

No 1767.92.A5 1946



Pt. 30
Copy 2

GIVEN BY

Mr R.C. Wells

11/6/72. 11/11/30
copy 2

PEARL HARBOR ATTACK

HEARINGS

BEFORE THE

JOINT COMMITTEE ON THE INVESTIGATION
OF THE PEARL HARBOR ATTACK

CONGRESS OF THE UNITED STATES

SEVENTY-NINTH CONGRESS

FIRST SESSION

PURSUANT TO

S. Con. Res. 27

A CONCURRENT RESOLUTION AUTHORIZING AN
INVESTIGATION OF THE ATTACK ON PEARL
HARBOR ON DECEMBER 7, 1941, AND
EVENTS AND CIRCUMSTANCES
RELATING THERETO

PART 30

PROCEEDINGS OF ARMY PEARL HARBOR BOARD

Printed for the use of the
Joint Committee on the Investigation of the Pearl Harbor Attack



561
20

PEARL HARBOR ATTACK

HEARINGS

BEFORE THE

JOINT COMMITTEE ON THE INVESTIGATION
OF THE PEARL HARBOR ATTACK

CONGRESS OF THE UNITED STATES

SEVENTY-NINTH CONGRESS

FIRST SESSION

PURSUANT TO

S. Con. Res. 27

A CONCURRENT RESOLUTION AUTHORIZING AN
INVESTIGATION OF THE ATTACK ON PEARL
HARBOR ON DECEMBER 7, 1941, AND
EVENTS AND CIRCUMSTANCES
RELATING THERETO

PART 30

PROCEEDINGS OF ARMY PEARL HARBOR BOARD

Printed for the use of the
Joint Committee on the Investigation of the Pearl Harbor Attack



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1946

*D767

. 92

. A5

1946

pl. 30

copy 2

D 67. 92 A5
1946 - Pl. 30

(201)

Mrs R E Wells
Jan 16, 1953

JOINT COMMITTEE ON THE INVESTIGATION OF THE PEARL
HARBOR ATTACK

ALBEN W. BARKLEY, Senator from Kentucky, *Chairman*

JERE COOPER, Representative from Tennessee, *Vice Chairman*

WALTER F. GEORGE, Senator from Georgia

JOHN W. MURPHY, Representative from

SCOTT W. LUCAS, Senator from Illinois

Pennsylvania

OWEN BREWSTER, Senator from Maine

BERTRAND W. GEARHART, Representa-

HOMER FERGUSON, Senator from Michi-

time from California

gan

FRANK B. KEEFE, Representative from

J. BAYARD CLARK, Representative from

Wisconsin

North Carolina

COUNSEL

(Through January 14, 1946)

WILLIAM D. MITCHELL, *General Counsel*

GERHARD A. GESELL, *Chief Assistant Counsel*

JULE M. HANNAFORD, *Assistant Counsel*

JOHN E. MASTEN, *Assistant Counsel*

(After January 14, 1946)

SETH W. RICHARDSON, *General Counsel*

SAMUEL H. KAUFMAN, *Associate General Counsel*

JOHN E. MASTEN, *Assistant Counsel*

EDWARD P. MORGAN, *Assistant Counsel*

LOGAN J. LANE, *Assistant Counsel*

HEARINGS OF JOINT COMMITTEE

Part No.	Pages	Transcript pages	Hearings
1	1- 399	1- 1058	Nov. 15, 16, 17, 19, 20, and 21, 1945.
2	401- 982	1059- 2586	Nov. 23, 24, 26 to 30, Dec. 3 and 4, 1945.
3	983-1583	2587- 4194	Dec. 5, 6, 7, 8, 10, 11, 12, and 13, 1945.
4	1585-2063	4195- 5460	Dec. 14, 15, 17, 18, 19, 20, and 21, 1945.
5	2065-2492	5461- 6646	Dec. 31, 1945, and Jan. 2, 3, 4, and 5, 1946.
6	2493-2920	6647- 7888	Jan. 15, 16, 17, 18, 19, and 21, 1946.
7	2921-3378	7889- 9107	Jan. 22, 23, 24, 25, 26, 28, and 29, 1946.
8	3379-3927	9108-10517	Jan. 30, 31, Feb. 1, 2, 4, 5, and 6, 1946.
9	3929-4599	10518-12277	Feb. 7, 8, 9, 11, 12, 13, and 14, 1946.
10	4601-5151	12278-13708	Feb. 15, 16, 18, 19, and 20, 1946.
11	5153-5560	13709-14765	Apr. 9 and 11, and May 23 and 31, 1946.

EXHIBITS OF JOINT COMMITTEE

Part No.	Exhibits Nos.
12	1 through 6.
13	7 and 8.
14	9 through 43.
15	44 through 87.
16	88 through 110.
17	111 through 128.
18	129 through 156.
19	157 through 172.
20	173 through 179.
21	180 through 183, and Exhibits-Illustrations.
22 through 25	Roberts Commission Proceedings.
26	Hart Inquiry Proceedings.
27 through 31	Army Pearl Harbor Board Proceedings.
32 through 33	Navy Court of Inquiry Proceedings.
34	Clarke Investigation Proceedings.
35	Clausen Investigation Proceedings.
36 through 38	Hewitt Inquiry Proceedings.
39	Reports of Roberts Commission, Army Pearl Harbor Board, Navy Court of Inquiry and Hewitt Inquiry, with endorse- ments.

INDEX OF EXHIBITS OF ARMY PEARL HARBOR BOARD

	Page
Exhibit No. 1	2458
Exhibit No. 2	2623
Exhibit No. 3	2623
Exhibit No. 3A	2624
Exhibit No. 3B	2624
Exhibit No. 4	2624
Exhibit No. 4A	2634
Exhibit No. 4B	2644
Exhibit No. 4C	2648
Exhibit No. 4D	2651
Exhibit No. 4E	2660
Exhibit No. 4F	2663
Exhibit No. 4G	2666
Exhibit No. 4H	2685
Exhibit No. 4I	2702
Exhibit No. 4J	2705
Exhibit No. 4L	2711
Exhibit No. 4M	2715
Exhibit No. 4N	2717
Exhibit No. 5	2721
Exhibit No. 6	2723
Exhibit No. 7	2789
Exhibit No. 8	2876
Exhibit No. 8A	2899
Exhibit No. 8B	2917
Exhibit No. 9	2949
Exhibit No. 10	2951
Exhibit No. 11	2952
Exhibit No. 11A	2965
Exhibit No. 12	2973
Exhibit No. 13	2973
Exhibit No. 14	2974
Exhibit No. 15	2974
Exhibit No. 16	2974
Exhibit No. 17	2974
Exhibit No. 18	2974
Exhibit No. 19	2974
Exhibit No. 19A	2975
Exhibit No. 20	2977
Exhibit No. 21	2979
Exhibit No. 22	2981
Exhibit No. 23	2981
Exhibit No. 24	2981
Exhibit No. 25	2981
Exhibit No. 26	2981
Exhibit No. 27	2982
Exhibit No. 28	2989
Exhibit No. 29	2992
Exhibit No. 30	3003
Exhibit No. 31	3004
Exhibit No. 32	3005
Exhibit No. 33	3005
Exhibit No. 34	3006
Exhibit No. 34A	3007

	Page
Exhibit No. 34B	3007
Exhibit No. 35	3007
Exhibit No. 36	3008
Exhibit No. 36A	3009
Exhibit No. 37	3009
Exhibit No. 38	3010
Exhibit No. 38A	3010
Exhibit No. 39	3011
Exhibit No. 40	3012
Exhibit No. 40A	3013
Exhibit No. 41	3013
Exhibit No. 42	3014
Exhibit No. 42A	3014
Exhibit No. 43	3016
Exhibit No. 43A	3017
Exhibit No. 44	3017
Exhibit No. 45	3018
Exhibit No. 46	3019
Exhibit No. 46A	3036
Exhibit No. 46B	3039
Exhibit No. 46C	3054
Exhibit No. 46D	3058
Exhibit No. 47	3061
Exhibit No. 48	3063
Exhibit No. 49	3063
Exhibit No. 50	3064
Exhibit No. 50A	3064
Exhibit No. 51	3065
Exhibit No. 52	3067
Exhibit No. 53	3082
Exhibit No. 54	3084
Exhibit No. 55	3087
Exhibit No. 56	3097
Exhibit No. 57	3131
Exhibit No. 58	3139
Exhibit No. 59	3159
Exhibit No. 60	3160
Exhibit No. 61	3162
Exhibit No. 62	3163
Exhibit No. 63	3163
Exhibit No. 64	3172
Exhibit No. 65	3173
Exhibit No. 66	3174
Exhibit No. 67	3174
Exhibit No. 68	3175
Exhibit No. 69	3175
Exhibit No. 70	3176
Exhibit A to Army Pearl Harbor Board top secret transcript	3201
Exhibit B to Army Pearl Harbor Board top secret transcript	3235
Appendix No. 1	appears in Part 39
Appendix No. 2	3259
Appendix No. 3	3272
Appendix No. 4	3327
Appendix No. 5	3338
Appendix No. 6	3341
Index to Exhibits-Illustrations	3357

HEARING
PEARL HARBOR EXHIBIT NO. 145, VOL. 4

EXHIBITS OF
ARMY PEARL HARBOR
BOARD

EXHIBITS OF ARMY PEARL HARBOR BOARD

ARMY PEARL HARBOR BOARD EXHIBIT NO. 1

[SECRET]

[a] STATEMENT BY MAJOR GENERAL WALTER C. SHORT OF EVENTS AND CONDITIONS LEADING UP TO THE JAPANESE ATTACK, DECEMBER 7, 1941

[a] *Table of Contents*

Statement Major General Walter C. Short. Pp. 1-50 incl. Exhibits A-1R (incl.)

	Page	Exhibit
1. Paraphrased Radio, 16 Oct. 41 from Chief Naval Operations	1	"A"
2. W. D. Radio 472, 27 Nov. 41, from General Marshall	1	"B"
3. Hawaiian Department Alerted 27 Nov. 41	2	
4. Alerts (Extracts from Standing Operating Procedure)	2-10 incl	"C"
5. Reasons for Calling Alert No. 1	10-13 incl	
6. Extract from "Joint Coastal Frontier Defense Plan"	11-12 incl	"D"
7. Annex #7 from "Joint Coastal Frontier Defense Plan"	12	"E"
8. 28 Nov. 41 Radio Reply to W. D. Radio 472 (Gen. Marshall 27 Nov. 41)	11	"F"
9. W. D. Radio 482, 28 Nov. 41, "Sabotage"	13-14 incl	"G"
10. Extract from MID-SC30-45 "Subversive Activities"	14	"H"
11. 29 Nov. 41 Radio to W. D. (Steps Taken to Prevent Sabotage)	14-15 incl	"I"
12. Events Transpiring from 27 Nov. 41 to 6 Dec. 41	15-24 incl	"J-S"
a. Order for Detector Operation	15-16 incl	Incl.
b. Conferences With Navy	16-17 incl	"J"
c. Certificate "No Navy Request for Long Range Reconnaissance"	17	"K-L"
d. Certificate "Statement Made by Naval Staff Officer"	17	"K"
e. Arrival B-24 (Photo Mission) from U. S.	18	"L"
f. W. D. Radio 465, 26 Nov. 41 (Re B-24 Photo Mission)	18	"M"
g. 5 Dec. 41 Radio to Chief Air Corps (Re B-24 Photo Mission)	18-19 incl	"N"
h. Unarmed B-17 Flight from U. S. Arrive Oahu During 7 Dec. Attack.	19	"O"
i. RCA Radio (Commercial) from General Marshall "Japanese Ultimatum"	20-21 incl	"P"
j. W. D. Radio 549, 9 Dec. 41, Requesting Time RCA Radio Received.	20	"Q"
k. Radio Reply to W. D. Radio 549, 9 Dec. 41 "Time Received"	20-21	"R"
l. Japanese Submarine Sunk Pearl Harbor 7:15 A. M. 7 Dec.	21	
m. Aircraft Warning Service Operation 7 Dec. 41	21-24 incl	"S"
13. Action at Time of Attack, 7 Dec. 41	24-26 incl	"S-U"
a. Alert of All Units	24	Incl.
b. Anti-Aircraft Artillery	25	"S"
c. Hawaii Air Force	25	"T-U"
d. 24th Division	25	Incl.
e. 25th Division	25-26 incl	
f. Medical Teams and Civilian Relief Committees	26	
14. Martial Law Declared 8 Dec. 41	26-27 incl	
15. Efforts to Improve Defenses of Hawaii Islands	27-42 incl	
a. Letter to Gen. Marshall Outlining Deficiencies Found	28 par. 1	"V"
b. Request for Funds for Dispersion Aircraft	28-29 par. 2	"W"
c. Request for Underground Maintenance Hawn. Air Depot	29 par. 3	"X"
d. Request for Fortification and Camouflage Funds	29 par. 4	"Y"
e. Request for Funds for Camouflaging Air Fields	30 par. 5	"Z"
f. Request for Funds for Roads, Trails	30 par. 6	"1-A"
g. Request for Additional Air Ports	30-32 incl. par. 7	"1-B"
h. Request for Kaneohe Bay Defenses	32-33 incl. par. 8	"1-C"
i. Request for Funds for Improvement Landing Strips Wheeler Field.	33 par. 9	"1-D"
j. Request for Priorities on Aircraft Warning Stations	33 par. 10	"1-E"
k. Request for Honolulu Office Production Manager	34 par. 11	"1-F"
l. Request for \$1,000,000 Fund for Stocking Reserve Supplies	34-36 incl. par. 12	"1-G"
m. Letter from Chief Air Corps "Ferrying Operation Airfields"	35 par. 13	"1-H"
n. Request for Increase in Engineer Strength	36 par. 14	"1-I"
o. Request for Increase in Coast Artillery Strength	36-37 incl. par. 15	"1-J"
p. Request for Increase in Infantry and Artillery Strength	36-37 incl. par. 15	"1-J"
q. Request for Increase in Air Corps Strength	38-40 incl. par. 16	"1-K"
r. Request for Reorganization Hawn. Division and an Increase in Initial War Garrison	40-41 incl. par. 17	"1-L"
s. Request Activation of A. A. Artillery Brigade	41 par. 18	"1-M"
t. Request Information 37 MM Guns	42 par. 19	"1-N"
u. Standing Operating Procedure	42 par. 20	"C"

[a] Table of Contents—Continued

	Page	Exhibit
16. Efforts to Better Prepare Civilian Community for Defense.....	43-45 incl.....	"1-C, 1-Q" Incl. "1-O"
a. Army Day Speech, 6 April 41 to Honolulu Chamber of Commerce.	43.....	
b. Production and Storage of Food.....	43-44 incl.....	"1-P"
c. Organization of Doctors and Nurses.....	44.....	
d. Organization of Auxiliary Police and Fire Force.....	44.....	
e. Evacuation Camps and Air Raid Shelters.....	45.....	"1-Q"
f. M-Day Bill.....	45.....	
17. Letters from Civilian Reference Efforts to Improvement of Civilian Defense.	45-47 incl.....	"1-R"
a. Unsolicited Letter to President, United States.....	45-46 incl.....	"1-R"
b. Unsolicited Letter from Major Disaster Council, Honolulu.....	47.....	"1-R"
c. Unsolicited Letter from Gov. Poindexter.....	47a.....	"1-R"
18. Conclusions.....	48-50 incl.....	

[1] STATEMENT BY MAJOR GENERAL WALTER C. SHORT OF EVENTS AND CONDITIONS LEADING UP TO THE JAPANESE ATTACK, DECEMBER 7, 1941

The following radiogram from the Chief of Staff was received October 16, 1941—Exhibit "A":

Note for commanding general Hawaiian department:

The following is a paraphrase of a dispatch from the Chief of Naval Operations which I have been directed to pass to you quote:

Japanese cabinet resignation creates a grave situation x if a new cabinet is formed it probably will be anti-American and strongly nationalistic x if the Konoye cabinet remains it will operate under a new mandate which will not include rapprochement with the United States x either way hostilities between Japan and Russia are strongly possible x since Britain and the US are held responsible by Japan for her present situation there is also a possibility that Japan may attack these two powers x view of these possibilities *you will take due precautions including such preparatory deployments as will not disclose strategic intention nor constitute provocative actions against Japan x.*

The following radiogram from the Chief of Staff was received 2:22 P. M., November 27th—Exhibit "B":

"Hawn Dept, Ft. Shafter, TH:

472 27th negotiations with Japan appear to be terminated to all practical purposes with only the barest possibilities that the Japanese Government might come back and offer to continue stop Japanese future action unpredictable but hostile action possible at any moment stop If hostilities cannot comma repeat cannot comma be avoided the United States desires that Japan commit the first overt act stop This policy should not comma repeat not comma be construed as restricting you to a course of action that might jeopardize your defense stop Prior to hostile Japanese action you are directed to undertake such reconnaissance and other measures as you deem necessary but these measures should be carried out so as not comma repeat not comma to alarm civil population or disclose intent stop Report measures taken stop Should hostilities occur you will carry out the tasks assigned the Rainbow Five so far as they pertain to Japan stop Limit dissemination of this highly secret information to minimum essential officers.

MARSHALL,
116P/27.

[2] Upon receipt of the above radiogram, I gave consideration to the type of an alert which I should order, and, after talking the matter over with the Chief of Staff, Alert #1 was ordered by telephone and put into effect at once. Standing Operation Procedure, Headquarters Hawaiian Department, 5 November 1941.—Exhibit "C":

"SECTION II—ALERTS

13. All defense measures are classified under one of the three (3) Alerts as indicated below. Operations under any Alert will be initiated by a Department order, except in case of a surprise hostile attack. See paragraph f (8) below.

14. *ALERT NO. 1.* *a.* This alert is a defense against acts of sabotage and uprisings within the islands, with no threat from without.

b. At DEPARTMENT HEADQUARTERS, all General and Special Staff Sections will continue with their usual duties at their present stations, pending further orders.

c. DEPARTMENT TROOPS will carry on their normal training, pending instructions from this Headquarters.

d. Each INFANTRY DIVISION will:

(1) Suppress all civil disorders, including sabotage, in its assigned sector.

(2) Maintain one (1) infantry battalion with motor transportation sufficient to transport it, prepared to move on one (1) hour's notice.

(3) Protect the SCHOFIELD BARRACKS reservation and all vital installations (except those on garrisoned Army and Navy Reservations), in its assigned sector, not protected by the Territorial Home Guard. The following are among the important ones:

Police District No. 1, see paragraph 14 *h* (2) below.

Command and Fire Control Cable System.

Railway and Highway Bridges.

Water supply for SCHOFIELD BARRACKS.

Radio Station at PUU MANAWAHUA.

WAI AU Generating Plant.

Telephone Exchanges at WAIPA HU, WAHIAWA, WAI ALUA (in HALE-IWA), LAIE and KANEOHE.

Electric sub-stations at WAHIAWA, WAI ALUA, KAHUKU, KAILUA, WAIPIO AND EWA, and electric power lines from WAIPIO, WAHIAWA, SCHOFIELD BARRACKS, inclusive, and to FORT BARRETTE, exclusive, from KOOLAU switch station BELLOWS FIELD.

[3] Cold Storage Plant in WAHIAWA.

Pumping Stations at MOANALUA and KAPAHULU.

(4) the 25th Infantry Division will assist the Navy in guarding the pumping stations at AIEA and HALAWA.

e. The HAWAIIAN COAST ARTILLERY COMMAND will:

(1) Protect all seacoast and antiaircraft armament, searchlights, observation and fire control installations, and other elements of the seacoast and antiaircraft defense.

(2) Protect all vital installations on posts and reservations of the command.

(3) Protect the Radio Beacon on Sand Island.

(4) Provide a guard for the rear echelon of Department Headquarters and Tripler General Hospital.

f. The HAWAIIAN AIR FORCE will:

(1) Protect all vital installations on posts of OAHU garrisoned by air forces.

(2) Assist in defense of air fields on outlying islands by cooperation of local base detachments with District Commanders.

g. The DISTRICT COMMANDERS, assisted by the Air Corps detachments within the districts, will:

Defend the air fields and vital installations thereat against acts of sabotage, and maintain order in the civil community.

h. The DEPARTMENT PROVOST MARSHAL, in addition to his normal duties, assisted by the Division Provost Marshals, will:

(1) Regulate traffic on OAHU.

(2) Assist the 25th Infantry Division in posting guards on vital installations.

(3) Establish liaison with the local police force.

i. The STATION COMPLEMENTS OF HICKAM, WHEELER and BELLOWS FIELDS, under command of the Hawaiian Air Force, will assist in the protection of all vital installations on their respective posts.

j. TERRITORIAL HOME GUARD. Upon the formation of the Territorial Home Guard, recently authorized by the TERRITORIAL Legislature, it is anticipated that this organization will relieve the Infantry Divisions and the District Commanders of responsibility for the protection of all vital installations, except the Command and Fire Control Cable System and those installations on Army and Navy Reservations.

[4] 15. *ALERT NO. 2.* *a.* This alert is applicable to a more serious condition than Alert No. 1. Security against attacks from hostile sub-surface, surface, and aircraft, in addition to defense against acts of sabotage and uprisings, is provided.

b. At DEPARTMENT HEADQUARTERS, only the G-2 and G-3 Sections will be required to operate on a 24-hour basis. All other sections of the General and Special Staffs will continue with their normal schedule.

c. DEPARTMENT TROOPS will carry on their normal training, pending instructions from this Headquarters.

d. Each INFANTRY DIVISION will:

- (1) Suppress all civil disorders, including sabotage, in its assigned sector.
- (2) Maintain available all units at fifty percent (50%) of their present strength, except those required under (3), (4) and (5) below.
- (3) Maintain one (1) infantry battalion with motor transportation sufficient to transport it, prepared to move on one (1) hour's notice.
- (4) Protect the SCHOFIELD BARRACKS Reservation and all vital installations (except those on garrisoned Army and Navy Reservations) in its assigned sector, not protected by the Territorial Home Guard. The following are among the important ones:

Police District No. 1.

Command and Fire Control Cable System.

Railway and Highway Bridges.

Water supply for SCHOFIELD BARRACKS.

Radio Station at PUU MANAWAHUA.

WAI'AU Generating Plant.

Telephone exchanges at WAIPA'U, WAHIAWA, WAI'ALUA (in HALE-IWA), LAIE and KANE'OH'E.

Electric sub-stations at WAHIAWA, WAI'ALUA, KAHUKU, KAILUA, WAIPIO and EWA, and electric power lines from WAIPIO, WAHIAWA, SCHOFIELD BARRACKS, inclusive, and to FORT BARRETTE, exclusive, from KOOLAU switch station BELLOWS FIELD.

Cold Storage Plant in WAHIAWA.

Pumping Stations at MOANALUA and KAPAHULU.

(5) The 25th Infantry Division will assist the Navy in guarding the Pumping Stations at AIEA and HALAWA.

[5] (6) Place 240 mm howitzers in position, establish the necessary guards and, when directed, place ammunition at positions.

(7) Release Field Artillery units manning seacoast armament (155 mm guns) to Hawaiian Coast Artillery Command.

(8) See Territorial Home Guard, paragraph 15 l below.

e. The HAWAIIAN COAST ARTILLERY COMMAND, and attached Field Artillery, will:

(1) Occupy initial seacoast and anti-aircraft defense positions, except that railway batteries will remain at FORT KAMEHAMEHA or where emplaced.

(2) Release the 53d AA Brigade to the Interceptor Command for operational control.

(3) Protect all seacoast and anti-aircraft armament, searchlights, observation and fire control installations, and other elements of the seacoast and anti-aircraft defense.

(4) Protect all vital installations on posts and reservations of the command, except FORT SHAFTER. For FORT SHAFTER, see paragraph 15 k (1) below.

(5) Support Naval forces within range of seacoast armament.

(6) Prevent approach of and landing from hostile vessels.

(7) Coordinate all seacoast intelligence agencies.

(8) Coordinate seacoast defense with the Inshore Patrol.

(9) Protect the Radio Beacon on Sand Island.

(10) Provide Army personnel required to operate the Harbor Control Post.

f. The Hawaiian Air Force will:

(1) Maintain aircraft and crews in condition of readiness as directed by this headquarters.

(2) Release without delay all pursuit aircraft to the Interceptor Command.

(3) Prepare aircraft for dispatch to fields on outlying islands and upon arrival thereat, disperse on fields.

(4) Disperse bombers with crews.

(5) Disperse pursuit planes with crews to bunkers.

(6) Protect all vital installations on posts on OAHU garrisoned by air forces.

(7) Assist in defense of air fields on outlying islands by cooperation of local base detachments with District Commanders. See paragraph 15 g below.

(8) In case of surprise hostile attack:

[6] (a) Release to Navy for operational control all bombers in condition of readiness "A". The bomber commander will report to the Commander of Patrol Wing X TWO.

(b) Receive all available shore based Naval and Marine Corps fighter planes in appropriate condition of readiness and release them to the Interceptor Command for operational control.

g. The DISTRICT COMMANDERS, assisted by the air corps detachments within the districts, will:

Defend the air fields and vital installations thereat against acts of sabotage, hostile attacks, and maintain order in the civil community.

h. The DEPARTMENT PROVOST MARSHAL, assisted by the Division Provost Marshals, in addition to his normal duties, will:

- (1) Regulate traffic on OAHU.
- (2) Assist the 25th Infantry Division in posting guards on vital installations.
- (3) Establish liaison with the local police force.
- (4) Be prepared to assist civilian authorities in all Air Raid Precautions including blackout, radio silence and evacuation of civilians from dangerous areas.
- (5) Be prepared to establish facilities for gathering and caring for refugees.
- (6) Protect FORT SHAFTER. See paragraph 15 *k* (1).

i. The DEPARTMENT SIGNAL OFFICER will:

- (1) Insure occupation of all battle stations by the Aircraft Warning Service and then release it to the Interceptor Command.
- (2) Insure that joint Army-Navy communications are in readiness for immediate employment.

j. The INTERCEPTOR COMMAND will:

Coordinate and control the operations of pursuit aircraft, antiaircraft artillery (including available Naval and Marine Corps AA Artillery), the Aircraft Warning Service, and attached units, and will provide for the coordination of antiaircraft measures of units not under military control, to include:

- (1) Arrival and departure of *all* friendly aircraft.
- (2) The coordination of the antiaircraft fire of Naval ships in PEARL and/or HONOLULU HARBORS.
- (3) Transmission of appropriate warnings to all interested agencies.

k. STATION COMPLEMENTS:

(1) The FORT SHAFTER Complement, under the supervision of the Department Provost Marshal, will protect all vital installations on FORT SHAFTER and, in addition thereto, will provide a guard for the rear echelon of Department Headquarters and Tripler General Hospital.

(2) The HICKAM, WHEELER and BELLOWS FIELDS Complements, under command of the Hawaiian Air Force, will assist in the defense of their respective posts against sabotage, air and ground attacks.

l. TERRITORIAL HOME GUARD. Upon the formation of the Territorial Home Guard, recently authorized by the Territorial Legislature, it is anticipated that this organization will relieve the Infantry Divisions and the District Commanders of responsibility for the protection of all vital installations, except the Command and Fire Control Cable System and those installations on Army and Navy Reservations. See paragraph 15 *d* (4) and *g* above.

16. *ALERT NO. 3.* *a.* This alert requires the occupation of all field positions by all units, prepared for maximum defense of OAHU and the Army installations on outlying islands.

b. At DEPARTMENT HEADQUARTERS:

(1) All sections of the forward echelon will occupy their stations at forward command post, prepared to operate on a 24-hour basis.

(2) All sections of the rear echelon will continue their usual duties at their present stations. Blackout instructions will be complied with.

c. DEPARTMENT TROOPS will remain in condition of mobile readiness at their permanent stations, pending instructions from this headquarters

d. Each INFANTRY DIVISION will:

- (1) Defend its assigned sector on OAHU.
- (2) Protect all vital installations (except those on garrisoned Army and Navy Reservations) in its assigned sector, not protected by the Territorial Home Guard.
- (3) Release all available Bands to the Commanding Officer, SCHOFIELD BARRACKS.

(4) The 25th Infantry Division will assist the Navy in guarding the pumping stations at AIEA and HALAWA.

(5) Place 240 mm howitzers in position.

(6) Release Field Artillery units manning seacoast armament (155 mm guns) to Hawaiian Coast Artillery Command. See paragraph 16 *e* below.

(7) See Territorial Home Guard, paragraph 16 *m* below.

e. The HAWAIIAN COAST ARTILLERY COMMAND, and attached Detachment Field [8] Artillery, will:

- (1) Occupy initial seacoast and antiaircraft positions.
- (2) Support Naval forces within range of seacoast armament.
- (3) Prevent approach of and landing from hostile vessels.

- (4) Support the Infantry Divisions.
- (5) Coordinate all seacoast intelligence agencies.
- (6) Coordinate seacoast defense with the Inshore Patrol.
- (7) Provide the Army personnel required to operate the Harbor Control Post.
- (8) Release the 53d AA Brigade to the Interceptor Command for operational control.

(9) Protect all vital installations on post and reservations of the command, except FORT SHAFTER. For FORT SHAFTER, see paragraph 16 *l*, (2) below.

(10) Protect all seacoast and antiaircraft armament, searchlights, observation and fire control installations, and other elements of the seacoast and antiaircraft defense.

f. The HAWAIIAN AIR FORCE will:

- (1) Destroy enemy aircraft.
- (2) Carry out bombing missions as directed.
- (3) Cooperate with Naval air forces.
- (4) On OAHU, defend all posts garrisoned by air forces against sabotage, air and ground attacks.
- (5) Assist in defense of air fields on outlying islands by cooperation of local base detachments with District Commanders. See paragraph 16 *h* below.
- (6) Arm all planes, except that normally bombs will not be loaded on ships dispatched to outlying islands.
- (7) Prepare aircraft for dispatch to fields on outlying islands and upon arrival thereat, disperse on fields.
- (8) Disperse bombers with crews.
- (9) Disperse pursuit planes with crews to bunkers.
- (10) Perform observation, command and photographic missions.
- (11) Release without delay all pursuit aircraft to the Interceptor Command.

g. G-5 will be prepared to establish the following:

(1) Food administration.

[9] (2) A Labor Procurement Service.

h. The DISTRICT COMMANDERS OF HAWAII, MAUI (includes MOLOKAI) and KAUAI Districts, assisted by the air corps detachments present within the districts, will:

Defend the air fields against acts of sabotage, hostile attacks, and maintain order in the civil community.

i. The DEPARTMENT PROVOST MARSHAL, assisted by the Division Provost Marshals, in addition to his normal duties, will:

- (1) Regulate traffic on OAHU.
- (2) Assist the 25th Infantry Division in posting guards on vital installations.
- (3) Establish liaison with the local police force.
- (4) Be prepared to assist civilian authorities in all Air Raid Precautions including blackout, radio silence and evacuation of civilians from dangerous areas.
- (5) Be prepared to establish facilities for gathering and caring for refugees.
- (6) Protect FORT SHAFTER. See paragraph 16 *l* (2) below.

j. The INTERCEPTOR COMMAND will coordinate and control the operations of pursuit aircraft, antiaircraft artillery (including available Naval and Marine Corps AA Artillery), the aircraft warning service, and attached units, and will provide for the coordination of antiaircraft measures of units not under military control to include:

- (1) Arrival and departure of *all* friendly aircraft.
- (2) The coordination of the antiaircraft fire of Naval ships in PEARL and/or HONOLULU HARBORS.

(3) Transmission of appropriate warnings to all interested agencies.

k. The DEPARTMENT SIGNAL OFFICER will:

- (1) Insure occupation of all battle stations by the Aircraft Warning Service and then release it to the Interceptor Command.
- (2) Insure the joint Army-Navy communications are in readiness for immediate employment.

(3) Be prepared to assume control over essential civilian communications.

l. STATION COMPLEMENTS:

(1) The SCHOFIELD BARRACKS Complement will protect all vital installations on the SCHOFIELD Reservation.

(2) The FORT SHAFTER Complement, under the supervision of the Department Provost Marshal, will protect all vital installations on FORT SHAFTER and, in addition thereto, will provide a guard for the rear echelon of Department Headquarters and [10] Tripler General Hospital.

(3) The HICKAM, WHEELER and BELLOWS FIELD Complements, under command of the Hawaiian Air Force, will assist in the defense of their respective posts against sabotage, air and ground attacks.

m. TERRITORIAL HOME GUARD.—Upon the formation of the Territorial Home Guard, recently authorized by the Territorial Legislature, it is anticipated that this organization will relieve the Infantry Divisions and the District Commanders of responsibility for the protection of all vital installations, except the Command and Fire Control Cable System and those installations on Army and Navy Reservations. See paragraph 16 *d* (2) and *h* above.”

Alert #1 is a defense against acts of sabotage and uprising within the islands with no threat from without. In addition to the duties prescribed in Alert #1, the Aircraft Warning Service was directed to operate all mobile aircraft warning stations from two hours before dawn to one hour after dawn.

My reasons for ordering Alert #1 rather than Alert #2, which is applicable to a condition more serious than Alert #1, security against attacks from hostile sub-surface, surface and aircraft, in addition to defense against acts of sabotage and uprising, were as follows:

1. There was a strong probability of sabotage by the Japanese population in Hawaii.

2. I had no information to indicate the probability of an attack.

3. Alert #2 or Alert #3, which provides for the maximum defense of OAHU and of army installations on outlying islands, interfere very seriously with training.

These three reasons will be discussed in detail:

1. Defense against sabotage can be carried out better where there is not too much dispersion of the command. Where the defense is against sabotage only, the planes are grouped on the landing mats and the apron, while in a defense against air attack the pursuit planes would be dispersed in their bunkers and the bombardment planes would be sent to landing fields on outlying islands or placed in the air if time were available. If time were not available, they would remain in their bunkers. From this can be seen that the action for the two different types of defense is quite different. Since sabotage was considered far more probable [11] than air attack, the planes were dispersed to all of the landing fields on the island of OAHU, but were not placed in bunkers. This was especially desirable as man-proof fencing and flood-lights had not as yet been provided for the fields. \$240,000.00 for this purpose was requested on May 15, 1941, and the authorization of \$102,000.00 was made on July 11th and \$91,975.00 on August 12, 1941. Orders for the material had to be placed in the mainland as it was not available in the Hawaiian Islands. Owing to the difficulties of obtaining priorities, both for material and for shipping, the District Engineer has not yet received the material. The Constructing Quartermaster was allotted funds for fencing of other than air fields, and a small amount of the material had been received and installed prior to December 7th.

2. The Hawaiian Department is provided with no means of collecting information as to the location of Japanese or other ships throughout the world and is not responsible for distant reconnaissance. The “Joint Coastal Frontier Defense Plan, Hawaiian Coastal Frontier, Hawaiian Department and Fourteenth Naval District”—Section I, par. 3, 18 and 21, definitely place the responsibility for such reconnaissance upon the Commandant of the Fourteenth Naval District. The following quotation makes this evident:

EXTRACT from “Joint Coastal Frontier Defense Plan”—Exhibit “D”:

“3. *METHOD OF COORDINATION.* The Commanding General of the Hawaiian Department and the Commandant of the Fourteenth Naval District have determined that in this joint plan the method of coordination will be by mutual cooperation and that this method will apply to all activities wherein the Army and the Navy operate in coordination, until and if the method of unity of command is invoked, as prescribed in Joint Action of the Army and Navy, 1935, Chapter 2, paragraph 9 *b*.”

* * * * *
18. NAVY. The Commandant, FOURTEENTH NAVAL DISTRICT, shall provide for:

* * * * *
i. Distant reconnaissance.

* * * * *
21. This agreement to take effect at once and to remain effective until notice in writing by either party of its renouncement, in part or in whole, or until dis-

approved in part or in whole by either the War or the Navy Department. This HCF-41 (JCD-42) supercedes HCF-39 (JCD-13) except that the annexes, Nos. 1 to VII of latter remain effective and constitute annexes 1 to VII inclusive, of this plan."

[12] Annex #7 to the "Joint Coastal Frontier Defense Plan" provides as follows—Exhibit "E":

"When the Commanding General of the Hawaiian Department and the Naval Base Officer, (the Commandant of the 14th Naval District), agree that the threat of a hostile raid or attack is sufficiently imminent to warrant such action, each commander will take such preliminary steps as are necessary to make available without delay to the other commander such proportion of the air forces at his disposal as the circumstances warrant in order that joint operations may be conducted in accordance with the following plans:

1. Joint air attacks upon hostile surface vessels will be executed under the tactical command of the Navy. The Department Commander will determine the Army bombardment strength to participate in each mission. With due consideration to the tactical situation existing, the number of bombardment airplanes released to Navy control will be the maximum practicable. This force will remain available to the Navy, for repeated attacks, if required, until completion of the mission, when it will revert to Army control.

2. Defensive Air operations over and in the immediate vicinity of Oahu will be executed under the tactical command of the Army. The Naval Base Defense Officer will determine the Navy fighter strength to participate in these missions. With due consideration to the tactical situation existing, the number of fighter aircraft released to Army control will be the maximum practicable. This force will remain available to the Army for repeated patrols or combat or for maintenance of the required alert status until, due to a change in the tactical situation, it is withdrawn by the Naval Base Defense Officer and reverts to Navy control.

3. When Naval forces are insufficient for long distance patrol and search operations, and army aircraft are made available, these aircraft will be under the tactical control of the naval commander directing the search operations.

4. In the special instance in which army pursuit protection is requested for the protection of friendly surface ships, the force assigned for this situation will pass to the tactical control of the Navy until completion of the mission".

These documents make it clearly evident that the Hawaiian Department had no responsibility for distant reconnaissance, and that when army bombardment planes are actually placed under the command of the Navy whenever they operate upon distant reconnaissance missions, they receive their mission and all instructions from the [13] Naval Commander, and report to him upon the completion of their mission. This method of procedure has been followed strictly since March 21, 1941, including the period since December 7th.

3. If upon consideration of the available facts the calling of Alert No. 1 would be sufficient to handle the situation Alert No. 2 or No. 3 should not be called because to do so would seriously interfere with the training of the command. When the troops are in battle positions it is practically impossible to carry on any orderly training. With the number of new men in the command it is highly important to conduct their training regularly. This was particularly true of the Hawaiian Air Force on November 27th due to the fact that they had been given the mission of training combat crews and ferrying B-17 planes from the mainland to the Philippine Islands. September 8th the Hawaiian Air Force sent nine (9) trained combat teams to the Philippine Islands. Previous to November 27th eighteen (18) trained combat teams had been sent to the mainland, and seventeen (17) more combat teams were ready to go to the mainland for ferrying purposes. In addition, twelve (12) combat crews had to be trained for planes that were expected at an early date in this Department. With only six (6) B-17 planes available for training combat teams, it was imperative that the Commanding General of the Hawaiian Air Force make the maximum use of these planes for training, and any order that would take them out of training for any considerable period would prevent him from carrying out the ferrying mission that had been assigned to him.

I replied as follows to the radiogram from the Chief of Staff of November 27th—Exhibit "F":

"CHIEF OF STAFF,
War Department,
Washington, D. C.:

Reurad four seven two twenty seventh report department alerted to prevent sabotage period liaison with navy

SHORT".

Upon receipt of my radiogram of November 28th, I received the following reply from The Adjutant General—Exhibit "G":

"HawN Dept., Ft. Shafter, TH:

482 28th critical situation demands that all precautions be taken immediately against subversive activities within field of investigative responsibility of [14] War Department Paren See paragraph three MID SC thirty dash forty five End paren Stop Also desired that you initiate forthwith all additional measures necessary to provide for protection of your establishments comma property comma and equipment against sabotage comma protection of your personnel against subversive propaganda and protection of all activities against espionage Stop This does not repeat not mean that any illegal measures are authorized Stop Protective measures should be confined to those essential to security comma avoiding unnecessary publicity and alarm Stop To insure speed of transmission identical telegrams are being sent to all air stations but this does not repeat not affect your responsibility under existing instructions.

ADAMS".

This par. of MID SC 30-45 referred to in the above mentioned radiogram is attached as Exhibit "H", and this paragraph refers wholly to subversive activities.

Careful consideration of the radiograms of October 16th, November 27th and November 28th discloses that the War Department emphasizes that action taken would not alarm the civil population, would not disclose strategic intention, constitute provocative actions against Japan, and would avoid unnecessary publicity. Alert #2 or #3 would have disclosed tactical positions and given more publicity to preparations and might have alarmed the civil population.

If the War Department at that time had considered it necessary to alert the Hawaiian Department against air and ground attack, it undoubtedly would have so directed instead of sending a long radiogram outlining the various steps that should be taken in connection with sabotage and subversive activities.

In my radiogram of November 29th I replied to the radiogram of the War Department of November 28th, and explained in detail the steps I was taking to prevent sabotage and subversive activities, and of the authority that I had obtained from the Governor of Hawaii and of the Mayor of the City and County of Honolulu to legalize all the steps which I had taken—Exhibit "I":

"The ADJUTANT GENARL.
War Department,
Washington, D. C.:

Re your secret radio four eight two twenty eighth Comma Full precautions are being taken against subversive activities within the field of investigative responsibility of War Department Paren Paragraph three MID SC thirty dash forty five End paren And military establishments including personnel and equipment Stop As regards protection [15] of vital installations outside of military reservations such as power plants Comma Telephone exchanges and highway bridges Comma This headquarters by confidential letter dated June nineteen nineteen forty one requested the Governor of the Territory to use the broad powers vested in him by section sixty seven of the organic act which provides Comma In effect Comma That the Governor may call upon the commanders of military and naval forces of the United States in the Territory of Hawaii to prevent or suppress lawless violence Comma Invasion Comma Insurrection etc Stop Pursuant to the authority stated the Governor on June twentieth confidentially made a formal written demand of this headquarters to furnish and continue to furnish such adequate protection as may be necessary to prevent sabotage Comma And lawless violence in connection therewith

Comma Being committed against vital installations and structures in the Territory Stop Pursuant to the foregoing request appropriate military protection is now being afforded vital civilian installations Stop In this connection Comma At the instigation of this headquarters the city and county of Honolulu on June thirtieth nineteen forty one enacted an ordinance which permits the commanding general Hawaiian Department Comma to close Comma Or restrict the use of and travel upon Comma Any highway within the city and county of Honolulu Comma whenever the commanding general deems such action necessary in the interest of national defense Stop The authority thus given has not yet been exercised Stop Relations with FBI and all other Federal and Territorial officials are and have been cordial and mutual cooperation has been given on all pertinent matters.

