



**COAST GUARD**

# Loran Station **IWO JIMA**



**General Information Book**

## TABLE OF CONTENTS

### CHAPTER I - GENERAL INFORMATION

- A. Island History
- B. Geography
- C. Climate
- D. Base and National Agreements
- E. Time Zone

### CHAPTER II - OPERATIONS

- A. Aids to Navigation
  - 1. LORAN
  - 2. Additional AtoN Facilities
- B. Communications
- C. Law Enforcement and Intelligence
- D. Search and Rescue
- E. Vehicles and Boats

### CHAPTER III - PERSONNEL

- A. Unit Complement
- B. Administration of Personnel Records
- C. Medical Facilities
- D. Training and Education
- E. Morale and Welfare
- F. Mail
- G. Exchange
- H. Health and Sanitation
  - 1. Potable Water System
  - 2. Sewage System

### CHAPTER IV - ENGINEERING

- A. Engineering
  - 1. Power Plant
  - 2. Damage Control
  - 3. Electrical System
  - 4. Heating System
  - 5. Ventilation System
  - 6. Fuel Oil System
  - 7. Refrigeration System
  - 8. Fresh Water System
  - 9. Buildings

## **CHAPTER IV - ENGINEERING**

- B. Electronic Engineering
  - 1. LORAN Timer Room Equipment
  - 2. LORAN Transmitters
  - 3. Communications Equipment
  - 4. Test Equipment
  - 5. ERPAL Management

## **CHAPTER V - COMPTROLLER**

- A. Commissary
- B. Supply
  - 1. Requisitions
  - 2. Resupply
  - 3. Boards of Survey
- C. Pay
- D. Fuel and Lube Oil
- E. Transportation

## **CHAPTER VI - ADMINISTRATION**

- A. Reports and Logs
- B. Official Correspondence
- C. Delegation of Authority
- D. Station Bills
- E. Safety
- F. Flags

## **CHAPTER VII - GUIDANCE FOR INCOMING PERSONNEL**

- A. General Guidance, Address/Stamps
- B. Travel
- C. Family Facilities
- D. Crew Member's Helpful Hints for Incoming Personnel
- E. Guidance for Prospective Commanding Officer

## **SUPPLEMENT**

- A. Diagrams



## CHAPTER I

### GENERAL INFORMATION

#### A. ISLAND HISTORY:

Iwo Jima is an island located within the Nanpo Shoto, a chain of islands extending approximately 750 miles in a southerly direction from Tokyo Bay to within 300 miles of the Marianas. Iwo Jima is in the Kazan Retto (Volcano Island) group, 660 nautical miles from Tokyo.

The first sighting of the Ogasawa Island group was made in 1543 by a Spanish Captain, Bernard De Torres, located 125 miles north of Iwo Jima. In 1784 the central island of Iwo Jima was discovered by Captain John Gore, HMS RESOLUTION, and the HMS DISCOVERY. Captain Gore succeeded to command after the death of Captain James Cook. He gave Iwo Jima its name -- Sulfur Island. The islands were claimed for England and King George by Captain Beechey in 1827. The first settlers to the area were from the Sandwich Islands (present day Hawaii). These colonists settled at Port Lloyd (present day Omura) on Chichi Jima 125nm north of Iwo Jima as well as Sulphur Island. Nathaniel Savory a native of Bradford, Massachusetts was the leader of this first group of Americans. His great-grandson still lives on nearby Haha Jima today. Both England and America claimed the islands due to the need for a deep water port for the whaling fleets of the day. Commodore Perry visited the islands in 1853 to enforce this claim. Japan annexed the Ogasawa area in 1975 based on the reported discovery of the islands by Sadayori Ogasawa in 1592 (though this has subsequently been called into question).

The first Japanese colonized the island in November, 1887 and incorporated it into the Ogasawara Branch Administration under the Tokyo Prefectural Government in September, 1891 by order of the Emperor. The civilian population of Iwo Jima reached 1090 by 1943. Since there was a ban on foreign settlement, imposed in the early 1900's, the population was entirely composed of Japanese. There were four villages on Iwo Jima: Minami, Kita, Motoyama, and Nishi. All the homes and buildings were typically Japanese. The villages were well organized, supporting several tea houses, two hotels, and a school.

Sulfur mining and refining together with sugar cane processing provided the main source of income, as well as supplying local food requirements. The local government officials, Tanaka and Hasebe, were replaced by Kubota from 1903 - 1910. Kubota and Higashi started the cotton industry in 1907. Sugar cane was produced from 1910 to 1925. After 1925 a colonization company raised cocoa and medicinal plants. The company cultivated lemon



grass and garden vegetables after 1931. Dry grains (except rice), and all types of vegetables were also produced. These items were then shipped to mainland Japan in trade for rice and manufactured goods.

Fishing was of small importance due to the ready availability of fish from homeland fishing fleets. The ships would dock at the base of Mt. Suribachi and trade fish for fresh vegetables. Freighter service was provided once or twice a month to transport sulphur and sugar to Japan via steam boat, Meiji-Maru. All potable water was obtained by catching rainwater in concrete cisterns, as is done today. There were a few brackish water wells used for cleaning and agriculture. There are no wells on the island today, although a few fresh water springs have recently been discovered.

The civilian population of Iwo Jima was evacuated to Japan by the Japanese Island Commander, Lieutenant General Tadamichi Kuribayashi. The island was invaded and captured by the U.S. Marines in February 1945. The island was mandated and governed by the United States until June 1968, when by treaty, it was returned to the Japanese.

The first LORAN A station was established on Kangoku Iwa, a small islet 2100 yards west of Iwo Jima shortly after the invasion forces landed on Iwo Jima. The station was relocated in 1949. The new station was built of quonset huts at Kitano Point, the northernmost point of the island. Typhoon Louise in 25 September 1955 destroyed 98% of Iwo Jima. Winds were estimated at 180 knots after wind equipment was blown down at 130 knots. The station was once again rebuilt and consisted of three concrete block buildings. In 1963, LORAN C was added to the station mission and additional concrete block buildings were erected. At the same time, modification of the existing buildings was accomplished. In March 1964, the 1,350 foot LORAN C tower collapsed, resulting in several deaths. Construction of the new LORAN C tower and transmitter building was completed in late 1964.

Iwo Jima's present population, all male, consists of approximately 27 Coast Guardsmen, 175 Japanese Maritime Self Defense Force (JMSDF), 125 Japanese Air Self Defense Force (JSADF), and 50 Japanese construction workers (from Kajima Corporation). The senior officer on the island is the Commander JMSDF who is a Captain (O-6) (Captain Minekawa-san JMSDF).

## **B. GEOGRAPHY:**

The island is located approximately midway between Tokyo and Guam, Okinawa and Marcus Island (Minami Torishima). The position

of the island is 141-19W longitude and 24-47N latitude. It is approximately the same latitude as Key West, Florida. Topography consists of a combination of low hills, ridges, random ravines and jagged outcroppings. Extremely dense jungle covers most of the island. Haolekoa trees range in height from ten to thirty feet with as many as ten saplings per square foot. The soil is sandy clay and is dusty when dry. Soft sandstone comprises most of the rock formations. Many underground caves have been carved below ground and into the face of outcroppings.

There is definite volcanic activity deep within the island as indicated by numerous vents emitting sulfurous gases, by significant ground faulting and by a minor eruption as recent as 1957. Thirty miles south of the LORAN station on Minami Iwo Jima a volcanic eruption created a small island on 18 January 1986. The eruption stopped on the third day and the island has been eroded back below the surface.

The island is 5.2 miles long in a northeast-southwest direction. From a maximum width of 2.6 miles on its northern bulge, the island tapers to a width of less than 0.4 miles at Mt. Suribachi on the southern tip. Around the perimeter road, the circumference of the island is about 12 miles. The island has an area of about 8 square miles. It is composed of a broad, low volcanic cone, Motoyama at the north and steep Mt. Suribachi at the south. A gentle undulating isthmus of black volcanic ash and fine cinder is found between the two points. The highest point is Mt. Suribachi with an elevation of 556 feet. Mt. Motoyama rises to an elevation of 360 feet above sea level. Contour of the coast causes irregular set and drift average current speed is 1.4 knots.

Tide mean high water is 7 hrs 6 min. Springs rise 3 feet, neaps 2 feet. Rugged cliffs and rocks form most of the coast except for Invasion and Shipwreck Beaches. Limited reef precludes docking facilities on the island. Semi-annual logistics support is provided by LCMs landing craft for the Japanese facility, additionally mooring buoys for fuel transfer barges are also available. H.O. Chart 6101 - Iwo Jima, and AMS W811 Ogasawara-Gunto (Bonin Islands) are the principle charts for the island.

Local flora and fauna are recovering from the scorching of World War II. The only animals besides domestic dogs are wild house cats and several varieties of rats. The island serves as a bird sanctuary -- pheasants, egrets, bluebirds and large sandpipers are common. Offshore sharks, skates, sting ray, blow fish, coral inhabit the waters. Migratory whales use the area as a winter mating ground. Other vegetation consists of Pandanus, Banyan, cactus, Scaviola, sisal, coconut, sugar cane, mangoes, wild pineapple and bananas. Sulphurous fumes kills and inhibits



growth in many areas. Insects consist of scorpions, large centipedes whose bites are painful, not usually life threatening. Flies, ants, bees, wasps, cockroaches, and blood sucking gnats.

The present LORAN station and LORAN C antenna are situated on the upper slopes and top, respectively, of Mt. Motoyama. Motoyama first erupted during the Tertiary period. It is composed of a massive core of lava flows covered by a mantle of sandstone-like volcanic tuff (volcanic ash consolidated to rock), locally as thick as 240 feet. Hot springs, sulfataras, steam vents, and bubbling mud pots typical of the last stages of volcanic activity are found along the fractures and faults of Motoyama. The gases and heat are provided by the still hot core of lava. Many active fumaroles occur on the island. These are especially numerous in a belt extending northeasterly across the center of Motoyama, in the crater of Suribachi, on the west beach, and 440 yards northeast of the LORAN station. There is considerable heat at depth under the entire island, as indicated by temperatures from 105F to 160F in wells drilled to sea level in the isthmus. In many areas the ground is hot to the touch.

Vast quantities of sulphurous fumes are emitted by a sulphur pit on the beach below the LORAN station, one of the largest on the island. In order to combat the corrosive effects of this gas, air conditioning equipment is installed in the Signal-Power Building, barracks, and transmitter building. The sulfur gases create a distinct and noticeable odor and greatly accelerates corrosion of metals. The odor is accentuated whenever there is a northeasterly breeze due to the location of a large sulfur pit near the station.

The island is honeycombed with both natural and man-made caves. Japanese forces used the caves for defense during WWII. Many of the caves were closed by bombardment during the invasion and a large number were sealed after the island fell to U.S. Forces. Many caves are still open or have been opened by erosion. However, they are small, hot, and considered to be very dangerous.

The island is also littered with old ammunition, both Japanese and American. Even though most of the ammunition is over 45 years old, it is still considered extremely dangerous. Picric acid, a chemical agent used during the battle by the Japanese also represents a hazard. The JMSDF takes personal custody of all ammunition, drugs, and relics discovered. They either display them in the museum on the island or back on the Japanese mainland or destroys them with ammunition teams. The relics found are cremated in Buddhist and Shinto ceremonies held on the island.



### C. CLIMATE:

Iwo Jima has a humid climate similar to that of southern Florida. The mean average temperature is 73F and the high is 96F, the low is 46F. Although from November to March it can get fairly cool with temperatures only in the 50's with a prevailing northerly breeze. A rainy season lasting from May to November provides the station with most of its water supply. The average annual rainfall is approximately 61 inches. The average humidity is 83%. Erratic rainfall and drought have occurred. Adverse weather is not common, however, during typhoon season usually several typhoons will cross or pass very close to the island. This season is from April through November. Fifty percent of all typhoons produce winds of fifty knots or more at Iwo Jima. Most typhoons occur from July to October (48%). There is a yearly mean of 143 days of rainfall. May is the wettest with a mean of 6.33 inches, and February the driest with a mean of 1.85 inches. Most rain occurs from May to July.

