

## UNITED STATES COAST GUARD

% FLEET POST OFFICE  
SAN FRANCISCO, CALIF.



ADDRESS REPLY TO  
DISTRICT COAST GUARD OFFICER  
FOURTEENTH NAVAL DISTRICT (int)  
REFER TO FILE:

RECEIVED  
INT  
File mss  
945 OCT 17 AM 11 38

8 October, 1945

To: Captain F. E. Pollio, USCG, U. S. Coast Guard Headquarters, 1300 E. Street, N.W., Washington 25, D.C.

Subj: SS HUALALAI, fire aboard, reports on. Forwarding of

1. A copy of subject report is being forwarded through official channels by the DCGO, 14th NavDist. The attached copies are forwarded for your personal information.
2. The officers of the Inter Island Steam Navigation Company, Ltd. are very concerned over this fire. When I talked to Mr. M. B. Carson, vice president in charge of operations, he was very high in his praise of Coast Guard fire fighting activities, and I suggested that the DCGO and Coast Guard personnel would appreciate such praise. As a result, Mr. Carson forwarded the attached letter to the DCGO. However, Mr. Carson inadvertently asked me if I thought his company would be held financially liable for the fire. Apparently Mr. Carson is of the opinion that, although the War Shipping Administration had, at the time of the fire, just completed reconverting such vessel for return to the Inter Island Steam Navigation Company, such company could be held liable for negligence. The company does not carry insurance, but by amortization has created a fund to cover such losses. Hence, any loss must actually be borne by such fund.
3. Mr. Robert L. Moore, Assistant Special Agent In Charge of the Honolulu Office of the FBI, states that, insofar as sabotage is not indicated, his office will not investigate. Furthermore, it appears that the W.S.A. will not take action in the matter.
4. The Asst. DCGO instructed this office to prepare a report on the fire for his information. The CinC, OMI, 14ND, requested a set of photographs and a copy of our report to use as the basis for their investigation. Insofar as the Office of Marine Inspection was going to institute a formal investigation, this office did not interrogate the crew members. Lieut. Comdr. John M. Penberthy, USCGR, Marine Inspector (Boilers) has been designated as Investigating Officer by the CinC, OMI, 14ND.
5. Commodore E. A. Coffin, USCG, DCGO-14ND, telephoned the DCGIO, 14ND, and congratulated him on the thoroughness of the report and the manner which he provided a basis for OMI's activity.

*Index  
File: 55 Hualalai (2)  
Gross*

Capt. F. E. Pollio, USCG  
8 October, 1945

6. Lieut. Comdr. Blundon H. Harris, USCGR, has been assigned to the OMI, Honolulu, T.H., since 14 September, 1945. At dinner the other evening he stated that he lived in the same apartment house you lived in and would like to be remembered to you. From casual conversation it would appear that Lieut. Comdr. Harris has been assigned to various District Offices of Marine Inspection for a short period of time and then transferred back to Headquarters. Lieut. Comdr. Harris certainly has a thorough grasp of Marine Inspection duties and their relationship to other Coast Guard activities and appears desirous of obtaining all available information on the local situation.

7. If additional information is received on subject fire, it will be forwarded to your office.

District Coast Guard Officer  
Navy 45  
Honolulu  
T. H.

V. D. HUBBARD, Lieut., USCGR  
District CG Intelligence Officer  
Fourteenth Naval District

Dear Sir:

Incls

1. IISN Co. ltr. 1 October, 1945
2. DCGIO-14ND Report dated 2 Oct., 1945
3. Honolulu Fire Dept. report dated 28 Sept., 1945

Very truly yours,  
V. D. HUBBARD, Lieut., USCGR  
District CG Intelligence Officer  
Fourteenth Naval District

REC'D  
Inf-1  
CGIO, Honolulu, T.H.  
6 October, 1945

To: SAC, 14ND  
Reference:

G. E. WHITAKER

C  
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P  
Y

INTER-ISLAND STEAM NAVIGATION COMPANY, LTD.

Steamship Owners  
and agents  
Dry Docking and  
Ships Repairs  
Terminal Wharves and  
Warehouse Facilities

Agent/General Agent  
War Shipping Administration  
Inter-Island Building

Cable and Wireless Address  
"MAUNALOA"

HONOLULU 3, HAWAII, U.S.A.

October 1, 1945

District Coast Guard Officer  
Navy 48  
Honolulu  
T. H.

Dear Sir:

The Coast Guard unit dispatched to assist the burning S. S. HUALALAI, Honolulu Harbor, September 28th, through quick response, skillful handling of craft in narrow waters and efficient usage of the fire-fighting equipment, was most effective in saving the ship and is deserving of praise.

Very truly yours,

INTER-ISLAND STEAM NAVIGATION CO., LTD.  
General Agents

/s/ M. B. Carson  
M. B. Carson, Vice President

MBC:GP

Ind-1  
COTP, Honolulu, T.H.  
6 October, 1945

To: DCGO, LAND

Returned.