SHORT"

EVENTS TRANSPIRING FROM NOVEMBER 27TH TO DECEMBER 6TH

From November 27th to December 6th the troops remained on the Alert for sabotage, and carried on routine training with the men not required to be on duty during this Alert. The Aircraft Warning Service operated daily from two hours before daylight until one hour after daylight. It also carried out this usual practice, closing the information center at 7:00 A. M., December 7th. Routine training was also carried out by this Detachment from 7:00 to 11:00 A. M. except on Sunday. Memorandum of the Signal Officer, Hawaiian Department, states as follows—Exhibit "J":

Subject: Detector Operation.

To: Department Signal Officer.

1. On November 27, 1941, after conference with Assistant Chief of Staff G-3, and receiving instructions to operate all mobile detectors from two hours before dawn until one hour after dawn, I, as Acting Department Signal Officer, gave immediate instructions [16] to Captain TELLIEY, Commanding Officer of the Aircraft Warning Company, to initiate the above detector operation so long Alert No. 1 was in force.

2. The detectors in question operated daily thereafter during the prescribed period except when having occasional operational trouble. In addition, the six detector stations operated daily except Sundays from 7:00 A. M. to 11:00 A. M. for routine training. Daily except Saturday and Sunday, to hours 12:00 noon until 4:00 P. M. were devoted to training and maintenance work.

(Signed) W. H. Murphy,
W. H. MURPHY,
Lt. Col., Sig. C.

During the period November 27th to December 6th I had conferences with the Commander-in-Chief of the United States Fleet and the Commandant of the Fourteenth Naval District as follows:

November 27th: Conference on the reinforcement of the marine garrisons at Midway and Wake Islands by squadrons of army pursuit planes. I was accompanied on this conference by Major General Frederick L. Martin, Commanding General of the Hawaiian Air Force, and Lt. Colonel James A. Mollison, Chief of Staff of the Hawaiian Air Force.

December 1st: Conference relative to the relief of the marine garrisons on the islands of Midway and Wake, and the taking over of the defense of Canton Island by the army.

December 2nd: Conference with the Commander-in-Chief of the United States Fleet with reference to a letter that he was sending to the Chief of Naval Operations relative to the relief of the marines at Midway and Wake by the army.

December 3rd: Conference with reference to a radiogram I was sending to the War Department relative to the relief of the marines at Midway and Wake by the army.

December 4th: Major Fleming, of my staff, conferred with Col. Pfeiffer, Fleet Marine Officer on the Staff of the Commander-in-Chief of the United States Fleet relative to the use of marine 5" guns at Canton Island.

At these conferences the Commander-in-Chief of the United States Fleet and the Commandant of the Fourteenth Naval District had ample opportunity to acquaint me with information of the location of Japanese carriers, which would render possible an attack on the island of OAHU. If they believed carriers so

located, they unquestionably [17] would have discussed the possible danger to any troops attempting to effect a relief at Midway and Wake. There is at least a strong inference that they had no such knowledge of the location of the Japanese carriers which would have rendered an attack possible. The fact that the Commandant of the Fourteenth Naval District did not request the employment under naval command of army bombardment planes for distant reconnaissance, as provided for by the "Joint Coastal Frontier Defense Plan" indicates that they were satisfied with their information with reference to Japanese carriers, and there was nothing new in the situation to cause me to change from an Alert for sabotage to an Alert for defense against an air attack. The following certificate shows that no request was made by the Commandant of the Fourteenth Naval District to the Hawaiian Air Force for long range aerial reconnaissance—Exhibit "K":

HICKAM FIELD, T. H., 20 December 1941.

I, JAMES A. MOLLISON, certify that during the period of 27 November 1941 to 7 December 1941 the Navy made no requests to the Hawaiian Air Force for in shore or long range aerial reconnaissances.

(Signed) Jas. A. Mollison,
JAS. A. MOLLISON,
Lt. Col., A. C.,
H. A. F. C/S.

To what extent such reconnaissance was made by the Navy planes is not known.

At the conference on November 27th, a staff officer of the Commander-in-Chief of the United States Fleet made a statement about the improbability of a Japanese air attack in the presence of the Commander-in-Chief. This statement is covered by certificate of Lt. Col. James A. Mollison, as follows—Exhibit "L":

"I certify that on November 27, 1941, I accompanied General Short and General Martin to Admiral Kimmel's office for conference relative to sending Army pursuits planes to Midway and Wake. As this would unquestionably weaken the defenses of Oahu, Admiral Kimmel asked a question of Captain McMorris, his War Plans Officer, which was substantially as follows:

Admiral KIMMEL: McMorris, what is your idea of the chances of a surprise raid on Oahu?

Captain McMORRIS: I should say none Admiral—.

(Signed) JAMES A. MOLLISON,
Lt. Col., A. C.

[18] December 5th one B-24 plane arrived at Hickam Field from the mainland. This plane had insufficient armament for combat, only one .30 caliber and two .50 caliber guns in the tail, and was without ammunition for the guns that were installed. In spite of the fact that this plane arrived without being in condition to fire, the following radiogram was received from the War Department—Exhibit "M":

"COMMANDING GENERAL, HAWAIIAN DEPARTMENT,
Pt. Shafter, TH.:

Four six five twenty sixth.

Reference two B dash twenty four airplanes for special photo mission. Stop It is desired that the pilots be instructed to photographic Truk Island in the Caroline group Jaluit in the Marshall group. Stop Visual reconnaissance should be made simultaneously. Stop Information desired as to the number and location of naval vessels including submarines comma airfields comma aircraft comma guns comma barracks and camps. Stop Pilots should be warned islands strongly fortified and manned. Stop Photography and reconnaissance must be accomplished at high altitude and there must be no circling or remaining in the vicinity. Stop Avoid orange aircraft by utilizing maximum altitude and speed. Stop Instruct crews if attacked by planes to use all means in their power for self preservation. Stop The two pilots and copilots should be instructed to confer with Admiral Kimmel upon arrival at Honolulu to obtain his advice. Stop If distance from Wake and Jaluit to Moresby is too great comma suggest one B*dash twenty four proceed from Wake to Jaluit and back to Wake comma then Philippines by usual route photographing Ponape while enroute Moresby. Stop Advise pilots best time of day for photographic Truk and Jaluit. Stop Upon arrival in Philippines two copies each of any photographs taken will be sent to General

MacArthur comma Admiral Hart comma Admiral Kimmel comma the Chief of Naval Operations comma and the War Department Stop *Insure that both B dash twenty four airplanes are fully equipped with gun ammunition upon departure from Honolulu.*

ADAMS.

The combination of the arrival of the plane in this condition and of the instructions for it to be placed in instant readiness for firing during the remainder of the journey plainly indicates that the War Department considered Honolulu not the subject of a probably attack, and that flying from the mainland to Honolulu the hazard of carrying the extra weight of ammunition was greater than the possibility of being attacked by the Japanese.

After the receipt of radiogram 46526, quoted above, the following radiogram was sent—Exhibit "N":

CHIEF OF THE ARMY AIR FORCES,
Washington, D. C.:

Reference secret photographic mission of two B twenty fours Stop One of B twenty fours [19] Lieutenant Faulkner which landed Hickam this date short following equipment considered essential to safety and success of mission colon fifty caliber machine guns comma mounts comma adapters and accessories for upper hemisphere semicolon fifty caliber tunnel gun comma adapter and accessories semicolon fifty caliber guns comma adapters comma mounts and accessories for starboard and port sides semicolon second thirty caliber nose gun comma adapter and accessories Stop Guns can be removed from our equipment and ammunition is available Stop Strongly recommend that second B twenty four bring necessary equipment from mainland for installation on both planes prior their departure from Hickam field Stop Plane being held here until satisfactorily armed Stop Subject plane has no armor plate installation Stop Except for removal of passenger seats plane equipped as for ferry service North Atlantic Signed MARTIN HAF 141.

SHORT

In spite of radiogram quoted above, airplanes continued to be dispatched from the mainland without ammunition and with guns not in condition to fire. Twelve B-17 airplanes, under orders from the War Department, left the mainland in two squadrons at 9:30 P. M., Dec. 6th, Pacific time (12:30 A. M., Dec. 7th, Eastern time) and 10:30 P. M., Dec. 6th, Pacific time (1:30 A. M., Dec. 7th, Eastern time). None of these guns were equipped with ammunition for the defensive armament. Machine guns were still cosmoline and had not been bore-sighted. Ferry crews were skeletonized, consisting of pilot, co-pilot, navigator, engineer and radio operator. Such crews were incapable of manning gun positions, even if the guns had been properly prepared for combat and supplied with ammunition. (Exhibit "O"). The inference is plain that up to 1:30 A. M., December 7th, the War Department felt that the hazard of carrying the extra weight in ammunition was greater than the danger of an attack by the Japanese. These planes actually arrived at Hickam Field in the midst of the first attack. Four of the twelve planes were destroyed by the Japanese without being able to fight. Had the War Department considered an attack by the Japanese probable, these planes would not have been permitted to leave the mainland without ammunition, and without guns in condition to be fired. Up to that moment the War Department had given me no indication of a crisis in the American-Japanese relations.

Later in the morning of December 7th apparently alarming news was received and the Chief of Staff sent the following message to me by *commercial radio*—Exhibit "P":

[20] "Hawn Dept.,
Ft. Shafter, T. H.:

529 7th Japanese are presenting at one PM eastern standard time today what amounts to an ultimatum also they are under orders to destroy their code machine immediately Stop Just what significance the hour set may have we do not know but be on alert accordingly Stop Inform naval authorities of this communication

MARSHALL".

The message was filed at 12:18 P. M., December 7th, Eastern time (6:48 A. M., December 7th, Honolulu time). It was received by the R. C. A. in Honolulu at 7:33 A. M., December 7th, and delivered to the Signal Office, Fort Shafter, at 11:45 A. M. (Delivery probably delayed by the Japanese attack). The deci-

phered message was delivered to the Adjutant General, Hawaiian Department, at 2:58 P. M., December 7th. Thus this important message was received seven hours after the attack. If the message had been telephoned by secret telephone direct to me as an urgent message in the clear without loss of time for encoding there would have been time to warm up the planes and put them in the air, thus, in all probability, avoiding a large loss of planes in the initial attack at 8:00 A. M. The fact that the War Department sent this message by radio in code instead of telephoning it in the clear and putting it through in the minimum amount of time indicates that the War Department, even as late as 6:48 A. M., December 7th, Honolulu time, did not consider an attack on Honolulu as very probable.

When the Chief of Staff, War Department, was informed by the Chief of Staff, Hawaiian Department, by secret commercial telephone of the first attack, he inquired if the message with regard to the Japanese ultimatum had been received prior to the attack. He was informed that it had not been received up to the time of that conversation.

On December 9th the following radiogram was received from the War Department—Exhibit "Q":

"Hawn Dept., Ft. Shafter, T. H.:

Five four nine ninth please advise immediately exact time of receipt of our number five two nine repeat five two nine December seven at Honolulu exact time deciphered message transmitted by Signal Corps to staff and by what staff officer received.

COTTON, *Acting*".

The following reply was made by this Headquarters—Exhibit "R":

[21] "Re your five four nine radio five two nine delivered Honolulu via RCA seven thirty three morning seventh Stop Received signal office Fort Shafter eleven forty five morning seventh paren this time approximate but within five minutes paren Stop Deciphered message received by adjutant general HQ Hawn Dept two fifty eight afternoon seventh

SHORT.

Two instances occurred early on the morning of December 7th, which, if interpreted differently at the time, might have had a very great result upon the action that followed.

About 7:15 A. M. a two-man submarine entered Pearl Harbor and was destroyed by ships on duty. Had the Naval authorities foreseen this as a possible forerunner of an air attack and notified the army, time would have been available for the dispersion of the planes. However, the naval authorities did not connect this submarine attack with a possible general attack. The army was not notified until after the attack at 8:00.

After the Air Craft Warning Service Information Center was closed at 7:00 A. M., December 7th, the OPANA station remained in operation for further practice. At 7:20 A. M. a very significant event occurred, as shown by the following affidavits—

Exhibit "S":

"FORT SHAFTER, T. H.
Territory of Hawaii, ss:

Personally appeared before me, the undersigned, authority for administering oaths of this nature, one Grover C. White, Jr. O-396182, 2nd Lieut., Signal Corps, Signal Company, Aircraft Warning, Hawaii, who after being duly sworn according to law deposes and sayeth:

1. At the request of the Control Officer and Naval Liaison Officer the AWS agreed to operate its detectors beyond the daily period of two hours before until one hour after dawn. The first schedule required operation of all stations from 4 A. M. to 6 P. M. This schedule was modified to the hours of 4 A. M. to 4 P. M. A temporary schedule was next devised which required all stations to operate from 4 A. M. to 11 A. M. and to have "staggered" operation, i. e., 3 stations from 11 A. M. to 1 P. M., the remaining 3 stations from 1 P. M. to 4 P. M. On Saturday, December 6, 1941, I contacted the Control Officer to request authority to have all stations operate from 4 A. M. to 7 A. M. only on Sunday, December 7, 1941; this was agreed to by the Control Officer.

2. Staff Sergeant Stanley J. Wichas, SCAWH, acting RDF Officer, reports that he saw nothing that could be construed as suspicious in the information received by [22] the AWS Information Center from 4 A. M. to Sunday, December 7, 1941. This is verified by Lt. Kermit A. Tyler, Air Corps, who was the only officer in the Information Center from 4 A. M. to 7 A. M.

3. At approximately 7:20 A. M. a report was received from a Detector station at Opana that a large number of planes was approaching Oahu on a course North 3 degrees East at a distance of approximately 192 miles. This information was immediately transmitted by the switchboard operator, Pfc. Joseph McDonald to Lt. Tyler, who talked to Opana about the flight. The statement of Pfc. Joseph McDonald, SCAWH, the switchboard operator is attached.

4. The Navy Liaison Officer's position within the Information Center was not manned when I reached the Information Center at about 8:30 A. M. This position was manned shortly thereafter by Technical Sergeant Merle E. Stouffer, SCAWH, who remained on the position until approximately 4:30 P. M. when the position was taken over by Naval Officers. Further the deponent sayeth not.

(Signed) GROVER C. WHITE, Jr.
2nd Lieut., Signal Corps, Signal
Company, Aircraft Warning, Hawaii.

Subscribed and sworn to before me this 9th day of Dec. AD 1941, at Fort Shafter, T. H.

(Signed) ADAM R. HUGGINS,
2nd Lt., Signal Corps,
Summary Court.

"FORT SHAFTER, T. H.,

^{ss:}
Territory of Hawaii,

Personally appeared before me, the undersigned authority for administering oaths of this nature, one Joseph P. McDonald, 13006145, Pvt. 1el, Signal Company, Aircraft Warning, Hawaii, who after being duly sworn according to law deposes and sayeth:

I was on duty as telephone operator at the AWS Information Center on Sunday morning, December 7, 1941. I received a telephone call from Opana at 7:20 A. M. stating that a large number of planes were heading towards Oahu from North 3 points east. I gave the information to Lt. Kermit A. Tyler, Air Corps, 78th Pursuit Squadron, Wheeler Field, T. H., and the Lieutenant talked with private Lockhard at the Opana station. Lt. Tyler said that it wasn't anything of importance. At that time the planes were 132 miles out. I asked if we shouldn't advise Corporal Beatty and have the plotters come back. The Opana Unit stressed the fact that it was a very large number of planes and they seemed excited. Lt. Tyler [23] said that it was not necessary to call the plotters or get in touch with anyone. Further the deponent sayeth not.

(Signed) Joseph P. McDonald,
JOSEPH P. McDONALD,
Sig. Co., Aircraft Warning, Hawaii.

Subscribed and sworn to before me this 9th day of December A. D. 1941 at Fort Shafter, T. H.

(Signed) Adam R. Huggins,
ADAM R. HUGGINS,
2nd Lieut., Signal Corps,
Summary Court.

STATEMENT OF LIEUT. KERMIT A. TYLER

20 DECEMBER 1941.

On Wednesday, 3 December 1941, I was first detailed to learn the operation of the plotting board in the Interception Control Center. I reported for duty at 1210, just as the crew on duty was leaving. I spoke with Lt. White, Signal Corps, a few minutes and he showed me the operating positions for Navy, Bombardment, Antiaircraft, Controller's position and Aircraft Warning Service. I remained on duty until 1600. Only a telephone operator was on duty with me.

On Sunday, 7 December 1941, I was on duty from 0400 to 0800 as Pursuit Officer at the Interceptor Control Center. From 0400 until approximately 0610 there were no plots indicated on the interception board. From that time until 0700 a number of plots appeared on the control board at various points surrounding the Island of Oahu. I particularly remember at least one plot South of Kauai and I believe there was one South of Molokai. There were two plots at some distance north of Oahu and which I remember seeing on the historical record. At the time, I questioned the plotter of the historical record who stated that he makes a record of all plots as they come in. There were a number of plots over and around the Island of Oahu. Having seen the plotters work once

before with about the same general layout, this did not seem irregular to me. At 0700 all of the men except the telephone operator folded up their equipment and left. At about 0700 the operator at the OPANA RDF Station called me and said that the instrument indicated a large number of planes at 132 miles to the North. Thinking it must be a returning naval patrol, a flight of Hickam bombing planes, or possibly a flight of B-17 planes from the coast, I dismissed it as nothing unusual. (It is common knowledge that when Honolulu radio stations are testing by playing Hawaiian music throughout the night that coincidentally B-17s are apt to come in using the station [24] for radio direction finding. The radio station was testing on the morning of 7 December, 0230-0400). At about 0750 I heard some airplanes outside and looking toward Pearl Harbor saw what I thought to be the navy practicing dive bombing runs. At a little after 0800, Sergeant Eugene Starry, A. C., Wheeler Field, called me to tell me that Wheeler Field had been attacked. I immediately had the telephone operator call all men back to duty. Most of the men had returned to duty by 0820 when Major L. N. Tindal arrived and took charge of the Control Center. I remained on duty assisting Major K. P. Bergquist and Major L. N. Tindal as Pursuit Control Officer until about 1615, 8 December 1941, with the exception of rest periods from 2000 to 2400, 7 December, and 0600 to 1000, 8 December.

(Signed) Kermit A. Tyler,
KERMIT A. TYLER,
1st Lieut., Air Corps.

Had Lieut. Tyler alerted the Hawaiian Air Force instead of deciding that the planes were friendly, there would have been time to disperse the planes but not to get them in the air as they were not warmed up. Dispersion, in all probability, would have decreased the loss in planes, but would not have prevented the attack on Pearl Harbor.

ACTION AT TIME OF ATTACK

At 7:55 A. M., December 7th, the enemy planes attacked Hickam Field, Pearl Harbor and Wheeler Field. At 9:00 a second attack was made, and a third about 11:00 A. M., each lasting approximately fifteen minutes. At 8:03 A. M. the Chief of Staff reported the attack, and by 8:10 order had been given to all units (major echelons) by telephone to put Alert #3 in effect.

Antiaircraft Artillery: All antiaircraft batteries had skeleton crews guarding them. All units had in their possession ammunition for rifles, pistols, automatic rifles and machine guns. 3" ammunition had been placed in positions accessible to all batteries except four batteries of the 64th C. A. C. (AA). The first of these batteries began drawing ammunition at the Aliamanu Crater at 8:15 A. M. At 10:15 all these batteries had drawn the initial unit of fire.

The automatic weapon batteries at Fort Kamehameha, Pearl Harbor and Camp Malakole took the enemy planes under firing during the eight o'clock raid. The first 3" gun fire was opened at 8:30, and all batteries of the south group were in action by 10:00 A. M. East group opened fire between 11:00 A. M. and 12:00 noon. (For detailed firing of batteries, see Exhibit "S").

[25] *Hawaiian Air Force:* During the first attack men started pulling planes out of the fire, and at 8:50 the serviceable pursuit planes took off. At 11:40 A. M. the serviceable bombers took off on a mission under naval control.

Before the attack December 7th status of planes in Hawaiian Department was as follows:

Pursuit planes in commission.....	80
Pursuit planes out of commission.....	69
Reconnaissance planes in commission.....	6
Reconnaissance planes out of commission.....	7
Bombers in commission.....	39
Bombers out of commission.....	33
Damaged in Raid:	
Pursuit planes.....	88
Reconnaissance planes.....	6
Bombers.....	34
Status as of December 20th, 1941:	
	<i>In commission</i> <i>Reparable locally</i>
Pursuit planes.....	61 22
Reconnaissance.....	6 2
Bombers ¹	50 13

¹ Includes 29 bombers from mainland.

Exhibit "T"

A comprehensive study of the losses inflicted on the enemy by the army places the number of enemy planes brought down by aviation and antiaircraft fire at twenty-nine (29)

Exhibit "U"

24th Division: Troops of the 24th Division at Schofield were attacked at 8:10 A. M. Men with automatic rifles returned the enemy's fire. At 8:30 A. M. the Division started moving to its battle positions, and all units were in position by 5:00 P. M. and had one unit of ammunition on the position. The second unit of fire was issued during the night.

25th Division: The 25th Division opened antiaircraft fire at 8:30 A. M. It also started to move to battle positions at 8:30 A. M., and completed movement to position by 4:00 P. M. and had issued one unit of fire. The second unit of fire was issued during the night.

All movement and action of troops was carried out as prescribed in [26] standing operating procedure (See Exhibit "B") without confusion. The value of planning and training with everyone made familiar with the plans was brought out very clearly.

At 9:00 A. M. the first civilian surgical teams began reporting at Tripler General Hospital.

At 12:00 noon the Civilian Relief Committee began the evacuation of Hickam Field, Wheeler Field and Schofield, and continued throughout the afternoon and part of the evening. Most of the women and children were moved to school buildings, although a few from these posts and all of the women and children from Shafter, Tripler, Ordnance Depot and Signal Depot were sheltered in the incomplected underground Interceptor Command Post.

During December 7th the foreign agents previously listed by F. B. I. and G-2 were arrested and confined at the Immigration and Quarantine Stations as follows:

Japanese.....	370
Germans.....	98
Italians.....	14
<hr/>	
Total.....	482

The 804th Engineers began clearing the runways at Hickam Field and Wheeler Field as soon as the first attack was over. The fire fighters, while still fighting fire, assisted in moving the debris. During the evening of the 7th the District Engineer began repairing broken water pipes and other utilities at Hickam Field.

Governor Poindexter put the M-Day Bill in effect on December 7th, and on December 8th declared martial law and requested the Department Commander to assume the responsibility as Military Governor.

December 8th the District Engineer took over all building materials, supplies and equipment, called all construction companies into service and started the construction of bunkers and the extension of runways at the air fields. On the 9th he started construction of evacuation camps for army dependents and civilians. December 8th the Department Engineer distributed material to the troops and got field fortifications under way. December 9th he started construction of slit trenches on posts and in the vicinity of school buildings and parks in the city, and started plans for construction of shelters throughout the city.

Martial law was placed in effect on December 8th, and the following action was taken:

1. Courts were closed.
2. All civilian officials were asked to remain in their positions and carry on the work of their offices.
- [27] 3. An Advisory Committee headed by Governor Poindexter was appointed.
4. A Military Commission and Provost Court were appointed.
5. The sale of intoxicating liquors, beer and wine was prohibited.

[28] EFFORTS TO IMPROVE DEFENSES OF HAWAIIAN ISLANDS

My efforts to improve the defenses of the Hawaiian Islands has a bearing upon all work under me since assuming command of the Hawaiian Department, February 7, 1941. The following are some of the most important items taken up and the action taken by the War Department. Each item is supported by exhibits.

1. The need for additional facilities and troops in this Department became evident very soon after arrival. On February 19th a letter was transmitted to the Chief of Staff of the Army outlining some of the deficiencies discovered and recommending action which should be taken to correct them. Among these points were:

- (1) Cooperation with the Navy,
- (2) Dispersion and protection of aircraft and repair, maintenance and servicing of aircraft,
- (3) Improvement of anti-aircraft defense,
- (4) Improvement of the harbor defense artillery,
- (5) Improvement of the situation regarding searchlights,
- (6) Roads and trails,
- (7) Necessary bombproof construction,
- (8) Increase in the number of engineer troops.

A copy of this letter is attached as Exhibit "V".

2. On February 19, 1941, a secret letter was submitted to the War Department, subject: "Dispersion and Protection of Aircraft", file Engr. 452. This letter explains the urgent necessity of providing protective bunkers for bombardment and pursuit aviation in this Department and recommended that funds in the amount of \$1,565,600.00 be allotted for this purpose. This cost included the costs of the necessary taxiways and hard standings to permit the dispersion of planes at Hickam Field. A large part of the ground surrounding the landing mat at Hickam Field is made up of a soft fill and it is not possible to disperse planes onto this ground without the provision of taxiways and hard standings. This correspondence was indorsed back to this Department by the 6th Ind., AG 600.12 (2-19-41) MC-G, September 12, 1941, which stated that the plans for revetments had been approved and that funds in the amount of \$1,358,000.00 [29] would be available about January 1, 1942. At the time of the attack on December 7th, no money had been received for this project and it was impossible to adequately disperse the planes at Hickam Field. Construction of these bunkers was initiated immediately after the attack under the Emergency Authority granted.—Exhibit "W".

3. It was apparent that the facilities of the Hawaiian Air Depot which had been constructed in a very concentrated area at Hickam Field would be extremely vulnerable to an attack. As a result, a letter was submitted to the War Department on September 10, 1941, file Engr. 600.96, subject: "Underground Repair Facilities Hawaiian Air Depot", which strongly recommended the approval of bombproof facilities for the repair of aircraft in this Department, and requested funds in the amount of \$3,480,650.00. This correspondence was indorsed back by 1st Ind., file AG 600.12 (9-10-41) MC-G, Adjutant General's Office, October 27, 1941, stating that due to the cost of providing bombproof facilities that it was the War Department's policy not to provide them, and suggesting that splinterproof installations be provided. During the attack of December 7th, the Air Depot was one of the main targets and suffered tremendous damage. Construction of an underground bombproof facility was started under the Emergency Authority subsequent to the attack. Steps have also been taken to decentralize the Hawaiian Air Depot to several smaller shops around the island.—Exhibit "X".

4. Fortifications and Camouflage Funds.—A letter was submitted to the War Department on July 28th, file AG 121.2, subject: "Reallocation of Special Field Exercise Funds", requesting that these funds be made available for purchase of fortification and camouflage equipment. This letter was answered by confidential radiogram No. 31, August 12, 1941, stating these special field exercise funds could not be made available for this purpose. This radiogram was followed by letter dated August 13, 1941, file AG 353 (7-28-41) MC-D, subject: "Reallocation of Special Field Exercise Funds for Field Fortification and Camouflage Projects", in which it was stated that the interest of the Hawaiian Department in providing field fortifications was appreciated by the War Department, but that funds could not be allotted for this purpose. This letter was returned by 1st Ind. this headquarters, file AG 353 (7-28-41) MC-D, September 14, 1941, again recommending an immediate allotment of \$125,000.00 for field fortification and camouflage purposes. In 2nd Ind. to [30] the same correspondence September 26, 1941, the Adjutant General stated that the allotment could not be made. Also on this same subject, this headquarters submitted to the War Department a clipper letter on October 28, 1941, file Engr. 400.312, subject: "Funds for Field Fortification and Camouflage Material", which recapitulated the previous correspondence on this subject, and requested an allotment of

\$1,445,542.00 be made available immediately for the purpose of fortification and camouflage materials. No funds had been received for this purpose at the time of the attack.—Exhibit “Y”.

5. Camouflage: The necessity of camouflaging treatment of all airfields in this Department was brought to the War Department’s attention in letter File Engr. 000.91, July 15, 1941, subject: “Request for Funds for Camouflage of Wheeler Field”. This letter stated, “There is definite need for camouflage treatment on all airfields in the Hawaiian Department. Up to this time no camouflage treatment had been undertaken at any airfield in this Department.” This proposal was finally approved in 3rd Ind., file AG 007.5 (7-12-41) MC-G from the Adjutant General’s Office to the Chief of Engineers which directed that funds in the amount of \$56,210.00 be included in the next budget estimate for Wheeler Field. At the time of the attack on December 7th, no funds had been received for this purpose. The question of camouflage was also submitted to the War Department by letter this headquarters February 27, 1941, file Engr. 000.91, subjects “Camouflage of Defense Installations”. This project was approved by 4th Ind., AG 007.5 (2-27-41) MC-E, Adjutant General’s Office June 27, 1941. At the time of the attack, no funds for this purpose had been received, and although considerable work had been done by troop labor to camouflage these installations, its effectiveness was limited by our inability to buy the necessary materials.—Exhibit “Z”.

6. The revised Roads and Trails Project was submitted by letter this headquarters, file Engr. 611, February 19, 1941, which recommended that funds in the amount of \$1,370,000.00 be allotted for construction of the military roads, railroads and trails in this Department. At the time of the attack, only \$350,000.00 had been allotted for this purpose.—Exhibit “1A”.

7. The need for additional airports was brought to the War Department’s attention in letters file Engr. 600.12, according to the following [31] Schedule:

(1) Bellows Field.....	April 5, 1941
(2) Barking Sands.....	May 2, 1941
(3) Hilo Airport.....	May 2, 1941
(4) Homestead Field.....	May 2, 1941
(5) Morse Field.....	May 2, 1941
(6) Haleiwa.....	May 22, 1941
(7) Burns Field.....	May 22, 1941
(8) Lanai.....	May 22, 1941
(9) Parker Ranch.....	June 2, 1941
(10) Kipapa.....	May 14, 1941

At the time of the attack no funds had been allotted specifically for construction at these airfields. The War Department disapproved the proposed site at Kipapa and directed construction at Kahuku. This relocation required protracted negotiations with the Fourteenth Naval District which had a bombing range on the Kahuku site. These negotiations were completed only a short time before the attack, but as no funds had been received, no construction had been started. In this connection, several expedients had to be adopted due to the non-availability of funds. Construction work at Molokai, Burns, Morse and Barking Sands was actually done by troop labor using materials provided by the WPA. The need of an additional airdrome on Oahu was recognized as acute. The only possibility for immediate development was in improving the field at Bellows, and the only funds which had been made available for construction work at Bellows Field applied to housing only. The project letter on Bellows Field included a request for funds for improvement of runways, installation of gasoline storage and other facilities to make this a first class operating base. As stated, no funds had been allotted for these improvements. Since the need for these vital facilities was acute, this Department authorized the District Engineer to proceed with their construction, utilizing any funds which might be available to his office. At the time of the attack, provision had been made for gasoline storage at Bellows and a 5000’ runway was about half done, and the District Engineer was able to complete this runway by Thursday night following the attack. Bellows Field is now a useable base, but all construction which [32] has been done to make this an operating base has been done without any funds being allotted by the War Department. The improvement of other airdromes on Oahu at either the Kipapa or Kahuku area or at Haleiwa had not been undertaken at the time of the attack because no funds had ever been allotted for this purpose.—Exhibit “1B”.

8. Kaneohe Bay Defenses: It was recognized that the preceding arrangement under which the Army disclaimed any responsibility for the defense of the new

Naval Air Station at Kaneohe Bay was a mistake. A letter was prepared and transmitted to the War Department on the 18th of February 1941, subject: "Defense of Naval Air Station Kaneohe Bay, Oahu, T. H." file 381. This letter informed the War Department that this Department had assumed responsibility for the defense of this area. This subject was again covered in letter this headquarters, file Engr. 600.96, dated April 14, 1941, subject: "Protection of Seacoast Defense Batteries" to the Adjutant General, and recommendation was made that a 12-inch gun battery similar to Battery Closson be obtained and shipped to this Department for installation in the Kaneohe Bay area. The War Department recognized the need of this protection for Kaneohe Bay, but was unable to supply a 12-inch gun battery for this. The project for the permanent defenses at Kaneohe Bay was submitted by letter of this headquarters 31 July 1941, file AG 381/20 Kaneohe Bay project, subject: "Coast Artillery Armament for Naval Air Station Kaneohe Bay", which recommended both additional personnel and additional armament required. This was answered by 3rd Ind. Adjutant General's Office, file AG 381 (7-31-41) MC-D, October 30, 1941, which approved the temporary utilization of armament now on hand in this Department. This indorsement also stated that the reinforcements of peace or war garrison of the Hawaiian Department for the beach and land defense of this area was not contemplated. The project for the utilization of temporary armament was submitted on the 18th of September 1941, file Engr 662/4 x 662/7 which recommended the provision of funds for the construction of Panama mounts for three 155-mm batteries and a railroad gun emplacement, and requested that funds in the amount of \$215,265.00 be allotted for the construction of these positions. This matter was also followed up in radiogram No. 320 this headquarters, September 18, 1941, which recommended that funds in the amount of \$215,265.00 be made available for the construction at Kaneohe Bay and also that \$117,256.00 be made available for the completion of the project for [33] construction of railroad gun positions. At the time of the attack no funds had been allotted for this construction. Exhibit "1C".

9. The necessity of improvement of the landing strips at Wheeler Field was brought to the War Department's attention by letter this headquarters, file Engr. 686/d, 21 June, 1941. In 2nd Ind. on this correspondence, from the Office of the Chief of the Air Corps, August 25, 1941, question was raised as to the adequacy of the second proposed north-south runway, and the statement was made that no funds were available at that time for the construction and improvements recommended. In 2nd Ind. Chief of the Air Corps, Washington, D. C., September 2, 1941, to this Department, statement was made that \$25,000.00 had been requested for the leveling of the main runway at Wheeler Field. At the time of the attack, however, no funds had been received for the improvement of this landing strip. Some improvements had been made utilizing troop labor of the 804th Engineers; however, due to the lack of funds these improvements were limited and did not adequately solve the problem.—Exhibit "1D".

10. The Aircraft Warning Service is probably the most important single project for the defense of Oahu. At the time of the attack, however, none of the three fixed stations in the original project had been completed due to the impossibility of securing materials under the priorities system. The Kaala station, for example, depended for its construction on construction of the cableway approach. In radiogram 3009 on June 10th, this headquarters reported to the War Department that this cableway material could not be delivered unless a higher priority rating was received, and in War Department radio 904, June 26th, the Adjutant General reported that this priority rating had been advanced to an A-1-c rating. With this rating it was not possible to secure the material to install this installation and the others expeditiously. Revised estimates for engineer construction of the superseding project of six fixed stations and six mobile stations and preliminary estimates for the cost of the signal communications involved in this revised project, were submitted by letter this headquarters 29 September, 1941, file Sig 676.3. Pending the allotment of these additional funds, this Department authorized the District Engineer to proceed with construction of AWS stations with any funds available to his office. At the time of the attack, however, due to this priority difficulty, none of the three original fixed stations were in operation.—Exhibit "1E".

[34] 11. The entire construction program in this Department has been delayed due to the situation regarding priorities. It was extremely difficult to secure materials for the construction program, not only those which were ordered specifically for a defense project, but particularly those materials which are ordinarily purchased as an "over the counter" transaction. From a study of

the priorities situation, and also of the shipping situation, it became evident in June that the local dealers who ordinarily maintain stocks and materials necessary for defense projects would not be able to secure delivery from the mainland until after a purchase order from a Government agency had been placed. This meant that after the priority was placed, if the item was not available in local stock that there would be a delay of from six weeks to two months even under the most favorable conditions before mainland delivery could be effected. To remedy this situation a letter was sent to the War Department by clipper airmail, file Engr. 523.07, subject: "Priorities and Preference Ratings," July 3, 1941. This letter presented the problem in detail and recommended to the War Department that action be taken to correct this situation. The letter was followed up by radio on the 14th of August, and was answered by 1st and 2nd Inds. from the Priorities Committee dated August 18, 1941, and the Adjutant General dated August 26, 1941. The problem was again presented to the War Department by letter dated October 23, 1941, file Engr. 523.07, which recommended that the Office of Production Management be opened in Honolulu. In 2nd Ind. on this correspondence, the Priorities Committee advised that the Office of Production Management had been requested to establish a field office in Hawaii. This field office had not been established at the time of the attack and due to this difficulty in securing materials, many of our projects were not completed at the time of the attack.—Exhibit "1F".

12. Another effort was made to solve this supply problem by securing funds for the advance procurement of certain essential materials. It was originally requested in clipper airmail letter this headquarters July 28, 1941, file Engr. 600.12, which recommended that a revolving fund of \$1,000,000.00 be set up to permit the advance procurement of essential materials before the specific allotments had been made for individual projects. This letter had not [35] been answered on the 13th of September when a follow-up radiogram was sent to the War Department, and on the same day the matter was brought to the personal attention of the Deputy Chief of Staff in the War Department, who very quickly secured a solution of the problem by the allotment of \$500,000.00 for the advance purchase of essential materials. Before these materials could be secured, however, the \$500,000.00 was diverted by the War Department for the construction of housing at Kaneohe Bay, with the result that on the day of the attack, no reserve supplies of materials other than lumber had been accumulated.—Exhibit "1G".

13. The following letter shows appreciation by the Deputy Chief of Staff for Air of the difficulties in the carrying out of the project for the creation of air fields to permit ferrying of planes to the Philippine Islands, and of the rapidity with which the arrangements were completed.—Exhibit "1H".

NOVEMBER 27, 1941

Lieutenant General WALTER C. SHORT, U. S. A.,
Headquarters Hawaiian Department,
Office of the Department Commander,
Fort Shafter, T. H.

DEAR SHORT: The copy of your report on the additional air routes has been received. The quantity of details requiring coordination, and the distances involved in the projects make the short time consumed in getting rolling almost unbelievably short.

I extend you my personal thanks for the effort you have expended on this job and the results you are getting.

The way things are working out now, it looks as if we will be using trans-Pacific airways almost continuously from now on. Our plans are O. K. for 4-engine bombers, but what are the prospects for medium bombers? Do you think we should even study that phase of trans-Pacific operations?

Best regards.

Sincerely,

/s/ H. H. ARNOLD,
Major General, U. S. A.,
Deputy Chief of Staff for Air.

[36] 14. Increase in Engineer Troops:

February 10, 1941.—TAG sent 3d Ind., file AG 320.2 (11-1-40) M-C saying that 3d Engineer Regiment was to be increased. Regular Army personnel not available to further increase Engineer Regiment. Selectees prohibited from being sent and it was not possible to aid in creating Engineer Battalion here as requested. On 19 Feb. 1941, letter to TAG file Engr. 322.03 requested that War Department

send an Eng. Regiment (Aviation) and an Eng. Regiment (General Service) here. 1st Ind., May 15th, A. G. 320.2 (2-19-41) MC-C-M; TAG, stated that 34th Eng. Regiment (C) would be activated and that the personnel would probably arrive in June. This Regiment was to take the place of the Regiment (General Service) requested. On June 18th, letter AG 320.2 (6-5-41) MR-MC, the War Department issued orders expanding 804 Eng. Company to the 804th Eng. Battalion. The troops for the 804th Eng. Battalion arrived in this Department 21 July 1941. Previous instructions concerning the activation of the 34th Eng. Battalion had been rescinded with the result that the unit was not activated until 17 October 1941. It had not been completely trained and lacked many items of equipment at the time of the attack. See Exhibit "1 I".

15. Increase in Coast Artillery Troops:

February 18, 1941.—Letter written to TAG urgently requesting two (2) Regiments CA Mobile; 1 Battalion CA (AA) gun, Mobile (less searchlight battery); one Regiment CA (TD) 155 mm. gun; AA filler replacements (90 officers and 2064 enlisted men); Harbor Defense Artillery reinforcements (150 officers and 2700 enlisted men). TAG replied by first indorsement May 10, 1941, file AG 320.2 (2-18-41) (55) that the Hawaiian Department CA Garrison would be augmented with a total of 276 officers and 5734 enlisted men between June 1941 and March 1942, as follows: (See Exhibit "1J").

June 1941

- (1) AA fillers, 60 officers, 1337 enlisted men.
- (2) 98 CA 62 officers, 1329 enlisted men
- (3) Second Battalion, 97 CA less Battery H (Gun) Battery E (SL) (17 officers, 359 enlisted men).

[37] *November 1941:*

- (1) 97 CA less 2 Battalion, 3 Battalion—(48 officers, 885 enlisted men).
- (2) Battery H, 97 CA (4 officers, 134 enlisted men).
- (3) Medical Personnel, 98 CA (7 officers, 49 enlisted men).

March 1941:

- (1) AA fillers (24 officers, 661 enlisted men).
- (2) 3 Battalion, 97 CA (37 mm. gun) less Battery M, 3 Battalion, 98 CA (37 mm. gun) less Battery M (54 officers, 980 enlisted men).

February 25th, 1941.—Letter written to TAG, file AG 320.2/57 (Exhibit 1J) requesting increase in enlisted men in 251st C. A. Regiment NG from 1181 to 1450. Disapproved by TAG March 8, 1941 (Exhibit 1J) 1st indorsement, file 320.2/57.

February 25th, 1941.—Letter written to TAG, file 320.2/58 (Exhibit 1J) requesting following reinforcements of Hawaiian Department:

- (1) That CAC requested February 18th (Exhibit 1J) be given priority.
- (2) That 11th F. A. be organized under T/O dated November 1, 1940.
- (3) One Tank Battalion.
- (4) Two (2) M. P. Companies for guarding air fields.
- (5) Reinforcements of Inf. Regiments so as to be organized under T/O

November 1, 1940.

- (6) That 11th F. A. Brig. (less 11 F. A.) be reinforced and organized under T/O November 1, 1940.

TAG replied by first indorsement, file 320.2 (2-25-41) (58) (Exhibit 1J) that CAC and Engineering increases would be considered separately; that reinforcements for F. A. and Inf. Regiments were not considered urgent; that Tank Battalion and 2 M. P. Companies for Hawaiian Department were disapproved; and that any reorganization of units was to be accomplished by reducing size of existing units and by carrying others as inactive. On May 28th, orders for the shipment of CAC increases were rescinded, file 320.2/70. On July 15, letter from TAG, file 320.2/82m (Exhibit 1J) activated the following units:

[38] 97th CA Headquarters and Headquarters Battery, 2 Battalions, and Batteries F and G.

98th CA Regimental Headquarters Battery (less band), Headquarters and Headquarters Battery 1st and 2nd Battalions, and Batteries A, B, C, D, F, G and H.

