



DEPARTMENT OF THE NAVY
NAVAL HISTORICAL CENTER
Washington Navy Yard
Washington, D. C. 20374

NHC/AR
Ser 130
5 February 1979

IN REPLY REFER TO

Mr. Warren R. Roll
Box 3080
Star Bulletin
Honolulu, Hawaii 96802

Dear Mr. Roll,

This replies to your letter of 8 January concerning the U.S. Coast Guard Loran Station on Niihau Island during World War II.

We enclose pertinent extracts from the official World War II history, prepared by the Coast Guard's Historical Section, which discusses this facility. Also attached is information on the Navy's acquisition of the land area on the island for the Coast Guard. No further information on the island was located among our holdings.

We hope these enclosures will prove useful.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "D. C. Allard", is written above the typed name.

D. C. ALLARD
Head, Operational Archives Branch

Encl:

- (1) Extracts from The Coast Guard at War, IV, Volume II
- (2) Extracts from The Coast Guard at War, XV
- (3) CNO Document Number 117792, Secret 1944 File N1-13/ND14

January 8, 1979

Dr. D.C. Allard
Naval History Division
Operational Archives
Washington Navy Yard
9th and M st. SE
Washington, D.C. 20390

Dear Dr. Allard:

I am writing to you at the suggestion of David Aiken, Research Project 7001. My particular project is a history of the Island Of Niihau, one of the lesser known, but inhabited and part of the state of Hawaii.

You are probably aware that a zero aircraft, part of the Pearl Harbor attack force, crash landed there on Dec. 7, 1941

A double master loran station was commissioned on Niihau 8 November, 1944 and designated Unit 205.

It was commanded by a Coast Guard Lt. R.F. Lutz and he had an 11 man detachment in 1946.

I have been unable to find any trace of Lt. R.F. Lutz. In the enclosed letter from the Coast Guard they state that "their files do not contain any information on this station."

The Robinson family who still own the island of Niihau will not respond to requests for information concerning the part Niihau played during WWII.

I would appreciate any information you might have or any suggestions where I might look for pertinent details. I am enclosing a xerox copy of an aerial photograph I took of the abandoned site in 1966

Sincerely,

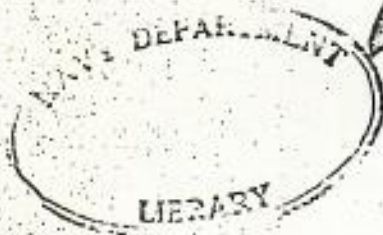
Warren R. Roll
Box 3080 Star Bulletin
Honolulu, Hawaii 96802

Encl: copy aerial photo 1966
C.G. 18 Sept. 78

AIE: 5 FEB 1979

COMMAND FILE
WORLD WAR II

THE COAST GUARD
AT WAR
LORAN
IV
VOLUME
II



PREPARED IN THE
HISTORICAL SECTION
PUBLIC INFORMATION DIVISION
U.S. COAST GUARD HEADQUARTERS
AUG. 1, 1946

9
4773
224
C-10

FRENCH FRIGATE	204	Single Slave
NIIHAU	205	Double Master
HAWAII	206	Single Slave
KAUAI	207	Monitor

Built by

Construction Detachment C (Unit 80)

HAWAIIAN ISLANDS LORAN CHAIN

At a meeting of the Joint Loran Planning Committee, of the Joint Chiefs of Staff, held in Washington on 12 November, 1943, it had been decided that Loran coverage should be provided for the area lying to the southwest of the Hawaiian Islands as soon as practicable. Through this area passed the all important supply route from the Hawaiian Islands to Australia, which at this time was much traveled by both surface ships and planes. The invasion of Tarawa, Makin, and Apamama in the Gilbert Islands, in this area had been made, and other operations between Hawaii and Australia were in progress. To achieve this coverage, a chain of mobile Loran stations was to be moved in to provide service until permanent sites could be determined upon and fixed stations built.

HAWAIIAN SITES SURVEYED

A siting party consisting of representatives of the Coast Guard, the Chief of Naval Operations, the Army Air Forces, and the Air Service Command, met with representatives of the various military commands in the Pacific theater, and then proceeded to survey various sites in the Hawaiian Islands, from which Loran bearings could be made available over the area east of the Caroline Islands. These surveys were made in November and December of 1943.

The Hawaiian Islands Loran chain was the third group of permanent Loran stations to be built in the Pacific area. The chain was to consist of the following four stations: One monitor station on the island of Kauai, a single slave station on the island of Hawaii, a double master station on the island of Niihau, and a single slave station on the French Frigate Shoals. These stations were located along a line approximately 660 miles in length, tending in a southeast-northwest direction through the entire Hawaiian group.

For the construction of these Hawaiian fixed stations, Coast Guard Headquarters created a new construction detachment, designated as Construction Detachment C (Unit 80). Lt. Comdr. Frank L. Busse was named

as commanding officer, and was later succeeded by Lt. Comdr. Merton W. Stoffle. This unit left San Francisco on 12 March, 1944.

UNIT 80
REACHED
SAND IS.

Construction Detachment C encountered certain difficulties which delayed the work, but actual construction of stations progressed in a normal manner once material, supplies, and equipment were placed on the sites, and enlisted personnel and officers had become familiar with the operations involved. The assembling and delivery activities proved to be the greater portion of the task.

LANDING
MADE AT
NIIHAU

The double master station on the island of Niihau, to be manned by Unit 205, was the first to be built. Niihau, one of the smaller islands of the Hawaiian group, lay about 130 miles west of Honolulu. The location selected for the station was about midway between Keelinawi Point and Leahi Point, on the southwestern shore of the island. Two landing points were considered; Kii Landing, 23 miles by road from the site, where there was a stone dock; and Nonopapa Landing about 8 miles from the site, where another small stone dock was located.

LCM's (landing craft mechanized) were obtained from the Navy Amphibious Section at Pear Harbor, and 7-D caterpillars, a size necessary to negotiate the heavy sand formation at the landing site, and operators, were secured from the Army. With this assistance, and the service of the Cutter WALNUT* landings were begun.

