

# *Colorado*

## Radio Press News.

While at sea, the crew of USS *Colorado* was kept informed of world and onboard news by means of typed and duplicated sheets known as the "Radio Press News."

When the ship returned to port, a more formal newspaper, *The Colorado Lookout*, was published. See [ColoradoLookout.pdf](#).



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FLASH---FLASH---SLASH---FLASH---FLASH---

LATEST INFORMATION DIRECT TO SPECIAL CORRESPONDENT COLORADO PRESS  
NAVAL RADIO HONOLULU REPORTS RECEIVING FAINT SIGNALS ON  
EARHART PLANE FREQUENCY STATING PLANE ON SURFACE 281 MILES NORTH  
OF HOWLAND ISLAND. ITASCA AND SWAN PROCEEDING THAT POSITION.  
ITASCA CAN ARRIVE THERE THIS AFTERNOON. SS MOORBY IN POSITION  
450 NORTH REPORTED HEARING CARRIER WAVE BUT FAILED TO NOTE ANY  
MESSAGE.. S. S. MOORBY HAS BEEN REQUESTED TO SEARCH AREA,  
FOR INFORMATION OF EARLY TIME SEE NEXT PAGE.

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5 July 1937

RESUME OF THE EARHART SEARCH BY SPECIAL  
CORRESPONDENT OF THE U.S.S. COLORADO PRESS.

At about 0800, 2 July, the plane of Mrs. Amelia Earhart Putnam was reported to be believed down in her flight to Howland Island. From strength of signal heard, but without any bearing or exact knowledge of position, the Coast Guard Cutter ITASKA, which had been stationed near Howland Island, believed that plane was within one hundred miles of Howland Island. Inquiries from the Navy Department, to Commandant Fourteenth Naval District, as to the practicability of searching by destroyers and planes from the Fourteenth Naval District brought out the fact that the position of Howland Island, 1660 miles from Honolulu precluded any search of that area being conducted without a base in the immediate vicinity for destroyers and planes. The U.S.S. COLORADO had settled down for a pleasant stay of several days at Honolulu but was made available to proceed to Howland Island to conduct search operations, utilizing the three planes carried by the U.S.S. COLORADO and to be available to furnish fuel and supplies to other ships that were or might be ordered to the search. In the meantime a patrol plane had taken off from Pearl Harbor for Howland Island and return, but due to bad weather was forced to turn around when still several hundred miles from Howland Island. The ITASKA immediately commenced and is still continuing a high speed search to the North and Westward of Howland Island.

The U.S.S. COLORADO departed Pearl Harbor at 1300, 3 July after fueling with instructions to fuel ITASKA as necessary and conduct search operations.

It was believed by those in position to know that unless bad weather or damage on landing was encountered, that the plane could remain afloat for an indefinite period and that the plane was capable of transmitting radio signals if on land and it was possible to operate one engine. This last belief has given light to many rumors and reports of signals having been heard, but at present verification of any of these reports has been lacking. During the night of 3-4 July and last night 4-5 July, extensive broadcasts were conducted by Radio Honolulu and the ITASKA requesting notification if the signals were heard. Pan American Airways at Honolulu reported hearing a carrier wave on the frequency Mrs. Earhart was to transmit if broadcast from Honolulu was heard. Radio reports fail to show any confirmation of this.

No signals were heard by the ITASKA, COLORADO or SWAN, the first and last named being in the close vicinity of Howland Island. Reports of having heard the Earhart Plane have been received from Wyoming, Australia, Los Angeles, and other distant points, but no reports have been received from stations relatively in the vicinity, except Pan American Airways at Honolulu.

The fact that many stations have been calling the Earhart Plane has added to the confusion and doubtfulness of authenticity of the reports.

It is the present plan of the Commanding Officer of the U.S.S. COLORADO, based on the present information, searching operations already conducted or being conducted by the ITASKA, and upon information obtained from officers at the Naval Air Station, Pearl Harbor, T.H., and a knowledge of the winds and currents in the region around Howland Island, to conduct searching operations upon arrival at Howland Island in the area Southeast of Howland Island.

The searching will be conducted as follows:

5 July 1937

The U.S.S. COLORADO will steam East along the Equator, planes will take off from the ship searching North for 60 miles, then East for 12 miles, then South, passing the COLORADO, to 60 miles South of the line, and then to complete the rectangle and return to the ship.

Upon return to the ship the planes will be refueled and with new pilots take off for a search of the next rectangle. In this way with four flights of three planes each per day an area of 12000 square miles will be completely searched by Saturday night.

The U.S.S. LEXINGTON and four new destroyers have been ordered to area Howland Island and will arrive Saturday or Sunday after refueling on the Lahaina Area.

As this news goes to press (0200) no valid information has been received. The COLORADO and other stations have heard a carrier wave on the frequency which the Earhart plane is believed to be on but constant broadcasts from radio Honolulu asking for breaking to indicate that it actually is the Earhart plane have not been complied with by the station sending.

