminder to the Board that the Secretary has a list of people and organizations which could provide outlets for advertising, announcements and communications reference Loran-C. The list was prepared by S. H. Goldstein Ad Agency, Inc. at Beuker's request.

NOTE: Letters in Meeting Record only.

ATTACHMENT IV

Executive Committee Report 770208

Jim Culbertson

The Executive Committee met February 7th. Three items were discussed at length.

1. What should constitute the official records of the Wild Goose Association and how should these be kept?

It was recognized that there was significant activity and communication taking place with other organizations and within the Wild Goose Association. It was agreed that these transactions were an important record of the Wild Goose Association and should be preserved. The problem of maintaining this record was discussed, bearing in mind that the Wild Goose Association has no paid administrator for the purpose.

It was recommended that the minutes of Board meetings generated and kept by the Secretary be made the official record of the Wild Goose Association, to be passed on from one secretary to the next. Written committee reports, communications and other reference material should become part of minutes by placing them into the record at Board meetings.

It was also suggested that a cross reference system be put into effect to assist in establishing continuity. The secretary agreed to look into this.

2. What matters should be handled by the executive committee and how could the Board in its limited available time be most effective?

It was felt that the few hours available once every two months could be spent more fruitfully if Board members came prepared to the meeting by (a) reading and noting corrections to minutes thereby permitting their adoption without reading; (b) committee chairmen submitting written reports prior to the meeting for circulation or at a minimum providing copies for the meeting. Further, it was recommended that committee chairmen provide a verbal summary that would stimulate questions and comment from the Board without taking up too much time.

In addition, it was recommended that the Executive Committee undertake the responsibility for executing much of the operating trivia that has little or no effect on Wild Goose Association policy or initiatives.

3. Wild Goose Association Promotion & Publicity

A lengthy discussion took place regarding the actions that should be taking place in connection with the West Coast expansion. It was recognized that while this was the prerogative of the Publicity Chairman, direction and comments should be solicited from the Board at the next meeting.

by John Beukers

To Bill Polhemus: These can constitute the minutes if agreeable by you.

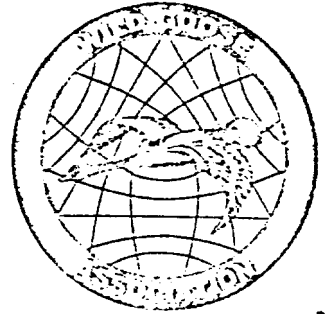
Jim Culbertson: For presentation as Executive Committee Report.

ATTACHMENT V

BOARD OF DIRECTORS

J. M. BEUKERS..... President
J. CULBERTSON, Capt..... Vice President
W. F. ROLAND, Capt..... Treasurer
W. POLHEMUS..... Secretary
W. N. DEAN
R. H. DOHERTY
E. DURBIN
L. F. FEHLNER
D. T. HAISLIP
L. D. HIGGINBOTHAM
E. L. MCGANN
R. A. PASCIUTI
B. UTTAM
J. P. VAN ETEN

WILD GOOSE ASSOCIATION



RECEIVED

Memorandum

FEB 02 1977

To: WGA Board of Directors

From: Membership committee

PNSI

Subject ; Membership Report as of 1 February 1977

As of 1 February 1977 we have a total of 414 members of which 69 have paid their 1977 dues. Since the last board meeting we have gained 12 new members. The remaining difference being renewals for 1976.

Respectfully submitted

Lloyd Higginbotham
Chairman

In the event that I do not attend the February meeting I would like the board to advise me on their wishes regarding the 1977 dues collection. I believe the most effective method is to bill separately from the NEWSLETTER as I have done in the past. If the board agrees with separate billing I would like their position on including a self addressed, stamped envelope. I estimate the cost to be in the neighborhood of 100 dollars.

The next NEWSLETTER will be published in March.

ATTACHMENT VI

Chairman, Awards Committee, took delivery of 4 medals from the Ford Co. Inc. on February 5, 1977. These medals were presented to the following individuals as referred to in the report. Also received a letter of appreciation for Roger E. Bogen-Basland, and from John D. Bayelle for Medal of Merit.

Enclosed is a copy of the report of Awards Committee Report for the year 1976. It is to be noted that the report is a summary of the work of the committee for the year 1976.

