

Fourteenth Cruise to American Equatorial Islands

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THE Paradise of the Pacific Magazine has made it a policy to print a short review of each quarterly expedition to the American Equatorial Islands of Jarvis, Baker, Howland, Canton and Enderbury. This brief sketch is presented to cover the most recent journey.

The Fourteenth Cruise sailed aboard the U. S. Coast Guard Cutter *Taney* from Honolulu on the evening of November 25, 1938. The captain of the cutter is Commander Eugene A. Coffin, and he is assisted by a staff of excellent officers and well trained enlisted personnel all of whom have found in these South Sea cruises an opportunity for carrying out the long established traditions of the Coast Guard Service in performing hazardous operations in difficult sea and surf conditions.

Officers of the Army and Navy, representatives of several civilian organizations with official interest in the islands, traveled on this cruise. Ten regular replacements for the island personnel and two spare men also accompanied the expedition.

On November 30 the ship arrived at Howland Island and made the transfer of personnel, landed supplies and water, and drifted off in the evening preparatory to an early morning landing on nearby Baker Island. Arriving at Baker on the following morning we found a large swell running from the northwest, causing heavy surf to sweep along the western landing beach with such force as to make an attempt at landing extremely hazardous. The alternate southerly beach was inspected but it too presented a dangerous condition, so it was decided to steam to Canton and Enderbury Islands and return later to Baker in the hope that the several intervening days would bring better conditions.

All supplies and personnel were landed through the western or main lagoon entrance of Canton Island on the afternoon of December 2 and all men in both the American and British camps were found to be well and happy. An event of the afternoon was an international ice cream social enjoyed by the seven men of the two camps using ice cream which had been kindly sent to them by the Honolulu Dairy-men's Association.

Mr. Charles Maria, machinist of the U. S. Lighthouse Service, checked the operation of the recently established Canton Light and found it to be in good condition. This light is equipped with a sunvalve which turns it off during daylight hours. During the last cruise it was dedicated to Captain Edwin C. Musik and the crew of the lost *Samoan Clipper*, and continuous operation was started on November 1, 1938.

Enderbury Island was worked on December 3. After our morning landing and while awaiting high tide to begin the unloading I walked with Joshua Wood, one of the Enderbury Island colonists, to visit the shipwrecks on the eastern beach. One is the wreck of a steel ship with a clipper bow. The stem and about twenty feet of the frame with ribs and plates lie on the reef completely out of water at low tide. Timbers and metal fittings of another ship are strewn along the beach to the north of the steel wreck. This one was un-

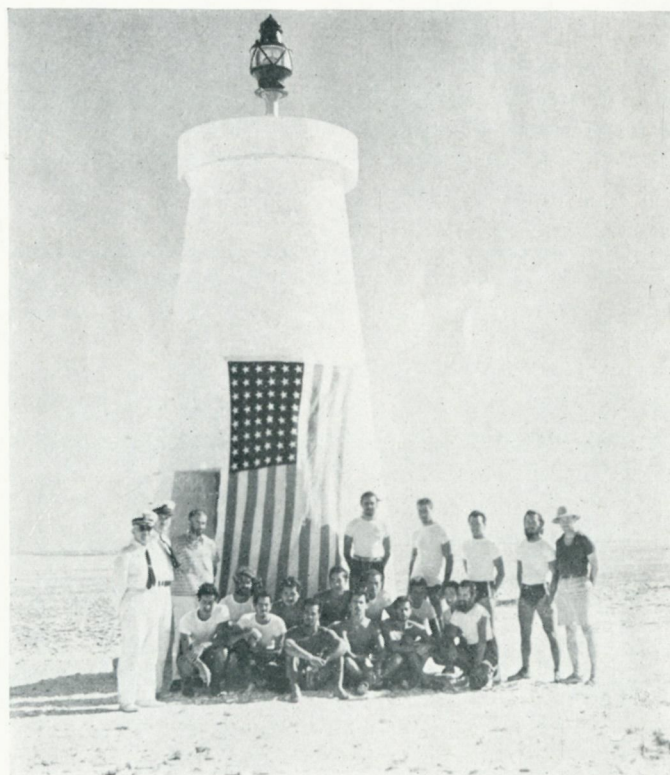
doubtedly a timber sailing ship, with copper bottom, and fastened with copper pins and brass ship nails. The large brass bell returned to Honolulu on the last cruise was probably from this timber ship.

The morning of December 4 was spent in a further examination of the Canton lagoon and then we sailed for Baker Island, arriving there shortly in the afternoon of the fifth. The surf on the ends of the island was spouting "sky-high" and the western landing place looked too bad for operations. After going in for a closer look in the motor boat we steamed to the south beach, but there the water was badly wind broken although the seas were not quite so high. The whole northeast side of the island was veiled in a cloud of spray.