### D. BASE AND NATIONAL AGREEMENTS:

Under the Treaty of Mutual Cooperation and Security between the United States and Japan, the following agreements are in effect:

U. S. Forces base boundaries consist of 1,600 acres (6.5 square kilometers) on the northwest end of the island (approximately one third of the island).

Japan provides maintenance, operation, and unimpeded use of the airfield, all roadways outside the U.S. Forces Area, and the landing beaches. Japan also provides storage for fuel oil at the island tank farm. The station is in Japanese territory and all personnel are subject to Japanese law as well as the UCMJ (drug laws are extremely strict!).

### E. TIME ZONE:

Iwo Jima keeps Minus 9 (Tokyo) time. Iwo Jima is 17 hours ahead of the U.S. West Coast. For example: If it was 1100 local time in California on Sunday, it is 0400 Monday on Iwo Jima, disregarding daylight savings time. The time difference between Japan and other cities is given below; for cities having daylight savings time decrease by one hour.

Anchorage	-19
Boston	-14
Los Angeles	-17
New York	-14
Washington DC	-14

Chicago	-15
Honolulu	-19
Miami	-14
San Francisco	-17

## CHAPTER II

### OPERATIONS

#### A. AIDS TO NAVIGATION:

1. LORAN: The mission of LORAN Station Iwo Jima is to provide electronic aids to navigation to both air and sea navigators through the transmission of LORAN-C signals. It is the responsibility of this station to transmit signals continuously during peace and wartime.

Iwo Jima is designated as the Master station of the Northwest Pacific (NWPAC) LORAN-C chain on rate 9970 and is paired with Marcus Island (W), Hokkaido (X), Gesashi (Y), and Yap Island (Z) Coast Guard LORAN Stations. The Coast Guard Far East Section (FESEC) located at Yokota Air Force Base (near Tokyo) is the System Area Monitor for the NWPAC LORAN-C chain. Guam has another automatic monitor site.

The chain of command to the Commander, Fourteenth Coast Guard District is via Commander, Coast Guard Far East Section (FESEC). Iwo Jima LORAN Station is under the operational and administrative control of FESEC.

2. ADDITIONAL ATON FACILITIES: Aircraft warning lights are mounted on the 1350 ft LORAN tower to prevent collision. Maintenance of the lights require trained personnel to climb the tower periodically to replace and repair the equipment. The Japanese government maintains four mooring buoys on the west side of the island for fuel barges and range markers by Invasion Beach for landing craft exercises as per US/GOJ Treaty of Mutual Cooperation and Security.

#### B. COMMUNICATIONS:

Iwo Jima LORAN station maintains HF SSB RATT communications with USCG Radio Station Guam. Iwo Jima LORAN station communicates on HF SSB voice with USCG Radio Station Guam, Yokota LORAN Monitor Station, and all the LORAN stations in the NWPAC LORAN chain. The LORAN station operates a ham radio station which can provide limited phone patch capabilities through the Military Affiliated Radio System (MARS). No direct party traffic is permitted except via the MARS net (only collect calls). All calls are subject to monitoring and censorship with a three minute time limit for each call. Communications are dependent on atmospheric conditions due to radio wave propagation.

**C. LAW ENFORCEMENT AND INTELLIGENCE:**

This unit is not involved in routine Law Enforcement operations.

**D. SEARCH AND RESCUE:**

The island of Iwo Jima lies within the Japanese government's SAR area of responsibility. This unit has assisted on the average of one case per year involving US aircraft or vessels. These are normally Force Majeur cases requiring the Commanding Officer to act as a liaison with the distressed craft.

**E. VEHICLES AND BOATS:**

The station has two government vehicles allowed. The multi-purpose vehicles are primarily for logistics, but do provide the duty ET with a chase vehicle during the after work hours when there is a LORAN casualty. The unit has an allowance for one sunfish. The treacherous currents around the island makes its use imprudent.



## CHAPTER III

### PERSONNEL

#### A. COMPLEMENT:

The personnel allowance for Iwo Jima is:

1 - LT	1 - MK1	1 - ET1	1 - SS1
1 - ELC/W-4	1 - MK2	2 - ET2	1 - HS1
1 - BMC	2 - MK3	1 - ET3	1 - SK2
1 - MKC	1 - DC1		1 - SS3
1 - ETC	1 - EML		5 - SN
	2 - FN		

The station personnel allowance consists of two officers and 24 enlisted men. The CWO (ELC) has the primary duty of Electronics Material Officer. The station's organization divides personnel into three departments. The Deck, Operations, and Engineering departments are headed by a BMC, CWO and MKC respectively.

#### B. ADMINISTRATION OF PERSONNEL RECORDS:

The Far East Section provides support for all the personnel records of the unit and the other NWPAC LORAN stations. Personnel records are serviced for PMIS by the Personnel Section at FESEC. The Personnel Section at FESEC consists of five people. Support for Service Records, Personal Financial Records, FESEC Status Sheet, entitlements, travel orders, PMIS TAD endorsements, EML orders, leave papers, and questions concerning other administrative areas are all coordinated by the Personnel Section. Questions concerning Family Advocacy, Drug and Alcohol programs, career information can also be answered by the Personnel Section. All medical appointments with the Air Force Hospital at Yokota AB are coordinated by the Personnel Section for personnel who may wish to schedule routine check ups during mid tour leave.

#### C. MEDICAL FACILITIES:

A Health Services Technician (HS1) is assigned to the station for all minor and emergency medical cases. Limited medical aid is available from the Japanese Forces on the island. MEDEVAC is available from the 475th ABW, Yokota, Japan or via RCC Guam, but both entail a wait of, at best, several hours.

Routine examinations and physicals should be completed prior to leaving CONUS. If you are thinking of changing from an extension to a reenlistment, have the proper physical completed before transfer. Physicals for Aviation Class A School requests will

not be done while on isolated assignment; if you think that you would like to apply, do so before transfer. Routine dental appointments can be scheduled during mid tour leave at Yokota AB. Appointments normally require one month's advance notice to schedule billeting reservations and confirm appointments.

#### **D. TRAINING AND EDUCATION:**

Rate training is handled through the non-resident correspondence course system administered by the Coast Guard Institute as at any unit. Due to the slow mail service, you are encouraged to apply for a new course prior to departing your last command. On the application for course enrollment, specify that the course should be sent to Iwo Jima (OPFAC 14-40155). Correspondence courses through DANTES are available. GRE, CLEP, ACT/PEP and DSST's may also be taken through the unit ESO.

All station personnel E-5 and below stand station watches. This watchstanding includes LORAN timer room, engine room, communications handling, and general station matters. On duty, the watchstander is necessarily versatile. Basic knowledge in radiotelephone procedures and typing will be advantageous to any incoming personnel.

#### **E. MORALE AND RECREATION:**

1. **OUTDOOR RECREATIONAL FACILITIES:** The LORAN station has a combination volleyball, basketball, and tennis court. Beachcombing for bottles and Japanese glass fishing floats, fishing, bicycling, hiking, and weekly sporting events with the Japanese base occupy a major portion of the off duty time spent outdoors. The unit also has a very active fitness program. Due to the strong ocean currents, steep beaches, and undertows in this area, swimming in the ocean is prohibited except at designated areas. Motorcycle, scuba gear (excluding snorkling), and firearms are prohibited. A 14th District Jogging Club has been organized and island participants strive to reach 100, 500 and 1000 mile goals along with other district units. A very active unit fitness program is also available for interested personnel.

2. **INDOOR RECREATIONAL FACILITIES:** The station facilities include several video tape players (both VHS and BETA), movies (16mm projectors), ping pong, pool tables, library and several morale stereo systems with a large assortment of tapes (VHS). The unit also receives weekly video tapes of commercial television through the Armed Forces Radio, Television Service (AFRTS). For those interested in body-building, there is a weight room, outfitted with Universal Gym equipment, and a variety of separate weights, bars, matts, and a punching bag.



#### **E. MAIL:**

Mail delivery is provided once a week. Best airmail time between the East Coast and the station is about ten days. The unit has an authorized post office for the purchase of stamps, money orders, and facilities for processing packages for shipping material to the United States.

The unit address is:

U. S. Coast Guard LORAN Station  
FPO Seattle WA 98761-0006

#### **G. EXCHANGE:**

The station operates a branch of the AAFES Japan Regional Exchange on Iwo Jima. This store stocks mostly convenience items as well as handling larger special orders. Exchange catalogs for the Pacific, Europe, and United States are also available to order from. Support is through the exchange at Yokota Air Force Base. Uniform items are not available. Incoming personnel should purchase additional uniforms before arriving. USCG Base Honolulu Clothing and Small Stores does service the 14th District LORAN stations for uniform necessities with usually a 6-8 week delivery schedule. Personnel should insure they have a complete seabag prior to departing CONUS.

#### **H. HEALTH AND SANITATION:**

Stringent health and sanitation practices are observed by all hands. Frequent checks are made of the water supply, the galley, mess deck, quarters, garbage disposal, trash disposal, and housekeeping. Personal hygiene standards are on a common sense basis and are closely monitored by all hands. The environment is characterized by high humidity, salt, and sulphur in the atmosphere. It is corrosive to most metals and conducive to moisture related hygiene problems such as mildew, mold, and dampness in rooms and other inside spaces.

**1. POTABLE WATER SYSTEM:** All fresh water is collected in the paved catchment basin and the flat roof of the Signal Power Building. This raw water is filtered and chlorinated in the pump house prior to distribution to the potable water storage tanks and subsequent use by the crew.

**2. SEWAGE SYSTEM:** A 6500 gallon septic tank utilizing fresh water flushing and discharged into a leaching field handles all sewage on the unit. Quarterly inspections are conducted by the Engineering Department to ensure proper waste disposal. Oil, fiber, and hair cause the majority of problems



with septic systems and should be kept out of the system as much as possible. (CCGD14 Pub 5)

loran-history.info

## CHAPTER IV

### ENGINEERING

#### A. ENGINEERING:

1. **POWER PLANT:** The station power is supplied by four D-398 Caterpillar Diesel engines. Each engine generator combination is capable of a sustained 550 kilowatts.

2. **DAMAGE CONTROL:** Fire, natural disasters (earthquake, tsunami, volcanoes, typhoons, etc.) and CBR - Chemical Biological Radiation warfare are possible sources of damage to the unit. Each condition is covered under the Station's Emergency Bills for Operational Readiness. Engineering casualties repairs will be conducted in accordance with the CCGDFOURTEEN Civil Engineering Manual Pub 5.

3. **ELECTRICAL SYSTEM:** Common household 115V, 60 cycle power is provided by the station power plant in addition to the AC and DC power requirements used by the LORAN equipment. There is no secondary or emergency systems as one engine can supply the station with full power requirements.

4. **HEATING SYSTEM:** The climate on Iwo Jima precludes the necessity for an oil fired hot water circulating system. The winter's weather is mild enough to allow short sleeves to be worn year round if desired.

5. **VENTILATION SYSTEM:** The electronic spaces are cooled by a packaged air conditioning system. All other cooling and ventilation is provided by a chill water air conditioning system.

6. **FUEL OIL SYSTEM:** Diesel fuel is purchased by the Coast Guard and stored at the Japanese tank farm located 2.5 miles from the station. There is a pipeline connecting the tank farm with the station's storage tanks. 380,000 gallons are used on an annual basis. Three service tanks of 30,000 gallons each are located on the station. Approximately once a quarter fuel is transferred from the tank farm to the storage tanks.

7. **REFRIGERATION SYSTEM:** This unit has four walk in type reefer boxes located in the rear section of the galley across from dry stores. Two boxes function as freeze boxes while the other two are used as chill boxes. An additional unit serves as a thaw box. Regular inspections are conducted to ensure proper temperatures and operation.

8. **FRESH WATER SYSTEM:** Rainwater is the only source of water available to the station. The station has a paved

rainwater catchment which is 49,000 square feet in area. Raw water (untreated) flows by gravity from the catchment to the two sets of raw water storage tanks. These tanks store a total of 212,000 gallons. Water is stored in these tanks until it is needed for consumption. The raw water is pumped from the tanks into the pump house by centrifugal pumps, passed through a sand and gravel filter system, and then chlorinated. It is then pumped to either one of two potable water storage tanks (10,000 gallon capacity) where it remains until it is entered into the station's pressurized water system. Water conservation is a problem during the winter months (dry season).

