

SRH-301

U. S. NAVAL SUPPLEMENTARY RADIO STATION

PORT ISABEL, TEXAS

CERTIFIED TO BE UNCLASSIFIED
by Director, NSA/Chief, CSS

A handwritten signature in black ink, appearing to be a stylized monogram or initials, possibly 'JL' or 'AJ', written over a horizontal line.

Date: 23 August 1984

REVIEWER'S NOTE:

This document was prepared as UNCLASSIFIED by Naval personnel who had access to classified records. The first review to verify the fact that the report does not contain sensitive information was conducted by personnel of the Naval Security Group. The original of this document was retained by them and has been placed in the NSG Repository, Crane, Indiana. A final review to insure releasability was conducted by NSA.

U.S. Naval Supplementary Radio Station

Port Isabel, Texas

NOTE: The attached document was prepared by Naval personnel with access to various historical records with the objective of bringing diverse records into a usable narrative history of a Naval activity. The document does not constitute an official Navy history and no claims are made regarding its completeness and accuracy. Prepared by NAVSECGRUDET Crane, Indiana
17 March 1980

U. S. Naval Supplementary Radio Station, Port Isabel, Texas

On 2 May 1942, OP-20G requested authority to construct eight additional HFDF stations, five in South America and three on a north-south line in the middle of the United States; one in southeastern Texas, one in North Dakota or northern Minnesota, and one in either Iowa or Nebraska. The purpose behind the establishment of these stations would be to provide bearings on targets which could not be heard by existing stations because of their being within the skip zone of the target's radio transmissions. While primarily planned to supplement the East Coast HFDF Net, the new stations could also be available to take bearings on Pacific targets. A station in southeastern Texas, in conjunction with the existing stations at [redacted] California, and Jupiter, Florida, would also give a long base line for taking bearings on targets to the south. Authority to establish these stations was granted and funds allocated by the Bureau of Ships in August 1942.

OP-20G proceeded with the construction of three of the South American stations (Recife, Belem, and Bahia) but construction of the three CONUS stations was held in abeyance because the need anticipated at the April 1942 conference did not materialize sufficiently to warrant immediately moving ahead with the original plan. In February 1943, OP-20G reviewed aerial photographs of the southeastern Texas area with particular emphasis on Cameron County. From these photographs, two prospective sites north of Brownsville were selected for further investigation. However, no definite need to establish the Texas station arose until March 1943, when the Commander, Gulf Sea Frontier pressed for additional direction finder stations in the Gulf Sea Frontier. At a 16 March conference, it was decided, among other things, to establish a mobile GULFSEAFRON net to be operated mainly by Coast Guard personnel and to proceed at

once with the southeast Texas station. The GULFSEAFRON net accomplished practically nothing during its existence and was disestablished in February 1944 by the Commander in Chief, U. S. Fleet upon the repeated recommendations of OP-20G.

On 23 April 1943, ENS H. F. Kane, USN, was ordered TAD to the EIGHTH Naval District to inspect the two sites selected from the aerial photographs. During the period 30 April through 3 May, ENS Kane and LT M. L. Goldsmith, the Staff Radio Material Officer at the Naval Air Training Center, Corpus Christi, conducted the survey and reported back on the two potential sites. The Cameron County area was, in general, considered well-suited for an HFDF site since it is in the Rio Grande valley and is flat table farming land averaging 4 to 15 feet above mean sea level with no large hills or mountains. The problem of selecting a suitable site was reduced to choosing an area of sufficient size possessing highest ground conductivity, accessible to public utilities as well as nearby towns and highways, and that could be easily leased or purchased by the government.

Site #1 was located one mile inland along the south side of Texas highway #100 about 12 miles from Los Fresnos and six miles from Port Isabel. The land was apparently unused since the owner reported it too low and salty for the grazing of cattle or raising of produce. There were no buildings near the site but it was felt that the buildings at an old Naval Radio Station in Port Isabel, which had been abandoned in 1932 but was still owned by the Navy, could be renovated. The buildings consisted of four sets of quarters for married personnel, one BOQ, one barracks, a garage, a transmitter building, and a power house. It was estimated that it would cost \$72,400, less equipment, to establish an HFDF station at Site #1 including the construction of all necessary buildings at the site rather than using the old Radio Station buildings in Port Isabel.

Site #2 was located about 12 miles inland and one and one-half miles south of Los Fresnos and 11 miles north of Brownsville. It was believed that construction of a station at Site #2 would cost less than at Site #1 due to the availability of a

supply of fresh water from Los Fresnos whereas Site #1 had no ready source of fresh water. However, Site #1 was recommended as the first choice on the basis of possibly better ground wave reception, since it was nearer the Gulf of Mexico, and higher ground conductivity.

On 14 May 1943, OP-20G forwarded another memorandum to OP-20 discussing new CONUS HFDF stations; particularly one in southeastern Texas. Since the OP-20G memorandum of 2 May 1942, the establishment of Canadian HFDF stations in the Province of Manitoba had eliminated the need for a U. S. HFDF station in North Dakota or northern Minnesota. Of the two remaining stations desired in the Mid West, it was considered that establishment of a station in Texas was the more urgent due to the strategic need for better HFDF coverage in the Gulf area. On 8 June 1943, a Vice Chief of Naval Operations (OP-20G) letter to the Chief of the Bureau of Yards and Docks via the Bureau of Ships directed the establishment of the Port Isabel Naval Supplementary Radio Station. The Bureau of Yards and Docks was to acquire the necessary land, construct or provide the necessary facilities, and provide and install the necessary equipment. The buildings at the abandoned Naval Radio Station, Port Isabel, were to be examined to determine if it would be more cost effective to renovate them rather than construct new buildings at the site. If so, transportation facilities would have to be provided to get the men to the HFDF site about six miles from the old radio station. It was planned to install a Model DAJ HFDF equipment, a Model DAH MFDF equipment, a Model TBK transmitter, two LF (15-600 kHz) receivers, six HF (1-30 MHz) receivers, and two VHF (30-150 MHz) receivers.

In BUDOCKS 222031Z JUN 43 to COMEIGHT, BUDOCKS reported it was about to submit the Port Isabel project to the Secretary of the Navy for approval and requested COMEIGHT determine whether construction of new buildings on site or utilization of the old Naval Radio Station buildings would be more cost effective. In response, COMEIGHT forwarded plans, photographs, and correspondence relating to the establishment of the station to BUDOCKS. It was reported that renovation of the old radio station

buildings could be accomplished for about \$12,000 and would provide a galley, a mess hall, a barracks for 40 enlisted personnel and four CPO's, and a building for administrative offices and quarters for the officer in charge. It was estimated that construction of new buildings on site would cost about \$10,000 more than using the old radio station. It was further recommended that any consideration of Site #2 be abandoned since it was an old lake bed and drainage could only be controlled by constructing a ring levee and installing a drainage pump - an expensive project. Since an Army radar unit was presently occupying the old Naval Radio Station buildings, an alternative proposal was submitted to use an abandoned school house in Port Isabel located about two blocks from the old radio station. It had been offered to the Navy for the cost of repairs and upkeep until no longer required.

On 20 July, BUDOCKS informed COMEIGHT that a project had been submitted to SECNAV for \$200,000 to construct the station which included funds for the construction of new buildings on the site rather than utilize the old Naval Radio Station buildings or the Port Isabel school building. The Officer in Charge of Construction for the project was to be CAPT Fritz C. Nyland, CEC, USN, the COMEIGHT Public Works Officer.

In a 3 August progress report, OP-20GX reported to OP-20G that the Port Isabel project had been submitted to SECNAV on 22 July and approval was expected before 15 August. All equipment had been ordered but no personnel would be ordered until actual construction had begun.

On 6 August, BUDOCKS informed COMEIGHT that the Port Isabel project had been approved by the Secretary of the Navy on 27 July 1943, and instructed the Officer in Charge of Construction to commence work on the station. Apparently difficulties were encountered in letting the contract since a 26 October message reported that BUDOCKS had rejected all of the bids and the bidders were being invited to resubmit new proposals based on the omission of all collateral equipment. On 13 November, an informal note to LCDR John S. Cross (OP-20GX) stated that BUDOCKS had awarded the contracts for Port Isabel and construction was to begin immediately. The contractor

was the Knutson Construction Company of Houston, Texas, with a bid of \$145,000. At the time, rain covered the site area and work was delayed considerably for this reason. Work on the barracks site, which was considerably higher, was started first. Preliminary work on the DF site and site drainage started about 15 December and footers for the DF building were poured about 10 January 1944.

In a 19 January 1944 letter from the Industrial Manager (INDMAN) 8ND to COMEIGHT, armed guards were requested for the Port Isabel site because the Supply Officer for Radio was shipping three freight carloads of confidential radio equipment to the site to arrive on 24 January. Construction was approximately 20% complete and, for the remainder of the construction period, guards would be required for the confidential radio equipment stored and being installed. It was estimated that a guard force of ten men including a petty officer in charge would be adequate. On 22 January, COMEIGHT requested BUPERS send part of the station's regular complement of personnel as soon as possible since personnel were not available from COMEIGHT for the required guard force. These personnel could report to the prospective Officer in Charge who was to report on or about 1 February. In addition to fulfilling the requirement for a guard force, it was believed that being on board during the construction of the station would benefit those who would eventually be working with the equipment being installed. The prospective Officer in Charge was reported in other correspondence to be Chief Radio Electrician McLean.

