



U.S. COAST GUARD

LORAN STATION

TARUMPITAO

**General
Information
Book**

1969

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CHAPTER I

GENERAL INFORMATION

1. Geography and Climate: Palawan, located in the southwestern part of the Philippine Islands, is the fifth largest island of the group. It is about 238 miles long in a Northeast-Southwest direction, and its narrow, sparsely inhabited terrain has a limited amount of level ground. The island, which forms the western boundary of the Sulu Sea, has an area of 4,550 square miles, and a coastline length of 674 miles. The coastline is extremely irregular, being indented by numerous bays and inlets, some of which form fine harbors. The shores, however, are faced by numerous islands, reefs, and shoals which make navigation somewhat difficult. Due to this difficulty, some parts of the west coast of the island have not been thoroughly examined.

The east coast is, for the most part, bordered by a coastal plain, which, although narrow in the north, is 8 to 10 miles wide toward the south end of the island. A large portion of the coastal population lives in this fertile plain to the south.

The west coast of Palawan is extremely mountainous, and in spite of several deep bays to the north, there are no important ports on this side of the island.

Communications and transportation on the island as a whole can only be described as poor. There are a few roads leading north and south from Puerto Princessa, the island's capital, but most of the remainder of the inland traffic is limited to a system of trails. Trade is carried on by inter-island vessels and by small local craft which ply up and down the coast.

Land and sea breezes are prevalent in coastal waters when the prevailing Monsoon is weak. Even when the Monsoon season is fully developed, the winds give way at sundown to land breezes. Thunderstorms are frequent near the land between May and October, and they are often accompanied by severe squalls and heavy rain. Typhoons, fortunately, are unusual on Palawan. Only about seven percent of the more serious typhoons that affect the Philippine Islands are even noticed in this area.

There are two distinct seasons; one dry, in the winter and spring, and the other wet, in the summer and autumn. During the wet season (July, August, and September), the average monthly rainfall exceeds 20 inches. During the dry season (January, February, and March), the average monthly rainfall is less than 1½ inches. The annual rainfall on the west coast of Palawan averages about 120 inches. The climate is hot and humid, and since fog is rare, visibility is usually excellent.

Temperatures are uniformly high, but they seldom exceed 95°F, or fall below 65°F. Maximum temperatures occur in April, May, and June, while the coolest months are December, January, and February. Relative humidity is usually not more than 80 percent with minimum values normally recorded in the month of April.

2. Station History: Prior to the writing of this book, the recorded history of this station was extremely sketchy and of little or no value in compiling this chapter. Fortunately however, the following information was provided by Mr. Dgo T. Chan, Barrio Captain of Malambonga Barrio, Palawan Island. Mr. Chan has been closely associated with the Coast Guard at Tarumpitao Point since 1945 and like so many of the Filipino people, his memory for names and dates is astounding. He remembers the names and initials of every man who has ever served here and can also supply the dates of their tours to within a month's tolerance. For this reason, the following material is considered basically very accurate and is accepted as a welcome addition to this publication:

On 22 June 1945, American Forces landed at Tarumpitao Point on the southwest coast of Palawan Island, Republic of the Philippines, in an LST and established a loran transmitting station which consisted of several large trailers for the loran equipment and tents to shelter the personnel. Two weeks before the American Forces arrived, two companies of the Philippine Army had landed and set up camp on Tarumpitao Point. The local natives, who had been afraid of the Filipino soldiers, greeted and welcomed the Americans and assisted with the unloading of the LST and setting up of the camp. They, in turn, received desperately needed medical treatment.

At that time there were many Japanese in the area who had fled across the mountains when American Forces took Puerto Princesa, the largest city and the capitol of Palawan on the east coast of the island. The Japanese were trying to escape to Borneo, but the dense jungles hindered their retreat and most were unsuccessful. Some were killed by the natives with bolos, spears, and blow guns. Many others died of poisonous fruits, snake bites, and diseases; particularly dysentery. The natives were also of great assistance in capturing many by reporting their whereabouts to the Americans who were conducting joint patrols with the two companies of Filipino soldiers. On one such occasion, they raided an abandoned house where Japanese troops were hiding. According to their estimates, seventy Japanese were killed with only several escaping.

