

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  
(23rd Expedition)

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*Harold L. Ickes*

Secretary.

Oct. 30, 1941  
to  
Nov. 23, 1941

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

Pier 4  
Honolulu, T. H.  
January 6, 1942

Hon. Guy J. Swope, Director  
Division of Territories and  
Island Possessions  
Department of the Interior  
Washington, D. C.

My dear Mr. Swope:

There was transmitted this date, under separate cover, my report of the ~~Twenty-third Cruise~~ to the American Equatorial Islands. This cruise terminated on November 23, 1941, at Honolulu, T. H. The delay in the submission of this report was caused by the delay in the receipt of Mr. R. W. Kirk's report and Coast Guard operations during and subsequent to the Japanese attack on the island of Oahu on December 7, 1941.

Less than twenty-four hours later after I assumed command of this unit, Honolulu Base, U. S. Coast Guard, Honolulu, T. H., it was under attack by Japanese forces. Time does not permit my going into the details of the activities concerned with the operations of this unit. It was mandatory that I be at the Base at all times during and immediately following the main attack. From 8:45 a.m., 7 December, 1941, until 5:00 p.m., 24 December, 1941, I was away from this unit about twelve hours.

In order to carry on the operations of this unit and to accomplish the administrative duties in connection with the American Equatorial Islands for the Department of the Interior, it was necessary to move the Department of the Interior office from its temporary location in the National Guard Armory on South Hotel Street to the Coast Guard office at Pier 4, Honolulu, T. H. All the records, etc., and the Department of the Interior secretary, Mrs. Katherine K. S. Kim, are now located in this office. The moving of the office to this new location was approved by the Office of the Governor of the Territory of Hawaii.

It is not likely that office space in Iolani Palace will be available for occupation again for several months. Therefore, it will remain here indefinitely.

Rec'd for filing

..... MAY 3 1942

Very truly yours

*R. E. Stockstill*  
R. E. STOCKSTILL  
Acting Field Representative

C R U I S E   R E P O R T

23RD CRUISE

to

AMERICAN EQUATORIAL ISLANDS

by

ROY E. STOCKSTILL  
Acting Field Representative  
Division of Territories and  
Island Possessions  
Department of the Interior

Honolulu, T. H., December 4, 1941.

TWENTY THIRD CRUISE TO THE AMERICAN  
EQUATORIAL ISLANDS  
of  
JARVIS, BAKER AND HOWLAND  
CANTON AND ENDERBURY

by  
ROY E. STOCKSTILL  
Lieutenant, U.S. Coast Guard  
Acting Field Representative  
U. S. Dept. of the Interior  
(Division of Territories  
and Island Possessions)

The Twenty-third Cruise to the American Equatorial Islands started at 5:10 p.m., 30 October 1941, at which time the U.S.S. "Roger B. Taney", Coast Guard, under the command of Commander L. B. Olson, U. S. Coast Guard, departed from Honolulu, T. H., for Howland Island.

The following Department of the Interior personnel, all from Honolulu, T. H., reported on board the "Taney" at 3:00 p.m., 30 October 1941:

- ✓ 1. James Ferdinand Bruhn
- ✓ 2. James William Coyle
- ✓ 3. David Kahuwila Hartwell
- ✓ 4. James Kinsey Pease
- ✓ 5. Bernard Henry Hall
- 6. Vernon William Santos

Lieutenant R. E. Stockstill, U. S. Coast Guard, reported at the "Taney" at 3:00 p.m., 30 October 1941, for duty in connection with the cruise.

Sergeant Orville E. Minton (6574364) U. S. Army, from Headquarters Squadron Hawaiian Air Force, Hickam Field, T. H., was also on board the "Taney" for the forthcoming cruise.

Except for the above listed personnel and the regular complement of officers and enlisted men assigned to the "Taney", there were no other persons on board.

The "Taney" arrived at Howland Island at 8:10 a.m., on 5 November 1941. Surf conditions were found to be favorable for landing operations and at 8:25 a.m., Lieutenant Stockstill landed the first boat. Promptly upon landing, an inspection of



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the camp was made by Lieutenant Stockstill and Dr. J. M. Wolfe, Commander, U. S. Public Health Service. Dr. Wolfe made the customary physical examination of resident colonist personnel, namely: Thomas W. Bederman, Joseph K. Keliihananui, Richard Whaley and Elvin K. Mattson. All were found to be in good physical condition and remained on Howland Island for another term.

Personnel Affidavits and fingerprints, Standard Forms No. 47 and 2390, respectively, were accomplished at this time in the case of each of the above four named men.

