

SECURITY INFORMATION

(c) WEATHER

The weather experienced during the patrol corresponded with the predictions furnished prior to the patrol by ComNavFE, being almost uniformly calm. The sea state was usually 2 or below, and was as high as 5 only once. The wind was usually less than 15 knots. The infrequent winds up to 25 knots never lasted more than a few hours. The air temperature averaged 41° during the night hours in the early part of May. By the end of May, the temperature had risen to about 45°. The only air temperature recorded during the day was 57° at 1500 on 28 May. A light surface haze generally restricted visibility to about 10 miles. Visibility was unlimited about 20 percent of the time, while heavy haze or fog was encountered about 30 percent. No ice was encountered.

(d) TIDAL INFORMATION

Currents observed on station were slight. In the area between Kaiba To and Robun Shima they varied from 0 to 1 knot in drifts, with set between NE and SE (based on continuing observations throughout May). On the line between Nishi Notoro Misaki and Naka Shiretoke Misaki a $\frac{1}{2}$ knot westerly current was experienced (based on observations during day of 16 May). The current off the northern tip of Hokkaido was about $1\frac{1}{2}$ knots, and varied in direction from about 040 north of Noshappu Misaki to 110 northeast of Soya Misaki, (based on observations 2000-2400 14 May and 0000-0200 19 May).

(e) NAVIGATIONAL AIDS

Charts HO 2124 and HO 2728 were used for navigation in Joint Zones V and VI. Both appear to be accurate except that a 12-fathom shoal shown on chart HO 2124 at Lat 45-50.8 N Long 142-56.5 E does not appear on HO 2728, the one normally used in that area.

The following navigational lights were observed with characteristics as indicated below. (Ref. HO chart 2728).

KAIBA TO LIGHT - Location as indicated on chart. Characteristics varied from occulting every two seconds (on 1 second, off 1 second) to occulting every 5 seconds (on $2\frac{1}{2}$ seconds, off $2\frac{1}{2}$ seconds). Operated sporadically, with no apparent pattern to times of operation.

BESHI MISAKI LIGHT (RESHIRI SHIMA) - Location as indicated on chart. On 14 May characteristics were flashing every 15 seconds as indicated, on 5 seconds and off 10 seconds, except that the light was so erratic during the bright portion of the cycle that it nearly appeared to be emitting a series of ragged flashes. On 19 May, this light had a 10 second period.

NOSHAPPU MISAKI LIGHT (HOKKAIDO) - Location as indicated on chart. Characteristics group flashing 2 every 20 seconds as indicated.

WAKKANAI BREAKWATER LIGHT (HOKKAIDO) - Location as indicated on chart. Flashing red every 4 seconds as indicated.

SOYA MISAKI LIGHT (HOKKAIDO) - Location as indicated on chart. Group flashing 4 every 30 seconds as indicated.

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(e) NAVIGATIONAL AIDS (CONT'D)

NAKA SHIRETOKO MISAKI LIGHT (SAKHALIN) - Location as indicated on chart. Group flashing 2 every 24 seconds as indicated. This light was not operated continuously at night. At one time it was suddenly turned on when this vessel approached to within 15 miles, indicating that it may be operated only when a ship is passing the point, and that there may be a radar station on the point. No steady ECM contact was noted at this time.

NISHI NOTORO MISAKI LIGHT (SAKHALIN) - Location as indicated on chart. Alternating white and red every 10 seconds as indicated. This light and the Niho Gan light were burning on the night of 18 May, but were not observed on the night of 15 May, the only other time the ship was within visual range at night.

NIHO GAN LIGHT - Location as indicated on chart. Flashing every 4 seconds. Observed only on 18 May.

KENUSHI MISAKI LIGHT - Location as indicated on chart. Characteristics group flashing 2 every 30 seconds as indicated. The direct rays of this light were observed at 0228 on 24 May at a distance of 48 miles. The listed range of visibility of this light is 21 miles; the computed maximum for a height of eye of 40 feet is 25 miles. Extreme extended S-band average was noted at the same time.

Radar cuts in Joint Zone V, using Kaiba To, Robun Shima, Rishiri Shima, and occasionally Notoro Hanto were reliable. In Joint Zone VI, care had to be exercised to choose the proper points on the slopes of Notoro Hanto and Shiretoko Hanto from which to plot the range. Radar piloting while transitting the swept channel was entirely satisfactory.

Loran reception in the patrol area was as follows.

4H7 - Good reception, giving good line of position.

4H6 - Good reception, but area is on base line extension.

2H0, 2H1 - Excellent reception, but tables and charts do not cover area.

1L6, 1L7, 1L0, 1L1 - Fair reception, but tables and charts do not cover area.

Since only one station gives a line of position, navigation by Loran alone is not possible in this area.