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UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY

File No. 9 12 17

DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

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EQUATORIAL ISLANDS

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REPORTS
FIELD REPRESENTATIVE
(13th Expedition)

IMPORTANT

This file constitutes a part of the official records of the Department and should not be separated or papers withdrawn without express authority of the Secretary.

All files should be returned promptly to the File Room.

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Harold L. Fisher

Secretary.

July 18, 1938
to
Sep. 3, 1938

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FOLLOWING FROM BLACK QUOTE THIRTEENTH CRUISE REPORT AND
PHONOGRAPHS MAILED SECOND EXTRA COPY FOR STATE DEPARTMENT IF DESIRED
PERIOD SIX BLUEPRINTS CANTON CHART MAILED BY NAVY YARD ON
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#13*

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

Iolani Palace
Honolulu, T. H.
September 1, 1938

9-12-17
Filed (13)
H. H. (13)

Mrs. Ruth Hampton, Acting Director
Division of Territories and Island
Possessions
Department of the Interior
Washington, D. C.

Dear Mrs. Hampton:

I am enclosing herewith the original and first carbon copy of my narrative report of the Thirteenth Cruise to the American Equatorial Islands and to other islands as noted.

Two sets of photographs made with the ship's camera on negatives left over from the last expedition are also included. One set is for Division file and the other for disposition to the State Department or other interested Government office if desired.

The Public Works drafting room of the Navy Yard is mailing to you today six blueprints of our chart of Canton Island prepared by the Public Works office from the original sheets and survey notes of Henslee Towill, temporary surveyor employed by this office from February 26 to August 15, 1938. The original sheets and survey notes and the cross-section notes of the proposed land-plane runway on the north rim will be retained on file in this office. The tracing will be filed for convenience in the Public Works office of the Navy Yard and if the Division, other Government agencies, or interested commercial companies desire further prints they may be procured by writing this office.

After a conference with the Commanding Officer of the "Taney" it has been decided to make during the next cruise a hydrographic survey of the outer reefs and anchorage facilities at Canton, and if possible a topographic and hydrographic survey of Enderbury Island. When this work is completed it is recommended that this present chart and the additional data be

one set only
rec'd for
+ sent to
photo section

2'd set
rec'd June 2/39
+ to Photo section

(July 16 - Aug. 15)

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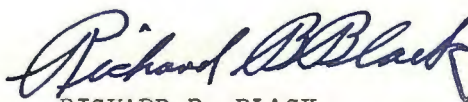
- 2 -

Mrs. Ruth Hampton, Actg. Dir.

September 1, 1938

turned over to the Hydrographic Office, as they may wish to revise or replace the existing charts of these two islands. It is further recommended that the Division forward one copy of the present chart to the Hydrographic Office for information.

Sincerely yours



RICHARD B. BLACK
Field Representative

RBB:kl
Encl.

C R U I S E R E P O R T

13TH CRUISE

to

AMERICAN EQUATORIAL ISLANDS

by

RICHARD B. BLACK
Field Representative
U.S. Dept of the Interior
(Division of Territories
and Island Possessions)

Iolani Palace
Honolulu, T. H.
September 1, 1938

THIRTEENTH CRUISE TO THE AMERICAN
EQUATORIAL ISLANDS
of
JARVIS, BAKER, HOWLAND; To CANTON & ENDERBURY
and to other islands in the South Seas

by
Richard B. Black
Field Representative
U.S. Dept of the Interior
(Division of Territories
and Island Possessions)

Aboard U.S. Coast Guard Cutter "Roger B. Taney" (Commander E. A. Coffin)
JULY 16, 1938, (SATURDAY)

The thirteenth cruise departed from Pier 5-A, Honolulu, T.H. at 7:00 P.M. on this date. In addition to the routine servicing of Jarvis, Baker, and Howland Islands, and calling with food, equipment, water, and personnel at the newly established stations on Canton and Enderbury, the ship is authorized to touch at Pago Pago, American Samoa. This arrangement was made in Washington to allow Delegate Samuel Wilder King, Delegate to Congress from Hawaii, to make a study of Samoa. Other stops may be arranged en route, notably at Swains Island, and the islands of the Manua Group.

The following persons, other than the regular ship's company, were on board:

- ✓ 1. Samuel Wilder King, Delegate to Congress from Hawaii
- ✓ 2. J. Walter Doyle, Collector of Customs, Honolulu, T. H.
- 3. Richard B. Black, Field Representative, U.S. Dept. of the Interior
- ✓ 4. Edwin H. Bryan, Jr., Curator of Collections, Bishop Museum
- ✓ 5. Edward B. Brier, Chief Engineer, Hawaiian Dredging Co., Honolulu
- 6. Authur Beach, Civilian Radio Engineer, Signal Corps, U.S. Army
- ✓ 7. George Munro, Observer, U.S. Biological Survey, Honolulu
- 8. Lieut. E. H. Strange, U.S.N., Aerologist, Fleet Air Base
- 9. 1st Lieut. T. B. Anderson, U.S.A., Observer from Air Corps
- 10. 2nd Lieut. Charles Billingslea, U.S.A., Survey Officer, Army equipment
- 11. Jack O'Brien, Reporter, A.P. Guest of ship
- 12. Henry Zerbe, Civilian electrician, 14th Naval District
- 13. Walter Donaghho, Assistant to Mr. Munro
- 14. E. Emory, Assistant to Mr. Munro
- 15. A. D. Keen, R. M. 2 C., U.S.N. Assistant to Lieut. Strange
- 16. G. W. Fiedler, Sea. 1 C., U.S.N. Assistant to Lieut. Strange
- 17. Sergeant Ralph Wilson, U.S.A. Assistant to Lieut. Billingslea
- 18. R. W. McLaughlin, G.M. 1 C. U.S.C.G., On leave
- 19. George Akana, Island replacement, Interior
- 20. Bernard Akana ditto

21. Andrew Boyd, Island replacement, Interior
22. Clarence Braun ditto
23. Carl Kahalewai ditto
24. Sam Kahalewai ditto
25. Frederick Lee ditto
26. John Roberts ditto
27. Joshua Wood ditto
28. Ah Kin Leong ditto (Radio)
29. Henry Lee ditto ditto
30. Harry Bush ditto ditto
31. James C. Kamakaiwi, Sr., Guest of Warrant Officers and of James C. Kamakaiwi, Jr., Canton Island

In addition to the customary supplies of food, water, and general equipment for the islands, the ship is carrying certain material for improvements. Two Bureau of Air Commerce radio transmitters, Type THJ will be landed and set up on Canton and Jarvis, With them are 5 K.V.A. Delco gasoline driven alternating current generators for power, two NC 100X Receivers, storage batteries for the Delco starter and for receiving filaments, two "Wincharger" generators giving 6 volts of D.C. for battery charging, two sets of tube tester and two radio equipment testing outfits, antenna construction equipment, and spare tubes and parts for all equipment.

