American Samoa In World War II

Prepared by
Jack C. Hudson
Kay G. Hudson
Cultural Resource Services, Inc.
226 Lakeshore Drive
Seabrook, TX 77586-6129
713/326-5171

for
American Samoa Government
Department of Parks and Recreation

June 15, 1994

Final Draft
ACKNOWLEDGMENTS

The writers would like to thank many people for their help and support in completing this project. Stan Sorensen, Historic Preservation Officer for American Samoa, and David Herdrich, former Territorial Archeologist for American Samoa, were of great assistance in organizing and carrying out project research. Mr. Herdrich assisted with the survey and took many of the photographs. Thanks also to the office staff of the Department of Parks and Recreation.

And particular thanks to the many Samoan people who generously gave of their time and memories in showing the survey team places of interest and telling their own stories of American Samoa in World War II.

Faafetai
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SOUTH SEA STATION

The United States Exploring Expedition that visited Samoa in the late 1830s was not the island group’s first contact with the outside world. Outsiders as varied as American whalers and representatives of the London Missionary Society had reached the islands in the 1820s and 1830s (Gray 1960).

Lieutenant Charles Wilkes, USN, the commander of the Exploring Expedition, recognized the potential importance of the islands as supply and repair ports for the American whaling fleet. As international commerce developed during the nineteenth century, particularly between the west coast of the United States and the business communities of Australia and New Zealand, the excellent harbor at Pago Pago became increasingly attractive to both commercial and naval interests (Hall 1985:332).

In 1872 Commander Richard W. Meade, USN, arranged a treaty with the principal chief on Tutuila, the Mauga, allowing the United States the exclusive right to develop a naval station at Pago Pago, but the United States Senate, going through one of its more isolationist phases, refused to ratify the agreement (Hall 1985:333). The islanders, however, apparently considered the agreement binding and cooperated with Meade when he drew up a list of commercial regulations for the port of Pago Pago. Meade established a board consisting of the Mauga, the local agent of the California and Australian Steamship Company and the various foreign consuls in the islands to enforce the regulations (Gray 1960:58).

The Samoans, perhaps feeling a bit isolated and vulnerable as they saw more and more foreign ships in their waters, continued to seek protective alliances with both the United States and Britain. In 1878 the United States Senate ratified a treaty giving the United States the right (no longer exclusive) to establish a naval station at Pago Pago, but passed on the opportunity to annex the islands (Hall 1985:333).

Included in the provisions of the treaty of 1878 was the right to maintain a coaling station on Tutuila. For the princely sum of ten dollars per month, the United States Navy rented a tract of land at the village of Fagatogo, on the southern shore of Pago Pago Bay. Piers were built, but not sheds, and frequent rains washed dust from the unprotected coal into the bay. At this time the nearest United States government representative was the American Consul at Apia, on the island of Upolu, who hired a local man to manage the coaling station (Hall 1985:334).

Through the final two decades of the nineteenth century, tensions rose and fell between the Americans and British in the area on the one hand and the expanding interests of Germany on the
other, culminating in 1899 in a series of small but fatal clashes between the chaotic Samoan government, possibly inspired by sub rosa German assistance, and the Americans and British (Hall 1985:333).

The resulting negotiations between the United States, Great Britain and Germany, signed on 14 November 1899, assigned Tutuila and the other islands east of the 171st meridian to the United States and the western islands to Germany, the latter having traded concessions in other parts of the South Pacific to Britain in return for control of western Samoa (Hall 1985:33).

United States Naval Station, Tutuila

In 1889, at an earlier period of high tension with Germany over the Samoan Islands, the United States Navy had decided to take a serious look at the pros and cons of constructing an actual naval station at Pago Pago. Rear Admiral Lewis A. Kimberly traveled to Tutuila to choose a site, recommending an area east of Fagatogo, including the peninsula known as Goat Island. Due to delays in land purchases, actual construction of the naval station was not begun until 1898 (Hall 1985:334).

A Presidential Executive Order issued on 19 February 1900 placed American Samoa under the jurisdiction of the Navy Department. On the same day the Secretary of the Navy issued an order establishing the islands as a naval station under the control of a commandant (Burke 1945b:2).

The first Commandant of the Naval Station, who had arrived in August 1899, was Commander Benjamin F. Tilley. Although the title was not officially added to the Commandant’s position until 1905, Tilley was for all practical purposes the first governor of American Samoa. He set the tone and form of government that was to last with only minor changes throughout the Navy’s fifty-one-year administration of the islands. Tilley also arranged the formal deeds of cession to the United States of Tutuila (April 1900) and Manua (1904), established the lasting principle that land could not be alienated (sold to non-Samoans), and founded the Fita Fita, the native militia or guard, its members becoming Navy “landsmen” (Hall 1985:335).

By necessity, Navy men filled dual roles in the command structure of the Naval Station and the civil government of American Samoa. The Commandant also commanded the station ship and handled the civil duties of governor, with the assistance of a civilian secretary of native affairs. The captain of the yard at the Naval Station also acted as chief customs officer, superintendent of roads, and sheriff. A Navy paymaster, doubling as storekeeper of the station, served as treasurer, while the Navy medical officer was also the government health officer (Hall 1985:335).

Matters of local government and custom were largely left to the Samoans. American Samoa was divided into three districts, Eastern Tutuila, Western Tutuila, and Manua, based on traditional usage, each with a native district governor appointed by the Commandant. Whenever possible, the Navy administrators left Samoan usage and custom in place (Hall 1985:335).
During the period before the First World War, the coaling station, which was the focal point and primary function of the Naval Station, consisted of a coal shed with a capacity of about 4200 tons and a steel wharf. Coal was supplied only to United States Navy vessels. The Naval Station facilities also included storehouses and a small power plant for refrigeration and electric lighting. Fresh water, often in short supply, came from a reservoir in the valley behind Fagatogo. A station ship supplemented the facilities onshore, and many of the Navy personnel had duties on both. The complement was not large, and included the Commandant, captain of the yard, general storekeeper, medical officer, chaplain, lieutenant, pay officer, chief machinist, and pay clerk (Hall 1985:334).

The first echoes of World War I reached Samoa when two German ships, coming from Apia in German Samoa, entered Pago Pago Harbor in August 1914, their captains asking to be interned. By the end of the month an expeditionary force from New Zealand and a British Royal Navy force had landed at Apia, effectively ending the short formal existence of German Samoa. This was also the end of World War I action in Samoa. When the United States entered the war three years later, the Navy seized the two German ships, still interned in Pago Pago Bay, but found little use for them (Hall 1985:336).1

The Fita Fita Guard

The Fita Fita Guard was organized in 1900 by Commander Benjamin F. Tilley, the Naval Commandant, who requested authorization to recruit about fifty Samoans as Navy landsmen. Tilley was considering the usefulness of a small organized force of Samoans at his disposal in case of trouble in the interior. The original force consisted of forty-eight landsmen, four musicians, and six men to act as petty officers. In 1902 the Commandant found them “not... thoroughly reliable. They have as a rule not much idea of responsibility,” but recommended retaining them nonetheless (Bates 1940:6–7).

Band instruments were requisitioned in August 1902, and the musical membership of the Guard was increased to fifteen natives led by a regular Navy petty officer as bandmaster. By 1912 the regular composition of the Guard included three coxswains, three seamen, four ordinary seamen and forty-eight apprentice seamen, plus the band. Two more positions were added in 1916 in connection with the Navy medical facilities. Members of the Fita Fita Guard were full enlisted men in the Navy, and their entitlement to retirement privileges after thirty years of service was affirmed in 1924 (Bates 1940:7).

An experiment in assigning Samoans to the complement of the Navy station ship, attempted in 1931, was not successful. Bates cites a number of “racial characteristics” that rendered Samoans unsuited for such duty; with the possible exception of a tendency to suffer from seasickness, the list sounds remarkably specious today (Bates 1940:7).

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1 Western Samoa remained under the control of New Zealand, first as a League of Nations Mandate and then as a United Nations Trust Territory, until its independence in 1962.
A Marine Corporal named Lewis led the Fita Fita in 1901 and 1902, but it was Marine Gunnery Sergeant John F. Cox, taking command in May 1904, who is credited with turning the Guard into an efficient and impressive unit. Following Cox's death in a landslide in 1907 the unit was led by a succession of Navy Chief Petty Officers, until Marine Gunnery Sergeant L. Jenkins took over, returning the unit to Marine leadership in May 1918 (Bates 1940:7).

By 1940 there was a long waiting list of potential enlistees for the Fita Fita Guard and Band. The Guard's duties included assignments as guards, messengers, boat crews, working parties, etc. Fita Fita assisted medical corpsmen at outlying locations, and one was a radio operator. Their uniform included a white undershirt, white or blue lavalava, red turban and cummerbund, with rating insignia on the lavalava; no shoes were worn. In 1940 they were the highest paid natives on the island. Military training was limited to drill, weekly parades, monthly inspections, and very occasional small arms practice (Bates 1940:8).

The Fita Fita guarded the jail, which was rarely if ever locked. Prisoners sat happily in the doorway and the jailers left a bunch of bananas within their reach for self-service snacks (Woodbury 1946:240). The Fita Fita also served as the local police force, able to keep order without the need for arms. The men were described by a young American Marine officer as mature, quiet, and dignified (Metzger 1982:32).

The duties of the Marine Corps First Sergeant in charge of the Fita Fita Guard included such drill as he thought necessary and suitable. Navy personnel took care of all the paperwork, but the sergeant served as warden of the island's prison and as fire marshal (equipped with a new $4,000 fire truck and a Fita Fita crew) (Bates 1940:9).

The Fita Fita Guard began serious training for defensive duties in 1941. Members were sent to the villages to train the civilian population in basic defense. In July 1941 thirty of the Fita Fita were assigned to train with the 7th Defense Battalion. Between the outbreak of war and the arrival of the 2nd Marine Brigade in January 1942, the Fita Fita assisted the 7th Defense Battalion in manning the island defenses. During the war the Fita Fita stood interior guard, and manned outposts, small boats and many of the island defenses. By 1945 they were largely back to their usual peacetime assignments at the Naval Station (Burke 1945b:133–134).²

Prewar Conditions

The Naval Station of the 1920s was very little different from the Naval Station of two decades earlier. It remained primarily a supply port, intended only for Navy vessels but occasionally taking pity on a merchant ship needing enough coal to reach the next commercial port. The water supply had been improved, and was now sufficient for both drinking and boiler supplies. Two 55,000-barrel storage tanks for fuel oil were installed in 1922, along with pumping

² Fita Fita enlistment was closed in January 1947. On July 1, 1951, when the Navy withdrew from American Samoa and the Fita Fita unit was dissolved, those members who had not served the twenty years required for transfer to the Fleet Reserve volunteered and were accepted for enlistment in the regular Navy (Darden n.d.:3)
equipment, but in 1927 the tanks had never been used for oil and held only water. A hydroelectric power plant went into operation in 1926. Personnel during this period included sixteen officers at the station (additions since the early days included a dentist, a radio officer, and a civil engineer), fifty-four enlisted men on the station ship, and 147 enlisted men at the station. The latter group included the seventy-member Fita Fita Guard and six native seamen attached to the medical department (Hall 1985:336).

By the late 1930s the Naval Station facilities included a small wharf about three hundred feet long, with no storage space; a large, powerful radio station; a few tons of coal remaining from the original depot, but no fuel oil facilities; housing facilities for the officers and enlisted men; office space consisting of four desks in the Public Works Office; and machine, carpentry, plumbing and sheet metal, paint, and electric shops—one each—and a garage, all poorly equipped. Power for the station, 220-volt direct current, was supplied by four diesel generators and one Pelton wheel, although of the total installed capacity of 335 kilowatts, only 140 kilowatts was in the form of reliable (new) machinery. Distribution lines were limited to the station proper. Water was supplied to the Naval Station and to the adjacent villages of Fagatogo and Utulei from two reservoirs with a combined capacity of 2,163,000 gallons. A limited number of roads, about nine feet wide and very crooked, served the station area (Navy Department n.d.a, vol.2:A-18).

An undated prewar survey of the Samoan coast designated the most important strategic areas as the section of the north coast from Afono Bay to Fagasa Bay and the section of the south coast from Lions Head to Point Deceit (Matauuotafuna Point). Much of the coast was naturally protected by coral reefs and rocky beaches or cliffs. Many of the villages were isolated by rough terrain from the land side but connected with other villages by small boat channels around and through the reefs. Virtually every village had a whitewashed church building, easily visible from the water and often marking the head of the boat channel (Anonymous n.d.a).

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3 A Pelton wheel is a type of hydraulic turbine based on a ring of bucket-shaped blades (Corbeil 1986:643).
PREPARATIONS FOR WAR

In May 1938 the United States Congress directed the Secretary of the Navy to appoint a board of Navy officers to assess the current state of Navy bases with an eye to enlarging older bases and establishing new ones as necessary “for purposes of national defense.” The Hepburn Board, as it came to be known, consisted of five officers headed by Rear Admiral A.J. Hepburn, Commandant of the 12th Naval District in San Francisco and former Commander-in-Chief of the United States Fleet in the Pacific. Members of the Board were strongly inclined toward the development of air power (Woodbury 1946:39–42).

Although the board covered twenty thousand miles in its examination of existing facilities and possible new locations, even this amount of travel included only the coastline of the United States, Cuba, Puerto Rico, and the Virgin Islands. Decisions affecting the Pacific were made largely from maps; a primary consideration was the fuel capacity (flight range) of the seaplane. Availability and quality of anchorages, remoteness, living and working conditions, prevailing winds and sheltered waters were also important considerations (Woodbury 1946:39–42).

The Hepburn Report, submitted on 1 December 1938, recommended the development of Guam (which was then surrounded by islands under Japanese Mandate) as a major air and sea base, a clause that brought the Navy into conflict with the Congress as well as with the Japanese Ambassador. Other Pacific bases recommended for improvement or development included Hawaii (primarily Pearl Harbor, with other sites to be considered), Midway Island, Wake Island, Johnston Island, and Palmyra Island, roughly in that order of importance (Woodbury 1946:45–49). Rose Island, a small atoll belonging to American Samoa, was recommended for development for tender-based patrol plane operations, along with Johnston, Palmyra, and Canton islands (Morison 1948:33fn).

In May 1939, Congress passed the necessary appropriation bill ($63,000,000) for the Navy’s air bases, covering all but Guam and Wake Island, both of which were considered political problems. The Chief of the Bureau of Yards and Docks, Admiral Ben Moreell, had already created a Naval Air Base Construction Board to handle the administration of the immense task, which was broken into three areas: the mainland coast, Alaska, and the Pacific Islands (Woodbury 1946:55–56).

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Members of the Board included Rear Admiral E.J. Marquart, a submarine officer, Captains J.S. Woods and Ralph Whitman (the latter a civil engineer with the Bureau of Yards and Docks), both of the Navy’s Shore Station Development Board, and Captain A.L. Bristol, an aviation officer (Woodbury 1946:39–42).
A specific report on American Samoa, prepared in 1939 by the War Plans Section of the Marine Corps, recommended sufficient defenses to repel raids and minor aircraft attacks. At the time of the report the existing armament on Tutuila consisted of the station ship, USS Ontario, with two three-inch guns (including one antiaircraft), two three-pounders, one machine gun, twelve rifles, and six automatic pistols, and on shore one three-inch 50 caliber field piece, four three-pounders, 111 rifles, and eleven automatic pistols. Further guns and ammunition had been authorized, including four three-inch antiaircraft guns, three six-inch guns and mounts, one hundred contact mines, 440 rifles, thirty-nine machine guns of various types, and twenty-five automatic pistols. Navy personnel at the time consisted of one officer and fifty-two men (including four Samoans) on the Ontario, and seventeen Navy officers, seventy-two enlisted men, one Marine sergeant and seventy-six members of the Fita Fita Guard on shore (Anonymous 1939).

The Marine Corps report, not always in agreement with the recommendations of the Commandant of the Naval Station, proposed placing two six-inch guns on Double Point (Matautu Point) at Pago Pago Harbor, and one on the north coast, possibly at a point west of Vatia anchorage and south of Pola Island. The antiaircraft guns were to be used as a battery at Pago Pago. The report also recommended making as much use as possible of the native troops (the Fita Fita Guard), suggesting that they be trained in large groups with men from all over the island to develop their sense of island-wide loyalty (Anonymous 1939).

These recommendations fell considerably short of those made the following year by Captain Penley. Captain A.R. Penley, USMC, arrived in Pago Pago in 1940 to study conditions on Tutuila, make specific recommendations, and draw up local defense plans. Directives issued in July 1940, based on Penley's report, called for expansion of quarters for officers and enlisted men, expansion and addition of storage and supply facilities, improvement of the existing roads and construction of new ones, construction of a new dispensary and generators, assignment of additional machinery and construction equipment, acquisition of additional land, and improvement of the sanitation facilities. Much of this expansion was authorized and begun in the fall of 1940 (Burke 1945b:23–26). A Marine Defense Battalion was to be sent to Samoa no later than 15 January 1941, equipped with additional tractors and trailers with which to set up the previously unmounted guns already on the island and the additional guns to be sent out as quickly as possible. The Bureau of Yards and Docks was to establish a small airfield and facilities for seaplanes. The Governor of Samoa (the Naval Station Commandant) was to "make recommendations regarding the recruiting, organization, administration and employment of a native military force of approximately 500 enlisted men." Somewhat optimistically, the Chief of Naval Operations directed that "All steps will be completed for the effective defense of the island prior to 1 March 1941" (Stark 1940).

Civilian Construction

A consortium of civilian construction firms, including Turner Construction of New York, Raymond Concrete Pile Company of New York, and the Hawaiian Dredging Company of Honolulu, was chosen to begin wide-ranging work on the Pacific Bases under Contract NOy-3550.
Samoa was added to the project under Contract NOy-4173 (11 July 1940), as were more contractors: Morrison-Knudsen Company, Inc., of Boise, Idaho, J.H. Pomeroy & Company, Inc., of San Francisco, Utah Construction Company of Ogden, Utah, W.A. Bechtel Company of San Francisco, and the Byrne Organization of Dallas, Texas. Utah Construction was assigned the lead role at Samoa (Woodbury 1946:66, 140, 230).

The first construction reconnaissance party arrived on Tutuila from Pearl Harbor in December 1940. The projected work quickly expanded from the original fuel tanks to gun emplacements. As the resident Marines were unwilling to carry the enormous and extremely heavy guns up the sides of mountains, it seemed the job would require steel rails, cable, and hoisting gear. Most of this wasn’t available. The job was done instead with wooden flatcars (running on wooden rails and wooden wheels) and cable hoists powered by an elderly engine and gasoline motor borrowed from a Navy garage. The cement, steel, and gravel for the emplacements were carried up the mountains by Samoan workers (Woodbury 1946:233–234).

The original construction contract for Samoa allotted $300,000 for fuel oil, diesel oil, and gasoline storage facilities. Later additions, however, totaled almost $11,000,000 and covered ninety-eight projects, including general expansion of facilities, an airfield and hangars, a net depot, gun emplacements, magazines, and so forth (Navy Department 1947:210). At its peak the contract covered work on the following projects (Navy Department n.d.a, vol.2:A-3–5):

21 Fuel oil storage and pipe line
22 Diesel oil storage and pipe line
23 Gasoline storage and pipe line
26 Chief Petty Officers quarters (4)
40 Dispensary and accessories
308 Net storehouse and office
309 Open storage area—fencing
310 Launching ramp
311 Depot services and quarters
312 Bombproof communication center
313 Barracks and mess facilities
314 Bakery building and equipment
315 Bachelor Officers’ Quarters (19)
316 Officers’ quarters (9)
317 Non-commissioned officers’ quarters (8)
318 Quarters for noncommissioned officers (19)
319 Recreation-post exchange building
320 Bombproof shelters for personnel and equipment
321 Cold storage facilities
322 Laundry building and equipment
323 Dispensary
324 Administration building
325 Gun emplacements and magazines
326 Storage facilities
Power plant and equipment
Water supply—service system
Extension roads, walks
Temporary construction facilities, including Tafuna
Enlisted married men's quarters (20)
Quarters enlisted personnel (150)
Ice manufacture plant
Additional storage facilities
Relocation and improvement buildings
Public works garage—offices
Combined shop building
Improvement of power plant and distribution systems
Sanitation bay—station area
Additional hospital facilities
Mooring and berthing facility
Bulkhead—fill—grade—dredge
Seaplane ramp
Seaplane parking area
Gasoline storage—distribution (50,000 gallons)
Boathouse—small boat landing
Roads—walks—service lines
Storehouse
Barracks (20)
Clearing of land
Hangar (2.52 feet x 200 feet)
Runways
Barracks—messhall facilities (300)
Quarters for officers (10)
Bachelor officers' quarters (10)
Non-commissioned officers' quarters
Recreation facilities—station personnel
Bombproof shelters—personnel
Dispensary (first aid)
Station maintenance building
Bombproof power plant—equipment
Firehouse
Storehouse
Gas storage—distribution (250,000 gallons)
Water supply—service system
Roads, walks, service systems
Quarters, officers—accessories
Extension of commissary, etc.
Road—Pago Pago to Fagasa
Additional clearing, grading, and surfacing land plane runways
Warming up platform
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<td>Shelters and other defense facilities</td>
</tr>
<tr>
<td>664</td>
<td>Defense construction</td>
</tr>
<tr>
<td>681</td>
<td>Emergency military construction</td>
</tr>
<tr>
<td>701</td>
<td>Miscellaneous equipment, boat landing, concrete slab</td>
</tr>
<tr>
<td>747</td>
<td>Barracks for boat crews</td>
</tr>
<tr>
<td>748</td>
<td>Paving pier approach road, etc.</td>
</tr>
<tr>
<td>749</td>
<td>Additional reservoirs and water mains</td>
</tr>
<tr>
<td>750</td>
<td>Additional ward buildings (2)</td>
</tr>
<tr>
<td>751</td>
<td>Additional defense facilities</td>
</tr>
<tr>
<td>752</td>
<td>Extension to dispensary facilities</td>
</tr>
<tr>
<td>753</td>
<td>Barracks for corpsmen</td>
</tr>
<tr>
<td>775</td>
<td>Installation of Diesel filtering plant</td>
</tr>
<tr>
<td>811</td>
<td>Bombproof protection radio station buildings</td>
</tr>
<tr>
<td>872</td>
<td>Additional gas storage and distribution (5 tanks)</td>
</tr>
</tbody>
</table>

Obtaining supplies presented serious difficulties because of the isolation of Samoa, twenty-four hundred miles from headquarters at Pearl Harbor. Even the radio circuits were frequently inaccessible in 1941, and requests had to be sent by mail, a very unscheduled proposition. Eventually the Utah Construction foreman in Samoa, Shirley Corfield, was given carte blanche; the alternative involved waiting weeks for decisions to be made elsewhere (Woodbury 1946:238–239).

Local construction work was also made difficult by the rather rigid standards applied uniformly to Navy base construction all over the world, standards that made no allowances for local conditions (Burke 1945b:26). Some changes were made to suit local conditions: occasional one hundred mile per hour winds, rainfall of nearly two hundred inches per year, and severe termite infestations. Some property was leased or purchased for these projects, but most was already owned by the United States Government (Navy Department n.d.a, vol.2:A-13–15).

The airfield at Tafuna was built in what had been dense jungle, on hard and irregular lava rock. The site was cleared with bulldozers, explosives, and native axes, the ground drilled and blasted into level. A runway of coral fill was built across the lagoon. Prefabricated frame buildings were built in carpenter shops at Pago Pago and Tafuna and hauled to their permanent sites for use
as barracks, galleys, mess halls, storehouses, radio buildings, and so forth. Concrete was locally manufactured for use in water and sewer pipes and in slabs for construction. Gun batteries were located two to six hundred feet up the steep hills, often moved into place on skids (Navy Department n.d.a, vol.2:A-19).

