

Report of the Tenth Cruise to the American Equatorial Islands (Excerpt)

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This PDF contains scanned images from the original document with minimal restoration. Storage and photocopier artifacts have been removed, but no attempt has been made to transcribe the document. The portion of Richard Black's report excerpted here is that part which specifically covers the Earhart loss and subsequent search. The full report includes information about each of the American Equatorial Islands, diaries by the colonists, and many other valuable but non-germane resources.

The original is available at the National Archives, Department of the Interior records.



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R E P O R T

of

T E N T H C R U I S E

to

A M E R I C A N E Q U A T O R I A L I S L A N D S

of

J A R V I S - H O W L A N D - B A K E R

##

Submitted by Richard B. Black,
Field Representative, Division
of Territories and Island Possessions,
Iolani Palace, Honolulu, T. H.

TENTH CRUISE TO THE AMERICAN EQUATORIAL ISLANDS
of
HOWLAND, BAKER AND JARVIS
and
To Other Islands as Noted

Richard B. Black
Field Representative
U.S. Department of the Interior
(Division of Territories and
Island Possessions)

(For the writer, the fifth cruise)

NARRATIVE BASED ON ROUGH LOG

June 18, 1937, Friday.

The expedition sailed from Pier 12, Honolulu, Territory of Hawaii, aboard the United States Coast Guard Cutter "ITASCA", (Commander W. K. Thompson), at 4:00 PM, and laid a course for HOWLAND ISLAND. The mission of the expedition, in addition to the routine business of landing water, food, equipment, and changes of personnel on Howland, Baker, and Jarvis, is to land certain special equipment and trained aviation mechanics on Howland Island and to inspect and make final preparations of the landing field for the expected arrival from Lae, New Guinea, of the Earhart Flight. At the time of our departure from Honolulu Amelia Earhart Putnam and her navigator, Fred Noonan, had passed Karachi, India, and might be expected at Howland in the period June 24-27. The "ITASCA" will serve as a plane-guard, a radio station on which the plane will use its "homing device". The entire personnel of the ship and the expedition will be organized for possible rescue or fire-fighting work at the time of the landing and take-off, and the ship will stand by to engage in a search in case of a forced landing at sea.

PERSONNEL

U.S. COAST GUARD "ITASCA" Commander W. K. Thompson, Commanding.
Lieut. Comdr. L. H. Baker, Executive Officer.
Lieut. Comdr. F.T. Kenner, Advisor from COMNAVSEC Office.
Lieutenant E. T. Braswell, Chief Engineer.
Lieutenant (jg) W. I. Swanston, Navigator.
Ensign W. L. Sutter
Ensign R. L. Kellen
Medical Officer Zaugg, U.S.P.H.S.

UNITED STATES ARMY Captain As E. Neilson, Third Engineers.
First Lieut. D. A. Cooper, Air Corps, (Luke Field).
Staff Sgt. Anton Hansen, 11th Photo Section.
Staff Sgt. Lloyd W. Thacker, 50th Observation Sq.
Sergeant James L. Story, 4th Obs. Sq. (Firearms)
Staff Sergeant Joseph Knopping (Request of General).

UNITED STATES NAVY

Clifford C. Taylor, Aviation Machinist's Mate, 1st.
Kenneth A. Perry, " " " 2nd.
Roy D. Woodall, Photographer, 1st class.

U.S. DEPT. OF INTERIOR

Richard B. Black, Leader of Expedition, and coordinator
of government assistance to Earhart Flight as regards
Howland Island.

Replacement Personnel for Equatorial Islands

Charles Ahia	Carl Kahalewai
Theodore Akana	Solomon Kalama
Joseph Anakalea	Paul Yat Lum (Radio & Aerology)
Jacob Haili	Elmer Williamson

Paying Guests of Expedition and Ship

Albert Akana, Sr.
Henry Lau, Radio Technician.

OTHER CIVILIAN PERSONNEL

H. N. Hanslik, United Press Representative.
James Carey, Associated Press Representative.
Alfred Walsh, Guest of Ensign Kellen.
Geoffery Walsh, Guest of Ensign Kellen.
Patrick Fricks, Guest of Dr. Zaugg, U.S.P.H.S.

Supplies and water sufficient for a three month period are being carried to Howland, Baker and Jarvis, for the maintenance of the Department of the Interior meteorological stations on the islands.

Four drums (200 gallons) of 100 octane gasoline (special for take-off) and numerous spare parts, supplies, and tools are being carried to Howland for the Earhart flight.

June 19, 1937, Saturday.

At sea. On course 221 degrees true for Howland Island. The Chinese Navy is running true to form. Paul Yat Lum and Henry Lau, radiomen, are seasick. The movement is a gentle roll, from a moderate easterly swell and breeze.

See radio file for copies of long dispatches to G.P. Putnam via Division and to Governor of American Samoa regarding Earhart frequencies and weather data to be sent to Lae, N.G. from Ontario, Swan, Itasca, Howland, Jarvis, Fanning, Christmas.

June 20, Sunday.

At sea. On course 220 true for Howland. Early this morning the swell built up and ship has an uncomfortable roll, 30-35 degrees. Needless to say, the table-racks are on and chairs lashed to tables. Position at 8:00 PM L.A.T. 12-56N. - 165-55 W.