The point selected for landings was at Nonopapa landing, 8 miles from the station site. The first attempt was made on 27 April, but great difficulty was experienced, because of coral formations and generally prevailing heavy seas or ground swells. Landings were made directly on the beach, two tractors and one 2½-ton truck, loaded with equipment, were put ashore. However, nothing more could be landed that day, as weather conditions were so severe as to create undue risk to men and equipment. Landings were resumed on 4 May, and were carried through the fifth and part of the sixth of May. On these days, about 85 tons of equipment and supplies were landed. Two construction detachment officers, Lt. Comdr. Merton W. Stoffle and Lt. Paul C. Edmunds, and 40 enlisted men were also landed. The tender WALNUT returned to Sand Island after this operation.

The construction problems which confronted the men here were in many respects different from those encountered in the Alaskan chains. Not only was the terrain of a different nature, but the Hawaiian Islands were in the tropics, and buildings and other features needed to be altered to

* WALNUT: A twin screw, steam propelled esssel, of 825 tons displacement, having a length of 175 feet, a beam of 34 feet, and a draft of 13 feet.

provide reasonable comforts. There also was introduced for the first time, the possibility of air or other attack, because of which consideration was given to dispersion of the various buildings, their concealment under natural vegetation, and their camouflage by means of paint.

Following the building of the Niihau station, materials were shipped to the station on the French Frigate Shoals, which lie 400 miles west northwest of Kauai and Niihau. The Loran site was actually on East Island lying about 7 miles southeast of the air strip on Tern Island. East Island was government owned and a sandy expanse rising to a height of little more than 10 feet above sea level, under which were coral reefs. It was approximately 1,500 feet long and about 400 feet wide, and was uninhabited except for Gooney birds.

FRENCH
FRIGATE
SHOALS
SITE

There was some delay in the landing of cargo at this site, because of the weather, and the extensive shoal area surrounding the island which made it necessary to have the approaches buoyed. Eventually, a large enclosed type barge, which was towed there from Honolulu by a Navy vessel, was used for landings.

Shuttle trips with LCM craft were also made between Tern Island and the station site. The bulk of the material was finally set ashore on 3 July, and the construction crew immediately went to work on the station. Camp facilities required included the erection of the 5,000-gallon water storage tank and the installation of a water distillation system. These were completed by 2 July. The following day the remainder of the job was laid out, and the assembly of the vertical radiator was begun. This vertical radiator, 120 feet high, which was the main antenna, was of skeleton steel construction, made in 20-foot sections to facilitate shipping. Its lower end rested on a cast concrete base, and its upper end was braced by a system of guy wires. Foundations for the huts were started and the steel framing for these buildings was assembled. By the end of July, construction was 100 per cent complete and the installation of the Loran equipment was 85 per cent complete.

HAWAII
STATION
SITE

Under construction at the same time was the station on the island of Hawaii, to be manned by Unit 206. The site was approximately 11 miles northeast of Mahukona Harbor, from which it could be reached by an existing road. It was in the Unola section of the island, and was a part of a large sugar estate. Its elevation was about 60 feet above the sea. In Mahukona Harbor was a concrete dock, at which there was 9 feet of water at low tide. On the dock was an electric crane with a capacity of 10 tons. A railroad owned by the Kohala Sugar Company passed within 1000 feet of the station site.

All materials, equipment, and supplies were shipped from Sand Island

COMMAND FILE
WORLD WAR II

THE COAST GUARD AT WAR

AIDS TO NAVIGATION XV



PREPARED IN THE
HISTORICAL SECTION
PUBLIC INFORMATION DIVISION
U.S. COAST GUARD HEADQUARTERS
JULY 1, 1949

whenever possible by the electric light. It was also the policy of the District Coast Guard Office to electrify acetylene lights when the equipment had deteriorated beyond use. Working toward this end, by 1945, there were only 63 oil lanterns and 111 acetylene lights remaining in the District. Electrified lights, either commercial or battery, required a comparatively small amount of servicing as the Willard cell batteries were relieved from every three months to a year and exchange of the batteries was relatively simple. A record of each battery cell was kept on file in the Aids to Navigation Section together with its serial number and station. Monthly notices were sent to responsible units, listing the batteries due for relief and, after each aid was relieved, the unit furnished the Aids to Navigation Section with a report of the batteries installed and those relieved.

In addition to the above program of lights and illuminants, the District completed a project which made the painted structures in the Columbia River uniform. This operation was undertaken in response to a request from the Columbia River pilots and other interested operators to furnish daymarks which could readily be seen against a dark background. It was also an effort to initiate a standardization program for the painting of minor aids in the District.

The lantern and top 12" of each structure was painted red, if on the starboard side of the channel, and black, if on the port side, entering from sea, for channel indication. The remainder of the house, railing, platform and platform bracing was painted white to provide maximum visibility of the daymark. These changes were made at each aid at the time of its next regular painting so the project was not completed for approximately a year.

This completed the District projects for minor aids during the war. The end of 1945 found the standardization policy of Headquarters as well established and operating efficiently in the 13th Naval District.

PERSONNEL

Prior to, and for almost a year following, the consolidation of the Lighthouse Service and the Coast Guard, the Aids to Navigation Section was administered by an Associate Mechanical Engineer with the assistance of two clerks and a stenographer. Both operational and engineering activities were combined in this section until the District was reorganized according to the Coast Guard organization plan. Engineering duties were then delegated to a separate Engineering Section and the operation and maintenance of aids to navigation became the responsibility of the Section. The Associate Mechanical Engineer, later promoted to Nautical Scientist, administered the department until the assignment of an Aids to Navigation Officer in 1944. Until that time, however, the staff had increased to two Coast Guard Officers (R) (male) and one SPAR Officer, 3 enlisted Coast Guardsmen and 6 enlisted SPARS. In 1945, an Assistant Aids to Navigation Officer, trained especially in electronic aids, was assigned to the Section.

Although particular duties were delegated to certain desks, an attempt was made to instruct all personnel in the overall working of the department so that in the event of transfer, leave, discharge, or illness, there was no obvious vacancy that required complete training to handle. Supervision of filing, typists, records and all clerical work was done by a SPAR Yeoman, 1st class. Field trips were made by the Associate Mechanical Engineer and the sail officers to inspect aids, prepare forms 2609, for proposed projects, investigate new sites, confer with Pilots'

Associations and, in conjunction with the Engineering Section, to determine the requirements of new aids. All tender orders were issued from this Section and the reports of tenders' activities were kept on file. The SPAR Officer was instructed in non-technical operation of RADAR Beacons and Radiobeacons and was, in addition to her duties in the Section, also a Hydrographic Officer for the compilation of the Arctic Ocean, Bering Sea and Aleutian Coast Pilot for the District Coast Guard Officer.

