

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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IMPORTANT

REPORTS
FIELD REPRESENTATIVE
(12th Expedition)

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Harold L. Fisher

Secretary.

Feb. 27, 1938
to
Mar. 21, 1938

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

WASHINGTON

Iolani Palace
Honolulu, T. H.
March 25, 1938

Files
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CONFIDENTIAL

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

Dear Dr. Gruening:

I am submitting herewith a hastily prepared narrative based upon my rough log, covering the Twelfth Cruise to the American Equatorial Islands.

✓
9-12-46
v. Lino
Under separate cover, I am forwarding a set of pictures. One package made up of six packs exposed by Mr. Samuel Lamb, National Park Service, acting as official photographer for the expedition, is accompanied by a title sheet prepared by Mr. Lamb. Supplementary notes will be found on the reverse of these prints. Another package is enclosed with enlargements made by Commander Coffin from Leica negatives, (#2); Mr. Padgett, (#3) and Mr. Edgecomb, (#4, 5 and 6). Pencil notes will be found on the reverse of these prints. It is regretted that better cataloging and notes could not be arranged, but the developing establishment had to work all one night to prepare the four sets required. By steamer mail I will forward another set immediately for such disposition as may be required in Washington, and additional sets may be ordered from the negatives in my possession. Coast Guard and National Park Service will require sets, and we will be reimbursed by these agencies.

I have included two copies of the report on thin paper. *(not read to file)*

It will be noted that mention is made of our November discussion regarding the abandonment of Baker Island. I should like to submit herewith for your consideration a plan which may be workable: On the forthcoming cruise the Weather Bureau and other valuable equipment could be removed from the island with the men. The house and other buildings could be boarded up. Sufficient acetylene tanks could be placed on the manifold and a sun valve could be mounted on the lamp, and the light placed in operation for a period of six months or more without a visit. The light would then be in the "unwatched" category. Since the matter was discussed with you thoroughly I think that no further explanation is necessary regarding reasons for abandonment except to state that landings on Baker Island are extremely dangerous, and Baker is so close to Howland that meteorological data is not required. The only advantage in Baker is that in possible future land-plane operation a longer runway into the prevailing wind could be constructed on Baker than on Howland. The light-house in operation or even the lighthouse tower itself listed in sailing directions as a "day-mark" would serve to preserve our claim indefinitely.

Further data on the Twelfth Cruise will be forwarded by steamer mail.

Sincerely

Richard B. Black

TWELFTH CRUISE TO THE AMERICAN
EQUATORIAL ISLANDS
of
JARVIS, BAKER AND HOWLAND
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)

CONFIDENTIAL

FEBRUARY 27, 1938, (SUNDAY)

The Twelfth Cruise sailed from Pier 12, Honolulu, T.H. at 5:00 P.M. aboard the U.S. Coast Guard Cutter "ROGER B. TANEY", Commander E. A. Coffin, U.S.C.G., commanding. After clearing the channel out of Honolulu Harbor a course of 222° true was laid for Howland Island.

In addition to the regular duty of carrying water, supplies and changes of personnel to the Department of Interior outposts on Jarvis, Baker and Howland Islands, the expedition has two secret missions. The exact nature of these missions is known to only a small number of persons aboard. Facts pertaining to the "P-A" mission are known to the Field Representative, the Commanding Officer of the "Taney", the executive officer, Mr. Waesche of National Park Service and Mr. Lamb of National Park Service. Something of the "P-A" mission is known to all the officers.

All facts of the "J-A" and "H-A" mission are known only to the Field Representative, the Commanding officer of the "Taney", the executive officer of the "Taney", Mr. Edgecomb of U.S. Lighthouse Service, and Captain Harry O. Paxson, 3rd Engineers, U.S.A.

The nature of the "J-A" and "H-A" operations will be kept as secret as possible until the ship has cleared Baker Island, and a strict censorship of all radio transmission is being maintained. After clearing Baker radio silence will be preserved, (after prior arrangement with Coast Guard headquarters) until the initial stages of the mission are complete

Following is a list of the entire complement of passengers, that is, all persons not a part of the normal ship's company:

1. Richard B. Black, Field Representative, U.S. Dept of the Interior
2. Frederick A. Edgecomb, Supt. of Lighthouses for Hawaii, USLHS
3. John A. Young, Comdr. U.S.N.R., Technical Advisor to Mr. Black
4. Samuel Lamb, Naturalist & Photographer, Nation Park Service
5. Hugh Waesche, Geologist & Seismologist, National Park Service