June 21, 1937, Monday.

On course 223 true for Howland. Heavily overcast and rain all morning but

weather cleared somewhat later in the day and the swell has mostly subsided and the ship is now very comfortable. We will not arrive Howland until dawn the 24th. Position at 8:00 PM 8-47 N. - 169-46 W.

Radio from Division quotes msg. from Putnam answering our queries, namely, that Earhart will contact us from Darwin, Australia setting forth frequencies, times, etc. Also one asking me ask Governor of American Samoa to try to contact Salamoa Radio, N. G. This I did, but doubt ability Salamoa to work Tutuila direct.

Press news (our only word) that Amelia Earhart overhauling plane at Bandoeng, Java.

June 22, 1937, Tuesday.

No news of Earhart in press or otherwise today. Filed radio to Kamaikaiwi on Howland to have large watch-fire near camp from dusk to dawn starting tomorrow night. Also ordered him to remove the large birds from the runways.

June 23, 1937, Wednesday.

Sent priority msg. to Division covering information about relays to Salamoa Radio, N. G., giving data from Governor of American Samoa and Java msg. stating four hours required for relay.

Sent long message about frequencies of Ontario, Owan, and Itasca to Amelia via Governor of American Samoa and Amalgamated Wireless, Sydney, commercial rate charges to Putnam.

Received from Mr. Baker, Executive Officer, Ship's Memorandum June #4, and Ship's Memorandum June #3. #3 had outline of plan for landing stores at Howland and was routine. Memorandum June #4 quoted in full on Page 4.

Sighted Howland beacon light at about 9 PM. Radio shack could not contact Howland station KGGNW. (Found in morning that KGGNW had worked Honolulu during evening and had heard and repeatedly called "I").

June 24, 1937, Thursday.

First boat left the ship about 8 AM carrying Dr. David Zaugg, Comdr. Baker, Comdr. Kenner, H. B. Black, four Hawaiians, boat crew, and some stores. Other personnel landed in later boats, and all stores and water drums ashore by noon.

Captain Neilson, Lieut. Cooper, and I went out with two sergeants and red bunting to survey condition of runways and put down landing "T"s. General condition was found to be good. Time and the few rains have settled the surface. About 300 feet of West end of East-West runway is still sandy and soft as reported by Robert Campbell. After getting back from Baker Island where we will go tomorrow, we will place some more coral on this end and roll a center strip about 50' wide, for lengthening the field for take-off.

In late afternoon, with blocks of T.M.F. and six riot guns borrowed from the

At Sea, North Pacific,
23 June, 1937

Ship's Memorandum: June #4

SUBJECT: ITASCA ORGANIZATION FOR LANDING AND TAKE OFF OF MISS
EARHART AT HOWLAND ISLAND.

TASK ORGANIZATION:

To cover, protect and assist, if necessary, to rescue.

GROUP ORGANIZATION:

General:...Lieutenant Commander Baker in charge of ITASCA personnel.
Will cooperate with Mr. Black to accomplish mission.

Plane:.....Lieutenant Cooper, U.S.A.
In charge of landing plans working with Mr. Black.
In charge of land crash.
In charge of repairs, servicing, and any technical details.
Men assisting:
Army and Navy Personnel on ITASCA.

Fire:.....Gunner Hines (directly responsible Lieut. Cooper).
Cloves, (with wrecking tools)
Martinson,
3--Engine room ratings.
3--Deck ratings.

Medical:...Dr. Zaugg..Be prepared to handle cuts, burns, breaks, etc.
Kassin.

Commissary:Ensign Mellen:
Chief Commissary Steward.
1--Cook.
2--Mess attendants.
(Have food for Miss Earhart and ITASCA shore party.)

Beach Patrol: Ensign Sutter.
Gale,
5--Seamen.
7--Hawaiian boys.
Have breeches buoy, tractor, six inch line, line throwing
gun. Job to rescue Miss Earhart and Noonan if plane goes
into surf.

Off-shore:.Boatswain Butcher.
Full crew--Motor surfboat, cover landing and take off in case
of sea crash. Have buoys and line throwing gun go into surf
if necessary.

Flares, etc.: Mr. Hines and Stewart

Communications: 1--Radioman for radio,
2--Quartermasters for signalmen.
2--Mess attendants for light tenders.
1--Yeo.lc. for recorder, time, etc.

Army for this purpose, we frightened the bird colonies on the runways and on the south end of the island generally. There seem to be more birds than in March. (Reference is here made to Division radio received about a week before departure this expedition from Honolulu, in which question was asked regarding inability of four men on island to keep bird population away. The men had no guns, and if they had been supplied with them on the uncertain chance that the flight would be undertaken again, it is doubtful as to how much good daily frightening would do. Photographs submitted earlier, and others which are being sent in when they are ready will show the enormous number of birds and the complete impossibility of driving them away. Also, this office would hesitate to undertake wholesale destruction, which would seem to be the only method of clearing the island, without preliminary discussion and authority.)

