THE U.S. NAVAL HISTORY OF TUTUILA, AMERICAN SAMOA

BY

LIEUTENANT COMMANDER JOHN BURKE, USNR

PAGO PAGO, AMERICAN SAMOA: HEADQUARTERS,
SOUTH PACIFIC AREA AND FORCE, 1945 (BURKE 1945B)
START OF REEL
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HEADQUARTERS OF THE COMMANDER

Serial.

From: Staff Historical Officer,
      Commander, South Pacific Area and Force.

To : Director of Naval History.

Subject: Command History.

Enclosure: (A) - History of the Samoan Defense Group,
      (Appendix A)
      A. History of Tutuila (two copies) with appendices
      A-H.

1. Forwarded herewith is enclosure (A) in accordance
   with directions.

John Burke
Lieut.Comdr., USNR.

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UNITED STATES
NAVAL HISTORY
OF
TUTUILA
AMERICAN SAMOA
INTRODUCTION

American Samoa as it exists today consists of all of the islands in the Samoan Group which lie east of 171° West longitude and Swains Island which lies approximately 200 miles to the Northwest. The islands in American Samoa proper running from East to West are: Tutuila, Aunu'u, Ofu, Olosega, Tau and Rose Islands. The Manua Islands are included in this group and consist of the islands of Ofu, Olosega and Tau.

Swains and Rose Islands are the only islands that are of coral structure. The remainder of the group were created by volcanic upheavals and are of the usual rough terrain that is found in relatively "new" islands. They usually have a reef which surrounds the greater part of the island.

The Samoans are Polynesians, perhaps the finest physical specimens of the race. They are intelligent and amiable, love to sing and dance. The Samoans have no scruples about petty crime or lying, but there is no major crime in the area. The population has been on the increase, due to cessation of tribal wars and almost total elimination of epidemics. In 1912 the population of Tutuila and Aunu'u was 5,454; in 1945 13,948. The
small white population consists almost entirely of Navy personnel attached to the Naval Station and retired Navy personnel and traders.

During the year 1878 a treaty was signed between the United States and Samoa which gave the United States the authority to establish a coaling station at Pago Pago. In 1899 England, Germany and the United States signed treaties which gave Germany all rights to the Samoan Islands west of 171° west longitude and the United States everything east of that meridian in the Samoan Islands. On 19 February 1900, an executive order was signed by the President of the United States, placing American Samoa under the jurisdiction of the Navy Department. On the same day the Secretary of the Navy issued a general order which stated that the islands of American Samoa were to be considered as a Naval Station under the jurisdiction of a Commandant. On 17 April 1900, the high Chiefs of Tutuila voluntarily ceded the islands of Tutuila and Aunu'u to the government of the United States. Manu'a (Tau, Ofu and Olosega) was ceded in 1904. Swains Island which lies 200 miles to the Northwest was ceded to the United States in 1925. Since 1905 each Commandant, upon being appointed, was also given the title of Governor.
SECRET

Excepting a few minor changes the Government of American Samoa remains the same, the Naval officers having the dual role as administrators of the civil government and operation of the Naval Station.

American Samoa has been under Navy jurisdiction forty-five years. The Navy has been able to protect the natives' property rights and keep "Samoa for the Samoans". The native customs remain the same. The government in American Samoa has been relatively placid and untroubled by native uprisings, which has not been true of Western Samoa. A congressional commission came to American Samoa in 1929, and returned to the United States with the recommendation in 1931 that the Samoans be given full American citizenship, with an Organic Act to be enacted by Congress. (1)

Since the islands of American Samoa are under the jurisdiction of the Navy Department, the Commandant of the Naval Station at Pago Pago is also the Governor of these islands. The Commandant receives the authority for his governorship from the President of the United States. When American Samoa was in the center of the war the Civil Administration suffered and many of the government facilities fell into disrepair. However, now that Samoa
is on a peacetime status the Civil Government is beginning to swing back to normal. The reason for this is now more time can be devoted to efficient civil government.

The Commandant of the Naval Station has a three fold responsibility: Civil and Military Governor of American Samoa and Swains Island; Commandant of the Samoan Defense Group which consists of the following island groups: Ellice, Samoan including British (Western) Samoa, Cook, Wallis and Society; and Commandant of the Naval Station. (2) The Commandant of the Naval Station and Samoan Defense Group is directly under the command of the Commander South Pacific Area and Force for operational matters and Commander Service Squadron South Pacific Force for logistics.

Upon being ordered to Samoa to write the history of the Naval Station the writer had the opinion that he would be dealing with a naval base similar to the one at Guadalcanal or Espiritu Santo, but on arrival he discovered that this station was entirely different from any other in the South Pacific Area. There is no such thing as a complete roll-up here. The base is permanent, but very seldom considered as such.

Since this is a naval history the greatest concen-
\textbf{SECRET}

Illustration will be made on the study of the island of Tutuila, where all military activity took place during World War II.

Henceforth is presented the main story of the Navy in American Samoa, the difficulties that they ran into under Navy jurisdiction, and the errors made and corrected. All of this compiled together made the Naval Station at American Samoa what it is today.

\textbf{TUTUILA}

The island of Tutuila of irregular shape, is about eighteen miles long and six miles wide at the widest part. Its area is about 40.2 square miles. A mountainous ridge extends the length of the island with spurs on each side, which cause the topography to be very rugged and almost impassable. Pago Pago Harbor is located on the island of Tutuila, and is said to be the best and safest harbor in the South Seas. It has its entrance southward and nearly bisects the island. About a mile from the mouth of the harbor it turns sharply to the westward which gives the ships complete protection from the sea, being surrounded by high mountains.

The climate is tropical with an average rainfall of about 190 inches annually. The temperature remains
fairly constant (82.3° in February and 80.2° in July). The humidity is very high, ranging from 50 per cent in the dry season to 80 per cent in the wet season. There have been severe hurricanes in 1903, 1913, 1915, 1926 and 1935.

The soil of Tutuila is very fertile in the valleys, but on the slopes it is very thin without sub-soil. The chief agricultural product from the island is copra, with an export of 1300 tons in 1939. The greatest source of income is from mats, tapa, hula skirts and native trinkets ($68,582 exported in 1941). However, there has been no export of these products since the United States entered the war. Other products are raised for local consumption which are as follows: breadfruit, papaya, mangos, and other products which have been introduced from Hawaii, the Philippines and other tropical regions, such as avocados, sweet potatoes, citrus fruits and others. Cattle, pigs, horses and chickens have been raised with success.

The history of the Naval Station Tutuila, Samoa is divided into three major parts: the Naval Station as it existed 1 August 1945, its area of responsibility and facilities of the base; a chronological summary of the
Military activity on the island of Tutuila from 1940 to 1 August 1945, with concentration on the general phases of the operation of the war; a breakdown of the military history into the major Navy units, and the highlights of the part that they played in the operation of the Naval Station.

Throughout the history the term "Naval Station" should be considered to include the island of Tutuila. In the early phases of the war most of the military activity took place on the Naval Station. However, the airfield was built at Tafuna and various military installations were placed on the entire island which were under Navy or Marine jurisdiction. It has been difficult in the history to place a dividing line between the two. However, this has been done where it has been possible without causing the history to suffer in clarity or congruity.

In pronouncing all Samoan names the letter "G" should be pronounced "NG", similar to the pronunciation used in the word "Ringer", hence "Pago Pago" is pronounced as "Pango Pango".

AMERICAN SAMOA TODAY

To show the facilities which are present at American Samoa today a standard form for a Base Facilities Report
is used. Commandant, U.S. Naval Station Tutuila, Samoa letter Secret Serial 00150 dated 26 June 1945, was used as the major reference with some revisions being entered to bring the report up to 1 August 1945. Parts one and two of the report are omitted because these subjects are covered more thoroughly in other sections of the history.

The Base Facilities Report of American Samoa follows:

3. **Mission**

(a) Limited anchorage facilities.
(b) Permanent fueling facilities.
(c) Minor Naval repair depot.
(d) Supply facilities.
(e) Communication facilities.
(f) Weather observation station.
(g) Limited aviation facilities.
(h) Marine garrison to consist of eight officers and thirty-five enlisted men plus limited number of Samoan Marine Corps Reserve Battalion with disbandment at a later date of Marine Barracks and remainder of Samoan Reserve.
(i) Hospital facilities sufficient for the local garrison. Supervision of Samoan Hospital. Public Health Department. Medical supplies.
(j) Civil Government of American Samoa.
(k) The internal security of the base is the responsibility of the Island Commander and will be provided by any personnel available for this purpose.

4. **Command and Service Control**

Ralph W. Hungerford, Captain, U.S. Navy.

(a) Subordinate activities responsible directly to Base or Island Commander, and Commanding Officer.

SHIP REPAIR UNIT, Tutuila - Lt.(ji) G.B. Jones, E(L), USNR.
NAVAL AIR FACILITIES, Tutuila - Lieut. W.R. Walters, USNR.

MARINE BARRACKS, Naval Station, Samoa - Lieut. Colonel Bernard E. Dunkle, USMC. (In accordance with Headquarters, U.S. Marine Corps letter Secret Serial O01A17045 dated 23 June 1945, the Marine Barracks are to be completely closed by 15 August 1945, therefore they are not carried on this report. All Samoans have been mustered out of the service and all Marine personnel, with the exception of the Officer in Charge, Fiti Fita Guard, are to be transferred in the immediate future.)

(b) For each subordinate activity listed above indicate the name of each major unit or group comprising same.

NAVAL STATION SUPPLY DEPOT is charged with supplying General Stores, Ship Stores and clothing to all bases in the South Pacific Area east of 175° East Longitude with 30-day operating and 60-day minimum and 90-day maximum (ComSeronSoPac Ltr. Confidential Serial O1251 dated 24 May 1945.) Fresh provisions, dry stores and packaged fuel are supplied to all bases in the Samoan Defense Group with the exception of Bora Bora and Funafuti who are furnished by Commander Service Forces Pacific Fleet (Area Petroleum Officer) with bulk fuel. (ComSeronSoPac dispatch 050525 July 1945.)

5. Aviation Facilities:

(a) Runways: No. of

<table>
<thead>
<tr>
<th>Field</th>
<th>Strips</th>
<th>Bearing</th>
<th>Dimensions</th>
<th>Surface</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tafuna</td>
<td>2</td>
<td>90-270</td>
<td>6000-500'</td>
<td>Coral</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>140-320</td>
<td>3000-200' Coral</td>
</tr>
</tbody>
</table>

Unlimited as to the heaviest plane that can land.

(b) Estimate of field capacity at present time, based on presence of only one type.

Normal Operations 65 Fighters 12 Medium or Heavy Bombers

The capacity of this field is only limited to the number of personnel on hand to service aircraft.
(c) Parking Areas:
Hardstands - Number _____ Largest Plane can use VP.B
Aprons - Est. Area: None
Runways - Number 62 Surfacing Gravel and Coral
Largest Plane Can Use 50FP and 12 VPB

Other Areas - The 3000-2001 runway is now being
used to park aircraft. Can be operational in
emergencies. Surface is Coral.

(d) Night Lighting? Yes Type Field boundary lights and
obstruction.

(e) How is traffic controlled? Control Tower.

(f) Hangars, Parachute Lofts, and Revetments: Two nose
hangars: one for VF type planes; one for VPB. One
parachute loft equipped to handle normal operations.
Sixty-two revetments.

(g) Service and Repair: Minor aircraft overhaul, minor
engine overhaul, line maintenance and check, and
line service.

(h) Refueling Facilities:
<table>
<thead>
<tr>
<th>Type</th>
<th>No.</th>
<th>Gal/hr</th>
<th>fueled at same time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Truck</td>
<td>3</td>
<td>5000</td>
<td>3</td>
</tr>
</tbody>
</table>

(i) Seaplane Facilities:
(1) Landing and Take-off Areas - There are no sea-
plane facilities at Tafuna. Seaplanes may in an
emergency operate out of Pago Pago Harbor. Location
6\(\frac{1}{2}\) miles east of Tafuna. Landing areas are: 0-180,
7000; 135-315, 6000\'. Minimum depth of water six
fathoms, protected harbor.

(2) Refueling Facilities - Fueling consists of a
truck by the dock that can fuel one plane. Amount
of fuel per hour is 2000 gallons. Emergency only.

(3) Repair Facilities - There are no major repair
facilities for seaplanes.
6. Harbor Facilities

(a) Area is under control of Navy.
(b) Title of Commanding Officer is Commandant.
(c) One Pilot available.
(d) No garbage lighters available.
(e) Channels

<table>
<thead>
<tr>
<th>Channel</th>
<th>Width</th>
<th>Controlling Depth (MLW)</th>
<th>Comments on Obstructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Narragansett</td>
<td>.8 mi</td>
<td>8 fths.</td>
<td>Coral sand &amp; mud; no obstructions.</td>
</tr>
<tr>
<td>Passage</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Passage</td>
<td>.6 mi</td>
<td>9 fths.</td>
<td>Coral sand &amp; mud; no obstructions.</td>
</tr>
<tr>
<td>Pago Pago Harbor</td>
<td>.5 mi</td>
<td>18 fths.</td>
<td>White sand; no obstructions.</td>
</tr>
<tr>
<td>Entrance Channel</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(f) Anchorages

<table>
<thead>
<tr>
<th>Berth</th>
<th>Designation</th>
<th>Depth</th>
<th>Length</th>
<th>Type of Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1</td>
<td>Anchorages</td>
<td>20 fths.</td>
<td>500 yds.</td>
<td>Any type.</td>
</tr>
<tr>
<td>#2</td>
<td>Anchorages</td>
<td>20 fths.</td>
<td>500 yds.</td>
<td>Any type.</td>
</tr>
</tbody>
</table>

(g) Ship Mooring Buoys

<table>
<thead>
<tr>
<th>No.</th>
<th>Type</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Cruiser</td>
<td>D</td>
</tr>
<tr>
<td>A</td>
<td>DD</td>
<td>E</td>
</tr>
<tr>
<td>B</td>
<td>DD</td>
<td>F</td>
</tr>
<tr>
<td>C</td>
<td>DD</td>
<td>G</td>
</tr>
</tbody>
</table>

(h) Navigational Aids: Aircraft radio range and homing station. Harbor range lights. Reef marker buoys and lights within the harbor.

(i) Tidal Ranges: Three feet.

(j) Harbor Entrance Control Post: Signal tower located on Breakers Point at entrance to Pago Pago Harbor. Channel serves as HECO. Manned by four enlisted men with one on duty at all times and one on standby status. Equipment: 1-24" searchlight, 1-12" blinker, signal flags, TDY, Connected to Port Director’s office by telephone. Carries out recognition procedure, is responsible for handling of visual traffic, serves as lookout station and controls vessel movements.
6. Harbor Facilities: (Cont'd.)

(k) Degaussing Facilities: None. Nearest available facilities located at Banapiu Bank.

(1) Floating Equipment:

<table>
<thead>
<tr>
<th>Item</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barres (Size &amp; Type)</td>
<td></td>
</tr>
<tr>
<td>50' (3 X 7) MF</td>
<td>2</td>
</tr>
<tr>
<td>26 X 60 Wooden Barres</td>
<td>3</td>
</tr>
<tr>
<td>Tugs, Sea tractors &amp; Swamp Mules (Size &amp; HP)</td>
<td></td>
</tr>
<tr>
<td>45', 165 hp YMTS</td>
<td>2</td>
</tr>
<tr>
<td>Crane Barres</td>
<td></td>
</tr>
<tr>
<td>Wooden barge, 15T lift</td>
<td>1</td>
</tr>
<tr>
<td>Others</td>
<td></td>
</tr>
<tr>
<td>50' motor launches</td>
<td>2</td>
</tr>
<tr>
<td>50' motor launch water barge</td>
<td>1</td>
</tr>
<tr>
<td>40' motor launch</td>
<td>1</td>
</tr>
</tbody>
</table>

(m) Landing and Small Craft:

<table>
<thead>
<tr>
<th>Type of Craft</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>LCP (LorR)</td>
<td>4</td>
</tr>
<tr>
<td>Aviation Rescue</td>
<td>2</td>
</tr>
<tr>
<td>Buoy</td>
<td>1</td>
</tr>
<tr>
<td>Personnel</td>
<td>3</td>
</tr>
<tr>
<td>Plane rearming</td>
<td>2</td>
</tr>
<tr>
<td>Whale</td>
<td>1</td>
</tr>
</tbody>
</table>

(n) Ship Repair Facilities:

(1) Capacity: Equivalent to A.D. in equipment, but only personnel for 1/10 A.D. component.

(2) Drydocks: None.

(3) Marine Runways:

<table>
<thead>
<tr>
<th>Type</th>
<th>Capacity</th>
<th>Tons</th>
<th>Largest Ship</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sliding car</td>
<td></td>
<td>20</td>
<td>50'</td>
</tr>
</tbody>
</table>

7. Loading and Unloading Facilities:

(a) Stevedoring Personnel: Civilians. Total assigned to Stevedoring 700.

(b) Cargo Handling Equipment:
(b) Cargo Handling Equipment: (Cont'd)

<table>
<thead>
<tr>
<th>No.</th>
<th>Capacity</th>
<th>Reach</th>
<th>Or Ashore</th>
<th>No.</th>
<th>Capacity</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>15T</td>
<td>10'</td>
<td>Ashore</td>
<td>10</td>
<td>24T</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>7.5T</td>
<td>10'</td>
<td>Ashore</td>
<td>20</td>
<td>11T</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>2.5T</td>
<td>8'</td>
<td>Ashore</td>
<td>22</td>
<td>6T</td>
<td>15'</td>
</tr>
<tr>
<td>4</td>
<td>2.5T</td>
<td>8'</td>
<td>Ashore</td>
<td>2</td>
<td>10T</td>
<td>30'</td>
</tr>
<tr>
<td>5</td>
<td>3T</td>
<td>6'</td>
<td>Ashore</td>
<td>1</td>
<td>30T</td>
<td>30'</td>
</tr>
<tr>
<td>6</td>
<td>30T</td>
<td>10'</td>
<td>Ashore</td>
<td>1</td>
<td>30T</td>
<td>30'</td>
</tr>
</tbody>
</table>

All regularly assigned, and none available from other sources.

(c) Limitations on tonnage that can be handled: Labor and transportation.

(d) Tanker discharge facilities:

<table>
<thead>
<tr>
<th>Size of</th>
<th>Discharge Pipeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Navy special fuel oil</td>
<td>Unlimited G.P.H. 12&quot;</td>
</tr>
<tr>
<td>Diesel Oil</td>
<td>Unlimited G.P.H. 6&quot;</td>
</tr>
<tr>
<td>Avgas</td>
<td>Unlimited G.P.H. 6&quot; &amp; 4&quot;</td>
</tr>
</tbody>
</table>

(e) Piers, Wharves, and Docks:

<table>
<thead>
<tr>
<th>Designation</th>
<th>Type</th>
<th>Depth</th>
<th>Length</th>
<th>Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oil Dock</td>
<td>Wood &amp; Concrete</td>
<td>28'</td>
<td>400'</td>
<td>49'</td>
</tr>
<tr>
<td>Station Dock</td>
<td>Wood &amp; Concrete</td>
<td>23'</td>
<td>196'</td>
<td>60'</td>
</tr>
<tr>
<td>Repair Base Piers</td>
<td>Wood &amp; Concrete</td>
<td>27'</td>
<td>1000'</td>
<td>40'</td>
</tr>
<tr>
<td>Customs Ldg.</td>
<td>Wood</td>
<td>9'</td>
<td>244'</td>
<td>20'</td>
</tr>
<tr>
<td>Governor's Ldg.</td>
<td>Wood</td>
<td>7'</td>
<td>60'</td>
<td>7'</td>
</tr>
<tr>
<td>Short Dock</td>
<td>Wood</td>
<td>17'</td>
<td>71'</td>
<td>17'</td>
</tr>
</tbody>
</table>

Available for Services

<table>
<thead>
<tr>
<th>Berthing</th>
<th>Location</th>
<th>Status of Constr.</th>
<th>Fuel - Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>400'</td>
<td>Nav.Sta. Pago</td>
<td>Complete</td>
<td>Yes - Yes</td>
</tr>
<tr>
<td>396'</td>
<td>Nav.Sta. Pago</td>
<td>Complete</td>
<td>No - Yes</td>
</tr>
<tr>
<td>1000'</td>
<td>CRU, Pago</td>
<td>Complete</td>
<td>Yes - Yes</td>
</tr>
<tr>
<td>244'</td>
<td>Nav.Sta. Pago</td>
<td>Complete</td>
<td>No - No</td>
</tr>
<tr>
<td>60'</td>
<td>Nav.Sta. Pago</td>
<td>Complete</td>
<td>Yes - Yes</td>
</tr>
<tr>
<td>71'</td>
<td>Nav.Sta. Pago</td>
<td>Complete</td>
<td>No - Yes</td>
</tr>
</tbody>
</table>

(f) Beaches: Now usable - None. Being Cleared - None.

(g) Shed, Warehouses, and Open Storage areas on Dock and in Vicinity:

- Metal Warehouse Nav.Sta. Pago 2250
7. Loading and Unloading Facilities: (Cont'd)

(b) General Remarks: Ships are promptly discharged.

8. Shona:

<table>
<thead>
<tr>
<th>Type of Shop</th>
<th>Capacity</th>
<th>Adm. Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shipfitter</td>
<td>Very</td>
<td>SRU</td>
</tr>
<tr>
<td>Sheet Metal</td>
<td></td>
<td>SRU &amp; PWD</td>
</tr>
<tr>
<td>Welding</td>
<td></td>
<td>SRU</td>
</tr>
<tr>
<td>Foundry and Blacksmith</td>
<td></td>
<td>SRU &amp; PWD</td>
</tr>
<tr>
<td>Pipe and Coppersmith</td>
<td></td>
<td>SRU</td>
</tr>
<tr>
<td>Machine</td>
<td></td>
<td>SRU &amp; PWD</td>
</tr>
<tr>
<td>Internal Combustion Engine</td>
<td></td>
<td>SRU</td>
</tr>
<tr>
<td>Carpenter and Pattern</td>
<td></td>
<td>SRU &amp; PWD</td>
</tr>
<tr>
<td>Electrical (2)</td>
<td></td>
<td>PWD</td>
</tr>
<tr>
<td>CanvaX</td>
<td></td>
<td>SRU</td>
</tr>
<tr>
<td>Gyro Compass</td>
<td></td>
<td>SRU</td>
</tr>
<tr>
<td>Optical</td>
<td></td>
<td>NAV.STA.</td>
</tr>
<tr>
<td>RMO</td>
<td></td>
<td>PWD</td>
</tr>
<tr>
<td>Tire Repair</td>
<td></td>
<td>PWD</td>
</tr>
<tr>
<td>Refrigeration</td>
<td></td>
<td>PWD</td>
</tr>
<tr>
<td>Paint</td>
<td></td>
<td>PWD</td>
</tr>
<tr>
<td>Plumbing</td>
<td></td>
<td>PWD</td>
</tr>
<tr>
<td>Vehicle Repair (3)</td>
<td></td>
<td>PWD</td>
</tr>
</tbody>
</table>

9. Housing and Mess Facilities:

(a) Housing

<table>
<thead>
<tr>
<th>Type of Bldg.</th>
<th>Maximum Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naval Air Facilities</td>
<td></td>
</tr>
<tr>
<td>Wood-Frame</td>
<td>Officers 30, Men 150</td>
</tr>
<tr>
<td>Naval Station</td>
<td>Officers 60, Men 250</td>
</tr>
<tr>
<td>Ship Repair Unit</td>
<td>Officers 22, Men 500</td>
</tr>
</tbody>
</table>

(b) Messing Facilities:

Naval Air Facilities adequate for 30 officers and 150 enlisted personnel.
Naval Station adequate for 60 officers and 250 enlisted personnel.
Ship Repair Unit adequate for 22 officers and 500 enlisted personnel.

10. Medical Facilities:

(a) Hospitals: None.


(c) Nearest medical supply depot - Espiritu Santo and Noumea.

(d) Special Comment: Health conditions good. Hospitalization rate - 0.2%.

-14-


13. Storage Facilities:
(a) Ammunition

<table>
<thead>
<tr>
<th>Type of Magazine or Storage including bombs</th>
<th>Size</th>
<th>No.</th>
<th>Control</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Underground bombproof</td>
<td>6x12x6</td>
<td>1-3</td>
<td>GRD.</td>
<td>DC, Goat Is.</td>
</tr>
<tr>
<td>Open dumps</td>
<td>60x150</td>
<td></td>
<td>&quot;</td>
<td>Bombs Stor.</td>
</tr>
<tr>
<td>Bombproof underground</td>
<td>36x48</td>
<td>10-13</td>
<td>&quot;</td>
<td>Ammo.</td>
</tr>
<tr>
<td>Bombproof underground</td>
<td>7x10</td>
<td>11-12</td>
<td>&quot;</td>
<td>Ammo.</td>
</tr>
<tr>
<td>Bombproof surface</td>
<td>14x18</td>
<td>8</td>
<td>&quot;</td>
<td>Ammo.</td>
</tr>
<tr>
<td>Bombproof underground</td>
<td>14x20</td>
<td></td>
<td>&quot;</td>
<td>Ammo.</td>
</tr>
<tr>
<td>Bombproof underground</td>
<td>36x48</td>
<td></td>
<td>&quot;</td>
<td>Ammo.</td>
</tr>
</tbody>
</table>

Tafuna Airport - 6 permanent and 5 temporary bombs. Ammo fuses.