A landing was finally made late in the afternoon of the following day using an anchored station boat and a self-bailing running boat on a line. The exciting game was called on account of darkness and the work was finished in the morning and a course laid for Jarvis Island.

Jarvis Light was sighted shortly after five o'clock on the morning of December 11 and all supplies were landed during the morning. At 3:30 p.m. Jarvis Light was dedicated in a simple ceremony to the memory of Carl K. Kahalewai, Jarvis colonist, who died aboard the cutter *Taney* on October 8 while he was being returned to hospital in Honolulu. Sam Kahalewai, Jr., Carl's brother, cut the cords unveiling the bronze plaque, and a short program was held ending with the boys singing "Aloha Oe."

After a day of recreation for the crew at Palmyra Atoll, we sailed for Honolulu, where we arrived December 16.



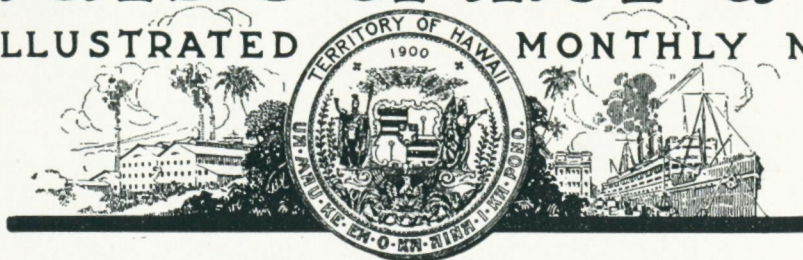
Jarvis Island Light

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No. 1

Hoolaulea

The sugar and pineapple festival, known as the Hoolaulea, will be held in Honolulu February 22-26, 1939. More power to it.

Hawaii's Sun-Tanned Finger Beckons

Hawaii's sun-tanned finger hospitably beckons to thousands of Americans and others to come "Nearer the Sun."

Christmas Island and Palmyra

Hoist the American Flag over Christmas Island and forget about Palmyra for naval purposes.

Overlooked Honolulu Geography

A news item recently announced that Los Angeles, Rome, New York, Sydney, Chicago and Vienna were the six largest cities by area. The world seems to have overlooked the magnificent proportions of Honolulu's land and water acreage.

San Francisco World Fair

The San Francisco World Fair—the Golden Gate International Exposition—will open in February, 1939. Visitors will find a Magic City on man-made Treasure Island in San Francisco Bay. The Hawaiian Committee, with Sherwood M. Lowrey as chairman, has seen to it that Hawaii is splendidly represented.

A Divided Fleet

Two canals and one fleet—or two fleets and one canal.

Cocktail Bars on Airplanes

"Have one on me" may soon be heard high up in the sky—at the bar of a Sky-Clipper.

Federal Government Buys Oranges

The Federal Government is buying oranges (following grapefruit purchase plan already announced), according to an announcement on December 15, 1938, by the Federal Surplus Commodities Corporation. The oranges will be turned over to state relief agencies for distribution to the needy. Let's hope that Pineapples of Hawaii never become paupers in the federal poor-house.

An Admiral and General for Hawaii

Military and naval command in Hawaii is of such vital importance to the American Nation that a General and an Admiral—not a mere Major-General and Rear-Admiral—should direct National Defense here.

Papaya and Avocado

It is unlikely that the avocado of Hawaii will successfully compete with its relative of California in continental markets; but the papaya has a prosperous future.

American Language

One of the most patriotic things an American citizen can do is to speak the American language. It would be well if only the American language was permitted in our newspapers and other publications, and over the radio.

"Ghost Town" of San Francisco

San Francisco is terribly worried over being tagged with the sobriquet "Ghost Town" as a result of its loss of maritime, and other, supremacy, caused by labor, and other, troubles. Honolulu should be on the alert to keep the "ghosts" away from the Paradise of the Pacific.

Buoys For Missing Airships

There must be some sort of a non-destructible buoy that will become automatically released from a huge airship about to sink "without trace," to indicate the disaster-spot.

Plebiscites

"Suppose, for instance," editorialized the *Star-Bulletin* of September 9, 1938, "that Japan were to demand the right to interfere with the United States government in the administration of the Hawaiian Islands because so large a number of Island residents are of Japanese ancestry?"

Relief Map of Pacific Basin

A relief map of the Pacific Basin—with the oceans actually water—will be exhibited at the Golden Gate International Exposition that opens at Treasure Island, San Francisco, next month. Such a map, on permanent exhibition at Honolulu, would help Hawaii.