G. E. WHITAKER

*File*

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3 October, 1945

MEMORANDUM FOR COTY, HONOLULU, T.H.

To: District Coast Guard Officer, 14th Naval District

SUBJ: SS HUALALAI, Fire aboard; preliminary report by DCGIO, forwarding of

Subject report is forwarded for information and any action warranted.

Subject vessel was built by the Hawaiian Shipbuilding Corporation, 1001  
First and Merchant Streets, Honolulu, T.H., telephone 4741, at a cost of  
\$1,200,000, and was launched 23 March, 1929, with Miss Dorothy Kennedy,  
daughter of Stanley O. Kennedy, president of the company, as sponsor. In  
trial runs held at San Francisco, California, subject vessel made close to  
sixteen (16) knots. At 0700, 11 June, 1929, the SS HUALALAI docked at Pier  
13, Honolulu, T.H. Subject vessel was captained by G. E. WHITAKER of the SS WALAIHALE and  
on 17 June, 1929, replaced the SS NANUAKA on the Honolulu - Kaimuki run.  
On 30 April, 1930, slight damage was suffered by subject vessel and serious  
damage by the Italian freighter SS RANFA BULALIA when they collided off  
Barbers Point at 0414. The starboard bow of subject vessel was scraped and  
a small hole was punched just aft of the stem. On 8 May, 1930, Daniel  
Nelson, then 2nd mate of subject vessel, admitted that he was negligent and  
unskillful in the operation of subject vessel, and his license was sus-  
pended sixty (60) days.

2. The following information on subject vessel is on file in the Intelli-  
gence Office:

Name of vessel	HUALALAI
Official number	228613
Signal and radio call letters	KMY
Rig	St. s
Tonnage - Gross	1,088
Tonnage - Net	1,803
Dimension - Length	295.0
Dimension - Breadth	28.1
Dimension - Depth	25.6
When built	1929
Power	Twin screw
Service	Passenger
Passenger capacity	452
Crew	62
Horsepower	4,000
Name of owner	Inter Island Steam Navigation Company (Hawaii)
Home port	Honolulu, T.H.

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6614

3. At 0001, 28 September, 1945, subject vessel was secured port side to pier 3, Honolulu, T.H. Each pier is owned and under the control of the Inter Island Steam Navigation Company. Mr. George Sylva, CIB badge #104150, 412 North School Street, Honolulu, T.H., and Mr. Harry Wilson, CIB badge #104150, Honolulu, T.H., are employed by such company.

MEMORANDUM FOR COTP, HONOLULU, T.H.  
Subj: SS HUALALAI, fire aboard; preliminary report on

1. Subject vessel was built by the Bethlehem Shipbuilding Corporation, San Francisco, California, for the Inter Island Steam Navigation Co., Ltd., Fort and Merchant Streets, Honolulu, T.H., telephone 4941, at a cost of \$1,200,000, and was launched 23 March, 1929, with Miss Dorothy Kennedy, daughter of Stanley C. Kennedy, president of the company, as sponsor. In trial runs held at San Francisco, California, subject vessel made close to sixteen (16) knots. At 0700, 11 June, 1929, the SS HUALALAI docked at Pier 13, Honolulu, T.H. Subject vessel was a sister ship of the SS WAIALEALE and on 17 June, 1929, replaced the SS MANNAKEA on the Honolulu - Kahului run. On 30 April, 1930, slight damage was suffered by subject vessel and serious damage by the Isthmian freighter SS SANTA EULALIA when they collided off Barbers Point at 0414. The starboard bow of subject vessel was scraped and a small hole was punched just aft of the stem. On 8 May, 1930, Daniel Nelson, then 2nd mate of subject vessel, admitted that he was negligent and unskillful in the operation of subject vessel, and his license was suspended sixty (60) days.

2. The following information on subject vessel is on file in the Intelligence Office:

Name of vessel	HUALALAI
Official number	228613
Signal and radio call letters	KJMY
Rig	St.s
Tonnage - Gross	3,088
Tonnage - Net	1,803
Dimension - Length	295.0
Dimension - Breadth	48.1
Dimension - Depth	25.6
When built	1929
Power	Twin screw
Service	Passenger
Passenger capacity	452
Crew	62
Horsepower	4,000
Name of owner	Inter island Steam Navigation Company (Hawaii)
Home port	Honolulu, T.H.

ND (int)

ber, 1945

No. 6614

TO COTP, HONOLULU

RESTRICTED

3. At 0001, 28 September, 1945, subject vessel was moored port side to pier 3, Honolulu, T.H. Such pier is owned and under the control of the Inter Island Steam Navigation Company. Mr. George Sylva, CIB badge #AO4150, 412 North School Street, Honolulu, T.H., and Mr. Harry Wilson, CIB badge #LO4503, 2370 Tantalus Drive, Honolulu, T.H., are employed by such company as night watchmen. Mr. Sylva states that the wings of the wheelhouse were enclosed with canvas and that it was unusually hot and a close night. Mr. Sylva added, that when he discovered the fire he telephoned the Coast Guard Base at pier 4. When Mr. Wilson discovered the fire he telephoned the Honolulu Fire Department.

