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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
(16th Expedition)

IMPORTANT

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(Cruise from
May 20, 1939
to
June 20, 1939)

Harold L. Fisher

Secretary.

C
O
P
Y

TREASURY DEPARTMENT
United States Coast Guard
At Sea, South Pacific Ocean,
29 May, 1939.

Authority 822017

Coast Guard Cutter
TANEY

My dear Dick:

Before answering your letters of the 11th and 15th of May, will give you the highlights of this cruise to date. I finally rounded up enough money for the purchase of my supplies on the outside and for the salaries of 13 relief personnel going to the islands. Only four old-timers are going back, Fred Wilhelm, Harold Kim, Freddie Lee and Bernard Rahe who has made one cruise as relief man. It really has been a tight squeeze to make all the necessities available, it is too bad this cruise had to begin when it did. Of course, one fortunate thing is that it will be a great help after the beginning of the fiscal year for the relief salaries and miscellaneous purchases come out of the 1939 funds.

I noted that the appropriation has been reduced to \$40,000. The best estimates to date indicate that I will be able to establish no reserve fund but with careful planning and making only three cruises during the fiscal year, I believe the \$40,000 will be sufficient.

In answering your letter of the 11th, I was indeed sorry to hear the bad news that things were not going so well but your letter of May 15th dispelled the gloom and I am sincerely glad that you will have a chance to go through with the project. The day after we sailed we received the news by press radio that Gruening had made public to the general public the project of the Antarctic and that funds would be solicited from Congress. It seems to me that all looks pretty rosy and that the start of your project was in the bag. We all wish you all kinds of luck for the future. Please keep me fully advised of all the details you have, also the prospective sailing dates. Rest assured that whatever you give me will be strictly confidential.

I have instructed Katherine Lau to send you all press notices and clippings in my absence, please advise me if you do not receive them or if you believe that she has failed to do so. Nothing had come out in the paper up to the time of our departure.

The Navy kicked through in fine style in making up the necessary supplies for this cruise. I did not receive the authority to purchase outside until four days before we sailed. I was quite rushed but managed to get all orders placed and deliveries made on time. We departed from Honolulu on the 20th. Altogether we took 13 replacements for the boys now on the islands and one extra man without pay. I felt at this time that it would be advisable to bring back all of the boys that had been there two cruises. At present I do not contemplate another cruise before October 1st. The islands are well supplied with food and I purchased enough paint, lumber and accessories to make necessary repairs and maintain the appearance and condition of the buildings through the year. Considering the length of time the buildings

Rec'd for filing

July 15 - 1940

have been on the islands, I thought it was high time that we completely repainted them and replaced some timbers and siding. In my March cruise I noted that the buildings were beginning to appear weather worn and in sad need of repainting, also the water-sheds completed on all of the islands had never been painted. I have directed that food cellars be built on all of the islands. The one that they made at Enderbury improved the condition of canned food-stuff and will justify the materials involved. Will give you a full report of conditions in my next cruise report. I cannot give you much by radio at this time as before I make any definite recommendations I want to be sure that I have the right estimate as to the needs for the islands. I am much afraid that it is going to run into considerable money, particularly for transmitters to cover the frequencies assigned by the Federal Communications Commission. Frankly speaking, the equipment at Howland, Baker and Enderbury is junk. The Home Lite chargers are practically in pieces and it is impossible to get replacement parts in Honolulu. As soon as I return from the cruise I will submit my recommendations for radio equipment for the islands and place a requisition for all equipment and a considerable supply of spares to be purchased through Washington as this will save a considerable amount of money which can be profitably used at Howland.

So far reports from the islands indicate everything is going smoothly and the boys in good health and happy. The youngsters I picked up this time appear to be an excellent bunch, of course time will tell whether or not they will fit into the picture. I was able to obtain three ex-Army radio operators. The boys seem to be of good character and high mental type, very superior to Fialkowski. I might mention at this time that I am bringing Bill Tavares home for good and will not take him down again. Tavares is getting lazy and has just been on the islands too long. I am also bringing Fialkowski home for good. It was a real fight with the doctor for him to remain last cruise. His physical condition will not permit him to stay.