Problems were many. The weather was normal for Samoa: incredibly wet. A hurricane struck the island in March 1941, although remarkably the storm seems to have cost only about two days' work. Samoan labor was also a problem, not because the Samoans were unwilling or poor workers but because they were unskilled in the crafts required for the various projects and required a great deal of training and supervision (Navy Department n.d.a, vol.2:A-25).

Material and equipment were in short supply, and deliveries came on Matson Line freighters that stopped by on a rather casual schedule on their way to pick up Australian wool. Equipment on the island was subject to frequent breakdown, due at least in part to the inexperience of the native operators (Navy Department n.d.a, vol.2:A-25).

A number of factors influenced the cost of operations at Tutuila. Weather was about average, for Samoa, and had been adequately planned for in the original cost estimates. The hurricane of March 1941 cost only about $500 in lost time. The cost of native labor was quite low, although whether this was cost effective labor was the subject of some debate. Site conditions were often a problem. A site chosen by the Governor for the building of four duplex quarters buildings on Utulei Reef require a great deal of fill, resulting in a considerable cost overrun. The first buildings built at Utulei settled badly, and investigation revealed—too late—that the ground was unstable. The Tafuna airfield site, with its dense jungle and lava rock, was a particularly costly situation. Equipment was often either not present on the island or not in working order. The accident rate for dump trucks, bulldozers, and graders operated by inexperienced Samoans was extremely high, and repairs were difficult. Some of the standard design plans were unsuitable or excessive (for example, a bakery roof designed to carry a twelve- to fourteen-foot snow load), but this was not seen as a serious cost factor (Navy Department n.d.a, vol.2).

Although the construction work on Tutuila was performed by civilian contractors before the outbreak of war, the project was overseen by the Navy, specifically by the Resident Officer in Charge, who reported to the 14th Naval District Public Works Office at Pearl Harbor. The Resident Officer in Charge in February 1941 was Lieutenant G.K. Brodie who reported, while asking for an allotment to cover miscellaneous expenses, that “this station is a haywire outfit originally built and since maintained entirely as an administrative post for the Island Government. The services, equipment and facilities normally found in a naval station that we do not have here are numerous” (Burke 1945b:87).

“Native food supplies have to be maintained,” Brodie continued. “The natives have one great fault; they have little foresight. As long as they have sufficient food in the ground for their needs, they are satisfied. They do not entirely grasp the fact that when we take most of their men for labor they will have to rely on the women, old men, and the children for plantation work. We are making every attempt possible to encourage or force them to keep planting in excess so that there will always be
adequate food to supply the men working. If their food supply fails, we will have to take over the task of feeding the island by the importation of rice and by fishing with dynamite. At regular intervals, native Public Works employees who have high standing with the natives are being sent out to check the plantations and put pressure on the chiefs to keep the planting going. This is an odd and perhaps illegal expenditure, but it is almost mandatory under the circumstances (Burke 1945b:88).

Brodie found that eight to ten work hours a day was the physical limit for the Samoan laborers, although they were willing to do more. The senior medical officer was inclined to base the Samoans’ lack of stamina on worms, but Brodie leaned to the belief that their diet was insufficient, as there was very little mineral content in the soil and the native diet consisted almost entirely of taro, banana, breadfruit and coconut. Even fish, although available, did not seem to contribute much to the diet. Brodie urged research into chemical supplements, for the Caucasians on the island as well as for the natives (Burke 1945b:89).

Brodie needed extra money to pay overtime to the Public Works men, who were doing a good job but needed more time. He also wanted to provide transportation for the native laborers back and forth to the outlying villages, in hopes of avoiding sanitation problems in the crowded villages near the station, encouraging the men to keep up work on their own plantations on their off-time, and allowing them to eat at home (Burke 1945b:90).

Brodie urged improvements or enlargements to work already planned for fuel storage tanks, the dispensary, Chief Petty Officers’ quarters, cold storage facilities, and so forth. He was also concerned about the lack of recreational facilities for the large number of men who might be stationed on the island. He suggested swimming pools (the bay was already polluted by the station’s sewage and sharks were a danger), ship service facilities such as soda fountains, bowling, and other indoor activities, and a larger movie theater, as the prewar arrangement, with a seating capacity of three hundred, was already overtaxed (Burke 1945b:91–98).

The existing facilities at the Naval Station were not always in line with current conditions in other places. “Recent orders and requests from Buships indicate that this station will soon receive quite a few large machine tools for the machine shop,” said Brodie. “The only difficulty involved is that there is no machine shop to put them in” (Burke 1945b:99). By 1941 the station retained a coal storage facility only to service the station ship, Ontario. Brodie was hopeful that the coal-burning Ontario might be replaced by an oil burner, which would eliminate the need for coal on the station. “If this station had one of the old converted (one boiler room) four stack destroyers as a station ship,” he pointed out, “we would certainly be in a much better position. Such a ship could make the round trip to Honolulu in eight days for emergency freight or personnel; the Ontario is hardly seaworthy and would require twenty days to make the same trip” (Burke 1945b:102).

Brodie reported to Lieutenant Commander L.J. Watson, the project manager in the Public Works Office at Pearl Harbor, who summed up the current progress on the island in an October 1941 memorandum to Commander T.A. Hartung. Watson felt that there were many problems

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3 One has to wonder on what standards of stamina these men based their assessments.
inherent in mixing new development and war preparations with the "rehabilitation of a decrepit minor naval station," as the Commandant of the Station understandably tended to emphasize the station improvements he and his predecessors had spent years trying to get funded (Watson 1941:7).

The original plans, drawn in 1940, had called for a tank farm, four duplex Chief Petty Officers’ quarters, and expansion of the dispensary. In December of that year, the contractor was informed that a battalion of Marines was already en route and needed seven buildings (two barracks, a mess hall, a laundry, a bakery, Bachelor Officers’ Quarters, Noncommissioned Officers’ Quarters, and cold storage), all to be built to specifications that had nothing to do with Samoa (as an example, the notorious and often cited twelve- to fourteen-foot snowload capacity for the bakery roof). The Marines, Watson reported, camped in Fagaalu Valley until their buildings at Utulei were ready (Watson 1941:9).

By this time Lieutenant Brodie had gone on to another assignment, and the Resident Officer in Charge at Tutuila was Lieutenant Commander C.H. Derby, a very competent engineer with a previous background in the design of chemical and water plants. Supplies arrived by Matson freighter at considerable expense and on an uncertain schedule, and the time lag in communications between San Francisco, Pearl Harbor, and Tutuila was more than noticeable and caused further problems (Watson 1941:9).

Watson saw a certain amount of tension growing between the Naval Station and the Marines, who were seen by the Navy as interlopers. The Commandant of the Station preferred to maintain two entirely separate and independent facilities, an example of stubbornness, service rivalry and waste that caused Watson, a reservist rather than a career officer himself, great frustration. The Bureau of Yards and Docks had allotted $330,000 for defense facilities, but the Commandant had drawn up a plan that would cost $1,000,000. As Watson told Hartung, "...there is every reason to believe that the Commandant and the Commanding Officer of the Defense Battalion have not been fully in accord on all matters" (Watson 1941:12-17).

As project manager, Watson found himself explaining, if not justifying, various cost and time overruns on some projects requiring the deferment of others. Settlement problems at the tank farm required improvements to the already-installed foundations, and the project was running one hundred per cent over its original cost even before the foundation problems were discovered. Meanwhile the pipelines were nearly ready, but the pumps had not arrived. Four duplexes built on the Utulei Reef fill at the insistence of the Commandant were also running well over cost estimates. The contractor had explained this to the Bureau of Yards and Docks as everything from bad working conditions to Samoan cultural problems, but Watson clearly thought that the Commandant was the main problem. Meanwhile, the dispensary and net depot facilities required redesign to meet local conditions (Watson 1941:13-14).
Samoan Labor

The Commandant of the Naval Station continued to follow the long-standing policy of protecting the Samoans from outside influence and pressure as much as possible. This policy kept the importation of workers to a minimum, both to protect the natives from extra-cultural influences and to allow them to benefit financially from the work. Samoan workers were trained in molding, carpentry and other construction crafts. Much of the work was therefore performed by Samoan labor under the supervision of imported experts (Navy Department n.d.a, vol.2:A-22). Another consideration, pointed out by Lieutenant Brodie, was the lack of accommodations or provisions for any large imported labor force (Burke 1945b:89). By December 1941, the work force consisted of about two hundred construction men from the mainland and Hawaii and about fifteen hundred Samoan workmen (Navy Department n.d.a, vol.2:A-32).

Organized construction work was entirely foreign to the way of life of the average Samoan, who made a comfortable and pleasant living by devoting only a few hours a day to fishing and casual agriculture. Arriving early in the morning and performing what must have often seemed to be boring and pointless work over a long day must have been very strange to them. Nevertheless, Samoans worked on the construction projects in carpentry, welding, truck driving, tractor and grader operation, clearing, ditch digging, lumber and cargo handling, and in the commissary (Navy Department n.d.a, vol.2:A-34).

Although Brodie and others complained of the Samoans’ lack of stamina, the laborers spent so much time (eight- to twelve-hour work shifts, plus up to four hours foot-travel time to and from their home villages) away from their usual undemanding but necessary agricultural pursuits that a food shortage developed. As the contractors were not providing meal facilities, some of the men were actually going hungry. With so many men drawn away from their usual work, the governor was forced to encourage the importation of taro and bananas from Western Samoa (Navy Department n.d.a, vol.2:A-35).

Technically the contract called for the hiring of only American citizens, but no one could differentiate between American Samoans and Western Samoans without knowing them personally, and there were no enforceable travel restrictions between the islands. Visiting Westerners were often put on the payroll as casual laborers for twenty cents per hour to maintain friendly relations. Regular workmen who lived more than a couple of miles from their work site were provided transportation in government busses (at three dollars per round trip), both to keep them from overwhelming the minimal sanitary facilities in the Pago Pago area and in hopes that they would use their spare time working on their own plantations (Navy Department n.d.a, vol.2:A-36).

Before the arrival of the contractors, what little money circulated among the Samoans was collected by the chiefs and redistributed or used as they saw fit. Direct payment of individuals was a great change from the old way of doing things, and may have loosened the chiefs’ authority over members of their extended families (Woodbury 1946:235). Before the war, small stores operated by the Australian trading firm Burns Philp provided the Samoans with a source for such items as
corned beef, canned fish, and kerosene (Sorensen 1992). The traditional social system placed little emphasis on individual ownership of property and a great deal on kinship loyalty and obligation (Metzger 1982:31).

At the beginning of the work, wages ran to eight cents per hour for unskilled labor, thirty-two cents per hour for skilled journeymen, and sixty-five cents per hour for a few foremen. The Samoan laborers worked slowly but cheaply, not a bad bargain before the war began. As work progressed and demand for labor increased, wages were raised, but the Samoans had no correspondingly increased use for the money they received. The Navy's protectionist policies strictly limited the amount of goods local merchants were allowed to import, so they had chronically short supplies of the merchandise Samoans found attractive. Saving money (or anything else) had no precedent in Samoan culture; if a Samoan could not use his money to get something he wanted, more or less immediately, it meant little to him. Samoan women doing laundry work for the Marines were receiving a collective amount of approximately $80,000 per month, while Samoan construction workers were collecting about $120,000 per month (Navy Department n.d.a, vol.2:A-34). It has been suggested that a considerable amount of this money was buried and forgotten here and there on the island (Woodbury 1946:235).

By the early summer of 1942 a labor shortage was developing, as men were increasingly unwilling to leave their villages to work for something that seemed pointless to them: unspendable money. The officer reporting on the subject, Lieutenant Commander R. C. Holbrook, suggested that the situation could be improved by providing part of the wages in subsistence, particularly the canned corned beef for which Samoans had developed a fondness, as well as providing facilities for spending money on such things as entertainment, cloth, ready-made clothing, musical instruments, and other items that the Samoan people wanted and enjoyed (Navy Department n.d.a, vol.2:A-5). This may have been a good idea, but it did not mesh with the structured financial approach brought to the islands by both the contractors and the Navy.

Combining native custom with United States Worker Compensation laws required a certain amount of imaginative thinking. Samoan custom set the economic value of a member of the family (aiga) at sixty dollars, an amount the group would accept as recompense for the loss of a member's life. The insurance company employed by the contractors, Liberty Mutual of Boston, on the other hand, expected to make necessary death payments to an employee's widow (and to its credit felt sixty dollars to be a rather low evaluation). Since Samoan native law was very imprecise on the subjects of legal marriage and parentage, ideas not highly important to the Samoan family structure, this was not a practical approach. The insurance company offered to pay the sixty dollars to a more or less arbitrarily designated widow who would then hand the money to the appropriate chief. The lady's receipt would provide the company with the necessary paper trail, and the company would regard the sum as an advance, final settlement of the case to be made sometime in the future (Navy Department n.d.a, vol.2:A-31–32).

Pay scheduling also presented problems. The contractors' initial project manager found that when he paid the men on Saturday they took the weekend off, spending most of it in church. Paying them on Sunday, which minimized time off, was seen by the natives as a violation of the Sabbath, but they were finally convinced to accept the Sunday schedule, despite the fact that the
manager's discussions with the chiefs had to be relayed, in somewhat garbled fashion, through talking chiefs. The contractors soon learned that while much of modern wage and hour law was foreign to Samoan culture, negotiation and compromise were not, and cooperation was usually attainable (Woodbury 1946:236–237).

In spite of problems, Samoan labor was the backbone of the civilian construction effort. The Samoans particularly enjoyed driving bulldozers and trucks, with little regard for roads or speed limits. The first project the civilian contractors took on involved setting gun emplacements high up on the mountains. Having no suitable equipment, they built wooden flatcars, and the Samoans showed them where they could find wood hard enough for wheels. The Samoans cut pathways up the mountainsides, and the contractors installed wooden rails, eventually cobbibg together a motorized cable hoist from parts scavenged from the Navy garage. Meanwhile, native labor moved cement, gravel, and steel up the mountains (Woodbury 1946:234).

The Marines Arrive

Although the prewar construction work was performed by civilians, military activity on Tutuila increased as well. The 7th Marine Defense Battalion, 443 officers and men, arrived on 18 March 1941, the first unit of the Fleet Marine Force to serve in the southern hemisphere (Sherrod 1952:47). In May 1941 the First Samoan Battalion, Marine Corps Reserve, was authorized, its strength not to exceed five hundred men (Burke 1945b:30), a size limitation intended to prevent any shortage of essential labor.

Shortly after their arrival, Marines from the 7th Defense Battalion were sent around the island to teach the population to use Springfield rifles, should it become necessary for the defense of the island (Owens 1948:24). They also worked on the building of the defensive gun positions at Pago Pago Harbor (Callender 1991). The 7th Defense Battalion now had eight 155mm guns, relics of World War I and virtual museum pieces that had formerly graced the grounds of the Marine Corps Training Center at Parris Island, North Carolina, and the Marine Corps Training Center at San Diego, California, until they were suddenly returned to service and sent to the Pacific (Callender 1991).7

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6 Denfeld (1989:57) reports that the beach defense pillboxes were built by the 7th Defense Battalion in April and May 1941.

7 These guns were not fired until after the outbreak of war, when the four-gun battery at Utulei was tested. The gun crew demanded a fifty-foot lanyard, which was pulled from a pit a safe distance from the guns. After the initial test, no more rounds were fired due to the acute shortage of ammunition (Callender 1991).
Figure 1: Curtiss SBC-4s (MAG-13) on taxiway at Tafuna, 1942 or 1943

Courtesy Marine History Center, Personal Papers Unit
AMERICAN SAMOA IN WORLD WAR II

As World War II began, Samoa was an essential link in the chain of communications between the United States, Australia, and New Zealand, a sea lane that also ran through the Line Islands and Fiji. Holding the line drawn from Midway to Samoa, Fiji, and Brisbane against the Japanese was considered essential (Morison 1948:257). As difficult as it is to realize in these days of daily airline flights, international telephone lines, and facsimile machines, the loss of these islands would have effectively cut off communications between the west coast of the United States and Australia. Samoa was also valuable for tactical reasons: early in the war, with the loss of Guam and the Philippines, Pago Pago, Pearl Harbor in Hawaii, and Dutch Harbor in the Aleutians were the only United States bases in the Pacific (Morison 1951:102).

The Outbreak of War

After the Japanese attack on Pearl Harbor on 7 December 1941, construction work on Tutuila rolled along with increased speed. Dependents who had come to the island with the Navy men or with the civilian construction workers were evacuated from the Naval Station. Samoans, on the other hand, presented themselves in great numbers, armed with machetes, to volunteer to help in any way they might. Samoan women and children were encouraged to take over the agricultural work of the villages so that the men could work on the defensive construction projects (Burke 1945b:41).

With the Pearl Harbor attack, the Governor/Commandant assumed direct control of all construction work in progress on Tutuila and rechanneled the efforts into the defense of Pago Pago Harbor and the immediate vicinity, particularly bombproof shelters. Plans for the remaining construction projects were altered to reflect the outbreak of war, with buildings scaled down in size and dispersed to provide minimal targets (Navy Department 1947:210).

Samoa was touched by enemy fire only once, but this occurred very early in the war and no doubt convinced those on the island, as well as those conducting the war effort near and far, that Samoa was both vulnerable and threatened. On 11 January 1942, the Naval Station was shelled by a Japanese submarine. One shell, in an odd stroke of irony, struck the home of one of the very few Japanese residents of the island. Another struck the Navy dispensary, doing only minor damage, but most of the shells landed in the bay. One Navy officer was knocked off his bicycle but not seriously injured (Gray 1960:241). At the time, of course, the incident must have seemed to be only the beginning.
The Marines Take Control

On 20 January 1942, the 2nd Marine Brigade arrived, 5600 officers and men under the command of Brigadier General Henry Larsen, who took command as military governor (replacing Captain Lawrence Wild, who remained commandant of the Naval Station until he was replaced by Captain John G. Moyer in June) and as commander of the Samoan Defense Group, which eventually included all the Samoa Islands as well as the Ellice, Wallis, Cook, and Society Islands (Burke 1945b:2, 44, 48). The 2nd Marine Brigade (Reinforced) was formed on 23 December 1941, specifically for service in Samoa (Anonymous n.d.b). The new command included the 8th Marines, the 2nd Battalion of the 10th Marines (an artillery unit), and the 2nd Defense Battalion (Hough et al 1958:88).

The Marines sailed from San Diego on 6 January, with four transports, one cargo vessel, an ammunition ship, and an oiler, shepherded across the open sea by the Yorktown group and covered at their arrival by the Enterprise group commanded by Admiral Halsey (Morison 1948:259). Upon arrival, the 2nd Defense Battalion unloaded their antiaircraft machine guns and positioned them in the hills around the harbor at Pago Pago (figure 2, page 20). The 8th Marines replaced the 7th Defense Battalion (which was sent on to Upolu in Western Samoa on March 28) on beach defense, improving and expanding the established positions. The 2nd Battalion artillerymen established temporary positions for their guns while they worked on permanent emplacements (Hough et al 1958:89–90).

General Larsen encountered manpower shortages immediately, as the arriving Marines were faced with installing gun emplacements in nearly inaccessible positions, building roads and skidways up the mountains, blasting coral, transporting bulldozers and other equipment by water, and clearing jungle. Construction activities on the island were still moving at the slow tempo of prewar conditions. One jackhammer was at work on the desperately needed airfield; at that rate the project would require many years for completion. Larsen stopped work, at least for the moment, on everything but the airfield and the roads. He changed the plans for airfield work from large hangars and utility shops to small, scattered, and easily camouflaged structures (Larsen 1942a).

In February 1942 an observation post was established on Matafao (figure 3, page 21), the tallest peak on the island (Anonymous n.d.b). In March the Marines were installing heavy equipment, caching ammunition and supplies along the back trails, and building dispersed ration storage shelters, each measuring twenty by sixty feet, which would hold enough supplies to keep eight hundred men for thirty days. Larsen was making plans for his medical companies, marking out schools and churches that could be used for medical purposes, and trying to provide storage for the cold-weather clothing his men had worn on the trip from San Diego, which they might need again at short notice if they were unexpectedly moved to another area (Larsen 1942a). Barbed wire had been installed along possible landing sites, and demolitions had been prepared to block the few existing roads if necessary (Navy Department 1942a).
Figure 3: Matafao and Fagasa Bay defenses
(annotated map, Marine Corps History Center, Washington Navy Yard)
Post exchange branches were operated at Brigade Headquarters at Fagaalu, at Leone, Aua, Utulei, Tafuna, and at the Engineer Company, the 3rd Battalion of the 8th Marines, and the 8th Marines Headquarters at Pago Valley\(^1\) (Anonymous n.d.b). However, post exchange supplies were already drastically short. The men wanted candy or sweets. They seemed to have enough cigarettes for the moment, but wanted lighters and flints, as the weather turned matches to mush very quickly. The weather was also causing a problem with sandbags. The empty bags were shipped in enormous bales weighing several hundred pounds even when dry and almost impossible to handle when wet; unless they were dried quickly they rotted, like the tent canvas. Fortunately, morale was high and health was generally good. The Samoans were enduring an outbreak of measles, in a mild form but requiring extensive quarantines (Larsen 1942a).

Marine units were scattered around the coastal areas to defend possible landing sites (figure 4, page 23), rather than concentrating around the Naval Station and the not-yet-functional airfields. Many Marines ended up living with island families, away from military supervision. The tank company was sent to the Mormon Ranch, located in lovely Malaeimi Valley where the tanks promptly became bogged down in the ever-present mud. The tank company was then split. One platoon was sent to Aamuili in the eastern part of the island and one to Pavaiai in the west, near the airfield under construction at Leone (Metzger 1982:33).

The third tank platoon and the company headquarters were located at Iliili, where an abandoned church could be used as a maintenance shop. The Marines built roads out of coconut palm logs covered with coral fragments, erected tents, built a mess hall, and camouflaged their tanks. The continuous rain was a serious problem, infecting supplies and equipment with rust, mold, and mildew. Canvas tents rotted, and the labels on the commercially canned food rations dissolved, leading to some highly unpredictable meals. The Marines received six thousand gallons of gasoline a month in five-gallon cans, although they could use only a small fraction of the fuel. The rest was stored on coconut palm log racks in the jungle, where the cans rusted and the gasoline soaked into the ground (Metzger 1982:34).

From January to April, considerable effort went into laying mines to defend Pago Pago Harbor (Burke 1945b:44), but General Larsen also concentrated on the development of the airfield at Tafuna, which had been authorized in 1941. Using all available equipment and working ten-hour shifts, the workers completed a section 2500 feet long by 250 feet wide (large enough to be used) by early April. The entire runway was completed late in June (Navy Department 1947:212). To build the mile-long runway called for in all base plans, it was necessary to level a lava flat and fill in a lagoon with dredged-up coral and steel sheet-piling bulkheads. There was no mile-long stretch of flat land on the island (Woodbury 1946:239–240).

The convoy carrying the 2nd Marine Brigade had brought along a few light OS2U seaplanes; no other air defense yet existed in Samoa. MAG-13, a newly organized Marine Air Group, set out for Samoa by sea in early March, the first echelon on board the President Garfield, the second, including 19 F4F-3s, leaving San Diego two days later on board the Procyon. The group's

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\(^1\) Pago Valley does not appear on modern maps. In other documents the Navy Department (1943b, 1945b) differentiates between Pago Valley and Happy Valley but does not mention Vaipito Valley, which rises from the Pago Pago area. It seems likely that the Pago Valley installations were in fact in Vaipito Valley.
Figure 4: North shore defenses
(annotated map, Marine Corps History Center, Washington Navy Yard)
dive-bomber squadron, composed of elderly SBC-4 biplanes, traveled out from Norfolk on four ships, leaving on 6 April. When the Marine group gathered at Samoa, the Navy detachment of seven OS2Us and two Grumman J2Fs was merged into the larger group, part of which was soon sent to Upolu to join the 7th Defense Battalion (Sherrod 1952:48).