June 25, 1937, Friday. Baker Island

After drifting off Howland all night while repairing blown tube in main condenser, the ship laid a course for Baker Island. Conditions there were found to be better than on any previous cruise, as regards surf. Landing was made on the westerly beach near the south side of the campsite at 9 AM. No difficulty was experienced in landing which is unusual for Baker. Made a complete check of the property of U. S. Weather Bureau. All stores and thirteen drums of water were landed rapidly. With the 800 gallon tank full, 15 drums of old water, and the 13 new drums the island now has the equivalent of 46 drums, or almost a year's supply at the rate of use.

A new store house has been built. The lower walls are of coral rock laid up in concrete, the upper walls of frame construction, and the roof is of heavy canvas, neatly stripped with lumber. It is a good looking addition to a well-planned camp and much credit is due Albert Akana and the men who have served with him. Mr. Albert Akana, Sr. greeted his son on the beach as a complete surprise to the island leader.

Medical stores and food were checked by Dr. Zaugg and he also made physical examination of the men. All were found to be in good shape.

All men were removed from the island as follows:

Albert Akana, Jr.	Gabriel Victor
Eugene Burke	Ah Kin Leong (Radio & Aerology)
(Leong is being transferred to Jarvis)	

Replacements as follows:

Charles Ahia, Leader	Elmer Williamson
Paul Yat Lum (Radio)	Theodore Akana

Tide going out and coral heads being exposed, so rushed our departure. Last boat away from beach just before 11 AM.

Back to Howland by 2:30 PM and ashore with Neilson and Cooper to lay out plans for fifty foot corridor of coral surfacing on sandy West end of East-West runway.

June 26, 1937, Saturday. Howland Island

Landed at 8 AM with Sgt. Thacker and Sgt. Knopping to place new gaskets in heads of tractor. Placed by noon, with general overhaul, new oil, etc. Still not running properly. Ordered set of spark plugs from the ship and tried to get

heavier oil but none aboard. Nothing accomplished on coral strip although work party stood by all day.

Wind at noon was all northerly from surface to limit of balloon sounding. Only seven miles per hour at surface and maximum of twelve miles per hour aloft. On a day like this conditions would be ideal for landing and take-off on North-South runway, which is hard and smooth and entirely safe for 4100 feet. The trouble is that this island so rarely has a day of anything but moderately fresh easterly winds. And naturally, when the wind is east, the stronger it is the better the conditions will be for landing or take-off on the shorter East-West strip.

June 27, Sunday, Howland Island

Landed at 8:30 AM and worked all day on runway extension. All Hawaiians, all the sergeants, the two army officers and I were on this work, using the tractor, two stone boats, shovels and rakes. We found that with only a thin hand-placed layer of coral, it was better not to roll, as the rolling seemed to push the coral into the sand. This area is to be used only to extend the run during take-off, and will be marked as unsafe for landing.

June 28, 1937, Monday. Howland Island

Same crew as yesterday worked all day and finished the strip and in the late afternoon spent two hours frightening birds from runway area.

June 29, 1937, Tuesday. Howland Island

Word today that Miss Carhart is in Lae, New Guinea, and a message from her stating that if weather reports or forecast arrive in time that she would take off for here at about noon. Later word that due to "local conditions" (and possibly, we think, failure of weather report arrival at Lae because of long relay of many stations) that she would take off at 23:30 GCT July 1st. But she means evidently 23:30 GCT June 30, or her date July 1st, or about four PM our time, our date July 30. See RBB message file for details of above.

No landings made on island today.

June 30, 1937, Wednesday. Howland Island

Psychrometer #528 landed today. Frame of #3678 to ship.

Went to beach at 10 AM. Men busy policing camp to get all "ship-shape" for flight arrival.

Gord came to ship soon after noon, message from Amelia Carhart filed at Lae at 3:19 AM that she would take off about ten. All preparations went ahead; food and emergency gear, personnel of flight guard ready to camp on island, and then at 5:15 PM word came that local conditions were delaying take-off until 21:30 GCT July 2.

July 1, 1937, Thursday. Howland. Take-off

Word received, first from San Francisco via United Press cable or radio from

Lae, that Miss Earhart and Noonan took off at 10:00 AM local time Lae, July 2. (12:30 PM Howland time, July.) Later confirmed by message from Lae to me on ITASCA. (see message file)

Throughout evening ITASCA guarded frequencies assigned. Word received that USS "ONTARIO" had not contacted plane, at a time when plane should have been passing Ontario station.

July 2, 1937, Friday. Howland and Sea

Wakened by messenger at shortly before 3 AM. Earhart plane was heard on 3105 kilocycles at 2:48 AM, Earhart's voice saying "Completely overcast" etc., but mostly unintelligible. I went to radio shack and at 3:45 AM we heard Earhart on phone saying "ITASCA from Earhart. ITASCA from Earhart. Overcast. Will listen on hour and half hour on 3105. Will listen on hour and half hour on 3105." This took only a few seconds and she turned off transmitter immediately.

At this point in this log I insert a complete transcript of transmissions to and reception from the Earhart plane, as recorded in the radio room of the Coast Guard Cutter "ITASCA". As stated in the flight summary which appears just after this log of radio room record, commissioned officers of the ship were in attendance at all times during the night, and until it was definitely known that the plane must be down due to lack of gasoline.

Signals to and from Earhart plane from 0228 July 2, (2:28 AM), as recorded at NRUI, USCG Cutter "ITASCA".

