



COAST GUARD

Loran Station **UPOLU POINT**



KAMEHAMEHA I



General Information Book

HAWAII

THE "BIG ISLAND"

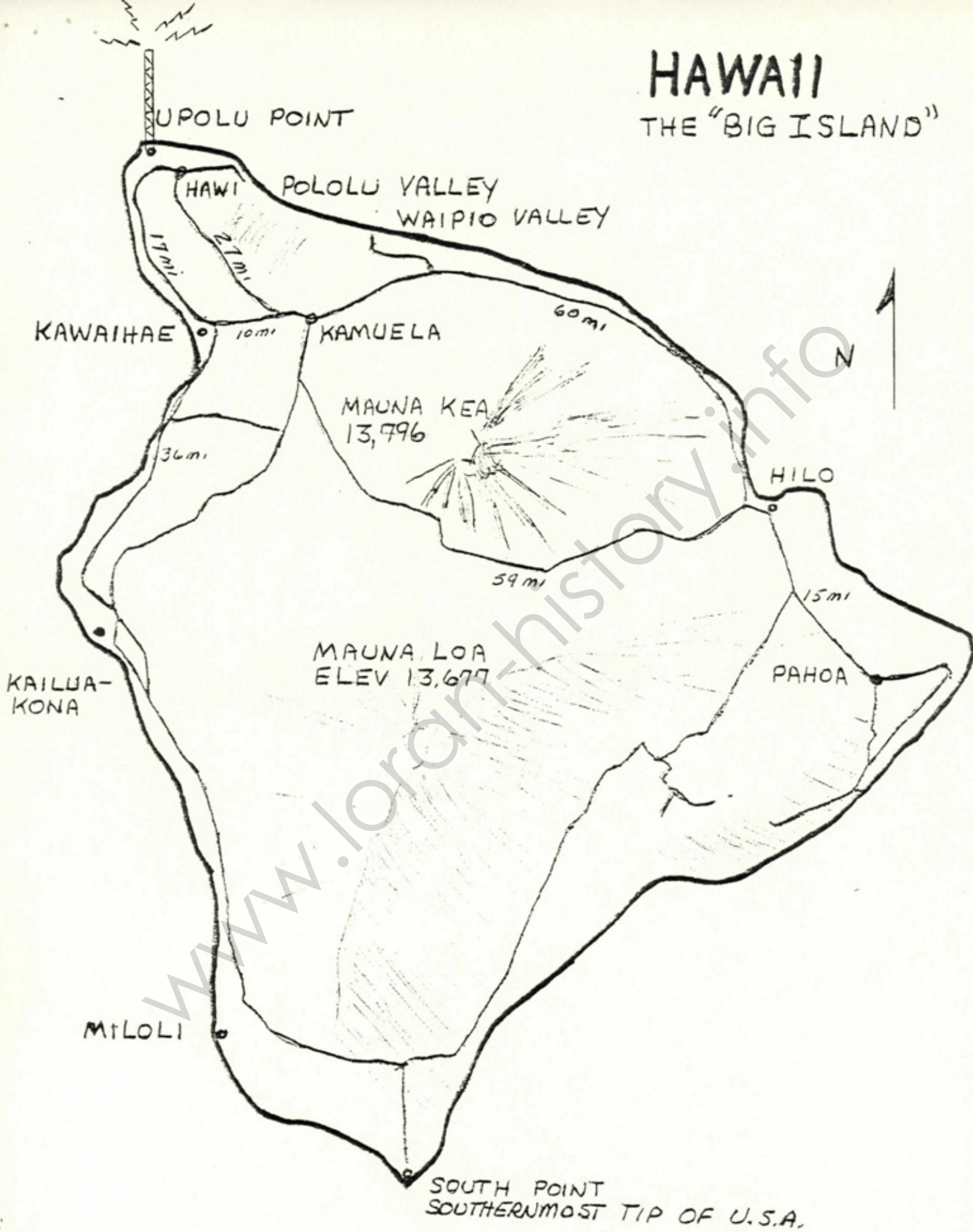


TABLE OF CONTENTS

CHAPTER I

Station History

CHAPTER II

Station Today - General Description

CHAPTER III

Station Routine and Activities

CHAPTER IV

Military Aspects

CHAPTER V

Logistics

CHAPTER VI

Local Area

CHAPTER VII

Recreation and Morale

CHAPTER VIII

Accommodations

CHAPTER IX

Helpful Hints

CHAPTER I

STATION HISTORY

Loran Transmitting Station Hawaii was originally built in June of 1944 by a Navy Construction Battalion and consisted of seven quonset huts on about twenty acres of land at 20°15' North latitude, 155°54' West longitude. It is located at Upolu Point, District of North Kohala, Island of Hawaii, and is near the small town of Hawi.

It was designed to transmit Loran A pulses as a slave station, and was paired with LORSTA MOLOKAI on rate 2L4. The station was built when Loran was still in the developmental stage and has seen Loran A progress from its early and unreliable beginnings to the fully automatic, 99.9% reliable aid to navigation that it is today. With the addition of Loran C in 1961, this station has acquired one of the most advanced methods of electronic position fixing known. Yet the station and its equipment continues to change, to progress; for this is the measure of our technological advancement, and a vital link in the chain of our national security.

Installation of the original Loran A transmitters was completed in August of 1944, and the station became operational in January 1945 as a unit of the 14th Naval District.

In August 1947 new and better equipment, UE-1 Timers and TDP-1 transmitters, replaced the original gear. Two years later work commenced on permanent buildings to house the men and equipment. Most of the quonsets were abandoned and removed when the permanent buildings were completed in March 1951. Between June and November of the same year, new water and telephone lines were run in from nearby Kokoiki. Water comes from the Hawaii County Board of Water Supply in pipes that run well back into the rainy Kohala Mountains. The Hawaiian Telephone Company installed and maintains the telephone lines and equipment linking the station to the International Bell System.

A water purification system and storage tanks, drainage ditches, paved roadways between buildings, a new antenna ground system, and a new water distribution system were completed in the fall of 1951.

Once again, newer and more modern equipment, the TEH transmitters, were installed and became operational in November 1951. Loran A continued to progress towards greater accuracy and reliability. In November 1953, almost before the bugs were worked out of the TEH, the new T-325/FPN transmitters replaced them, and CU-277/URT antenna couplers were installed. In May 1954, T-138 amplifiers boosted the output of the Loran A pulse to a powerful 1,000,000 watts; and in the laboratories electronic engineers in research began to talk about a new concept....Loran C.