*note
9-12-18
D. C. H. H.*
After securing the two THJ transmitters from the Bureau of Air Commerce without exchange of funds, the Division purchased all the other radio material and shipped it with the transmitters aboard the Army Transport "Grant", arriving in Honolulu on June 29th.

Also on the "Grant" were two complete surface meteorological stations procured from the U.S. Weather Bureau of the Dept. of Agriculture. These are being carried for establishment on Canton and Enderbury Islands. Aneroid barometers, mercurial barometers, anemometers, wind-direction indicators, rain gauges, thermometers and psychrometers are included.

Lieut. Billingslea arranged through the Salvage Office at Schofield Barracks for the acquisition of certain material no longer needed by the Army: Two tanks of 1000 gal. capacity each, two of about 800 gal., a cart of heavy construction for Canton, and four light carts for the other islands. These latter four carts are badly damaged but wheels and axles are intact and will be of great use.

We are also carrying 500 sheets of 27" x 96" galvanized corrugated sheet steel and sufficient lumber for the construction of a water-shed on each island, 100 sheets per island. Eave-troughs and down-spouts were also purchased through the Navy Supply Division at Pearl Harbor. It is hoped that the sixteen hundred or more square feet of water-shed, added to the area now available on the islands (roofs of buildings), will enable us to fill all reserve water tankage during the rain squall period of the fall and winter. From the design for the sheds attached to this report it can be readily seen that additional sections can be added if the plan proves as successful as last years rain squalls would predict. The work may possibly be wasted on Jarvis, Island, but it is hoped that sufficient rains will occur there as well. In any case, the shed will serve as a storage

space and a protection from the sun for the colonists. With food, water, gasoline, etc., added to the above, our load is about 50 tons

JULY 17, 1938, (SUNDAY)

The sea is exceptionally smooth. We are steaming at economical speed of about twelve knots for Howland Island.

JULY 18, 1938, (MONDAY) to JULY 21, 1938, (THURSDAY)

Steaming as before for Howland Island

JULY 22, 1938, (FRIDAY)

Arrived off Howland Island at 10 A.M. and landed at once through moderate surf. Found all men well and happy.

Charles Ahia, leader

James Kinney

Henry Medeiros

Kenneth Lum-King (Radio)

Landing of supplies was started at once on a rising tide and all material was ashore by about three o'clock. The Electrolux kerosene refrigerator was set up and placed in operation. Sixteen drums of water were landed, also four drums of gasoline, new weather forms, etc. Lieut. Strange and his aerographer checked the mercurial barometer and recorded numbers of all pieces of equipment. Mr. Bryan collected specimens all day. Mr. Munro, observer for the Biological Survey, worked at bird-banding and he and his two assistants, Donaghho and Emory, decided to remain on the island over night and band birds. All island residents remained since we will be back with Herbert Chang, radioman, from Baker tomorrow afternoon.

Samuel Kahalewai was landed and remained on the island as a replacement.

Drifted off island with Earhart Light operating as a beacon.

JULY 23, 1938, (SATURDAY)

Arrived off Baker at 10:00 A.M. It would have been useless to arrive earlier due to the stage of the tide. Found surf conditions better than on any of my previous seven calls. The wind was from the south east, and the surf at the landing just south of the camp was exceptionally gentle. Landed and found all men well.

Theodore Akana, leader

Louis Suares

Edward McCorriston

Herbert Chang, radioman.

Baker camp is in better shape than Howland. The men have shown initiative in improving their surroundings. Because of the unusual surf conditions, all the work was finished by about 1:30 P.M. and after instructions for the building of the new water-shed, we departed, taking Theodore

Akana (to Honolulu) and Herbert Chang (to Howland) and leaving Louis Suares in charge, Edward McCorriston, remaining colonist, and Andrew Boyd and Henry Lee (radio) as replacements.

Arrived back at Howland at 5:45 P.M. and since we are still carrying Honolulu time, there was no rush in making the replacements before dark.

Herbert Chang was landed and Charles Ahia and Kenneth Lum-King were taken off. Mr. Munro and his two men reported a successful night's work and were also returned to the ship.

Note: (Charles Ahia attempted to take off the island a box containing food just landed, namely, six cans of poi and six of grapefruit juice. He was reprimanded and the food left on the island. For this and other previous happenings, such as coming aboard ship at the moment of sailing from Honolulu in an intoxicated condition, he will not be employed again.)

Final instructions were given including changes in the tank and watershed locations, and the boat left the beach at about six P.M. and a course was laid for Canton Island at about 6:30.

Men on Howland:
James Kinney, leader
Henry Medeiros
Sam Kahalewai
Herbert Chang (Radio)

"Davy Jones" came over the bow after the movie with "summons" for all "Pollywogs".

JULY 24, 1938, (SUNDAY)

The Neptune Party began at 9 A.M. with fireworks. The arrival of the Royal Train was announced by a package of firecrackers in a basket. "Pollywogs" were transformed into "Shellbacks" with traditional severity. Each party I have witnessed on Coast Guard ships gains over the last one in diabolical ingenuity. Practically every victim was given a short and ragged hair cut.

JULY 25, 1938, (MONDAY)

Sighted Canton Island at about 8 AM. and landed at lagoon dock at about 9 A.M. The seven men in and camp were well and happy. Henslee Towill had been ill with some gall-stone trouble but it has cleared up satisfactorily. Sgt. Voigt had serious difficulty with his bad case of sunburn early in his period on the island, but now he is well tanned and looking fit.

I called on Mr. Langdale and Mr. Fleming (they had met us at the dock for a moment and then retired to their house) and had a pleasant talk with them. The light meter, radio tubes and batteries, and fishing supplied ordered by Mr. Langdale were delivered to him and he later gave me fifteen pounds to pay for them all. His change will be returned on the next trip.

He was not sure of the rate of exchange and gave me more than a pound over the calculated amount at present rate. He presented me with a water-color painting of the "Taney" lying off Canton on the historic day, March 7, 1938, when the American camp was established. The painting was signed by Mr. Langdale, Mr. Manning, Sgt. Voigt, Henslee Towill, and Sgt. McGalliard.

I learned that at the time of the NIAGARA and AORANGI calls, our men had not asked for anything but that the Captains of the ships had sent fresh food in for all residents of Canton, and Mr. Langdale had distributed a large share to the American camp. Relationship between British and American personnel has been decidedly friendly at all times. This is further indicated by certain cartoons of amusing events penned by Mr. Langdale and in the possession of Henslee Towill.