6. Harry O. Paxson, Captain, 3rd Engineers, U.S.Army
7. John L. Padgett, Builder, Territorial Highway Department
8. Henslee Towill, Surveyor, Dept. of Interior (Temporary Employee)
9. Alfred Voigt, (R-198465) Master Sgt., 11th Signal Company U.S.Army
10. Austin Collins, (R-553058) Sgt., U.S.Army
11. Lenard P. Lavender (R-914883) Sgt., U.S.Army
12. Alexander McGalliard (6379944) Sgt., U.S.Army
13. Ralph Wilson (680285) Sgt., U.S.Army
14. Henry Kaahea, Replacement for Island stations, U.S.Dept. of Interior
15. James C. Kamakaiwi, Jr. do
16. Harold Kim do
17. James Kinney do
18. Yau Fai Lum do
19. Edward M. McCorriston do
20. Henry Medeiros do
21. Manuel Pires do
22. Louis Suares do
23. Alexander Wong do

FEBRUARY 28, 1938, (MONDAY)

Steaming for Howland Island. The sea was rather rough all through the night and the motion of the ship was uncomfortable. The wind was westerly, giving us a roll and a pitch. Expedition members who are not ill are turning-to on ship's work today. I make it a general policy to offer the services of all Interior men for whatever duty may be assigned. On this particular trip the extra help is needed, as the ship has recently sent quite a number of men home who have not been replaced. The work with the crew keeps the Hawaiian boys in better spirit and condition than would be the case if they were merely to sit on deck.

MARCH 1, 1938, (TUESDAY)

~~MARCH~~ Steaming for Howland Island.

MARCH 2, 1938, (WEDNESDAY)

Steaming for Howland Island.

MARCH 3, 1938, (THURSDAY)

Steaming as before for Howland Island. Message to Miss Lau to add item gas refrigerator for each island in deficiency estimate, also to phone families, was sent. A message to Howland was sent at 8:21 P.M. (HST) to burn lighthouse all night, and to catch lobsters. Made up checking lists for all islands. The Navy did not get correct distinction between JBH and J-A and H-A. Expect to sight Howland light about 6. A.M.

MARCH 4, 1938, (FRIDAY) HOWLAND AND BAKER

Landed on Howland Island through moderate surf conditions at 9 A.M. We were "set" eighteen miles during night and were disappointed in our hope that we might make the island by light of "Earhart Light". It was burning all night for us.

Found all men well. Kenneth Lum King, who had radioed that he wished to be relieved just forty hours before we left Honolulu, has changed his mind after a radiophone talk with his father and will stay. A good thing, as his return home now would have crippled operations in the south to some degree. Yau Fai Lum and Lum-King went to work at once packing all equipment of the aerological station for removal to "J-A". Took off two hydrogen cylinders, one full and the other partly full. Jimmy Kamakaiwi packed books. Took off Anakalea, Haili and Tavares and left Kinney and Medeiros. Lighthouse a marvelous job for four men. Aboard at 11:00 and off for Baker.

MARCH 4, 1938 (Continued) BAKER ISLAND

Cruised slowly for Baker, arriving off island at about 3:15 to find a surf that looked moderately heavy but workable. Mr. Zittel and I went with Jim Kamakaiwi and four oarsmen were taken to break by Mr. Hancock in motor self bailer. We had the pulling self bailer loaded with one water drum, the fresh meat and other chill stores. Watching our chance we went in on a slick between periods of big seas, but we could not drag the line from the anchored motor self bailer fast enough, and a series of very heavy surf caught us. Things looked bad for a time with the boat on end as each sea swept under (and over) us. We feared that one would break directly into boat and clear it of men. Later all on the ship said that it looked very bad. (I say this because of the tentative plan discussed with Dr. Gruening for abandoning Baker as being of slight value as a meteorological base so near Howland and a very dangerous station. Since returning to ship have discussed with Mr. Edgecomb, USLES, the possibility of burning the acetylene flashing light continuously and visiting with gas only about every other trip. I feel this to be a logical plan. The maintenance of the light will serve to hold the island in its American status.)

Boys on Baker well and happy. Will see them again when our mission to the south is completed. Back to ship (through the surf on fast tow line during slick period pulled by motor self bailer) and on board at about 5:00 p.m.

Davy Jones aboard tonight with summons for all Pollywogs.