On 24 January, CNO (OP-20GX) requested COMEIGHT forward a recommended complement of General Service personnel to BUPERS for the Port Isabel station based on an anticipated complement of 36 Radiomen. On 25 January, INDMAN 8ND responded to CNO via COMEIGHT with a recommended General Service complement for the Port Isabel station as follows:

Pharmacist's Mate, first class	1
Ship's Cook, first class (preferred)	1
Mess Cooks	2
Cook Striker	1
Storekeeper	1
Storekeeper Striker	1

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Mess Attendant	1
Yeoman, first class (preferred)	1
Boatswain's Mate, first class (preferred)	1
Motor Machinist's Mate, first class (preferred)	1
Carpenter's Mate	1
Shipfitter	1
Seamen	6

It was anticipated that the OP-20G operations complement would eventually total two officers and about 40 enlisted personnel. OP-20G recommended a General Service complement of one PhM1, one SCl, one SC3, one MdM1, one Carpenter's Mate or Ship Fitter first class, and four seamen. A Yeoman would be provided by OP-20G. In addition, COMEIGHT would be requested to arrange for a civilian or Marine Corps guard force for the station.

OP-20GX's 290231Z JAN 44 informed COMEIGHT that orders transferring Chief Radio Electrician (CRE) C. W. McLean to COMEIGHT about 10 February for duty as Officer in Charge, Naval Supplementary Radio Station, Port Isabel, had been requested and orders on nine Radiomen (Specials) to COMEIGHT would be requested about 15 February. On 4 February, orders were requested for the transfer of four men from the Naval Radio Station, _____, and five men from the Naval Radio Station, Dupont, South Carolina, on or about 15 February for duty at the Naval Supplementary Radio Station, Port Isabel, Texas.

On 9 February, Mr. W. C. Mellander, the engineer supervising installation of the HFDF equipment, reported to LTJG H. F. Kane that construction of station facilities was about 65% complete. The DF building was practically complete with occupancy by the Navy projected for 14 February with the exception of a stand-by generator which would be installed later. A guard force was being provided by Coast Guard personnel from Brownsville until the arrival of the first Navy personnel.

In an 11 February telephone conversation between CRE McLean, then at COMEIGHT enroute to Port Isabel, and LCDR Cross (OP-20GX), CRE McLean reported that work on the station was ahead of schedule with 15 March as the projected date of commissioning. However, work on 26 miles of telephone lines for landline communications had not begun

and the telephone company would not start construction until specifically authorized by OPNAV.

On 16 February, Mr. Meilander reported station facilities 80% complete with a few finishing touches needed on the DF building. Work on the antenna arrays was progressing. On 18 February, COMEIGHT officially stated that it was estimated that the Naval Supplementary Radio Station, Port Isabel, Texas, would be ready for commissioning on or about 15 March 1944. On 18 February, BUPERS informed INDMAN 8ND that the complement proposed by OP-20G in the endorsement of INDMAN 8ND's requested complement of General Service personnel had been approved. A Shipfitter (SF1) had been approved vice a Carpenter's Mate.

In a 19 February letter from ADNC (OP-20G) to the Commanding Officer, Naval Radio Activities, Bainbridge Island, Washington, it was stated that Port Isabel would initially operate with both the East Coast and West Coast HFDF Nets with communications with the East Coast Net via landline and with the West Coast Net via radio. Of the initial nine Radiomen transferred to the station, four were Kana-trained operators. It was requested that the necessary West Coast HFDF Net operating instructions be forwarded to Port Isabel based on a complement of 36 Radiomen, a Model DAJ HFDF equipment, ten receivers and associated equipment, although these resources would have to be divided in a manner yet to be determined between the two HFDF nets.

On 23 February, Mr. Meilander reported station facilities about 85% complete with the DF building complete except for the installation of some plumbing and electrical fixtures. The nine Radiomen had arrived and were serving as guards and assisting in equipment installation.

On 26 February, COMEIGHT submitted another recommended complement consisting of 20 personnel of various General Service rates and ratings similar to that submitted on 25 January. CRE McLean reported the correct mailing address for the station was the U. S. Naval Supplementary Radio Station, Port Isabel, Texas.

On 29 February, CNO (OP-20G) forwarded a letter on the administration of the 000

station to COMEIGHT. It stated that the station was established for Communication Intelligence purposes as a strategic direction finder station and would operate directly under the Chief of Naval Operations for all matters pertaining to Communication Intelligence. The initial complement of operating personnel would be one officer and 36 Radiomen. This complement, plus one Yeoman, would be furnished by CNO and the personnel would be under the control of CNO. No transfers of operating personnel to or from the station would be made without the authority of the Chief of Naval Operations. All recommendations for promotion of such personnel were to be forwarded to BUPERS via CNO (OP-20G). Except as previously indicated, all matters connected with the administration and maintenance of the station were to be handled by COMEIGHT who would assume jurisdiction over all routine matters concerning non-radio personnel, supply of material, registered publications, etc.

On 29 February, the Officer in Charge of the station was informed that the station designator "AZ" and the radio call "NWJ" had been assigned to the station.

On 3 March, temporary operating instructions for participation in the Atlantic HFDF Net were forwarded to Port Isabel. The instructions were termed temporary since the tracking instructions for the Atlantic HFDF Net were in the process of revision.

On 4 March, CRE McLean reported to ADNC (OP-20G) that both the barracks and HFDF operations building were 98% complete with occupancy expected by 15 March. Correspondence regarding the size of the General Service complement was continuing and it was feared that this would delay operations at the station if no General Service personnel were ordered in until it was resolved since there were no facilities available in the town of Port Isabel for housing and subsisting the necessary number of men required to commence operations at the station. At the time, one RMC and three RM3 of the OP-20G complement had reported for duty and orders had been received on a YN1 but no word had been received on any other personnel. This is contrary to Mr. Meilander's 23 February report stating that nine Radiomen were on board. CRE McLean reported that security for the station was a problem due to lack of guard personnel. Efforts to

personnel in Port Isabel and the remoteness of the station from other towns as well as the lack of transportation facilities. It was felt that three guard posts should be maintained at the station; one at the entrance gate at the barracks and power house, one at the entrance gate to the operations building and DAJ antenna arrays and one as a roving patrol outside the operations building perimeter and in the vicinity of the DAH array. CRE McLean reported that the main barracks was located one and one-half miles from the DF operations building which, itself, was located about 1000 feet south of a highway. The DAH array was located about 1500 feet south of the operations building and 1200 feet north of a railroad. In view of the location of the operations building and antenna arrays and the relative proximity of the site to both the Gulf of Mexico and the Mexican border, it was felt that guards were required. In the area of operations, it was expected that the DAJ HFDF installation would be completed about 20 March and the station would be ready to join the HFDF net provided the landline circuits were installed, operating instructions received, and personnel were on board. The manager of the Southwest Bell Telephone Company had stated that the landlines could be installed within three days once construction authorization was received. The DAH MFDF installation was projected for completion about 1 April.

In OP-20G's letter of 19 February 1944, the Commanding Officer, Naval Radio Activities, Bainbridge Island, Washington, had been informed of the intent to employ Port Isabel in both the East and West Coast HFDF nets. In his letter of 14 March, the Commanding Officer, Naval Radio Activities, Bainbridge Island, stated that the necessary operating instructions were being forwarded to Port Isabel but it was considered that there were several factors which did not make the addition of Port Isabel to the West Coast Net wholly desirable. Communication with Port Isabel would require the construction of another antenna at Bainbridge Island and dedication of another transmitter which would also require additional personnel, all of which were not

Coast Net, and the impending curtailment of West Coast HFDF activities, it was requested that the employment of the Port Isabel station in the West Coast HFDF Net be reconsidered. On 27 March, ADNC (OP-20G) informed the Commanding Officer, Naval Radio Activities, Bainbridge Island, that Port Isabel would not participate in the West Coast HFDF Net.

On 22 March 1944, CRE C. W. McLean requested the names and titles of those officers who would be attending the commissioning ceremony of the U. S. Naval Supplementary Radio Station, Port Isabel, Texas, scheduled for 3 April 1944. He was subsequently informed that CDR Fred Catel, District Communication Officer, 8ND, and LCDR R. H. Dausman, District Radio Material Officer, 8ND, would attend.

On 6 April, CRE C. W. McLean, Officer in Charge, reported that the station had been officially commissioned at 1000 CWT, 3 April 1944, by CDR Fred Catel, USNR, representing the Commandant, EIGHTH Naval District. The station had been commissioned for the purpose of establishing a mess for subsistence and furnishing quarters for personnel ordered to the station. The station was not completed as work on operational facilities and equipment installation was continuing. Construction was being delayed due to slippage in equipment and material deliveries and adverse weather. In addition, only nine Radiomen had reported for duty.