16. Increase in Air Corps Strength:

April 9th, 1941.—Letter from TAC, file 320.2 (3-5-41) (61) (Exhibit 1K) directing that Air Defense Command be set up. First indorsement, May 3, 1941 (Exhibit 1K) to TAG called attention to the fact that the plan was presented to War Department in letter of April 25th, 1941, Paragraph 7 "Reorganization of Forces in Hawaiian Department" (Exhibit 1K).

April 24th, 1941.—Letter written to TAG from COHAF (thru channels) file 320.2/94 (Exhibit 1K) subject "Air Base Group" requesting:

- (1) Bellows Field as permanent Air Corps Station
- (2) Permanent Station 15 Pursuit Group
- (3) A redistribution of Air Base Groups
- (4) That two Air Base Groups be authorized.

By second indorsement TAG to COHD dated June 26th, 1941, file 320.2 (4-24-41) (94) (Exhibit 1K):

(1) War Department stated that Troop Unit Basis FY 1942 provided for two additional material squadrons for HAF. This is believed to provide sufficient air base units to care for Bellows Field.

(2) Organization of Air Base Unit for 15th Pursuit Group held in obedience pending decision on new station. By third indorsement CGHD to TAG, file 320.2/94 (Exhibit 1K) request was made for two additional material squadrons to be stationed at Bellows Field. On August 7th, 1941, radio file 320.2/100 (Exhibit 1K) was sent to Chief of Air Corps requesting Headquarters Detachment in absence of Air Base Group. On August 15th Radio No. 380 (Exhibit 1K) was sent to TAG requesting information of status of Air Base Groups for Bellows Field. Administrative situation there very difficult. In answer, Chief of Air Corps sent radio no. 172, file 320.2/108e (Exhibit 1K) stating [39] not favorably considered because it would exceed the 59,000 allotted and also that TAG had been requested to activate Headquarters Detachment. On September 27th, 1941, by letter (exhibit 1K) from TAG, file 320.2/108d, subject "Activation of Air Corps Unit" a Headquarters Detachment was authorized at Bellows Field but personnel had to be furnished by the Department.

On August 30, 1941, Radio No. 779, file 320.2/108 (Exhibit 1K) was received asking:

- (1) What are total AC personnel requirements.
- (2) Total requirements for personnel for arms and services with AC.
- (3) Number AB groups needed and their locations.

On September 9, 1941, Radio No. 272 to TAG, file 320.2/108a (Exhibit 1K) answering Radio No. 779 requesting the following:

- (1) Two AB Groups (one for Bellows, one for Kahuku)
- (2) Air Corps enlisted men now in Department sufficient to organize these groups.

(3) One Squadron (HB) (Exhibit 1K) consisting of 27 officers, 220 enlisted men to replace 14th Bombardment Squadron transferred to Phillipine Islands.

(4) Personnel for Bellows. Medical Department (1 officer, 7 enlisted men) Dental Corps (1 officer) Quartermaster (1 officer, 30 men) Ordnance Dept. (1 A. B. Co. of 4 officers and 60 enlisted men).

(5) Personnel for Kahuku Point. Medical Department (3 officers, 12 enlisted men) Dental Corps (1 officer) Quartermaster (1 officer, 30 enlisted men) Signal Corps (10 enlisted men specialists)

(6) Following personnel needed: Air Corps (3871 enlisted men) Medical Corps (6 officers, 36 enlisted men); Dental Corps (1); Quartermaster (4 officers, 70 enlisted men). 3 AB Squadrons one each at Barking Sands, Kauai; Morse Field; Hilo, Hawaii.

(7) Near Future. Two (2) additional AB Squadrons—(1) Lanai (under construction) (2) Parker Ranch (project to be submitted).

On November 8th Radio no. 786 was sent to TAG, file 320.2/126 (exhibit 1K) requesting immediate assignment.

- (1) Three airdepot Groups to HAF
- (2) Procurement of civilian employees impossible and discharge of enlisted men for employment does not help.

[40] (3) 30% tactical planes grounded due to shortage in depot maintenance. Becoming acute.

(4) Must have personnel and material at once. No personnel available here for activation of units.

On November 15th Radio no. 402, file 320.2/126a, (exhibit 1K) from TAG stating that three Air Depot Groups were under advisement but that groups not available now. If and when available, will it come within strength of war garrison?

On November 19th Radio no. 889, file 320.2/126b (exhibit 1K) to TAG—Increase of three Air Depot Groups will not come within authorized war garrison

but should be furnished as soon as possible due to shortage in personnel. War garrison must be increased to accommodate Air Base Groups.

On November 18th the War Department activated Seventh Airways Squadron from existing personnel in Department, file 320.2/127 (exhibit 1K). On November 18th Radio no. 873, file 320.2/128 (exhibit no. 1K) was sent to TAG requesting Station Complements at Hickam, Wheeler, Morse Field and Barking Sands. Urgently requested. On November 25th 1941 Radio no. 455, file 320.2/128a (exhibit 1K) from TAG stated that until war garrison limitation was lifted, no additional personnel could be sent to the Hawaiian Department.

17. Reorganization Hawaiian Division & Increase in War Garrison April 25th, 1941. Letter written to TAG, file 220.3/37, (exhibit 1L) requesting that two triangular divisions be organized from the Hawaiian Division (Square) and the organization of station complements be made at Schofield Barracks and Fort Shafter; also Air Defense Command is to be created. By first indorsement dated July 29, 1941, file 320.3 (4-25-41) (37) (exhibit 1L). TAG returned this letter without action.

May 29th, 1941. TAG sent radio no. 837, file 320.3/37a (exhibit 1L) stating that the initial war garrison would be reduced to 58,000. Reductions would come from troops other than Air Corps, Anti aircraft, and Aircraft Warning Service.

[41] *June 5th, 1941.*—Letter was written to TAG, file 320.3/37b (Exhibit 1L) subject "War Garrison for Initial War Operations" stating

(1) That Table I, (Exhibit 1L) shows forces recommending totaling 59,425.

(2) Statement that proper defense of Kaneohe Bay, Airfields, beaches and provisions for mobile reserve cannot be successful with only 59,000 troops.

(3) Statement of minimum increase for Kaneohe Bay as follows: 1 Regiment Inf; 1 Regiment Field Artillery, 155 How (T. D.); 1 Battalion C. A. 155 guns plus one additional battery; 1 Regiment C. A. (AA); 1 Battery C. A. 12" Barrette guns.

(4) Urgently requested that strength be increased from 58,000 to approximately 71,500 as follows: 2 Inf. Regiments; 1 Regiment Field Artillery, 155 How 1 Regiment CA (AA) SM; 1 Battalion CA 155 guns; 1 Battery CA 12" Barrette guns . . . total 11,279.

(5) Again recommended that station complements for Schofield Barracks and Fort Shafter be organized. This would give an increase of 731 officers and men for Schofield Barracks and 131 officers and men for Fort Shafter.

(6) Plans are to be submitted in the near future for garrisons each of outlying islands with a force consisting of approximately 1 regiment of Infantry and a composite battalion of Field Artillery, all of which will not be within war garrison strength.

On July 22, 1941, 1st indorsement to exhibit 1L file 320.3/37b (Exhibit 1L) TAG said

(1) War Garrison of 59,425 recommended by CGHD is reduced to 57,429 and augmented by following units: 1 Regiment CA (AA) SM (less 1 gun battalion, band, basies), 1 Battalion CA 155 M guns with 1 additional Battery, 1 Battery CA.

(2) Recommendation of war garrison for 71,500 officers and men is disapproved.

(3) Troops in excess of 59,690 authorized will be sent to Hawaii only in case the situation develops a need and if such troops are available.

18. *May 2nd, 1941.*—Letter written to TAG, file 320.3/38 (Exhibit 1M) subject "Organization of Anti Aircraft Artillery Brigade" requesting authority to activate the Headquarters and Headquarters Battery 53 CA Brig. and the Intelligence Battery, 53rd CA Brig. about June 1, 1941.

June 12, 1941.—First indorsement from TAG to CGHD, file 320.2 (5/2/41) (38) (exhibit 1M) gives authority to activate.

[42] 19. *November 6, 1941.*—Radio No. 759 to Chief Ordnance, file 320.2/121 (exhibit 1N) stated that 6-37 mm. batteries now in Hawaiian Department. Plans made for six more by March, 1942, but only twenty (20) guns on hand. When and in what quantities will the one hundred (100) 37 mm. guns listed under 1941 funds be sent? Reply not yet received.

20. **STANDING OPERATING PROCEDURE.** Before February 7, 1941, Field Orders No. 1 (Landing Operations) No. 1W (Sabotage) and 1 NS (Naval Security) had been prepared. It was found during Maneuvers, May 1941, that these field orders were too cumbersome. On July 14th, 1941, a tentative Standing Operating Procedure, Hawaiian Department was issued to each officer in the Department with instructions that any suggested changes were to be reported to

Department Headquarters by August 15, 1941. During the preparation of the final form of the Standing Operating Procedure, the tentative S. O. P. was in effect. The final form was issued on November 5, 1941. Each unit knew its mission in the event Alert No. 1, 2 or 3 was put into effect. Due to this planning (the S. O. P.) each unit was able to act quickly and promptly when the air raid took place on December 7, 1941.

EFFORTS TO BETTER PREPARE THE CIVILIAN COMMUNITY FOR DEFENSE

[43] Soon after taking command of the Hawaiian Department I made a survey with reference to possible defense measures to enable the civilian population to meet any emergency which might arise. I had been asked to speak to the Chamber of Commerce on Army Day, April 6th, and decided that this day was the best opportunity to obtain publicity, as practically all the important business men of Oahu were present on this occasion. I proposed the following items of prime importance:

1. Production and storage of food.
2. Organization of doctors and nurses for care of injured and wounded.
3. Organization of an auxiliary to the police force to guard utilities and prevent sabotage.
4. Preparation of plans and provision for evacuation of women and children and preparation of shelters for workers in the vicinity of central industries.

(For complete remarks on this occasion, see Exhibit "10".)

Production and storage of food: As a result of my talk and support by the papers and certain men of importance in the community, the storage of food in the pantry of the home was put into effect at once, and the purchases from the retailers increased about 20% during the first month.

For some years a study had been made of food production required and possible in the islands. A committee completed this work, and made definite assignment of acreage and crops to all plantations on the Islands. Plantation managers and the five big companies which act as factors for the various plantations all agreed to this plan. Necessary implements for changing from cane and pineapples to truck gardening were listed for each plantation. Orders for seed for planting the first crop were placed with firms in the mainland, orders to be filled upon telegraphic advice.—Exhibit "1P".

On December 10th, after completion of the inventory of food on hand, a meeting was held with the Presidents of the five big companies and of the Governor's Food Committee. The District Engineer was directed to purchase the seed and equipment at once, as it was believed the matter could be handled in less time in this [44] manner instead of having each plantation make purchases.

The committee on storage of food determined the articles and tonnage of the essential elements of diet necessary to provide for the civil population for six months. The cost of these items was estimated to be \$2,500,000 for human consumption and \$900,000 for feed for dairy cattle and poultry. This matter was taken up with the War Department.

Governor Poindexter and Delegate Sam King gave the storage of food their full support. However, the item was eliminated by the Bureau of the Budget and no action was gotten through Congress. The purchase of this emergency food reserve by the Department of Agriculture and the allocation of shipping therefor was authorized December 17th. Recent press dispatches indicate that the President has made an allotment for food production.

Organization of Doctors and Nurses for care of injured and wounded: The Medical Society of Honolulu got squarely behind my effort to prepare the doctors and nurses for an emergency. Twenty (20) civilian-aid station groups were organized and have had considerable practice in setting up their stations. They actually functioned efficiently on December 7th. Sixteen (16) surgical teams were organized. They started reporting at 9:00 A. M. December 7th, and by 9:30 all were employed. They are representative of the leading surgeons, anesthetists, etc., in the city. The regular operating staff at Tripler General Hospital was operating at 8:45 A. M.

After several conferences the Red Cross agreed to purchase and store in Honolulu \$200,000.00 worth of medicines and surgical supplies and equipment. Much of the equipment and supplies had been received prior to December 7th.

Buildings suitable for hospitals were surveyed, and many of these have actually been equipped and operated since December 7th.

Organization of auxiliary police force: The organization of an auxiliary police force was effected and placed under the command of Major Douglas King by the

Mayor of Honolulu. This force was given some training in taking over leading utilities and the use of firearms. It proved to be a very efficient force immediately after the raid.

Auxiliary fire fighters and fire wardens have been organized. Requests for fire-fighting equipment have been made to the Office of Civilian Defense, and also sent direct by the Governor to the same organization.

[45]

Evacuation and shelters: Detailed plans were drawn for evacuation camps, for trenches in parks, schools, etc., and for splinter-proof shelters in the vicinity of public utilities. A request for \$2,800,000 for construction of these camps and shelters was made through the War Department and also direct by Governor Poindexter. The funds were not provided until after the attack December 7th. Since that date the President has made funds available to the Governor of the Territory of Hawaii for this purpose.—Exhibit "1Q"

M-DAY BILL

At the request of the Senate of the Territory of Hawaii I appeared before that body and explained the value and the necessity for the passage of the M-Day bill. The passage was effected in the next few days and the measure was signed by the Governor. The bill enabled the Governor to organize emergency committees and carry out many things of great benefit in the medical work, evacuation and police work immediately following the attack on December 7th.

LETTERS FROM CIVILIANS WITH REFERENCE TO MY EFFORTS TO IMPROVE CIVILIAN DEFENSE

The following copies of letters have been received: Exhibit "1R"

HONOLULU, T. H., *December 22, 1941.*

The PRESIDENT, *The White House, Washington, D. C.*

SIR: We, the undersigned, representing substantial business and social organizations in Hawaii, and having had for many years in many ways a vital interest in the armed forces stationed in Hawaii, do hereby wish to express our sincere appreciation of the services rendered to this Territory and to our Nation by Lieutenant General Walter C. Short.

We have found him at all times to be most cooperative and furthermore he has exercised a vigorous leadership in causing this community to prepare for an emergency such as exists at present. Almost a year ago he laid out a plan for this purpose and has taken all steps practicable toward carrying out such plan.

General Short's thorough foresight and his forceful presentation of his ideas to our "Territorial Legislature, to our local officials, and to our community in general have been very largely responsible for (a) the enactment of a sound "M-Day" Bill; (b) for the provision of a Territorial Guard; (c) for the de- [46] cision to increase stored food and to produce food; and (d) for the prevention of sabotage. He has shown a correct and sympathetic attitude toward the problems of the civil community in assuring cooperation of civilians.

He has maintained a high morale in his Command and has conducted "alerts" from time to time. He has proceeded with preparing the troops and with plans, now looking for financing from federal funds, for adequate and safe storage of sufficient supplies and equipment of all sorts for their use in a probable emergency.

We are encouraged by the fact that a committee has been appointed to go into various phases of the entire case, believing that the excellent men you have selected will render a just report, fair to all concerned.

Meanwhile, we wish to express to yourself and to all concerned our high esteem and our full confidence in the character and ability of General Walter C. Short as a citizen and as an officer, whatever his assignment may be.

This letter is prepared without the knowledge or consent of General Short or any other officials, merely in our hope that no unwarranted discredit may accrue to the record of such a conscientious and able officer, through adverse publicity or otherwise. This concern is in no way lessened by our vital interest in the adequate defense of Hawaii and our Nation.

With very best respects and wishes, we are

Yours very truly,

Lester Petrie, City of Honolulu, Mayor; C. R. Hemenway, President, Hawaiian Trust Co., Ltd.; A. L. Dean, Vice-President, Alexander & Baldwin, Ltd.; Walter F. Dillingham, President, Oahu Railway & Land Co.; F. D. Lowrey, President, Lewers & Cook,

Ltd.; H. H. Warner, Asst. Food Administrator, O. C. D.; J. B. Poindexter, Governor of Hawaii; S. B. Kemp, Chief Justice, Supreme Court; T. G. S. Walker, Director, Civilian Defense for Oahu; John E. Russell, President, Theo H. Davies & Co., Ltd.; George S. Waterhouse, Ex. Vice-President, Bishop National of Hawaii and Honolulu; Cyril F. Damon, Ex. Vice-President, Bishop Trust Co., Ltd.; Briant H. Wells, Executive Vice-President, Hawaiian Sugar Planters Association; H. A. Walker, President, American Factors, Ltd.; S. M. Lowrey, Treasurer, American Factors, Ltd.; P. E. Spalding, President C. Brewer & Co., Ltd.; Frank E. Midkiff, Trustee, Bernice P. Bishop Estate; Edouard R. L. Doty, Terr. Director of Civilian Defense; James Winne, Mgr. Mdse. Dept., Alexander & Baldwin, Ltd. (now acting as Food Administrator and Supply Officer).

C. C. to General Walter C. Short.

[47]

MAJOR DISASTER COUNCIL
CITY AND COUNTY OF HONOLULU
Office of the Director, Island of Oahu

HONOLULU, HAWAII, December 20, 1941.

Lt. General WALTER C. SHORT,
Fort Shafter.

DEAR GENERAL SHORT: Please allow me to express my sincere regret that our contact through Civilian Defense Plans has terminated.

It was greatly due to your help and backing that our Civilian Organizations were so far advanced that they were able to function so splendidly during the attack.

You will always be able to recollect that your determination to have our Civilian Groups Prepared saved many lives of our Sailors and Soldiers through the organized effort of our Civilian Defense Medical committee and the many trucks that we had ready to be turned into ambulances at a minute's notice.

Please be assured that you will carry the sincere thanks and Aloha of your many friends here who realize the distress you saved by urging and helping us to be prepared.

Yours very sincerely,

(s) T. G. S. Walker,
T. G. S. WALKER,
Director, Civilian Defense, Island of Oahu.

[47a]

SEAL OF THE TERRITORY OF HAWAII
TERRITORY OF HAWAII
Executive Chambers
HONOLULU

23 DECEMBER 1941.

Lieutenant General WALTER C. SHORT,
Fort Shafter, T. H.

MY DEAR GENERAL SHORT: Having noted in the public press that an investigation is being made as to the military preparedness of the Army and Navy in Hawaii on December 7, 1941, I believe it appropriate that I make to you a statement as to the state of preparedness of the civil communities of these Islands for war when they were so insidiously and treacherously attacked on December 7, 1941.

The citizens of the Hawaiian Islands have always appreciated that these Islands were important to National Defense from a military standpoint, but it has been only since your arrival in these Islands on February 5, 1941 that it has been brought home to the civil population the importance of the part it would play in the event of a war in the Pacific. On December 7th, the citizens of these Islands met the hour of their test in such a manner as to make me proud to be the Chief Executive of these Islands. Your foresight in urging the population to prepare to meet the possible vicissitudes of war and the joint efforts of the Army and civil population in planning and preparing for this emergency was magnificently rewarded.

It may be of interest to point out in detail some of the plans and preparations which bore fruit on December 7, 1941.

(1) *The enactment of the Hawaiian Defense Act* by a special session of Legislature for that purpose. This legislation permits a mobilization of the entire civil economy of the Islands in the interest of National Defense or in the event of disaster. By virtue of this act, civilian [47b] defense was planned and many of its phases were brought to such a point of preparation that they were able to go into action immediately and to function effectively on December 7, 1941.

(2) *The production and conservation of food:* Householders were persistently urged to stock their shelves in canned food. It is estimated that this resulted in increasing the available food supply of the Hawaiian Islands by more than twenty percent. Federal appropriation was requested for procurement and storage for food reserve. This appropriation has, since December 7, 1941, been authorized. By agreement with plantation owners, plans were made for the procurement and storage of seed and the planting of certain large areas with quick growing food crops. Agreements were also made for the growing, in normal times, of these crops not usually grown in marketable quantities. In furtherance of this plan, the War Department was induced to permit the purchase of Island grown potatoes for the use of the Army although the price was above that of mainland potatoes. In anticipation of the receipt of reserve supplies of food asked for in the emergency, the Army supported a certificate of necessity for building an adequate warehouse to meet these needs. This warehouse is now available for the storage of food supply when it arrives.

(3) *The medical facilities* for the care of the injured and wounded during any disaster was one of the first things accomplished by the civilians of these Islands for an emergency. This resulted in mobilizing the entire medical profession of the Islands with all its medical facilities. Approximately three thousand persons were given training and instruction in First-Aid as required by the Red Cross. The persons thus trained assisted in carrying out the arduous tasks of evacuation. Twenty First-Aid units were organized, each unit consisting of personnel of about one hundred and twenty. An ambulance corps of one hundred and forty improvised ambulances were organized. The performance of their tasks by these groups was one of the highlights of the civil defense efforts on December 7, 1941.

(4) *Plans for the evacuation of women and children and the [47c] preparation of shelters* for workers in essential industries had reached a high state of perfection on December 7, 1941, and the evacuation of women and children from areas attacked was accomplished in a most admirable manner.

(5) *An auxiliary police force* to guard utilities and to prevent sabotage was organized at an early date in our preparation and it was able to function instantly when called upon to do so on the morning of December 7th. Their work of this force was exceptional and excellent.

(6) *Legislation authorizing a home guard* was enacted at the special session of the Territorial Legislature. It was well planned and so organized that 1400 of such home guardsmen could and were placed on duty thereby relieving members of the Army for other military duty.

(7) *There were many other matters* too numerous to detail here which were planned and accomplished at your instigation. Important among these was the bringing home to the public the urgent necessity for cooperation and public service in times of emergency.

All of the foregoing required tremendous effort on the part of the local authorities, the citizenry and military authorities. All such efforts have been rewarded since December 7, 1941, in that Territorial and City Governments and all phases of the public welfare have overcome all obstacles and have operated smoothly as a direct result of prior planning and training.

It is my belief that the public has confidence in the military and civil authorities. The fact that the Japanese Government has seen fit to inflict a treacherous attack has not in any way diminished the faith of this community in your demonstrated abilities. I wish to state that the magnificent way in which the Territory of Hawaii met its problem in its crucial hour was in a large measure due to your foresight. I am deeply grateful for your efforts on behalf of the Territory.

You are at liberty to use this letter in any way which you see fit. THIS IS A TRUE COPY.

Very sincerely yours,

(S) J. B. POINDEXTER,
Governor of Hawaii.

L. W. TRUMAN,
Captain, Infantry.

[48] I have presented many of my actions, both with reference to the military defense of the islands and the preparations of the civil community for defense, to show that I have taken both a very active and an intelligent part in this work from the time of my arrival in the Hawaiian Department.

I should be very glad if this Committee would see fit to call before it a number of officers of my command, preferably from officers of high enough rank to know what I have accomplished, and from staff officers who are familiar with the work that has been carried out during the past ten months. I would also like very much to have the Governor and some of the leading business men called before the Commission to tell what the civil community thinks of the work that I have done over the past ten months.

CONCLUSIONS

1. The radiogram from the War Department thru CINCUS fleet UCS of October 16th emphasized that measures taken by me during the grave situation of the Japanese negotiations should not disclose strategic intention nor constitute provocative actions against Japan.

The radiogram of November 27th reiterated that action should be carried out so as "not repeat not to disclose intent", not alarm civil population, and avoid unnecessary publicity.

When the War Department was notified that the Hawaiian Department was alerted against sabotage it not only did not indicate that the command should be alerted against a hostile surface, sub-surface, ground or air attack, but replied emphasizing the necessity for protection against sabotage and subversive measures. This, taken in connection with the two previous radiograms mentioned, indicated to me a tacit consent to the alert against sabotage ordered by the Hawaiian Department.

2. The Hawaiian Department is not provided with an agency for locating enemy ships in various parts of the world. Such information as it may acquire on this subject must be obtained from the Fourteenth Naval District or from the War Department.

The "Joint Coastal Frontier Defense Plan, Hawaiian Coastal Frontier" places upon the Commandant of the Fourteenth Naval District the responsibility for distant reconnaissance. Annex #7 to the "Joint Coastal Frontier Defense Plan" provides that when naval forces are insufficient for long distance patrol and search operations and army aircraft are made available, these will be under the tactical control of the naval command during search operations. That means that the army planes receive their missions and all instructions from the naval commander and carry out the search as he deems necessary in order to carry out his responsibility for distant reconnaissance.

[49] During the period November 27th to December 6th, the Navy made no request for army planes to participate in distance reconnaissance. To me this meant that they had definite information of the location of enemy carriers re that the number unaccounted for was such that naval planes could make the necessary reconnaissance without the assistance from the army. During this period I was in frequent conferences with the Commander in Chief of the United States Fleet and the commandant of the Fourteenth Naval District, and at no time was anything said to indicate that they feared the possibility of an attack by the Japanese by air. In fact, the sentiment was expressed by a naval staff officer that there was no probability of such an attack. With a large part of the United States Navy in Hawaiian waters and with their sources of information, I was convinced that the Navy would be able either to intercept any carrier attempting to approach Oahu or at least to obtain such information from task forces or by reconnaissance as to make them aware of the presence of carriers in the Hawaiian waters and of the possibility of an air attack.

3. Action of the War Department on December 5th and as late as 1:30 A. M., Eastern standard time, December 7th, in dispatching planes from the mainland to Honolulu without ammunition indicated that the War Department did not believe in the probability of an early Japanese attack upon Honolulu.

I felt that I had a right to expect the War Department to furnish me by the most rapid means possible information should a real crisis arise in Japanese relations. I did not expect that when the crisis arose the desire for secrecy would be considered more important than the element of time. Had the message in regard to the Japanese ultimatum and the burning of their code machines been given me by telephone as an urgent message in the clear without loss of time for encoding and decoding, etc., I, in all probability, would have had approximately two hours in which to make detailed preparations to meet an immediate attack.

4. I feel that my work in the Hawaiian Department should be judged by my activities throughout the complete period from the assumption of command on February 7, until my relief upon December 16th. I believe that any careful examination of my work during that period will prove that I have worked very seriously at the job and have accomplished measures of very considerable importance. I do not see how I could better have carried out what appeared to be the desires of the War Department unless I was supposed to know more than the War Department about the danger of Japanese attack and more than the Navy Department about the location of the Japanese carriers. To have taken more steps in preparation against a Japanese attack than I did would have alarmed the civil population and caused publicity contrary [50] to War Department instructions. I do not believe that I should be found guilty even of an error in judgment because I did not have the vision to foresee that the War Department would not notify me of a crisis in the least possible time and that the Navy with its large fleet in Hawaiian waters would not be able to carry out its mission of intercepting Japanese carriers, or at least detecting their presence in Hawaiian waters and informing me of the fact.

[57a]
[57] Copy

[Exhibit A]

[SECRET]

U. S. NAVAL COMMUNICATION SERVICE

COMMANDER-IN-CHIEF U. S. PACIFIC FLEET

[Paraphrase]

NOTE FOR COMMANDING GENERAL HAWAIIAN DEPARTMENT:

THE FOLLOWING IS A PARAPHRASE OF A DISPATCH FROM THE CHIEF OF NAVAL OPERATIONS WHICH I HAVE BEEN DIRECTED TO PASS TO YOU QUOTE:

Japanese cabinet resignation creates a grave situation x if a new cabinet is formed it probably will be anti-American and strongly nationalistic x if the Konoye cabinet remains it will operate under a new mandate which will not include rapprochement with the United States x either way hostilities between Japan and Russia are strongly possible x since Britain and the US are held responsible by Japan for her present desperate situation there is also a possibility Japan may attack these two powers x view of these possibilities you will take due precautions including such preparatory deployments as will not disclose strategic intention nor constitute provocative actions against Japan x

CBO CRJ	DATE 16 OCT 41	SERIAL NO. 10-340
ORIGINATOR	ACTION	
OPNAV	CINCLANT	INFORMATION
	CINCPAC	
	CINCAF	

A TRUE COPY:

Edward von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit B]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

P1 WAR PRTY

WASHN DC 611 PM Nov 27 1941

C G

Hawn Dept Ft Shafter T. H.

472 27th negotiations with Japan appear to be terminated to all practical purposes with only the barest possibilities that the Japanese Government might come back and offer to continue stop Japanese future action unpredictable but hostile action possible at any moment stop if hostilities cannot comma repeat cannot comma be avoided the United States desires that Japan commit the first overt act stop this policy should not comma repeat not comma be construed as restricting you to a course of action that might jeopardize your defense stop prior

to hostile Japanese action you are directed to undertake such reconnaissance and other measures as you deem necessary but these measures should be carried out so as not comma repeat not comma to alarm civil population or disclose intent stop report measures taken stop should hostilities occur you will carry out the tasks assigned in rainbow five so far as they pertain to Japan stop limit dissemination of this highly secret information to minimum essential officers

True Copy
O. M. Cutler

MARSHALL

O M CUTLER
Lt Col Infantry

116P/27

NOTE: This form to be used only for Radiograms and Cablegrams. One copy only to be submitted. The making of an exact copy of Secret or Confidential Radiograms is forbidden. Only such extraets as are absolutely necessary will be made and marked secret or confidential as the case may be. This copy will be safeguarded with the greatest care and when no longer required will be returned to the Records Division, Adjutant General's Office, without delay. (AR 380-5)

Form H. D. No. 1173 (Revised)—1664 Honolulu 10-10-40 5M.

[Exhibit C]

[RESTRICTED]

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 5 November 1941.

Subject: Standing Operating Procedure

To: Distribution "B", "L", and "G" less 1, 2, 3 and 5

1. Attention is directed to attached Standing Operating Procedure, Hawaiian Department, which supersedes Tentative Standing Operating Procedure, Hawaiian Department, 14 July 1941.

2. Issuing headquarters will collect and destroy all copies of Tentative Standing Operating Procedure in the possession of units and officers.

3. Department General and Special Staff Sections and Commanders of major echelons, districts, department troops and station complements directly under this headquarters will submit, for approval of this headquarters, Standing Operating Procedures, Movement and Loading Tables. Chiefs of Special Staff Sections, HHD, will include in their SOP HD all installations under their supervision.

By command of Lieutenant General SHORT:

Robert H. Dunlop
ROBERT H. DUNLOP,
*Colonel, A. G. D.,
Adjutant General.*

1 Inclosure: SOP HD

[RESTRICTED]

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 5 November 1941.

Subject: Standing Operating Procedure

To: Distribution "B", "L" and "G" less 1, 2, 3 and 5

1. Attention is directed to attached Standing Operating Procedure, Hawaiian Department, which supersedes Tentative Standing Operating Procedure, Hawaiian Department, 14 July 1941.

2. Issuing headquarters will collect and destroy all copies of Tentative Standing Operating Procedure in the possession of units and officers.

3. Department General and Special Staff Sections and Commanders of major echelons, districts, department troops and station complements directly under this headquarters will submit, for approval of this headquarters, Standing Operating Procedures, Movement and Loading Tables. Chiefs of Special Staff Sections, HHD, will include in their SOP HD all installations under their supervision.

By command of Lieutenant General SHORT:

Robert H. Dunlop,
ROBERT H. DUNLOP,
*Colonel, A. G. D.,
Adjutant General.*

1 Inclosure: SOP HD

RESTRICTED

[a]

[RESTRICTED]

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T H, 5 November 1941.STANDING OPERATING PROCEDURE
HAWAIIAN DEPARTMENT

		SECTION I—GENERAL	
<i>Par</i>	<i>Subject</i>		<i>Page</i>
1	Purpose.....		1
2	Unit Procedures.....		1
3	Short Title.....		1
4	Department Headquarters.....		1
5	Tactical Principles.....		1
6	Security.....		1
7	Liaison.....		1
8	Orders.....		2
9	Movement.....		2
10	Antiaircraft Defense.....		3
11	Installations and Alarm System.....		3
12	Guides.....		3
SECTION II—ALERTS			
13	Alerts.....		3
14	Alert No. 1.....		3
15	Alert No. 2.....		5
16	Alert No. 3.....		8
SECTION III—CONDITION OF READINESS FOR AIRCRAFT			
17	Condition of Readiness.....		10
SECTION IV—INTELLIGENCE			
18	Intelligence Standing Operating Procedure.....		11
19	Essential Elements of Enemy Information.....		11
20	Measures to Obtain Information.....		11
21	Measures for Handling.....		15
22	Reports and Distribution.....		15
23	Department G-2.....		15
24	G-2 Forms.....		16
SECTION V—ADMINISTRATION			
25	Supply.....		16
26	Evacuation.....		18
27	Traffic.....		19
28	Motor Transportation.....		19

[1]

SECTION I—GENERAL

1. *PURPOSE*.—The purpose of a "Standing Operating Procedure" is stated in paragraph 159, FM 100-5, Field Service Regulations, Operations, and paragraph 56, FM 101-5, Staff Officers' Field Manual.

2. *UNIT PROCEDURES*.—Conforming to the Department Procedure, subordinate units and staff sections will develop appropriate Standing Operating Procedures.

3. *SHORT TITLE*.—"SOP HD" will signify this Standing Operating Procedure.

4. *DEPARTMENT HEADQUARTERS*.—Department Headquarters may operate either as a whole or in two groups. When divided, the headquarters will

consist of a forward and a rear echelon, the composition of which ordinarily will be as follows:

a. FORWARD ECHELON.—

Commanding General and Aides
 General Staff (less G-1 and G-5)
 Secretary to General Staff
 Engineer Officer
 Signal Officer
 Chemical Officer
 Ordnance Officer
 Surgeon
 Headquarters Commandant
 Provost Marshal.

b. REAR ECHELON.—

G-1
 G-5
 Special Staff (less those in forward echelon).

5. *TACTICAL PRINCIPLES*.—See FM 31-10, Coast Defense. The chief tactical principles applicable to the problem of the defense of OAHU and the air fields on the outlying islands are as follows:

- a. Complete organization of the ground
- b. Position to be held lightly
- c. Large reserves, held mobile, with motor transportation sufficient to transport them
- d. Automatic counter-attack.

6. *SECURITY*.—Every unit is responsible for its security at all times from hostile ground or air forces. See paragraphs 233 to 273, inclusive, FM 100-5.

7. *LIAISON*.—a. *OFFICERS*.—During all operations and alerts, a liaison officer with motor transportation will be sent from each of the following units to Department Headquarters and will remain thereat except when on a mission to their own headquarters:

- 24th Infantry Division
- 25th Infantry Division
- [2] Hawaiian Coast Artillery Command
- Hawaiian Air Force
- 86th Observation Squadron
- Each Department Reserve Unit.

b. *UNITS*.—Both lateral and vertical liaison are mandatory. The responsibility therefor is from right to left and from front to rear. Combat teams operating in areas where coast artillery group stations are in operation will establish liaison with those stations.

8. *ORDERS*.—a. The Department Commander will issue orders covering the action of the Infantry Divisions, the Hawaiian Air Force, the Hawaiian Coast Artillery Command, Department Reserve units and all attached troops.

b. Orders issued by the Department (except as in c below) will be brief written field orders with an operation map. Circumstances may require the issuance of an oral order, but this will be confirmed later in writing.

c. Fragmentary orders, oral or written, may be issued when appropriate. Copies of the Department Commander's decision or directives, together with a roughly sketched operation map, will be sent by staff officers to lower units as soon as issued in order that plans may be initiated prior to receipt of the field order from the Department.

d. To expedite issue and to conserve time, unit commanders and staff officers will dictate their decisions, directives, plans and orders. All commanders and staff officers will perfect themselves in the dictation of orders. Competent stenographer-clerks and draftsmen will be trained within each headquarters.

9. *MOVEMENT*.—a. In general, all troops will be moved by motor. The maximum space in trucks will be utilized for the troops (standing if necessary) since all movements are necessarily for short distances.

b. Trucks will not close up and every effort will be made to avoid halting in the open. Maximum use will be taken of overhead cover, and vehicles either in bivouac or assembly areas will always be dispersed when in the open, and will be dispersed to the maximum extent practicable when in concealed positions.

c. In tactical movements, vehicles will be maintained at maximum speed authorized by law, consistent with safety. (This may be satisfactorily accomplished by restricting the leading vehicle to 10 miles per hour less than the maximum authorized; the others, not exceeding the maximum authorized speed).

d. All tactical movements in daylight will be by infiltration, FM 25-10, the distance between vehicles being not less than 300 yards. Administrative marches will be made with not less than safe driving distance between vehicles, or any distance greater than safe driving distance which will facilitate the movement (paragraph 31, FM 25-10). When necessary, officers' control points and route markers (paragraph 94, FM 25-10) will be utilized.

e. All movements under Alert No. 1 will be administrative.

f. Motor vehicles operating at night, at the discretion of local commanders, will be (1) in convoy with standard blackout or blue lights with a shielded tail light on all vehicles, or (2) in the case of convoys traveling closed up, with standard blackout or blue lights on leading vehicle and a shielded tail light on the rear vehicle, and no lights on the others, or (3) no lights when operating on *one way* secondary roads, and cross-country, on military reservations and leased lands. On two-way roads the distance between vehicles and/or serials will be sufficient to permit the unimpeded flow of traffic.

[3] g. Trucks attached to a unit for a specific mission will revert to control of the parent unit when the specific mission has been accomplished.

10. **ANTI-AIRCRAFT DEFENSE.**—a. Antiaircraft defense is a responsibility of every unit. See paragraphs 261-273, FM 100-5.

b. All Infantry units not occupying front line positions will have their automatic weapons habitually in readiness for antiaircraft defense, and all other units will be prepared likewise to engage hostile aircraft.

c. On marches, all small arms suitable for use against aircraft will be in readiness for action. When enemy air action is imminent trucks normally will halt, troops will detruck, disperse and fire on enemy planes.

d. All unit commanders will be held responsible for the following:

(1) Maintenance of air guards to give timely warning of the approach of hostile aviation.

(2) Adoption of necessary measures to prevent hostile observation and aerial photography through advantageous use of terrain, utilization of cover, and use of camouflage.

(3) Reduction of vulnerability to air attack and observation by dispersion of personnel and materiel when in bivouac or in position and by increased speed during movement.

11. **INSTALLATIONS AND ALARM SYSTEM.**—All important installations not protected by the Territorial Home Guard will be guarded by troops. An adequate alarm system will be established in connection therewith.

12. **GUIDES.**—a. In case of a relief, guides from the relieved organization will meet the incoming unit and remain with it until ordered back to their organization by the commander of the incoming unit.

b. Whenever units are ordered to another sector for support or attachment, the sector commander will provide the necessary guides to assist the supporting or attached units.

SECTION II—ALERTS

13. All defense measures are classified under one of the three (3) Alerts as indicated below. Operations under any Alert will be initiated by a Department order, except in case of a surprise hostile attack. See paragraph 15 f (8) below.

14. **ALERT NO. 1.**—a. This alert is a defense against acts of sabotage and uprisings within the islands, with no threat from without.

b. At DEPARTMENT HEADQUARTERS, all General and Special Staff Sections will continue with their usual duties at their present stations, pending further orders.

c. DEPARTMENT TROOPS will carry on their normal training, pending instructions from this Headquarters.

d. Each INFANTRY DIVISION will:

(1) Suppress all civil disorders, including sabotage, in its assigned sector.

[4] (2) Maintain one (1) infantry battalion with motor transportation sufficient to transport it, prepared to move on one (1) hour's notice.

(3) Protect the SCHOFIELD BARRACKS Reservation and all vital installations (except those on garrisoned Army and Navy Reservations) in its assigned sector, not protected by the Territorial Home Guard. The following are among the important ones:

Police District No. 1, see paragraph 14 *h* (2) below
Command and Fire Control Cable System, see inclosure No. 1

Railway and Highway Bridges, see inclosure No. 2

Water supply for SCHOFIELD BARRACKS

Radio Station at PUU MANAWAHUA

WAI AU Generating Plant

Telephone Exchanges at WAIPAHAU, WAHIAWA, WAIALUA (in HALEIWA), LAIE and KANEOHE

Electric sub-stations at WAHIAWA, WAIALUA, KAHUKU, KAILUA, WAIPIO and EWA, and electric power lines from WAIPIO-WAHIAWA-SCHOFIELD BARRACKS, inclusive, and to FORT BARRETTE, exclusive, from KOOLAU switch station—BELLOWS FIELD, see inclosure No. 3

Cold Storage Plant in WAHIAWA

Pumping Stations at MOANALUA and KAPAHULU.

(4) The 25th Infantry Division will assist the Navy in guarding the pumping stations at AIEA and HALAWA.

(5) See Territorial Home Guard, paragraph 14 *j* below.

e. The HAWAIIAN COAST ARTILLERY COMMAND will:

(1) Protect all seacoast and anti-aircraft armament, searchlights, observation and fire control installations, and other elements of the seacoast and anti-aircraft defense.

(2) Protect all vital installations on posts and reservations of the command.

(3) Protect the Radio Beacon on Sand Island.

(4) Provide a guard for the rear echelon of Department Headquarters and Tripler General Hospital.

f. The HAWAIIAN AIR FORCE will:

(1) Protect all vital installations on posts on OAHU garrisoned by air forces.

(2) Assist in defense of air fields on outlying islands by cooperation of local base detachments with District Commanders. See paragraph 14 *g* below.

g. The DISTRICT COMMANDERS, assisted by the air corps detachments within the districts, will:

Defend the air fields and vital installations thereat against acts of sabotage, and maintain order in the civil community.

h. The DEPARTMENT PROVOST MARSHAL, in addition to his normal duties, assisted by the Division Provost Marshals, will:

(1) Regulate traffic on OAHU.

(2) Assist the 25th Infantry Division in posting guards on vital installation.

[5] (3) Establish liaison with the local police force.

i. The STATION COMPLEMENTS of HICKAM, WHEELER and BELLOWS FIELDS, under command of the Hawaiian Air Force, will assist in the protection of all vital installations on their respective posts.

j. TERRITORIAL HOME GUARD.—Upon the formation of the Territorial Home Guard, recently authorized by the Territorial Legislature, it is anticipated that this organization will relieve the Infantry Divisions and the District Commanders of responsibility for the protection of all vital installations, except the Command and Fire Control Cable System and those installations on Army and Navy Reservations. See paragraph 14 *d* (3) and *g* above. Instructions will be issued.

15. ALERT NO. 2.—*a.* This alert is applicable to a condition more serious than Alert No. 1. Security against attacks from hostile sub-surface, surface, and air-craft, in addition to defense against acts of sabotage and uprisings, is provided.

b. At DEPARTMENT HEADQUARTERS, only the G-2 and G-3 Sections will be required to operate on a 24-hour basis. All other sections of the General and Special Staffs will continue with their normal schedule.

c. DEPARTMENT TROOPS will carry on their normal training, pending instructions from this Headquarters.

d. Each INFANTRY DIVISION will:

(1) Suppress all civil disorders, including sabotage, in its assigned sector.