In late April 1942, General Charles F.B. Price arrived to take command of the Samoan Defense Group. Also arriving on Tutuila at this time were the First Raider Battalion, the Second Barrage Balloon Squadron, Mobile Base Hospital Three, the Eighth Defense Battalion, the Third Battalion of the Eleventh Marine Brigade, and half of the Second Naval Construction Battalion (Burke 1945b:48). Most, if not all, of these units were apparently sent on to other parts of the Samoan Defense Area. This strengthening followed secret orders dated 6 March 1942, which mandated “strong mutually supporting defensive positions, consisting from East to West of the islands of Strawstack [Tutuila], Strawhat [Upolu] and Strawman [Savaii], with the outpost island to the northwest called Strawboard [Wallis Island].” The code name for the entire Samoan defense group was Straw (Navy Department 1954:1).

The first airplanes of MAG-13 arrived at Tafuna on 2 April 1942, just as the airstrip was brought to a usable state (figure, page 17). Few of the Marine pilots were experienced, and training conditions were difficult. Heat, bugs, mud, and rain made even the construction of an adequate camp difficult. While attempting to train as aviators, the men of MAG-13 also put in time as infantry, each squadron functioning as one company of two platoons plus one .30 caliber machine gun platoon. The group was supported in these defensive efforts by a tank company, a heavy weapons platoon, a three-inch battery, and one section of the island's barrage balloon squadron (Sherrod 1952:216–217). Regardless of the difficulties, by June 1942 Tutuila had an airfield with its required mile-long runway, eighteen F4F-3s, seventeen SBCs, several seaplanes and their tender the Swan, a Marine Defense Battalion, and a Raider Battalion, with personnel totaling 7995 (Morison 1949:263fn). As early as September 1942, however, part of the 5th Marine Defense Battalion was sent to Funafuti Atoll in the Ellice group, where they joined the previously resident garrison, one lieutenant and one corporal of the New Zealand Army (Morison 1951:78).

Intelligence Activities

When General Larsen arrived in Samoa, he found that seven enemy aliens and one naturalized American citizen had been taken into protective custody; three more persons were shortly added to the group. Five Germans, one Japanese and the naturalized American, who was a Swede by birth, were sent back to the mainland to be interned on 25 January 1942. Three Japanese and one German were kept in custody until 7 March, when they were released but kept under observation. A German teacher who returned from hospital treatment in New Zealand in April and a number of persons of mixed Samoan and alien parentage were also kept under observation. The

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*At the same time, the islands of Western Samoa, mandated to New Zealand but defended by the United States, had a Marine Defense Battalion, a Naval Air Detachment, and a Seabees unit, a seaplane base with eleven units and a newly begun airfield, personnel totaled 5074 (Morison 1949:263fn).*
authorities did their best to monitor traffic between American and Western Samoa, a job made difficult by the extensive family connections between the two island groups (Larsen 1942b).

Larsen's Intelligence Section included three officers, fifteen enlisted men and four Samoan Marines. This group was responsible for the observation post on Matafao. A telephone link was maintained between the observation post and brigade headquarters, but visibility from the peak was not generally very good. The isolated post was manned by three Marines (including one Samoan) in one-week shifts (Larsen 1942b).

In March 1942 Larsen visited Apia in Western Samoa (where he had a liaison officer with radio communications) and found the New Zealand administrator cooperative, even eager to have the United States take over defense of the islands. Larsen felt this was a necessary step, as Tutuila would be worthless with the Japanese entrenched in Western Samoa, which at the time had virtually no defenses (Larsen 1942a).

Western Samoa had about five hundred half-castes, most of them part German, who were believed to be sympathetic to the Axis powers, as well as about one hundred Samoan natives who had been active members of a German Bund. It was felt that many Western Samoans believed that Germany, which had once controlled their islands, would assure their good treatment in the case of Japanese occupation. Larsen believed that the part Germans and the former Bund members would all bear watching and possibly deportation or internment (Larsen 1942a). The authorities kept their eyes on the natives, particularly the half-castes, throughout the Samoan Defense Group, but nothing subversive seems to have occurred.

The Samoan Marines

In May 1941 arrangements were made for the establishment of a native military battalion, the 1st Samoan Battalion, Marine Corps Reserve. The first Samoan to enlist was an interpreter and former school teacher, Siuava Robert Seva'aetasi, assigned to active duty on 16 September 1941. By 7 December three companies had been organized. One platoon from each was ordered to active duty for an indefinite period when the news of the attack on Pearl Harbor arrived (Owens 1948:24–25).

The new Marines drilled once a week, at a pay scale of seventy cents per drill for the first four months and one dollar per drill after that; they were also given a uniform allowance of five dollars. The initial clothing issue consisted of a white undershirt and plain khaki lavalava. Later issues added red sash and piping to the lavalava (Owens 1948:25). The Samoan recruits were each equipped with a .30 caliber model 1903 rifle, cartridge belt, bayonet, combat pack, gas mask, and one hundred rounds of ammunition (Anonymous n.d.b).

Initial policy specified that only native born citizens of American Samoa were to be enlisted, but Samoan record keeping was not up to that challenge, and a number of Western Samoans from Upolu also entered the ranks. The record keeping requirements of the Marine
Corps included surnames, an area in which the Samoans did not conform to common Western practice. Most added the name of their father as a second name for the muster rolls, but continued to be addressed as and referred to by their own personal names for most purposes. In January 1942 six men, including first recruit Sianava, were promoted to corporal, and on 20 July Sianava was promoted to sergeant, the highest rank in the battalion (Owens 1948:25-26).

The 1st Samoan Battalion consisted of Headquarters Company and Companies A, B, and C. Three officers and twenty-six men from the regular Marines were attached to the battalion for training and administrative purposes. When the war began there were 199 Samoan Marines. By the time the 2nd Marine Brigade arrived in late January, the Samoan Battalion had been increased to 350 men, some assigned to assist the 7th Defense Battalion at B Battery, the rest assigned to beach defense (Anonymous n.d.b).

General Larsen thought that the Samoan Battalion would be of limited use as a battalion per se, as they had only limited training and weapons, but when they were divided into companies and attached to the regular Marine units for patrol and outpost duties he was pleased with their work. They were both willing and able to carry equipment and supplies up trails to remote outposts, work that the regular Marines could accomplish only with great difficulty. Larsen reported that the Samoans fit in very well with the regular troops. By March 1942 they had been added to the ration system, no longer left to feed themselves at home on an allowance of forty cents per day. Adding them to the Marine messes simplified logistics, allowing the Samoans to be mixed in with the regulars and providing some relief to the growing food supply problems (Larsen 1942a).

The Samoan Marines manned beach and gun positions. On 24 February 1942, they were assigned to the 8th Marines, and plans were made to assign eight of the Samoans as advance scouts and patrols on other islands. This arrangement was canceled on the objections of the Samoan chiefs, who did not want their young men sent away from the islands. A second group of fifty Samoan Marines who volunteered to ship out to the Central Pacific with the 3rd Marines some months later were also prevented from leaving Samoa by a change in orders. Although the Samoan Marines were more than willing to serve off the island (and perhaps a bit envious of Western Samoans serving as far afield as North Africa with the New Zealanders), they were never involved in combat. They were considered to be serving “overseas,” however, and were paid accordingly (Owens 1948:26-27).

During 1942 and 1943, the Samoan Marines continued to man the coastal positions around Tutuila, sharing their fales with white officers and noncommissioned officers. As the danger of possible invasion receded, conditions changed somewhat. After September of that year, the Samoan Marines were no longer required to carry their rifles while on liberty. The last enlistee, Fa’afua Napoleon, was accepted in October 1943 (Owens 1948:27–28).

The 1st Samoan Battalion was disbanded on 15 January 1944, its personnel reassigned to the Marine Barracks at the Naval Station. One company of Samoan Marines was disbanded in

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10 In traditional Samoan usage, a person uses his or her father’s given name as a surname, although both traditional and current practices also allow the use of the father’s surname (Sorensen 1992).
November 1944, the second in June 1945, and the last in August 1945. Among the last five men released to inactive duty was the first enlistee, Sianava Robert Seva'etasi (Owens 1948:29).

Military Construction

Work continued in the Pago Pago area, still largely in the hands of the civilian construction workers. Work on the contract ran from September 1940 to September 1942, but communications between Samoa and the mainland authorities were considerably disrupted after the attack on Pearl Harbor (Navy Department n.d.a, vol.2:A-7-8).

The military governor (Captain Wild of the Naval Station) took over direct responsibility for all projects on 7 December 1941. Plans were immediately changed to include emergency work not originally within the contract, such as construction of bombproof shelters, maintenance of roads, unloading cargo from arriving vessels, and so forth (Navy Department n.d.a, vol.2:A-14).

Some of the original plans were changed after the outbreak of the war. Large buildings were avoided and smaller ones dispersed more than had originally been planned. Magazines were built of wood rather than concrete and dispersed through wooded areas (Navy Department n.d.a, vol.2:A-12).

Pearl Harbor resulted in an almost total disruption of the construction plans. Samoa at the time was nearly defenseless, and there were no bomb shelters. Efforts were immediately redirected toward defensive facilities for Pago Pago Harbor, especially toward bombproof shelters. Mines were laid in the approaches to Pago Pago Harbor between January and April 1942 (Burke 1945b:44). The Naval defenses as of March 1942 included an anti-torpedo net across the mouth of the harbor, with a permanent opening at the eastern end that would permit passage of vessels up to the size of a destroyer and a gate at the western end that could accommodate larger craft. A submarine indicator net was laid from the reef off Blunts Point (Tututu Point), extending about two thousand feet toward Breakers Point, and two sonobuoys guarded the harbor entrance. Boat booms around the island were considered, but the expense of shipping the necessary materials out from the mainland was so enormous that the idea was abandoned (Burke 1945b:46, 109).

When General Larsen arrived to take charge as Military Governor in January 1942, he also took over responsibility for construction efforts. The runway at Tafuna was given the highest priority. By working two ten-hour shifts a day and diverting all usable equipment, the contractors finished a section 2500 by 250 feet, adequate for immediate use, on 6 April; the full runway (6000 by 500 feet) was finished in late June. Hangars and support facilities were also constructed during this period, dispersed in five frame buildings around the periphery of the airfield, while the personnel quarters were pushed into the jungle (Navy Department n.d.a, vol.2:A-23-24).

A new fuel wharf and an extension to the old Naval Station wharf were soon built, as was an additional power plant. Additions were built to the net depot and to the naval station

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14 The last mines around Tutuila were removed in January 1944 (Burke 1945b:45).
storehouses. In April construction began on Navy Mobile Hospital No. 3 (MOB-3), a three-
hundred-bed medical facility. Native laborers, newly trained in such skills as welding and carpen-
try, were used extensively in construction projects. The inexperience and unfamiliar cultural biases
of the Samoans combined with such factors as heavy rainfall, equipment shortages and break-
downs, and slow deliveries of materials and equipment to produce difficult working conditions
(Navy Department 1947:212).

In July 1942 the 7th Construction Battalion arrived to relieve the civilian contractors, but
the Seabees were sent on almost immediately to the New Hebrides. By this time the civilian forces
were on board ship and ready to leave for the mainland, but one hundred men volunteered to re-
maintain behind. These civilians, with the native work force, kept the construction work going until the
11th Construction Battalion arrived in late August 1942. Two representatives of the civilian firms,
an office manager and a warehouse superintendent, stayed on until September 1943 to handle
some aspects of procurement and native payroll, but from August 1942 the Seabees handled all
construction work (Navy Department 1947:212).

The 11th Construction Battalion took on the job of building a destroyer repair base. More
than 800,000 cubic yards of fill, earth and coral rock, were needed to level the site, which by June
1943 held quarters, a mess hall, water supply facilities, fourteen frame warehouses each measuring
fifty by two hundred feet, three timber piers, and six hundred feet of timber bulkheading (Navy
Department 1947:212).

The airfield at Tafuna was expanded to include two five-hundred-foot-wide runways paved
with coral, one six thousand feet long and one three thousand feet long. Associated facilities in-
cluded industrial buildings, warehouses, a power plant, a small dispensary, quarters and mess
halls. The Leone airfield, paved with volcanic cinder, was six thousand feet long by four hundred
feet wide; support facilities were also built for this airstrip (Navy Department 1947:212). Unfortu-
nately, turbulent air currents over the Leone airstrip made it unusable, and only two planes landed
there between its completion in September 1943 and its abandonment in 1945 (Burke 1945b:71).13

The Seabees completed the construction of Mobile Hospital No. 3, which had been begun
by the hospital personnel themselves with Marine assistance. They also built fuel storage tanks with
a pier and pump system, a net depot, and extensions and additions to the island water supply,
power plants and the road system (Navy Department 1947:212).

In April 1943 the Seabee contingent was increased by the 5th Construction Detachment
(half of the 2nd Construction Battalion) which had been in Western Samoa. The following month
CBMU (Construction Battalion Maintenance Unit) 506 arrived, replacing the 11th Construction
Battalion, which moved on to New Caledonia in June.14

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12 A crash boat channel and basin were built at Tafuna Airbase in 1943, but were never used due to heavy surf, tides
and currents. Crash boats were instead operated out of Pago Pago Harbor (Burke 1945b:71).

13 The site seems to have been chosen solely on the basis of its relative flatness, a rare commodity on Tutuila.

14 The balance of the 2nd Construction Battalion arrived on Tutuila in January 1944; the entire Battalion returned to
the mainland in March 1944 (Navy Department 1947:212).
Splitting into three camps (150 men at Leone Camp, twenty-three men at Tafuna Camp, and 185 men at Utulei Camp), the 5th Construction Detachment took up work on the following projects originally assigned to the 11th Construction Battalion (Navy Department n.d.b):

<table>
<thead>
<tr>
<th>Job</th>
<th>per cent completed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Leone Airfield</strong></td>
<td>50%</td>
</tr>
<tr>
<td><strong>Industrial buildings at Tafuna</strong></td>
<td>05%</td>
</tr>
<tr>
<td>paint and fabric shop, 30 by 60 feet</td>
<td></td>
</tr>
<tr>
<td>metal and welding shop, 60 by 50 feet</td>
<td></td>
</tr>
<tr>
<td>metal processing shop, 30 by 48 feet</td>
<td></td>
</tr>
<tr>
<td>machine shop, 30 by 70 feet</td>
<td></td>
</tr>
<tr>
<td>office, 21 by 27 feet</td>
<td></td>
</tr>
<tr>
<td>engine overhaul shop, 30 by 66 feet</td>
<td></td>
</tr>
<tr>
<td>engine accessories, airplane electric and battery shop, 30 by 60 feet</td>
<td></td>
</tr>
<tr>
<td>engineering building and propeller shop, 30 by 70 feet</td>
<td></td>
</tr>
<tr>
<td>hangar, 120 by 30 feet</td>
<td></td>
</tr>
<tr>
<td>two hangars, 30 by 60 feet</td>
<td></td>
</tr>
<tr>
<td>two warehouses, Quonset type, 40 by 100 feet</td>
<td></td>
</tr>
<tr>
<td>warehouse, 40 by 60 feet</td>
<td></td>
</tr>
<tr>
<td><strong>Two nose hangars at Tafuna</strong></td>
<td>30%</td>
</tr>
<tr>
<td><strong>Housing at Tafuna</strong></td>
<td>00%</td>
</tr>
<tr>
<td>Three 50,000-gallon concrete tanks for bulk gasoline storage, Blunts Point</td>
<td>60%</td>
</tr>
<tr>
<td>One 13,500-barrel diesel fuel storage tank, Utulei</td>
<td>75%</td>
</tr>
<tr>
<td>One 27,000-barrel fuel oil storage tank, Utulei</td>
<td>65%</td>
</tr>
<tr>
<td>Multiplate steel arch communications filter center, Mormon Valley</td>
<td>00%</td>
</tr>
<tr>
<td>Six 16- by 32-foot frame huts, Mormon Valley</td>
<td>00%</td>
</tr>
<tr>
<td>One 16- by 80-foot galley and mess, Mormon Valley</td>
<td>00%</td>
</tr>
<tr>
<td>Automatic dial telephone exchange, reinforced concrete, Fagaalu Valley</td>
<td>75%</td>
</tr>
<tr>
<td>Sewage system, Mobile Base Hospital</td>
<td>35%</td>
</tr>
</tbody>
</table>

Additional projects added after the arrival of the detachment included a radio beam station at Leone, an A.A.C.S.\textsuperscript{11} radio station at Olotele Valley, and a water supply dam at the Mobile Hospital (Navy Department n.d.b).

With the exception of the wooden-floored office, the buildings at Tafuna were wooden frame structures set on six-inch concrete decks, with corrugated galvanized iron roofing. The housing consisted of twelve huts and one bathhouse, prefabricated in the carpentry shop, to accommodate approximately one hundred fifty people. Everything was painted green (Navy Department n.d.b).

The communications filter center in Mormon Valley (Malaeimi Valley) was built of concrete, with a prefabricated steel arch bomb shelter roof; the entire structure was then covered with

\textsuperscript{11} A.A.C.S. may stand for Army Area Communications System, although the more modern abbreviation for this term is AACOMS (Quick 1973:1). The Air Force Historical Agency at Maxwell Air Force Base suggests Army Airways Communication System (Davis 1991). Maps and documents of the time use only the abbreviation A.A.C.S.
earth from the surrounding terrain. It was reached by a cinder access road built for the purpose. The housing at Mormon Valley was similar in construction to that at Tafuna, and included six 16-by 32-foot prefabricated quarters units, two 16-by 16-foot bathhouses, and one 16-by 64-foot mess hall and galley (Navy Department n.d.b).

The telephone exchange at Fagaalu Valley was three quarters complete when the 5th Construction Detachment took over. The site was barely accessible, and all materials, including freshly mixed concrete, had to be hauled up a mountain by cable railway. The building was made of concrete buried in earth (Navy Department n.d.b).

The radio beam station at Leone consisted of five steel towers, each requiring four concrete foundation piers arranged at the corners of a ten-foot square. Each pier was thirty inches square and eight and a half feet deep, with a footing five feet square and nine inches deep, resting on bedrock. The towers themselves, prefabricated in eight sections, stood 124 feet tall; it proved impossible to assemble the towers on the ground, so each succeeding section had to be hoisted into the air and fastened in place (Navy Department n.d.b).

Marine Training

General Larsen realized that the very qualities that caused his men the most problems—rain, heat, insects—made the island ideal as a training center, where men could acclimate to jungle conditions before they went on to combat. The general and his staff organized the Second Marine Brigade School, offering such classes as Officer Candidates, Rifle Platoon, Rifle Company, Infantry Weapons Platoon, Machine Gun, Japanese Language, Field Artillery, Antiaircraft Artillery, 81mm Mortar, Combat Intelligence, Cooking, Baking, and Communications, each class lasting six to twelve weeks. General Larsen’s academy was rated by experienced Marines as very tough indeed. By the end of March 1943, more than twelve hundred officers and men had graduated, including over two hundred officer candidates who had been commissioned as 2nd lieutenants (Anonymous n.d.c).

A great deal of work went into the Japanese language class, with the hardworking Captain Bishop (an officer who had been a language student in Japan before the war) producing most of the instructional materials for the first part of the course himself, until Marine Corps Headquarters sent some textbooks. Of three officers and thirteen enlisted men who began the course, one officer and eight enlisted men persisted. One of the elderly Japanese island residents was recruited to provide weekly conversation practice, and Captain Bishop somehow managed to procure a Japanese typewriter. The course was a near full-time assignment, meeting five and a half days a week (Larsen 1942b).

The Marine School also provided some training to the Seabees (Anonymous n.d.f.27-29). Ten men at a time were sent from each Seabee Company for three days of rifle training at the Marine Corps facility in Mormon Valley. The only casualty of this program was an incautious cow accidentally shot by one of the Navy construction men. In addition to this program, two chief
 petty officers from each Seabee company spent one day a week training at the Marine School, returning to instruct their own units one day each week in such areas as:

"...bayonet drills, extended order drills, movement of the squad and the platoon in combat, instruction in the use of the compass, gasses and different types of guns, gas mask drill (one masked man ran 100 yards without removing the air container tape), night problems, snooping and pooping through marshes, fields, hill and in and around villages, obstacle courses where traps were set to stop a stronger offensive team in combat with a small defensive unit, and a five mile hike. In the Leone area, Tex Hamill's feat in single-handedly holding off a company of Marines will long be remembered" (Anonymous n.d.f:29).

A replacement training center was also established in the Leone area, handling at any one time one thousand to twelve hundred men fresh from boot camp and destined for combat in the Pacific. Beginning in December 1942, seven replacement battalions (1st, 3rd, 5th, 7th, 13th, 15th, and 19th) were trained there (Condit et al 1956:181). Tutuila served as the jumping off place for a number of combat units, including the Eighth Marine Regiment and the First and Third Marine Raider Battalions (Anonymous n.d.c).

The training programs stressed conditioning marches and exercises, individual combat, cover and concealment, field fortifications, infiltration tactics and countermeasures, sniper tactics and countermeasures, infantry weapons, jungle warfare, small unit tactics, and amphibious training. The schedule covered an eight-week period. The first four weeks concentrated on individual training, weapons, and squad level training, both technical and tactical. The second half of the course put the troops into the field for small unit exercises, both offensive and defensive, day and night, and covered landing craft maneuvers and heavy weaponry (Condit et al 1956:182–183).

The first battalions to take this training were faced with inexperienced instructors, nonexistent schedules, equipment and supply shortages, and buildings still under construction. The situation improved at the end of March 1943, following the formal opening of the 2nd Brigade's replacement training center, now with an increased staff who had taken a special six-week course at the 2nd Brigade School in Mormon Valley (Condit et al 1956:184).

The Replacement Training Center included a twenty-target rifle range with firing lines at 200, 300, and 500 yards, two ten-man regulation bayonet courses, one four-man assault and obstacle bayonet course, one two-man obstacle course, three one-man combat firing courses, three two-man combat firing courses, three squad combat firing courses, one six-unit regulation grenade throwing court, five landing craft mockups, and one thirty-foot platform with cargo nets over the side and a mockup Higgins boat at the bottom for debarkation exercises (Condit et al 1956:185).

Replacement training in Samoa was discontinued largely because of the high incidence of filariasis on the island; later replacement battalions were trained at Camp Lejeune, North Carolina (Condit et al 1956:185).
Medical Care

The arrival of so many Marines quickly overstrained the available Navy dispensary facilities. The 2nd Marine Brigade had four ambulances and two field hospitals: Company A Medical Battalion, first at Mapusaga and then at Leone Point, and Company B Medical Battalion, first at Fagaitua and then at the Marist Brother's School (Larsen 1942b). More medical care was clearly needed, and the Navy sent Mobile Hospital No. 3.

The doctors and corpsmen of MOB-3, as it was familiarly known, arrived in late April 1942 and built most of the camp near Mapusaga, working to get themselves out of muddy unscreened tents and into Quonset huts. By the time their cargo and supplies arrived a month later, they at least had somewhere to put it. The hospital officially opened on 4 July 1942, with one surgical ward and two patients (Parsons 1945:91). Wounded Marines began arriving shortly, from the Solomons on 27 August and from Tulagi on 29 August (Parsons 1945:99–100).

