

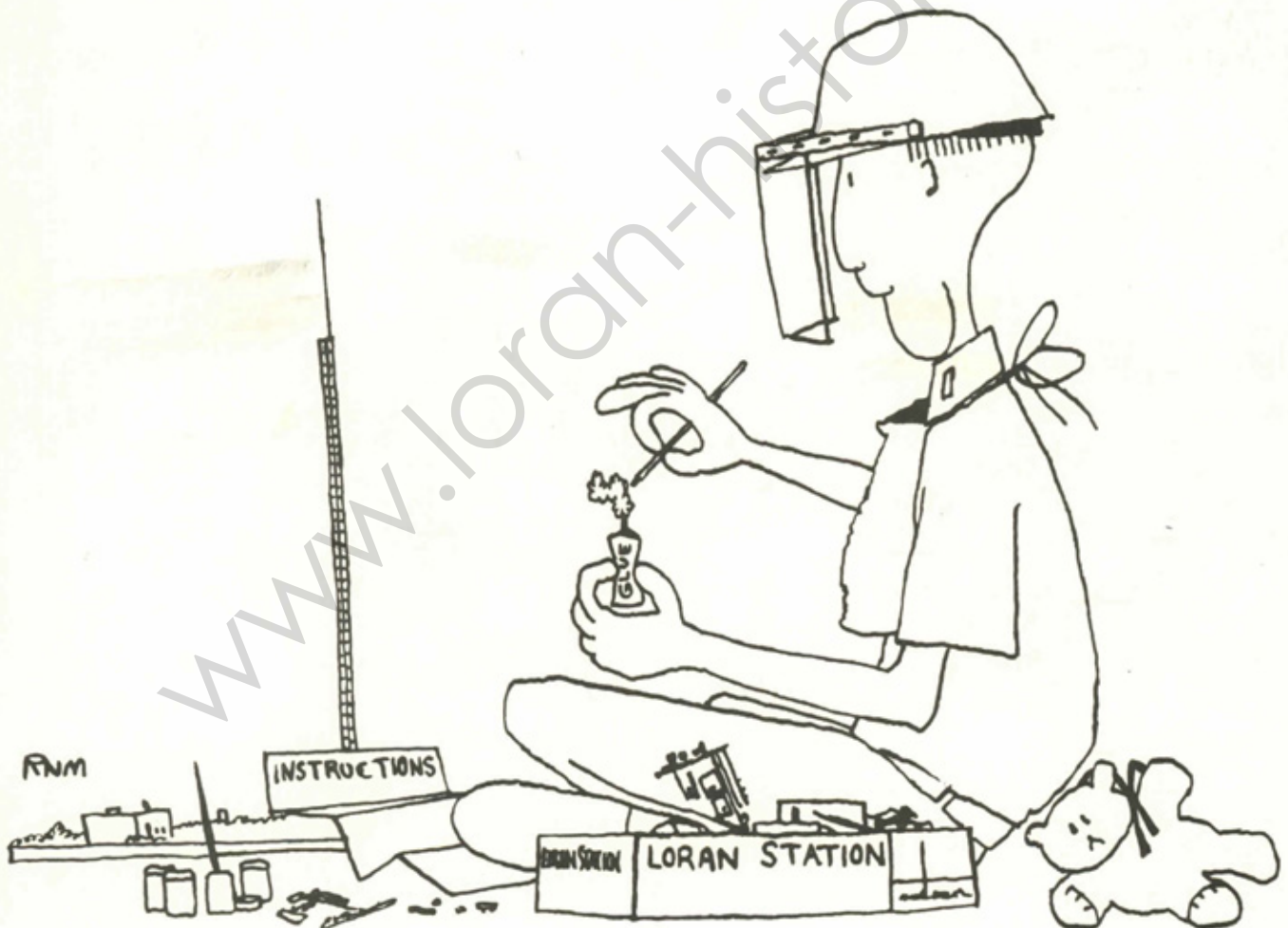
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COAST GUARD

Loran Station **SAIPAN**



General Information Book

TABLE OF CONTENTS

CHAPTER I - ISLAND AND STATION

- A. Geography
- B. Climate and Weather
- C. History
- D. The People
- E. Cultural Characteristics
- F. Language
- G. Political Structure
- H. Land Management
- I. Station History

CHAPTER II - STATION ROUTINE AND ACTIVITIES

- A. Organization
- B. Station Personnel Allowance
- C. Buildings, Associated Departments and Their Functions

CHAPTER III - COMMAND

- A. Loran Station Operational Control
- B. Saipan Island Operational Control
- C. Collateral Operations

CHAPTER IV - LOGISTICS

- A. General
- B. Source of Supplies
- C. Mail
- D. Transportation
- E. Medical Assistance

CHAPTER V - LOCAL AREA

- A. Facilities and Service
- B. Housing
- C. Shopping Facilities
- D. Schooling
- E. Medical Facilities
- F. Automobiles
- G. Clothing
- H. Banking Facilities

- I. Postal Facilities
- J. Churches
- K. Transportation to Guam
- L. Recreational Facilities
- M. Hotel Facilities

CHAPTER VI - TRAVEL FROM YOUR DUTY STATION TO SAIPAN

- A. Embarkation
- B. Travel
- C. Travel Regulations
- D. Immunization
- E. Passports and Visas
- F. Household Effects
- G. Pets

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CHAPTER I

ISLAND AND STATION

A. GEOGRAPHY: The Trust Territory of the Pacific Islands -- "Micronesia" -- is administered by the United States under a 1947 Trusteeship Agreement with the United Nations. Located north of the equator, Micronesia's total area is approximately that of the continental United States, while its more than 2100 islands form a total land mass equal to less than one-half that of Rhode Island.

Three major island groups comprise Micronesia: the Marshalls, the Carolines, and the Marianas. In all, the territory stretches more than 2700 miles east to west and 1300 miles from north to south.

The northern Marianas, exclusive of Guam, make up a sizable volcanic archipelago with over 180 square miles of land area. The Mariana Islands District includes 13 single islands and one group (MAUG) of three small islands. The islands of Saipan, 47 square miles; Tinian, 39 square miles, and Rota, 32 square miles make up two thirds of the land area of the Marianas.