But it would be another seven years before this system would become operational in the Central Pacific, and meanwhile Loran A continued to grow and advance.

On June 2, 1955 the station shifted to commercial power from Hilo Electric Company, and the diesel generators were relegated to a stand-by status. That was a welcome change for station personnel. No more generator watches, and far less maintenance. In August the 280' steel transmitting tower was erected for Loran A, and the coverage area increased as a result. AN/FPN-30 timers, the latest development, replaced the obsolete UE-1 in November of 1955, and once more Loran A became more reliable to the user. The AN/FPA-2 replaced the old UM Switchgear providing more continuous service and less off air time.

Then, in August of 1960, construction began on the combined Loran A and C station that exists today. About 80 acres of land were acquired, bringing the total to nearly 100 acres, to accommodate the skyscraping 625' steel tower and the massive ground system necessary for Loran C transmissions. The contract for the construction went to Fisher and Walsh Company of Honolulu at an approximate cost of \$1,300,000. All existing buildings and equipment, with the exception of the Loran A signal building were removed and a totally new station constructed on the site. The buildings are of sturdy concrete block with prestressed concrete beams and ceilings, and concrete slab floors. They are designed to be typhoon and earthquake proof and to last for many years with a minimum of maintenance.

Loran C timers and transmitters built by the Sperry Company were airlifted to Hawaii and installed in January 1961. This station transmitted the first Loran C signals in the Central Pacific. On 2 February the AN/FPA-3A Switchgear for Loran A was installed, and rate 2L4 became a semi-automatic, Type III operation. In March 1961, LORSTA MOLOKAI was decommissioned, and rate 2L5 was made operational, with LORSTA HAWAII the master, LORSTA KAUAI as a double secondary.

The new station was completed on 2 June 1961, and officially became an "A-C" station at 0000Z, 6 June 1961. The station personnel allowance was raised to 1 officer and 24 men and the task of making a home out of new buildings and raw-cut earth began. Landscaping is an endless job, and 100 acres are a lot to cover with grass and shrubs and trees. Drainage, dust, and mud problems had to be met and licked with varying degrees of success. The six buildings and four duplex family units include the most modern facilities for comfortable living and good operational capabilities.

In the spring of 1964 Group Hilo was disestablished and this station's aids to navigation responsibilities were expanded to include the entire Island of Hawaii. Two men were added to the personnel allowance. The functions that the old Group Hilo office performed as COTP Representa-

tive were also transferred to LORSTA HAWAII.

On 6 June 1971, Loran Station Hawaii celebrated its 10th anniversary as an "A-C" station. During this period, the electronic equipment has been continually improved and upgraded. The remainder of the station had remained relatively unchanged during this time period; however, since that time, many improvements and changes have been programmed or completed.

In October 1972, an improved electrical switching gear was installed for incoming shore power. At this same time a load bank was installed for testing the main engines under a load.

On 1 April 1972, the station's name was officially changed to Loran Transmitting Station Upolu (Oo-po-loo) Point. This change was made to eliminate the confusion between the names LORSTA HAWAII and LORSTA KAUAI.

In June 1972, Loran Station Upolu Point became the first Coast Guard unit in the Pacific to have a sewage treatment plant operational. The unit was manufactured by Topco, Salem, Ohio at a cost of \$17,000, with installation costs running another \$20,000. The plant is self-contained and will treat up to 7,000 gallons of sewage per day.

The first week of August 1975 saw the installation of modernized fully digital, integrated circuit timing and pulse handling equipment for Loran C. Later in that same year the Loran A timers were replaced with similar equipment bringing an end to vacuum tube timing equipment at Upolu Point.

A Precise Time-Time Interval rack was installed in the Loran C timer room in May 1976 providing the station with the capability to compare 1 pulse per second outputs of the Cesium Beam Frequency Standards. A directly traceable reference to the U. S. Naval Observatory was thus provided.

July 1, 1976 saw the reduction of the crew manning level to ten men and a CWO as Commanding Officer, both of which was made possible by the equipment installations almost a year preceeding.

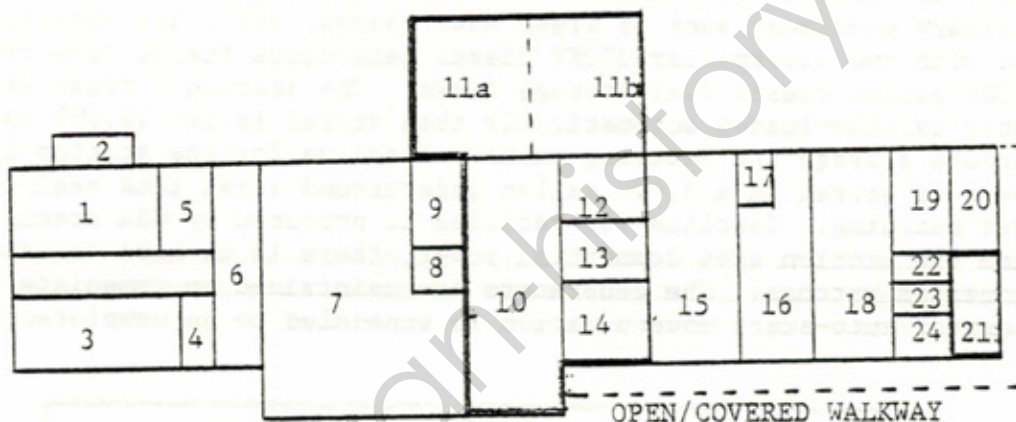
During the month of August, 1977, the Coast Guard's birthday was marked in a highly unusual manner. Two female Electronics Technicians reported aboard for permanent duty --- the first ever assigned to overseas loran duty.

CHAPTER II

THE STATION TODAY - A GENERAL DESCRIPTION

The station presently consists of six buildings and four duplex family units. The buildings are rectangular one story cinder block structures featuring prestressed concrete beams and poured concrete decks. The family units will be more fully described in a later chapter. The six buildings are as follows: Administration Building, Barracks, Power Building, Loran A Signal Building, Loran C Signal Building and Loran C Transmitter Building.

