



UNITED STATES COAST GUARD

ADDRESS REPLY TO  
Executive Officer

USCG CUTTER KUKUI (WAK-186)  
c/o Comdr., 14th CG Dist.  
Box 4010, Honolulu, T. H.

AND REFER TO CG-20  
607

16 April 1948

From: Executive Officer, CGC KUKUI (WAK-186)  
To : Commanding Officer, CGC KUKUI (WAK-186)

Subj: CGIRS, Cocos Island, C & R Inspection; report on

1. Approach to Guam, M. I., was made from Saipan and Tinian Islands (to the northward) on base course of 211° T. Off Orote Point, Guam, course was changed to 180° T. for Cocos Island, 18 miles to the southward. KUKUI anchored approximately 700 yards off the southwestern edge of Mamon Channel entrance, which begins near Port Merizo on the southern tip of Guam. Operation of LCM's through this channel, provided all buoys are passed close aboard, can be made at all tides. As last buoy is cleared inbound, course should be steered inside the reef directly for the center of three white pyramidal beacons located to the westward of Cocos Island. At approximately 90 degrees to this track line, the Cocos Island small boat channel will be found to extend out from and in line with the small boat pier, the turning buoy being a red Nun (serving as an obstruction buoy) which should be left to port approximately 20 yards on entering the small boat channel. This channel is approximately 15-20 feet wide and negotiable, even at low tide, by LCM with careful handling. Due to the character of the bottom (hard coral) and shallow spots, future use of an LCVP is not recommended. An LCM is definitely recommended for use at this station in conjunction with one 6 x 6 truck and one jeep. Presently on hand is one DUKW and one weapons carrier.

2. This station in general presented the poorest appearance of any yet visited. A general cleaning, painting, and the institution of a system of orderly stowage and maintenance is indicated. Materiel condition was fair only. Roads were bulldozed paths, ungraded, and considered in fair condition. Evidence of attempts at landscaping were negligible. Quonset huts were, in general, in good condition, indicating additional serviceability of from 18 to 36 months. Quonset in poorest condition was the #2 crew's barracks; however, this hut will undoubtedly last for an additional 18 months. Upon arrival of the KUKUI, station LCVP 36056 was found to be partially submerged; this was transferred to the KUKUI for repairs and taken on board. The hull was determined to be beyond economical repair as the frame was sprung, 4 to 6 plans in the bottom around the rudder post were stove in; and there existed evidence of dry rot in the keelson, frames, and skeg, with badly deteriorated metal fastenings and screws in abundance. Consequently the hull was surveyed and stowed temporarily at ComWesPacSec, pending final approval of the board. Engine from this LCVP was removed by the KUKUI crew, overhauled, placed in operating condition, test run, and finally invoiced to ComWesPacSec for further disposition.

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3. The KUKUI arrived Cocos Island on 27 March, off-loaded repair party, part of consigned cargo and necessary repair parts and materials, and proceeded into Guam on 29 March and moored berth Yoke, Apra Harbor, Guam. On 12 April KUKUI departed for Cocos Island to pick up repair party, to complete repairs and make final inspection of station. While in Guam KUKUI crew erected steel framework for one Butler Hut at the CG Depot. off-loaded one household reefer and one quonset hut. Installed at CG Depot, Guam, three new replacement U. S. Motors (Hercules) generators. This station is the only station throughout the KUKUI itinerary equipped with this type of generator. These plants are not designed for parallel operation; and as the station load was found to be excessive for single plant operation, the distribution circuit was reconnected so that the load could be divided for two-generator operation. At this station a power line is undergoing installation to afford three 110 volt AC circuits through three 15 KVA transformers from the main island power line. Water at this station is being hauled by truck from Navy supply sources. Also undergoing installation is a two-inch supply line to connect the Depot directly to Navy water supply. All (3) 150 cu. ft. reefers on the station were working satisfactorily on electrical power. Gasoline systems were inoperative but deemed unnecessary, and were not repaired. Repaired galley reach-in box, and made minor adjustments to ice cream machine. Overhauled (2) 150 cu. ft. reefers from (5) available inoperative spares for future shipment to Iwo Jima. Also while in Guam, on-loaded 360 tons of Navy cargo for Subic Bay; one Dallas Hut for Tarumpitao; two 12 cu. ft. reefers; one galley range; 3 shower stalls; and equipment formerly loaned Navy at Rita, Majuro, with the exception of one quonset hut mentioned heretofore and transferred to ComWestPacSec, Guan. Departed on 12 April and arrived CGLRS, Cocos Island, on same day, departing on 13 April for Ulithi. While in the Guam area, the KUKUI accomplished the following repairs on Cocos Island: removed and reinstalled water storage tank tower, and installed one 5000 and one 3000 gallon wooden tanks; renewed head decks and floor foundations in head of crew's #2 barracks; repaired one water closet and one lavatory in this head, and installed one new water closet and one lavatory with necessary piping and drains; removed, serviced, and replaced hot water heater in head of #2 crew's barracks; renewed cement shower deck and drain to shower in head of C. O.'s hut; replaced galley range and piping; renewed electric motors in (2) 150 cu. ft. Hussman-Lingonier reefers and serviced gasoline plant on each; installed new galley fuel tank for hot water heater; repaired all rain catchers, and partially cleaned fresh water cistern (station personnel instructed in cleaning method for remainder of project). Two power transformers each 15 KVA (Entrance-Step down) in equipment hut installed and connected to (2) power lines from power hut; all four PE-205B generators were overhauled as necessary and test run (operation satisfactory); rewired and installed complete new switchboard for all generators; replaced one Cleaver-Brooks distiller with new model MVC 17A, and repaired second distiller and made test run (operation satisfactory); repaired all guys on main radiator; replaced clamps on obstruction light transformer; replaced two guys on remote receiving antenna pole; cleared sewerage line; and made miscellaneous carpentry repairs and electronic repairs.