RADIO PRESS NEWS

5 July 1937

Honolulu, T.H.:

Severe electrical storms over the Pacific hampered radio operators tonight as they tried desperately to contact Amelia Earhart. Faint signals filtering through the static gave reason for hope that the famous woman flyer and her navigator Captain Fred Noonan, are still alive and that their plane is afloat. The signals were confused and meaningless. Once a man's voice was heard but it was impossible to understand the message. The voice faded out as the Coast Guard radio operators tried to advise the speaker to answer in a simple code. Later Coast Guard wireless signals from time to time when the storms temporarily abated.

The Coast Guard in a formal statement, said "there is apparently some foundation in fact to believe that the signals are authentic. Electrical storms in the vicinity of Howland Island interfered with reception."

The Coast Guard, went about the task of searching for the missing flyers untiringly. Aiding the work were all U.S. Navy vessels in the vicinity.

The flyers are known to be near Howland Island, their scheduled stop on the two thousand five hundred mile jump from Lae, New Guinea, but, whether they have shot over their mark or fell short was still unknown. Radio station FUL transmitter sent out a continuous call for the missing flyers or for any word of them. The message said "keep your spirits up. Ships on the way."

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Oakland, Calif:

Amelia Earhart's husband, George Palmer Putnam, clung tonight to hopes that his wife is still alive. Putnam said he believed the so-called "flying laboratory" would remain afloat indefinitely. He has kept close to the Oakland airport radio ever since the flight started.

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Honolulu, T.H.:

The Coast Guard reported late today that it picked up faint radio signals believed to come from the Earhart plane.

The Coast Guard said the message was incoherent.

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Honolulu, T.H.:

Ships in the Pacific raced toward a spot about 125 miles west of Howland Island today in a desperate attempt to find the round the world fliers Amelia Earhart and her navigator Fred Noonan. Planes and ships swept the broad expanse of the Southern Pacific in the search. The planes were brought to the scene by the aircraft carrier "Lexington" (fast work on the part of press wireless, the Lex had not left Coronado Roads when above was issued) and other U.S. Naval vessels. Hope faded as the hours passed without word from the stranded fliers. Time after time the various radios sent out word and signals giving directions and encouragement, but without apparent result. Feeble signals have been heard but none of them gave the lost fliers' approximate position. Every source of the United States Government in the Pacific was thrown into the search. The U.S. Navy has sent it's crack ships.

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U.S.S. COLORADO

RADIO PRESS NEWS

5 July 1937

Washington, D.C:

The Coast Guard and Navy Department declared late this afternoon that there had been no further word from their vessels in the search for the missing fliers since the report of faint radio signals. This report was radioed to Washington today by the Coast Guard Cutter Itasca. The report said that signals, dashes and strong carrier waves, had been picked up at San Francisco and on board the Itasca. The Pan America Airways station on the Island of Oahu is attempting to hear the signals and get bearings on the vicinity from which they are believed to have come.

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Information Relative To Earhart Search by Special  
Correspondent of U.S.S. COLORADO.

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As Monday's Press News went into the final morning edition, a news flash was received and published, stating that signals from the plane had been heard by Naval Radio Honolulu, indicating the plane's position to be 281 miles north of Howland Island. Also that the Itasca, the Swan, and the British S.S. Moorby were proceeding to the location.

Early in the day, the U.S.S. SWAN reached latitude 5° North and commenced searching to the westward from longitude 172 - 45. The U.S.C.G. Itasca did not reach the position until late in the afternoon. The Moorby changed course and proceeded to the location, searching enroute.

The U.S.S. COLORADO continued on its course to Howland Island as, due to the distance involved to both points and present course, it would serve no useful purpose at that time to change course directly to the suspected position. In the event of the Swan, Itasca, and Moorby failing to locate the plane in the suspected area, and later information confirming the original assumption of the plane being in the southeast quadrant from Howland, an early change would delay ultimate search. Based on information to date at that time, the Commanding Officer will decide Tuesday forenoon on the course to follow.

Monday was filled with various conflicting reports and anxiety as to the accuracy and reliability of the assumed position. Press reports printed elsewhere in this paper tell of reports received in widely separated places with different texts. In all cases confirmation is lacking.

Two despatches of considerable interest and weight were received during the day. The first dispatch casting definite doubt on the location as assumed, due to the fact that it stated the plane could not use radio if in the water. The region assumed, on the basis of the signals being actually received to the north west of Howland Island, is all water. Hence, if signals <sup>was</sup> actually received location is definitely wrong. As this is being written (2100) further information is received stating officials of Lockheed Aircraft Company positively state Earhart radio transmitter could not, repeat not, operate if plane on water. The other despatch refers to the opinion of the technical aids that the plane will be found on the original line, which indicates <sup>was</sup> position through Howland Island and Phoenix group, or, in other words, the south east quadrant, which bears out the original assumption of the Commanding Officer of the U.S.S. COLORADO, based on all available information, that the most logical quadrant is the Southeast, in which it is planned to search by Colorado and her planes.

It therefore appears that whether signals were sent or not, whether heard or not, that the South east quadrant is still the most logical and likely.

Tonight a carrier wave has again been heard and the Itasca calling the plane but no reply has been received following the instructions from the Itasca or the broadcasting station in Honolulu. It would appear that if able to operate set and carrier, ~~be heard~~ that definite signals could be made.