MARCH 5, 1938, SATURDAY

Davy Jones and Neptune took charge for the whole morning. Immediately after luncheon and quarters today, Commander Coffin summoned the ship's officers and warrant officers to the cabin where we outlined to them in detail the real purpose of the various missions. The "P-A" mission refers to the investigation by representatives of the National Park Service at Palmyra Atoll. The "J-A" and "H-A" missions cover the activities ordered by the President through Dr. Gruening in telephone conversations and airmail letters of authority. "J-A" refers to the order to colonize Canton Island in the Phoenix Group, and "H-A" to a similar order to colonize Enderbury Island, also in the Phoenix Group, and about forty miles distant from Canton. These symbols were selected so that the letters "J" and "H" would seem to indicate additional activities on Jarvis and Howland Islands. This secret symbolism prevented conjecture among the great number of men engaged in ordering

and packing additional supplies. After the officers had been informed the news spread throughout the ship and all hands eagerly attacked the work of final preparation for landing. At noon all expedition personnel took out all gear for Enderbury and Canton ("H-A" and "J-A") and stacked and sorted on deck. We will reach Enderbury tomorrow morning.

MARCH 6, 1938, (SUNDAY)

Since leaving Baker Island the ship has been maintaining complete radio silence and all unnecessary lights have been dimmed. Soon after sunrise Enderbury Island was sighted and the ship stood up to the landing place on the western beach. The surf was running with considerable force and after a complete survey of the situation through field glasses it was decided to make the landing about two hundred yards to the south of the marked landing place near the British beacon and flag. At this particular stage of tide and sea the beach selected seems to be free of coral heads and the surf seems a little more moderate.

The Union Jack was flying from the pole set up in the center of a cairn of coral blocks and the sign nailed to the post is the same one which we copied in November. It is repeated here for convenience;

"Gilbert and Ellice Islands Colony
Administrative Visit to
ENDERBURY ISLAND

HMCS NIMANOA	October, 1937
M. L. Singleton	H. E. Maude
Master HMCS "NIMANOA"	Administrative Officer, G.E.I.C.

The flag has been almost destroyed by the wind. The cairn, post and flag as well as the American guano workers' gun mounted on a pile of rock were left entirely undisturbed by our landing party.

The American flag was raised on a temporary collapsible radio mast at 8:45 A.M. HST. The flag was actually hoisted by the writer assisted by Captain Harry O. Paxson, U.S.A. and James C. Kamakaiwi, Jr., the first Hawaiian to land on Howland Island in 1935.

A temporary camp of two wall tents and a cooking fly was immediately set up by Sergeant Collins, Sergeant Wilson and Sergeant Lavander. The remainder of the landing party, working under difficulty because of the deep sand and the extremely high temperature of the morning, carried all stores, water and building material up the beach to the chosen camp site (for the information of Dr. Gruening who has visited the island I wish to state here that the camp was placed directly behind the large mound-like clump of bushes which appears in many of the photographs of the last cruise. This shelter should form a protection against westerly storms. It would have been more suitable to build the camp on the high ground near the ruins of the American guano worker's camp, but this was entirely impractical because there would be no feasible landing beach nearby and building material and stores on each subsequent trip would have to be carried over half a mile.) Mr. Padgett, our builder from the Territorial Highway Department, fabricated the footings, stringers and floor joists for the Government House before we departed in the evening, and he was left on Enderbury Island

with Henry Kaahea, also an experience carpenter, to help him frame the entire building while the ship proceeded to Canton Island. Instructions will be left with Joe Anakalea, the leader for Enderbury, to build a coral and concrete cooking and dining shack similar to the ones on the other islands.

We sailed from Enderbury just before sundown leaving Sergeant Wilson in temporary charge of the camp, Mr. Padgett and Henry Kaahea, as temporary residents, and Yau Fai Lum, Harold Kim and William Tavares, as colonists. Joseph Anakalea was under observation aboard ship for a slight cold and temperature. We were to drift during the night with darkened lights and then steam for Canton Island at the proper time to bring us to the lagoon entrance of Canton just after sunrise.

MARCH 7, 1938, (MONDAY)

The ROGER B. TANEY arrived near the western or main lagoon entrance of Canton Island soon after daylight. Starting before dawn a work party had loaded all the tentage, all the radio equipment, and much of the food and hardware into the covered launch, the motor self bailer and two Monomoy surf boats. The landing party had been organized and as soon as the ship came to rest (anchoring was not attempted as we found on the last expedition that the drop from the reef to deep water is so steep that our anchor was pulled off the ledge) all men were placed in the four boats and they were lowered away fully loaded. Each motor boat then took a Monomoy in tow and entered the lagoon with a strong flooding tide current to help us. Previous study of the tide tables had ascertained the fact we would have the current running in during the early morning. When the tide is going out a strong rip estimated at eight knots sets through the entrance and we had difficulty on the November trip, being unable to breast the current even with a single unloaded motor boat.