At first the hospital personnel had a hard time getting clothing and shoes. The Navy supply people (who didn't have much that was suitable anyway) insisted that the hospital belonged to the Marines, while the Marine stores insisted that the hospital, like its doctors, belonged to the Navy. General Larsen finally helped when Captain Robert Parsons, the commanding officer of MOB-3, pointed out that the hospital wouldn't worry about what branch anyone belonged to when they needed treatment (Parsons 1945:75–76).

As the hospital became functional, the corpsmen were needed at their real jobs. Marine construction people helped until 130 Seabees carpenters and plumbers arrived on 31 August. Seabees from the 11th Construction Battalion built forty-five buildings in one month, giving the hospital complex a total of 105 buildings and a bed capacity of three hundred (the hospital reached a peak capacity of one thousand beds in 1943). The trash produced during the building process was hauled away and incinerated, while the organic garbage from the hospital went to the native piggeries (Parsons 1945:130–132, 153, 243).

In October 1942, MOB-3 ran out of Quonset material, which came as something of a relief to its residents, as the basic Quonset design was not well suited to the tropics unless the side panels were removed and replaced with screens. Further buildings at the hospital were constructed of wooden framing with broad caves and screened sides (Parsons 1945:151).

The primary medical concern in Samoa was filariasis, a parasitic disease known locally as muma. Until the beginning of the war, no one on the Naval Station had ever become infected with filariasis, and it was believed that Caucasians were immune to the disease.²⁶

²⁶ The keys to the control of filariasis, as had long been demonstrated at the Naval Station, were modern sanitation and mosquito control. Before the war Lieutenant Commander Watson (1941:20) wrote that "all the reports that we have however have indicated that it would be a hopeless task to attempt to enforce modern sanitation in Samoan villages." He was wrong. By 1950 Samoan villagers had learned and eagerly adopted sanitation and mosquito control methods in their villages (Gray 1963:233).
Filariasis is transmitted by the *aedes scutellaris* mosquito, and generally takes many years of infestation to produce its very unpleasant late stage, known as elephantiasis. The disease had been well known since ancient times and understood scientifically since the 1860's, but it was unknown in the continental United States. The myth that white men do not get filariasis, although it soon proved to be untrue, was supported by official decree, no doubt based on the excellent sanitation at the Naval Station. An order received at MOB-3 in September 1942 forbade the use of the word in medical reports, but this order was apparently limited to Samoa, as the existence of the disease was acknowledged in other island groups. Records arriving with men coming from other islands were even doctored to remove the offending diagnosis, changing it to "lymphangitis" (Parsons 1945:203–210).

General Larsen, a realist, reported eighty-two cases of "filarial lymphangitis" between 20 January and 19 February 1943 and fifty-nine cases between 20 February and 19 March (Larsen n.d.). Only one case was recorded among the Samoan Marines, apparently because it rarely developed in Samoans under the age of thirty-five (Owens 1948:28). By late July 1943 the infection rate in some Marine units was as high as seventy per cent, although the Naval Station remained free of the disease and some Marine units had infection rates as low as six per cent. By the time the 2nd Construction Battalion left Samoa in 1944, about forty-three per cent of its men had been sent home due to filariasis, and another thirty-five per cent probably had the disease to some degree (Burke 1945b:113–119). Between 1 October 1942 and 30 June 1943, 2235 men were sent back to the United States from the Samoan Defense Group for medical treatment; 1256 of these were filariasis cases. A hospital for the treatment of tropical diseases, primarily filariasis and malaria, was established at Klamath Falls, Oregon, in April 1944 (Denfeld 1989:44).

Base Conditions

The military authorities did their best to make life as comfortable as possible for the men stationed on Tutuila. Recreational facilities were always in somewhat short supply. In 1942 the Marines had movie facilities (although both the equipment and the movies themselves were limited in quantity), and some equipment for softball, boxing, horseshoes, ping pong, and billiards. The Brigade's senior chaplain served as the recreation officer, while the junior chaplain was in charge of the library, but the original supply of about five hundred books and magazines had already been considerably depleted by usage and the climate. The post exchanges had ice cream at all branches, soda fountains at Utulei and Pagaalau, barber shops at Utulei and Pagaalau, and a tailor shop at Fagaalau (Larsen 1942b).

The Samoan jail did not meet the needs of the Marines, who established a brig capable of holding sixty prisoners; thirty-eight were in residence at the end of June 1942, including one civilian contract employee sent there by the civil court. Two bombproof shelters were built adjacent to the brig for the protection of the prisoners and guards. The military police detachment, organized in April, included one platoon of regular military police, two or more Navy enlisted men, two or

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17 One of the MOB-3 doctors devised a quick skin test for *mumu* based on antigens derived from the related, much larger, and easily obtainable dog heartworm (Parsons 1945:212).
more Fita Guards, at least one Samoan Marine, at least one civilian contractors' employee, and at least one member of the Island Government Police (Larsen 1942b).

The Brigade Band included twenty-eight musicians who traveled about the island playing concerts at the scattered camps. The bandsmen were also trained to served as messengers in case of need, their training consisting of extensive hiking around the island trails (Larsen 1942b).

Virtually all food for the Marines came in the form of rations from the States, and refrigeration for meats and other perishables was in short supply. No fresh vegetables were available. Gasoline and oil drums, scrap metal and rubber, and even worn-out clothing were sent back to the mainland as part of the reclamation effort. General garbage was incinerated, either in small incinerators or at the island dump. Ice was produced at the Naval Station, but the supply was limited (Larsen 1942b).

The Navy Base Report for 30 June 1942 described conditions in much the same terms as General Larsen did. The men had two bowling alleys, but not enough room for athletic fields; a recreation center had been approved, but not yet built. Mail delivery was irregular, arriving roughly every three weeks (Navy Department 1942a).

All units were below their authorized strength, and many men were doing double duty because of personnel shortages. Combat troops were unloading ships. Defense battalion weapons were undermanned; there were no men available (or trained) to man the eight newly-arrived 37mm antiaircraft cannon. No allowance had been made for communications personnel for the Force Headquarters or for an Air Warning Service, and men had been borrowed from other assignments for these duties, leaving someone else short-handed (Navy Department 1942a).

The acute shortage of cooking gear was blamed on the necessity of dividing the Marines into many small camps, where they could not be served by large central messes. Tarps, needed as protection for just about everything against the incessant rainfall, were also scarce. The lack of tarps contributed to the deterioration of supplies and equipment, particularly electric gear. Trucks, jeeps, and other motorized vehicles were also scarce, and the Marines were borrowing trucks from the contractors to unload supplies (Navy Department 1942a).

In 1942 the 2nd Marine Brigade established a recreation center with facilities for forty-two men at a time so that those stationed in outlying posts could come in now and then and enjoy billiards, ping pong, cards, movies, and so on (Navy Department 1942b:36).

The Navy Base Report for 10 October 1942 pointed to several continuing problems in Samoa. Little suitable terrain was available for combat training. The employment of tanks was severely limited by local conditions, namely the absence of roads and the presence of mud. The construction of underground storage facilities was very difficult because of volcanic rock and drainage problems. The Naval Station was becoming more and more a supply depot, making emergency issues of provisions, clothing and small stores to transient ships operating in the area, so the supply officers tried to maintain stock on hand beyond what was needed for the station itself (Navy Department 1942b:123–124).
The Rollup and the End of the War

From late 1943 on, Tutuila functioned as the administrative headquarters for the Samoan Defense Group, as a rear supply depot for the coming drive on the Gilbert and Marshall Islands, as a fueling depot, as an anchorage, watering station and small vessel repair station, as a search and weather observation station, as a jungle training center, and as a communication center (Burke 1945b:72–73), but no longer as an active part of the combat area. The Commandant of the Naval Station at Tutuila was made Port Director for the Samoan Defense Group, tracking all arrivals and departures, the first step toward the Navy reasserting command. In December 1943 the Commandant became Commander Naval Bases Samoan Defense Area, responsible for supplies and operation orders for all the bases in the area. He assumed full command (Commandant of the Samoan Defense Group) on 1 March 1944, returning American Samoa to the control of the United States Navy (Burke 1945a:62–63).

On 19 February 1944, orders were given to begin the dismantling of the war effort in the Samoa group, the first extensive rollup in the South Pacific (Navy Department 1947:216). The Navy was in charge of the rollup operations. The Public Works Officer at Tutuila became the Officer in Charge of all salvage operations for the Samoan Defense Group, arranging the shipment of salvaged materials to the forward areas where needed, via ships sent in by the Commander South Pacific and the Commander Service Squadron South Pacific. The housing and mess areas at Tutuila were to remain, but the industrial areas were to be salvaged. Tutuila was also directed to shuffle the power system as necessary to release as many portable generators as possible, and to prepare to dismantle and move the Mobile Hospital. Salvage in the Samoan Defense Group was virtually complete by January 1945 (Burke 1945a:68–71).

At the time rollup plans were being made, a tire and tube repair plant capable of handling twenty retreads a day was operating at Tutuila. The machine shop that Brodie couldn’t find in 1941 had materialized, and was recommended, like the retread shop, for removal forward in pursuit of the action. The officer in charge had accumulated enough excess material and equipment to warrant a Navy cargo ship being sent to collect it (Burke 1945b:113).

Mobile Hospital No. 3 left Tutuila on 1 April 1944, and the Naval Station dispensary resumed responsibility for medical care. The dispensary was remodeled in February 1944, and at the end of the war it was responsible for the care of military personnel and merchant marines, the Fita Fita Guard and Band, and the discharged Samoan Marines (Burke 1945a:117–118).

Throughout 1944, remaining Marine personnel were transferred out to active zones and salvageable material was sent on to forward areas (Burke 1945b:74). CBMU 506 spent the next few months salvaging usable material on Tutuila and sending it on to Noumea. In addition, materials from the rest of the Samoa group were sent to Tutuila for sorting and shipping (Navy Department 1947:218).
The mission of Naval Station Tutuila as of 1 May 1944 was defined as “anchorage, supply, emergency repair and refueling facilities for destroyer escorts and small craft. Staging facilities for land-based planes of all types. Emergency landing for seaplanes and antisubmarine patrol. Weather information and communications for ships and aircraft” (Navy Department 1944:3).

At the beginning of 1945, the station’s mission was to “provide and maintain limited anchorage facilities, permanent fueling facilities, minor Naval repair depot, supply facilities, construction battalion maintenance unit, Navy-operated communication facilities, Navy-manned weather station, Marine guard for internal security, and limited aviation facilities” (Navy Department 1945a).

In January 1945 the 142 men of the Fita Fita Guard had returned to their long-standing peacetime duties, providing security for the Naval Station and working as guards, stewards, orderlies, chauffeurs, messengers, small boat crewmen, and of course the Fita Fita Band (Navy Department 1945a:5).

By this time recreational facilities included several movies, numerous churches, a swimming lagoon with diving board adjacent to the Tafuna airfield, three Ships’ Service Stores with beer gardens (at the station, the ship repair facility and the naval air facility), and a post exchange at the Marine Barracks. Two baseball fields, two basketball courts and a volleyball court were available, and a recreation building was under construction, using salvaged materials (Navy Department 1945a:17).

By the summer of 1945 the Naval Station had reverted to its peacetime status as a permanent base. Its purpose as such included limited anchorage facilities, a fueling station, a minor repair depot, supply and communication facilities, a weather station, limited aviation facilities, hospital facilities for the local garrison and public health facilities for the islanders. 573 Navy personnel remained, as did a Marine garrison of eight officers and thirty-three enlisted men and the Samoan Marine Reserves. The Marine barracks was to be closed by 15 August 1945 (Burke 1945b:8–9).

The Base Report for 30 September 1945 described the Naval Station as supporting local craft and occasional air operations, with all facilities remaining in caretaker status. The airfield was equipped for refueling and minor aircraft repairs, and seaplanes could land in the harbor in emergencies (Navy Department 1945c:64–65).

A Change of Government

“Throughout the emergency the Samoan people exhibited loyalty, patriotism and a devotion to duty. They loaded and unloaded the ships, manned the trucks, worked the shops, and performed countless other services which materially aided the war effort. The Fita Fita Guard and the Samoan members of the United States Marine Corps Reserve volunteered time and again to serve in actual combat but the need
for these men to defend the islands prevented their being released" (Navy Department n.d.c).

World War II and its massive invasion of American military personnel brought great changes, physical, cultural, and economic, to American Samoa. In the aftermath of the war, American Samoa returned to normal, but normal was no longer the same.

The presence and activities of the Marines created a great demand for modernization among the Samoans, particularly among the younger people who earned money working for the Americans. They loved the roads the Marines had built and waited eagerly for the expansion of the electrical and telephone systems. Many people moved to Fagatogo village and took jobs in the town rather than return to their old way of life. Movie theaters, ice cream parlors, and garages were built and well patronized; ready-made clothing and even shoes became increasingly popular. The years immediately after the war saw a decrease in the use of the Samoan language, a continuing increase in population, with rising pressure on the food supply, and an accelerating shift from barter to a money economy (Gray 1960:246–247).

Goods imported into the islands rose from less than $200,000 in value in 1939 and 1940 to almost $1,000,000 in 1947. These imports included food products, clothing and textiles, petroleum products, and building materials brought in from the United States, Western Samoa, Australia and New Zealand. Exports at the same time (1947) were valued at about $260,000 and consisted of copra and native handicrafts sent to the United States and Hawaii.

American Samoa’s main export, both before and after World War II, was copra, the dried meat of the coconut. The oil pressed from copra was used in the manufacture of coconut butter, soap, salad oil, and so forth. Both the output (1750 tons in 1924, 357 tons in 1931, 324 tons in 1945, for example) and the market price ($156.80 per ton in 1920, $30.55 in 1932, $67.34 in 1945, $310.00 in 1948) varied widely from year to year, depending on weather and market conditions. Although the crop was nearly destroyed by the rhinoceros beetle during World War II, 1667 short tons were shipped in 1947 (Navy Department n.d.c).

In 1945 the Department of Samoan Industry was established as a cooperative marketing agency for handicrafts. There were at this time no factories, few stores, limited boat building, and limited gasoline available on the island. By 1947 there were forty-two schools, including a newly established high school, and ninety-nine teachers, six of whom were Americans (Navy Department n.d.c).

The population of American Samoa increased from approximately 5,700 in 1900 to an estimated 19,000 in 1950. The increase was largely attributed to the cessation of internal warfare, the introduction of a modern Public Health Department with its emphasis on education in sanitation and hygiene, and free medical facilities. Postwar improvements included a new two-hundred-bed hospital and child health clinics (Navy Department n.d.c).

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11 The Germans accidentally introduced this pest into Western Samoa from Sumatra in 1900 (Sorensen 1993).
The United States Naval Station Tutuila was disestablished on 31 December 1949, but the islands remained under the Navy Department for another year and a half (Navy Department 1954:6). American Samoa and all Navy property there were transferred to the Department of the Interior from the Navy Department on 1 July 1951 (Navy Department n.d.c).
WORLD WAR II INSTALLATIONS ON TUTUILA

The maps drawn to accompany the annual report for June 1943 (Navy Department 1943a), obtained at the Navy Construction Battalion Center, Port Hueneme, California, give a picture of military development on Tutuila at its peak. The Naval Station itself, well known and well documented by Thompson (1988), is not included in this survey, but detailed maps of the station were also made each year for the annual reports.

The Samoan Hospital (sheet 3 of 19 in the report, map 14-82 in the NCBC archives) was located on the highway between Pago Pago and the Naval Station. The map shows approximately forty structures, ranging from tiny showers and storage buildings to large wards, nurses quarters, and the mess hall. At the rear of the compound were the lepers' quarters, the lepers' fale, and quarters for the mentally deranged.

The Happy Valley Command Post (sheet 4/map 14-83), the Marine headquarters area located just off the main road between Pago Pago and the Naval Station, included approximately seventy structures, ranging in size and function from small boiler rooms, shelters (numbers 1 through 5), and latrines to a large administration building, sickbay/pay office, mess halls, and quarters. The map also shows an outdoor basketball court.

Also on the main road along the shore of the harbor were the Naval Cemetery and a Marine camp and warehouses (sheet 5/map 14-84). The Marine complex included two large warehouses, a mess hall, and scattered quarters.

The Convoy Escort Repair Base was located between the highway and the shoreline on the north shore of Pago Pago Harbor (sheet 6/map 14-85). Facilities shown on the map include the foundry and blacksmith shop, the carpenter and pattern shop, the sheet metal shop, the welding shop, the shipfitting shop, the light machine shop, the heavy machine shop, the pipe and copper-smith shop, torpedo and ordnance, the electrical and radio shop, stores and cold storage, and administration stores. The complex also included a power station, several barracks buildings, a mess hall, and a recreation hall. Not far to the east was a Samoan Marine camp.

Further east at Aua was a tank farm containing eleven large round tanks for diesel oil storage (sheet 7/map 14-86). Scattered small pump houses served the tanks. On the western edge of the tank farm was a construction battalion camp with a dozen rectangular structures and a larger mess hall. Along the road between the tank farm and the Samoan Marine camp to the west was a borrow pit (presumably a source of fill material needed during construction activities), a pump house, and an underground storage structure.
Between Aua and Breakers Point, on the eastern shore of Pago Pago Harbor, were three Marine camps (sheet 8/map 14-87). The first of these (the northernmost) was a Samoan Marine camp, with sixteen structures on both sides of the road. These included quarters, storehouses, three mess halls, a sick bay, a guard house, and a refrigeration shed. The middle camp contained twenty-six buildings, including quarters, mess halls, stores and so forth, as well as a movie shed and a post exchange. The southernmost camp contained twenty-one structures, with a lookout tower, a searchlight tower, and a signal tower in addition to the usual quarters, stores and mess halls.

Another Samoan Marine camp, with about twenty-five structures, was located at Alega, on the southern shore of Tutuila east of Pago Pago Harbor. At Amouli, some miles further east, stood a dispensary and a power house. At Tula, on the eastern shore of the island, was a radar station consisting of fourteen structures (including quarters, mess halls and storage buildings). A recognition station was built at Taputapu, on the westernmost tip of Tutuila. This installation consisted of three quarters, two storehouses, a mess hall, and a searchlight tower built directly over its power plant (sheet 9/map 14-88).

At Fagaalu, overlooking the approach to Pago Pago Harbor, was a telephone exchange and warehouse complex (sheet 10/map 14-89). The complex contained more than fifty structures, including a Marine camp, several warehouses and truck sheds, a large mess hall, showers, a tailor shop and a post exchange. The telephone exchange itself was underground, at the far northwestern corner of the installation, served by a short tramway.

At Fatumafuti, south of Fagaalu, was a warehouse complex containing eight storage facilities, including two designated for medical supplies. The communications filter center at Mormon Valley (Malaemini Valley) included the filter center building, three officers' quarters and an officers' latrine, three enlisted quarters and an enlisted men's latrine, a mess hall, a movie projector, and a garbage platform (sheet 11/map 14-90).

Tafuna Airbase, which covers four sheets in the annual report (sheets 12 through 15/maps 14-91 through 14-94) appears to have been the largest installation on the island apart from the long-established Naval Station. Much of the airbase is now under the Pago Pago International Airport and various commercial buildings in the area. The base included a six-thousand foot runway, now an active airport runway, and a smaller taxiway which is also now part of the airport. The airbase included dozens of structures: quarters and mess halls and showers scattered among the propeller shops, ordnance shops, warehouses, hangars, ice plants, offices, garages and workshops, on streets called Burma Road, Wake Island Drive, Maila Drive, Pearl Harbor Drive, and Roundhouse Road.

Mobile Hospital No. 3, located near Mapusaga on the main highway between the Naval Station and Leone (sheet 16/map 14-95), included over one hundred structures: wards, quarters, mess halls, storage facilities, medical warehouses, dental facilities, a fire station, a paint shop, maintenance shops, a morgue, a post office, administration buildings, and so forth, laid out along Sands Street, Pearl Street, Sands Circle, and Bryn Mawr Avenue.
The Olotele Radar Station, well up in the hills, was reached by a tramway from its parking area at the end of the Olotele Road. The men who tended the power house and radar machinery had three quarters structures, a mess hall and a latrine. Down the road to the southeast was the A.A.C.S. radio station, with a generator building, a radio building, an office and a quarters building. Several poles, presumably supports for the radio transmitter, and a telephone pole are also shown on the map (sheet 17/map 14-96).

Vaiogi, on the south coast southwest of Tafuna Airbase, also had a radio station, with a radio building, a generator building, several smaller buildings, and six supporting poles. Nearby were three quarters buildings. At Pavaiai, on the main highway south of the Mobile Hospital, was a Samoan Marine camp, including five quarters buildings and an office. As this camp was located in or near the village of Pavaiai, a mess hall was apparently not needed (sheet 18/map 14-97).

Although the airfield at Leone was never operational, the area on the southwest coast was extensively used for several purposes (sheet 19/map 14-98). The unusable runway measured three hundred by six thousand feet and ran nearly north and south. Just east of the southern end was a borrow pit, while east of the northern end, along the main highway, was the airport camp, with quarters, mess hall, a wash house, and warehouses. West of the runway was the Marine Replacement Training Center, a long stretch of quarters, mess halls, and training facilities. South of the training center was the Army Radio Beam Station. West of the southern end of the runway, on the grounds of an experimental farm, was the 2nd Separate Medical Company field hospital.

The annual reports and base facilities reports issued periodically give a good picture of the military buildup on American Samoa. The annual report for June 30, 1942 (Navy Department 1942a), was written after the arrival of the 2nd Marine Brigade and the Mobile Hospital, although the latter was still in the process of construction. The military population of the island was 7,995 (512 Navy and 7,483 Marines, including Samoan Marines but excluding the Fita Fita Guard). Personnel problems involved qualifications rather than numbers: "...machinist's mates with machine shop experience were requested, but only machinist's mates with engine experience received." Divers and their gear had also been requested but not received.

The 2nd Marine Brigade (Reinforced) made up most of the military strength at this time (Navy Department 1942a). All Marines carried either a rifle or a pistol, depending on their rank and duties. The Brigade was divided into several organizational units, each with its associated weapons. Special and service troops included the Headquarters and Service Company, the Motor Transport Company, the Engineer Company, the Barrage Balloon Squadron (with twelve active balloons), and the Tank Company (with eighteen light tanks). The Infantry Regiment (8th Marines) had normal light infantry weapons including .30 caliber machine guns and 60mm mortars, as well as heavier weapons such as 81mm mortars and 37mm antitank guns. The Raider Battalion also had normal infantry weapons. The Light Artillery Battalion (2nd Battalion 10th Marines) had four 75mm pack Howitzers and eight 75mm guns, for a total of three firing batteries of four weapons each.

19 The native population, at 12,000, outnumbered the Marines, but not by much.
The Reinforced Defense Battalion (2nd Defense Battalion) had four six-inch naval guns (in two two-gun batteries) and eight five-inch naval guns (in four two-gun batteries) in the seacoast weapons group. The antiaircraft group had sixteen three-inch M3 Army type mobile antiaircraft guns (in four four-gun batteries) and six three-inch naval antiaircraft guns (in two three-gun batteries), as well as twelve sixty-inch searchlights. The machine gun group had fifty .50 caliber antiaircraft machine guns, fifty .30 caliber machine guns, and eight 37mm automatic antiaircraft cannon, not yet in operation when the report was filed (Navy Department 1942a).