- 0228 Sent weather to Earhart on 7500. Also duplicated by voice.
- 0230-35 AAAA(ETC) NRUI HOWLAND
-36 ITASCA to EARHART PHONE 3105
- 0245-48 Heard Earhart plane on 3106 but unreadable thru static. (Comment. Bell-arts caught Earhart's voice and it came thru loud-speaker, very low monotone "cloudy & overcast". Mr. Carey, A.P. representative, was present. Also Mr. Manslik of U.S. Both gentlemen recognized voice from previous flights to and from Hawaii. There was no question as to hearing Earhart. Commanding Officer was notified. Mr. Slack was called. Message was drafted for S.P. Div. by C.O. Message was purposely terse due necessity report between Earhart schedules)
- 0255 From: ITASCA
To: Com SF Div
Inf: HUNT
- 0300 Sent weather to Earhart. (7500 key & 3105 voice, repeated both cases.) Wind direction East 8 mph clear calm ceiling unlimited.
- 0304 AAAA(etc) To KEAQQ (Earhart plane call) DE NRUI
- 0306 Repeated WX on fone.

0315-18 Nothing heard from Earhart.

0330 Sent WX (Wind East force 8 mph clear visibility 20 miles calm swell direction East ceiling unlimited) (7500 & 3105 twice.) (By voice repeated twice on 3105) What is your position? When do you expect to reach Howland? ITASCA has heard your phone. Go ahead on key. Acknowledge this broadcast next schedule.

0340 Lt. Cooper, USA, Air Corps, in radio room.

0345 Heard Earhart on phone. "ITASCA from Earhart - ITASCA from Earhart - Overcast - Will listen on hour and half hour on 3105 - Will listen on hour and half hour on 3105."

0353 NEC and ITASCA checked on Earhart signals.

0400-03 Broadcast WX phone 3105. Repeated on key 3105. Also, "What is your position? When do you expect to arrive Howland? We are receiving your signals. Please acknowledge this message on your next schedule."

0415-18 Earhart unheard on 3105 this time.

0426-35 Giving Earhart WX on key 3105. on phone 3105.

0435 Asked SF if he heard Earhart. Also asked W2.

0453 Sent WX / code / phone 3105 kcs. (Heard Earhart "partly cloudy".) Volume 8-1.

0455 Earhart broke in on phone. Unreadable.

0513-20 Earhart signals unheard on 3105.

0530-35 Sent WX on key and fone 3105. AAA(etc) 7500 kcs.

0545-50 Not heard during this time.

0600-05 Sent WA / code and key 3105 kcs.

0614 "" wants bearing on 3105 kcs/ on hour/ will whistle in microphone.

0615 "" About two hundred miles out//appx/ whistling// NW (Vol. 8-3)

0620-23 ITASCA worked Howland and passed on dope. Told him take bearing on 3105.

0636 Calling Earhart on 3105 (Voice)

0641 (Sent by ITASCA) AAA(etc) ERUI. PLEASE acknowledge on 3105.

0642 ERUQQ came on air with fairly clear signals calling ITASCA (Voice)

0645 ERUQQ requested "Please take bearing on us and report in half hour. I will

make make noise in microphone. About 100 miles out. (Earhart signal strength -4 but on air so briefly bearings impossible.)

0706 AAAAAA 7500 (Homing signal)
0708-12 AAAAAA 3105 (Homing signal)
0712-14 AAAAAA 7500 (Homing signal)
0714-16 AAAAAA 3105 (Homing signal)

0718 (To Earhart by fone) "Cannot take bearing on 3105 very good. Please send on 500 or do you wish to take bearing on us? Go ahead, please. (NO ANSWER)

0719-24 KHAQQ DE NRUI AAAAAA(etc) Go ahead 3105. (UNANSWERED)

0724 CEM (operator) to Ship's direction finder on 500 (wheel house)

0725 KHAQQ from ITASCA. Please go ahead on 3105. (UNANSWERED)

0726-29 KHAQQ de NRUI. Go ahead 3105. (UNANSWERED) AAAAAAA Homing signal.

0730 KHAQQ from ITASCA. Please acknowledge our signals on key please. (UNANSWERED)

0731-34 KHAQQ de NRUI AAAAAA(etc) 3105 kcs.

0735-40 " " " " " 7500 kcs.

0741 " " " " " 3105 kcs.

0742 "KHA Q CALLING ITASCA. WE MUST BE ON YOU BUT CANNOT SEE YOU. BUT GAS IS RUNNING LOW. BEEN UNABLE REACH YOU BY RADIO. WE ARE FLYING AT ALTITUDE 1000 FEET"
(Other Log) Earhart on now and says running out of gas only one half hour left. (Verified as heard by other witnesses) Can't hear us at all. We hear her and are sending on 3105 and 500 same time constantly listening in for her frequently.

0743-46 KHAQQ DE NRUI. Received your message signal strength 5. Sent AAAAAAAA's etc. on 500 and 3105 and told Earhart GO AHEAD.

0747-48 KHAQQ DE NRUI. Received your message signal strength 5. (ITASCA sent AAAAAAA's on 3105)

0749-61 KHAQQ from ITASCA. Your message OKAY. Please acknowledge with phone on /57 3105. ITASCA then keyed AAAAAAAA's.