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4. In compliance with Comdr. 14th CG District, Dispatch to KUKUI 082300Z (January) and Comdr., 14th CG District, letter 1-8-48 (CG-601), a survey of CGLRS, Cocos, was conducted to determine the minimum fire fighting equipment necessary. This inspection revealed only two (2) fully charged 15 lb. CO<sub>2</sub> fire extinguishers on the station. Adequate extinguishers and fire fighting equipment were issued together with a set plan for extinguisher location (copy attached).

5. KUKUI crew staked out all underground power cables to eliminate danger of damage from bulldozer. Bulldozer with driver was transferred from Merizo, Guan, to Cocos Island via KUKUI LCM. Circle of 300' radius bulldozed and cleared of jungle growth around main radiator tower. Also desired was a bulldozed road approximately one mile long extending from the station to the north end of the island and a wind row clearing from the station running NE to the windward side of the island. Estimated time of completion of this project was 22 April and would have been subsequent to KUKUI's departure. Arrangements were made by ComWesPacSec (CG), Gua, to complete these jobs and to return bulldozer to Guam on this date via Navy LCM.

6. Issued following to CGLRS, Cocos: 200 drums diesel oil, 39 drums gasoline, 5 drums kerosene, 11 CO<sub>2</sub> 15 lb. fire extinguishers, (1) galley range, (1) viking water heater, (1) washing machine (Thor type), (1) 5000 and (1) 3000 gallon wooden water tanks, 3000 board feet lumber, (1) Cleaver-Brooks distiller, (4) DUKW tires and tubes, (4) weapons carrier tires, tubes, and wheels complete, 15 gallons rust inhibitor for DUKW, 175 gallons paint, 100 feet 1½" cotton fire hose, 35 bags cement, miscellaneous small stores, GASK canteen, medical military morale, and electronic supplies. Surveyed the following: (1) LCVF Hull CG-36057, (1) outboard motor, (4) storage batteries, (1) PE-205B generator (outside storage), (1) Heat-Pac hot water heater and burner assembly, 250 feet of 1½" cotton fire hose, (1) water closet, (2) wooden water tanks, (1) water trailer (300 gal.), (1) weapons carrier (Dodge), (1) Cleaver-Brooks Distiller, (1) Viking galley range, (1) ice cream machine (Taylor), (1) washing machine (Apex), and various minor items of equipment.

7. For this station the following recommendations are made:

(1) Assignment of one LCM, one 6 x 6 truck, and one jeep; removal of DUKW and weapons carrier.

(2) Transfer of EN1 from station, retain and advance in rating A. V. Volk, EN3 (most competent EN aboard and capable of handling upkeep of equipment).

(3) Complete cleaning of and replace top to fresh water cistern.

(4) Construct and install cover for brackish water well (lumber available on station).

(5) Remove "A" frame and end ramp from small boat pier.

(6) Dismantle present recreation shed constructed of wood and canvas.

This shed used for movies only; movies to be shown in galley henceforth.

C. O. of station concurs in that this shed is unnecessary and should be dismantled.

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(7) Construction of small shed for paint stowage (presently stowed in pyramidal tent).

(8) Construction of laundry shed near water storage tower.

(9) Issue (1) portable Kidde type CO<sub>2</sub> extinguisher cart consisting of 2 cylinders (total weight each cylinder 150 lbs.).

(10) Install cylinder liners to #3 PE-205B generator when liners become available.

(11) Installation of new shower in #2 crew's barracks.

(12) Extension of sewerage drain.

8. All repairs recommended are considered to be within the capacity of station personnel.

/s/ C. G. Winstead  
C. G. WINSTEAD

CERTIFIED TO BE A TRUE COPY:

  
H. A. MEYER, CDR., USCG.