(2) Maintain available all units at fifty percent (50%) of their present strength, except those required under (3), (4) and (5) below.

(3) Maintain one (1) infantry battalion with motor transportation sufficient to transport it, prepared to move on one (1) hour's notice.

(4) Protect the SCHOFIELD BARRACKS Reservation and all vital installations (except those on garrisoned Army and Navy Reservations) in its assigned sector, not protected by the Territorial Home Guard. The following are among the important ones:

Police District No. 1, see paragraph 15 *h* (2) below
 Command and Fire Control Cable System, see inclosure No. 1
 Railway and Highway Bridges, see inclosure No. 2
 Water supply for SCHOFIELD BARRACKS
 Radio Station at PUU MANAWAHUA
 WAIAU Generating Plant
 Telephone exchanges at WAIPAHU, WAHIAWA, WAIALUA (in HALEIWA), LAIE and KANEOHE

Electric sub-stations at WAHIAWA, WAIALUA, KAHUKU, KAILUA, WAIPIO and EWA, and electric power lines from WAIPIO-WAHIAWA—SCHOFIELD BARRACKS, inclusive, and to FORT BARRETTE, exclusive, from KOOLAU switch station—BELLOWS FIELD, see inclosure No. 3

Cold Storage Plant in WAHIAWA
 Pumping Stations at MOANALUA and KAPAHULU.
 (5) The 25th Infantry Division will assist the Navy in guarding the pumping stations at AIEA and HALAWA.

[6] (6) Place 240mm. howitzers in position, establish the necessary guards and, when directed, place ammunition at positions.

(7) Release Field Artillery units manning seacoast armament (155mm guns) to Hawaiian Coast Artillery Command. See paragraph 15 *e* below.

(8) See Territorial Home Guard, paragraph 15 *l* below.
e. The HAWAIIAN COAST ARTILLERY COMMAND, and attached Field Artillery, will:

(1) Occupy initial seacoast and antiaircraft defense positions, except that railway batteries will remain at FORT KAMEHAMEHA or where emplaced.

(2) Release the 53d AA Brigade to the Interceptor Command for operational control.

(3) Protect all seacoast and antiaircraft armament, searchlights, observation and fire control installations, and other elements of the seacoast and antiaircraft defense.

(4) Protect all vital installations on posts and reservations of the command, except FORT SHAFTER. For FORT SHAFTER, see paragraph 15 *k* (1) below.

(5) Support Naval forces within range of seacoast armament.

(6) Prevent approach of and landing from hostile vessels.

(7) Coordinate all seacoast intelligence agencies.

(8) Coordinate seacoast defense with the Inshore Patrol.

(9) Protect the Radio Beacon on Sand Island.

(10) Provide Army personnel required to operate the Harbor Control Post.

f. The HAWAIIAN AIR FORCE will:
 (1) Maintain aircraft and crews in condition of readiness as directed by this headquarters. See paragraph 17.

(2) Release without delay all pursuit aircraft to the Interceptor Command.

(3) Prepare aircraft for dispatch to fields on outlying islands and upon arrival thereat, disperse on fields.

(4) Disperse bombers with crews.

(5) Disperse pursuit planes with crews to bunkers.

(6) Protect all vital installations on posts on OAHU garrisoned by air forces.

(7) Assist in defense of air fields on outlying islands by cooperation of local base detachments with District Commanders. See paragraph 15 *g* below.

(8) In case of surprise hostile attack:

(a) Release to Navy for operational control all bombers in condition of readiness "A". The bomber commander will report to the Commander of Patrol Wing TWO.

[7] (b) Receive all available shore based Naval and Marine Corps fighter planes in appropriate condition of readiness and release them to the Interceptor Command for operational control.

g. The DISTRICT COMMANDERS, assisted by the air corps detachments within the districts, will:

Defend the air fields and vital installations thereat against acts of sabotage, hostile attacks, and maintain order in the civil community.

h. The DEPARTMENT PROVOST MARSHAL, assisted by the Division Provost Marshals, in addition to his normal duties, will:

- (1) Regulate traffic on OAHU.
- (2) Assist the 25th Infantry Division in posting guards on vital installations.
- (3) Establish liaison with the local police force.
- (4) Be prepared to assist civilian authorities in all Air Raid Precautions including blackout, radio silence and evacuation of civilians from dangerous areas.
- (5) Be prepared to establish facilities for gathering and caring for refugees.
- (6) Protect FORT SHAFTER. See paragraph 15 *k* (1).

i. The DEPARTMENT SIGNAL OFFICER will:

- (1) Insure occupation of all battle stations by the Aircraft Warning Service and then release it to the Interceptor Command.
- (2) Insure that joint Army-Navy communications are in readiness for immediate employment.

j. The INTERCEPTOR COMMAND will:

Coordinate and control the operations of pursuit aircraft, antiaircraft artillery (including available Naval and Marine Corps AA Artillery), the Aircraft Warning Service, and attached units, and will provide for the coordination of antiaircraft measures of units not under military control, to include:

- (1) Arrival and departure of *all* friendly aircraft.
- (2) The coordination of the antiaircraft fire of Naval ships in PEARL and/or HONOLULU HARBORS.

(3) Transmission of appropriate warnings to all interested agencies.

k. STATION COMPLEMENTS:

(1) The FORT SHAFTER Complement, under the supervision of the Department Provost Marshal, will protect all vital installations on FORT SHAFTER and, in addition thereto, will provide a guard for the rear echelon of Department Headquarters and Tripler General Hospital.

(2) The HICKAM, WHEELER and BELLOWS FIELDS Complements, under command of the Hawaiian Air Force, will assist in the defense of their respective posts against sabotage, air and ground attacks.

[8] *1.* TERRITORIAL HOME GUARD.—Upon the formation of the Territorial Home Guard, recently authorized by the Territorial Legislature, it is anticipated that this organization will relieve the Infantry Divisions and the District Commanders of responsibility for the protection of all vital installations, except the Command and Fire Control Cable System and those installations on Army and Navy Reservations. See paragraph 15 *d* (4) and *g* above. Instructions will be issued.

16. *ALERT NO. 3.*—*a.* This alert requires the occupation of all field positions by all units, prepared for maximum defense of OAHU and the Army installations on outlying islands.

b. At DEPARTMENT HEADQUARTERS:

(1) All sections of the forward echelon (see paragraph 4 *a*) will occupy their stations at forward command post, prepared to operate on a 24-hour basis.

(2) All sections of the rear echelon (see paragraph 4 *b*) will continue their usual duties at their present stations. Blackout instructions will be complied with.

c. DEPARTMENT TROOPS will remain in condition of mobile readiness at their permanent stations, pending instructions from this headquarters.

d. Each INFANTRY DIVISION will:

- (1) Defend its assigned sector on OAHU.
- (2) Protect all vital installations (except those on garrisoned Army and Navy Reservations) in its assigned sector, not protected by the Territorial Home Guard.

(3) Release all available Bands to the Commanding Officer, SCHOFIELD BARRACKS.

(4) The 25th Infantry Division will assist the Navy in guarding the pumping stations at AIEA and HALAWA.

(5) Place 240mm howitzers in position.

(6) Release Field Artillery units manning seacoast armament (155mm guns) to Hawaiian Coast Artillery Command. See paragraph 16 *e* below.

(7) See Territorial Home Guard, paragraph 16 *m* below.

e. The HAWAIIAN COAST ARTILLERY COMMAND, and attached Detachment Field Artillery, will:

- (1) Occupy initial seacoast and antiaircraft positions.
- (2) Support Naval forces within range of seacoast armament.
- (3) Prevent approach of and landing from hostile vessels.
- (4) Support the Infantry Divisions.
- (5) Coordinate all seacoast intelligence agencies.
- (6) Coordinate seacoast defense with the Inshore Patrol.

(7) Provide the Army personnel required to operate the Harbor Control Post.
 [9] (8) Release the 53d AA Brigade to the Interceptor Command for operational control.

(9) Protect all vital installations on posts and reservations of the command, except FORT SHAFTER. For FORT SHAFTER, see paragraph 16 *l* (2) below.

(10) Protect all seacoast and antiaircraft armament, searchlights, observation and fire control installations, and other elements of the seacoast and anti-aircraft defense.

f. The HAWAIIAN AIR FORCE will:

- (1) Destroy enemy aircraft.
- (2) Carry out bombing missions as directed.
- (3) Cooperate with Naval air forces.
- (4) On OAHU, defend all posts garrisoned by air forces against sabotage, air and ground attacks.

(5) Assist in defense of air fields on outlying islands by cooperation of local base detachments with District Commanders. See paragraph 16 *h* below.

(6) Arm all planes, except that normally *bombs* will not be loaded on ships dispatched to outlying islands. See paragraph 25 *e* (8).

(7) Prepare aircraft for dispatch to fields on outlying islands and upon arrival thereat, disperse on fields.

- (8) Disperse bombers with crews.
- (9) Disperse pursuit planes with crews to bunkers.
- (10) Perform observation, command and photographic missions.
- (11) Release without delay all pursuit aircraft to the Interceptor Command.

g. G-5 will be prepared to establish the following:

- (1) A Food Administration.
- (2) A Labor Procurement Service.

h. The DISTRICT COMMANDERS of HAWAII, MAUI (includes MOLOKAI) and KAUAI Districts, assisted by the air corps detachments present within the districts, will:

Defend the air fields against acts of sabotage, hostile attacks, and maintain order in the civil community.

i. The DEPARTMENT PROVOST MARSHAL, assisted by the Division Provost Marshals, in addition to his normal duties, will:

- (1) Regulate traffic on OAHU.
- (2) Assist the 25th Infantry Division in posting guards on vital installations.
- (3) Establish liaison with the local police force.
- (4) Be prepared to assist civilian authorities in all Air Raid Precautions including blackout, radio silence and evacuation of civilians from dangerous areas.
- (5) Be prepared to establish facilities for gathering and caring for refugees.

[10] (6) Protect FORT SHAFTER. See paragraph 16 *l* (2) below.

j. The INTERCEPTOR COMMAND will coordinate and control the operations of pursuit aircraft, antiaircraft artillery (including available Naval and Marine Corps AA Artillery), the aircraft warning service, and attached units, and will provide for the coordination of antiaircraft measures of units not under military control to include:

- (1) Arrival and departure of *all* friendly aircraft.
- (2) The coordination of the antiaircraft fire of Naval ships in PEARL and/or HONOLULU HARBORS.

(3) Transmission of appropriate warnings to all interested agencies.

k. The DEPARTMENT SIGNAL OFFICER will:

- (1) Insure occupation of all battle stations by the Aircraft Warning Service and then release it to the Interceptor Command.
- (2) Insure that joint Army-Navy communications are in readiness for immediate employment.
- (3) Be prepared to assume control over essential civilian communications.

l. STATION COMPLEMENTS.—

(1) The SCHOFIELD BARRACKS Complement will protect all vital installations on the Schofield Reservation.

(2) The FORT SHAFTER Complement, under the supervision of the Department Provost Marshal, will protect all vital installations on FORT SHAFTER and, in addition thereto, will provide a guard for the rear echelon of Department Headquarters and Tripler General Hospital.

(3) The HICKAM, WHEELER and BELLOWS FIELDS Complements, under command of the Hawaiian Air Force, will assist in the defense of their respective posts against sabotage, air and ground attacks.

m. TERRITORIAL HOME GUARD.—Upon the formation of the Territorial Home Guard, recently authorized by the Territorial Legislature, it is anticipated that this organization will relieve the Infantry Divisions and the District Commanders of responsibility for the protection of all vital installations, except the Command and Fire Control Cable System and those installations on Army and Navy Reservations. See paragraph 16 *d* (2) and *h* above. Instructions will be issued.

SECTION III—CONDITION OF READINESS FOR AIRCRAFT

17. Condition of readiness for aircraft will be prescribed by a combination of a letter and a number as indicated in paragraphs *a* and *b* below. The letter indicating the part of a unit in a condition of material readiness for its assigned task and the number indicating the degree of operational readiness prescribed for that part.

a. MATERIAL READINESS.—

A—All assigned operating aircraft available and ready for a task.

[11] B—One-half of all aircraft of each functional type available and ready for a task.

C—Approximately one-quarter of all aircraft of each functional type available and ready for a task.

D—Approximately one-eighth of all aircraft of each functional type available and ready for a task.

E—All aircraft conducting routine operations, none ready for the purposes of this plan.

b. DEGREE OF OPERATIONAL READINESS.—

All times listed in this table are the maximums allowed for the first plane of a unit to be in the air armed and prepared to carry out the assigned task.

1—For pursuit and VF types: Four minutes. Types other than fighters: Fifteen minutes.

2—All types: 30 minutes.

3—All types: One hour.

4—All types: Two hours.

5—All types: Four hours.

SECTION IV—INTELLIGENCE

18. The Intelligence Standing Operating Procedure indicated below will be followed generally where applicable.

19. ESSENTIAL ELEMENTS OF ENEMY INFORMATION.—

a. Will the enemy attempt to destroy or neutralize NAVAL BASES at PEARL HARBOR, at KANEHOE BAY, and air fields on OAHU with the object of denying their use to the UNITED STATES without occupation? If so, will his air attacks be accompanied by Naval bombardment and blockading operations?

b. Will the enemy attempt to capture OAHU by expeditionary forces with the object of utilizing the NAVAL BASES at PEARL HARBOR, at KANEHOE BAY, and air fields thereon? If so, when, where, and with what strength will he make his main attack?

c. Will the enemy attempt to capture any other of the principal islands of the Hawaiian Group with the object of utilizing the air fields and establish bases thereon?

d. Will the enemy military operations be accompanied by acts of sabotage and terrorism on the part of resident sympathizers?

e. Will the enemy utilize local foreign population, local aliens or nationals of foreign origin for sabotage operations, raids to assist landing operations, or other acts of assistance?

20. MEASURES TO OBTAIN INFORMATION.—

a. NAVY.—

(1) Transmit, through the Joint Intelligence Loop, information received from the Offshore and Inshore Patrols, from any escort or attack forces formed, and from any other Naval Ships relative to:

(a) Location, composition, course, and speed of enemy units encountered, with particular reference to location of aircraft carriers and transports.

[12] (b) Indications of landings on any island of the main Hawaiian Group, with particular attention to the number and type of landing boats, and the composition of supporting Naval units.

(c) Indications of attempts to block HONOLULU and/or PEARL HARBORS.

(d) Indications of any hostile aerial activity in strength.

(e) Report damage inflicted on hostile vessels, troops and installations. Damage to aircraft carriers, transports, capital ships, and other important damage immediately.

(f) Report damage by hostile Naval and air bombardment, incurred or observed. Important damage, including damage to landing fields, and use of chemicals, immediately.

(g) See paragraph 20 *c* below.

b. ARMY.—

(1) *Hawaiian Air Force.*—

(a) Observe all waters within an area bounded as follows:

By arcs of twenty (20) miles radii with centers at OPANA POINT, MAUI; KAŪIKI HEAD LIGHT, MAUI; LAUPAHOEHOE LIGHT, HAWAII; CAPE KUMUKAHI LIGHT, HAWAII; KALAE LIGHT, HAWAII; SOUTH-WEST HEADLAND, KAHŪOLAWĒ; LEAHI POINT, NIIHAU; LEHUA ISLAND, NIIHAU; KAILUA POINT, KAUAU; and arc of thirty (30) miles radius with its center at KAHUKU POINT, OAHU, and the tangents connecting these arcs in the order named.

Report location, composition, course and speed of enemy units encountered. Maintain continuous contact with major subdivisions of enemy units. Particular attention to location of aircraft carriers and transports. First contact, material changes of direction, and definite location of aircraft carriers to be reported immediately by Joint Intelligence Loop; thereafter on the hour by department Intelligence Loop.

(b) Report indications of landing on any island, giving location, number, type and formation of landing boats and composition of supporting Naval group. Report, when observed, by Department Intelligence Loop.

(c) Report damage inflicted on hostile vessels, troops, and installations. Damage to aircraft carriers, transports, capital ships, and other important damage immediately, by Joint Intelligence Loop.

(d) Report damage by hostile naval and air bombardment, incurred or observed by their operations. Important damage, including damage to landing fields, and use of chemicals, immediately, by Joint Intelligence Loop; other damage at 1815 by Department Intelligence Loop.

(e) Report any hostile aerial activity in strength, including number, type, direction and area of attack or observation, by Joint Intelligence Loop.

(2) *86th Observation Squadron.*—

(a) Same as for "HAWAIIAN AIR FORCE"—see 20 *b* (1) above.

[13] (b) Be prepared to provide, on call, observation for the control of long-range artillery fire.

(3) *Interceptor Command.*—

(a) Report immediately any and all information of hostile air force or surface vessel.

(b) Report, upon completion of action by or with enemy air force, composition of enemy forces, direction of approach, time of action, area attacked, and damage to enemy airplanes.

(4) *Each Infantry Division.*—

(a) Report location, number, type and formation of transports and landing boats and composition of supporting naval group. Report when observed thereafter hourly, on the hour, by Department Intelligence Loop.

(b) Report *enemy front lines* and boundaries between units. Report immediately any significant change. Otherwise report every two hours, on the even hour, by Department Intelligence Loop.

(c) Report location of *own front lines*. Report every two hours, on the even hour, by Department Intelligence Loop.

(d) Report all identifications. Infantry identifications are most important. Report, when observed, by Department Intelligence Loop.

(e) Report indications of landing of artillery, including caliber of same, and tanks. Report, when observed, by Department Intelligence Loop.

(f) Report damage by hostile naval and air bombardment. Important damage immediately; other damage at 1830, by Department Intelligence Loop.

(g) Report time, place, kinds and method of employment of chemicals. Report, when observed, by Department Intelligence Loop.

(h) Report weather and surf conditions on all favorable landing beaches. Report at 0300, 0700, 1200 and 1700 and 2200, by Department Intelligence Loop.

(i) The 25th Division will assign G-2 personnel to assist the Provost Marshal in the examination and questioning of enemy documents and personnel in South Sector.

(5) *Hawaiian Coast Artillery Command.*—

(a) Report immediately, by Department Intelligence Loop, initial contact with enemy units, giving location, composition and course of formation.

(b) Report immediately, by Department Intelligence Loop, when an action is begun by hostile vessels or by the seacoast artillery, giving location of naval vessels, locality being attacked, and units engaged.

(c) Report damage inflicted on hostile vessels, troops, and installations. Damage to aircraft carriers, transports, capital ships, and other important damage immediately by Joint Intelligence Loop.

(d) Report upon completion of any action, by Department Intelligence Loop, important damage from hostile naval and air [14] bombardment, and report the use of chemicals immediately. Other damage at 1900 by Department Intelligence Loop.

(e) Report, when observed, by Department Intelligence Loop, location, number, type, and formation of landing boats and composition of supporting naval force.

(f) Report, when observed, by Joint Intelligence Loop, indications of attempts to block HONOLULU HARBOR, PEARL HARBOR, or KANEOHE BAY.

(g) Report as soon as practicable important damage to ground installations, including damage to use of chemical agents.

(h) Report visibility at 0400, 0700, 1200, 1700 and 2200, by Department Intelligence Loop.

(i) Any of the above reports may be transmitted by telephone when necessary to avoid delay.

(6) *District Commanders of HAWAII, MAUI and KAUAI Districts.*—Report when observed, by radio to Hawaiian Air Force, thence by Department Intelligence Loop:

(a) Nature of hostile activity, including number, type, direction and area of attack or observation.

(b) Damage by hostile naval and air bombardment.

(c) Location, number, type and formation of landing boats and composition of supporting naval group.

(d) Enemy front lines and boundaries between units.

(e) All identifications. Infantry identifications are most important.

(f) Time, place, kinds and method of employment of chemicals.

(7) *Department Signal Office.*—

Radio intercept and goniometric service. Report when obtained.

c. ALL ELEMENTS OF HAWAIIAN DEPARTMENT.—

(1) Report presence of parachute troops and assemblies of enemy nationals or sympathizers and overt acts of sabotage or terrorism, giving location, time, numbers involved, and probable intentions or damage accomplished.

(2) Report of location of floating or stranded mines, in order that this information may be relayed to the Navy. No other action, i. e., attempts at destruction, than to report location immediately, should be taken.

d. MISCELLANEOUS.—

(1) *Transmission of G-2 Information.*—

In the absence of specific instructions as to transmission, or in the event of failure or overload of specified channels, G-2 information will be transmitted by direct line, where available, or by the most expeditious routing over the circuits set forth in current Signal Operations Instructions. [15] If wire and radio signal communication are out, important intelligence information will be sent back by any means at hand: Wire circuits of near-by units, motor messenger, commandeered vehicle, any means necessary commensurate with the value of the information.

21. MEASURES FOR HANDLING.—

a. PRISONERS: Examination stations will be located at all Prisoner of War collection points.

b. DOCUMENTS AND CAPTURED MATERIAL.—

(1) Documents will be sent to G-2's of Department or Divisions, with the minimum of delay, by regularly scheduled messenger service.

(2) Reports of captured material will be sent to the same stations by the same means.

(3) Documents and material identifying organizations or indicating the use of chemicals are of major importance. They will be given special priority in shipment to examination stations and will be reported to Department G-2 by the most expeditious means.

(4) Liaison officers from the office of G-2, H. H. D., will be assigned to all Examination Stations, and will assist the Provost Marshal in examining enemy personnel, materiel and documents, and in determining destination of reports.

c. MAPS.—Maps will be supplied initially by the Department Engineer.

22. *REPORTS AND DISTRIBUTION.*—

Distribution of reports from Department Headquarters: Summaries of Intelligence at 0800, 1300, 1800 and 2300.

23. *THE DEPARTMENT G-2* will:

a. Keep the Commanding General and all interested staff officers informed regarding the enemy situation and of his deductions concerning it.

b. Insure that counterintelligence measures are adequately provided for and adhered to.

c. Establish a counter-espionage service that will not only guard against the subversive activities of the external enemy, but will also enable the Department G-2 to keep the Department Commander constantly advised as to the attitude, trend of thought, and probable course of action of the civil population, particularly that of alien extraction. This service will maintain close liaison with the Department Provost Marshal, with a view to:

(1) Furnishing the Department Provost Marshal with all information gained through the counter-espionage service of value in the prevention of civil disorders, sabotage and incipient uprisings.

(2) Receiving and evaluating information relative to the internal situation collected by the Department Provost Marshal through his agencies set up for the actual control of the civil population.

d. Collect, evaluate, and disseminate information relative to assemblies of enemy nationals or sympathizers, and overt acts of sabotage and terrorism.

[16] e. Prepare propaganda and publicity for the encouragement of the loyalty and support of the civil population, particularly that of alien extraction.

24. *G-2 FORMS.*—

a. Estimate of the Enemy Situation, see Inclosure No. 4.

b. Periodic Reports, see page 1, Inclosure No. 5. For combat Air Force see page 2, Inclosure No. 5.

SECTION V—ADMINISTRATION

25. *SUPPLY* (See paragraphs 75-80, FM 100-10).—

a. *SUPPLY AREAS.*—

(1) Schofield Supply area includes the area of OAHU north and west of a general line extending LAE O KAOIO—PUU KAAUMAKUA—KIPAPA STREAM—KAMEHAMEHA HIGHWAY at (97.9—91.0)—KAMEHAMEHA HIGHWAY—PEARL CITY JUNCTION—PEARL HARBOR ENTRANCE.

(2) The Honolulu Supply area includes the remainder of OAHU and outlying islands.

b. *CLASS I SUPPLIES* (rations); including QMC class II and IV:

Schofield Supply Area—Quartermaster, SCHOFIELD BARRACKS.

Honolulu Supply Area—Hawaiian Quartermaster Depot, HONOLULU.

(1) Supplies, for a small unit of an organization, when moved nearby into a different supply area from the parent organization, may be continued thru the parent organization or may be obtained separately from the D. P. for the new supply area as warranted by the situation.

(2) Distribution will be based on consolidated daily strength reports submitted by organizations to the Depot or Quartermaster supplying the area in which the organization is stationed (copy to Dept. QM) by 0800 daily.

(3) Schedules of distribution will be arranged by issuing quartermasters by direct agreement with unit commanders supplied. Distribution schedules will be set up and copies furnished Dept. QM and G-4, H. H. D.

(4) A standard menu ration is established for Alert No. 3.

c. *CLASS III SUPPLIES.*—

(1) All units leaving their normal posts under any alert will take with them the authorized allowance of gasoline containers *filled*. Replenishment will be made in the following manner:

(a) Commanding Officer, SCHOFIELD BARRACKS will establish DPs at SCHOFIELD BARRACKS for all units operating in the SCHOFIELD BARRACKS area.

(b) Commanding officers of each post in the Honolulu Supply Area, except MALAKOLE, BELLOWS FIELD and KANEOHE, will establish DPs at their posts for the supply of all units operating in this area. MALAKOLE, BELLOWS

FIELD and KANEOHE will establish a DP at their respective posts for the supply [17] of their own units operating in the immediate vicinity of their own post.

(c) In the event units are moved, placing them in another supply area, gasoline will be supplied from the DP nearest the unit, regardless of supply area.

(d) Normally, the supply of gasoline from DPs will be by 5 and 10 gallon drums, rather than filling individual trucks.

(e) Units will furnish personnel for refilling of their containers at the DP. Post Commanders will provide suitable equipment for refilling containers.

(f) 11th Tank Company will draw aviation gasoline from the nearest Air Corps Station.

(g) Replenishment of stocks at posts will be accomplished in the normal manner. Following the period of the maneuvers, necessary monetary adjustments will be made through Department Headquarters.

(h) Class III supplies on outlying islands will be the responsibility of the District Commanders.

d. CLASS II & IV SUPPLIES (except Quartermaster Corps).—

(1) Medical Supply:

Schofield Supply Area—Schofield Branch, Hawaiian Medical Depot, SCHOFIELD BARRACKS.

Honolulu Supply Area—Hawaiian Medical Depot, FORT SHAFTER.

(2) Signal Supply (except Signal Corps aircraft radio):

Schofield and Honolulu Supply areas—Hawaiian Signal Depot, FORT SHAFTER.

(3) Signal Supply—aircraft radio only:

Schofield and Honolulu Supply areas—Hawaiian Air Depot, HICKAM FIELD.

*(4) Chemical Supplies—*all supply areas—Hawaiian Chemical Depot, SCHOFIELD BARRACKS.

*(5) Engineer Supplies—*all supply areas—Hawaiian Engineer Depot, SCHOFIELD BARRACKS, T. H. Distributing points for class IV supplies will include SCHOFIELD BARRACKS, FORT RUGER, FORT KAMEHAMEHA, FORT BARRETTE and North Shore in vicinity of (86.9-04.2). Credits at DP's to major echelon commanders will be announced separately to commanders concerned.

(6) Water Supply: Will be secured locally and will be inspected by a medical officer before use except from post and CITY of HONOLULU water systems.

(7) Air Corps Supply: All supply areas—Hawaiian Air Depot, HICKAM FIELD and WHEELER FIELD Branch, when so designated, for types of services announced by Commanding General, Hawaiian Air Force.

(8) Ordnance Supply (other than ammunition Class V).—

Schofield Supply area—Schofield Branch, Hawaiian Ordnance Depot, SCHOFIELD BARRACKS.

Honolulu Supply area—(General Storage and Shop) Hawaiian Ordnance Depot, HONOLULU.

[18] *e. CLASS V SUPPLIES:*

(1) Schofield Supply Area—all types—Schofield Branch, Hawaiian Ordnance Depot, SCHOFIELD BARRACKS (See (3) below).

(2) Honolulu Supply Area—all types—Ammunition Storage Area, Hawaiian Ordnance Depot. (See (3) below.)

(3) Aircraft pyrotechnics and bombs, 8-inch railway and 240mm ammunition and chemical ammunition (other than grenades)—Ammunition Storage Area, Hawaiian Ordnance Depot—all supply areas.

(4) Credits of an "initial issue" and of one "unit of fire" are automatically placed at the disposal and under the control of all major echelon commanders whenever an Alert is ordered. Quantities of various types of ammunition included in the "initial issue" and in a "unit of fire" are shown in Inclosures Nos. 6 and 7 herewith. Load of Aircraft Ammunition per airplane is indicated in Inclosure No. 8.

(5) At the time Alert No. 2 or No. 3 is ordered, all units will draw such of their "initial issue" as has not already been drawn, except that for Alert No. 2 the Infantry Divisions will draw initially only 1/5 of the "initial issue" and the balance thereof will be drawn after occupation of positions with their organic and/or sector weapons. Whenever issues cannot be made simultaneously, they will be made according to the following order of priority and according to a schedule to be mutually arranged between the Unit Supply Officer and the Supply Point concerned.

Aircraft bombs and ammunition for aircraft weapons.
 Antiaircraft 3", 37mm and Machine Gun ammunition.
 Ground machine gun ammunition—all types.
 Other small arms ammunition.

All artillery ammunition, less antiaircraft.

(6) At the time Alert No. 1 is ordered, only small arms ammunition included in the "initial issue" will be drawn.

(7) Aircraft bombs will not be issued in "initial issue" but will be held available in bomb storage areas.

(8) Two "units of fire" of bombs and machine gun ammunition will be maintained on outlying islands for each airplane operating therefrom.

f. Dumps and Ammunition Distributing Points will be established as directed by this headquarters.

26. EVACUATION.—

a. PERSONNEL:

(1) North Sector Division by 24 Medical Bn. to Station Hospital, SCHOFIELD BARRACKS.

(2) South Sector Division by 25 Medical Bn. to Tripler General Hospital except for troops in the area west of the line: PEARL HARBOR CHANNEL—EWA JUNCTION. The latter will be evacuated to Station Hospital, SCHOFIELD BARRACKS.

(3) Hawaiian Air Force.—

(a) HICKAM FIELD, by the Surgeon, HICKAM FIELD to Station Hospital, HICKAM FIELD or Tripler General Hospital. [19] Additional ambulances, with drivers and orderlies, will be attached as needed.

(b) WHEELER FIELD and HALEIWA Landing Field, by Surgeon WHEELER FIELD to Station Hospital Schofield. Additional ambulances, with drivers and orderlies will be attached as needed.

(c) BELLOWS FIELD, by Surgeon, BELLOWS FIELD to Tripler General Hospital. Additional ambulances, with drivers and orderlies, as needed.

(d) Air fields on outlying islands, by vehicle to local hospital or by air to Tripler General Hospital or Station Hospital, SCHOFIELD BARRACKS. Collection by respective medical detachment. Details of evacuation to be arranged by the responsible commanders for each field.

(e) HCAC, by the Surgeon, HCAC (collection by respective medical detachments, reinforced if necessary). One ambulance company to be attached to the command prior to combat. Evacuation from the area north and west of the line: PEARL HARBOR Channel—EWA Junction—LAE O KAOIO Point to Station Hospital, SCHOFIELD BARRACKS. Evacuation from the area south and east of this line to Tripler General Hospital.

(f) KAUAI District, MAUI District and HAWAII District to local hospitals as directed by District Commanders under provisions of letter, this headquarters to each District Commander, dated 31 July 1941, subject: "Medical Service."

(g) Elements not included elsewhere: North Sector by 24th Medical Bn., on call; South Sector by 25th Medical Bn., on call.

b. ANIMALS:

(1) North Sector to Veterinary Station Hospital, SCHOFIELD BARRACKS, by provisional Veterinary Detachment attached to Hawaiian Pack Train.

(2) South Sector to Veterinary General Hospital, FORT SHAFTER, by provisional Veterinary Detachment, attached to units having animals.

c. SALVAGE: To supply points designated in paragraph 25 above for services indicated.

d. PRISONERS OF WAR.—

(1) Collecting Points—SCHOFIELD BARRACKS, FORT SHAFTER, FORT RUGER, KANEOHE BAY. To be established and operated by Department Provost Marshal, assisted by Provost Marshals, Infantry Divisions.

(2) Prisoner of War Inclosures—Establishment and operation by Department Provost Marshal, as directed by this headquarters.

27. TRAFFIC.—

The Department Provost Marshal, assisted by the Division Provost Marshals, will regulate traffic on OAHU.

28. MOTOR TRANSPORTATION.—

a. Motor pools will be established by the Infantry Divisions and the Hawaiian Coast Artillery Command. These pools will [20] consist of all available tactical vehicles and administrative vehicles, the latter obtained by reducing to a minimum administrative requirements.

b. The assignment of motor vehicles for one specific purpose will be the exception. All motors will be used to the maximum for all purposes.

c. Current movement and loading tables will be maintained by the Infantry Divisions and the Hawaiian Coast Artillery Command as follows:

(1) Number of vehicles, tactical and administrative in the pool, showing the number of men and amount of impedimenta that can be moved initially into position. See paragraph 9 above.

(2) Number of vehicles, tactical and administrative, subsequent to move into position which are available for movement of reserves, and the number of men which can be moved.

By command of Lieutenant General SHORT:

Walter C. Phillips,
WALTER C. PHILLIPS,
Lt. Col., G. S. C., Chief of Staff.

OFFICIAL:

Wm. E. Donegan,
WM. E. DONEGAN,
Lt. Col., G. S. C., Asst. Chief of Staff. G-3.

Inclosures:

- No. 1—Map, Communications Installations.
- No. 2—Map, Bridges and Police Districts.
- No. 3—Map, Electric Installations.
- No. 4—Estimate of Enemy Situation.
- No. 5—Periodic Intelligence Report Forms.
- No. 6—Allowances of Ammunition.
- No. 7—Unit of Fire.
- No. 8—Load of Aircraft Ammunition.

Inclosure No. 1

(Inclosure No. 1 is a map of Oahu showing Communications Installations as of July 7, 1941. This map is reproduced as Item No. 1 in EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

(Inclosure No. 2, in part, is a map of Oahu showing Police Districts, Railroad Bridges and Highway Bridges. This map is reproduced as Item No. 2 in EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

Inclosure No. 2

RAILROAD BRIDGES

Number	Location	Type		Height	Span
		Bents	Girders		
1	0.9 mi. W of Honolulu.....	Concrete pile.....	Timber.....	4. 0'	100'
2	1.0 mi. W. of Honolulu.....	Concrete pile.....	Concrete.....	6. 0'	32'
3	1.9 mi. W of Honolulu.....	Concrete pile.....	Timber.....	4. 5'	160'
4	2.4 mi. W of Honolulu.....	Concrete pile.....	Timber.....	5. 0'	160'
5	2.6 mi. W of Honolulu.....	Concrete pile.....	Timber.....	5. 0'	32'
6	2.6 mi. W of Honolulu.....	Concrete pile.....	Timber.....	5. 0'	12'
9	0.7 mi. E of Aiea.....	Concrete pile.....	Timber.....	4. 3'	208'
10	0.2 mi. W of Aiea.....	Concrete pile.....	Timber.....	4. 5'	45'
11	0.3 mi. E of Kalauao.....	Concrete pile.....	Timber.....	4. 0'	96'
12	0.2 mi. E of Kalauao.....	Concrete pile.....	Timber.....	3. 5'	28'
13	0.4 mi. W of Kalauao.....	Concrete pile.....	Timber.....	4. 0'	112'
14	Waiau Station.....	Timber pile.....	Timber.....	3. 5'	27'
15	0.2 mi. W of Waiau.....	Timber pile.....	Timber.....	1. 5'	32'
16	0.3 mi. W of Waiau.....	Concrete pile.....	Timber.....	2. 0'	32'
17	0.4 mi. W of Waiau.....	Concrete pile.....	Timber.....	6. 0'	32'
18	0.3 mi. W of Pearl City.....	Concrete pile.....	Timber.....	5. 6'	160'
19	0.8 mi. W of Pearl City.....	Concrete pile.....	Timber.....	3. 0'	16'
20	Waipahu.....	Timber Trestle.....	Timber.....	6. 5'	63'
29	1.3 mi. W of Gilbert.....	Timber Trestle.....	Timber.....	10. 6'	64'
36	2.2 mi. S of Nanakuli.....	Timber Trestle.....	Timber.....	12. 5'	64'
40	0.6 mi. S of Nanakuli.....	Timber Trestle.....	Timber.....	10. 3'	96'
42	1.0 mi. N of Nanakuli.....	Timber Trestle.....	Timber.....	8. 5'	64'
43	2.5 mi. S of Waianae.....	Timber Trestle.....	Timber.....	7. 0'	64'
44	1.1 mi. S o lWaianae.....	Timber Trestle.....	Timber.....	12. 0'	96'

RAILROAD BRIDGES—Continued

Number	Location	Type		Height	Span
		Bents	Girders		
47	0.5 mi. N of Waianae	Timber pile	Timber	7. 0'	96'
50	3.3 mi. N of Waianae	Timber pile	Timber	7. 0'	64'
51	3.4 mi. N of Waianae	Timber Trestle	Timber	10. 6'	80'
57	0.2 mi. S of Makua	Timber Trestle	Timber	10. 5'	62'
58	0.1 mi. S of Makua	Timber Trestle	Timber	8. 5'	114'
74	0.7 mi. W of Mokuleia	Concrete pile	Timber	8. 0'	80'
75	0.5 mi. W of Mokuleia	Concrete pile	Timber	9. 2'	112'
77	0.6 mi. W of Waialua	Concrete pile	Timber	7. 0'	448'
78	Haleiwa	Timber Trestle	Timber	8. 0'	224'
81	2.1 mi. N of Haleiwa	Timber Trestle	Timber	14. 0'	96'
84	0.7 mi. S of Waimea	Concrete pile	Timber	20. 0'	272'
87	0.7 mi. N of Waimea	Timber Trestle	Timber	15. 0'	60'
88	1.0 mi. N of Waimea	Timber Trestle	Timber	13. 0'	90'
89	2.2 mi. N of Waimea	Timber Trestle	Timber	20. 0'	96'
90	2.9 mi. N of Waimea	Timber Trestle	Timber	14. 0'	75'
92	4.0 mi. N of Waimea	Timber Trestle	Timber	10. 5'	128'
101	0.6 mi. N of Waipahu	Concrete arch	Timber	23. 5'	98'
102	2.0 mi. N of Waipahu	Wood Trestle	Timber	22. 0'	144'
103	4.1 mi. N of Waipahu	Wood Trestle	Timber	11. 0'	64'
104	3.4 mi. S of Wahiawa	Wood Trestle	Timber	22. 0'	224'
105	3.3 mi. S of Wahiawa	Wood Trestle	Timber	20. 0'	160'
106	2.7 mi. S of Wahiawa	Wood Trestle	Timber	30. 0'	320'
107	0.6 mi. S of Wahiawa	Wood Trestle	Timber	75. 0'	272'
108	0.4 mi. N of Wahiawa	Wood Trestle	Timber	115. 0'	608'
109	2.0 mi. N of Wahiawa	Wood Trestle	Timber	107. 0'	448'
110	2.3 mi. N of Wahiawa	Wood Trestle	Timber	55. 0'	272'
111	0.2 mi. N of Brodie Junction	Wood Trestle	Timber	13. 0'	112'

HIGHWAY BRIDGES—PRIORITY

Number	Location	Coordinates
52	Kam Highway over Waiawa Stream	01. 95-84. 12
49	Kam Highway over Kipapa Stream	98. 4 -87. 8
17	Kam Highway over S. Fork Wahiawa Reservoir	96. 46-95. 68
16	Kam Highway over N. Fork Wahiawa Reservoir	96. 37-96. 75
9	Kam Highway over Anahulu R. Haleiwa	87. 98-07. 98
74	Kam Highway over Waimea R., Waimea	92. 82-13. 52
15	Kam Highway over Poamoho Gulch	95. 27-98. 92
45	Old Kam Highway over Kaukonahua Gulch, Schofield Barracks	93. 72-96. 96
13	Kam Highway over Opaoula (Twin Bridges) at Waialua	87. 78-06. 33
127	Kam Highway at Kuapa Pond (Koko Head)	32. 45-70. 22
5	Between Waialua Mill and Thompson Corner	86. 06-04. 57
6	Between Waialua Mill and Haleiwa	86. 12-05. 76
7	Between Waialua Mill and Haleiwa	86. 52-06. 20
61	Dillingham Blvd. at Kechi Lagoon	11. 76-76. 55
99	Kam Highway at Kahana Bay	14. 34-03. 25
160	East Range Road over S. Fork Wahiawa Reservoir	97. 79-95. 34
161	Waipahu cut-off over O. R. & L. RR at Waipahu	98. 56-82. 46
57	New Kam Highway over Halawa Stream S. of Aiea	06. 82-80. 30
109	Kam Highway at Heeia fish pond	21. 04-89. 11

Inclosure No. 3

(Inclosure No. 3 is a map of Oahu showing Electric Installations and Generating Plants. This map is reproduced as Item No. 3 in EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

Inclosure No. 4

Title
Place
Date and hour

ESTIMATE OF THE ENEMY SITUATION

1. SUMMARY OF THE ENEMY SITUATION.

- a. Enemy Naval Operations.—Movements (by fleet or groups).
- b. Enemy land operations.
 - (1) Enemy activities in forward areas and new identifications.
 - (2) Movements, concentrations and establishments in rear areas.
 - (3) Sabotage.
 - (4) Terrain, weather, visibility and surf as they affect the enemy.

2. CONCLUSIONS.

- a. Enemy capabilities.—An enumeration of lines of action open to the enemy which may affect accomplishment of the mission of the command.
- (b) (1) A statement of the relative probability of adoption of the foregoing lines of action when such statement can be justified.
- (2) Reasons justifying any statement made in (1) above.

Chief of section.

Inclosure No. 5

From: (Date and hour)
To: (Date and hour)
Issuing unit
Place
Date and hour of issue

PERIODIC REPORTS

No. -----

Maps. (Those needed for an understanding of the report.)

1. ENEMY SITUATION AT END OF PERIOD.

- a. Enemy front line (or nearest elements).—Location and nature.
- b. Defensive organization.—Trenches, emplacements, observation posts, command posts, obstacles, etc.
- c. Units in contact.—Composition of units, with identifications if known; location of their flanks, estimated combat efficiency (strength, training, physical condition, morale, and other pertinent factors).
- d. Artillery.—Location and calibers.
- e. Reserves and other forces capable of intervention.—Location, strength, composition, dispositions, estimated combat efficiency, and where and when they probably can be employed.
- f. Supply and evacuation establishments.—Location and nature.