Mail and miscellaneous personal effects were delivered to the colonists, and the men were then permitted to go on board the "Taney" and purchase supplies of toilet articles, clothing, towels and cigarettes. The oath for a Class A amateur radio operator's license was administered by Lieutenant Stockstill to Thomas W. Bederman. Lieutenant Stockstill delivered to Mr. Joseph K. Keliihananui twenty-five dollars in cash, same having been withdrawn upon the latter's authorization from the Bishop Bank, Honolulu, T. H. Joseph K. Keliihananui had one tooth treated by filling a large cavity. Dental treatment was accomplished by Thomas W. Hunter, Chief Pharmacist's Mate on the "Taney".

Colonist Thomas W. Bederman reported that during the preceding ten to fourteen days heavy seas and bad surf conditions had existed at Howland Island. It was observed that most of the coral sand and small rocks had been moved by the action of the sea from the western to the southern side of the island.

Colonist Bederman also reported that only one ship had been sighted since the previous cruise. It appeared on 27 October 1941, passing to the eastward at about two miles offshore. Then the vessel changed course passing the southern end of the island and disappeared at high speed in a westerly direction over the horizon. The vessel was dark grey in color. The colonists stated that it appeared somewhat similar to the Norwegian ship "Thor". However, they doubted that it was the "Thor" because of its apparent large size and high speed. The "Thor" is a Norwegian vessel which operates a freight service between various islands of the South Seas.

The Howland Island Light is in good condition except for two new pilot tubes which are to be brought down on the next cruise. The present equipment is adequate. A new Coast Guard warning sign was attached to the light tower and the old Light-house Service sign was removed for return to Honolulu.

The camp appeared neat and clean. The camp equipment was found to be in good to fair condition, the main exception being a Delco motor generator set. A list of needed replacement parts was obtained. The Servel Refrigerator was functioning, however, it will probably have to be reconditioned within the next six to nine months.

Delivered to Howland Island this trip a reconditioned Stan-cor radio transmitter, equipped to operate on A-1 and A-3 emission.

The old Civil Aeronautics Administration radio transmitter, type THJ, rated output one hundred fifty watts, frequency range twenty-five hundred to eighty-one hundred sixty kilocycles, Serial No. 1, dated June 30, 1934, and manufactured by the Westinghouse Electric Company, Chicopee Falls, Massachusetts, was dismantled completely and taken on board the "Taney" for delivery to Jarvis Island. This transmitter has been out of commission for a period estimated at two years and its deteriorated condition did not warrant returning it to Honolulu for reconditioning. The spare tubes and all spare parts were packed for delivery to Jarvis Island where same could be used as replacement parts for the same type transmitter located thereon.

A new hydrogen regulator valve, complete with two pressure gauges, hose and fittings, was installed. This valve assembly was supplied by the Weather Bureau, Honolulu, T. H., and it is used to control the volume of hydrogen used in the inflation of observation balloons. The old valve assembly, complete, was picked up for return to Honolulu for the U. S. Weather Bureau.

The surf conditions continued favorable for landing operations and same went forth uninterrupted until all supplies were landed and all business with the island completed. Quarterly supply of food, gasoline, kerosene, hydrogen and weather observation equipment was delivered to Howland Island. The empty gasoline drums and hydrogen cylinders were picked up for return to the agencies concerned in Honolulu. The completed weather bureau observation records were picked up for delivery to the Weather Bureau in Honolulu. All business with Howland Island was completed and the "Taney" sailed at 3:42 p.m., for Baker Island.

At 6:12 p.m., on 5 November 1941, the "Taney" arrived at Baker Island. Upon arrival, the surf boats were lowered and Lieutenant Stockstill made an inspection of the surf conditions and found that same were not favorable for landing operations neither on the west side in the vicinity of the camp nor on the south side of the island. The landing party returned to the "Taney" at 7:45 p.m., and the "Taney" drifted throughout the night, off the west side of Baker Island. At 8:00 a.m., on 6 November 1941, the "Taney" arrived off the landing or west side of Baker Island. At 8:20 a.m., Lieutenant Stockstill, with Dr. Wolfe, Ensign Hammond and surf boat crew, landed on the west side of Baker Island in the vicinity of the camp. Surf conditions were still not very favorable. The landing was accomplished without mishap. In the ensuing landing operations during the same morning, considerable difficulty was experienced in the crossing of the reef to and from the island. Two boats were upset and some boat equipment was lost. Fortunately,

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personnel operating the boats sustained no injuries. High seas and bad surf conditions continued throughout Thursday, the sixth, Friday, the seventh, and Saturday, the eighth, to hamper landing operations.