The Union Jack was flying in the British camp and we could see the two British radio men and their Fiji house-boy moving about near the dock. The four boats were beached just to the left of the dock built in May and June, 1937, by the National Geographic Society-US Navy Solar Eclipse Expedition. The writer stepped ashore, followed by Commander Coffin, Mr. Edgecomb and Captain Paxson. I introduced myself and the others to Mr. Langdale (in charge) and to Mr. Manning (arrived in January) and immediately told them that I was operating under orders from my Government and would at once start the erection of a permanent camp and aerological station.

Captain Paxson recorded as nearly as possible the first exchange of speech after the greeting, introductions and shaking of hands. It was as follows:

8:17 A.M. Black: "This is a bit embarrassing. I have instructions from my Government to land and establish a camp here, partly for scientific reasons and partly other things."

Langdale: "That's interesting. We can only say that you are landing on British Territory. Of course, we cannot prevent your landing."

Captain Paxson took motion pictures of this first greeting. After a few more remarks on both sides, Mr. Langdale invited me into the house where he took out the King's Proclamation as printed in the Western Pacific High Commissioners Gazette, dated April 8, 1937 at Suva, Fiji (reference my letter of transmission and copy of this instrument extending the limits of the Gilbert and Ellice Islands Colony to include the entire Phoenix Group, which were sent to the Division on May 4, 1937.) He also showed me his commission as a deputy administrator under the G.E.I.C. I told him that I had seen a copy of the Gazette in Honolulu and that I was aware of his commission. Mr. Langdale then asked if it was my intention to hoist American colors, and I said that such was my intention. He repeated that he could say only that we were doing so on British Territory. I answered that I was merely following instructions from Washington and that the now joint claim of ownership of Canton Island was a matter to be settled between my Government and his. He agreed that this was the case; that it was a matter for diplomats, and we passed pleasant remarks about our respective inexperience in diplomatic contact.

He asked if we had already been to Enderbury Island and I answered that our camp was established there with three permanent residents ashore and three temporary carpenters. He then said that they had been expecting us because they had heard radio station KSL at Salt Lake City announce the night before in a news broadcast that the President of the United States had dispatched a cutter to establish four Hawaiians on Canton Island and four on Enderbury Island.

Through the window of the British house I could see that the boats were being rapidly unloaded on the beach. It had been my instruction that nothing was to be landed until the initial conversation was completed and then that the materials were to be unloaded with all speed.

As I was about to leave the house I asked the British gentlemen whether or not they were in need of fresh supplies or medical aid. Mr. Langdale thanked me and said that they were "fairly well set up" and that he regretted the fact that our contact was one of business and not just a pleasant call as on the last cruise (I had not met Mr. Langdale before. Mr. Rostier had been in charge of the camp while Mr. Langdale and the native boy were on the far side of the island, making a survey, if our observations from the crow's nest on the TANEY at that time were correct. A new boy came from Suva, Fiji, with Mr. Manning in January and the former house-boy returned at that time with Mr. Rostier.)

I took my departure and found that all four boats had discharged their cargo on the beach and the landing party was busy carrying supplies and building materials and arranging them in piles awaiting the selection of a camp site. Almost immediately after leaving I heard the British generator starting and knew that Mr. Langdale and Mr. Manning were calling the station at Suva.

We selected a site for the temporary flag pole about 200 ft. south of the American Eclipse Expedition shack. The concrete pylon bearing the two enameled American flags and the two bronze medallions of the National Geographic Society still stands almost surrounded by the British buildings and store houses. No attempt has been made to hide it and it has not been defaced in any way. The American Eclipse building has not been used by the British occupants. We immediately looked it over with a view to using it as a meteorological laboratory and seismic station until more suitable housing for these projects was available. (Mr. Hugh Waesche later set up and placed in operation on one of the

concrete pedestals used during the eclipse a small shock recorder sent south by Dr. Thomas Jagger.)