JUST AFTER THE FOREGOING HAD BEEN WRITTEN, THE WORLD, LISTENING IN ON RADIO SETS, WAS STARTLED BY THE ITASCA BROADCASTING, "IF YOU SENT UP A FLARE, PLEASE REPEAT," AND SHORTLY THEREAFTER "WE SEE YOUR SECOND FLARE AND ARE PROCEEDING TOWARD YOU." THE ITASCA ALSO REPORTED TO THE MOORBY THAT FLARES HAD BEEN SIGHTED IN HER VICINITY AND IN THE VICINITY OF EARHART'S SUSPECTED POSITION.

IN A FEW MINUTES BROADCASTING STATIONS WERE TELLING EVERY ONE THAT AMELIA HAD BEEN FOUND.

ABOUT THIS TIME, THE COLORADO RECEIVED WORD CASTING DOUBT ON ANY RADIO OPERATION OF THE EARHART PLANE. THE WEATHER CONDITIONS HAD BEEN REPORTED CLEAR AND VISIBILITY GOOD IN THE REGION OF THE SEARCH. THE WORD "HEAT LIGHTNING" IN A MESSAGE FROM THE ITASCA TO THE MOORBY, INTERCEPTED BY THIS SHIP, GAVE A DEFINITE SHOCK AND CAUSED RISE TO THE SUSPICION THAT, WITH A CLEAR HOT NIGHT, HEAT LIGHTNING MIGHT BE MISTAKEN FOR A FLARE. THE ITASCA NEXT REPORTED SHE WOULD BURN FLARES EVERY FIFTEEN MINUTES DURING THE NIGHT. THIS INDICATION OF DOUBT OF ACTUAL FLARES HAVING BEEN SEEN WAS CONFIRMED A FEW MINUTES LATER BY A REPORT FROM THE ITASCA THAT THE PREVIOUS REPORT WAS IN ERRORS, IT NOW BEING BELIEVED THAT IT WAS METEORS, NOT FLARES FROM THE PLANE, THAT WERE SIGHTED. THUS, THE SEARCH CONTINUES INTO ANOTHER DAY.

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## AMELIA EARHART SEARCH.

HONOLULU, T.H.:—

The U.S. Coast Guard Cutter Itasca is racing tonight to a spot 281 miles northward of Howland Island in the South Pacific Ocean in the hope of finding Amelia Earhart and Captain Frederick Noonan. The Itasca reported to Coast Guard headquarters that she would reach the spot indicated shortly after 11 p.m. eastern standard time. The Cutter set out on its dash immediately after picking up the position message. The message was received by three coast guard stations (A blunder here—it was received by three operators at the Naval Radio Station Wialupe) today. The message believed to have come from the missing plane said "281 miles north Howland call KHAQQ beyond north. Don't hold with us much longer above water shut off". The message was interpreted to mean that Earhart was 281 miles north of Howland Island and that her plane is slowly sinking. Daylight favors the fliers if they are at the position indicated since it will still be daylight in the vicinity of Howland, this will enable the ITASCA to sight the plane before dark. The famous navy airplane carrier "Lexington" was heading at full speed toward the scene of action with 72 aircraft on her decks. She left her base at San Diego for the four thousand mile run to Howland. Her planes can be sent on ahead however, since they have a flying radius of three thousand miles. The battleship Colorado which left Honolulu Saturday night for Howland Island also reported that she expected to catapult three planes into the air to help search the area in which the Itasca is searching. It has been reported before that the Colorado is not expected to be of much assistance.

WASHINGTON:—

The first authenticated reports from the Earhart Noonan plane were picked up at 5:15 a.m. EST, at Howland Island. The Radio distress signals were definitely identified as having come from Amelia Earhart and her navigator, Capt Fred Noonan. Coast Guard officials in Washington maintained constant communication with the Cutter Itasca, which is sweeping the waters in the vicinity of Howland Island. The Itasca picked up the distress signals at the same time that the radio receiving station at Howland heard the flashes from Miss Earhart.

HONOLULU:—

The Coast Guard reported at 5:50 a.m. PST, that it just received a radio message from Amelia Earhart. The Coast Guard said the message was picked up on a portable radio set at Howland Island. The message was also heard at Baker Island. The message was "KHAQQ calling Itasca. The Coast Guard said the Itasca now has a definite clew to the whereabouts of the missing plane.

HONOLULU:—

The British freighter Moorby reported tonight that she was 245 miles north of Howland Island, which placed her within two hours steaming distance of the spot where Amelia Earhart's plane is believed to be drifting. Radio messages believed to have come from the Earhart plane gave its position as 281 miles north of Howland Island.

6 July, 1937

U.S.S. COLORADO  
RADIO PRESS NEWS

Enroute Howland Island

HONOLULU, T.H.