2. ENEMY OPERATIONS DURING PERIOD.

- a. General summary—action of enemy forces as a whole.
- b. Operations of component elements.
 - (1) Enemy Naval Operations.—Movements (by fleet or groups).
 - (2) Enemy Land Operations.
 - (a) Landings. (By areas. Each entry to show, for that area, the front lines and identifications).
 - (b) Operations of Land Components.
 - 1. Antiaircraft artillery.
 - 2. Antitank units.
 - 3. Armored forces.
 - 4. Artillery.
 - 5. Aviation, combat.
 - 6. Aviation, observation.
 - 7. Parachute Troops.
 - 8. Cavalry.
 - 9. Chemical warfare.
 - 10. Engineers.
 - 11. Infantry.
 - 12. Tanks.
 - 13. Administrative elements.

- c. Sabotage.
- d. Miscellaneous.—Such enemy activities, movements or changes since last report as are not conveniently included in b above.

3. MISCELLANEOUS.

- a. Estimated enemy casualties, including prisoners.
 - b. Morale.
 - c. Supply and equipment.
 - d. Terrain not under our control.
 - e. Enemy's probable knowledge of our situation—observation, reconnaissance, prisoners and documents lost by us, inhabitants, etc.
 - f. Weather, visibility and surf, by areas.
 - g. Any enemy intelligence not specifically covered by headings of this report.
4. ENEMY CAPABILITIES.—A discussion of each of the lines of action open to the enemy which may affect the accomplishment of our mission, in the order of their possible imminence. For each capability, the effect of time, space, terrain, present known dispositions, and other factors in the situation should be evaluated. The earliest estimated time at which the enemy can put each into effect should be stated. When applicable, the possible result of the adoption by the enemy of any capability should be included.

AC of S, G-2.

INTELLIGENCE PROCEDURE IN AVIATION UNITS

Form G

A form for
Periodic Intelligence Report
for
Air Combat Units
(Adapted to telegraph printer transmission)
Periodic Intelligence Report

From: (Date and hour)
To: (Date and hour)
Issuing unit
Place of issue
Date and hour of issue

1. ENEMY ACTIVITIES AIR.—(Appropriate resume.)
2. ENEMY ACTIVITIES GROUND.—(Appropriate resume.)
3. ENEMY ACTIVITIES NAVAL.—(Appropriate resume.)
4. OBJECTIVE FOLDERS DATA.—(Additions or changes giving serial number of folder in each case.)
5. IDENTIFICATIONS.—(Additions or changes in enemy units.)
6. ENEMY KNOWLEDGE OF OUR SITUATION.—(Brief estimate.)
7. ENEMY CAPABILITIES.—(list in priority of their probable adoption or, if no priority, so state.)
8. MISCELLANEOUS.—(Any items not covered by above.)

NOTE.—Information contained in previous intelligence reports will not be repeated; only changes or additions thereto. If no change has occurred under a given heading, the number of the paragraph only will be transmitted.

Inclosure No. 6.

ALLOWANCES OF ORDNANCE AMMUNITION PER WEAPON (OTHER THAN AIRCRAFT) FOR INITIAL ISSUE HAWAIIAN DEPARTMENT

Weapon	Arm or service	No. of rds. per weapon			
		AP	Ball	Tracer	Total
Rifle, cal. .30, M1903	CA	25	140	20	185
	Eng		40		40
	FA		32	8	40
	Inf	16	112	32	160
	(Rifle Plat.) Inf. (except Rifle Plat.)	4	28	8	40
	QM		40		40
	Sig		25		25
Rifle, US, cal. .30, M1	Others	30	105	15	150
	Eng	48	80	24	152
	Inf	24	162	46	232
	(Rifle Plat.) Inf. (except Rifle Plat.)	4	28	8	40
	Ord		64	16	80
	Sig		40		40
	MP		48		48
Rifle, automatic, cal. .30	Others	30	105	15	150
	CWS		460	120	580
	CA	60	560	60	680
	FA	960		240	1200
	Inf	60	992	120	1,172
	Ord		240	60	300
	QM	30	30	20	80
Machine gun, cal. .30, HB (M1919A4)	Others	150	525	75	750
	Eng	250	1,500	250	2,000
	Inf	500	3,500	1,000	5,000
	Tanks or Armd. Cars	4,800		1,200	6,000
	CA	7,200		1,800	9,000
	(AW Bn.) CA (except AW Bn.)	3,600		900	4,500
	Eng	250	1,500	250	2,000
Machine gun, cal. .30, WC (M1917A1)	Inf	675	4,725	1,350	6,750
	Others	600	2,100	300	3,000
	CWS, CA, Eng., Inf.		28		28
	FA, Ord., QM, Sig., MP, others		21		21
	Sig. (motorcycles)		340		340
	Sig. (other than motorcycles)		250		250
	MP		440	110	550
Machine gun, cal. .50, WC (AA)	Others		240	60	300
	CA	5,760		1,440	7,200
	(AW Bn.)				
	CA (except AW Bn.)	2,880		720	3,600
	Others	2,880		720	3,600
	FA	600		150	750
	Inf	960		240	1,200
Machine gun, cal. .50, HB	Tanks or Armd. Cars	1,568		392	1,960
	All				25
	Inf				150
	Inf				25
	Sig. (Avn. or Wg. Co.)				5
	Sig. (Opn. or Tri. Div. Co.)				30
	All				24
Lights, Very signal (assorted)	All			240	240
	37mm gun, M1916				200
37mm gun, Antitank (M3)	FA	200			200
	Inf	180		20	200
37mm gun, Antiaircraft	CA	180		1,620	1,800
	Inf			120	120
60mm Mortar	Inf		Light	132	150
	81mm, or 3" Trench Mortar		Heavy	18	
75mm gun, Truck-D	All				#459
	75mm gun, Antitank	FA			#144
105mm How	FA				#205
	155mm How	FA			#117

Notes: Reduced quantities will be issued when ammunition is not available in Haw. Dept. Whenever any type of ammunition is not available in Haw. Dept. in sufficient quantities, substitution of other types suitable for the weapon will be made.

Proportions of types (Shrapnel, reduced charge HE, and normal charge HE) will be shown on requisitions kept on file at the designated supply points.

2506 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

ALLOWANCES OF ORDNANCE AMMUNITION PER WEAPON (OTHER THAN AIRCRAFT) FOR INITIAL ISSUE HAWAIIAN DEPARTMENT—Continued

Weapon	Arm or service	No. of rds. per weapon			
		AP	Ball	Tracer	Total
3" AA mobile	CA	15		285	300
90mm AA mobile	CA	12		238	250
3" AA fixed	CA			300	300
155mm gun, M1918M1	All			100	100
240mm How. M1918	FA			60	60
8" Ry. Gun	CA	85			85
FIXED SEACOAST ARTILLERY					
3" gun, M1903				505	505
6" gun		1,000			1,000
8" gun		350		200	550
12" gun (Barbette Carriage)		335			335
12" gun (Disappearing Carriage)		275			275
12" Mortar		300			300
14" gun		280			280
16" gun		250			250

Inclosure No. 7

UNIT OF FIRE (OTHER THAN AIRCRAFT)—HAWAIIAN DEPARTMENT

Weapon	No. rds. for one (1) unit of fire				
	AP	Ball	Tracer	HE	Total
Rifle, cal. .30, M1 or M1903	30	105	15		150
Rifle, automatic, cal. .30	150	525	75		750
Machine gun, cal. .30, IIB (M1919A4) (other than combat vehicle)	150	525	75		750
Machine gun, cal. .30, HB (M1919A2 or A4) (combat vehicle)	600		150		750
Machine gun, cal. .30 (M1917-17A1)	600	2,100	300		3,000
Pistol, cal. .45		20			20
Submachine gun, cal. .45		160	40		200
Machine gun, cal. .50, HB	720		180		900
Machine gun, cal. .50, AA, WC (except in Gun Batteries)	1,920		480		2,400
Machine gun, cal. .50, AA, WC (in Gun Batteries)	960		240		1,200
Grenades, hand, frag. (per Rifle Co.)					150
Projector, signal ground (assorted)					25
Pistol, Very, MkIII					24
37mm gun, M1916				120	120
37mm gun, antitank, M3	84			36	120
37mm gun, antiaircraft	60			540	600
60mm Mortar				400	400
81mm Mortar			Light Heavy	234 66	300
3" Trench Mortar					300
75mm Field Gun			Super Normal Reduced	36 150 114	300
75mm gun, antitank	111			39	150
105mm How.				225	225
155mm How. M1918				150	150
3" AA gun, mobile	15			285	300
90mm AA gun, mobile	12			238	250
3" AA gun, fixed				300	300
155mm gun, M1918 M1	112			38	150
240mm How. M1918				60	60
8" Ry Gun	85				85
4" Chemical Mortar					200
4.2" Chemical Mortar					200

Notes: Reduced quantities will be issued when ammunition is not available in Haw. Dept. Whenever any type of ammunition is not available in Haw. Dept. in sufficient quantities, substitution of other types suitable for the weapon will be made.

Inclosure No. 8

LOAD OF AIRCRAFT AMMUNITION PER AIRPLANE

Type airplane Item-----	Bombers			Pursuit			OBS. (C&D) 1-engine (O-47)
	Hv. (B17D)	Med. (B-18)	Lt. (A20A)	(P-40)	(P36A)	(P-26)	
Ctg. AP Cal 30-----							
Ctg. ball Cal 30-----	480	1,280	1,920	1,600	400	800	640
Ctg. tr Cal 30-----	120	320	480	400	100	200	160
Total Cal 30#-----	600	1,600	2,400	2,000	500	1,000	800
Ctg. AP Cal 50-----	60			20	10		
Ctg. ball Cal 50-----	900			300	150		
Ctg. tr Cal 50-----	240			80	40		
Total Cal 50#-----	1,200			400	200		
BOMBS							
Bomb frag. 30# and-----			40			10	
Bomb Demo. 100# or-----	20	32	12				
Bomb Demo. 300# or-----	14	14	4				
Bomb Demo. 500-600# or-----	8	6	2				
Bomb Demo. 1,000-1,100# or-----	6	4	1				
Bomb Demo. 2,000#-----	4	2					
PYROTECHNICS							
Bomb Photoflash-----	14	14					14
Flare M26 ¹ -----	3	3	1				1
Flare M9-----	6	6	6				5
Sig. AC Asstd-----	20	20	20				20
Sig. Drift-----	10	7					

¹ For Reconnaissance squadrons only.

² Flare M8A1 used as temporary substitute on the basis of 2-M8 or M8A1 flares per M26 flare.

[CORRECTED COPY]

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 10 December 1941

Subject: Coordination of Traffic Control. (Paragraph 9h (TENTATIVE) added to SOP HD.)

To: Distribution: Special, and Chief of Police, Honolulu, T. H.

1. The attention of all commanders is directed to provisions of Paragraphs 27 and 9f, SOP HD, 5 November 1941, repeated below:

"27. Traffic: The Department Provost Marshal, assisted by the Division Provost Marshals, will regulate traffic on OAHU.

"9. f. Motor vehicles operating at night, at the discretion of local commanders, will be (1) in convoy with standard blackout or blue lights with a shielded tail light on all vehicles, or (2) in the case of convoys traveling closed up, with standard blackout or blue lights on leading vehicle and a shielded tail light on the rear vehicle, and no lights on the others. *Standard blackout light or approved modifications are authorized for use at all times and all places during hours of darkness on vehicles carrying military personnel on a military mission.* On two-way roads the distance between vehicles and/or serials will be sufficient to permit the unimpeded flow of traffic."

2. The following additional instructions are published for the strict compliance of all troops in this Department:

Paragraph 9h (TENTATIVE), SOP HD.

(1) The civil police (special and regular) and the Military Police will have COMPLETE and EXCLUSIVE control of traffic on the island of OAHU with the following exceptions:

a. Guards on entrances to vital installations operating under special instructions.
b. In case of accidents or other emergencies.

(2) Route markers are authorized for tactical or convoy movements.

(3) Except in case of military necessity and except as otherwise hereinafter provided, the present civil regulations relating to traffic shall remain in force.

(4) Only such military and civilian personnel as are actually needed on defense work, public utilities, and conducting emergency work or on a military mission will be authorized to operate motor vehicles on the highways between 1800 and

0600 (6:00 P. M. and 6:00 A. M.), tactical movements excepted. In this connection, contractors' trucks working on 24 hour basis on approved defense projects will not be delayed. All cars authorized to operate between the above hours (6:00 P. M. to 6:00 A. M.) shall have standard blackout, or blue lights using Moss Blackout Blue Paint (quick-drying) or its equivalent.

(5) All modified lights must conform to a standard pattern and be visible for a distance of no to exceed 100 feet.

(6) The Military Police assisted by the civil police, will approve and check modified blackout lights and will not permit modified lights to be used that do not conform to the standard of blackout lighting equipment, as pertains to visibility from the air. Special instructions and detailed specifications will be issued later by the Provost Marshal.

(7) Persons operating vehicles at night without approved blackout lights will be arrested promptly.

(8) Parking is prohibited on the following streets in Honolulu:

School Street	Nuuanu Avenue
Lusitania Street	Alapai Street between Lusitania and
Beretania Street	Beretania
King Street	Iwilei Road between King and railroad
Waialae Street	tracks
Dillingham Boulevard	Queen Street on mauka side between
Middle Street	Iwilei Road and Fort Street

(9) During air raids all vehicles are prohibited from operating, except the following:

a. Military vehicles on a military mission.

b. Civilian police cars.

c. Certain civilian vehicles specifically authorized by the Provost Marshal.

All other operators will halt their vehicles off the main roads or streets where they will remain until authorized to be moved by the police (civil or military) or until ALL CLEAR is given.

(10) Immediate action will be taken by all commanders to insure that their personnel are informed of the above contents.

(11) The cooperation of all personnel, civil and military, is directed.

By command of Lieutenant General SHORT:

WALTER C. PHILLIPS,
Colonel, General Staff Corps,
Chief of Staff.

OFFICIAL:

WILLIAM E. DONEGAN,
Lieutenant Colonel, G. S. C.,
Asst. Chief of Staff, G-3.

DISTRIBUTION: Special, plus 100 to Chief of Police, Honolulu, T. H., plus 500 for file w/SOP.

[CORRECTED COPY]

(Please destroy all previous copies)

HEADQUARTERS HAWAIIAN DEPARTMENT,
Forward Echelon,
0500 17 December 1941.

Subject: Coordination of Traffic Control (Corrections to Par 9 f and 9 h (tentative) SOP-HD)

To: Distribution, Special, plus one to each holder of SOP-HD and Chief of Police, Honolulu, T. H.

1. Reference letter, HHD, Corrected copy, subject "Coordination of traffic control", dated 10 December 1941, SOP-HD is further corrected as follows:

a. "9. f. Motor vehicles operating at night at the discretion of local commanders, will be:

"(1) in convoy with Standard Blackout lights or approved modifications with tail light shielded or painted all blue, on all vehicles, or,

"(2) in the case of convoys traveling closed up, with standard blackout lights or approved modifications on the leading vehicle and a tail light shielded or painted all blue on the rear vehicle, and no lights on the others.

"(3) Standard blackout lights or approved modifications are authorized for use at all times and all places during hours of darkness on vehicles carrying military personnel on a military mission.

"(4) On two-way roads the distance between vehicles and/or serials will be sufficient to permit the unimpeded flow of traffic.

"(5) All motor vehicles not having standard blackout lighting equipment shall have modified lights conforming to the following specifications:

"Headlights to be painted all black with the exception of a two and one-half inch circle, slightly below the center of the headlight lens. This circle will be painted with Moss Blackout Blue paint (quick-drying) or equivalent. Tail lights will be shielded or painted all blue. Sufficient coats of the Blackout Blue paint will be used to insure that the "modified lights" conform to the standard of blackout lighting equipment, as pertains to visibility from the air."

b. Par 9 h (tentative), sup-par 4, changed to read as follows:

"(4) only such military and civilian personnel as are actually needed on defense work, public utilities, and conducting emergency work or on a military mission will be authorized to operate motor vehicles on the highways between 1800 and 0600 (6:00 PM and 6:00 AM), tactical movements except. In this connection, contractors' trucks working on 24 hour basis on approved defense projects will not be delayed. All cars authorized to operate between the above hours (6:00 PM to 6:00 AM) shall have standard blackout lights or "approved modifications" using Moss Blackout Blue paint (quick-drying) or its equivalent and with tail light shielded or painted all blue."

c. Par 9 h (tentative) sub-paragraph (5) deleted.

d. Par 9 h (tentative) sub-paragraph (6) delete the last sentence which reads as follows: "Special instruction and detailed specifications will be issued later by the Provost Marshal."

2. The above corrections will be made on all copies of the corrected SOP-HD (see corrected copy of letter, same subject, HDD, dated 10 Dec 1941).

By command of Lieutenant General EMMONS:

J. LAWTON COLLINS,
Colonel, General Staff Corps,
Chief of Staff.

OFFICIAL:

Wm. Donegan
WILLIAM E. DONEGAN,
Lieutenant Colonel, G. S. C.,
Asst. Chief of Staff, G-3.

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 10 December 1941.

Subject: Air Raid Alarm Instructions. (Paragraph 11*b, c, d, e* and *f* (TENTATIVE) added to SOP HD.)

To: Distribution Special, Plus 90 to Navy and 100 to Chief of Police, Honolulu, T. H.

1. Paragraph 11, SOP HD, is repeated below and changed by inserting paragraph *a* and adding paragraphs *b, c, d, e* and *f*.

"11. Installations and Alarm System.—*a.* All important installations not protected by the Territorial Home Guard will be guarded by troops. An adequate alarm system will be established in connection therewith."

b. (1) A general Air Raid Alarm will be started by sounding a long blast on the siren in the Aloha Tower. Orders for such Air Raid Alarm will be given only by the Air Corps Warning Service Information Center by direct communication with the Navy Detail at the Aloha Tower.

(2) This alarm will immediately be taken up by units, small groups, patrols and individuals who will immediately sound the alarm by a continuous blast on their alarm equipment until it is picked up and relayed by adjacent groups. Usually one (1) minute duration should be sufficient.

(3) Alarm equipment is listed below and will be used for no other purpose except in connection with Air Raid Alarm and recall therefrom or All Clear Signals.

- (a) Siren on Aloha Tower.
- (b) Stewart type Klaxon Horn.
- (c) Ambulance sirens.
- (d) Fire truck sirens.
- (e) Police sirens.
- (f) All other sirens not covered above.

c. The "Recall from Air Raid Alarm" or "All Clear Signal" will be relayed by the alarm equipment indicated above, starting with the siren on the Aloha Tower, on instructions from the Air Corps Warning Service Information Center. The signal will be "broken short blasts" repeated until relayed by adjacent units.

d. In addition to the above signals, Air Raid Alarms and "All Clear" instructions will be announced over teletype networks, relayed over tactical communication nets, and announced over KGNB and KGU.

e. The above Air Raid Alarm signals will not be given except as indicated above unless units are actually attacked by enemy aircraft.

f. The above Air Raid Alarms and All Clear Signals will be relayed to the District Commanders of the outlying islands by the Department Signal Officer.

By command of Lieutenant General SHORT:

WALTER C. PHILLIPS,
Colonel, General Staff Corps,
Chief of Staff.

OFFICIAL:

Wm. Donegan,
WILLIAM E. DONEGAN,
Lieutenant Colonel, G. S. C.,
Asst. Chief of Staff, G-3.

DISTRIBUTION: Special, plus 90 to Navy and 100 to Chief of Police, Honolulu, T. H., 500 for file w/SOP.

[Exhibit D]

[SECRET]

HEADQUARTERS
HAWAIIAN DEPARTMENT
Fort Shafter, T. H.
11 April 1941

HEADQUARTERS
FOURTEENTH NAVAL DISTRICT
Pearl Harbor Navy Yard, T. H.
11 April 1941

JOINT COASTAL FRONTIER DEFENSE PLAN, HAWAIIAN COASTAL FRONTIER,
HAWAIIAN DEPARTMENT AND FOURTEENTH NAVAL DISTRICT
SECTION I—DIRECTIVES

[Extract]

* * * * *

3. *Method of coordination.* The Commanding General of the Hawaiian Department and the Commandant of the Fourteenth Naval District have determined that in this joint plan the method of coordination will be by mutual cooperation and that this method will apply to all activities wherein the Army and the Navy operate in coordination, until and if the method of unity of command is invoked, as prescribed in Joint Action of the Army and the Navy, 1935, Chapter 2, paragraph 9b.

* * * * *

18. *Navy.* The Commandant, FOURTEENTH NAVAL DISTRICT, shall provide for:

* * * * *

i. Distant reconnaissance.

* * * * *

21. This agreement to take effect at once and to remain effective until notice in writing by either party of its renoucement, in part or in whole, or until disapproved in part or in whole by either the War or the Navy Department. This HCF-41 (JCD-42) supersedes HCE-39 (JCD-13) except that the Annexes Nos. I to VII of latter remain effective and constitute Annexes I to VII, inclusive, of this plan.

(Signed) Walter C. Short
WALTER C. SHORT
Lieut. General, U. S. Army,
Commanding,
HAWAIIAN DEPARTMENT.

(Signed) C. C. Bloch
C. C. BLOCH
Rear-Admiral, U. S. Navy,
Commandant,
FOURTEENTH NAVAL DISTRICT.

True Extract Copy:

O. M. Cutler
O. M. CUTLER
Lt. Col., Infantry

[Exhibit E]

CONFIDENTIAL

HEADQUARTERS HAWAIIAN DEPARTMENT;
Fort Shafter, T. H., 20 March 1941.

JOINT AIR OPERATIONS:—To be included as a part of Annex No. VII, HCF-39, (14-ND-JCD 13) RCT, Joint Security Measures for the protection of the PACIFIC FLEET and PEARL HARBOR BASE, (now in preparation).

When the Commanding General of the Hawaiian Department and the Naval Base Defense Officer, (the Commandant of the 14th Naval District), agree that the threat of a hostile raid or attack is sufficiently imminent to warrant such action each commander will take such preliminary steps as are necessary to make available without delay to the other commander such proportion of the air forces at his disposal as the circumstances warrant in order that joint operations may be conducted in accordance with the following plans:

1. Joint air attacks upon hostile surface vessels will be executed under the tactical command of the Navy. The Department Commander will determine the Army bombardment strength to participate in each mission. With due consideration to the tactical situation existing, the number of bombardment airplanes released to Navy control will be the maximum practicable. This force will remain available to the Navy, for repeated attacks, if required, until completion of the mission, when it will revert to Army control.

2. Defensive air operations over and in the immediate vicinity of Oahu will be executed under the tactical command of the Army. The Naval Base Defense Officer will determine the Navy fighter strength to participate in these missions. With due consideration to the tactical situation existing, the number of fighter aircraft released to Army control will be the maximum practicable. This force will remain available to the Army for repeated patrols or combat or for maintenance of the required alert status until, due to a change in the tactical situation, it is withdrawn by the Naval Base Defense Officer and reverts to Navy control.

3. When naval forces are insufficient for long distance patrol and search operations, and Army aircraft are made available, these aircraft will be under the tactical control of the naval commander directing the search operations.

4. In the special instance in which Army pursuit protection is requested for the protection of friendly surface ships, the force assigned for this mission will pass to the tactical control of the Navy until completion of the mission.

Approved: 21 March, 1941

(sgd) C. C. Bloch

C. C. BLOCH

*Rear Admiral, U. S. Navy
Commandant*

(sgd) Walter C. Short

WALTER C. SHORT

*Lieutenant General, U. S. Army,
Commanding*

FOURTEENTH NAVAL DISTRICT

HAWAIIAN DEPARTMENT

True Copy: O. M. Cutler

O. M. CUTLER

Lt. Col., Infantry

[Exhibit F]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

CHIEF OF STAFF

War Department, Washington DC

Reurad four seven two twenty seventh report department alerted to prevent sabotage period liaison with navy

SHORT

Enc sec by

Lt Jos Engelbertz SC

5:40 P 27 Nov 41

True copy

O. M. Cutler

O M CUTLER,

Lt Col Infantry

[Exhibit G]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

114 War Kr 189 WD PRTY
C G-----
Signature and Title

WASHN, D. C., 842 Nov 28, 1941.

Hawn Dept, Ft. Shafter, T. H.

482 28th critical situation demands that all precaution be taken immediately against subversive activities within field of investigative responsibility of War Department paren see paragraph three mid se thirty dash forty five end paren stop Also desired that you initiate forthwith all additional measures necessary to provide for protection of your establishments comma property comma and equipment against sabotage comma protection of your personnel against subversive propaganda and protection of all activities against espionage stop This does not repeat not mean that any illegal measures are authorized stop Protective measures should be confined to those essential to security comma avoiding unnecessary publicity and alarm stop To insure speed of transmission identical telegrams are being sent to all air stations but this does not repeat not affect your responsibility under existing instructions

ADAMS

True copy

O. M. Cutler
O. M. CUTLER
Lt col Infantry

[Exhibit H]

CONFIDENTIAL

[Extract—MID—SR 30—45]

3. DELINEATION OF RESPONSIBILITY. a. (1) By direction of the President, investigation of all espionage, counterespionage, and sabotage matters are controlled and handled by the Federal Bureau of Investigation of the Department of Justice, the Military Intelligence Division of the War Department, and the Office of the Naval Intelligence of the Navy Department. In accordance with this directive, the War Department assumes responsibility for the investigation of officers, enlisted men, and civilians employed on military reservations or under military control. Similar personnel of the naval establishment is covered by Naval Intelligence. The investigation of other civilians suspected of subversive activities, except in certain overseas possessions, is the responsibility of the Federal Bureau of Investigation of the Department of Justice, hereinafter referred to as the F. B. I.

(2) Cooperation with the agencies of Naval Intelligence and the F. B. I. will be effected by appropriate echelons of our CS system, to the end that full protection may be obtained without duplication of effort.

b. Corps Area and Department Commanders are charged with the supervision of countersubversive operations, in accordance commands, including those of exempted stations and tactical units temporarily present, except the activities coordinated by the Military Intelligence Division, War Department General Staff.

True Extract Copy

O. M. Cutler
O. M. CUTLER,
Lt. Col., Infantry

[Exhibit I]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

MEMORANDUM FOR DEPARTMENT ADJUTANT GENERAL:

(date)

Request that the following Secret official radiogram be sent. This message does NOT cover subject matter previously sent in a message, either in the clear or having a different security classification.

This message is Priority

/sgd/Thomas H. Green,
THOMAS H. GREEN,
Lt. Col. J. A. G. D.,
Department Judge Advocate.

THE ADJUTANT GENERAL,
War Department, Washington, D. C.

Re your secret radio four eight two twenty eighth comma full precautions are being taken against subversive activities within the field of investigative responsibility of war department paren paragraph three mid SC thirty dash forty five end paren and military establishments including personnel and equipment stop as regards protection of vital installations outside of military reservations such as power plants comma telephone exchanges and highway bridges comma this headquarters by confidential letter dated June nineteen nineteen forty one requested the Governor of the territory to use the broad powers vested in him by section sixty seven of the organic act which provides comma in effect comma that the Governor may call upon the commanders of military and naval forces of the United States in the territory of Hawaii to prevent or suppress lawless violence comma invasion comma insurrection etc stop pursuant to the authority stated the Governor on June twentieth confidentially made a formal written demand on this headquarters to furnish and continued to furnish such adequate protection as may be necessary to prevent sabotage comma and lawless violence in connection therewith comma being committed against vital installations and structures in the territory stop pursuant to the foregoing request appropriate military protection is now being afforded vital civilian installations stop in this connection comma at the instigation of this Headquarters the City and County of Honolulu on June Thirtieth Nineteen Forty One enacted an ordinance which permits The Commanding General Hawaiian Department comma to close comma or restrict the use of and travel upon comma any highway within the city and County of Honolulu comma whenever the Commanding General deems such action necessary in the interest of National Defense stop the authority thus given has not yet been exercised stop relations with F B I and all other Federal and Territorial officials are and have been cordial and mutual cooperation has been given on all pertinent matters

SHORT

Enc Sec by
LT JOS ENGELBERTZ SC
Lt Jos Engelbertz SC
2:45 P 29 Nov 41
True copy
O. M. Cutler
O. M. CUTLER,
Lt Col Infantry

[Exhibit J]

SECRET

HEADQUARTERS HAWAIIAN DEPARTMENT
OFFICE OF THE SIGNAL OFFICER

Fort Shafter, T. H., 20 December, 1941.

In reply refer to:

Sig.

Subject: Detector Operation.

To: Department Signal Officer.

1. On November 27, 1941, after conference with Assistant Chief of Staff G-3, and receiving instructions to operate all mobile detectors from two hour before dawn until one hour after dawn, I, as Acting Department Signal Officer, gave immediate instructions to Captain TETLEY, Commanding Officer of the Aircraft Warning Company, to initiate the above detector operation so long as Alert No. 1 was in force.

2. The detectors in question operated daily thereafter during the prescribed period except when having occasional operational trouble. In addition, the six detector stations operated daily except Sundays from 7:00 A. M. until 11:00 A. M. for routine training. Daily except Saturday and Sunday, the hours 12:00 noon until 4:00 P. M. were devoted to training and maintenance work.

W. H. MURPHY,
Lt. Col, Sig C.

True Copy:

O. M. Cutler
O. M. CUTLER,
Lt. Col., Infantry.

[Exhibit K]

SECRET

HICKAM FIELD, T. H.,
20 December 1941.

AFFIDAVIT

I, JAMES A MOLLISON, certify that during the period 27 November 1941 to 7 December 1941 the Navy made no requests to the Hawaiian Air Force for in shore or long range aerial reconnaissances.

JAS. A. MOLLISON,
Lt. Col., A. C.,
H. A. F. C/S.

True Copy:

O. M. Cutler
O. M. CUTLER,
Lt. Col., Infantry.

[Exhibit L]

CERTIFICATE

I certify that on November 27, 1941, I accompanied General Short and General Martin to Admiral Kimmel's office for conference relative to sending Army pursuit planes to Midway and Wake. As this would unquestionably weaken the defenses of Oahu, Admiral Kimmel asked a question of Captain McMorris, his War Plans Officer, which was substantially as follows:

Admiral Kimmel: McMorris what is your idea of the chances of a surprise raid on Oahu.

Captain McMorris: I should say *none* Admiral.

JAMES A. MOLLISON,
Lieut. Colonel, A. C.

True Copy:

O. M. Cutler,
O. M. CUTLER,
Lt. Col., Infantry.

[Exhibit M]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

NOVEMBER 26, 1941.

RCA 831 US GOVT

WASHINGTON, DC Nov 26 1941 L149P

COMMANDING GENERAL,
Hawaiian Department, Ft. Shafter, TH.
Four six five twenty sixth

Reference two B Dash Twenty four airplanes for special photo mission Stop It is desired that the pilots be instructed to photographic Truk Island in the Caroline Group Jaluit in the Marshall Group Stop Visual reconnaissance should be made simultaneously Stop Information desired as to the number and location of naval vessels including submarines Comma airfields Comma aircraft Comma guns Comma barracks and camps Stop Pilots should be warned islands strongly fortified and manned Stop Photography and reconnaissance must be accomplished at high altitude and there must be no circling or remaining in the vicinity Stop Avoid orange aircraft by utilizing maximum altitude and speed Stop Instruct crews if attacked by planes to use all means in their power for self preservation Stop The two pilots and copilots should be instructed to confer with Admiral Kimmel upon arrival at Honolulu to obtain his advice Stop If distance from Wake and Jaluit to Moresby is too great Comma suggest one B dash twenty four proceed from Wake to Jaluit and back to Wake Then Philippines by usual route photographing Ponape while enroute Moresby Stop Advise pilots best time of day for photographic Truk and Jaluit Stop Upon arrival in Philippines two copies each of any photographs taken will be sent to General MacArthur Comma Admiral Hart Comma Admiral Kimmel Comma the chief of naval operations Comma and the War Department Stop *Insure that both B dash twenty four airplanes are fully equipped with gun ammunition upon departure from Honolulu.*

ADAMS

Decoded by: Lt. G E Haven SC, 147A November 27, 1941.

True copy:

O. M. Cutler,
 O. M. CUTLER,
Lt. Col., Infantry.

Answer should be marked "ANSWER to Code Message No. 465—26th

[Exhibit N]

(Copy)

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

MEMORANDUM FOR DEPARTMENT ADJUTANT GENERAL:

Request that the following Secret official radiogram be sent. This message does NOT cover subject matter previously sent in a message, either in the clear or having a different security classification.

This message is Priority.

/s/ CHENEY L. BERTHOLF,
Lt. Col., A. G. D.
Adjutant.

Approved for Transmission:

/s/ O. M. McDOLE,
Major A. G. D.,
Asst. Adjutant General.

CHIEF OF THE ARMY AIR FORCES,
Washington, D. C.

Reference secret photographic mission of two B twenty fours stop One of B twenty fours Lieutenant Faulkner which landed Hickam Field this date short following equipment considered essential to safety and success of mission colon fifty caliber machine guns comma mounts comma adapters and accessories for upper hemisphere semicolon fifty caliber tunnel gun comma adapter and acces-

sories semicolon for starboard and port sides semicolon second thirty caliber nose gun comma adapter and accessories stop Guns can be removed from our equipment and ammunition is available stop Strongly recommend that second B twenty four bring necessary equipment from mainland for installation on both planes prior their departure from Hickam Field stop Plane being held here until satisfactorily armed subject plane has no armor plate installation stop Except for removal of passenger seats plane equipped as for ferry service North Atlantic signed Martin HAF 141 C

SHORT.

Enc see by Lt. G. E. Haven, S. C. 225P 5 Dec/41

A True Copy

Edward Von Geldern,
EDWARD VON GELDERN,
2d Lt. F. A.

[Exhibit O]

20 DECEMBER 1941.

CERTIFICATE

On the morning of 7 December, 1941, the 18th Wing had 6 B-17s in commission, with 6 B-17s out of commission for maintenance. Of the 8 B-17s destroyed during the attack, 4 were from those stationed at Hickam Field, 2 from those in commission and 2 from those out of commission. The other 4 were lost while attempting to land upon arrival from the Mainland. These B-17s arrived at Hickam Field between 8:00 A. M. and 8:20 A. M., 7 December, 1941. These planes took off from Hamilton Field, California in two squadrons, one at 9:30 P. M. December 6, Pacific time (12:30 A. M. December 7, Eastern time) and the other at 10:30 P. M. December 6, Pacific time (1:30 A. M. Eastern time).

Of the 8 B-17s which arrived safely from the mainland, none had sufficient gasoline to permit dispatching them on missions, nor were they equipped with ammunition for these defensive armament. Machine guns were still cosmoline'd and had not been bore sighted. Ferry crews were skeletonized, consisting of pilot, copilot, navigator, engineer and radio operator. Such crews were incapable of manning all gun positions even if the guns had been properly prepared for combat and supplied with ammunition.

The B-24 which arrived at Hickam Field on 5th December, 1941, previous to the attack, had insufficient armament for combat, only 1 .30 cal. and twin .50 cal. guns in the tail, and was without ammunition for the guns that were installed.

JAMES A. MOLLISON,
Lieut. Colonel, A. C.

True Copy

O. M. Cutler,
O. M. CUTLER,
Lt. Col. Infantry.

[Exhibit P]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

1549Ws Washington D C 74/73 RCA USG ETAT 7 1218P

C G

Hawn Dept Ft Shafter TH

529 7th Japanese are presenting at one pm eastern standard time today what amounts to an ultimatum also they are under orders to destroy their code machine immediately stop just what significance the hour set may have we do not know but be on alert accordingly stop inform naval authorities of this communication

MARSHALL.

Decoded by: Lt. J. H. Babcock 251P Dec. 7, 1941

Code Message No. 529 7th

True Copy

O. M. Cutler,
O. M. CUTLER,
Lt. Col. Infantry.

[Exhibit Q]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

P 3 war L 54 WD 1 extra urgent

WASHINGTON DC 219P DEC 9 1941.

C G

Hawn Dept Ft Shafter TH

Five four nine ninth Please advise immediately exact time of receipt of our number five two nine repeat five two nine December seven at Honolulu exact time deciphered message transmitted by Signal Corps to staff and by what staff office received

COLTON
Acting.

Decoded by: Lt L G Forbes SC 910AM Dec 9 1941

True Copy

O. M. Cutler,
O. M. CUTLER,
Lt Col Infantry.

[Exhibit R]

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

CHIEF SIGNAL OFFICER,
Washington, D. C.

Re your five four nine radio five two nine delivered Honolulu via RCA seven thirty three morning seventh stop Received signal office Fort Shafter eleven forty five morning seventh paren this time approximate but within five minutes paren stop Deciphered message received by Adjutant General HQ HAW dept two fifty eight afternoon seventh

SHORT

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

NOTE: This form to be used only for Radiograms and Cablegrams. One copy only to be submitted. The making of an exact copy of Secret or Confidential Radiograms is forbidden. Only such extracts as are absolutely necessary will be made and marked secret or confidential as the case may be. This copy will be safeguarded with the greatest care and when no longer required will be returned to the Records Division, Adjutant General's Office, without delay. (AR 380-5).

Form H. D. No. 1173 (Revised)—2892 Honolulu 10-31-41 10M. [72B]

[Exhibit S]

Copy
FORT SHAFTER, T. H.

SECRET

Territory of Hawaii, ss:

Personally appeared before me, the undersigned, authority for administering oaths of this nature, one Grover C. White, Jr. O-396182, 2nd Lieut., Signal Corps, Signal Company, Aircraft Warning, Hawaii who after being duly sworn according to law deposes and sayeth:

1. At the request of the Control Officer and Naval Liaison Officer the AWS agreed to operate its detectors beyond the daily period of two hours before until one hour after dawn. The first schedule required operation of all stations from 4 A. M. to 6 P. M. This schedule was modified to the hours of 4 A. M. to 4 P. M. A temporary schedule was next devised which required all stations to operate from 4 A. M. to 11 A. M. and to have "staggered" operation, i. e., 3 stations from 11 A. M. to 1 P. M., the remaining 3 stations from 1 P. M. to 4 P. M. On Saturday, December 6, 1941, I contacted the Control Officer to request authority to have all stations operate from 4 a. m. to 7 a. m. only on Sunday, December 7, 1941; this was agreed to by the Control Officer.

2. Staff Sergeant Stanley J. Wichas, SCAWH, acting RDF Officer, reports that he saw nothing that could be construed as suspicious in the information received by the AWS Information Center from 4 A. M. to 7 A. M. Sunday, Decem-

ber 7, 1941. This is verified by Lt. Kermit A. Tyler, Air Corps, who was the only officer in the Information Center from 4 A. M. to 7 A. M.

3. At approximately 7:20 A. M. a report was received from a Detector station at Opana that a large number of planes was approaching Oahu on a course North 3 degrees East at a distance of approximately 132 miles. This information was immediately transmitted by the switchboard operator, Pfc. Joseph McDonald to Lt. Tyler, who talked to Opana about the flight. The statement of Pfc. Joseph McDonald, SCAWH, the switchboard operator is attached.

4. The Navy Liaison Officer's position within the Information Center was not manned when I reached the Information Center at about 8:20 A. M. This position was manned shortly thereafter by Technical Sergeant Merle E. Stouffer, SCAWH, who remained on the position until approximately 4:30 P. M. when the position was taken over by Naval Officers.

Further the deponent sayeth not.

/s/ GROVER C. WHITE, JR.,
2nd Lieut., Signal Corps,
Signal Company, Aircraft Warning, Hawaii.

Subscribed and sworn to before me this 9th day of Dec. A. D. 1941 at Fort Shafter, T. H.

/s/ ADAM R. HUGGINS,
2nd Lieut., Signal Corps,
Summary Court.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

FORT SHAFTER, T. H.

Territory of Hawaii, ss:

Personally appeared before me, the undersigned authority for administering oaths of this nature, one Joseph P. McDonald, 13006145, Pvt 1cl, Signal Company, Aircraft Warning, Hawaii, who after being duly sworn according to law deposes and sayeth:

I was on duty as telephone operator at the AWS Information Center on Sunday morning, December 7, 1941. I received a telephone call from Opana at 7:20 A. M. stating that a large number of planes were heading towards Oahu from North 3 points east. I gave the information to Lt. Kermit A. Tyler, Air Corps, 78th Pursuit Squadron, Wheeler Field, T. H. and the Lieutenant talked with private Lockard at the Opana Station. Lt Tyler said that it wasn't anything of importance. At that time the planes were 132 miles out. I asked if we shouldn't advise Corporal Beatty and have the plotters come back. The Opana Unit stressed the fact that it was a very large number of planes and they seemed excited. Lt. Tyler said that it was not necessary to call the plotters or get in touch with anyone.

Further the deponent sayeth not.

JOSEPH P. McDONALD,
Sig. Co., Aircraft Warning, Hawaii.

Subscribed and sworn to before me this 9th day of December A. D. 1941 at Fort Shafter, T. H.

ADAM R. HUGGINS,
2nd Lieut., Signal Corps.
Summary Court.

True copy:

O. M. Cutler,
O. M. CUTLER,
Lt. Col., Infantry.

STATEMENT OF LIEUT. KERMIT A. TYLER

20 DECEMBER 1941.

On Wednesday, 3 December 1941, I was first detailed to learn the operation of the plotting board in the Interception Control Center. I reported for duty at 1210, just as the crew on duty was leaving. I spoke with Lt. White, Signal Corps, a few minutes and he showed me the operating positions for Navy, Bombardment, Antiaircraft, Controller's position and Aircraft Warning Service. I remained on duty until 1600. Only a telephone operator was on duty with me.

On Sunday, 7 December 1941, I was on duty from 0400 to 0800 as Pursuit Officer at the Interception Control Center. From 0400 until approximately 0610 there were no plots indicated on the interception board. From that time until 0700 a number of plots appeared on the control board at various points surrounding the Island of Oahu. I particularly remember at least one plot South of Kauai and I believe there was on South of Molokai. There were two plots at some distance North of Oahu and which I remember seeing on the historical record. At the time, I questioned the plotter of the historical record who stated that he makes a record of all plots as they come in. There were a number of plots over and around the Island of Oahu. Having seen the plotters work once before with about the same general layout, this did not seem irregular to me. At 0700 all of the men except the telephone operator folded up their equipment and left. At about 0720 the operator at the Opana RDF Station called me and said that the instrument indicated a large number of planes at 132 miles to the North. Thinking it must be a returning naval patrol, a flight of Hickam Field Bombing planes, or possibly a flight of B-17 planes from the coast, I dismissed it as nothing unusual. (It is common knowledge that when Honolulu radio stations are testing by playing Hawaiian Music throughout the night that coincidentally B-17s are apt to come in using the station for radio-direction finding. The radio station was testing on the morning of 7 December, 0230-0400). At about 0750 I heard some airplanes outside and looking toward Pearl Harbor saw what I thought to be a navy practicing dive bombing runs. At a little after 0800, Sergeant Eugene Starry, A. C. Wheeler Field, called me to tell me that Wheeler Field had been attacked. I immediately had the telephone operator call all men back to duty. Most of the men had returned to duty by 0820 when Major L. N. Tindal arrived and took charge of the Control Center. I remained on duty assisting Major K. P. Bergquist and Major L. N. Tindal as Pursuit Control Officer until about 1615, 8 December 1941, with the exception of rest periods from 2000 to 2400, 7 December, and 0600 to 1000, 8 December.