The temporary flag pole, a sectional mast for one of the No. 109 Signal Corps radio plants, was put up and at 9:05 A.M. HST I raised the American colors with appropriate ceremony. Captain Paxson and James C. Kamakaiwi assisted in hoisting the colors. The British gentlemen elected to stay in their house while the ceremony was performed. A little before noon, however, Mr. Manning came and requested that I instruct our men to be very careful about sanitary conditions. They have been troubled by a species of blow fly with a disagreeable bite or sting and they hoped that we would bury all garbage and empty tin cans carefully. A young terrier dog was with Mr. Manning and I told him that we had three kittens transported from Howland Island. He said that the British authorities had discouraged raising of cats on the island as a protection for the bird population, and I immediately arranged to have the kittens sent back to the ship. (Mr. Manning then asked me if I would care to join them in some refreshments at the house. Australian beer was used in a toast to the health of both parties and to the continued friendship of Great Britain and United States. This occurred just before noon.) By 9:15 one tent was up and in a short time two large wall tents, a cooking fly and a small wall tent to be used for the radio. Work started on antenna poles and the No. 177 signal Corps radio telegraph and telephone transmitting and receiving station was tested and in working order. A schedule was immediately arranged with the TANEY. (Note: After returning to Honolulu, successful contacts have been maintained with this station throughout the return journey to Honolulu and schedules will now be arranged between this station and Naval Radio for the daily transmission of aerological data.)

Mr. Edgecomb and I selected a site for the construction of a 20 ft. lighthouse tower on the south side of the main entrance not far from the two camps. The cement which had not been already landed on the first boat was then landed near this site. Mr. Jack Young of Honolulu, Lieut. Commander, USNR, a member of the official party as technical adviser on matters of dredging, blasting, etc., was busy making a preliminary reconnaissance of the types and quantities of coral in the entrance, and facing the camp site just inside the lagoon. Mr. Samuel Lamb, NPS, and Commander Coffin of the TANEY acted as official photographers during the flag raising and other activities.

At 4:30 P.M. Mr. Brooks, the navigator of the TANEY, and Mr. Henslee Towill, the temporary surveyor employed by the Department of Interior, took an azimuth of the sun, using the pole at the lighthouse site as a reference. We left the island at about 5:30 P.M. HST after all officials had accepted an invitation from Mr. Langdale and Mr. Manning to come in for refreshments. We had given them a quantity of freshly roasted beef and freshly baked bread at noon which was appreciated by all three Britishers. They are both extremely efficient and courteous in their discussion of official matters and both have pleasant personalities. Commander Coffin sent in a case of canned beer with his compliments.

The following men were left ashore: Alfred Voigt, Master Sergeant, USA, Radio Technician, in charge; Henslee Towill, Surveyor, Dept of Interior; James C. Kamakaiwi, Jacob Haili and Manuel Pires, amateur radio and student aerologist.

MARCH 8, 1938, (TUESDAY)

We had drifted during the night and in the morning were back near

the west beach of Enderbury. The breeze had swung more into the north and the surf looked dangerous at our landing place of Sunday. After an hour or more of waiting for conditions to improve with the rising of the tide we decided to try a likely looking spot on the southerly beach. Mr. Zittel and I went in on a Monomoy surf boat and Mr. Hancock had the motor self bailer with an anchor as a station boat. A line was shot ashore with the 30-30 line-throwing gun. The first projectile fell short of the mark, but the second one was picked up in the surf by the men on the island, and the 21 thread line was hauled on to the beach. The station boat had anchored itself securely outside the break and after studying the sea for a considerable period to get the time of the surf we picked a period of "slick" between periods of heavy surf and then the men on the beach drew us rapidly in while the anchored station boat held our stern to the sea. The landing was without incident except for one rather sharp blow when the bow struck a coral head.

We had landed the remainder of the supplies in this boat and we carried them across the island to the camp. We found that Mr. Padgett had succeeded in setting up the footings and foundation of the house; that he had put the floor on and the wall plates up, and had the rafters cut. The men had worked late the previous night to do this and then had started again at daylight.

Last instructions were given to the group. We picked up Sergeant Wilson, Mr. Padgett and Henry Kaahea and left the island at about noon, the boat having been held by its crew during the forty or fifty minutes that we were ashore.

Joseph Anakalea was left in charge. He is an excellent carpenter and has just completed a term as leader on Howland Island where he and the men constructed a beautiful lighthouse tower. Yau Fai Lum was left as radio man and meteorologist. William Tavares and Harold Kim completed the party of four.

On pre-arranged whistle signals the ship gave Yau Fai Lum true 270° bearing from the flag pole to be used in recording wind direction.

We arrived at Canton at 3:30 and landed at 4:00 P.M. to find all of the party well. Sergeant Voigt had received a severe case of sunburn and it was still painful, condition improving. Landed a case of beer for Mr. Langdale and Mr. Manning with my compliments.

Learned from them that London has filed formal protest of our action.