Hopes for the rescue of Amelia Earhart and Capt. Fred Noonan were pinned today on a trickle of unintelligible radio signals and a faint voice that spoke for a moment and then was lost. The Navy and Coast Guard Commanders heading the search for the woman flier and her navigator refused to say definitely that weak signals heard through the night came from the Earhart plane. They did say, however, that it was "probable" that the mysterious signals came from the flying laboratory that dropped out of sight in the middle of the Pacific. Spurred on by the new encouragement, the greatest mass ocean search ever conducted kept up its hunt for Amelia, number 99 woman flier, and Captain Noonan. The Battleship Colorado headed for the Howland Island area, where Miss Earhart is believed to have been forced down. From San Diego steamed the aircraft carrier Lexington with its load of scouting and bombing planes. Destroyers, coast guard cutters, tenders, and small boats all converged on the Pacific Ocean area believed to hold the secret of Miss Earhart's fate. The staunch little Coast Guard cutter, Itasca, was forced to give up the hunt last night when she ran short of fuel. The Itasca returned to Howland Island to await the arrival of the Colorado.

Howland Island received radio flashes from the Earhart plane at five fifteen a.m. eastern standard time. The radio flashes came from KHAQQ, which are the call letters that are being used by Miss Earhart and her navigator, Captain Noonan. Coast Guard Cutter, Itasca, also picked up the distress signals. The location of the plane that carries the famous flying couple has not yet been determined. More flashes are expected to be heard from the Earhart plane.

The fragmentary radio messages which raised a fast dying hope were received by Coast Guard and commercial stations throughout the night. The general opinion was that the flying laboratory was beached on some tiny coral reef and was high and dry. It was explained that if the plane was floating it would be impossible to generate power for the planes sending set. Pan American Airways reported that its powerful receiving stations had picked up a mysterious call said to have been made either by a man or woman with a bad cold. The message faded out before the jumbled words could be separated into an intelligible message.

RADIO PRESS

8 July 1937

HONOLULU, T. H.

Three catapult planes late today hopped from the decks of the battleship Colorado and began the aerial search for Amelia in the reef strewn Pacific east of Howland Island. Directing the search from Honolulu, Rear Admiral O. C. Murfin said it should be known by mid afternoon Monday whether Miss Earhart and her Navigator, Frederick J. Noonan, were dead or alive. Murfin said the aircraft Carrier Lexington should reach the search area Monday morning and if it used all its planes would be able to scout thoroughly the thirty six thousand square miles about the Phoenix Islands in six hours. Despite cessation of the mysterious radio signals which fanned the sparks of hope until yesterday, Miss Earhart's husband, George Palmer Putman, and others clung to the belief the avatrix landed on some island or coral formation east or south of Howland last Friday.

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RADIO PRESS:

8 July 1937

HONOLULU, T. H.

Naval flyers on the Battleship "Colorado" tuned up their engines today for the aerial search of the South Pacific, for the aviatrix Amelia Earhart and her navigator Fred Noonan. The "Colorado" is churning the Pacific on the way south from Honolulu toward the Phoenix Islands. Late today the battleship was to halt briefly to transfer fuel and other supplies to the Coast Guard cutter "Itasca" As soon as the "Itasca" received supplies necessary for carrying on the Search the "Colorado" was to sail on for Winslow reef, just north of the Phoenix Islands. The three planes aboard the battleship are ready to begin searching reefs for Miss Earhart's plane as soon as they come within easy flight of the area. The planes will inaugurate an intensive aerial hunt of the Phoenix Islands and the reefs which surround the islands. The area is so little known that even some of the reefs are not marked definitely on the latest naval charts. Meanwhile the Minesweeper Swan, continued her search. The Itasca will renew her efforts to find the missing flyers as soon as new supplies of fuel fills her tanks. The aircraft carrier Lexington and three U. S. Destroyers will refuel near Honolulu and then rush southward. The Colorado aviators hope to find the pair or the wreckage of their plane before the Lexington covers the two thousand miles between Hawaii and the Phoenix islands.

BRADLEY

PRESS NEWS

8 June 1937

HONOLULU, T.H. The U.S. Navy's battleship, the U.S.S. Colorado, was steaming at top speed today to start a combined air and sea search in a new area - The Phoenix Islands - for Amelia Earhart and Fred Noonan. The Colorado, ship of hope to a despairing world awaiting word of the lost fliers, was due to reach Winslow Bank, on the north edge of the Phoenix group, at 6:30 pacific standard time this evening, Daylight and visibility permitting. Captain Friedell, commanding, planned to catapult his three planes and start an air search immediately upon arrival at the bank, which is 280 miles southeast of Howland Island. Miss Earhart and Noonan, her navigator, have been missing since last Friday when they overshot Howland in their round the world plane flight from Lae, New Guinea. The planes aboard the Colorado are two seaters. They are able to fly 200 miles from the Colorado and back again. The Coast Guard cutter Itasca and the Navy minesweeper, Swan, were expected to search the Phoenix area later today after a futile search north, northwest, and west of Howland Island. The airplane carrier Lexington and four destroyers were destined to reach the search scene over the weekend. By that time 10 ships and 4000 men will be concentrated in a gigantic hunt for the missing fliers. Additional reports came in today - all from radio amateurs - purporting to give information either from or about the lost fliers. Charles Miguel, Oakland amateur who reported he heard signals Saturday and yesterday on Miss Earhart's wave length, said he picked up another message at 6:30 AM pst today. He said he heard a feeble voice saying "nruu nruu - khaqq calling. On coral reef southwest of unknown Island do not know how long. We are ok." Navy and Coast Guard officials were skeptical of most of the reports from determined operators.