## **B. ELECTRONIC ENGINEERING:**

1. **LORAN TIMER EQUIPMENT:** Cesium oscillators provide reference signals to the operate and standby timers. The timer generates waveforms for the transmitters.

2. **LORAN TRANSMITTERS:** Two LORAN transmitters (AN/FPN-45) amplify the low level transmitter drive waveform from the timer equipment into a  $T^2$  waveform (energy level) suitable for transmission (1.8 MW).

3. **COMMUNICATIONS EQUIPMENT:** The purpose of the communications equipment is to allow adequate command and control of the chain with the guidance of the Monitor station in Yokota AB. The station is presently using AN/URC-116(v)'s (GSB-900's) and Silent 700's TTY and ARQ systems for communications.

4. **TEST EQUIPMENT:** Accurate tests and records are essential to the continued high quality of the LORAN system. PMS and calibration/certification programs ensure 99.9% on-air signal availability.

5. **ERPAL SYSTEM:** Electronic supply and repairs are managed under this comprehensive system. The success of PMS programs relies on the proper management of this system.

6. **COMPUTERS:** The information systems for the unit consists of Apple IIe home computers which can store/print word processor files, data base files and spread sheets. The support for this system is provided from unit OG-30 funds. Present software; Appleworks.

## **C. BUILDINGS:**

There are six buildings located on the station:

1. **TRANSMITTER BUILDING:** This building contains the two LORAN transmitters (AN/FPN-45), parts storage, and power



transformers. The transmitter building is located 500 feet north of the 1350 foot LORAN tower.

2. **SIGNAL-POWER BUILDING:** This building contains the LORAN cesium clocks, timers, switchgear, electronics workshop, STO office, radio room, parts storage (electronics and engineering), station office, CO's office, machine shop, electronics shop, engineer's office, and the engine room.

3. **PUMP HOUSE:** This building contains the necessary equipment for the filtering and chlorination of the station water system. It also contains the 400 gallon pressurized day tank which is also used for firefighting pressure if needed.

4. **BARRACKS AND SUBSISTENCE BUILDING:** This building contains quarters for all Enlisted and Officer personnel. The galley, messdeck, post office, recreation room, library, laundry, visiting officer quarters (VOQ), MARS shack, exchange, and sick bay.

5. **UPPER GARAGE:** This building contains a garage, DC shop, morale gear locker, bosun locker, and visiting enlisted quarters (VEQ).

6. **LOWER GARAGE:** This building contains an engineering storage area, paint locker, exercise and weight room, and garage.

## CHAPTER V

### COMPTROLLER

#### A. COMMISSARY:

Two crewmen comprise the commissary section, SS1 and SS3. The SS1 serves as Food Services Officer upon designation by the Commanding Officer. The commissary section is administered by the BMC as the Department Head. The messdeck, galley, dry stores and reefer flats are part of the main barracks building. The supplies for the galley are obtained through the Yokota AB Commissary on the weekly logistics flight. Balanced diets are served to help crewmen maintain a trim physically fit appearance. The FSO maintains a Perpetual Inventory control system for all commissary items.

#### B. SUPPLY:

The distance between sources of supply and remote sites such as Iwo Jima taxes the supply system to provide timely support. Long lead times are the rule for most items ordered through the stock system.

1. **REQUISITIONS:** Department heads submit requisitions for procurement to the Commanding Officer for approval. The Supply Officer, usually the BMC, coordinates the order with the Unit Financial Management Plan (UFMP) and supervises the SK in placing the order. All items are identified by the budget accounts submitted and approved for the current FY.

2. **RESUPPLY:** Logistics support is coordinated with the Far East Section and District Fourteen. Local procurement authority has been approved for FESEC in Japan to save the expense of high shipping costs. All procurements must go through the Section unless direct liaison has been authorized. Transport for supplies is provided by the weekly C-130 flight that resupplies the unit. Once supplies arrive on the island, station vehicles transport the pallets of supplies back to the unit for offloading. All items are checked in by the Storekeeper during the unloading process. After all items are checked into the system, Department Heads collect supplies for their respective department. Any item discrepancy should be reported immediately to the Supply Officer. Any item without documentation will be reported to the Supply Officer. NSD Yokosuka provides support for housekeeping supplies via MILSTRIP. PMEL turn in items will be via message. All RFP's (brown sheets) for local procurement will be coordinated through FESEC. All SURF requests are sent by message to DAAS Dayton, Ohio via the Supply Officer.



3. **BOARDS OF SURVEY:** Department heads will initiate all requests for survey for approval via the chain of command. The Property Officer will amend the unit property records to reflect the changes due to approved surveys of equipment.

**C. PAY:**

The majority of pay problems can be prevented before a member arrives overseas. All personnel are now on JUMPS. Members are strongly encouraged to use Direct Deposit into their checking accounts to avoid having any paychecks get lost in the mail. Pay checks routinely are late due to the mail systems. Electronic deposit of funds does work, several crew members are using it right now. If you are not on Direct Deposit, then you can expect to experience pay problems for the first few months overseas. Other hints to make life easier for you are to make sure that the proper endorsements are on your orders to prevent the unnecessary loss of BAQ or VHA (for the married personnel). There is virtually no need for cash on isolated duty. Checks can be accepted by the Exchange for your purchases. The CO has been designated a paying agency for the 485ABW/ACFD from Yokota AB to help cash government paychecks.

**D. FUEL AND LUBE OIL:**

Fuel support is provided by an agreement with the Japanese as per the Treaty of Mutual Cooperation and Security Article Six, dated 26 June 1968. The JMSDF Forces receive diesel fuel by barge. The barge moors offshore on the west side of the island to four mooring buoys. The fuel is pumped via a pipeline to the Fuel Farm. One tank at the fuel farm is for CG use. This tank feeds into the famous 2.5 mile pipeline to the three fuel tanks above the station (30,000 gallons/ea). The Japanese submit an invoice for the fuel used each 31st of March for payment. FESEC coordinates the final payment with District.

Lube oil: Grade 30 #9150-00189-6729 is received in 55 gallon drums each week on the logistics flight from Yokosuka NSD via the supply system.

**E. TRANSPORTATION:**

1. **VEHICLES:** Two GSA vehicles are authorized for the unit. The purpose of each is to transport the cargo pallets from the airport the three miles back to the station. Other uses of the vehicles are general purpose work, sanitation/trash runs for the daily removal of trash to the dump, parts run to the storage bunkers. All operators are required to have a valid Government Drivers License. The Engineering Officer is also the Vehicle Officer. A PMS repair and maintenance schedule is maintained on

the vehicles as well as a safety inspection. Weekly washing is coordinated by the unit MAA. After working hours the STO is the custodian of one vehicle to be used as a chase vehicle in the event of a LORAN casualty to assist the duty ET in quickly reaching the Transmitter Building.

2. BOATS: A sunfish sailboat is on the unit allowance but is not safe for use due to the strong currents around the island.

3. AIR: Air Force C-130's comprise the principle transportation to and from the island. C-12's from NAS Agana Guam visit the island on a random basis but are not used for CG transportation unless there is a medical/emergency. JMSDF aircraft are YS-11's, and rescue helos are not used for transport without permission from FESEC/JAPANESE Headquarters.



## CHAPTER VI

### ADMINISTRATION

#### A. REPORTS AND LOGS:

See enclosures.

#### B. OFFICIAL CORRESPONDENCE:

"Signing letters and releasing messages is a responsibility of command and should not be delegated, when the command consists of only 20 to 30 personnel. The authority to release certain routine operational messages is usually given to the Senior Technical Officer; I have no objection to this....As Commanding Officers you are responsible for each message and letter coming from your command." Memo dated 22 November 1985 Deputy Commander Far East Section. All official correspondence will be in accordance with the Correspondence Manual.

#### C. DELEGATION OF AUTHORITY:

See above.

#### D. STATION BILLS:

See enclosures.

#### E. SAFETY:

A very active safety program exists at the unit as outlined in the Unit Organization Manual. The Engineering Officer usually serves as the unit Safety Officer.

#### F. FLAGS:

Iwo Jima is the property of Japan and the raising of an American flag over the territory of another sovereign nation is considered an act of war except under special circumstances and permission. The American flag and Coast Guard ensign are flown on the CG Base with the Japanese National flag. The raising of Old Glory by a visitor on top of Mt. Suribachi is a serious breach of international protocol. The Coast Guard personnel are the representatives of the United States on the island.

## CHAPTER VII

### GUIDANCE FOR INCOMING PERSONNEL

#### A. GENERAL GUIDANCE:

All personal matters should be taken care of prior to departure from CONUS.

All personnel in receipt of orders to Iwo Jima should insure that they have a complete seabag before departing CONUS. Uniform items are difficult to procure. In particular, purchase a pair of steel-toed safety shoes.

Uniform requirements for Officers and Chief Petty Officers are tropical blue long, service dress blues, and undress blues. Travel from the mainland to Iwo Jima is in civilian attire unless MAC flights are used to avoid terrorist detection on commercial flights. Prescribed uniform for FESEC office (1 Nov - 15 Apr) is Service Dress Blue. Tropical Blue is the prescribed uniform for Iwo Jima.

Uniform requirements for Enlisted personnel other than Chiefs are Coast Guard working blue, service dress blue, and tropical blue long. At the discretion of the Department Head, neatly hemmed uniform shorts and white tee shirts are the normal working uniform during the hot months.

Civilian clothing is authorized while in a non-working status at the station. However, an excessive amount is not encouraged or recommended. Be sure to bring a good pair of walking shoes and tennis shoes.

Personnel requiring eye glasses, special medication, etc., should insure that they bring an extra supply with them.

If possible, you should obtain a government driver's license up to and including 3 ton trucks and agricultural type tractors before detaching from CONUS. All shots, dental work, and medical exams for overseas assignment should be completed prior to departure from your present unit.

If personal effects shipment is authorized, you should insure that it is shipped a minimum of 60 days in advance of your departure from your present unit.

When you depart your present unit, your pay record will be mailed (may also be hand carried) to the District Office in Honolulu. JUMPS eliminates traditional pay records. Since it takes several months to get pay checks in order, you should draw advance pay



and allowances to cover the interval between stations plus your first month on the station. This is extremely important for personnel with dependents. If you plan to start an allotment (especially a "D" allotment), do so as soon as possible to insure that the allotment is being received before you leave CONUS. Direct deposit is also highly recommended and encouraged. Personnel should verify that allotments are actually in effect prior to departure from CONUS. Your needs for cash on the island will be minimal and nominal. Checks may be cashed and used at the exchange and post office facilities. Allotments to checking accounts are strongly encouraged. Yokota AFB has a military banking facility (Chase Manhattan Bank) that handle checking and savings accounts, as well as dollar to yen changing and the sale of traveler's checks.

Barracks rooms are one per crew man. They are approximately 3x4 meters (10x13 feet) in size. They have a small hanging closet and furniture including a chest of drawers, bed, chair, and desk. You should keep your personal effects shipment small. A shipment may take up to two months to arrive on station.

#### **B. TRAVEL:**

Travel from CONUS will normally be by Military Airlift Command (MAC) aircraft from Travis AFB, California to Yokota AFB, Japan. Occasionally, incoming personnel will travel via Honolulu or Anchorage, Alaska.

All incoming personnel shall report to the Section Office for further transfer onto Iwo Jima. COMFESEC is located on Yokota Air Force Base, Japan, in buildings 1376 and 1377. These buildings are located on the east side of the base. Office hours are 0700-1530 on weekdays. Phone numbers are 225-4219 or 225-4220. LORMONSTA Yokota is manned 24 hours a day, phone 225-4218. It serves as the operations and communications center for COMFESEC.

Personnel arriving at Yokota during normal working hours shall call the Section Office for general and billeting instructions. Personnel arriving after working hours or on weekends/holidays will take a base taxi to the billeting office (building 33). Quarters and information pertaining to messing can be obtained there. Report to COMFESEC by 0800 on the next working day. Call a base taxi or take the free base shuttle bus to the east side of the base.

FESEC Check-In: Personnel - Endorse orders, verify S/R & PFR, Health and Dental Record, PDR, CG-4113, PMIS, Travel Request, CG-3307/Drugs.