(b) Comments: Satisfactory.

(c) Fuel:

- Avgas Capacity (gallons) = 461,486
- Mogas Capacity (Gallons) = Drum Stock
- Diesel Capacity (Bbls.) = 33,359

(d) Refrigeration:
- Total Capacity (Cu.ft.) = 94,129
- Total Chill Capacity (Cu.ft.) = 1,500
- Total Freeze Capacity (Cu.ft.) = 300

(e) General:

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Type of</th>
<th>No. of</th>
<th>Storage</th>
<th>Per cent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warehouses</td>
<td>Frame</td>
<td>3</td>
<td>4000</td>
<td>10%</td>
</tr>
<tr>
<td>Warehouses</td>
<td>Metal</td>
<td>3</td>
<td>5000</td>
<td>10%</td>
</tr>
<tr>
<td>Open Sheds</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Canvas Covered Frames</td>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Storage: Cleared and graded. Adequate for emergencies.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

14. Aerological Data: Forecasts and reports available 24 hours daily.

15. Training Facilities: None.
16. **Armament:**

<table>
<thead>
<tr>
<th>Type</th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>.12 ga. Shotgun</td>
<td>5</td>
</tr>
<tr>
<td>.45 cal. Pistol</td>
<td>75</td>
</tr>
<tr>
<td>.30 cal. Springfield 1903</td>
<td>470</td>
</tr>
<tr>
<td>.38 cal. Smith and Wesson</td>
<td>23</td>
</tr>
<tr>
<td>.30 cal. M1, MG Browning</td>
<td>4</td>
</tr>
<tr>
<td>.30 cal. B.A.R.</td>
<td>23</td>
</tr>
<tr>
<td>.30 cal. Carbines</td>
<td>10</td>
</tr>
<tr>
<td>.45 cal. Thompson Sub.</td>
<td>11</td>
</tr>
<tr>
<td>.45 cal. Reising</td>
<td>5</td>
</tr>
<tr>
<td>.50 cal. M1, MG</td>
<td>4</td>
</tr>
</tbody>
</table>

17. Radar and Radar Beacons (Racons): None.

Loran: None.

Radio:

1. Radio Stations: AACS - WYVW
2. Commands served: One.
3. Circuits operated:
   1. Aircraft
   2. Homing
   3. P/P Net - Canton, Xmas, Funafuti and Nandi.
   4. P/P Upolu (NGM), WPU (Continuous operation), Monitor
      8200 KC and 8250 KC.
   5. Air/Ground
      Continuous guard on 8200 and 4595.
   6. Point to Point
      1 Range
4. Direction finders, Homing devices etc.:
   1. Range - 382 Kcs.
   2. Operation Continuous.
   3. Identification UU
   4. D/F Facilities available 2 to 10 Mgs range.
   5. Homing - 338 Kcs.
   6. Operation 4 hours prior to ETA on request.
   7. Identification UU
      Weather 5 and 35 minutes past GCT hour.

---

SECRET
Communications other than Radio:
(1) Telephone Facilities: Telephone system is Navy operated, and connects all island activities. Consists of automatic dial, all-relay exchange in 40x100' bombproof, concrete building in hill-side above Faga'alu Village. Has adequate power, 400 line circuits and approximately 20 miles of cable. Installation and maintenance personnel assigned from Public Works complement, but under general supervision of Communications Officer.
(2) Telegraph Stations: None.
(3) Teletypewriter Stations: Naval Air Facilities to Radio to Naval Station.
(4) Cable Connections: None.

18. Water Supply:
(a) Source: Stream blocked by concrete dam.
(b) Storage tanks for potable water: None.
(c) Method of distribution: Pipe line.
(d) Total gallons per day:

<table>
<thead>
<tr>
<th>Required</th>
<th>Supplied</th>
</tr>
</thead>
<tbody>
<tr>
<td>500,000</td>
<td>500,000</td>
</tr>
</tbody>
</table>

For Naval Station and Marine Barracks: Upper Reservoir -1,720,000 gal. capacity. Fed by springs and watershed. Lower Reservoir -445,000 gal. capacity, with rapid sand filter and chlorinator equipment.

For Ship Repair Unit: Pago Valley deep well with automatic pump and chlorinator equipment. Normal flow of 288,000 gal. per day. A 55,000 gal. concrete gravity tank with automatic alarm for the Ship Repair Unit.

Naval Air Facilities: Reservoir -200,000 gal. capacity. Fed from a spring at the rate of 300 gal. per minute, with chlorinator equipment.
On 4 July 1945, a letter was received from Commander Service Squadron South Pacific Force establishing a new mission and allowance for the U.S. Naval Station Tutuila. (3) The mission has been covered in paragraph three of the Base Facilities Report. This mission and allowance was drawn up on the basis of the recommendations made in several letters by the Commandant of the Naval Station, (4) and conferences with a traveling representative of Commander Service Squadron South Pacific Force by the Commandant and Department Heads of the Naval Station. To more clearly show the breakdown of personnel as to their functional components enclosure (5) to Commander Service Squadron, South Pacific Force letter, Secret Serial 00758 dated 26 June 1945, is quoted:

Breakdown of Personnel Allowances by Functional Components U.S. Naval Station Tutuila and Civil Government of American Samoa

(A) Administration

Nine (9) U.S. Navy Officers and fifty (50) U.S. Navy Enlisted Men.

<table>
<thead>
<tr>
<th>Officer Category</th>
<th>Officers</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Naval Station Tutuila</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Attorney General and Executive Advisor for Civil Government</td>
<td>&quot;</td>
<td>1</td>
</tr>
<tr>
<td>Chief Justice of American Samoa</td>
<td>&quot;</td>
<td>1</td>
</tr>
<tr>
<td>Customs Officer; Transportation Officer; Commodity Administrator for American Samoa (a line officer)</td>
<td>&quot;</td>
<td>1</td>
</tr>
<tr>
<td>Director of Education for American Samoa</td>
<td>&quot;</td>
<td>1</td>
</tr>
</tbody>
</table>
(B) HARBOR CONTROL & DEFENSE

One (1) U. S. Navy Officer and five (5) U. S. Navy Enlisted Men.

(C) COMMUNICATIONS

Three (3) U. S. Navy Officers, thirty-seven (37) U. S. Navy Enlisted Men, and one (1) Fita Fita.

Enlisted Men

<table>
<thead>
<tr>
<th>Role</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radiomen</td>
<td>25 (including 1 Fita Fita)</td>
</tr>
<tr>
<td>Technicians</td>
<td>5</td>
</tr>
<tr>
<td>Signalmen</td>
<td>4</td>
</tr>
<tr>
<td>Mailmen</td>
<td>3</td>
</tr>
<tr>
<td>Cryptographic</td>
<td></td>
</tr>
<tr>
<td>Repairman</td>
<td>1</td>
</tr>
</tbody>
</table>

(D) SUPPLY


SUPPLY DEPARTMENT OFFICERS

<table>
<thead>
<tr>
<th>Position</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Supply Officer; Staff Supply Officer CSDG</td>
<td>1</td>
</tr>
<tr>
<td>Assistant Base Supply Officer</td>
<td>1</td>
</tr>
<tr>
<td>*Disbursing Officer</td>
<td>1</td>
</tr>
<tr>
<td>*Assistant Disbursing Officer</td>
<td>1</td>
</tr>
<tr>
<td>*CinC Commissary Store</td>
<td>1</td>
</tr>
<tr>
<td>Cashier of Bank of Samoa; Island Government Comptroller</td>
<td>1</td>
</tr>
</tbody>
</table>

*Duties of Island Transportation Officer should be given to a line officer. See (A) Administration above.
*Should have no collateral duties involving accountability for stores or funds.

(E) SHIP REPAIR

Two (2) U. S. Navy Officers, fifty (50) U.S. Enlisted Navy Men, and eight (8) Fita Fitas.
- (G) MEDICAL

Fifteen (15) U. S. Navy Officers and forty-one (41) U. S. Navy Enlisted Men.

<table>
<thead>
<tr>
<th>Officers</th>
<th>Enlisted Men</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical Officers</td>
<td>7 CP/PM</td>
</tr>
<tr>
<td>Dental Officer</td>
<td>1 PhM1e</td>
</tr>
<tr>
<td>Hospital Corps Officer</td>
<td>PhM2e 10</td>
</tr>
<tr>
<td>Hospital Corps Officer</td>
<td>PhM3e 10</td>
</tr>
<tr>
<td>(H(S) Malaricologist)</td>
<td>1 HA/e 7</td>
</tr>
<tr>
<td>Navy Nurse Corps Officers</td>
<td>5</td>
</tr>
</tbody>
</table>

The above ratings should include the following technicians:

- Clinical Laboratory Technicians (LBT) 3
- Dental Technology General (DGT) 1
- Dental Technology Prosthetic (DPT) 1
- Malaricology (MAL) 4
- Operating Room Technician (ORT) 1
- Pharmacy and Chemistry (PCT) 3
- X-Ray Technician (XRT) 2

*Includes Director of Samoan Hospital.

- (H) AVIATION

Eleven (11) U. S. Navy Officers, seventy-five (75) U. S. Navy Enlisted Men, and six (6) Fita Fitas, including the Upolu Detachment of Naval Air Facility Tutuila consisting of one (1) U. S. Navy Officer and ten (10) U. S. Navy Enlisted Men.

<table>
<thead>
<tr>
<th>U.S.N. Officers</th>
<th>U.S.N. Enlisted Men</th>
<th>Fita Fitas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two (2) crews for PBY or R4D</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Aerology</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>Ground Force (non-aviators)</td>
<td>3</td>
<td>50</td>
</tr>
<tr>
<td>Cooks and mess attendants.</td>
<td>1</td>
<td>10</td>
</tr>
</tbody>
</table>

- (J) ORDNANCE

One (1) U. S. Navy Officer and one (1) U. S. Navy Enlisted Man.

-20-

DECLASSIFIED
CONSTRUCTION & PUBLIC WORKS

Two (2) U.S. Navy Officers (including Public Works Officer and Assistant Public Works Officer for Government of American Samoa), and thirty-nine (39) U.S. Navy Enlisted Men.

MINICRAFT & ANTI-SUBMARINE VESSELS

Three (3) U.S. Navy Officers and twenty-four (24) U.S. Navy Enlisted Men. (One Vessel)

SERVICE VESSELS

Five (5) U.S. Navy Officers and twenty-nine (29) U.S. Navy Enlisted Men. (One Vessel)

FITA FITA GUARD & BAND

In accordance with reference (f), the Fita Fita allowance is limited to one hundred forty-two (142). A complete distribution of the Fita Fitas among the various functional components is not available at this headquarters.

In conclusion the above report has listed the personnel in what is considered a peacetime status.
PART TWO

GENERAL HISTORY OF NAVAL ACTIVITIES TUTUILA, SAMOA

Since the outbreak of World War II the operation of the Naval Station at Tutuila, American Samoa has been closely intermingled with the United States Marine Corps. Because of this close unity of operation it has been necessary to include a summary of the Marine Corps activities on Tutuila to make the history of the Naval Station complete. The story of the island of Tutuila can be broken up into three phases:

1 - September 1940 to 20 January 1942. At this time the island was under Navy jurisdiction and the pre-war construction was placed into operation. The building was done by civilian contractors under Contract NOy-4173.

2 - 20 January 1942 to 1 March 1944. The island was under the command of a Marine General. During this period the Marines were entirely in control and the Naval Station was a small satellite in the command. At this time the fight for the South Pacific was carried on with Tutuila a major cog in its defense.

3 - 1 March 1944 to 1 August 1945. The Navy again assumed command of the island. It was during this period that the roll-up took place and the Naval Station reverted to a peacetime status. The Naval Station played very little
part in the war. Its major responsibility was furnishing supplies to the bases which were under its command as Commandant of the Samoan Defense Group. These bases included Funafuti, Nanomea, and Nukufetau in the Ellice Group; the Wallis Islands; Upolu and Tutuila in the Samoan Islands; Penrhyn and Aitutaki in the Cook Islands; and Bora Bora in the Society Group.

PRELUDE TO WAR

The first indication that war clouds were brewing in the Pacific came to the Commandant of the Naval Station at Tutuila, Samoa in the form of a letter dated 22 March 1940, from the Chief of Naval Operations to the Governor of American Samoa (also the Commandant of the Naval Station Tutuila) stating that Captain A.R. PEFLEY, U. S. Marine Corps, was coming to American Samoa to make a study and recommendations in connection with the defenses, and to draw up local defense plans. (5) The Commandant's letter of 16 July 1940, was in accord with the recommendations made by Captain PEFLEY. (Appendix "B")

The Commandant was of the opinion that if Samoa was to play any role in the National Defense that the following expansion program be instituted:
1 - Additional quarters for officers and enlisted men.

2 - Expansion of commissary, storage and refrigeration facilities.

3 - Construction of new roads and improvement of those that existed.

4 - A new dispensary and generators were desired.

5 - Increase of light and heavy machinery and construction equipment.

6 - Purchase of additional land at Fagotogo (Fangotonga) and Utelei.

7 - Erection of a garage, machine shop, and recreational facilities.

8 - Sanitation of the Pago Bay area, and other areas in which military projects might be located.

9 - A more thorough agriculture program with the products being utilized to feed the military personnel on the island.

There is, however, no mention of building an airstrip on the island of Tutuila. In the Commandant's letter he made a statement pertaining to the construction of an airstrip on Rose Island. Apparently Captain PEFLEY and the Commandant felt that the topography of Tutuila was too
rough and mountainous to make an airstrip economically feasible at this time. The total cost of the expansion program as requested by the Commandant would be $1,325,000. (6)

On 7 November 1940, expansion of the Naval Station Tutuila was authorized by the Director of the War Plans Division in Washington, D.C. (7) In early fall of 1940 civilian contractors were brought to American Samoa and the expansion program was instituted. At a later date this program was considered part of the contract which included the expansion of Pearl Harbor and other United States bases in the Pacific. It was called the Pacific Air Bases Program, and came under the Contract NOy-4173.

1 March 1941, the Seventh Marine Defense Battalion landed on Tutuila. Its total strength consisted of 443 officers and men. This battalion was to be responsible for the shore defenses of the island. (8)

By the time the Samoan Defense Battalion has arrived Contract NOy-4173 was well under way. Various improvements were being made as requested by the Commandant on 16 July 1940. Prior to December of the same year the only projects authorized were the tank farm, four Duplex C.P.C. Quarters and the initial portion of the dispensary. (9) Then when word was received that a
Marine battalion was on its way this was expanded to include seven additional buildings which were to house the Marines and provide necessary messing and storage facilities. At this time authorization was given for certain defense facilities which consisted of a few gun emplacements around Pago Pago Harbor and a small power generating plant.

The difficulties that were encountered in the construction program were many. L. J. WATSON mentioned some of these in a memorandum to Commander HARTUNG:

"In my opinion the basic difficulty that we have encountered in carrying out the work has been due to mixing up the rehabilitation of a decrepit minor Naval Station with the construction facilities required under the Pacific Air Bases Program! There was no standardization of work at this time, and approval for all building design had to comply with the Navy standards. The contractors were unable to adjust the plans in accordance to the peculiarities of each situation, for example the bakery roof was designed for a twelve or fourteen foot snowload. Because of this lack of unity a good deal of time, labor and material were wasted; and in some cases the buildings were too well
constructed for their use. The relations between the Governor and the Contractor were none to harmonious.

(Appendix "C")

In early January 1941, plans were made for the defense of Samoa, and they were based upon the recommendations made by Captain Peasley. This plan was prepared by a board of four officers of which Lieutenant Commander N.W. Sears was the Senior Member. It read as follows: (10)
TENTATIVE JOINT PLAN - DEFENSE OF AMERICAN SAMOA

January 9, 1941

This plan is based upon "The Defenses of Samoa" prepared by Captain A. R. Peckham, USMC. It shows the various activities involved and the responsibilities for each.

I CONTROL POST - Commandant, represented by either Naval or Marine Officer (Duty Officer) who, in emergency, exercises the functions of the Commandant. Controls II, III, V, and IX below. Duty officer normally refers major questions to Defense Headquarters via telephone. Control post has direct telephone wire to defense switchboard, has two (2) radio channels and is equipped for day and night visual signals.

II ROOM PROTECTION - Commandant.
Room consists of lighter moored across gate through minefield.

III MILITARY DEFENSES - Military Commander.
1. Coastal Defense (64 Batteries).
2. A.A.
   (a) 3".
   (b) 50 M.M.
3. Searchlights.
4. Beach Defenses.
   (a) Harbor Defenses.
   (b) Station Reserve.
   (c) North Coast Detachments.

IV A.A. SHIPBOARD BASED - S.O.P.A.
Normally concerned with own protection, but may be used to assist other batteries against aircraft or surface vessels.

V AIRCRAFT UNITS - For reconnaissance - Commandant.
For bombing - Military Commander.
Emergency - Control Officer.

VI PATROL VESSELS - Commandant.
1. Inshore Patrol.
2. Offshore Patrol.

VII COASTAL LOOKOUTS - Defense Battalion Observers - Military Commander.
    Navy - Commandant.
    Village Warning Service - Commandant.

VIII MINEFIELD - Commandant.
To be established when directed.

IX MINE SWEETING - Commandant.
1. Searching.
2. Sweeping.
In February 1941, the Governor requested that a native insular force be established consisting of 500 Samoans in the Pita Pita Guard. (11)

The Chief of Naval Operations wrote a letter to the Commandant in February 1941, in which he suggested the following underwater defenses at Pago Pago: a double anti-torpedo net extending from Blunts Point to Whale Rock (300 yards), and then about 300 yards further to the East, leaving a channel of about 300 yards on the eastern side of the entrance. The purpose of the net was to protect the ships in Pago Pago Harbor from torpedo fire from submarines that might be standing outside of the harbor. The turning space would be too small for a submarine that might get inside the nets. The Chief of Naval Operations did not feel an indicator net would be effective because of the great depth of the water, and that no anti-boat boom would be necessary because of the great distance from enemy bases and the expense in maintenance because of the water depth. Storage facilities would be required for the nets, that is a building about 108' x 123'. (12) An estimate of the cost of construction and equipment was made by the Commandant which totaled $137,000. This did not include
the cost of the sono-buoy. (13) The authority to proceed
with construction of the Naval Net Depot was granted on
21 June 1941, and construction began immediately. (14)
The nets were removed 6 July 1944. (15)

In May 1941, the Commandant of the Marine Corps
authorized the organization of the First Samoan Battalion,
Marine Corps Reserve. This organization was not to num-
ber over 500 men. (16)

On 23 June 1941, the Commandant requested that the
Seventh Defense Battalion maintain a gun watch at the
batteries on Goat Island and the inshore end of the
Governor's Landing during the hours of darkness as a
special means of harbor defense. (17)

From March to July 1941, various plans were being
made for an airstrip at Tafua on the island of Tutuila.
The following arguments for and against the airstrip be-
ing placed at this location are presented by quotation
of the Commandant's letter of 13 March 1941, and Resident
Officer in Charge Samoa's dispatch of 14 June 1941, to
Officer in Charge Pearl: (18) (19)
1. The Mauuli Lagoon was roughly sounded in January. It was found that it has an average depth of water at low tide of approximately two feet. At high tide this would be about five feet of water, which would fill the lagoon, coral heads can be seen at low tide. A piece of 3/4" reinforcing steel pointed on one end and driven with an eight pound maul indicated an average of two foot of mixed sand, mud and silt over a hard bottom in the northern half of the lagoon. The pointed rod would not penetrate the hard bottom. The southern half has coral bottom.

2. The land edges of the lagoon show sandy beach with an occasional lava flow (bed rock) bared at high tide line. The hard bottom may be either lava or coral formation, either being sandy, covered with coconut trees and plantations. The remainder of the beach line is narrow with the trees of the jungle very close to high tide line in most places. Therefore, without clearing the jungle, little soil or other material suitable for dragline operation, is available. The southern shore line of the Taufuna-Vaitogi flat is bar, rough, surf beaten lava bed rock.

3. The reef edges of the lagoon are of coral formation. This reef breaks the main force of the ocean, but breakers roll over with sufficient strength to make coral reefing of value unless well back (1,000 yards) of the reef. Tests run with dragline on the coral reef at Utulei indicate that this method is impossible. The dragline will not break up the coral.

4. A dragline might possibly be used to build up only a 3,000' by 300' runway using the 2' of soil on the bottom of the lagoon. As such a runway would be only an elevated roadway with water to either side and from 2 to 5 feet below, it should be considered only for emergency uses. The air over this area was very bumpy on 11 March, 1941, which was a normal, average day. Its main advantage would be speed of construction. If the whole (3,000' square) lagoon is to be filled in, material would have to be obtained from the "jungle" which would again be difficult to clear. Lack of more detailed investigation of the formation of the bottom of the lagoon, successful use of a dragline must be considered doubtful in any case.

5. A reconnaissance survey in addition to that made by Major Chappell, U.S.M.C., of the Taufuna jungle (see enclosure (A)), indicates that a suitable landing field in this area will not be impossibly difficult. The approximate cost and time involved in clearing and grading this area would depend on more information than can be gained by such a survey. The conditions believed to exist are as follows:

-31-
(a) Trees averaging about one foot in diameter are spaced on about 30 foot centers. A few larger hardwood trees are noted. There is little underbrush of a troublesome nature. Practically all of the trees could be pulled by a dozer in view of the soil conditions existing. (Checked by observation from the air).

(b) In general, the terrain in fairly level with a gradual slope to the south and east. The maximum localized variations in elevation noted are no more than fifteen feet. (Checked from the air).

(c) There is little soil within the northern portion of the circle drawn on enclosure (A) and the southern portion appears from the air to be similar. The formation appears as an extended boulder deposit. The boulders vary from 2 to 150 or 200 pounds in size. They are porous lava resembling cinder concrete. Several peculiar craters noted presumed to be old tree craters, indicate that this condition exists to a depth of at least ten feet. It is reasonable to assume that this flat was formed by a lava flow from a crater near Mt. Ta'u. The basic formation is therefore undoubtedly solid lava rock with the surface broken up by centuries of tree root and chemical action. Only one outcropping of bed rock (lava) was noted on the north-south reconnaissance line.

(d) No bogs, creeks, ponds or any evidence of such are noted except very near the shore line. This again indicated a fair depth of surfac boulder deposit which would allow adequate subsurface drainage of heavy rainfall.

6. The ROINC, Contract NOY-4173 and the Contractor's Superintendent believes that a field can be formed in this area within reasonable time (6 months) and at a cost of about $1,000,000 minimum, by using the following methods:

(a) Clear trees with bull dozers and dynamite and either burn trees or set up a portable saw mill and cut into heavy timbers for use on other projects.

(b) Grade area using bull dozers, shovel and trucks, dynamiting where necessary.

(c) Form runway and other necessary surfacing by the use of four or five small portable rock crushers ($4,000 each) crushing the existing boulders as they move along. The runways, thus formed of about 1½ to 2½ crushed rock, could be oiled and sanded as desired.

(d) Structures at additional cost to 7(a) above could be placed near the beach due west of Coconut Point while the work on the field was in progress. These structures could serve not only the landing field but also such seaplane activities as may be desired in the lagoon, present or future.

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7. Experience on excavations (17 feet) at Vailofo has shown the basic lava rock in this area to be spongy and soft, but tough. Frequently it will freeze drills, seemingly "melting" under pressure and acting as an adhesive. Upon occasions, blasting has been ineffective, the force of the explosion venting into the more porous veins of rock; in such cases a charge placed a few feet above or below, has been satisfactory.

8. In order to haul building materials for structures to the Tafuna area it will be necessary to rebuild about 5 miles of roadway from the Naval Station to the Tafuna site before any building can be started. Additional imported supervisors and labor will be required; also a camp for such men. The development of a sanitary water supply (which is possible) will be necessary prior to beginning any work.

9. The quickest possible method of either filling or dredging the lagoon would be by the use of a cutter-head dredge. It is understood that these have been in successful use on coral reefs in Hawaii for some time. Such a dredge could cut an entrance channel through the reef southeast of Coconut Point and dredge the lower half of the lagoon to fill the upper half. Coral cemented by the two feet of mud and sand now deposited on the bottom of the upper half of the lagoon should make excellent fill, once compacted. This method will not be economical in view of the cost of providing a dredge.

