

MARSHALL ISLANDS FILE TRACKING DOCUMENT

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 Joint Task Force SEVEN
 APO 437, Box 1
 San Francisco, California

23 April 1956

SUBJECT: Orientation on Customs of the Marshall Island Natives

TO: Distribution

Inclosed for your information and guidance, certain informational material furnished by Mr. Jack Tobin, Anthropologist, Marshall Islands District, Trust Territories.

FOR THE COMMANDER:



ROBERT B. CRUISE
 Lt Col, U.S. Army
 Military Executive

6 Incls:

1. Handicraft Price List.
2. Anthropologist Report on Special Ujelang Assignments.
3. Atoll Population, Marshall Islands.
4. Municipal Officials, Marshall Islands.
5. Marshall IROJ - Reigning
6. Suggestions for behavior on outer islands in the Marshalls

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MARSHALL ISLANDS DISTRICT

Handicraft Price List

Retail Price
at
Trading Company Stores
Majuro & Ebeye Island

1. Hat	\$1.25 (Pandanus)	\$1.88 (Cocount)
2. Belt, Shell	.94 (Best)	.81 (Good)
3. Belt, without Shells	.81 "	.56 "
4. Necklace	.55 - average	
5. Head lei	.56	
6. Floor mat	.10 (sq. ft.)	
7. Sleeping mat	.13 "	
8. Cowrie Shells	.15 (large) \$.10 (med.) \$.05 (small)	
9. Small Cowrie Shells	.04 for three	
10. Helmet Shells	1.25 (large) .94 (med.) .63 (small)	
11. Trumpet Shell	1.25	
12. Tridacna Shell	8.00 (approx 30" dia) pair (killer clam) ("kabuor")	
13. Glass Balls	1.25 (large with net)	.85 (large with- out net)
14. Model Canoe	12.00 (large)	8.00 (small)
15. Jaki Er (Table mat)	3.13 - average	
16. Stick Charts	1.25 (large)	1.14 (small)
17. Cigarette Case	.65	

Compiled by Assistant District Anthropologist

Inclosure 1

TRU. TERRITORY OF THE PACIFIC ISLANDS
Marshall's District

ANTHROPOLOGIST'S REPORT ON SPECIAL UJELANG ASSIGNMENT

Arrived Ujelang via U.S. Navy PEM on Friday 10 Oct 1952. Two pregnant women, an asthmatic male and their attendants (a total of seven people) were sent to Kwajalein for hospitalization on the return trip the same day.

Gifts sent by the District Administrator consisting of soap and other useful toilet articles were delivered to the two "iroij" for distribution to their people. Said gifts were received with expressions of great appreciation. The supply of toilet soap on the island had been almost completely exhausted. The only supplies available in the store were two and one-half cases of defective matches. The home supplies of rice and flour were very sparse and canned goods were non-existent. (The last field trip ship had departed Ujelang on 1 August after having loaded aboard 18 tons of copra (\$1,086.12) and off-loaded \$1,109.40 worth of merchandise, mostly food stuffs.)

The first week on Ujelang was spent in renewing friendships and establishing rapport with the inhabitants. Announcement of the impending "test" and removal of the Ujelang people was held in abeyance to reduce the period of any possible worry and mental anguish and anxiety to a minimum.

A complete and detailed census was taken; every household being entered in the process of interrogation. A food consumption study was made of the entire community for one week period. In addition to these investigations, familial relationship patterns, communal organization (economic, political and social, were studied.) The writer found a well integrated community which is essentially nothing more than a large extended family group of lineal and collateral descendants of two main lineages.

These people are hardworking and cheerful and are making a reasonably satisfactory adjustment to their new environment; (a complete antithesis to the ex-Bikini people, now on Kili.)

One week before the anticipated arrival of the LST, the iroij and scribes were told about the impending temporary removal of their people. A Council meeting was immediately called. The writer explained the move as a protective measure to insure against remotely possible but not probably damage which might result from the testing of an improved bomb.

The atoll people were made to feel that they were personally cooperating in an important experiment to strengthen American (and ultimately) their own defenses against aggression. The writer emphasized that the bomb would be dropped on Enewetak not on Ujelang, that damage to their new home was only remotely possible but the government did not want to risk the safety of the Ujelang people.