We anticipate very little trouble with the health of the boys as I think them all indoctrinated as to proper diet. I believe we have educated them into laying off ice water. The last two trips the doctor has been unusually rigid in his physical examinations and refusing to pass a boy for the least thing. So far I have backed him up in this to the limit. Charley Ahia and Henry Kaeha have been in the office several times wanting to go back. I personally have nothing against Charley but told him he would have to get permission from you to return to the islands, that I would not go back on your policy. Henry is just a drunk and I won't have him around. I think the boys are beginning to understand that there is no use getting funny about this business. Melvin Paoa's brother died and his family desires his return this trip. Melvin has made out well and I will take him back any time he wants to go. Fred Wilhelm has turned out to be a cracker-jack, I am putting Freddie Lee and Fred Wilhelm on Canton with Sam Kahalewai. We have started quite an agricultural project there and Sam has added remarkable improvements. I sent Fred Wilhelm to the University for a little instruction from Mr. Brown. I am bringing Rupert Beatty from Enderbury to serve as radio operator. I think that will be a good group together on that island.

As you know, we departed Honolulu on the 20th. Had quite a number of passengers on board, all good fellows and everybody getting along well together. Only two Army men this time, one a colonel from Schofield and the other a major of engineers, typical of the Army group, stiff-necked and reserved. The rest are o.k.

Due to our heavily loaded condition, mainly P.A.A. supplies, supplies for American Samoa and the BUSHNELL, we did not arrive at Canton until the 29th to find the NORTH HAVEN anchored and the BUSHNELL lying off. The P.A.A. has certainly gone to work with a vengeance. They moved their whole camp 300 yards to the south of the original marking on the first survey and have already started laying out permanent buildings for the base. They expect to be completed by the second week in July and from the results they have already accomplished I would say they would do it. We only stayed there four hours, I visited all the Pan American people and our camp and found everything o.k. and, in spite of the construction, the camp clean and neat. All the boys were in good health and apparently well satisfied to stay there. The P.A.A. wants to employ Kini Pea and possibly Luther Waiwaiolo. I told MacKenzie that if his company would guarantee passage of the boys back to Honolulu upon completion of the project, that I would terminate their services on Canton so they could be employed by that firm. Both boys have expressed their positive desire to transfer to Pan American and I am willing to let them go as it might mean permanent positions for them at a higher salary.

We are now bound for American Samoa, expecting to arrive there around the 31st. It will take us about three days to load everything there then we will return straight to Canton Island. We estimate it will take several days to unload at Canton then we will make the rounds of the other islands and return to Honolulu shortly before the 20th of June.

Had quite a talk with Fleming; he has permission to bring his wife to Canton. I have been under the impression that after completion of negotiations between the two nations that the British would pull out with the entrance of Pan American but, from what Fleming told me, I am led to believe that he expects to remain indefinitely and already has permission to have his wife there.

At the end of our cruise I will submit to the Division a complete report, separate from the cruise report, concerning the situation as it now exists on Canton. There are quite a few questions I believe should be answered in the very near future. I will send you a copy of this later. I do not want to go into details now as I have not fully thought over the matter. I might mention at this time that some serious thought should be given to the status of the islands and also how long the Department of the Interior intends to keep colonists on the American Equatorial Group. This should be given considerable thought before much money is spent on the islands then have them abandoned shortly thereafter. An answer to this question would be thoroughly appreciated as it would be a governing factor in ordering permanent equipment which I have

in mind to be placed on the islands during the October cruise. This project has ceased to be a pioneering project therefore its permanency should be announced as an established fact or an approximate length of time set for the colonization project. There is little use pouring money into the islands unless this is to extend over a period of years. This subject is something that I believe you are in a position to discuss much better than I through letters. Any facts or data that you may desire, I will be glad to forward to you.