10. The "Leona" flat is not suitable for use as a field. It is covered with plantations necessary for native food supply. It is dotted with villages and dwellings. The terrain rises from the sea to the foothills too rapidly for a landing field and is too rolling for easy grading.
UR ONE THREE ZERO ONE TWO MIGHT X THE FOLLOWING IS AN EXTRACT OF
REPORT MAILED ON JUNE THIRD STRIKES X PREVIOUS DISCUSSION AND
PICTURES INDICATED FIELD LOCATION DESIRABLE NEAR TAPUNA ADJOINING
THE LAGOON X THIS AREA IS DENSE JUNGLE HAS AREAS OF SWAMPS AND
ADJOINING TERRAIN MAKES DIFFICULT APPROACH TO LAND X MOUNTAINS
TO NORTH AND NORTH WEST ARE WITHIN A HALF MILE OF FIELD LOCATION
AND PROJECT FROM TWELVE TO FOURTEEN HUNDRED FEET ABOVE GROUND X
DENSE CLOUD FORMATION ON THESE MOUNTAINS ALMOST DAILY HAVING CEILING
HEIGHT OF FIVE HUNDRED TO ONE THOUSAND FEET X DIFFICULT FOR A PLANE
TO COME FROM EAST OVER LAGOON TOWARD TAU MOUNTAIN TURN AND LAND
WITH HIGH VELOCITY OF PREVAILING WINDS AND CLOUDS ON MOUNTAIN
SIDE X SAMOA BELIEVES AN AREA SOMEWHERE BETWEEN THE LAGOON AREA
AT TAPUNA AND THE WAIOTOGI AREA IS MOST PRACTICAL WORKABLE AND
ECONOMICAL LOCATION X THE HILLS TOWARD THE WEST ARE LOWER ELEVATION
AND FREE FROM CLOUD FORMATION MOST OF THE TIME X WITH FULLY CLOUDED
SKY AND MAIN CEILING CLEARANCE ABOVE THIS HILLY SECTION MIGHT VARY
FROM ONE HUNDRED TO TWO HUNDRED FEET X POSSIBLE THEN FOR PLANE TO
COME IN FOR LANDING OVER LEACO BAY DASH MALAOLOA DASH PAVAI X
PREVAILING WINDS SO FAR DETERMINED BETWEEN ONE HUNDRED TWENTY AND
ONE HUNDRED FORTY FIVE DEGREES X HYDROGRAPHIC MAP NUMBER TWO SIX
ZERO ONE INDICATED WIND DIRECTIONS FOR A TWELVE MONTH PERIOD X MR
LEADER PAN AMERICAN MANAGER PEARL CITY HAWAII IS SUPPOSED TO HAVE
OLD RECORDS OF PREVAILING WINDS THIS LOCALITY X MAIN RUNWAY SHOULD
BE NEARLY EAST AND WEST FOR LANDING AND OR SOUTH OF EAST FOR TAKE
OFF X WATER SUPPLY CAN ORIGINATE IN MAUPUANA VALLEY WHICH NOW
SUPPLIES MAUPASA, FALENU AND PAVAIATI X SEWAGE DISPOSAL CAN BE
BY DUPLEX RECEIVERS AND COMPRESSOR UNITS DISCHARGING OVER CORAL
SHELF X TOPOGRAPHIC SURVEY BEING MADE AT THIS TIME X APPROXIMATELY
FOUR MONTHS WILL BE REQUIRED FOR ONE SURVEY PARTY TO PROVIDE
COMPLETE EXPLORATION OF THIS AREA X PRESENT EXPLORATION WORK
IS BEING SKELETONIZED TO PROVIDE MAXIMUM COVERAGE INFORMATION
IN SHORTEST POSSIBLE TIME X ALL INFORMATION OBTAINED FROM
SURVEY WILL BE FORWARDED TO OING PEARL AS RAPIDLY AS POSSIBLE
IN ORDER TO PLACE AIR FIELD IN MOST PRACTICABLE LOCATION

G.H. DERBY
LT. COMD., CEC, USNR
OING

CERTIFIED TO BE A TRUE COPY
H.J. CARY, LT.(jg), (D)l, USNR.
The Commandant of the Naval Station Tutuila wrote the following letter to the Resident Officer in Charge Samoa on 30 June 1941, establishing the following priorities for the expansion program:
MEMORANDUM for Resident Officer-in-Charge, Contract NOV-4173:

1. Regarding the assignment of priorities by the Commandant for the projects authorized to be undertaken by the Contractor as authorized by Budocks, it has occurred to the Commandant after our conversation on this subject that it will be of considerable assistance to you in drawing up a priority list if you are furnished with the following general priority requirements (project numbers and groupings are taken from the revised list of projects included in supplemental agreement to Contract NOV-4173, forwarded as enclosure (A) to OIMC Contracts NOV-3550 & 4173 letter 2511 of June 17, 1941). Priorities are divided into two subheads:

"DEFENSE - MATERIEL"

"DEFENSE - HOUSING"

The letters after each priority number indicate the order of priority in case work cannot be carried on simultaneously for all projects given the same priority:

" DEFENSE - MATERIEL."

Priority 1-A - Projects 342 to 349, inclusive - Seaplane facilities.

Priority 1-B - Project 325 - Gun emplacements, magazines, etc.

Priority 1-C - Projects 308 to 311, inclusive - Naval Net Depot.

Priority 1-D - Projects 350 to 366, inclusive - Landing Field at Tafuna.

(NOTE: Although the work on the road to Tafuna recently authorized does not appear on this project list, it is assumed that it will have high priority within this group, together with Projects 365 (Water Supply), 350, 351, 352, 362, 363, and 364, in order to have a landing field ready for use as soon as possible, even though Projects 353 to 359 inclusive, and 366, may not have been completed.)

Priority 1-E - Projects 21 to 23, inclusive - Oil and Gasoline Storage.

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SECRET

"DEFENSE - HOUSING"

Priority 1-A = Project 26 = CPO Quarters.

Priority 1-B = Project 370A = Low Cost Housing Units at Vaitogi.

Priority 1-C = Projects 316 & 317 = Quarters for officers and non-commissioned officers.

Priority 1-D = Project 367 = Quarters for officers.

Priority 1-E = Project 331 = Quarters for married enlisted men.

Priority 1-F = Project 332 = Quarters for enlisted personnel.

Priority 1-G = Project 40 = Naval Dispensary (Utulei).

The priority of all other projects may be considered as equal and dependent upon arrival of equipment and material, except that Project 370, Recreation Building and Accessories at the Naval Station, must be completed and in use before Project 334, Additional Storage Facilities, can be undertaken.

2. Above all other priorities, Project 321, Cold Storage Facilities, and Project 326, Storage Facilities, should be completed and ready for use as soon as possible for obvious reasons. At this point the first stated is requested to be given priority.

3. It is stated that a garage is not provided for at the Utulei development, nor is fencing provided for in the same area nor under Seaplane Facilities nor the Landing Field at Tafuna. This should be taken care of.

4. It is realized that these priorities cannot be carried out unless the required equipment and material is available here in Samoa. However, the Officer-in-Charge, Contracts No. 3550 & 4173, should be requested to have the necessary material and equipment shipped prior to that required for other projects. Naturally, work will continue on other projects until the receipt of necessary material to proceed with higher priority projects. In the case of the Tafuna projects, the Officer-in-Charge, Contracts No. 3550 & 4173, should be requested, because of lack of storage space, not to have any material shipped until storage space is available at the field.
5. Referring to Budocks request for a despatch list of items of low priority with estimated cost which would have to be deferred should no additional funds become available and in order to make up for additional defense facility costs of other projects, I consider that the following projects, in the order given, should come under this category:

Project 341 - Mooring and Berthing Facilities ... $293,000
(NOTE: We already have three (3) buoys and other vessels can anchor as necessary.)

Project 349 - Barracks for 20 men under Seaplane Facilities
(NOTE: These barracks will not be required 20,000
as the personnel can be cared for at Station Barracks, no matter what location in Bay is decided upon for the seaplane facilities.)

Project 311 - Depot Services and quarters for Naval
Net Depot ... ... ... ... ... ... ... ... ... $24,000
(NOTE: Same note as given above for Project 349)

Project 335 - Relocation and Improvement of Buildings
(NOTE: Not particularly important at this time as required new buildings are provided for.)

The following projects could be deferred for a considerable length of time but the funds authorized therefore should not be diverted to any other projects:

Project 323 - Dispensary ... ... ... ... ... ... ... $80,000
Project 369 - Road from Pago Pago to Pagaia ... £9,000
Project 368 - Extension of Commissary and Issuing
Buildings ... ... ... ... ... ... ... ... ... $80,000

6. Project 339 - Sanitation of Bay and Station Area ... ... ... ... ... ... $39,000
which is primarily for the purpose of construction of flush-type latrines in the villages of the bay area to take the place of the present latrines built out onto the coral reefs, the outlet of the new latrines to be into deep water, can be undertaken where sufficient running water is available at any time whenever it will fit in with the present contract work.
The Resident Officer in Charge Tutuila received a dispatch from the Officer in Charge Pearl Harbor which authorized the clearing of land for the airstrip at Tafuna, and the building of a road to the strip, and to make permanent rather than temporary construction. (21) The airstrip was expected to be placed in operation in March 1942. (22) (23) Some of the quarters were yet to be completed in March, but the airstrip was ready for any combat use that might be necessary.

ALIENS

In July 1941, an investigation was made of the possible fifth columnists on Tutuila. Eight Germans, four Japanese and one American were investigated and three Germans and one Japanese were considered dangerous to the security of the island. (24) Later the more dangerous were interned on the island, New Zealand or the United States.

From July until December 1941, the expansion of Tutuila, Samoa went on. Then on 7 December 1941, the Japanese struck at our defenses at Pearl Harbor. The beginning of hostilities resulted in a noticeable acceleration in the expansion taking place on the island of Tutuila.
SECRET

AFTER PEARL HARBOR

the Japanese strike at Pearl Harbor came as a surprise to the
people in American Samoa and the entire defense program was speeded
up in order for the island to be as well prepared as possible against
any attack that might come. Tutuila was one of the few armed garr-
sions in the South Pacific and would probably act as a base of opera-
tions in protecting the vital supply lanes which lead to Australia,
New Zealand and later New Caledonia, The New Hebrides and Guadalca-
nal.

Some of the Naval personnel and contractors had their families
with them who were immediately evacuated to less dangerous areas.
When the Samoans heard that the United States was at war they came
in from all sections of the island armed with bush knives (machetes),
volunteering to do anything necessary for the defense of Tutuila.
There was no longer any time to worry about expense or approval in
construction. Time became the valuable factor and the race against
the Japanese was of prime importance. Priorities on jobs and materi-
als were changed again and again with the main objective of install-
ing all defenses possible against attack. Six inch guns that had been
laying on the docks for weeks were prepared for installation immediately.
All able bodied Samoans were called in to assist in building defenses.
The women and children were encouraged to work on their land so there
would be no food shortage. At this time the Commandant was authorized
by the Bureau of Yards and Docks to utilize all civilian personnel and equipment for any defense purposes that he desired. (25)

On 11 January 1942, 0226 local time, Tutuila was shelled by a vessel of unknown nationality and type for approximately ten minutes. About fifteen projectiles landed in the Naval Station area and did minor damage. Two people were wounded; a Naval officer and a member of the Pita Fita Guard. From later examination of some of the unexploded projectiles it was determined that they were of Japanese manufacture and of 5.5 inch caliber. It was believed that the vessel was a submarine. (26)

It was planned to have Colonel Henry L. Larsen, USA, command the Second Marine Brigade reinforced, which was coming to Samoa. Colonel Larsen was selected for promotion to Brigadier General and would outrank Captain Wild, USN, who was Commandant of the Naval Station and Civil Governor of American Samoa. This created a problem as to who would be the senior of the two. By the token of his appointment, as Governor of American Samoa, Captain Wild was still senior to General Larsen. The Navy made the recommendation that Captain Wild would be the Senior Officer. (27) However, the Chief of Naval Operations sent orders to General Larsen on 16 January 1942 which read as follows:
FROM: OPMAY
TO: COMTASK UNIT 1-7-1 (ROUTINE)
INFO: CINCPAC, GOVERNOR SAMOA, COMGEN 2ND JOINT
TRAFAQ (DEPRESSED)

162118 January 1942
CONFIDENTIAL

FOR BRIGEN HENRY LAUGEN MARCORPS X PRESIDENT AS COMMANDER
IN CHIEF ON FIFTEEN JANUARY SIGNED ORDERS SUBSTANTIALLY

AS FOLLOWS COLON YOU ARE APPOINTED MILITARY GOVERNOR OF
AMERICAN SAMOA X SUBJECT ORDERS OF CINCPAC YOU ARE

AUTHORIZED AND EMPOWERED TO EXERCISE EXCLUSIVE AUTHORITY
AND JURISDICTION OVER AMERICAN SAMOA INCLUDING THE ENTIRE

CONTROL OF THE GOVERNMENT THEREOF X GOVERNOR OF AMERICAN
SAMOA HERETOFOR APPOINTED OR HIS SUCCESSOR SHALL CONTINUE

TO EXECUTE AND FULFILL DUTIES OF THE OFFICE OF GOVERNOR
OF AMERICAN SAMOA ACCORDING TO LAW BUT WILL IN ALL RESPECTS

AND PARTICULARS BE SUBJECT YOUR ORDERS AND DIRECTIONS X
END PRESIDENTIAL ORDER X COMNAVSTA SAMOA S.WILL BE UNDER

YOUR COMMAND UNDER PRINCIPLE OF UNITY OF COMMAND X
RESPONSIBILITY AND AUTHORITY TO COORDINATE OPERATIONS OF

NAVY AND MARCORPS FORCES IN AMERICAN SAMOA BY ORGANIZATION
OF TASK FORCES COMMA ASSIGNMENT OF MISSIONS COMMA DESIG.

NATION OF OBJECTIVE AND EXERCISE OF SUCH COORDINATING
CONTROL AS YOU DEEM NEEDED IS VESTED IN YOU X BUT YOU

ARE NOT REPEAT NOT AUTHORIZED TO CONTROL ADMINISTRATION
AND DISCIPLINE OF NAVAL FORCES NOR TO ISSUE ANY INSTRUCTION

IONS TO SUCH FORCES BEYOND THOSE NEEDED FOR EFFECTIVE
COORDINATION X YOUR PRESENT ORDERS MODIFIED ACCORDINGLY X

WRITTEN ORDERS BEING MAILED
The installation of General LARSEN as military governor on 20 January 1942 had the effect of relegating the naval governor to a subsidiary position.

The Second Marine Brigade landed on Tutuila 20 January 1942, with Brigadier General Henry L. LARSEN, USMC in Command. It consisted of approximately 5600 officers and enlisted men.

In early January 1942, the approaches to Pago Pago Harbor were mined. (29) Mine laying operations were carried on until about 15 April 1942. The mines were located in the following positions as is quoted in the Commandant's letter to Commander in Chief Pacific Fleet: (30)
1. The laying of four hundred (400) mines in six (6) fields around the island of Tutuila has been completed.

2. The location of these fields is as follows:

**FIELD "A"**

**SOUTH OF CAPE FAGAGSO. Eastern line, initial mine in Lat. 14° 12.40' S., Long. 170° 35.40' W., extends in direction 206.9° true for a distance of 1.08 miles and consists of 23 mines. Western line, initial mine in Lat. 14° 17.33' S., Long. 170° 36.30' W., extends in direction 194.4° true for a distance of 1.41 miles and consists of 28 mines.**

**FIELD "B"**

**IN VICINITY OF TAENA BANK. Inner (northern) line, initial mine in Lat. 14° 19.97' S., Long. 170° 39.85' W., extends in direction 65.2° true for a distance of 1.74 miles and consists of 36 mines. Outer (southern) line, initial mine in Lat. 14° 19.85' S., Long. 170° 40.28' W., extends in direction 65.3° true for a distance of 2.75 miles and consists of 54 mines.**

**FIELD "C"**

**WEST OF LEONE POINT. Northern line, initial mine in Lat. 14° 21.50' S., Long. 170° 49.36' W., extends in direction 81° true for a distance of 1.74 miles and consists of 37 mines. Southern line, initial mine in Lat. 14° 21.75' S., Long. 170° 49.26' W., extends in direction 80.5° true for a distance of 1.71 miles and consists of 37 mines.**

**FIELD "D"**

**SOUTH OF CAPE TAPUTAPU. Eastern line, initial mine in Lat. 14° 21.65' S., Long. 170° 50.55' W., extends in direction 359° true for a distance of 1.60 miles and consists of 33 mines. Western line, initial mine in Lat. 14° 21.63' S., Long. 170° 50.86' W., extends in direction 001° true for a distance of 1.62 miles and consists of 33 mines.**

**FIELD "E"**

**WEST OF SOUTHWORTH POINT. Northern line, initial mine in Lat. 14° 15.61' S., Long. 170° 44.44' W., extends in direction 89° true for a distance of 1.12 miles and consists of 23 mines. Southern line, initial mine in Lat. 14° 15.82' S., Long. 170° 44.42' W., extends in direction 89° true for a distance of 1.13 miles and consists of 23 mines.**

**FIELD "F"**

**OFF OPOPO BAY. Northern line, initial mine in Lat. 14° 13.17' S., Long. 170° 39.28' W., extends in direction 95.2° true for a distance of 1.84 miles and consists of 37 mines. Southern line, initial mine in Lat. 14° 13.36' S., Long. 170° 39.28' W., extends in direction 95.4° true for a distance of 1.79 miles and consists of 36 mines.**
Yard Mine Sweepers finished clearing all of the mine fields around the island of Tutuila during the middle of January 1944. (31)

During the early part of 1942 plans were made to install anti-boat booms across the channels and inlets around the island of Tutuila. On 11 March 1942, the Commandant sent a dispatch to the Bureau of Ordnance requesting material for the booms. (32) Bureau of Ordnance replied that the material requested was available, but would take about 300,000 cubic feet of shipping space and there would be great expense in maintenance and because of the adequate gun positions overlooking the harbor the booms would not be necessary. (33) After considerations of these arguments the boat boom project was abandoned. It was felt that Tutuila was too remote for the limited range of a small boat.

By March 1942, Pago Pago Harbor possessed the following defense installations:

1. Anti-torpedo net across the entrance of the harbor 400 yards north of Whale Rock which was open at the eastern end for small craft up to a destroyer and had a gate at the western end for larger ships to pass through.

2. A submarine indicator net was being laid from the reef off Hunts Point towards Breakers Point for a distance of about 2,000 feet.

3. Two sono-buoys located at the harbor entrance; one about six hundred yards east of Point Distress and the other about six hundred yards south of Breakers Point. (34)
In a letter to the Vice Chief of Naval Operations the Commandant cited the difficulties which were encountered in the maintenance of the net installations which is quoted in part as follows:

1. "The 150 pound parting clips on the lower end of the jacketstay pendant would chafe through in three to five days permitting the net section to drop to the bottom."

2. "The small spherical floats would carry away in one or two days time where marlin line was used. The addition of Seizing wire resulted in improvement, but was not entirely satisfactory."

3. "The MK I indicator floats were constantly discharging owing to the fact that the 1/8" securing pendants for the floats were of unequal length. The shorter of the two wires would become taut and as a result of the unequal strain, the float would spin, wrapping the towing pendant about the securing pendants and thereby setting off the charge. This difficulty was remedied to some extent by equalizing the length of the securing pendants and inserting 300 pound parting clips. However, when the 150 pound parting clips at the foot of the jacketstay pendant chafed through and permitted the net to drop, this also resulted in discharging the MK I float owing to the strain on the towing pendant."

4. "It was noted that a considerable number of torch pots were broken during shipment. It is recommended that in future delivers the torch pots be shipped separately." (35)
About 23 April 1942, the first major Marine Forces landed on Tutuila. This force consisted of the First Raider Battalion, Second Barrage Balloon Squadron, Mobile Base Hospital Number Three, Seventh and Eighth Defense Battalions, Third Battalion, Eleventh Marine Brigade and one half of the Second Naval Construction Battalion. Major General Charles F. H. Prince arrived on the island at the same time. He relieved General Larsen as Military Governor of American Samoa and Commanding General Samoan Defense Force.

On 6 June 1942, Captain L. Wild, USN was relieved by Captain J. G. More, USN as Commandant of the Naval Station, Tutuila. (30)

During the latter part of June 1942, the Third Marines Reinforced were alerted to prepare to sail on or about 10 August for Tutuila. The Third Marines consisted of 4,316 officers and enlisted men.

The port facilities which existed 23 June 1942, are listed below:
U.S. NAVAL STATION, TUTUILLA, SAMOA

PORT FACILITIES

1. Name of Port: Pago Pago, Tutuila, Samoa Date June 23, 1942.

2. Harbor Conditions:
   (A) Depth Mean Low Water (M.L.W.)
      (1) Channel entrance to harbor.
      (2) Inside harbor.
      (3) At anchorage.
   For data on the above conditions in Pago Pago Harbor, refer to N.O. Chart #2563.

   (B) Tides:
      (1) Height of Spring Tides: 2-3/4 ft.
      (2) Height of neap tides: 1-1/4 ft.
      (3) Unusual conditions: Abnormal rise during hurricanes.
      Mean range of tides: 2-1/2 ft.

   (C) Weather:
      (1) Give wind conditions: From April to October inclusive the wind is from Eastsoutheast 61% to 80% of the time, average force 10 knots. From November to March inclusive winds are more variable, blowing from directions between Southeast and North 28% to 60% of the time, average force under 10 knots 60% or more of the time. Force 7 (28 to 33 knots) or higher winds are comparatively rare at any time.
      (2) Probable lowest and highest winter and summer temperatures:
         Summer temperature: Highest 92°F
         Lowest 70°F
         Winter temperature: Highest 90°F
         Lowest 68°F

      (3) Average rainfall per year: 192.4 inches per year. From Naval Station rain gauge records, years 1900-1942.
      (4) Rainy season and average days per month rain therein: Rainy season normally November through April. Average number of days per month during which rain falls - 28.7 days.

3. Docks - Wharves - Piers:
   (A) Total number of each kind:

   Docks  3
   Wharves  4
   Piers  3
(B) Name of each:

Docks: Oil Dock.
Wharves: Station Wharf, Post Office Landing,
Piers: Governor's Landing, Post Office Landing.

Poyer Landing:

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<tr>
<th>Dock</th>
<th>Wharf</th>
<th>Port Lds</th>
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(1) Depth of water alongside (M.L.W.)
- 35' to 25'
- 20' to 15'
- 15' to 10'
- 10' to 5'

(2) Length
- 400' to 392'
- 200' to 20'

(3) Width
- 45'
- 50'

(4) Height of lower floor above M.L.W.
- 6' to 8'
- 8' to 9'

(5) Single or double dock
- S
- S
- S
- S

(6) Material constructed of
- Concrete
- Concrete
- Wood
- Concrete
- Stone
- Wood

(7) Railway on dock for unloading: No railway.
(8) If no railway on dock give distance to nearest rail connection: None on island.
(9) Cranes or derricks on dock:
   (a) Give number of fixed or movable; No fixed = 4 movable.
   (b) Length of booms: 25 ft. booms.
      1-4-Caterpillar, 40 ft. boom.
      3 Auto cranes, maximum = 6 tons.
      1-8 crane, maximum = 25 ton.
(10) Sheds, Warehouses on dock give number and dimensions:
   (a) One steel shed 100' x 150'
(11) Weight dock capable of supporting:
   (a) Oil dock = 600 lb. per sq. ft.
   (b) Station wharf = 400 lb. per sq. ft.
   (c) Governor's landing = 200 lb. per sq. ft.
(12) Estimated number of tons which can be unloaded per day: 1000 tons.

4. Unloading facilities:

(A) Number of tugs, size and horsepower of each:
Two minesweepers:
Length = 137', Beam = 31'
Horsepower each = 1400.

(B) Barges or Lighters:
(1) Number available: Three, 120 ton.
(2) Capacity of each and dimensions:
120 tons each,
25' x 60' each.
(3) Type of construction: Wood.
(4) Means of propulsion: Tows
5. Storage:
   (A) Warehouses - Transit sheds:
       (1) Number at dock: 1 steel. Size = 100' x 150'
       (2) Number within 2000 ft. of dock: Four
       Sizes: 2 - 50' x 120' - wood
              2 - 30' x 120' - wood
       (3) Warehouses away from dock area:
            (a) Sizes built by Navy:
                Tafuna = 1 - 50' x 100'
                Pago = 1 - 50' x 120'
                Utulei = 1 - 60' x 130' (old church)
            (b) Sizes built by Marines:
                Approximately 65,000 sq.ft. in all the Marine warehouses.
   (B) Chilled and frozen storage capacity:
       (1) Chilled 30,190 Cu.Ft.
       (2) Frozen 48,960 Cu.Ft.
       Total 79,150 Cu.Ft.

6. Fuel and Water:
   (A) Storage capacity, Type and number of tanks, how delivered and rate of delivery:
       (1) Fuel Oil - 2 of 55,000 bbls. Steel. Pipe line.
       (2) Water (Drinking and boiler):
            2 natural reservoirs:
              (a) One reservoir = 1,720,000 gallons capacity, fed by rain and springs.
              (b) One reservoir = 443,000 gallons capacity, fed by rain and upper large reservoir.
       (3) Gasoline - 2 - 2,500 bbl, tanks. Steel. Pipe line.
       (4) Diesel Oil - 2 - 10,000 bbl, tanks. Steel. Pipe line.
       (5) Lubricating Oil (Bulk only): None.
       (6) Water for normal stock of bunker oils: None. (Old coal shed used for transit warehouse at dock).