The filing system, as developed in the department, consisted of a rough running log kept weekly and transferred to a smooth log under another cover at the end of each week. All correspondence was logged under its correspondent (to or from) and also its subject. File numbers were assigned and folder designations were made from an Office Index. Pieces of correspondence, filed since the origin of the system in 1943, had passed the 15,000 mark by the end of September, 1945. Folders numbered to 730 with a transfer file of several hundred folders were necessary to jacket this correspondence. A photographic file of all minor and major aids in the District was kept current as new aids were installed, relocated, removed, or as old aids were improved or modified.

There was a little overlapping of activities between the Aids to Navigation Section and other departments, although its duties followed closely, in many instances, those of the Engineering Section, Vessel Operations, Port Security, Communications and Communications Engineering. These parallels were, respectively, in regards to surveying sites and determining structures, the movements of tenders, position of buoys and restricted areas, the monitoring stations at North Head and Meadowdale and the activities of RACONS and the LORAN System.

Careful avoidance of duplication of duties assigned to the various desks and a well-organized and carefully planned daily routine placed the efficiency of the Aids to Navigation Section in the top brackets.

MICH NAVAL DISTRICT (HONOLULU)

AIDS TO NAVIGATION

The site of the District, the nature of its coast line, the distinctive geographical features and its proximity to major Pacific sea and air routes all have had a direct bearing on the Aids to Navigation Division. The operation and maintenance of Loran and radio direction finder nets which became a function of the District as it expanded during the war were particularly affected in the above respects. The mountainous terrain and rugged coastline together with the generally good visibility and relatively few seaports and harbors on the principal islands require a minimum number of buoys and lights for safe navigation. The easily distinguished headlands and other prominent features of the islands can be readily sighted and identified by navigators. Some difficulty was experienced in blanking out all aids to navigation on 7 December 1941 because of the isolation of some islands with attendant poor communications and because of the rugged shore line.

The aids to navigation facilities required for the invasion of the Pacific and Japanese islands were furnished by the Coast Guard by direct issue from Headquarters and the District had little part in the program. At several times technical assistance from the Coast Guard was requested by COMSERNPAC, and

finally a Coast Guard officer, Commander G. N. Daniel, was assigned to the Navy as Coast Guard Liaison Officer for aids to navigation for all Pacific bases and invasion bases.

In March, 1944, the District was first called upon to assist in the Loran program in the Pacific. This participation increased from month to month until it reached a peak by the end of 1945 when all twenty-four Loran stations had been turned over to the District for operation. The administration, operation and logistic problems incident to the control of the Loran stations scattered throughout the Pacific were the most far reaching developments in the District history. The size and geographical features of the District, expanded to include Loran installations throughout the Pacific, had an obvious and profound bearing on District problems. Isolation, distances, tropical conditions, inadequate port and dock facilities at Loran Stations created extremely difficult problems in connection with supplies, electronic maintenance, morale, transfer of personnel and communications. The most remote Loran stations were located as much as 1,600 miles away from District headquarters in Honolulu.

During the first part of July, 1945, it was decided by the Navy that the Coast Guard would operate a direction finder network in the Hawaiian Islands. Actual operation of the D/F Net was started in August of 1945. The net was composed of former Navy direction finder stations at Midway, Johnston, Palmyra, Port Allen, Kaneohe and Kailua. The circuit net was established at the District Radio Station, Wailupe. There were no special problems incident to the geographical nature of the District in connection with administration or operation of the direction finder net. The D/F stations were located in the Hawaiian Islands group and were capable of being served logistically along with other Coast Guard activities in the Islands.

The aids to navigation activity underwent no change of importance during the first year of the war. Some additional buoyage was provided primarily at Pearl Harbor and Kaneohe Bay. By the end of the war, however, the District became responsible for all aids to navigation at Naval Bases throughout the Pacific. This arrangement was made in Washington and appeared to be an ill-conceived plan, since the demobilization and attendant confusion of Service stabilization prevented the proper discharge of Coast Guard obligations and commitments in this regard. The net result was extremely poor accountability of aids to navigation materials in the Pacific, little or no attention to servicing of aids as well as loss of prestige to the Coast Guard. In 1944 concurrent with the added responsibility for aids to navigation at advanced Naval Bases the District began to acquire responsibility for the Pacific Loran stations.

LCRAM

The need for a simplified, yet accurate method of position finding on the vast stretches of the Pacific Ocean became apparent during the early months of 1944 when greater numbers of men and supplies began pouring into the Pacific-Asiatic theatre of the war. Loran, (long range navigation) an electronic method for determining positions, was best qualified to fulfill this need as well as to provide accurate navigation to targets of aerial bombardment. The District Coast Guard Officer, 11th Naval District was first placed in contact with Loran when ordered by HQ to receive certain construction equipment from the Army on Baker Island. Lieutenant Alvin L. Loose, USCGR, was ordered to Baker Island 6 March, 1944, with a small party of men to receive the construction equipment, which was later used by Headquarters construction detachment for building a

Loran station on that island. From this time on, the Loran stations in the Pacific were constructed and erected with increasing speed by construction detachments under the direct supervision of Coast Guard Headquarters. An extensive engineering base at Sand Island was constructed with the cooperation of the District to facilitate the work of the construction detachments in the Pacific. As the construction of the Loran chains moved further westward with the advancing front new engineering bases were necessary. A construction engineering base was established on Guam and late in 1945 and engineering construction base was established at Castillejos, on the Island of Luzon in the Philippines.¹

As fast as the Loran chains were completed they were turned over to the District Coast Guard Officer for operation. The problems of administration of each Loran chain was met by delegating authority to a command unit in each chain. The command unit operated and had similar responsibilities to that of a Section Commander. The command unit which was generally quartered at the Loran Monitoring Station of the chain generally consisted of one or two line officers, a supply officer, a yeoman and one or two storekeepers, plus the usual watch standers.