Competition for Japanese souvenirs was very keen. On one occasion, the Commander of the American Forces had a Japanese flag and sword "borrowed" by the Filipino Commander. Being upset by this, the American officer issued an ultimatum that the items were to be returned within one hour. The Philippine Officer refused, and an old fashioned Donnybrook nearly ensued. A number of the Philippine soldiers were in sympathy with the Americans, and the Philippine Officer was finally convinced to return the sword and flag. The Philippine Forces left soon after the Japanese surrender.

By March 1946, the loran station tents were replaced by quonset huts with plywood flooring. Having no air strip, mail was air dropped and air lifted. The station was supplied by ship every two or three months, and was paid only when the paymaster decided to make the trip.

Eventually, the station acquired an LCVP. One day, the commanding officer and eight men decided to take a boat ride, and left the station around 1300. Shortly thereafter, the boat developed rudder trouble, and they were caught in the path of a tropical storm. They remained in the boat that afternoon and night, but the following morning, in spite of orders to the contrary, three of the crewmen decided to take their chances on swimming to shore. An air search was initiated when the boat failed to return, and after five days of searching, the plane discovered the LCVP on a reef past the Island of Malapakun which is approximately twenty miles north of the station. The plane picked up the remaining crew members and flew them to the hospital at Subic Bay where they spent ten days recovering from the effects of exposure. Of the three men who decided to swim for it, one was lost and presumed drowned. The other two swam for ten hours before reaching shore where some natives discovered them completely exhausted, naked, and severely sunburned. Giving them some clothing and what comfort was available, a Mr. Pagayona then hired some natives to return the men to the station. The trip took two days of steady walking, and after its completion, the two lived on tea for two days due to their extreme dehydration.

Later in the year, a Navy PBM, with seventeen persons aboard, attempted to land at the station. The pilot was unfamiliar with the waters and attempted to land the plane on the reef which extends out from the point several hundred yards. Fortunately, there were no casualties, but the plane was a total loss, having its bottom completely ripped out. The plane remained on the reef for about six months until constant wave action washed it into deep water.

By 1947 weekly logistics flights were scheduled for the station. As only water landings were possible, weather was a prime factor. A sixteen foot boat was used to unload the aircraft, and numerous flights were cancelled because of adverse weather and sea conditions.

A PBY, landing at the station in 1948, lost part of its tail and one engine. A second plane came from Sangley with replacement parts, and both plane crews remained over night. During the night an escapee from the Iwahig Penal Colony entered the station and proceeded to steal the wallets from the sleeping men. He also stole the commanding officer's pistol and several miscellaneous articles, but the thefts were not discovered until the next morning. The plane crews suspected the local natives of the crime and posted a reward of 120 pesos for the capture of the thief. Word of the theft and reward was passed to the natives, and two days later the man was captured and returned to the station. He then led members of the crew to the place where he had disposed of the wallets, and they were recovered. The man was held at the station for several days until a plane was sent to return him to the Penal Colony.

One day in 1950 the station noticed a band of Borneo pirates heading for a near beach. The station was virtually defenseless, but the crew hastily erected an old fifty caliber machine gun barrel on top of the water tower. From a distance it appeared to be the real thing, and the pirates quickly reconsidered any ideas they had about the station and quietly departed.

In the latter part of 1950, the station was completely rebuilt. The loran trailers were replaced with quonset buildings, the existing quonsets with plywood flooring were removed and replaced by new ones with concrete decks. New antenna poles were erected and sidewalks were constructed. The station then consisted of eight quonset buildings; Loran, Power, CO's quarters, Barracks #1 and #2, Garage-shop, Recreation hall, and Galley-Mess.

At about the same time as the 1950 rebuilding of the station, another plane, a PBV, crashed while landing. It had to be picked up by the CGC IRONWOOD and taken to Sangley Point for repairs.