The Mariana Islands extend in a chain some 300 miles long from Farallon de Pajaros in the north to Guam in the south and are considered to be the southernmost volcanic peaks of a gigantic mountain range rising almost six miles from the ocean bed of the deepest known parts of the Pacific. The island peaks of this range form a series of stepping stones from Japan to Guam when viewed on a map.

Geologically, the Mariana Islands fall into two groups. Saipan, Rota, Tinian, Agrihan, and Farallon de Mendinilla are composed of madrepore limestone. The balance of the islands is composed of volcanic rocks. The southern group (limestone islands) are lower than the northern group and have gentle rolling elevations and few mountains. They rise out of the sea in successive level terraces, indicative of repeated volcanic elevations. Nearly all reefs around the islands are elevated table reefs; the tops are flat and built of coral limestone laid almost horizontally on an apparently flat base. The flat terrace-like hillside slopes may have been either fringing or barrier reefs at some time in the past. Saipan is the only island having a sizable lagoon; it extends almost the entire length of the western side. The northern group of islands are young volcanic islands consisting of volcanic peaks, many of which retain their original form. A few volcanoes are still active.

B. CLIMATE AND WEATHER: A tropical climate with small seasonal change is found throughout Micronesia. The average daily temperature ranges between 70° and 80° F with a humidity ranging from 77 to 86 percent.

Rainfall varies throughout the territory and tends to be seasonal with especially dry seasons in some areas. The average rainfall for Saipan is between 80 and 100 inches per year.

Tropical storms are prevalent throughout the Trust Territory during the period between August and December.

C. HISTORY: On March 6, 1521, Magellan sighted the Mariana Islands on his voyage westward across the Pacific. Some sources state that Guam was the first island he sighted, but may have been Saipan or Tinian. Upon landing in Guam, the Spaniards, ravaged by starvation and scurvy from their long voyage, gladly accepted gifts of fruit and fresh water brought to their ships by the islanders in their outrigger canoes. In return they gave trifles of iron and clothing. Impressed by the generosity of the Spaniards, the islanders began to make off with anything they could lay hands on, including a ship's boat. In anger, Magellan named the place "Las Islands de las Ladrones" (The Islands of Thieves). With the advent of the first missionaries the islands were named Mariana in honor of Queen Maria Anna, widow of King Philip of Spain and patroness of the first missionaries.

In 1526, another Spanish expedition arrived from the west. In 1556, Legazpi formally proclaimed the Mariana Islands to be Spanish territory. For a century after Lagazpi's visit, however, Spain made no attempt to colonize the Mariana Islands. The islands had neither gold nor other treasures and were too remote from Spain. They were mainly a watering place on the long voyage from South America to the Philippines.

As a Christian nation, therefore, Spain turned her attention to spreading the Catholic faith and as such continued to claim sovereignty over the islands. In 1668, Father Luis de San Vitores headed a mission which housed the first Spaniards actually to inhabit the islands and begin their rule. During the next 30 years the Chamorros, the indigenous population, were converted to Christianity. This was a time of continual resistance to Spain culminated by a revolt which caused the Spanish to remove the Chamorros of other islands of the Marianas to Guam. Only a few people from Rota escaped by hiding in caves.

No other occupants were in the islands other than Guam until the middle of the 19th century when the Spanish allowed a few Chamorros to migrate to the other islands. At this time, some people from the Eastern Carolines settled in Saipan.

In 1898, at the end of the Spanish-American War, Guam was lost to the United States and in 1899 Spain sold the rest of the Marianas to Germany. Germany rules the Marianas from 1899 to October 1914, when a Japanese naval squadron took possession of the islands. Germany's period of occupancy was too brief to leave much imprint and influence upon either the people or the landscape.

Considerable improvements were notable for such a short period of administration. Health measures were imposed, public schools established, roads cleared and extended, and coconut plantings for possible commercial export were greatly increased.

In 1920 the League of Nations placed the Carolines, Marshalls, and the Marianas, except Guam, under Japanese Mandate. Japan remained in possession of the Marianas until 1944 when after a month of severe fighting, the Marianas were occupied by American Forces. Besides the loss of lives, the destruction of properties was severe. Garapan, Saipan, once a city of over 29,000 people, was reduced to rubble. Saipan has not yet completely recovered from this devastation.

In 1944, a U. S. military government controlled the islands until the Security Council of the United Nations and the United States reached a trusteeship agreement on July 18, 1947, establishing the Trust Territory of the Pacific Islands. This was to encompass the former Japanese mandated islands.

On July 1, 1962, a new era was begun in the Northern Mariana Islands with official transfer of the administering responsibility of the former Saipan district from the Navy to the Department of the Interior. The President's signing of Executive Order 11021 of May 7, 1962, made the transfer effective. The occasion marked the termination of nearly a decade of naval administration, the beginning of a civilian administration, and the establishment of the Mariana Islands District.

In June 1975, after several years of negotiations, the people of the Northern Mariana Islands ratified a covenant with the United States with the express purpose of becoming a Commonwealth of the United States. In April 1976 the Northern Mariana Islands were separated from the Trust Territory of the Pacific Islands and became the Government of the Northern Marianas. This government is still a United Nations Trusteeship but is an interim government preparing for Commonwealth status. In October of 1976 a Constitutional Convention was convened to draft the new Constitution of the Commonwealth of the Northern Marianas. It is anticipated that by 1978 the citizens will receive U. S. citizenship and Commonwealth status.

D. THE PEOPLE: Approximately three-fourths of the people of the Mariana Islands are called Chamorros. The word Chamorro is believed to be derived from the native word "chamorri" denoting a class of nobility, or a noble of the highest rank. Early records indicate that the Marianas were quite densely populated until the 16th and 17th centuries when epidemic diseases almost completely wiped out the population. At the end of the 17th century, the Spanish quelled a revolt by moving the rest of the Chamorro population to Guam. This group intermarried with immigrant Filipinos, Spaniards, Chinese, and others to form the basis of the present population. To this has been

added German, Japanese, American, and other blood. While admixture is to be noted in the present population, the various strains have produced a distinctive racial type with features similar to those of a Filipino or Mexican.