Towill showed me the results of his survey and they appear very satisfactory. We should have left a sextant with him for use of the three point method on his triangulation controls from the boat while making soundings. In spite of this oversight on my part he succeeded in getting and plotting some soundings, and he has accurately plotted in all the lines of barrier reefs within the lagoon. Much of this work was done from instrument "set-ups" on the reefs in a foot or two of water. Many times he set his portable drafting table up beside his instrument in the water, and then the boat left him and gave him shots on a stadia rod from the necessary locations on near-by reefs. By lengthening the rod and using "half-stadia" he was able to get shots up to 3200 or more feet.

I discussed with Towill and others the stay of USS ONTARIO and Mr. McKenzie of Pan American Airways, May 24 to May 27, and found that Mr. Langdale and officials of the "WELLINGTON (visit of June 26) protest the placing of "Incinerator" location stakes only three paces from the N.Z. Solar Eclipse Expedition flag monument of June, 1937. I discussed the matter with Mr. Langdale and assured him I would forward the protest with recommendations, and also mention the coconut seedlings which should be transplanted by Pan American Airways. As shown on the charts which will accompany this report, P. A. A. building location stakes disregard entirely the American Camp site. For this reason the men have hesitated to build the coral and concrete cook house and dining room which I asked them to start, fearing that it would have to be torn down almost at once. The tent camp does not look "ship-shape" and I will leave orders with James Kamakuiwi, the new leader, to start construction of the combination water-shed, cook house, and generator room.

The food supply was low when we arrived, that is, low in certain items, but with fish and turtle plentiful there was no hardship. I cannot understand how the supply could have become depleted unless we have a number of great eaters in the group. The supply landed for Canton was more than double the amount for Jarvis, Baker or Howland for a period of four months. With the new ice boxes there will be a great saving of opened food.

Some difficulty was experienced at the ship because of failure to take out seven and one-half gallons from each drum of water. When they were thrown over the side they promptly sank, and had to be pulled up again and floated with an empty drum. This trouble caused delay in sending in the large transmitter. It arrived at about 4:40 P.M. and we had

a difficult job taking it out of the boat, skidding it up the beach, and installing it in the house. It was necessary to take out the porch railing so that we could uncrate the set on the porch. The generator was set up and forms for the concrete footing were started, and a cable trench dug before we left.

Mr. Beach, the radio engineer, Harry Bush, his assistant, Henry Zerbe, electrician, Kenneth Lum-King, Mr. Kamakaiwi, and McLaughlin and Black (electrician) of the ship stayed ashore with the island personnel to set up the radio. The ship drifted off all night, to steam in the early morning for Enderbury Island.

(Note: Mr. Langdale accepted the Captain's invitation to dinner and a movie. I went in to the dock with him at about 10 P.M. Henslee Towill and Henry Kaahea stayed aboard ship, Towill being "loggedon", and Kaahea logged as a passenger to Enderbury.)

JULY 26, 1938, (TUESDAY)

We found that surf conditions at Enderbury were almost ideal. The wind was a little south of east and the tide was ebbing. Several loads of food supplies were sent in and then it was necessary to await the flooding tide in the afternoon to finish.

Joseph Anakalea, William Tavares, Harold Kim, and Yau Fai Lum were in fine spirits and looked healthy. Their house is well built and the grounds neat and clean. A coral walk leads from the house to the coral and concrete cook house and dining room just inland from the tournifortia thicket. The shade of the thicket is used to protect the drums of water and the current drum is placed in a rack in the center of the thicket. I suggested that the nesting birds be moved out and the thicket be made into a sort of rustic park by cleaning the broken dead wood from the ground, building seats, etc.

Harold Kim will be the new leader and with him will be Clarence Braun, Joshua Wood, and Manuel Pires, radioman. Pires will use his call, (K6HCC.)

While Harold Kim went to the ship for his physical examination, I explained to Pires the various building projects for the next period. North of the house I outlined plans for a triangular pedestal of coral-concrete with a timber structure or roof over it to carry the combination windvane and anemometer support. The base can serve as a sort of covered "lanai". Between the house and the cook house I laid out the site of the water shed with the large new water tank in its shade, and with a portion of its protected space set aside for food and tool storage. There is enough galvanized iron for a structure about forty feet square. The north side of the quadrangle made by the buildings will be landscaped about the site of the flag-pole. I suggested that the mortar (cannon) from the American guano-workers camp be aluminum painted and set up in a concrete carriage facing the sea in front of the flag-pole. The Weather Bureau equipment will be mounted in the house temporarily and part of it will be moved to the anemometer support tower when it is finished.

Mr. Bryan collected specimens all day and Mr. Munro and his two assistants studied and banded birds.

On the dead-low period of the tide Mr. Brooks and the ship's gunners started a channel through the reef at a narrow natural rift in the coral a bit north of the camp site. By using TNT blocks and demolition mines they made remarkable progress, and will finish the job on the next trip. I left word for a pair of range signals to be placed marking the channel.

On the rising tide all material was landed, including 16 drums of water, the tank, etc. Indications at Canton and Enderbury are favorable for the collection of good quantities of water.

The ship departed just before sundown to drift most of night and then steam for Canton Island.

JULY 27, 1938, (WEDNESDAY)

We landed on Canton Island at about 9 A.M. and found good progress on the radio installation. The set had been in operation the previous evening, with fire signal reported by an amateur in Tacoma, Washington. They called him on the amateur transmitter and when he answered he was asked to test the big set on 8100 kcs. Reported R. 5, S.7, T.9, (readability 5, Strength 7, Tone 9). This is practically a perfect signal.

An excellent small dock with concrete footings has been built south of the Eclipse Expedition dock.

At about 11 A.M. a journey was started in the motor surf boat to the N. E. end of lagoon. Commander Kelliher had the boat and the party included Delegate King, Mr. Bryan, R. B. Black, Henslee Towill, Lt. Anderson, Lt. Billingslea, Mr. Brier, Lt. Zittell, James Kamakaiwi & William Tavares.

The eastern end has a clear area large enough for seaplanes of moderate size to operate without any blasting or clearing. (See chart) We landed at the extreme end for lunch and some walked to the north east beach.

Returned to camp at 3:30 P.M. and all walked to the lighthouse where I dedicated the nearly completed tower to Capt. Edwin C. Musick and the crew of the lost Samoan Clipper. Yeoman Holly painted a sign as follows:

CANTON LIGHT
DEDICATED TO
CAPT. EDWIN C. MUSICK
AND THE
CREW OF THE LOST
SAMOAN CLIPPER

Mr. Langdale and Mr. Fleming stood with Mr. King and officers, and all crew members and personnel ashore stood about while I made the dedication in a few words. Photographs of record were taken. The A.P. representative, Jack O'Brien, asked to use the story and after consultation with Mr. King and the Captain, permission was granted. The precedent of Howland Light being unofficially named "Earhart Light" was not followed

exactly, since the Lighthouse Service names lights geographically. The Light will be known as "Canton Light" and will be placed in continuous operation when finished. A sun valve will automatically shut off the gas during sunlight hours.

