

Ninth Cruise to American Equatorial Islands

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BECAUSE of special duties requiring the presence of the new U. S. Coast Guard Cutter *Roger B. Taney* in Hawaiian waters the Cutter *Shoshone*, a vessel of the same class as the *Itasca*, was dispatched from the mainland and arrived at Honolulu on the morning of March 9th. After refueling and placing aboard stores, water drums and changes of personnel she departed from Pier 5-A at 7:00 a. m., March 10th.

Arriving at Howland Island on the morning of March 15th we found all the men well and happy and the emergency airport ready for use. Under the direction of Robert Campbell, District Adviser, Bureau of Air Commerce, the seven WPA men and the four permanent Interior Department residents had done an extremely difficult piece of work in a remarkably short time. The two war-time tractors, fresno scraper, two-ton roller and other miscellaneous equipment, furnished through the cooperation of Major-General Hugh A. Drum, and a large road grader loaned by the City and County of Honolulu, had been used to advantage.

Three runways had been prepared. All were 150 feet wide, the North-South 5,200 feet long, the East-West runway 2,400 feet long, and the Northeast-Southwest runway 3,000 feet long. The surface in some places is gently rolling, but with no grade of over about one percent, and, as someone stated upon seeing the work—"It is an air-field which any town would be proud to own."

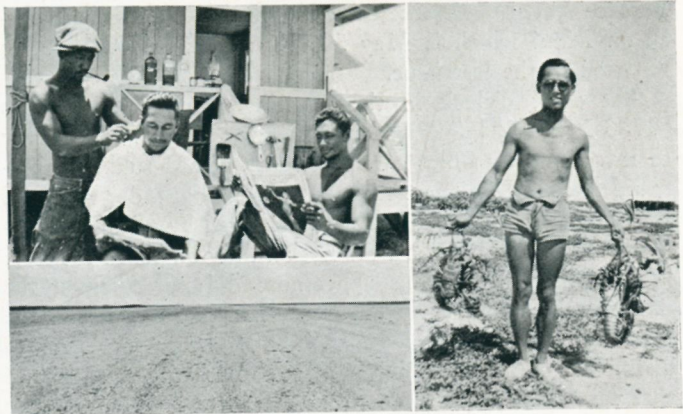
The field at Itascatown was immediately named Kamakaiwi Field, honoring James Christian Kamakaiwi, Kamehameha School graduate, who was the first Hawaiian to land on Howland when the repossession activities started in March, 1935, and who has been leader on Howland the greater part of the time during the past two years.

Gasoline and lubricants for the Earhart flight were landed on the first day and in the evening we drifted off and stood by to proceed to Baker at daylight. Baker lies thirty-eight nautical miles south southeast of Howland. All the men on Baker were in fine condition except Paul Yat Lum, student aerologist and radio operator, who was replaced by Ah Kin Leong. Paul Lum had developed an eye condition that needed slight medical attention.

The ship was back on the leeward side of Howland at daybreak the next morning. Preparations for the reception of Miss Earhart were continued. A shower bath was built and a special drum of water placed ready for use. This was an unheard of procedure on Howland Island where every drop of water has to be transported from Honolulu or collected during the infrequent rains from the corrugated iron roofs and where all bathing is usually accomplished in the surf.

On the morning of March 20th we learned by radio that Miss Earhart had damaged her plane in taking off at Luke Field and that the flight was indefinitely postponed. We sailed at sundown for Jarvis to complete our scheduled cruise.

At 1:00 p. m., March 22nd we crossed the equator. King Neptune, with the aid of his efficient Court and trusty retainers, transformed about ninety men from the "unwashed and degenerate condition of 'pollywog' to the elevated and honored station of shellback." Seamen attach great im-



Tonsorial Parlor on Baker (upper left). Kamakaiwi Airfield on Howland ((lower left). Paul Yat Lum and Lobsters on Howland (right).

portance to this time-honored ceremony and it is always a gala event.

On March 24th just as we were arriving at Jarvis Island in the morning the Pan-American Airways "Sikorsky" was crossing the Equator about 200 miles west of us on its way from Kingman Reef to Pago Pago, American Samoa. Our ship had been giving them weather data and had been guarding their frequency almost constantly during the flight.

We landed replacements for damaged radio gear, a supply of food and general equipment and twenty-two drums of fresh water, on Jarvis.

I appointed Joseph Kim to be the new leader as we were taking Charles Ahia for some necessary dental treatment after six months of service. Aki Kini Pea was left to fill the vacant place.

On March 25th we landed mail and few fresh stores at the British cable station on Fanning Island. A number of officers and men were entertained ashore by the cable station manager and other officials on the Island. It will be remembered that on the January Cruise Godfred Christiansen was cared for during his last illness by these friends on Fanning Island.

We anchored at Palmyra on March 26th. This coral atoll of 53 islets is owned by Mr. Fullard-Leo of Honolulu. Liberty parties from the *Shoshone* spent an extremely interesting day at this South Sea Paradise.

On Monday, the 29th of March at 2:00 p. m., we tied up at Pier 5 in Honolulu.



Shipwreck on Jarvis