The Loran chains were turned over to the District Coast Guard Officer by the construction detachment along with all personnel and public property on the following dates:

HAWAIIAN CHAIN -- COMMISSIONED 8 NOVEMBER 1944

CGERS, French Frigate Shoal (Unit 204)
CGERS, Nihoa Island (Unit 205)
CGERS, Upolu Point, Hawaii (Unit 205)
CGERS, Port Allen, Kauai (Unit 207)

PHOENIX ISLAND CHAIN -- COMMISSIONED 15 DECEMBER 1944

CGERS, Baker Island (Unit 91)
CGERS, Gardner Island (Unit 92)
CGERS, Atafu Island (Unit 93)
CGERS, Canton Island (Unit 94)

MARSHALL CHAIN -- COMMISSIONED 15 DECEMBER 1944

CGERS, Ewdack, Kwajalein Atoll (Unit 82)
CGERS, Rogerson, Majuro Atoll (Unit 83)
CGERS, Bakati, Makin Atoll (Unit 84)
CGERS, Kulg, Majuro Atoll (Unit 85)

MARIANAS CHAIN -- COMMISSIONED 1 MARCH 1945

CGERS, Saipan Island (Unit 337)
CGERS, Cores Island (Unit 336)
CGERS, Potangeras, Ulithi Atoll (Unit 338)
CGERS, Ritidian Point, Guam (Unit 339)

PALAU-MOROTAI CHAIN -- COMMISSIONED 22 JUNE 1945

CGERS, Ngesetus (Unit 343)
CGERS, Palo Ama (Unit 344)
CGERS, Morotai (Unit 345)

JAPAN CHAIN

CGERS, Kankoku, Iwo Jima (Unit 348)
Commissioned July 1945
CGERS, Ichi Banare, Okinawa (Unit 350)
Commissioned July 1945
CGERS, O'Shima Island (Unit 349)
Commissioned January 1946

1. See C. G. at War - Loran - IV - Vol. II.

The problem of supplying and administering the Loran Chains was enormous and became more difficult with the roll-up of Army and Navy activities which commenced on V-J Day. The Loran chains were great distances from Honolulu — 1,650 miles to the Phoenix Chain; 2,000 miles to the Marshall Chain; 4,600 miles to the most remote station in the Marianas Chain and 3,600 miles to the Palau-Corotai Chain. These distances were only to the main points of distribution in each chain and still further spaces of water had to be covered before the supplies actually were placed in the hands of personnel at individual Loran stations. No other Coast Guard District was faced with such problems of distance, supply, distribution and transportation. The assignment of the AK KUKUI and PBY-type aircraft late in 1945 helped to discharge the tremendous logistic responsibility for proper maintenance of the Loran stations.

While the overall operation of the Loran system in the Pacific may be considered a success, many difficulties and mistakes that are now apparent might have been avoided by proper planning. Due to the secret classification of all matters pertaining to Loran a code name was given to each Loran station. This resulted in considerable confusion and caused long delays in the delivery of high priority material. Normal surface transportation via such Army and Navy ships that were available took as much as six months or longer to some of the outlying Loran stations. As the Army and Navy facilities in the area decreased at the end of the war this problem became more serious. In many cases it was six months or more after the commissioning that officers from the District were able to visit and inspect the Loran stations. This resulted in poor supervision that was reflected by poor accounting of public property and slipshod maintenance of many of the Loran stations by the end of 1945. In spite of this, usable Loran service time averaged 99% of the total time; in other words, the Loran system was available for use by navigators about 23 hours and 45 minutes of each 24-hour day. The relationship and cooperation between the construction detachment operating under Headquarters and the District office was not always as satisfactory as it might have been. It is felt by the District that smoother administration of the entire Loran program would have resulted had the work been done through the normal chain of command. The shortage of personnel that occurred immediately after the ending of the war created a grave military morale problem at the Loran stations. Eighteen months tour of duty was not uncommon for a man attached to a Loran station in the Pacific. This was too long a tour of duty for a small number of men at isolated and lonely Loran locations; the result was extremely poor morale late in 1945.

AIDS TO NAVIGATION

ACHIEVEMENTS

There was little expansion in this department and no spectacular or noteworthy achievements. Additional buoys were established as required by the Navy in the Hawaiian Island. Late in 1945 all aids to navigation at advanced bases in forward areas were turned over to the District and a survey conducted as ground-work to provide for efficient management of these newly acquired facilities.

MISTAKES AND LESSONS LEARNED

Aids to navigation was a routine affair after the blackout on 7 December, 1941, and little in the way of mistakes or lessons learned appeared in the records. It was apparent from the difficulty that was experienced in extinguishing some of the lights on 7 December, 1941, that continued attention to perfecting a District

blackout plan should be pursued. As in the case of original installation of Loran it appeared that had the District Coast Guard Officer, 14th ED, been in closer contact with the war-time installations of aids to navigation at advanced bases, a smoother and more efficient transition to operation of these aids by the 14th ED would have been accomplished. As it turned out the District assumed control of all aids in the forward areas after an extensive survey in December, 1945, but due to shortage of personnel, ships and other facilities, little could be done to carry out the program. The net result was inability of the Coast Guard to live up to its commitments to the Navy and consequent loss of prestige.

LORAN

ACHIEVEMENTS

The principal achievement in the Loran program was in the rapid construction of Loran stations in forward areas. The siting and initial construction was frequently done under combat conditions. This phase of Loran with which the District had no part is covered thoroughly by "The Coast Guard at War LORAN IV, Vol. II". The commendable Loran operation record of the District is shown by letters of commendation.¹

The Loran stations, due to their confidential classification and small size were practically unknown throughout the war except to the users of the Loran system. Even they, had no idea what the stations looked like or who was manning them. For the personnel who operated the stations there was no glory and no medals — only dull, monotonous, routine watches and no knowledge of whether or not the Loran signals they were responsible for, were assisting some navigator in reaching his destination or reaching his target. The manner in which numerous difficulties and hardships were overcome at Loran stations is noteworthy. The personnel of the Ichi-Banzara station at Okinawa fought the fall force of a typhoon on 9 October, 1945, which demolished part of the station and carried away the main antennas on two occasions. In spite of typhoon wind estimated at 80 to 85 knots with 100 knot gusts, the Loran signals for Base 141 were off the air only 23 1/2 hours during the typhoon. During this same typhoon it was reported that 30% of the military installations on Okinawa were damaged beyond repair, with the loss of about 120 vessels and a number of lives. The Loran station at Iwo Jima went through a similar experience without going off the air. After the typhoon had passed this rocky island, the only radio communication of all the military installations on Iwo Jima was at the Coast Guard Loran station. This station handled all radio traffic and kept the responsible military commanders advised of the situation for several days.