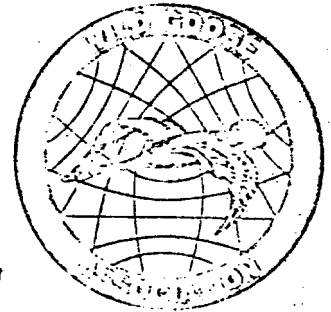
L.F.F.

8 February 1977

ATTACHMENT VII

BOARD OF DIRECTORS

J. M. BEUKERS..... President
J. CULBERTSON, Capt..... Vice President
W. F. POLAND, Capt..... Treasurer
W. POLHEMUS..... Secretary
W. N. DEAN
R. H. DOHERTY
E. DUBBIN
L. F. FEHLNER
D. T. HANSLIP
L. D. HIGGINBOTHAM
E. L. MCGANN
R. A. PASQUINI
B. UTTAM
J. R. VANETTEN



WILD GOOSE ASSOCIATION

January 31, 1977

TO: WGA Board of Directors
FROM: Congressional & Intra-Dept. Liaison Committee
E. McGann, K. Bruhl
SUBJECT: Report for Committee at 24th Board Meeting.

From last report no further action has yet been taken on:

- 1) Furthering GPS contacts.
- 2) Writing functional des/charters for this committee, and
- 3) Expanding the committee.

The following activities or concerns have been addressed:

- a) Cong. John Murphy has been named Chairman of the full Merchant Marine Committee of the House of Rep. and will probably take chairmanship of the Merchant Marine Subcommittee. Cong. Biaggi will most probably retain CG and Navigation Subcommittee. (As of report date subcommittee assignments were not finalized.) Visits were made in January to both offices.
- b) Hamilton Herman and his staff will be out of office by late February necessitating a whole new educational activity at that level. A letter was sent to Mr. Herman thanking him and Mr. Owens for attending our last meeting. It might be well to keep them as friends to perhaps come back and testify at future congressional hearings as to their understanding of problems of concern to us.

- c) National Navigation Plan in final review stages for issuance late March or April. We have not seen what is included. A formal request for review might be made on the grounds that such a document is not an intra-government message but rather has impact on the business world and therefore hearings should be held or it should be open to review before issuance.
- d) The Navy is conducting tests in the Gulf of Mexico in February on differential Omega. As long as this is for tactical purposes we can have no objection, but if there is any inference to use as a "coastal confluence" system the WGA must take a formal position with the Secretary's of DOT and the Navy (or DOD) and object to activities not in compliance with national policies already in existence.
- e) A GAO report on navigation systems is being circulated among government agencies for comment. Ostensibly this is "self-generated" by GAO. However erroneous conclusions drawn by inexperienced or unqualified evaluators could discredit Loran or other systems if such a report was circulated. Again as with the National Navigation Plan, the WGA cannot sit by and let "national policy" be influenced by some government agency which may have neither the competence or the responsibility to even involve itself in such critical decisions. We must therefore strongly involve ourselves in this issue to the point of correcting what is in the report if it is incorrect and certainly questioning its merit if it intends to be published and as taxpayers most strongly questioning why such a report/investigation was undertaken.
- f) Federal Register publication of early February will be the formal notification of the USCG intent to impose regulations on oil tankers coming to US ports such that they must carry Loran-C receivers. Hearings will

January 31, 1977

Page 3.

be held early and mid-March respectively in Washington and San Francisco on this subject. The WGA should plan to be present at both and support this vital step to force use of available navigation services by potentially environmentally dangerous carriers.

- g) Contacts at USCG Public Affairs and Cong. Liaison Offices are underway to determine what if any publicity USCG will sponsor regarding West Coast Loran-C operational status. Considering that this represents the implementation of a national policy with far reaching implications and also touches the home states of various involved individuals — Sec. Adams, Sen. Stephens, Sen. Magnuson, Cong. McFall to name a few and certainly should derive some credit to Cong. Murphy for his tremendous efforts, it is a little discouraging to see that to date no significant events/activity is planned by the USCG. The WGA for its efforts should also be involved and get due visibility and credit as well as providing as much support as we can.
- h) Finally — a review of the implementation plans for the CCZ show very definite holes such as Puerto Rico, Hawaii, Guam and the Alaska North-Slope. In some areas Loran-A might be cut off without having "C" available. The WGA should institute a program to see that no US coastal area is excluded from the implementation plan if necessary by bringing the fact that they could be to the proper legislative representative.