After leaving a letter of authority to James Kamakaiwi, placing him in charge of the American camp, and outlining work for the party, and saying "goodbye" to the British officers, we departed Canton lagoon dock a few minutes before sundown.

A course was laid during the night for Birnie Island.

JULY 28, 1938, (THURSDAY)

We passed slowly along the easterly side of Birnie Island at about 8 A.M. It is a tiny place with no trees and only scant vegetation. A coral block tower apparently was built by the British for a flag tower. No flag was visible.

In the afternoon we arrived off Hull Island and Mr. Jones came off in his small boat. He looked well and was glad to see us. (We had called in November for a stop of an hour or so without landing) He needed a piston ring for the one cylinder engine in his 30 ft. cutter, in which he makes periodic journeys to Sydney Island where he has a few men cutting coconuts. The ring was cut from ring stock by the ship.

He commissioned me to pick up his sea-chest on Swains Island and carry it to Canton on next trip. A letter to Mr. Schultz of Swains was sent by me. Mr. Jones asked what effect our claim on Canton and Enderbury would have on his lease to the entire group. He referred to Capt. Allen's lease for 87 years from 1916. He stated he owns this lease. He said he had been planning a shark (oil industry) at Canton. Mr. Kelliher volunteered that our claim should not affect his work in such an industry under the Allen lease. I agreed that while the island was jointly claimed with sovereignty unsettled his lease should be honored. (There would of course be slight conflict between shark fishing and seaplane operation by P. A. A.) This matter should be thoroughly studied by our government to avoid later difficulties.

(See notes on Pago Pago date, August 1.)

JULY 29, 1938, (FRIDAY)

Arrived off Atafu in the Tokelau or Union Group at 1 P.M. and traded with the people on our decks until 3:30 P.M. Many mats and a great number of "Tokelau Boxes" or Tulugas (Pronounced Tulungas) came aboard and a large number of singlets, shirts, shoes, and trousers went ashore with the delighted natives. They gave an impromptu dance on the quarter deck. Their dances and songs are warlike, with heavy bass and fine tenor harmony. It was comforting to know that the date was 1938 and not 1838.

The Tokelaus are happy people, but are ardent beggars. At least

twenty touched my fountain pen or my sheath knife and said, "You my feleni (friend), give me this. I am very poor. You ameliki. You very rich!"

(Note: Mrs. Jennings told me that Mr. Jones's sea-chest was left at Atafu, not Swains, in May, 1937. A radiogram to him told him of this.)

JULY 30, 1938, (SATURDAY)

Arrived off Swains at about 10 A.M. and a party landed at once through moderate surf. Found that Mr. Schultz, as well as Mr. Jennings, is in Pago Pago. From a chief we learned that Mrs. Jennings was over at her home on the lagoon and several of us, Delegate King, etc., started over to drive her back in the Ford truck. We met her party on the way over and walked back, being picked up by the truck on the edge of the village. Siva Jennings, a niece, was with her, and Aliza, the thirteen year old daughter to whom I gave a dress on the November trip. I gave her a present of two dresses this time and some jewelry, and her mother gave me some small mats and one beautiful large one.

Our Hawaiian boys had their instruments and sang some songs. The people of the village did some fine dances and Aliza did a Samoan siva-siva.

We sailed for Pago Pago at about 3:45 P.M.

JULY 31, 1938, (SUNDAY)

The TANEY steamed into the beautiful harbor of Pago Pago at about 9:30 A.M. The navy launch arrived alongside carrying Comdr. Thomas F. Darden, Jr., Captain of the Yard; Lieut. Clifford T. Corbin, aide to the Governor, and the doctor. We tied up to one of the moorings in the harbor.

In the afternoon Governor Hanson came with two cars to take us to Vaitogi and the experimental farm. Delegate King, Commander Coffin, and I rode with the Governor.

In the evening Governor and Mrs. Hanson entertained at an informal dinner at their quarters for the three mentioned above.

AUGUST 1, 1938, (MONDAY)

Went ashore early and bought some things at Native Industry Store operated by Navy.

Went to Administration Building and met Lieut. William S. Howard, Jr., Commanding Officer of ONTARIO. We talked of his journey to Canton carrying Mr. McKenzie of Pan American Airways. Lieut. Howard says that Burns-Philp South Sea Trading Company owns lease to Phoenix Group, the Captain Allen lease, and that they might cause trouble after P.A.A. construction on Canton. We visited yacht HENRIETTA in late A.M.

In the afternoon we drove with the Governor's aide, Lieut. Corbin,

to a Kava Ceremony and several other stops at the eastern villages. Delegate King was honored and gifts were exchanged.

We were entertained in the evening by the Governor and his officers at the Officers Club or "Goat Island".

2nd here
AUGUST 2, 1938 (TUESDAY)

Another Kava ceremony was given today at Leone Village. Several members of the official party and some of the officers attended with Delegate King.

Mr. Sawyer, owner and master of the schooner yacht HENRIETTA asked me to pass the word to Pan American Airways that his ship was available for transfer of P.A.A. equipment from Pago Pago to Canton Island. This I promised to do. The HENRIETTA is a Gloucester "fisherman" type.

(Note:)

Schooner HENRIETTA of Boston
99 tons Gross
90 tons Net
112' Over All
90' on water.

B. M. Sawyer, Ens. U.S.N.R.
Pago Pago
8 men 2 women (Mrs. Sawyer and unmarried friend
(Australian))

Governor Hanson is considering granting a license to Mr. Sawyer to make a trip to Swains for a cargo of copra.

In the evening the TANEY entertained at a buffet supper and movie for the personnel of the Naval Station and many of the civilian population.

We sailed at midnight for the Manua Group.

AUGUST 3, 1938, (WEDNESDAY)

In the early morning we cruised past Ofu and Olosega islands and then made for Ta'u, where we were greeted at the anchorage by Chief Tufele and other chiefs in long boats and taken in them to the village, where an elaborate entertainment of kava ceremony and siva-siva dances was held. Chief Tufele formerly lived for seven years in Hilo part of the time studying at the Hilo Boarding School where he was very active and successful in athletics.

His people seem happy and ~~are~~ notably healthy and industrious.

The ride to and from the island in the longboats with their chanting oasmen is an experience to be long remembered. We sailed late in the afternoon for Rose Atoll.

AUGUST 4, 1938, (THURSDAY)

The sea was slightly rough this morning and we doubted that we would be able to land, but upon a closer approach we found that the western entrance to the lagoon looked deep and smooth. A party of us went through the entrance in the gig and landed on a sand spit near the small wooded islet on the eastern rim. Mr. Bryan made collections and we added a note of our visit to other notes in a bottle near a concrete monument built by the administration of American Samoa.