CRE McLean subsequently reported the coordinates for the principal operational installations:

Model DAJ HFDF:	DAL - Array #1 (1.5-3 mHz)	26° 05' 24.75"N	97° 18' 38.90"W
	DAM - Array #2 (3-7.15 mHz)	26° 05' 24.75"N	97° 18' 29.50"W
	DAN - Array #3 (7.5-15 mHz)	26° 05' 21.80"N	97° 18' 32.00"W
	DAO - Array #4 (15-30 mHz)	26° 05' 21.80"N	97° 18' 36.40"W

Model DAH MFDF	26° 05' 12.40"N	97° 18' 34.20"W
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Operations Building	26° 05' 24.00"N	97° 18' 34.20"W
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On 5 May, NAVSUPPRADSTA Port Isabel reported its General Service complement had been established at 20 personnel broken down as follows:

BM2	1	S1/c	4	S2/c	4	CM2	1	SF2	1	McMM1	1
F1/c	1	YN1	1	SK2	1	PhM1	1	SC1	1	SC2	1
SC3	1	StM1	1								

Apparently a detailed breakdown of the OP-20G Radiomen (Special) complement was not available to the station other than that a total of approximately 36 Radiomen would be assigned plus one Yeoman. In addition to the 20-man General Service complement, an increase of twelve seamen for guard duty had been requested. The hiring of 14 civilian guards had been approved but suitable civilians in sufficient numbers to maintain a proper security guard were not available for hire in the area.

In NAVSUPPRADSTA Port Isabel's 061500Z MAY 44, the station reported to OP-20G that the station would join the East Coast HFDF Net at 061700Z. In the monthly report for May 1944, NAVSUPPRADSTA Port Isabel's entry for 6 May reported the commencement of operations in the North Atlantic HFDF Net with tip-offs and bearings handled via radio circuits since the landlines were not yet installed. By the end of the day, no tip-offs had been received and no bearings reported. The monthly report also stated that the Model DAH-a MFDF installation had been completed on 20 May but calibration was delayed pending completion of arrangements to utilize a blimp to make the calibration runs. In addition to the two DF equipments, the station also had six Model RAS-5, two Model RBA-2 and one Model RBK-1 receivers, a Model PD-1 recorder, a Model TBK-15 transmitter, a Diesel and a gasoline generator, as well as miscellaneous electronic test equipment, office equipment, and vehicles for transportation and for hauling fresh water from Port Isabel to the site. Although it was reported that the DAH installation had been completed on 20 May, the requirement to make a subsequent modification delayed actual completion until 20 June. Calibration of the DAH equipment was accomplished on 7 and 8 July using blimp K-44 attached to Detachment ONE, Blimp Squadron TWENTY-TWO.

On 2 September 1944, the Commandant, EIGHTH Naval District instructed addressees, including NAVSUPPRADSTA Port Isabel, to submit a preliminary report to determine those reductions which could be made subsequent to cessation of hostilities with Germany so that plans for such reductions could be made. The station had been directed earlier to submit a plan to OP-20G for decommissioning the station if and when it was decided

called for the release of all but six enlisted personnel for immediate transfer. The DAJ and DAH equipments would be dismantled and packed for shipment. It was estimated that the station could be decommissioned and equipment shipped within 30 days of receipt of orders. Enclosures to the report detailed the proposed disposition of individual items of operational and support equipment.

In early September, a LCDR Reynolds and other Coast Guard officers visited the station and indicated an interest in the Coast Guard retaining the station if the Navy should no longer require it. On 21 September, the Commandant, U. S. Coast Guard, forwarded a letter to the Chief of Naval Operations stating that, in accordance with CNO's letter of 8 June 1944, a preliminary survey of facilities had been conducted in the SEVENTH and EIGHTH Naval Districts and the Coast Guard was prepared to undertake the establishment of an HFDF network in the Gulf area. The sites selected for Coast Guard HFDF stations were NAVSUPPRADSTA Jupiter, Florida; NAS Key West, Florida; MAS Houme, Louisiana; a site to be selected in the vicinity of Houston, Texas; and NAVSUPPRADSTA Port Isabel, Texas.

On 3 October, OP-20G forwarded a form listing Port Isabel's CNO complement as follows:

RMC	11
RM1	5
RM2	5
RM3	3
YNC	1
Total	<u>25</u>

On 16 November, the allowance was corrected to reflect seven (7) RMC vice eleven (11) for a total of 21 billets.

On 25 October, CNO (OP-20G) officially informed the Commandant, U. S. Coast Guard of the proposed disposition of Atlantic supplementary HFDF stations upon cessation of hostilities in the Atlantic Theater. NAVSUPPRADSTA Port Isabel was one of those scheduled for releast to the Coast Guard, if desired.

On 30 October, OP-20G informed OP-20Z that both NAVSUPPRADSTA Jupiter and NAVSUPPRADSTA Port Isabel could immediately participate in the HFDF networks proposed.

in the Commandant, U. S. Coast Guard's letter of 21 September on a basis similar to that used in existing MFDF joint operations serving air-sea rescue.

On 17 November, the Commandant, U. S. Coast Guard restated the Coast Guard's desire to assume control of several Supplementary Radio Stations at such time as enemy activity would permit. In the interim, it was requested that the Coast Guard be authorized to utilize certain existing facilities and provide additional facilities at certain Supplementary Radio Stations. For Port Isabel, it was requested that the station take bearings when requested by the Coast Guard. In addition, it was requested that the Coast Guard be authorized to construct a USCG HFDF control room in the Navy transmitter room with a supporting receiving antenna system and that the Officer in Charge, NAVSUPPRADSTA Port Isabel provide quarters and messing facilities for a maximum of twelve Coast Guard enlisted personnel. On 22 November, ADNC (OP-20G) forwarded a letter to NAVSUPPRADSTA Port Isabel on the subject of the participation of Naval Supplementary Stations in Coast Guard Air-Sea Rescue Direction Finder Nets. The letter stated that the Navy would continue to operate the HFDF equipment until cessation of hostilities at which time, if it was so desired, the station would be turned over to the Coast Guard. In the interim, the Navy would provide logistical support for the Coast Guard monitoring personnel and equipment and the station would respond to Coast Guard alerts; however, "supplementary" operations would continue to be the primary mission of the station.

On 26 November 1944, LTJG Stephen W. Harris, USNR, reported on board NAVSUPPRADSTA Port Isabel to assume the duties as Officer in Charge on an interim basis pending the arrival of Radio Electrician Pyral R. Donaldson, USN. LTJG Harris relieved LTJG Colin W. McLean, USN, on 4 December and LTJG McLean departed the station enroute to his new assignment as Officer in Charge, NAVSUPPRADSTA, Bahia, Brazil.

On 1 December, the station reported three RMC, three RML, three RM2, seven RM3 and one YN1 on board and charged against the CNO (OP-20G) complement of 21 billets.

On 11 December, an internal OP-20G memorandum requested that the teletype circuit

connecting net control with NAVSUPPRADSTA Port Isabel be disestablished since activity in the Atlantic area had decreased to such a level that all traffic concerning the Port Isabel station could be handled on the existing radio circuit.

Although it was planned to offer NAVSUPPRADSTA Port Isabel to the Coast Guard when the war had wound down sufficiently in the Atlantic, no firm date had been established until CNO's 231407Z DEC 44 to COMEIGHT was received stating that it was planned to transfer NAVSUPPRADSTA Port Isabel to the Coast Guard on or about 1 February 1945. Also on 23 December, RE Paul R. Donaldson, USN, assumed the duties of Officer in Charge from LTJG S. W. Harris, USNR.

CNO (OP-20G)'s letter of 9 January 1945 to the Commandant, U. S. Coast Guard reconfirmed 1 February as the turn-over date for NAVSUPPRADSTA Port Isabel. All Naval personnel were to be transferred by that date with the exception of one Chief Radioman who would remain about 30 days to instruct Coast Guard personnel in the operation and maintenance of the Model DAJ HFDF equipment. All fixed equipment, including logistic equipment, and specified electronic equipment would be turned over to the Coast Guard with the station.

On 31 January, Port Isabel was directed to secure all German Naval operations at 312400Z. Navigational aid to aircraft would be continued without break and would be taken over by the Coast Guard. The Coast Guard was to be given the necessary operational documents and working aids. San Juan, net control for the Caribbean HFDF Net, was to continue operational control of the station for navigational assistance until further notice.

NAVSUPPRADSTA Port Isabel's 011700Z FEB 45 reported that the station had been transferred to the Coast Guard at 011200Z. Command of the station was accepted by CRE B. M. Campbell, USCG.

Based on all available data, it appears that the mission of NAVSUPPRADSTA Port Isabel was solely radio direction finding. Appendix A contains statistics on the station's performance for the period August through November 1944.

Appendix B contains a copy of the station layout and copies of station photographs.

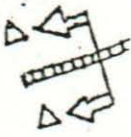
Appendix C contains a listing of personnel assigned against the station's CNO (OP-20G) allowance insofar as it could be reconstructed from available records since the personnel sections of the station's monthly reports are not available. This also accounts for the total lack of information on the personnel assigned against the station's General Service allowance.

SUMMARY OF BEARINGS AND PERCENTAGES FOR STATION
"AZ" FOR PERIOD FROM 1 AUGUST THRU 30 NOVEMBER 1944

	<u>AUGUST</u>	<u>SEPTEMBER</u>	<u>OCTOBER</u>	<u>NOVEMBER</u>
Total cases put up by net	214	210	166	135
Cases in which net obtained no bearings	21	35	47	41
Total bearings Station "AZ"	49	27	10	12
Total cases put up on column 2	28	20	48	45
Total bngs obtained by "AZ" on column 2	None	1	1	3
Percentage of total bngs by Station "AZ" on all cases	25.5%	12.3%	6%	9%
Percentage of total bngs by "AZ" on all cases where bngs obtained by net	32%	15.5%	8.3%	12.5%
Percentage of bngs by "AZ" on column 2	None	5%	1.8%	6.6%

NOTE: During the past two months the increase of activity on column 2 (Series local) has brought about the use of much lower frequencies. Due to the difference in time of this area and the Series local area, these frequencies are seldom heard at this station with signal strength sufficient to obtain bearings.

