

IWO JIMA LORAN STATION BADLY DAMAGED BY TYPHOON

Reports which have just been received from the Coast Guard Loran station at Kangoku Iwo Jima (Unit 348), one of the stations of the Japan Loran chain, indicate the extent of the damage caused by the typhoon which struck that place on August 14. The following quotations are from these reports:

On August 13, typhoon warnings were received from the island command headquarters at Iwo Jima, upon which all possible precautions were taken with respect to buildings, installations, and safety of personnel.

At 0300 August 14, winds of 45-knot velocity, and at 0800 of the same date, NNE winds of 60 to 70 knots were recorded. At approximately 1400, winds had shifted to due north and velocities of 95 knots were recorded, at which time Iwo Jima air terminal anemometer cups were carried away. North winds continued to increase, reaching an estimated peak velocity of 130 knots. At approximately 1900, an almost complete lull was experienced, with winds of not more than 10 to 15 knots intensity. No positive direction manifestation was observed for more than a few minutes during the lull. At approximately 2030, increasing winds indicated that the lull had passed. Ensuing winds reached an estimated velocity of 100 knots. Southwesterly winds predominated until approximately 1000, August 16, when it was concluded that winds had abated sufficiently to consider the typhoon terminated. Barographic recorders tabulated a low of 27.64 inches. High, wind-driven seas came to within 30 feet of the southernmost quonset hut, used as an office.

Damage consisted of the following:

All antennas were blown down; counterpoise systems were, for the most part unaffected.

One of the two main transmitting antenna masts was broken at the midsection. The mast, being carried by high northerly winds, struck the operations hut a glancing blow after first hitting the ground. One communication receiving antenna was blown over, principally due, it is believed, to high seas washing out all guy anchors. Three additional masts were weakened in like manner but remained erect.

All quonset huts lost varying quantities of tin roofing. However, no one hut lost more than one-third of its top, and for the most part, roof stripping was lost only from uncabled portions of the respective huts.

Loran and communications equipment, located in the operations building, was completely salt water spray soaked, due to the terrific driving winds on the breaking seas.

Power equipment fared very well and no appreciable damage was evident.

Fresh water and sanitary systems including distillation units, pumps and storage tanks were undamaged other than for being completely saturated with salt water spray. The one exception was that piping to the fresh water storage tank was torn loose and carried away, causing the loss of all fresh water stored in the tank. The cement cistern was subjected to high seas and was, of course, completely contaminated by sea water.

Commissary stores were unaffected.

Fuel dump was washed away or buried under boulders. This entailed the loss of 3,800 gallons of gasoline, 400 gallons of lubricating oil, and 450 gallons of kerosene.

Galley equipment was unaffected.

The 150 cubic foot refrigerator became inoperative during the storm due to a burned out starting relay. All meats and perishables stored therein were immediately removed to the chill box and temperature lowered to the correct value.

The *Dukw* was unaffected.

Quonset hut screening, windows, and doors were badly torn and about 40 percent of all boardwalks were carried away.

Station finger-pier dock was washed out beyond repair.

HISTORY OF PHILADELPHIA V. P. S. F. IS ISSUED AS NONPROFIT VENTURE

There has just been published in Philadelphia a history of the Philadelphia Regiment of the Coast Guard's Volunteer Port Security Force. This volume, written by Lt. (T) John F. Gummere, USCGR, Coast Guard historical officer of the Fourth Naval District, is being published privately on a nonprofit basis.

Issued at \$1 per copy, the history is a book of 156 pages, to which is appended a pictorial section. Following a foreword by Admiral Waesche, and a brief history of the Coast Guard are chapters dealing with the development of the Philadelphia Regiment, which was the forerunner of all the Coast Guard Volunteer Port Security Forces, the work of the various staff officers, and detailed descriptions of the operations performed by the regiment upon the waterfront of the port of Philadelphia.