In 1951, the Coast Guard built an airstrip on Punta Baja which is about three miles northeast of the station. It is an excellent strip constructed at such an angle that it has favorable prevailing winds nearly all year-round. Transportation between the station and the strip, however, was very difficult. It was necessary to wait for low tide to drive across a creek and high tide to cross the Malambonga River, and the fact that there is only one high and one low tide in each twenty-four hour period didn't help matters at all. To cross the river the truck was loaded on a barge constructed of oil drums and powered by an outboard motor. A later version of the barge had two side paddle wheels which took power from the front wheels of the truck.

On 6 December 1951, an R4D with an Admiral and inspecting party aboard landed at the Punta Baja strip and due to a malfunction of the brakes the plane went out of control. The right wing struck a trailer and was torn off. The trailer was overturned, and one native boy, caught underneath, was killed. One member of the station crew, a second class electronics technician was seriously injured and was evacuated to Sangley Point for hospitalization.

On 13 December, seventeen Nationalist Chinese fishermen from Formosa, who had been shipwrecked on a reef about 100 miles northwest of the station, arrived on a raft constructed from empty oil drums. Sangley Point was advised and that same afternoon a Navy aircraft arrived and transported them to Manila for interrogation.

In the late summer of 1954, a survey was conducted by Captain Alexander to determine the feasibility of constructing a bridge across the Malambonga River to simplify the transportation problem to Punta Baja airstrip. Not finding any suitable location for a bridge, he recommended construction of an airstrip closer to the station. Two months later a large force of CB's and Filipinos with heavy equipment arrived; and in six weeks time, they carved the Tarumpitao Point airstrip out of dense jungle. The strip is 3500 feet in length and 150 feet wide and was completed in November 1954.

Early in 1957, a second complete rebuilding of the station was commenced. All the quonset huts were torn down and the present cement block buildings were constructed. The buildings at that time had wooden "A" frame roofs, but otherwise, they were basically as they are today and as described in chapter three. The M&R personnel and all the materials used were transported by the CGC KUKUI.

Even though the station is located in an isolated area, past emergencies have called for the station to be as prepared for the unexpected as a SAR unit in a populous area. In late 1967 two incidents pointed this out clearly.

The first was the crash of DC-3 immediately after take off from the station airstrip. The plane belonged to the Adecor Company, which operates a logging camp adjacent to the station. Engine failure occurred on takeoff and the plane was ditched in the water about three fourths of a mile from the station. The fifteen people aboard escaped with minor injuries thanks to the quick action of the station personnel and those of the Adecor Company in getting their boats on scene.

Two months later alert action was again required when a small banca boat was spotted overturned off the shore of the station. CG-16957 was immediately launched. By the time the overturned boat was reached, three small children had drowned. Attempts at mouth to mouth resuscitation were made but to no avail. The parents were rescued and returned with the three bodies to the station.

More recently, a typhoon passed directly over the station bringing with it 80 knot winds. Although only minor damage occurred at the station, twenty five families were left homeless in the nearby village. Food and shelter were provided at the station for these unfortunates until they were able to begin rebuilding their homes.

CHAPTER II

STATION ORGANIZATION AND ADMINISTRATION

1. Command Staff: The commanding officer is assisted by one chief petty officer who functions as executive officer of the station and supervises the daily routine. In addition to medical duties, an HMI acts as yeoman and storekeeper. However, almost all petty officers get valuable experience in handling clerical work for their departments from time to time. The station office is located in the center of the Administration Building which also houses the commanding officer's quarters, storeroom, and DC shop.

2. Station Personnel Allowance:

a. Officer: 1 - LTJG/ENS - Commanding Officer

b. Enlisted:

1 - BMC
1 - EN1
1 - ET1
1 - CS1
1 - HMI
1 - RM2
1 - ET2
2 - ET3
1 - EN3
3 - SN/SA
1 - FN/FA

15 - TOTAL

3. Buildings, Associated Departments, and their functions: The station consists of three main buildings: (a) the galley-barracks, (b) administration, and (c) signal-power building. 200 acres are leased from the Philippine government and this property extends approximately 1 mile in all directions from the tip of the point.