7. Ship Repairs obtainable:
   (1) Two machine shops capable of all small machine work.
   (2) Two blacksmith shops both hand forges. Capable of most shop work.
   (3) Eight electric welding machines and twelve welders capable of all types of work.
   (4) Deep sea diving equipment and shallow diving equipment available for under water work.
   (5) Near 60 tons of steel plates, 3/8" to 3/4" thick, angle iron, "H" beams, channels and a large stock of steel rods and shafting.
8. Dry Docks and Marine Railways:
   (A) Number of each: No dry docks.
   One Marine Railway.
   (B) Wood piling and wood track.
   (C) Width: 15 ft. (handles 50 ft. motor sailors and tank lighters).


10. Airport:
   (A) Dimensions and condition: Usable runway at present is
       250' x 5,700'. It is capable of taking the largest planes.
   (B) Aviation gasoline storage capacity: Now 50,000 gallons
       at Tafuna. Ultimate storage at Tafuna at 360,000 gallons.
   (C) Amount of gasoline available: Approximately 250,000
       gallons in drums.
   (D) Distance from harbor: 7 miles.
   (E) What is condition of roads: Excellent two way road.
   (F) Is it suitable for regular truckage or are tractors
       necessary: Suitable for all types of wheeled vehicles.

11. (A) Area suitable for dispersed magazine storage:
    NOT: A considerable base depot development is now
    underway by the U.S. Marine Corps.
    (1) Character of area: Areas suitable for magazine
        stowage are among rocky hill well hidden.
    (2) Distance from harbor: Good areas may be had within
        1/2 mile, some one mile and large dumps may be
        made at four miles, six miles and twelve miles.
    (3) Condition of road to area: Roads are graded and
        in fair shape.
    (B) Buildings available either at magazine area or near
        harbor:
        (1) Construction: One building near dock, cement.
            Other buildings are wood, except existing magazines
            which are of concrete.
        (2) Condition: Good.
        (3) Dimensions: (a) Building near dock (Magazine)
            20' x 20'.
            (b) Wood buildings now storehouses
               near magazines are standard
               30' x 120' (four of each).

(C) Electric Power:
    (1) Is any surplus available for machine tools and
        air compressors: Yes.
    (2) Characteristics - voltage, phase: Power is avail-
        able in several voltages - 2300 V, 3 PH, 60 cycle -
        208 volt 3 PH - 120 V, Single PH. 230 V, D.C. At
        end of 60 days more A.C. and D.C. will be available
        with completion of new 900 K.W., A.C. Plant.
(D) Water:
(a) Quality: Water is filtered and chlorinated.
(b) Amount available: An average flow of 500 gallons per minute is used at the station and 150 gallons per minute is available extra.

(B) If local facilities are available for berthing and messing naval personnel estimate number which can be accommodated:

Berthing facilities are built to accommodate 330 men. Total personnel now on station = 360 men. New barracks would have to be constructed to accommodate additional personnel.
With the arrival of the Seventh Defense Battalion on the island of Tutuila some of the native diseases naturally were transferred to the Marine personnel with Filariaasis taking the greatest toll. Many work hours were lost and large numbers of personnel were sent back to the United States because of this disease. Filariaasis or "BILJIN" was contracted because of lack of mosquito control and the tendency of the personnel to fraternise with the natives, having no regard for the use of mosquito nets or any other anti-Filaria measures. From 1 October 1942, to 30 June 1943, 2235 patients were sent back to the United States from the Samoan Defense Area. 1265 of these had Filariaasis. (37)

During 1942 there was a great shortage of personnel on Tutuila. The Commandant requested 300 men for a ship repair base which was under construction in June; 62 in August; (39) and 108 in September. (40) The Commandant requested 53 men on 19 June 1942. (41)

In September 1942, work was started on the Destroyer Repair Base (later called Convoy Escort Repair Unit and now called U.S. Naval Ship Repair Unit) by the Eleventh Construction Battalion. The Repair Base was placed in complete operation in February 1944. (42)

Operation Plan Number 1-42 was drawn up by the Commandant which reads as follows:

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Operation Plan
No. 1-42

TUTUILA, Samoa
October 1, 1942

TASK ORGANIZATION
(a) Naval Shore Force, Captain of the Yard.
    Naval Station Personnel.
    Fita Fita Guard.
    Repair Force Personnel.
(b) Attached Vessels, Senior Officer.
    AT's, AG's, YMS's and YP's.

1. Mission. The mission assigned to the combined
   military forces on the island of which the NAVAL
   GROUP is a part is:

   "TO DEFEND TUTUILA"

   The purpose of such mission is:

   TO INSURE THAT THE VITAL FACILITIES LOCATED
   ON THE ISLAND CONTINUE TO BE AVAILABLE TO
   THE FLEET.

Information. The destruction of vital facilities
would accomplish much the same result as their
 capture, in that THEIR FURTHER USE WOULD BE DENIED
TO THE FLEET. Naval forces therefore will be so
organized and disposed as to best control damage
to vital facilities (Annex Affli-1) and to defend
the area of the NAVAL STATION.

Assumption. A surprise attack by an enemy force
by land, sea or air to CAPTURE or DESTROY the NAVAL
STATION and vital military facilities is a possibility.
The enemy may employ any one of the following
methods by day or by night:
   One - A long range bombardment by ships or air-
         craft, or both.
   Two - A long range bombardment by ships or air-
         craft, followed by a landing in force.
   Three - A surprise attack by land (parachutists)
          or by landing forces from seaward.

Plans must be sufficiently flexible to cover all
the above assumptions.

2. This force will:

   DEFEND THE NAVAL STATION AND REPAIR BASE
   AND CONTROL DAMAGE TO VITAL FACILITIES.

3. (a) Naval Shore Force defend the NAVAL STATION and
      REPAIR BASE from prepared defensive positions and
      carry out vital naval missions.
1. Control the spread of fire.
2. Make emergency repairs to water supply, power lines, power machinery and vital installations.
3. Safeguard essential material and records.
4. Maintain local and long range communications.
5. Provide medical treatment for wounded.
7. Carry out decontamination and demolition missions as directed.
8. Clear vessels from alongside docks.

(b) Attached vessels on alarm, or in case of surprise attack, be prepared to maneuver to avoid damage by bombs. Fire on enemy aircraft or enemy forces attempting to land. Vessels equipped with DEPTH CHARGES be prepared to drop on enemy submarines as directed. At night avoid disclosing position by illumination unless enemy forces close aboard. GUARD BATTLE RADIO FREQUENCY. (x) Take vigorous counter measures against enemy parachute troops. Make maximum use of available facilities in protecting personnel against chemical attack.

4. Logistics in accordance with Annex Affirm.

5. Task Force Commanders submit contributory Operation Orders as in accordance with BATTLE RADIO FREQUENCY ORDER #1-42 (Annex Baker). This Plan supercedes NAVAL GROUP Operation Order #1-42 and is effective THIS DATE. Commander NAVAL GROUP in Naval Command Post One, NAVAL STATION.

J.G. MOYER,
Captain, U.S. Navy,
Commander NAVAL GROUP.

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Logistic Order
No. 1-42
Tutuila, Samoa
October 1, 1942.

TASK ORGANIZATION
(a) Supply, Commissary and Disbursing Group, Commander
Third Section, Supply Department Employees.

1. Mission. To provide the Naval Group with food and supplies during a protracted engagement.

Information: Individual Sections and Repair Force have been furnished with one day's rations for forty men. The remaining bulk of provisions have been dispersed at five supply points in order to provide against wholesale destruction:

ONE = Centipede Club, 15,000 rations.
TWO = Station storeroom, 15,000 rations.
THREE = Ridge tool shed, 3,000 rations.
FOUR = Leather storeroom, 15,000 rations.
FIVE = Repair Base, 15,000 rations.

Emergency messing facilities are provided at points ONE, TWO and THREE. Reserve stocks of reconstruction materials at point ONE.

Assumptions. (1) That the service of supply may be conducted from positions removed from the Naval Station on the probability that this area would be untenable during an engagement. (2) That forces afloat will be maintained in a fully fueled and provisioned condition so as to abate the need of supply during battle.

2. THIS FORCE WILL PROVIDE THE NAVAL SHORE FORCE WITH FOOD AND SUPPLIES DURING A PROTRACTED ENGAGEMENT.

3. (a) Supply, Commissary and Disbursing Group: Commissary and Disbursing Group establish mess facilities at emergency messing stations as directed. Supply Group, including civilian employees, maintain store issues at designated supply points.

(x) As additional quantities of general stores and provisions are received, reserve stocks in outlying emergency stations will be increased. Safeguard supplies and provisions from destruction by fire. Maintain ready condition of all one day ration boxes by weekly inspection. This plan will be placed in effect on order of Commander Naval Station Force.

4. Water supply from main reservoir or Fagasa pipe line.

5. Commander Supply, Commissary and Disbursing Group at Reserve Command Post (phone 81)
Battle Radio Frequency Order
No. 1-42
TUTUILA, Samoa
October 1, 1942

TASK ORGANIZATION
(a) Naval Radio Force - Commander Naval Section Six.

1. - - - - - - - -

2. This force will:
   (a) Maintain LONG RANGE communications in ac-
       cordance with BASIC COMMUNICATION PLAN (Force).
   (b) Establish LOCAL Communications with:
       ATTACHED VESSELS -2716 Kcs.
       BRIGADE HEADQUARTERS -2894 Kcs.

3. - - - - - -

4. - - - - - -

5. Commander Naval Group in Naval Command Post
   (telephone exchange). This order effective on:

   SOUNING OF ALARM
   or
   COMMENCEMENT OF ATTACK.

J.G. MOYER,
Captain, U. S. Navy,
Commander NAVAL GROUP.
Operation Order
No. 1-42

TUTUILLA, Samoa,
October 1, 1942.

TASK ORGANIZATION
(a) East Sector Force ............ Commander First Section
    Station Section ONE
    Fita Section ONE
(b) Central Sector Force ........ Commander Second Section
    Station Section TWO
    Fita Section TWO
(c) West Sector Force ............ Commander Fourth Section
    Station Section FOUR
    Fita Section FOUR
(d) Reserve Sector Force ........ Commander Third Section
    Station Sections THREE and FIVE
    Fita Sections THREE and FIVE
(e) Radio Force ................. Commander Sixth Section
    Station Section SIX
(f) Medical Force ............... Commander Seventh Section
    Station Section SEVEN
(g) Repair Force ............... Commander Repair Force
    Repair Sections ONE - SIX

1. Mission. The mission assigned to the combined military forces on the island of which the NAVAL SHORE FORCE is a part is:

"TO DEFEND TUTUILLA"

The purpose of such mission is:

TO INSURE THAT THE VITAL FACILITIES LOCATED ON THE ISLAND CONTINUE TO BE AVAILABLE TO THE FLEET.

Information. The destruction of vital facilities would accomplish much the same result as their capture, in that THEIR FURTHER USE WOULD BE DENIED TO THE FLEET. Naval forces therefore will be so organized and disposed as to best control damage to vital facilities (Annex Affirm) and to defend the area of the NAVAL STATION and REPAIR BASE.

Assumption. A surprise attack by an enemy force by land, sea or air to CAPTURE or DESTROY the NAVAL STATION, REPAIR BASE and vital military facilities is a possibility. The enemy may employ any one of the following methods by day or by night:
One - A long range bombardment by ships or aircraft, or both.
Two - A long range bombardment by ships or aircraft, followed by a landing in force.
Three- A surprise attack by land (parachutists) or by landing forces from seaward.

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This plan covers all the above assumptions.

2. This force will:

DEFEND THE NAVAL STATION AND REPAIR BASE AGAINST ENEMY ATTACK BY LAND, SEA OR AIR FROM PREPARED DEFENSIVE POSITIONS AND CARRY OUT VITAL NAVAL MISSIONS.

1. Control the spread of fire.
2. Make emergency repairs to water supply, power lines, power machinery and vital installations.
3. Safeguard essential material and records.
4. Maintain local and long range communications.
5. Provide medical treatment for wounded.
7. Carry out decontamination and demolition missions as directed.
8. Clear vessels from alongside docks.
In order to prevent CAPTURE or DESTRUCTION of vital military facilities.

3. (a) East Sector Force:
(b) Central Sector Force:
(c) West Sector Force:
(d) Reserve Sector Force: defend respective areas (Annex Hypo) from enemy attack by land, sea or air. Reserve Sector Force be prepared to reinforce other Sector Forces AS ORDERED.
(e) Radio Force maintain local and long range communications, safeguard records.
(f) Medical Force provide emergency treatment for wounded in all Sectors. Establish decontamination stations for gas casualties.
(g) Repair Force defend area in vicinity of Repair Base.
(h) All forces control the spread of fire in their respective areas. Inform NAVAL COMMAND POST (telephone exchange) when additional assistance required. Special FIRE ENGINE detail with RESERVE Sector Force. Sector Commandersinsure tools and fire fighting equipment available in respective areas. Have sand supply available to extinguish incendiary bombs. Attack enemy parachutists vigorously. Be prepared against chemical attack.

UTILIZE SHELTERS AND TRENCHES - AVOID NEEDLESS EXPOSURE OF PERSONNEL DURING AIRCRAFT BOMBING OR LONG RANGE BOMBARDMENT - SECTION COMMANDERS KEEP UNITS ORGANIZED,
4. Task Force Commanders provide one day ration boxes for sections and reserve ammunition in vicinity of Sector Command Posts. Additional food supply in accordance Naval Group Logistic Plan #1-42. Main ammunition reserve in ammunition supply stations:

#1 Marine A.A. position above Naval Station.
#2 Tool house top of Fagatogo pipe line.

5. Sector Commanders maintain continuous contact with flank units; communicate with NAVAL COMMAND POST (telephone exchange) by telephone and runner; utilize whistle signals for advance and retirement of forces. Task Force Commanders submit Operation Orders as annexes to this order. This order supersedes Naval Station Force Operation Plan #1-42. Commander Naval Shore Force in NAVAL COMMAND POST ONE (telephone exchange). THIS ORDER EFFECTIVE ON COMMENCEMENT OF ENEMY ATTACK OR SOUNDOING OF SIREN.

J.G. WINN,
Commander, U. S. Navy,
Commander NAVAL SHORE FORCE.
Operation Order
No. 1-42
Naval Station, TUTUILLA,
February 15, 1942

TASK ORGANIZATION
(a) Naval Section One,
Squads One, Two.
(b) Fita Section One,
Squads One, Two.

1. The mission of the Naval Station Force is:
"TO DEFEND THE NAVAL STATION FROM
ENEMY ATTACK BY LAND, SEA OR AIR".
The East Sector Force is a task group of the Naval
Station Force and is assigned the defense of the
East Sector of the Naval Station, AREA BETWEEN
EAST END OF NAVAL STATION AND THE COAL SHED ROAD.
In addition, this force has another highly import-
ant task TO CONTROL THE SPREAD OF FIRE in the area.

2. This force will:
DEFEND THE EAST SECTOR OF THE NAVAL STATION FROM
ENEMY ATTACK BY LAND, SEA OR AIR AND CONTROL THE
SPREAD OF FIRE IN ORDER TO PREVENT THE CAPTURE OR
DESTRUCTION OF VITAL MILITARY FACILITIES.

3. (a) Naval Section One
(b) Fita Section One) take enemy forces under fire
approaching within the East Sector of the Naval Sta-
tion. Control the spread of fire during lulls in
battle as ordered.
(x) 1. Each man equipped with:
RIFLE, BAYONET, LOADED RIFLE BELT, FIRST
AID PACKET, CANTEEN, PONCHO, TWO BANDOLEERS
AMMUNITION, GAS MASK.
2. Assembly area vicinity East Sector Command
Post.
3. Squad leaders direct own squad fire.
4. Utilise shelters for protection of personnel
in case of aircraft bombing or long range
bombardment.

4. Provide one box rifle ammunition, one day ration box
and firefighting equipment - shovels, buckets, picks,
axes and sand - in vicinity of East Sector Command
Post.

5. Maintain contact with flank forces. Communicate with
Naval Station Command Post via telephone and messenger. Sector Commander will use whistle signals:

ADVANCE - One long blast.
Retire - Repeated short blasts.
EXECUTE THIS ORDER ON SOUNING OF ALARM.

R. F. RIFE,
Lieutenant, (jg) D-V(N), U.S.N.R.
Commander Central Sector Force.
Operation Order
No. 1-42
Naval Station, Tutuila,
February 15, 1942.

Task Organization
(a) Naval Section Four.
Squads Seven, Eight.
(b) Fita Section Four.
Squads Seven, Eight.

1. The mission of the Naval Station Force is:
"TO DEFEND THE NAVAL STATION FROM
ENEMY ATTACK BY LAND, SEA OR AIR."
The West Sector Force is a task group of the Naval
Station Force and is assigned the defense of the
West Sector of the Naval Station: AREA FROM WEST
END OF NAVAL STATION TO WEST MALAE ROAD. In addi-
tion, this force has another highly important task
TO CONTROL THE SPREAD OF FIRE in the area.

2. This force will:
DEFEND THE WEST SECTOR OF THE NAVAL STATION FROM
ENEMY ATTACK BY LAND, SEA OR AIR AND CONTROL THE
SPREAD OF FIRE IN ORDER TO PREVENT THE CAPTURE
OR DESTRUCTION OF VITAL MILITARY FACILITIES.

3. (a) Naval Section Four)
(b) Fita Section Four ) take enemy forces under fire
approaching within the West Sector of the Naval Sta-
tion. Control the spread of fire during lulls in
battle as ordered.
(x) 1. Each man equipped with:
RIFLE, BAYONET, LOADED RIFLE BELT, FIRST
AID PACKET, CONTEEN, PONCHO, TWO BANDOLEERS
AMMUNITION, GAS MASK.
2. Assembly area vicinity West Sector Command
Post.
3. Squad leaders direct own squad fire.
4. Utilize shelters for protection of personnel
in case of aircraft bombing or long range
bombardment.
5. Safeguard essential material and records as
ordered.

4. Provide one box rifle ammunition, one day ration
box and fire fighting equipment - shovels, buckets,
picks, axes and sand - in vicinity of West Sector
Command Post.

5. Maintain contact with flank forces. Communicate with
Naval Station Command Post via telephone and messenger. Section Commander will use whistle signals:

ADVANCE = One long blast.
RETIRE = Repeated short blasts.
EXECUTE THIS ORDER OF SOUNDING OF ALARM.

J. R. WALLACE,
Commander, U.S. Navy,
Commander West Sector Force.
Operation Order
No. 1-42

Naval Station, TUTUILLA,
February 15, 1942.

TASK ORGANIZATION
(a) Naval Section Three.
   Squads Five, Six.
(b) Fita Section Three.
   Squads Five, Six.
(c) Naval Section Five.
   Squads Nine, Ten.
(d) Fita Section Five.
   Squads Nine, Ten.

1. The mission of the Naval Station Force is:
   "TO DEFEND THE NAVAL STATION FROM
   ENEMY ATTACK BY LAND, SEA OR AIR"

   The Reserve Force is a task group of the Naval Station
   Force and is assigned the defense of the MALAE AREA OF
   the Naval Station. In addition, this force has another
   highly important task TO CONTROL THE SPREAD OF FIRE in
   the area.

2. This force will:
   DEFEND THE MALAE AREA OF THE NAVAL STATION FROM
   ENEMY ATTACK BY LAND, SEA OR AIR AND CONTROL THE
   SPREAD OF FIRE IN ORDER TO PREVENT THE CAPTURE OR
   DESTRUCTION OF VITAL MILITARY FACILITIES.

3. (a) Naval Section Three)
   (b) Fita Section Three) take enemy forces under fire
   approaching within the Malae Area of the Naval Station.
   Control the spread of fire during lulls in battle as
   ordered. Safeguard essential material and records as
   directed. Be prepared to carry out Naval Station Logis-
   tic Plan One on order.
   (c) Naval Section Five)
   (d) Fita Section Five) take enemy forces under fire
   approaching within the Malae Area of the Naval Station.
   Control the spread of fire during lulls in battle as
   ordered. Be prepared to man fire truck on order. Power
   house detail control damage Naval Station power supply.
   (e) Each man equipped with:
   RIFLE, BAYONET, LOADED RIFLE BELT, FIRST AID
   PACKET, CANTEEN, PONCHO, TWO BANDOLEERS AMMUNI-
   TION, GAS MASK.

2. Assembly area vicinity Reserve Force Command
   Post.

3. Squad leaders direct own squad fire.

4. Utilize shelters for protection of personnel in
   case of aircraft bombing or long range bombard-
   ment.

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4. Provide one box rifle ammunition, one day ration
   box and fire fighting equipment - shovels, buckets,
   picks, axes and sand - in vicinity of Reserve Force
   Command Post.

5. Maintain contact with flank forces. Communicate with
   Naval Station Command Post via telephone and messenger.
   Sector Commander will use whistle signals:

   ADVANCE  -  One long blast.
   RETIRE   -  Repeated short blasts.

EXECUTE THIS ORDER ON SOUNDOING OF ALARM.

J. W. CRUMPACKER,
Lieutenant, (SO), U. S. Navy,
Commander Reserve Force.
Operation Order
No. 1-42

TUTUILLA, Samoa
October 1, 1942

TASK ORGANIZATION
(a) Naval Section SIX,
Squads Eleven, Twelve.

1. Information: Same as paragraph one, Naval Shore
Force Operation Order 1-42.

2. This force will:

MAINTAIN LOCAL AND LONG RANGE RADIO COMMUNICATIONS -
SAFEGUARD PUBLICATIONS.

3. (a) Naval Section SIX: Defend radio installations,
Execute emergency repairs to damaged communication
equipment. Maintain long range communications in
accordance with BASIC COMMUNICATION PLAN. Remove
or destroy confidential publications and files as
directed.
(x) Control spread of fire in vicinity of radio
station.

AVOID NEEDLESS EXPOSURE OF PERSONNEL.
BE PREPARED AGAINST CHEMICAL ATTACK.

4. One box emergency rations and one box reserve rifle
ammunition at Section SIX shelter.

5. Establish LOCAL communications in accordance with
BATTLE RADIO FREQUENCY ORDER 1-42.

BRIGADE HEADQUARTERS - 2894 Kcs. (Main Radio)
Attached Vessels ---- 2716 Kcs. (Emergency Radio)

Commander Radio Force is Main Communication Center.

L. WINSER
Lt. Comdr., U. S. Navy,
Commander RADIO FORCE.
1. East Sector.
   Area from east end of Station to road between coal shed and tennis court.
   C.P. Vicinity Quarters #1.

2. Central Sector.
   Area from road between coal shed and tennis court to east Malae road, includes Industrial area.
   C.P. Vicinity old mine depot.

3. Western Sector.
   Area from west end of Station to west Malae road.
   C.P. Vicinity Quarters #25.

4. Reserve Force.
   Malae area between east and west Malae roads, including Fita Fita and Enlisted barracks.
   C.P. Vicinity Quarters #8A.

   Radio Station - Telephone Exchange.
   C.P. Vicinity telephone exchange.

   Medical Collecting Stations:
   1. Naval Dispensary.
   2. Samoan Hospital.
   3. Mormon Church, Pago Pago.
   4. Station Wharf. (Decontamination).

   Utulei area.
   Repair Station #1 vicinity Public Works Officer's Quarters.

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SECRET

February 1942.

VITAL FACILITIES NAVAL STATION AND UTULEI

1. OIL TANKS UTULEI
2. OIL LINES UTULEI
3. POWER PLANT UTULEI
4. POWER LINES UTULEI
5. FOOD STORAGE UTULEI
6. INDUSTRIAL SHOPS UTULEI
7. WATER SUPPLY UTULEI
8. BUILDINGS UTULEI
9. POWER PLANT NAVAL STATION
10. POWER LINES NAVAL STATION
11. WATER SUPPLY NAVAL STATION
12. FOOD STORAGE NAVAL STATION
13. INDUSTRIAL AREA AND SHOPS NAVAL STATION
14. RADIO STATION NAVAL STATION
15. G.S.K. STORES NAVAL STATION
16. BUILDINGS NAVAL STATION

For UTULEI area the Public Works Force (including contractors) will control fires and repair damage.

For NAVAL STATION area the Naval Station Force will control fires and repair damage.
From the time aviation facilities were instituted at Tafuna Airport there had been no provisions made for aviation rescue boat operations. In October 1943, E. H. FELDMANN proposed the following location for a crash boat channel and basin at Tafuna Airport:

The location of the proposed crash boat channel and basin at Tafuna Airport is suggested to be off the Northeast corner of the runway. At low tide there is about 1 to 2 feet of water over the road, therefore a rock fill jetty will be necessary in order for dragline operations to proceed. It is proposed that the mouth of the channel be located at the existing break in the reef perimeter and that the channel curve around the existing breakwater to a basin and small dock to be built at about the end of the runway. The mouth of the channel should be wide enough to prevent surf from breaking in the channel and the normal channel width be about 50 to 60 feet with a depth at low water of about six to seven feet. The length of the channel is estimated to be between 600 and 700 feet. Draglining coral in areas adjacent to the proposed channel have presented no unusual difficulties encountered in this sort of work.

However, this project was finished, but was never used because of heavy surf, tides and currents. Instead the crash boats were operated from Pago Pago Harbor.