In the next month this committee will work with the WGA Board to evolve positions on the above issues.

Submitted by:

E. McGann

K. Bruhl

ATTACHMENT VIII
Report of the Loran-C Specification Committee
Coast Guard Ad Hoc Working Group--Loran-C System Specifications

Held first meeting at 1530 on 3 February 1977. In attendance were:

CAPT J. F. CULBERTSON	G-ELE, Chairman
MR. D. T. FAIRSLIP	G-WAN
CDR W. G. WALKER	G-WAN, Vice Chairman
MR. B. BRIGSTONE	G-ELE
LCDR W. E. JONES	G-ELE

Chairman reviewed tasks/timetable enclosed with G-ELE/83 Memo 16562 of 31 Jan 1977.

MR. BRIGSTONE suggested developing a "tree" covering all the various aspects of the Loran-C System Specifications for review before trying to prepare a specification format--he will have his suggestions for this on paper by Monday, 7 February. He further suggested that the period of from 1330 to 1400 on Tuesday and Thursday be kept open for possible Ad Hoc Group meetings--it will be decided each Tuesday and Thursday A.M. if a meeting will be held that day.

CDR WALKER will commence examining ways to publish the specifications.

The Ad Hoc Group understands that its work is concerned with the Loran-C System Specifications and not with the development of Loran-C receiver specifications.

MR. BRIGSTONE suggested that one of the first items that should be developed for possible use/publication before the specifications are ready is that dealing with the description of Loran-C to be available to users. Furthermore, he recommended that the specifications be prepared for two levels--one for laymen and the other the technician/engineer (taking full use of appendices for technical detail). He pointed out that the specifications have to be written as being useful to many different people all looking at Loran-C from a different angle. Receiver designers, monitor technicians, users, system engineers, etc., all have to make use of the "specifications".

MR. BRIGSTONE suggested that one possible way to publish the specifications to avoid a lot of administrative red tape might be as an annex to the Light Lists.

The Ad Hoc Group agreed that there would have to be a lot of input to the specifications from other than the Wild Goose Association and that every available resource would have to be exploited if we ever hope to stay anywhere near our timetable.

Plans are to work with MR. BRIGSTONE's suggested "tree" and have WGA likewise look at this before trying to prepare a "format".

Chairman will report results of the Ad Hoc Group meeting to the WGA Directors' meeting on 8 February and hopefully have copies of the draft "tree" to forward on to the WGA Loran-C Specifications Committee for review and comments.

ATTACHMENT IX
PUBLICITY

TO: Secretary, Wild Goose Association 770208
FROM: Sam Goldstein, Publicity Chairman
SUBJECT: Report to Board of Directors
for 24th Meeting 770208
Washington, D.C.

- A Actions Taken:
1. Publicity Release on 1977 Convention
 2. Communications with Library of Congress reference cataloging of journal
 3. Communications with Convention Chairman reference 1977 Convention
- B Wanted Volunteers for Committee
- (a) West Coast
 - (b) Overseas
- C Proposed Plan for West Coast Publicity and General Loran-C Promotion
- * (a) National press release covering West Coast chain turn on in conjunction with Wild Goose Association purpose activities and Loran-C information source. Coordinate with Capt. Elcole G-APA/CGHG Head Public Info
 - (b) Direct mail to dealers with information about Wild Goose Association describing value of membership
 - (c) Need for generation of Loran-C fact sheets and user experiences to serve dealers (volunteer required or get sea grant to help in preparation)
- D Publicity for Convention
- Timely release for periodicals
Local Press
West Coast Press
- * (i) Tie in with 200 mile limit
 - (ii) Notice in federal register reference installation on vessels

Concurrence

February 7, 1977

ATTACHMENT X

Note: Correspondence in
Meeting Record only.

TO: WGA Board of Directors

From: WGA Seattle 77 Convention Committee

Subj: Status to date

WGA Convention dates are 12 to 14 October 1977. WED, THURS, FRIDAY.

The EDGEWATER INN, located Pier 67, 2411 Alaskan Way, Seattle 98121 (206) 624-7000 has been selected as the WGA Convention Site.