The other quarter of the population of the Mariana Islands consists of descendants of the Carolinians who migrated during the 19th century. Like the Chamorros, they have intermarried.

E. CULTURAL CHARACTERISTICS: Cultural changes in the Marianas have been broadly similar to those in other Spanish colonial areas such as Hispanic America and the Philippines. A complex fusion has taken place between older beliefs and usages and the elements of Spanish Catholic civilization which reached these remote outposts.

Early Spanish Catholicism provides most of the basic patterns of conduct and values, and the people are still devout in church activities. Chamorro society has a definite Hispanic flavor; yet the subsistence economy of gardening and fishing continues to follow closely the old-time techniques. Family organization shows strong marks of the past.

The present culture of the Northern Mariana Islands is somewhat similar to that found in rural Mexico, Spain, and the Philippines, modified by some surviving characteristics of the Carolinian and Chamorro cultures. Remnants of ancient Chamorro customs are especially pronounced on Rota.

F. LANGUAGE: Chamorro is the district-wide language of the Mariana Islands District. The Chamorro language was reduced to writing by the priests for purposes of religious instruction. Great numbers of Spanish words are found in Chamorro, including the Spanish number system and system of weights and measures. Other countries have left their influence on the language as well. A language of the Caroline Islands is spoken by members of the Carolinian colony who are also conversant in Chamorro. Many older people speak Japanese, German, or Spanish as well. About 90 percent of the population below the age of 25 are conversant in English.

G. POLITICAL STRUCTURE: The Government of the Northern Marianas is divided into three municipalities. The Municipality of Saipan represents the island of Saipan and the islands to the north. The Municipality of Rota represents the island of Rota. The Municipality of Tinian represents the island of Tinian and the presently uninhabited island to the south, Agrigan. Each municipality elects its own mayor who is the chief executive in his respective municipality. In the case of Rota, a chief commissioner is elected as chief executive. The term "chief commissioner" is analogous to that of mayor. Assisting the mayor in his executive obligations are the district commissioners who are elected in each of the wards of a municipality and serve as liaison between the wards and the mayor.

H. LAND MANAGEMENT: Until the early years of the 19th century the northern Mariana Islands were practically uninhabited. The Spanish government, and from 1899 to 1914 the German government, gave grants of land in fee simple to private individuals. These grants, and some were large, were for unsurveyed tracts. One peculiarity of land tenure under the German and Japanese governments was that private land was forfeited to the government unless it was enclosed and cultivated. This prevented any individual or family from acquiring a disproportionate amount of land. Individually owned tracts vary from less than one hectare to 30 hectares, with the average about 4 or 5 hectares. Under the Japanese, the NKK, a government supported sugar producing company, acquired vast holdings in the Mariana Islands District. These interests have now become vested in the Trust Territory of the Pacific Islands. Privately-owned land is held in fee by families or individuals and is limited to the islands of Saipan, Tinian, and Rota.

Land on the other islands of the northern Marianas is public domain. A Land Advisory Board, established in 1955, advises the district administrator on land matters, land utilization, and homesteadings.

The Saipanese are reluctant to sell land. Land owners consider it a solemn duty to retain lands within the family.

There have been only 100 recorded land transfers in the past 10 years. Upon investigation, it was discovered that in most cases the sellers sold in order to meet urgent family expenses. It is not believed that there are many unrecorded transfers of land except for sales or gifts among close relatives. Although there is nothing in the GNM Code prohibiting sales of land among citizens of the GNM, the Code does not permit non-citizens to acquire title to land. Religious groups may own or lease land which is used only for religious functions.

I. STATION HISTORY: The United States Coast Guard Loran Station, Saipan, is located on the southwest corner of Saipan Island, approximately one mile north of Agingan Point. Saipan was chosen for a single master station, with site surveys being conducted in September and October 1944 after the Island was secured in mid-August 1944. The USCGC MENKAR with construction material reached Saipan on 31 October 1944. Work began on 5 November 1944. The station was ready to go on the air 16 November, but there was as yet no other station with which it could operate.

The station is close to the airfields which were used by the B-29's, enemy air raids were frequent and there was considerable damage from falling shrapnel due to American anti-aircraft firing.

Construction of the Slave Station at Cocos Island was begun on 11 November. The Station was paired with Saipan and went on the air 27 November. The Ulithi station was not operational for another month. The Guam-Saipan stations operated during this period to provide planes and vessels the benefit of a single line of position.

Construction at Ulithi was begun on 13 December and the station was paired with Cocos Island on 26 December 1944.

The chain was completed in February 1945 and commissioned on 1 March. The signals were used immediately by the 21st Bomber Command. The chain consisted of the following units:

Guam (Cocos)	Unit #336	Double Slave
Saipan	Unit #337	Single Master
Ulithi	Unit #338	Single Master
Guam (Ritidian Point)	Unit #339	Monitor

The station was first operated in large moving vans with personnel being quartered in tents. The first permanent type quarters were quonset huts erected in February 1945. The present signal-power building was erected in 1952. The remainder of the quonsets were eliminated when the station was rehabilitated in 1945. All of the buildings are of concrete block construction. Coast Guard dependents were allowed on Saipan from 1947 until 1953 at which time the station was classified as an isolated duty post. Since November 1966 dependents have again been allowed on Saipan. The Coast Guard built four sets of quarters on the station for the Commanding Officer, Executive Officer, and two enlisted members.

In February 1975 the station was declared non-restricted and all members are allowed to request accompanied tours on Saipan.

Saipan operates as a single master for rate 2L3 and since February 1964 as the monitor for the Yap, Iwo Jima, Marcus triad of the Northwest Pacific Loran-C Chain.