4. The rough log of the Duty Officer, COTP, Pier 11, Honolulu, T.H., for 28 September, 1945, sets out the followings:

- 0356 - Received report from Sand Island tower; Fire at Pier 2 or 3. Better check on it.
- 0357 - From COTP Jeep T-4481: Call #81, Fire on bridge of ship at pier 3.
- 0357 - To Sand Island (Fireboat #60006F, NLKF 63): Proceed to fire at Pier 3. From CG-63 to NLKF: Roger
- 0358 - #81 NLKF: Call Mr. UHLMAN (Lt.(jg) Frederick W. Uhlman, Jr. (COTP Waterfront Officer
- 0404 - #99 (Jeep T-2896) to NLKF: On the air
- 0407 - #99 to NLKF: Off the air at pier 3
- 0407 - #99 to NLKF: Send transportation for Lt. J. C. Pinckard (COTP Fire Marshal, 2212 Hunnewell place, Honolulu, T.H.)
- 0410 - Motorcycle and sidecar arrived at Lt. Pinckard's
- 0410 - Inform Lt. Comdr. G. E. Whitaker of fire
- 0411 - From NLKF-63: (Fireboat 60006F) At scene of fire
- 0412 - #81 (Jeep T-4481): Fireboats are in action
- 0413 - NLKF to 81: What fireboats are there?  
#81 to NLKF: There are two, but I can't see their numbers.
- 0419 - From NLKF 61 (Fireboat 30092F at Pier 16): To NLKF, at scene of fire
- 0420 - CG Fire Marshal arrived at scene of fire
- 0424 - Fireboat 60006F (Sand Island): Fire is secured. Request orders. Orders return to base.
- 0425 - Fireboat 30092F, NLKF 62, stationed at pier 16: Returning to base.
- 0425 - #8 Fire company returning to base
- 0429 - #8 Fire Company back in quarters
- 0435 - #1 Hose wagon returned to KPJC (HPD)
- 0435 - Jeep T-4481, call letter 81; Fire is under control. Wetting down

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0435 - Fire boat 30092F back on station at Pier 16  
 0439 - KFJG (HFD Radio): Fire under control  
 0443 - Fireboat 6006F, NLKF, 63 on station at Sand Island  
 0511 - CG-72, Pier 6 fire truck (500 gallon pumper) returned to Pier 6 and in commission  
 0530 - Duty Officer at Pier 4 telephoned and stated that fireboats X-1526 and X-1428 (Navy) motor sailors( departed at 0352 and 0355 respectively and secured at 0431.

5. Twenty five (25) men were dispatched from the Coast Guard Operating Base, Honolulu, T.H., and one hundred fifteen (115) men were mustered for standby duty by Lieut. Malcolm C. McGuire, USCGR, Duty Officer. Ford V-8 fire truck TS-72 (500 gallon pumper) stationed at pier 6, Coast Guard fire station, laid 15 lengths of 2½" hose and 100 feet of 1½" hose. The fire truck was manned by the following Coast Guardsmen:

LELAND, John M.	(516-172) Sp(F)3c,	USCGR
QUINN, Clyde S.	(599-026) Seale,	USCGR
ROBINSON, William D.	(665-958) Seale,	USCGR
KINSEY, Edward W.	(201-854) Seale,	USCGR
ELIOT, George H.	(604-109) Seale,	USCGR
HITT, Lyle T.	(7024-106) Seale,	USCGR
ANDERSON, Waldemere E.	(7009-561) Seale,	USCGR

6. Lieut. James C. Pinckard, USCGR, COTP, Honolulu, T.H., Fire Marshal made the following statements:

"The inter-island steamer, SS HUALALAI was secured at pier 3 undergoing a major overhaul under Navy contract before being returned to the owners. Members of the crew were removing varnish from the interior of the wheelhouse and preparing the woodwork for refinishing. A canvas dodger had been placed around the wings of the bridge to protect the outside varnish. The workmen secured about 1630 and apparently left some 5-gallon cans of varnish remover and varnish just outside the port entrance to the wheelhouse. The ship's engineer stated that all the electrical circuits running to the wheelhouse, chart room and radio room had been killed two or three days prior to the fire. There seems to be no reason to believe the fire started from short circuit. It appears more likely that it was started by spontaneous ignition.

and both wings of the bridge were involved. The fire seems to have started in the wheelhouse against the forward bulkhead apparently on the deck and between the engine room telegraphs. Co. - 3 - units installed against the bulkhead at this point were melted, and the heavy brass base of the starboard engine room tele-

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A U.S. Navy warrant carpenter stated that a watchman was on the vessel and on the dock, and that the dock watchman woke him (the warrant carpenter) and told him of the fire. He also stated that the watchman had phoned the Honolulu Fire Department.