Conditions have changed to a certain extent since your departure and the whole picture is changing in the Pacific Area, particularly with Pan American moving in to one of the islands and with the establishment of Naval bases at Johnston and Palmyra. Would appreciate a letter from you by the time I return giving me your personal views of the subject so that whatever I write to Gruening will be in accord with your plans and ideas. I might add that, concerning the future of the five islands, I thoroughly believe that the abandonment of Baker would not be harmful and it would be a saving in the appropriation. Of course, not knowing what is in the minds of the officials in Washington, I would make no recommendations concerning any of the islands, for Gruening or the State Department may have definite ideas which to date they have not disclosed.

I am glad you saw my point when I made the statement that I was perfectly willing to stay out here as the Interior Department representative. I will repeat my former statement that there is no use of your sticking your neck out trying to work me into the other project. If I had a chance to go with the approval of my Headquarters, I would be more than glad to do so but the one thing I have in mind is that I am primarily a Coast Guard officer and that my first loyalty is to that service. The best wishes and desires of the Commandant and Headquarters or whatever orders they issue to me take precedence in my mind to any outside assignment. I would not ask Waesche for any such assignment as I have never done so and never will. I hope you understand what I am trying to get over to you.

A letter from Bill Miller told me that he understood that I was to hold the job for a year; have you any information on the subject? Now that Betty and I have a house we're more than glad to stay in Honolulu a while longer, if no chance of going with you.

To date I have no information whatever about Christmas Island. I have talked to Buchanan quite a few times and I understand that an American yacht stopping there was not allowed to land or any parties to land. I have not been able to substantiate that story. If I hear anything I will send it immediately to Washington. I sent a radio to Bernard Akana as you requested. I want to get this letter off in Samoa so that I might possibly have an answer to it upon my return to Honolulu. Betty and I send our best to you and Aviza and sincerely hope that all goes well with you.

Give my sincere regards to Dr. Gruening and Mrs. Hampton,

Ever,

(Signed) Frank
Kenner.

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

8th Floor, Aloha Tower
Honolulu, T. H.
June 27, 1939

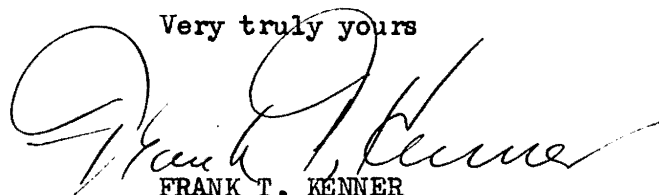
9-12-17
Filed Ref.

Dr. Ernest Gruening, Director
Division of Territories and
Island Possessions
Department of the Interior
Washington, D. C.

Dear Dr. Gruening:

I am forwarding herewith the original and a
carbon copy of my narrative report of the Sixteenth Cruise
to the American Equatorial Islands of Jarvis, Baker, Howland,
Canton and Enderbury.

Very truly yours


FRANK T. KENNER
Acting Field Representative

FTK:kl
Encl.

File

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

16TH CRUISE

to

AMERICAN EQUATORIAL ISLANDS

by

FRANK T. KENNER
Acting Field Representative
U.S. Dept of the Interior
(Division of Territories
and Island Possessions)

8th Floor, Aloha Tower
Honolulu, T. H.
June 23, 1939

SIXTEENTH CRUISE TO THE AMERICAN
EQUATORIAL ISLANDS
of
JARVIS, BAKER AND HOWLAND
and to other islands in the South Seas

By
FRANK T. KENNER
Acting Field Representative
U. S. Dept. of the Interior
(Division of Territories
and Island Possessions)

At 5:16 p.m., 20 May, 1939, the Coast Guard Cutter TANEY, commanded by Commander Eugene A. Coffin, U. S. Coast Guard, departed Honolulu, Hawaii for American Equatorial Islands and American Samoa. In view of the special circumstances necessitating an early departure of the TANEY for the American Equatorial Islands on special assignment and by the direction of Washington, the servicing of the islands of Howland, Baker, Jarvis, Canton and Enderbury will take place during the present cruise instead of as scheduled during the month of July.