We set up the aerological theodolite which, with the entire aerological station equipment, had been transported from Howland Island, and Jacob Haili will set up the balloon balance and hydrogen tanks tonight so that a balloon sounding may be made tomorrow morning. The Navy and Pan American Airways have both requested that we resume soundings as soon as possible. We left for the ship at 5:15 P.M., leaving Mr. Padgett and Henry Kaahea to start the Government House. The remainder of the party was the same as last night.

Drifted off Canton all night.

MARCH 9, 1938, (WEDNESDAY)

We were under way at 6:00 A.M., steaming back to the island from the point to which we had drifted and went through the entrance in motor boats at 8:45. We worked on the flooding tide and landed the remainder of the stores and water, a total of forty drums.

The fourteen foot lap-strake wherry is leaking badly. It was therefore necessary to bargain with Mr. Jack Young to leave his boat YB #4, a

well built new flat row boat he brought to use at Palmyra. His company had six of these new boats built recently and he does not know the exact cost, but it will run a little over one hundred dollars. He suggested that he replace the boat from the same specifications when we return and submit the bill to my office. In many ways the new flat bottom boat is better. Operating with a clincher-built round bottom boat of the type supplied by the Navy might give rise to an extremely dangerous situation in the lagoon, studded here and there with sharp coral heads. The YB #4 also has air-tight galvanized iron tanks fore and aft so that the survey party could reach shore even with a hole in the boat. A radiogram was sent to Honolulu covering this additional expense for the deficiency appropriation estimate.

At about 11:00 o'clock Mr. Young, Captain Paxson, Mr. Towill, James Kamakaiwi, a seaman from the TANEY, and I started in two boats, YB #4 and the leaking Navy wherry, both equipped with outboard motor, for the north rim of the island. In about an hour and a quarter we reached a point where our reconnaissance from the crow's nest on the last trip showed a likely area for a land plane landing field. That is, a section of the island rim had to be found with at least a mile of length into the normally prevailing wind (easterly), and with a condition of topography which could be worked with bulldozer or tractor and grader into a suitable field without too much earth work (cut and fill). We set up a coral beacon surmounted by a red and white flag on the high beach rim at the westerly end of the proposed site. Towill will tie this beacon in by triangulation during his general survey of the whole atoll and will then survey the topography of the landing strip from which survey estimates of the amount of work necessary will be made. With my Brunton compass I determined that this beacon will bear 5° true from the camp site (true azimuth from the camp was later found to be 5°-08'). Towill will take a party of two men, probably McGalliard and Kamakaiwi, with the small wall tent and camping equipment, and move from time to time around the rim in the completion of his survey.

Lieut. Brooks and Lieut. Holtz, with two transits oriented for true azimuth, took bearings on a ship's boat engaged in making soundings, a signal being given with a flag at the instant of sounding. The survey was thus made of the entrance and of the section of the lagoon near the camp. We departed from Canton at 5:45 P.M., leaving party as follows: Alfred Voigt, Henslee Towill, Alexander McGalliard, James Kamakaiwi, Henry Kaahea, Jacob Haili and Manuel Pires. Before leaving I called on Mr. Langdale and Mr. Manning and had a pleasant talk. The other officials on shore also made a short call. Both sides expressed desire to meet again under less official and more pleasant circumstances, in Honolulu, Suva or elsewhere.

For the purpose of making this report show exactly the feeling of personal friendliness which existed I record the following incident: As the last boat pulled away from the beach leaving our seven men and the three Britishers in two separate groups on the shore I called to Mr. Langdale, "Have you seen the picture or read the book 'Under Two Flags?'" Mr. Langdale and Mr. Manning both laughed and waved a hearty farewell.

We drifted west of Canton all night. Because we desired to arrive at Baker on the second morning, there was no need to steam until about daylight.

MARCH 10, 1938, (THURSDAY)

Under way at 6 A.M. for Baker Island at 15 knots. We decided during the evening to go to Howland first and try to unload on the last of the morning tide and then proceed to Baker.

MARCH 11, 1938, (FRIDAY)

Landed on Howland Island at 9 A.M. and found Kinney, Medeiros and Lum King well and happy. We landed two boats of supplies before the water was too low on the reef for safe working.

Lighthouse photographs were taken with Mr. Edgecomb of the Lighthouse Service and others in the foreground. These photographs will show the memorial stone labelled "Earhart Light, 1937".

The tools on this island are in bad shape. I prepared a work list which if properly handled by the new leader will make the camp much more "ship shape". At 12:45 P.M. boats started running again and the remainder of the stores were landed. A large quantity of water had been collected here during January and February rains and it was not necessary to land any water drums.