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CHAPTER II

STATION ROUTINE AND ACTIVITIES

A. ORGANIZATION: The Commanding Officer is assisted by a Chief Warrant Officer (Electronics), a Chief Electronics Technician, and an Engineman First Class. The Commanding Officer is wholly responsible for the administration and operation of the unit and for the health and welfare of the crew. The Chief Warrant Officer functions as the Electronic of the crew. The Chief Warrant Officer functions as the Electronic Material Officer and is responsible for the safe and efficient operation of all Loran-A transmitting, Loran-C monitor, and communications equipment. The ETC is the Senior ET. The Engineman First Class is the XPO and responsible for the operation of all machinery, including generators, vehicles, refrigeration units, and also is responsible for all electrical and plumbing work.

B. STATION PERSONNEL ALLOWANCE:

OFFICER: 1 - LTJG Commanding Officer
1 - CW04 (ELC) Electronics Material Officer

ENLISTED: 1 - BM2
1 - EN1
1 - ETC
1 - ET1
1 - SS1
3 - ET2
3 - ET3
1 - SK3
4 - SN/SA
1 - FN/FA

INDIGENOUS: 1 - Cook
1 - Automotive Mechanic

C. BUILDINGS, ASSOCIATED DEPARTMENTS AND THEIR FUNCTIONS:

SIGNAL-POWER BUILDING: This building is a reinforced concrete structure built in 1952. In it are located all electronics equipment, except ham gear. The Loran-A oscillators, timers, and recorders; the Loran-C receivers and recorders; and voice and teletype communications equipment are located in the timer room. A small motor-generator room is adjacent to the transmitter room. The electronics spare parts are located in the transmitter room and storeroom #1.

A photo lab where personnel can process their own film is located in Electronics Storeroom #1. The lobby is located between the loran spaces

and the engineroom, at the main entrance to the building. Within the lobby is a head and a combination refrigerator-sink-oven-range unit. A pool table is also located in this area. Since this is the only reinforced concrete building with a concrete roof, except for the family housing, the crew is billeted in the lobby during typhoon or attack conditions. The engineroom has three 60 KW diesel driven generators. The entire power plant is always in standby condition as power is provided by the Saipan Utilities Agency. The fuel farm is located across the roadway outside the Signal-Power Building. There is a 2500 gallon storage tank and three 280 gallon day tanks for fuel oil. There is also a 4000 gallon potable water tank and pump house for emergency water supply. Water is also provided by the Saipan Utilities Agency.

PAIN T LOCKER: This building is a concrete block structure erected in 1955. All paints and flammable liquids except diesel oil, lube oil, and gasoline are stored in the paint locker. It is equipped with a remotely operated sprinkler system for use in case of fire. There is a 250 gallon underground gasoline storage tank located nearby. This gasoline is used solely for fuel for the station vehicles and lawn machinery.

GARAGE, STOREROOM, AND STATION OFFICE: This building is a concrete block structure erected in 1954. The garage, storeroom, and Station Office each occupy approximately one-third of the building. The station office is presently being enlarged into the storeroom area. The storeroom has an 8' x 8' overhead garage door. Storage shelves are located at one end, while the other end has a work bench and a large open area used for storage and work space. This area is used primarily by the deck force. The garage has a full length overhead garage door, approximately 20' x 8'. All tools and spare parts for the vehicles, lawn machinery, and refrigeration units are stored in cabinets. Welding and plumbing spare parts and tools are also stored here. Outside of the engineroom this is the primary working space for the engineman.

GALLEY-MESS DECK BUILDING: This building is a concrete block structure erected in 1954. The galley is located at the north end of the building with a large outside door opening on the driveway. The dry stores compartment is located within the galley adjacent to the walk-in freeze and chill boxes. There are also two other refrigerators--one for beer and soda and one for night rations. For the preparation of food there is a grill, a deep fat fryer, and a combination oven and range unit. Ample cupboard and counter space is provided for storing utensils and serving meals. The remainder of the building is a large open space used for messing and recreation. The mess deck is adjacent to the galley and the recreation deck at the south end of the building. At the south end of the recreation deck there is a head and a movie locker. Movies are shown nightly and there are plenty of couches and chairs. This building is air conditioned.

BARRACKS BUILDING: This building is a concrete block structure erected in 1954. A passageway runs the entire length of the building along the centerline. At the north end there is a bedroom on either side of the passageway. One of these bedrooms has an adjoining bathroom. Proceeding towards the south end of the building there is a laundry room, a seabag locker, and a cleaning gear locker on the left side and the crew's head and a small movie locker on the right side. The crew's quarters comprises the remainder of the building which is a large open space partitioned by partial bulkheads into eight compartments; each of which is occupied by two men. A rehabilitation project completed in the summer of 1969 enlarged the building, improved the berthing and head facilities and increased the number of rooms to thirteen, one for each man. This building is air conditioned.

STORAGE BUILDING: This building is a reinforced concrete structure erected in 1955. It is a small windowless building set well apart from the other station buildings.

LARGE STORAGE BUILDING: This building is located directly behind the garage and is utilized for vehicle protection and bulk storage.

WATER PROCESSING BUILDING: This building located to the right of the galley contains the unit's water reverse-osmosis water processing unit.

FAMILY HOUSING: The family housing group consists of two single quarters and one duplex. These concrete block buildings were erected in 1966.

STATION GROUNDS: The total station area comprises approximately twenty-six acres of flat sandy soil covered with grass and kept mowed and trimmed. It is a beautiful lawn and is a tremendous asset to the appearance of the station, as well as providing open and clean surroundings. The station is bounded on the east by a paved road and the west by the Philippine Sea. The north and south boundaries are provided by rows of young palm trees. The northeast corner of the station along the highway was acquired in 1965 for the family housing. Located in the southwest corner of the station is a grove of Australian pine trees. Within this grove is a shelter for beach parties, a shower, and a fire-place for cook-outs. The beach opens on a lagoon which is over a hundred yards wide and runs almost the entire length of the island.