Finance and Supply - Pay problems, advances, banking, travel claim, DPP brief, baggage, fork lift license.

Briefings - OPS, RM (E2-E5), EEE, ECV, CEA, Section/Deputy Commander.

**IMPORTANT:** Personnel arriving at Tokyo International Airport (Narita) by commercial or category "Z" conveyance will need to convert approximately \$100 into Yen. The exchange rate is approximately 190 yen for \$1 American. Then take the airport bus/limousine service (2300 Yen) for transport to the Tokyo City Air Terminal (TCAT). Do not take a cab from Narita Airport to Yokota Air Base because the cost is extremely high and it is not reimbursable.

From TCAT take a cab to Yokota, show the driver the following:

すみませんが、中央高速を通過って福生市の横田空軍基地へ連れて行って下さい。  
それから、領収書をお願いします。

(Please take me to Yokota Air Force Base at Fussa City and please give me a receipt.)

The cost of a taxi from TCAT to Yokota may be anywhere from 10,000 to 20,000 Yen. A receipt should be obtained, but if language difficulties are too much, do not press the issue. CAUTION: Only get into a taxi that has a meter. (A dispatcher will assign you the taxi.)

**IMPORTANT:** Personnel arriving at Narita Airport on a category "Y" flight (entered in the Remarks Block of the MTA) are entitled to airline arranged transportation to Yokota. USAF bus leaves Narita 1630/1930 local arriving Yokota Air Base (daily price \$20). Get off at the billeting office (bldg 10). Report to the airlines counter immediately after processing Japanese Customs. If you cannot arrange MAC travel directly into Yokota, you should travel under category "Y" as it saves you a lot of frustration in your travel arrangements from Narita to Yokota.

If you use the Japanese telephone system off-base and need assistance, you must first obtain at least twelve 10 Yen coins. Dial 0425-52-2511 to reach the base operator. To contact FESEC, ask for 225-8405. If you hear more than five coins drop before you have finished your call, you must deposit more coins or you will be cut off. Excess coins are returned at the end of the call.

### C. FAMILY FACILITIES:

Iwo Jima is an isolated assignment. Families are not allowed except as Space Available passengers aboard the weekly logistics C-130 from Yokota AB, Japan. No overnight visits are allowed and all Space Available passengers must depart by sunset with the plane's return to Yokota AB after a short three to four hour visit. Permission for Space Available visits must be obtained from the Far East Section and the USAF MAC office in Yokota AB.

### D. HELPFUL HINTS FROM STATION PERSONNEL:

This section should have been titled, "What I Wanted To Know About Iwo Jima, But Nobody Told Me". The following are suggestions from actual crew members about being stationed on Iwo Jima:

1. Although Iwo Jima is approximately the same latitude as southern Florida, it does get cool. Make sure you bring some warmer clothes and uniforms.

2. Ensure that all of your pay changes worked out prior to leaving your duty station. These can be a real headache once you are on the island. It can take up to 6 months to change pay and allowances.

3. Get in contact with your sponsor at Iwo Jima for ideas and suggestions. It is important to write several letters to find out what is expected of you before coming to isolated duty.

4. Sporting activities are highly encouraged on the island. Bring your gear with you.

5. There are several roads used for running on the island. Bring a good pair of running shoes as the pavement in most places is very rough. There are running courses available for the beginner to the expert (1 mile to 12 miles). Many members belong to the D14 Joggers Club.

6. Corrosion from the sulfuric atmosphere/high humidity and sea salt is a challenge every day on the island. Silver or gold plated items should not be brought here.

7. There are no snakes on the island, but there are large (11 inches) centipedes which are poisonous. Scorpions and large black bees are also to be respected.

8. Water is always a vital concern. Be prepared for one year of sea showers and possible water hours (usually a major problem between October and March).



9. Open a checking and savings account stateside before coming to the unit. You do not need much cash on the island. Use direct deposit or the allotment system. The station's personnel may cash paychecks at the end of the month. The unit's exchange will take approved personal checks and paychecks for purchases.

10. "Presentos" (presents) are customarily given between the Japanese and the Coast Guard. The Japanese prefer nice American things. It is a traditional way to express friendship to give "presentos" to people that you are meeting for the first time among the Japanese. Gifts are normally symbolic and cost under \$10. It helps to bring several items with you when you arrive on the island until you have a feel for how the custom works.

11. It really can be very helpful if you can speak some Japanese. Try to purchase a Japanese language book for travelers (usually costs about \$5 - \$8 for paperback). A few easy words that you will find helpful are:

<u>JAPANESE</u>	<u>ENGLISH PRONUNCIATION</u>	<u>ENGLISH MEANING</u>
hai	hi (as in die)	Yes
ie	e a (like he and say)	No
wakarimasu	wa ka ree mas	I understand
wakarimasen	wa ka ree mas en	I don't understand
wakarimasu ka?	wa ka ree mas ka	Do you understand?
eigo hanashimasu ka?	a go ha na she mas ka?	Do you speak English?
ohayoo gozaimasu	oh hi oh go za he mas	Good morning!
konnichi-wa	koh knee chee wha	Good day!
konban wa	kohn bahn wha	Good evening!
mata ne	mah tah ney	See you later!
domo arigato	doh moh ah ree ga toh	Thank you very much
sumsisimasen	sue me ma sen	Excuse me please!
eki	eh key	Train station
basu	bahs (with soft "s")	Bus
hikooki	he koh key	Airplane
hikoo-jo	he koh joe	Airport
benjo	ben joe	Toilet/Head
dozo	doe zoe	Please
doko...?	doe koe	Where...?
itsu...?	eets	When...?
date...?	dah ray	Who...?

12. The unit does not have any telephones. Although the unit has radios for MARS phone patches back to CONUS, these are affected by radio wave propagation and it is not always possible to call home when you would like to. Military Affiliated Radio System is limited to a three minute collect call. Normally, the



call is collect from California to your home. The conversation lacks privacy and is monitored by the operator. Patience is important. For emergency situations that occur at home during your tour at Iwo Jima, have a member of your family contact the local Red Cross. They will be able to send a message to Iwo Jima via the Coast Guard Far East Section.

13. All your dental, physical, and health needs should be corrected prior to coming to Iwo Jima. There are no routine trips to Yokota unless it is an emergency life threatening condition. This includes all routine reenlistment, transfer, and Class A School request physicals.

14. The unit is on the Armed Forces Entertainment circuit. Once a quarter a USO show comes to the island during ground time (2-3 hrs). Small rock and roll bands are the normal shows and no celebrity entertainers visit.

15. Air Force Chaplains come to the island once a quarter to provide religious support and to hold formal church services. There are both Protestant and Catholic services held on the island by station personnel weekly.

16. The MARS radio can also be used as the station's HAM radio when phone patches are not being made. On isolated duty at Iwo Jima, a novice class amateur radio license will allow you to communicate voice on the ham radio bands. Normally, you would need a general class license to do this in CONUS. If you have time, study and take the amateur radio novice test.

17. Iwo Jima has no civilians. The island people were removed prior to World War II by the Japanese military.

18. LORAN watchstanders are on 24 hour duty.

19. Flying into Yokota AB: You must clear Customs. The Navy desk can answer your questions. Coasties are on the other side of the Base. Cabs are available, but are not reimbursable. Make sure that you have your luggage, or it could end up in Korea.

20. Flying into Iwo: Check in at Yokota Terminal is first thing in the morning. Make sure your luggage is on the plane. After arrival on Iwo find your sponsor immediately to help get you settled.

21. Bring hobby material with you, no matter how bizzare.

22. Military Oversea Mail (MOM). Before leaving for Iwo ship your three boxes with your TONO. AF MAC flights only allow two pieces of luggage! Pack items soundly; the Samsonite gorilla handles most of our packages.

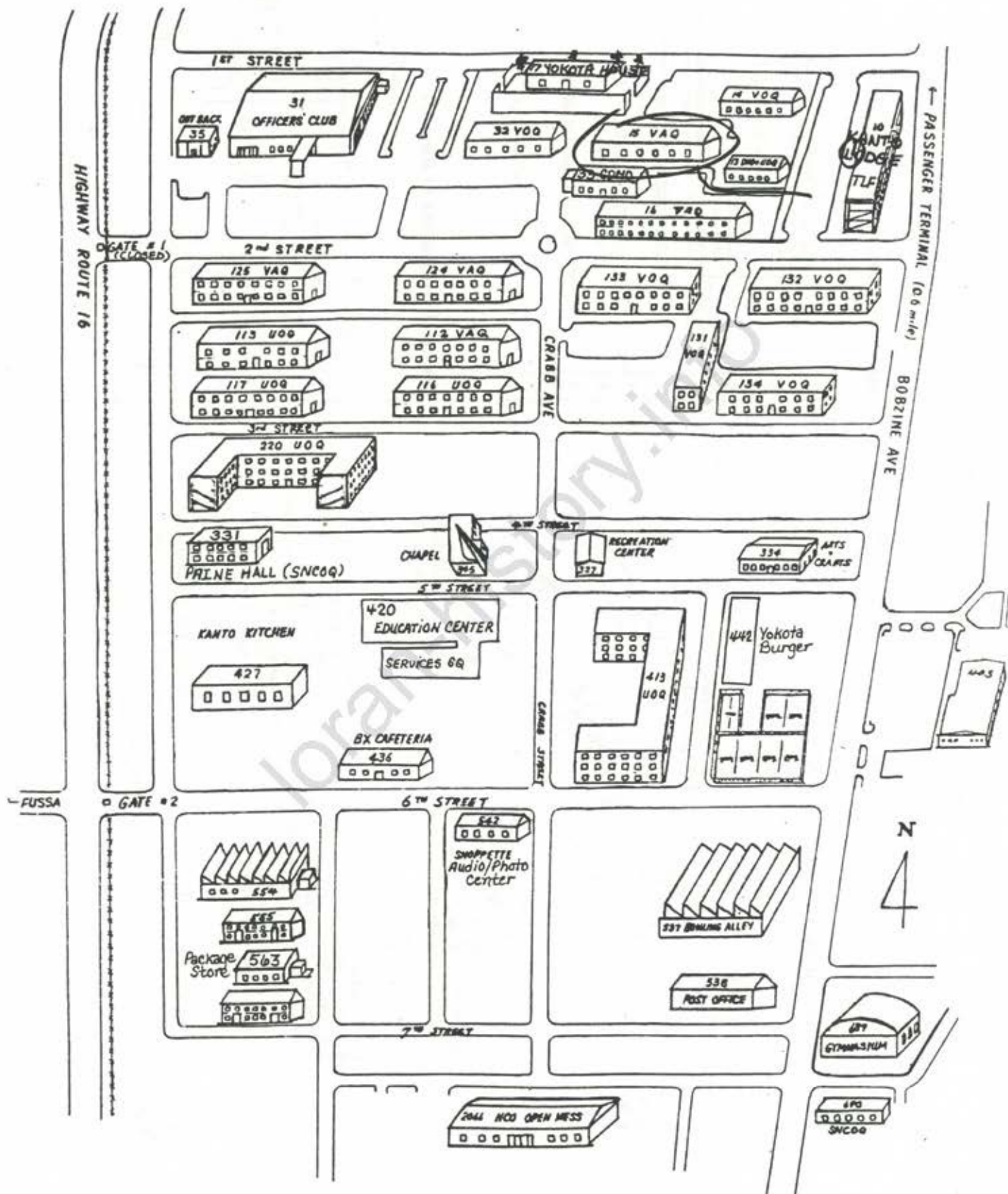
#### E. GUIDANCE FOR PROSPECTIVE COMMANDING OFFICERS:

Incoming Commanding Officers will spend time at the District Office and at COMPESEC for indoctrination prior to reporting to Iwo Jima. It is recommended to contact the incumbent Commanding Officer at least 3 months before reporting aboard to obtain additional information. He will normally have contacted you before then. It is important to contact District Fourteen (oan) for coordination for the PCO briefings NLT 15 August. Presentations from each office are scheduled well in advance. Several detailed and concise briefings are held in a very short period of time. District offices work on a flex time schedule with most offices manned from 0600 - 1430 local time.