The lagoon seems suitable without any dredging or blasting for the use of small or medium sized seaplanes. The navy has apparently made a study of the possibilities, from the AVOCET last year.

AUGUST 5, 1938, (FRIDAY)

At noon on this date, we arrived off the main or village island of Danger Island, or Puka Puka. Before long a boat came off carrying Mr. Robert Dean Frisbie, and Mr. Henry, a native of Raratonga and the administrator under the Northern Cook Islands. Mr. Frisbie, the author of "The Book of Puka-Puka", stated that there had been no ship for eight months. A ship tried to call three months ago but it had come from Manahiki and other islands suffering from epidemics of measles and it was not allowed to land any stores. Hence, Mr. Frisbie's supply of canned food had been gone for many months. He also needed medicine.

A large number of the people came off in their canoes to trade.

Mr. Frisbie bought a quantity of stores and the Doctor replenished his medicine chest. He will leave by the next boat. He plans to build a cutter in Raratonga and sail it to the Fair in San Francisco in 1939. Mr. H. H. Warner's copy of "The Book of Puka Puka, autographed to him several years ago, was autographed again at the island, and I am carrying it back to Mr. Warner. All members of the official party had read it prior to our arrival. One of the characters, Ng'a or Desire, Mr. Frisbie's second wife, is now ill with tuberculosis and is not expected to live long.

AUGUST 6, 1938, (SATURDAY)

At sea.

AUGUST 7, 1938, (SUNDAY)

At sea.

AUGUST 8, 1938, (MONDAY)

Arrived off Jarvis at 10 A.M. and landed through very calm surf and low tide. Albert Akana, Eugene Burke, Charles Kaninau and Alexander Wong, (radioman), were all in fine spirits and looked healthy. Some stores were landed and preparations were made to land the heavy radio equipment when the tide rose to a better stage. The men have built an

excellent combination Cook shack and mess hall on the site of the old supply shed which was made of "AMARANTH wreck timbers. The new building is of coral slabs laid up in concrete and the roof is of AMARANTH material, covered with canvas. A place was immediately cleared against the east wall for placing the Electrolux refrigerator. The camp looks "ship-shape" in all details.

By mid-afternoon the tide was high enough for the heavy gear, and the THJ transmitter crate was sent in on a Monomoy surfboat which had been steadied by lashing two water drums under the outside of each gunwale as outriggers. At Canton the load was top-heavy and considered precarious. The boat was laid broadside to the beach and the large automobile plank gangways from the ship were laid on the gunwales and ended on the beach. The bridge was supported by coral blocks at one-third points, and the boat having been made fast fore and aft to large coral slabs, the crate was rolled onto the stoneboat whose skids were on the planks. With about twenty men pulling and pushing, the load was taken up the steep beach and to the house. The crate was taken off and the transmitters skidded into the house on 2" x 4" skids. Mr. Beach and his crew started at once to lay out the wiring. Mr. Zerbe and two or three men had made much headway on the antenna poles. The antenna was up by sundown, a V type, directional to Honolulu.

All supplies but the water were landed on this day. Mr. Beach, Mr. Kamakaiwi, Sgt. Voigt, Sgt. McGalliard, McLaughlin, Sgt. Wilson, Yau Fai Lum, Harry Bush, K. Lum-King, Fred Lee, Jake Haili and Ted Akana, stayed ashore with Albert Akana, Eugene Burke, and Charles Kaninau to install the radio. Alexander Wong went to ship for night for physical exam (O.K.) and movie.

Mr. Munro, Donaghho, and Emory stayed ashore to band birds.

The lighthouse was turned on at sunset and the ship drifted off until early morning.

AUGUST 9, 1938 (TUESDAY)

Landed at about 9 A.M. to find radio job well along, many of the men ashore having worked into the early hours of the morning.

I walked about seeing that all projects were going well and then hiked over to the wreck of the AMARANTH. She is slowly disintegrating. A few more blows and she will be entirely broken up.

The "Wincharger" was mounted on the former British beacon. The men had cut it off to allow the light full 360° visibility, and now it is a truncated pyramid. The stout platform thus formed was excellent for the windmill tripod.

The Delco plant was set on a concrete base and the gasoline tank on concrete horses next to it. To the rear the 1000 gal. water tank was placed and filled with fresh water, carried in three trips of drums from the ship. The corrugated iron water shed will cover the generator and

both tanks. A coral wall will enclose the generator and gas tank.

Trouble with the THJ transmitter caused delay at night. We were to depart at 5 P.M. but the set had a residual oscillation and Mr. Beach had to trace it and re-tune the entire plant. Wong stood by learning all he could of the intricacies of the equipment. (I was relieved to find that Wong was physically fit to stay and that in the opinion of Mr. Beach, he will be able to handle the set. I can now return Harry Bush to Honolulu.) This makes it unnecessary to use the special authority granted by the Division to leave a Caucasian operator on the island, and it is much better this way. Bush has been extremely valuable in the two installations. He is a clever radio technician and has just received word by radio that he is to be permanently employed by RCA in Honolulu.)

Beach, McGalliard, Bush, Ted Akana, and I had dinner ashore and by nine o'clock the set was functioning properly and we worked Canton successfully with good signals reported. A boat came in about nine to wait for us. At about 9:45 P.M. we rowed out of the channel, a bright full moon making it easy, and rowed to the ship which stood in close on our flashlight signal.

Frederick Lee, a former resident of Jarvis (5th to 6th cruise) was left in charge. With him are Carl Kahalewai, George Akana, and Alexander Wong.

AUGUST 10, 1938, (WEDNESDAY)

We arrived off Whaler's Anchorage, Fanning Island, at about 3:30 P.M. and before long a boat came from shore carrying Doctor O'Keefe and the Deputy Administrator, Mr. E. L. Leembruggen. Permission to land had not yet been received from Coast Guard Headquarters and State Department, (came next morning) so we invited the Leembruggens and the Cable Station personnel to come off to a show. For dinner at Captain's table we had Mr. & Mrs. Leembruggen and daughter, Margaret, and Mr. Smith, Cable Station Manager.

After dinner, which was my birthday party, we heard KGU press and an announcement therein by Secretary of State, Cordell Hull, that the United States and Great Britain have reached an agreement on Canton-Enderbury for joint commercial use by both nations. We had been discussing the March occupation at dinner and it was very pleasant to shake hands with Mr. Leembruggen, deputy under the Gilbert and Ellice Islands Colony.

The British interests in Canton and Enderbury are also under this administrative division. Twenty or more people came out at 7:30 for the movie, and we sailed from Fanning at 10 P.M. after a most enjoyable evening for all.