a. Galley-Barracks Building: The barracks building is constructed of cinder block with a prestressed concrete, typhoon proof, roof. This building is the social center as well as living quarters for the executive officer and crew. An individual room is provided each man with adequate locker and book shelf space to store his personal belongings. The rooms are also provided with desks for studying and letter writing. The executive officer and corpsman have somewhat larger rooms at the end of the building, and the corpsman's room adjoins the station's sick bay. The front part of the building contains the galley, mess deck, and recreation room. The galley spaces, including issue room, walk in freezer, walk in reefer, two reach in reefers, electric range, and electric grill contain more than adequate equipment and space to provide the good meals which are a factor in isolated duty morale. The assigned commissaryman is assisted by two Filipino mess cooks who are hired by station personnel. Meals are served family style in the spacious mess deck area.

b. Signal-Power Building: The signal-power building is divided into three sections: Engineering, Communications, and Loran. The engineering section contains four UD-9 diesel generators and main power switchboard. Two generators are in operation at all times to provide power for loran transmitting and station load, respectively, and the remaining two generators remain in standby status. The after portion of the engine room serves as a storage area and a somewhat noisy office for the station's engineering personnel.

Single side band voice transmission, utilizing one 1000 watt transmitter, is the primary means of communication with Coast Guard Secondary Radio Station, Sangley Point and with all other loran stations in the Philippine Chain. One high frequency transmitter is maintained for CW communications and is also used for an aircraft radiobeacon. Phones located throughout the station are sound powered and activated by hand cranked bell system.

The loran area is the "heart" of loran station operation. All major electronic loran units and their associated control, test and repair equipments are located here. All equipment in this room, is in duplicate; one unit in operation, and the other maintained in immediate standby status. The loran transmitters, timers, and recorders are located in this area. They deliver 160,000 watts peak pulse power to the 119' loran transmitting tower located just north of the building. A 60' vertical antenna receives signals from the slave station at Talampulan located approximately 285 miles north of Tarumpitao Point.

c. Administration Building: The administration building not only houses the station offices; but also the DC ship, storeroom, paint locker and the commanding officer's quarters. The DC shop is fully equipped with the large power and hand tools necessary for repairs and maintenance and the smaller tools suitable for hobby use. All station repairs are effected from this area. The storeroom is used mainly for storage of cleaning supplies, and recreation gear, but it also serves as a temporary location for incoming requisitioned gear. The station office contains the usual publications, directives, and files along with the service and health records of all station personnel. It also houses the station's armory and serves as the administration center for classified material and the unit's small canteen. The commanding officer's quarters are the nicest in the Philippine Chain. They contain a living room, kitchenette, two bedrooms, and a three quarter bath. There is also a large screened porch on which he can relax in his spare time.

4. Station Routine:

a. Daily routine:

Sunrise	Secure standing lights
0545	Call Commissaryman
0700	Reveille
0715	Breakfast
0800	Morning colors, quarters for muster, turn to
1000	Coffee break
1015	Turn to
1130	Secure for dinner
1200	Dinner
1300	Quarters, drills, turn to
1430	Coffee break
1445	Turn to
1600	Secure for the day
1615	Supper
Sunset	Colors, turn on standing lights and secure buildings
1900	Movie call
2200	Lights out and silence in berthing quarters