MISTAKES AND LESSONS LEARNED

In the spring of 1945 it became apparent that it would be advantageous to centralize the responsibility for administration and operation of Coast Guard Loran stations and other Coast Guard activities in the forward area under a conveniently located Coast Guard representative, probably at Guam. The stations in this area were on an average of 4,000 miles distant from the District Office. Procrastination and termination of the war prevented this logical administrative move until late in 1946. Many of the subsequent problems and difficulties would have been eased had this plan been put into effect when it was conceived in 1945.

1. See Appendix 1

POST WAR
PLANS

The aids to navigation of the 14th District expanded during the war to include the operation of twenty-four Loran stations throughout the Pacific. It also framed policy for Coast Guard operations and maintenance of aids to navigation at advanced bases of the Navy. The proper administration and logistic support of these advanced base activities required the establishment of a Western Pacific Section of the 14th District at Guam which would be located at a buoy depot on Apra Harbor. Loran stations and aids to navigation work in the central Pacific and Hawaiian Islands would be administered and supported directly from the District office. This program was predicated on the maintenance in commission of five large tenders, one small tender, the WAK KUKUI and two aircraft detachments, one at Honolulu and one at Guam. It can reasonably be expected that the installation of automatic timers and improvements in logistics would cause a gradual diminishment of personnel at Loran stations with subsequent decrease in cost of operation. The continued operation and improvement of the District EP/MP direction finder net was contemplated.

District Coast Guard Officers, 14th District

Commander G. T. Finlay March 1939 - September 1940
Captain E. D. Jones September 1940 - May 1941
Captain G. T. Finlay May 1941 - October 1942
Captain L. B. Olson October 1942 - August 1943
Captain F. J. Sexton August 1943 - July 1945
Commodore E. A. Coffin July 1945 -

Assistant District Coast Guard Officers

Lt. Comdr. F. T. Kenner December 1936 - January 1941
Lt. R. E. Stockstill January 1941 - November 1941
Lt. Comdr. G. B. Gelly November 1941 - October 1942
Comdr. F. K. Johnson October 1942 - June 1945
Captain J. W. Ryway June 1945 -

17th NAVAL DISTRICT
(KETCHIKAN)

LIGHTHOUSE
SERVICE

As has been shown the Coast Guard as an Alaskan institution was not in existence until 1939. During the World War I, the Coast Guard performed its duties in Alaska under the Navy. Similarly between 1919 and 1939 the establishment of the Coast Guard organization was new although the Lighthouse Service had a base at Ketchikan and the 14 light stations that were in existence when the service amalgamated with the Lighthouse Service. Captain H. Debrill, of the Lighthouse Service, retired when the District Coast Guard Officer took over the duties.

The Lighthouse Service was one of the Bureaus under the Department of Commerce. In 1911 Alaska was made a separate Lighthouse District and the installation and maintenance of aids to navigation in territorial waters was placed under the immediate supervision of the District Superintendent of Lighthouses at headquarters at Ketchikan.

The Depot maintained at Ketchikan included a large wharf, accommodations for light vessels, a store house, lamp shop, machine shop, carpenter shop, blacksmith shop and facilities for handling and servicing heavy buoys and other equipment. During recent years two seagoing steam lighthouse tenders, the CEDAR and the HEMLOCK, had been maintained on duty throughout the year supplying stations which had furnished transportation for personnel, constructing minor aids and servicing heavy buoys and other equipment. In the Spring of 1939 a small tender, the ALDER, was placed in commission, this was a 72 foot boat with diesel engine power.

Recognizing the need for the safeguarding of marine navigation and the exceptional hazards encountered, it was the policy of the government to expand and improve the existing aids to navigation in Alaskan waters as rapidly as funds could be provided from appropriations made by Congress. New lights in charge of resident keepers were established in more important sites and the main expansion in the number of aids was in the line of unlighted buoys and automatic lights. The comparatively low initial and maintenance cost of these made it possible to provide, within reasonable expenditure, a large number of aids which were needed. Areas in which aids were maintained in 1939 included the mainland shore of the Bering Sea, part of the Arctic, the Aleutian Islands, in addition to the mainland and adjacent Islands bordering the Pacific Ocean.

Prior to the amalgamation, the Lighthouse Service had been engaged in a systematic rebuilding program, the purpose of which was to replace frame buildings, the Alaskan Light Stations which were in poor condition and of obsolete type, with modern permanent reinforced concrete structures. This was continued under Coast Guard administration.

Crews of Lighthouse vessels, and keepers of light stations rendered important services aside from their normal duties. They assisted vessels and persons in distress. Alaskan stations cooperated with the weather bureau and the Alaska Aeronautics and Communications Commission by furnishing regular daily weather reports, which information was disseminated by broadcasting agencies for the assistance of marine and air navigation and for the benefit of the general public. Some light keepers supplied data and specimens for use in connection with scientific investigation.

For further information on activities of Coast Guard cutters (tender class) in Alaskan waters during World War II, see PART III.

LOLAN CONSTRUCTION
IN ALASKAN WATERS

In February of 1943, the Senior Coast Guard Officer was given instructions with regard to possibilities of establishing Loran stations along the chain. This officer proceeded to Dutch Harbor to discuss the existing conditions and determine the possibilities of coordinating the activities of the assigned units.

On 20 April, 1943, Lieut. Comdr. Martin, Commanding Officer of Loran Construction and Lieut. (jg) G. Borden arrived in Ketchikan to discuss the question of construction of Loran Detachment. The party left shortly thereafter for Dutch Harbor, where an office was established with CGX, James M. Santee in charge.

On 20 May, 1943, CO. PSY-139, under command of Lieut. Richard Baxter, Pilot and Ensign Harold Bennett, co-pilot reported for duty in Dutch Harbor.