← To Brownsville



3325'

0018

HIGHWAY

GATE No. 2

5000

GATE HOUSE

CONTROL BLDG

MESHED WIRE FENCE

No 1 ARRAY

No 2 ARRAY

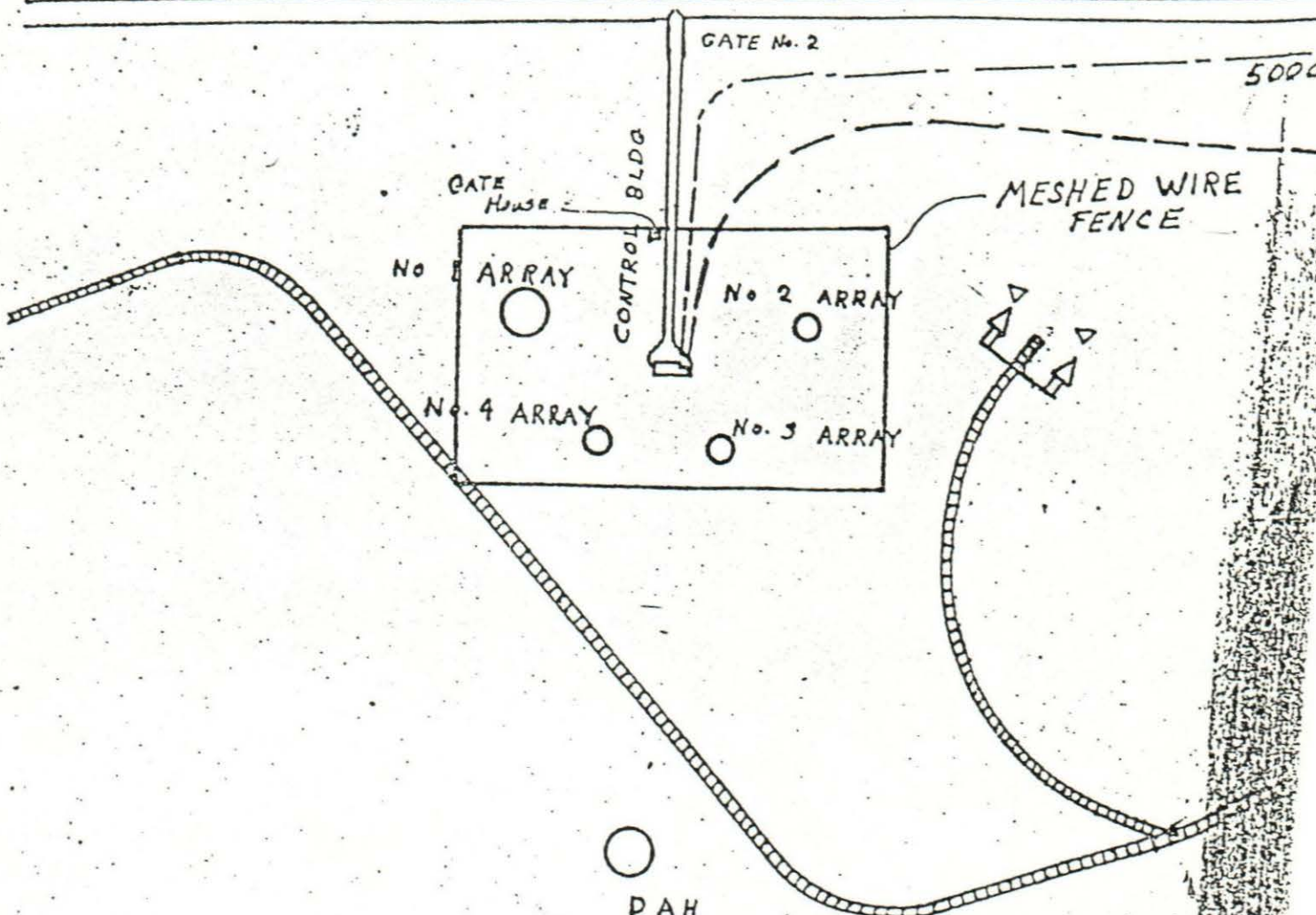
No 4 ARRAY

No 3 ARRAY

DAH

BARBED WIRE FENCE

0019



V. CABLE

TELEPHONE CABLE 8400'