The EDGEWATER INN offers complete facilities, it is located on the waterfront and only minutes away from the city center. A shuttle bus will be available for transit to and from FISH EXPO for those members who stay on for the FISH EXPO weekend. The EDGEWATER also offers "Fishing from your window".

A block of fifty rooms is being held for WGA, all arrangements to be conducted with the EDGEWATER are based on fifty rooms, a registration reception, a noon luncheon with 75-100 attendance, one banquet of 100-125 attendance.

Single occupancy rooms range from \$23 to \$26; double occupancy rooms range from \$28 to \$32; one room suites \$32-42; two room suites \$56-66. Govt Employees receive a \$2.00 discount. Children 14 and under free when they occupy the same room as parents.

Wednesday the 12th of October is an arriving day, registration and reception. We are advocating no formal WGA sponsored golf for this Seattle session.

The Thursday technical sessions will be held at the Edgewater under the direction of Tom McCarty.

The Friday Operations Session will be held at the SEATTLE CENTER FISH EXPO under the direction of Dan Panshin (Morning Session). Edgewater Inn Checkout Time is 1300.

Dan Panshin is visiting the east coast this week and will be in contact with the editor of the National Fisherman. The possibility of a WGA FISH EXPO booth will be examined as well as other details.

A call for papers has been developed. Printing, first distribution publicity arrangements can now commence.

CDR Dugan will be forwarding an Edgewater Inn letter covering costs. The block of 50 rooms will be cut off 1 month prior to FISH EXPO. Close in facilities are at a premium.

Problem area: Dan Panshin is happy to serve as the Friday Session Chairman Tom McCarty is happy to serve as the Thursday Session Chairman. Tom may or may not be able to attend the Seattle meeting. Dan is concerned that he could be named to fill the gap if it occurs and "he is not that person". A backup Thursday Sessions Chairman needs to be named.

cc; Dugan, Panshin,
McCarty, S. Goldstein

Respectfully Submitted

[Signature]
W.J. Frederick

4000 foreign flag vessels would have to purchase and install the equipment.

Purchase costs range from \$2000 to \$5995. Installation costs vary from about \$2000 to \$5000. For purposes of this analysis, it is assumed that purchase cost is \$3500 and installation \$3500, that the amortization period would be seven years, and that the installed cost would be passed to U.S. consumers in seven equal increments. The economic impact on the U.S. economy for the first year would be the cost of the installed equipment for U.S. vessels, plus $\frac{1}{7}$ of the installed cost to all vessels. One seventh of the cost to all vessels would be passed to U.S. consumers in each of the succeeding six years. The initial cost to foreign vessels is not considered a cost to the U.S. economy.

The highest single year cost to the U.S. shipping industry would be the first year cost of \$2,800,000. First year total impact on the U.S. economy would be \$7,200,000. Total cost of compliance to the U.S. economy over the seven year period would be \$33,600,000.

The benefits from having this equipment include not only cost saving in vessel operation, but also fewer vessel accidents. This yields savings in oil spill cleanup, search and rescue costs, investigation costs, and vessel repair costs. Injury to persons and the environment could be prevented. Spill cleanup costs alone are estimated at \$30-\$35,000,000 per year. A more detailed analysis is filed in the public docket.

The "LORAN-C User Handbook" (CG-462), published in August of 1974, listed several features which are required to make full use of the system. These include automatic acquisition and tracking and cycle matching on all pulses. Some sets being sold today do not have all of these features and, therefore, yield much less reliability or accuracy than the system is capable of providing. The Coast Guard is developing minimum specifications for LORAN-C receivers which could use the full capability of the LORAN transmitting system and will publish them in a supplemental notice in the near future. Interested parties may submit comments concerning minimum standards to the docket at this time or at the scheduled public hearings.

Dated: February 14, 1977.