RADIO PRESS NEWS:

9 July 1937

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THE EARHART SEARCH  
 BY SPECIAL CORRESPONDENT TO  
 COLORADO PRESS

The dawn of the second week of relentless search for the fliers finds the three vessels of the search group <sup>covering</sup> ~~converging~~ large areas with ship and plane but no sign of the fliers and any radio reports that may be authentic have entirely disappeared.

Thursday the SWAN continued towards a point at Latitude zero Longitude 175 West arriving shortly after noon, when she was directed to proceed to position latitude two south, longitude one hundred and seventy two west. This point the SWAN will reach about sixteen hundred this afternoon when she will be given directions to proceed to a rendezvous with the COLORADO for receiving fuel and provisions and delivering gasoline to the COLORADO. This destination will be dependent on the operations today. The SWAN, however, will be in a position to investigate the vicinity of Canton Island enroute to the rendezvous. The ITASCA will continue to search the area assigned to her to the south and east of latitude zero twenty south, longitude one hundred seventy eight west.

Wednesday the COLORADO planes failed to locate WINSLOW REEF and reef and sand bank to the north of WINSLOW REEF. This was not exactly surprising as their present position and existence was doubtful. However at 0657 three planes left the ship Thursday to continue to search for the Islands and the surrounding waters in the hopes that the fliers were there. Upon the return of the planes and still failing to locate the reefs, although the vicinity of the charted position was covered thoroughly, the plans were laid for the next flight to cover a seventy mile front.

(continued)

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THE EARLERT SEARCH  
BE SPECIAL CORRESPONDENT TO  
COLORADO PRESS.

(Cont)

This front was thirty five miles on each side of the course and was accomplished by the planes passing back and forth out to their thirty five mile limit as the COLORADO continued on... At 1535 the planes returned with <sup>the</sup> report that although visibility exceptional, nothing was sighted. The third flight, from 1620 to 1730, extended the advance of the seventy mile front to a total of fifty miles, making an area of 3500 sq. miles covered by the last two flights. The area covered by the first FLIGHT easily brought the total Square miles covered yesterday to over five thousand.

From the point of recovery of the planes at 1730 yesterday afternoon the COLORADO went to latitude 2-30 south 175-00 west, where course 180 was set for the night. At 0400 at latitude 3-50 south longitude 175 west, the course was changed to 115° until latitude 4° South is reached at 0700. At this point course 162 will be taken to about latitude 5½, when course east will be set. The planes will take off at seven A.M., weather permitting, and cover McKean and Gardner and probably Casondelet reef. The operations for the afternoon will probably be over the intervening water area approaching Hull Island, with a flight to Hull if daylight still permits.



\* \* \* \* \*

A chart is published in this issue showing the track of the searching ships and the approximate areas covered. It is estimated, taking into consideration the visibility, that to this morning the ITASCA has searched 16360 square miles, the SWAN 7500 square miles, and the COLORADO and her planes 14950 square miles making a total of 38810 square miles. This will be greatly increased by plane operations from the COLORADO Friday and Saturday.

During the past twenty four hours but two reports of the plane have been received, showing that interest is falling off or the cranks subsiding, or if actually signals were heard that they have been reduced. There are times when some people are accidentally lead astray. As the COLORADO was picking up her planes this afternoon a priority was received that a reputable citizen of Hilo had heard at 1515 our time Amelia Earhart and Frederick Noonan calling the ITASCA and the ITASCA answered. Now at 1800 to suddenly receive this word of a message having been from the ITASCA was a shock but a moments thought brought to mind that the COLORADO was in constant radio touch with the ITASCA. The COLORADO was radio guard to shore stations for the ITASCA and so far this ship had handled no word from the ITASCA about such a conversation. What then did it mean? A fake intentionally perpetrated or a mistake? The mystery was solved shortly by the report that the listener had accidently turned in on the March of Time broadcast and believed the reproduction or acting to be real.

The Commandant forwarded a despatch received from Melbourne, Australia saying "Plane between Howland Samoa group ten hours West" No further information was given or