POWER

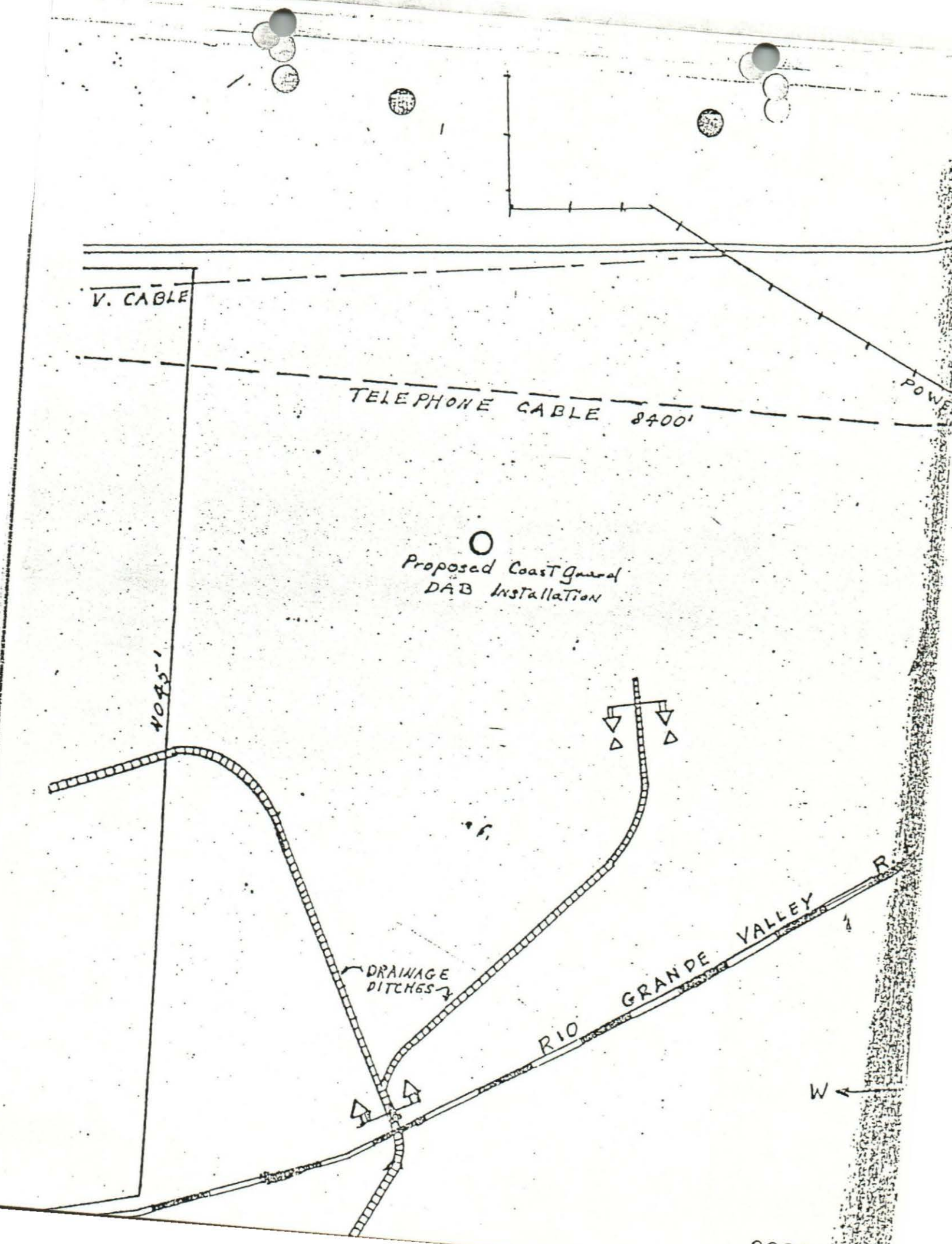
Proposed Coast Guard
DAB Installation

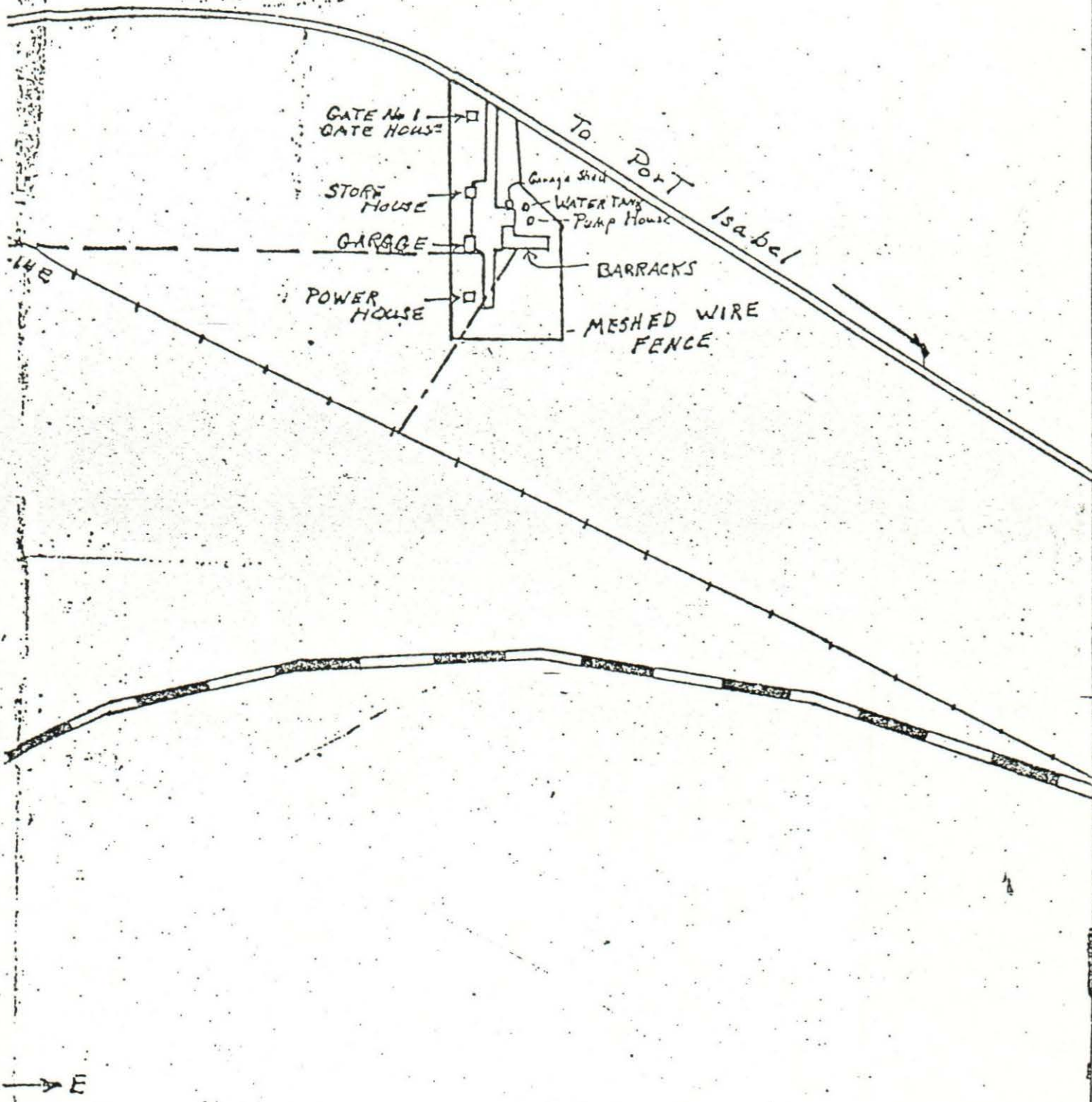
4045'

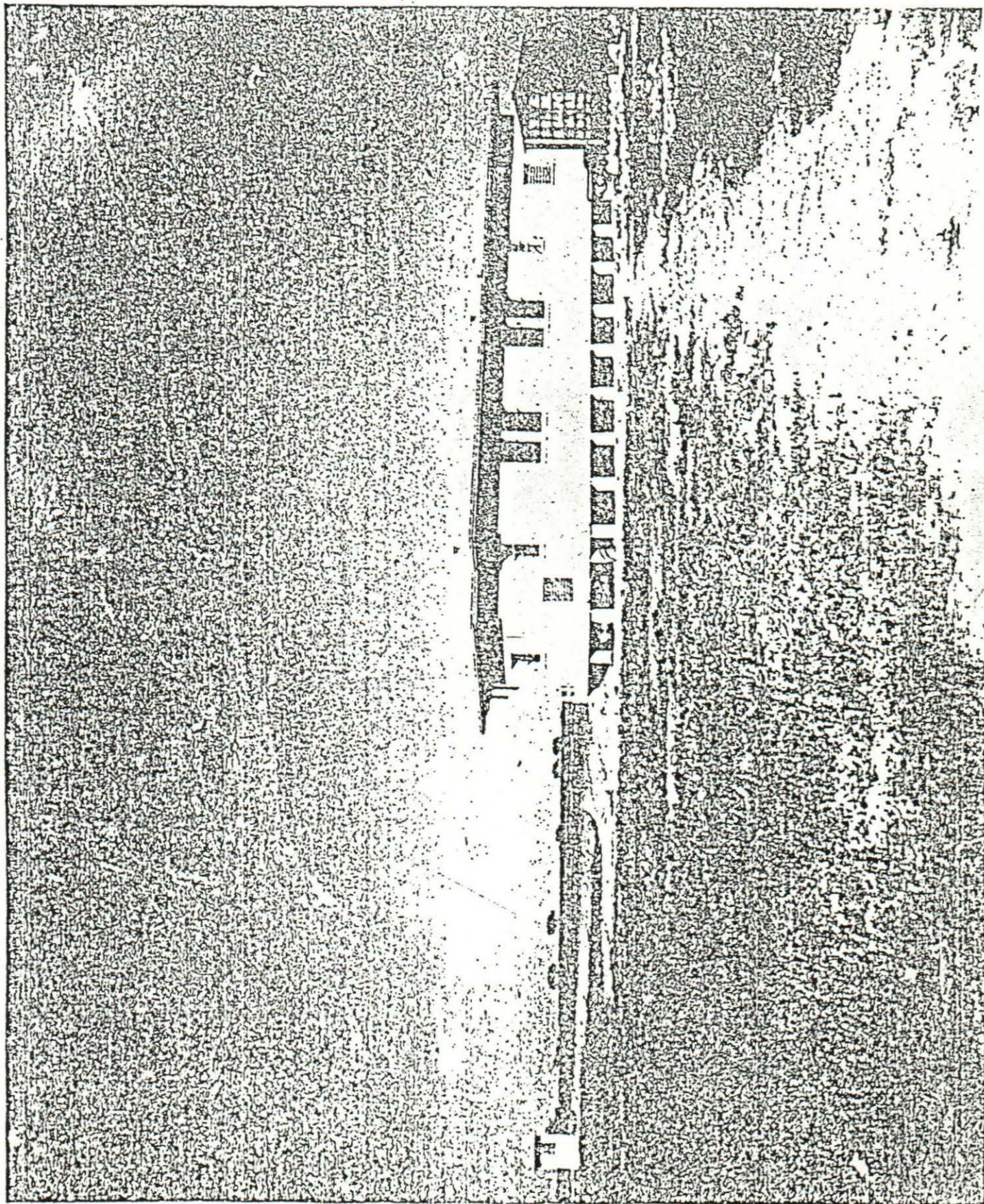
DRAINAGE
DITCHES

RIO GRANDE VALLEY R.