The U. S. Army maintains a quartermaster warehouse across the street from pier 6 (note fire occurred at pier 3) and have a watchman or Army guard on duty 24 hours a day. At approximately 0345, this guard ran across the street to the Coast Guard fire station at pier 6 and told the man on watch there was a fire on pier 5 (the Army guard was not familiar with the numbers of the piers in this location, as the fire was actually at pier 3). The man on watch aroused the engine company, and just before they left the house, the telephone connecting the station with the Honolulu Fire Department rang.

The officer in charge of the fire company answered the phone and immediately hung up in order to speed up operations and not hold up the company. When the engine pulled out into the street the officer in charge stated the blaze could be seen over the top of the shed at pier 3. He further stated that he immediately notified the Honolulu Fire Department by radio of the fire.

As the engine company proceeded to the fire they lay a 2½" line of hose from a hydrant to the fire - a distance of approximately 300 feet. This line was put into operation by the Coast Guard prior to the arrival of the Honolulu Fire Department, which maintains a station one block from the scene of the fire. At approximately 0350 the Honolulu Fire Department notified Coast Guard fire boats #X-1426 and #X-1428 at pier 4 of the fire. In 5 to 7 minutes the boats arrived at the fire and used the deck monitors with effect. The distance from the water line to the wheelhouse and bridge was approximately 40 feet. The weather was clear and there was no wind. The wheelhouse, chart room and radio room just aft of the wheelhouse, and both wings of the bridge were involved. The fire seems to have started in the wheelhouse against the forward bulkhead apparently on the deck and between the engine room telegraphs. Copper conduits installed against the bulkhead at this point were melted, and the heavy brass base of the starboard engine room tele-



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graph was melted. The glass in the windows of the starboard bridge wing were melted. The drain pipes leading from the bridge wing to the boat deck, both port and starboard, were plugged with molten metal where it had piled up on the boat deck high enough to step up the end of the pipe. This will give some idea of the intense heat encountered.

I was notified of the fire at 0410 by messenger, who arrived with motorcycle and side car at my residence, and I returned with him; arriving at the fire approximately 0420. The fire at this time had been knocked down and was well under-control. I immediately went aboard and noticed the cans at the port entrance of the wheelhouse, also a strong odor of varnish remover (alcohol) was present. All fire apparatus secured at approximately 0435. I returned to the ship at approximately 0745 and discovered that someone had removed all the paint and thinner cans.

The high loss of the fire seems to be due to equipment loss which, of course, consisted of the entire contents of the wheelhouse necessary to the operation of the vessel, also radio equipment and the fact that all electrical circuits will have to be checked for water damage at least through the weather deck. The failure of watchman service seems to be indicated in the headway of the fire before being reported. However, if the bulkheads were saturated with varnish remover, which they evidently were, the fire would have a tendency to spread very rapidly. The fact that someone took the trouble to remove all signs of painting or paint removing operations between the hours of 0500 and 0745 indicates that the crew attempted to conceal negligence on their part."

7. Lieut. Comdr. M. B. Jacobsen, Commanding Officer, U. S. Coast Guard Operating Base, Honolulu, T.H., and Lieut. Malcolm C. McGuire, USCGR, Duty Officer at pier 4 at the time of the fire, gave the following report:

"At 0355, 28 September, 1945, report received via NLKF-4, that subject vessel was afire at pier 3. Two (2) fireboats, X-14-26 and X-14-28 were dispatched from this station and were underway at 0400, arriving at the scene of the fire and



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- of fire and seepage of water through decking.
13. Port and starboard side bridge Cory Clear View screens burned.
  14. Four buoyant apparatus burned up.
  15. All wheel house, chart room and bridge windows burned out.
  16. All woodwork of wheel house, overhead of chart room, deck, and sides and overhead of wings of bridge burned and charred.
  17. Flying bridge searchlight burned out.
  18. Portable signal blinker burned.
  19. Standard compass subjected to extreme heat.
  20. Steering compass burned up.
  21. All certificates and certificate frames in wheel house burned, navigation charts and books in chart room wetted.
  22. Ship's chronometer wetted and subjected to heat of fire.
  23. Signal flags, National ensigns and flag loger burned.
  24. Two sets Nine Safety Appliance all-purpose gas masks wetted.
  25. Bridge deck port and starboard side aft of bridge burned and charred.
  26. Radio equipment wetted during fighting of fire and seepage due to water on deck overhead.
  27. Boat deck and "A" deck canvas dodgers burned.
  28. Various items of navigation equipment lost or burned.
  29. Water and debris covering bridge and "A" deck.

9. Mr. M. B. Carson, vice-president of the Inter Island Steam Navigation Company, Ltd., was at the scene of the fire and stated that Mr. Al Correa, his superintendent, praised the Coast Guard for saving the vessel. Mr. H. S. Turner, treasurer, Inter Island Steam Navigation Company, stated that a complete report was being prepared by the Master of subject vessel and that a copy of such report would be furnished the District Coast Guard Intelligence Officer when it was received from the Master. Mr. George Over, Jr., Personnel Officer for such company, will furnish this office with a complete breakdown of personnel on board such vessel at the time of the fire. Mr. Frank R. Sommerfeld, telephone 54921, Investigator for the Honolulu Fire Department, will furnish this office with a copy of his report, when it is completed. When all such reports have been received, they will be incorporated into a supplemental report.