0758 "KHAQQ CALLING ITASCA. WE ARE CIRCLING BUT CANNOT HEAR YOU. GO AHEAD ON 7500 EITHER NOW OR ON THE SCHEDULE TIME ON HALF HOUR." (Earhart signal strength 5 on radiophone.) (In view of signal strength it is believed Earhart was closest to Howland at this time. It was about the time ITASCA expected her to arrive.)

0759-0800 KHAQQ DE NRUI AAAAAAA(etc) on 7500. Go ahead on 3105.

(The following is the only direct reply received from Earhart and tends to indicate that she was closest to Howland and flying away.)

- 0800-03 "KHAQQ CALLING ITASCA. WE RECEIVED YOUR SIGNALS BUT UNABLE TO GET A MINIMUM. PLEASE TAKE BEARING ON US AND ANSWER 3105 WITH VOICE. NRUI DE KHAQQ (Must mean KHAQQ DE NRUI) (Sent long dashes on 3105 for 5 seconds or so) RBB
- 0804 NRUI DE NRUI P AR
(ITASCA calling Howland for out. Howland reported impossible secure minimum and could not pick up signals on 3105.)
- 0805 KHAQQ FROM ITASCA. Your signals received okay. We are unable to hear you to take a bearing. It is impractical to take a bearing on 3105 on your voice. How do you get that. Go ahead.
- 0806 KHAQQ DE NRUI. Go ahead on 3105 or 500 kilocycles (ITASCA sending on 7500 as her only acknowledgment was for signals sent on 7500.) (The operator on Howland with Navy emergency direction finder had heard most of conversation on 3105 kcs. after 0600 and tried to cut Earhart in but was unable to do so due to Earhart's continued use of voice and brevity of Earhart transmissions. The direction finder on Howland was driven by ITASCA gun batteries and during the night their power ran down. During the period from 0600 to the last of Earhart's transmission experienced officers were on Howland. Earhart's maximum transmission probably never exceeded 7 or 8 seconds. Toward the end Earhart talked so rapidly as to be almost incoherent. The ship's direction finder was manned from 0725 on. No signal was ever received on 500 kcs in spite of repeated requests.)
- 0807 ITASCA to Earhart on 3105, 500, 7500 kcs. GO AHEAD!
(The ITASCA fully recognized the emergency as Earhart now overdue at Howland and her one half hour of gas now exhausted. Vital therefore to bring her in or to obtain out for search in case she went down at sea. Observers agree that Earhart signal strength remained about the same from 8 to 9 o'clock and that her last transmission had nearly same strength as her 0758. ITASCA was laying down smoke screen stretching for ten miles. Smoke remained concentrated and did not thin out much.)
- 0811 ITASCA TO EARHART. Did you get transmission on 7500 kcs. Go ahead on 500 kcs so that we may take a bearing on you. It is impossible to take a bearing on 3105 kilocycles. Please acknowledge. (operator on Howland notified ITASCA that he was unable to secure bearing on 3105)
- 0812-14 (0811 transmission repeated on 7500 No answer. It is to be noted that Earhart's only actual acknowledgment to ITASCA signals came at 0800 in response to "I" message on 7500.)
- 0815 KHAQQ FROM ITASCA. (3105) Do you hear my signals on 7500 kcs. or 3105. Please acknowledge receipt on 3105. Go ahead. (THIS UNANSWERED)
- 0816-17 (The above repeated on 7500)
- 0818 Following to KHAQQ Will you please acknowledge our signals on 7500 or

3105. Go ahead with 3105. (Unanswered)
- 0820-23 (Requested KHAQQ to go ahead on 3105 with report of our signals) (Three receivers, loud speaker, Howland loop and ship's direction finder covering Earhart frequencies throughout this entire period. No answers.)
- 0824-26 Following to KHAQQ. "Go ahead on 3105 kcs. with voice.. Transmit position report and strength of our signal. ITASCA TO EARHART. We are transmitting constantly on 7.5 megacycles. Do you hear us? Kindly receipt on 3105. We are standing by. (Unanswered)
- 0828-29 Called KHAQQ and requested answer on 3105.
- 0830-31 Following to KHAQQ. "Answer on 3105 kcs. with report your position. (This on 7500 by key)
- 0833 KHAQQ from ITASCA. "Will you please come in and answer on 3105. We are transmitting constantly on 7500 kcs. we do not hear you on 3105. Please answer on 3105. Go ahead. (This unanswered).
- 0844-46 KHAQQ called ITASCA and said: "WE ARE ON THE LINE OF POSITION 157-357. WILL REPEAT THIS MESSAGE. WE WILL REPEAT THIS MESSAGE ON 6210 KCS. (Other persons in radio room heard this transmission the same) WE ARE RUNNING NORTH AND SOUTH". (This transmission was by voice on 3105 with a signal strength 5. Nothing was heard on 6210 kilocycles.)
- 0847 The following sent to KHAQQ, on 3105 and 7500 kcs. "We heard you OK on 3105 kcs. Please stay on 3105. Do not hear you on 6210. Maintain QSO on 3105."
- 0849-53 Called KHAQQ and told her go ahead on 3105 kcs.
- 0854 Repeatedly called KHAQQ on broadcast. Your signals OK on 3105. Go ahead to with position on 3105 or 500 kcs. (Unanswered. Listened on 3105, 6210, 0907 and 500 kcs.)
- 0913 Called KHAQQ and broadcast. Answer 3105 or 500 Your signals OK on 3105. Go ahead with position. (This sent out on 7500 kcs.)
- 0915-33 Both operators listening in on 3105, 6210, and 500 and direction finder at 500. Nothing was heard.
- 0934 Called high frequency direction unit on Howland Island for an information. This in the negative.
- 0935 Called KHAQQ on 3105 and 7500 kcs.
- 0936-41 Listened in on 3105, 6210, 500, and d.f. at 500. Nothing.
- 0942-46 Called KHAQQ. Called various frequencies and requested answer. Informed plane "We can hear you fine on 3105 Please go ahead on 3105." This on 7500. No answer. operators continued listen 3105, 6210, 500 and d.f.