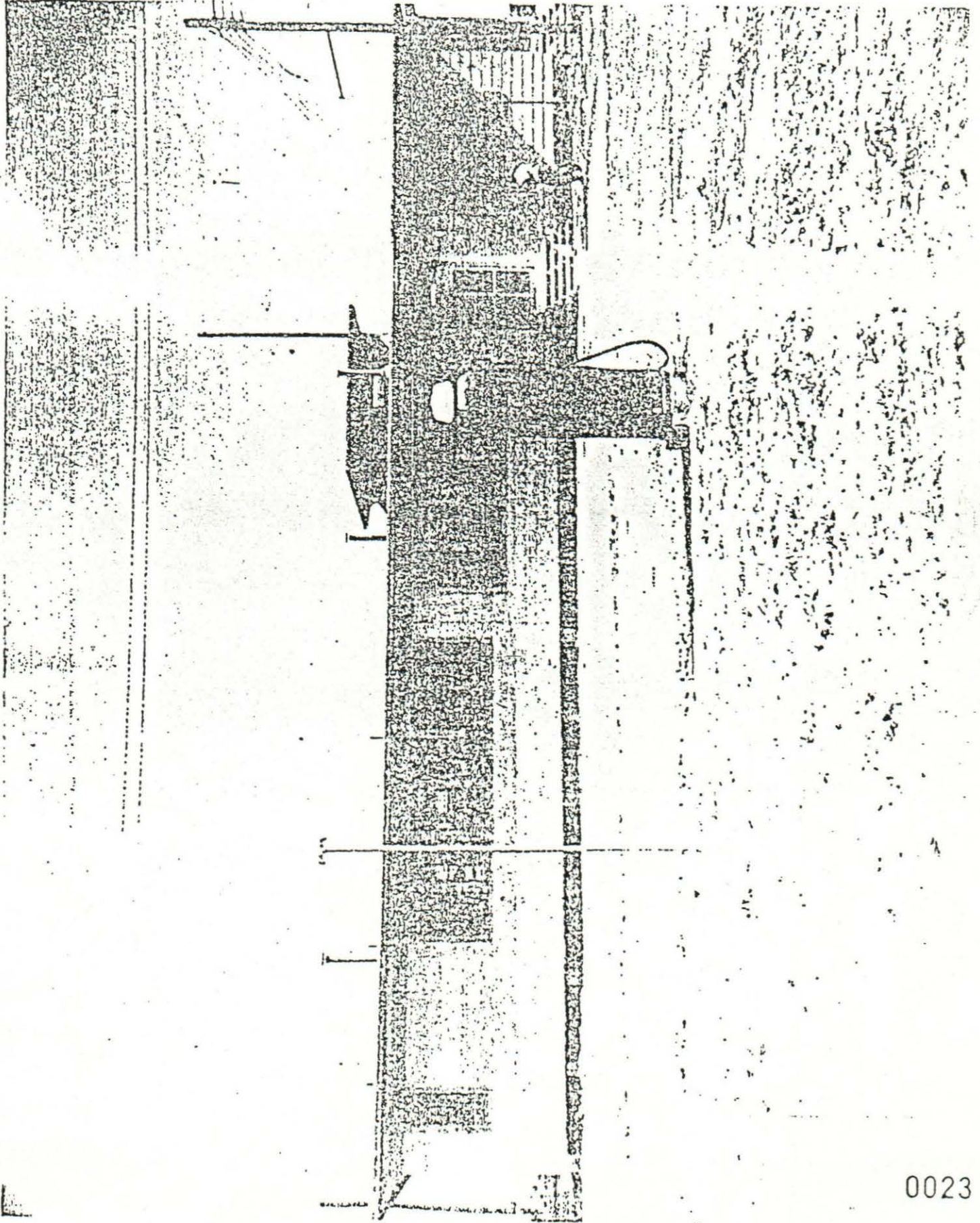
W



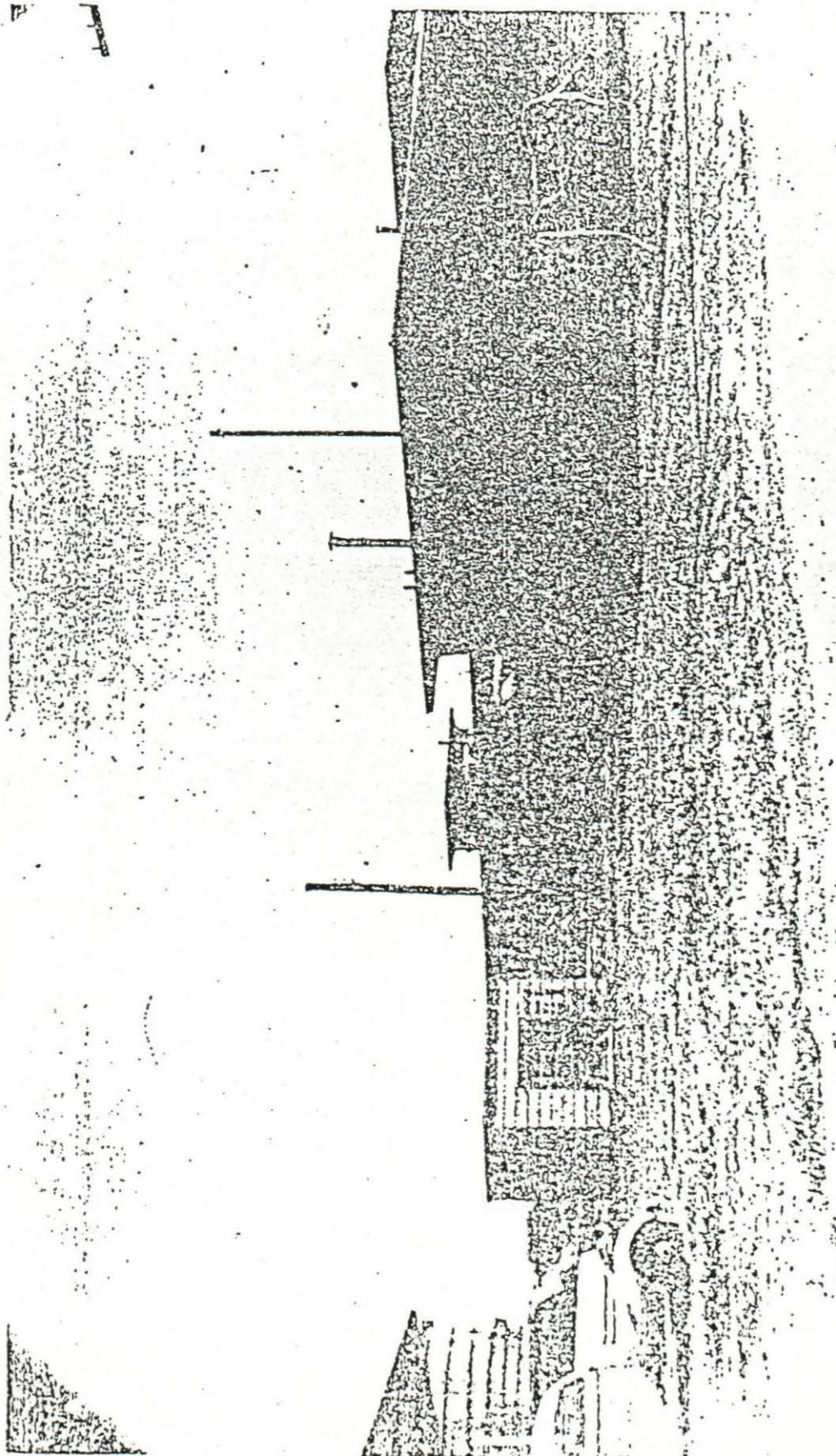




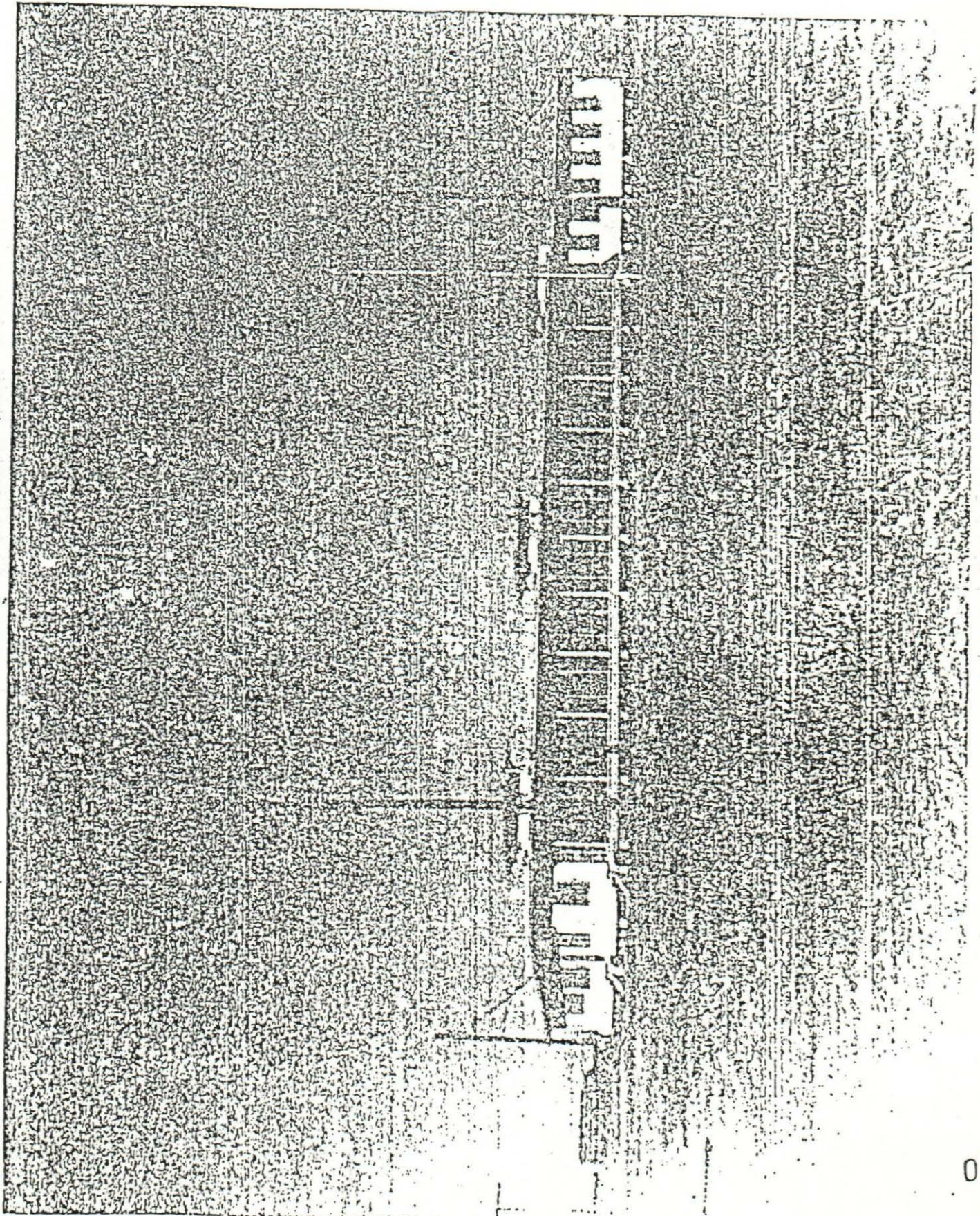
(1. to r.) Gatehouse, Control Building, Water Tank (viewed from southwest)