10. The Honolulu Newspaper contained the following reports on the fire:

MEMO TO COMB, HQ  
NO. 6614  
NOVEMBER, 1945  
MEMO TO COTP, HONOLULU

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\$65,000 FIRE BLAZES ON STEAM HUALALAI

Fire of undetermined origin caused between \$65,000 and \$75,000 damage to the Inter Island Steam Navigation Co. passenger ship HUALALAI at Pier 3 early today.

The vessel, under charter to the war shipping administration, is being reconditioned preparatory to being placed on regular schedule.

Flames destroyed the flying bridge, pilot house, part of two decks forward, a few rooms and part of the ship's electrical equipment.

"Inter-Island had virtually completed plans for resumption of regular schedules," said M. B. Carson, vice president, "and this unfortunate fire is particularly distressing as it will cause considerable delay."

Reported by Harry Wilson, watchman, at 3:55 a.m. the fire was under control at 4:15 a.m.

Coast Guard fireboats and engine companies of the Honolulu fire department responded so quickly the fire had little chance to spread, company officials said.

The fire department, coast guard, and other agencies are endeavoring to determine the cause of the fire."

(The above was taken from the Honolulu Star Bulletin 9/28/45)

"COSTLY FIRE MAY CURTAIL SHIP SERVICE"

Inter-island's plans to resume regular sailings received a costly setback early this morning when fire which caused between \$65,000 and \$75,000 damage to the passenger steamer Hualalai threatened to destroy the vessel.

The ship, under charter to the War Shipping Administration was moored at Pier 3 where it was being reconditioned before being put into regular service between the islands.

"This unfortunate fire is particularly distressing," said M. B. Carson, vice-president, "as Inter-Island had virtually completed plans for resumption of regular schedules within a few weeks."

How long it will require to repair the ship could not be determined immediately. Flames destroyed the flying bridge, part of two decks for-

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office has advised... ward, the pilot house and all navigating equipment, and part of the ship's electrical system. A number of staterooms were also gutted. The fire was reported by Harry Wilson, company watchman, shortly before 4 a.m. and was put under control by Coast Guard fire tugs and engine companies of the Honolulu Fire Department within a half hour.

(The above was taken from the Honolulu Advertiser, 9/29/45)

11. Mr. A. W. Woumans, Principal Observer, U. S. Weather Bureau, Federal Building, Honolulu, T.H., telephone 6361, submitted the following weather report:

	27 September, 1945	1700	Std. Time	79°	No rain
India	do	1800	do	78°	do
Spain (7) photographs of SS HUALALAI fire was extinguished.	do	1900	do	78°	do
	do	2000	do	78°	do
	do	2100	do	76°	do
	do	2200	do	76°	do
	do	2300	do	75°	do
	do	2400	do	76°	do
	28 September, 1945	0001	do	75°	do
	do	0002	do	73°	do
	do	0003	do	74°	do
	do	0004	do	72°	do
	do	0005	do	72°	do

Mr. Woumans stated that his records did not indicate any rainfall for the period set out above and, if it did rain, it was immeasurable.

12. According to Mr. M. B. Carson, supra, the vessel was owned by the W.S.A. at the time of the fire and the resultant loss is to the government. Special Agent In Charge of the Honolulu Office of the FBI, states that in the absence of evidence of sabotage, his office will not investigate. Mr. Carson states that every such fire results from negligence and he is anxious to have the matter thoroughly investigated.

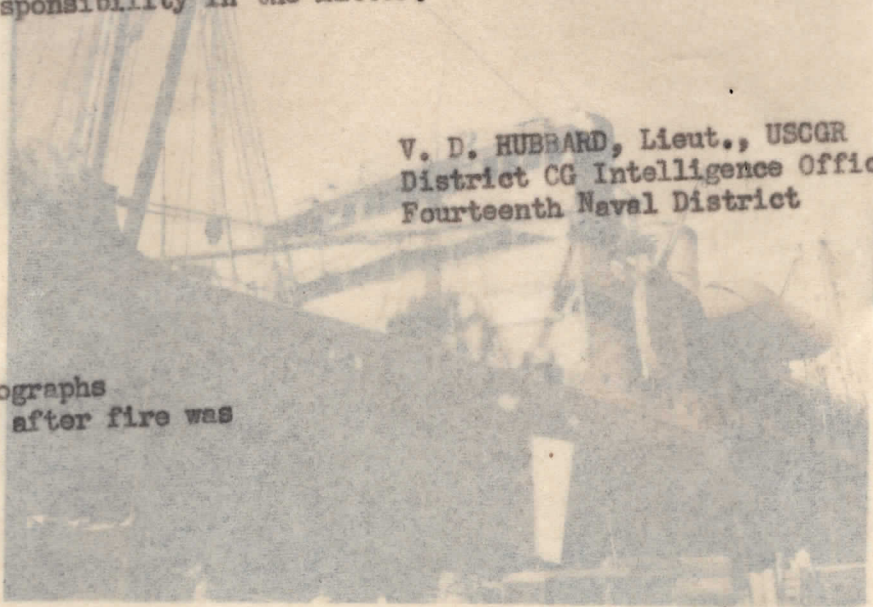
13. It is the opinion of this office that, so far, the evidence indicates that the fire was started when varnish remover used on the bridge of the vessel was ignited by a cigarette or by rags which blazed up from spontaneous combustion. At 1020 the morning after the fire, the odor of varnish remover was very strong on the port wing of the bridge.