The following guests and passengers were on board:

1. Col. W. L. Roberts, U.S.A.
2. R. C. Campbell, representative of Civil Aeronautics Authority
3. A. C. Campbell, news photographer
4. Major H. H. Pohl, U.S.A.
5. H. H. Warner, civilian guest of Commanding Officer
6. John A. Young, civilian
7. Frank O. Boyer, civilian
8. William Norwood, civilian
9. L. Bartells, civilians
10. Aviation Cadet R. C. Knowles, U.S.N., guests of Wardroom
11. Abraham Piianaia, passenger at own request

The following employees of Pan American Airways were:

1. Karl Leuder
2. Joe Copeland
3. Milton Champion
4. Wilfrid Gervais
5. Felix Guerrero
6. Jose Concepcion

The following replacements for the American Equatorial Islands were on board:

1. Charles Stein
2. Thomas W. Bederman
3. Maurice Paquette

4. Fred Wilhelm
5. Fred Lee
6. Harold Kim
7. Bernard Rahe
8. William Pea
9. Hans Jensen
10. Charles Au
11. Woodrow Phillips
12. Alexander Robinson
13. Isaac Harbottle
14. Walter Burke

The TANEY stopped at Hilo on Sunday, 21 May to take on board stores for American Samoa. On that date the TANEY departed Hilo, Hawaii for Canton Island. At 7:25 a.m. 28 May, 1939, the TANEY arrived at Canton Island. Certain supplies and personnel of Pan American Airways were left at Canton Island, contact was also made with the U.S.S. BUSHNELL. No replacement of Department of the Interior personnel or any supplies other than mail were landed at Canton during this time. An inspection of the colony was made and found the same to be in good condition. At 10:58 a.m. the TANEY departed Canton Island for American Samoa and arrived at the Naval Station at Tutuila at 9:25 a.m., 31 May.

The TANEY remained at the Naval Station, Tutuila, American Samoa until 3 June, 1939, during which time Pan American Airways stores and equipment were loaded on board. At 5:20 p.m. that date, the TANEY departed American Samoa for Canton Island arriving there at 9:10 a.m. 6 June. All Pan American stores and equipment and stores for the Department of the Interior were landed at Canton Island during this day. At that time a thorough inspection of the radio equipment was made by Chief Radioman Max H. Kearns, U. S. Coast Guard. All other equipment was checked and found to be in good condition. The acting field representative called on the deputy administrator representing the British government on Canton Island. From conversation it is believed that the British Government intends maintaining their representative on that island for an indefinite period. The Pan American Airways project had progressed at an exceedingly rapid rate and preparations were being made for the first scheduled survey flight by this company for early summer. The following transfers were made at this time: Frederick Lee and Frederick Wilhelm were transferred from the TANEY to Canton Island to replace Kini Pea and Luther Waiwaiolo, the last named men were allowed to remain on Canton until the return of the TANEY from Enderbury Island. Kini Pea expressed his desire to terminate his services with the Department of the Interior for employment with Pan American Airways. Conversation with the leading representative of Pan American Airways at Canton indicated the desire on their part to employ this man and guarantee his return to Honolulu upon completion of the project. This arrangement was agreeable to the acting representative, Department of the Interior.

At 8:14 a.m. 7 June, the TANEY arrived at Enderbury Island. All stores and equipment were landed on that island during the morning. Chief Radioman Max H. Kearns, U. S. Coast Guard, inspected radio equipment and made suitable recommendations. The colony was found to be in excellent condition. A complete inspection and check of equipment and stores was made at this time. The following replacements of personnel were made: Harold Kim, Isaac Harbottle, Bernard Rahe, and Maurice Paquette replaced James Kinney, William Tavares, Rupert Beatty and Melvin Paoa. James Kinney will be placed on Jarvis Island to continue his work of banding birds for the Biological Survey. Rupert Beatty will be transferred to Canton Island. At 3:30 p.m. the TANEY departed Enderbury Island to return to Canton.