CHAPTER III

COMMAND

A. LORAN STATION OPERATIONAL CONTROL: The Commanding Officer, USCG Loran Station Saipan, Mariana Islands is directly responsible to Commander, Coast Guard Section Marianas, Guam, for administrative functions. Commander, Coast Guard Section Far East, Tokyo, Japan exercises technical control over the Loran-C monitor function and Loran-A. Administrative, logistics, transportation, and technical support are also provided by Commander, Coast Guard Section Marianas. Loran-A net control is exercised by Coast Guard Radio Station Guam. Other stations in the Loran-A net are Loran Stations Guam, Yap, and Angaur. Loran-C net control is exercised by Coast Guard Radio Station Kami Seya. Other stations in the Northwest Pacific Loran-C chain are Loran Stations Iwo Jima, Marcus, Hokkaido, Gesashi, Yap, and Loran Monitor Station Kami Seya.

B. SAIPAN ISLAND OPERATIONAL CONTROL: The USCG Loran Station is the only military command on Saipan. Administrative and operational control of the island is vested in the Resident Commissioner for the Government of the Northern Marianas. The office of the High Commissioner of the Trust Territory of the Pacific Islands and Trust Territory Headquarters are also located on Saipan. The GNM furnishes electrical power, fresh water, telephone service, medical treatment, payroll for indigenous workers, and other minor services to the station on a reimbursable basis. Heavy equipment and small contract projects are also furnished from time to time. Some minor supply items are also purchased through the Trust Territory Supply System.

C. COLLATERAL OPERATIONS:

AIDS TO NAVIGATION: The station is responsible for the operation and maintenance of the Tanapag Harbor Range structures and for emergency repairs to the lighted buoys and the light on Managaha Island. There is a fair amount of traffic in the harbor. Discrepancies are usually reported to this command for referral to Commander, Coast Guard Section - Marianas and the responsible tender.

SEARCH AND RESCUE: Search and rescue for this area is the responsibility of the U. S. Navy Guam. Occasionally the Trust Territory requests assistance in the way of communications for phone patching to the Joint Rescue Coordinating Center, Guam, or they have requested that we relay traffic concerning medical evacuations, etc.

LIAISON: The Commanding Officer handles minor liaison matters between the High Commissioner, Trust Territory of the Pacific Islands GNM, and other Coast Guard commands. This unit has always enjoyed cordial relations

with all Trust Territory departments and their employees. The Coast Guard and Trust Territory enjoy mutual support in the matters of communications and transportation.

WEATHER BUREAU: This station is the official Weather Bureau reporting station for Saipan. Routine weather information is provided every six hours, except during heavy weather and then hourly reports are furnished.

CHAPTER IV

LOGISTICS

A. GENERAL: Logistics flights are made approximately every week by USAF C-130.

B. SOURCE OF SUPPLIES:

GENERAL STORES & HOUSEKEEPING SUPPLIES: Standard Navy stocks are procured from the Naval Supply Depot, Guam. Other items are procured through General Services Administration, San Francisco, California and Coast Guard peculiar items are ordered from Coast Guard Base Honolulu.

FUEL: Gasoline and diesel fuel are purchased locally from Mobil Oil Micronesia and delivered via tank truck. Lube oil is requisitioned through Coast Guard Section Marianas for purchase and shipment.

COMMISSARY STORES: All commissary stores and dairy products are purchased from the Naval Supply Depot, Guam, and the Naval Station Commissary Store, Guam, and delivered via USAF aircraft. Bread and miscellaneous items are purchased locally.

ELECTRONIC SPARES: Electronics parts are ordered by the unit through the appropriate source of supply.

C. MAIL: Mail is received via USAF log flights and through the U. S. Post Office on Saipan. Air mail from CONUS normally takes 3 to 7 days.

Fleet Post Office Address

Coast Guard Loran Station
c/o Coast Guard Activities
Code 4, Box 76
FPO San Francisco 96637

Local Address (Preferred)

Coast Guard Loran Station
P. O. Box 337
Saipan, Mariana Islands 96950

D. TRANSPORTATION:

AIRCRAFT: Weekly USAF logistics flights are scheduled to Saipan. In addition Air Micronesia has daily flights between Guam and Saipan. Refer to Chapter V, paragraph K, Transportation to Guam.

VEHICLES: The station is provided with one M715 military type truck and one 6 passenger crewcab pickup truck. These vehicles are used to transport supplies and personnel to and from the airport or harbor.

E. MEDICAL ASSISTANCE: There is no hospital corpsman attached to this unit. Routine medical care is provided by the DR. JOSE TORRES HOSPITAL. The hospital has complete facilities, including X-rays, pharmacy, dental clinic, and operating rooms. The staff includes one accredited American Doctor and several Micronesian Medical Officers educated at the British School of Medicine, Suva, Fiji Islands. Although medical standards are below CONUS standards, all types of major and minor operations have been undertaken successfully, except open heart surgery. In any case personnel can be evacuated to the U. S. Naval Hospital, Guam.

Routine out-patient and emergency care is adequate but all in-patient treatment or any minor surgical procedures are done at the U. S. Naval Hospital in Guam.

COMMISSARY: The commissary is a small store which provides a limited selection of groceries, toiletries, and other necessities. It is located on the main street of the camp. The commissary is open from 0800 to 1800 hours.

ELECTRIC SERVICE: The camp has a power plant which generates electricity. The power is used for lighting, heating, and other camp activities. The power plant is located on the main street of the camp.

MAIL: Mail is received and sent through the U. S. Post Office in Hagatna. All mail is sent to the camp by air. The camp has a post office which is open from 0800 to 1800 hours.

TRANSPORTATION: The camp has a fleet of trucks and vans which are used for transporting personnel and supplies. The vehicles are maintained by the camp's maintenance department.

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CHAPTER V

LOCAL AREA

A. FACILITIES AND SERVICE: The local area has already been discussed with respect to geography, climate, and development of the island and its inhabitants; however, since the Coast Guard has converted this unit to a family station, there are many aspects of local living conditions that will be of interest to dependents of station personnel.