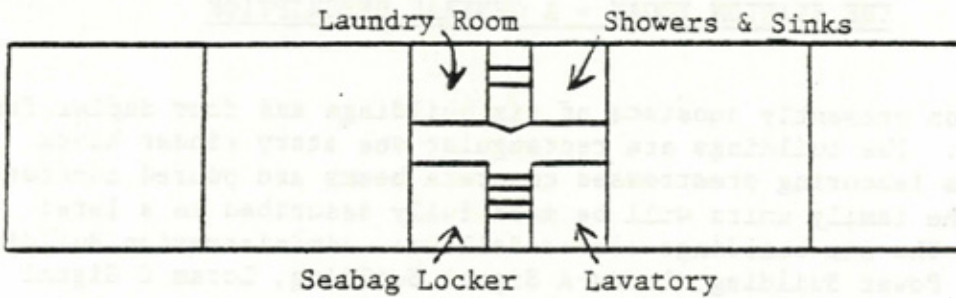
Administration Building: This building is no longer used but is shown for information purposes.



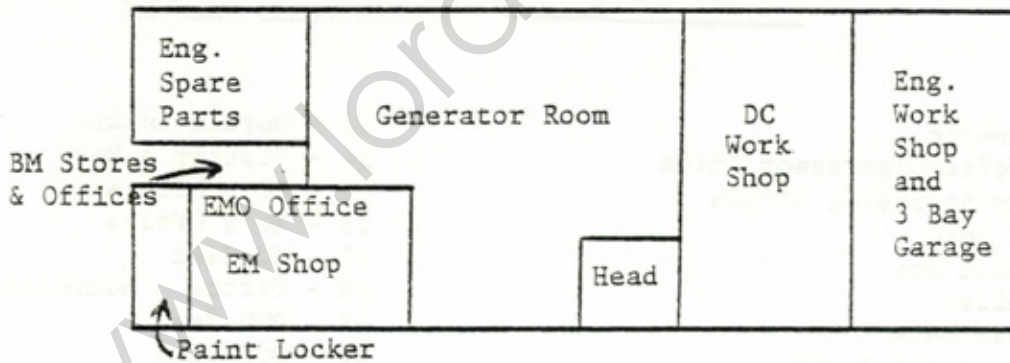
- | | |
|-----------------------------|------------------------------|
| 1 - Freezer | 13 - Morale Locker |
| 2 - Reefer Compressor Units | 14 - Visitor's Head |
| 3 - Dry Stores/CS Office | 15 - CO's Office |
| 4 - CS Head | 16 - XO's Office |
| 5 - Chill Box | 17 - CO Head |
| 6 - Galley | 18 - Office - Administration |
| 7 - Mess Deck | 19 - OOD Head |
| 8 - Projector Booth | 20 - OOD Qtrs |
| 9 - Dry Stores Storage | 21 - Ham Shack |
| 10 - Ping Pong Room | 22 - Office Head |
| 11a - Pool Room | 23 - Armory |
| 11b - Bar | 24 - Stationery Locker |
| 12 - Storage Room | |

NOTE: Outlined areas have been reactivated and are in use.

Barracks Building: This building is no longer used but is shown for information.

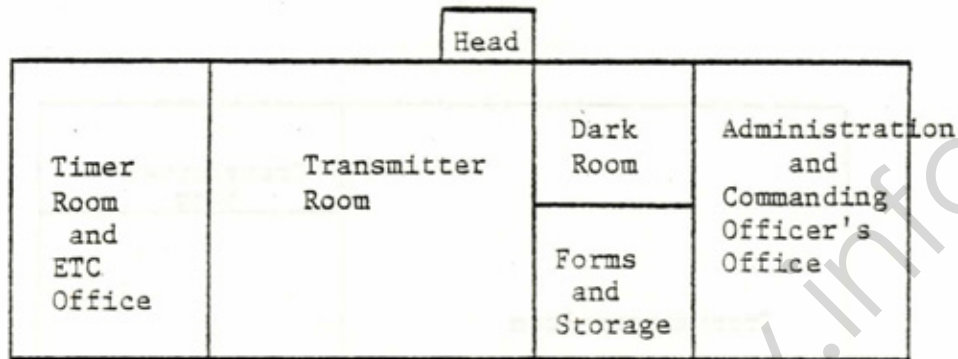


Power Building: This building contains engineering storeroom, BM Stores and office, paint locker and EM shop on one end and a three bay garage and DC shop on the other end. The center compartment is the heart of the station's emergency power supply. Two transformers for power, an electric switchboard and distribution panel and various auxiliary equipment such as fresh water pumps, etc., are installed here with two caterpillar 300KW diesel generators fueled from two 10,000 gallon diesel fuel storage tanks. The station's fresh water supply is chlorinated automatically then stored in two 10,000 gallon concrete storage and settling tanks. Gasoline for the station lawn-mowers is stored in a 3,000 gallon underground steel tank near the power building. Gasoline for vehicles is procured by GSA credit cards. Since the station uses commercial power, there is no need to stand engineroom watches. The generators are maintained on immediate standby. Generator auto-start modernization is scheduled to be completed during FY 1978.

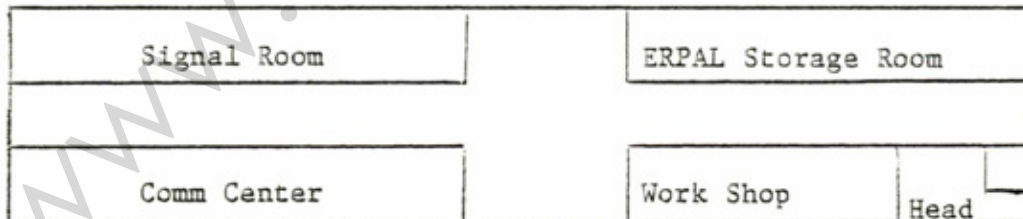


Loran A Signal Building: This is the only structure left from the pre 1961 station. Rectangular in shape, one end houses the Loran A Timers (FPN-30) and the ESU's. The next compartment contains the Amplifiers (T-138) and the Transmitters (T-325A). Auxiliary units such as SWR bridges, isolation transformers and the like are installed adjacent to their applicable major unit. All equipment is installed in duplicate; one operating, the other on immediate standby. This being

an LARE Master Station, no live watches are stood. Loran Station Kauai is our paired Secondary station.