NOTHING WAS HEARD FROM KHAQQ UP TO 1000 10:00 A.M.

FLIGHT SUMMARY

1. The communication personnel was adequate and assigned as follows:

- 2 - Radiomen on high frequency receivers.
- 2 - Radiomen on direction finders.
- 2 - Commissioned officers in radio room.

2200 to 0800

Lieut. Comdr. Baker.
Ensign Sutter.

0800 to 1000

Lieut. Comdr. Kenner.
Ensign Sutter.

Shore Station:

1 Radioman from 1900 on.
0600 to 0900, Lieut. Comdr. Baker.

- 2. Ship's direction finder (500) manned at 0725.
- 3. ITASCA transmitters were accurately calibrated.
- 4. ITASCA signals clearly received throughout by other units.
- 5. ITASCA fully followed all Earhart schedules 7500, 3106, etc.
- 6. Earhart requested ITASCA use 3106 at 0345. This was done on key and phone, but 7500 was also used for safety.
- 7. The ITASCA homing signals and weather were never omitted. They were sent by key, by voice on 3106 and keyed on 7500.
- 8. Earhart never answered any ITASCA questions and never gave a position. Communication was never really established.
- 9. Earhart acknowledged receiving ITASCA signals at 0800. This formed the only case and was apparently for signals sent by Itasca on 7500.

July 2, 1937, Friday. (RBB Log Continued)

The emergency parties from the ship went ashore, the first boat leaving shortly after six AM. Before going through the break, some time just before seven

Lieutenant Swanston who had left the ship more recently in the "Minnie", passed the word to me that Barhart had reported a few minutes before that she was 200 miles out."

Placement of fire fighting unit with all equipment, of the land crash division, and of the motor surf boat as sea crash unit, was all carried out as in outline previously recorded in this log. Mr. Baker, Capt. Neilson, Lieut. Cooper, and I, with several others, stood at the center of the field near the gasoline cache and at a point near where the plane's wheels could be expected to first touch the ground if the East-West runway was used, and it appeared from the wind direction and velocity that it certainly would be used.

After eight o'clock uneasiness was felt by the party ashore, but all stood by searching the sky in all directions until shortly after the 3:55 AM transmission from the plane as recorded in transcript above, when a blinker message was received from the ship stating that the plane was probably down at sea and recalling all hands to the ship as quickly as possible. The parties were summoned from their stations and all ran at top speed for the beach where ferrying to the ship started at once. The following men were left ashore with strict orders to keep constant daylight watch for wreckage and gasoline fed watch fire burning at night and constant night watch for flares: James Kanakaiwi, Yau Hai Lum (Radio KGGW), Ah Kin Leong (Radio KGOBC), Albert Akana, Jr., William Tavares, Joseph Anakalea, Carl Kahalewai, Jacob Maili, Henry Lau, (Radio KGOAS, paying guest of expedition), and USCG Radioman Cipriani, to operate the direction finding equipment.

We stood by the island for a while hoping that the plane would come in or make radio contact, but nothing more was heard. At 10:30 AM we started steaming at full speed in a northerly direction, following the 157-337 "line of position", assuming, since we had no reference point for this line of position, that it was a sun line taken with Howland Island as the assumed or dead-reckoning position. We ran this down for fifty miles and then headed due east. Ran along on generally easterly course changing from time to time to follow down the numerous supposed lights and flares, which in each case proved to be imaginary or planets or stars rising above the clear horizon. A heavy rain and wind squall was encountered in the evening.

During the night we heard that a Navy patrol plane had taken off from Fleet Air Base, Honolulu, and was laying a course for Howland. We were ordered or requested by the Navy to return at high speed to Howland to act as plane-guard for this flight.

Bright lookout all night, with two men on bridge superstructure, two in crew's nest, and many volunteers searching every quarter of the horizon. Also, the powerful searchlights swept the sky constantly.

July 3, 1937, SATURDAY

Arrived off camp at Howland shortly before 8 AM. Had word that Navy seaplane was forced back by very bad weather when about 1200 miles from Honolulu, or about 700 miles from us. She met rain, wind, sleet, snow and electrical disturbances. Orders came at nine to continue the search at high speed, and we got underway (underweight, but we had no anchor down) at once on a northerly course.