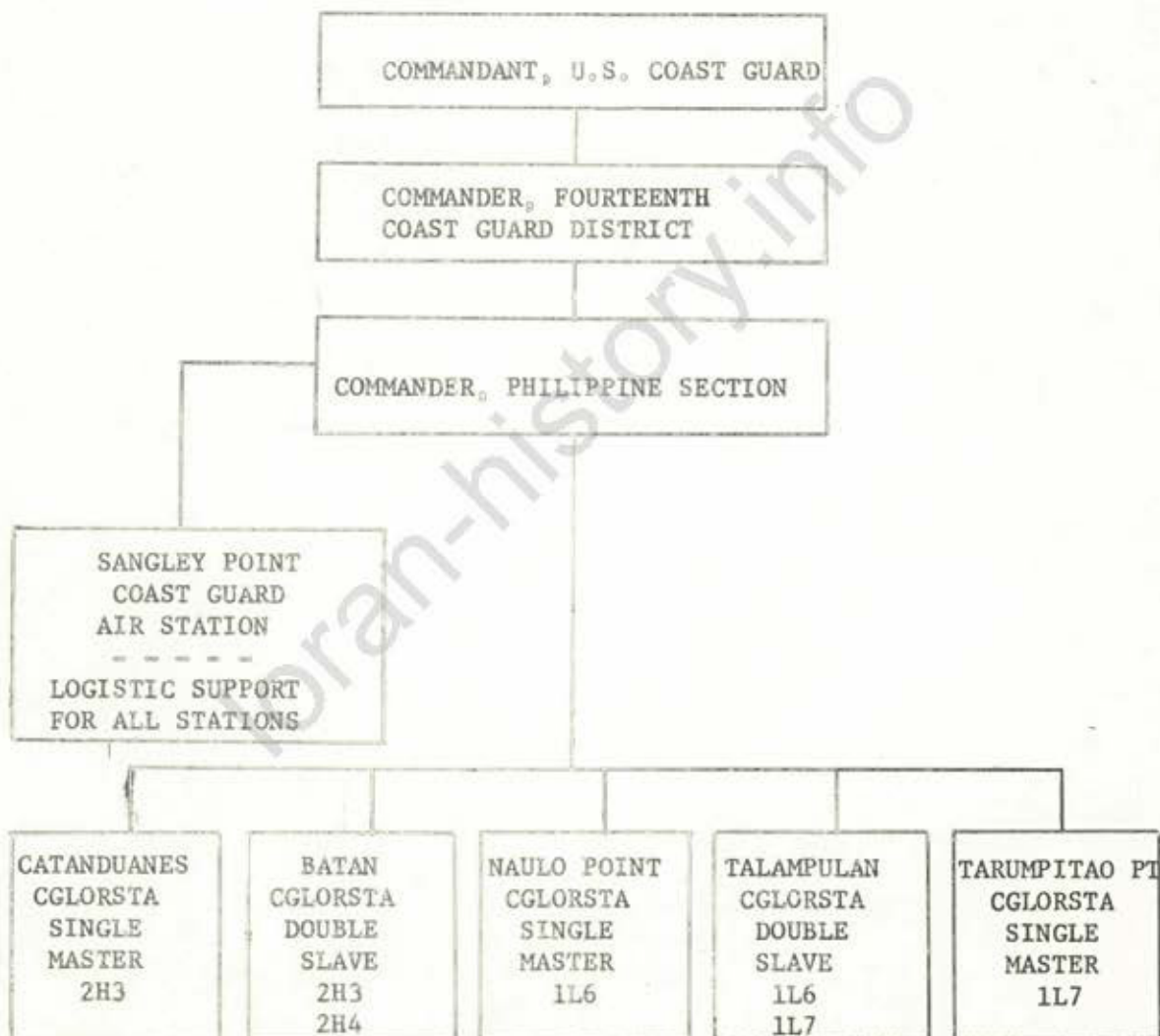
b. Saturday, Sunday, and Holiday Routine:

Sunrise	Secure standing lights
0800	Morning colors
0800	Commence brunch
1100	Secure brunch
1615	Supper
Sunset	Colors, turn on standing lights and secure buildings
1900	Movie call
2200	Lights out and silence in berthing quarters

CHAPTER III

COMMAND RELATIONSHIP

1. Loran Station Operational Control: The commanding officer, Tarumpitao Coast Guard Loran Transmitting Station is directly responsible to Commander, Philippine Section, Sangley Point, R. P. for both administrative functions and station operations. The following diagram will illustrate the complete command of the Philippine Section.



CHAPTER IV

LOGISTICS

1. General: Supplies are normally delivered to the station via Coast Guard aircraft on weekly flights from Sangley Point, R. P. Heavy, non-priority supplies are delivered via the USCGC KUKUI on yearly trips to all the loran stations in the Philippines.

2. Supply:

A. General Stores and Housekeeping Supplies: Standard Navy stock items are procured from Sangley Point, R. P.; Naval Supply Center, Pearl Harbor, Honolulu, Hawaii; Naval Supply Center, Oakland, California; or General Services Administration, San Francisco, California. Coast Guard peculiar items are ordered from the Coast Guard Supply Depot, Honolulu, Hawaii or from the Supply Center, Alameda, California.