14. Lieut. Comdr. O. Baarstad, Marine Inspector, Acting Officer In Charge, Office of Marine Inspection, Honolulu, T.H., has requested a copy of this report and photographs be forwarded to his office in order that his investigation may be predicated thereon. In order to avoid duplication of effort, this

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office has avoided any interrogation of the crew. The Coast Guardsmen who responded to the alarm will be interrogated and any evidence will be forwarded to the OinC, OMI, Honolulu. In this case the government has incurred a heavy financial loss and negligence on the part of the crew is indicated. It is the opinion of this office that the matter should be thoroughly investigated in order to fix responsibility in the matter.



V. D. HUBBARD, Lieut., USCGR  
District CG Intelligence Officer  
Fourteenth Naval District

Incls  
Seven (7) photographs  
of SS HUALALAI after fire was  
extinguished.

Photograph taken from  
Photograph taken by  
Photograph taken at  
Photograph taken off

Lieut. V. D. Hubbard, USCGR, District CG Intelligence Officer, 14th Naval District  
YOUNG, John E., Photo, USCGR, attached to the District CG Public Information Office, 14th N.D., Pier 3, Honolulu, T.H.  
SS HUALALAI - loading up at wharhouse from pier, port side

ENCLOSURE A

RESTRICTED



Photograph taken for:

Photograph taken by:

Photograph taken at:

Photograph taken of:

Lieut. V. D. Hubbard, USCBR, District CG Intelligence Officer, 14th Naval District  
 YOUNG, John E., PhOMlc, USCGR, attached to the District CG Public Information Office, 14th N.D.  
 Pier 3, Honolulu, T.H.  
 SS HUALALAI - looking up at wheelhouse from pier, port side

ENCLOSURE A

RESTRICTED



Photograph taken for:

Photographs taken by:

Photograph taken at:

Photograph taken of:

Photograph taken by:

Photograph taken at:

Photograph taken of:

Lieut. V. D. Hubbard, USCGR, District CG Intelligence Officer, 14th Naval District - Finckard.  
YOUNG, John E., Ph011, USCGR attached to the District CG Public Information Office, 14th N.D. Pier 3, Honolulu, T.H.

SS HUALALAI - looking up at wheelhouse from pier, port side of Naval District  
YOUNG JOHN E., Ph011, USCGR, attached to the District CG Public Information Office, 14th N.D. Pier 3, Honolulu, T.H.  
SS HUALALAI - just outside wheelhouse.

ENCLOSURE B

ENCLOSURE C



RESTRICTED



Arrow indicates where 5 gallon cans of varnish remover were found by Lt. Pinckard.

Photograph taken for:

Lieut. V. D. Hubbard, USCGR, District CG Intelligence Officer, 14th Naval District

Photograph taken by:

YOUNG JOHN E., PhOMlc, USCGR, attached to the District CG Public Information Office, 14th N.D.

Photograph taken at:

Pier 3, Honolulu, T.H. Information Office

Photograph taken of:

SS HUALALAI - just outside wheelhouse.

Photograph taken of:

SS HUALALAI - inside of wheelhouse

ENCLOSURE C

RESTRICTED



Photograph taken for:  
Photograph taken by:  
Photograph taken at:  
Photograph taken of:

District Coast Guard Intelligence Officer, 14th  
Lieut. V. D. Hubbard, USCGR, District CG Intelli-  
gence Officer, 14th Naval District  
YOUNG, John E., Phonic, USCGR, attached to the  
District CG Public Information Office  
Pier 3, Honolulu, T.H.  
SS HUALALAI - inside of wheelhouse

ENCLOSURE D

RESTRICTED  
RESTRICTED



Photograph taken for:

Photograph taken for:

Photograph taken by:

Photograph taken at:

Photograph taken of:

District CG Intelligence Officer, 14th NavDist.

District Coast Guard Intelligence Officer, 14th  
Naval District, Lieut. V. D. Hubbard, USCGR

YOUNG, John E., PhMlc, USCGR, attached to the  
District CG Public Information Office

Pier 3, Honolulu, T.H.