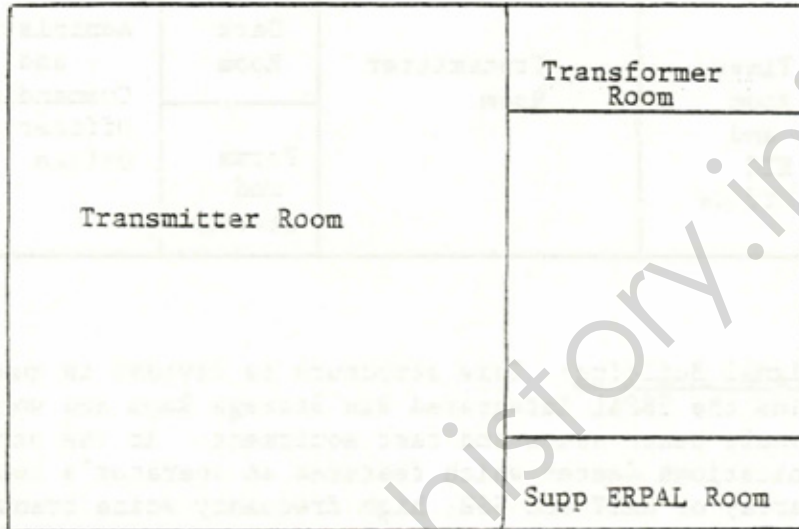


Loran C Signal Building: This structure is divided in quarters. One end contains the ERPAL Integrated Bin Storage Room and work shop which provides ample bench space and test equipment. At the other end is the Communications Center which features an operator's console and a complete array of RATT and SSB, high frequency voice transmitting and receiving equipment. Adjacent to the Communications Center is the Loran C Signal Room. It is completely shielded with copper. An isolation transformer insures the absence of contaminating electrical or RF interference in this room. Air conditioning equipment maintains a constant 70° temperature. The CAQI-5061A Cesium oscillators produce a pure and highly accurate 100KC Signal as a timing standard. Again, all equipment is in duplicate.



Loran C Transmitter Building: This contains duplicate power supplies, transmitters and an antenna coupler for the Loran C equipment. It is located at the base of the 625 foot Loran C antenna and is normally unmanned. The transmitters operate at 400 kilowatts peak pulse power as the XRAY secondary on rate 4990. Loran Station Johnston Island is the

master station while LORSTA FRENCH FRIGATE SHOALS is the system area monitor, and LORSTA KURE ISLAND is the YANKEE secondary.



CHAPTER III

STATION ROUTINE AND ACTIVITIES

The mission of the station is as follows:

Transmit Loran A and C pulsed on rates 2L5M and 4990 in synchronization with Loran Stations Kauai and Johnston Island respectively.

Emergency servicing as is within the capability of the unit must be performed on the various 24 unmanned navigation aids located about the island.

Perform such duties as are required from time to time as COTP Representative. This normally involves ammunition offloading or unloading supervisions and the initiation of vessel movement reports in Kawaihae Harbor and Hilo Bay, harbor checks and law enforcement harbor observations.

Maintain a communications guard on such frequencies as are necessary to the execution of the mission.

Maintain a continuous state of readiness and training as required by regulations.

Make periodic surface weather observations and furnish observations to the U. S. Weather Bureau.

Maintain all equipment, property, buildings, and grounds assigned.

Maintain the files, records, blueprints, publications and reports necessary to the execution of this mission and the effective administration of the personnel and material assigned.

Station Personnel Allowance:

Officers:	1 - CW04/ELC			Total:	1
Enlisted:	1 - ETC	1 - MK1	3 - ET3		
	1 - ET1	2 - ET2	1 - FN		
		1 - DC2		Total:	10

The daily routine of the station is governed by the requirements of the mission and service customs. It provides for sufficient available manhours to accomplish the maintenance and operational requirements necessary to the efficient discharge of the mission. The standard plan of the day is as follows:

0745	Liberty expires for all hands.
0755	Quarters for muster.
0800	Morning colors, turn to.
1000	Coffee Break
1015	Turn to
1130 - 1215	Noon meal.
1230	Drills or instructions, turn to.
1415	Coffee Break
1430	Turn to
1600	Liberty granted
Sunset	Evening colors

Plan of the day for weekends and holidays:

0745	Liberty expires for duty section.
0800	Morning colors, liberty granted to liberty section.
Sunset	Evening colors

Departmental Organization: The station is divided into two departments; Engineering and Operations. Each department is headed by the senior man in the department, who is directly responsible to the Executive Petty Officer for the accomplishment of his department's tasks. Departmental coordination is affected at the department head level, through the Executive Petty Officer. Quarterly and weekly work lists and project assignments are employed to assure the assignment and completion of all necessary and desirable work and projects. Reports to higher authorities are originated by the department head concerned and reviewed by the Commanding Officer.

Watchstanders are drawn from all departments. The station watch sections provide for maximum granting of liberty while maintaining the necessary watches and duty personnel on board.

CHAPTER IV

MILITARY ASPECTS

Chain of Command: Upolu Point Loran Station is a unit of the 14th Coast Guard District. The Commanding Officer, USCG Loran Transmitting Station (A-C) Upolu Point is directly responsible to the District Commander for both administrative performance and operational functions of the command.

Communications: This station guards 4050KHZ at night and 9630KHZ during the day for Loran C single sideband working nets. The net controller designates the frequency to be used depending on that frequency's performance for the time of day. Net control over all CCGD14 unit frequencies is exercised by NMO, the district primary radio station. However, the Loran C system monitor or master station shares Loran C net control with NMO.

Nearby Commands: There are several other military commands on the island, only one of which is Coast Guard. No active formal liaison is maintained with the non-Coast Guard facilities. The other activities are:

USCGC CAPE SMALL (WPB 95300), Hilo (District Unit)

Kilauea Military Camp, Volcano, Joint Forces

Pohakuloa Training Area, Pohakuloa (USARHAW)

U. S. Naval Electronics Facility, Hilo (USNR)

U. S. Air Force Detachment, Hilo (USAF)

Hawaii National Guard, Hilo (USARHAW)

Collateral Operations: This station provides assistance to other military commands or local groups and individuals only as the District Commander may direct or as is required due to emergencies, natural disasters and distress incidents.