At 6:50 a.m., 8 June, the TANEY arrived again at Canton Island and final business was completed at that time. Henry Fialkowski and Luther Waiwaiolo were transferred to the TANEY for transportation to Honolulu. On this date Kini Pea terminated his services with the Department of the Interior and assumed the status of a Pan American Airways employee at this island. A tour of the north west side of Canton Island was made to investigate other possible openings into the lagoon. Visits were made with the British Representative and with the Pan American Airways officials at that island. The agricultural project carried on by Sam Kahalewai to be assisted by Frederick Wilhelm will be covered at the end of this report. At 2:36 p.m., the TANEY departed Canton Island for Baker Island.

At 7:45 a.m. 10 June, 1939, the TANEY arrived off Baker Island. Surf conditions were excellent. Landing was negotiated on the west side of the island. The colony was found to be in excellent condition. The leader, Louis Suares is to be commended for the energy and good judgment exercised. All supplies and equipment were landed during the morning. Inspection of the colony was made. A check of weather and radio equipment was made. The following replacements were made: Charles Au, Hans Jensen and Charles Stein replaced Bernard Akana, Lawrence Ching and Lawrence Dowden.

At 11:05 a.m. the TANEY departed Baker Island, enroute to Howland.

At 1:30 p.m. the TANEY arrived at Howland Island. All supplies, stores and equipment were landed during the afternoon and inspection of the colony was made. A complete check of weather and radio equipment was made at that time. This colony was in excellent shape. The leader, Eugene Burke, is to be commended for his maintaining the colony at its high standing. Alexander Robinson, Thomas Bederman and William Pea were transferred to Howland.

The TANEY drifted in the lee of the island during the night. At 7:00 a.m. 11 June, 1939, Eugene Burke, Henry Kong Lee and William Hutchinson were transferred from Howland to the TANEY for transportation to Honolulu. McCorriston was designated leader.

On the 10th of June, 1939, Canton Island reported that no one had been able to contact Enderbury since the 7th of June, 1939. At that time the island had come on the air, requesting radio test signals from Canton. At this time the signals faded out and they were not heard again.

The Commanding Officer of the TANEY and the Acting Field Representative of the Department of the Interior decided to re-visit Enderbury Island to investigate, and if necessary, remain there until complete repairs to radio equipment is made.

At 0800, 11 June, 1939, TANEY departed Howland Island for Enderbury.

The TANEY arrived at Enderbury at 12:35 p.m. 12 June, 1939. The Acting Field Representative, accompanied by Chief Radioman Max H. Kearns, U.S.C.G., attached to the TANEY, landed on the island to find that the motor generator needed repairs. Investigation disclosed that the transmitter had been inoperative since the 7th June, 1939. The radio operator assigned to the island, Maurice Paquette, and Chief Radioman Max H. Kearns, U.S.C.G., effected necessary repairs. Upon completion, necessary tests were made with the TANEY.

The radio motor generators had only approximately 60% of their rated output. This was due to their old condition. These radio motor generators had been borrowed from the Army upon the establishment of a colony on this island; were beyond extensive repairs due to the lack of manufactured parts.

Upon completion of repairs it was believed that the station could operate in communication with Canton Island until new equipment could be installed.

At 2:37 p.m. the TANEY departed for Jarvis Island. At 7:50 p.m. 14 June, 1939, the TANEY sighted Jarvis Island but no landing was made during the night. At 7:25 a.m. 15 June, 1939, the first boat parties landed at Jarvis Island. All supplies and equipment were landed; medical examinations were given to the colonists and it was found that George Akana the leader, was suffering with adhesion from an appendectomy prior to his assignment to that island in March. It was deemed advisable to return him to Honolulu for further treatment.

The colony as a whole was in excellent condition. All weather and radio equipment was inspected and minor repairs and adjustments were made to the radio transmitter. The following replacements were made: James Kinney, Melvin Paoa and Woodrow Phillips for George Akana, Francis Lee and Francis Stillman. James Kinney was designated as the new leader.