This exposition was readily accepted, understood and appreciated. Intense interest was evinced, especially at the announced prospect of

obtaining three daily meals of American food after being on "short rations" for so many weeks. The apprehension that the field trip ship might arrive and depart in their absence was the only serious question raised by these present at the meeting. This fear was quickly dispelled of course.

The ensuing period was spent by the men in collecting and bagging the prepared copra and bringing it from the outer island to the main storehouses on Ujelang Island; making sleeping mats and refurbishing well worn clothing for the voyage, on the part of the women. The latter task required great ingenuity due to the paucity of clothing and textiles on the atoll. Women's "panties" which are not normally worn, were made especially for the impending "cruise". (An example of adjustment to a changing situation, based on previous experience.) An interesting acculturative note!

An attitude of expectancy and subdued excitement prevailed especially on the weekend preceding the anticipated arrival of the "cruise" ship. Expressions of "yokwe tema" (I really would love to see that steamer) were heard on every hand. This was especially pertinent in view of the fact that all supplies of rice had long been exhausted and only a microscopic supply of flour and sugar remained on hand. The writer was repeatedly asked "When to you think that ship will get here?", etc, etc. The only discordant note was the apprehension expressed by many people, especially women, that they would suffer from "mal-de-mer". (These forebodings were justified, as will be delineated later.)

At long last the "day of days" arrived; the early morning light of Monday, 27 October revealed the silhouette of USS LST 827 on the horizon.

The ship was sighted by people who were on the ocean side of the island commencing their daily activities. Their excited shouts summoned the populace for a look at the topic of conversation of the past week.

Preparations for boarding the ship were hurriedly completed and a sailing canoe got underway immediately in order to pilot the ship in. Passengers included the writer and the two iroi: JOANEJ and EBREAM.

The LST lay-to about two miles off the end of Ujelang Island. When the party from the beach boarded the ship the writer was taken to the bridge and informed by the Commanding Officer that he would not risk his ship by entering the un-buoyed and unmarked lagoon. Arrangements were made to transport the Ujelang people to the LST via two LCM's (small craft carried aboard ship.) The sailing canoe returned to the island; the population was alerted and loading operations commenced at approximately 1300 hours.

Heavy swells were running and the trip from island to ship was very uncomfortable for the passengers, who were bounced about and drenched with salt spray. The bow doors of the LST were opened and the small craft were taken alongside to off-load the passengers. The heavy swells in the open sea (at least two miles from land) caused the LCM to crash repeatedly against the loading ramp and to move up and down rapidly with resultant gap between ship and boat. The transfer of passengers under these conditions was, I am sure, a traumatic experience for the Marshallese involved as well as the American personnel who assisted in the operations. The writer was extremely anxious and unhappy about the whole situation. Especially when aged women and expectant mothers were transferred under these hazardous conditions.

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Fortunately, however, due to the good seamanship and alertness of the naval personnel involved, no casualties resulted. After the first two boatloads of passengers had been sent to the LST, the writer requested that operations be suspended due to the hazardous operating conditions. A supply of rice, tea, canned salmon and sugar was sent ashore and the ship put out to sea in the late afternoon after informing the people left on the island that they would be picked up the next morning, weather permitting.

Weather conditions improved considerably by the following day and the bulk of the passengers were loaded aboard under improved albeit still unpleasant conditions. The LST put out to sea in the late afternoon with 157 passengers aboard (78 females and 79 males) ranging from the ages of 3 months to more than 80 years.

The passengers were berthed in compartments normally occupied by part of the crew members. Nearly everyone was able to sleep in a bunk, the remainder slept on pallets and stretchers. Meals were served on the main deck under an awning that had been rigged for this occasion. Benches were made for the use of the passengers and were placed under the main deck awning. This provided a pleasant place to relax during the day, weather permitting. Church services were held here several times.

Unfortunately, torrential rains were encountered during the first three days of the trip, this coupled with the rough weather and crowded conditions in the hot berthing compartments caused a great deal of discomfort.

Many passengers were sea-sick and unable to eat. In fact some of them were ill for almost the whole trip. The two pregnant women, who had not been evacuated by plane, were especially uncomfortable.