(s) Kermit A. Tyler,
KERMIT A. TYLER,
1st Lieut., Air Corps.

True copy.

O. M. Cutler,
O. M. CUTLER,
Lt. Col. Infantry.

HEADQUARTERS 53RD COAST ARTILLERY BRIGADE (AA),
OFFICE OF THE BRIGADE COMMANDER,
Fort Shafter, T. H., 20 December 1941.

Subject: Report on action by 53d C. A. Brigade (AA) from 0755 to 2400, 7 December 1941.

To: General Short.

1. At the beginning of the attack on Oahu 7 December 1941, the 53d Coast Artillery Brigade (AA) was operating under the conditions of Alert No. 1, S. O. P., N. C. A. C., 26 November 1941. The 97th C. A. and the AA Detachments of the East Group had anti-sabotage guards at their fixed 3-inch gun Batteries. All anti-aircraft equipment was being guarded.

2. *a. Fort Weaver.* Headquarters 2nd Battalion 97th C. A. (AA).

Alerted 0810
Ready to fire 0813
Engaged enemy at 0814
Amm. fired: 407—.30 Cal. ball.
117—.30 Cal. A. P.
53—.30 Cal. Tracer.
12—Pistol.

South Group Command Post detail at stations at 0810. NO repeat NO interruption in communications in South Group during this period. There was rifle and automatic rifle fire on low flying enemy planes by officers and men.

Battery G 97th, were in camp at Fort Weaver. Its battle position is at fixed battery at Fort Weaver.

Alerted at 0810
Ready to fire 0830
Engaged enemy 0830

Fired 30 rds—3'' A. A. Shrapnel. Approximately 200 rds of .30 Cal. ball Amm. One .50 Cal. Machine Gun was in action at approximately 8:40 A. M. During this firing Private YORK gunner was wounded while engaging the enemy, he stayed at his post although ordered to take cover. Lieutenant KING states that the battery fire broke up and definitely turned back one formation of 15 enemy planes. Casualties—One (1) Officer dead—Killed while proceeding through Hickam Field to his battle position. Four (4) enlisted men wounded.

(Basic: Ltr., Hq. 53d C. A. Brigade (AA), dated 20 December 1941. Subject: "Report on action by 53d C. A. Brigade (AA) from 0755 to 2400, 7 Dec 1941".)

Battery F 97th, was camped at Fort Weaver. Its battle position at Fixed Battery Closson, Fort Kamehameha, T. H.

Alerted 0755, and moved to Battery position across Pearl Harbor Entrance.

Ready to fire 0855

Engaged Enemy 0900 to 0920

Amm. fired: 27—3'' A. A., H. E., M. K. fuse M3.

Approximately 400 rds .30 Cal. ball.

Approximately 150 rds .30 Cal. A. P.

Battery G 64th, was in barracks at Fort Shafter, battle position at Ahua Point.

Alerted approximately 0815, and moved to battery position at Fort Kamehameha.

Ready to fire 1030

Engaged Enemy with .30 Cal. M. G. at 1030

Amm. Fired: Approximately 50 rds of .30 Cal. ball.

Battery H 64th, was in barracks at Fort Shafter. Its battle position is at Fort Weaver.

Alerted 0830

Ready to fire 1145

Engaged Enemy 2100

Amm. fired: 40 rds—.50 Cal. ball.

40 rds—.50 Cal. A. P.

30 rds—.50 Cal. Tracer

Marine detachment: The Fleet Machine Gun School at Fort Weaver. Operations were in cooperation with South Group although not tactically assigned.

Alerted 0800

Ready to fire 0810

Engaged Enemy 0810

Amm. fired: Approximately 8000 rds of .50 Cal. A. P. ball and tracer.

Approximately 450 rds of 20 mm A. A.

This Detachment shot down 4 enemy planes and saved a 4 engined bomber by causing enemy plane firing on it's tail to pull out and cease it's attack. Much shrapnel and some small arms bullets fell about Fleet M. G. School. There was excellent cooperation from Fort Weaver personnel in the liaison, phone, etc.

b. *98th Coast Artillery, Schofield Barracks.*

Alerted at 0800

The communications section at the Command Post, Wahiawa, shot down one enemy plane flying at less than 100 feet, with their automatic rifles at 0855.

1st Battalion 98th C. A. (AA), was in position and ready for action at the following time:

B—98: 0955

D—98: 1000

C—98: 1030

Battery M 64th, stationed at Fort Shafter, was alerted at 0815, moved to Wheeler Field, and was ready for action at 1155.

2nd Battalion 98th C. A. (AA). This Battalion has two batteries at Kaneohe and one at Waipahu School. They were in position and ready for action at the following times:

F—98: 1315

G—98: 1315

H—98: 1330

c. *Camp Malakole 251st C. A. (AA)*. All units were alerted at 0805 when fired upon by a single enemy plane. All units returned the fire with small arms and the plane was shot down.

1st Battalion 251st C. A. (AA), was in position and ready for action as follows:

B—251: at West Loch, 1145

C—251: Ewa Beach, 1145

D—251: South of Ewa, 1145

2nd Battalion 251st C. A. (AA), was in position as follows:

E—251: Navy Yard

F—251: Navy Recreation Area

G—251: Tank Farm

H—251: Navy Yard

At 1120 and again at 1122, E, 251st fired on enemy planes, shooting down one plane. 100 rds of .50 Cal. were fired on the first plane and 200 rds of .50 Cal. were fired on the second plane.

d. *Fort Kamehameha.* Battery A, 97th C. A. (AA) fired 1500 rds of .30 Cal. at one enemy plane offshore at 0835.

e. *Sand Island.* The AA Detachment of Battery F, 55th C. A., present at Sand Island when the attack started was ready for action at 0815. This battery fired 89 rds of 3" AA and shot down two (2) enemy planes at 0815.

f. *Fort Shafter.*

(1) Three (3) enemy dive bombers were fired on by the Headquarters Battery and the Intelligence Battery of this Brigade and by Battery E, 64th C. A. (AA). Ammunition Expended—3,000 .30 Cal.

(2) Enemy planes were fired on at 0900 and 1000 by Battery A, 64th C. A. (AA). Ammunition Expended—1000 .30 Cal.

(3) All 3" gun batteries and Automatic Weapons batteries of the 64th C. A. (AA) were alerted at 0815 and were in position as follows:

B—64: at Aiea, 1000

C—64: at Aliamanu, 1030

D—64: South of Aliamanu, 1100

F—64: at Pearl City, 1105

G—64: See Par. 2 a, above.

H—64: See Par. 2 a, above.

I—64: at Aliamanu

K—64: at Hickam Field

L—64: at Hickam Field.

M—64: See Par. 2 b, above.

All of these units except M, 64th fired during the second attack from 1000 to 1145. Ammunition expended as follows:

3", 23 rds.

.50 Cal., 2361 rds.

.30 Cal., 2821 rds.

g. *Fort Barrette.* Battery H, 97 C. A. (AA), was stationed at Fort Weaver. The battery was alerted at 0755, moved out of Fort Weaver at 0830, and arrived at Fort Barrette at 0910. Enemy planes were engaged by small arms fire at Fort Weaver, while enroute, and at Fort Barrette. The detachment on guard at Fort Barrette shot down one enemy plane at 0910 by small arms fire.

3. Three (3) Marine AA Batteries were attached to the Brigade at 2245.

4. *Ammunition.* Status at 0730, 7 December 1941. All units of the Brigade had in their possession, the initial issue of small arms ammunition. This included ammunition for rifles, pistols, automatic rifles and machine guns. In addition, the 3-inch ammunition was so positioned that it was readily accessible to all units of the Brigade except four (4) batteries for which ammunition was at Aliamanu Crater. These batteries completed drawing their initial allowance, 1200 rounds per battery, by 1015.

C. K. Wing

C. K. WING,

Colonel, 53d C. A. Brigade (AA), Commanding.

[Exhibit T]

Status of aircraft of 7 December 1941 before attack

HICKAM FIELD

Name	Total	Out	In
A-20 A	13	7	6
B-17 D	12	6	6
B-18	32	12	20
B-12 A	2	2	0
O-47 B	1	1	0
BT 2 BR	2	0	2
BT-2 CR	1	0	1
C-33	2	0	2
A-12	3	1	2
P-26 A	2	2	0
P-26 B	1	1	0
B-24	1	1	0
	72	33	39

BELLOWS FIELD

O-47 B	10	6	4
O-49	3	1	2

WHEELER FIELD

P40 C	13		4	9	64
P40 B	87	100	32	55	
P 36 A	44		24		20
P 26 A		8-14	1-4		7-10
P 26 B		6	3		3
B 18		1	0		1
B 12		3	2		1
AT 6		4	1		3
OA 9		3	0		3
O 47 B		1	0		1
A 12 A		2	0		2
OA 8		1	0		1
BT 2		2	2		0

Type	Damaged in raid	Percent of damage
HICKAM FIELD:		
A-20	2	18
B-17	10	40
B-18	21	65
B-24	1	100
WHEELER FIELD:		
P-40	67	65
P-36	21	55
BELLOWS FIELD:		
Q-47	4	40
Q-49	2	66

A true copy
 Edward von Geldern
 EDWARD VON GELDERN
 2nd Lt. F. A.

JAMES A. MOLLISON
 Lt. Col. A. C.

Aircraft status as of 1800, 30 December 1941

	B-17	B-18	A-20	P-40	P-36	O-47
In Commission.....	31	9	10	40	21	5
1st Echelon.....	6	5		2	3	2
2nd Echelon.....				3		
3rd Echelon.....	2			8	6	
Total.....	139	14	10	53	30	7

12 B-17 on hand Hickam 0600-7 Dec.

129 B-17s arrived from the Mainland from 7 Dec. to 20 Dec. inclusive.

A true copy

Edward von Geldern

EDWARD VON GELDERN

2nd Lt. F. A.

JAMES A. MOLLISON,

Lt. Col. A. C.

[Exhibit U]

HEADQUARTERS HAWAIIAN DEPARTMENT,

FORT SHAFTER, T. H.,

Forward Echelon, 21 December 1941.

MEMORANDUM TO LIEUT COL. KENDALL J. FIELDER.

The following report of planes shot down, crashing or otherwise destroyed in the attack on Oahu, 7 December 1941, is submitted for your information. All of these losses have as yet not been verified, and it is very likely that some of the reports from different sources will be in reference to the same plane. Verifications are being received daily:

Time	Source	Details	Remarks	Total
0800-1000	6 officers from emergency landing field at Haleiwa.	Accounted for 10 planes.....	Some of these may appear in other reports.	10
	CO Mil District of Kanai.	1 plane crashed off North shore, 1 wrecked on Nihoa.	Verified.....	2
	Civilian report.....	1 plane crashed in Gulch, rear Aiea Hgts.	Verified.....	1
	Group of officers on fishing trip.	3 planes crashing in Honolulu Harbor.	Verified.....	3
0940	Capt. Ebby, "B" Btry 55th C. A. C.	2 planes destroyed by machine-gun fire.	Verified.....	2
(922-1130)	Btry "F", 55 CAC.....	2 planes.....	0922 report not verified, 1130 rpt verfd.	2
0805	251st C. A. C.....	1 plane, 200 yds. off Malikioli	Verified.....	1
1020	Btry "H" 97th CAC.....	1 plane crashed flaming 2 mi. SW Ft. Barrette.	Verified.....	1
0855	98th C. A. C.....	1 plane shot down near Wahiawa	Verified.....	1
0830	Hq. Btry 15th CAC.....	1 plane crashed in Ord shops at Ft. Kam.	Verified.....	1
1100	35th Infantry.....	Observed 1 plane crash in sea SW Barbers Pt.	Verified.....	1
	27th Infantry.....	Observed 1 plane crash in cane field nr Aiea.	Not verf.....	1
	298th Inf.....	1 plane shot down over Bellows Fld. fell in sea.	Verified.....	1
	24th Division.....	1 plane down at Brody Camp #4:1 nr Kaawa.	Verified.....	2
	Haw. Air Force.....	1 plane at Ft Weaver 1 at Wheeler Field, 1 at Hickam Field, 1 at Pearl Harbor, 1 at Ft Barrette, 1 at Ewa. Witnessed 1 shot down back of Naval Hospital.	2 doubtful.....	7
	Navy.....	1 plane by AA at Beckoning Pt, 1 on deck of a ship.	Verified.....	2
	Total.....			38

The Navy reports are not available.

T. H. DAVIES,

Lt. Col., Inf, Asst. A. C. of S., G-2.

REMARKS: While some of the planes enumerated are undoubtedly duplications it is believed that a minimum of at least 29 enemy planes were shot down.

KENDALL J. FIELDER,

Lt. Col., G. S. C., A. C. of S., G-2.

[Exhibit V]

(SECRET)

A true copy
 Edward Von Geldern
 EDWARD VON GELDERN
 2nd Lt. F. A.

[1] HEADQUARTERS HAWAIIAN DEPARTMENT,
 Office of the Department Commander,
 Fort Shafter, T. H., 19 February 1941

In reply refer to
 Engr. 660

General GEORGE C. MARSHALL,
 Chief of Staff of the Army, War Department, Washington, D. C.

DEAR GENERAL MARSHALL: I was very glad indeed to have your letter of February 7th as it gave us some very definite information on aircraft we did not have.

Since assuming command I have had two conferences with Admiral Kimmel and two with Admiral Bloch. I have found them both most approachable and cooperative in every way. I have told them that from my point of view there will be no hair splitting, but that the one thing that would affect any decision where there is an apparent conflict between the Army and the Navy in the use of facilities would be the question of what could produce the greatest combined effort of the two forces. They have assured me that they will take exactly the same view. From my brief intercourse with them I feel that our relations should be extremely cordial.

As a result of my short study of conditions here I believe that the following are of great importance and I am taking steps to carry out the necessary changes:

- (1) Cooperation with the Navy.
- (2) Dispersion and protection of aircraft and of the repair, maintenance and servicing of aircraft.
- (3) Improvement of the Anti-aircraft defense.
- (4) Improvement of the Harbor Defense Artillery.
- (5) Improvement of the situation with reference to searchlights.
- (6) Provision for more rapid movement of supplies and reserves by improvement in roads and trails.
- (7) Bombproofing of vital installations such as Command Posts and communication centers.
- (8) Increase in the number of Engineer troops.

Cooperation with the Navy. A series of joint committees consisting of Army and Navy officers has been appointed with a view to the study of cooperation of the Army and Navy especially with reference to employment of air and Aircraft. These committees have been directed to report on March 1st. Copy of the letter creating these committees is attached hereto as well as copy of [2] instructions to the echelon commanders concerning cooperation with the Navy.

Dispersion and protection of aircraft and of the repair, maintenance and servicing of aircraft. Provision has been made for a number of emergency fields upon the various islands but no provision has been made for dispersion of the planes in the vicinity of fields and other protection by either camouflage or by bunkers. The emergency fields on other islands will be valueless for pursuit aviation except possibly on the Island of Molokai. The pursuit aviation is capable of only approximately one hour's flying with the throttle wide open. This means that the dispersion of pursuit aviation must take place upon the Island of Oahu if it is to be able to meet an attack from any direction. The dispersion and bunkers for the greater part of the pursuit aviation can be made in the immediate vicinity of Wheeler Field by the use of ravines and bunkers. The maintenance and repair facilities can be placed in ravines under ground without an exorbitant cost in time or money. Tanks are now available for the distribution of gas and we are asking for money to install tanks.

The bombers can make use of the landing fields on other islands but it will be necessary to make provisions for their dispersion in the vicinity of those fields and also on the Island of Oahu. Their dispersion is more difficult than that of the pursuit. The repair and maintenance facilities require so much space that it will be necessary, at least temporarily, to place them above ground protected by hills. At present the only repair facilities for the bombers are in buildings on

Hickam Field which would undoubtedly be attacked by any surprise raid. Up to the time that we make runways for dispersion of planes on all the fields surprise enemy raids would be extremely serious.

Improvement of the Antiaircraft Defense. The major shortages in Antiaircraft artillery armament are sixteen 3-inch or 90 m.m. antiaircraft guns (six enroute) 135 37-mm antiaircraft guns, 236 .50 caliber machine guns and 30 sound locators. The locators are expected in June. The shortage of personnel, however, is much more serious than the shortage in materiel. Practically all the coast artillery units have dual roles. If they man antiaircraft artillery the Harbor Defense Artillery will not be manned, and vice versa. To man the entire antiaircraft artillery defense project avoiding dual assignments to all but four Harbor Defense batteries requires an increase in the existing antiaircraft personnel as follows:

Two regiments of Coast Artillery Antiaircraft (Mobile) T-O 4-11.

One Battalion Gun Coast Artillery Antiaircraft (Mobile (less searchlight battery)) T. O. 4-15.

[3] Approximately 90 officers and 2,000 enlisted replacements to activate three gun batteries and three 37-mm batteries of the 64th Coast Artillery Antiaircraft, now inactive. With the increasing critical international situation at this time it is urgently recommended that all reinforcements of Antiaircraft Artillery personnel, both unit and individual reinforcements mentioned above, together with the shortage in antiaircraft artillery matériel, be furnished to this department with the least practicable delay.

These reinforcements to the antiaircraft artillery garrison, as well as those for the Harbor Defense Artillery listed below, are required to complete the approved defense project. No provision of the defense of the Kaneohe Naval Air Station has been made in the defense project. This problem has been made the subject of a separate letter, copy attached as Inclosure No. 4.

Improvement of the Harbor Defense Artillery. There are no major shortages of equipment for Harbor Defense Artillery. However, about 150 officers and 2,700 enlisted men as individual reinforcements and one regiment, Coast Artillery (T. D.) T. O. 4-31W are required to fully man the Harbor Defense Artillery, not including the three obsolescent seacoast mortar batteries. It is urgently requested that these replacements and reinforcements be furnished at the earliest practicable moment.

As an accessory to the Harbor Defense Artillery, the north shore Railroad connection is extremely important to give access to railway gun positions on the north shore.

Improvement of the situation with reference to searchlights. The only serious shortage is in beach defense searchlights. A 24-inch carbon-arc light is under development; but the receipt of these lights here may be unduly delayed. This shortage can be overcome immediately by supplying power units for 42 Mack 36-inch projectors which are now on hand. The trucks and power units for these lights are unserviceable but the projectors are in fair to good shape.

There is a shortage throughout of spare parts for 60-inch searchlights, which were requisitioned some months ago. These would be required for any prolonged action. Information from the Chief of Engineers indicates that they will probably be furnished in the near future.

Provision for more rapid movements of supplies and reserves by improvement in roads and trails. With the increase in the number of motors available in the department it is most necessary that roads be provided to make the maximum possible use of the motors in the movement of reserves and supplies. The Engineers have made a very careful study of the roads and trails which are necessary for the defense of the island.

[4] There are numerous bottlenecks in the islands where it is not practicable to construct alternate roads. If these roads are damaged by shelling or bombing it is most important that they be repaired in the minimum of time. To provide for this stores of repair material should be placed in close proximity to the vital points. It is believed that the Territorial government will cooperate with the Army in this matter, thus reducing expenses to be charged to National Defense.

Bombproofing of vital installations such as Command Posts and communication centers. Command Posts, communication centers and items of critical supply should be bombproofed. This protection of Command Posts particularly should be done immediately in order that these installations can be trained to function in these locations before hostilities start.

Increase in the number of Engineer Troops. The protection of aircraft and the construction of air fields will keep one regiment of engineers employed constantly.

The work on roads and trails would be such as to employ one General Service Regiment constantly. The combat Engineer regiment of the Hawaiian Division should be left available for bombproofing of Headquarters and communication centers and other tactical work.

Previous recommendations for a regiment of Aviation Engineers, less 1 battalion, and an increase in enlisted strength of Third Engineers were based on assumption that some civilian labor would be available. The situation on civilian labor has become acute, and while it has been necessary to import skilled labor, the recent increase in defense work is going to necessitate importing unskilled labor as well. The only alternative would be to curtail activities of the plantations and much of our defense work should not be postponed until that is done.

Communications covering all the above recommendations are being or have been submitted to The Adjutant General. The following are the titles and dates of letters covering these subjects:

Cooperation with the Navy.

Joint letter, HHD 14th Naval District, 14 February 1941, subject: "Army and Navy Aircraft in Hawaiian Area," copy attached, Inclosure No. 1 AG 354.2/JAX-(pencil)

Letter, HHD to major echelon commanders, 17 February 1941, subject: "Maximum Readiness of Aircraft in Hawaiian Area," file 354.2/JAX, copy attached, Inclosure No. 2.

[5] *Dispersion and protection of aircraft.* Letter Engr. 452, 19 February 1941, subject: "Dispersion and Protection of Aircraft," Copy inclosed, Inclosure No. 3.

Improvement of Antiaircraft defense and of Harbor Defense Artillery. Letter, HHD to TAG, 19 February 1941, subject: "Reinforcements for Coast Artillery Garrison, Hawaiian Department," file 320.2/55 copy attached, Inclosure No. 4.

Letter, HHD to TAG, 18 February 1941, subject: "Defense of Naval Air Station, Kaneohe Bay, Oahu, T. H." file 381, copy attached, Inclosure No. 5.

North Shore Railroad Connection. Letter, HHD Engr. 662.7, 19 February 1941, copy attached, Inclosure No. 6.

Improvement of situation with reference to searchlights. a. Beach defense Lights: Letter, Engr. 470.3/6 x 470.3/10, 29 January 1940 with 11 Indorsements, 11th Indorsement AG 470.3 (1-29-40) M-D, 26 August 1940. 12th Indorsement, HHD dated 18 February 1941, to TAG being transmitted, copy inclosed, Inclosure No. 7.

b. Searchlight Parts. Letter, Engr. 470.3/8, 2 November 1940, to the Chief of Engineers, subject: "Priority Items, Engineer Status Report, Revision 1940." 1st Indorsement, O., C. of E., (381.4) (Hawaii) 101, 28 January 1941, states: "Reference Par 1 c, the requisition for spare parts for searchlights was concurred n by this office. The requisition now is undergoing review by G-4 and action is expected shortly. You will be promptly informed of the action taken." Copy of 1st Indorsement inclosed, Inclosure No. 8.

Provision for more rapid movement of supplies and reserves by improvement in Roads and Trails.

Letter, Engr. 611, 19 February 1941, subject: "Military Roads and Trails Program, Hawaiian Department." Copy inclosed, Inclosure No. 9.

Bombproofing of vital installations. Letters, Engr. 800.96, following subjects and dates. (Copies attached)

1. Bombproof Command Posts, Hawaiian Air Force, 4 February 1941. Inclosure No. 10.

2. Bombproof Protection, Command Posts, Hawaiian Division, 4 February 1941, Inclosure No. 11.

3. Bombproof Construction for Magazines at Fort Barrette and Fort Weaver, 4 February 1941, Inclosure No. 12.

4. Splinterproof Protection for Antiaircraft and Mobile Seacoast Batteries, 4 February 1941, Inclosure No. 13.

[6] 5. Bombproof Command Post, Antiaircraft Groupment, 4 February 1941, Inclosure No. 14.

6. Bombproof Gasoline Storage, Hawaiian Department, 5 February 1941, Inclosure No. 15.

7. Bombproof Protection for Signal Installations, Hawaiian Department, 6 February 1941, Inclosure No. 16.

8. Storage of Defense Reserves, Aviation Gasoline, Hawaiian Air Force, 6 February 1941, Inclosure No. 17.

9. Department Command Post, Aliamanu Crater, last correspondence 660.9 (S), copy attached, Inclosure No. 18.

Increase in number of Engineer Troops.—Letter Engr. 322.03, 19 February 1941, subject "Additional Engineer Troops", copy inclosed, Inclosure No. 19.

Enclosures herewith are made for your ready reference and information.

Sincerely yours,

WALTER C. SHORT,
Lieutenant General, Commanding.

19 Incls.

[Exhibit W]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 19 February 1941.

In reply refer to:
Engineer 452.

SECRET

Subject: Dispersion and Protection of Aircraft.

To: The Adjutant General, War Department, Washington, D. C.

1. With the present set-up of existing facilities in this Department the pursuit ships are forced to operate to a large extent from Wheeler Field and similarly the bombardment ships are forced to operate from Hickam Field. In times of actual operation some of the bombardment ships will be operating from bases on the outlying islands, but to a large extent the pursuit ships will continue to operate from Oahu due to the limited time and radius of operation without refueling.

2. The concentration of these airplanes at Wheeler Field and at Hickam Field presents a very serious problem in their protection against hostile aviation. Wheeler Field is too small for the operation of the number of pursuit ships to be furnished to this Department and it will be necessary to develop another base for at least one group of pursuit aviation. A site in the vicinity of Barbers Point has been tentatively selected and is now being discussed with the Navy Department in connection with that Department's activities on its new air base in the Ewa Plain Area. The new Army air base will be the subject of a subsequent letter.

3. While this new base will provide some opportunity for dispersion of the pursuit ships this dispersion cannot be counted upon to give adequate protection and it will be necessary to provide protection by means of bunkers in the vicinity of existing fields for both pursuit and bombardment aviation. I have asked the District Engineer of Honolulu to study this problem and to submit cost estimates on the most economical satisfactory means of providing this protection. The District Engineer has recommended that the protection be provided by a rolled fill embankment of dirt and has estimated the cost at \$1,200.00 each for pursuit planes, \$8,000.00 each for two engine bombardment planes and \$15,000.00 each for four engine bombardment planes. In arriving at these figures he has given consideration not only to present unit costs, but has included funds to cover increasing cost of both labor and non-labor items in this Department; the figures shown include both direct and indirect costs. This bunkering protection will cost about the same regardless of its location; the unit price includes cost of taxi strips and accessories.

4. This protection should be provided for 142 single engine pursuit ships and 121 double engine pursuit ships and for 25 two engine bombers and 70 four engine bombers. Using the unit costs quoted above the total for pursuit planes is \$315,600.00 and the total for bombing planes is \$1,250,000.00. The total for the two types is \$1,565,600.00. It is recommended that funds in this amount be allotted to this Department as soon as possible to initiate the installation of this protection.

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

A true copy:

EDWARD VON GELDERN,
2nd Lieut. F. A.

[SECRET]

Subject: Dispersion and Protection of Aircraft.
AG 600.12 (2-19-41) M 1st Ind

ACW/mme

WAR DEPARTMENT, A. G. O., March 3, 1941. To the Chief of the Air Corps
and Chief of Engineers, *IN TLRN*.

For remark and recommendation.

By order of the Secretary of War:

Adjutant General.

Subject: Dispersion and Protection of Aircraft.

2nd Ind

(12)

WAR DEPARTMENT,
OFFICE, CHIEF OF AIR CORPS,
Washington, D. C., March 5, 1941.

To Chief of Engineers.

This office concurs in the recommendations as contained in basic communication. It is recommended that action be taken to provide funds for this project in the next supplemental bill.

For the Chief of the Air Corps:

WALTER J. REED,
Lt. Colonel, Air Corps,
Executive, Building, & Grounds Div.

A True Copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

600.1 (Haw. Dept. Airfields)—38

Subject: Dispersion and Protection of Aircraft.

3rd Ind.

3-N

Office, C. of E., *April 1, 1942.*

To the Adjutant General.

1. Attention is invited to paragraph 3 of basis letter which gives unit prices for rolled fill bunkers for pursuit planes, two-engine and four-engine bombardment planes. It is noted that the unit prices given include funds to cover increasing cost of both labor and non-labor items and direct and indirect costs. It is also noted that the unit prices include the cost of taxi strips and accessories.

2. For the reason that the basic letter gave no basis on which this office could check the estimate of cost, a radiogram was sent to the Commanding General, Hawaiian Department, March 25, 1941, requesting detailed information sufficient for checking. A copy of this radiogram is inclosed. A reply was received thereto by radiogram from the Commanding General, Hawaiian Department, dated March 29, 1941, copy of which is inclosed.

3. It is recommended that approval in principle of the proposed protective arrangements be granted and that an initial allotment of \$1,000,000 be made at this time, authorizing the preparation of complete plans and initiation of construction with a view to providing necessary balances when costs are more fully determined.

For the Chief of Engineers:

WILLIAM F. TOMPKINS,
Lieut. Col., Corps of Engineers,
Executive Assistant.

2 Incls:

Copy of Radiogram dated 3/25/41;
Copy of Radiogram dated 3/29/41.

A True Copy:

Edward Von Geldern
EDWARD VON GELDERN
2nd Lieut. F. A.

Via Air Mail

Subject: Dispersion and Protection of Aircraft.
AG 600.12 (2-19-41) MC-E 4th Ind.

ESA

WAR DEPARTMENT, A. G. O., May 31, 1941.

To Commanding General, Hawaiian Department.

1. Authority is granted for the construction of revetments in the Hawaiian Department for 70 four-engine bombardment, 13 light bombardment and 170 pursuit planes. This is the total number of airplanes which at present are visualized as an obtainable objective in Hawaii within a reasonable time.

2. In locating these revetments, "battle stations" of airplanes should be visualized in view of present and projected airdromes in the Hawaiian Islands. Revetments should be dispersed over the widest practicable area around and adjacent to airdromes.

3. In the designs of revetments for use in the present war in the British Isles, provision is made for a splinter-proof shelter for airplanes crews and maintenance personnel who may be caught in the revetments during an air attack. In the British design, this splinter-proof, shelter is placed in the rear wall or back of the revetment. In the construction of the revetments proposed for the Hawaiian Department, it is believed that this feature should be incorporated.

4. It is desired that you submit revised estimates covering the construction of the revetments approved in paragraph 1 above incorporating splinter-proof shelters for plane crews.

5. Funds, in the amount of \$1,358,000 for the completion of this project as finally approved after receipt of your revised estimates, are being included in estimates for funds now being prepared.

By order of the Secretary of War:

Major General, The Adjutant General.

Incls. w/d

A True Copy:

EDWARD VON GELDERN,
2nd Lieut., F. A.

Engr. 452

5th Ind

HEADQUARTERS, HAWAIIAN DEPARTMENT, Fort Shafter, T. H., 31 July 1941.
The Adjutant General, Washington, D. C.

1. Provisions in plans have been made for splinter-proof shelters for airplane crews and maintenance personnel.

2. Revised estimates based on obtainable objectives are as follows:

a. Personnel shelters 5' x 9' @ \$635.00 each for 85 pursuit planes, bunkers having already been built on Wheeler Field by troop labor	\$53, 975. 00
b. 85 Pursuit Bunkers @ \$1,200.00 and 85 personnel shelters, 5' x 9' @ \$635.00 to be constructed at locations other than Wheeler	\$155, 975. 00
c. 13 Lt. Bombardment bunkers @ \$8,000 and 8 personnel shelters 5' x 13' @ \$800.00	\$114, 400. 00
d. 70 four-engine bombardment bunkers @ \$15,000 and 70 personnel shelters 5' x 17' @ \$925.00	1, 050, 000. 00
Total	\$1, 374, 350. 00

3. The bunkers for pursuit planes will be built at the new pursuit field and at Bellows Field. These for A-20-A planes will be at Bellows Field and for the 4-engine bombardment planes will be started at Hickam Field. It is not planned at this time to construct any bunker for these 4-engine planes on the outlying airports, but it is possible that when these airports are completed, the installation of some bunkers at these airports with the majority at Hickam may be desirable. This question has been discussed with the District Engineer, Honolulu, who states that the costs at these field will be about the same as his estimate for Hickam.

4. Since the figure of \$1,374,350.00 is so close to the figure of \$1,358,000.00 mentioned in 4th Indorsement, it is recommended that the latter figure included

in the estimates be adopted and that funds in this amount be allotted to the District Engineer, Honolulu, for this purpose.

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

A True Copy:
Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

Subject: Dispersion and Protection of Aircraft, Hawaiian Department.
AG 600.12 (2-19-41) MC-G 6th Ind. ESA

WAR DEPARTMENT, A. G. O., *September 22, 1941.*

To Commanding General, Hawaiian Department.

1. Plans for revetments proposed in the preceding correspondence are approved.
2. Funds in the amount of \$1,358,000 for the completion of revetments in the Hawaiian Department have been included in Project C-21, preliminary estimates 1943. It is expected that they will become available about January 1, 1942.
3. Final design of the revetments is being prepared by the Fortification Division, Corps of Engineers, and will be coordinated with the Chief of the Army Air Forces upon completion.
4. When available, funds will be allotted to the District Engineer, Honolulu, for the construction of the required revetments.

By order of the Secretary of War:

Major General, The Adjutant General.

A True Copy:
EDWARD VON GELDERN
2nd Lieut., F. A.

[Exhibit X]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., Sept. 10, 1941.

In reply refer to:

Engr. 600.96 SECRET

Subject: Underground Repair Facilities, Hawaiian Air Depot.

To: The Adjutant General, Washington, D. C.

1. The provision of bombproof facilities for the repair of aircraft by the Hawaiian Air Depot is vital to the continued functioning of the Hawaiian Air Force during an attack on Oahu.

2. At present all shop and repair facilities of the Hawaiian Air Depot are crowded into a small area at Hickham Field. This area is located close to the entrance channel of Pearl Harbor which is a perfect landmark even during black-outs. Concealment or confusion as to the purpose of this installation by camouflage is impracticable by any means known to this headquarters. In any attack or raid on this island, it is not only probable, but almost unavoidable that the Depot would be put out of action.

3. Considerable study has been made of the problem of insuring continued maintenance facilities for the Air Force and the only logical solution is to provide bombproof shelter for part of the existing maintenance facilities. Provision of bombproofed protection for all of these facilities is manifestly impracticable due to the tremendous cost. It is believed that bombproofed space for one complete B-17 type airplane and for two B-17's without wing and tail assemblies, together with required space for all subassembly overhaul an repair represents the minimum space required. The District Engineer, Honolulu, has prepared a preliminary design of this structure and estimates its cost at \$3,480,650.00. Copies of the design drawings and his estimate are inclosed as Inclosures 1 and 2. Proposed location of this repair depot is shown on print, inclosure No. 3. This location has been selected because it is at a considerable distance from any other probable target, because the terrain is adapted to camouflage and because the soil will offer no construction difficulties. Location adjacent to the present facilities of the Hawaiian Air Depot at Hickam Field is impracticable; rock and ground water are reached only a few feet under ground and this location is close to other primary targets of an air attack.

4. It is recommended that one underground repair depot of the type shown on inclosed plans be approved for construction at Wheeler Field and that funds in the amount of \$3,480,650.00 be allotted to the District Engineer, Honolulu, for this construction.

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

3 Incls: #1 Design Dwgs. (3 sheets)
2 Estimate
3 Location Drawing

A True Copy:
Edward von Geldern
EDWARD VON GELDERN,
2nd Lieut., F. A.

Subject: Underground Repair Facilities, Hawaiian Air Depot.
AG 600.12 (9-10-41) NC-G 1st Ind.

ESA

WAR DEPARTMENT, A. G. O., *October 27, 1941.*

To Commanding General, Hawaiian Department.

1. The cost of providing bombproof underground repair facilities compared with the advantages to be gained is so great, that it is a policy that such facilities will not be provided.

2. Although the advantages of greater security which could be achieved by the provision of bombproof underground repair facilities must be recognized, the additional cost involved makes it necessary for air base installations exposed to possible bombardment attacks to assume this risk.

3. One hangar being built for our Atlantic base is to provide sidewalls of bomb-splinter proof construction. If you desire installations of this type, due consideration will be given your request, considering funds are available, and the needs of other bases similarly exposed to danger of air attack.

By order of the Secretary of War:

E. S. ADAMS,
Major General, The Adjutant General.

3 Incls n/c
A True Copy:
Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut., F. A.

[Exhibit Y]

[1] HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., October 28, 1941.

In reply refer to:

Engr. 400.312

Via "Clipper" Air Mail

Subject: Funds for Field Fortification and Camouflage Materials.

To: The Adjutant General, Washington, D. C.

1. Reference is made to the following project letters from this headquarters:

a. Letter to The Adjutant General, Engr. 600.94, 4 February 1941, subject: "Splinterproof Protection for Antiaircraft and Mobile Seacoast Batteries," recommending that \$306,000 be allotted to initiate protective shelters for personnel and propellants at antiaircraft and mobile seacoast batteries. In 4th Indorsement, AG 662.1 (2-4-41) M-WPD, 31 March 1941, this headquarters was advised that the recommendation was not favorably considered, and that "protective installations of this type should be improvised by ordinary field fortification methods."

b. Letter to The Adjutant General, Engr. 000.91, 7 July 1941, subject: "Request for funds for Camouflage of Wheeler Field," recommending that an allotment of \$56,210.00 be made for the purpose of camouflaging bunkers, landing field, hangers and warming apron at Wheeler Field.

c. Letter to The Adjutant General, Engr. 000.91, 27 February 1941, subject: "Camouflage of Defense Installations," recommending that \$29,000 be allotted for camouflage of batteries at Fort DeRussy, Fort Kamehameha, Fort Ruger, and

Fort Barrette. 4th Indorsement, AG 007.5 (2-27-41) MC-E, 27 June 1941, approved the project and stated that funds for this purpose would be included in the next estimates and would be made available at the earliest practicable date. Radio from the Chief of Engineer 10 October 1941 advises that \$29,000 for camouflage of coast artillery batteries had been disapproved by the Budget Advisory Committee.

[2] *d.* Letter of The Adjutant General, Engr. 452, 19 February 1941, subject: "Dispersion and Protection of Aircraft," recommending that an initial allotment of \$1,565,600 be made for the construction of bunkers for the dispersion and protection of aircraft. 4th Indorsement AG 600.12 (2-19-41) MC-E, 31 May 1941, granted authority for the construction of revetments for 70 four-engine bombardment, 13 light bombardment and 170 pursuit planes, and stated that funds in the amount of \$1,358,000 for the completion of the project after receipt of revised estimates would be included in estimates for funds being prepared. 5th Indorsement Engr. 452, 31 July 1941, submitted a revised figure of \$1,374,350, and recommended that it be adopted instead of the \$1,358,000. 6th Indorsement, AG 600.12 (2-19-41) MC-G, 22 September 1941, approved plans for revetments, and advised funds in amount of \$1,358,000 for completion of revetments in department were included in Project C-21, preliminary estimates 1943, funds expected to become available about January 1, 1942.

e. Letter from the Adjutant General, AG 353 (7-28-41) MC-D, 13 August 1941, subject: "Reallocation of Special Field Exercise Funds for Field Fortification and Camouflage Projects," and 1st Indorsement thereon, AG 121/1, 14 September 1941, recommending the immediate allotment of \$125,000 for necessary materials and tools for the construction of field fortifications. This indorsement was followed up by radio 25 September 1941, recommending immediate favorable action on allotment of \$125,000 for execution of field fortifications and camouflage projects. War Department radio, 29 September 1941, advised request was not favorably considered, confirmed by 1st Indorsement War Department 14 September 1941.

f. Letter to the Chief of Engineers, Engr. 121.2, 17 May 1941, subject: "Annual Estimates, Fiscal Years 1942 and 1943," and supporting data under Project 5, which requested \$50,000 each for fiscal year 1942 and 1943 for local purchase of supplies for units of the Hawaiian Garrison other than Engineer troops, these supplies to be used in the construction of fortified works other than command posts for major echelons and camouflage measures, letter, Office, Chief of Engineers, to Department Engineer, 1 July 1941, subject: "Allotment of Engineer Service, Army Funds, Fiscal Year 1942," advised that only \$5,000 was being allotted. It further stated "It is believed the amount of \$50,000 requested for this purpose is greatly excessive. Field fortifications or camouflage to this extent goes beyond the training stage and reaches the status of a construction project. It is suggested that such requirements for the defenses of Hawaii be obtained from construction funds, which should be estimated and appropriated for this purpose."

[3] 2. The field fortification and camouflage works that will be required to insure the adequate defense of this island are of such magnitude that their accomplishment after the outbreak of hostilities is entirely out of the question. All installations located on Government owned or leased land should be constructed at the present time eliminating those tasks from the work that cannot be done until after complete mobilization when it will be possible to enter on and organize private land.

3. The program for immediate construction contemplates semi-permanent emplacements for all coast artillery weapons in the present defense project. These weapons are sited in their most advantageous positions covering all approaches to the island and fixed Naval installations and their movement is not contemplated under any change of situation. Protection for infantry units is based on lightly held beach positions with a strong and highly mobile reserve in accordance with latest tactical principles. Dispersed and camouflaged Bunker protection must be provided for aircraft and airfield installations must be protected by machine gun emplacements and fencing.

4. The peculiar topographic and geologic conditions and the nature of the vegetation of the Hawaiian Islands require a greater expenditure of materials for field fortification than would normally be anticipated. In their maneuvers and field training, troops have constructed many field fortification works. Salvage and local materials have been used to the utmost and many methods have been improvised to take into consideration the coral and lava rock, sand, and peculiar volcanic soil of the islands. This effort has been largely wasted because

of the rapid deterioration of the local materials used. Sand bags and local timbers have a maximum life of about six months in this locality.