On 30 September 1943, the airstrip at Leone was finished. (48) Construction on this project was began early in 1943, probably about January. (49) This airstrip was never used because of turbulent air currents over the field. There were only two airplanes that landed
there. The field was abandoned in early 1945.

On 20 September 1943, the Contractors concluded all construction which was in accordance with Contract NOy-4173. All property which had been leased by them was turned over to the Navy. The Contractors work was taken over by the Construction Battalions which had come on the island. To the contractors goes a great percentage of the credit for laying the groundwork for the defenses of Tutuila and making the island fairly well protected against the enemy. (50)

According to Lieutenant Commander GILLIAM, USNR in his Facilities Survey Report to Commander Service Squadron, South Pacific Force dated 28 October 1943, Tutuila's future part in the war effort would be as follows:

1. As a central administrative headquarters for the Samoan Defense Group, namely Tutuila, Upolu, Wallis, Funafuti, Nukufetau and Nanumea.

2. As a collateral rear logistic supply depot for Gilbert and Marshall Islands drive from the south-easterly direction.

3. As a supporting defense link in the frontal ring of island bases until the Marshalls, Gilberts, and Mauru are taken.

4. As a fueling depot for ships (Diesel and Fuel Oil)
5. As an anchorage, watering station and escort for small vessel repair station, including dry docking, 3,000 tons and below (less LST's) for ships enroute.

6. As a search and weather station for observation planes.

7. As a hunter-killer station for anti-submarine warfare.

8. As a jungle training area for a brigade of Marine or Army units.

9. As a secondary training center for air units (estimation probably 600 personnel).

10. As a staging island for air units and ATC.

11. A communications center for ships and planes.

In January 1944, the Marines were being transferred to other areas or combining their activities with those of the Naval Station. The Harbor Defense Group and the Samoan Reserve Battalion were disbanded and the Marine Barracks, Naval Station Tutuila, Samoa took the place of Marine Barracks, but they still remained under the jurisdiction of the Commanding Marine General. (51) At the same time the First Samoan Marine Reserve Battalion was placed under the command of the Marine Barracks, Naval Station Tutuila.
About February 1944, the First and Second Construction Battalions were ordered back to the United States. This was recommended by the Commanding General, Samoan Defense Force, and approved by Commander South Pacific Area and Force. All personnel from these units with more than ten months overseas were shipped home in late February. (52)

On 6 February 1944, the control of the Marine Barracks, Naval Station Tutuila, Samoa was passed to the Commandant of the Naval Station, Tutuila.

In January 1944, Lieutenant Commander C.T. GILLIAM, USNR., reported to Commander Service Squadron, South Pacific Force his recommendations for establishment of facilities and allowance for Tutuila. This included all Army, Navy, and Marine personnel on the island. It is assumed that from these recommendations the redeployment program for Tutuila was instituted by Commander South Pacific Area and Force in May of the same year. The personnel allowance for Tutuila was to be cut down to 77 officers and 1717 enlisted men by June 1944. In the redeployment program this was not accomplished until January 1945. Lieutenant Commander GILLIAM also suggested that all salvagable materials be shipped to forward areas as soon as they were available. (53)
On 1 March 1944, the Navy assumed control of the island of Tutuila, and also the remainder of the islands which were under the jurisdiction of the Commanding General, Samoan Defense Force. At this time the Commandant of the Naval Station Tutuila was given the additional title "Commandant of the Samoan Defense Group" which gave him jurisdiction of the Ellice, Samoan and Wallis Islands. On this date Major General Charles F. B. PRICE, USMC., was relieved of his command by Captain Allen HOGBBS, USN. (54)

On 1 August 1944, the Samoan Defense Group was extended to include Bora Bora, Society Islands and Cook Islands. (2)

On 9 March 1944, the Seventh Defense Battalion (Marines) sailed to Nanumea.

In the latter part of May 1944, the Commandant, Naval Station Tutuila received notice from the Commander South Pacific Area and Force to institute a program of redeployment of personnel and materials for use in forward areas. (55) This was the first official word that the Naval Station at Tutuila was to be returned to a peacetime status. Immediately plans were instituted for rapid roll-up of personnel and material. The Naval Station Tutuila was to be closed down to peacetime operation by 1 January 1945. In May 1944, all net moorings were taken down. (56)
In compliance with Commander Service Squadron, South Pacific Force Dispatch 060001 June 1945, the sono-buoys were removed in June 1945. All facilities were greatly reduced as can be noticed in Appendix "D". The redeployment program was completed on 21 December 1944. (57)

Upon completion of the redeployment program, and the new mission being carried out we find Tutuila, Samoa as it exists 14 August 1945. At the present time the policy has switched from concentration on the military organization of American Samoa to the rehabilitation of the Civil Government which fell in arrears while the pressure of war exerted itself on the islands. (58)

RECOMMENDATIONS

In chronological order herewith are presented the recommendations and observations of some of the officers who have been attached to the island of Tutuila during World War II.

Captain J. G. MOYER, USN., Commandant of the Naval Station Tutuila from 5 June 1942 to February 1944, had the following recommendations to make in his endorsement to a facilities report compiled and submitted by Lieutenant Commander C. T. GILLIAM to Commander Service Squadron, South
Pacific Force via Commandant, U. S. Naval Station, Tutuila, Samoa, and Commanding General, Samoan Defense Group:

1. "Tour of duty for Naval Station personnel should be twelve months. This has been recommended in the last two annual reports by the Governor of American Samoa to the Chief of Naval Operations!"

2. "The Commandant strongly recommends that the United States should build and maintain concrete roads. The Island Government resources are sufficient to maintain only fifteen to twenty percent of the roads now built and required. Two hundred inches of rainfall per year requires unusual drainage facilities."

3. "There is a great need for more docks for unloading ships. At the present moment three ships are idle in the harbor waiting for docked ships to unload. There is no way to unload lighters in the stream since there are no docks available on which to unload them. A two hundred foot extension to the fuel pier was requested but denied some time ago."

4. "It is strongly recommended that of the five hundred Samoan Marines one hundred of them be "Screened" out for apprentice training at the Ship Repair Base."

5. "An additional fire engine is needed for adequate fire protection. One fire engine has been ordered."

6. "There is a great need for both outside and inside storage facilities for cargo in transshipment."

The comments made by Major General Charles F. B. Price, USMC, Commanding General, Samoan Defense Force, in his Second Endorsement to the same letter by Lieutenant Commander C. T. Gilliam were:

1. "Nothing which has been or may be constructed at
Tutuila can be considered as a loss as the island is a permanent U.S. Naval Station and its future activities, as far as can be foreseen, will easily require all accommodations which have been provided in the present emergency.

2. "With the length of time the Navy has had control of Tutuila, prudent foresight might easily have provided us with a strong point comparable to a little "Malta" in this part of the Pacific. How far we fell short of this is common knowledge."

3. "When the defense forces under the command of the undersigned arrived in the early part of 1942, the greatest drawback was the lack of communications (roads) on the island, which made it very difficult to dispose the limited and inadequate weapons and troops available in any economical or effective manner. The most urgent necessities of the moment have been met by improvement and extension of the single roadway serving the south coast of the island and by projecting a few spur roads to the north."

4. "From any future viewpoint, however, whether it be the preparation of the island for future defense or its orderly economic development by opening up wide areas now isolated to agriculture, habitation and expansion for the growing population, the first consideration must be the construction of a comprehensive roadnet serving all parts of the island. While the development of a system of modern concrete roads will be the ultimate aim, much can and should be done at this time in surveying, clearing, grading, and developing the routes to be followed. Abundant material in volcanic rock, ash, and coral is readily available. Only a small force and an unimportant amount of equipment will be required to start and pursue such a project. It should be looked upon as apart from the war effort, but not delayed for that reason as there is no conflict of interest between the two activities."

5. "It is foreseen that the future needs of this base will include accommodations for the operation of seaplanes, especially after we relinquish control
over the seaplane base at Satapuala on Upolu, Western Samoa, now in operation. It is suggested as timely to initiate plans in this respect while advice from the technical talent along aviation lines now in the Pacific is available to us". (60)

Captain J. C. MOTT, USN, Commandant of the Naval Station and Civil Governor had the following recommendations to make in his annual report for the fiscal year ending 30 June 1942, to the Secretary of the Navy:

1. "There is no reason to have a civil Governor of American Samoa. His duties and functions are now performed by the Military Governor. The Commandant of the Naval Station should be a senior commander, a junior captain or a retired officer".

2. "Passenger and mail service to the United States is most unsatisfactory. Many ships go through to and from the Antipodes; some of them stop here South bound, but very few North bound. It is recommended that at least one North bound vessel every two weeks be diverted through this port for mail and passengers".

3. "It is recommended that the eighteen month tour for all naval personnel be reduced to twelve months. In the past it has been eighteen months and lately even this has not been carried out. The climate is bad for most Caucasians; and in the opinion of the senior medical officer, 12 months is enough under war time conditions". (61)

Lieutenant Commander C. T. GILLIAM, USNR, made the following recommendations with the report he compiled:

1. "The island of Tutuila should serve as a training center for Army and Marine personnel, with the personnel attached performing double responsibility of defense and training. This would release trained units for forward movement".

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2. "Airfield facilities and seaplane base should be constructed to insure permanency. The use of concrete would lower maintenance and reduce the number of personnel necessary for maintenance."

3. "Roads should be concrete with permanent culverts and bridges because later they would also be of great commercial value."

4. "More docks of a permanent nature are needed, and the training of 150 native marines in the utilities and repair trades at the Ship Maintenance Unit now would prove very useful later."

5. "The new Governor should be of the rank of Rear Admiral, and should take over command of all Seabee and Public Works including administration of all Naval personnel of the Samoan Group, and to relieve Marine Commanding General as Commandant, Samoan Defense Group."

6. "The Seabees should consolidate its equipment and facilities with the Navy Public Works Department, and all construction and maintenance be supervised under the Navy chain of command in the future."

7. "All Seabees of the 4th and 5th Construction Detachment who have been in this area 18 months or more should be ordered to the States for Leave."

8. "That all Island Commanders or group commands and their key assistants report to SouPac andserm Headquarters once every six months for clarification of different problems which have been encountered in their commands."

9. "The supply line should be shortened by Samoan Commands receiving supplies direct from the West Coast (or Pearl) in lieu of via Noumea."

10. "The personnel in the Samoan Area should not remain in the area longer than twelve months because of the danger of filariasis."
DATES OF COMMAND OF COMMANDANTS NAVAL STATION TUTUILLA

CAPTAIN E. W. HANSON, USN.  - 3 June 1938 to 31 July 1940.

CAPTAIN L. WILD, USN. - 31 July 1940 to 5 June 1942.

CAPTAIN J. G. MOYER, USN. - 5 June 1942 to 7 February 1944.

CAPTAIN ALLEN HOBBS, USN. - 8 February 1944 to 27 January 1945.

CAPTAIN R. W. HUNGERFORD - 27 January 1945 to
PART THREE

In making a study of the unit histories on the island of Tutuila it must be remembered that the majority of them take part both in the Naval and the Civil Government. They are interested in the civilians of the island as well as the efficient operation of the Naval Station. One moment a division may be interested in a Naval function and the next it is interested in the operation of the Government of American Samoa.

In peacetime operation the major interest is naturally in Civil affairs and so the concentration is on the welfare of the Samoan. However, the efficiency of the Naval Station does not suffer and always a watchful eye is kept on the future when the clouds of war may come sweeping down upon the island again.

Of the various units attached to the Navy on the island of Tutuila there are several which it is necessary to give further breakdown because of the large part that they played during World War II. The divisions that are discussed in further detail are: Public Works, Supply, Medical, Captain of the Yard, Ship Repair, Naval Air Facilities and Communications.
PUBLIC WORKS DEPARTMENT

The Public Works Department has the following Naval responsibilities as of 1 August 1945:


2. Building Repairs and Maintenance: Covers all Naval structures; maintenance of water-heaters, plumbing, lighting, screens, roofs, etc. Also all furniture and equipment assigned to each building, including storm curtains, mats, etc. Redecorating or remodeling, Repair of all refrigerators assigned to living quarters.

3. Salvage: Dismantling of obsolete buildings and equipment; structures no longer required, in accordance with current instructions governing salvage operations in the SoPac Area. Also maintenance of salvage yards, and proper care of salvaged materials, as well as disposition of same.

4. Utilities: Maintenance of cold storage facilities and ice plants; power plants and power and light lines; telephone facilities; water supply and chlorinator; pipe lines and reservoirs; and sanitary facilities.

5. Roads and Bridges: During the preparations for war and up to date all roads have been maintained by the Navy funds, but are owned by the Government of American
Samoa. During peacetime maintenance of the roads is paid for by the Government of American Samoa. The work includes the construction and the maintenance of all roads and bridges.

6. Grounds and Garbage: Maintenance of grounds around and on the Naval Station; cutting back of the grass; trimming trees; cleaning ditches and drains; picking up coconuts; and cleaning up fallen palm branches, etc. Garbage duties cover hauling of garbage from the messes and from the numerous garbage pick-up stations.

7. Shops: Electrical, Plumbing, Refrigeration Repair, Typewriter Repair, Bicycle Repair, Carpenter, Paint, Tire Repair, and Photographic Laboratory Shops are run by the Public Works Department.

8. Transportation: Covers the maintenance of all vehicles used by the Navy. This also includes the disposition of surveyed equipment, and the assignment of vehicles to the various activities.

9. Heavy Equipment: Covers the maintenance and assigning of all equipment.

10. Stevedore Work: Covers the loading and unloading of ships handling supplies for the Naval Station.

The Public Works Department began preparations for war in the Fall of 1940. At this time the Contractors
came to Tutuila in accordance with contract NOy-4173, and construction was started. The construction consisted mainly of remodeling or building new quarters for the officers and the enlisted men on the Naval Station and their wives. Later with the outbreak of the war this program was expanded to include all construction which was necessary for the defense of the island. The overall cost of construction and the list of facilities are listed in Appendix "E". This appendix shows all of the defense projects which were constructed or started by the contractor, and lists almost entirely all of the defenses which were built on the island during the war. Leone Airstrip is not mentioned because it was constructed entirely by the Seabees.

G. K. BRODIE wrote a memorandum to Lieutenant Commander W. L. RICHARDS in which he lists the various problems which were encountered on Tutuila. This memorandum read as follows:

1. Apparently because of the necessary speed of the work, we are suffering from an understandable lack of careful and long range planning. This is an unfortunate necessity and for the most part cannot be avoided. It is regrettable that sufficient time and opportunity was not had for the station to notify the Bureau of its more detailed needs. Several attempts have been made in past months to accomplish this in one way or another, but the apparent urgency of the matter was not sufficient
to result in success. In order to save time and keep your office informed of the details of the local needs, this information will be presented to you. Such as seems of sufficient importance should be forwarded on to the Bureau for proper action.

2. It is very desirable to centralize the origination of requests for additional projects and funds. It is believed that if these requests are forwarded to the OINC, he could coordinate them with existing and contemplated work in better fashion than could be done locally. This would be very beneficial as it would eliminate the present trouble of neither office knowing exactly what the other is authorized to accomplish or what additional work is being planned.

3. In general, only such changes will be made as can be done with the materials on hand with no increase in the time factor. Minor changes that can be made without loss of time or additional materials will be made as necessary without reference to the OINC. In general, the modifications desires are those fitting the buildings to the local climatic conditions. These usually require more open construction with a saving in siding, sash and trim and an increase in structural strength for hurricane resistance. In order to save time in construction, it is desired to use such panel board as canex and waterproof plywood for interior finish and partitions and galvanized iron roofing for roofs and temporary siding. Windows are necessary only where the face of the building is not protected from rain by a porch, canopy or other means. All openings should be screened. All changes requiring an increase of materials will be referred to the OINC for action. Any change involving increase of time will also be referred, but such a change cannot now be imagined.

4. Judging from paragraph 2 of your memo #10 of 13 January, the change proposed for the BOQ is probably not clearly understood. As contemplated, it involves using about half to three-quarters of the materials provided for the two messmen's "ells" to build one messman's room and galley between the two BOQ's. This can be done with a small saving in

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SECRET
construction materials and a fifty-percent saving in galley and mess equipment for the messmen. Further, it will entirely remove these activities from the buildings and allow additional space (two galleys) for recreation or living spaces. One steward can also be eliminated. Pending reconsideration of this change, the buildings will be erected as designed.

5. As Mr. Dunlap will inform you, our ability to do emergency, extra, or additional work depends entirely on materials provided. We therefore desire an excess well above average.

6. Gun emplacements are going on with a minimum loss of time and with no changes in plan. Locally, the Marines are leaving this matter entirely in our hands, so long as we get the guns placed rapidly. We are pouring the floor slab, mounting the 6" guns, then pouring the walls and ready magazines. The 4 - 6" guns should be so placed near 1 March. As soon as materials and equipment arrive for additional skids, construction will be started on the 3" gun sites. All of our gun batteries are on the tops of hills from 200 to 600 feet high. All hills around here have very steep slopes. For this reason, skids are mandatory and in many cases a road cannot be put in at any reasonable price. It is desired to leave the skids in place to service the guns.

7. In addition to a supply of materials, we should also have an allotment for miscellaneous uses. 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. The biggest single problem is the road work required. The marines expect to establish 3-pdr. and machine gun emplacements at various strategic points on the north shore. This will require expensive improvement of trails. What funds are available for this work, no one seems to know, but the work has to be done. The actual emplacement of the 3" and 6" guns will have to be done by the contractor for neither funds nor equipment are available in any other form. The Marine tent camp has to be taken care
of on the original $25,000 and such additions to that allotment as I receive. At present, this tent camp is standing still for lack of funds. As a slush fund would be undesirable from several points of view, specific requests will be made for funds from time to time. However, the OMC should have a fairly large fund available from which to meet these. The present $150,000 for services, utilities and contingent will be entirely inadequate for any one of the three items for which intended. Where emergency has demanded, I have been leaning rather heavily on my PWD allotments. These are naturally small and cannot stand much without immediate replacement. They can, however, be used as temporary stopgaps.

8. The labor situation is most unique and Mr. Dunlap will take that matter up when he arrives. In general, the native labor will be sufficient and satisfactory. However, there are several points that require special mention.

(a) Native food supplies have to be maintained. 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.

(b) The natives can do a good 8 or 10 hours work a day, but when worked beyond that, they cannot keep up the pace. They desire to work as much as possible to get the money, but trials have proved that they cannot physically stand up under long working hours. If labor
has to be imported, there is going to be a terrible mess. There is no place to put them and there would have to be wasted on barracks. There is no recreation for them and they would be in constant trouble. Facilities do not exist for carrying extra provisions or meeting their other necessary needs. In view of this, it is considered not only wise but also necessary that investigations be conducted to determine the possibility of improving the stamina of these natives so that they can be used on overtime, if necessary. In the December, 1940, issue of Reader's Digest there is an article on page 11, titled "Famine Fighters". I believe that something like this is the solution. The local senior medical officer insists that the trouble is worms. The worm situation is probably a contributing factor, but can only be controlled by constant deworming as the sanitary conditions are such that worms cannot be avoided. However, this island is entirely volcanic and the soil has a minimum mineral content. The native diet consists almost entirely of taro, banana, breadfruit and coconut which have nothing that is not available in the soil. Diets occasionally have a little fish, but not enough to amount to anything. I would like very much to run a test on this article, not only on the natives, but also on our white employees. It will be necessary, under the circumstances, for the GINC to initiate the action and provide the necessary chemicals to conduct such a test. I would recommend writing Dr. Spies for advice and suggestions or contacting a suitable doctor in Honolulu.

(c) As living conditions are so limited, I intend to request no additional office or field force to handle this contract. It will be cared for by my regular Public Works men who, at the present time, are a very fine crew. To do this, much overtime will be required and the men concerned are willing to put in this overtime - free, if necessary. I have the authority to pay all ratings except clerical, overtime pay, but my maintenance money will not care for it. Is there any way in which funds could be provided for control and inspection purposes under which I could carry part of the time of these men (including Group IVb)? This contract control will not be inspection. It is intended to do the work by an advisory method, and when actually
necessary, by using my personnel directly as job supervisors when so required for short periods or by emergencies.

(d) It is necessary to furnish transportation for the majority of the workmen living in outlying districts. If they were allowed to crowd into the already overcrowded villages adjacent to the station, the sanitary problem would soon be an active menace. Furthermore, by transporting them to their own localities, they are able to receive food from their own plantations and to some extent, work there in their off time. If forced to stay in the vicinity of the station, they would have to spend all of their wages for food; this of course, would soon lead to dissatisfaction on a large scale.

9. The most serious factor yet encountered, is the necessity of maintaining two construction crews with a minimum of personnel available. I have attempted to pool the PWD and contract, but as Mr. Dunlap will explain to you, this cannot well be done with any success. It is my desire, and such is almost necessary, to have every item of work of any size and/or considered as national defense or emergency, carried as a charge under the contract. This will result in the PWD being specifically a maintenance function requiring only a skeleton crew and a minimum use of equipment, thus allowing release of the maximum number of men and materials to the contract work. The contract will then include all new construction which can be systematically planned without interference between the needs of two different functions trying to accomplish the same end.

10. As noted in despatches, we have no fuel tanks here. The Public Works Data Book assigns as buildings 2 and 8 which are not here either. It is the general policy locally that we should wait for the Bureau to notify us the work planned. I personally disagree with this upon the theory that I do not believe that the Bureau has full and detailed knowledge of the local conditions, needs, and possibilities. The items as authorized at present will illustrate the point.

(a) Storage Tanks — $300,000
It is assumed that ships are intended to discharge and fill from the station wharf none other being available or feasible. This wharf has a minimum of about 25 feet of good water alongside according to old soundings. Our latest information is that the Mariposa and the Monterey can dock there with apparent safety. If ships larger than these or with flat bottoms are to be used, the wharf should be extended to deeper water.

(b) Dispensary -- $180,000

The increases apparently planned for this area will make this dispensary entirely inadequate. The station should have a proper hospital by the addition of about $100,000 to the above amount. Our present medical facilities are deplorable -- particularly the Samson Hospital, and they would be of only minimum aid in serving as a hospital for the new dispensary.

(c) CP0 Quarters -- $66,000

The location planned for these quarters on the steep slope of a hill within the station is not satisfactory. If built on flat land suitable quarters could be erected for at least 60 percent of that cost. An additional housing is indicated. It would appear wise to delay these for later priority and throw them into such later projects in a better location.

(d) Cold Storage Building -- $100,000

At present, we have a cold storage and ice plant in building #81 with the power plant. This is adequate for the present by overcrowding, but the equipment is junk. The ice plant in particular is in sad need of complete replacement. This present building should be made of sufficient capacity and proper layout to care for the complete and total needs of the station. Too, such separate installations, particularly when one is obsolete, are not necessary. The new ice making capacity should be increased to about 5 tons minimum and two more bays should be added on the front end to house the offices of the commissary-disbursing officer and the commissary store. Thus, one officer
can easily handle the whole job in one spot. This would release similar spaces now taken up in other buildings. If this is not done, the present ice plant equipment should be renewed.

(a) Bakery -- $75,000

This is satisfactory. The question is a matter of the administration planned. Is this bakery supposed to operate as a separate unit under separate officer supervision in addition to the present station bakery, or is the present bakery to be abandoned? Two bakeries are definitely not required. If these new so called temporary buildings are constructed of termite resistant materials, they will be more permanent in nature than 90 percent of the buildings now comprising the present station. If they are made of plain lumber, they will be just as permanent as the present station. Even if they are designated as temporary, there is still no reason why they should be considered as permanent so far as displacing present station activities is concerned.

(f) Storage Facilities -- $50,000

We still do not know what this may be. The present station is in sad need of storage. We have no garage. All construction and transportation equipment is housed in the open. The Marines will undoubtedly require storage and there is none available.

(g) Timber seaplane ramp -- $50,000
Parking Area -- $50,000

The area chosen for this is in front of building #21 on the coral reef. This will require about 6 feet of fill average at a cost of about $1.50 a yard. The outer edge will have to have a rock fill retaining wall or sheet steel piling. It is not believed that this will allow a very large parking area. The ramp can be done within the amount allotted. We do not know what type of planes are intended for this parking area, but if they are to use it for any length of time they will have to have a hangar to protect them from the rain and hurricane winds due sometime this year or
next. I understand that these planes - 6 of them, may be sent down in the near future. However, if any expansion contemplates an air base of any kind, this facility should be incorporated in it and only very temporary facilities provided at the station now.

(h) Gun emplacement and attendant storage facilities. $175,000

This, I believe, can be done for that amount. However, this will have to carry the cost of all gun placing and access roads to the magazines.

(i) Services, Utilities and Contingent -- $150,000

This is hopelessly inadequate even if each building allotment carries a very large part of the cost of its share of the services. Such items as septic tanks or other forms of disposal, sewer and water lines, grading and ditching to accommodate the heavy run-off, fire alarm systems, telephone equipment and wire, electrical distribution and the like, apparently all have to come from this. It is also believed that my original $25,000 and later increases in that amount are also coming from it.