1. See "C. G. at War - LORAN - IV - Vol. I" (RESTRICTED)



AMERICAN AVIATION HISTORICAL SOCIETY

RESEARCH PROJECT 7001


DOWNED JAPANESE AIRCRAFT
AS A RESULT OF THE PEARL
HARBOR ATTACK
7 DECEMBER, 1941



DAVID AIKEN

502 BALL STREET
WEATHERFORD, TEXAS 76086
1-817-594-3542

HELLO WARREN,

SOMETIME IN
MARCH 

THANK YOU FOR THE COMPLIMENTS ABOUT THE RESEARCH ON NIHAU AND NISHIKAIKI'S BATTLES. ALAS, THIS WORK IS THE MOST COMPREHENSIVE OF ALL THE BATTLE LOSSES. PERHAPS THIS IS SO; AS THE NIHAU "INCIDENT" LASTED A LOT LONGER IN TIME AND SO LITTLE IS KNOWN ABOUT THE OTHERS.

THANK YOU, TOO, FOR THE XEROXS AND THE 7 ORIGINAL PHOTOS OF THE 'BIRDMEN' PROPELLOR. YOUR TIME ON CHECKING THE PROPELLOR WAS WELL WORTH SPENDING... THE PROPELLOR HUB SERIAL IS #59170! IF W^m HOLLOWAY'S STORY THAT HE TOLD ME (IE: ~~HIDING~~ HIDING THE PROPELLOR AT THE TIME OF THE P-47 PILOT FUNERAL) IS CORRECT, THEN THE NUMBERS ON THE PROP WILL BE IN THE TECHNICAL INTELLIGENCE REPORT (MAYBE 😊). IF HOLLOWAY'S STORY THAT HE TOLD YOU (IE: HIDING THE PROPELLOR AT THE TIME OF BII-120'S ARRIVAL AT HICKAM) THEN THE NUMBERS COULD NOT BE DOUBLE CHECKED 😊. OH, YES, AS THE PHOTOS IN THE NAT AREHIVES SHOW THAT THEY WERE TAKEN BEFORE PAT NAEA'S PHOTOS AND THAT PAT NAEA'S PHOTOS WERE TAKEN AT CHRISTMAS - - - AND THAT W^m HOLLOWAY WENT "ACTIVE DUTY" 3 JAN 42... W^m HOLLOWAY WAS REALLY HOPPING TO MOVE BII-120 TO HICKAM IN THAT SHORT TIME... DID HE TAKE TIME FOR NEW YEAR'S OR DID HE MOVE BII-120 AFTER HE WENT ACTIVE ??? IF THE DOCUMENT IN WASHINGTON IS THE INVESTIGATION ON BII-120 THEN THE NUMBERS FOUND AFTER YOU TOOK PICS MIGHT

, BUT I'LL LET YOU KNOW IF THE SECOND TRIP IS NECESSARY.
MANY THANKS FOR YOUR TIME. GEEEEE, DICK PARE SURE WOULD
LIKE TO VISIT THE QUIET BIRDMEN'S KEEMO FARM, IF A SECOND
TRIP IS NEEDED, WOULD YOU FIND HIS PRESENCE A BURDEN?
DICK IS A B-52 LINE CHIEF, KNOWS WAR BIRDS VERY
WELL, KNOWS WHAT I AM LOOKING FOR AND HAS A MATURE
RESPECT FOR AVIATION MATERIAL.

THE JAMES KING STORY AND MRS HARADA'S IMPRISONMENT
STORY IS OF MAJOR INTEREST TO COMPLETE CERTAIN FACETS
OF THE RP7001 HISTORY. I AM DEEPLY IN YOUR DEBT FOR
THE PRIVILEGE TO UTILIZE THESE IN RP7001. THANK YOU.

INFO ON NISHIKAICHI'S FAMILY! WOW! I HAD WONDERED
SO MUCH HOW NISHIKAICHI KNEW ENGLISH (IE: DID HE GO TO
U OF CALIF. AS SOME RUMORS STATED) AND WHAT WAS THE RING THAT
HE THREW IN THE OCEAN (IE: U OF CALIF CLASS RING? OR WEDDING
BAND?) I DON'T KNOW JAPANESE CUSTOM REGARDING A WEDDING
BAND. YET, IF HE WAS MARRIED, I CAN UNDERSTAND THE THOUGHT...
A JAPANESE THOUGHT PATTERN AND BUSHIDO TEACHING... THAT CAPTURE
WAS LIKE DEATH, THAT HIS FAMILY WOULD LOSE A SON BY CAPTURE
AND, AS MANY FAMILIES FOUND OUT AFTER THE WAR, "NOW I HAVE
A SECOND SON" WHEN THE POW CAME HOME. WHAT I'M TRYING TO
SAY IS, NISHIKAICHI THREW HIS WEDDING BAND AWAY AS HE WAS
"DEAD" IN JAPANESE EYES. THEN TOO, HE COULD SIMPLY HAVE
TRIED TO HIDE HIS PAST FROM THE INTERROGATORS.

AS TO YOUR QUESTIONS TO OTHERS IN "CHECKING AROUND" ON THE
ZERO FOUND IN 1965 (OR 1966). NO ANSWER INDICATES TO ME THAT
THE FINDERS ARE STILL KEEPING THE SITE QUIET SO THAT PROPER
"TECHNICAL INTELLIGENCE INVESTIGATION" MAY BE MADE WITHOUT THE
SOUVENIRING OF CURIO HUNTERS. I AM ADDING TO THE RESEARCH
BACKGROUND FOR THIS FUTURE INVESTIGATION. I FOUND OUT ABOUT
THE CRASH SITE ON 7 DEC 1966. WHILE YOU WERE AT PUNCH BOWL
TAKING MITSUO FUCHIDA'S PHOTO, I WAS AT HICKAM, SITTING AT MY
DINETTE TABLE LISTENING TO THE HOURLY 5 MINUTE INTERVIEWS WHICH