Search and Rescue: Since only one Coast Guard floating unit is assigned to this island, this station often becomes involved in SAR activity. The CGC CAPE SMALL can quickly arrive on scene in cases occurring in the Hilo vicinity. However, the Kona Coast (west side of Hawaii) sees a large volume of small boat traffic. The 95 footer must cruise over 70 miles to reach the north end of the Kona Coast and over 100 miles to reach the south end. For this reason the station has always maintained a close relationship with the Coast Guard

Auxiliary. This volunteer organization is well organized on the Kona Coast and can usually be counted upon to provide assistance in that area. This unit participates to the extent that it is in a position to coordinate separate rescue activities and keep the Rescue Coordination Center in Honolulu informed.

COTP: This unit serves as Captain of the Port Representative on the Island of Hawaii for COTP Honolulu. This involves the supervision of ammunition off-loading or on-loading in Kawaihae, oil pollution investigations, law enforcement boardings, harbor checks and in some instances vessel inspections.

www.loran-history.info

CHAPTER V

LOGISTICS

Sources of Supply: This station obtains supplies through the MILSTRIP system from Coast Guard supply sources, Department of Defense and General Services Administration stocking points. Commercial purchases are accomplished through local and district purchase orders.

Transportation: Supplies are brought to the Big Island by U. S. Mail, commercial airlines, Coast Guard aircraft and barge service from Honolulu.

Mail: U. S. mail is picked up and delivered daily except Sundays and holidays at the Post Office located in Hawi, five miles from the station. All usual mail facilities are available through the Post Office.

Medical Assistance: Medical care for active duty personnel is provided by contracts issued to the USPHS Physician at the Kohala Dispensary and at the Kohala Hospital. Additional care is also contracted through Lucy Hendriques Medical Center in Kamuela, about 25 miles from the station. Extreme or untreatable cases are referred to the Public Health Hospital or Tripler Army Hospital on Oahu.

Dental care for active duty personnel is obtained through a contract dentist in Hilo.

Dependents medical care is handled solely by individual participation in the CHAMPUS Program. Personnel under orders should become thoroughly familiar with this program and should consider a supplemental insurance plan if their needs so require.

CHAPTER VI

LOCAL AREA

Location: The North Kohala District of the Island of Hawaii has a population of about 4,000. It is multi-racial, English speaking, and quite friendly. Historically, it is the oldest area of the island and played a key role in all of the early Hawaiian history. Kamehameha, a great Hawaiian ruler was born within two miles of the station, and the station itself was the site of an early Hawaiian village. Cattle ranches border the area; the largest of which is the famous Parker Ranch.

Customs and Traditions: The local people represent nearly every racial extraction or combination that can be found anywhere in Hawaii, including Hawaiian, Filipino, Chinese, Japanese, Portuguese, Scotch, English, and German in varying quantities and combinations. While the English language is predominant, other languages are frequently spoken, including some of the rare pure Hawaiian. The traditions of the oriental races are maintained to some extent through their religious groups, and Hawaiian customs are far more authentic here than in Waikiki. But, significantly, the mixture of all the various customs and traditions has produced a positively American society that blends well, and provides for good community activity and unity. The relationship between the station and the community is excellent and men and their families are welcome in all community activities. Churches of nearly all faiths are available in the immediate area, and they welcome the participation of station personnel.

Local Contacts: The Kohala Lion's Club traditionally invites station personnel to join its group, and the invitation has been accepted for a number of years. The Kohala Athletic Association sponsors softball, basketball, and other sports, in their seasons, for both adults and children.

Shopping Hints: The only military commissary available is at Kilauea Military Camp, 135 miles away. Limited hardware, grocery and department store items are available nearby at high prices. A shopping center in Kamuela, 21 miles away offers a supermarket, drug and variety store. Most automotive, hardware, and department store items, must be procured from Hilo, 90 miles southeast of the station, or through mail orders. A cost of living allowance helps relieve the high cost of gasoline and other commercially procured items for a family. An automobile is a necessity. Kailua Kona, about 45 miles south of the station, also provides shopping and, to some extent, night life. It is a tourist area; as might be expected, some prices are rather high. Kona does, however, provide a pleasant change from the "country" atmosphere of the North end of the Island.

CHAPTER VII

RECREATION AND MORALE

Station: The station provides limited sports equipment and recreational facilities. A recreation court is located between the old barracks and the signal buildings. It is a concrete court and is marked off for tennis, basketball, volley ball. Equipment includes basketballs, foot-falls, volleyballs, nets, tennis rackets, a complete softball set, pool table, ping pong table, foot ball table, fishing rods and reels, diving equipment, radio, stereo, and television. TV reception is reasonably good on four color channels. The signals are received from the Island of Maui, 26 miles across the channel from the station.

Local Area: The local area encourages sport participation through the Kohala Athletic Association. Station personnel normally field a station team in the basketball and volleyball leagues.

Island Wide: The island of Hawaii provides a large variety of sight-seeing activities, including an active volcano, ancient Hawaiian villages, and unparalleled mountain and valley scenery. There are also numerous resorts, facilities for sport fishing and good bird and animal hunting areas. The area abounds in quail, pheasant, dove, pig, sheep and goat.

Climate: The island climate ranges from the very dry (less than 20" of rain per year) to the very wet (more than 100" of rain per year); from snow on the mountain tops, to year around swimming at the beaches. The station temperature averages between 70 and 80 degrees but there are wide variations in temperatures, rainfall, and weather on the various parts of the island. A one hour auto trip from a cold, mountainous and humid area to a near-desert dry area can be taken at any time of the year.

Beaches: The nearest beach is just South of Kawaihae, about 17 miles from the station. The shoreline near the station is comprised of lava rock and will not produce a good swimming beach for several centuries. There are many other beaches including one of black sand, one of green sand and several other scenic areas near the station. A cove adjacent to the station is suitable for swimming for GOOD swimmers.

Entertainment: Dancing and entertainment are available throughout the island. Even in relatively "back woods" country areas the many private parties usually feature a small combo made up of the guests. For the best entertainment, tourist towns feature the island's best.

Boating: The waters to the west of the Kohala and Kona Coasts offer some of the best game fishing in the world. Boat ramps are available at 5 and 15 miles from the station and afford free and safe launch sites. The rocky coast line offers excellent fishing and diving. Local people put to sea in crafts from 12 feet to the larger pleasure crafts. The wind and sea can be very dangerous and the larger crafts are the best choice.

Diving: The coast line along the station offers very good diving and snorkeling for the intermediate to advanced swimmer. The sea abounds in numerous species of tropical fish, coral, shell fish and excellent underwater scenery.