Lieutenant Stockstill, Ensign Hammond, Dr. Wolfe and about fourteen enlisted men remained on Baker Island on the nights of the sixth and seventh. During those nights the "Taney" drifted off the west side of the island.

Dr. Wolfe and Lieutenant Stockstill made an inspection of the camp upon arrival, and Dr. Wolfe made the physical examination in the cases of colonists Walter K. Burke, Karl E. Jensen, Joseph Kepoo and Blue Makua. All were found to be in good physical condition with the exception of Joseph Kepoo who had defective teeth. Joseph Kepoo reported on board the "Taney" on 8 November 1941, in order to have dental work accomplished and to be transferred to Enderbury Island. Karl E. Jensen also reported aboard the "Taney" on 8 November, for transfer to Jarvis Island. Colonists James K. Pease and James W. Coyle replaced Kepoo and Jensen as colonists on Baker Island on 8 November, 1941.

Upon arrival at Baker Island, it was found that the colonists had depleted practically all of their food supplies. The colonists had no satisfactory explanation to make when questioned regarding their depleted food supplies.

In the cases of Walter Burke and Blue Makua, Personnel Affidavits and fingerprint forms, No. 47 and 2390, were executed on 6 November 1941.

Except for the work accomplished on the food cellar, the condition of the camp remained unchanged.

The Servel Refrigerator is in poor condition and beyond capacity of the "Taney's" personnel to place it in proper operating condition. The spare Servel Refrigerator at Honolulu will be brought down on the next cruise for replacement.

The Baker Island Light is in good condition. Three spare burners and pilot tubes were delivered for same. The old Light-house Service warning sign was replaced with a Coast Guard warning sign.

A quarterly supply of food, fresh water, kerosene, and weather observation forms was delivered to Baker Island.

On 6 November 1941, Lieutenant Stockstill delivered to colonists Karl E. Jensen, Joseph Kepoo and Blue Makua, the sums of fifty dollars to each man named, same having been withdrawn from their bank accounts in Honolulu, T. H.

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Colonist Walter Burke related the incident of sighting the life boat off of Baker Island on 5 August 1941, as indicated in his radiogram of 16 August 1941. I am confident that these men actually saw the boat. Another indication that they had actually seen the boat, as reported, was the colonists' prompt request the following day for return to Honolulu on the next cruise. A report of this incident was made to the Department of the Interior, Washington, D. C., by letter on 19 August 1941.

During the period while at Baker Island, colonists Walter Burke and Blue Makua were permitted to go aboard the "Taney" and purchase personal miscellaneous supplies of toilet articles, clothing and cigarettes.

At 11:00 a.m., 8 November, landing operations were shifted to the south point landing due to the continuation of heavy seas from the west and north westerly directions. Empty steel drums, completed weather forms, and the Baker Island station log were picked up for return to Honolulu. All business with Baker Island was completed at 3:40 p.m., on 8 November 1941, at which time the "Taney" sailed for Canton Island.

The "Taney" arrived off the landing at Canton Island at 7:35 a.m., on Monday, 10 November 1941. At 7:45 a.m., Commander L. B. Olson, Dr. J. M. Wolfe and Lieutenant R. E. Stockstill went ashore. Upon arrival at Pan American Airways landing, the party was met by Mr. R. W. Kirk, Assistant Field Representative of the Department of the Interior.

The "Taney" delivered to Mr. Kirk, Pan American Airport Manager, who is also the Postmaster, one package, three sacks and five pieces of parcel post mail from the Postmaster in Honolulu, T. H.

The Canton Island Light is in good condition. Two empty acetylene gas cylinders were picked up for return to Honolulu. Three full cylinders of acetylene gas was delivered to the station. The old Lighthouse Service warning sign was replaced with a Coast Guard warning sign.

Mr. Kirk reported that four vessels had appeared off Canton Island since the last cruise. Mr. Kirk's initial report was forwarded to Mr. Eldridge of Pan American Airways at Pearl City, T. H., on 13 August, 1941. Mr. Eldridge was away at the time, and the report was delayed and I did not know of its existence until 10 November, 1941. It is noted that both of these vessels were sighted on 13 August, 1941, and I associate the appearance of these two vessels with the activity in connection with the sighting of the life boat by the Department of the Interior colonist personnel on Baker Island on 5 August, 1941. I am of the opinion that these vessels were working with surface raiders and it is very likely that a merchant vessel was sunk to the



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eastward of Baker Island. This conclusion is drawn from the fact the the prevailing currents are from the eastward. Attached to this report is a copy of Mr. Kirk's report dated 13 August 1941.