AUGUST 11, 1938, (THURSDAY)

Arrived and anchored at Palmyra Atoll at 11 A.M. and by 12:30 a

note ✓
9-12-2
Canton Enderbury

landing party in three boats and the skiff had started for Home Islet. Mr. Brier and Mr. Bryan went out to work and the rest of the party spent afternoon spear-fishing, etc.

Back to ship at sundown.

AUGUST 12, 1938, (FRIDAY)

Liberty parties, Mr. Brier, and Mr. Bryan, went ashore for the day. Others went fishing in the gig. I stayed aboard to spend the day writing. Heavy rains all day.

Lay at anchorage all night to allow Delegate King and Mr. Brier to see Kingman Reef in morning.

AUGUST 13, 1938, (SATURDAY)

Steamed at 7 A.M. and passed Kingman shortly after nine. There is a beacon, apparently of gas drums and painted red, on the tiny spit of sand, the only land visible. Steamed for Honolulu at 9:30 A.M.

AUGUST 14, 1938, (SUNDAY)

Steaming for Honolulu at $18\frac{1}{2}$ knots.

AUGUST 15, 1938, (MONDAY)

Arrived at Pier 12, Honolulu Harbor shortly after 7 P.M.

Richard B. Black

MEDICAL EXAMINATIONS

All medical examinations during the 13th Cruise were performed by Dr. James M. Wolfe, U.S.P.H.S., the medical officer of the "Taney". Results of these examinations are retained in the file of the office of the Field Representative and in the office of Dr. Wolfe aboard the "Taney".

COPY OF REPORT

By

Mr. George Munro
Cooperative Observer, U.S. Biological Survey

Honolulu, T. H.
August 23, 1938

Dr. Peter H. Buck, Director
Bernice Pauahi Bishop Museum
Honolulu, T. H.

Dear Dr. Buck:

(Report on Bird Banding) and Research on Trip
of the United States Coast Guard Cutter, Roger
B. Taney, to the Southern Islands, July 16-
August 15, 1938.

With this report is a list of the birds banded on this trip with the numbers on each. I am also attaching a list of the birds banded on each island, and giving a few remarks on each species. I am making no attempt to estimate numbers of the birds.

The route took us in a straight run southwest to Howland and Baker Islands near the equator. Then on southeast through the Phoenix and Tokelau groups to American Samoa; east through these islands; northeast through another part of the Tokelau group; on to Jarvis Island; north to Fanning; west to Palmyra and north on past Kingman Reef to Honolulu.

Banding was done on five islands or sub-stations in the new bird banding station of the "Line and Phoenix Islands". The nearest of them is approximately 1000 miles from the Hawaii sub-stations and they are from 500 to 1000 miles apart. We saw birds at from 300 to 500 miles from land.

1275 birds were banded and 1349 bands were left with Mr. J.E. A. Kinney to be placed on the birds on Howland Island, acting as deputy bander.

The following is a list of the birds seen on the trip:

Pluvialis dominica fulva: Pacific Golden Plover, Kolea
Arenaria interpres interpres: Turnstone, Akekeke
Heteroselus incanus: Wandering Tattler, Ulili
Numenius tahitiensis: Bristle Thighed Curlew, Kioea

Stragglers of these four of our migratory birds were seen on several islands as far south as Rose Island, the Kolea and Ulili as single individuals and the others sometimes in small Companies. Whether these were early migrants or ones that had stayed over from last season, it is impossible to say.

These are some of the birds which we are at present making a hard fight to have removed from the list of game birds here in the Territory of Hawaii.

Demigretta sacra: Reef Heron

A pair of this species was seen on Rose Island to the west of Tutuila in American Samoa. One was of the usual blue color and the other of the mutant pure white form, often met with in the tropics.

Petrels:

Several species were seen the day after leaving Honolulu and at different times during the trip but generally too far away to be sure of which species they were.

Puffinus pacificus cuneatus: Wedge-tailed Shearwater

All we saw on land of this species were on Jarvis Island. We saw but three which we banded. There was also one young bird about the same age as those on the Islands off the Oahu coast. One had the typical white breast of those of the North Pacific species; another was intermediate between the latter and the sub-species of the South Pacific; and the other showed a slight tendency towards the brown under parts. This species is very common on the Island off Oahu where there is a sprinkling of the brown-breasted phase.

Puffinus assimilis nunda: Dusky Shearwater

One we banded on Enderbury Island was evidently of this species. It was in a burrow in a pile of guano, an egg was in the nest and a half-grown chick in another.

Puffinus nativitatus: Christmas Island Shearwater

One well grown chick in the down was under a bunch of grass on Enderbury Island and was the only sign of this shearwater we saw on the trip. It was very common on Laysan in 1891 and a few were seen on the islands off Oahu last year and this.

Pgerodroma parbirostis: Phoenix Island Petrel

On Canton and Enderbury and when passing through the group several of what I take to be this bird were seen on the wing and my assistant, Walter Donaghho, saw a pair on the ground.

Fregata minor palmerstoni: Frigate Bird, Man-o-War Hawk

— These birds were in larger numbers on Howland Island than

on any other but were present wherever there were boobies. We did not see the smaller species. They had eggs and young in all stages.

Phaethon rubricauda: Red-tailed Tropic Bird

This bird was on most of the islands and was quite numerous, that is, up to a few hundred on each island, on Howland, Canton, Enderbury and Jarvis Islands. We saw specimens probably 500 miles from land. The nests contained fresh eggs to almost full fledged young.

Sula cyanops: Blue-faced Booby

Common on Howland, Canton, Enderbury, Rose and Jarvis Islands. Frequently seen at sea. On land this fine bird was scattered over the flat surface of the islands sitting on its two or tending the one young that usually survives. Eggs and young were in all stages.

Sula sula rubupes: Red-footed Booby

This bird was found more in colonies than the last and almost all in the grey backed phase of plumage on Howland, Enderbury, and Jarvis Islands sitting on its one egg. On Palmyra about one-fourth of these were in the beautiful white phase with the ends of the wing feathers a greyish brown as are all, with rare exceptions, of the birds on Moku Manu off the coast of Oahu. If this apparent sub-species has not been worked out, I would advise that the museum get a full series of skins of all phases.

Sula leucogaster platus: Brown Booby

In small numbers on nearly all islands. It is probably kept down by the frigate birds depriving the young of their food. Although much larger, it seems to be the easiest prey for the robber frigates.

An officer who had resided on Howland Island for some time told me that at times the boobies deserted the island and that the frigate birds then died in large numbers. That would account for the large number of frigate bird skeletons I saw on a slope on Howland Island in 1924. I was puzzled to know what would have killed so many adult birds, as the bodies and feathers lay where the birds had died. It looks as if it were a system on the part of the boobies to reduce the number of the frigates. The number of frigate birds there at present seems out of proportion to the number of boobies that have to get food for them.