B. Fuel: Gasoline and diesel fuel oil are brought to the station on the yearly visits of the USCGC KUKUI. The station has nine 4,250 gallon fuel tanks which contain enough fuel to maintain the station for one year.

C. Commissary Stores: All commissary stores are purchased from the commissary at the Naval Station, Sangley Point, R. P., or from the Philippine economy. A majority of the items are flown to the station on the weekly logistics flights and heavy dry stores are brought on the yearly visit of the USCGC KUKUI.

D. Electronic Spares: All electronic spare parts are ordered through Commander, Philippine Section and designated to either Navy Supply Depot, Subic Bay, R. P.; Coast Guard Supply Depot, Honolulu, Hawaii; Coast Guard Supply Center, Alameda, California; or Coast Guard Supply Center, Brooklyn, New York.

3. Mail: Mail arrives and leaves Tarumpitao Point via the weekly logistics flights. Parcel post, and registered mail are handled through the station's canteen services.

4. Transportation:

A. Aircraft: The only flights scheduled for Tarumpitao Point are the weekly logistics flights from Sangley Point CGAS. Occasionally private aircraft land at the station for purposes of surveying the local area for natural resources. Tarumpitao's grass field is the best of the two usable airstrips on the west coast of Palawan Island.

B. Vehicles: The station is provided with two M-37, 4X4 trucks, one Massey Ferguson tractor, used for mowing the airstrips and two $\frac{1}{4}$ ton trailers.

C. Boats: The station has one 16 foot speedboat powered by a 40 HP outboard motor, and a 14 ft Boston Whaler powered by a 20 HP motor.

5. Medical Assistance: A hospital corpsman first class, is assigned to the station and has at his disposal a well equipped office and sick bay. As the station has the only medical facility within thirty miles, the corpsman ministers to local natives as well as to station personnel. He may treat as many as 150 patients in the course of a month. Occasionally natives with serious ailments must be flown to the hospital in Manila or Puerto Princesa. In these cases messages are sent to COMNAVPHIL who assists in arranging the MEDEVACS.

loran-history.info

CHAPTER V

LOCAL AREA

1. Indigenous Peoples of the Area: The following is a description of the living habits of the people in the area of Tarumpitao Point, written by Mrs. Alyandra Hurtado Tabi, teacher of Malambonga community school, Quezon, Palawan, R. P. No changes have been made to her text, (even to punctuation) because it is felt that her straight-forward, simple description gives a colorful account of the peoples of Palawan and provides a clearer insight to their ways of life.

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THE CUSTOMS AND TRADITIONS OF THE PEOPLE OF MALAMBONGA, QUEZON, PALAWAN

The people of Malambonga are composed of three distinct tribes - the Christians, who live along the coast and some in the interior, the Moros who live along the coast and the mountain people who live in the interior.

There is no difference about the living condition of the Christians with that of the American people. They have gone to school and learned everything, so there is no need to mention.

I would like to talk about the Moros and the mountain people.

The Moros are called Islams because they worship Islam. The mountain people are called Palawanos because they are considered the natives of Palawan and worship Anito - The God of the Wilderness.

The Islams and the Palawanos have the same custom in marriage. Before the ceremony, they ask a dowry. Only, the Islams give a bigger dowry than the Palawanos. While the Islams let their children marry at the right age, the Palawanos let their children marry as soon as they reach the age of 12. Dowry is a means of income to parents. When they found out that either one of the couple flirts with someone, the parents will find a way to break the couple. They submit the case to a jury formed by their elder people. When one is found guilty, he or she is penalized in the form of money. Again, here is another income. The heavier the crime is, the bigger the penalty. So, they are careful about their behavior. Again, when one elopes with another, it will be tried by the jury. Both party will be penalized and the sum goes to the complainant.

No-touch system to the women is another custom. When the girls reach the age of adolescence, even a slight touch to any part of the body will be a crime. The girl complains to the jury and the guilty is punished and penalized. There goes another income to the parents.