The TANEY remained for the rest of the day at Jarvis Island. During this period a place had been excavated for a food cellar

but the walls had not been cemented. This project will probably be completed during the next term. At this island it is interesting to note that the wreck of the AMARANTH has completely disappeared; only a few scattered timbers on the beach remain.

The TANEY arrived at Palmyra at 9:35 a.m. 17 June for the purpose of recreation and inspection of the island group. The TANEY departed Palmyra for Honolulu at 6:25 p.m.

The TANEY arrived in Honolulu 3:00 p.m. 20 June 1939.

Chief Radioman Max H. Kearns, U.S.C.G., is to be thanked and commended for his thorough assistance and willing services rendered to the Department of the Interior by his inspecting and testing of all radio equipment on the American Equatorial Islands. This report of radio equipment will be submitted by separate letter with suitable recommendations for future installation.

Mr. H. H. Warner of the Agricultural Extension Service submitted a report on the agricultural projects on the American Equatorial Islands. A copy of this report will be submitted at this time. The assistance of Mr. Warner and Mr. Ashley Browne of the Agricultural Extension Service is truly appreciated. Also their generosity in supplying seeds, soil, etc., for these agricultural projects.

While in American Samoa the writer contacted the Commanding Officer of the U. S. S. BUSHNELL, Commander Lewis, U.S.N. He praised the Department of the Interior personnel very highly for their assistance to the Naval Survey parties. He was particularly specific in his praise of the personnel of Enderbury, especially James Kinney, who ably assisted the Naval Personnel in landing their boats through the surf and landing necessary supplies. The copy of the radiogram sent to Enderbury Island by the Commanding Officer of the BUSHNELL is enclosed, along with this report.

It is timely to mention that while in conversation with Mr. Fleming, the British Administrator at Canton Island, it is believed that the British intend to maintain representatives on that island for an indefinite period. Certain questions arising from the joint occupation of Canton Island will be submitted by separate letter.

Frank P. Kearney

MEDICAL EXAMINATIONS

All medical examinations during the 16th 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.

SUPPLY LISTS - 16TH CRUISE

Items listed were duly landed on Howland,
Baker, Canton, Enderbury and Jarvis ad
noted in narrative.

CASES OR PACKAGES BE MARKED IN PAINT OR CRAYON

FOOD SUPPLIES - 16TH CRUISE

<u>Item</u>	<u>Each island</u>	<u>Total</u>
1. Apricots, halves, 24/ ¹ / ₂ s, Libby's	1 case	5 cases
2. Beans and pork, 24/16 oz. Jersey	1 case	5 cases
3. Beans, kidney, red, 24/20 oz., Exquisite	1 case	5 cases
4. Beef, corned, 12 oz.	72 tins	360 tins
5. Beef stew, 24/24/oz.	36 tins	180 tins
6. Beets, sliced, fancy 20 oz., Exquisite	24 tins	120 tins
7. Biscuit Mix, flour 12/40 oz.	10 pkgs	50 pkgs
8. Butter, canned	1/2 case	2 ¹ / ₂ cases
9. Candy bars, Oh Henry	3 cartons	15 cartons
10. Candy bars, Snickers	1 carton	5 cartons
11. Catsup, 24/14 oz., Santa Cruz	8 btls	40 btls
12. Chili Con Carne with beans, 24/11 oz. Sun Grace	1 case	5 cases
13. Cocoa, Breakfast, Hershey's 24/8 oz.	6 tins	30 tins
14. Coffee, Kona 48/1 lb.	10 pkgs	50 pkgs
15. Cookies, assorted, sweet	10 lbs	50 lbs
16. Corn Beef Hash, 24/10 oz.	36 tins	180 tins
17. Corn, fancy, cream style, 24/2s	24 tins	120 tins
18. Corn Niblets, Del Maize, 24/12 oz.	1 case	5 cases
19. Cornflakes, Kellogg, 36/8 oz.	9 pkgs	45 pkgs
20. Crackers, saloon pilot, 16 oz.	50 lbs	250 lbs
21. Extract, lemon, 2 oz.	2 btls	10 btls
22. Extract, vanilla, 2 oz.	2 btls	10 btls
23. Flour, wheat, Pillsbury's, 9.8 bag	5 bags	25 bags
24. Fruit salad, fancy 8 oz., Exquisite	2 cases	10 cases
25. Garlic	2 lbs	10 lbs
26. Ginger root	1 lb	5 lbs
27. Jelly, strawberry, 16 oz.	6 jars	30 jars