Normally, you will meet the incumbent Commanding Officer at COMPESEC for your week of indoctrination. The schedule for briefings is equally detailed and concise. Financial matters for transferring accounts are a primary concern during this short period of time. Staff briefings by Civil and Electronics Engineering, as well as administrative and command briefings are also conducted. Check in for the weekly replenishment/logistics flight is 0630 local time Wednesday morning. The two and half hour flight by USAF C-130 is unremarkable until you are forty miles from Iwo when the north island is visible rising 804 meters out of the ocean on one eighth of a square mile of land. The first impression of the island is something you will never forget. After landing at the Japanese Air Facility, a three mile ride in the cargo trucks brings you to the LORAN station. The smell of sulphur dioxide (tear gas) provides a rich aroma that defies description. The abandoned USAF buildings and metal dump by the North Airfield remind one of a scene from a Beckett play. Schedule allows for one week of relief duties, and the new skipper to relieve on the day of the next logistics flight.



# BILLETING FACILITIES MAP

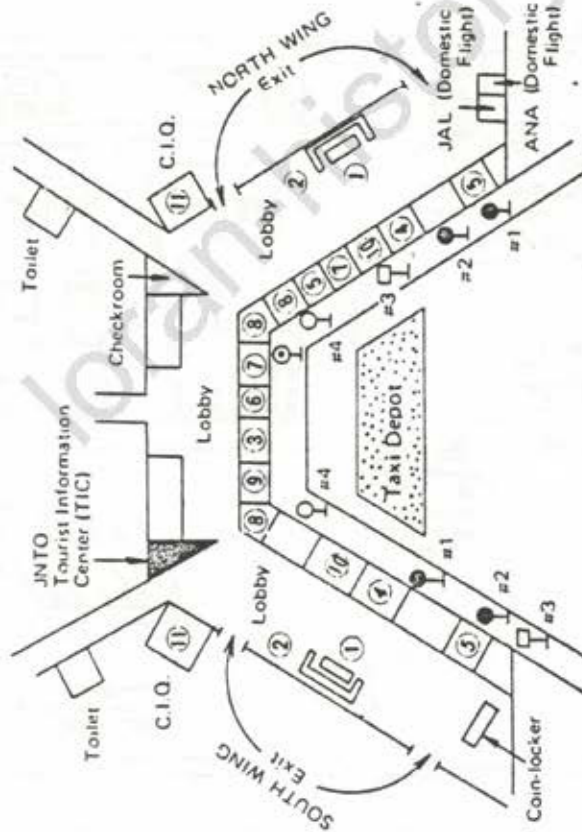




## Major Air Gateway

The two main gateways to our country are the New Tokyo International Airport at Narita and Osaka International Airport both offering convenient connections to the downtown areas. Airport facilities and connecting services are outlined in the below charts.

### New Tokyo International Airport



- ① Information Counter  
② Money Changer  
③ Rent-a-Car Counter  
④ Hotel Reservation Counter  
⑤ Limousine Bus & Hire-Car Counter  
⑥ JNR Ticket Counter  
⑦ Keisei Line's Ticket Counter  
⑧ Baggage Delivery Service

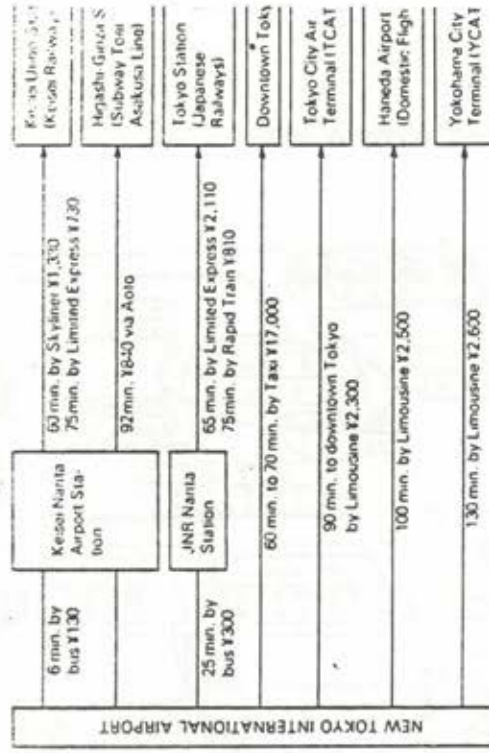
- ⑨ YCAT Ticket Counter  
⑩ Money-changing Machine  
⑪ Bonded Baggage Counter  
#1 Limousine Bus (to TCAT)  
#2 Limousine Bus (to Haneda & YCAT)  
#3 Hotel Courtesy Bus  
#4 Shuttle Bus (to Keisei Airport Sta.)  
⑫ Shuttle Bus (to JNR Narita Sta.)

**Note:** Facilities at the arrival lobby include the Tourist Information Center (TIC) of Japan National Tourist Organization; Baggage Checkroom (¥300 per piece per day); Lockers (¥400 per day); Money Changers and Hotel Reservation Counter. Porter service - ¥200 per piece of baggage.

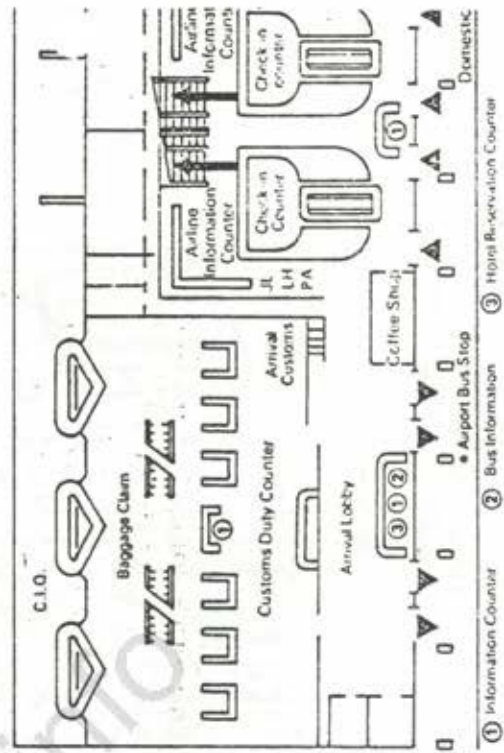
## A Passenger Service Facility Charge

(This charge is not applied to passengers arriving and leaving Japan on the same calendar day on the same flight.)

### Airport—Downtown Transfer



### Osaka International Airport



## DINING FACILITIES

### AIRMAN DINING FACILITIES

(1) KANTO KITCHEN, BLDG No. 427, EXT. 5-8870

#### WEEKDAYS

BREAKFAST	0530-0800
LUNCH	1030-1300
DINNER	1545-1800
CARRY-OUT SERVICE	1030-1300
	1545-1800

#### HOLIDAYS & WEEKENDS

BRANCH	0615-0945
SUPPER	1100-1800

(2) FLIGHT LINE DINING HALL, BLDG No. 621, EXT. 5-8917

#### WEEKDAYS

LUNCH	1030-1230
DINNER	1530-1830

#### HOLIDAYS & WEEKENDS

MIDNIGHT MEAL (7 DAYS PER WEEK)	2230-0100
CARRY-OUT SERVICE (7 DAYS PER WEEK)	1030-1830

(3) IN-FLIGHT KITCHEN, BLDG No. 621, EXT. 5-9006  
24-HOURS OPERATION

MO-SUKOSHI: DELIVERY SERVICE ONLY, EXT. 5-8830

MON-SUN	1700-2100
(PIZZA, SANDWICHES, CHICKEN BASKET, SOFT DRINKS, BEER)	

NCO CLUB: BLDG 2066, EXT. 5-2337

#### DINING ROOM OPERATING HOURS

SAT & HOL	0800-1400
SUNDAY BRUNCH	1000-1400
MON-THUR	1100-1400
FRIDAY BUFFET	1100-1315
MON-SUN	1700-2100

OFFICERS' OPEN MESS: BLDG 31, EXT. 5-8341

#### DINING ROOM OPERATING HOURS

MON-FRI	0645-0900
SUNDAY BRUNCH	0900-1315
MON-FRI	1100-1315
SUN-THUR & SAT	1800-2100
FRI	1800-2200

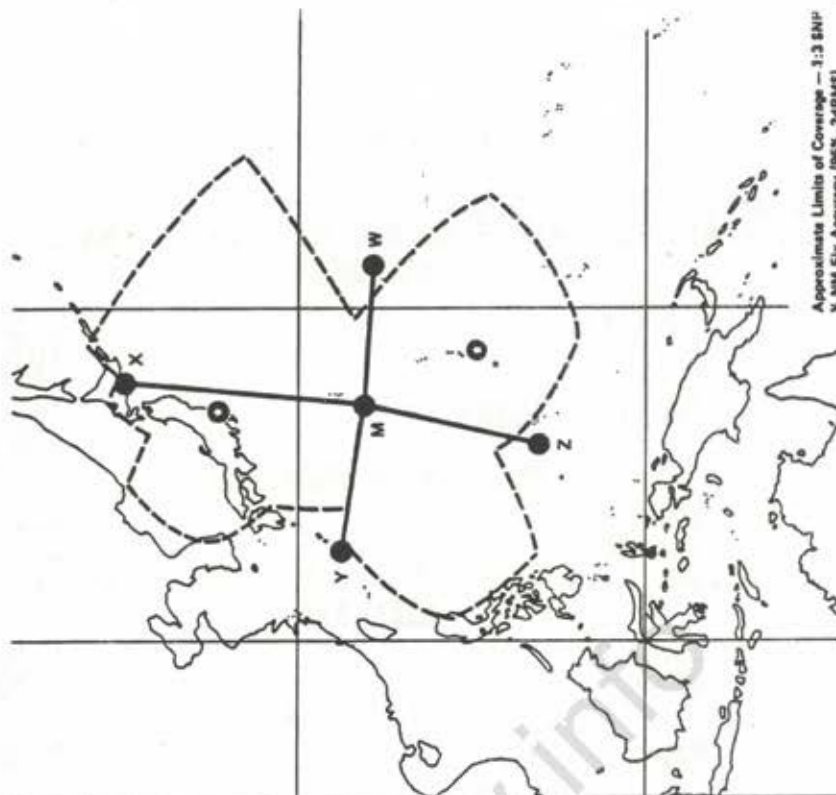
#### OUTBACK KITCHEN OPERATING HOURS

MON-SAT	1100-2300
---------	-----------

# LORAN-C

## NORTHWEST PACIFIC CHAIN

### GRI 9970



Approximate Limits of Coverage — 1:1.3 S/NP  
% NM Fix Accuracy (95% 2d RMS)