All in all, the first few days of the voyage were quite miserable as far as the Ujelang people were concerned, in spite of the fact that the Commanding Officer, his personnel and the medical doctor did everything possible to make the passengers comfortable and happy.

Fortunately the remainder of the voyage was spent under favorable weather conditions which permitted the passengers to spend most of their time top-side. Appetites returned to most of those who had been indisposed and morale went back up to normal.

The passengers enjoyed three well prepared and more than adequate meals daily. Mountains of rice and bread and large quantities of canned fish and meat disappeared at every meal, as well as additional delicacies. Movies were enjoyed every night and sports activities were held on the tank deck by the children. After the first few days most of the passengers became well adjusted to ship board life and enjoyed the experience.

A "kamolo" or welcome party was given by the passengers for the ship's company as a gesture of appreciation for the kind treatment extended them. This party was thoroughly enjoyed by both participants and audience.

On the morning of the "Big Drop" the passengers lined the rail - with the ship's company to await the blast. They were very much impressed with the manifestation which followed. (details of their reactions will not be

given for security reasons.) Most of them had seen the manifestations of the blast at Enewetak in 1948; hence had a basis for comparison.

The LST returned to Ujelang and off-loaded all passengers after the Operation Safety Officer had inspected the island for possible radioactivity and had given the safety clearance. 

The passengers were sent home with presents of old shoes, clothing and other useful and much needed articles donated by the officers and crew at the request of the Commanding Officer. Off-loading operations, while not ideal, were not as hazardous as the loading operations had been and the trips to shore were fairly smooth and uneventful.

The Ujelang people were very happy to return home and to find that no damage had been done. All the passengers were landed safely ashore and the ship departed the same day (2 Nov.).

CONCLUSION AND RECOMMENDATIONS:

1. As stated initially, the ex-Enewetak people are making a reasonably successful adjustment, both psychological and economic to their new home, which is much smaller and reportedly poorer in natural resources.

These people have planted food trees (pandanus, breadfruit, papaya and banana) as well as pumpkins and arrowroot. They have raised pigs, chickens and ducks and have cleared away large areas of overgrown land and made other improvements. The realities of the situation had been faced and these people are planning to remain on Ujelang permanently. This is the situation now. The obvious question in this context follows: Will these people continue to adjust and to improve local conditions if they are to undergo a regular annual temporary dislocation with the possibility of being displaced permanently from Ujelang? Will they not sink into a condition of apathy? Will they plan for the future as they have been doing if the future is uncertain as far as their land is concerned? ---The answers should be obvious.

The writer believes that the reaction of the Ujelang people to any possible displacement next year will be quite different than their reactions to the recent displacement. Feelings of anxiety and insecurity will undoubtedly be reflected in their attitudes toward adjusting to Ujelang.

While the writer can offer no solution to this problem other than the obvious and probably impractical one of using another testing ground, he feels that the Administration should be made cognizant of the latent danger of this situation.

2. If the Ujelang people, or any other group are to be moved from their lands in the future, the writer strongly recommends that they not be transferred in the open sea. The writer will never be a party to such procedure again unless it is absolutely the only procedure possible. Transfer of passengers, especially the aged and infirm, from small craft to ship, is extremely hazardous under unfavorable weather conditions (as previously delineated). The Commanding Officer of LST 827 concurred with

with these views but explained that he could not risk the safety of his ship and crew by entering a lagoon entrance which is not only narrow and shallow but completely unmarked.

A ship captain's concern over the safety of his ship is understandable, however, if the government plans any similar move, operations within the smooth waters of the lagoon should be facilitated by properly marking the channel entrance and the pass. Passengers should never be transferred anywhere but in the relatively calm waters of a lagoon.

In the event that circumstances prevent said marking, a smaller class ship with shallower draft and greater maneuverability should be used in these operations. Another alternative would be to "air-lift" the passengers.

The procedure of keeping the people aboard ship for the entire test period should not be repeated. As stated previously, the passengers were very uncomfortable for several days and the voyage remained an ordeal to those who did not recuperate from their "mal-de-mer" until the cruise was nearly completed.