<u>Item</u>	<u>Each Island</u>	<u>Total</u>
28. Juice, grape, Welch, 24/pts.	1/2 case	2 $\frac{1}{2}$ cases
29. Juice, pineapple, Dole, 24/18 oz.	3 cases	15 cases
30. Macaroni, dry, 24/8 oz. Fontana	12 pkgs	60 pkgs
31. Milk, evaporated, Carnation 48/lb	2 cases	10 cases
32. Milk, powdered, Klim, 5 lbs	10 lbs	50 lbs
33. Peaches, cling, sliced fancy lb, 16 oz.	1 case	5 cases
34. Peanut butter, 24/16 oz.	2 tins	10 tins
35. Peas, tiny, sugar, #1, sieve, 24/#2	1 case	5 cases
36. Pickles, mixed, sweet, 24/16 oz.	4 btls	20 btls
37. Pineapple, fancy, sliced, 24/2s, Dole	1 case	5 cases
38. Poi, canned, 1 lb. 12 oz., Hawaiian Royalty	240 tins	1200 tins
39. Powder, baking, Royal, 24/8 oz.	3 tins	15 tins
40. Rice, 100 lb.	1 bag	5 bags
41. Oil, salad, gal.	1 gal.	5 gals.
42. Salad dressing, Mayonnaise 12/qts. Halley's	4 qts	20 qts
43. Salmon, 48/lb	1 case	5 cases
44. Salt, table, Iodized, 2 lbs. Ardens	6 pkgs	30 pkgs
45. Sauerkraut, fancy, 24/2 $\frac{1}{2}$ Libby's	1 case	5 cases
46. Sausage, Vienna, 2 lb. can	1 case	5 cases
47. Soup, chicken-gumbo, Campbell, 48/lb	24 tins	120 tins
48. Soup, vegetable, Campbell, 48/lb	24 tins	120 tins
49. Soy bean sauce in 1 gal. bottle	1 gal	5 gals
50. Spaghetti, dry, 24/8 oz., cello pkg	12 pkgs	60 pkgs
51. Sugar, white, 100 lb. bag	1 bag	5 bags
52. Sugar, brown, 50 lb. bag	1 bag	5 bags
53. Tea, black, English, breakfast, Wing 8 oz.	2 pkgs	10 pkgs
54. Tomato juice, 24/15	1 case	5 cases