Word at noon that the USS "COLORADO" had left Pearl Harbor for Howland, and

order from COMNAVSEC, Coast Guard, to speed up to limit and depend on refuelling at sea from "COLORADO". This might mean our early release to complete mission to Jarvis, since "COLORADO" has planes which can do many times the area this ship could cover, but they will undoubtedly need us as plane-guard during flying search. We learn that the USS "SWAN", minesweeper, has left station and is making for vicinity of Howland.

Word this evening that four amateurs in Los Angeles heard voice, supposedly Earhart, on 3105, saying forced down in Lat. 0.6 degrees and Long. 179-36, so we are steaming for that point at full speed. We were away to N. and some W. of Howland when this came.

July 4, 1937, Sunday

At about 7 AM we crossed the International Date Line, making the day and date for a while, Monday, the 5th, but we were soon back into West Longitude and Sunday.

Word that the aircraft carrier "LEXINGTON" and four of the new 45 knot destroyers, or DESRON TWO (Destroyer Squadron 2) ordered out of San Diego to join search.

I cannot refer in detail to the various rumors that have commenced to come in. Amateur in Wyoming says Earhart on a reef S.W. of Howland. Nearest thing, except a reef AWASH 100 miles from Baker, is the Phoenix Group.

Throughout evening, hearing a carrier on 3105 kcs., a rough note which might be an emergency set on plane. or might be a plane in flight on airlines in United States. (At Little America, we frequently heard plane carrier wave and even voice from States, 10,000 miles.)

July 5, 1937, Monday. At Sea

At two AM after asking on phone for Earhart plane to acknowledge by making four dashes with carrier, radioman on ITASCA heard three long dashes by a carrier on 3105. S.P. Division, monitoring our signal, heard FOUR, as did others. Then Wailupe Radio, USE, Station NFM, said they had heard (checked by three operators) a station on 3105 saying, "Two hundred and eighty-one miles North of Howland. Don't (won't) stay afloat much longer", etc. Also Baker and Howland report in past day hearing calls NRUI and KHAQQ on 3105, and too faint to be confused with our phone which was calling KHAQQ and signing NRUI. Direction Finder on Howland also got bearing on weak 3105 carrier as NNW-SSE. This is enough evidence to start us for a point 281 miles N. of Howland, which we reached at eight PM. Everyone on alert and whole ship hopeful for a rescue. Two "flares" sighted on horizon, but although ship was changing course frequently we still thought these "flares" were not from same part of horizon. I saw the second one, and it looked very much like a green ball from a Very Pistol, rising from horizon and disappearing about a degree above. We were certain for a time that we had found the plane or the rubber boat, but a short time later Howland reported a "flare" in the same quarter of the horizon, and we were almost 300 miles from Howland, so, since the times coincided, we knew the "flare" (2nd) was a meteor coming into view over the rim. The popular notion is that a meteor must be "falling" but this is entirely false. We see more of the "falling" meteors because of a peculiar sensitiveness of the eye for bodies moving downward. (Reference: Dr. I. C. Poulter, Senior scientist of Byrd Antarctic Expedition II, who conducted important studies of meteors in Antarctica.) The first "flare" was seen as a

flash only by one or two men and direction of movement was not clear.

Many volunteers watched all night, in addition to the regular lookouts, and the searchlights played the first and third quarter-hours, with flashes at two minute intervals in the dark periods.

July 6, 1937, Tuesday. At Sea

Since early morning we have been steaming toward Howland. Our fuel is nearing end of safe limit. Word came at breakfast that we are to have rendezvous with the "COLORADO" somewhere north of Howland, and fuel from her while slowly steaming. Word at noon that because of preponderance of Navy equipment in search, the "ITASCA" is to report to Commandant 14th Naval District for duty. This means that from now on we are a Navy ship, just as all Coast Guard ships become in wartime or by executive order of the President.

July 7, 1937, Wednesday.

We met the "COLORADO" at the appointed hour this morning. Lines were passed and made fast, the large fuel line was run over and bolted to our filling connection to oil manifold, and, steaming at nine knots, the COLORADO filled the ITASCA's tanks, finishing at about 10:30 AM. Stores of fresh vegetables and fruit were slung over from a cargo boom in nets, as well as some motion pictures in exchange for some we sent to the larger ship. When contact was made, our commissary officer was asked what flavor of ice cream we would like, and just before the lines were cast off, ten gallons sent over, made to order. This is the first time a Coast Guard vessel has taken oil on the high seas.

Davy Jones came through the hawse pipe tonight and issued summons to all "Pollywogs". The part was played admirably by seaman Brymer. Even in a search which is a matter of life and death, this ancient custom of the sea is not to be left out.

July 8, 1937, Thursday. At sea

Searching all day in assigned "B" area of systematic Navy search. Held "NEPTUNUS REA" ceremony on the quarterdeck, putting through about forty "Pollywogs", making them into seamen and gentlemen, "Shellbacks". Because of our mission, the fun was not so hilarious as usual, but the chastisement was severe enough and the hair cuts murderous.

At dusk we stopped and will drift all night. This, because we feel that we are now looking for wreckage, and that a flare in answer to a search light at night is only a slight possibility.

July 9, 1937, Friday. At Sea

Searching in assigned "B" area. Drifting at night.

July 10, 1937, Saturday. At Sea

Searching in assigned "B" area. Drifting at night.