(j) As indicated in paragraph 9, the only funds I will require or want, are those necessary to purchase MLA materials needed by the contractor. The Supply Department is too short handed and too involved in increasing their material stocks to carry this under Naval Working Fund. Further, it is not desirable to make the contract dependent on any other department unless absolutely necessary; this to avoid so far as possible, friction and interference apt to result. As soon as I have completed the Marine Camp, temporary ammunition storage and dynamite storage, I will not require other funds except as a charge under contract.

(k) Other items as BOQ, Barracks, Laundry, etc., are all satisfactory except for such desirable changes as have been mentioned before.

II. As regards the fuel lines, there are no existing lines or tanks for the new system to connect with so that
the design can be as desired. Locally, we have only a general knowledge of the uses to be made of these tanks. Their design should fit the exact needs required of them by the fleet. Anything that is satisfactory to the fleet, S&A, or Buships, is satisfactory as far as we are concerned. If the lines are buried, they will have to be replaced in time. If they are exposed, they will have to be chipped and painted at regular intervals due to exposure to sea spray. It is believed that over a period of time the maintenance cost would about equal the repair and replacement costs. Exposed on the surface adjacent to the main highway, they would be subject to a fire menace. Any leak developing in the gasoline line would probably be discovered first by a cigarette butt. Any traffic irregularities or wrecks would quite possibly damage the lines and rupture them, allowing fuel to flow out in the highway. Aside from this danger, there is no reason against leaving them on the surface. It is intended to fill so that the road is at an elevation of 103 or 104. Little work would be involved in burying the pipes in this area.

12. Nothing is known locally of the additional work planned other than the possible total to be requested and the recommendations made by Peiley and Chappel. Regardless of what this may include, the following items will be required in one way or another, either as an addition to the present work or as part of the new work:

(a) An additional reservoir to care for the present work. At rare times in the past, the station water supply has had to be rationed on account of lack of rain. At present, we have two reservoirs, the high one with 1,720,000 gallons and the low one with 443,000 gallons. This should carry 1,000 people 20 days by curtailment of use. However, as a drought is severe, curtailment is usually not thought of until about half of the reserve supply is gone. Both of these reservoirs are adjacent to and south east of the station. It would be possible to build another reservoir at an elevation between these two. This is somewhat undesirable as it is a case of all the eggs in one basket. West of the village of Pagaalu and south of the station, there is a series of waterfalls in
steep rock walled gorges. It would be possible to dam any one or all of these as desired. It is believed, lacking a survey, that approximately $50,000 would care for a dam in this area at an elevation of about 250 feet. Approximately 8,000 feet of pipe would be required to connect it with the present system as extended the new construction in Utulei. These are the only immediate possibilities of enlarging the present system. All water is obtained from runoff either directly by reservoirs for large systems, or from springs for small village systems. No wells have been tried and they may or may not be possible. Extension of additional work into other areas will require amounts similar to the above for water systems.

(b) It is hoped that funds will allow or be made available for the extension of the new AC system through the present station. This will allow the station lighting load to be thrown on the AC system as soon as possible. The DC system relieved of this lighting load, will then be reserved for the present industrial load, it being estimated that the DC industrial equipment will wear out and be replaced with AC equipment at about the same time that the DC generating equipment has to be abandoned. Sooner or later this will have to be done and it will be much better and far more economical to do it at the same time that the new system is installed. In general, it is believed that the new distribution system, regardless of extent, should be above ground. Rains are so very heavy at times that level areas become ponds. To meet hurricane conditions it is recommended that No. 3 crescent saturated poles or poles of similar strength be used for main distribution, and that copper weld wire be considered for reasons of strength. On account of the present and likely future congestion of buildings, these poles should be high, perhaps 35 to 40 feet above ground level. The DC distribution system is on 15 ft. concrete poles and runs from house top to house top when possible, otherwise it is run around buildings, trees and other higher obstructions. It is roughly estimated that such distribution lines will cost from $1,000 to $1,500 per mile.

(c) Regarding the telephone equipment, it is estimated
that a 240 circuit, tropical type, manual board, complete with all necessary line wire, etc., be provided. This is estimated to cost approximately $25,000 and will care for both old and new construction.

(d) The roads we have to use are abominable. They are about 9 ft. wide, very crooked and generally follow the rocky shore around blind rock points. Frequently the curves are so sharp that it is just about impossible to make them except in second gear. These roads, such as they are, were built by Captain Hanson of the Indianapolis with what funds he had available. As the funds were minute, the roads are of the simplest type of construction with no metal surfacing at all. These must be widened and surfaced wherever our work extends. All construction off of this road system must be opened up with new roads, many of which are very hard going. It is believed that all permanent roads should be of rock-asphalt type of construction, perhaps best built by the peptonizing method. Such roads would be much easier to maintain with the materials available.

(e) The sanitary systems will be troublesome. In Utulei, the road elevation will be about 105, or 1.5 above high tide. The barracks will be at an elevation of 111 to 113, it will be difficult to install any but a shallow system and even that will have a large area. It is believed that the best method will be chlorination of sewage and no other treatment. The chlorinated sewage would then be led across the coral reef by a pipe buried in the reef and the sewage dumped at the edge of the reef in deep water. As the whole bay area is very unsanitary as concerns sewage disposal, I see no necessity at this time of doing anything other than making our sewage safe and dumping it far enough out to prevent undue odors. As the Samoans have a nice little habit of using stones and coconut husks in lieu of toilet paper, which they cannot afford, it is almost mandatory that traps and cleanouts be provided in these lines. Before the line starts across the reef, there should be a settling tank and a screen. All surface water will be cared for by open concrete lined ditches. Sewers would have
to be enormous to care for a maximum of 19 inches of
rain a day.

(f) From very rough calculations, there are about
100,000 yards of cut and 65,000 yards of fill in Utulei.
This will cost about $100,000 to $150,000 depending
upon the availability of equipment. Pending special
funds for fill, this will have to be moved as part of
the cost of the buildings concerned. This fill ties
up directly with three necessities:

1. Parade ground area for drills;
2. Flat clear areas for recreation; and,
3. Available space for future and/or emergency
expansion.

Any one of the three makes all possible fill
mandatory. In addition to these, and for reasons of
sanitation, it will be necessary to extend this fill
into various adjacent areas with the cut taken from
the tank sites. As these native areas are swampy
and in some cases, tide water marshes, they should
be dried up by filling.

(g) Recreation is a most important item in this local-
ity. With so few of the recreational outlets that
are encountered in the states, it is vitally necessary
that such a large number of men be cared for in some
suitable manner. The parade ground, when finished,
will care for such exercise as field games. At
present, this is the only provision that has been
made, even indirectly. The following should be provided
under contract as soon as possible after all necessary
military items are well under way:

1. At least one, preferably two, swimming pools.

There is one local trouble with the pollution of
the bay waters by reason of raw sewage as mentioned
above. Our chlorinated sewage will add further filth
even though chlorinated. The shark danger causes
some excitement — perhaps unwarranted. These could
be pools as such, which would be clean, or they could
be areas enclosed with corrosion resisting wire mesh.
to keep out sharks.

2. Ship service facilities including fountain, bowling and similar indoor activities. The present Ship Service facilities are entirely inadequate. They are so small and so poorly housed as to be absolutely incapable of expansion to meet the present foreseen needs existing one month from this date.

3. Movie and theater pavilion is a necessity. The present structure is very small, (about 300 seating capacity). Any "good" movie usually has to be shown two or three times to accommodate the crowd. When the station personnel increases several times over, this situation will be very bad. This could well be combined with the ship service in one two story building.

4. It is assumed that proposed expansion calls for such facilities. The station's annual estimate originally requested $70,000 for a combination ship service and movie pavilion. Any recreational facilities that can be provided in any manner and at the earliest possible date, will be of great advantage.

(b) It is assumed that the oil tanks will be provided with some form of foamite tanks for fire protection purposes. Our present plans and estimates have called for the extension of the six inch station water main into this area and sufficient pressure (POPE) will be available, depending upon the use of water to the west of the tank site area. By cutting in from the proposed new reservoir back of Pagoa, this pressure would be insured.

(i) Among the more pressing needs of the station is a new boat shed. The present boat shed is too small for the present complement of boats and more are arriving. When and if aircraft facilities are provided, additional boats will undoubtedly be required for their use. The present shed is in such a poor state of structural repair that it is doubtful if it could be reconditioned without complete rebuilding. The water is too shallow; the foundations have been undermined in places and the frame trusses are sagging badly.
These have been reinforced by steel tie rods which have had to be placed in such a position that the larger boats cannot get under them at high tide. It is estimated that a new boat shed would cost approximately $30,000 and should be contract work.

(j) Recent orders and requests from Buships indicates that this station will soon receive quite a few large machine tools for the machine shop. The only difficulty involved is that there is no machine shop to put them in. The present shop, buildings #9 and #10, is an old, termite eaten, wooden structure erected in 1914. It is not only structurally unsound, but also lacks sufficient space or expansion possibility to fit the needs of the new tools. The station and the contractor are erecting shops, storage and office spaces in the compound. At completion of the contract, it is expected that the Public Works Department will take over all the compound buildings and establish therein the yard industrial facilities. With this in view, it is desired to place the new machine shop in the compound and it is eventually hoped that actual or effective control of this shop can be vested in the Public Works Department so that that department will control and operate all construction and engineering functions for the whole station. Regardless of the location and future uses to which this is to be put, an immediate allotment under contract of about $15,000 to $25,000 will be required to provide urgently needed shop facilities for these machine tools. The lesser amount will provide a heavy concrete deck from super-structure. The greater amount will provide a reinforced concrete building throughout.

13. In view of the apparent additional expansion planned, it would seem that work is to be done at locations other than the present station area. There are several possibilities existing, some of which would be very difficult. If any appreciable amount of work were contemplated at some other island, such as Rose, the contractors supervisory force would almost have to be doubled. A tremendous expense and loss of time of several months would be encountered in establishing a working crew on the island. No water is present... Evaporators would have to be used or water
hauled by ship. No landing beach is available. One would have to be made to land the initial materials and supplies. This would require that a ship stand by for several weeks, at least, to house and subsist the working force until they could be put on the beach in their own quarters. Rose is entirely uninhabited. All workmen would have to be housed and our present working force would have to be divided or additional men would have to be brought in from the outside. Either case would be unfortunate. Rose has a minimum dry land area. Buildings would either have to be built on concrete platforms elevated above the coral reef, or a dredge would have to be employed to make land. In the case of a hurricane, either method would be in for a terrific beating. Hurricanes come about every five years. A much better location would be the Nunuli Lagoon area, southwest of the station. This area could be worked from our present facilities, with only a slight expansion of the personnel. Our labor could be moved from project to project with ease and a minimum loss of time. However, this location would almost demand a dredge if any basin was to be prepared, and would require about $50,000 of road improvement that could be done concurrent with the initial work on the site. If any landplane facilities are to be provided, this is the best location and would keep all aviation facilities in the same area, thus preventing the necessity of duplicating hangars, shop and personnel quarters. Mr. Dunlap will have additional information on this subject.

14. The land situation in Utulei is not entirely satisfactory. The present plan is for the Navy to leave the land east of coordinate 10,000 west, and in front of the oil tank site, for the native village for sentimental reasons. This would leave the new construction blocked on the southern half, by the native village. As it is believed that we will have more cut than fill, by a fair amount, it would seem better to fill outboard of the road in front of the oil tank site and move the natives to that area. By reason of oil fumes, such an area would have no great value for our expansion, whereas the present area they would occupy is of value. If necessary, it is
recommended that additional fill be done just for this purpose, if sufficient fill is not available during the regular course of construction. Such fill could be done at a reasonable cost by blasting an adjacent hill and pushing it over onto the coral flats.

15. There are some letters from the Bureau requiring estimates on "section bases". These bases are to be for small boats operating from them and are to be placed on the outlying islands. It would appear that these bases are to be rather extensive undertakings, involving such items as piers, breakwaters, shops, barracks and the like. For the reasons presented in paragraph 13, such work would be very inadvisable. It has been suggested locally that these bases could be cared for with relative ease by using 250 or 500 ton steel barges as floating bases. These were used on the Alaskan Aerial Surveys in 1933 and 1935 and were reasonably successful. It is possible to use the hulls for oil storage, ammunition storage, power plant and the like. The main deck can be used for shops, galley, mess hall and store. The top deck can be used for barracks. It would be possible to build the superstructure on and outfit one of these barges alongside the station wharf with far less cost and time than would be required in establishing a shore based affair on an outlying island. In view of its many advantages, it is believed that the idea should be presented to the Bureau of Yards and Docks for consideration as soon as possible and before an almost unaccomplishable plan is definitely decided upon.

16. The parade ground or Maale in Utulei was made as large as possible. The idea originally back of this was to reserve area for future building. It is now proposed to take a strip about 85 ft. wide off of the northern end. The power plant can then be located at H-8,950 W-10,950 and any additional buildings such as the movie-ship service building could be located east of this. As such a plan would probably interfere with the wards (noise and crowds) at the dispensary, this strip could be taken from the southern end of the maale across from the BOQ. Regardless of the location, the power units should be properly muffled to reduce noise to a minimum. The
sites of buildings #14 or #73 could be used for power plant or other industrial use once replaced by new structures and when no required for storage spaces.

17. Building #6 would be an ideal industrial-storage building if emptied of coal and given about $10,000 of repairs and alterations. The only necessity for its present use as a coal storage is the present station ship ONTARIO. If the ONTARIO could be replaced by an oil-burner, it could fuel from the Matson liners monthly until our tank storage is completed, and building #6, with its 15,000 sq. ft. floor area and 336,000 cu.ft. volume, could be used for 150,000 cu.ft. of storage and 7,500 sq.ft. of industrial shop space. If this station had one of the old converted (one boiler room) four stack destroyers as a station ship, 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 20 days to make the same trip. It is realized that the fleet probably cannot and will advantage even if only used to contact planes from Honolulu at Canton Island.

18. Before this work is very much further along, it may be advisable or necessary to erect some cheap houses for the contract personnel. Experience in Alaska showed that housing for the key personnel had to be provided in order to get and keep good men. So far, only one case has come up and he was fortunately able to rent a house in Utulei. If this does become necessary, it is suggested that houses with a bedroom, bath, closet and kitchen enclosed and with a large screened porch be erected. Built duplex these could be rented for $15 or $20 per month and although they would not pay for themselves by the termination of the contract work, they could be used to great advantage in the future as quarters for married enlisted men and civil service personnel.

19. The Dispensary and CPO plans appear to be excellent on first glance, but the Senior Medical is raising the devil about them. I am a bit doubtful about asphalt tile floors but will admit that I have
not had much experience with them. If they will resist heat and dampness, they will do.

20. My $25,000 plus $15,000 allotment is getting holy hell. Every time I turn around the Commandant issued another order for something extra on the marine tent camp or temporary ammunition storage. These and NSA purchases for contract, keep its back to the wall.

21. Our relative humidities are:

<table>
<thead>
<tr>
<th>Maximum</th>
<th>100%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum</td>
<td>44%</td>
</tr>
<tr>
<td>Average</td>
<td>60%</td>
</tr>
</tbody>
</table>

In connection with the cooling system for the generators, I would suggest some form of heat exchange for the Diesels as our fresh water for cooling purposes may be restricted at times.

22. It is our intention to make withdrawals of fuel, Diesel and gasoline at or near the wharf to ships alongside. All gasoline issue is now done in building #59 which could be altered for use as a general gasoline issue house. Diesel will also be required at the Power Plant and for this I was figuring on a branch line with a nominal storage in the Power Plant. Gasping of planes at an air field will have to be done by tank trucks filling at the station (building #59) or at any other issue point desired. One near the tank site may be more desirable by virtue of being nearer the possible air field site.

23. I would appreciate it if you would send me such rubber stamps as "certified correct and just", "approved", etc., as you desire used.

24. As regards location of the Power Plant; for temporary plant the Commandant wants it at W-8900 W-10500. He does not desire to bother about the location of the permanent bomb-proof yet. However, I would suggest the present site of building #24 or better yet, tunnelad back into a hill side as behind building #44.
25. Mr. Dunlap will have all necessary information on the rock crushing, trucks, and other equipment needs.

26. I hope that your appendix removal was satisfactory — when they removed mine, they didn't get it. I am very glad to hear from Lt. Comdr. Watson and hope that one or both of you will be able to see our work here sometime soon.

(G.K. BRODIE Confidential Serial 5126 dated 10 Feb. 1941)

On 27 May 1941, C.H. DERBY, Resident Officer in Charge, wrote the following letter to the Officer in Charge, Contract NOy-4173 in regards to the defense facilities to be installed at Samoa:

1. It is evident from references that an understanding of what is to be included on defense projects is necessary between Samoa and Pearl Harbor. A summary is herewith submitted giving our opinion on the subject and it is requested that Samoa be informed by dispatch whether or not the conclusions meet with Pearl approval.

2. On April 25 ROINC Samoa requested by dispatch the authority to build shelters, observation posts, improve and cut trails and install beach defense positions as a change to contract of one hundred thousand dollars. This estimate was insufficient for the job.

3. Budocks then asked by dispatch on May 4 for an itemized cost breakdown of the one hundred thousand dollar change requested and recommended that items be omitted or reduced in scope from the seven million four hundred and fifty thousand dollar development since no additional funds were available. Budocks further stated in this dispatch that thousand dollars was available in the 1942 Naval Appropriation Act for the road from Pago Pago to Fagasa and asked if the construction of this road would reduce requirements for improvements to trails contemplated.
4. On May 13 ROINC Samoa sent a dispatch to the bureau stating that the ultimate cost of the Pago Pago to Fagasa road would approximate one hundred thousand dollars, that Samoa would use fifty thousand dollars from the amount allotted for relocation of native villages and requested fifty thousand dollars for the completion of the project.

5. The one hundred thousand dollar road project should not be confused with the estimated one hundred thousand dollar change requested in paragraph 2.

6. Buds in a dispatch on May 18 authorized construction of work contemplated in paragraph 2 stating that these items of work would be included in a supplemental agreement to NOy-$173. This dispatch stated the work would be included under the item for gun emplacements and magazines estimated to cost one hundred and seventy-five thousand dollars. It was also requested that ROINC, Samoa, dispatch an itemized breakdown including the project setup in paragraph 2 and all gun emplacements and magazines required.

7. An estimate had been in preparation for several days and on May 20, ROINC, Samoa, dispatched an estimated breakdown as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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<tbody>
<tr>
<td>a. Gun emplacements</td>
<td>$250,000</td>
</tr>
<tr>
<td>b. Magazines</td>
<td>60,000</td>
</tr>
<tr>
<td>c. Machine Gun Emplacements</td>
<td>25,000</td>
</tr>
<tr>
<td>d. Machine Gun Magazines</td>
<td>25,000</td>
</tr>
<tr>
<td>e. Observation Posts</td>
<td>12,000</td>
</tr>
<tr>
<td>f. Fifty miles trails</td>
<td>140,000</td>
</tr>
<tr>
<td>g. Beach Defenses</td>
<td>75,000</td>
</tr>
<tr>
<td>h. Shelters for Gun Crews</td>
<td>70,000</td>
</tr>
<tr>
<td>i. Water Supply</td>
<td>10,000</td>
</tr>
<tr>
<td>j. Skidoists and Machinery</td>
<td>100,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$797,000</strong></td>
</tr>
</tbody>
</table>

This dispatch was answered by a dispatch from the Officer in Charge on May 23, stating that no additional work can be authorized beyond the total one hundred seventy-five thousand dollars which is now item thirteen and that any over-expenditure must
be taken out of other projects. This dispatch also stated that item thirteen was exceeded in cost to the amount of fifty one thousand dollars.

8. It is possible for ROINC to estimate within reasonable limits the probable costs of projects contemplated and to expedite construction but there is no way to obtain financial control either by accounting methods here or by requests for amounts of money available in the various allotments; ref. your dispatch number 210238. Therefore, it is suggested that, before any work is done on the additional items of work set up, ROINC furnish OINC with an estimate of cost of each project in the outline of proposed projects. OINC may be then acquainted with the total probable cost of the job as contemplated; no additional items would be included in these estimates.

9. The estimates may be sent by dispatch with each project indicated by number from one to fifty. We can then be guided by your desire to decrease or increase the scope of the work and expedite the building program.

(ROINC Confidential Serial 5454 dated 27 May 1941)

Upon the outbreak of hostilities with Japan the Public Works Department and contractors were the major unit which had responsibility of preparing the island against any attack that might be made by the enemy. All routine matters were thrown aside for those with high priorities. Guns which had been laying on the docks for months were immediately installed as part of the harbor defense. The families of the Naval personnel were evacuated to less strategic areas. To successfully perform the evacuation the Public Works Department was required to
setup temporary living quarters in less vulnerable areas. Approximately 150 high priority jobs were laid out after the eighth of December. All able-bodied Samoans were called to assist in construction of defenses. The Samoan women and children were encouraged to plant a sufficient number of food producing crops to maintain a supply for the Samoans because the shipping space was so valuable at this time that a very small amount of supplies could be transported into the island. It was desired that the Samoans be as self-supporting as possible. The raising of sufficient food was a problem which was encountered throughout the war. It was difficult to make the Samoan raise his own food when he had money in his pocket.

In many instances the roads and trails had to be completely rebuilt because of their deplorable condition. Some of them had to be widened. The work was held up to a great extent because of the Samoans' lack of stamina. They were able to work only eight to ten hours a day.

In the middle of December 1941, the Contractor's men began to grow uneasy and there was some indication that they desired to go back to the United States. The Resident Officer in Charge, Tutuila sent a dispatch to Officer in Charge, Pearl Harbor requesting that wages
be equal to that of the West Coast. (62)

On 3 February 1942, the Commandant wrote a letter to the Bureau of Yards and Docks giving a description of the job orders and the estimated cost which were under construction totaling $175,128.00 and also an additional request for $450,000 for emergency military construction. (63)

The Resident Officer in Charge, Tutuila Contract NOy-4173 wrote a general report dated 4 March 1942, to the Officer in Charge, Pearl in which he cited the difficulties which were encountered in the construction work, especially since 7 December 1941. This report is attached as appendix "F".

In another letter dated 16 April 1942, the Resident Officer in Charge, Tutuila submitted a report of the progress to the Officer in Charge at Pearl Harbor. At this time it was almost impossible for an accurate accounting of the defense projects which were underway on the island. They were continually changing and the one project would have a high priority one day and the next day it would drop to the lowest precedence on the list. The Contractors and their crews were using their equipment and personnel to unload the ships, they were responsible for the maintenance of the roads on the island. It was even necessary to
utilize the services of some of the trucks to haul the garbage of the military and Naval units to maintain satisfactory sanitation. At this time the Officer in Charge felt that it would be necessary to keep the contractors even if a construction battalion was sent to the island. (64)

In March 1942, plans were under way to establish boat booms around the island of Tutuila as a part of the defenses. (65) However, upon application for the necessary materials the Bureau of Ordnance recommended that this project be abandoned because of the great expense, the distance from enemy bases, and the large amount of shipping space that would be necessary to get the materials to Tutuila. Because of the recommendations of the Bureau this project was abandoned.

Preparations were made for the arrival of the Seventh Construction Battalion on Tutuila about 29 July 1942. The switch from the contractors to the construction battalion was to be made in one day. However, contractor department heads decided to stay on the island for a sufficient period of time for the Officer in Charge of the Seventh Construction Battalion to become thoroughly indoctrinated. The contractors had loaned some of their equipment to the Second Construction Battalion on Wallis Island and Upolu Island.
which they were willing to leave on these islands until all construction was finished. (66)

The Commanding Officer of the Eleventh Construction Battalion submitted a progress report to the Commandant on 13 February 1943, in which he gave a summary of the status of the major projects during the period from 26 August 1942, to 13 February 1943. This progress report is attached to the history as appendix "G". By this time the majority of the projects on the island were completed. (Additional information may be obtained by reading appendix "H" which also includes the progress reports for 15 April 1943, 1 June 1943, 1 August 1943, and 15 October 1943. These reports show the status of the projects on the island and how much progress was made and what was constructed.) By October 1943, practically all defense construction was completed, and the projects which were listed as uncertain were later abandoned.

One of the major problems with which the Public Works Department had to contend was filariasis. The construction units lived in the field and so were constantly exposed to the mosquito which bore the disease. A great number of personnel were surveyed to the United States, and many working hours were lost.
By January 1944, practically all of the work of the construction battalions were finished. Their only use was to perform progressive maintenance of the facilities on the island, and to salvage excess materials for shipment to forward areas. Commander G. G. WERNER wrote a letter dated 15 January 1944, pertaining to the status of the equipment on hand and also stating what equipment would be available for shipment forward. This letter read as follows:

STATUTORY OF CONSTRUCTION AND RECOMMENDATIONS FOR DISPOSITION OF MATERIALS AND EQUIPMENT, TUTUILLA, AMERICAN SAMOA

1. A survey of work remaining to be completed by the Second Construction Battalion reveals that the following current construction remains to be completed: 1. Wood platform for garbage dock. 2. Dredging mudflats offshore from piers and marginal wharf at Convoy Escort Repair Base. 3. Completion of 120,000 barrel fuel oil tank farm. 4. Repairs to boat landing at Fagasa Bay. 5. Repairs to fender piling at the oil dock. 6. Dredging for crash boat basin at Tafuna Airport.