SS HUALALAI - inside of wheelhouse

ENCLOSURE G

ENCLOSURE E

RESTRICTED

RESTRICTED

District Coast Guard  
Officer, 14th (int)

4 October, 1944

To: 1000, 1

Subj: SS HUALALAI

Forwarded for

Incl  
Subj covers



Photograph taken for:

District CG Intelligence Officer, 14th NavDist.  
Lieut. V. D. Hubbard, USCGR

Photograph taken by:

YOUNG, John E., PhOMc, USCGR, attached to the  
District CG Public Information Office, 14th N.D.

Photograph taken of:

SS HUALALAI - flying bridge

ENCLOSURE G

Honolulu, T.H.  
 District Coast Guard  
 Officer, LAND (int)

RESTRICTED

4 October, 1945

COPY

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To: COTP, Honolulu, T.H.

Subj: SS HUALALAI, fire aboard; supplementary report on

1. LELAND, John M. (516-172), Sp.(F)3c., USCGR, petty officer-in-charge, Coast Guard Fire Station, Pier 6, Honolulu, T.H., read the District CG Intelligence Officer's preliminary report of 2 October, 1945, on the fire aboard the SS HUALALAI and concurred with the information set out in Paragraph 5 thereof except that:

Such paragraph should be changed to read 8 lengths of 2½" hose and 4 lengths of 200 feet each of 1½" hose, instead of 15 lengths of 2½" hose.

2. KINSEY, Edward (201-854), Sea.lc., USCGR, and QUINN, Clyde S. (599-026), Sea.lc., USCGR, were the two Coast Guardsmen who climbed a Honolulu Fire Department ladder to be the first men on the Bridge of Subject vessel. They stated:

"We went up the ladder to get to the Bridge. We saw a paint can and could smell alcohol. The can was alongside the wheelhouse, port side, and was burning. Flames could not be extinguished by straight streams of water, but had to be extinguished by a fog applicator method. After the fire was extinguished in that vicinity, we advanced into the fire and used a combination straight stream and fog applicator."

The Coast Guard Fire Crew at Pier 6 stated that the ship's fire lines were of no value when they were manned by the ship's crew due to the fact that they did not have sufficient pressure.

3. TERRITORIAL FIRE MARSHAL, Mr. Frank R. Sommerfeld, Territorial Office Building, telephone-54921, stated that:

"The Quartermaster of the ship--a fellow by the name of Henry Kekuewa, Jr. (Address: 934 No. King Street, Honolulu, T.H., Born-11 August 1918, and CIB#A-07764) stated that he scraped the Bridge on Monday and Tuesday, the 24th and 25th of September, sanded on Wednesday, 26 September, and varnished and hung canvas dodgers on Thursday, the 27th of September. (The fire

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KUALALAI, Honolulu, T.H.

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was the next morning) When he first talked to me, he said that he had also worked on the inside of the Bridge, but five minutes after he had left me, he came back and said definitely that he had never worked on the inside of the Bridge. He may have misunderstood my question, but it is my belief that there is a concerted effort on the part of the crew to tell a pre-arranged story."

"Two night watchmen on board the vessel were supposed to make the round of the ship every thirty (30) minutes, and they claim that everything was secure until the fire was reported. Yet if the fire was the result of spontaneous ignition, it must have been smouldering for two or three hours. The night watchmen's names were: St. Nicholas Ke and James Kaanapu. (St. Nicholas K. Ke is listed as #19 an Ordinary Seaman on the crew list of Subject vessel. James Kaanapu is listed as #30 an Ordinary Seaman on such crew list. CIB records set out a James Imailan Kaanapu, 840-12th Ave., Honolulu, T.H., born 29 September, 1926, Honolulu, T.H., Height 6'3", Weight 215#, Brown Eyes, Black Hair, Lt. Brown complexion, CIB No. M-02965)."

"The Skipper (probably Captain O. O. McIntyre) of the ship told me that a battery charger was operating in the battery room just aft of the Bridge and was charging a wet battery (See photograph of wheelhouse set out in preliminary report) on the bridge. This battery is used to operate a portable transmitter which is kept in the Captain's Quarters. I see your photographs show the batter, but it wasn't there when I was aboard."

"The Port Engineer tells me that the main switch had been opened and there were not hot lines on the ship, but the Captain stated that there were lights on the ship."

"Frankly, I think this fire is of inflammable liquid origin but there is a doubt as to the source of origin. If the battery charger was in operation, it was undoubtedly the igniting factor. If all the current was off, then we will have to look for a careless crew member with a cigarette. The possibility of spontaneous ignition is remote."

"I intend to request the Master, Kekuwa, St. Nicholas Ke and Kaanapu to appear at my office for a Hearing."

Honolulu, T.H.  
HUALALAI  
4 October, 1945

RESTRICTED DEPARTMENT  
FIRE RECORD

If they refuse my request, I will subpoena them. If possible I would like to have you sit in on the Hearing. If authorized, I would like to obtain statements from your two (2) Coast Guardsmen."