5. The War Department has repeatedly directed this Headquarters to construct certain works by Field Fortification methods but neither materials nor funds have been supplied. This letter presents a new computation of all material requirements for field fortification works and camouflage which should be constructed at once. This tabulation does not include those materials which must be used to complete the field fortification works after the outbreak of hostilities. These requirements may be divided into three groups as follows:

a. *The Air Corps requirements.* The airfields in the Hawaiian Islands are limited in number and there are very few places aside from regular airfields where enemy planes might land. Consequently, it is expected that determined efforts would be made to capture existing airfields. To prevent this, protected machine gun positions must be placed to guard the sensitive points on each airfield, and [4] mobile forces provided for counter-attacks on enemy air-borne or sea-borne troops who are attempting a landing or who have landed. Airplanes on the ground must also be hidden and dispersed, to prevent their loss in surprise air attacks, hence camouflage is needed to conceal them. For this purpose, the local vegetation must be augmented by additional planting. In case an airfield on the outlying islands must be abandoned, its runways and other essential features should be destroyed, hence demolition chambers should be installed in advance. These matters cannot be deferred because of the time required for vegetation to grow and the time required to install protection and demolition works.

b. *Coast Artillery requirements.* The Coast Artillery includes permanent fixed defenses, mobile guns in positions prepared in time of peace, and anti-aircraft guns protecting fixed Naval or military installations. The Coast Artillery cannot maneuver; the mobile elements, including anti-aircraft, are held in fixed positions to defend fixed installations or to cover intervals in the permanent defenses, and the best positions have been prepared. Since these positions are known to the general public, the enemy also knows them. The operating personnel must have shelters to protect them and their ammunition during air attack, and the positions must be camouflaged to prevent accurate aim by enemy bombers. Coast Artillery troops must be constantly on the alert during active operations, and can then spare no men for fortification work after hostilities have begun.

c. *Infantry requirements.* The Infantry divisions will occupy beach positions, very lightly held, and will have highly mobile motorized reserves. The beach positions have additional weapons, beyond table of organization allowances. Emplacements, trench shelters, observation and command posts for the beach positions must be ready when the enemy appears offshore, and field works should be used to develop the maximum efficiency of automatic and heavy weapons and release as many men as possible to the reserve. There will be neither time nor men available to construct beach positions after the enemy arrives; fields of fire must be cleared, barbed wire, road blocks, anti-tank mines, and other obstacles must be installed at that time because these defenses will be placed on private property or will unduly interfere with civilian enterprise if set up in advance.

6. Inclosed are tabulations showing the material requirements of the Air Force, the Coast Artillery Command and the two Infantry divisions.

[5] 7. It is recommended that an allotment of \$1,455,542 be made immediately available for the purchase of fortification and camouflage materials so that the work can be initiated and carried along concurrently with normal training activities.

8. The only alternative for having these positions prepared in advance is to have a large increase in the garrison authorized for the defense of the islands.

WALTER C. SHORT,

Lieutenant General, U. S. Army, Commanding.

1 Incl: in six sheets (in dupl.)

A True Copy:

Edward von Geldern,

EDWARD VON GELDERN,

2nd. Lt., F. A.

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

MEMORANDUM FOR DEPARTMENT ADJUTANT GENERAL:

10 WAR TG 61 WD

WASHN, D. C., 252P Aug. 12, 1941.

CG

Haw Dept, Ft. Shafter, T. H.

51 12th

AGMC reurlet July twenty eighth AG one two one point two subject reallocation of special field exercise funds for field fortification and camouflage projects stop special field exercise funds are not available for purpose requested further information follows by mail

ADAMS
1017A

A True Copy

Edward Von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit Z]

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
*Fort Shafter, T. H., July 15, 1941.*In reply refer to:
Engr. 000.91

Subject: Request for Funds for Camouflage of Wheeler Field.

To: The Adjutant General, Washington, D. C.

1. There is definite need for camouflage treatment of Air Fields in the Hawaiian Department. Up to this time no camouflage treatment has been undertaken at any air field in this department.

2. Attached is a plan for camouflage of Wheeler Field prepared by the 804th Engineer Company Aviation (Separate). The plan includes photographs of the type of camouflage to be applied to the bunkers, together with itemized estimates of costs and recommendations.

3. In reporting on this proposed plan, Major J. F. Ohmer, Jr., Corps of Engineers, Camouflage Officer, has commented as follows:

The place for camouflage of Wheeler Field as prepared by the 804th Engineer Company Aviation (separate) is a good treatment for the field and the bunkers. The plan generally calls for 'blending' the buildings of Wheeler Field into the Schofield Barracks building area and endeavoring to restore the air field proper to the original condition as shown by the present earth scars, such as the old Kamehameha Road, the gully through the field and the pineapple fields, roads and irrigation ditches."

"The plan is practicable and can be readily accomplished by the 804th Engineer Company Aviation."

"The Commanding General, Wheeler Field, has approved the plan and urged that the work be expedited."

"While the air photographs of the two planes in the camouflaged bunkers show the wing tips and the harsh straight shadows of the deciding line between the upper and lower nets, this can be blended by additional garnishing and small nets tying the lower nets under the upper terrace. This work is now being completed."

"It is recommended that the camouflage plans for Wheeler Field be approved."

[2] 4. It is recommended that an allotment of funds be made to this office in the amount of \$56,210.00 for the purpose of camouflaging bunkers, landing field, hangars, and warning apron at Wheeler Field, the work to be done by the 804th Engineer Company Aviation (Separate). An itemized estimate is incorporated as a part of the plan substantiating the amount requested.

WALTER C. SHORT,
*Lieutenant General, U. S. Army, Commanding,*1 Incl: Plan
A True Copy:EDWARD VON GELDERN,
2nd Lt., F. A.

[3] Subject: Request for Funds for Camouflage of Wheeler Field.

AG 007.5 (7-12-41) MC

1st Ind.

RPM/gt-1712.

WAR DEPARTMENT, A. G. C., July 29, 1941.

To Chief of Engineers and Chief of the Army Air Force, *IN TURN*.

For remark and recommendation.

By order of the Secretary of War:

/s/ Carl Robinson.
Adjutant General.

1 Incl. n/c.

A True Copy

Edward Von Geldern,

EDWARD VON GELDERN,

2nd Lt., F. A.

[4] Subject: Request for Funds for Camouflage of Wheeler Field.

600.1 (Wheeler Fld) 71

2nd Ind.

6-C

WAR DEPARTMENT,
OFFICE, CHIEF OF ENGINEERS,
Washington, D. C., September 16, 1941.

To: The Chief, Army Air Forces, Washington, D. C.

1. The proposed plan for the camouflage of Wheeler Field, Hawaii has received careful consideration by The Engineer Board. As camouflage is essentially a local problem long range criticism may be entirely in error. Consequently, the following comments are offered only to supplement and should not invalidate decisions made on the spot by officers with intimate knowledge of local conditions.

2. Specific comments on Part I:

a. Bunkers.—The bunkers do not appear in the best arrangement to give maximum protection and to afford natural concealment. Their regular curving alignment throws a great burden on the artificial camouflage measures. The outer berm of the bunkers should be more irregular at the toe of the slope and should not be permitted to appear as a series of parallel lines as seen in photograph (V-112.101). Portions of the light colored pattern which show on the photograph could be continued over the revetment by sand or the native soil and over the net by weaving in appropriately colored garnishing. Extensive planting in native patterns will assist in this blending, and it is suggested that vines could be planted in the bunker tops and trained to grow into the nets to aid in defeating disclosure by means of infra-red photography. If additional dispersal pens are constructed, they should be spaced further apart, be more irregularly arranged, and the outer surface of the earth walls should be more irregular, especially at the toe of the slope.

b. Landing Field.—The division of the field boldly into three sections by natural boundaries as described is excellent, and, if carried out as indicated, should be very successful. The following detail criticisms may aid in the execution, but are not arbitrary. The field roads might be made a little more conspicuous by sprinkling a light colored earth, gravel or lava on the stripped surface as noted by contrast in the field roads in lower left corner of photograph (V-109-916-N-18). The same technique may be useful in the reproduction of the old Kamohameha road. If the fertilizer method does not produce dark enough contrasts it may be necessary to use black emulsified asphalts or a mixture of iron sulphate and tannin. The dark areas of the reproduced gully should not be used for taxiing and warning up any more than absolutely necessary, as this will destroy the desired effect.

[5] *c. Hangar Line.*

(1) The effort to make the buildings of Wheeler Field appear as a more homogeneous portion of Schofield Barracks might be more effective if more roads, dummy or real, were built between the two areas.

(2) The athletic track is a dangerous subterfuge, because of its characteristic outline and east-west orientation, and is not generally recommended as it becomes a reference point when detected.

(3) The painting of buildings on the aprons appears satisfactory; maintenance will be required and should not be neglected.

(4) The hangar painting presents a fine appearance. More disruption might be achieved by a larger and bolder plan of painting. The roads which terminate at hangars might be carried over the building successfully and the buildings painted

on the roof tops might be connected with painted walks and service roads to help create the illusion of a reduced scale of construction. The general trace of the shadows of buildings should be studied and wherever possible, there should be painted, or preferably planted, trees and shrubs to break up their characteristic outline. Planting, which may appear relatively ineffective in vertical views, may help materially against the bombers' approach.

(5) Inasmuch as the concrete hangar line apron is of brighter material and more reflective than other roadways in the area, it should be generally toned down with a thin solution of tar or asphalt in kerosene, in addition to the other treatment suggested.

3. Specific comments on Part II.

a. It is suggested an asphalt emulsion for roofs would be cheaper and more suitable. In general, the type of paint should be selected with regard to the material to be coated, instead of the classification by roofs, walls, etc. Under "Concrete" it is assumed that aprons are included. The American Betumuls Company, which maintains a branch in Hawaii, should be able to furnish asphalt emulsion paints and adhesives more advantageously than Rejuvo. The matter of granules to cover surfaces should be investigated carefully to see whether local materials of indigenous colors or of a nature which will absorb bituminous colors, such as lava, are not more easily procurable.

[6] 4. It is recommended that:

a. That the plan of camouflage be approved.

b. That the camouflage office, Hawaiian Department, or the Commanding Officer of the 804th Engineer Battalion (Avn.) (Sep.) be granted permission to communicate directly with the Engineer Board on matters of materials and technical details to expedite the work.

c. That the Engineer Board be furnished a report to be made upon completion of the work, including photographs of intermediate the final stages. It is suggested that oblique photographs be furnished as well as vertical. The oblique photographs should be taken at 10,000 feet and three to four miles from Wheeler Field from four directions.

d. That the amount of \$56,210.00 be allotted to the Department Commander, Hawaiian Department, for the purpose of camouflaging bunkers, landing field, hangars and warming aprons at Wheeler Field, the work to be done by the 804th Engineer Company.

For the Acting Chief of Engineers:

[s] HOMER SAINT-GAUDENS,
Lt. Co., Corps of Engineer,
Acting Chief, Operations and Training Section.

1 Incl

Sub. 1.

A True Copy:

EDWARD VON GELDERN,
2nd Lt., F. A.

[7] Subject: Request for Funds for Camouflage of Wheeler Field.

AG 007.5 (7-12-41)MC-G. 3rd Ind.

WR-1712.

WAR DEPARTMENT, A. G. O., October 28, 1941.

To Chief of Engineers.

1. The camouflage treatment of Wheeler Field as outlined in basic correspondence is authorized when funds become available for this construction.

2. It is desired that you take the necessary action to include the sum of \$56,210 in the next available budget estimate for camouflage treatment of Wheeler Field.

By order of the Secretary of War:

D. R. VAN SICKLER,
Adjutant General.

1 Incl. n/c/

Copy to:

Chief of Air Corps w/cy of basic com., 1st Ind., 2nd Ind.

Commanding General, Hawaiian Department ref. his basic ltr. 7-12-41, together w/cy of 1st Ind., and 2nd Ind.

A True Copy:

Edward Von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

[SECRET]

Engr. 000.91

27 FEB 1941.

Subject: Camouflage of Defense Installations.
 To: The Adjutant General, Washington, D. C.

1. Investigations conducted by this headquarters have demonstrated that effective measures can and should be taken to reduce the visibility of exposed defense installations to hostile aerial observation. Admittedly these installations cannot be concealed to such an extent that they will be invisible on aerial photographs; at the same time, however, any camouflage which will render visual observation more difficult and will decrease the effectiveness of enemy bombardment is of the utmost importance.

2. Time has not permitted the submission of a comprehensive program for the camouflage of all defense installations in this department which require some degree of concealment; this matter is undergoing continuous study. Fixed sea-coast batteries have received first attention and plans of procedure and cost estimates have been prepared. The following table shows the various installations on which camouflage work should be undertaken immediately with the tentative costs:

Installation	Armament	Inclsure No.	Cost
Ft. DERUSSY:			
Battery Randolph.....	2-14" (Disappearing).....	Incl. No. 1.....	} \$6,000.00
Battery Dudley.....	2-6" (Disappearing).....	Incl. No. 1.....	
Ft. KAMEHAMEHA:			
Battery Closson.....	2-12" (Barbette).....	Incl. No. 2.....	6,000.00
Battery Selfridge.....	2-12" (Disappearing).....	Incl. No. 3.....	5,000.00
Battery Jackson.....	2-6" (Disappearing).....	Incl. No. 3.....	1,500.00
Ft. RUGER:			
Battery Adams.....	2-8" (Barbette).....	Incl. No. 4.....	2,000.00
Ft. BARRETTE:			
Battery Hatch.....	2-16" (Barbette).....	Incl. No. 5.....	8,500.00
Total cost.....			\$29,000.00

The measures contemplated include construction of various types of overhead cover, dummy positions, extension of roads, painting and the transplantation of trees and shrubbery.

3. Experience in the present World War has shown the very considerable success of the Germans in concealing by camouflage, their long range guns on the channel coasts. The several millions of dollars invested in the installations enumerated in paragraph 2 above and their general value in the defense of this island justify expenditure which will render them less vulnerable to enemy attack. It is therefore recommended that the sum of \$29,000.00 be allotted this department as soon as practicable to permit initiation of this camouflage work.

WALTER C. SHORT,
Lieutenant General, Commanding.

Incls. 1-5: Aerial Photos
 A True Copy:

Edward Von Geldern,
 EDWARD VON GELDERN,
2nd Lt., F. A.

Subject: Camouflage of Defense Installations.
 AG 007.5 (2-27-41) M 1st Ind.

ACW/lfr

WAR DEPARTMENT, A. G. O.,
 March 13, 1941.

To: The Chief of Engineers.
 For remark and recommendation.
 By order of the Secretary of War:

Adjutant General.

5 Incls. n/c
 C. of E. 618.33 (Oahu) 3 2nd Ind.

OFFICE, C. OF E., May 28, 1941.

To: The Adjutant General, THROUGH THE CHIEF OF COAST ARTILLERY.

1. This paper was held in this office to permit direct inspection of the installations by a representative of this office who visited Hawaii on this and other

fortification matters. Reference is made to Hawaii on this and other fortification matters. Reference is made to memorandum of March 22, 1941, to The Adjutant General, in this connection.

2. The importance of protective concealment for existing seacoast batteries is recognized by this office and a directive bulletin is now being prepared for issue to the field showing methods of such concealment for different type batteries.

3. The estimate submitted is considered an absolute minimum that will be required even omitting from consideration at this time Batteries Hatch and Closson which are to be casemated and more funds will probably be required at a later date. It is recommended that the project be approved and funds be made available at the earliest practicable date.

For the Chief of Engineers:

GEORGE MAYO,
Lt. Col., Corps of Engineers,
Chief, Fortification Section.

5 Incls.—n/c
A True Copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

Subject: Camouflage of Defense Installations.

618.3/45-B

3rd Ind.

5

WAR DEPARTMENT, OFFICE, CHIEF OF COAST ARTILLERY,
June 12, 1941.

To: The Adjutant General.

1. The need for camouflaging the seacoast Batteries listed in paragraph 2 of the basic letter is evident from inspection of the inclosures, Nos. 1 to 5, inclusive. The program as outlined in paragraph 2 of the basic letter, is concurred in, subject to the proviso that the protective concealment of Batteries Hatch and Closson will be coordinated, both in time and character, with the casemating of these batteries.

2. No Seacoast Defense funds are available, at this time, for application to camouflage projects and none are included in current estimates.

3. It is recommended that the camouflage project, described in paragraph 2 of the basic letter, be approved for inclusion in the Hawaiian Department Defense Project.

For the Chief of Coast Artillery:

JOE D. MOSS,
Major, C. A. C.,
Acting Executive.

5 Incls—No change.
A True Copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

Subject: Camouflage of Defense Installations, Hawaiian Department.

AG 007.5 (2-27-41)MC-E

4th Ind.

BSA

WAR DEPARTMENT, A. G. O.,
June 27, 1941.

To: The Commanding General, Hawaiian Department.

1. The program for the camouflaging of Batteries Randolph, Dudley, Closson, Selfridge, Jackson, Adams and Hatch, as proposed in paragraph 2 of the basic letter, is approved for inclusion in the Hawaiian Defense Project.

2. Funds to the amount of \$29,000 for this purpose will be included in the next estimates to be submitted and will be made available at the earliest practicable date.

By order of the Secretary of War:

E. S. ADAMS,
Major General,
The Adjutant General.

5 Incls. w/d.

5th Ind.

HEADQUARTERS HAWAIIAN DEPARTMENT,
 FT. SHAFTER, T. H.,
July 24, 1941.

To: Commanding General, Hawaiian Separate Coast Artillery Brigade, Ft. DeRussey, T. H.

1. To note and return to this headquarters.
2. The Department Engineer will be directed to include this project in the next revision of the Hawaiian Defense Project and to prepare plans for the execution of this work when funds are received.

By command of Lieutenant General Short:

O. M. McDole,
Major, A. G. G.
Assistant Adjutant General.

A true copy:

Edward von Geldern
 EDWARD VON GELDERN,
2nd Lt., F. A.

(Basic: Ltr., HHD, Engr. 000.91, 27 February 1941, subject: "Camouflage of Defense Installations.")

000.91
 6th Ind.
 HQ. H. S. C. A. BRIGADE, Ft. DeRussey, T. H., July 29, 1941—To CG Haw. Dept.

Noted.

FULTON Q. C. GARDNER,
Major General, U. S. Army,
Commanding.

A True Copy:

Edward von Geldern,
 EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit 1A]

[1]

[SECRET]

HEADQUARTERS HAWAIIAN DEPARTMENT,
 OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 19 February, 1941.

Engr. 611

Subject: Military Roads and Trails Program, Hawaiian Department.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, Engr. 611, this headquarters, 8 November 1940, covering the recommendations for the revision of the military Roads and Trails Program. As indicated in paragraphs 5 and 8 of that letter, the revised program was not complete and additional roads and trails were under consideration.

2. A detailed study made by this headquarters indicates that the following additional improvements are necessary:

a. Wiliwilinui road and trail improvement, estimated cost \$33,550.00. Construction covering improvement of the existing 15,000 lineal feet of road at Wiliwilinui Ridge, eliminating sharp curves and providing adequate turnouts. It also covers construction of a 6-foot pack trail extending from the end of the existing road to the main crest of Koolaupoko Ridge area.

b. Improvement of Pupukea-Kahuku trail estimated at \$12,720.00. This project consists of the general widening of the existing trail from 3 to 6 feet along its 13,000-foot alignment. This improvement will provide desirable communication between the northeasterly section of the Island and northern end of Wahiawa-Pupukea trail.

c. Coincidental with the improvement of the Koolau Ridge trail, feeder trails to the ridge should be developed and improved. As a part of its reforestation program, the CCC has constructed several trails from forest reserve boundaries to the main ridge of the Koolau along the lateral ridges. These trails, shown in the following list, should be partially relocated and improved as 6-foot pack trails:

(1) Poamono trail, 22,800 feet, estimated cost.....	\$35, 100. 00
(2) Kawailoa trail, 24,000 feet.....	22, 750. 00
(3) Schofield-Waikane, 33,000 feet.....	45, 750. 00
(4) Waiawa trail, 30,000 feet.....	28, 650. 00

d. A road to Fuu Palailai. This project ——(copy illegible)—— of a 10' class "B" supply road extending from the main government road to Fuu Palailai. This road is desired to improve access to a group of fire control stations manned by a detail of from 50 to 100 men. The approximate length of this road is 8,700 feet and estimated cost \$10,000.00.

e. Iunia-Palehua road. This project will connect an existing plantation road with the Palehua spur via the Mauna Kapu and the Honouliuli trails. The need for an alternate route to the Manauahua Defense Area is extremely important, particularly in view of the exposed condition of the Palehua road to hostile observation. This project calls for the construction of 24,000 lineal feet of a 10-foot class "B" road at an estimated cost of \$136,500.00.

f. Radial Ridge roads, Manauahua area. This project calls for the construction of three roads along the ridges, south and west of Fuu Nanauahua as shown on the attached map. These roads serve vital defense areas which must be made accessible to truck transportation. The total length of these ten-foot roads is approximately 20,000 feet and the estimated cost of construction is \$84,900.00.

3. These additional roads and trails have been combined with the 19 items listed in paragraph 7 of letter, this headquarters, file Engr. 611, 8 November 1940, and are shown in the table below in order of their relative priority. The location of each item is shown on the map, scale 1/125,000, Inclosure No. 1 hereto.

1. Fort Weaver 155-mm position Road, 10' Class B.....	\$8,900
2. Fort Roger Roads, 10' Class B.....	4,000
3. Barbors Point East 3L Pos. Trail, 3L Trail.....	1,000
4. Maili Marker 3L Position Trail, 3L Trail.....	6,000
5. Maililili 3L Position Trail, 3L Trail.....	1,400
6. Eaena Point 3L Position Trail, 3L Trail.....	1,000
7. Wailoa Point 3L Position Trail, 3L Trail.....	1,000
8. Completion of Barbors Point Road Net, Class A.....	133,000
9. North Shore RR Connection, R. R.....	250,000
10. Improvement Waiakua Pupukea Road, 10' Class A & B.....	216,000
11. Waimoa-Pupukea Road, 10' Class B.....	35,000
12. Alternate RR Schofield-Wahiuau Bypass, R. R.....	70,000
13. Connection-Leilohua Spur to Oahu Sugar Co. tracks (rail only) R. R.....	48,600
14. Ordnance Magazine Area, Schofield 25' Class A.....	33,000
15. Feeder Roads Wahiau Pupukea Road, Improvement.....	111,800
16. Eahuku 155-mm Position Road, 10' Class B.....	9,500
17. Rahuku CP Trail, CP Trail.....	2,100
18. Kepuhi CP Trail, CP Trail.....	8,000
19. Koolau Ridge Trail, 6' Pack Trail.....	20,000
20. Wiliwili Road, Improvement.....	17,900
21. Wiliwili Trail, 6' Pack Trail.....	15,650
22. Poamoho Trail, 6' Pack Trail.....	35,100
23. Pupukea-Mahuhu Trail, 6' Pack Trail.....	12,720
24. Hawaiian Trail, 6' Pack Trail.....	22,750
25. Schofield-Wahiuan Trail, 6' Pack Trail.....	45,750
26. Waiwan Trail, 6' Pack Trail.....	28,650
27. Pau Palailai CP Road, 10' Class B.....	10,000
28. Eunia-Palahua Road, 10' Class B.....	135,500
29. Ridge Roads, Mamamam Area, 10' Class B.....	34,900
	1,370,020

4. It is recommended that the roads and trails program shown in the table above be approved in lieu of the present program approved in 4th Indorsement (AG 611 Hawaii) (3-31-38) (Misc.) (X) dated 23 May 1939, on War Department letter (AG 611 Hawaii) (3-28-38) (Misc. WPD) dated 31 March 1938, subject: "Military Priority Highways in the Hawaiian Department". It is further recommended that the sum of \$1,370,020.00 be allotted to this department as soon as possible to permit early completion of this program.

WALTER C. SHORT,
Lieutenant General,
Commanding.

1 Incl: Map

A True Copy:

Edward Von Geldern

EDWARD VON GELDERN,

2nd Lt., F. A.

Subject: Military Roads and Trails Program, Hawaiian Department.

AG 611 Hawaii (2-19-41)M

1st Ind.

AGW/ric

WAR DEPARTMENT, A. G. O.,

February 27, 1941.

To: Chief of Engineers and Chief of Coast Artillery, *IN TURN*.

For remark and recommendation, reference being made to files C. of E. 611 (Haw) 10 and OCGA 611/45 A 7.

By order of the Secretary of War:

Adjutant General.

1 Incl. a/c

C. of E., March 12, 1941.—

To: The Chief of Coast Artillery.

1. Items 1 to 19, inclusive, in this program were approved for inclusion in the Hawaiian Defense Project in 3rd Indorsement dated February 18, 1941, AG 611 Hawaiian Department (11-8-40)M-WPD; OCGA 611/45 A 7; C. of E. 611 (Hawaii) 10. It was further directed that the Commanding General confer with Mr. Moskowitz, the representative of the Commissioner of Public Roads in Hawaii, with a view to securing the maximum aid permissible from the Public Roads Administration for the accomplishment of the construction authorized Federal Highway Act of 1940. It was also directed that a revised estimate be submitted covering Items 9, 12 and 13. The above action was not available to the Commanding General at the time of preparation of basic paper.

2. Items 20 to 29, inclusive, are new items of work. The estimated cost appears reasonable, and their inclusion in the program is recommended.

3. Attention is invited to letter from the Commanding General Hawaiian Department dated February 19, 1941, subject: "Construction of North Shore Railroad Connection" file Engr. 611; AG 112.05 (2-19-41)M; C. of E. 611 (Hawaii) 11 in which it was recommended that funds in the amount of \$230,000 be allotted as soon as possible to initiate construction. The item referred to is included in this paper as item 9.

For the Chief of Engineers:

[S] George Mayo,
GEORGE MAYO,
Lt. Col. Corps of Engineers,
Chief, Fortification Section.

1 Inclosure n/c.

611/45A-10

3rd Ind.

5.

WAR DEPARTMENT,
OFFICE, CHIEF OF COAST ARTILLERY,
March 15, 1941.

To: The Adjutant General.

1. The remarks and recommendations of the Chief of Engineers appearing in the 2nd Indorsement are concurred in.

2. In addition to the funds referred to in paragraph 1, 2nd Indorsement, \$300,000 is included in current Seacoast Defense estimates for application on items Nos. 9, 12 and 13 (railroad construction projects).

For the Chief of Coast Artillery:

[S] E. T. BLOOD,
Colonel, C. A. C., Executive.

1 Incl. n/c

A True Copy:

Edward Von Geldern,

EDWARD VON GELDERN,

2nd Lt. F. A.

Subject: Military Roads and Trails Program, Hawaiian Department.

AG 611 Hawaii (2-19-41) M-WPD 4th Ind.

ESA

WAR DEPARTMENT, A.G.C.,

April 1, 1941.

To: Commanding General, Hawaiian Department.

1. Attention is invited to the preceding 2d and 3d Indorsements.

2. The program for road, trail and railroad construction contained in paragraph 3, basic communication, is approved for inclusion in the Hawaiian Defense Project in place of the road, trail and railroad program approved by 3d Indorse-

ment, February 18, 1941, to the letter, subject: "Military Road and Trail Program, Hawaiian Department", AG 611 Haw. Dept. (11-8-40) H-WPD.

3. It is desired that you submit a breakdown of the items contained in the road and trail program approved herein to show the expenditures contemplated for augmentation and for maintenance. In this connection, attention is invited to your 1st Indorsement, January 16, 1941, to the letter, subject: "Maintenance and repairs of Fortifications, Estimate of Funds for FY 1943" (Engr. 121.2, Forts), in which you request funds for the maintenance of roads. The breakdown requested is necessary to insure that no duplication will be encountered in the defense of estimates to be submitted for the completion of this program.

By order of the Secretary of War:

Major General, The Adjutant General.

Incl. w/d

A True Copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

Proposed program, tactical items

Priority			Type		Estimated cost by troop constr.
Old	Rec.		Present	Rec.	
25	1a	Schofield-Walkana	Pack Trail	Motor Trail	\$170,000
28	b	Kunia-Palehua	Motor Trail	10' WB Macadam	75,000
23	c	Pupukea-Black Junction	Pack Trail	Improve	12,720
32	d	Poanoho Trail	Foot Trail	Improve	10,000
20	e	Wiliwili Road	Dirt Road	10' Class B	17,900
21	f	Wiliwili Trail	Foot Trail	Pack Trail	10,000
1	2a	Fort Weaver-155mm Gun Positions.	None	10' Class B	8,900
2	b	Fort Ruger Roads	None	10' Class B	4,000
3	c	Barbers Point East SL Route	None	SL Trail	1,000
4	d	Mailli Marker SL Route	None	SL Trail	6,000
5	e	Maillūli SL Route	None	OL Trail	6,600
8	3a	Barbers Point Road Net Paving	Coral Roads	Paved Motor Roads	75,000
10	b	Wahiawa-Pupukea Paving	Motor Trail	10' Class A & B	200,000
6	c	Koera Point SL Route	None	SL Trail	1,000
7	d	Wailea Point SL Route	None	SL Trail	1,000
17	e	Fahuhu CP Route	None	OP Trail	2,100
11	4a	Waimea Pupukea	Foot Trail	10' Class B	45,000
None	4	Alternate Crossing S. Faloraun Gulch.	Raised Ford	Bridge	6,000
14	5a	Ordnance Magazine Area, Schofield Barracks.		22' Class A	33,000
20	b	Mananahua Ridge Route	Motor Trail	Water Bound Macadam.	74,900
19	c	Koolau Ridge Trail	Foot Trail	Improve	
24	d	Kaiwailon Trail	Foot Trail	Improve	
26	e	Waiawa Route	Foot Trail	Improve	
15a	6a	Haleiwa-Opacula Approach Road	Dirt Road	Improve	} 111,800
15b	b	Fawalloe-Anahulu " "	Dirt Road	Improve	
15c	c	Ashley Station " "	Dirt Road	Improve	
18	d	Kopuhi OP Route	Foot Trail	Improve	
16	7a	Kahuku-155mm Gun Positions	Dirt Road	10' Class A	
27	b	Fua Palailai OP Route	Foot Trail	10' Class B	9,300
		Total			\$901,020

A True Copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

[7] Engr. 511

5th Ind.

HEADQUARTERS, HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 26 May 1941.

To: The Adjutant General, Washington, D. C.

1. Reference is made to the following correspondence:

a. AG 611, Haw. Dept. (11-8-40) M-WPD; Military Road and Trail Program, Hawaiian Department.

b. AG 660 (4-19-41) M; Expenditure Program, Seacoast Defense Fund, Fiscal Year 1942.

c. Eng. 121.2 (Forts); Maintenance and Repair of Fortifications, Estimate of Funds for Fiscal Year 1943, (cited in Paragraph 3, 3rd Indorsement above).

2. a. Road, trail and railroad program submitted in reference a was approved by War Department 3rd Indorsement, February 18, 1941, subject to the following:

(1) That Mr. Moskowitz be contacted to secure a maximum of the unobligated portion of \$446,000.00, previously allotted the PRA for Hawaii, for the construction of the road and trail items in the approved program.

(2) That revised estimates be submitted for the railroad items in the approved program.

b. 4th Indorsement, this headquarters, April 4, 1941, submitted the following:

(1) Recommendation that \$446,000.00 available to the PRA be not diverted from the purpose for which originally allotted, namely, construction of the Wahiana cut-off and the Kolokolo-Waiamoa Road.

(2) Revised estimates for the railroad items and reduced estimates for the road and trails portions of the program by the \$70,400.00 made available on December 7, 1940.

(3) Cross-referenced the originally approved program, items 1-19 inclusive, with the additional items, 20-29 inclusive, approved herein and submitted revised estimates in the amount of \$951,020.00 for the road and trail items and \$298,000.00 for the railroad items. The total cost, \$1,249,620.00 supersedes estimate of \$1,370,020.00 reported in basic letter herewith.

[8] 3. Reference b informed this headquarters that regular estimates for Seacoast Defense funds, FY 1942 include \$300,000.00 for the construction of the railroad items and \$50,000.00 for road and trail items. Release of these funds will cover the construction of the railroads (\$298,600.00) and will reduce the required funds for the completion of the roads and trails to \$901,020.00.

4. a. Reference c submitted estimates in the amount of \$286,000.00 for the upkeep of military roads and trails during FY 1943. These estimates were based upon the maintenance of these roads and trails already constructed in this department, since at the time of submission, the augmentation program did not have War Department approval. The great increase in FY 1943 estimates over those of previous years has been due primarily first, to the necessity of procuring new plant and equipment as replacements for outworn units and second, to the necessity supplanting WPA employees with hired labor as a result of the increasing non-availability of the former.

b. The breakdown of the \$286,000.00 estimate showed the proportional amounts of the total which would be expended on existing roads and trails. In view of the approval by 4th Indorsement of the revised road, railroad, and trail program, which contains funds for the improvement of certain existing roads, the original breakdown of FY 1943 maintenance estimates is no longer applicable. Specifically, maintenance funds for the Wahiana-Purukea Road and Barbers Point Road net can be reduced considerably; at the same time, however, the construction of new roads and trails during FY 1943 and ensuing years. Attached as inclosure No. 1 is a revised tabulation of maintenance funds required during FY 1943 for all existing roads and trails and those to be constructed under the approved program. This breakdown shows specifically the purposes for which these funds will be expended. Revised estimates decrease the funds originally requested by \$34,000.00.

c. 1st Indorsement, January 16, 1941, which forwarded the estimates cited in paragraph 5a, recommended immediate release of \$100,000.00 of the \$286,000.00. This \$100,000.00 is necessary for the purchase of materials and additional plant and the hiring of labor for the maintenance of long neglected existing roads and trails, funds for the improvement of which have not been included in the approved augmentation program.

[9] 5. As explained in the foregoing paragraphs, there is no duplication in the funds still required for the construction of the approved augmentation program, \$1,249,620.00 or \$901,020.00 if the \$350,000.00 in FY 1942 estimates is made available and the funds, totaling \$252,000.00, required for maintenance; the \$1,249,620.00 construction estimate includes no funds for maintenance and the \$252,000.00 maintenance estimate includes no funds for new construction.

6. It is recommended:

a. That in accordance with the revised estimates cited in paragraphs 3b (3) and 4, above, funds in the amount of \$901,020.00 for the completion of the approved road, trail and railroad program be included in FY 1942 estimates to supplement the \$350,000 expected to be released.

(b) That the revised estimates in the amount of \$252,000.00 be substituted for the \$236,000.00 now included in FY 1943 estimates for the maintenance and repair of military roads and trails and that \$100,000.00 of this amount be released to this department during FY 1942.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

1 Incl: Revised estimate.

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[10] Subject: Military Roads and Trails Program, Hawaiian Department.
AG 611 Hawaii (2-19-41) MC 6th Ind. 21-H/agb-1712

WAR DEPARTMENT, A. G. O., June 9, 1941.

To: Chief of Coast Artillery and Chief of Engineers, IN TURN:

For remark and recommendation.

By order of the Secretary of War:

1 Incl. n/o

Adjutant General.

611/45-A-10

7th Ind.

3.

WAR DEPARTMENT,
Office, Chief of Coast Artillery,
June 12, 1941.

To: Chief of Engineers.

1. The records of this office indicate that the necessary action has been taken with a view to accomplishing the recommendations appearing in paragraph 6 a of 5th Indorsement, assuming that that portion of the recommendation reading "FY 1942" was intended to read "FY 1943".

2. With respect to the recommendation appearing in paragraph 6 b of 5th indorsement, preliminary estimates for FY 1943 do not now include a specific item for maintenance and repair of military roads and trails. The total sum now appearing in the preliminary estimates FY 1943 under Project 11—Alteration, maintenance and repair of fortifications—is \$225,000. FY 1942 estimates for Project 11 total \$173,710. The portion of these funds to be applied to maintenance of roads and to strictly fortification works appears to be discretionary with the Commanding General, Hawaiian Department. However, the basis for estimating these funds for FY 1941 included specifically \$59,000 as applicable to road maintenance.

For the Chief of Coast Artillery:

LEONARD L. DAVIS,
Lt. Col., C. A. C.,
Assistart.

1 Inclosure
(Dup. w/d).

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[11] C. of E. 611 (Hawaii).
Subject: Military Roads and Trails Program, Hawaiian Department.

8th Ind.

6-E

OFFICE, C. OF E.,
July 1, 1941.

To: The Adjutant General.

1. Reference paragraph 6 a of 5th Indorsement and paragraph 1 of preceding Indorsement, it is recommended that authority be granted to include the \$901,020 required for the completion of the approved road, trail and railroad program in the supplemental estimates for Fiscal Year 1943 at the first opportunity.

2. The remarks of the Chief of Coast Artillery in paragraph 2 of 7th Indorsement are concurred in.

For the Chief of Engineers:

GEORGE MAYO,
Lt. Col., Corps of Engineers,
Chief, Fortification Section.

1 Inclosure n/c.
CG of OCCA

A True Copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[12] Subject: Military Roads and Trails Program, Hawaiian Department.
AG 611 (2-10-41) MC-K 9th Ind. EGA
WAR DEPARTMENT, A. G. O., July 18, 1941.
To: Commanding General, Hawaiian Department.

1. Funds in the amount of \$300,000 for railroads and \$50,000 for roads and trails are now available from FY 1942 appropriations for construction contained in the approved Road, Trail, and Railroad Program. These funds will soon be released to the District Engineer. Additional funds in the amount of \$900,000 have been included in tentative estimates, FY 1943 for the completion of the approved Road and Trail Program. This latter amount will be requested at an earlier time in the event that further supplemental FY 1942 estimates are prepared.

2. General maintenance funds to the amount of \$173,710 are now available from FY 1942 appropriations and a substantial amount thereof has been released to the District Engineer, Honolulu. The portion of these funds to be applied to the maintenance of roads is discretionary with you. Additional general maintenance funds to the amount of \$223,000 have been included in preliminary estimates, FY 1943.

3. An additional amount of \$140,000 will be included at the first opportunity in estimates to be submitted to provide further funds for maintenance of roads and trails in your department.

By order of the Secretary of War:

Major General,
The Adjutant General.

Incl. w/d

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit 1B]

Via "Clipper"
Air Mail
Engr. 600.12

COMMANDER,
Fort Shafter, T. H., 5 April '41

[EXTRACT]

Subject: Construction at Bellows Field, T. H.
To: The Adjutant General, Washington, D. C.

1. Reference is made to 1st Indoresment, The Adjutant General's office, file AC 370.5 (2-15-41) M-D, dated 5 March 1941 which authorized the permanent assignment of the 86th Observation Squadron and the 58th Bombardment Squadron at Bellows Field.

* * * * *

5. The improvement of the runways consist in lengthening the present runway from about 2800' to 3400' and widening from 150' to 300'. The new runway is 5000' long and 300' wide. Cross-connection the existing and the new runway is a paved taxi strip and parking strip 300' wide and 2200' long with a servicing mat 300' x 600' adjacent to the taxi strip. All runways, servicing mats and taxi strips will be asphaltic concrete. Other installations required are an airdrome control tower and an aqua-gasoling system of 600,000 gallon capacity. The necessary tanks for this gasoline system are on hand. A complete system of airport lighting and sewer, water, and power utilities will be necessary. Miscellaneous installa-

tions include man-proof fences around vital installations, improvement of the drainage of the camp area, pistol and 1000' machine gun ranges, and roads and sidewalks.

* * * * *

7. The improvements recommended are all necessary. Funds for improving the runways in particular should be expedited. The District Engineer has informed me that it is possible at this time to secure on the mainland the necessary plant and equipment for this paving but that unless contracted for in the very near future, it will not be much longer available.

* * * * *

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

3 Incls:

- No. 1 Tabulation of Housing Needs
- 2 Layout Map*
- 3 Tabulation of Cost Estimates

*(Filed in Drafting Room; Bellows Field #1)

No R/S was prepared. Verbal approval of C/S and signature secured by Major Fleming, 5 April 1941.

Copy to Hawaiian Air Corps 4/8/41

Copy to District Engineer 4/17/41

A true copy:

Edward von Geldern
EDWARD VON GELDERN
2nd Lt., F. A.

Subject: Additional funds for Completion of Authorized Mobilization Housing Project, Hawaiian Department

2nd Ind. (12-P3)

WAR DEPARTMENT,
OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C., June 26, 1941

To: The Quartermaster General.

1. Reference is made to Paragraph 1.c. of basic communication which indicates that funds in the amount of \$990,769 will be included in future estimates for the projects at Wheeler, Hickam, and Bellows Fields, as requested in Paragraph 2.a,b, and c of basic communication.

For the Chief of the Air Corps

FRANK M. KENNEDY
Colonel, Air Corps
Chief, Buildings and Grounds Division

Copied from Project Letter B-1

A true copy:

Edward von Geldern
EDWARD VON GELDERN,
2nd Lt., F.A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941.

Engr. 600.12

Subject: Construction at Barking Sands Field, Kauai, T. H.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's Office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Barking Sands Field on Kauai be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 6 officers and 107 men, and 1 National Guard company to provide local security of 4 officers and 116 men, total 10 officers and 223 men. In addition to this permanent garrison, two heavy bombardment squadrons of 37 officers and 206 men each from Hickam Field will be sent to Barking Sands for training. While these bombardment squadrons will change, two will be temporarily stationed at all times at this field. The total garrison at Barking Sands including temporary and permanent troops will be 84 officers and 635 men.

3. Some buildings have been and are being erected at this field by the WPA. Additional buildings will be necessary and the WPA Administrator has informed me that neither his material funds nor his available labor will be sufficient to complete the required program. There is inclosed as Inclosure No. 1 a tabulation showing the buildings, built and building by the WPA and the additional buildings required which include administration buildings, shops, warehouses, recreation buildings, mess halls, officers' quarters and other structures. Complete utility system should be provided for this camp. All buildings to be mobilization type.

4. Other construction recommended consists in improvement of flying conditions by the grading of two runways 5000' by 500' and the paving of a 200' strip on each runway for a length of 5000', the construction of a servicing mat and the installation of a complete airport lighting system. Storage for 450,000 gallons of gasoline will soon be installed by the District Engineer with funds now available to him; in this storage nine of the eighty [2] 50,000-gallon tanks now on hand will be utilized. These tanks are now designed for the aqua system; at this time, however, the tanks are being installed for storage only and if at a later date the necessity develops, this storage system can be readily converted into the aqua system. Also included in the cost estimates are miscellaneous items such as an airdrome control tower, pistol and 1000' ranges and man-proof fencing around vital installations. Roads within the camp area have also been included in the cost estimates; an improvement to the access road to this military reservation from the nearest point on the Kauai belt road has been the subject of discussion with the local public roads administration under the provision of Section 18 of the Federal Highway Act of 1940. Surveys of this road are now being made by the Territorial Highway Department; these surveys have not been completed. The local Public Roads Administration officials, based on a reconnaissance, estimate that this access road will cost about \$150,000. As it is doubtful whether either territorial or Federal Highway funds will be available for construction on this amount has also been included in the estimates. Telephone costs have been estimated at 2½% of building costs as directed in Chief Signal officer's radio of 11 March 1941. In determining the building costs a constructive evaluation of the work already done by the WPA based upon costs of the new buildings recommended in this letter was used to arrive at the total costs.