RADIO NEWSMEN MADE WITH VETERANS WITH DIFFERENT STORIES ON 7 DEC 41. ONE OF THESE STORIES WAS WITH THE FINDERS OF THE CRASH SITE. THIS WAS THE BEGINNING OF MY INDEPENDENT SEARCH INTO THE JAPANESE AND US AIR BATTLES OVER PEARL. IN 1969, I RETURNED TO HAWAII TO CONFIRM THE SITE, TO TALK TO THE FINDERS AND CONFIRM TWO OTHER CRASH SITES ON OAHU. THREE PEOPLE ON THE HONOLULU-STAR BULLETIN HELPED DIRECTLY AS DID DICK DAVIS, HAWAII TRAIL & MOUNTAIN CLUB. BOB MIKESH, A MAJOR IN USAF AT MY 'HOME' AIR FORCE BASE, WAS INSTRUMENTAL IN PG, IN TEACHING ME ABOUT JAPANESE AIRCRAFT BEFORE I WENT TO HAWAII. IN 1967-8, DENTHORPE (AUTHOR OF JAPANESE ARMY... AND NAVY CAMOUFLAGE AND MARKINGS - TWO BOOKS BY AERO PUBS) HELPED ME UNDERSTAND A LOT, TOO. THEN IN 1970-71 RICHARD BUESCHEL ~~AND~~ (WITH DENTHORPE, JACK CANARY - OF TORA, TORA, TORA STAFF, AND I) WROTE A BOOK WHICH WAS TO REVEAL THE PHOTOGRAPHS WHICH DICK, DON & JACK COLLECTED FOR THE PAINTING OF THE TORA JAPANESE AIR FLEET. THE BOOK WAS NEVER PRINTED. JACK CANARY WAS THE MAN WHO SELECTED THE SITE FOR THE FILMING AND PROVIDED ① THE AT-6 & BT-13 ② DID THE CONVERSION TO ^{JAP} A/C WORK AND PAINTING ③ WAS KILLED WHILE FERRYING AT-6 TO CALIF TO THE 'CONVERSION' PLANT. DICK BUESCHEL SHOWED A GOOD NUMBER OF HIS PHOTOS IN THE AERO-AIRCRAFT JAPANESE SERIES (YOUR PHOTO 13 JAN 7, OF JACK MIZUHA SHOWS THE AGM2 BOOK WITH MR. MIZUHA POINTING TO THE HIRYU ZERO WHICH CRASHED IN THE RAID ON DARWIN. WE LATER FOUND OUT THAT THE "DARWIN ZERO" WAS CODED BII-112. PLEASE NOTE THE FLIGHT COMMANDERS STRIPE ACROSS THE VERTICAL TAIL SURFACES AND THE PHOTO OF BII-112 IN SAME BOOK. I HAVE PILOT'S NAME FOR BII-112 AND HISTORY.) OH, MY PART IN DICK'S BOOK IS WHAT YOU WERE ORIGINALLY AFTER WHEN YOU FIRST WROTE TO ME, BOY, DID I LEARN A LESSON AND AM GLAD THAT THE BOOK DID NOT GET PUBLISHED. MY PART ON MIA JAPANESE WAS SOOOOO INACCURATE COMPARED TO WHAT MY LARGE-AMOUNT-OF-CONTRIBUTORS HAVE SET BEFORE ME TODAY. 😊

DEC 41, WAS NOT THE ONLY TIME HAWAII WAS VISITED BY JAPANESE AVIATORS!

ON 17 DEC 41, ^(LEVEL JAPANTIME) THE JAPANESE SUB I-7 SENT OUT A SUB-BORNE AIRCRAFT (JAPANESE DESIGNATION E14Y; ALLIED CODENAME: "GLEN") FOR A DAWN PATROL OF PEARL HARBOR. ON 5 JAN 42, THE I-19 SENT A "GLEN" FOR A NIGHT RECONNAISSANCE OF PEARL. ON 24 FEB 42, THE I-9 SENT OUT A "GLEN" FOR A NIGHT REECE, TOO. ALL THESE FLIGHTS WERE EVIDENTLY TO KEEP TABS ON THE SALVAGE OPERATIONS AND ON THE LOCATION OF OUR CARRIERS. PERHAPS THESE WERE ALSO A PART OF "OPERATION K"?

YOUR SON SAW A PROGRAM ABOUT "OPERATION K". THIS "OPERATION K" WAS A CONTINUATION OF THE REECE OF PEARL HARBOR, BUT BETTER MANNED (MORE OBSERVERS) WITH BOMBS, TOO. THIS WOULD BE THE FIRST USE/THE COMBAT TEST OF THE BRAND NEW KAWANISHI FLYING BOAT (JAPANESE DESIGNATION HBK; ALLIED CODENAME "EMILY"). TWO PREPRODUCTION 'EMILY'S' OF THE TEST UNIT (YOKOSUKA NAVAL AIR GROUP 'OR' KOKUTAI) WERE ASSIGNED TO THE YOKOHAMA KOKUTAI WHICH WAS OPERATING AT THE WOTJE NAVAL BASE, MARSHALL ISLANDS. THESE TWO EMILY'S WERE CODED "Y-71" AND "Y-72".

THE I-22 SUB WENT OUT IN FEB 42, LOCATED A LAGOON IN THE FRENCH FRIGATE SHOALS FOR A REFUELING STOP. IN THE 2ND WEEK OF FEB, THE I-15, I-19 & I-26 DEPARTED WOTJE FOR THE FRENCH FRIGATE SHOALS. EACH LOADED WITH AVGAS. SUB I-9 AIDED WITH RADIO VECTORING OF THE EMILY'S.

ON 15 FEB, THE 2 EMILY'S FLEW FROM YOKOHAMA TO WOTJE. LT. TOSHIO HASHIZUME WAS FLIGHT LEADER AND FLEW "Y-71". LT. TOMANO FLEW "Y-72". ON 3 MAR, THE EMILY'S FLEW TO THE 'F.F. SHOALS' LANDING AT 6:30 PM. THEY CONTINUED THEIR FLIGHT AFTER MIDNIGHT. "Y-72" WAS 20 MINUTES BEHIND "Y-71". "Y-71" BOMBED MOUNT TANTALUS. THE UOPH WAR RECORDS DEPOSITORY PHOTOS #175, #731, #732 & #791 SHOW THE DAMAGE DONE TO HOMES AND TREES FROM THE CONCUSSION OF THE BOMBS. "Y-72" BOMBED THE WATER AT THE ENTRANCE OF THE HARBOR. ^{THEY} PREVENTED ANY REECE OF THE HARBOR.

in 6 MAR 42, BOTH 'Y-71' & 'Y-72' WITH SAME RESPECTIVE CREWS WENT ON RECCES. 'Y-71' (LT. HASHIZUME) WENT TO MIDWAY, 'Y-72' (LT. TOMANO) WENT TO JOHNSTON ISLAND. LT HASHIZUME'S EMILY WAS INTERCEPTED BY BREWSTER BUFFALOS OF VMF-222 (CORRESPONDENT JOHN B. LUNDSTROM; 5072 N 26th ST., MILWAUKEE, WIS 53209, HAS COMBAT REPORT OF MISSION, VICTOR AND AIRCRAFT MARKINGS OF VICTOR), 'Y-71' WAS SHOT DOWN.