B. HOUSING: The present housing authorized for Coast Guard dependents on Saipan consists of two single family houses and one duplex located on the grounds of the Loran Station. Four more units are authorized, but a construction date has not been set. The present housing is assigned to the Commanding Officer, EMO, and two enlisted personnel who are married. Each of the units is identical and consists of a single floor, typhoon proof, three bedroom house. These houses have two baths, a laundry room, and an attached carport. They are furnished and contain the following appliances: electric range, refrigerator, automatic washing machine, dryer, and upright freezer. Personnel occupying Coast Guard housing are limited to 2000 pounds of household effects. Housing is available in the community. Personnel who must utilize these rental units should be prepared for approximately a one month wait. The homes in the community are small in comparison to CONUS housing. A three bedroom house is very difficult to find. Because of this, it is recommended that personnel with large suites of furniture should only transfer the necessary items (e.g., of a dining room set with hutch or sideboard, there would be only room for the table and chairs). Some rental units are equipped with air conditioners but not all of them and because of the high price of air conditioners on Saipan, it is recommended that personnel bring one just in case, as it is always easy to sell a used air conditioner when one departs Saipan.

C. SHOPPING FACILITIES: The shopping facilities are quite limited and the prices are high. There are several supermarkets with adequate food facilities; however, the prices in these stores are high. It is possible to obtain fresh vegetables directly from the local farmers at reasonable prices. The Station General Mess sells food stuff to dependents. There is a new shopping center that opened in December of 1975. There is a department store with small furniture store, Kentucky Fried Chicken and Payless Super Market with good shopping for groceries.

It is also possible to obtain clothing and various household items on the island, but once again the variety is quite limited and the prices high. Personnel coming to Saipan should anticipate their needs for the entire tour here in the way of clothing and household goods and purchase them before leaving their last duty station. Acquiring these items here can be difficult and expensive. However, there are well stocked commissaries and exchanges on Guam. Their prices are reasonable.

D. SCHOOLING: There is public schooling available on Saipan for all children through the 12th grade. The elementary schools are about on a par with the schools in the United States, but due to the language problem with the native children, the high school is below standards. English is used in all the schools. There are also Catholic schools on the island whose standards are somewhat higher than those of the public schools and the tuition is very reasonable. The Coast Guard pays the cost of tuition for members desiring to have their children attend the Catholic school. The cost is \$40 per child per month. This does not cover the cost of the necessary uniforms. The Catholic school offers grades 1 through 12. The Marianas Community Perschool also offers a kindergarten, classes are for three hours each morning 5 days a week. The cost is \$18 per child per month.

E. MEDICAL FACILITIES: There is a hospital on Saipan capable of out-patient treatment. All serious medical problems and emergencies of a serious nature are referred to the U. S. Naval Hospital, Guam.

There is one dentist practicing on Saipan capable of handling all normal dental problems. The cost is extremely low when compared to stateside prices.

F. AUTOMOBILES: It is desirable for the families residing on Saipan to have private automobile. Private vehicles can be shipped for personnel electing "with dependents" tour. It is possible to purchase an automobile on Guam or Saipan. Usually Japanese made automobiles are very reasonably priced but they do not meet U. S. safety or pollution standards. If they are to be brought back to the U. S. they must have these devices installed prior to registration. Cars sold in Guam do meet U. S. standards but are proportionately more expensive. Owning an automobile on Saipan entails quite a few problems. Several of the roads are quite rough and the salt air causes automobiles to deteriorate quite rapidly. Parts and repair facilities for automobiles, especially American made cars are quite limited. The price of gasoline is comparable to stateside prices. Small cars are much more practical.

G. CLOTHING: The climate of Saipan is tropical with temperatures around 70 to 90 degrees during the day and 60 to 80 degrees at night most of the year. Bring an extra amount of everyday clothing as changes are frequently necessary in the rainy season when the humidity is high. A good raincoat of the folding type is also desirable because of the frequent tropical showers. Children's clothing consists mainly of shorts, tee shirts, and sneakers. At social activities casual wash and wear type sport clothing is acceptable. It is desirable to bring at least one dress suit, for men and several party dresses for the ladies.

The uniform for officers and CPO's is tropical CG blue with either short or long trousers with tropical dress CG blue used for official functions. The dress uniform for enlisted personnel is CG blue for official functions,

and dungarees or dungaree shorts for working. Appropriate civilian clothing is authorized for liberty.

H. BANKING FACILITIES: In Chalan Kanoa there is a branch office of Bank of Hawaii and the Bank of America of Agana, Guam. Each offers normal banking services. These include savings accounts, check cashing facilities, commercial and private checking accounts. There also is a Bank of California and a American Savings Bank.

I. POSTAL FACILITIES: There is a United States Post Office in Chalan Kanoa which offers the services of a Post Office in the states. Mail can be deposited at the loran station. The station makes one mail run per day. There are presently 28 flights a week and the approximate delivery time for air mail from continental United States to Saipan is 3 to 7 days.

J. CHRUCHES: There is a Catholic Church in Chalan Kanoa and a Baptist Mission Church in Susupe. The families of the personnel on the station are welcome at the services of either of these churches.

K. TRANSPORTATION TO GUAM: Twenty-eight scheduled flights a week on Air Micronesia provides transportation between Guam, Rota, and Saipan. The flights take 30 minutes to one hour each way, depending on aircraft type, stops at Rota enroute. The fare is \$57.40 per person, round trip. There is a family plan, if the family travels as a group.

Air Pacific operates a DC-3 between Guam and Saipan 16 times a week. The fare is \$24 full fare, \$18.65 reserved military (including dependents) and \$12.00 military stand-by (including dependents).

L. RECREATIONAL FACILITIES: For an island as small as Saipan the recreational facilities available are fairly extensive. The following is a brief summary of the established facilities available.

GOLF CLUB: There is a golf club (The Whispering Palms Country Club) with a nine hole course and a clubhouse that is available to Coast Guard personnel and their families. Plans are being implemented to increase to 18 holes and build tennis courts, swimming pool, etc.

SWIMMING AND SHELLING: The island abounds with beautiful beaches with excellent swimming and sea shell collecting. The beach off the station is about the nicest of all those on the island and is perfect for year round swimming for adults and children.

BOWLING ALLEY: A nine lane bowling alley is available. The bowling alley has a snack bar and restaurant.

RESTAURANTS AND CLUBS: There are several restaurants on the island. Most of them feature a dance band on Friday and Saturday nights. The food is good and the prices are reasonable.