It is recommended that in event of any future operations of this type, the evacuees be sent to another atoll in a safe area and that they be permitted to live on the ship or on the shore as conditions permit. This would be advantageous to the Navy as well as the evacuees, less fuel and water would be consumed and the passengers would certainly be much more comfortable.

3. The writer is curious to know why a return trip was not made by the PBM that had been sent to Ujelang to evacuate four pregnant women and that only evacuated two of them. The authorities involved must have been fully cognizant of the fact that two of the women were not flown out. (The two women had gone to a distant island for the day and could not be reached that particular day) But no action was taken to bring them out on a return flight.

The writer is probably at fault because he did not specifically request a return flight at the time he informed the medical officer from Kwajalein that two of the pregnant women were not available for the return flight that day. The writer did not deem such a request necessary, assuming as he did that the authorities involved would automatically follow up and complete their part in this operation.

As a result of this blunder the two women who were in the last stages of pregnancy were forced to undergo an unnecessary ordeal. They were both ill for the major part of the trip. Their husbands and relatives were naturally quite concerned about their condition.

4. The Commanding Officer of LST 827, Lt. GEORGE W. WIEDINGER, his officers and crew are to be highly commended for their wholehearted cooperation and the many kindnesses and courtesies extended to all of the passengers. Everything possible was done to make the passengers as comfortable and happy as possible.

There were no unpleasant incidents involving Marshallese and ship's company. The latter went out of their way to make the passengers feel at ease.

TRUST TERRITORY OF THE PACIFIC ISLANDS
Marshall Islands District

POPULATION BREAKDOWN BY ATOLL

1. Ailinglaplap	1304
2. Ailuk	390
3. Arno	978
4. Aur	472
5. Ebon	745
6. Jaluit	1154
7. Kwajalein (incl Ebeye)	1278
8. Kili Island	201
9. Lae	104
10. Likiep	596
11. Lip Island	63
12. Majuro	2294
13. Maloelap	510
14. Mejit Island	245
15. Mille	361
16. Namrik	533
17. Namu	420
18. Ronglap	174
19. Ujae	180
20. Utrik	186
21. Wotho	47
22. Wotje	380
23 Ujelang	<u>193</u>
Approximate total	12808

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Compiled April 1956 by Assistant Anthropologist.

Inclosure 3

TRUST TERRITORY OF THE PACIFIC ISLANDS
Marshall Islands District

MUNICIPAL OFFICIALS 1956

<u>Atoll</u>	<u>Position</u>	<u>Name</u>	<u>Age</u>	<u>Period of Office</u>
<u>AILINGLAPLAP</u>				
	Magistrate	Jorninean	45	12/28/53 - 56
	Scribe	Ejke	37	12/28/52 - 56
	Policeman	Paul	44	12/28/55 - 56
	Policeman	Bobori	29	12/28/56
	Policeman	Kajirik	32	12/28/56
	Policeman	Roj	38	12/28/56
	Headman	Aine	44	12/28/56
	Headman	Lairan	62	12/28/56
	Headman	Momo	50	12/28/56
<u>AILUK</u>				
	Magistrate	Taibun	50	1/53 - 56
	Scribe	Makto	35	1/55 - 56
	Policeman	Clemen	45	1/55 - 56
	Judge	Amon	45	
		Aniju	60	
<u>ARNO</u>				
	Magistrate	Motellen	32	1/54 - 56
	Scribe	Ruojwor	31	1/53 - 56
	Policeman	Reilan	27	1/56
	Policeman	Baro		1952 - 1956
	Policeman	Tobal		2/55 - 56
	Policeman	Aenet		1/56

Inclosure 4

<u>Atoll</u>	<u>Position</u>	<u>Name</u>	<u>Age</u>	<u>Period of Office</u>
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Arno (Continued)

	Headman	Lornedra		1/56
	Headman	Laeman		2/55 - 56
	Headman	Ibino		2/56
	Headman	Alok		2/54 - 56
	Judge	Kotto		1953 - 1956

AUR

	Magistrate	Jonathen	58	1/1/56
	Scribe	Nienbok	48	1/1/56
	Policeman	Bellem	40	1/1/56
	Policeman	Beaja	38	1/1/56
	Judge	Clarence	59	1/1/56
	Headman	Etmon	56	1/1/56