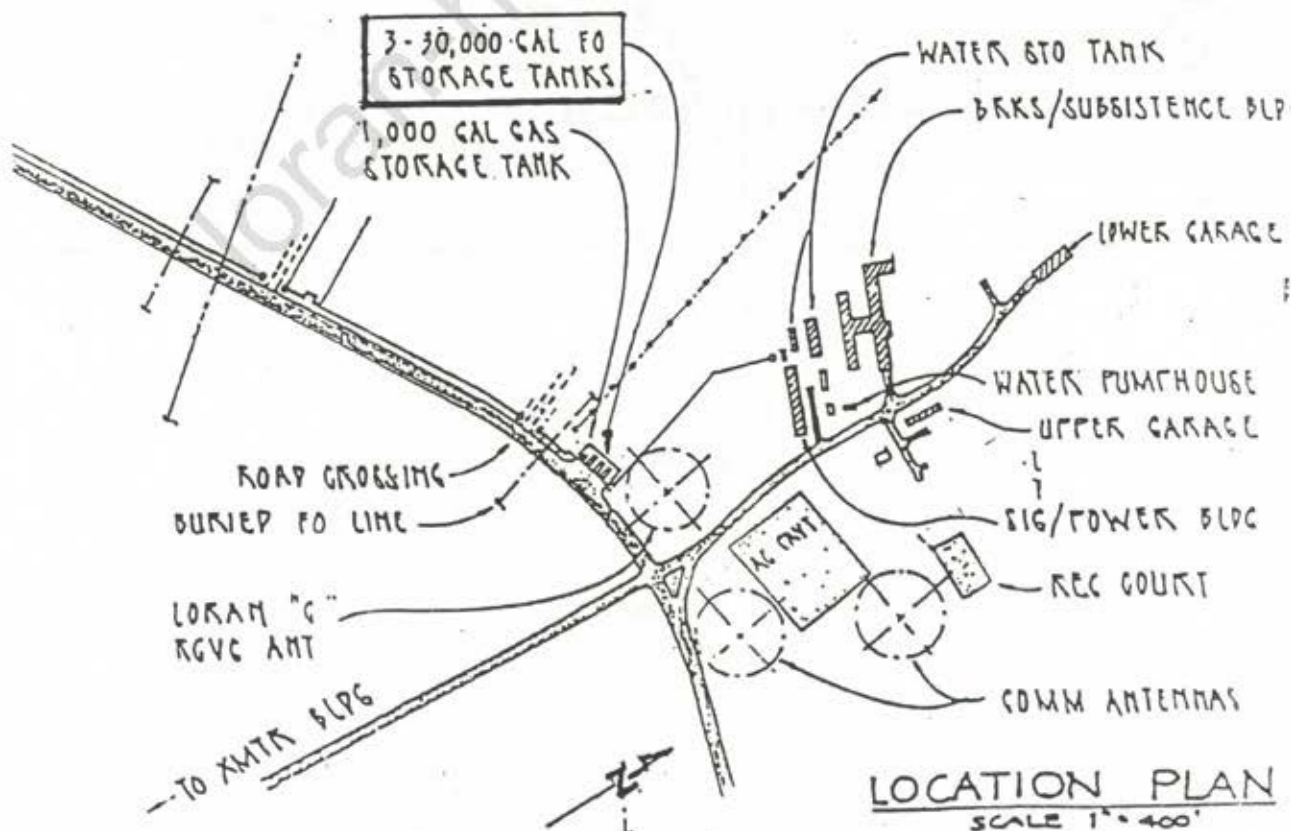
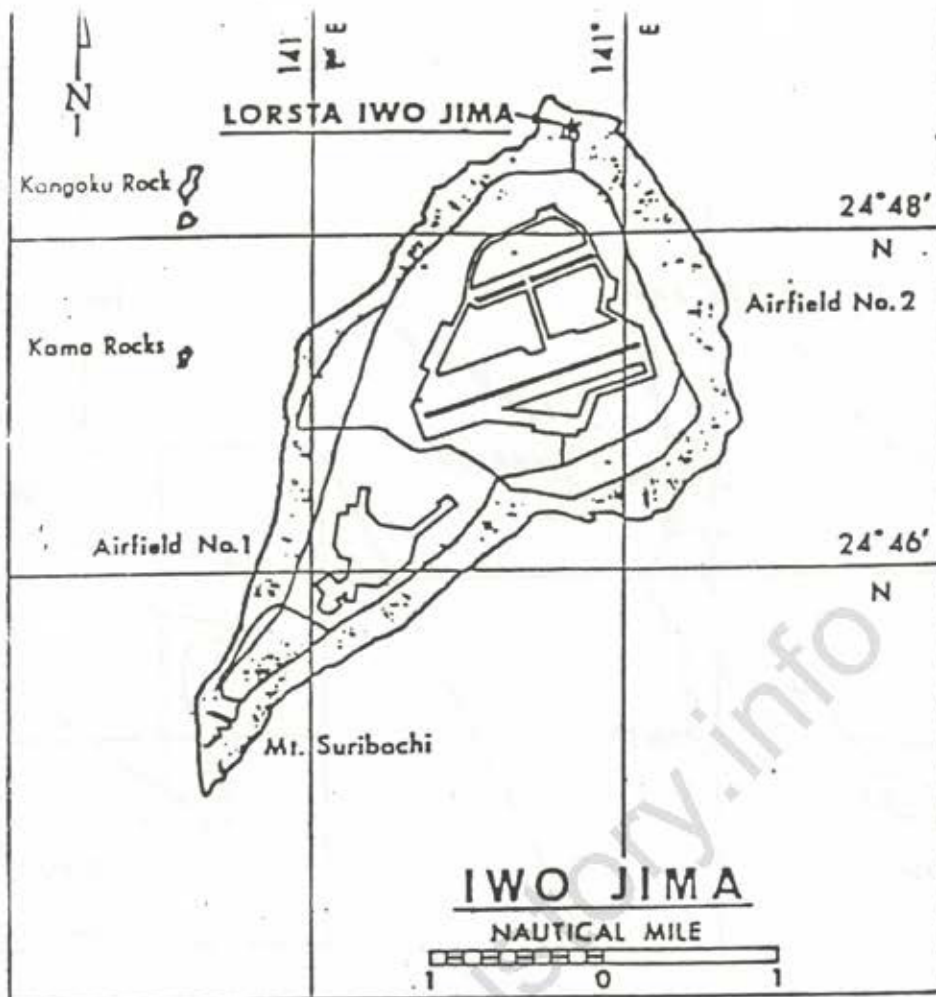
M IWO JIMA  
W MARCUS IS.  
X HOKKAIDO  
Y GESASHI  
Z YAP IS.

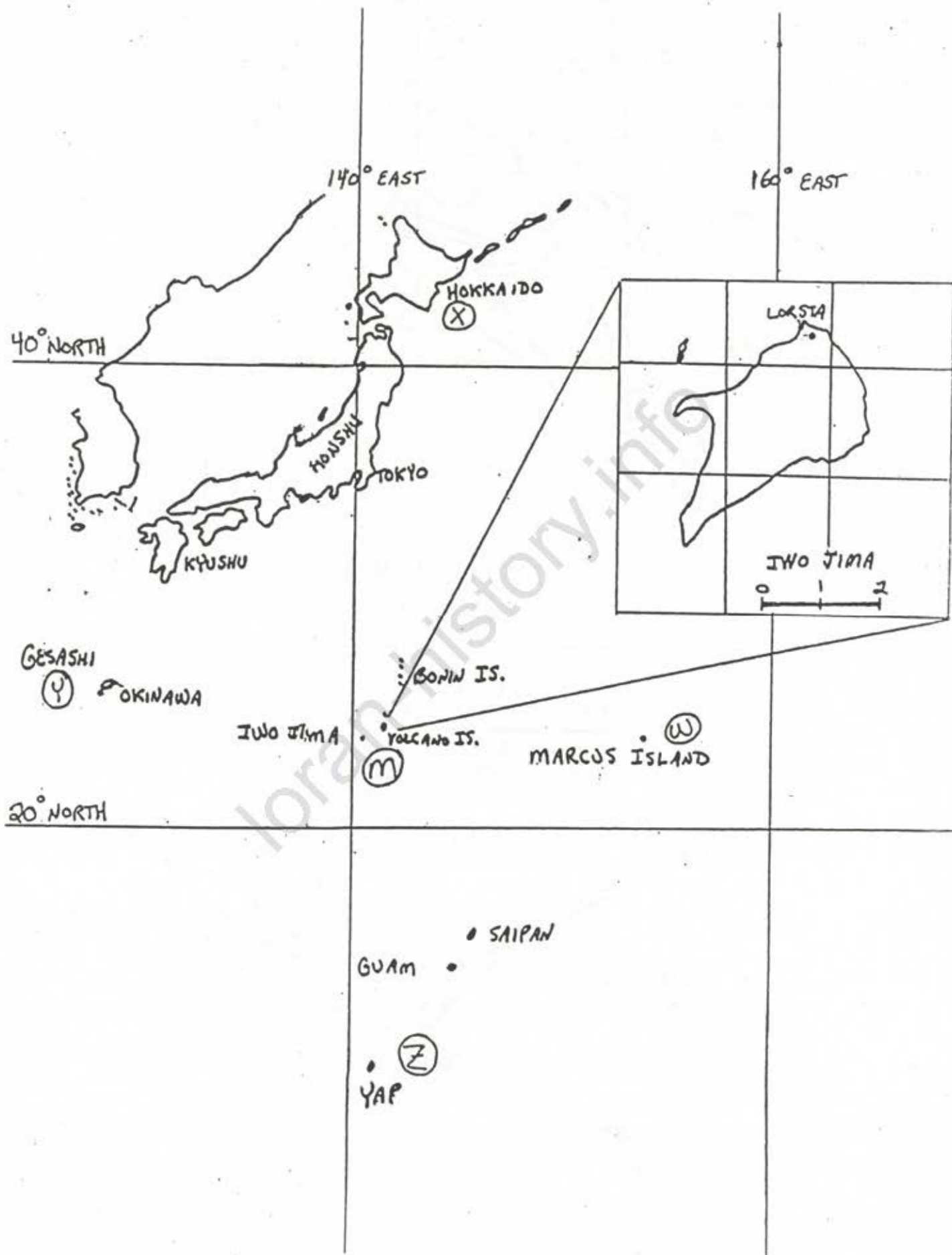
LEGEND:  
● TRANSMITTING  
○ MONITOR  
⊗ MONITOR (AUTOMATED)

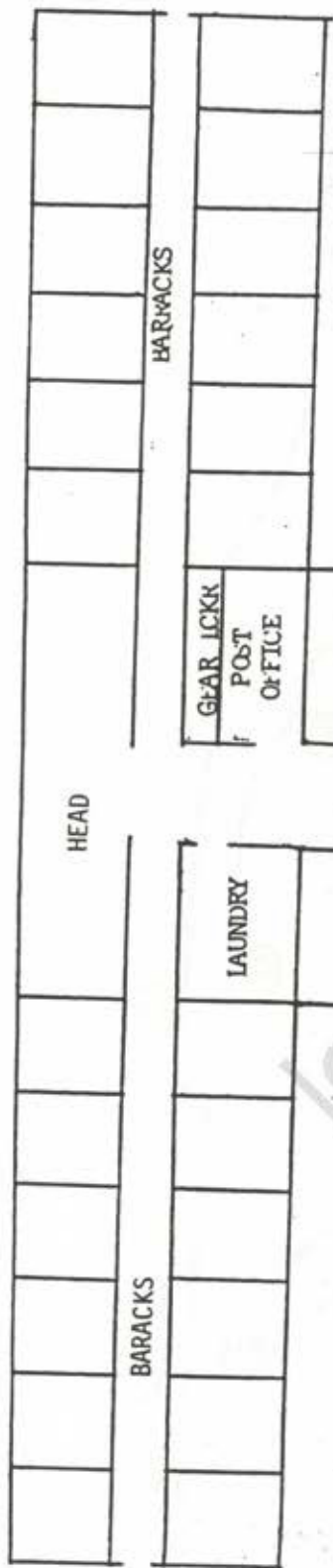
NORTHWEST PACIFIC LORAN-C MAIN - GRI 9970 (old rate 533)

STATION	FUNCTION	COORDINATES	CODING DELAY/BASE- LINE LENGTH	RADIATED POWER(KW)	REMARKS
IWO JIMA, JAPAN	MASTER	24 48 03.6 N 141 19 30.3 E		1800	CLARINET PILGRIM TTY2 INSTALLED.
MARCUS ISLAND, JAPAN	WHISKY	24 17 07.9 N 155 58 55.2 E	11000/ 4203.94	1800	CLARINET PILGRIM TTY2 INSTALLED.
HOKKAIDO, JAPAN	XRAY	42 44 37.1 N 143 43 09.2 E	30000/ 6685.12	1000	CLARINET PILGRIM TTY2 INSTALLED.
GESASHI, JAPAN	YANKEE	26 36 25.0 N 128 08 56.4 E	55000/ 4463.18	1000	CLARINET PILGRIM TTY2 INSTALLED. TIME SERVICE MONITOR.
YAP ISLAND, U.S.A. TRUST	ZULU	09 32 45.8 N 138 09 55.0 E	75000/ 5746.79	1600	CLARINET PILGRIM AND TTY2 INSTALLED.
SAIPAN, U.S.A. TRUST	MONITOR/ CONTROL	15 07 46.8 N 145 41 30.6 E			CONTROLS W AND Z.
YOKOTA, JAPAN	MONITOR/ CONTROL	35 44 34.6 N 139 21 41.3 E			CONTROLS X AND Y.
CHANGSAN, KOREA	MONITOR	35 11 26.0 N 128 08 48.0 E			