A FURTHER "OPERATION K" (RECCÉ OF PEARL HARBOR) WAS PLANNED AS A PART OF THE BATTLE OF MIDWAY, SUB I-123 FOUND THE US NAVY IN OCCUPATION OF THE LAGOON WITH SEAPLANE TENDERS. THIS CANCELLED THE "OPERATION K". THIS DENIED THE JAPANESE ATTACK COMMANDERS THE KNOWLEDGE OF THE US CARRIER LOCATIONS. THIS LACK OF KNOWLEDGE WAS BENEFICIAL IN SINKING THE 4 CARRIERS IN THE BATTLE!

↑ THIS (INFO ON UNIT AND AIRCRAFT CODES IS: PREVIOUSLY UNREPORTED IN WESTERN PRESS) 3RD ATTACK ON HAWAII, 30 MAY 1942, WAS SUSPENDED ON THE WAY. THE TWO 'EMILY' FLYING BOATS FOR THIS ATTACK WAS FROM THE 14th KOKUTAI (SECOND FORMATION OF KOKUTAI) AND WERE CODED "W-45" AND "W-46"

FOR A REVIEW OF ABOVE 2ND ATTACK ON HAWAII, SEE THE PROFILE PUBLICATIONS #233 H6K 'MAVIS' & H8K 'EMILY' THE ABOVE IS FROM THIS WORK WITH MY CORRECTIONS OVER; UNITS, TAIL CODES, PILOT ASSIGNMENTS, 3RD ATTACK. PROFILE GOOFED ON YOKOHAMA VERSUS YOKOSUKA, GAVE A 3RD TAIL CODE FOR A NON-EXISTANT EMILY (IE: Y-73). ALSO SEE AIREVIEW 1965-8 (JAPANESE TEXT), BURRINDO PUBS FAMOUS 1/2 OF WORLD #68 EMILY (JAPANESE TEXT), KOKU-FAN 1975 (JAPANESE TEXT)

YOUR SON IS OBSERVANT AND REMEMBERED QUITE A LOT EVEN DOWN TO THE DATES OF THE ATTACK! BRAVO! IF YOU FIND MORE, I'D SURE LIKE TO ADD THIS TO THE HISTORY, THANK.

OH, YES, FOR MORE INFO ON THE 1ST & 2ND EMILY 'OPERATION K' SEE I BOAT CAPTAIN BY ZENJI ORITA & JOSEPH D HARRINGTON (1976). THIS OUTLINES THE SUBMARINE EFFORTS OF THESE OPERATIONS.

~~PLEASE TO GET THE LIST OF QUESTIONS FOR MR MIZUHA:~~

I SURE NEED A MAP OF NIHAU THAT INCLUDES THE TRAVELS OF NISHIKAIKI. AS MUCH INFORMATION ABOUT THE CRASH SITE AS POSSIBLE IS NECESSARY, TOO, ~~TO TRY~~ TO RECREATE THE CRASH LANDING EXACTLY, A MAP OF THIS SITE ~~WAS~~ ^{IS} ALSO NECESSARY TO INCLUDE: DIRECTION OF LANDING, LOCATION OF FENCE ~~THAT~~ THAT NISHIKAIKI TRIED TO HOP, RELATIONSHIP TO & DISTANCE FROM HAWILA (HOWARD) KALCOHAND'S HOME, LOCATION OF HAWILA KALCOHAND AT TIME HE SIGHTED THE TWO AIRCRAFT FLYING (THIS MAY PROVE BENEFICIAL TO THE OTHER CRASH SITE) AND AT TIME OF NISHIKAIKI'S CRASH, TYPE OF SOIL THE PLANE CRASHED ON (IE: SEVERAL REPORTS CONTRADICT: "ROCKY FIELD", "ROCK BREASTWORK HIDDEN IN A TANGLED GROWTH OF WEEDS", "ROCKY SLOPE", "BEACH", "SAND"). THE CONDITION OF THE ZERO IS IMPORTANT TO MY RECREATION OF THE TECHNICAL INTELLIGENCE INVESTIGATION OF ALL ZEROS CAPTURED (41-43). ONE OF THE TOUGH AND SAD PARTS OF THE ALLIED ATTEMPTS TO FLY A ZERO WAS THE ZERO THAT CRASHED AT FORT MORSEY (SEE PHOTOS IN BUESCHEL ARCHIVE/AIRCOM OF "V-110"). THE 'GROUND-POUNDERS', WHO TOOK THE PLANE OUT OF THE JUNGLE, CHOPPED THE WINGS OFF WITH AN AXE! THE ZERO WAS BUILT LIKE AN F-86: WINGS AND FORWARD FUSELAGE ARE ONE UNIT.... THE SPAR WENT FROM WING-TIP TO WING-TIP. WAS THE SPAR INTACT ON BII-120 OR DID THE WINGS HIT SOMETHING TO RIP THEM OFF (AS PAT NAEA'S PHOTOS SUGGEST)? COCKPIT BURNED AS THE ROBERT'S COMMISSION REPORT STATE OR NOT (AS W. HOLLOWAY RECALLS)? TO WHAT EXTENT BURNED? IF COCKPIT BURNED, THEN WHY DID THE OIL TANK NOT BURN, TOO? OIL TANK SITS IN FRONT OF FIRE WALL FROM COCKPIT. FIRE WALL PROBABLY SAVED AIRCRAFT FROM MAJOR DAMAGE. NEED LOCATIONS OF: NONOPANA VILLAGE. (DETAILED MAP OF NIHAU)

SORRY FOR DELAY
IN SENDING THIS
TO YOU.

SINCERELY
Drew
Aiken