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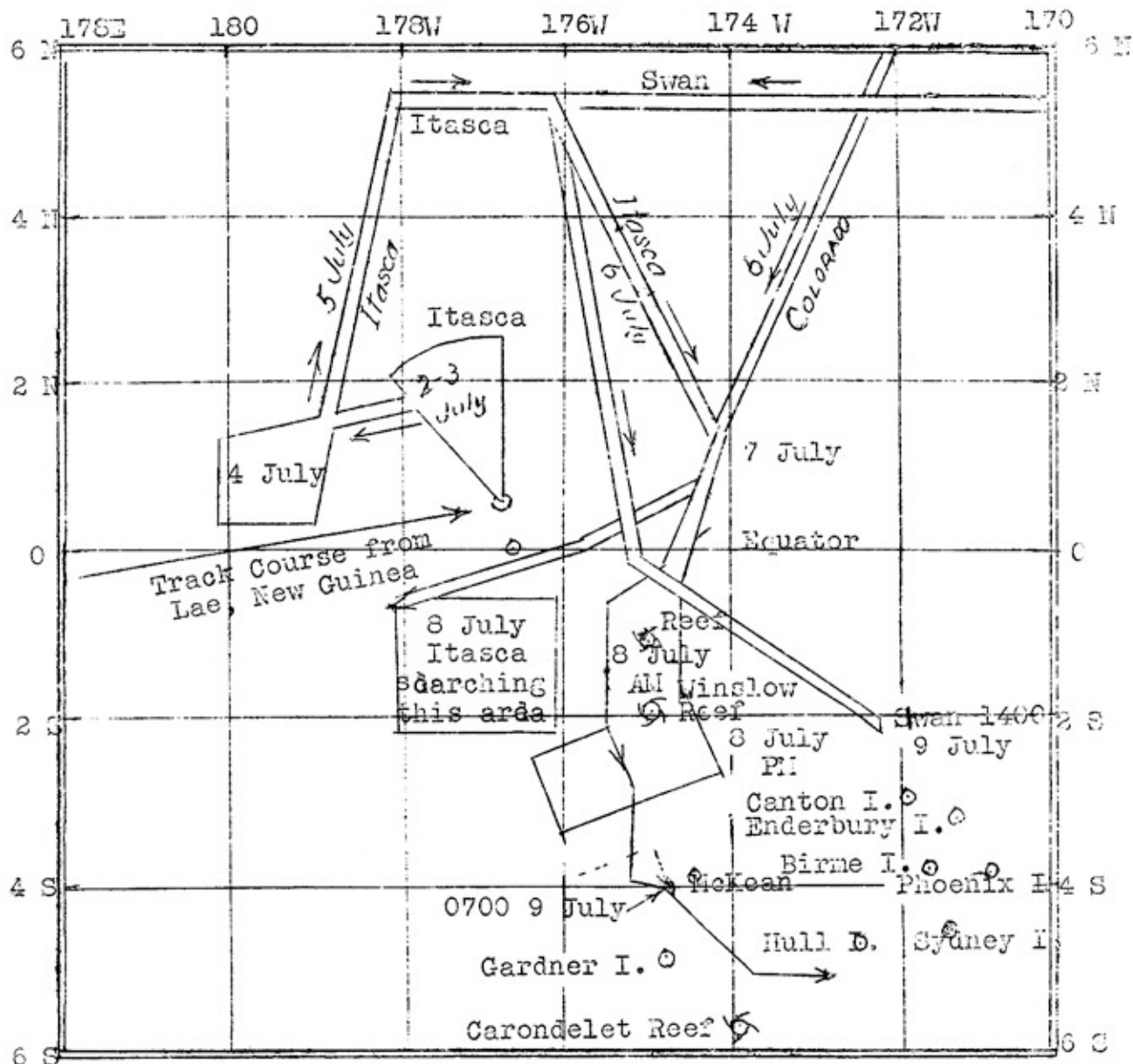


CHART OF TERRITORY COVERED IN SEARCH  
 FOR AMELIA EARHART AND CAPTAIN  
 FRED NOONAN AND THEIR PLANE

RADIO PRESS NEWS

9 JULY 1937

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CONTINUED FROM PRECEDING PAGE

verification. The Phoenix group is between Howland Island and the Samoan Group. Ten hours West would be longitude 150 West. We are searching 1400 miles West of there. But after all, who <sup>can</sup> say the plane is 150 West and why?

A systematic search is being conducted over the most ~~logical~~ <sup>logical</sup> areas now and will be greatly expanded by the Lexington group, which fueled at Hawaiian Islands yesterday and should arrive by the first of the week

PRESS YEOMAN - DESHLER

Davy Jones arrived aboard last night and was royally welcomed by the shell-backs. He had Subpoena and Summons Extraordinary which he handed out with out fear or favor to the Pollywogs. He informed the ship that Neptunus Rex and his court will arrive aboard at 0830, today and as TODAY is the DAY and, according to the Subpoena and Summons, this scribe has some actions to account for and a watch to stand in blues it is best he stop now and say nothing more until after the ceremony as he is afraid anything he might say would be used against him. WOE BETIDE ANY ONE WHO INCURS THE RAGE OF NEPTUNUS REX!

Deshler.

U.S.S. COLORADO

6 July, 1937

Enroute Howland Island

Considerable excitement and enthusiasm was experienced today by the arrival on board of the following dispatch:

"FROM: NEPTUNE REX, RULER OF RAGING MAIN, ON THE EQUATOR.  
TO : U.S.S. COLORADO."