EBON

	Magistrate	Najon	23	1/56
	Scribe	Andrew	26	1/56
	Policeman	Anturinbat	32	1/56
	Policeman	Jousen	31	1/56
	Policeman	Jibdri	27	1/56
	Judge	Sam	26	1/56

JALUIT

	Magistrate	Livtikos	53	1/1/55 - 56
	Scribe	Lotijar	46	1/1/55 - 56
	Headman	Hertin	34	1/1/56
	Headman	Kilon	40	1/1/56
	Headman	Daniel	40	1/1/56

Atoll Position Name Age Period of Office REMARKS

Idkiep (Continued)

Policeman Beti 38 1956 1/56

Judge Neptali 35 1956 1/56

MAJURO

Magistrate Melon

Scribe - Lazrus (Acting Scribe, Zebty)

Headman Edward

Policeman Jonny

Policeman Kesai

Policeman Joraur-Jo

Judge Elosa

MALOELAP

Magistrate Namirik

Scribe Andrew

Judge Silk

Policeman Jain

Policeman Alfonso

MEJIT

Magistrate Jibaj 34 1/56

Scribe Albot 34 1/56

Policeman Lanin 39 1/56

Policeman Jhon 28 1/56

Judge Raido 45 1/56

Policeman Janilik 35 1/56

Not
Admission
2/2/57

<u>Atoll</u>	<u>Position</u>	<u>Name</u>	<u>Age</u>	<u>Period of Office</u>
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Jaluit (Continued)

	Headman	Jolten	38	1/1/56
	Policeman	Lomna	45	1/1/56
	Policeman	Laiot	46	1/1/56

KILI

	Magistrate	Juda	54	1947 - 1956
	Scribe	Lose	41	
	Policeman	Jibaj	51	1948 - 1956
	Policeman	Jodre	37	

KWAJALEIN

	Magistrate	Jalle		1/1/55
	Scribe	Joji	25	1/1/55
	Policeman	Corp Ankelon		1/1/55
	Judge	Ed Milne	45	10/15/55

LAE

	Magistrate	Lanbata	38	1/1/56
	Scribe	Nebo	37	1/1/56

LIB

	Magistrate	Anet	34	12/30/55
	Scribe	Anet	34	12/30/55
	Policeman	Anet	34	12/30/55

LIKIEP

	Magistrate	Andon de Brum		
	Scribe	Herman		
	Policeman	Leban		

<u>Atoll</u>	<u>Position</u>	<u>Name</u>	<u>Age</u>	<u>Period of Office</u>
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MILLE

	Magistrate	Beknamrik	60	1956
	Scribe	Ebel	59	1956
	Policeman	Jibaj	30	1956
	Policeman	Kein	23	1956
	Headman	Jaikolo	47	1956
	Headman	Kometo	31	1956
	Judge	Ali	40	1956

NAMRIK

	Magistrate	Joel	57	1/1/56
	Scribe	Kon	45	1/1/56
	Policeman	Netab		1/1/56
	Policeman	Benjamin	58	1/1/56
	Policeman	Bed		1/1/56
	Policeman	Lajia		1/1/56
	Judge	Isaak		1/1/56

NAMO

	Magistrate	Tabu		1/1/56
	Scribe	Net		1/1/56
	Judge	Jotai		1/1/56
	Policeman	Htera		1/1/56
	Policeman	Albon		1/1/56
	Policeman	Belap		1/1/56

<u>Atoll</u>	<u>Position</u>	<u>Name</u>	<u>Age</u>	<u>Period of Office</u>
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RITA-ULIGA-SOLOME (Majuro Atoll)

	Magistrate	Carl Dominick		1954
	Scribe	William Allen		1953
	Policeman	Anju		1954

RONGLAP (Ejit)

	Magistrate	John		1/1/56
	Scribe	Ainrik		1/1/56

UJAE

	Magistrate	Lanror		
	Scribe	Makhi		

UTRIK

	Magistrate	Erkej	45	1/5/56
	Scribe	Kito	20	1/5/56
	Policeman	Kell	39	1/5/56

WOTHO

	Magistrate	Emijwa		
	Scribe	Ato		

WOTJE

	Magistrate	Emos	43	1/1/55
	Scribe	Jobba	35	1/1/55
	Policeman	Ankien	34	1/1/55

UJELANG

	Chief & Magistrate	Johannes		
	Chief & Magistrate	Ebream		
	Scribe	Yoshitaro		

Compiled April 1956 by Assistant Anthropologist.