According to them, girls should stay at home when they marry. So, the Moros and Palawanos have no incentive to send their children to school. They are satisfied of what they are and do not want their daughters to improve although there are few Islams who are glad to send their children while still young. There are reasons to why they do not send their children to school. To mention some: (1) due to poverty; (2) due to the far distance of the school to their homes; (3) due to lack of clothing; (4) due to shortage of food and (5) some male teachers take advantage to the girls, so parents are afraid.

The Islams bathe their dead and bury in their family cemetery. The Palawanos bury theirs without cleaning or ceremony in the forest. While the Islams celebrate the death's anniversary, the Palawanos don't. The belongings of the dead goes to the grave among the Islams. The Palawanos hang them among the trees near the grave.

When there is a celebration, they call it fiesta. All the members of the Islam tribe are present. During the feast, they prepared many kinds of native cakes. The above-average Islam family, they butcher a cow or a goat. This is a means of a get-together. They talk any kind of topic which is acceptable to all of them. When it is over, they go home with some left-over bundled and given by the host.

The Palawanos hold a get-together party once a year to worship their god. This always occurs after the harvest. They prepared their tabad, a native wine, and placed it in an earthen jar with a cover. A straw is inserted and everybody drinks from it. While the drinking ceremony is in progress, they sing their ballad and dance around a fire. They drink, dance and sing until the next morning. Everybody must enjoy so their god will give them a bountiful crop next year.

The Islams and the Palawanos use crude tools and equipment for farming. They practice the Kaingm system. This system is illegal and has been prohibited by the government. Yet, the people continue doing it because they do not have other means of livelihood. Besides, our government lacks field overseers to stop them. The people clear a small portion of land and plant rice, and rootcrops. Some of them fence with weak materials. Thus, wild pigs and other four-footed animals enter and destroy their plants. What is left, they harvest. They pound their rice in a wooden mortar with a pestle.

After the harvest, the people stay at home idle and talk about the village. There is always the smoking spree and "chewing buyo." The latter is a mixture of beetle nut, a wild and bitter leaf and a little lime. When it is chewed, the sap becomes red.

When they have no food, they go out and hunt wild pigs. Others go to the mountains and gather almaciga, rattan and bee's wax. They bring down these forest products to the business men and barter it for rice, sugar, salt, clothing and other things they need at home. Sometimes, they loan more than what they can pay back. When this happens, they mortgage anything they own.

The Islams and the Palawanos lack home sanitation and hygiene. In school, the children learn about cleanliness and food preparation. But they do not put into practice what they know. The older people are encouraged to put up toilets and drainage but they don't mind. The teachers visit their homes and give them a hint about cleanliness. They just say yes and show their willingness to make one, but afterwards, they forget. It is worthwhile to mention about their custom of bowel movement. They prefer to move their daily bowel in the river because they could wash after the movement. They say that the toilet is not good.

Some of them submit to medical treatment if there is a doctor. But there is still the quack doctor among the tribe. The quack doctor uses onions, garlic and ginger with a mixture of lime for treatment. It usually starts with a prayer calling their god among the Palawanos. The quack doctor is called Bal-lian.

The Islams do not abandon their homes when a member dies. They stay while the Palawanos transfer to another place or village if a member of the family dies.

In the mountains, the Palawanos would not allow themselves to go near a stranger because they believe that they might catch the disease or sickness of the stranger. There is a limited distance between the house and the stranger. They might catch cold too.

The Islams build their houses with one window or none at all and a door. To the Palawanos, they build their houses too. But in general, there are no walls.

There are still some Palawanos who wear the G-string, but when they come down to the village, they wear pants, among the men. The women just wear patadiong - a big piece of cloth wrap around their bodies up to the armpit.

I am not living with the people but I have observed and heard some of the things mentioned so my knowledge is quite limited. This is all what I know and I must end here.

Prepared by:

Mrs. Alyandra Hurtado Tabi
Teacher of Malambonga
Community School
Quezon, Palawan, R. P.