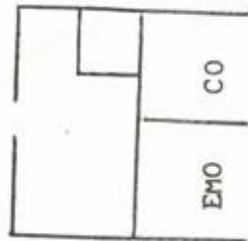
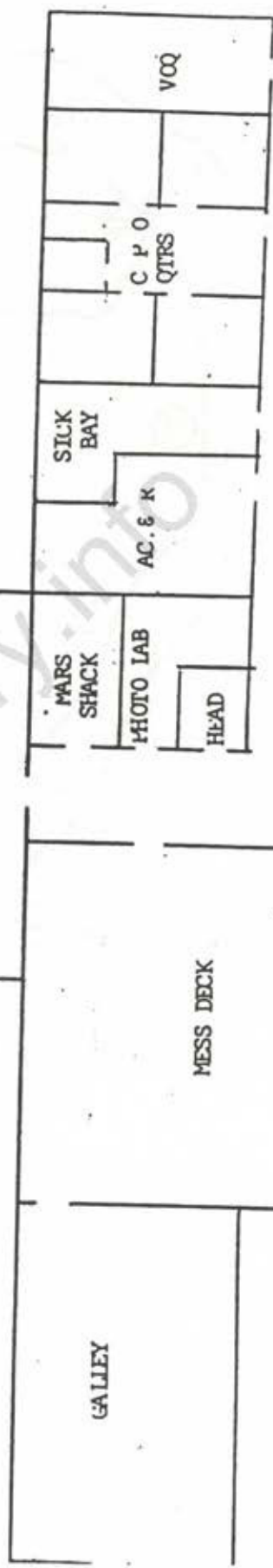




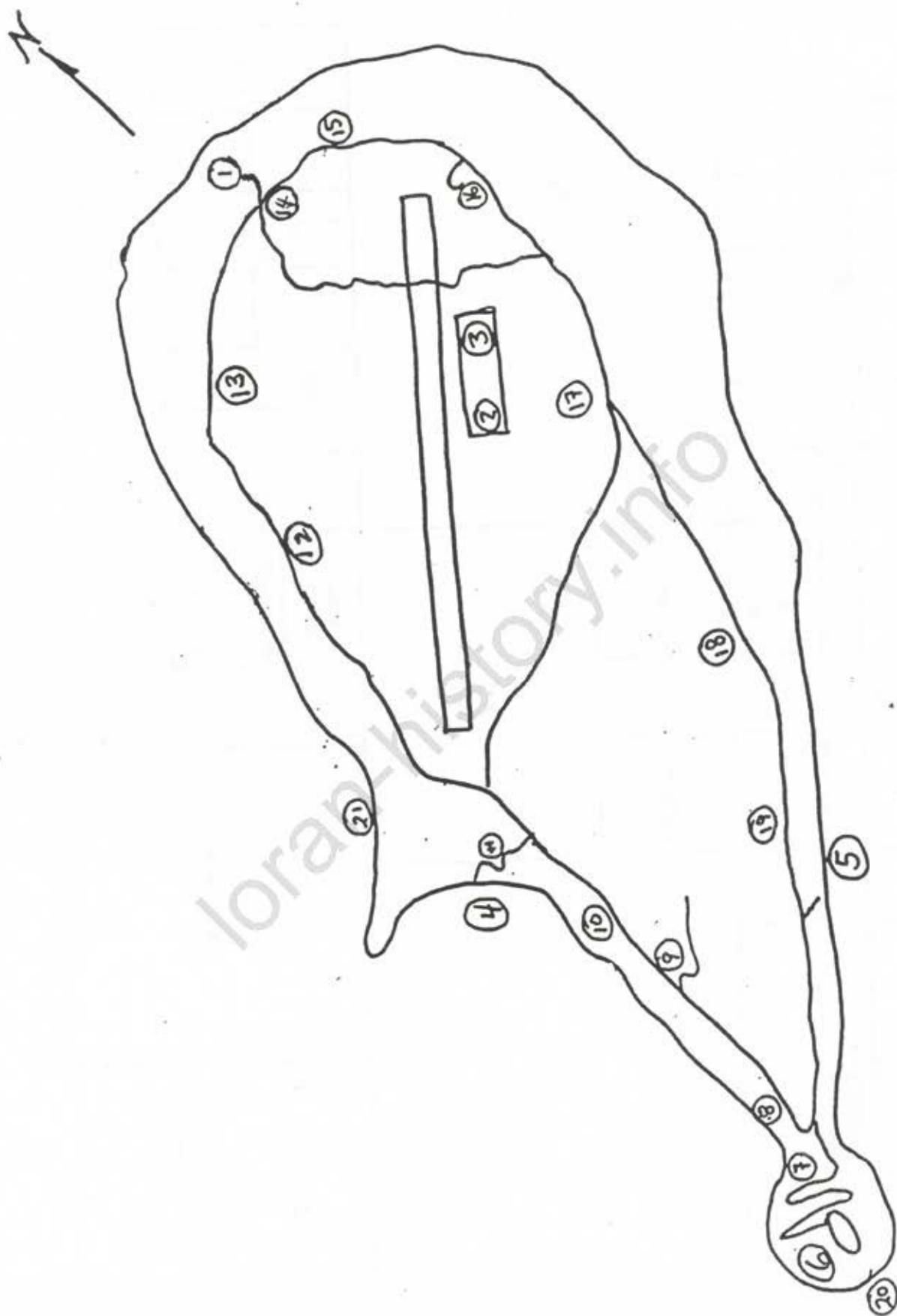




REC DECK







## ISLAND GEOGRAPHY

- A. U. S. Coast Guard LORAN Station:
- B. Japanese Maritime Self Defense Force Base (JMSDF): Japanese Navy Air Facility and residence. 170 JMSDF are presently stationed here.
- C. Japanese Air Self Defense Force Base (JASDF): Japanese Air Force tenant command. 120 JASDF are presently stationed here.
- D. Ship Wreck Beach: Approximately 15 vessels were intentionally sunk here after the war to create a relatively safe anchorage for Japanese supply ships.
- E. Invasion Beach: Approximately 2.5 miles of beach. Site of the 19 February 1945 landings of the 3rd, 4th, and 5th Marine Divisions.
- F. Mt. Suribachi: An active volcano that last erupted in 1727. Site of the famous flag raising and Marine Corps Monument. Steam and sulphur fumes continue to rise from its crater. The top of the crater is nearly 600 feet above sea level and its vertical slope is almost 80 degrees in some places from the sea.
- G. "Big Bertha": One of a battery of four naval guns guarding the western beaches. It is the only gun remaining on the island from the war.
- H. South Kannon Memorial: Japanese memorial to the war dead. It was erected by Reverend Wachi-san in 1952. Rev. Wachi-san was the last Commanding Officer of Iwo Jima before LGEN Kuribayashi took command for the Iwo Jima battle.
- I. Airfield Number One: Now heavily overgrown, this road provided access to the largest airfield on Iwo Jima during World War II.
- J. Million Dollar Hole: A series of 3 bottomless pits which the Marines dumped their armaments into after the battle. It was decided to do this due to the high cost of moving the equipment from the island.
- K. Sulphur Pit: The location of the largest active sulphur pit on the island. The pit is about 80 feet in circumference and 70 feet deep.
- L. Hospital Cave: Opened by Rev. Wachi-san and the Iwo Jima Survivors Association in February 1984. It contained the mummified bodies of 53 Japanese servicemen.

M. Sandstone Rock: A sandstone carving of the Marine Corps Monument by Mr. Waldon T. Rich, a member of the Sea Bee 31st Construction Battalion in July of 1945.

N. LGEN Kuribayashi's Headquarters Cave: Last known location of the Japanese Headquarters. It is the largest major cave to the Coast Guard Station (about 150 yards).

O. North Kannon and Maria Kannon Memorials: Erected by Rev. Wachi-san in 1952.

P. Tenzan Memorial: Japanese monument overlooking the north eastern cliffs. This used to be the location of a Japanese native sauna before the war. It is extremely hot.

Q. Requiem Hill: A memorial to the war dead of both nations. Funded at a cost of \$200,000.

R. Marine Corps Cemetery: Site of the Marine Corps Cemetery used during the battle.

S. 40th Anniversary Memorial: Located mid-way between the 4th and 5th Marine Division boundaries. Completed in Japan under the supervision of Rev. Wachi-san. It is co-sponsored by the John Wayne family and the Iwo Jima Survivors Association. The inscription is in both English and Canji. This monument was dedicated on 19 February 1985.

T. Minami Point: Site of the only allowed snorkling on the island.

U. Crescent Beach: Site of the only allowed swimming and surfing on the island.



[illegible]

**WEEKLY REPORT****RESPONSIBILITY****DATE SENT**

AFRTS  
Budget (269-C)  
Pallets/Nets  
Manifests  
Postal Money  
Log Flt Msg  
LORAN Wkly Ops

ET3  
SK2  
SK2  
HS1  
COPE  
HS1  
CWO2

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**MONTHLY REPORT:**

Safety Board  
Morale Minutes  
Student Status (bi)  
Bacteria  
Chlorine  
Fuel  
Water  
MARS  
USAF Pay  
Drug Inv.  
Commissary  
Exchange

MKC  
MKC  
BMC  
HS1  
HS1  
MKC  
MKC  
CWO2/ET1  
LT  
CWO2  
FSO/SS1  
ETC

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**QUARTERLY REPORTS:**

Vehicle  
Qtrly Mgmt  
Energy  
Health Service  
Tower  
Morale Fund Fin.  
EEO Personnel  
UNITREP  
Customs  
Urinalysis  
Postal Act (PARS)

MKC  
LT  
MKC  
HS1  
CWO2  
MKC  
MKC  
LT  
MKC/EM2  
HS1  
SK2

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**SEMI-ANNUAL:**

Evaluation E-7/E-4    MAR/SEP  
Evaluation E-5/E-2/3   APR/OCT  
Evaluation E-6        MAY/NOV  
CWO2 OER              JAN/JUL  
LT OER                APR/OCT  
Fuel Tank            15 JAN/15 JUL  
ERPAL                APR/OCT  
SSMR                 15 DEC/15 JUN

Dept Head  
Dept Head  
Dept Head  
LT  
LT  
MKC  
CWO2  
MKC

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# RECORD OF PERSONAL AFFAIRS

Full Name - Wife \_\_\_\_\_ SSN \_\_\_\_\_  
Man \_\_\_\_\_ SSN \_\_\_\_\_  
Address - Home \_\_\_\_\_ Phone \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Isolated:

USCG LORAN STATION  
IWO JIMA  
FPO SEATTLE WA 98781-0006

PERSONAL DATA:              WIFE              HUSBAND

1. BIRTH DATE: \_\_\_\_\_

Mo. Day Yr

Mo. Day Yr

2 Birth Place \_\_\_\_\_

Town State

Town State

3. Parents:

Father \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

Mother \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_

4. Marriage date \_\_\_\_\_ Place \_\_\_\_\_

5. Children Full name/date&place Birth \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

6. Lawyer/Friend who may be consulted regarding personal or business affairs: \_\_\_\_\_

7. Dependents other than immediate family: \_\_\_\_\_

8. Location Birth Certificates: Wife: \_\_\_\_\_

Husband: \_\_\_\_\_

Children: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

9. Naturalization Papers(if Applicable) \_\_\_\_\_

10. Marriage Certificates: \_\_\_\_\_

Divorce Papers: \_\_\_\_\_

Death Certificates: \_\_\_\_\_

Adoption Papers: \_\_\_\_\_

11. Military Service Papers: \_\_\_\_\_



12. Will: \_\_\_\_\_  
Name \_\_\_\_\_ Resident of \_\_\_\_\_  
Witness: \_\_\_\_\_  
\_\_\_\_\_  
Executor's Name \_\_\_\_\_  
Substitute Executor: \_\_\_\_\_
13. Power of Attorney: YES NO Location: \_\_\_\_\_  
Agent: \_\_\_\_\_
14. Income Tax: Federal Returns: \_\_\_\_\_  
State Returns: \_\_\_\_\_  
City Returns: \_\_\_\_\_  
Personal Property: \_\_\_\_\_
15. Insurance: Life: \_\_\_\_\_  
Company Policy No. Amt Payment  
\_\_\_\_\_  
Wife: \_\_\_\_\_  
Company Policy No. Amt Payment  
Property Ins: \_\_\_\_\_  
Medical Ins: \_\_\_\_\_
16. Social Security Number: \_\_\_\_\_  
Wife SSN: \_\_\_\_\_
17. Employment Records: \_\_\_\_\_
18. Real Estate Papers \_\_\_\_\_  
Location: \_\_\_\_\_  
Mortgage: \_\_\_\_\_  
Taxes: \_\_\_\_\_  
Amt Payment Date Due \_\_\_\_\_
19. Automobile: \_\_\_\_\_  
Make Model Year State reg. \_\_\_\_\_  
Location: \_\_\_\_\_  
Insured with: \_\_\_\_\_ Policy No. \_\_\_\_\_
20. Bank Accounts: Bank Account No. \_\_\_\_\_  
Checking: \_\_\_\_\_  
Savings: \_\_\_\_\_  
Other: \_\_\_\_\_
21. Safe Deposit Box: \_\_\_\_\_  
Bank Location \_\_\_\_\_
22. Stocks Bonds Securities: \_\_\_\_\_  
Location: \_\_\_\_\_  
Beneficiary: \_\_\_\_\_