Mr. Kirk also related the incident of the appearance of H.M.S. "Viti" at Canton Island on the morning of 24 September 1941. Pertinent to the subject is a copy of Mr. Kirk's letter to the Acting Field Representative, Department of the Interior. Lloyd's Register indicates that the "Viti" is operated by the government of the Fiji Islands. The "Viti's" official Number is 36200; one deck; cruiser stern; built in 1939 at Hong Kong, China; length 158 feet 9 inches; beam 31 feet 6 inches; draft 13 feet. The "Viti" is a twin screw vessel and is powered with two twelve cylinder oil engines. I believe that Mr. Kirk's estimate of the caliber of the gun mounted on the "Viti" is in error. I believe that it is more likely the gun was of three inch caliber rather than four or five.

The yacht "Golden Hind" mentioned by Mr. Kirk calls occasionally at Honolulu, T. H., from South Sea Island ports.

A small amount of mail and a small consignment of freight invoices to Pan American Airways, Pearl City, T. H., were received on board the "Taney" for delivery to the Pan American agents in Honolulu, T. H. All business at Canton Island was completed and the "Taney" sailed at 10:21 a.m., for Enderbury Island.

Fingerprint forms, Number 2390, were executed on 10 November 1941, in the cases of Karl E. Jensen and Joseph Kepoo.

The "Taney" arrived at Enderbury Island at 1:28 p.m., on 10 November 1941. Surf conditions were favorable for landing operations which were started immediately. The inspection of the camp was made by Lieutenant Stockstill and Dr. J. M. Wolfe. Dr. J. M. Wolfe gave the physical examination to colonists Hans P. Jensen, Jr., James J. Riley, John G. Kilbey and Albert K. Kaulu. All were found to be in good physical condition with the exception of Albert Kaulu who had defective teeth. The number of teeth defective required extensive work which would require several days to accomplish. Therefore, Albert Kaulu reported aboard the "Taney" for return to Honolulu, T. H.

Personnel Affidavits, Standard Form 47, in the cases of Jensen, Kaulu, Kilbey and Riley, and fingerprint, Form 2390, for Albert Kaulu were accomplished on 10 November 1941.

The camp appeared neat and clean. The Stancor transmitter was in good condition. The camp stove was in good condition. The Servel Refrigerator was functioning, however, it will be necessary to recondition same within the next six months. The portable motor generator was out of commission. Neither replacement parts nor a new motor generator for supplying power to the Stancor transmitter could be obtained in hono-

lulu prior to sailing on the cruise.

Colonists David Kawila Hartwell, James Ferdinand Bruhn and Joseph Kepoo replaced colonists Hans P. Jensen, Jr., John G. Kilbey and Albert K. Kaulu, who reported aboard the "Taney" for return to Honolulu.

No vessels had been sighted by the colonists at Enderbury Island since the preceding cruise.

A quarterly supply of kerosene, gasoline, food and weather observation data forms were delivered this date.

Empty gasoline drums and completed Weather Bureau forms and the Enderbury Island station log were picked up for return to Honolulu. Colonist James J. Riley was permitted to go aboard the "Taney" to purchase miscellaneous personal supplies. Lieutenant Stockstill delivered to James J. Riley the sum of seventy dollars in cash and to Hans P. Jensen fifty dollars in cash. Mail and miscellaneous personal supplies were delivered to the resident colonist personnel.

All operations at Enderbury Island were completed and the "Taney" sailed at 6:14 p.m., for the American Samoan Islands on a mission for the Coast Guard.

On 11 November 1941, fingerprint forms, Form 2390, were accomplished in the cases of Hans P. Jensen, Jr., Albert K. Kaulu and John G. Kilbey.

On the afternoon of 12 November 1941, the "Taney" stopped at Swain's Island. At 4:45 p.m., 12 November 1941, the "Taney" got underway from Swain's Island enroute to Pago Pago, Tutuila.

At 12:13 p.m., on 13 November, the "Taney" arrived at Pago Pago, Tutuila, where she remained until 1:00 p.m., on 15 November, 1941, at which latter time the "Taney" got underway for Jarvis Island.

The "Taney" arrived at Jarvis Island at 4:05 p.m., on 18 November 1941. Surf conditions were favorable for landing operations which were started at once. Lieutenant Stockstill and the working party remained on Jarvis Island overnight. Colonists Bernard H. Hall and Karl E. Jensen were transferred from the "Taney" to Jarvis Island to replace Henry Kong Lee and Edward M. McCorriston. The latter two men reported aboard the "Taney" for return to Honolulu, 19 November 1941. Landing operations continued until 6:45 p.m., at which time same were terminated due to darkness. The "Taney" drifted off the west side of Jarvis Island throughout the night.