It will be necessary to return to Howland to bring back Charles Ahia from Baker to take over leadership of the camp. We sailed from Howland at 1:45 P.M. and laid a course for Baker where we arrived at 4:30. The boats were loaded before we arrived and we landed after shooting a line to the men on the beach. The surf was heavy but we landed safely and without incident by using the station boat method, the station boat being anchored to the reef just outside of the break. Elmer Williamson says he must go home for strong personal reason so I radioed the ship to send in Edward M. McCorriston with all his gear.

In checking supplies on the beach the "A" batteries could not be found so we were very late in leaving the beach. It was necessary to signal by flashlight for the batteries to be removed from the Jarvis stores. It was later found that the Baker "A" batteries were packed in a large case with food and it will be necessary to replenish the Jarvis supplies from ship's stores. We left the island by searchlight and the last boat was hoisted at 8:15 P.M. Under way to Howland at 8:25.

We sighted the Howland Light at 11 P.M. from a distance of 20 miles, viewed from the crow's nest. The light at Baker had also been in operation while the ship was standing by after dark. These lights are a remarkable aid in this sort of operation.

MARCH 12, 1938, (SATURDAY)

Sighted Howland Light from crow's nest at 5 A.M. At 7:10 ship was off landing beach with plenty of light to work (our time is one hour off the sun). The writer went in with the boat and landed Charles Ahia and his gear to take charge of the island. We also took in one more drum of gasoline making four in all. We sailed for Jarvis Island at 7:40 A.M., leaving Charles Ahia in charge, Kenneth Lum King, radio and meteorologist, James Kinney and Henry Medeiros, new colonists.

MARCH 13, 1938, (SUNDAY)

Steaming for Jarvis Island.

MARCH 14, 1938, (MONDAY)

Steaming for Jarvis Island.

MARCH 15, 1938, (TUESDAY)

We arrived off Jarvis Island western beach at 10 A.M. and immediately went through channel in gentle surf and found all boys well and happy. The food shortage was much as I had expected. The things which the men like were gone. On hand were 300 $\frac{1}{2}$ of dry white Navy beans, two cases of sardines (not too new and some cans swelled) about two dozen cans of beans, syrup, baking powder, salt and a few other items. There is no denying that the food supply was low, but by early use of some of the beans, a balanced ration could have been maintained. Of course, with the secrecy shrouding the early part of this trip, it was impossible to tell the men we were not sailing directly to Jarvis (the most economical course for fuel consumption) and they had several feasts of the last of their assorted supplies. They had eaten several of their chickens, and had cooked a good many young boobie birds. With fish in plenty they were in no hardship, and all looked fit. They did enjoy a good lunch aboard ship, however.

Some supplies went in when first party landed but tide was quite low, so bulk of material, food, water (19 drums) and gasoline (3 drums) and hydrogen cylinders (6) started in about 1 P.M. All landed by four. The leader told me that last week when they had expected us, they placed three empty hydrogen cylinders on the beach. During the night high surf took them off. They must be paid for at the rate of \$23.00 each. They might be later found on the bottom inside reef, but probably won't be.

The lighthouse stands on the ridge just south of camp. All three island groups have done remarkably well on the light towers.

Captain Paxson and Mr. Padgett ran levels from mean lower low water to site of light, and tied in location to observation spot, the pyramidal beacon.

Alexander Wong set up his radio equipment and Ah kin Leong dismantled his. Wong is K6NVJ and will work mostly on 7184 kilocycles. He also has 7198, 7244 and 7095 kilocycles and 20 meter band.

All but Wong and Charles Kaninau went to ship for dinner and movie since there was no point in sailing until about 10:30 P.M. to reach Palmyra Thursday morning. After the show we took motor self-bailer and landed Albert Akana and Eugene Burke. Bright full moon and easy surf made this a simple operation. We sailed at about 10:30, leaving Albert Akana, leader, Eugene Burke, Charles Kaninau, and Alexander Wong.

MARCH 16, 1938, (WEDNESDAY)

Steaming for Palmyra.

MARCH 17, 1938, (THURSDAY)

Arrived at anchorage off west end of Palmyra Atoll. Heavy rain all day and we were unable to land.

MARCH 18, 1938, (FRIDAY)

A large party landed this morning. Mr. Lamb and Mr. Waesche of Na-

tional Park Service engaged in extensive study and still and motion pictures. Their reports will cover Palmyra and this office will probably receive copies.

Lay at anchor all night.