Fishing: Fishing is outstanding and is a very relaxing pasttime. One can walk less than 200 feet from Quarters and "wet a line". Numerous species can be taken on medium spinning rigs or Hawaiian "sails". The fish which inhabit the local waters are too numerous to mention but range from giant Marlin to small, 4" pan fish. Most local fish provide good sport and excellent eating.

Gardening: Numerous crew members and their families plant medium size garden plots in their back yards. The soil and climate support nearly every type of crop year round. This pasttime is not only enjoyable but somewhat offsets the cost of groceries.

CHAPTER VIII

ACCOMMODATIONS

Housing General: There are public quarters for seven families on the station. The CO's and XPO's quarters are normally assigned specifically while other quarters are assigned on a waiting list basis. Other families find housing in the nearby town of Hawi. Civilian housing rentals are reasonably priced, and while most of the houses are fairly old, they are adequate and meet the standards required.

Bachelor Enlisted Quarters: A four bedroom house similar to those provided for married personnel is utilized as a bachelor enlisted quarters. When the station is at the authorized complement this provides the four single personnel on the station with housing providing each his own bedroom. Linen, cooking and eating utensils, TV, and stereo are provided in the BEQ. The BEQ is furnished the same as the family quarters.

Station Housing: The family quarters provided are houses constructed of cinder block with poured concrete floors covered by attractive vinyl tile. They were built in 1961 and are among the nicest living quarters in Kohala. The one car garage has ample cabinet space and a work bench in the back. It opens on a spacious lanai which is ideal as a playroom for children and for entertaining large groups of people. A sliding glass door leads from the lanai into the living room. The living room picture window looks out on the channel between Hawaii and Maui. On a clear day you can see Maui, Lanai, and Kahoolawe Islands. This room opens directly into the dining room. A lunch counter separates the dining room from the kitchen. The kitchen has more than enough utility room. Here again there is ample cabinet space. The washer, dryer, hot water heater and a deep basin sink are installed here. From the living room a hallway leads past another access to the utility room, a small bedroom, the large bathroom (twin washbasins), a large bedroom and the master bedroom which has its own bathroom. The utility room also opens onto a poured concrete patio as outlined on the sketched floor plan. The houses are completely furnished. Tenants must furnish their own TV, radios, record players, wall decorations, linens, and other personal household items.

Schools: The State of Hawaii provides public schools for kindergarten through 12th grade. The schools and facilities are adequate. Bus transportation is provided for station children daily. A private school, 22 miles from the station, is available for grades 7 - 12. However, the tuition cost is quite high. There are no other parochial schools in the area.

Transportation: Commercial air transportation is available between islands. There is limited public transportation within the island. Ar-

rival to LORSTA Upolu Point from Honolulu should be via Upolu Airport on Royal Hawaiian Air Service. This may be slightly more expensive but it is much quicker and much more convenient. Direct flights to and from the mainland also arrive and depart Hilo and Kona on a daily basis. (Kona flights are via Honolulu.)

Supplies and Food: There is no commissary available near the station. All food is purchased from the local economy. A limited PX is available at the Kilauea Military Camp. All personnel draw cost of living allowance to defray the cost of living, especially food. Single personnel draw both COLA and subsistence and provide their own food. The BEQ is adequately furnished with modern reefers and freezers to allow each single member to store an abundant supply of food.

Climate and Clothing: The climate is basically tropical and heavy winter clothing is definitely not required. Light sweaters are often desirable at night for outdoors activities and blankets are a welcome item at times. Rain clothes are a necessity at times. The public schools do not require children to wear shoes until the 7th grade.

Typical civilian attire is the "Aloha" shirt for men and the "Muu Muu" for women. These traditionally Hawaiian clothes are comfortable, cool and accepted attire for all informal occasions throughout the islands.

CHAPTER IX

HELPFUL HINTS

There are several topics which could be addressed in other sections of this booklet, however, they are grouped under this general chapter for convenience. These thoughts have been provided by the families presently living on board. We all hope that the information provided will be useful and will help your transition go a bit smoother.

Recreation: Practically the only sport which is not prevalent on the Big Island is snow skiing. At times, during severe winters, the higher mountains do have adequate snow to support this pasttime but they are void of such conveniences as access roads, lifts and nearby civilization.

Camping, hiking, hunting and fishing are very good on all islands. Detailed information can be obtained by writing to:

Division of State Parks
P. O. Box 621
Honolulu, Hawaii 96809

Simply ask them for the exact information you desire and you will find they are quite helpful, factual and that they provide an outstanding packet of information.

Shopping and Prices: In general, prices for food, clothing and supplies are a great deal higher than on the mainland. Because of this COLA is provided to offset the increased costs. It is strongly suggested that you (married personnel) bring along a good freezer for your tour of duty. True, a freezer takes up a lot of your weight allowance for HHG, but it is nearly the best thing you can have here. A suitable freezer will allow you to play the sales in Hilo and to purchase bulk quantities. Beef can be purchased by the quarter, half, whole or "on the hoof". The latter offers good, island range fed beef at a cost of about 55-65 cents a pound at today's (1977-78) prices.

The good fishing also affords the opportunity of stocking up the freezer with low cost seafoods. For the non-fisherman, there are numerous local fish markets which offer reduced prices for bulk purchases.

Transportation: Getting to the station can either be trying and difficult or fun and easy. It can be boring, while cramped in a large jet, or it can be a sightseeing delight while on a small aircraft.

In the past, most families flew directly to Hilo or to Hilo/Kona via Honolulu. In these instances they had to be met by their sponsor and driven back to the station.

The drive from Kona isn't too bad but a 90 mile drive over less than "good" roads, after a long flight from the mainland, can be a bit trying especially if you are travelling with small children.

The best way to get to the station is to fly to Honolulu and transfer to Royal Hawaiian Air Service Commuter Airline. This line offers numerous flights to Upolu Point daily and their service is outstanding. They offer courteous and personal services and will probably include a brief sightseeing venture on your trip. All flights are conducted on twin-engine Cessna 402 aircraft and can accommodate 8 or 9 passengers. This is an enjoyable, scenic and easy way to get to within 2 miles of the station. Be sure to try to get advanced reservations---at times they are a bit busy---and be sure to let your Transportation Officer know about the flights. It's actually cheaper in the long run.

Accommodations: If you must remain overnight in Honolulu, your best bet is the Hale Koa Military Hotel. This facility is new, modern, well-equipped and offers first-rate accommodations at a good price. It is for military personnel and dependents only. Advanced reservations are strongly recommended and can be made by telephone (808-955-0555).