Bernard H. Hall, designated as leaderman and radioman for the ensuing term, was instructed in the procedure in routine

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weather observation and radio reports of same during the remainder of the afternoon and night of 18 November 1941.

The "Taney" personnel accomplished all temporary repairs possible to the Delco motor generator plant.

Personnel Affidavits, Standard Form No. 47, were accomplished on 18 November 1941, in the cases of Henry K. Lee, Edward M. McCorrison, Paul G. Phillips and Ernest K. Renken, Jr. Standard Form Number 2390, fingerprints, were executed on 18 November 1941, in the cases of Paul G. Phillips and Ernest K. Renken, Jr. The fingerprint forms were accomplished on 20 November 1941, in the cases of Henry K. Lee and Edward M. McCorrison.

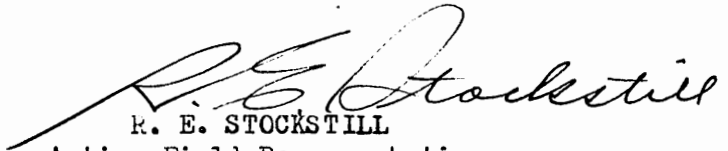
The old Lighthouse Service warning sign on Jarvis Island Light was replaced with a Coast Guard warning sign. The Jarvis Island Light is in good condition.

A quarterly supply of food, kerosene, gasoline, weather observation data forms and equipment, and radio equipment were delivered to Jarvis Island. Lieutenant Stockstill and Dr. Wolfe inspected the camp and equipment which showed a decided improvement over conditions that existed at the time of the last cruise.

Dr. J. M. Wolfe conducted the physical examination in the cases of Paul G. Phillips and Ernest Renken. These two men were permitted to go aboard the "Taney" to purchase miscellaneous personal supplies. Empty hydrogen cylinders, gasoline drums, completed weather data forms and the Jarvis Island log were picked up for return to Honolulu. All business with Jarvis Island was completed at 1:14 p.m., on Wednesday, 19 November 1941. At that time the "Taney" sailed for Honolulu, T. H.

The Twenty-third Cruise to the American Equatorial Islands ended at 8:45 on 23 November, at which time the "Taney" arrived at Honolulu, T. H.

Department of the Interior personnel was discharged as of this date. The distribution of the various equipment returned to Honolulu started the following day.

  
R. E. STOCKSTILL  
Acting Field Representative

U.S. DEPARTMENT OF INTERIOR  
CANTON ISLAND

COPY

Aug. 13, 1941

Lt. Comdr. Stockstill  
Department of Interior  
Honolulu, T.H.

Subject: Surface Vessels Sighted

In accordance with your request we are forwarding herewith information regarding two surface vessels recently sighted near this station. Am forwarding copies of this letter to our Section Operations Supt. and hereby request that he deliver one copy to you.

Both vessels were seen the same day and within two hours of one another. The following is the data obtained:

First Vessel: Reported sighted 50 miles North of Island headed directly toward it. (This information from Lt. Comdr. O'Beirn upon arrival from Honolulu on special flight) First sighted at Canton at 0250 GCT on Aug. 13. The vessel was moving very rapidly and from the position reported by Lt. Comdr. O'Beirn until the time sighted the speed was computed roughly at seventeen knots. The ship passed along the North side of the Island changing its course more Southerly after passing, and came very close along side. It is estimated the vessel passed within a mile of the North side of the Island. The ship was a merchantman or transport painted completely dark grey. The ship was of medium size, somewhat larger than the Thor or the Admiral Halstead that serve our island bases. None of the observers could make an accurate estimate of the tonnage. Its superstructure was in the center with hatches fore and aft, and had a single smokestack.

Second Vessel: Smoke sighted South by Southeast of island at 0410 GCT on Aug. 13. The vessel came into sight from the surface at 0430 GCT along the Northeast side of the island. Came in very close to North side of island and slowed speed to nearly a standstill. Appeared obvious that ship was examining island as it increased its speed greatly after passing around Northwest side of island and rapidly disappeared over horizon to West. The ship appeared to be a tanker as its super structure and single smokestack were both full aft. There were three masts, the forward two being painted white and all fitted with what appeared definitely to be long booms resting on horizontal cradles. However this may possible have been a catwalk running to the bow. The deck forward of the superstructure was low, level and free of any cargo. Part of the superstructure was painted white

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and the hull was black. A flag was painted on its side about amidships and it may have been an American as it appeared to have a dark field in the upper right hand corner. All of the observers concurred in their doubt of its being an American. All observations were made from our beacon tower with the aid of binoculars.