MARCH 19, 1938, (SATURDAY)


Sailed at 6 A.M. to try to look at Kingman Reef as Mr. Edgecomb desired to know the conditions for U.S.L.H.S. At about 7 A.M. a violent squall hit the ship (65 knots apparent velocity from N.E. making actual velocity about 53 nautical miles per hour.

The quarter-deck awning, a year and a half old, was torn from its lashings and lost during one of the gusts.

It would have been impractical and dangerous to go near Kingman in such weather so a course was laid to miss it.

MARCH 21, 1938, (MONDAY)

Landed at Pier #12, Honolulu at 6 P.M. Ah Kin Leong and Elmer Williamson were returned from island service.


RICHARD B. BLACK
Field Representative
Division of Territories
and Island Possessions
Department of the Interior

PERSONNEL CHANGES
12th Cruise
to
AMERICAN EQUATORIAL ISLANDS
Richard B. Black

Richard B. Black, Field Representative, Department of the Interior

F. A. Edgecomb, Superintendent of Lighthouses, U.S.L.H.S.

John A. Young, Technical Advisor to Mr. Black

Samuel Lamb, Naturalist, National Park Service

Hugh Waesche, Geologist, National Park Service

Harry O. Paxson, Captain, U. S. Army

John L. Padgett, Builder, Territorial Highway Department

Henslee Towill, Surveyor, Department of the Interior

Alfred Voigt (R-198465) Master Sgt., U. S. Army

Austin Collins (R-553058) Sergeant, U. S. Army

Leonard P. Lavender (R-914883) Sergeant, U. S. Army

Alexander McGalliard (6379944) Sergeant, U. S. Army

Ralph Wilson (6802185) Sergeant, U. S. Army

Henry Kaahea, Replacement for Line Islands

James C. Kamakaiwi, Jr. ditto

Harold Kim ditto

James Kinney ditto

Yau Fai Lum ditto

Edward M. McCorriston ditto

Henry Medeiros ditto

Manuel Pires ditto

Louis Suares ditto

Alexander Wong ditto

PERSONNEL CHANGES

List and date of.

MARCH 4, FRIDAY

HOWLAND TO "TANEY":

Joseph Anakalea

Jacob Haili

William Tavares

"TANEY" TO HOWLAND:

James Kinney

Henry Medeiros

MARCH 6, SUNDAY

"TANEY" TO ENDERBURY:

Sergeant Wilson)

Mr. Padgett) - Temporary

Henry Kaahea)

Harold Kim)

William Tavares) - Permanent

Yau Fai Lum)

MARCH 7, MONDAY

"TANEY" TO CANTON:

Alfred Voigt

Henslee Towill

James C. Kamakaiwi, Jr.

Jacob Haili

Manuel Pires

MARCH 8, TUESDAY

"TANEY" TO ENDERBURY:

Joseph Anakalea

ENDERBURY TO "TANEY"

Sergeant Wilson

Mr. Padgett

Henry Kaahea

"TANEY" TO CANTON:

Mr. Padgett - Temporary

Henry Kaahea - Permanent

MARCH 9, WEDNESDAY

"TANEY" TO CANTON:

Alexander McGalliard

MARCH 11, FRIDAY

"TANEY" TO BAKER:

Louis Soares

Edward M. McCorriston

BAKER TO "TANEY":

Charles Ahia

Elmer Williamson

MARCH 12, SATURDAY

"TANEY" TO HOWLAND:

Charles Ahia

PERSONNEL CHANGES

List and Date of, (Continued)

MARCH 15, TUESDAY

"TANEY" TO JARVIS:

Alexander Wong

JARVIS TO "TANEY":

Ah Kin Leong

PRESENT ISLAND GROUPS

JARVIS ISLAND:

Albert Akana, Jr.

Eugene Burke

Charles Kaninau

Alexander Wong

CANTON ISLAND:

Alfred Voigt

Henslee Towill

Alexander McGalliard

James C. Kamakaiwi, Jr.

BAKER ISLAND:

Theodore Akana

Louis Suares

Edward Mike McCorriston

Herbert Chang

Henry Kaahea

Jacob Haili

Manuel Pires

HOWLAND ISLAND:

Charles Ahia

James Kinney

Henry Medeiros

Kenneth Lum King

ENDERBURY ISLAND:

Joseph Anakalea

William Tavares

Harold Kim

Yau Fai Lum

RETURNING TO HONOLULU FROM SERVICE ON ISLANDS:

Elmer Williamson (Baker Island)

Ah Kin Leong (Jarvis Island)