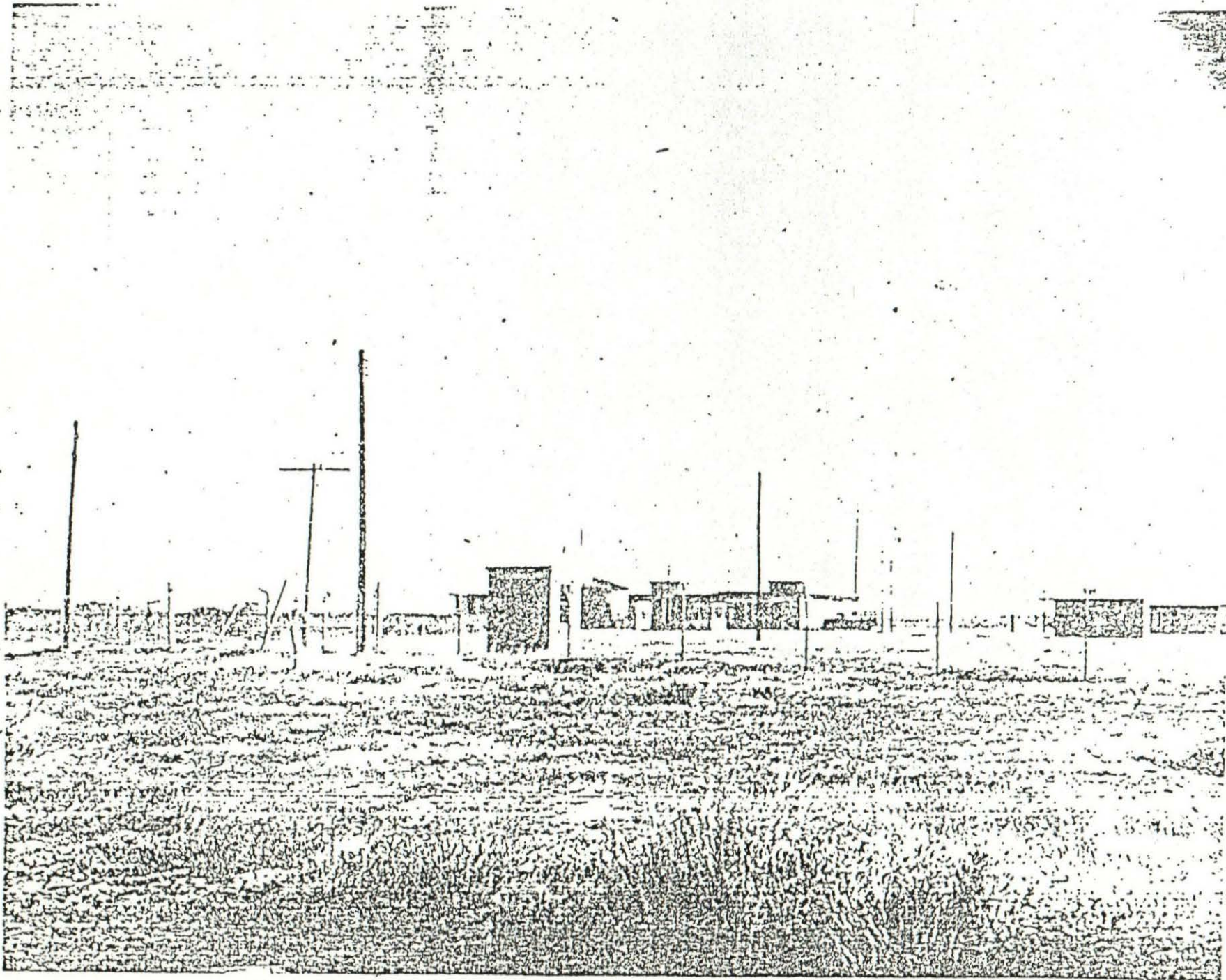
Barracks (viewed from west)



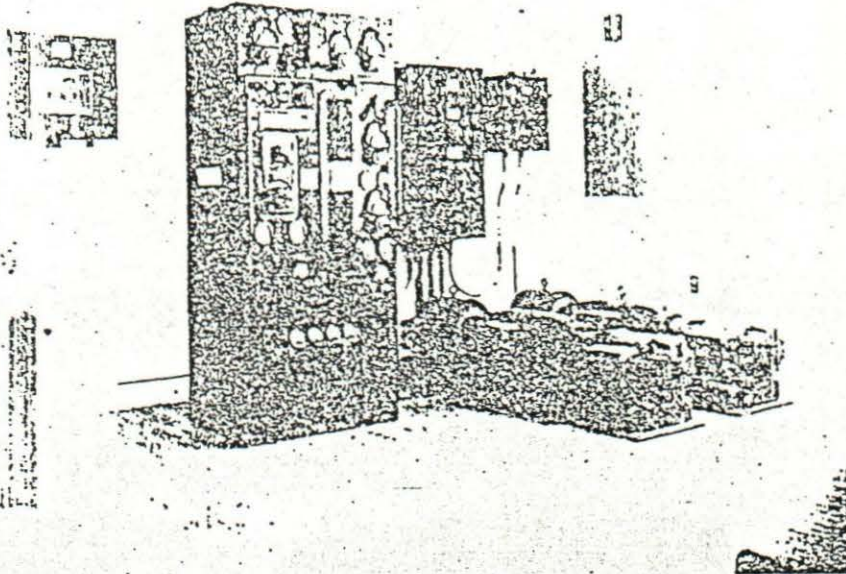
(l. to r.) Water Tank, Pump House and Barracks (viewed from northeast)



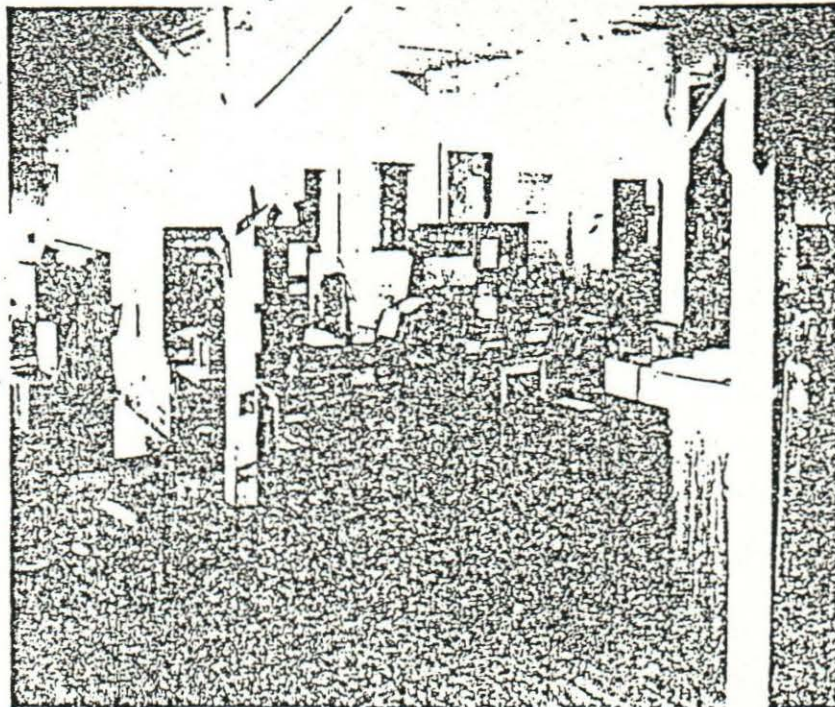
Barracks (viewed from south)



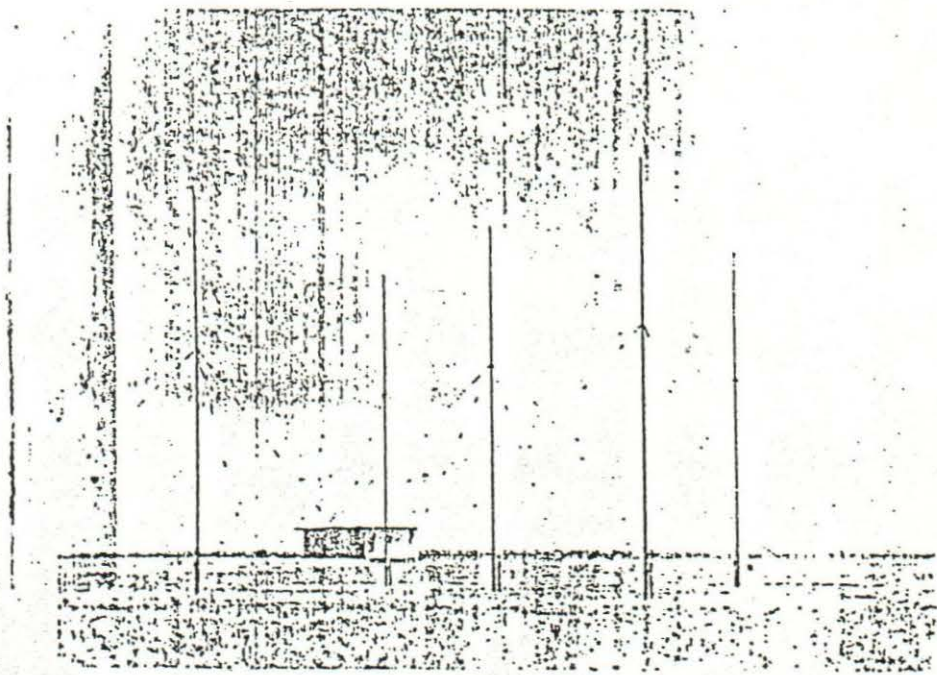
View from northeast: Gatehouse, Water Tank, Pumphouse & Garage Shed (center), Storehouse & Garage (right)