On the island of Tau I saw a tame brown booby that had been taken young from the nest on Rose Island. I was told that it went out to sea to get its food and returned to the native village.

Sterna fuscata oahuensis: Sooty Tern

Large colonies of this bird were on most of the islands as far south as Rose Island where the young seemed to have reached adult plumage. At Palmyra the young were on the wing in immature plumage and on Howland the chicks were well grown. On Enderbury and Jarvis they were in all stages from eggs to nearly full-fledged young and in immense numbers.

Sterna lunata: Bridled Tern

In small numbers except on Howland and Canton where there were large flocks on the former with well grown young and the latter with young chicks just hatching.

Anous stolidus piliatus: Noddy

Though these birds were present on most islands we visited we did not see any large colonies such as exist on Manana and Moku Manu off the coast of Oahu. On Swain's Island there were well grown young in the tops of the coconut trees.

Anous hawaiiensis: Hawaiian Tern, Noio

These in limited numbers were nesting in trees on Howland, Enderbury and Palmyra.

Gygis alba: White Tern, Love Bird

This beautiful little bird was most common on Enderbury and Palmyra, though it was present on Howland, Canton, Rose, Jarvis, and probably off other islands. They had eggs and young nearly full-fledged. This bird has many dainty and interesting habits such as laying its egg on a depression on the upper surface of a horizontal tree branch and carrying its catch of pretty shining little fishes crosswise head to tail in its beak, sometimes as many as four at a time.

Procelsterna cerula: Little Grey Tern

There were nice little flocks of this tern on Howland and Jarvis Islands but were not seen on other islands.

Urodynamis taitensis: Long-tailed Cookoo

We saw one or two of this interesting migrant to and from New Zealand on Swain's Island of the Union or Tokelau Group.

On Tutuila and Tau of the Samoan Group several species of doves and honeyeaters and also swifts were seen but I have not determined the species. A honeyeater was common about the town

of Pago Pago.

Mr. Richard B. Black of the Department of the Interior who has charge of the Colonization work on these islands and on whose recommendation this bird banding station was initiated gave me every assistance at all times. Mr. Black's staff of colonists, especially Mr. J. E. A. Kinney, gave me considerable help ashore. I am confident that Mr. Kinney and his helpers will do well what he has undertaken to do on Howland Island. The placing of 1349 bands carefully on the birds will take several nights of work as well as work during daylight. I appreciate this assistance very much.

I am also indebted to Commander E. A. Coffin of the U. S. Coast Guard Cutter, Roger B. Taney, and his officers who gave me every consideration on the trip.

My assistants, Walter Donaghho and William Emory, did very good work.

Yours very truly,

(Signed)

GCM/RM
Encs. 2

GEORGE C. MUNRO
Associate in Ornithology

BIRDS BANDED ON TRIP OF U. S. COAST GUARD CUTTER ROGER B. TANEY
July 16 - August 15, 1938 - ON THE ISLANDS OF HOWLAND, CANTON,
ENDERBURY, JARVIS AND PALMYRAIn Cooperation with the Biological Survey

NUMBER	Island	Date	Age	Sex	Size of Band	No. Band- ed	TOTAL
Puffinus pacificus cuneatus: Wedge-tailed Shearwater							
38-419823	Jarvis	Aug. 8 '38	Ad.	?	4	1	
38-419825	"	"	"	?	"	1	
38-419826	"	"	"	?	"	1	3
Puffinus assimilis nunda: Dusky Petrel							
38-311901	Enderbury	July 26 "	Ad.	?	3	1	1
Fregata minor palmerstoni: Frigate Bird							
38-718151	to						
38-718160	Jarvis	Aug. 9 '38	Ad.	M	7	10	
38-718161	"	"	Ad.	F	"	1	
38-709641	Howland	July 22 "	Ad.	F	"	1	
38-709703	"	"	Ad.	M	"	1	
38-709704	to						
38-709800	Howland	"	Ad.	F	7	97	110
Phaethon rubricauda: Red-tailed Tropic Bird							
38-419818	to						
38-419822	Canton	July 25 '38	Ad.	?	4	5	
38-419824	Canton	"	Ad.	?	4	1	
38-659051	Howland	July 22 "	Ad.	?	6	1	
38-659300	Canton	July 25 "	Ad.	?	6	50	
38-627301	to						
38-627350	Enderbury	July 26 "	Ad.	?	6	50	
38-627351	to						
38-627400	Jarvis	Aug. 8-9 "	Ad.	?	6	50	156
Sula dactylatra cyanops: Blue-faced Booby							
38-718198	to						
38-718200	Jarvis	Aug. 9 '38	Ad.	?	7	3	
37-804931	to						
37-805000	Howland	July 22 "	Ad.	cut down band		70	73

<u>Island</u>	<u>Date</u>	<u>Age</u>	<u>Sex</u>	<u>Size</u> <u>of</u> <u>Band</u>	<u>No. Band-</u> <u>ed</u>	<u>TOTAL</u>
Sula sula rubupes: Red-footed Booby						
38-709565	to				36	
38-709600	Howland	July 22 '38	Ad.	?	7 Grey-backed	
38-709642	to				phase	
38-709700	Howland	"	Ad.	?	7	59
38-718101	to					
38-718150	Jarvis	Aug. 9 "	Ad.	?	7	50
38-718201	to				Mixed white &	
38-718300	Palmyra	Aug. 11-12	Ad.	?	7 grey backed	100 245
Sula leucocaster platus: Brown Booby						
38-718162	to					
38-718197	Jarvis	Aug. 9 '38	Ad.	?	7	36 36
Sterna fuscata oahuensis: Sooty Tern						
38-214004	to					
38-214034	Enderbury	July 26 '38	Ad.	?	2	31
38-214036	to					
38-214053	Enderbury	July " "	Ad.	?	2	18
38-311902	to					
38-312000	Jarvis	Aug. 8-9 "	Ad.	?	3	99
38-312070	to					
38-312200	Howland	July 22 '38	Juv.	?	3	130
38-312301	to					
38-312400	Jarvis	Aug. 8-9 "	Ad.	?	3	100
38-312401	to					
38-312500	Jarvis	Aug. 8-9 "	Juv.	?	3	100
38-312501	to					
38-312600	Jarvis	Aug. 8-9 "	Ad.	?	3	100
38-312701	to					
38-312718	Palmyra	Aug. 12 "	Juv.	?	3	18 596
Sterna lunata: Bridled Tern						
38-312019	to					
38-312069	Howland	July 22 '38	Juv.	?	3	51 51

<u>NUMBER</u>	<u>Island</u>	<u>Date</u>	<u>Age</u>	<u>Sex</u>	<u>Size</u> <u>of</u> <u>Band</u>	<u>No. Band-</u> <u>ed</u>	<u>TOTAL</u>
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Gygis alba: White Tern

38-214001	Canton	July 25 '38	Juv.		2	1	
38-214002	Canton	"	Juv.		2	1	
38-214003	Enderbury	"	Juv.		2	1	
38-214035	Palmyra	Aug. 12 '38	Juv.		2	1	4

GRAND TOTAL 1275

Note: I found size 4 too small except for very small legged birds, for tropic birds and 6 too large which had generally to be overlapped. Size 5 would be right. Size 6 was too small for frigates and the males on Jarvis had feet so small that I discontinued with size 7 even with over-lapping. Size 7 is too small for the Blue-faced Booby. It fits neatly on small legged birds. Size 8 should be right for them.

