

THE COLORADO LOOKOUT

A ship's newspaper published on board the United States Ship COLORADO.

Captain W. L. Friedell, U. S. N.
Commanding Officer

Commander D. B. Beary, U. S. N.
Executive Officer

Staff

Editor-in-Chief
Ensign C. S. Foster, Jr.

Assistant Editors
Chaplain A. F. Hohl
Ensign D. R. Connoles Ensign C. E. Houston
Ensign W. V. Combs, Jr.

Advisor and Circulation
Chaplain A. F. Hohl

Printers
H. E. Dillahunt, Prtrlc.
A. DePhillips, Sealc
W. C. Mc Kenzie, Sealc

INTERESTING TRIPS MADE TO KILAUEA VOLCANO

DURING our stay in Hilo, arrangements were made for several planned tours to Kilauea volcano, usually the most active and believed to be the oldest volcano on the Islands. The thirty-mile drive from Hilo, the Crescent City, to Uwekahuna museum overlooking the crater, gave an opportunity to see the native setting of the Island...the cane and pineapple fields, the luxuriant flowers and vegetation, and the fern forests. A stop at the museum was profitable, for here movies of previous eruptions of Kilauea and Mauna Loa were shown, with explanatory lectures by members of the National Park Service naturalist staff. Although the last activity of Kilauea was in September, 1934, and of Mauna Loa in December, 1935, the movies were so vivid that one could easily imagine the activity taking place only a few days before. Unfortunately, Halemaumau, the fire pit of Kilauea, was dormant at the time of our visit. Occasional jets of steam and sulphur fumes were the only activity apparent.

From Uwekahuna museum, the tour led to the opposite edge of Halemaumau, where visitors could stand on the very edge of the pit and look down nearly 800 feet into its 88 acres of floor space. From Halemaumau, stops were made at many other small craters including the Devil's Throat, Hiiaka, Pauahi, Alealea, and the 875-foot depth but smaller area of Makaopuhi. Then, after a stop at the lava tubes, at the Volcano House, and the sulphur banks, the tour returned to Hilo for the end of a most

CIVILIAN GUESTS COMMENT ON CRUISE

(Continued from page one)

"My place among you is unique. By special invitation I have come as a representative from the Georgia School of Technology and the Atlantic Naval units and therefore feel an unusual sense of gratitude to Captain Friedell and all the rest of you for the honor and privilege of taking part in this Pacific training cruise.

"Its changes thru tragic circumstances to the Earhart Expedition will make it still more interesting throughout the coming years and I shall treasure its memory and the recollection of your pleasant companionship always.

Sincerely,

M. L. Brittain,
Pres. Georgia Tech."

"One hundred words cannot justly describe an erstwhile pollywog's impressions upon this memorable cruise of the U. S. S. COLORADO. Now a shellback, once an engineer, I am struck by the definiteness of your navigation despite the suddenness of changing orders from the Fleet command. Yet, such is life.... tomorrow's reckoning cannot be prophesied. Sufficient unto the day must be the evil thereof...so night and day, storm or calm, we drink our coco-cola straight.

"Visions of three happy days in Honolulu vanish. Presto! We become Argonauts to the Phoenix Islands on an errand of mercy. We cannot tell an anxious sweetheart when or where we shall be tomorrow, but we can CAN meet the ITASCA and the SWAN to the minute at a point, a dot, in an almost unlimited ocean 'where coral reefs lie bare and cold sea-maids comb their streaming hair;' the thermometer hot as hell and Rex Neptune's trusty shellbacks swatting from behind.

"Very well, Sirs,'.... it was a glorious victory....a glorious voyage.

Charles Derleth, Jr.,
Dean of College of Engineering
Univ. of Calif."

(Dr. Bell's comments will be found on page three)

profitable and instructive forenoon.

Spectacular and violent as the eruptions of Kilauea and Mauna Loa are, they are not considered dangerous.

Divine Services



SUNDAY, 25 JULY

0700 Mass in Crew's Reception Room.
1010 General Services.
1040 Second Mass.

MAIL RECEIVED AND DISPATCHED AT SEA

POST OFFICE HANDLES LARGE AMOUNT OF OUTGOING LETTERS

THE COLORADO received an unusual mail delivery on Monday, July 12th, when at sea and within several hundred miles of the Equator, and at the same time over a thousand miles from Honolulu. Contrary to popular belief, we did not pass a "mail buoy," that fictitious fantasy that is often used to impress the landlubber. The U. S. S. CUSHING, one of the destroyers that we fueled, brought us our mail from San Diego, where it had been sent from San Francisco after our unexpected change of itinerary. The occasion of a mail delivery in that particular part of the ocean is believed to be the first of its kind.

The COLORADO took outgoing mail from the ITASCA, SWAN, CUSHING, LAMSON, and DRAYTON to Honolulu to be forwarded to its destination through the post office ashore, while these ships continued their operations in the vicinity of Howland Island.

During the two weeks that the COLORADO was away from Honolulu in search of Mrs. Putnam, approximately nine thousand letters were mailed aboard. Three thousand of these were marked with a special cachet with "Howland Island Area" printed on it. Many more were mailed for a special cachet giving the longitude of our crossing the Equator. It is estimated that more than one-third of the letters mailed went via the Clipper airmail.

That the Clipper airmail service is extensively used is proved by the sale of the twenty cent stamps aboard. The Post Office had 1500 of these stamps aboard when the ship left San Francisco, and these were sold several days before the ship arrived at Hilo our first week out.