Once you arrive here you will either move directly into Quarters or you will rate TLA for a period of time. Local hotels are a bit "rustic" but relatively modern hotels are available in Kamuela and Kona.

Jobs for Dependents: A lot of wives desire to work, either full or part-time, as a matter of choice or to increase the family income. This is a tough situation in this area. The North Kohala area is generally, somewhat depressed with regards to the job market. Most local jobs are pounced upon by the local people since the work force far exceeds the available jobs.

Most wives are content to remain at home and utilize all the facilities and pasttimes the area has to offer.

Schools: Although the local public schools are adequate, the more studious and advanced student may well benefit from a supplemental program of home study.

Household Goods and Autos: Be sure, when you ship your HHG's here that it is well packed. Stay on the movers to get this accomplished. It's a long way over here and your goods will receive a lot of handling. Be sure that all papers indicate that the shipment is going to the Big Island --- HAWAII. You would be surprised to find out how many people think "HAWAII" is only Oahu and Honolulu. Ship your goods to UPOLU POINT, HAWI, HAWAII, HI. If you insist on this, your effects won't get "lost".

You should also be sure to repeatedly indicate that your car is being shipped to the Big Island via HILO, not going to Honolulu. Autos repeatedly

wind up "lost" on a dock in Honolulu with everyone trying to locate it. Be sure to get a copy of the GBL for your car and insist on a fair inspection prior to shipment. Be sure to retain and bring along all of your paperwork.

Daily Living: Because of the tropical climate, most families eat rather lightly with a lot of emphasis on BBQ'ed meals. A portable BBQ is practically indispensable. Be sure to bring along lots of plastic type food storage containers with you. Everything lasts much longer when kept in air-tight containers.

The station provides a "Hospitality Kit" for use until your HHG's arrive. The kit is well equipped and will tide you over nicely during your transition.

As usual, it is a good idea to bring along some extra cash to live on until your pay straightens out. The district pay personnel do an outstanding job but it often takes up to a month to get all the PMIS data and paperwork converted into takehome pay.

FURNITURE INVENTORY BY ROOMS

LIVING ROOM 22' X 14'

1 COUCH	2 END TABLES	2 TABLES
2 COFFEE TABLES	2 EASY CHAIRS	2 FLOOR TREE LAMPS
2 PLATFORM CHAIRS	1 BOOKCASE	

DINING AREA 12' X 10'

1 DINING TABLE	2 ARM CHAIRS	4 SIDE CHAIRS
1 BUFFET	4 BAR STOOLS	

KITCHEN 10' X 8'

1 FROST-FREE FREEZER/REFRIGERATOR	1 GAS RANGE
-----------------------------------	-------------

UTILITY ROOM 11' X 7'

1 AUTOMATIC WASHER	1 GAS DRYER
--------------------	-------------

BEDROOM #1 9' X 10'*

2 TWIN BEDS W/MATTRESS & INNERSPRING	1 HIGH-BOY CHEST
1 DESK CHAIR (DESK BUILT IN)	1 NIGHT STAND

BEDROOM #2 15' X 10'*

2 TWIN BEDS W/MATTRESS & INNERSPRING	1 HIGH-BOY CHEST
1 DESK CHAIR (DESK BUILT IN)	1 NIGHT STAND

BEDROOM #3 (MASTER) 13' X 12'*

1 DOUBLE BED W/MATTRESS & INNERSPRING	1 TELEPHONE STAND
1 HIGH-BOY DRESSER	1 VANITY STOOL
1 NIGHT STAND	1 DRESSER DRAWER W/MIRROR

STORAGE 13' X 16'

LANAI 20' X 16'

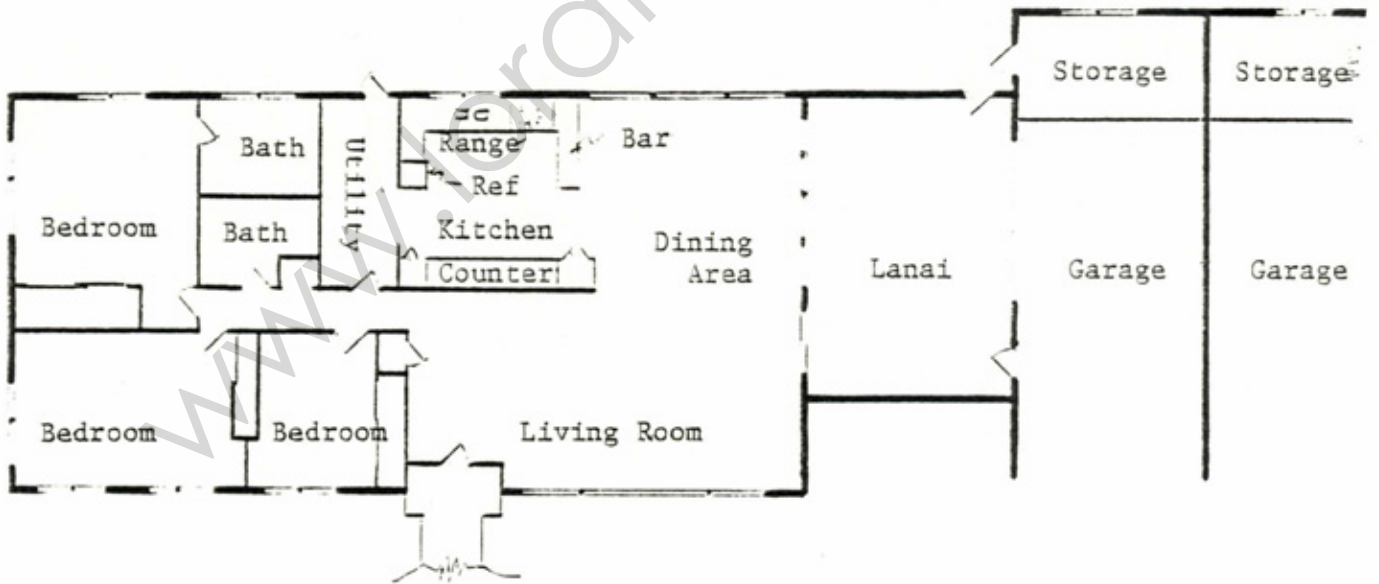
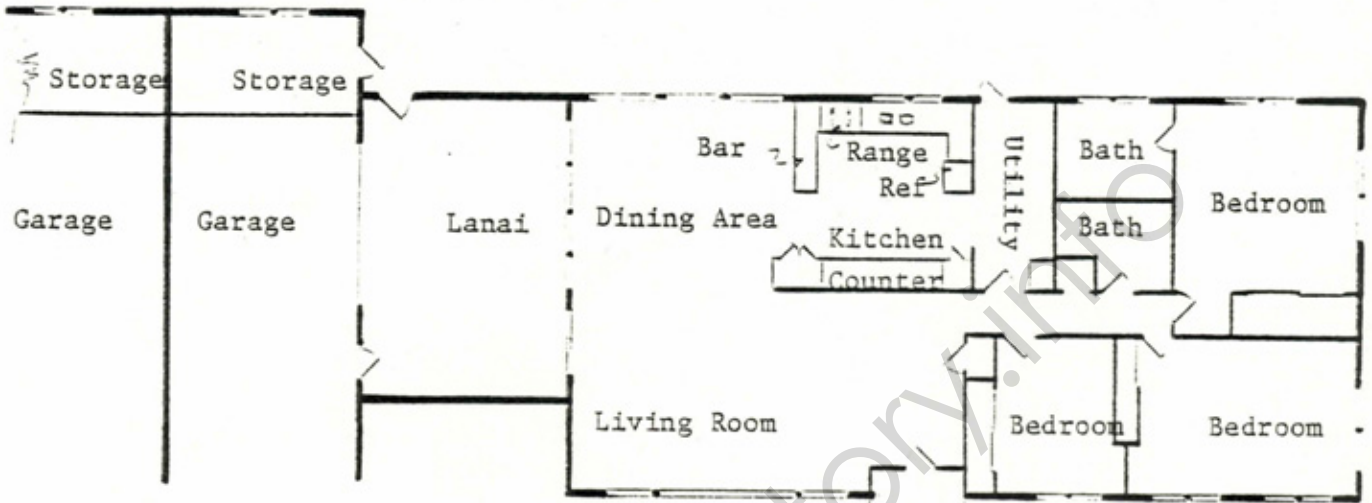
GARAGE 25' X 13'