SUMMARY OF BIRDS BANDED BY ISLAND

HOWLAND ISLAND

Frigate Birds	99	
Tropic Bird	1	
Blue-faced Booby	70	
Red-footed Booby	94	(grey backed mottled
Sooty Tern	51	phase)
Bridled Tern	130	445

CANTON ISLAND

Red-tailed Tropic Bird	56	
White Tern	2	58

ENDERBURY ISLAND

Dusky Shearwater	1	
Red-tailed Tropic Bird	50	
Sooty Tern	49	
White Tern	1	101

JARVIS ISLAND

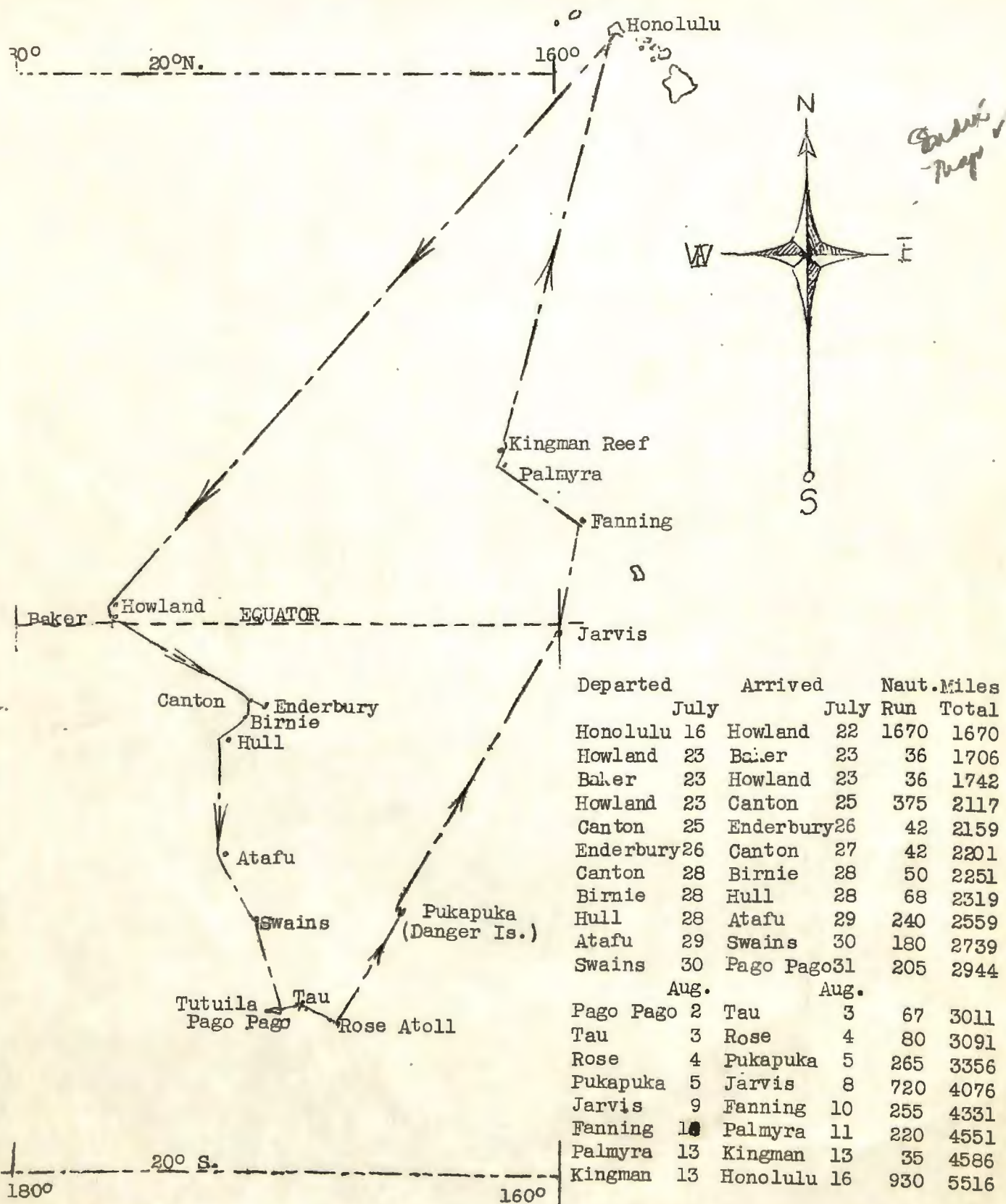
Wedge-tailed Shearwater	3	
Frigate Bird	11	
Red-tailed Tropic Bird	50	
Blue-faced Booby	3	
Red-footed Booby	50	(grey backed mottled
Brown Booby	36	phase)
Sooty Tern	399	552

PALMYRA

Red-footed Booby	100	(both phases)
Sooty-Tern	18	
White Tern	1	119

GRAND TOTAL	1275	
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CRUISE OF THE U.S.C.G. CUTTER "TANEY" DURING JULY AND AUGUST, 1938.



Departed	Arrived	Naut. Miles
July	July	Run Total
Honolulu 16	Howland 22	1670 1670
Howland 23	Baker 23	36 1706
Baker 23	Howland 23	36 1742
Howland 23	Canton 25	375 2117
Canton 25	Enderbury 26	42 2159
Enderbury 26	Canton 27	42 2201
Canton 28	Birnie 28	50 2251
Birnie 28	Hull 28	68 2319
Hull 28	Atafu 29	240 2559
Atafu 29	Swains 30	180 2739
Swains 30	Pago Pago 31	205 2944
Aug.	Aug.	
Pago Pago 2	Tau 3	67 3011
Tau 3	Rose 4	80 3091
Rose 4	Pukapuka 5	265 3356
Pukapuka 5	Jarvis 8	720 4076
Jarvis 9	Fanning 10	255 4331
Fanning 10	Palmyra 11	220 4551
Palmyra 13	Kingman 13	35 4586
Kingman 13	Honolulu 16	930 5516

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