2. It is estimated that all work listed above with the exception of repairs to the fender piling at the oil dock, and dredging for the crash boat basin at Tafuna will be completed within two weeks or by February 1.

3. Completion of repairs to the fender piling system at the oil dock is indefinite and should be accomplished by C.H. Maintenance Unit #506. It is estimated that completion of dredging for the crash boat basin at Tafuna Airport will be March 1, 1944. However, this work should not delay movement of the Second Construc-
tion Battalion, for it is work that can be accomplished by C.B. Maintenance Unit #506.

4. With Tutuila assuming a new mission as a Naval base on March 1, and with all primary projects complete as of 1 February it is recommended that the Second Naval Construction Battalion, made up of the Fourth and Fifth detachments, be moved from Tutuila to an area for rest and recreation and further disposition. Such equipment as is needed by the CERU and by C.B. Maintenance Unit #506 to be left at Tutuila, and all other equipment delivered to the Russell Islands as soon as practicable. Equipment which cannot be properly repaired at Tutuila should be top-loaded for discharge at Espiritu Santo, in order that it may be repaired by C.B. Detachment 1007.

5. After providing the Yards and Docks equipment for CERU and Base Maintenance Unit #506, necessary for their proper operation, Enclosure (A) represents a list of island and Second Construction Battalion organic equipment which can be shipped forward to Espiritu Santo, and Russell Islands. On the recommendation of Captain Sullivan, ComSeron, and Commander Burkart, Officer in Charge, CERU, two 2½ cu. yd. dump trucks, two 5-ton platform trucks, one 3-ton crane, one 20-ton crane, and one gasoline driven portable saw have been allocated to CERU.

6. Existing facilities which can be recovered and are needed in the forward and combat areas consist chiefly of reserve stocks of materials and supplies and prefabricated houses. Salvageable materials from other than prefabricated houses consists of: lumber, electrical distribution wire, insulators, pipe and fittings and galley equipment. It is expected that approximately 400,000 bd. ft. of lumber will be realized by this salvage operation exclusive of the complete prefabricated houses.

7. Enclosure (B) is an inventory of materials at Tutuila held in stock, a major portion of which should be shipped to the Russell Islands immediately for use in the combat area.
8. Enclosure (C) shows the incidence of filariasis by months for the Second Construction Battalion, and indicated that about 43% of the personnel have been surveyed because of this disease and that another 35% show definite evidence of the disease. Only approximately 22% can be considered probably free from infection. 6% have been found completely free of this infection.

9. There is a tire and tube repair plant with a capacity of twenty retreads per day at Tutuila. Consideration should be given to moving this plant forward.

10. A completely equipped machine shop, originally installed by the contractors NGY-4173 and now manned by the Second Construction Battalion is in service at Tutuila. This shop is in addition to the repair facilities installed at the Convoy Escort Repair Unit. It is recommended that the equipment in this shop be moved forward.

11. A list of communications and construction maintenance and transportation equipment in possession of the Marine Air Facilities Unit at Tafuna, which we considered to be available for use elsewhere will be forwarded to ComSoPac by Lieut. Coq. B. Reisweber.

12. Sufficient excess materials and equipment are available now to fill an AK and such a carrier should be ordered into Pago Pago as early as possible to load and transfer it to the Russell Islands.

Comdr. G. G. WERNER
Lieut. J.K. SHIPPEY

ENCLOSURE (A)

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<th>NAME</th>
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<th>MODEL OR CAPACITY</th>
<th>Send OUT</th>
</tr>
</thead>
<tbody>
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<td>4</td>
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<tr>
<td></td>
<td>Caterpillar D-7</td>
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<tr>
<td></td>
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</tr>
<tr>
<td></td>
<td>Allis Chalmers HD-14</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>MAKE</td>
<td>MODEL OR CAPACITY</td>
<td>SEND OUT</td>
</tr>
<tr>
<td>---------------------</td>
<td>-----------------------</td>
<td>---------------------</td>
<td>----------</td>
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<tr>
<td>Tractors (cont'd)</td>
<td>Allis Chalmers</td>
<td>HD-14 minus blade</td>
<td>3</td>
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<tr>
<td></td>
<td>Allis Chalmers</td>
<td>HD-10</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Allis Chalmers</td>
<td>HD-10 minus blade</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Allis Chalmers</td>
<td>HD-7</td>
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</tr>
<tr>
<td></td>
<td>Allis Chalmers</td>
<td>M (poor condition)</td>
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<tr>
<td></td>
<td>International</td>
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<tr>
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<td>R 3 C</td>
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<td>Gar Wood</td>
<td>HD-14</td>
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<td>Dozer Blades</td>
<td>La Plant-Choate</td>
<td>D-8</td>
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<td>Gar Wood</td>
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<td>Hyster</td>
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<td>Northwest</td>
<td>80 2½ yd crane</td>
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<tr>
<td></td>
<td>Northwest</td>
<td>#25 3/4 yd</td>
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<tr>
<td></td>
<td>F &amp; H</td>
<td>3/8 yd</td>
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<td>WSB-822</td>
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<td></td>
<td>Wooldridge</td>
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<td>Bucyrus-Erie</td>
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</tr>
<tr>
<td>Ripper</td>
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<td>1</td>
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<tr>
<td>NAME</td>
<td>MAKE</td>
<td>MODEL OR CAPACITY</td>
<td>SEND OUT</td>
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<tr>
<td>Transit Mix</td>
<td>Ford</td>
<td>2 1/2 ton</td>
<td>3</td>
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<td>Williamette-Hyster</td>
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<td>Rex Le Roy 14-S, Portable</td>
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<td>Koshring-Dandie 73</td>
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<td>Plow</td>
<td>H-4 Flat Bottom 14&quot;</td>
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<tr>
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<td>Lorain MC-4</td>
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<tr>
<td>Trucks</td>
<td>Mack 5 yd dump, 2 wheel drive</td>
<td></td>
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<tr>
<td></td>
<td>Euclid 15 yd, 2 wheel drive</td>
<td></td>
<td>8</td>
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<tr>
<td>Weapons Carriers</td>
<td>Dodge 3/4 ton 4x4</td>
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<td>International 1/2 ton 4 x 4</td>
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<td>Arc Welder</td>
<td>Lincoln</td>
<td></td>
<td>5</td>
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<tr>
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<td>Muncie</td>
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<tr>
<td>Refrigerator</td>
<td>Hussman, 150'</td>
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<tr>
<td>Generator</td>
<td>Brance-Krachy 18.7 K.W.</td>
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<tr>
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<td>Kato 12 1/2 K.W.</td>
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<td>Distillation Unit</td>
<td>Klarkson</td>
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<td></td>
<td>Cleaver Brooks 5,000 gallon</td>
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<tr>
<td>Batching Plant</td>
<td>Portable 30 yd.</td>
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When the Commandant of the Naval Station Tutuila assumed command of the Samoan Defense Area he appointed the Public Works Officer as Salvage Officer for the Samoan Defense Group. It was his responsibility to assemble all of the salvage information necessary to enable Commander South Pacific Area and Force and Commander Service Squadron South Pacific Force to send ships into the area to pick up the material which was in excess. A section of CEMU 506 was retained on the island to assist in salvage work. Examples of these reports are compiled to make Appendix I. From November 1944 to January 1945 CEMU 504 assisted CEMU 506 in this work. By 1 January 1945, all of the excess gear was sent out of the area or surveyed. On 31 March, 1945, CEMU 506 departed, and Public Works reverted to peacetime operation. For further detailed information see Appendix "J".
MEDICAL DEPARTMENT

As of 1 August 1945, the Medical Division had the following facilities:

1. A 110 bed dispensary, which is located on the Naval Station. It has three wards, a sick officers' quarters, laboratory pharmacy, X-ray room, operating room, sick call treatment room, Eye-Ear-Nose-Throat Clinic, administrative offices, galley, morgue, and a small dental building adjacent, which has three dental units and a prosthetic laboratory. There is also a small first aid dispensary located at the Naval Air Facilities at Tafuna Airport.

2. The dispensary is a modern building and is ideally constructed for the tropics with good cross ventilation. It has adequate space for the needs of the Naval personnel. It was remodeled in February 1944.

3. The hospital consists of a staff of three doctors, one dentist, one Navy nurse and twenty two corpsmen.

4. There are three warehouses which are available for storage of medical supplies. All drugs are stored at the dispensary.

5. The personnel treated are members of the Fita Fita Guard and Band, Discharged Samoan Marines and all members of the Armed Forces and Merchant Marine.

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From the outbreak of hostilities to 25 April 1942, all medical treatment was given at the Naval Dispensary. In the latter part of April 1942, another group of Marines landed on the island with Mobile Hospital Number Three as a part of their unit. The Hospital was under the jurisdiction of General F.B. PRICE, USMC, and the Navy had little to do with control or operation of this unit until 1 March 1944, when the Commandant of the Naval Station Tutuila assumed command of the Samoan Defense Area. Mobile Hospital Number Three left the island on 1 April 1944. (67) While Mobile Hospital Number Three was located on the island the majority of the patients were treated there. At the end of this period the dispensary again took over the maintenance of Hospital facilities on the island.

Mobile Hospital Number Three was located at the village of Mapasaga which lies about eight miles west of the Naval Station. Because of the distance, difficulty was sometimes encountered in transporting the patients from the Naval Station to the hospital.

As has been mentioned elsewhere in the history Filariais was the major disease on the island. During the period when large numbers of military personnel
were living in the field it incapacitated a great num-
ber of the officers and men.

A Filarial Board made a survey of the disease in
July 1943. The report submitted by this board as to
their findings is submitted as Appendix "K".

In the latter part of July 1943, Filaria was
as high as 50 to 70 per cent in some of the units on
Tutuila. The lowest rates were 6 per cent. The Naval
Station had none at all. The Navy had been on the is-
land since 1900 and none of the personnel at the Naval
Station had ever contracted the disease. Up until the
time of World War II it was thought that Caucasians were
practically immune to Filariais. This theory was re-
vised shortly after the arrival of troops on the island.
(68)

The major job of the Medical Department of Tutuila
at the present time is to maintain medical facilities
for the islands of American Samoa. This also includes
mosquito control and sanitation. Now that the Naval
Station is practically on a peacetime basis the health
of the Samoan is of major interest. While the war was
in full operation the Samoan medical facilities were
neglected, but now a new hospital is being erected for
their use and steps are being taken to teach the Samoans how to take care of their families and to adopt proper sanitary measures.

Appendix "L" gives detailed information on the number of patients treated and the number of personnel which were attached to the dispensary during the war years. Some of the data listed has bearing upon the number of Samoans which were entered as student nurses or as medical cadets. This is included for general information.
SHIP REPAIR BASE

Construction of the Destroyer Repair Base now called the U.S. Naval Ship Repair Unit was started on September 1942 by the Eleventh Construction Battalion, and was put in operation in February 1944. (69) Prior to this there were several letters exchanged between Commander in Chief, Pacific Fleet; Commandant, Naval Station Tutuila; and Commander Destroyer, Battle Force in regard to ship repair facilities at Tutuila, Samoa. (70) The recommendations by Commander Destroyer Battle Force were based on the assumption that operations in force could be expected in the general area to the westward of the Samoan Islands for a considerable period of time. These recommendations received the concurrence of Vice Chief of Naval Operations. Equipment and personnel were to be assembled at the advance base section Oakland, California, not later than 1 July 1942. (71) Instructions had been received from Commander in Chief Pacific Fleet to provide suitable location for shops and facilities accessible to ships. (72) At this time the site was chosen for the ship repair unit at the foot of Mt. Alava, directly across the bay from the Naval Station. (See Appendix "M"). In the early part of September 1942, the first month of preparation for the ship repair
unit was devoted almost entirely to preliminary work and planning. Road repairs had to be made and plans for the base developed before any work on the repair base itself could be started. Poor conditions of the roads delayed all work as they were almost continually blocked by cave-ins or wash-outs at the beginning of construction, but as more work was done this situation was greatly alleviated. There were no facilities for berthing and messing and men were forced to commute by boat from the U.S. Naval Station and live under most undesirable conditions.

The Eleventh Construction Battalion was relieved by the Second Construction Battalion prior to completion of the Repair Base. The Second Construction Battalion finished the construction of the various piers.

By February 1943, the base was completed to the degree that limited repairs could be made. In February 1944, the base was ready for full operation. On 17 February 1944, the base was officially designated as U.S. Naval Ship Repair Unit, Navy 129. (73) The total cost for construction of buildings at this unit was estimated at $884,860.00; for machinery $344,232.50; and vehicles $48,489.63.
The mission of the Ship Repair Unit was the servicing of vessels operating in this area particularly hull and machinery repairs to destroyer escort vessels. The unit was known as the Convoy Escort Repair Unit until officially designated as U.S. Naval Ship Repair Unit as a separate command. (73)

A number of small craft attached to the Samoan Defense Group were given repairs here. Upon completion of Ship Repair the war was moving rapidly to the north and west, and for the most part the mission of this unit was not fulfilled as a Convoy Escort Repair Unit.

In October and November 1944, the cut down of the Ship Repair Base began due to changes in complement for the base. Following the inspection of the base and its facilities by Vice Admiral W.L. Calhoun, Commander South Pacific Area and Force, on 8 March 1945, and Captain Hoos, connected with Commander Service Squadron South Pacific Force, more drastic cuts were made in personnel. Trained personnel were badly needed in forward areas at this time. Later some machine tools were shipped forward.

At the present time the unit is considered to be cut to the barest minimum. Considering the amount of machinery, equipment and buildings, the present comple-
ment barely meets the needs of a rigid maintenance pro-
gram and limits the effectiveness of the unit to minor
ship repairs.

The mission of the Ship Repair Base is to initiate
minor repairs to ships coming through this area and
those attached to the Samoan Defense Group.
NAVAL AIR FACILITIES

The Naval Air Facilities as existed on 1 August 1945, are listed in the base facilities report which is quoted on pages 5 and 6 of this history. The current mission of Naval Air Facilities is quartering of transient personnel and refueling of transient airplanes, weather forecasts, servicing of the islands in the Samoan Defense Group, and air rescue work. Either a R4D or PBY flies to all of the islands which are under the command of the Commandant of the Samoan Defense Group once every two weeks. The purpose of these flights is to deliver mail, passengers, movies and any other provisions that might be necessary for the bases.

Construction on the airstrip, to be of a permanent nature, was begun at Tafuna in July 1941 (74) and the airstrip was placed in operation in March 1942. (75) However, this was only the actual airstrip, at the time 200 feet by 3,000 feet, and most of the adjacent facilities were later constructed. In May 1944, Construction Battalion Maintenance Unit 506 expanded the Tafuna airstrip to 500 feet by 6,000 feet and also constructed an auxiliary fighter strip, which was 200 feet by 2,000 feet. (76)

In conjunction with the airstrip at Tafuna an emer-
gency airstrip was under construction at Leone which was 300 feet by 3,000 feet. It was started early in 1943 - probably in January. (77) The Leone airstrip was completed on 30 September 1943. (78) It was abandoned, however, in early 1945 because of turbulent air currents and lack of use. Only two planes landed on the airstrip.

The Tafuna airstrip was originally well supplied with bombs and ammunition storage facilities were adequate and well placed. A large amount of this ordnance is still on hand for training or awaiting survey. At present there is no need for ordnance other than for small scale training. The ordnance facilities were never used for combat operations.

In the early history of the airstrip at Tafuna it was used entirely by Marine aircraft squadrons, and then later as the war moved forward, they were moved to more active areas. There was a squadron of OS2U's located at Pago Pago Harbor during the construction of the airstrip, but on completion of the airstrip they were transferred. Pago Pago Harbor was impractical for the use of seaplanes because of the bend in the harbor and the high mountains on three sides.
In March 1944, Scouting Squadron 51 reported to Tafuna for duty. A small detachment of three pilots and eight enlisted men were left at Upolu and two officers and six enlisted men were sent to Wallis Island to maintain a routine air patrol and report ship sightings. These patrols were first maintained by OS2U type planes and then later SBD's were used. V.S. 51 was decommissioned 15 September 1944, and search patrols were discontinued.

The airstrip at Tafuna is ideally located, being the closest piece of flat land to the Naval Station. It runs across the lagoon at 89 degrees taking advantage of the prevailing winds. There are very seldom any cross winds. The lagoon furnished adequate coral for the construction and maintenance of the strip. The approaches are somewhat restricted from the west to east, but to pilots who are familiar with the field they cause no concern. The site has very few mosquitos because it is open to the wind, therefore cutting the incidence of filariasis practically to zero.

The weather conditions at Tafuna are generally favorable for flying and the field is usually only closed in for more than an half hour. The only time
that it becomes necessary to close the field is when
the cloud ceiling drops to one thousand feet during
the wet season from November to March. This is done
because of the hazard of the mountains for east to
west landings. Although the average rainfall at Tafuna
is 140 inches a year it is very seldom that the field
is too wet for operational use. The visibility is
usually good, averaging from 15 to 20 miles. For
further information see Appendix "N".
THE SUPPLY DIVISION

The Navy Supply Division has been one of the most important units on the island of Tutuila. It has been this division's responsibility to keep the logistics train functioning smoothly.

The Supply Division as it existed 1 August 1945, has the responsibility for furnishing supplies to all Army and Navy bases in the Samoan Defense Group and also the Naval garrison at Tonga. This is all done by air, one APC and one H boat. It also handles all loading and unloading of ships at Tutuila. For further detailed information see pages 4, 7-10 in Part One of the present history.

In the pre-war stages Supply handled all of the material which was shipped in for the Contractors under Contract NOV-4173 and for the Seventh Marine Defense Battalion. There was little expansion during this period.

Upon the arrival of the first large contingent of Marines the problem of logistics began to become greater. The division had 2500 civilian employees on its payroll and the warehouse facilities were expanded to include all space and buildings on the Main Dock and all available space on the Naval Station. Four or five ships were arriving every week to discharge their cargo. Supply facilities became so congested that it became
necessary to establish dumps in the outlying villages.

In the spring of 1942 the Tank Farm at Utulei was completed, and construction of the Oil Dock adjacent to the Governor's Landing was underway. The Oil Dock was not completed until late in the year of 1942. Prior to the completion of the oil dock a temporary fuel system was established between the Tank Farm and the ships. However, with the arrival of large numbers of Marines the problem of Supply was turned over to the Marine Corps. The only responsibility that the Naval Supply Department had was that of supplying the Naval units on the island.

When large numbers of Marines were evacuated to more active areas the functions of the Supply Department became more important. In December 1943, the Supply officer of the Naval Station was made responsible for furnishing supplies to all Naval bases in the Samoan Defense Area. (79) The bases which were included in the Samoan Defense Area at this time were Funafuti, Nanomea, Nukufetau, Upolu, Wallis and Tutuila.

On 1 March 1944, the Commandant assumed command of the Samoan Defense Group. All of the logistics became the responsibility of the Supply officer at Tutuila. Bases in the area were serviced by small craft assigned to the Commandant. It was also the
Supply officer's job to collect all of the excess material which had been left on the islands, determining which materials were still in good enough condition to send to more active areas. This was an especially difficult job in some cases because the supplies had been stockpiled in the field and the undergrowth had completely covered them.

In June 1944, the redeployment program was instituted and only those supplies and equipment were maintained to keep the base functioning in accordance with the program. It was during the period from December 1943 to October 1944, that the Supply Division was at its peak. On 1 July 1944, the area of jurisdiction for the Commandant of the Samoan Defense Group was extended to include Bora Bora, Penrhyn and Aitutaki. These bases too would be supplied from Tutuila.

With the roll-up of the base the large numbers of civilian personnel were no longer needed, and the payroll was reduced from 2500 to 700 men. This payroll is constantly being decreased as the base becomes smaller, and the activities of the Samoan Defense Group diminish.
One of the difficulties which has been encountered in 1945 was in commissary items. Items such as cheese, cabbage and bacon began to arrive on reefer ships in enormous quantities irrespective of the amounts on hand. At one time there was enough cheese on hand for a seven years supply. However, throughout the period of the war no major logistics problems were encountered. All requisitions were handled as rapidly as possible by the Commander of the Western Sea Frontier.

Throughout the entire war period Samoan personnel were used wherever possible releasing the Navy personnel for more vital jobs. The Samoans performed very satisfactorily. Although the Samoan did not have the stamina of a Caucasian, he could work for about ten hours a day without losing his efficiency. For more detailed information see Appendix "0".
CAPTAIN OF THE YARD'S OFFICE

The history of the Captain of the Yard's Office covers the operations of the Naval Station as a whole. This office is sub-divided into smaller divisions: Fita Fita Guard and Band, Port Director's Office, Nets and Booms, Ordnance including mine operations, Underwater Harbor Detection, Ship's Service, Chaplain's Office and Welfare and Recreation. For further detailed information see Appendix "P".
A. FITA FITA GUARD AND BAND

The Fita Fita Guard and Band history dates back to 1900 when the organization was started on the Naval Station, but since this history is primarily concerned with the part played in World War II, the history starts with the year 1941.

With the coming of 1941 and the outlook for war the Fitas were trained intensively in various defense duties. At this time Fitas visited villages of the island of Tutuila and also islands of the Manu'a Group for the purpose of training members of the civilian population along military lines. This was the Samoan equivalent of the home guard which was organized in the United States at the same time. On 20 July 1941, thirty Fitas were assigned to the 7th Defense Battalion for training purposes. (80)

On 7 December 1941, the Fitas assisted in manning the defenses of the island with the 7th Defense Battalion. On 26 January 1942, they were relieved of helping to man Battery "B" by Marines who had landed on the island in the meantime. Also on 7 December 1941, all Fita reservists who were on inactive duty reported for active duty and were assigned to different posts.
After three days though, they were returned to inactive duty upon verbal orders of the Commandant of the Naval Station.

During the remainder of the war the Fitas performed various duties such as mansing outposts, interior guard, manning small boats and manning a great many of the major defenses on the island.

By 1945 the war had moved away from this area and a redeployment plan utilizing Fitas as special duty men was inaugurated. This plan has worked out very favorably, and now Fitas are being assigned to various activities of the Naval Station.
B. PORT DIRECTOR'S ORGANIZATION

With the bombing of Pearl Harbor and the United States entering World War II, the Office of the Port Director began to expand. Many ships were to be routed to Tutuila for onward routing to other islands in the Pacific. Ship arrivals jumped from three in December of 1941 to fifty-six in December of 1942. In January 1943, was the beginning of one year of intense shipping. In March 1943, there were 121 arrivals of vessels of all sorts. However, in February 1944 there was a steady decline. Arrivals per month dropped from around fifty to less than twenty. Arrivals now average about twenty per month with the major portion of the arrivals being small inter-island craft. For a clear picture of the numbers of ships which have been routed to Tutuila, Appendix "Q" is attached here-to showing the ships by month and set up in the form of a graph for comparison purposes. For a picture of a typical ship movement Appendix "R" should also be noted.
C. NETS AND DOCKS

Anti-torpedo nets were laid and put into operation in January 1942, at Tutuila. Prior to this time there had been an exchange of letters between the Commandant of the Naval Station, Tutuila, Chief of Naval Operations, and Bureau of Yards and Docks as to the most suitable place to build the storage building for the Net Depot. (81) The Chief of Naval Operations, after completing a study of Pago Pago Harbor in connection with underwater defenses, proposed installing a double anti-torpedo net. (82) It was considered that these torpedo baffles would safeguard ships anchored in Pago Pago Harbor from torpedo fire through the entrance and from the open sea. These nets were to be 350 yards in length and to extend between Blunts Point and Whale Rock, and from Whale Rock east approximately the same distance. This would leave an open channel of about 300 yards to the east of the nets. The Commandant instructed a Planning Board to select a suitable location for the Naval Net Depot. (83) After considering the recommendations submitted by this board the Commandant recommended that the area on the shore of Pago Pago Harbor to the eastward of Whale Rock
as the most advantageous site. (84) The total cost of the Naval Net Depot as recommended was $137,700. On 2 June 1941, Chief of Naval Operations approved the proposed site for the Naval Net Depot. (85) Chief of Naval Operations in his letter of 20 May 1941, directed the Commandant to lay the net defenses of Pago Pago Harbor as soon as procurement of naturals permitted. (86)

In January 1942, the Bureau of Ordnance notified the Commandant that light indicator nets were being supplied for Pago Pago Harbor. (87) The site selected for the light indicator net was from a point on the southwest shore of Pago Pago Harbor slightly south of Blunts Point and running in a southeasterly direction towards Breakers Point. The light indicator net materials were received in March 1942, and the installation was immediately expedited. It was noted that the light indicator net deteriorated very rapidly, and on 9 April 1942, Chief of Naval Operations proposed replacing the present light indicator net with a heavy indicator net. (88) The proposed net materials were received on or about 4 August 1942. (89) The heavy indicator net installation was completed in March 1943, but through error the heavy indicator net was installed
on the harbor side of the anti-torpedo nets instead of to the seaward side as planned. (90)

On 26 March 1944, Commander Service Squadron South Pacific Force requested the Commandant to submit a list of net materials located at Tutuila with the view in mind of removing nets. (91) On 6 July 1944, the Commandant advised Commander Service Squadron South Pacific Force that all net equipment and moorings at Tutuila had been removed and were awaiting shipment. (92) This closed the activities of the Net and Boom Detail.
D. ORDNANCE

Early in 1941, the Navy sent a contractor to Tutuila to install four 6" 50 Cal. guns, these guns to be located on Blunts Point and on Breakers Point. The guns were so installed that they gave complete coverage of the harbor entrance. They were imbedded in concrete pits for protection of gun crews and were secured with ammunition from cellar type magazines, which were part of the pits. The service reserve magazine which held the bulk of the ammunition was situated in a bomb proof shelter in a valley located where both gun imbedments could be supplied and at safe distance from the guns. Ammunition was sent up the cliff by means of cable cars.