A. F. FUGARO,
Rear Admiral, U.S. Coast
Guard, Chief, Office of Ma-
rine Environment and Sys-
tems.

[FR Doc. 77-5017 Filed 2-16-77; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard
[33 CFR Part 164]
[CGD 77-002]

VESSELS OF 1600 GROSS TONS OR MORE

Correction to Proposed Requirement for LORAN-C

On January 31, 1977, the Coast Guard published a notice of proposed rulemaking in the FEDERAL REGISTER (42 FR 5966) entitled Proposed Navigation Safety Requirements, LORAN-C on Vessels of 1600 Gross Tons or More (CGD 77-002). It was subsequently noted that:

1. The discussion of the economic impact of the proposal was inadvertently omitted.

2. No mention was made of minimum specifications for LORAN-C receivers.

This notice of correction is being issued to amend the preamble of the notice by adding the following comments and discussions:

This rule has been reviewed for economic effects under Department of Transportation "Policies to Improve Analysis and Review of Regulations" (41 FR 16200). The Coast Guard estimates that there would be no more than 800 U.S. and 5000 foreign flag vessels which might be affected by this rule. Of those, it is estimated that 50 percent of U.S. and 20 percent of foreign flag vessels already have LORAN-C receivers installed. Therefore, approximately 400 U.S. and

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD,
DEPARTMENT OF TRANSPORTATION

[CGD 74-77]

PART 164—NAVIGATION SAFETY
REGULATIONSNavigation Procedures, Testing, and
Equipment Requirements

The purpose of these amendments to Title 33 of the Code of Federal Regulations is to add a new Part 164 prescribing rules for navigation procedures, preliminary tests, and minimum equipment for vessels of 1600 gross tons or more when operating on the navigable waters of the United States, except the Panama Canal and St. Lawrence Seaway.

On page 18766 of the *FEDERAL REGISTER* of May 6, 1976, the Coast Guard published a notice of proposed rulemaking for these amendments. Operation of vessels that are as large as 1600 gross tons or more within coastal and harbor regions, where 80 percent of vessel casualties occur, regularly creates hazardous conditions with risks to persons, property, and the environment, especially if proper navigation procedures are not followed, essential vessel equipment is not operating properly, or a vessel does not have necessary equipment. As discussed in the preamble of the proposal, most vessels follow proper procedures, have the necessary equipment, and keep that equipment operating properly. It is those vessels that do not follow proper procedures or do not have properly operating necessary equipment that aggravate the hazard. The hazard is compounded not only by the recurring problems of reduced visibility, adverse weather, and vessel congestion, but by the increasing speed and size of vessels, especially when carrying hazardous cargoes or other cargoes that can adversely affect the environment. The number of vessels involved in reported collisions, ramming, and groundings is increasing. Vessel casualties, such as those involving the *Torrey Canyon*, the *Tamano*, the *Oregon Standard*, and certain of those that have occurred in December of 1976 and January of 1977, might not have occurred if proper navigation procedures had been followed or if the vessels had had properly operating essential equipment. The purpose of these amendments is to prevent future casualties by requiring, for those larger vessels, that proper navigation procedures are followed, that necessary equipment is on board, and that all essential equipment is operating when those vessels are navigating in the coastal waters and harbors of the United States.

The public was invited to comment in writing on the proposed rules from May 6, 1976, through August 6, 1976, and at public hearings in Washington, D.C. on June 11, 1976, and in San Francisco, California on June 17, 1976. A discussion of comments received and changes in the proposed rules follows.

General comments: Fifteen commenters suggested that more and better training, not regulation, is needed. More and better training is desirable and the Coast

Guard is considering many ways to help improve it; however, that training would not preclude the need for the proper navigational procedures and vessel equipment that these amendments address. Furthermore, these rules do apply to the large number of foreign flag vessels operating within our navigable waters, while licensing and certification requirements, including training, promulgated by the Coast Guard now do not. Five commenters recommended increasing the difficulty of license exams or establishing a higher license, such as the United Kingdom's "Extra Master". The Coast Guard is considering these recommendations for possible future action.

Ten commenters stated that the proposal includes nothing that is not already addressed in statute or regulation. The rules in this new part require navigation procedures that are not included in the statutory "rules of the road." The rules also require equipment for all U.S. and foreign vessels of 1600 gross tons or more that is not required under statute or other regulations for all those vessels and under all the operating conditions to which this part applies. Some of the proposed rules, such as those for lights, day signals, and fog signals, were duplicative and have not been included in these final rules.

One commenter stated that the proposed operating procedures would restrict a master's use of good judgment. The operating procedures in these amendments are safe operating procedures that most masters follow. If these rules are restrictive, the restriction applies to those few masters who in the past have not followed these minimally safe practices.

As one commenter observed, most vessels that operate exclusively upon rivers will not be affected by these rules because they are smaller than 1600 gross tons.