It is hereby requested that the Sec. Operations Supt. advise the undersigned if the special Pan American code for vessels should be used for the purpose of reporting ships in the future. It was not used in this case as it was felt it might cause undue alarm if used without prearrangement.

(Signed)

R. W. KIRK



COPY

U.S. DEPARTMENT OF INTERIOR  
CANTON ISLAND

Nov. 10, 1941

Lt. R. E. Stockstill  
Acting Field Representative  
U. S. Department of Interior  
Iolani Palace  
Honolulu, T. H.

Dear Sir:

Confirming our conversation during your last visit here, I am submitting herewith descriptions of two vessels of registry other than American which have called at Canton Island during recent weeks.

H.M.S. Viti- About eight o'clock on the morning of Sept. 24, 1941 a ship painted the grey of belligerent vessels approached very close in to the western side of our island and dropped anchor. After a time it was ascertained that this was the supply ship calling to bring a change of native personell and supplies to the British Resident Officer at Canton. This ship is the private yacht of the Governor of Suva (Fiji Islands) and was being used temporarily for military purposes. In addition to the supplying all the islands in this area of British Mandate they were in the process of placing radio operators and observers on a great number of the islands which previously had had no radio communication. New Zealand enlisted soldiers were being used as the observers. The ship was of moderate to small size being approx. 200 ft. in length. Only three years old the ship was built in Hong Kong and was well equipped with modern navigational facilities, etc. The ships passengers in addition to the British Captain Mullins and his officers consisted of the New Zealand soldiers radio operators, native sailors and natives being transferred from one island to another. The ship had a single mast and boom forward and a forward hatch. This was followed by a proportionally high superstructure and the single smokestack. Immediately aft of the smokestack was a small antenna mast and behind this was the gun deck which mounted a gun of about four or five inch caliber. The gun showed signs of no maintenance and use and it is doubted if a competent gun crew was aboard to operate it. Aft of the gun deck the superstructure ends and the lower deck at the extreme stern mounts the davots for the gig. We have been informed confidentially that the "Viti" will again visit Canton on or about Nov. 23, 1941 for the purpose of bringing building materials and additional personell for the British establishment. It is our understanding that new and larger buildings will be erected on or near the site of the present British compound.

Nov. 10, 194 - 2

Yacht "Golden Hind"- This ship a sailing ketch of 93 ft length and 20' breadth arrived at Canton on the morning of Nov. 7, 1941 and secured to the Navy mooring at the mouth of the channel. The crew consisted of Mr. Jenkins, a New Zealander and two native boys from the Tonga Islands. The vessel was obviously undermanned and in bad repair though it had been originally a very well-built and expensively fitted vessel. They apparently had no navigator on board as they were twenty eight days out of Honolulu and thought they were in the Samoan Islands upon sighting Canton. They were well provisioned except for lubricating oil for their deisel engine which we supplied gratis. They left about noon on the 8th of November. Their planned destination was the Tonga Islands where they planned to have a new set of sails made and then expected to go on to Suva where Mr. Jenkins has hopes of starting an inter-island service catering to the tourist trade.

No other vessels other than those of American Registry have arrived at or been sighted from Canton Island to date.

We will in the future inform you as promptly as possible of any information of the kind herein reported.

Yours sincerely,

(Signed)  
R. W. Kirk  
Assistant Field Representative  
US Dept. of Interior

PLS.  
The home port of both these ships is Suva, Fiji Islands.