MOTORCYCLE RENTALS: Motorcycles are very popular on Saipan due to inaccessibility of many areas. Motorcycles and jeeps (Suzuki) are available for sale or rent.

MOVIES: The loran station has a movie every night and there are two theaters downtown.

RADIO AND TELEVISION: There are two radio stations on the island and one station from Guam can also be picked up. Saipan has one television station which broadcasts Tuesday thru Sunday from 6:00 p.m. until approximately 11:30 p.m. Broadcasts are black and white only, but plans are to transmit in color. There is cable TV offering two color channels from 9:00 a.m. to 12:00 midnight with a monthly rental rate of \$14.75.

COCK FIGHTING: The Saipan Cockpit is located in Chalan Kanoa. It is open Sundays and holidays, from 1300 until 2100. Gambling is permitted.

SIGHTSEEING: The north end of the island, called Marpi, offers the following attractions: Japanese Command Post Cave, Banzai Cliff, Suicide Cliff, Bird Island, and the Grotto. Roads leading to these attractions are well marked. The Marpi area has only recently been opened to the public as much World War II ammunition remained in the area. A clearing project was recently completed, but visitors are cautioned not to wander too far from the marked trails and roads and should report all explosives spotted to the Insular Constabulary.

M. HOTEL FACILITIES:

ROYAL TAGA HOTEL: Eighty-two air-conditioned rooms. Each room has a private bath and telephone. Dining room, cocktail lounge, coffee shop, barber and beauty shop, gift shop, fresh water swimming pool, and beach facilities available. Bus service and car rental are available. Room rates: Single \$8 - \$12; Double \$12 - \$15.

HAFA DAI HOTEL: Fifty rooms with resturnat and bar.

CONTINENTAL HOTEL: Two hundred rooms first class hotel with every facility normally available at stateside hotels.

SAIPAN BEACH INTERCONTINENTAL INN: One hundred fifty rooms first class hotel with every facility normally available at stateside hotels.

Many other hotels are presently being constructed or in the planning stages. It is anticipated that 180,000 tourists will visit Saipan yearly starting in 1978.

CHAPTER VI

TRAVEL FROM YOUR DUTY STATION TO SAIPAN

A. EMBARKATION: The embarkation point for personnel and dependents traveling to Saipan is San Francisco, California. Personnel will probably travel from their present duty station to Travis AFB via commercial aircraft or privately owned transportation to connect with a MAC flight which should have been prearranged prior to departure from the present unit. If other travel arrangements have been made, insure that the information is passed to Commander, Coast Guard Section Marianas by official means. If travel arrangements to Guam have not been confirmed prior to arriving in San Francisco, contact the Commanding Officer, Training Center (TRADU), Building 39, Government Island, Alameda, California concerning further transportation and quarters pending departure. For dependents, TRADU should be notified approximately one week prior to arrival, giving full details concerning number of dependents, ages, special requirements and ultimate destination (Saipan), provided transportation has not been arranged previously. This will enable TRADU to arrange for a flight to Guam and the required hotel accommodations to provide minimum delay and the required hotel accommodations to provide minimum delay and inconvenience in San Francisco. Personnel traveling without dependents will be furnished messing and berthing at CG Training Center, Alameda.

B. TRAVEL: Travel from San Francisco to Guam will normally be either by MAC (Military Airlift Command) from Travis Air Force Base or a MAC chartered commercial aircraft. Travel from Guam to Saipan will be via Air Micronesia, for members and dependents.

C. TRAVEL REGULATIONS: The following are a few points of information regarding travel on MAC and MAC chartered commercial aircraft.

Personnel not having the required immunization for the area to which they are traveling will not be allowed to board the aircraft. In some cases these requirements are slightly different from the requirements of the Coast Guard which have been listed elsewhere in this booklet. Before arriving at San Francisco insure that your immunizations meet the current MAC requirements for overseas travel to Guam. This information can be determined from your Coast Guard District medical representative.

The weight allowance for persons traveling on MAC aircraft is 66 pounds per person. There is no provision for paying for excess weight or shipping it as air cargo as there is on civilian airlines. An excess weight allowance can be authorized; however, it must be authorized in writing on the MAC travel request and on your orders. If this authorization is not obtained prior to departure, the excess baggage may be left sitting in the terminal.

Children under 12 years of age must be accompanied by a parent, guardian, or an adult authorized to act on behalf of the parent or guardian. Children under six weeks of age are not permitted to travel on MAC aircraft, unless considered medically sound and so certified by a responsible medical officer.

Expectant mothers are permitted to travel on MAC aircraft providing they are not beyond their 240th day of pregnancy. They must present, prior to boarding the MAC aircraft, a written statement signed by a qualified medical officer stating their fitness for air travel and indicating the duration of the pregnancy.

Members of the military services on active duty shall be in appropriate uniform when traveling on military aircraft.

These regulations are strictly enforced by the Military Airlift Command. Failure to comply with any of them may result in cancellation of the reservation and unnecessary delay in travel.

D. IMMUNIZATION: Persons entering Saipan must have current all of the following immunizations prior to departure from the United States: smallpox, typhoid-paratyphoid, polio virus vaccine, yellow fever, and influenza. With the exception of smallpox and poliomyelities these immunizations are not normally given to children under six months of age. For these immunizations, arrangements will be made on Saipan for them to be given when the child reaches the proper age. It is recommended that immediately upon receipt of orders to Saipan, the Coast Guard Representative at a military or Public Health Service Hospital, or the Coast Guard District Medical Officer be contacted concerning the exact current requirements for immunizations for MAC aircraft travel and residence in Saipan, and arrangements be made for obtaining them. In many cases, several weeks must elapse between successive immunizations, and delay in beginning the immunization program will unnecessarily delay departure for Saipan.

E. PASSPORTS AND VISAS: Neither passports nor visas are required for personnel and dependents traveling under official orders to enter the Trust Territory. However, it is recommended that personnel obtain a passport prior to departure from the United States due to the possibility of foreign travel while stationed in this area. Visas can be obtained from a commercial travel agency on Guam. The most commonly required visas are for Japan, Hong Kong, the Philippine Islands, and Taiwan. Civilians must have passports and visas while servicemen need only leave orders, except for the Philippines, where they too need a passport and visa to visit on leave. A visa, good for entry through a civil port of entry only, must be obtained from Manila.