"0000 MSG CAPTAIN FRIEDEL I HAVE LEARNED FROM GOOD AUTHORITY THAT YOUR SHIP IS HEADING FOR MY DOMAIN WITH A CARGO OF EMINENT PASSENGERS PERIOD I AM GRATIFIED TO LEARN OF THEIR PRESENCE ON BOARD THE COLORADO AND REQUEST THAT YOU ADVISE IF THEY ARE ALL LOYAL SHELLBACKS OR IF YOU HAVE ABOARD SOME POLLYWOGS, IN ORDER THAT A PROPER AND FITTING RECEPTION MAY BE GIVEN THEM UPON THEIR ARRIVAL IN MY DOMAIN UPON THE EQUATOR PERIOD I MET MANY OF YOUR CREW LAST YEAR AND WELCOME THESE TRUSTY SHELLBACKS AS MY LOYAL SUBJECTS AND I FEEL SURE THEY WILL PLAN A ROYAL RECEPTION EQUAL TO THE OCCASION FOR THESE MOST EMINENT OF POLLYWOGS SIGNED NEPTUNUS REX RULER OF THE RAGING MAIN 1000"

The enthusiasm was noted on the part of Shellbacks only, but the excitement was prevalent among the Pollywogs also, although there was an unmistakable element of fear present.

The Commanding Officer, Captain W. L. Friedell, U.S. Navy, replied as follows:

"FROM: U.S.S. COLORADO.  
TO : NEPTUNUS REX, RULER OF RAGING MAIN, ON THE EQUATOR."

"0005 I HAVE YOUR MESSAGE AND PERMISSION IS REQUESTED TO ENTER THE EMINENT DOMAIN OF NEPTUNUS REX OF THE RAGING MAIN PERIOD IT IS REGRETTED THAT THERE ARE ON BOARD THE COLORADO A LARGE NUMBER OF POLLYWOGS CONSISTING OF PRESIDENT SIEG COMMA PRESIDENT BRITIAN COMMA DEAN DERLETH COMMA DOCTOR BELL COMMA COMMANDER BEARY COMMA MEMBERS OF ROTC UNITS OF THE UNIVERSITY OF CALIFORNIA AND WASHINGTON AND MEMBERS OF THE CREW BUT WITH THE ABLE ASSISTANCE OF THE TRUSTY SHELLBACKS AS DIRECTED BY YOUR LOYAL SUBJECTS I FEEL SURE THAT THEY WILL BE PROPERLY INITIATED INTO THE MYSTERIES OF THE DEEP COMMA ALLOWED TO ENTER THE REALMS OF NEPTUNUS REX RULER OF THE RAGING MAIN AND WILL IN THE FUTURE BE WELCOME PERIOD ANTICIPATING ANOTHER VISIT WITH YOUR ROYAL HIGHNESS I REMAIN SIGNED CAPTAIN FRIEDEL 1200"

This dispatch in no way eased the anxiety of the Pollywogs but heightened the fiendish glee of the Shellbacks on board who could be seen going around the ship pointing at various Pollywogs and muttering to one another words not heard by the Pollywogs but appearing to indicate no good for the Pollywogs.

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Press Yeoman: Mullen, M. E.

U.S.S. COLORADO

Page 1 continued.

Several college students on board of the Pollywog variety were heard to wonder if after all a college education on the high seas was worth while. Pollywog sailors were heard to confess that, after all, life on the farm was not so bad, and more than one University dignitary said something about doubting the advisability of accepting invitations for a ride on a ship when the destination could be so easily changed.

All Pollywogs are, however, agreed that it is <sup>too</sup> far to swim ashore and that while they will enter the Eminent Domain of Neptunus Rex of the Raging Main, on the Equator, with fear and trembling, and not exactly willingness, it is too late to turn back, and if they are not destroyed by Neptunus Rex, they will delight in the idea of becoming Shellbacks.

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Press Yeoman: Mullen, M. E.

U.S.S. COLORADO

RADIO PRESS NEWS:

9 July 1937.

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HONOLULU, T.H.:— Swift Naval airplanes droned over the sun-baked reefs and treacherous shoals south of Howland Island today, but reported no trace of Amelia Earhart and her navigator, Fred Noonan, supposedly down in that area six days ago. The planes returned to the battleship COLORADO and prepared to take off again, spreading over a wider area in the uncharted ocean below the equator, along Winslow bank and the northern fringe of the Phoenix Islands. Cloudy weather and squalls were impeding the search. The Coast Guard Cutter, Itasca, meanwhile cruised west of Howland but also reported no trace of the lost fliers. In another section, east of the tiny coral land, Miss Earhart's goal on the flight from Lae, New Guinea, on which she was forced down, the minesweeper, SWAN, explored the long Pacific swells but reported no sight of wreckage. It has been 150 hours since the daring fliers last radioed her position to the Itasca "about 100 miles from Howland, " and during that time not a single absolutely authentic message has been received. A 24 hour silence in the string of intermittent signals that have poured in all week, presumably from the lost flier, but none giving definite positions, was broken today by a report from a Montana Radio Operator, who said he received a message from the plane. The Coast Guard relayed the message to the COLORADO and ITASCA. The amateur, Ray Havens, said the message came in clearly in a man's voice and quote it as say "173 west longitude, 5 south latitude. Okay, but help needed. KHAQQ. The call letters of Miss Earhart's plane forced down last Friday on flight from Lae, New Guinea are "KHAQQ."

U.S.S. COLORADO

RADIO PRESS NEWS:

9 July 1937.

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MARKETS AT A GLANCE:- Stocks higher under lead of US Steel. Bonds higher led by railroad issues. Durb Stocks irregularly higher in quiet trading. Chicago stocks higher and quiet. Foreign Exchange easy. Cotton futures gained more than 1 dollar per bale. Grain futures closed firm at Chicago corn 2/8 to 2-3/4 cents a fine bushel.