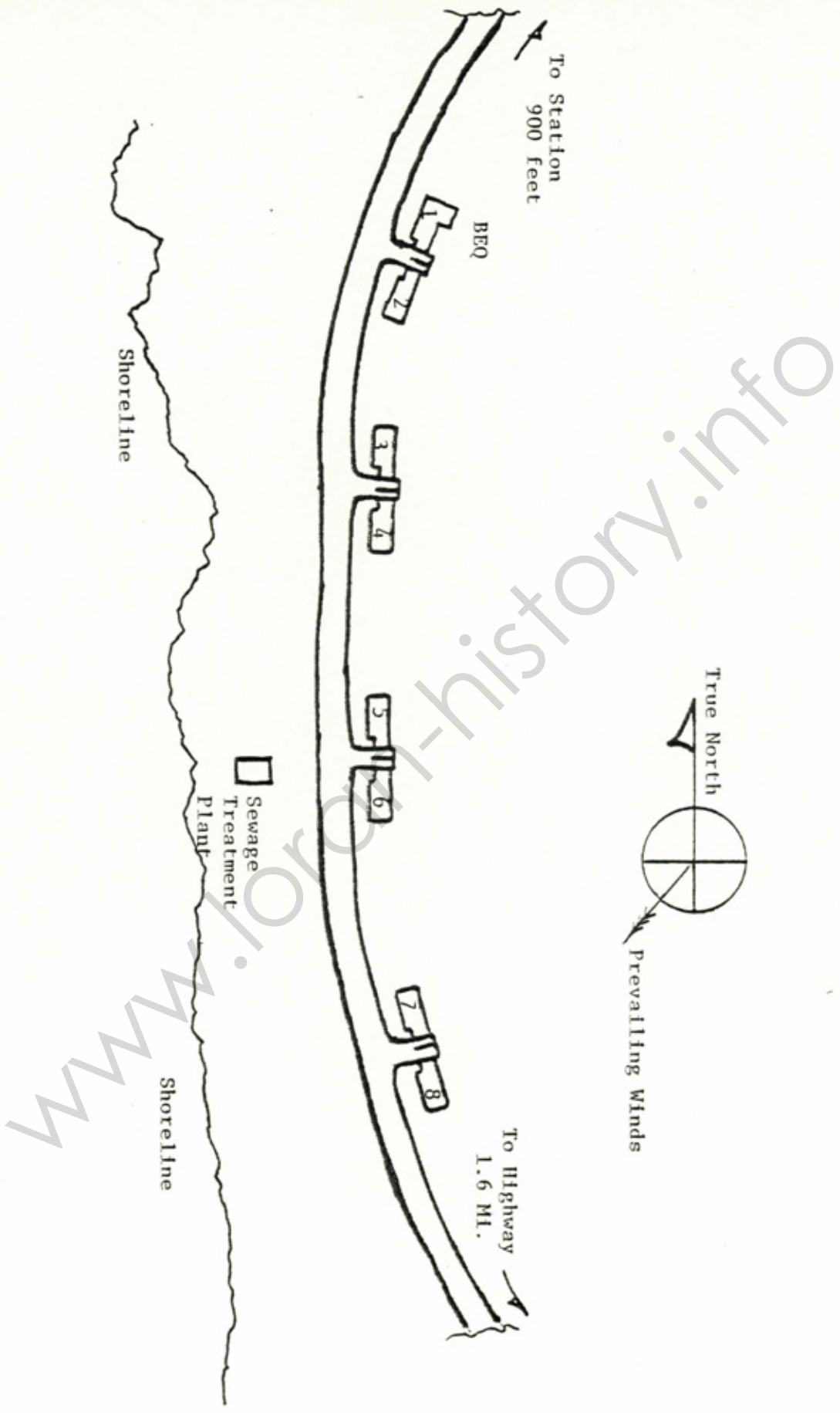
BATHROOM #1 - 10' X 7'

BATHROOM #2 - 10' X 6'

*NOT INCLUDING CLOSETS

Typical Quarters Floor Plan (BEQ is a four-bedroom structure and differs somewhat.)





QUARTERS LOCATION

To Station
900 Feet

BEQ

Shoreline

□ Sewage
Treatment
Plant

Shoreline

To Highway
1.6 MI.

True North

Prevailing Winds