Location:

Alarm received by:

Vicinity boxes

Special calls for

Cause of fire:

"I certainly appreciate your fine cooperation. I have heard from many sources that your Coast Guardsmen did a wonderful job fighting the fire. We are certainly glad the Coast Guard is handy."

4. It is requested that KINSEY (supra) and QUINN (supra) be authorized to appear at the Fire Marshal's Hearing, and that the DCGIO, LAND, be authorized to release a set of photographs and a copy of the preliminary report to Fire Marshal Sommerfeld for his official use.

5. When the DCGIO, LAND, is advised of the time and date of the Fire Marshal's Hearing, the OinC, OMI, Honolulu, T.H., will be informed so that a representative from his office may also be present. It would appear that insofar as the Territorial Fire Marshal will hold such Hearing regardless of Coast Guard participation, that a joint Hearing will not only be very efficient but will avoid duplication of effort.

6. The security of this information must be preserved by carefully safeguarding its existence and source, as well as the names of any informants mentioned. In no case shall the report be shown to any person involved in such investigation, nor shall copies be made of it, nor shall the Intelligence Office be mentioned in connection with any action taken on the basis of the report.

No. of companies responded

No. of companies worked

Total No. of officers and men responded: 30 O 6 M 24 Worked: O 3 M 27

Time required to extinguish fire: 45 min V. D. HUBBARD Booster Pump

No. of chemical streams used: No. of Intelligence Officer Capacity

Extinguishers used Extinguished by Using

## FIRE RECORD

Honolulu, Sept. 28, 1945

Location: Pier 4

Alarm received by: Telephone  Box \_\_\_\_\_ Still \_\_\_\_\_ Radio \_\_\_\_\_ Time 3:58 A. M.

Vicinity boxes pulled for same fire: No. 2 Co. at 4:06 A. M. No. 8 Co. at \_\_\_\_\_

Special calls for apparatus: No. 1 Co. at 4:06 A. M. No. 8 Co. at \_\_\_\_\_ Time 4:05 A. M.

Cause of fire: Undetermined

Location where fire originated on bridge

Owner: Inter-Island Steam Navigation Co., Ltd. Insurance Co. \_\_\_\_\_

Occupant: \_\_\_\_\_ Insurance Co. \_\_\_\_\_

Occupied as: \_\_\_\_\_

Nature of contents: S. S. Hualalai

Confined to floor of origin? \_\_\_\_\_ Class of building: \_\_\_\_\_

Confined to building or place of origin? \_\_\_\_\_ Height of building: \_\_\_\_\_

Extended to adjoining buildings? \_\_\_\_\_ Salvage Equipment \_\_\_\_\_

Extended beyond adjoining buildings? \_\_\_\_\_ Salvage Covers \_\_\_\_\_

Loss of lives: (human) \_\_\_\_\_ (live stock) \_\_\_\_\_ Salvage equipment used \_\_\_\_\_

FRIDAY

Miles covered \_\_\_\_\_

by companies 10.6

No. of companies responded: C - 1

No. of companies worked: \_\_\_\_\_

Total No. of officers and men responded: 30 O 6 M 24 Worked: O 3 M 15

Time required to extinguish fire: 45 minutes Booster Pump \_\_\_\_\_

No. of chemical streams used: \_\_\_\_\_ No. of chemical tanks used: \_\_\_\_\_ Capacity: \_\_\_\_\_

Extinguishers used \_\_\_\_\_ Extinguished by \_\_\_\_\_ Using \_\_\_\_\_

1 1/2 qt. CCl<sub>4</sub> \_\_\_\_\_ Firemen  \_\_\_\_\_ foam stream \_\_\_\_\_

Foam \_\_\_\_\_ Owner \_\_\_\_\_ garden hose \_\_\_\_\_

S. &amp; A. \_\_\_\_\_ Occupant \_\_\_\_\_ pans of water \_\_\_\_\_

2 1/2 gal. Water \_\_\_\_\_ Others \_\_\_\_\_ buckets of water \_\_\_\_\_

5 gal. Water \_\_\_\_\_ Coast Guard Unit \_\_\_\_\_ wet bags \_\_\_\_\_

CO<sub>2</sub> \_\_\_\_\_ \_\_\_\_\_ sand or dirt \_\_\_\_\_

tree branches \_\_\_\_\_

No. of low pressure streams used: 4 How long used: Hrs. 45 Min. \_\_\_\_\_

Extinguished otherwise: \_\_\_\_\_

No. of feet and size of hose used: 3" 300 2 1/2" 1100 1 1/2" 200 1" Total 1600 ft.

No. of feet and size of ladders raised: 2 - 24 ft. Total 48 ft.

Hydrant used: Ala Moana North side west of Kakaako St. 45 ft.

OWNER			OCCUPANT		
Loss	Insurance	Paid	Loss	Insurance	Paid
B	B	B	B	B	B
C	C	C	C	C	C

Remarks: 72 CG used hydrant Alamoana North side West of Kakaako st. 399 ft.

No. 2 Co. led out from No. 9 Engine.