July 11, 1937, Sunday. At Sea

Searching in assigned area. The Captain received message at noon asking how long we could search without relief. His answer set noon of the 14th if we were to return to Honolulu, but submitted to COMDESRON TWO that by leaving search July 12th noon we could complete our mission to Jarvis. Answer in PM stated that our immediate return to Honolulu was not contemplated. Said they would fuel us about 17th. "LEXINGTON".

July 12, 1937, Monday. At sea.

At 11 PM last night we received orders to lay a westerly course toward the Gilbert Islands. We did at once and rolled badly all night.

July 13, 1937, Tuesday. At Sea

At 5:23 AM laid course 267 true for ARORAI ISLAND in the Gilberts. At 8:35 AM canoes came out to ship and native magistrate and men came aboard. Mr. Baker and Mr. Kenner ashore to register and secure information as to a plane passing over. Negative. One of the men could pronounce English words written on a paper, but had very little idea of their meaning. Most of information by sign language. Left at 11 AM and on course 278. At 1:45 PM sighted TARANA ISLAND. Native magistrate came aboard. Officers ashore. Result negative. Sailed before dusk and later on course 270.

July 14, 1937, Wednesday. At Sea

Searching on courses 300 and 334, and stood in close to NANOUKI ISLAND at about 1:30 PM. No one came out. Overtook two sailing outrigger canoes but six men in them could not understand English and were too frightened to understand our sign language. At 3:10 PM standing on 270 toward KURIA ISLAND. At 4:40 Mr. Baker and I in #8 motor surfboard went to meet and talk to native magistrate waiting in small canoe as well too big near ship. No English, but by sign, Negative. Proceeding all night on various courses to group where administrator lives, TARANA.

July 15, 1937, Thursday. At Sea and Tarawa

At 8:50 AM hove-to off TARAWA ISLAND. At 9:35 motor surf boat and motor launch started for shore, about five miles distant by channel and through lagoon. In party were Mr. Baker, Mr. Black, Mr. Kenner, Capt. Neilson, USA, Lt. Cooper, USA, Mr. Braswell, Dr. Zaugg, Mr. Hanslik, Mr. Carey, Mr. Sutter, Mr. Walsh, Mr. Stewart, and boat's crew.

Comdr. Baker, representing Commander Thompson, presented all to Major Swinbourne, Senior Commissioner for Gilberts north of Equator, under the administration of the Gilbert and Ellice Islands, headquarters at Ocean Island. The Major received us unofficially, as he had not as yet been informed of our presence or our mission. He requested that we notify Ocean Island. This was done through COMDESRON TWO.

No information on Earhart, and Major Swinbourne informed us that he would know almost at once if anything so important as passage of a plane or finding of wreckage had occurred in any of the islands under his jurisdiction. Mats or fans

of native craftsmanship given to all members of the landing party by Major Swinbourne. Some of us visited the native village which was extremely interesting. The population of Tarawa is about 2800 natives, all Gilbertese Micronesians, and about a dozen British.

At 2:30 PM party returned from shore and underway after sending in a quantity of fresh beef for steak or roast, a delicacy rarely enjoyed in these islands, as few of the trading schooners carry ice.

Left on course 179 at 3:31 PM. Later changed to 89 degrees.

July 16, Friday. At Sea

On course 89 for Howland Island.

July 17, 1937, Saturday. At Sea

Steaming to Howland Island.

July 18, 1937, Sunday. At Sea

Landed on Howland at about 8 AM and found all men well. Aviation gasoline (Standard Oil at Honolulu had requested ship to return it) was ready on beach and boating it to ship, four 50 gallon drums to a boat, started at once. There are 26 drums of "87 octane" brought down on SHOSHONE, and 4 drums "100 octane" or special take-off gas brought down this trip on ITASCA. Four drums of the 30 "87 octane" have been expended at no expense to the government, one mixed with 3 gallons of "Stanavo" oil to use in tractor, and three used as night watch flares during search period. One 50 gal. drum of "Stanavo" and 3 five-gallon cans of "Stanavo" also returned to ship for delivery to Standard Oil in Honolulu. (This delivery was duly accomplished on arrival Honolulu.)

The following men were left on the island:

William Kaina, Leader

Joseph Anakalea

Yau Fai Lum, Radio & Aerology

Jacob Maili

The following men are returning to Honolulu after nine months:

James Kazakaiwi

William Tavares

Finished unloading stores (Reimbursement in kind for interior food consumed by extra group on island during search and loading gasoline, lubeoil, Army gas pumps, Earhart plane spare parts, tools, etc., and all aboard by 10:45 AM and on course for Honolulu at 11 AM.

July 19, 1937, Monday to July 23, 1937, Friday

At sea on course Howland Island to Honolulu, T. H.

July 24, 1937, Saturday

Arrived at oil dock, Pier 27, Honolulu, at 11 AM, after 36½ days without dropping anchor. Medical inspection of men returning from islands performed yesterday and medical release signed by all. Paid off this date. Solomon Kalama, from Honolulu and Ah Hin Leong, from Baker Island were also paid off and will be re-employed on the date we sail to Jarvis Island. (Please see supplementary report of Cruise 10-3 to Jarvis.)