In November 1942 the ammunition supplies of the 2nd Marine Brigade included .30 caliber (ball, armor piercing, and tracer), .45 caliber (ball and tracer), .50 caliber (ball, armor piercing, and tracer), grenades (hand and rifle), 37mm (high explosive and armor piercing), 60 mm mortar (high explosive), 81mm mortar (high explosive), 75mm pack howitzer (high explosive), 75mm gun (high explosive super charge, high explosive normal charge, white phosphorus smoke, shot, and semi-armor piercing), three-inch antiaircraft (high explosive), three-inch/50 caliber (Navy common, high explosive, shrapnel, and illuminating), five-inch/51 caliber (common and illuminating), six-inch/50 caliber (common and illuminating), shells for one pounder, three pounder, and three-inch landing gun, and antitank mines (Larsen n.d.:8-1).

By June 1942 defensive installations were in place or planned. Barbed wire had been installed at likely landing sites and demolitions had been prepared to block the roads, such as they were. The Marine barrage balloons were protecting the harbor, and one landing strip was in use at Tafuna.

The 1942 report, written when enemy attack still seemed quite possible, requested various improvements in weaponry, ammunition, vehicles, training facilities and so forth. By September 1943 (Navy Department 1943b), the purpose of the military establishment at Tutuila was "To provide a defended base with repair facilities for destroyers and smaller vessels and protected anchorage for one carrier with fields from which carrier planes could operate". The military population was now 9716 (2746 Navy, 6956 Marine Corps, and fourteen Army men attached to the Marine Air Facilities).

By September 1943, the airfield at Tafuna had a parking capacity of sixty-eight planes, two coral-surfaced runways, and nearly five miles of coral-surfaced taxiways. Three fuel tanks with a total capacity of 218,000 gallons were located at the field, as were five fuel dumps for drum storage, holding approximately 500,000 gallons. A fleet of twenty-one tank trucks served the field. Seven ammunition storage facilities had a combined floor space of 12,426 square feet. The field had radio transmitters and receivers and a telephone system. Most of the buildings were made of pre-fabricated wooden framing with screened sides; these included a wide variety of work shops, storage facilities, hangars, offices, and so forth, as well as 346 quarters buildings ranging from eight by eight feet to forty by 115 feet. Field maintenance equipment included four bulldozers, one grader, nine dump trucks, five concrete mixers, and a roller (Navy Department 1943b).

The Leone airfield was far less elaborate. The runway was described as seventy percent complete in August 1943, and no taxiways or parking facilities were planned. Structures at the
field included a shop, a warehouse, a generator shelter, a post exchange, a mess hall, thirty-seven quarters buildings, two latrines, a laundry, and a movie pavilion (Navy Department 1943b).

Medical facilities included the five hundred-bed Mobile Hospital No. 3 and seventy-two beds each at the 1st and 2nd Separate Medical Companies, as well as the facilities at the Naval Station. Housing and associated facilities were listed at Tafuna Airbase, Leone, the Signal Company in Pago Valley (twenty-seven structures), the Force Command Post at Happy Valley (forty-two structures), a second camp in Pago Valley (twenty-one structures), Leloaloa on the north shore of Pago Pago Harbor (thirteen structures), Utulei (five structures), Olatele (one structure), Fagalele Replacement Training Center near the Leone Airfield (one hundred ten structures), and the Communications Filter Center (seven structures), for a total of 566 buildings and 226,126 square feet of floor space (Navy Department 1943b).

The Base Facilities Report for May 1, 1944 (Navy Department 1944) gives the mission of the establishment as "Anchorage, supply, emergency repair and refueling facilities for destroyer escorts and small craft. Staging facilities for land-based planes of all types. Emergency landing for seaplanes and anti-submarine patrol. Weather information and communications for ships and aircraft." Facilities around Pago Pago Harbor included the Naval Station, the Samoan Hospital, the Samoan Marine camp on the north shore, the Naval Cemetery, the Convoy Escort Repair Unit on the north shore, the Aua tank farm, a seaplane ramp (for emergency use only), and the camp at Happy Valley.

The military population had dropped to 2,898 (2,114 Navy, 710 Marines, and sixty-five Army men attached to the air service). The Happy Valley camp, now occupied by the Seabees of CBMU 506, had quarters for four hundred, and the repair base had quarters for 450. The tank farm at Aua contained storage facilities for 33,000 barrels of diesel oil and 257,000 barrels of fuel oil. The Public Works Camp in the Fagaalu area included a tire repair plant, but the tire recapping equipment was scheduled to be shipped out (Navy Department 1944).

Tafuna Airbase maintained its established runways and taxiways and parking for fifteen heavy and sixty medium bombers. One million gallons of aviation gasoline were stored in drums at the airfield, with another 578,000 gallons in the airfield tank farm. Many buildings were being dismantled in May 1944 but quarters for five hundred men would be maintained in two camp areas. Twelve frame structures, totaling 12,196 square feet of floor space, were in use as ammunition and ordnance magazines. The airfield at Leone, however, was inactive, with no lights, fuel or ammunition storage (Navy Department 1944).

Other facilities shown as active in the May 1944 report were the radio station at Vaitogi, the A.A.C.S. radio station at Olotele, and warehouses at Mormon Valley.

At the end of the war, the function of the Naval Station was to support local craft and occasional air operations, all facilities remaining in caretaker status. The airfield at Tafuna was equipped for refueling and minor aircraft repairs. Personnel at the Naval Station had been reduced to 644 (30 Army and 614 Navy) (Navy Department 1945a).
Although most of the Marines had gone, a complement of 1402 men continued to operate Tafuna Airbase (Navy Department 1945b). The runways, taxiways and parking facilities remained, along with lights, a weather station, radio and telephone equipment, construction equipment, and numerous shops, hangars, warehouses, offices, quarters, and so forth. Fuel was stored in one 125,000-gallon bolted steel tank, two 21,000-gallon bolted steel tanks, two 25,000-gallon bolted steel tanks, and three 50,000-gallon concrete tanks. 10,499 barrels of fuel were also available in drums.

A number of splinterproof magazines were also located at Tafuna Airbase (Navy Department 1945b):

<table>
<thead>
<tr>
<th>number</th>
<th>size (in feet)</th>
<th>use</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>20 x 50 x 11</td>
<td>bombs</td>
</tr>
<tr>
<td>2</td>
<td>20 x 50 x 8</td>
<td>bombs</td>
</tr>
<tr>
<td>2</td>
<td>10 x 13 x 7</td>
<td>fuses</td>
</tr>
<tr>
<td>1</td>
<td>27 x 18 x 10</td>
<td>pyrotechnics</td>
</tr>
<tr>
<td>1</td>
<td>50 x 80 x 14</td>
<td>inert storage</td>
</tr>
<tr>
<td>1</td>
<td>20 x 50 x 8</td>
<td>small arms</td>
</tr>
<tr>
<td>1</td>
<td>18 x 25 x 8</td>
<td>small arms</td>
</tr>
</tbody>
</table>

Various bombs and depth charges were also stored in ammunition dumps at Tafuna (Navy Department 1945b):

<table>
<thead>
<tr>
<th>number</th>
<th>type</th>
<th>weight (lbs.)</th>
<th>use</th>
</tr>
</thead>
<tbody>
<tr>
<td>957</td>
<td>frag. MK5</td>
<td>30</td>
<td>bombs</td>
</tr>
<tr>
<td>1,844</td>
<td>GP AN-M30MK</td>
<td>100</td>
<td>bombs</td>
</tr>
<tr>
<td>820</td>
<td>GP MK12</td>
<td>500</td>
<td>bombs</td>
</tr>
<tr>
<td>479</td>
<td>GP MK9, MK15</td>
<td>1,000</td>
<td>bombs</td>
</tr>
<tr>
<td>740</td>
<td>ANMK17, MK17</td>
<td>325</td>
<td>depth charges</td>
</tr>
<tr>
<td>120</td>
<td>ANM37, MK29</td>
<td>650</td>
<td>depth charges</td>
</tr>
</tbody>
</table>

A considerable amount of ammunition was stored in the open under tarpaulins at other (unspecified) locations on the island, probably in the Pago Pago Harbor/Naval Station area (Navy Department 1945b):

<table>
<thead>
<tr>
<th>type of ammunition</th>
<th>rounds</th>
</tr>
</thead>
<tbody>
<tr>
<td>cartridges, ball, .30 caliber, armor piercing</td>
<td>4,179,000</td>
</tr>
<tr>
<td>cartridges, tracer, .50 caliber, incendiary</td>
<td>3,277,650</td>
</tr>
</tbody>
</table>
37mm, antiaircraft, M54, and armor piercing, M59 130,000
37mm, high explosive, M63, and armor piercing, M74 50,000
37mm, armor piercing, M51, and high explosive, M54 120,000
75mm, PH (phosphorus?) 3,000
75mm, PH, persistent gas 4,000
75mm, gun 52,000
90mm, high explosive and armor piercing 60,000
3-inch 12,000
105 howitzer 11,000
105 pack howitzer, persistent gas 1,000.

"The above is in addition to all the ammunition stored inside," as the compiler of the report pointed out (Navy Department 1945b). "Much of this ammunition will be unfit for use after it has been exposed to the weather for such long periods. Many stacks of ammunition would have to be gone over round by round to determine its serviceability."

Although Mobile Hospital No. 3 had moved on in April 1944 (Burke 1945a:117–118), in September 1945 a hospital was reported in operation at Mapusaga, with a complement of 235 men and a patient capacity of 695. The hospital drew its water supply from a nearby concrete dam and reservoir and stored it in four five-thousand-gallon tanks, part of a gravity-driven water system. The hospital also had a system of sewers and septic tanks for sanitation, but solid waste was removed to the island garbage dump (Navy Department 1945b).

General storage facilities were maintained at a number of locations across the island: the Naval Station (sixteen structures), Utulei (twenty-two structures), Mormon Valley (two structures), Mapusaga (fourteen structures), Fagalele (two structures), Vaileotai (two structures), Leone (twelve structures), West Coconut Point (two structures), South Coconut Point (nine structures), Happy Valley (two structures), Pago Valley (nineteen structures), Taputapu (three structures), Amanave (two structures), Atauloma (one structure), Pavaiai (ten structures), Steps Point (two structures), Amouli (two structures), Alega (three structures), Visa (one structure), Amua (four structures), Breakers Point (three structures), Poloa (one structure), Aunuu20 (three structures), Fagaia Bay (five structures), Aua (six structures), Tula (seven structures), and Futiga (six structures). In addition, numerous shacks, some sixteen by sixteen feet and some sixteen by thirty-two feet, were scattered over the island and used for storage of small arms accessories (Navy Department 1945b).

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20 This may represent Aunuu or Auma. The spelling in the original Navy document is not modern standard, using Mapusaga for Mapusaga, Vaileotai for Vaileotai, Amanave for Amanave, and Atoloma for Atauloma.
ARCHIVAL AND BACKGROUND RESEARCH

Background research for the project concentrated on archival sources on the mainland, with visits to the Navy and Marine History Centers at the Washington Navy Yard in Washington, D.C., National Archives Cartography Section in Alexandria, Virginia, and the Naval Construction Battalion History Center and the Navy Historic Plans microfilm center in Port Hueneme, California. Telephone contacts were pursued at the National Archives in San Bruno, California, and at the Library of Congress in Washington, D.C.

United States Naval Historical Center, Washington Navy Yard

The Operational Archives of the United States Naval Historical Center at the Washington Navy Yard grew out of the World War II reports, plans, and diaries sent to its predecessor, the Office of Naval Records and Library. Materials from the Korean and Vietnam conflicts have since been added; some materials earlier than 1939 are also available (Anonymous 1991a).

Mrs. Kathy Lloyd and Mr. John Hodges were particularly helpful in assisting with research and document location. Samoan material, including information on the Naval Station at Tutuila and the Navy's involvement in defensive activities in American Samoa, was located under reference numbers 11-386 and 11-387.

"Status of Samoa Projects NOy-4173—A Memorandum Report Prepared for CDR. T.A. Hartung, 10/28/41" (Watson 1941), a typed document on microfilm, is an extremely interesting twenty-five-page letter written by a harried Lieutenant Commander L.J. Watson USNR in the Public Works Office of the 14th Naval District at Pearl Harbor, Project Manager for the Samoan work, to an officer in the Civil Engineering Corps who would eventually be officer-in-charge of the Pacific work. Watson includes, and keys his discussion to, a number of maps and photographs. The maps are generally based on the standard "Annual Report" maps, in this case dated June 30, 1939, with Watson's annotations. Photographs illustrate various problems encountered with load tests, foundation problems, and road conditions, as well as examples of quarters, barracks, and the buildings the contractor's men built for their own use.

Watson discusses the problems inherent in mixing new development and war preparations with the "rehabilitation of a decrepit minor naval station." The Commandant of the Station (understandably) tended to emphasize the station improvements he and his predecessors had spent years trying to get funded.
The original plans (1940) had called for a tank farm, four duplex Chief Petty Officers quarters, and part of the dispensary. On December 16, 1940, the contractor was informed that a battalion of Marines was already en route and needed seven buildings (two barracks, mess hall, laundry, bakery, Bachelor Officers’ Quarters, Noncommissioned Officers’ Quarters, and cold storage), all to be built to specifications which had nothing to do with Samoa, such as the notorious requirement of a twelve- to fourteen-foot snow load capacity for the bakery roof. Most supplies arrived by Matson freighter at considerable expense and on an uncertain schedule, as government transport was not available. Many cost overrun problems developed, requiring deferment of some projects.

A certain amount of tension and resentment developed between the Naval Station and the Marines, who were seen by some as interlopers. The Commandant preferred to maintain two entirely separate and independent facilities, something which Watson regarded as wildly wasteful and extremely silly. “There is every reason to believe,” reports Watson, “that the Commandant and the Commanding Officer of the Defense Battalion have not been fully in accord on all matters.”

Construction problems abounded. At the tank farm, settlement problems had developed, requiring foundation improvements, and this after the project was already one hundred percent over its original cost allotment. The pipelines were nearly ready, but the pumps hadn’t arrived. Four duplexes built on the Utulei Reef fill at the insistence of the Commandant were well over cost. The contractor had explained this to the Bureau of Yards and Docks as everything from bad working conditions to Samoan cultural problems, but Watson clearly thought that the Commandant was the main problem. Meanwhile, the dispensary and net depot facilities required redesign to meet local conditions.

Watson includes notes on the progress of many of the individual projects. Some were doing better than others, of course, and a few seemed nearly hopeless. As Watson explains, “All the reports that we have however have indicated that it would be a hopeless task to attempt to enforce modern sanitation in Samoan villages.”

The Naval Historical Center records also provided various reports on base conditions, most of them typed and all now on microfilm. “Advanced Base Facilities, Samoan Group, October 10, 1942” (Navy Department 1942b) reports on available facilities, local conditions, and problems encountered. Other such reports include “Base Facilities Data,” September 1, 1943 (Navy Department 1943b), “Base Facilities Report, 1 May 1944, South Pacific Area, Compiled by Commander South Pacific Force” (Navy Department 1944), “Base Facilities Report, 1 January 1945, South Pacific Area, Compiled by Commander South Pacific Force” (Navy Department 1945a), “Base Facilities Report as of September 30, 1945” (Navy Department 1945b), “Base Facilities Summary, Outlying Bases, South Pacific Area, 30 September 1945” (Navy Department 1945c), and “Naval

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21 Fortunately, as the postwar control of filariasis has proven, he was wrong about this.

22 This report gives a fairly thorough listing of what remained on Tutuila after the buildup was virtually complete. These facilities included such oddities as a typewriter repair shop with a complement of 1.5 enlisted men and the (no doubt ever-popular) ice cream plant.
Installations Outside Continental United States, Financial and Physical Data,” 31 December 1945 (Navy Department 1945d).

Two postwar summaries were also located at the Naval History Center. “U.S. Naval Bases in the South and Southwest Pacific (and Central Pacific Forward) in World War II” (Navy Department 1954) begins with the secret orders of March 6, 1942, regarding the Samoan Defense Group, known in code as Straw, and ends with the transfer of the island administration and all remaining federal property to the Department of the Interior on July 1, 1951. “United States Naval History of the Samoan Defense Group” (Burke 1945a) was written by a staff historical officer with the 14th Naval District, and includes the standard form description of the naval station as of October 1945, as well as copies of the standard annual report maps from June 30 of 1940, 1942, 1943, 1944, and 1945. “United States Naval History of Tutuila, American Samoa” (Burke 1945b), a supplement to “United States Naval History of the Samoan Defense Group,” gives a more detailed account of activities on Tutuila.

United States Marine Corps History Center, Washington Navy Yard

Also located at the Washington Navy Yard is the United States Marine Corps History Center. The archivist at the center, Mrs. Miller, was very helpful. Samoan materials were found in boxes 43, 44, 45, and 46.

The Marine Corps History Center yielded two reports on prewar conditions in American Samoa. “Landing Conditions Coasts” (Anonymous n.d.a) is an undated reconnaissance report on the coasts and bays of Tutuila, with detailed descriptions of the coasts and beaches, coastal villages, harbors, safe and unsafe approaches, and so forth. “Defensive Installations at Samoa” (Anonymous 1939) is a forty-three-page description of the defenses, such as they were, of Tutuila prior to the war. It includes recommendations, largely drawn from the Commandant of the Naval Station, for defense preparations, but these appear to fall far short of what was recommended even a year later, much less of what was eventually done on the island.

The Center was also, of course, a good source of information on Marine Corps activities on Tutuila. “History of the 2nd Marine Brigade, 12–7–41 to 4–28–42” (Anonymous n.d.b) includes a detailed list of dates, places, and names important to the 2nd Marine Brigade, including such adjuncts as Marine Air Group (MAG) 13 and the 2nd Barrage Balloon Squadron. The report briefly discusses an outpost at the top of Matafao Peak, the installation of gun emplacements, the establishment of signal stations at Breakers Point and Taputapu, and the organization of the First Samoan Battalion.

“Informal History of the 2nd Marine Brigade, 12–24–41 to 3–31–43” (Anonymous n.d.c) recounts the formation of the 2nd Marine Brigade in December 1941, specifically for duty in Samoa, and covers the trip out to Samoa, disembarkation and unloading, work assignments, the construction of housing and of the airfield at Tafuna, and the need for more and better roads so that more of the island would be accessible.
Two typed reports dating from 1943 are "Mail Distribution Lists, Samoan Group" (Anonymous n.d.d) and "Unit Reports on Headquarters, Defense Force, Straw Area" (Anonymous n.d.e).

Two views of General Henry Larsen were found in the Marine History Center. "Annual Report, Second Marine Brigade, Reinforced" (Larsen 1942b) is a standard report giving detailed descriptions of personnel, situation, activities, etc., of the Marines on Tutuila during the first half of 1942. However, three relatively informal letters (Larsen 1942a), written in March 1942 to a Commandant of the Marine Corps who was evidently also a friend, describe conditions in Tutuila as Larsen found them.

Naval Construction Battalion Center, Port Hueneme, California

Port Hueneme is the training facility for the Naval Construction Battalions, well known as the Seabees. The facility includes the historical records of the Seabees, supervised by Dr. Vincent A. Tansano, the command historian. Another office, under Mr. Raymond Benny, maintains the Historical Plan Files of the Civil Engineering Support Office. There is also a Seabee Museum on the base.

The Naval Construction Battalion Center historical collection provided the Technical Report and Project History, Contracts NOy-3550 and NOy-4173 (Navy Department n.d.a), dealing with the civilian contracts for construction work throughout the Pacific, with a section devoted specifically to the work on Samoa. Volume 1 gives a brief historical background on the contract work for the Pacific as a whole, along with details of the contractors, subcontractors, and financial information. The budget for the entire Pacific contract was more than $574,000,000, of which just over $11,000,000 was spent at Samoa.

Volume 2 (Appendix A, Chapter 1) covers construction work on American Samoa, listing individual projects by name and number. The field work began in September 1940 and ended in September 1942. This section includes information on design changes, mostly necessary to accommodate local conditions (high winds, heavy rains, termites, etc.), as well as information on the construction sites, land purchases, history of the construction work, and administration. The report also discusses local labor relations and the problems resulting from making as much use as possible of local labor. Due to secrecy regulations and the minimal level of nonessential communications, not a great deal of information about actual project status was available.

"Report of Advanced Base Construction on Tutuila Island, American Samoa, by the Fifth Detachment of the Second Construction Battalion From June 21st 1943 to —" (Navy Department n.d.b) provides descriptions of and technical information on the Seabee work, beginning in June 1943 with the arrival of the 5th Construction Detachment on Tutuila. The report includes information and physical descriptions of Leone, shops at Tafuna Airbase, housing at Tafuna Airbase, gasoline tanks at Blunts Point, fuel oil tanks at Utulei, the communications filter center in Mormon Valley, the telephone exchange in Fagatuli Valley, housing in Mormon Valley, the radio beam
station at Leone Airfield, the sewage system built for Mobile Hospital No. 3, and a dam in Oletele Valley.

National Archives Cartographic Center, Alexandria, Virginia

At the National Archives Cartographic Center, Mr. Stewart Butler located several maps of American Samoa, all standard printed maps from the 1940s. No military maps or charts of American Samoa were found in this collection.

Library of Congress, Washington

The Maps Division of the Library of Congress provided a large scale topographic map, approximately seven feet long, of the island of Tutuila, showing roads, trails, streams, and geographic names, compiled by the Intelligence Section of the 2nd Marine Brigade (Reinforced) in June 1942 (Ploof et al 1942). This source also provided a map produced in 1942 by the War Office, Geographical Section, General Staff, titled United States Possession in the Samoa Islands. This map is based on the 1939 Department of Commerce map of the same name. The modern version of the same map is known as Pacific Ocean: Samoa Islands. Comparison of the Intelligence Section map and the Department of Commerce maps suggests that the inland trails closely followed the high-elevation ridge lines.

National Archives, San Bruno, California

The National Archives, Pacific Sierra Division, holds the records of the 14th Naval District, headquartered at Pearl Harbor, Hawaii. The Naval Station at Tutuila was under the supervision of the 14th Naval District Public Works Office (Watson 1941). The recorded inventory of the Pacific Sierra Division Archives, however, appears to contain no specific listings for American Samoa, under the 14th Naval District or separately, and the listing for the 14th Naval District Public Works Office covers only the years 1950 to 1959 (Anonymous 1991b).

Further search by Ms. Kathleen O'Connor has turned up a collection of fourteen boxes of 14th Naval District material pertaining to the operation of the Naval Station at Tutuila, including Captain of the Yard files 1943 (box 1), Naval Station files 1944 (box 2), Captain of the Yard files 1944 (box 2), Commandant's files (box 3), classified files 1944 (box 4), Commandant's classified files 1944 (boxes 5 and 6), Commandant's classified files 1945 (boxes 7 and 8), Commandant's classified files 1943 (boxes 7 and 8), officers' file jackets (boxes 9 and 10), Captain of the Yard files 1944 and 1945 (box 11) and miscellaneous files (box 14). These files were not reviewed for the current survey.
Hamilton Library, University of Hawaii

Dr. Karen Peacock has charge of the Pacific Collection at the Hamilton Library. The Samoan material in this collection is primarily cultural, with relatively little information pertaining to military activities.

Bishop Museum, Honolulu, Hawaii

Although the Bishop Museum holdings include military material covering some parts of the Pacific, there is little in the collection regarding military activities in American Samoa.

Miscellaneous Maps

Some geographic features on Tutuila have both Samoan and English names. One map which shows both was published by the United States Geological Survey (United States Department of the Interior 1963). This map identifies Blunts Point as Tututuulu Point, Point Distress as Niuloa Point, Double Point as Matautoa Point, Point Deceit as Matatuotafuna Point, Short Point as Fagatele Point,²¹ Southworth Point as Mululu Point, Point Nelson as Samituutuu Point, and so forth.