GROCERY LIST - EDIBLE & INEDIBLE  
TWENTY THIRD CRUISE

<u>ITEM</u>	<u>EACH ISLAND</u>	<u>TOTAL</u>
1. Apricot, halves, Libby's	24	96 tins
2. Bacon, dry sugar-box-cured, type 1, Gr A	4	16 slabs
3. Beans, baked with pork & tomato, 16 oz.	96	384 tins
4. Beef, corned, 12 oz., Cudahy	96	384 tins
5. Beets, sliced, fancy, 20 oz., Exquisite	24	96 tins
6. Catsup, tomato, 24/12 oz., Sea Rock	8	32 jars
7. Cheese, processed, American, 5 lb size	5	20 lbs
8. Chili Con Carne with beans, 24/11 oz., Star	24	96 tins
9. Cleanser, powder, 48/14 oz., Babbitts	3	12 pkgs
10. Coffee, roasted & ground, 12/1 lb	12	48 pkgs
11. Cocoa, Breakfast, 24/8 oz., Hersheys,	6	24 tins
12. Corn, cream style, Exquisite	24	96 tins
13. Corned beef hash, 24/10-1/2, Star	48	192 tins
14. Cornflakes, 36/6 oz., Post Toasties	18	72 pkgs
15. Crackers, saloon pilot, 9 lb. cans	3	12 cans
16. Flour, wheat, 9.8# Gold Medal	5	20 bags
17. Grapenut flakes, 12 oz.	12	48 pkgs
18. Ham, cooked, spiced, 12 oz., Prem	24	96 tins
19. Jelly, guava, 12 oz., Island	12	48 jars
20. Juice, grapefruit, sweetened, Exquisite	24	96 tins
21. Juice, pineapple, 24/18 oz., Libby's tins	48	192 tins
22. Juice, tomato, 15 oz., Exquisite	48	192 tins
23. Macaroni, dry, assorted, 24/16 oz.	10	40 pkgs
24. Matches, safety, 10's Signal Light	6	24 pkgs
25. Milk, evaporated, Modesto	96	384 tins
26. Milk, powdered, 1 lb., Klim	10	40 lbs
27. Mustard, prep. 24/9 oz., Schilling	4	16 jars
28. Oats, rolled, 24/20 oz., Quick Quaker	12	48 pkgs
29. Olives, ripe, extra large, 24/2-1/2,	6	24 tins
30. Onions, dry, 100# bags	100	400 lbs
31. Paper, toilet, Waldorf, rolls	100	400 rolls
32. Paper, waxed, 125 ft.	2	8 rolls
33. Peaches, cling, slices, fancy, Exquisite	48	192 tins
34. Peas, #2 sugar, small, Exquisite	48	192 tins
35. Pickles, mixed, sweet 12 oz., Heinz	6	24 btls
36. Pineapple, fancy, sliced, Sea Rock	36	144 tins
37. Poi, fancy, 1 lb 12 oz.,	216	864 tins
38. Potatoes, Irish, 100# bags	100	400 lbs
39. Powder, baking, 36/8 oz., Calumet	3	12 tins
40. Prunes, dry, fancy, 24/2 lb, Ensign	6	24 pkgs
41. Rice, extra fancy, Calif. 100# bag	100	400 lbs
42. Salad Dressing, Mayonnaise, 16 oz.	4	16 jars
43. Salad, fruit, fancy, Exquisite	48	192 tins
44. Salmon, pink, 48/16 oz., Diamond Head	24	96 tins
45. Salt, table, iodized, 26 oz., Morton	2	18 pkgs
46. Sauce, tomato, 7-1/2 oz., Exquisite	24	96 tins
47. Shortening, vegetable, 36/1 lb.	6	24 tins

<u>ITEM</u>	<u>EACH ISLAND</u>	<u>TOTAL</u>
48. Soda, baking, 24/1 lb., Arm & Hammer	1	4 pkgs
49. Soup, chicken gumbo, Campbell	48	192 tins
50. Soup, vegetable, Campbell	48	192 tins
51. Spaghetti, prep., 48/1/300, Exquisite	48	192 tins
52. Spices, ground, 2 oz., Black pepper	8	32 tins
53. Sugar, granulated, 100# bags	100	400 lbs
54. Syrup, cane & Maple, 24/26 oz., Log Cabin	12	48 tins
55. Tea, Orange, Pekoe, Liptons	12	48 tins
56. Tomatoes, solid pack, fancy, Exquisite	24	96 tins
57. Tuna, 13 oz., 48/1's, Coral	48	192 tins
58. Vegetables for salad, fancy, Exquisite	48	192 tins
59. Vinegar, cider, 16 oz., Wellman	4	16 btls