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HONOLULU:- Navy planes, searching for Amelia Earhart and Fred Noonan, her navigator, soared aloft again today in the vicinity of Winslow, McKean, and the Phoenix Islands, an area as large as Indiana. Three pilots from the battleship COLORADO flew over the bank late yesterday but failed to sight the big plane in which the fliers were forced down Friday on the Guinea - Howland Island Leg of their world girdling flight. There are only three planes with the COLORADO but they will search the Islands daily until the airplane carrier LEXINGTON arrives Sunday with its more than three score planes. Supplementing the search from the air until the LEXINGTON gets close enough to send out planes, will be the COLORADO, Minesweeper SWAN, and the Coast Guard Cutter ITASCA.

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RADIO PRESS NEWS:

11 July 1937.

THE EARHART SEARCH

BY

Special Correspondent to COLORADO Press.

Yesterday the Press contained a chart of the area covered 9 July and the prospective flight of forenoon 10 July. The prospective flight was carried out and in the afternoon Canton Island was covered by a flight. Yesterday was a day of hope. Five Islands were to be covered and if the Earhart plane had succeeded in reaching any one it was reasonable to assume the fliers were safe. As island after island was covered and the reports came in from the planes that no sign of human life existed on the islands hope faded and finally when Canton Island, the last of the Phoenix Group, was searched with no success the situation became dismally dark.

Today, the tenth day, has seen all land areas within 450 miles of Howland Island carefully combed for the fliers. In addition thousands upon thousands of square miles of open water have been covered. It is to be hoped the fliers are still afloat and the Lexington fleet of planes will find them but facts and figures makes it doubtful. The COLORADO at 0700 catapulted planes from lat. 3°51" South Long. 172-15 West for a flight to Sydney, Phoenix, Enderbury and Birnie in the order named. And at 1015 in lat. 03-22 long. 172-02 recovered them. Sydney was the only island which showed any signs of recent habitation and in appearance was much the same as Gardner Island. It was dotted with groves of coconut palms and had the inevitable lagoon, large enough for a seaplane to make a safe landing. Phoenix and Birnie had only the appearance of a lagoon, the latter island being very small. Enderbury had a lagoon but it was very shallow. Upon return of the planes the SWAN came alongside and was fueled and provisioned. The SWAN appeared muchly in need of fuel and was so light that when the bow rose on a wave

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Special Article Earhart Search.

it appeared to be mistaking its sea-plane tender mission for that of a sea plane about to take off.

At 1445 in lat. 03-22 longitude 171-45 the planes were catapulted for the search of Canton Island . Canton island according to Lieutenant Lambrecht, the aviator we are indebted to for the description of the islands, was the largest of the group. It took approximately fifteen minutes to fly around it. Its lagoon was deeper than those of the other islands but was crossed with coral reefs in such a manner as to make it dangerous for landings except at two places, one at each end of the island. The island has very few trees but considerable scrub vegetation. At the western end there remains the shacks and scaffolding erected by the recent eclipse expedition.

At 1600 in latitude 03-06 South Longitude 171-43 West, set course 350 speed 15 knots. This course will carry the COLORADO by 0700 Monday to the position 05-50 North 173-15 West where rendezvous will be made with DesDiv 3. the destroyers of the Lexington group who will be fueled from the COLORADO. At 0600 this morning the COLORADO crossed the Equator for the second time in a week and left the southern latitudes behind. After fueling the destroyers it is expected the COLORADO will proceed Pearl Harbor arriving Friday afternoon and after refueling will leave early Saturday for the West Coast. Times and dates are still uncertain, but it is believed San Francisco will be reached first, then Seattle.

And so as we cross the equator going north and reach the northern limits of the search area this correspondent will close his column for this cruise unless any further search operations other than along the course to the rendezvous take place. We leave behind us the ITASCA covering the water area south of Howland and the SWAN searching in a north westerly direction from the rendezvous across the water area of the Phoenix group.

RADIO PRESS NEWS:

11 July 1937.

HONOLULU, T.H.

Naval Authorities directing the vast search for Amelia Earhart and Fred Noonan, missing for nine days in the South Pacific placed their last forlorn hope today on the 62 Planes of the Aircraft carrier Lexington. Openly pessimistic, Officials said the slim chance that the fliers would be discovered depended upon the success of the flights of the Lexington Airmen scheduled to start early next week. Pending the arrival of the Lexington the battleship COLORADO and its three planes resumed the search in the Phoenix Area Southeast of Howland Island. The Coast Guard Cutter ITASCA and the minesweeper SWAN also continued the forlorn quest. Neither the ships nor the COLORADO's planes have found the slightest trace of the missing fliers and their \$80,000 flying laboratory. One Navy Official said the search will not be effectively started until the Lexington arrives. But, privately, those aboard the COLORADO felt the chances of finding the Fliers alive is now one in a thousand. There has been no radio signal or message of any kind purporting to come from Miss Earhart in the last 60 hours. None of the early calls were ever checked as authentic.