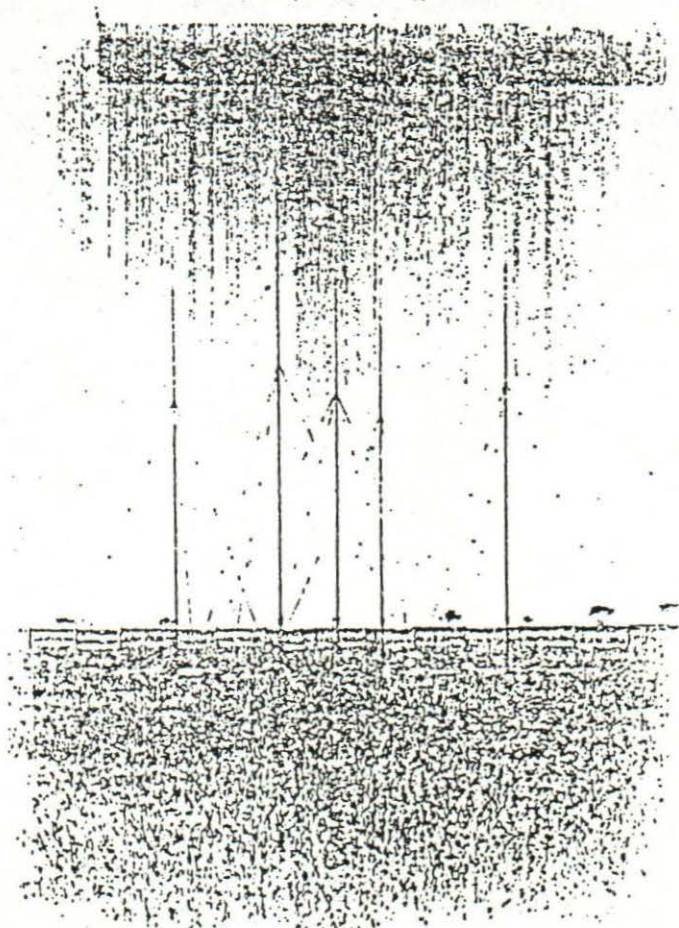
TBK-15 Transmitter and motor-generator assembly,
located in Administration Building and remote-
controlled from Operations

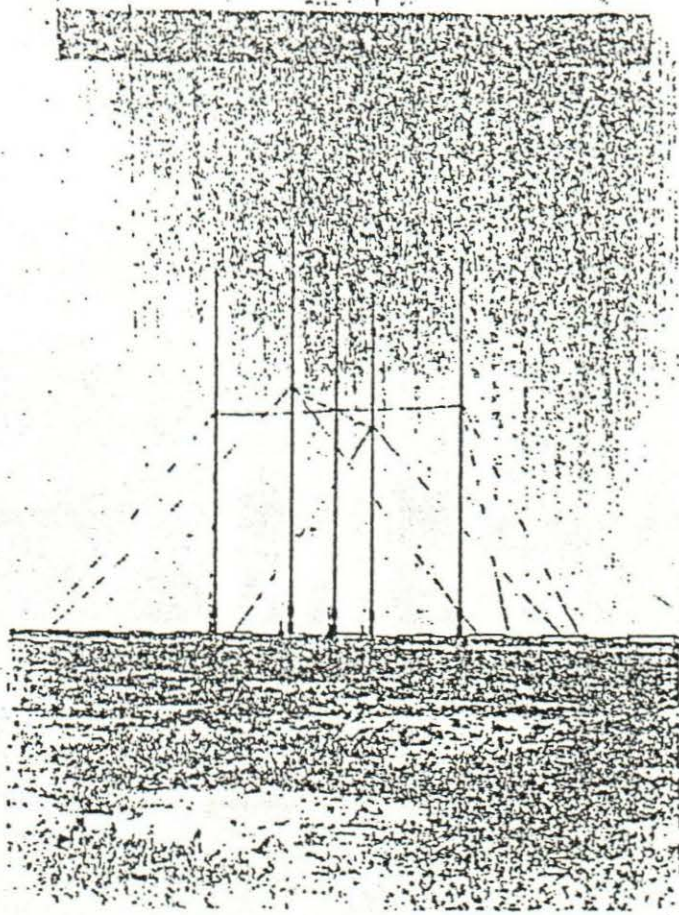


Operating Room at Operations Building

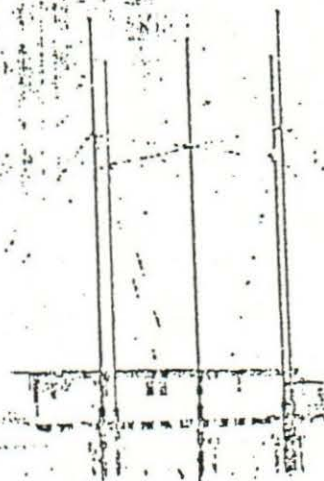


DAL Antenna Array





DAN Antenna Array



DAO Antenna Array

PERSONNEL ROSTER

<u>NAME</u>	<u>RANK/RATE</u>	<u>DOR</u>	<u>SVC</u>	<u>SVC/FILE NR</u>	<u>REPORTED</u>	<u>TRANSFER</u>	<u>REMARKS</u>
ADAMS, Charles Edward	RM3		USNI	863-47-50	20 Feb 44	15 Aug 44*	Arr fm Dupont, xfr to Cheltenham
ARRELL, Bernard John	RM3		USNR	638-98-50		1 Feb 45*	Arr fm Poyner's Hill, xfr to FRUPAC
BICKETT, Gerald Edward	RM2		USNR	648-42-05	Jul 44	1 Feb 45*	Arr fm Poyner's Hill, xfr to Washington, DC FFT
BOWERS, Howard Emerson	RM3		USNR	622-67-58		1 Feb 45*	Arr fm Dupont, xfr to FRUPAC
BRUBAKER, Roy Elmer	RM3		USNR	377-17-15	20 Feb 44	25 Sep 44	Arr fm Dupont, xfr to Washington DC FFT
CLARK, Irvin Dale	RM3 RM2	1 Aug 44	USNR	721-83-03		1 Feb 45*	Arr fm San Juan, xfr to Washington DC FFT
COCHRAN, James Wilson	RM2		USNR	626-19-18		1 Feb 45*	Arr fm Dupont, xfr to Washington DC FFT
DONALDSON, Paul R.	RE		USN	356448	23 Dec 44	1 Feb 45*	Arr fm Recife, xfr to Chatham,
DURBIN Paul Henry	RM3		USNR	875-38-44		1 Feb 45*	Arr fm Cheltenham, xfr to Washington DC FFT
FAGAN Warren Joseph	RM2		USNR	204-61-50		1 Oct 44*	Arr fm Poyner's Hill, xfr to Recife
GAUDET, Alfred T.	RM3		USN	204-55-84	20 Feb 44	1 Oct 44*	Arr fm _____, xfr to Recife
GEBHARD, Franklin Hal	RM3		USNR	655-74-87	20 Feb 44	15 Aug 44*	Arr fm Dupont, xfr to Cheltenham
GOSS, Irving Winston	RMC		USNR	400-55-21	20 Feb 44		Arr fr _____
HARKNESS, Robert Lawrence	RM3		USNR	285-08-68	20 Feb 44	25 Sep 44	Arr fm Dupont, xfr to Washington DC FFT
HARRIS, Stephen W.	LTJG		USNR	179498	26 Nov 44	23 Dec 44	Arr fm Washington DC
LENNON, James Kane	RMC		USNR	402-76-49		1 Feb 45*	Arr fm _____, xfr to Washington DC FFT

PERSONNEL ROSTER

<u>NAME</u>	<u>RANK/RATE</u>	<u>DOR</u>	<u>SVC</u>	<u>SVC/FILE NR</u>	<u>REPORTED</u>	<u>TRANSFER</u>	<u>REMARKS</u>
MATTOR, William Lawrence, Jr.	RM3		USNR	710-61-78		1 Feb 45*	Arr fm Cheltenham, xfr to PRUPAC
MCGOVERN, Henry Thomas	RM3		USNR	809-16-63		1 Feb 45*	Arr fm Cheltenham, xfr to PRUPAC
MCGUIRE, Arthur R.	RM3		USNR	203-89-61	20 Feb 44	1 Oct 44*	Arr fm _____ xft to Recife
MCLEAN Colin W.	CRE LTJG	Jun 44*	USN	196993	Feb 44	4 Dec 44	Xfr to Bahia
MOFFETT, John K.	RM3		USNR	707-95-49	20 Feb 44	1 Oct 44*	Arr fm _____, xfr to Recife
MORSE, Frank (n)	RM3		USN	204-55-81	20 Feb 44	1 Oct 44*	Arr fm _____ xfr to Recife
PATTERSON, Kenneth Clarence	RMC		USNR	406-83-27	Sep 44	1 Feb 45*	Arr fm San Juan, xfr to Washington DC FFT
PIERRINGER, Loschel (n)	RM3		USN	306-27-85		1 Feb 45*	Arr fm Cheltenham, xfr to Washington DC PFT
PLANKERS, Henry J.	YN1		USNR			1 Feb 45*	Xfr to PRUPAC, Changed rate to SP(Q)IN1
RICE, Robert F.	RM2		USNR	606-29-76		1 Feb 45*	Arr fm Dupont, xfr to Washington DC FFT
SIMMONS, Phillip (n)	RM2		USNR	611-76-62		1 Feb 45*	Arr fm Poyner's Hill, xfr to Washington DC PFT
STUART, Robert Temple	RM2		USNR	705-35-28	Sep 44	1 Feb 45*	Arr fm San Juan, xfr to Washington DC FFT
WYNN, John H.	RM3		USNR	616-12-26		1 Feb 45*	Arr fm Dupond, xfr to PRUPAC

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*NOTE: approximate date