A number of maps in varying states of completeness, legibility, and usefulness were collected from the United States Navy Historical Center, the Marine Corps History Center, the Cartographic Center of the National Archives, and the Naval Construction Battalion Center.²⁴

Prewar maps include the United States Navy Hydrographic Office maps of Pago Pago Harbor. The first of these, issued in 1924, shows the Naval Station between Fagatogo and Observatory Point. A later edition of the same map, with additions to 1944, shows naval station buildings stretching from Fagatogo to Utulei, as well as buildings on the north shore opposite the station. The Hydrographic Office also published a map of Tutuila, the Manua Islands and Rose Island, based on data from 1901 through 1939.

Most of the maps are associated with one or another of the regular annual reports compiled to reflect conditions each year on June 30. These maps show all buildings and detailed keys and include the following:

- Tafuna Airbase, June 30, 1943

²¹ Fagatele appears as a geographic name at least three times on this map alone, in completely different locations (United States Department of the Interior 1963).

²⁴ Copies of these map resources have been provided to the Historic Preservation Officer, American Samoa Government.
* Tutuila, Samoa, June 30, 1944 (shows Tafuna Airbase and Leone Runway)

* U.S. Naval Station, Tutuila, Samoa, June 30, 1942
* U.S. Naval Station, Tutuila, Samoa, June 30, 1943
* U.S. Naval Station, Tutuila, Samoa, June 30, 1944
* U.S. Naval Station, Tutuila, Samoa, June 30, 1945
* U.S. Naval Station, Tutuila, Samoa, June 30, 1947
  (These show the area from Pago to Utulei.)

Additional annual report maps dated 1943 show the following facilities:

* Samoan Hospital
* Warehouses at Fatumafuti and Mormon Valley Filter Center
* Happy Valley Command Post
* Warehouses at Pago Pago and Naval Cemetery at Satalapa
* Repair base and vicinity
* Aua Tank Farm and vicinity
* Marine Camps between Aua and Breaker Point
* Radar Station at Tula—Dispensary at Amouli—Aega Marine Camp—Taputapu Recognition Station
* Fagaalu: Telephone Exchange and Warehouses
* Tafuna Airbase (4 sheets)
* Mobile Hospital No. 3
* Olotele Radar Station and A.A.C.S. Radio Station
* Radio Station at Vaitogi and Marine Camp at Pavaiai
* Leone Runway and Vicinity

Annual report maps dated 1947 also show the following facilities:

* North shore of harbor
* Fagaalu: warehouses, cement pipe plant, telephone exchange
* Reservoirs, pipe line filter, chlorinator plant
* Tank farm at Utulei

An annual report map from 1949 shows the north shore of the harbor.

A map based on the 1941 United States Hydrographic Office map of Tutuila, Manua Islands and Rose Island includes notations of villages, county boundaries, ammunition, guns, magazines, rifle squads, wells, creeks, dams, water tanks, schools, dispensaries, runways at Tafuna, and various buildings (figure 2, page 20, figure 3, page 21, and figure 4, page 23). This map was located at the Marine Corps History Center, Washington Navy Yard.

Building plans and drawings located at the Navy Historical Plan Files (Port Hueneme, California) include the following:
- Fire House—Garage
- Personnel Shelter (Capacity 300)
- Personnel Shelter (Capacity 400)
- Fuel Oil Tanks and Piping
- Operations and Message Center
- Storage Building Showing Reconstruction of 55000-Barrel Fuel Oil Tank
- U.S. Shipping Board Fuel Oil Tanks
- Tafuna Proposed Layout (August 1941)
- Proposed Ammunition Storage Facilities, Naval Air Station, October 1941
- Right of Way for Road along Pagasa Trail
- Pago Pago Harbor, Naval Net Depot
- Proposed Seaplane Facilities
- Magazine
- Magazine, Building 78
- Preservation of Grounds, Concrete Retaining Wall & Path, Commandant's Residence
- Proposed Expansion, U.S. Naval Station
- Storhouse (1929)
- Oil Storage Tanks & Borrow Pit
- Proposed Oil Storage

Utah Construction

Utah Construction and Mining Company of Ogden, Utah, was the lead contractor in the civilian phase of construction on American Samoa under Contract NOy-4173 (11 July 1940). The company, now based in San Francisco, has changed names more than once (to Utah International, Inc., BHP Utah Minerals, and BHP Minerals) and is now known as Broken Hill Proprietary. Several people at the company’s San Francisco office did their best to locate material on the Samoan construction work, including Pam Mott, the company records manager and archivist, Mr. Edmund Littlefield, a retired executive from the company’s postwar years, and Bonnie Predny, Mr. Littlefield’s secretary. Despite several checks of the company archives and records, no material on the work in Samoa was found. Ms. Predny kindly sent a listing of the company’s available records,25 but no Samoan material appears to have survived. No one who was active with the company during World War II remains available through this channel today.

Colonel James Callender

Colonel James Callender, USMC Ret, is a 1941 graduate of Annapolis. He was suddenly graduated, with others of his class, twelve days after the attack on Pearl Harbor, commissioned as a second lieutenant in the Marine Corps and sent to the Defensive Weapons Officers course at

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25 Before World War II Utah Construction had extensive experience in the construction of railroads, earth and rock fill dams, highways and bridges, concrete dams, tunnels and shafts, and canals and waterways, mostly in the western United States.
Quantico, Virginia. Here Callender and his classmates were again pulled from their studies by a lieutenant colonel who informed the students with some humor that they were lucky, because they were going off to the war.

2nd Lieutenant Callender was sent to the island of Tutuila, where he and other officers joined the 7th Defense Battalion. Callender as an artillery officer assigned to a 155mm artillery battery. Eight 155mm guns were already on the island, relics of World War I and virtual museum pieces that had once graced the grounds of the Marine Corps Training Center at Parris Island, North Carolina, and the Marine Corps Training Center at San Diego, California, until they were suddenly returned to service and sent to the Pacific. Old manuals were resurrected and studied; then came the day to fire the guns out to sea. Colonel Callender reports that the gun crew was adamant about procuring a fifty-foot halyard, pulling it from a pit dug fifty feet from the gun. Fortunately the guns worked, and training continued. (Colonel Callender recalls that one of the guns was of French manufacture, the remainder American.) A four-gun section was set up at Utulei, where the first round was test fired. After the initial test firing, no more rounds were fired due to the acute shortage of ammunition.

The 7th Defense Battalion had been on the island of Tutuila since March, 1941, and had helped with the building of defensive gun positions at Pago Pago Harbor. These included four six-inch gun positions and numerous other emplacements for the overall defense of American Samoa. The 7th Defense Battalion later shipped out for the island of Upolu (which Colonel Callender remembers as British Samoa) to provide part of the defense of Apia Harbor. Callender's tour in the Samoan Islands lasted one and a half years. After World War II, he served as an artillery officer in Korea and as a regimental commander in Viet Nam.

Other Interviews

A number of interviews were conducted, primarily by telephone, with veterans who had served on Samoa, either with the Marines or with the Seabees. These gentlemen were generous with their time and memories, but generally served on Samoa for a relatively brief period or spent their time there in very specialized jobs. None, for example, remembered anything about the beach defensive positions scattered across the island. Many have fond memories of the Samoan people they met, but few could contribute specific information on construction work, ammunition disposal, or other topics of particular interest to the survey.

The U.S.S. Chehalis (AOG-48)

The U.S.S. Chehalis was a United States Navy gasoline carrier that burned, exploded, and was scuttled on October 7, 1949, eventually settling in 150 feet of water off the Naval Station fuel dock. The Chehalis carried an estimated 105,000 gallons of motor gasoline and 208,000 gallons of aviation gasoline when she arrived at Pago Pago; approximately 55,000 gallons of this fuel had
been discharged into the Naval Station storage facilities before the tanker sank. The *Chehalis* also carried approximately two thousand rounds of three-inch ammunition and sixteen thousand rounds of twenty millimeter ammunition (Anonymous 1949).

The explosion and fire occurred at about 1:30 in the morning, while the ship was discharging gasoline into the station fuel storage facilities. Six men were killed in the disaster, but only four of the bodies were recovered (Anonymous 1949).

Fire fighting continued through the day. The commanding officer of the *Chehalis*, Lieutenant Joy W. Beezley, believed that the ammunition aboard had not exploded and that the possibility of such an explosion presented an extreme danger. The fire on the dock was extinguished after the bow of the flaming ship was towed away from the pier, but the station ship (PC-1172) was not capable of towing the much larger *Chehalis* out to sea. In the afternoon, three men went aboard and succeeded in reaching and opening one ten-inch and two six-inch sea connections. The ship began to sink at about four o’clock in the afternoon, but did not submerge until nearly midnight (Anonymous 1949).

The *Chehalis* had been commissioned on April 15, 1943. Ships of her class displaced about two thousand tons and were 310 feet long overall. They carried four three-inch guns and diesel-electric machinery and could make about fourteen knots (Jane’s Publishing Company 1947:300).

The precise location of the wreckage of the *Chehalis* is not known. Although she was scuttled near the dock, she tipped over as she submerged and continued to slide into deeper water. She may be in water as deep as 190 feet today. A recent informal exploration by National Park Service personnel did not locate the wreckage, primarily due to a shortage of time and lack of appropriate equipment. A serious attempt to locate the *Chehalis* would likely be successful, as the water clarity at the 150-foot depth is reported to be excellent (Lemhan 1992).
PREVIOUS SURVEYS

Kennedy

In 1984, Joseph Kennedy undertook a survey of Department of Defense-connected properties for the Defense Environmental Restoration Program (Kennedy 1985). His efforts involved archival research and personal interviews as well as about one month of field survey in American Samoa. Kennedy’s survey focused particularly on sites with known or potential environmental hazards.

Kennedy identified the following potential DERP candidate sites:

- **Tank farm in the village of Aua**
  A family home was located on one of the surviving storage tanks, presenting a possible danger to the residents. The residue in the tank was subject to dispersal during floods and was occasionally infiltrating a local septic tank.

- **Tank farm in the village of Utulei**
  Three concrete tanks remained on land used for agricultural purposes. The tanks were partially filled with an unidentified foul-smelling residue and were believed to represent a possible explosive or fire hazard.

- **Single pillbox in the village of Utulei**
  This pillbox was located in a parking lot on land leased to Pacific Resources, Inc.

- **Forty-two pillboxes along the south shore of Tutuila, between the ocean and the road.**
  The pillboxes were regarded by some as unsightly, but others regarded them as war memorials. Some had become foundations for houses, and those with flat roofs were attractive to children as play areas.

- **United States Naval Station**
  Concern was expressed about the many storage tanks, pipelines, gun emplacements, magazines and so forth that had existed at the Naval Station and might represent a modern hazard.

- **Gun emplacements at Blunts Point and Breakers Point**
  Four naval rifles remained on these emplacements, untended and rusting, and concern was expressed that they might be eyesores as well as hazards. The emplacements had, however, been placed on the National Register of Historic Places, and were regarded as war memorials.
- Air station at Tafuna
  The air station at Tafuna, still in use as an airport, represented a possibility of hazard from buried fuel tanks.
- Fighter strip at Leone
  The fighter strip was on land now used for agricultural and residential purposes, and represented a possibility of hazard from buried fuel storage tanks.
- Generator at Tafuna
  The generator at Tafuna represented a possibility of toxic waste.
- Concrete ramp near Goat Island
  The net facility ramp was located on land now used by the Rainmaker Hotel.
- Artillery shells (no fixed location)
  Artillery shells, old, armed, and possibly dangerous when tampered with, were occasionally found on the island.

Thompson

In 1987 Erwin N. Thompson produced a history of the Naval Administration including the World War II years (Thompson 1987). In the course of his research, Thompson filled out a detailed National Register of Historic Places registration form for the Naval Station as an historic district. Of more than one hundred buildings standing at the end of the Navy's administration of the island in 1951, only sixteen remained in 1987. The points of interest in the proposed district included the following (Thompson 1988).

- Government House
  The Commandant's house, completed in 1903, is a two-story frame structure resting on concrete piers on Observatory Point. The building measures 124 by 76 feet and has 10,400 square feet of floor space. Portions of the original verandahs have been removed, and others have been enclosed. The building is now the Governor's home.
- Duplex Officers' Quarters
  This building probably dates to 1904 or 1905, although the structure now at this location (next to the Navy administration building) may be a replacement for the original, which was condemned in the early 1920's. It is a two-story frame building on concrete piers, with a corrugated iron roof, measuring about sixty feet square. Verandahs that appeared on a 1934 map have been removed and an exterior staircase added. The building houses the Office of Tourism.
- Administration Building
  This two-story frame structure on concrete piles was built about 1904; it is approximately eighty feet square. The skylights originally located in the corrugated iron roof have been removed, but the verandah remains on three of the four sides. It has been extended to include the one-story concrete record vault built to the rear of the original building in 1925. It serves as the Judicial Building (courthouse).
- Duplex Officers' Quarters
  This two-story frame structure, probably built between 1900 and 1910, rests on
concrete piles and has a corrugated iron roof. It is now the residence of the Lieutenant Governor.

- Marine Sergeant's Quarters
  A one-story frame building on high ground behind the Fita Fita Barracks, this was originally the home of the Marine Sergeant who led the Fita Fita Guard. It measures about forty-five by twenty-five feet; date of construction is unknown. The building is now the office of the motor carrier safety officer.

- Fita Fita Barracks
  The original Fita Fita Barracks, built in 1902, was destroyed in a hurricane in 1907. The present structure was occupied in 1908. The first story of the ninety-by-thirty-foot building is concrete. The verandah (also concrete) on the east end has been enclosed for office space; the verandah on the front and west end remains open. The wood-frame second story originally had a verandah on all four sides, but the front and both ends have been enclosed. The original corrugated iron roof has been replaced with cedar shake shingles. This building is now the police station.

- Radio Station
  This sixty-foot-square building was built in 1917 of locally manufactured concrete blocks molded to resemble rough-cut stone. Portions of the verandah have been enclosed, and the main entrance has been moved from the south to the east face of the building. The two 450-foot steel radio towers once associated with the radio station have been dismantled. The building is now occupied by the Territorial Registrar's Office.

- Commissary Store and Garage
  The commissary store was built in 1919 of the same concrete block as the radio station, from which it was separated by a radio tower. The one-story garage behind it was built in the same style, probably at about the same time. The two buildings were joined in 1971 when the post office moved out to new quarters and the Jean P. Haydon Museum moved out of one room in Government House into the newly enlarged Commissary Store building.

- Bake Shop
  This concrete block structure was built in 1919 in the same style as the radio station and commissary store. The original verandah has been enclosed with screens. The building is now the office of American Samoa's delegate to Congress.

- Customhouse
  Erected in 1920, this replaced the original small customhouse near the station dock. The one-story building was constructed of locally manufactured concrete blocks. It suffered severe settling problems and developed large cracks during the 1920s and was repaired at the time. The building maintains its original function as the customhouse.

- Samoan Jail
  This one-story structure of poured reinforced concrete is located between the Fita Fita Barracks and the bakery. It is about fifty feet square and now houses the American Samoa Archives.

- Magazine
  Located behind the Samoan Jail, this small one-story building appears on a 1934 map, but its date of construction is not known. It is a concrete structure about forty by thirty
feet, and served as a brig just before World War II. It is now used by the Police Department for storage.

- Old Rainmaker Hotel
  This was built as a hotel at about the time of the transfer of the islands from the Navy to the Department of the Interior (1951). It is a one-story frame structure with a corrugated iron roof, about 140 by fifty feet, now occupied by the offices of the Public Defender (Sorensen 1993).

- Duplex Officers’ Quarters
  A one-story frame building on concrete piles, this was built around the beginning of World War II. In 1988, the 120- by forty-foot structure was in use as the offices of the Governor, pending completion of a new administration building. It was destroyed by Hurricane Val in December 1991 (Sorensen 1992).

- Navy Nurses’ Quarters
  This one-story frame building dates to World War II and now houses the Pago Pago Yacht Club and the Office of Vocational Rehabilitation.

- Enlisted Men’s Club
  This 120- by thirty-foot frame building was constructed during World War II; it has been converted into apartments.

- Parade Ground
  The Parade Ground, measuring 210 by 500 feet, once the ceremonial center of the Naval Station, continues to be the focal point of Fagatogo; it is known as the Fagatogo Malae.

**Denfeld**

During a short 1987 survey, Colt Denfeld (1989) examined the current conditions of a number of World War II sites on Tutuila. He found three of six concrete fuel tanks at Ututafa Point still extant (metal tanks were removed during the rollup); these are the tanks mentioned by Kennedy (1985) at the village of Aua, one of which has a home on top of it.

Concrete gun emplacements also remained at Blunts Point (two) and Breakers Point (two). The Blunts Point (Tututulu Point) battery is located at an elevation of two hundred feet on Matautu ridge overlooking the entrance to Pago Pago Harbor from the west. In an unusual arrangement forced by the terrain, one gun is above the other. The upper gun is now on private property, while the lower gun is on public land. The Breakers Point battery is east of the harbor at about the same elevation; the two guns are about 125 feet apart, both on private property (Denfeld 1987). Each of the four emplacements measures 25.5 feet in diameter and four feet in depth; the walls are three feet thick. The concrete generator buildings associated with the gun emplacements have also survived, but Denfeld found no trace of the nearby wood frame barracks and mess halls. The guns themselves were intact and in place, although rusting (Denfeld 1989:55–56).

About sixty of the pillboxes installed along the beaches by the Marines early in 1941 have survived. These are round concrete structures, eight feet in diameter, with 14-inch thick walls. Forty-two of the pillboxes remain in a stretch along the beach between Fagamalo and Tula. A
number of these retain names of men of the 7th Defense Battalion in wartime graffiti etched into the concrete pillboxes by their builders (Denfeld 1989:57).

The Tafuna Airbase, with its two coral-paved runways, control tower, operations center, warehouses, power plant, offices, hangars, barracks and mess halls, has been replaced by the modern Pago Pago International Airport, leaving no evidence of its wartime construction and use. The airfield at Leone is now the site of two public schools, an athletic field, and a radio station, while the support facilities alongside have been replaced by modern homes (Denfeld 1989:57).

The area at Fagaalu known as Camp Samuel Nicholas, where the 7th Defense Battalion camped in temporary huts and Dallas huts in 1941 and the 2nd Marine Brigade added buildings in 1942, is now the site of the Lyndon B. Johnson Tropical Medical Center. Denfeld found no evidence of the Marine camp sites (Denfeld 1989:57).

The rifle range in Mormon Valley, constructed by the 7th Defense Battalion and included in the activities of the Jungle Warfare Training School, has reverted to farm land. Although Denfeld was unable to locate any examples in his brief survey, he did hear reports that ammunition magazines remain in the valley (Denfeld 1989:58).

The site of Mobile Hospital No. 3 at Mapusaga is now the campus of the Community College of American Samoa; Denfeld found no evidence of the MOH-3 site (Denfeld 1989:58).

In the 1950s the ship repair facility at Atu'u became a civilian marine facility and a tuna processing plant. The World War II era buildings have since been replaced. The tuna cannery has also absorbed (and demolished) the Poyer School building (Denfeld 1989:61).

Six ammunition magazines between Mount Siona and Pago Pago Harbor and an underground radio station in Happy Valley survive intact on private property (Denfeld 1989:61).
1992 PROJECT SURVEY

The survey of World War II sites on the island of Tutuila performed during April and May 1992 was intended primarily to assess environmental damage caused by the wartime activities on the island and to locate and/or identify possible hazardous materials of concern to the Defense Environmental Restoration Project that might yet be present on the island as a result of these activities.

Activities of concern included construction, billeting areas, use and disposal of petroleum products at and around motor pools, discarded ammunition that might result in leaching of lead into the soil, general purpose landfills, burial or other disposal of medical wastes, and clandestine burial (on land) or dumping (at sea) of ordnance.

Plans for survey

Advance work included extensive archival and background research into both the role of American Samoa in World War II and the physical facilities constructed and used by the American forces on the island of Tutuila. During the course of this research, as described above, a number of maps were located, most of them referring to major installations which remain fairly well known, such as the Naval Station, Tafuna Airbase (Pago Pago International Airport), and so forth. Relatively little map or chart documentation was found for the more isolated installations, observation posts, bivouacs, mountain trails, scattered gun emplacements, supply caches, etc., although all these features and more are known to have existed.

Limited time prevented a thorough and methodical survey of the entire island. The survey began with a three-day tour of the island, guided by Stan Sorensen, Historic Preservation Officer, covering all roads accessible by automobile. The object of this tour was familiarization with the island and general planning of specific areas to visit in detail. The tour also allowed the correlation of modern features and locations with the maps from the World War II period.

During the early part of the survey, contacts were made with various departments of the American Samoa Government. The Department of Public Works found several useful maps in their archives. The Samoa News publicized the survey, but only two readers responded with information. John Waske, the editor of the Samoa Journal provided information on the mountain trails.
Visits were made to various villages in search of local informants. Such visits required lessons in Samoan social customs. David Herdrich, Territorial Archeologist, acted as guide and provided introductions to village leaders. Without the permission and good wishes of the village leaders, it would be impossible to survey on village-controlled land or to interview other people.

On the basis of these tours and interviews, archival research, particularly maps, information received from local inhabitants and government employees, and the preliminary fieldwork undertaken by David Herdrich, certain areas and features were selected for examination and assessment.

Preliminary Field Survey

Military sites have been surveyed on occasion in connection with other projects and with more traditional aboriginal archeology. A National Park Service survey of Olovalu Crater, undertaken in 1970, reported wartime debris, a large concrete bunker, and several smaller bunkers, trenches, tunnels, and trails (Ladd & Morris 1970). The Eastern Tutuila Archeological Project, although primarily interested in native Samoan culture and aboriginal archeological remains, recorded at least ten military sites, generally in conjunction with aboriginal remains (Clark & Herdrich 1988; Clark 1989).

Preliminary survey work, primarily consisting of field checks of maps in the collection of the American Samoa Department of Public Works, was conducted by David J. Herdrich of the American Samoa Historic Preservation Office (Herdrich n.d.).

A ground survey of the Tafuna Airbase located the remains of one looped dispersal finger for aircraft, two nose hangars, and one quarters building. The dispersal finger was located by its coral pad, and the quarters building by its concrete pad. The hangars have apparently been bulldozed; only broken concrete slabs and pillars remains. Three bunkers that were not noted on the available maps were also found. The largest of these is located behind a six-foot barbed wire fence in the modern airport area. This rectangular structure, although covered with soil and vegetation, is above ground and has an arched roof and two entrances. It is approximately sixty by twenty feet and is used for storage by a helicopter repair shop at the airport. A second bunker, about thirty feet from the first in the neighboring industrial park, is also rectangular but dug into the ground. It measures about twenty by fourteen feet and seems to have been slightly damaged by bulldozers. This bunker has two entrances and two rectangular air holes. The structure is not in use and contains two to three feet of water and dirt. The third bunker, about forty feet southeast of the second, is six sided and about fifteen feet in diameter, topped with a metal superstructure holding six rusted I-beams, one projecting from each of the building’s corners.

The only possible remnant of the radio station seen by the survey was a three- by four-foot piece of concrete. No remains of the paint shop or plumbing shop were found. Many of the buildings shown on the airbase map have been bulldozed, leaving chunks of concrete embedded in the ground and scattered along the shore of the lagoon. One relatively intact pillbox was noted, as was a warehouse now in use by the Vocational High School.
Much of the Tafuna Airbase area has been bulldozed (many sections more than once) and is littered with debris that may be associated with the wartime occupation, including metal sheets, pipes and fragments and concrete pads and rubble. At a location near the sites of the paint shop and the plumbing shop, the survey noted lead debris, possibly from batteries or plumbing activities.