23. Designated Beneficiary on serviceman's official record of emergency data form to receive settlement of unpaid pay and allowances in the event of death. \_\_\_\_\_

Information Current: YES NO Date: \_\_\_\_\_

24. Debts and Payments:

Creditor(store/bank/agency) Account No. Amt Due Date Due


25. Enter any data regarding insurance, allotments, military records, Instructions to dependents, etc:


26. Automobile Data:

Make/Yr \_\_\_\_\_ Model: \_\_\_\_\_

Lubricate/Oil change Required: \_\_\_\_\_

Date/ Miles Oil Weight

Tires(size & type): \_\_\_\_\_

Make Air Pressure(Front/Rear)

Battery:(type): \_\_\_\_\_ Make: \_\_\_\_\_

Service to be done: \_\_\_\_\_

Name \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

# MATCH QUARTER STATION BILL

BILLET/NAME	FIRE	HEAVY WX	CBR	REPLENISHMENT OPS
<b>OPERATIONS</b>				
0-1	(* Provide) Coordinator	In Charge	DC Central-In Charge	Meet the Plane
0-2	LORAN Operations	Assist 0-1	S/P Bldg-In Charge	Assist 0-1
0-101/	S/P Bldg-Assist 0-2	S/P Bldg-In Charge	To Shelter *2 ANPDR 18's	As Directed/Driver
0-102/ET1	T Bldg-In Charge	T Bldg-In Charge	To Shelter Personnel Monitor	As Directed/Driver
0-103/HS1	Muster with Repair Party First Aid Coordinator	As Directed	First Aid *ANPDR 27	Passenger Rep
0-104/SK2	*First Aid Equipment Muster with Repair Party	As Directed	First Aid Team Assist 0-103	Cargo Rep/COPE
0-105/ET3	*3 Radios Assume LORAN Watch	LORAN C Supervisor	To Shelter	As Directed/Duty ET
0-106/ET3	T Bldg/Assist 0-102 XMTR Investigator	Assist 0-102	To Shelter	As Directed/Duty ET
0-107/ET3	Muster with Repair Party	LORAN C Watch	To Shelter *3 Radios	As Directed/Duty ET
0-108/SN	*CO2 Extinguisher	As Directed	To Shelter	As Directed
0-109/SN	Muster with Repair Party	As Directed	To Shelter	As Directed
<b>DECK</b>				
D-101/BMC	(* Provide) Repair Party Leader	Secure Station-In Charge	To Shelter Direct Personnel to Shelter	Loadmaster
D-102/	#1 Hoseman *1 Length 1 1/2" Hose	As Directed	To Shelter Decon Team Firefighter *Protective Clothing	Forklift Ops/Driver
D-103/	#2 Hoseman *1 Length 1 1/2" Hose	As Directed	To Shelter Decon Team NBC Recorder *Blankets	Forklift Ops/Driver
D-104/SN	#1 Hose Back Up *2 Lengths 1 1/2" Hose	As Directed	To Shelter Decon Team Messenger *Blankets	Forklift Ops/Driver
D-105/	#2 Hose Back Up *1 CO2 Extinguisher *1 Length 1 1/2" Hose	As Directed	To Shelter Decon Team Firefighter *Protective Clothing	Forklift Ops/Post Office



D-106/SS3	Assist Q-103 *Litter & Blankets	Assist D-201 Take Muster	To Shelter	Duty Cook
D-201/SS1	Alt Repair Party Leader Take Muster	Remove Food from Messdeck Fill Canteens, Stock Emerg Rations in Eng Rm & SP Bldg	Assist D-201 To Shelter	Galley Stores Unloading Duty Cook
D-202/SN	PKP Extinguisher *1 Length 1 1/2" Hose	As Directed	*Food & Water Ration To Shelter	Galley Stores Unloading
			*Marking Pen, Clipboard, Chalk	Forklift Ops/Driver

#### ENGINEERING

E-101/MK1	(*Provide) Engine Room-In Charge	Engine Room-In Charge	To Shelter	Assistant Loadmaster
E-102/MK1	Alt On Scene Leader	As Directed	Equipment Coordinator	As Directed/Driver
E-103/MK2	Engine Room Watch	Engine Room Watch	To Shelter In-Charge	Unloading/As Directed
E-104/MK3	Electrical Switch Standby #1 Plugman	As Directed Engine Room Watch	Decon Firefighting Team To Shelter	Unloading/As Directed
E-105/	Investigator	As Directed	*Portable Generator/Gas To Shelter	Unloading/As Directed
E-106/FN	*Hard Hat, Gloves, OBA Investigator	As Directed	*Portable Generator/Gas To Shelter	Post Office
E-107/	*Hard Hat, Gloves, OBA Charge Fire Main	Engine Room Watch As Directed	Assist E-104 & E-105 To Shelter	Unloading/As Directed
E-108/MK3	#2 Plugman	As Directed	Assist E-101 To Shelter	Unloading/As Directed
E-201/DC1	*Fire Overhaul Kit On Scene Leader	Emergency Repairs	Decon Team Firefighter To Shelter	As Directed
E-301/EM2	Repair Party Electrician	As Directed	Decon Team-In Charge To Shelter	Unloading/As Directed
			Assist E-101	

From: Commanding Officer, USCG LORAN Station Iwo Jima  
To: Distribution

Subj: PROMULGATION OF USCG LORAN STATION SURVIVAL GUIDE

1. Purpose. USCG LORAN Station Survival Guide promulgated herein, shall be effective upon receipt. Its purpose is to provide a basic overview of the stresses and issues involved with serving a tour of isolated duty.

2. Cancellation. This is an original issue of this guide.

3. Scope.

A. Nothing in this guide shall be construed as contravening or superseding any regulation or directive of the U.S. Coast Guard.

B. This guide is unofficial and shall not be construed as authority for action contrary to existing regulations.

4. Objectives.

A. To provide a source of information to allow a positive way to cope with isolated duty.

B. To assist families separated from the service member in preparing for separation and surviving the problems that unavoidably develop from isolated duty.

5. Compliance. The thorough knowledge of this guide may help in dealing with the problems of isolation. There will always occur unique situations that are beyond description. This guide can only provide the foundation from which individuals and families can develop their own strategies for coping with isolation and separation.

6. Changes and Additions. Changes and additions to this guide are solicited and will be issued by the Commanding Officer as needed.

D. D. CRONIN

WELCOME!!!

WELCOME!!!

WELCOME!!!

Welcome to the Coast Guard world of isolated duty. If this is the first exposure to the Coast Guard, rest assured that isolated tours are not always the norm. Isolated tours are a necessity due to the nature of the LORAN mission. The location of LORAN stations is chosen for the optimal position of the electronic signals that are needed to provide this navigational service. While it may seem that the ends of the earth always have a LORAN station, it just isn't true. The ships and planes that use the LORAN navigation system need support throughout the world. For those readers that have faced the challenge of isolated assignment before, you understand far better than I can explain.

This guide has been written to help make separation easier to live through. Much of the information herein is drawn from the Navy Family Deployment Guide from Norfolk, Virginia. We owe an enormous debt of gratitude to the hard work of the Navy Family Services Center and their staff.

Generally it is the husband who is separated on isolated duty, however, this is changing rapidly as LORAN stations are becoming increasingly available to women. Regardless, the crucible tests each of us in its own way.

"Nothing in life is to be feared.  
It is only to be understood."

M. CURIE

"The Goodbye and the Quality of the preparation for it will determine the Quality of the time apart and the satisfaction of the reunion." Jon Perry, Chief of Services Navy Family Services Center.

Plan ahead. There are many things you could and should do before separation for isolated duty. For those who are married, this will prevent your spouse from feeling that they have to handle it alone. For those that are single, it will take the strain off your family.

Spend an evening at home discussing the assignment, how each of you feel, what your worries are, how to handle emergencies and what you think needs to be done. Remember to look from the other person's point of view.

Plan a day that you show how to operate the lawn mower, check the fluids on the car, how much air goes into the tires, how to change a flat. This allows practice and learning before you leave. Rather than discovering that you can't change the tire



just before that big job interview. Make sure that you have left the keys and the checkbook before you are on the plane. The mail system will take forever to return anything that you forgot to leave behind. This is the area that makes the most difference in whether separation is successful or a disaster. Remember -- PLAN AHEAD!

#### FAMILY CHECKLIST:

- NAME AND PHONE NUMBER, DISTRICT (PHR) OR GROUP (XO).
- YOUR SPOUSE'S SOCIAL SECURITY NUMBER.
- EMEGENCY DATA PAGE IN SERVICE RECORD IS CURRENT/CORRECT.
- IS YOUR ID CARD ABOUT TO EXPIRE. HAVE YOU ARRANGED FOR THE PAPERWORK FOR ANY CHILD WHO WILL TURN 10 BEFORE THE SERVICE MEMBER'S RETURN.
- HAS THE CAR'S MAINTENANCE BEEN DISCUSSED? WHO WILL TAKE IT FOR REPAIRS?
- DO YOU KNOW WHAT TO DO OR WHO TO CALL IF SOMETHING IN THE HOME BREAKS?
- DO YOU UNDERSTAND WHAT THE COAST GUARD, RED CROSS, CG MUTUAL RELIEF, THE CHAPLAIN CAN DO FOR YOU AND HOW TO CONTACT THEM?
- DO YOU UNDERSTAND THE USE OF MEDICAL FACILITIES AND CHAMPUS? IS YOUR FAMILY ENROLLED IN DEERS?
- DO YOU HAVE AN EMERGENCY NUMBER WHERE YOU CAN GET THEM QUICKLY?
- HAVE YOU REACHED AN AGREEMENT ON THE FREQUENCY OF LETTER WRITING? DO YOU HAVE THE UNIT'S ADDRESS?
- HAVE THE CHILDREN BEEN INCLUDED IN DISCUSSIONS ON WHERE THE PARENT IS GOING AND WHY?
- HAVE YOU AND YOUR SPOUSE MADE YOUR WILLS? ARE THEY CURRENT AND IN A CONVENIENT PLACE?
- HAVE YOU DISCUSSED POWER OF ATTORNEY? DO YOU NEED A SPECIAL POWER OF ATTORNEY TO SIGN HIS/HER NAME ON INCOME TAX FORMS OR TO CASH AN INCOME TAX RETURN?
- DO YOU HAVE AN ADEQUATE ALLOTMENT? WILL IT COVER YOUR RENT, UTILITIES, GROCERY NEEDS, BILLS, AND OTHER

EXPENSES? HAS IT BEEN CONFIRMED TO BE STARTED!

---HAVE YOU DISCUSSED YOUR FEELINGS ABOUT THE SEPARATION AND YOUR SPOUSE'S RETURN? THIS IS IMPORTANT.

---DO YOU KNOW WHERE IMPORTANT FAMILY DOCUMENTS ARE?

---HAVE YOU GIVEN YOUR HOME A SECURITY CHECK UP? DO ALL WINDOWS HAVE WORKING LOCKS? DOOR LOCKS? DO YOU HAVE THE KEYS FOR THE PADLOCKS ON THE SHED OR THE GARAGE? DO YOU HAVE SMOKE DETECTORS?

---DO YOU, YOUR PARENTS, YOUR SPOUSE'S PARENTS KNOW HOW TO REACH YOUR SPOUSE IN AN EMERGENCY?

loran-history.info