# EQUIPMENT LIST - 23RD CRUISE

Item & Firm	"J"	"B"	"H"	"E"	TOTAL
<b>KENNY'S RADIO SERVICE</b>					
1. Stancor transmitter, complete			1		1 each
<b>NYLEN BROS &amp; CO., LTD.</b>					
1. Batteries, "B", H.D., 45 volts	6		8		14 each
<b>E. O. LALL &amp; SON</b>					
1. Batteries, "A", 1.5, dry cell	6	12	12	6	36 each
2. Batteries, "B", H.D., 45 volts			4		4 each
<b>CASTLE &amp; COCKE LTD. TERMINALS</b>					
1. Lumber for dunnage					1000 bdf.
<b>RADIO WHOLESALE &amp; SUPPLY</b>					
1. Tubes, 5z3				2	2 each
2. Tubes, transmitting, 812		1			1 each
3. Switch, SPDT, toggle		2			2 each
4. Fuses for transmitter, 20 amp.		12			12 each
5. Battery clips, large		12			12 each
6. Friction tape		1			1 roll
7. Rosin core		2			2 lb
<b>SEARS, ROEBUCK &amp; CO.</b>					
1. Bowl, mixing, enamelware, 1 gal.	1				1 each
2. Brushes, paint, hair 3"			2		2 each
3. Cloth, cheese		25			25 yards
4. Cord, fish, cotton #27			100		100 yards
5. Cord, fish, cotton #63				100	100 yards
6. Cutting plier		1			1 each
7. Files, flat, 12" medium	2	2			4 each
8. Files, 3 cornered, 8"	2	3			5 each
9. Files, round, 10"		2			2 each
10. Flour sifter		1			1 each
11. Knives, kitchen, 7", steel, med.		1			1 each
12. Nails, gal. iron, 20 penny				2	2 lbs
13. Nails, gal. iron, 10 penny	10	5		10	25 lbs
14. Nails, finishing, 6 penny		4			4 lbs
15. Nails, roofing				5	5 lbs
16. Flashlight, 2 cell			2		2 each
17. Flashinglight, batteries			1		1 doz.
18. Alarm clock			1		1 each
19. Spark plug AC76	8		8		16 each



SEARS, ROEBUCK & CO. (Cont'd)	"J"	"B"	"H"	"E"	TOTAL
20. Emory stone		1	1		2 each
21. Line, AC #14			40		40 feet
22. Soldering iron, non electric			1		1 each
23. Steel measuring tape, 6 feet			1		1 each
24. Solder		1			1 lb
25. Manila rope, 1 1/2", 1/2" diameter		100			100 feet
26. Screwdriver, small		1			1 each
27. Polish, brass, can	1	1			2 each

MUTUAL TELEPHONE COMPANY

1. Batteries, "B" H.D. #486	6	6		6	18 each
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LEWERS & COOKE, LTD.

1. Lumber, 1 x 12 x 18				6	6 pieces
2. Lumber, 2 x 4 x 24		8			8 pieces
3. Lumber, 1 x 12 x 20		8			8 pieces
4. Sickle, hand #3		2			2 each
5. Cement, bags	8			6	14 each

HAWAIIAN GAS PRODUCTS, LTD.

1. Lime, hydrated, 50 lb bags	1	1	1	1	4 bags
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THEO. H. DAVIES, CO., LTD.

1. Float tank & Chimney		1			1 each
2. Fusible links		12			12 each
3. Wicks	6	6	6	6	24 each

COLEMAN LAMP & STOVE CO., LTD.

1. Stove generators for 379A		2	2		4 each
2. Generators for lamps, T44G		2	2		4 each
3. Mantles, 21A Jr.	1	1	1	1	4 doz.

WASTE MATERIALS CORP., LTD.

1. Drums, steel, empty					20 each
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HAWAIIAN GAS PRODUCTS, LTD.

1. Gas, hydrogen	8		8		16 cylinders
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STANDARD OIL COMPANY OF CALIFORNIA

1. Gasoline, clear motor fuel V	2	1	2	1	6 drums
2. Kerosene, 55 gal.	1	1	1	1	4 drums

TIDE WATER ASSOCIATED OIL CO.	"J"	"B"	"H"	"E"	TOTAL
1. Gasoline, Motor Fuel V	10	2	8		18 drums
2. Lubricating oil, Symbol No. 3050 SAE20		1			1 case

WILLIAMS EQUIPMENT CO., LTD.

1. American bosch magneto	1	
2. Fan assembly	1	
3. Magneto drive gear	1	
4. Magneto coupling	1	
5. Supply line, 1/4 diameter	12 feet	
6. Cotter pins, 1/16x1/2"	12	
7. Woodruff keys	2	
8. Castle nuts, 3/8x24	12	
9. Castle nuts, 5/16-24	12	
10. Valves	4	
11. Pistons, standard size	4	
12. Piston pins sanda	8	
13. Rear crankshaft bearings	2	
14. Connecting rod bearings	8	
15. Valve springs	8	
16. Exhaust manifold studs	6	
17. Camshaft thrust plug	1	
18. Camshaft thrust plug springs	2	
19. Push rods	8	
20. Cylinder head gaskets	4	
21. Gear cover gaskets	2	
22. Cylinder head gaskets	4	
23. Drive shaft bearing	1	
24. Piston rings, standard	8	
25. Fuel pump gaskets	5	
26. Vee fan belts	2	
27. Lock washers	4	
28. Fuel pump diagram	1	
29. Carburetor	1	
30. Piston pin retainers	8	
31. Males coupling and oil throw ring assembly		