One commenter suggested that the Coast Guard should require, instead of the rules in this part, that shipping companies issue an operating manual. Although an operating manual consistent with these rules might be desirable, a rule requiring it could be applicable only to U.S. companies and would not be as comprehensive as these amendments, especially the equipment requirements, nor have the force of regulations.

Several commenters stated that some of the rules were vague. Some of the rules do not include detailed standards because all of the practical variables are not quantifiable. Those rules that could be more detailed have been changed, such as a detailed description of the maneuvering information that is required under paragraph (g) of § 164.35, paragraph (f) of the proposal.

Section 164.01 Applicability. Nine commenters requested a definition of "navigable waters of the United States." "Navigable waters of the United States" is defined in 33 CFR 2.05-25.

Applicability to tug and barge combinations that have large aggregate tonnages was suggested by seven commenters, to tugs and towing vessels by five commenters, to all vessels by one com-

menter, and to small passenger vessels by one commenter. These regulations are not appropriate for all of the vessels in each of those classifications. The Coast Guard is considering regulations for these vessels that would be the subject of separate rulemaking actions.

Section 164.11 Navigation underway: general. Ten commenters stated that the proposed operating procedures would create a heavy workload that would require additional manning. Changes in this section, which are discussed later in this preamble, should eliminate the need for any unnecessary manning in addition to that normally required upon vessels to which these rules apply.

Two commenters suggested that the rules be published as a code of navigational practices and not as mandatory regulations. As stated at the beginning of this preamble, the navigation procedures in these rules are followed by most masters. The Coast Guard is making them mandatory, instead of publishing a voluntary code, to reach those who now do not follow good navigation procedures.

One commenter stated that the regulation requires the master or person in charge to be guarantor of compliance and that he could not always, in his capacity, ensure compliance. The Coast Guard agrees that this would be especially true for equipment requirements. Therefore, the final rule is changed to include the "owner" of the vessel as an insurer of compliance. Although this change is included in these amendments, any interested person may submit written comments on this particular change to the Commandant (G-DMC 81), U.S. Coast Guard, Washington, D.C. 20590. Each person submitting a comment should include his name, address, identify the notice (CGD 74-77), and give reasons in support of his comments. The Coast Guard will consider comments received before May 2, 1977 and may change the requirement in light of them. Copies of the comments received will be available for examination in Room 8117, Department of Transportation, Nassif Building, 400 Seventh Street, S.W., Washington, D.C.

Section 164.11(a). Six commenters requested a definition of "adequate number" of persons required to constantly man the wheelhouse to direct and control the movement of the vessel and fix the vessel's position. The intent of the paragraph is that the wheelhouse be "constantly manned" and that those functions be performed. Because of the variety of vessels to which this part applies, quantitative definition of "adequate number" is not practical. Therefore, to avoid confusion, the phrase "adequate number" is deleted.

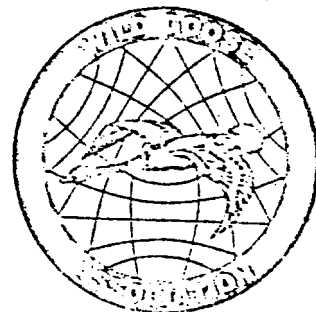
Section 164.11(b). This paragraph requires the owner, master, or person in charge to ensure that persons performing the duties required under paragraph (a) be competent. Six commenters stated that the Coast Guard is responsible for ensuring competency through licensing and certification. "Competent" means more than qualified through licensing and certification. It also means physical

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February 11, 1977

MEMORANDUM TO: MR. W. POLHEMUS, SECRETARY WGA

FROM: CONSTITUTION COMMITTEE

SUBJECT: REPORT FOR BOARD OF DIRECTORS MEETING OF 8 FEBRUARY 1977

1. The planned mailing to the membership for ballot on the revisions to Constitution Articles VI and VII, to enable the appointment of Directors, is waiting availability of the updated mailing labels. The Report of the Awards Committee to the membership is also being held to be included in this mailing.
2. The proposed changes to Constitution Article IV, Membership, and to By-Laws Article II, Board of Directors, will be resubmitted to the Board of Directors at the next meeting.

Respectively submitted,

Vern Johnson, Chairman

VJ/pat