F. HOUSEHOLD EFFECTS: The housing units on the station will be furnished; however, it will be necessary for each family coming to Saipan to have a

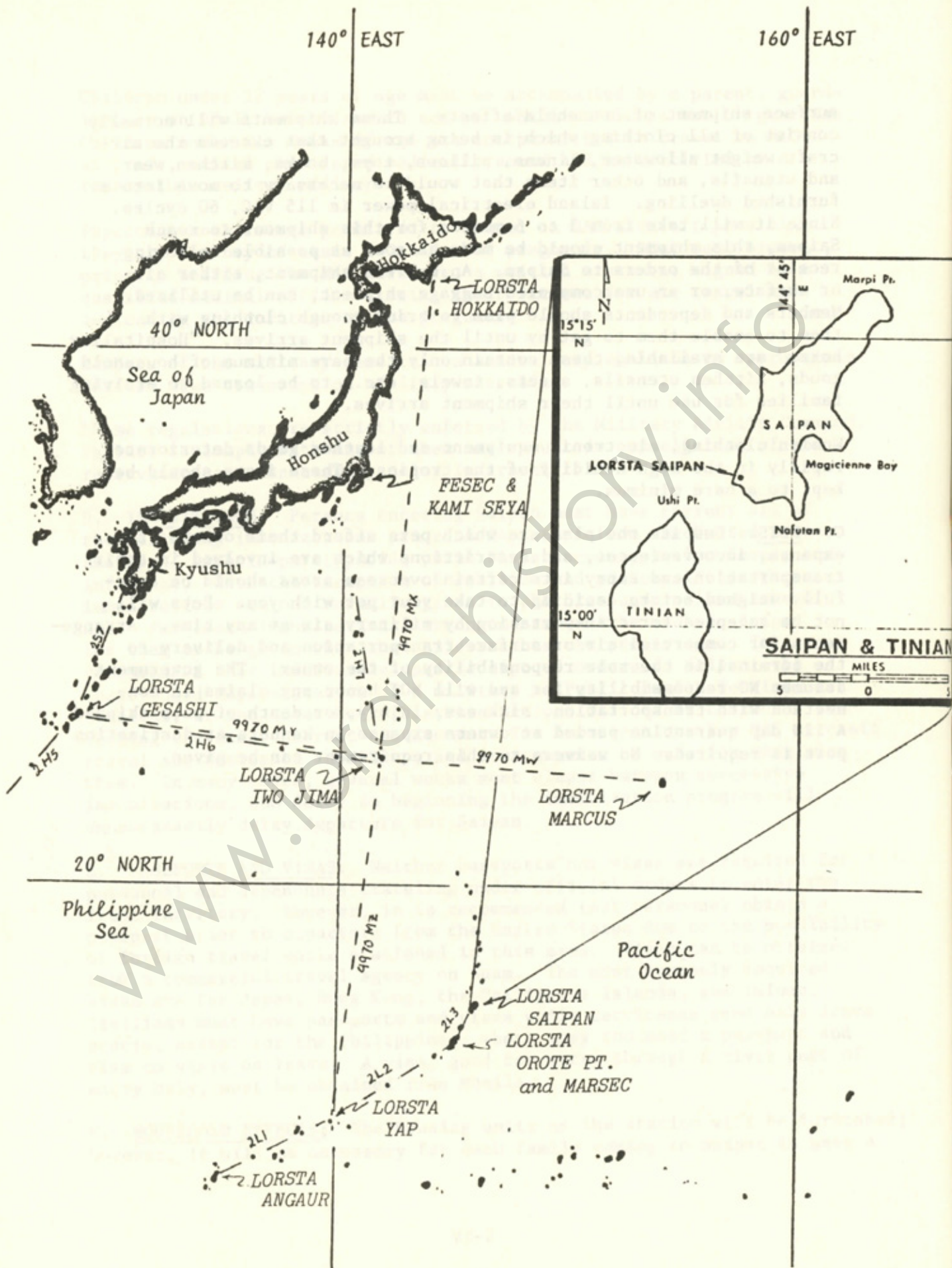
surface shipment of household effects. These shipments will normally consist of all clothing which is being brought that exceeds the aircraft weight allowance, linens, pillows, toys, books, kitchen wear, and utensils, and other items that would be necessary to move into a furnished dwelling. Island electrical power is 115 VAC, 60 cycles. Since it will take from 3 to 6 months for this shipment to reach Saipan, this shipment should be made as soon as possible following receipt of the orders to Saipan. An express shipment, either air or surface, or an unaccompanied baggage shipment, can be utilized. Members and dependents should plan to bring enough clothing with them to enable them to get by until the shipment arrives. "Hospitality boxes" are available, these contain only the bare minimum of household goods, kitchen utensils, sheets, towels, etc., to be loaned to arriving families for use until their shipment arrives.

Woolen clothing, electronic equipment and leather goods deteriorate rapidly in the high humidity of the tropics. These items should be kept to a bare minimum.

G. PETS: Despite the pleasure which pets afford their owners, the expense, inconveniences, and restrictions which are involved in their transportation and entry into certain overseas areas should be carefully weighed before deciding to take your pet with you. Pets will not be accepted for transportation by military air at any time. Arrangements for commercial air or surface transportation and delivery to the terminal is the sole responsibility of the owner. The government assumes NO responsibility for and will NOT honor any claims in connection with transportation, sickness, injury, or death of pets shipped. A 120 day quarantine period at owners expense in kennels at destination port is required. No waivers to this requirement can be given.

140° EAST

160° EAST



40° NORTH

Sea of Japan

Honshu

Kyushu

FESEC & KAMI SEYA

LORSTA GESASHI

LORSTA IWO JIMA

20° NORTH

Philippine Sea

Pacific Ocean

LORSTA MARCUS

LORSTA SAIPAN
LORSTA OROTE PT.
and MARSEC

LORSTA YAP

LORSTA ANGAUR



SAIPAN & TINIAN

MILES

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