2. Housekeeping: Four local boys are hired by the crew to perform some of the housekeeping chores around the station. Laundry, messcooking, and housecleaning are their primary jobs. Each crewmember contributes a certain amount each month toward a salary fixed by the commanding officer.
3. Pay: Personnel are paid monthly by the pilots of the logistics aircraft. Payment is in American currency, and conversion to Philippine pesos is made through canteen facilities.
4. Water: Tarumpitao Point is fortunate in that it is one of the few isolated loran stations in the Fourteenth District which draws its water supply from a well, rather than a water catchment system. Consequently, even in the dry season, there is always ample water for that refreshing shower after a hard day's work or afternoon's recreation. Water is taken from the well through the pump house where it is automatically chlorinated to between 0.5 to 1.0 parts per million, and then it is stored in the three 10,000 gallon tanks mentioned earlier. The somewhat bitter taste of the chlorine in the water is removed by special filters installed on the drinking fountains and the galley water taps. Hot water for the station is provided in sufficient quantities by a combination of solar and electric heaters installed on the barracks roof.
5. Pests: Due to the tropical climate of the area, animal life abounds to an extent that it would be impossible to list all types. Some of the pests which survive near the station are: centipedes, scorpions, land crabs, mosquitos, sand flies, and cobras. Wild parrots and cockatoos can sometimes be seen at night flying through the trees making quite a racket.
6. Station Bar: In 1967 a new bar was constructed on the station by station personnel. It is said to be the nicest in the Philippine Section. Cold beer and soda are dispensed here. The honor system is used in charging for the drinks and bills are paid at the end of the month.
7. Pets: At present the station has five monkeys and four dogs. Occasionally pigs, ravens, cockatoos, and other species join these and all provide many hours of entertainment.
8. 48's: Once a month each man may be granted a 48 hour liberty period. During these times many of the station personnel journey to Puerto Princesa, the capitol city of Palawan, for some R&R. To arrive there it is necessary to make a 3 to 4 hour jaunt by palm boat and then a 4 to 5 hour trip by Jeep. Puerto Princesa is a city of about 8,000 people and is very hospitable to Coast Guardsmen.

CHAPTER VI

1. Recreation: Isolated duty always has its lonely hours, but for the most part, boredom fights a losing battle to the numerous recreational facilities available at Tarumpitao Point. Recreation on either a group or individual basis is a major part of daily life, and the station is well equipped to meet most all tastes and needs.

A. Recreation Room: The station's "Rec Deck" is the center of the unit's more sedentary recreational activities. Available here are a pool table, darts, cards, and assorted games. For simple relaxation, an excellent assortment of books, magazines, and newspapers are provided, and music enthusiasts can listen to almost anything from "Beethoven" to the "Beatles" on either the station's tape recorder or Hi-Fi.

B. Athletics Court: A tennis/basketball court just seaward of the station's barracks is the scene of many heated team endeavors. Organized basketball, badminton, volleyball, and tennis matches take place here, and almost all hands become vigorous competitors.

C. Grass Sports: For those who are inclined toward more energetic sports, the station's large lawns are excellent fields for football, baseball, and soccer games. The unit's version of rag football is as rough and tumble a game as is played anywhere. Archery is also available to anyone who likes to try his hand with the bow and arrow.

D. Culinary Arts: Outdoor cookouts are very popular at the station, and the tropic nights are thoroughly appreciated in this respect. The barbecue pit and picnic tables are located next to the bar. Amateur chefs are also given an opportunity to please or displease the crew from time to time with their favorite dishes. In tribute to this the station boasts that "no one has died yet."

E. Water Activities: The station is surrounded on three sides by crystal clear water and sandy beaches, so quite naturally, water sports are very popular. The unit's 16 foot and 14 foot speedboats are the key to excellent water skiing, fishing, or sightseeing jaunts. Beautiful coral reefs not far away attract the skin diving enthusiasts, and body surfing at its best is available on the beaches just south of the station.

F. Hobbies: A year's tour of isolated duty is one of the best opportunities a man ever has to work on a hobby, and the station is well equipped to help these hobbies along. Woodworking, photography, and leather craft have been quite popular with some crew members, but by far the collecting of sea shells and native workmanship receives the most attention. Some particularly valuable shells are only found in this part of the world, so a hobby of this type might turn out to be profitable as well as interesting.

G. Movies: At the close of each day the station's personnel to a man look forward to the evening's movie. Full length motion pictures or television reprints are provided from NMPX Sangley Point in sufficient quantity to allow a movie each night.