Two 3" 50 Cal. guns were mounted atop the hill directly behind Utulei; three 3" 50 Cal. guns were mounted around Goat Island and the adjacent waterfront. These guns were supplied with ammunition from ready service boxes. Other various caliber automatic small arms mounted in strategic positions constituted the anti-aircraft defense of the harbor area.

Mine laying activities at Tutuila commenced about December 1940, when Chief of Naval Operations requested
the Commandant to submit a plan for 100 contact mines. (93) On 10 March 1941, the Commandant ordered the Captain of the Yard to prepare the USS ONTARIO for the laying of mine fields to protect the harbor. (94) It appeared that the USS ONTARIO as late as July 1941, was the only vessel at Tutuila degaused and capable of mine sweeping. Later records of May 1942 show that the USS KINGFISHER, USS SWAN and the USS TURKEY were engaged in this work. On 15 April 1942, the Commandant reported to Commander in Chief Pacific Fleet that 400 mines had been laid around Tutuila in six fields. (95)

On 30 October 1942 Vice Chief of Naval Operations ordered a mine disposal unit to duty at the Naval Station Tutuila. (96) By the late spring of 1943 the mine fields had been swept by the station mine craft.
E. UNDERWATER HARBOR DETECTION

On 23 October 1941, Naval Operations notified this station that four complete sono-radio buoys were to be installed in this harbor. (97) This same letter instructed Bureau of Ships to arrange for immediate shipment of the equipment to Tutuila.

The sono-radio equipment arrived late in December 1941, and was tested inside the harbor. Upon anchoring the sono-buoys between Breakers Point and Tower Rock difficulties were encountered due to strong south easterly prevailing winds and a coral bottom. Ordinary Danforth anchors provided would not hold, so large concrete blocks had to be used. These securely held the buoys in position.

Continuous rough weather during certain periods of the year prevented servicing and during the month of October 1944, all the sono-buoys were out of operation. As a result of this poor operating record, Commander Service Squadron South Pacific Force proposed the re-location of the sono-buoys into more sheltered positions. (98)

In the latter part of 1944 the Commandant of the
Naval Station recommended that the sono-buoys be removed, but Commander in Chief Pacific Fleet did not concur with the recommendation and directed they be retained for the present. (99) In view of the roll-up, the Commandant held up on the relocation as proposed by Commander Service Squadron South Pacific Force. On 4 June 1945, the Commandant requested the immediate removal of the sono-buoys. (100) Commander Service Squadron South Pacific Force replied affirmative on 6 June 1945 by dispatch. (101) Instructions for removal followed by dispatch from Commander Service Squadron South Pacific Force on 7 June 1945. (102)

The sono-buoys were secured as of 12 June 1945. The station and equipment logs were sent to Chief of Naval Operations and on 19 June 1945, all harbor detection personnel were declared available, which closed the activity.
E. SHIP SERVICE DEPARTMENT

The former Ship's Service Department was closed on 19 November 1943, with a cash balance certified by the Bank of Samoa to be $40,000. From 19 November 1943 to 1 January 1944 the Base Depot Post Exchange operated the Naval Station Store as Branch No. 10. Since then, however, there has been a Ship's Service Store in operation at the Naval Station. On 1 March 1945, the Naval Station Store was moved to the new recreation building which afforded more room and attractive surroundings. On 19 January 1944, a Ship's Service Store was put into operation at Ship Repair, and on 11 March 1944, also at Naval Air Facilities. On 11 April 1944, all the stores had fountain facilities.

On 16 March 1944, the Welfare Department Cobbler Shop and Naval Station Barber Shop were transferred to Ship's Service. On 1 July 1944, Ship's Service Department took active operation of the Naval Station Laundry, and in March 1945, the Naval Tailor Shop and Marine Barracks Tailor Shop were taken over by Ship's Service.
Ship's Service has employed a great number of Samoans to help in its sub-units. This has been very satisfactory with the present organization functioning very efficiently. Curios have been bought from native craftsmen throughout the area, and the selling of these to the Armed Service personnel has been a thriving enterprise.

G. ACTIVITIES OF THE CHAPLAIN

There has always been a Chaplain at the Naval Station Tutuila. Divine services are held each Sunday at the Naval Station Recreation Hall since 25 February 1945, when it was completed by CEMU #506. Prior to this time Protestant Services were held in a warehouse, which was also used as the movie pavilion.

The Chaplain on this station was charged with collateral duties, such as Librarian, Training Officer, and Secretary-Treasurer, American Red Cross. Until 1 January 1945, the Naval Station Chaplain was also the Director of Education for the Government of American Samoa.
H. WELFARE AND RECREATION

The present Welfare and Recreation Department was established in March 1944. Athletic programs or schedules for bowling, basketball, softball, volleyball, and badminton were established for the island. Practically all activities had movie theaters, ball diamonds and courts. A small mimeographed daily newspaper is edited and published by the Welfare and Recreation Department. This paper, "The Tutuila Lyre" carries local and world-wide news. Monthly smokers (boxing matches) have been presented by the Department since early 1944, and have served as a medium for promoting good relations with the Samoan people. Civilians as well as service personnel have taken part in the smokers. A dance for all hands is held once every month in the Recreation Hall and music is furnished by the Fili Fita Orchestra or some civilian orchestra. Refreshments are served at each dance, and this monthly entertainment has proved to be very popular with the enlisted men on the island.
COMMUNICATIONS DIVISION

Radio communication facilities as existed prior to the outbreak of war may be summarized as follows:

1. All activities and equipment (transmitters, receivers, code room and offices) were housed in a one story concrete structure 55 feet by 55 feet which was constructed in 1918, and located on the Naval Station, Tutuila, Samoa.

2. Two 450 foot structural steel towers were erected in 1923.

3. The following transmitters were in operation in 1936:

   1 TAB 2 (2 Kw); 1 TBK-6 (500 W); 1 TAF-1 (1 Kw); and 1 TAV-3 was also available. (Communication Report, Naval Station Tutuila, Samoa)

4. Circuits operated in 1940 included:

   a. Honolulu- 15 schedules per day (TBK-6 and TAF-1)
   b. Apia- 3 schedules per day (Commercial Traffic)
   c. Suva- 4 schedules per day (Commercial Traffic)
   d. Swains, Tau and Ofu - Daily schedules.
   e. Weather Broadcasts - TAB-2.
   f. Commercial and Navy ship to shore traffic was also handled. (Samoan Area Communication Report dated 30 June 1940)

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There were approximately 70,000 words handled monthly during this year.

In 1940 the Communication personnel consisted of:
Two officers (one Communication and one Radio); one
Chief Radioman; five Radiomen first class; and three
Radiomen second class.

There is no record of the cryptographic allowance held prior to the war.

There was a Direction Finder Station established in September 1939. This station was under the direct control of the Chief of Naval Operations (OP 200). This station was placed in a caretaker status in August 1945. (104)

Upon the arrival of the Marines on the island all communication facilities were moved to a central location and combined with the Marine Corps' equipment. (105)

For an idea of the expansion of the Communications system at Tutuila the following radio circuits for 1943 are cited:

1. Honolulu - Continuous
2. Suva - Tongatabu - Bora Bora - Continuous.
4. Tau - Ofu - Six schedules per day.
5. Swains - Three schedules per day.
6. Tutuila D/F - Continuous.
7. Broadcast to Allied Merchant Ships - Four schedules per day.
8. Apia - Eight schedules per day. (Commercial Traffic)
9. Suva - Three schedules per day. (Commercial Traffic)
10. A continuous guard was also maintained on Noumea Lote and Honolulu Fox broadcasts.
11. A continuous watch was also maintained on 355 KC, 500 KC and 2716 KC. (106)

1 March 1944, when the Commandant assumed command of the Samoan Defense Group the cryptographic allowance was increased to class five and the Navy took over control of all the circuits in the Samoan Area from the Marines. The point to point circuit with Honolulu was secured sometime early in 1944. (107) NPM Fox and Noumea Lote were secured in the latter part of 1944. (107)

Circuits operated as of 1 September 1944 were:
1. Nandi - Auckland - Noumea - Continuous.
2. Funafuti - Bora Bora - Tongatapu - Continuous.
3. Upolu - Wallis - 0700 to 1900 local time daily.
5. Swains - Tau - Ofu - Three schedules daily.
6. AACS Tutuila - Tutuila D/F - Continuous.
7. Apia - Three schedules per day (Commercial).
8. Suva - Three schedules per day (Commercial).
9. Broadcasts to Allied Merchant Shipping - Four schedules per day.
10. Also a continuous watch was maintained on 355 KC, 500 KC and 2716 KC. (108)

In accordance with the redeployment program which was instituted throughout the South Pacific stations began to close their radios. Naval Radios Suva and Auckland were dropped in the latter part of 1944. Tongatabu was dropped in February 1945. (109) On 1 June 1945, Radio Tutuila stopped copying the daily basegram schedule from Noumea and now receives the majority of them by mail from Noumea. (110) On 1 June 1945, the cryptographic allowance was dropped to class three ashore. (111) On 23 June 1945, Radio Nandi was secured. (112)

The operating schedule as of 25 June 1945 was as follows:

1. Noumea - Continuous.
2. Funafuti and Bora Bora - Continuous.
3. Upolu - Wallis - Penrhyn - Aitutaki - 0700 to 1900 local time daily.


5. AACS Tutuila - Continuous.


7. Suva - Two schedules daily. (Commercial).

8. Broadcasts to Allied Merchant Shipping - As required.

9. A listening watch maintained continuously on 2716 Kc, 355 Kc, and 500 Kc.

10. Aircraft Communications are handled by Army Communication Service at Tafuna Airfield. (113)

The number of radio personnel in September 1944 consisted of 43 enlisted personnel and 15 officers. By June 1945, this number had been reduced to 32 enlisted men and 4 officers. (114)

The Communication Division also was responsible for the satisfactory maintenance for visual ship to shore communications. This was done by the signal stations which were established at Breakers Point and Goat Island. Goat Island has been secured as of May 1945. (115)
At the present time a long range building program is being planned. This program would call for the reestablishment of the receiving station and the high frequency transmitters. Experience had proved that the present transmitter which is located in Pago Pago Valley is not suited for high frequency transmission because of the surrounding mountains. The present location is satisfactory for low-medium frequency transmission and will be used for this purpose in the future. It is planned that in the future the Navy will assume the Aircraft Communications, thus doing away with dual communication facilities on the island. For further detailed information see Appendix "G".

A survey of the permanent D/F Station at Vaitogi was made in the spring of 1945. The report of this survey is attached as Appendix "I".
CONCLUSION

Upon the termination of hostilities with Japan the Naval Station at Tutuila, American Samoa began preparations for a full scale peacetime status. All personnel who were not needed for operation of the Station were declared in excess and sent back to the United States. However, the Commandant still has many of the responsibilities which existed during World War II. The Samoan Defense Group has remained under this command and it is the Commandant's Logistic and Operational responsibility.

The Naval Station at Tutuila has played a vital part in World War II. Now that the war is over it has concentrated its efforts on efficient rule of the Samoans with its primary responsibility as a defense outpost for the United States of America always well in mind.
NOTES - PART ONE

1. All above data on Tutuila was taken from Enclosure (A) of a Secret report made to the House Naval Affairs Sub Committee by the Commandant, Naval Station Tutuila, dated 31 July 1945, Secret Serial 00175.

2. ComSoPac Secret Serial 001678 dated 27 July 1944; Annex "B".


NOTES - PART TWO

5 - CNO Confidential ltr. Serial 07812 dated 22 March 1940 to Governor American Samoa.

6 - Commandant Confidential letter Serial 264 dated 16 July 1940 to CNO.

7 - Director, Naval Districts Division ltr. Confidential Serial D-23356 dated 19 August 1940 & Director, War Plans Division ltr. Confidential Serial 042912 dated 7 November 1940.

8 - Major General Commandant, U.S. Marine Corps ltr. Confidential Serial 472940 dated 3 December 1940.

9 - Memorandum report for Commander Hartung dated 29 October 1941, by L.J. Watson, Serial NOy-4173.

10 - Senior Member Planning Board ltr. dated 13 January 1941 to Commandant Naval Station Tutuila.

11 - Governor American Samoa ltr. Confidential Serial 688 dated 13 February 1941 to CNO.

12 - CNO ltr. Confidential Serial 09430 dated 17 February 1941 to Commandant NavSTA Tutuila.

13 - Comdt NavSTA Tutuila Confidential Serial 87 dated 7 April 1941; Comdt NavSTA Tutuila Confidential Serial 226 dated 7 April 1941.

14 - Ch of BuYD ltr. Confidential Serial 1949 dated 21 June 1941.

15 - Comdt NavSTA Tutuila ltr. Secret Serial 0027 dated 6 July 1944 to ComSeronSoPac.

16 - NCG Serial 458641 dated 20 May 1941.

17 - Commandant NavSTA Tutuila ltr. Confidential Serial 1885 dated 23 June 1941 to C.O. 7th Defense Battalion.

18 - Commandant NavSTA Tutuila Secret Serial 157 dated 13 March 1941.

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19 - ROinC Samoa Restricted Dispatch 140200 June 1941.

20 - Commandant NavSta Tutuila Confidential Serial 1930 dated 30 June 1941.

21 - CinC Pearl Dispatch 110008 July 1941.

22 - Military Governor to Commandant NavSta Tutuila Serial 1490 (1018) dated 10 February 1942.

23 - Commandant NavSta Tutuila personal ltr. to Admiral H.R. Stark dated 19 November 1941.

24 - Commandant NavSta Tutuila Secret Serial 523 dated 30 July 1941.

25 - BuY&Q Secret Dispatch 081755 December 1941 to NavSta Tutuila.

26 - CominlNavSta Tutuila Secret Serial 085 dated 9 February 1942 to Cincpac.


29 - Governor American Samoa to Mr. A.C. Turnbull, Acting Administrator to Western Samoa dated 5 January 1942, Serial 1017.

30 - CimlNavSta Tutuila Secret Serial 183 dated 15 April 1942 to Cincpac.


32 - CominlNavSta Tutuila Dispatch 110250 March 1942 to BuOrd.

33 - BuOrd Confidential Serial 832 of 3 May 1942.

34 - Commandant NavSta Tutuila Confidential Serial 1342 dated 12 March 1942.
35 - Comdt NavSta Tutuila Confidential Serial 446 dated 11 October 1942 to Vice CNO.

36 - Captain WILD's letter Confidential Serial No 53 dated 27 June 1942.

37 - Memo from the Marine Force Surgeon Serial A3-2(3) dated 5 July 1943.

38 - Comdt NavSta Tutuila Confidential Serial 266 dated 9 June 1942.

39 - Comdt NavSta Tutuila Confidential Serial 348 dated 18 August 1942.

40 - Comdt NavSta Tutuila Confidential Serial 066 dated 24 September 1942.

41 - Comdt NavSta Tutuila Confidential Serial 266 dated 19 June 1942.

42 - Hdqtrs. 2nd Construction Battalion Secret Serial 85 dated 16 February 1944.

43 - BuY&I ltr. ComGen Samoa dated 8 January 1943.


45 - Marine Force Operation Order 48-43 dated 26 October 1943.


48 - Enclosure A to Lt.Cdr. C.T. GILLIAM ltr. dated 28 October 1943 to ComSeromSoFac.

49 - ComGen Samoa Def Force Confidential Serial A01516 dated 15 February 1943.

50 - NoC Tutuila Confidential Serial 2432 dated 20 September 1943 to OffC Pearl.
51 - Forde Operation Order 1-44 dated 15 January 1944.
52 - Commandant NavSta Tutuila Confidential Serial 053
dated 23 February 1944.
53 - Lt. Cdr. C.T. Gilliam Secret ltr. to ComSerOnSoPac
dated 10 January 1944, File A3.
54 - ComSoPac Secret Serial 002872 dated 31 December 1943.
55 - ComSoPac Secret Serial 001312 dated 29 May 1944.
56 - Diary of NavSta Tutuila.
57 - Comdt NavSta Tutuila Secret Serial 00195 dated
21 December 1944.
58 - Captain R.W. Hungerford, USN Annual Report of
Governor of American Samoa Year 1945 to Secretary
of Navy.
59 - First Endorsement to Lt. Cdr. C. T. Gilliam, DEV(S),
USNR - Report on Facilities Survey From Comdt to
ComSerOnSoPac via ComGen Samcan Defense Group.
60 - Second Endorsement to Lt. Cdr. C.T. Gilliam ltr. of
28 October 1943 by ComGen Samcan Defense Group
Serial A0352A dated 4 November 1943.
61 - Governor American Samoa ltr. Serial 328 of July
1942 to SecNav.
62 - R0inC Tutuila Confidential Dispatch DTG 190432 December 1941.
63 - Comdt NavSta Tutuila Confidential Serial 057 dated 3 February 1942.
64 - R0inC Tutuila Contract NOy-4173 Confidential Serial 5337 dated 16 April 1942 to GInC Pearl.
65 - Public Works Officer Tutuila Confidential Serial 5135 dated 3 March 1942.
67 - ComSoPac Secret Serial 00743 dated 14 March 1944.
68 - GInC Malaria Control SoPac Secret letter dated 29 July 1943 to Force Medical Officer SoPac.
70 - CinCPac Confidential Serial 01247 of 23 April 1942. Comdt NavSta Tutuila Confidential Serial 058 of 16 February 1942; Comdt NavSta Tutuila Confidential Serial 136 of 19 March 1942; ComDesBatFor Confidential Serial 0292 of 16 March 1942.
71 - VCNO Confidential Serial 036412 of December 1941.
72 - CinCPac Dispatch Secret 102301 of June 1942.
73 - SecNav Confidential Serial 09613 of 17 February 1944.
74 - GInC Pearl Dispatch DTG 110008 July 1941.
75 - Comdt NavSta Tutuila Personal ltr. to Admiral STARK of 19 November 1941.
76 - Personal Conversation between Lt. R.A. O. MERRICK, USNR, N.A.F. Historian and Lieut. N.F. LAC GREGOR, USNR, Public Works Officer, Naval Station Tutuila.
SECRET

78 - Enclosure A to Lt.Cdr. C.T. Gilliam ltr. dated 28 October 1943 to ComSerSorSoPac.


80 - CO 7th Def Bat ltr. dated 20 June 1941.

81 - BuY&D Conf Serial YDl531 of 20 February 1941.

82 - CNO Conf Serial 09430 of 17 February 1941.

83 - ComD Conf Serial 1389 of 26 March 1941.

84 - ComD Conf Serial 227 of 7 April 1941.

85 - CNO endorsement to ComD Conf Serial 227 of 7 April 1941.

86 - CNO Conf Serial 045830 dated 20 May 1941.

87 - BuGrd Conf Serial S81-3(Prc) of 5 January 1942.

88 - CNO Conf Serial 090630 of 9 April 1942.

89 - VCMO Conf Serial 0341430 of 28 December 1942.

90 - VCMO Conf Serial 0593130 of 24 June 1945.

91 - ComSerSorSoPac Conf Serial 01300 of 26 March 1944.

92 - ComD Secret Serial 0027 of 6 July 1944.

93 - CNO Conf Serial 057030 of 5 December 1940.

94 - ComD Conf Serial 1316 of 10 March 1941.

95 - ComD Secret Serial 183 of 15 April 1942.

96 - VCMO Conf Serial C2822330 of 30 October 1942.

97 - OpNav Conf Serial C110830 of 23 October 1941.

98 - ComSerSor SoPac Secret Serial C00140 of 5 Feb 1945.
99 - Cinopac Conf Serial 03 dated 1 January 1945.
100 - Comit Secret Dispatch DTG 040016 June 1945.
101 - ComSoPac Secret Dispatch DTG 060001 June 1945.
102 - ComSoPac Secret Dispatch DTG 070142 June 1945.
103 - Machinery History Cards at the Transmitting Station.
104 - CNO Dispatch DTG 080259 August 1945.
105 - Interview between Lieut. H.A. HEINAMAN Communications OinC and CAR TOLLSTAM, OinC Transmitter Station at Naval Station Tutuila.
106 - Frequency Employment and Operating Schedule - 1 September 1943.
107 - Conversation between Lieut. GEORGE JEWETT, former OinC Radio Receiving Station and Lieut. H.A. HEINAMAN.
108 - Frequency Employment and Daily Operating Schedule 1 September 1944.
109 - ComSoPac Conf Dispatch DTG 080152 February 1945.
110 - ComSoPac Conf Dispatch DTG 142038 June 1945.
111 - ComSoPac Conf Dispatch DTG 270136 May 1945.
112 - ComSoPac Conf Dispatch DTG 240004 June 1945.
114 - Roster of Personnel for 15 September 1944 and 15 September 1945.
APPENDICES

Appendix "A" - Diagram of Chain of Command Samoan Defense Group and Relations to ComSoPac and Com-SeronSoPac.

Appendix "B" - The Defenses of Samoa with Plans for a Single Station Fire Control System for 6" Guns. (Original Copy)

Appendix "C" - Memorandum Report on Status of Samoa - Projects NOY 4173. (One Copy)

Appendix "D" - Base Facilities Reports for 1942, 1943, 1944, and 1945.

Appendix "E" - Contract NOY 4173 - Samoa. Outline of Projects as of March 1, 1942. (One Copy)

Appendix "F" - Samoa Projects - General Report. (One Copy)

Appendix "G" - Progress, report of, from 26 August 1942 to 13 February 1943. A Summary of the Status of Major Projects during the period of subject dates. (One Copy)

Appendix "H" - Progress Report for U.S. Naval Base for April 15, 1943. (One Copy)

Appendix "I" - Salvage & Excess Material Report as of 1 May, 1944. (One Copy)

Appendix "J" - History of Public Works Dept., Tutuila, Samoa, with Enclosures #1 to #20 (incl.)


Appendix "L" - Medical History of U.S. Naval Station, Tutuila.

Illustration "B" - Photograph of Ship Repair Unit.
Illustration "C" - Map of Ship Repair Unit.
Appendix "N" – Historical Narrative of Naval Air Facilities, Tutuila. (One Copy)

Appendix "O" – Historical Narrative – Naval Supply Depot. (One Copy)

Appendix "P" – History of the Captain of the Yards Office, U.S. Naval Station, Tutuila. (One Copy)

Appendix "Q" – Graph of Shipping Activity for Tutuila, Samoa from Dec. 1941 to June 1945 (Encl. I) (One Copy)

Appendix "R" – A Typical Ship Movement. (One Copy)

Appendix "S" – History of the Communication Department. (One Copy)

Appendix "T" – Report of Survey of Supplementary D/F Station, Vaitogi.
ENCLOSURES

Enclosure 1 - Map entitled the "Defenses of Samoa", which also includes the roads and trails on the island of Tutuila. This map is dated December 23, 1940. (One copy only)

Enclosure 2 - List of the Marine Gun Positions for 18 November 1941, and also Defenses on 27 May 1941. (One copy only)

Enclosure 3 - Maps of Tafuna Airfield on September 1942 and January 1944. Also aerial photographs taken of the airfield April and November 1942, and June 1943. (One copy only)

Enclosure 4 - Maps of Naval Station at Tutuila for years 1942, 1943, 1944, and 1945. Also map of island of Tutuila 1944 showing naval facilities only.

Enclosure 5 - Photographs of American Samoa, including Swains Island for 1939. (One copy only)

Enclosure 6 - Chart of Mine Fields Pago Pago Harbor on March 1942.

Enclosure 7 - Photographs of construction work at Tutuila under Contract NOY-4173.

Enclosure 8 - Miscellaneous photographs. One of Pago Pago Harbor, Tutuila, Samoa which shows not installations, Utulei, Ship Repair Unit, Naval Station. Also photographs of the Pita Pita Guard.

Enclosure 9 - Map of Convoy Escort Repair Unit now called Ship Repair Unit. This map shows the Repair Unit as it exists 1 August 1945, with the exception of floating dry docks located at Pier 10 which has been moved forward in conformance with the new redeployment program.

Enclosure 10 - Map of island of Tutuila with the various communications facilities and projected future installations.
There are only two copies made of this report; one copy on file at the Commandant's Office, Naval Station, Tutuila, American Samoa, the other copy was forwarded to Chief of Naval Operations. Because of the secrecy of this report it was felt inadvisable to include Copy No. 2 of "The Defenses of Samoa" and it was retained on file at the aforesaid Naval Station.

"The Defenses of Samoa" prepared by Captain Alfred R. Parley, USKC, dated 17 June 1940.

Appendix 22