At a site at Nuuuli on the east bank of Papa stream, the survey found the remains of two bunkers. One measures eight feet by seven feet six inches, with one entrance (five feet five inches high and two feet two inches wide), a slit window, and a trench walkway to the entrance. The roof of the second bunker has collapsed, leaving walls about three and one half feet high. The bunker measures eight by ten feet and has a trench leading to the entrance.

At the far western tip of Tutuila, near the village of Poloa, a site was found on an old jeep trail on Tiaatele Ridge. This site consists of a concrete pad that appears to have been a base for an antiaircraft gun and a rectangular excavation that may have been a pad for quarters. Nearby debris appears to date to wartime occupation.

Aerial photographs of the Malaeimi Valley taken in 1941 showed structures north of the Mobile Hospital No. 3 site. The preliminary survey included a one-day ground appraisal of this area. The remains of six structures were located, including a large bunker dug into the hillside and three concrete slabs. One of the slabs matches the recorded dimensions of the mess hall associated with the communications filter center, while the others match the dimensions of the two (officers’ and enlisted) associated latrines and show drain holes through the concrete. Two square concrete-lined pits were found nearby, one near each of the possible lavatory foundations; these may be septic tanks. The survey also looked for the quarters shown on the site map but could not find them. These quarters structures may have been built on foundation blocks rather than on permanent concrete slabs.

April-May 1992 Survey

Poloa

Poloa is a village on the southwest coast of Tutuila. During World War II Marine Corps troops were stationed there. Beach emplacements are located on either side of the road leading to the village, and are also reported on the beach north of the village, on the other side of a stream. On the south side of the road, in the village, the survey found structural remains of a "Marine headquarters and communications building" (figure 5, page 64), identified as such by the inhabitants of the modern house immediately upslope from the site. The headquarters site now consists of standing walls formerly covered by a slab roof. The remaining structure is partially filled in and vegetated. No foundation slab or flooring was visible. Across the road, on a slope leading down to Vaitele Stream north of the village, is a bunker (figure 6, page 64). This is a concrete structure set into the side of the hill, the door has been removed. On the opposite side of the stream is a second bunker, visible from the north bank about two hundred yards west of the first bunker.
Figure 5: Remains of Marine headquarters building, Poloa

Figure 6: Bunker near Poloa
On the crest of the ridge behind the village are two concrete structures, poured on site in wooden forms. Impressions of the wooden supports can still be seen in the face of the concrete. The twelve-sided observation post is identical to others overlooking possible enemy landing beaches around the island of Tutuila, while the rectangular defensive position is somewhat unusual. Behind these two structures the land appears to have been cleared and graded; there are concrete foundations (possibly for ammo storage, tents foundations, etc.), a modern grave, and a fale foundation.

The first of the structures is on the western edge of the ridge above the site of the Marine headquarters and communications center. An occupied modern house sits on the incline between the concrete structure and the remains of the Marine installation. The structure is rectangular and heavily built of reinforced concrete (figures 7 and 8, page 66, and figures 9 and 10, page 67). It appears to be a defensive position with an embrasure that covers the beach and offshore area from Leopard Point to Cape Taputapu. The walls of the structure were about a foot and a half thick. The interior measured 13 feet 7 inches by 7 feet 3 inches, and the ceiling was slightly over six feet high. Inside the east wall, scratched into the concrete, was a bit of graffiti:

CPL J.W. Gurts
built
May, 1943

This rectangular structure might have been a base end station, part of the coastal defense fire control network. It will require some archeological trowel work to clean out this structure, and some additional survey of the hill tops along the coasts of Tutuila to determine if other structures of this type were indeed part of the coastal defense system.

A second structure sits east of the rectangular one, on the edge of the ridge above the village of Poloa (figure 11, page 68). This structure is twelve sided, as are all the other structures of this type on Tutuila. All are made of reinforced concrete, poured in place in wooden forms. The twelve-sided roof is mounted on three concrete, rebar-reinforced piers. The entrance at the rear (the landward side) is a short tunnel in the shape of an inverted U; one must crawl into the structure. On the interior walls were two bits of graffiti, written in pencil:

6 - 5 - 44
DAVIS

I. BYANT
H.R. 3/19/42
Still Here
9/1/43

These structures are in excellent condition. The remains of a probable encampment are located behind them, marked by a flat rectangular area and a buried fifty-five-gallon drum. Two more such twelve-sided structures are located on the beach at the east end of the village (figure 12, page 68). At one time there were probably trench systems behind these positions. At the end of
Figure 7: Rectangular structure above Poloa, seen from village

Figure 8: Rectangular structure above Poloa
Figure 9: Entrance to rectangular structure above Poloa

Figure 10: Rectangular structure above Poloa
Figure 11: Twelve-sided structure above Poloa

Figure 12: Twelve-sided structure on beach east of Poloa
the road to Poloa, on the western side of the village and across a small stream, sits another of these twelve-sided positions, with its roof broken and fallen into the structure (figure 13, page 70), damage which occurred during an attempt to move the structure using heavy equipment. Further west along the beach are two defensive structures with embasures overlooking the beach.

The *Pulemu‘u* (a village leader)\(^{25}\) of Poloa, Tutuvanu Tulafale, reported that a comparable defensive position exists on the neighboring ridge above Vaiele Stream to the north, but this site is no longer accessible due to landslides caused by water runoff. Erosion has also damaged the ridge behind the village, and the *Pulemu‘u* expressed concern about the stability of the position above Poloa, particularly the largest structure, which directly overlooks the village.

**Coconut Point**

Coconut Point is a peninsula running roughly north and south opposite Pago Pago International Airport, forming the outer boundary of Pala Lagoon. A substantial wartime military presence is suggested by the large number of concrete pads, apparently foundations for buildings ranging up to the size of warehouses, seen along the length of the Point. Rumors of live ammunition of various sizes found or observed on Coconut Point persist among the local inhabitants.

Survey of the area, performed at extreme low tide, turned up a large quantity of live .50 caliber ammunition at the very end of the Point, in areas which would not at other times be exposed. The ammunition, lost or abandoned or possibly buried at the end of the war, was found near a blockhouse. The location suggests that the southern tip of Coconut Point has been subjected to erosion in the years since the war, as the ammunition was probably deposited above the high tide mark at the time.

The blockhouse on the end of Coconut Point is a twelve-sided reinforced structure much like others on the island. It is now almost completely encompassed by a large tree (figure 14, page 70). A large metal valve, perhaps two feet in diameter, was noted on the ground near the blockhouse (figure 15, page 72).

**Nuuuli**

High Chief Levu Tufaono Solaita of Nuuuli is a veteran of the Samoan Marine Reserve who served under Captain Harold Oppenheimer,\(^{27}\) later retiring from the Marine Corps as a gunnery sergeant. He reported that “A” Company of the Samoan Marines served on the eastern part of the island of Tutuila, “B” Company in the central portion, and “C” Company in the west.

\(^{25}\) Darden (n.d.:5) defines *pulemu‘u* as village chief or mayor. During the Navy administration each of the fifty-two villages had a *pulemu‘u* selected by the village council and confirmed by the Governor.

\(^{27}\) Colonel Oppenheimer, who remained with the Marine Corps through the Vietnam conflict, wrote of his Samoan experiences in *March to the Sound of Drums* (1966).
Figure 13: Damaged twelve-sided structure near Poloa

Figure 14: Twelve-sided structure at Coconut Point
Chief Levu provided the survey with information on several subjects. His house at Nuuuli is located on the site of a garage that was once part of a large motor pool. He reported rifle ranges (not yet located) in the Maiauini Valley, and big guns at Fagasa, Blunts Point, and Breakers Point. He also described antiaircraft artillery up in the hills; one of his assignments during the war involved carrying ammunition and other supplies up the hills to Matafae Peak and other observation and defensive positions.

According to the Chief, the pillboxes/observation posts along the beaches and up in the hills were built by the Navy Construction Battalion personnel with additional Samoan civilian labor. These posts, as he remembered, were usually manned by one person.

Chief Levu reported ammunition dumps at the airport (Tafuna Airbase, now Pago Pago International Airport) and on Coconut Point. At Coconut Point, he remembered five 155 mm guns in the middle of the village. He also knew of three to five caches of food and ammunition on the ridges. These caches were not buried but were stored in sheds in flat (or flattened) areas.

Chief Levu remembered a bomb shelter at Fagaulu and another under the flagpole at the courthouse at Fagatogo. He also remembered Quonset huts, presumably left after the war's end, sold to the local people for fifteen dollars apiece.

Against the base of the hillside north of Nuuuli sits the remains of an extremely large gasoline tank (figure 16, page 72), perhaps forty to fifty feet in diameter, associated with the old military airfield. The tank is located behind a modern house near the intersection of the main road and the airport road.

Leone

The area around Leone was used for a training center for about a year, from December 1942. Seven replacement battalions (the 1st, 3rd, 5th, 7th, 13th, 15th, and 19th) were trained there, until problems with filariasis caused the suspension of jungle training on Tutuila. The survey located a rifle range on the north side of the village of Leone. The firing lines remain as long, berm-like rises on what is now private property, running through the back yards of modern homes. The target butts were probably located at the base of a ridge north of the village, in an area that is now wet and muddy.

The former training area appears to have been largely covered by modern construction, but it is difficult to make an accurate appraisal, as documented maps of the training center facilities have not been found, and the location is based largely on written descriptions which gave more importance to activities than to locations (Condit et al. 1956). No further evidence beyond the rifle range berms was found by the current survey.

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28 This would have been in 1942 at the earliest. Denfeld's sources, however, credit the Marine Corps 7th Defense Battalion with building the pillboxes in April and May 1941 (Denfeld 1989:57).
Figure 15: Large metal valve at Coconut Point

Figure 16: Gasoline tank at Nuunli
The outline of the Leone airstrip is still clearly visible. At least two school buildings are located on the northern end of the strip, and homes have been built on the southern end. Maps from the World War II period show a borrow area just east of the southern end of the strip. The survey examined this feature to determine if it had been used for dumping during wartime, but as it was partially filled with water, a firm determination could not be made. No debris was seen, but the pit appeared to be filled with sewage, possibly from the surrounding houses.

The Leone airstrip has been turned to various modern uses and shows little evidence of its wartime origin. The current survey noted no military remains except the borrow pit and occasional foundation slabs in the area.

Happy Valley

Happy Valley contains a huge concrete structure that was originally built as the United States Marine Corps command post. The roof of the building now serves as the foundation and patio of a substantial modern dwelling (figure 17, page 74). A second Samoan family lives below in the command post structure.

Above and around the valley are defensive structures and ammunition bunkers, some possibly the air raid shelters shown on annual report maps (Navy Department 1943a:sheet 4/map 14-83). The bunkers are empty of their wartime contents and are now being used as recreation rooms (figure 18, page 74, storage facilities and so forth by the local inhabitants and landowners.

Vaipito Valley

Defensive structures are located in the valley above and around the houses ofPago Pago. One local informant reported that on several occasions during heavy rains three-inch artillery rounds had washed down from the hills to her home on Vaipito Stream.

Vaitogi

On the beach at Vaitogi is an excellent example of the defensive positions (figure 19, page 75) built not only on the beaches but on the sides of the hills. This structure had an unusual rear entrance with a very low door (figure 20, page 75). Erosion has removed much of the surrounding beach material and left the structure balanced on its exposed slab. Modern graffiti (BLOOD$) now decorates the rear (landward) portion of the curved roof over the entrance. A number of other defensive structures were noted further up the beach and slightly inland (figure 21, page 76). A large area of heavy-duty concrete chunks was seen behind the beach structures (figure 22, page 76). This may represent the remains of some demolished structure, but it was not identified by the survey or by the local inhabitants. A radio installation was located in the vicinity during the war years (Navy Department 1943a:sheet 18/map 14-97).
Figure 17: Marine command post in use as house foundation, Happy Valley

Figure 18: Bunker in use as recreation room, Happy Valley
Figure 19: Defensive position at Vaitogi

Figure 20: Entrance to defensive position at Vaitogi
Figure 21: Defensive structure at Vaitogi

Figure 22: Concrete debris at Vaitogi
The survey also noted a large rusty tank, about six feet in length, in the vegetation above the beach, but did not investigate it closely.

About one quarter mile east northeast of the village, on the lava flats along the coast, are what appear to be two antiaircraft weapon positions (figure 23, page 78). One was built of sandbags and entirely covered with concrete (figure 24, page 78), while the other was built of sand-filled fifty-five-gallon drums, the tops covered with concrete (figure 25, page 79). Both positions are essentially circular, but the sandbag structure had an overlapping break in the wall on the north (landward) side to provide an entrance. The entrance to the drum structure was not located. Graffiti carved into the concrete of the sandbag position was dated May 29, 1942. Also in the sandbag position was a triangular concrete base set into the ground (figure 26, page 79). A hole in the center of the base probably held a pipe, braced by supports from the corners of the base; each corner has three rusted screws in a circular impression. The pintle of a weapon, probably a machine gun, would have fit into the upper end of the pipe, allowing the gun to move in a full 360 degree arc.

A third similar installation, located further from the beach, was seen but not visited by the survey. Two large depressions, possibly gun emplacements or borrow pits, were seen east of the installations.

Vailoatai

Vailoatai was the site of a wartime radio station. All that remains are small square concrete bases that once supported antennas (figure 27, page 80) and large rectangular pads that are the only remnants of various buildings once associated with the station. These pads are now surrounded by the neatly kept lawns of modern dwellings (figure 28, page 80). One such area on the east side of the village was examined by the survey, but other antenna bases and associated foundations are reported on the west. There are also pillboxes along the coast in this area.

Fagamunu

At Fagamunu on Suesave Point the survey noted a twelve-sided defensive structure built against the side of a hill and now incorporated into a modern pigpen, surrounded by fencing and corrugated panels. Investigation was impeded by the unfriendly inhabitants, who grunted in a menacing manner.
Figure 23: Anti-aircraft positions at Vaitogi

Figure 24: Sand bag construction. anti-aircraft position. Vaitogi
Figure 25: Sand-filled drum construction, anti-aircraft position. Vaitogi

Figure 26: Gun base, anti-aircraft position. Vaitogi
Fagancanca

On a point near Fagancanca stand three defensive structures, one facing east across the harbor, one facing straight out to sea, and a third facing toward the cove to the west (figure 29, page 8231, page 83). These large twelve-sided positions are entered through a square opening set behind the circular roof, allowing the positions to be set into the hillside below the coast road (figure 30, page 82). These structures are now full of debris. A fourth structure is located on the eastern edge of the village of Fagancanca, above the front yard of the first house along the road (figure 32, page 83). This structure faces across the road, overlooking the beach. The people living in this residence reported foxholes near the defensive structure, a report confirmed by the survey.
Figure 29: Twelve-sided structure, Fagananu

Figure 30: Entrance to twelve-sided structure, Fagananu
Figure 31: Defensive position on beach, Faganeana

Figure 32: Twelve-sided structure above house yard, Faganeana
DISCUSSION AND RECOMMENDATIONS

Samoan Culture

The complexity of Samoan culture presented some unusual and unexpected difficulties in conducting this survey. It is necessary to locate and to negotiate with the appropriate village leaders and chiefs, often through a fairly elaborate and structured social process, to obtain local information and to secure permission to survey village-controlled land.

This process might be streamlined for a more thorough and efficient detailed survey by creating survey teams that include local persons of knowledge and social standing who would be able to take the lead in such negotiations. Newspaper and television publicity failed to elicit significant amounts of information, but such research teams, going from village to village in an organized manner, could ask specific questions on the spot. Who in the village remembers the World War II activities in the area? Do any identifiable military remains now exist in the village? Were troops stationed in or near the village? If so, what type (infantry, artillery, motor pool, etc.)? Have modern structures in the village been built on wartime foundations or remains? Do observation posts, defensive structures, pillboxes, etc., remain on the hills above the village? Are there any areas near the village where vegetation grows poorly or not at all?

Maps

The maps done for the various wartime annual reports (Navy Department 1942a, 1943a) have proven to be quite accurate. Once the general location is established, the various facilities on the maps can be located with a lensatic compass. The building remains at the filter center, for example, were located from the annual report maps.

Some of the drawings found in the Public Works Department of the American Samoa Government, including survey drawings of the magazines in the Pago Pago area, were less useful because they are based on an obsolete coordinate system used by the United States Navy during the war years. One person in the American Samoa Public Works Department does know how to use the system but no longer has access to the necessary conversion charts (Herdrich n.d.).
One map in the collection of the American Samoa Department of Public Safety, based on the standard Department of Commerce map of the Samoa Islands, has been annotated with the locations of various wartime and more modern installations.

Leone

The written record on Leone indicates that there were a number of subsidiary training areas connected to the replacement training center. These would have included not only the target areas, but also live firing ranges for combat training, impact areas for 60mm and 81mm mortars, bazooka training areas, bivouac areas, and so forth. Additional research in archival material might give more precise physical locations for these features. More thorough ground survey and more information from residents with local knowledge and/or wartime memories of the area might also lead to the location of possibly hazardous remains. Local informants may be able to provide site locations.

Trails and Skidways

Construction contracts let in 1941 (Navy Department n.d.a) included an appropriation of over eight million dollars (in the Fourth Supplemental Defense Act) for additional work on the defenses of Tutuila, much of it scattered around the island. These essential facilities included gun emplacements and magazines, bombproof shelters for the gun crews, with living, cooking, sanitary and water facilities, beach defenses with shelters, and approximately fifty miles of trails to connect and serve such installations. Four skid hoists and hoist machinery were also needed, as the gun batteries were located two to six hundred feet up the hills, and the hills were often too steep for roads (Navy Department n.d.a, vol.2:A-19). Remains of one of the skidways have been found by John Wasko, during a hiking expedition (Wasko 1992).

At each gun site were ready magazines that supplied the batteries with ammunition for immediate operation. Backing them up were larger magazines nearby, often built off the trails in defilade (that is, protected from gunfire by the terrain). Records also show that caches of ammunition were located in the hills, stored on pallets and covered by tarpaulins; scattered shacks were also built for small arms ammunition and supplies (Navy Department 1945b). These supplies, especially those stored in the open under tarpaulins, may have been unsalvageable by the time the guns were removed, but no information has been found as to the disposal of such material.

As yet no maps have been located which show the skidways, upland gun emplacements, or other such scattered and often isolated installations known to have existed. One map showing the trails has been found in the collection of the Library of Congress (Ploof et al:1942). A comparison of this map with topographic maps suggests that many of the trails were located along the ridges and spines of the hills. Location and clearing of the trails would aid greatly in finding and
identifying other sites, particularly gun emplacements and ammunition storage areas, that may still contain hazardous materials. John Wasko has located some of the old trails; other local residents may know of others.

Abandoned Shells

Unused or unusable ammunition may have been removed, buried, or abandoned. Three-inch artillery shells have been reported washing down from the hills above Vaipito Stream. Stream beds leading down from known or suspected gun positions and/or trails should be checked for hazardous materials.

Other isolated shells have been reported by local residents. Two such reports were investigated during the survey. One six-inch projectile appeared to be a dummy used for training purposes and containing no explosives. Another six-inch projectile now in the possession of the Pago Pago Police Department appeared to have a base fuse and may be dangerous. The Police Department has recorded other incidents of ammunition discoveries over the years, but no injuries have been reported.

Kennedy (1985:Appendix 2) reprints 1971 correspondence between officials in American Samoa and military authorities concerning shells discovered during the building of a trail to Afono. Thanking Admiral W. McKane in Honolulu for help in disposing of the shells, Governor John Haydon mentioned his understanding that much unneeded ammunition had simply been buried near former artillery sites at the end of World War II. As Haydon had no documented evidence of this, he asked for help in locating any maps or charts which might show the location of such ammunition dumps.

McKane forwarded the Governor's request for information. In the meantime, construction projects on Tutuila turned up more shells, which were collected for eventual disposal. The Governor and other local authorities were concerned, as children were finding and playing with the shells. Admiral John S. McCain, Commander in Chief Pacific, passed the American Samoa inquiry along to other military authorities and eventually sent a map of fortifications and information on the approved area for disposal of ammunition at sea, but evidently found no specific information on buried ammunition. The Department of Public Safety in American Samoa disposed of forty mortar shells in deep water off Masafau Bay on October 29, 1971. A local pulenu’u had been paid twenty-five cents per shell, which presumably served to pry the shells away from the children, and an additional sum to guard the ammunition until it could be removed, at a total cost to the government of thirty dollars (Kennedy 1985:Appendix 2).

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29 Some excess ammunition was simply used up: at the tofa (farewell) celebration on the departure of the 2nd Marine Brigade, “Automated weapons and machine guns, all loaded with tracer ammunition, grenades, mortars, anti-aircraft pieces and artillery were fired with a split-second timing that kept the air filled with lead, fire and smoke for more than 30 minutes” (Anonymous n.d.e).
Coconut Point, particularly the southern end, should be surveyed carefully. The survey noted ordnance in this area (live .50 caliber ammunition) at extremely low tide, suggesting that areas which were dry fifty years ago are now submerged most of the time. Local residents have also reported finding live ammunition in this area.

Offshore disposal of ammunition has been reported on Taema Bank, which guards the entrance to Pago Pago Bay (Brugman 1992). The National Ocean Service records a "dangerous wreck loaded with explosives," reported in 1971, near the southwestern shore of Aunuu Island (United States Department of Commerce 1987). An explosives dumping area (roughly seventy square miles) is located in deep water about fifteen miles southeast of Pago Pago Bay (Defense Mapping Agency 1990).

Artillery and Coastal Defense

The artillery positions on Breakers Point and Blunts Point (Tulutulu Point) are well known, but other positions should be located. These would include three-inch antiaircraft guns, 20mm, 40mm, and 90mm antiaircraft guns, five-inch coastal defense guns, and 155mm howitzers. This is another instance where local residents may be able to provide information; John Wasko has located some of these positions.

A hand-annotated map in the archives of the American Samoa Department of Public Safety shows a number of coastal installations. At Breakers Point the map shows two six-inch stationary guns and a possible ammunition storage site. Continuing counterclockwise around the island, the map shows three rifle squads with two Lewis guns (mobile units) between Breakers Point and Avaio on the south coast. On the north coast, two rifle squads with two Lewis guns were located along the shore of Masefau Bay. Two rifle squads with two Lewis guns protected Afono Bay and the coast as far west as Amalau, with storage for three-inch ammunition at Afono. Vatia Bay and the coast east to Amalau were also protected by two rifle squads with two Lewis guns, with storage for three-inch ammunition at Vatia. Six rifle squads with six Lewis guns were located between Muliulu Point (Southworth Point) and Cape Larsen, with three-inch ammunition storage at Fagatele and one three-inch stationary gun with ammunition on Cape Larsen. A magazine is noted above this area, possibly on Fatifati Mountain or the head of Vaipo Valley. On the south coast west of Pago Pago Bay, three rifle squads with two Lewis guns covered the coastline from Nuuuli to Niuloa Point (Point Distress). One six-inch stationary gun was noted on Blunts Point (there are actually two), and four three-inch stationary guns and three-inch ammunition storage were located at the Naval Station.

The survey noted defensive structures of various designs and sizes at many locations around the island, particularly at and above beaches that could be considered potential landing sites. At or near beach level and in the villages were both semi-open structures probably serving as observation stations and twelve-sided closed structures intended as defensive combat posts. Structures on the hillsides may have been intended as spotting stations for the defensive artillery batteries.
Many of these structures are in or above villages. Some are filled with debris, but few if any seem have been put to any further modern use. In at least one instance, at Poloa, a structure sitting above the village is being undercut by erosion, causing serious concern among those living down slope. This may not be an isolated instance and is a possibility which should be considered by further surveys.