EQUIPMENT - 16TH CRUISE

<u>Item</u>	<u>"H"</u>	<u>"B"</u>	<u>"C"</u>	<u>"E"</u>	<u>"J"</u>	<u>Total</u>
1. Kerosene, 5gal cans	60	50	20	50	20	200
2. Gasoline, 35 gal drum, white	3	3	8	3	8	25
3. Hydrogen (See Navy letter Oct. 5 re cyl)			7		2	9
4. Matches, Gold Medal, 10's	48	48	48	48	48	240
5. Record books, medium size	1	1	1	1	1	5
6. Dry cells #6 $1\frac{1}{2}$ volt, cartons 25s	2	2	2	2	2	10
7. Dish towels, Navy standard, dozens	1	1	1	1	1	5
8. Dish cloths, Navy standard, dozens	1	1	1	1	1	5
9. Pencisl, 2 H., boxes of 1 dozen	1	1	1	1	1	5
10. Cement, Portland, bags	10	5	5	50	5	75
11. Aluminum powder, cans, 1 lb.	1	1				2
12. Bulbs, flashlight for standard 3 cell, doz.1		1	1	1	1	5
13. Paper, roofing, 36" double tar, small roll 6		2	2	2	2	14
14. Varnish, 1 gal. can	1	1	1	1	1	5
15. Paint, dark grey, gals	4	4	4	4	4	20
16. Paint, light grey, gals.	10	10	10	10	10	50
17. Paint, white, outside	5	5	5	5	5	25
18. Paint, white, inside	5	5	5	5	5	25
19. Paint, thinner, gals.	5	5	5	5	5	28
20. Lime, bags	3	3	3	3	3	15
21. Stain, grey, 5 gal. cans	1	1	1	1	1	5
22. Pillow cases, dozens	1	1	1	1	1	5
23. Brooms, house	1	1	1	1	1	5
24. Batteries, flashlight, cartons	2	2	2	2	2	10
25. Flashlights	1	1	1	1	1	5
26. Buckets	2	2		2	2	8
27. Sandpaper, medium, dozens	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$7\frac{1}{2}$

<u>Item</u>	<u>Each island</u>	<u>Total</u>
55. Sauce, tomato, $7\frac{1}{2}$ oz. Exquisite	48 cans	240 cans
56. Tomato, solid pack	24 tins	120 tins
57. Tongue, cooked, lunch, Star, 24/6 oz.	36 tins	180 tins
58. Vegetable for salad, 48/8 oz.	36 tins	180 tins
59. Vinegar, cider, 16 oz., Jones	2 btls	10 btls

TO BE PACKED FOR CHILL ROOM

60. Ham, sweet pickled, cured	2 only	10 only
61. Onions, dry	3 bags	15 bags
62. Potatoes, Irish, 100 lb. bag	4 bags	20 bags
63. Potatoes, sweet	2 crates	10 crates
64. Sausage, Salami, dry, 3 to 4 lbs. each	3 only	15 only
65. Bacon, sweet pickled, cured	6 slabs	30 slabs
66. Beef, jerked	10 lbs	50 lbs
67. Cheese, processed, American, 5 lb. brick	10 lbs	50 lbs
68. Yeast	2 lbs	10 lbs

<u>Item</u>	"H"	"B"	"C"	"E"	"J"	<u>Total</u>
28. Sandpaper, fine, dozens	1	1	1	1	1	5
29. Turpentine, gals.	2	2	2	2	2	10
30. Knives, dinner		4				4
31. Tablespoons		4				4
32. Knives, paring	1	1	1	1	1	5
33. Brushes, paint 4"	2	2	2	2	2	10
34. Brushes, paint 2"	2	2	2	2	2	10
35. Approximately 50 drums						
36. Roofing nails, lbs.	10					10
37. Putty, lbs.		3		3		6
38. Handles, hammer				1		1
39. Shovel, long handled, round point					1	1
40. Nail puller					1	1
41. Blades, hacksaw, dozen					1	1

Item	"H"	"B"	"J"	"C"	"E"	<u>Total</u>
1. Pliers, long nose, 6"					1	1
2. Screddrivers, 8"					1	1
3. Lumber, 2 x 4 x 20', pieces					6	6
4. Trowels, masonry, small					2	2
5. Marlin-spark, small, 8"				1		1
6. Files, fine, 8", flat			1	1		2
7. Files, coarse, 8", flat				1		1
8. Files, 3 cornered, 6"				1		1
9. Files, triangular saw, 12" flat		1				1
10. Polish, brass, cans				2		2
11. Polish, metal polish, cans			2			2
12. Wood bits, 1/6 to 1 inch			x			
13. Funnel, small, 6" across			1			1
14. Knife, kitchen, stainless steel	1	1				2
15. Cartridge fuses, 10 ampere, doz.		1				1
16. Canec, 4 x 9', pieces		4				4
17. Galvanized sheet metal		1				1
18. Tin roofing, sheets	6					6
19. Cold chisels	2					2