MARSHALL IROJ - REIGNING

<u>NE ATOLL</u>	<u>IROJ ELAB</u>	<u>IROJ ERIK</u>
UTERIK	*	Aen
AILUK	*	Taibun
MEJIT	JERAN LANJE	Lorron Lowame
WOTJE	*	Jauwej Limotrik
MALOELAP	*	Limejwa Libareo Namu Silk Limotrik Luter Gretel
MALOELAP	NAMORK	Lijkit
AUR	*	Kibon Hezekea Jakeo Lanjen Liejlam Litarjikit (succ)
ARNO	TOBO	Leban Jiwirak Abijai Felix Lainlij Lujim
MILLE	*	Orenmeto Atirere Larien Lakomot Lanimoj Dakto
LITKIEP	OWNERS: CAPELLE and DE ERUM	

* - Dispute as to successor between Limeiwa and Namu.

Correct to 1956.

Inclosure 5

MARSHALL IROJ - REIGNING

SW ATOLL	IROJ ELAB	
EBON	KABUA NEIMORO	
NAMORIK	Kabua Jeimata Litelinej *	
KILLI		
JALUIT	Kabua * Litelinej Neimoro Loibwij	Lejelan (succ) Manene (succ) Albert (succ)
AILING- LABLAB	Kabua * Litelinej Neimoro Loibwij	
<hr/>		
NW ATOLL	IROJ ELAB	
NAMU	* Kabua Litelinej Neimoro Loibwij	
KWAJALEIN	* Litelinej Kabua Neimoro Loibwij	
LIB	* Litelinej Neimoro Loibwij	
LAE	*	
UJAE	*	
RONCELAB	*	
WOTHO	*	
UJELANG	Johannes Abream	

TRUST TERRITORY OF THE PACIFIC ISLANDS
Majuro, Marshall Islands

Suggestions for Behavior on Outer Islands in the Marshalls

The following suggestions are offered as a help to visitors to the Marshalls. If they are followed and common sense and discretion are used for conduct in general as well, the necessary cooperation and a friendly attitude on the part of the islanders will follow.

1. Try to avoid cutting down trees or damaging taro patches.
2. If and when necessary to cut trees keep a record of:
 - a. Number of trees (or plants), approximate age of tree.
 - b. Location (get name of "weto" and "alab")
 - c. Kind of tree; coconut, pandanus, breadfruit, taro patch, etc.
3. Talk to Magistrate re local rule on alcohol and carry on accordingly. (Importation and consumption of alcoholic beverages by Marshallese is prohibited by resolution of Marshallese Congress and District Order except at the District Center at Majuro and Ebeye Island, Kwajalein Atoll.)
4. Respect Marshallese attitude toward exposure of sexual organs, i.e., do not walk around naked, even in front of males. Step behind a tree if you have to urinate and can't get to the latrine.
5. Do not enter the yards or houses unless invited.
6. Do not ask anyone to work on Sunday unless absolutely necessary.
7. Pay standard prices (or equivalent) for shells and handicraft.
8. Avoid fouling the lagoon. Use ocean side of island to dump oil, garbage, trash, etc.
9. Do not pat anyone but very small children on the head. The head is "tabu" and Marshallese consider touching it to be a serious breach of etiquette.
10. Obtain permission from Magistrate before picking fruit.
11. Obtain said permission before gathering lobsters or any other marine life of value. The products of the lagoon and ocean are the property of the island people and should be respected as such. Certain species are poisonous in certain areas at different periods during the year. Local advice re same should be obtained before eating fish, lobsters, etc.
12. Payment in cash, or kind, should be made if canoes are used. This should cover "rent" of canoe and payment for services of crew. (The people will probably appreciate food and clothing, etc. more than cash.)
13. Operate through the Magistrates for any business involving the Atoll or atoll population as a whole.

April 16, 1956.

Jack A. Tobin
District Anthropologist

Inclosure 6