Tafuna Airbase

Twelve splinterproof magazines, holding bombs, fuses, pyrotechnics and small arms, were in use at Tafuna at the end of the war, as were a number of open ammunition dumps for bombs and depth charges. A number of bolted steel fuel tanks and three concrete tanks were also in use (Navy Department 1945b).

The runways and taxiways of Tafuna Airbase are now in use as part of Pago Pago International Airport. The area north of the modern airport, once part of the base, is now developed as commercial property. Much of the old base area west and south of the airport is now under heavy vegetation. Many of the old base structures were doubtless demolished during the conversion to a commercial airport. Ammunition dumps, however, were often located far from the runways or other active portions of a base; some evidence of such features may still exist in unused and overgrown areas of the old base. Ammunition remaining on the base by the end of the war may have been minimal, as the area was far from the late-war combat zones. Activities of the airfield were principally patrol, reconnaissance and repair services.

Borrow Pits and Landfills

Several borrow pits are shown on the annual report maps (Navy Department 1943a). Three of these are located along the north shore of Pago Pago Harbor. One is near the south end of the runway at Leone; this was full of modern sewage when visited during the survey, but was identified on older maps as an oil sump.

Records relating to several installations, notably the Mobile Hospital, refer to sending waste to the island garbage dump, but no location for such a facility has been found, and indeed the location may have changed over time.

Recommendations

The current survey has perhaps produced as many questions as answers. Research has established the existence of materials and sites which may well have left toxic or hazardous remains, but specific locations remain in most cases uncertain. Individual examples of isolated shells have been reported, but no actual caches of buried, abandoned, or expended ammunition have
been located. Areas where such reports are particularly frequent (for example Coconut Point) should be examined with care.

Many of the known World War II sites have been covered over by modern development; Tafuna Airbase, now Pago Pago International Airport, is a particularly good example. Hazardous or toxic materials remaining in this area are likely to be hidden by modern industrial development. Military remains in close proximity to modern industrial or residential areas should be checked for structural instability and hazardous debris (materials of undetermined origin remaining in old tanks, for example).

Many World War II sites, particularly those at higher elevations in the interior of the island, remain to be located and evaluated. The following additional survey efforts should be made throughout the island:

➤A village-by-village survey led by a Samoan personage of standing on the island should be undertaken. Information on World War II sites and activities should be plotted on a modern map of the island. All remaining structures on the beaches, in or near villages and on the ridges above the villages should be plotted. The structures on the ridges should be photographed and their locations, with reference to elevation and topography, measured and recorded. Evidence of landslide activity in the area should be noted.

➤The clearing of the old military roads and trails on the ridges and in the interior portions of the island should be undertaken. It is important that this be accomplished to provide access to and allow survey of the interior areas. The military roads and trails were the main routes for the movement of supplies and communications via telephone lines, and served ammunition storage sites, command posts, bivouac areas, training areas, artillery and magazine areas, observation posts, identification and signaling stations above the coast, and so forth.

➤During the survey it was obvious that many areas adjacent to the modern coastal and interior roads contain rectangular concrete foundations remaining from World War II era buildings, often identifiable with particular units and/or activities. Survey instrumentation (compass, transit, etc.) and existing maps should combine to identify buildings as latrines, mess halls, quarters, administration, and so forth. Other features known from the maps (towers, shelters, activity areas, etc.) can also be located and plotted. Many such areas are heavily vegetated and would required intensive clearing.

➤The survey teams should also attempt to conduct interviews with Samoan citizens who were on the island during the War. Such interviews would be part of American Samoan history and should be transcribed as part of the archives and history of the people.

Field survey should include the use of passive metal detectors. These battery-driven units are capable of tracking pipelines and locating ordnance, trash dumps, concrete pads with rebar, and artificial material in bivouac areas, as well as plotting ordnance impact areas. During the survey in April and May 1992 two models were tested to see how they would work in an area with
the high magnetic content found on islands of volcanic origin. Both worked well on the lava fields along the south shore east of Tafuna.

Local assets could be used to complete a full-scale survey of Tutuila:

➢ An important asset is the Samoan population. With the help of all the villages, the survey would soon isolate problematic areas and identify areas that are found to be clear.

➢ The 442nd U.S. Army Reserve unit located on the island could play a major role in survey and clearing operations. They are trained to operate in jungle areas and would have a familiarity with defensive systems.

➢ Another local asset that might be considered is the prisoners serving time at the penitentiary on the island; this might be a source of dedicated and willing workers.

A case could also be made for the survey and clearing of the trails and adjacent areas as a tourist destination. Other islands in the Pacific are hosting reunions of World War II veterans who were stationed or fought there. Tutuila is already attracting such visitors: the 1992 survey encountered several men who had been stationed on the island as young marines or sailors and had returned with their wives to revisit their war experiences of fifty years before.

Interest in military archeology in general has increased over recent years. Tutuila offers an almost untouched collection of wartime installations and activity areas that may be of increasing interest to historians and archeologists and might offer an excellent setting for serious investigation and/or archeological field training, with accompanying economic benefits to the island.
APPENDICES

Appendix A: Glossary

A.A.C.S.  A.A.C.S. may stand for Army Area Communications System, although the more modern abbreviation for this term is AACOMS (Quick 1973:1). The Air Force Historical Agency at Maxwell Air Force Base suggests Army Airways Communication System (Davis 1991). Maps and documents of the World War II period used only the abbreviation A.A.C.S.

aiga  Extended family (Samoan).

base end station  Observation post for tracking a moving target with an observing instrument, located at either end of the base line on which the observation stations of an artillery gun or battery are placed (War Department 1944:38).

battalion  A military unit typically consisting of a headquarters company and two or more additional companies, batteries, or similar units. A battalion includes 500 to 880 personnel. The 7th Defense Battalion consisted of a headquarters company, an infantry company, and an artillery battery (Hough et al 1958:67). Raider battalions were specially equipped and trained units for landing and invasion missions (Hough et al 1958:262). World War II era battalions were generally part of a regiment, but some separate battalions were administrative as well as tactical units (War Department 1944:39).

battery  As a military unit, a Marine Corps or Army artillery unit, equivalent in size to a company. As a gun installation, a set of guns of the same caliber or used for the same purpose, under one tactical commander in a limited area (War Department 1944:40).
brigade

Military combat and administrative unit consisting of headquarters, two to five attached battalions, and support and service units as necessary. A brigade is generally organized for a specific mission or purpose. The term Brigade (Reinforced) refers to the addition of special purpose units to the basic brigade structure. A brigade is composed of four to five thousand personnel.

A brigade is smaller than a division and larger than a regiment, usually commanded by a brigadier general, and usually consisting of troops of a single branch (i.e., artillery, infantry, or cavalry) (War Department 1944:48).

CBMU

Construction Battalion Maintenance Unit (Navy).

company

The basic unit of the battalion, usually consisting of three or four platoons and support elements, typically composed of 90 to 150 personnel, and commanded by a captain.

defilade

Protection from enemy fire and observation provided by an obstacle such as a hill, ridge, or bank (War Department 1944:84).

DERP

Defense Environmental Restoration Program.

embrasure

An opening in a wall or parapet, especially one through which a gun is fired, usually cut wider at the outside to permit the gun to swing through a greater arc (War Department 1944:99).

fale

Traditional Samoan residential structure, with thatched roof and open sides.

Higgins boat

A nickname for the World War II era LCVP (landing craft, vehicle and personnel) (Quick 1973:223).

lavalava

Wrapped, skirt-like garment worn by Samoan men, part of the uniforms of the Fita Fita Guard (white or blue, with rating insignia) and the Samoan Marines (khaki with red sash and piping).

lensatic compass

A compass equipped with a magnifying glass for reading the scale, used in making accurate measurements such as azimuths for fire control (War Department 1944:152).

Lewis gun

A gas-operated, air-cooled light machine gun invented in 1911 and widely used during World War I; it was still in service, largely as an antiaircraft gun and infantry support weapon, in World War II.

MAG

Marine Air Group.

mauga

Principal chief (Samoan).
MOB Mobile Hospital.

mumu Samoan term for filariasis.

NCBC Navy Construction Battalion Center, Port Hueneme, California.

pillbox Small low fortification that houses machine guns, antitank weapons, etc., usually built of concrete, steel, or sandbags (War Department 1944:202).

pintle Vertical bearing about which a gun carriage revolves (War Department 1944:203).

platoon The basic unit of a company, varying in size according to type, and commanded by a lieutenant.

pulenu'u Village leader (Samoan).

regiment A military unit smaller than a brigade or division and larger than a battalion. In U.S. Marine Corps usage, the 8th Marines, for example, with no further designation, refers to a regiment.

Seabees Widely-used nickname for the men of the Naval Construction Battalions.

splinterproof shelter Shelter which protects against rifle and machine gun fire, splinters of high explosive shell, and grenades, but not against direct hits by three-inch shells or larger (War Department 1944:261).

squadron In Marine Corps usage, the basic administrative aviation unit.
Appendix B: Military Units in Samoa, 1940-1945

United States Marine Corps

7th Defense Battalion:
The 7th Defense Battalion was organized at San Diego in December 1940, as a composite infantry-artillery unit with a headquarters company, an infantry company, an artillery battery, and a detail assigned to organize and train a battalion of Samoan reservists. The battalion’s initial strength was 25 officers and 392 enlisted men. The primary purpose of the battalion was to be the manning of the guns (four 6-inch naval guns and six 3-inch antiaircraft guns) included in the initial plans for the defense of Tutuila.

An advance party, sent out from the States even before the battalion was formally activated, arrived at Pago Pago on 21 December 1940. The balance of the 7th Defense Battalion, traveling by sea from San Diego via Pearl Harbor, arrived on 15 March 1941 (Hough et al 1958:67-68).

The 7th Defense Battalion was sent on to Upolu in Western Samoa on 28 March 1942.

1st Samoan Battalion:
The 1st Samoan Battalion, Marine Corps Reserve was authorized in May 1941, although the first recruit did not go on active duty until 16 September 1941. Enlistment in the battalion was closed in October 1943.

2nd Marine Brigade (Reinforced):
The 2nd Marine Brigade was organized in December 1941 at Camp Elliott, California, under the command of Colonel (later Brigadier General) Henry L. Larsen. The main units of the Brigade, which arrived at Pago Pago on 20 January 1942, were the 8th Marines (an infantry regiment), the 2nd Battalion of the 10th Marines (an artillery battalion), and the 2nd Defense Battalion. The original complement was 4798 officers and men (Hough et al 1958:88).

Smaller units within the 2nd Brigade included the Headquarters and Service Company, the Motor Transport Company, the Engineer Company, the Barrage Balloon Squadron, the Tank Company, the Raider Battalion, Company A Medical Battalion, and Company B Medical Battalion.

Marine Air Group 13:
The first airplanes of MAG-13 arrived at Samoa on 2 April 1942. The initial strength of the unit included 19 F4F-3s, and a dive bomber squadron consisting of a number of elderly SBC-4 biplanes. On arrival the MAG unit absorbed the resident Navy detachment of seven OS2Us and two Grumman J2Fs. Most of MAG-13 had left Samoa by May 1943, and the entire group was moved to the Marshall Islands by April 1944 (Sherrod 1952:444).
Replacement and Transient Units:

Arrivals in April 1942 included the 1st Raider Battalion, the 2nd Barrage Balloon Squadron, the 8th Defense Battalion, and the third Battalion of the 11th Marines; these were soon sent on to other islands.

Replacement battalions trained at the Leone Replacement Training Center, beginning in December 1942, were the 1st, 3rd, 5th, 7th, 13th, 15th, and 19th.

United States Navy

Mobile Base Hospital Three:

MOB-3 arrived at Samoa in April 1942 and departed on 1 April 1944.

2nd Construction Battalion:

The 5th Construction Detachment, one half of the 2nd Construction Battalion, the first contingent of Seabees to reach Samoa, arrived in April 1942, but was sent on to Western Samoa. The Detachment returned to Tutuila in April 1943. The balance of the 2nd Construction Battalion arrived at Samoa in January 1944, and the entire unit returned to the mainland in March 1944.

7th Construction Battalion:

The 7th Construction Battalion was sent to Samoa in July 1942 to replace the civilian contractors still on the island, but this unit was almost immediately sent on to the New Hebrides.

11th Construction Battalion:

The 11th Construction Battalion arrived late in August 1942 and took over construction activities on the island. It moved on to New Caledonia in June 1943.

CBMU 506:

Construction Battalion Maintenance Unit 506 arrived in mid 1943 to replace the 11th Construction Battalion. CBMU 506 was the last Seabee unit on the island, performing most of the work entailed in the rollup activities.
Appendix C: Surviving Members, Fita Fita Guard

From the *Samoa News*, Monday, August 31, 1992:

The following list of Members of the Fita Fita Guard and Band who are still alive and reside in American Samoa was submitted to the Samoa News by Sualua T. Masaniai ETC, USN Retired:

- HC Aolaolagi Soli of Sili
- Fatiautusi Aavealio of Leone
- Eliga Tilo of Aua
- Faumuina Fono of Leloaloa
- HC Fulmaono Asuemu of Aoloau
- Pati Galea'i of Leone
- Eni Hunkin Sr. of Vai'foatai
- HC Lefiti Fa'afetai of Ta'u
- HTC Leoso Arthur Ripley of Lono
- HC Liufau Filipo of Aua
- HTC Mageo Tama Aga of Pago Pago
- Fa'aesea Mailo of Fagatogo
- Suaiua Tui Masaniai of Vatia
- HTC Masaniai Te'etetai of Vatia
- HC Pulu Fa'atala Talotu of Pago Pago
- Tila Sialoi of Masefa
- Siliga Meaole of Fagaitua
- HC Sua Putuga Potasi of Ofu
- Jack Thompson Jack of Pava'i'ia'i
- Niniva Tupua of Fagatogo
Anonymous

def.a "Landing Conditions Coasts." Typescript, United States Marine Corps History Center, Washington, D.C.
Description of each village, harbor, boat channel and landing site on the coast of Tutuila. Nine pages.

def.b "History of the 2nd Marine Brigade, 12-7-41 to 4-28-42." Typescript, United States Marine Corps History Center, Washington, D.C.
Detailed list of dates, places, and names important to the 2nd Marine Brigade. Four pages.

def.c "Informal History of Second Marine Brigade, December 24-1941 to March 31-1943." Typescript, United States Marine Corps History Center, Washington, D.C.
A narrative and descriptive history of the 2nd Marine Brigade on Samoa. Ten pages.

def.d "Mail Distribution Lists, Samoan Group." Typescript, United States Marine Corps History Center, Washington, D.C.
Three lists giving organization of units throughout the Samoan group, September through December 1943. Five pages each.

def.e "Unit Reports on Headquarters, Defense Force, Straw Area." Typescript, United States Marine Corps History Center, Washington, D.C.
These documents include Unit Reports no. 1 through 14, covering April 1942 through June 1943.

def.f "The Story of the Eleventh Battalion."
"Cruise Book" of the 11th Naval Construction Battalion. Follows the 11th from its organization in June 1942 through the end of the war, in a chatty informal style. Copy courtesy of Mr. Homer E. Love, Fort Myers, Florida, of the Navy Seabees Veterans Association.
1939  "Defensive Installations at Samoa." War Plans Section, Marine Barracks, Quantico, Virginia, 9 December 1939. Typescript, United States Marine Corps History Center, Washington, D.C.
    This is a forty-three-page description of the defenses of Tutuila prior to the war, including recommendations, largely drawn from the Commandant of the Naval Station, for defense preparations.

1949  "Record of Proceedings of a Court of Inquiry Convened at the U.S. Naval Station, Tutuila, American Samoa, by order of Commander Service Force, United States Pacific Fleet." Typescript, American Samoa Archives, Pago Pago.
    Subtitled "To inquire into all the circumstances connected with the explosion of gasoline in the U.S.S. Chehalis AOG-48, the burning of the U.S.S. Chehalis AOG-48, and the capsizing of the U.S.S. Chehalis AOG-48, on October 7, 1949, at Tutuila, American Samoa."

1991a  "Information for Visitors to the Operational Archives." Operational Archives, United States Naval Historical Center.

1991b  "Records of Naval Districts and Shore Establishments in the Regional Archives Part of Record Group 181." Fort Worth, TX: National Archives and Records Administration, Special List 58.


    A memoir by a sergeant in charge of the Fita Fita Guard in 1940, with the history of the Guard, an interesting general description of Samoan conditions just before World War II, and advice for Marines who might find themselves being sent to the island in the future.


Burke, John 1945a  "United States Naval History of the Samoan Defense Group." Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
    Summary of the operations of the Samoan Defense Group in general. Approximately eighty pages, including maps and form lists of facilities.
1945b  "United States Naval History of Tutuila, American Samoa," Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington Navy Yard.

Callender, James

Clark, Jeffrey T.

Clark, Jeffrey T. & David J. Herdrich

Coletta, Paolo E., editor

Condit, Kenneth W., Gerald Diamond, & Edwin T. Turnbladh
1956  Marine Corps Ground Training in WWII. Washington, D.C.: Historical Branch, HQ USMC.
Information on the Replacement Battalion training operation on Tutuila, 1942–1943.

Corbeil, Jean-Claude

Darden, Capt. T.F., USN (Ret.)
A paper concentrating on the internal government of American Samoa under the Navy.

Davis, Winston R.
Defense Mapping Agency

Denfeld, D. Colt


Gray, J.A.C.
1960 Amerika Samoa: A History of American Samoa and Its United States Naval Administration. Annapolis, Maryland: United States Naval Institute. An interesting general history of Samoa and of the United States Navy’s administration of American Samoa, ending with the transfer to the Department of the Interior in 1951. The book was written before much World War II information was declassified and covers very little material from the war years. Includes extensive annotated bibliography.

Hall, Edwin M.

Herdrich, David J.

Hough, LtCol Frank O., Major Verle E. Ludwig, & Henry I. Shaw, Jr.

Jane’s Publishing Company
Kennedy, Joseph

Ladd, Edmund J. & David K. Morris

Larsen, Henry L.
n.d.  “Unit Reports on 2nd Marine Brigade in Tutuila.” Typescript, United States Marine Corps History Center, Washington, D.C. Unit Reports no. 7 through 12, covering September 1942 through March 1943. Three to five pages each.


Lenihan, Daniel J.

Metzger, Louis, LtGen USMC (Ret)

Morison, Samuel Eliot


Samoa is mentioned in Morison's works, but little more than that.

**Navy Department**

**n.d.a**  *Technical Report and Project History, Contracts NOv-3550 and NOv-4173. Volumes 1, 2, and 10.*

This report covers civilian construction work throughout the Pacific. Volume 1 deals with the historical background for the contract work as a whole. Volume 2 (Appendix A, Chapter 1) covers work in Samoa, listing name and numbers of individual projects. Volume 10 (Appendix B) includes much of the text of the Hepburn Report (Article 3) and a short discussion of the Seabees (Article 4).


This twenty-four-page report provides descriptions of and technical information on the Seabee work beginning in June 1943 with the arrival of the 5th Construction Detachment. It includes information and physical descriptions of Leone Airfield, shops at Tafuna Airbase, housing at Tafuna Airbase, gasoline tanks at Blunts Point, fuel oil tanks at Utulei, the communications filter center in Mormon Valley, the telephone exchange in Fagaalu Valley, housing in Mormon Valley, the radio beam station at Leone Airfield, the sewage system built for Mobile Hospital No. 3, and a dam in Olotele Valley.

**n.d.c**  "American Samoa." Typescript, Naval Construction Battalion Center, Port Hueneme, California.

Brief history and description of conditions in American Samoa about 1950, prepared by the Assistant Chief of Naval Operations, Island Governments, possibly in connection with the impending transfer to the Department of the Interior. Seven pages.


Report of current conditions, including recommendations for future improvements. Ten pages.
Detailed description of base facilities and capacities.

1943a  "American Samoa Annual Report Ending 30 June 1943." Map sheets 3 through 19, Navy Construction Battalion Center, Port Hueneme, California. Maps and plans of military facilities outside the Naval Station.

1943b  "Base Facilities Report, September 1, 1943, South Pacific Area, Compiled by Commander South Pacific Force." Volume III. Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
Listing of physical facilities. Seventeen pages.

1943c  "Base Facilities Data." September 1, 1943. Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
Listing of physical facilities.

1944  "Base Facilities Report, 1 May 1944, South Pacific Area, Compiled by Commander South Pacific Force." Volume VI. Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
Description of physical facilities as of 1 May 1944.

1945a  "Base Facilities Report, 1 January 1945, South Pacific Area, Compiled by Commander South Pacific Force." Volume VII. Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
Detailed descriptions of the physical facilities as of 1 January 1945.

1945b  "Base Facilities Report as of September 30, 1945." Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.

1945c  "Base Facilities Summary, Outlying Bases, South Pacific Area, 30 September 1945." Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
Descriptive listing of facilities as of 30 September 1945.

1945d  "Naval Installations Outside Continental United States, Financial and Physical Data." 31 December 1945. Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
This report is mainly concerned with financial matters but includes some square footage figures.
A two-volume history of base construction with emphasis on the military controlled and performed work. Samoa is included in Chapter 24, "Bases in the South Pacific."

1954  “U.S. Naval Bases in the South and Southwest Pacific (and Central Pacific Forward) in World War II.” Typescript (microfilm), Operational Archives, United States Naval Historical Center, Washington, D.C.
Includes general discussion of the larger area and a brief official description of the base at Tutuila.

Oppenheimer, Harold L.
A collection of stories and articles by a Marine officer who commanded Samoan Marines during the early part of the war; he is well remembered by Samoan veterans.

Owens, Robert A., 1stLt.
Illustrated account of the 1st Samoan Battalion, Marine Corps Reserve, 1941 to 1945.

Parsons, Capt. Robert P.
Personal memoir by the commanding officer of the Mobile Hospital. Written and partially published during the war, the book refers to Samoa as Elysia throughout, although correct geographical names are given for internal features.

1942  “Tutuila, American Samoa, Topographic Map, Produced by Intelligence Section, 2nd Marine Brigade Reinforced.”
Map in the collection of the Library of Congress, showing trails, streams, and geographic names.

Price, Charles F.B.
1944  “Unit Reports on Headquarters, Defense Force, Straw Area.” Typescript, United States Marine Corps History Center, Washington, D.C.
Unit Reports no. 1 through 14, April 1942 through June 1943, covering Tutuila, Upolu, Savaii, and Wallis Islands. Average five pages each.
Quick, John

Sherrod, Robert
Mineral mention of activities on American Samoa.

Sorensen, Stan


Stark, H.R.
Directive detailing efforts to be made for the defense of American Samoa, based on USMC Captain A.R. Pefley’s recommendations, to be completed by 1 March 1941. Three pages.

Thompson, Erwin N.
A twenty-eight-page history of the Navy administration of American Samoa.

Detailed descriptions of the Naval Station Tutuila Historic District.

United States Department of Commerce
1939 United States Possessions in the Samoa Islands.
Topographic map in the collection of the Library of Congress.

1987 Pacific Ocean: Samoa Islands.
Topographic map, current commercially available edition.

United States Department of the Interior
Map showing both Samoan and English names for various geographic points.
War Department
1944  
Useful listing of military terms as used during World War II.

Wasko, John
1992  

Watson, L.J.
1941  
An extremely interesting twenty-five-page letter written by the Project Manager for the Samoan work, a harried Lieutenant Commander USNR in the Public Works Office of the 14th Naval District at Pearl Harbor. With maps and photographs, list of projects and allotments.

Woodbury, David O.
1946  
A history of the civilian construction of Pacific bases under contract with the United States Navy, including a chapter on the adventures of mainland contractors working with Samoan labor, with a cheerfully racist undertone only to be expected in 1946.