5. There are inclosed as Inclosures Nos. 2 and 3, a layout drawing of this field and a tabulation of cost estimates of the buildings and other improvements required. These cost estimates were prepared by the District Engineer, Honolulu, and include not only direct but also the indirect costs of the job. The total required to complete the installation is \$1,772,220.

6. It is recommended that the improvement of Barking Sands be authorized and that funds in amount of \$1,772,220.00 be released to the District Engineer, Honolulu, to initiate this construction.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

3 Incls: #1—Bldg tabulation
#2—Layout drawing
#3—Cost Estimate

A true copy:
Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941.

In reply refer to:
Via "Clipper" Air Mail
Engr. 600.12

Subject: Construction at Hilo Airport.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Hilo airport be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 4 officers and 50 men, and 2 National Guard companies to provide local security of 4 officers and 116 men each, total 12 officers and 382 men. In addition to this permanent garrison, one heavy bombardment squadron of 37 officers and 206 men from Hickam Field will be sent to this field for training. While this squadron will change, at least one will be temporarily stationed at this field a large part of the time. The total garrison at Hilo therefore will be 49 officers and 588 men.

3. Some buildings are now being erected at this field by the WPA. Additional buildings are needed and the WPA Administrator has informed me that neither his material funds nor his available labor will be sufficient to complete the required program. The buildings now being built and the additional ones required are tabulated in the cost estimates. A complete utility system is recommended. Buildings will be mobilization type.

4. The runways at the Hilo airport will be improved through a CAA contract under supervision of the District Engineer, Honolulu. Additional improvements needed are the installation of storage for 450,000 gallons of gasoline; for this 9 of the 80 50,000-gallon tanks now on hand will be utilized. These tanks were designed for the aqua system, but simple storage only is recommended at this time. If the need later develops, this storage can readily be converted to the aqua system as all fittings will be available on the tanks.

[2] 5. There are inclosed as Inclosure No. 1 a tabulation of cost estimates and as Inclosure No. 2 a layout map of the field. In addition to the items already mentioned, these estimates include miscellaneous items such as roads, airdrome control tower, pistol and 1000 inch ranges and telephone installations. These telephone costs have been estimated at 2½ per cent of the building costs as directed in Chief Signal Officer's radio of 11 March 1941. In determining the total building costs a constructive evaluation of the work now being done by the WPA was combined with the estimated costs of construction recommended in this letter. The estimates in the tabulation were prepared by the District Engineer, Honolulu, and include indirect as well as direct costs of the job.

6. It is recommended that this construction on the present military reservation at the Hilo airport be authorized and that funds in the amount of \$670,140 be allotted to the District Engineer, Honolulu, to complete the installation.

2 Incls: #1 Cost Estimates
#2 Layout map

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

A true copy:
Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941

In reply refer to:

Via "Clipper" Air Mail

Subject: Construction at Homestead Field, Molokai, T. H.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's Office, file AG 560 (3-7-41)M-G-M, 14 March 1941, Subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Homestead Field, Molokai, T. H., be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 4 officers and 50 men, and 1 National Guard Company to provide local security of 4 officers and 116 men, total 8 officers and 166 men. In addition to this permanent garrison, one pursuit squadron of 33 officers and 157 men from Wheeler Field will be sent to this field for training. While this squadron will change, at least one will be temporarily stationed at this field a large part of the time. The total garrison at Homestead Field therefore will be 41 officers and 323 men.

3. Some buildings have been and are being built at this field by the WPA. Additional buildings are needed and the WPA Administrator has informed me that neither his material funds nor his available labor will be sufficient to complete the required program. The buildings now being built and the additional ones required are tabulated in the cost estimates. A complete utility system is recommended. Buildings will be mobilization type.

4. The runways at the Homestead Field will be improved through a CAA contract under supervision of the District Engineer, Honolulu. Additional improvements needed are the installation of storage for 350,000 gallons of gasoline; for this 7 of the 30 50,000-gallon tanks now on hand will be utilized. These tanks were designed for the aqua system, but simple storage only is recommended at this time. If the need later develops, this storage can readily be converted to the aqua system as all fittings will be available on the tanks.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

[2] 5. There is included a tabulation of cost estimates. In addition to the items already mentioned, these estimates include miscellaneous items such as roads, airdrome control tower, pistol and 1000 inch ranges and telephone installations. These telephone costs have been estimated at 2½ per cent of the building costs as directed in Chief Signal Officer's radio of 11 March 1941. In determining the total building costs a constructive evaluation of the work now being done by the WPA was combined with the estimated costs of construction recommended in this letter. The estimates in the tabulation were prepared by the District Engineer, Honolulu, and include indirect as well as direct costs of the job.

6. It is recommended that this construction on the present military reservation at Homestead Field be authorized and that funds in the amount of \$407,600.00 be allotted to the District Engineer, Honolulu, to complete the installation.

1 Incl: Cost Estimates.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., May 2, 1941.

Engr. 600.12

Via "Clipper" Air Mail

Subject: Construction at Morse Field, Hawaii

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating condition. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Morse Field on Hawaii be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 6 officers and 107 men, and 1 National Guard company to provide local security of 4 officers and 116 men, total 10 officers and 223 men. In addition to this permanent garrison, two heavy bombardment squadrons of 37 officers and 206 men each from Hickam Field will be sent to Morse Field for training. While these bombardment squadrons will change, two will be temporarily stationed a large part of the time at this field. The total garrison at Morse Field including temporary and permanent troops will be 84 officers and 635 men.

3. Some buildings have been built at this station by troop labor. Other buildings have been and are being built by the WPA. Additional buildings and improvements are necessary; I believe that the requirements of training preclude any extensive use of troop labor and the WPA Administrator has informed me that neither his material money nor his available labor will be sufficient to complete the required program. These additional buildings will all be of mobilization type construction for use as operations buildings, shops, administrative and supply buildings, barracks, mess halls, magazines, etc. A complete system of utilities should be provided.

4. Other construction recommended consists in improvement of flying facilities by the paving of a main runway 3400 feet long and 300 feet wide, and its extension by grading, leveling and light paving to a length of 4150 feet and width of 400 feet. Because of prevailing wind conditions, only one paved runway is considered necessary by the Commanding General, [2] Hawaiian Air Force. Necessary taxi mats, service mats and warming up aprons will be graded and paved. A complete airport lighting system will be installed. Gasoline storage for 450,000 gallons utilizing nine of the eighty 50,000-gallon tanks now on hand will be installed; because of the shortage of water at this field, this will be plain storage and not the aqua system. There is inclosed as Inclosure No. 1, a layout map of this field. It will be noted that considerable areas in the vicinity of the runway are shown for light paving. This is necessary; the soil at this field is very fine and with the prevailing high velocity wind there is a serious dust problem as this dust affects the engines of the planes. The shortage of water makes stabilization by sodding or vegetation impracticable, and the most practical way that this problem can be solved is to stabilize by light paving.

5. There is inclosed as Inclosure No. 2 a tabulation of cost estimates of the buildings and other improvements required. In addition to the items already mentioned, miscellaneous items such as roads, pistol and 1,000 inch ranges, an Airdrome Control tower, and telephone installations have been included. These telephone costs have been estimated at 2½ percent of building costs as directed in Chief Signal Officer's radio of 11 March 1941. In determining the building costs a constructive evaluation of the work already done by troop labor and the WPA based upon costs of the new buildings recommended in this letter was used to arrive at the total costs. The estimates in the tabulation were prepared by the District Engineer, Honolulu, and include the indirect as well as the direct costs of the job.

6. It is recommended that the improvement of Morse Field be authorized and that funds in the amount of \$1,687,530 be allotted to the District Engineer, Honolulu, to complete the installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2. Incls: #1—Layout Map
 #2—Cost Estimates

A true copy

EDWARD VON GELDERN,
2nd Lt. F. A.

[CONFIDENTIAL]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Ft. Shafter, T. H.

Engr. 600.12

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. At present the Hawaiian Air Force has under lease an unimproved landing field located at Haleiwa, on the north shore of Oahu, about ten miles airline distance from Wheeler Field. There are no paved runways, and no installations other than boundary marking lights. No permanent detachment is quartered there. The field is used for practice landings, etc. by the pursuit aviation at Wheeler Field.

3. It is proposed that this field be improved by the grading and paving of one runway 4000' by 300' and by the installation of other facilities for flying operations. These will include an operations building and airdrome control tower and storage for 100,000 gallons of gasoline using two of the eighty 50,000 gallon tanks now on hand. This storage will utilize the aqua system. A small galvanized warehouse for oil storage will be provided.

4. The only garrison at this field will consist of a small permanent detachment to refuel and handle planes on the ground and to operate radio and control installations. For this detachment a combined barracks and mess hall will be provided.

5. It is recommended that the improvement of Haleiwa Airport be authorized as outlined above and that funds in the amount of \$450,000 be allotted to the District Engineer, Honolulu for this construction.

1 Incl: Cost Estimate

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2d Lt. F. A.

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H.

AG 580 (5-22-41) MC

RPM/agb-1712

1st Ind.

WAR DEPARTMENT, A. G. O., *May 27, 1941.*

To: Chief of the Air Corps and Chief of Engineers, IN TURN:

For remark and recommendation.

By order of the Secretary of War:

Adjutant General.

1 Incl. n/c

2nd Ind.

(9)

WAR DEPARTMENT,
OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C., May 31, 1941.

To: Chief of Engineers.
Approval recommended.
For the Chief of the Air Corps:

[S] Edward P. Curtis,
EDWARD P. CURTIS,
Major, Air Corps, Executive, Plans Division.

1 Incl. n/c

A True Copy:

EDWARD VON GELDERN,
2nd Lt., F. A.

300.1 (Haleiwa Airfield, T. H.) 1

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H. (Let. from Hawaiian Dept. H", to AGO, 5/22/41)

3rd Ind.

3-N

OFFICE, C. OF E., June 10, 1941.

To the Adjutant General.

1. Approval recommended.

2. It is assumed that the District Engineer at Honolulu collaborated with the Hawaiian Department Commander in preparation of the estimate inclosed with the basic communication. Further delay in verification of this estimate is not considered advisable inasmuch as the funds required can be rectified if necessary in the future.

3. Funds for this construction at Haleiwa, Oahu, T. H. are available in this office under the Miscellaneous Construction Reserve provided this construction is of a high priority, the urgency for which is not known in this office.

4. If authorized it is requested that the amount of \$450,000 be approved for allotment from funds reserved under the Miscellaneous Construction Reserve for construction of the buildings, gasoline storage and runways as specified in the inclosed estimate.

For the Chief of Engineers:

JOHN R. HARDIN,
Major, Corps of Engineers,
Chief, Construction Section.

Inclosure: Sub 1

A True Copy:

EDWARD VON GELDERN,
2nd Lt., F. A.

Subject: Improvement of Airfield at Haleiwa, Oahu, T. H.

AG 580 (5-22-41) MC-D

4th Ind.

RPM/agb-1712

WAR DEPARTMENT, A. G. O., June 25, 1941.

To: Chief of Air Corps.

1. You are authorized to proceed with plans for construction of an airfield at Haleiwa, on the island of Oahu, as indicated in basic communication.

2. You are authorized to include in the next available estimates, funds for the accomplishment of this project, in the amount of \$450,000, as recommended in basic communication.

3. The allotment of Miscellaneous Construction Reserve Funds for this project, as recommended in paragraph 3, 3rd Indorsement, is not favorably considered as these funds are required for other purposes.

By order of the Secretary of War:

D. R. VAN SICKLER,
Adjutant General.

1 Incl.—n/c

Copies to:

Chief of Engrs. Ref. his 3rd Ind., 600.1 (Haleiwa Airfield, T. H.) 1.
6-10-41, to TAG.

Commanding General, Haw. Dept. Ref. his basic ltr., Engr. 600.12,
5-22-41, to TAG, w/cys. of 1, 2, & 3 Inds.

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[1]

[CONFIDENTIAL]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,

22 May 1941.

In reply refer to:
Via "Clipper" Air Mail
Engr. 600.12Subject: Construction at Burns Field, Kauai, T. H.
To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. It is recommended that Burns Field be developed into an outlying field with a rotating garrison as follows: 1 air base detachment of 4 officers and 50 men, 1 National Guard company to provide local security of 4 officers and 116 men, total 8 officers and 166 enlisted men. In addition to this garrison, one heavy reconnaissance squadron of 43 officers and 233 men will be sent to this field for training. Either this squadron or a heavy bombardment squadron will be stationed at this field a large part of the time. The total garrison at the field will therefore consist of 51 officers and 399 men.

3. Some buildings have been erected at this field by soldier labor. Other buildings are necessary and soldier labor is not available for their construction. These buildings have been tabulated in the cost estimates, Inclosure No. 1. All buildings will be of mobilization type construction. The installation of a complete system of utilities is recommended.

4. The runways at Burns Field are authorized for improvement by a CAA project. Additional improvements needed are the installation of storage for 200,000 gallons of gasoline; for this four of the eighty 50,000-gallon tanks now on hand will be utilized. These tanks were designed for the aqua system, but simple storage only is recommended at this time. If the need later develops, this storage can be readily converted to the aqua system as all fittings will be available on the tanks.

[2] 5. There is inclosed as Inclosure No. 1 a tabulation of cost estimates. In addition to the items already mentioned, these estimates include miscellaneous items such as roads, airdrome control tower, pistol and 1000-inch range and telephone installations. These telephone costs have been estimated at 2½% of the building costs as directed by the Chief Signal Officer's radio of 11 March 1941. The estimates include direct as well as indirect costs of the job.

6. It is recommended that this construction be authorized on the present military reservation at Burns Field and that funds in the amount of \$636,163.00 be allotted to the District Engineer, Honolulu, to complete the installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

1 Incl: Cost Estimates

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H.

Via "Clipper" Air Mail
Engr. 600.12Subject: Proposed Airfield on the Island of Lanai.
To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, the Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective."

At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. Included in the plan for dispersion of facilities is a proposed airport on the Island of Lanai. A location has been selected and preliminary negotiations for leasing have been made. The land is owned by the Hawaiian Pineapple Company which is willing to lease it to the government on a twenty-five (25) year lease in return for one dollar a year rental and the use of the flying field. The location of the field, barracks area, and a proposed bombing range are shown on map, scale 1/62,500 inclosed as Inclosure No. 1. Project letter for the bombing range has already been submitted by letter to The Adjutant General, subject: "Construction of Night Bombing Range, Island of Lanai" file Engr. 686 dated 16 May 1941.

3. It is proposed to improve this field by the grading and paving of two 5,000' runways 300' wide and by the installation of facilities for flying operations. These will include the necessary operations buildings and shops, airdrome control tower and storage for 200,000 gallons of gasoline using four of the eighty 50,000 gallon tanks now on hand. Although these tanks were designed for the aqua system, only simple storage is proposed, although all the necessary fittings for later conversion to the aqua system will be installed.

4. The rotating garrison at this field will consist of an air base detachment of 4 officers and 50 men and a National Guard company for local security of 4 officers and 116 men, total 8 officers and 166 men. In addition to this garrison, a pursuit squadron of 33 officers and 157 men will be temporarily stationed at this field for training. While this squadron will change at least one will be temporarily stationed at this field a large part of the time. The total garrison, therefore, will be 41 officers and 323 men.

5. There is attached as Inclosure No. 2 a tabulation showing in detail the buildings and other construction proposed with estimated costs. These costs include not only direct but also indirect costs of the job. The total cost shown on this tabulation is \$1,990,000.00.

6. The following is recommended:

a. That this headquarters be authorized to proceed with negotiations for the lease of this site.

b. That construction and improvements outlined in Inclosure No. 2 be authorized.

c. That funds in the amount of \$1,990,000.00 be allotted to the District Engineer, Honolulu, to complete this installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2 Incls: #1 Map; #2 Cost Estimates.

A True Copy.

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

Subject: Proposed Airfield on the Island of Lanai.

AG 580 (5-22-41)MC

1st Ind.

RPM/agb-1712

WAR DEPARTMENT, A. G. O., May 27, 1941.

To: Chief of the Air Corps and Chief of Engineers, *IN TURN*:

For remark and recommendation.

By order of the Secretary of War:

2 Incls. n/c

Adjutant General.

2nd Ind.

WAR DEPARTMENT,
OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C. June 2, 1941.

To: Chief of Engineers.

Approval recommended. Attention is invited to the Memorandum for the Chief of Staff, (WPD 2550-22), 6-10-41, Subject: Estimates for the Construction of Airports for Hawaiian Air Force.

For the Chief of the Air Corps:

EDWARD P. CURTIS,
Major, Air Corps, Executive, Plans Division.

2 Incls. n/c

A true copy.

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

600.1 (Hawaiian Dept. Airfields) 83

Subject: Proposed Airfield on the Island of Lanai.

3d Ind.

3-N

OFFICE, C. OF E., June 16, 1941.

To the Adjutant General.

1. Approval recommended.

2. The estimate of cost as given in the basic communication was prepared by the District Engineer at Honolulu, T. H.

3. If authorized, it is requested that the amount of \$1,990,000 be approved for allotment to the District Engineer at Honolulu for the construction of buildings, utilities, runways, and other installations on the Island of Lanai, as recommended in the basic communication and inclosure thereto, from funds reserved under the Fifth Supplemental National Defense Appropriation Act (Pilot Training Schools Reserve), approved April 5, 1941.

For the Chief of Engineers:

JOHN R. HARDIN,
Major, Corps of Engineers,
Chief, Construction Section.

Inclosures: Subs 1-2

A true copy:

Edward Von Geldern
EDWARD VON GELDERN,
2nd Lieut. F. A.

Subject: Construction of Airfield at Lanai, T. H.

AG 580 (5-22-41) MC-G

4th Ind.

ESA

WAR DEPARTMENT, A. G. O., August 8, 1941.

To: The Commanding General, Hawaiian Department.

1. You are authorized to proceed with negotiations for the lease of the site referred to in basic communication.

2. The construction as recommended by you is authorized except that "Theatre Operations Type of Construction" be substituted for the "mobilization type" requested.

3. It is desired that funds required be included in the next budget estimates.

By order of the Secretary of War:

Major General,
The Adjutant General.

2 Incls. n/c

A true copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lieut. F. A.

[1]

[CONFIDENTIAL]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 2 May 1941.

Via "Clipper" Air Mail
Engr. 600.12

Subject: Construction at Proposed Airport, Parker Ranch Area, Hawaii, T. H.
To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, The Adjutant General's office, file AG 580 (3-7-41) M-C-M, 14 March 1941, subject: "Army's Second Aviation Objective." At the present time the existing units of the Hawaiian Air Force are overcrowded with the facilities available on Oahu. Additional first-class airports are urgently needed for present units and those immediately contemplated for reasons of training and operations in time of peace; in addition to this peacetime need more fields are required for purposes of dispersion under operating conditions. The Second Aviation Objective outlined in the letter cited will increase this existing need.

2. There has been for some time a realization that an additional field was necessary on the Island of Hawaii, and extensive studies have been made on its location. The best location found was about four miles from the town of Waimea on land owned by the Territory of Hawaii, and at present under lease to private cattle interests. The site consists of about 1,360 acres, and it is believed that the land can be transferred to the Federal government under Section 91 of the Organic Act. Preliminary negotiations to this end have been opened with the Territory. The location of the field is shown on map, scale 1/62,500, inclosed as Inclosure No. 1.

3. It is proposed that this field be improved by the grading and paving of three 5000-foot runways and by the installation of facilities for flying operations. These will include the necessary operations buildings, and shops, airdrome control tower, and storage for 300,000 gallons of gasoline, using 6 of the eighty 50,000-gallon tanks now on hand. Although these tanks were designed for the aqua system, only simple storage is proposed, as the shortage of water will preclude use of the aqua system. There is inclosed as Inclosure No. 2 a print of Department Engineer Map No. 11-1-25D41 which shows the boundary of the land and the location of the three 5000-foot runways.

4. The rotating garrison at this field will consist of an air base detachment of 4 officers and 50 men and a National Guard company for local security of 4 officers and 116 men, total 8 officers and 166 men. In addition to this permanent garrison, a heavy bombardment squadron of 37 officers and [2] 206 men will be temporarily stationed at this field for training. While these squadrons will change at least one will be temporarily stationed at this field a large part of the time. The total garrison therefore will be 45 officers and 372 men.

5. There is attached as Inclosure No. 3 a tabulation showing in detail the buildings and other construction proposed with estimated costs. These costs include not only direct but also indirect costs of the job. The total cost shown on this tabulation is \$1,992,600.00.

6. The following is recommended:

a. That this headquarters be authorized to proceed with negotiations for the acquisition of this site.

b. That construction and improvements outlined in Inclosure No. 3 be authorized.

c. That funds in amount of \$1,992,600.00 be allotted to the District Engineer, Honolulu, to complete this installation.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

3 Incls:

#1 Map

#2 Print, Map No. 11-1-25D41

#3 Estimated Costs

A True Copy

Edward von Geldern,

EDWARD VON GELDERN,

2nd Lieut. F. A.

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., April 14, 1941.

In reply refer to:
Via "Clipper" Air Mail
Engr. 600.12

Subject: Additional Airdrome, Hawaiian Department
To: The Adjutant General, Washington, D. C.

1. The recent and anticipated increases in the Pursuit Wing of the Hawaiian Air Force have emphasized the need of an airdrome to supplement the existing facilities at Wheeler Field. The latter field is now badly overcrowded with the planes stationed there.

2. A very thorough study has been made of the location of this additional air field by the Commanding General, Hawaiian Air Force, Department Engineer and the District Engineer. At least five separate locations were given serious consideration; one of these in the Barbers Point area was discarded first because of its proximity to the beach and second, because of objections by the Navy to interference with the new carrier aviation base in the Ewa plane area. Another location at Kahuku was discarded because of its proximity to the beach. A third on the flat ground about three miles north of Wahiawa was discarded by the Hawaiian Air Force because of bad flying conditions from turbulent air conditions. A fourth location in the general area to the east of the crossing over Kipapa Gulch by the Kamehameha Highway was discarded for similar flying reasons. The area finally selected between the Kipapa and Waikakalua Gulches and west of the Kamehameha Highway is believed to be the best possible location of this airdrome on the island of Oahu. There is inclosed a map on the scale of 1/20,000 showing the location of this field.

3. The garrison to be stationed at this field will consist of the 15th Pursuit Group of 84 officers and 729 enlisted men, an air base group (single) 28 officers and 490 men, and miscellaneous detachments of 5 officers and 75 men. Total strength 117 officers and 1,294 men. Complete construction with mobilization type facilities must be provided for the housing of this garrison. The present construction authorized for Hickam, Wheeler and Bellows Fields is insufficient for the needs of those three stations and it will be impossible to transfer any of the existing authorization to this new field.

4. It is estimated that at least 75% or 88 of the officers will be married and of this number 10% or 9 will be senior officers. Since there are no locations in this vicinity where these officers can be placed upon commutation and live in private quarters and also because of the tremendous housing shortage on Oahu, it is believed that Government quarters should be provided for these married officers. Recognizing that this [2] field must be constructed under emergency appropriations, it is proposed that these quarters not be as elaborate as usually constructed on Army Posts. With the unit costs estimated, houses similar in construction to the average in Honolulu can be provided. In addition it is also estimated that there will be 135 married noncommissioned officers in this garrison. Adequate quarters will also be provided for these married enlisted men and it is recommended that the War Department secure from the Federal Building Administration authorization for the construction of 135 low cost housing units at this field.

5. The improvement for flying operations consists of the installation of three runways each 5,000 feet long with a graded width of 400 feet and a paved width of 200 feet; the paving of taxi strip 200' x 5,000' and a servicing apron 300' x 600'. A complete installation of airport lighting is proposed. Bunkers for the protection of airplanes against hostile bombardment will be installed as part of the airport and the cost of these bunkers and necessary approaches are included in the cost estimates. It is also proposed to install storage for 900,000 gallons of gasoline with the aqua system. In this storage 18 of the 80 50,000 gallon tanks now on hand will be utilized.

6. The housing proposed will be mobilization type construction. It will include barracks, mess halls, and recreation facilities for the men, buildings for flying operations such as an airdrome control tower, Air Corps technical schools, supply rooms, and housing for maintenance facilities. In addition mobilization type construction is proposed for the necessary post overhead, buildings such as a fire station, a guard house and an infirmary and warehouses for commissaries, etc. A complete system of utilities is covered in the estimates. In designing the water supply and sewage disposal systems provision has been made for the

eventual expansion of the garrison to 4,000 men. This increase in capacity is proposed to take care of the possibility of assigning an anti aircraft regiment as part of this garrison. Shown on the map accompanying this letter are two areas shaded in blue. The area near the runway will be used for the construction of the service buildings incidental to flying operations. The 40 acre tract shown to the north of the runways will be utilized for construction of housing facilities for both officers, married noncoms, and enlisted men. The land where the runways and the adjacent blue area are located is now cultivated cane land. The area of the 40 acre tract is cultivated pineapple land; the cane land involved is about 250 acres minimum. If these sites are secured by lease it is estimated that the cane land will cost \$30.00 per acre per year and the pineapple land \$25.00 per acre per year, or a total annual rental of \$8,500. If this land is purchased the cane land will cost about \$1,000 and the pineapple land about \$500.00 per acre; a total cost of about \$270,000.

7. There is inclosed a tabulation showing the buildings which should be constructed with cost figures and cost estimates on runways and other flying facilities and on utility systems. These estimates show a total estimated cost of \$4,668,950 not including cost of land. As stated shows if the land is leased there will be a yearly rental of \$8,500. If the land is purchased the total cost is estimated at \$4,938,950.

[3] 8. It is recommended that the proposed location of this new field be approved and that funds in the amount of \$4,668,950 be allotted for construction if the War Department decides that securing the land on a lease basis is satisfactory. It is further recommended that if the War Department decides that this land should be purchased, additional funds in the amount of \$270,000 be made available.

(s) WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2 Incls:
#1 Map
#2 Tabulation

A true copy.
Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[CONFIDENTIAL]

PARAPHRASE OF RADIO FROM T A G:

Fifteenth Pursuit airbase at Kipapa is disapproved Stop Base is to be located at Kahuku Stop Personal letter twenty one July (?) from General Marshall to General Short covers this subject.

ULIO.

True copy.
Edward Von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit IC]

[1]

[SECRET]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., April 14, 1941.

In reply refer to: Engr. 600.96
Subject: Protection of Seacoast Defense Batteries.
To: The Adjutant General, Washington, D. C.

1. Reference is made to your secret radiogram No. 708, 4 April 1941, which was on the subject of protection for the seacoast defense batteries in this department and which suggested a conference with Mr. J. C. Letts of the Office of the Chief of Engineers during his recent visit in this department.

2. This radiogram stated that a letter covering this construction was being forwarded by mail. This letter has not as yet been received in this department. In order to save time, however, we're submitting recommendations without waiting for the arrival of this letter as its subject matter was explained in general by Mr. Letts.

3. There are three batteries involved in this protection; these are the two 16-inch gun batteries, Battery Hatch at Fort Barrette and Battery Williston at Fort Weaver and a 12-inch barbette gun battery, Battery Closson at Fort Kamehameha. A study of this problem has been made jointly by the Commanding General, Hawaiian Separate Coast Artillery Brigade, the District Engineer and Mr. Letts. They recommend the casemating of Battery Hatch and Battery Closson and provision of a tunnel type shield for Battery Williston. There is inclosed a chart showing the fields of fire of these batteries after the protection is installed. From this chart it will be seen that Battery Hatch has a field of fire from azimuth 295 to azimuth 80; and Battery Williston, a 360° field of fire. The red shading on this chart indicates the area in which the fire of four 16-inch guns can be placed. The yellow shading shows the additional area which can be covered by the fire of two 16-inch guns at Fort Weaver. The existing range circle of Battery Hatch is shown by the red line and Battery Williston by the black line. The chart indicates that there is an area about 5,000 yards in range west of Oahu which is now covered by the fire of Battery Hatch and which is not covered by the fire of Battery Williston. On the east side of the island the area now covered by fire from Battery Hatch, which is sacrificed by the casemating is well in the field covered by Battery Williston. The only loss in coverage is in the 5,000 yards to the west of the island and in the fact that the general area is now covered by the fire of only two 16-inch guns while under present arrangement this area is in part covered by the fire of four 16-inch guns.

[2] 4. I do not believe that this loss in coverage is at all important when compared to the necessity of providing protection for Battery Hatch in particular, and therefore concur in the recommendations of the Commanding General, Hawaiian Separate Coast Artillery Brigade.

5. Your radio also referred to our letter, subject: "Bombproof Construction for Magazines at Fort Barrette and Fort Weaver," dated 4 February 1941. The recommendations contained in this letter are reiterated. Since the recommendation is made that Battery Williston should have tunnel type shield protection which does not provide any protection for ammunition, a bombproof magazine for at least one-half of the propelling charges should be provided at that battery. Also due to the exposed position of Battery Hatch and the impossibility of camouflaging the existing magazines, it is believed that a bombproof magazine for one-half of the propelling charges should be provided at that battery in addition to the bombproof storage for 50 complete rounds in each casemate.

6. Reference is now made to letter, this headquarters, subject: "Defense of Naval Air Station, Kaneche Bay, Oahu, T. H." dated 18 February 1941, file 381, in which the War Department was advised that this department was assuming responsibility for the defense of the Kaneche Bay Area. It is believed that the growing military and naval importance of Kaneche Bay area makes it essential that a major calibre seacoast battery be installed for its protection. The need for this battery is urgent and its installation should not wait upon the manufacture of the armament. It is understood that there are some 12-inch long range gun batteries similar to Battery Closson on the mainland where the need for them no longer exists and it is recommended that the armament of one of these batteries be shipped to this department and funds provided for its emplacement in the Kaneche Bay area.

7. The following is therefore recommended:

a. That protection be provided for Battery Hatch by the construction of casemates and overhead cover, at Battery Closson by the construction of overhead cover, and at Battery Williston by the installation of tunnel type shields.

b. That a bombproof magazine for one-half of the propelling charges be authorized for Battery Williston and a similar magazine be authorized for Battery Hatch in addition to the storage of 50 rounds in each of the casemates.

c. That the armament of a 12-inch gun battery similar to Battery Closson to be obtained from a location on the mainland where it is no longer needed and shipped to this department and installed to cover the Kaneche Bay area.

(s) Walter C. Short
WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

1 Incl: Chart (Orig of Incl No1, is on file at H S C A B)

A True Copy:

EDWARD VON GELDERN,
2nd Lt., F. A.

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 31 July 1941.

[1]

in reply refer to:

AG 381/20

Kaneohe Bay Project.

Secret

Subject: Coast Artillery Armament for Naval Air Station, Kaneohe Bay.

To: The Adjutant General, Washington, D. C.

1. References:—

A Secret letter HHD to TAG, 14 April 1941, subject: "Protection of Seacoast Defense Batteries" file AG 662.1 (4-14-41) MC-E, HD Engr 600.96, with 4 indorsements.

B Secret letter TAG to HHD, 8 April 1941, Subject: "Defense of Naval Air Station, Kaneohe Bay, Oahu, T. H." file AG 381 (3-13-41) M-WPD, with 1st Indorsement HHD to TAG dated 16 June 1941.

2. The attached study was prepared by the Commanding General, Hawaiian Separate Coast Artillery Brigade in accordance with the directive contained in the 4th indorsement to reference A. In considering this study, reference should be made to a similar study which was submitted as an enclosure to 1st indorsement, reference B.

3. The recommendations contained in paragraph 6 of the attached study of the seacoast and antiaircraft defenses required for the protection of the Kaneohe Bay Naval Base (Incl. #1) are approved with the following exceptions:

a. It is believed a large proportion of the 15 AA searchlights recommended in paragraph 6a. should be equipped with SCR 268 sets instead of the M2 sound locators. The severe limitations imposed by the terrain and normal atmospheric conditions present in this area make mandatory the early detection of hostile aerial targets.

b. In order that personnel may be available to establish a headquarters for the Harbor Defenses of Kaneohe Bay, it is believed that instead of augmenting the seacoast personnel, as recommended in paragraph 6d. (2) by one battalion (TD) and three separate batteries (HD), that the increase should consist of one Coast Artillery regiment (HD), type B, (T/O 4-71, Nov 1/40), less band and one battalion. This organization will provide the necessary command and staff and attached medical personnel to permit the proper tactical organization of the defenses. The 155mm battalion can take the place of the second battalion of the Harbor Defense Regiment.

[2] 4. It is recommended:

a. That the eventual project for defense of the Kaneohe Bay Naval Air Station and Bellows Field, based on the installation of fixed armament, be as follows:

(1) *Armament:*

(a) Seacoast:

2 155 mm Gun Batteries (latest type).

2 6'' Fixed Gun Batteries (2 guns each).

1 16'' Long Range Casemated Gun Battery of 2 guns on Barquette Carriages.

(b) Antiaircraft:

3 90 mm AA Gun Batteries.

3 37 mm AA Gun Batteries to consist of 10 guns each.

48 Caliber .50 AA Machine Guns.

15 AA searchlights together with a minimum of 6 SCR 268 sets and 9 M2 sound locators.

(2) *Personnel:*

(a) Seacoast Artillery:

1 Battalion Coast Artillery (TD), 155 mm guns, (T/O 4-35, Nov 1/40).

1 Regiment Coast Artillery (HD), type B, less band and one battalion, (T/O 4-71, Nov 1/40).

(b) Antiaircraft Artillery:

1 Regiment Coast Artillery (AA), semi-mobile, less one gun battalion, (T/O 4-111, Nov 1/40).

b. That initially based on armament now available in the Hawaiian Department, the defense be constituted as shown below. The seacoast armament and personnel to be used in this defense must be moved from previously assigned positions in other parts of the island, thereby weakening the defense in other areas.

(1) Considering only personnel now present and available:

- 1 155 mm Gun Battery.
- 1 155 mm Gun Battery with additional assignment of five antiaircraft searchlights.
- 1 8'' Railway Gun Battery.
- 2 3'' Antiaircraft Gun Batteries.
- 1 Seacoast Searchlight Battery.

(2) Assuming that personnel under paragraph 4 a (2) (a) above will be made available at an early date and using armament now available in War Reserve, the defense can be organized as shown below. Under this plan no movement of armament from present assigned positions is required:

- 2 155 mm Gun Batteries
- 1 155 mm Gun Battery with additional assignment of five antiaircraft searchlights.
- 1 8'' Railway Gun Battery.
- 2 3'' Antiaircraft Gun Batteries.
- 1 Seacoast Searchlight Battery.

[3] c. That the increase in personnel and in major items of armament recommended in paragraphs 6 a and b, reference B, insofar as they relate to the Coast Artillery be amended to conform to paragraph 4 a. above.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

1-Incl: Revised Study on Seacoast and Antiaircraft Artillery Defense of the Kaneohe Naval Air Station (Secret) in trip.

A True Copy:

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[SECRET]

[1]

Subject: Coast Artillery Armament for Naval Air Station, Kaneohe Bay, Hawaiian Department.

AG 381 (7-31-41) MC-E

3rd Ind.

WAR DEPARTMENT, A. G. O., *October 30, 1941.*

To: Commanding General, Hawaiian Department.

1. Reference is made to:

a. Letter, this office, April 8, 1941, AG 381 (3-13-41) N-WPD, subject: Defense of Naval Air Station, Kaneohe Bay, Oahu, T. H.

b. Radio No. 320, your headquarters, September 13, 1941.

c. Letter, your headquarters, September 18, 1941, Engr. 662/4 x 662/7, subject: Provision of three (3) Panama Mount 155-mm Battery Positions and one (1) 8-inch Railway Gun Battery Position for the defense of Kaneohe Bay, Oahu, T. H.

2. The following temporary measures for the defense of the Kaneohe Bay area are approved:

a. Movement of one battery of 8'' railway guns now in storage at Fort Kamehameha to Mokapu Peninsula and temporary installation at site designated by you in reference c subject to local coordination of site with the Navy.

b. Installation of two batteries 155-mm guns on Panama mounts at sites to be selected by you.

3. Immediate personnel and armament requirements will be set:

a. By the transfer to the Hawaiian Department of the following units at their allotted strengths:

(1) One battalion, 57th Coast Artillery, TD, with battalion section, supply platoon T/O 4-32), and battalion section, medical detachment (T/O 4-31), attached, less guns and fire control equipment.

(2) 95th Coast Artillery (AA), Semimobile (less one gun battalion), with armament and equipment on hand. Authority is granted for the reorganization of the 37-mm gun battalion of this regiment into three [2] 37 mm gun batteries (8 guns each) and one (1) Caliber .50 MO battery (AA) (12 guns).

b. By the local activation of one 8'' railway battery (R/O 4-47) from personnel available in the Hawaiian Department.

4. Guns and fire control equipment for the battalion of 155 mm guns and the 8'' railway battery will be furnished from defense reserves on hand in the Hawaiian Department. Shortages will be filled in accordance with approved War Department priorities.

5. Personnel and equipment mentioned in Paragraph 3 *a.* above will be dispatched to the Hawaiian Department by first available shipping. It is estimated that troops will begin to arrive in your department about December 1, 1941. The shipment of the major items of organizational equipment and armament for reinforcing units is dependent upon the availability of bottoms of which no accurate forecast can be made at this time.

6. Theater of operations type housing is authorized for the personnel listed in paragraph 3 above. It is desired that estimates covering housing for this increased garrison be made the subject of separate correspondence.

7. Ultimate approval of one 8'' seacoast battery (fixed) in lieu of the 16'' battery recommended by you, and of two 6'' seacoast batteries (fixed) to replace the two batteries of 155 mm guns authorized for temporary defense is probable. The 8'' seacoast guns will not be available before July, 1942, and the 6'' seacoast guns not before December, 1942.

8. In view of the expected approval of fixed armament for the Kaneohe Bay Area the plan submitted by reference *c* for the installation of the 8'' railway battery on Mokapu Peninsula and for the construction of 155 mm gun positions is considered too elaborate. Plans should be revised to provide for temporary installation of the 8'' railway battery, and for construction of Panama mounts for two 155 mm gun batteries. Provision should be made for splinterproofing magazines and plotting room only and should be confined to that which can be constructed by field fortification methods and materials.

9. A revised project, to include detailed estimates of cost, is desired for the defense of Kaneohe Bay based on two batteries of two 6'' BC guns, and one battery of two 8'' BC guns, all shielded type.

[3] 10. No change in the eventual project for the antiaircraft defense of Kaneohe Bay over that prescribed for the temporary defense Paragraph 3 *a* (2) above, is contemplated.

11. Reinforcement of either the peace or war garrisons of the Hawaiian Department by additional troops for the beach and land defense of Kaneohe Bay is not contemplated at this time.

By order of the Secretary of War:

[s] E. S. ADAMS,
Major General,
The Adjutant General.

2 Incls:

- #1 Memor from Ch. of Eng. to Ch. of Coast Artillery, C. of E. 662B (Oahu), August 26, 1941.
- #2 1st Ind. fr. Ch. of Coast Artillery, to A. C. of S, WPD 663/45-F-1, July 23, 1941. (added)

Original Incl. #1 w/d)

A true copy.

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[SECRET]

Paraphrase

Radio 320—13th

SEPTEMBER 13, 1941

THE ADJUTANT GENERAL,
Washington, D. C.

Additional funds needed to complete railway gun position project also funds needed to erect positions in Kaneohe Bay area as para four B paren two paren letter this headquarters thirty one July nineteen forty one subject coast artillery armament for naval air station Kaneohe Bay paragraph due added costs of materials and labor in this area railway gun positions in approved project could not be built with funds allotted last fiscal year Stop Estimates prepared by district engineer Honolulu aver that one hundred seventeen thousand two hundred fifty six dollars required to add to funds received last fiscal year for railway gun

positions Stop Building of positions for one four gun eight inch railway battery and three four gun one fifty five batteries in Kaneohe Bay area estimated to cost two hundred fifteen thousand two hundred sixty five dollars Stop Above amounts include direct and indirect costs and are for sites recommended as first priority by commanding general Hawaiian Coast Artillery Command in which I agree for immediate construction paragraph project will follow Stop District engine Honolulu is submitting cost estimates to chief of engineers by radio Stop Pending the receipt of this letter strongly recommend that money in amount of three hundred thirty two thousand five hundred twenty one dollars be contained in pending appropriation bill.

SHORT.

A true copy:
 Edward von Geldern,
 EDWARD VON GELDERN,
 2nd Lt., F. A.

[SECRET]

[1] HEADQUARTERS HAWAIIAN DEPARTMENT,
 OFFICE OF THE DEPARTMENT COMMANDER,
 Fort Shafter, T. H., 18 September 1941.

In reply refer to:
 Engr. 662/4 x 662/7

Via "Clipper" Air Mail

Subject: Provision of three (3) Panama Mount 155-mm Battery Positions and one (1) 8-inch Railway Gun Battery Position for the Defense of Kaneohe Bay, Oahu, T. H.

To: The Adjutant General, Washington, D. C.

1. References:

a. Secret letter TAG to HHD, 8 April 1941, Subject: "Defense of Naval Air Station, Kaneohe Bay, Oahu, T. H." file AG 381 (3-13-41) M-WPD, with 1st Indorsement HHD to TAG dated 18 June 1941.

b. Secret letter HHD to TAG, 5 June 1941, Subject: "War Garrison for Initial War Operation", file AG 320.3/37b, with 1st Indorsement TAG to HHD, dated 22 July 1941.

c. Secret letter HHD to TAG 31 July 1941, Subject: "Coast Artillery Armament for Naval Air Station, Kaneohe Bay", file AG 381/20.

2. Reference a. directs that the Army assumes the responsibility for the defense of the Kaneohe Bay area. A study by this headquarters of the armament requirements for the defense of Kaneohe Bay and submitted by my 1st Indorsement to reference a. requested the inclusion of the following items of Seacoast Defense Armament in the Hawaiian Defense Project for this purpose:

3 Batteries of 155-mm guns.

1 Battery of two 12-inch barbette guns with related equipment

3. A restudy of the project for the defense of the Kaneohe Bay area submitted by reference b. recommended that the following armament be provided:

Two 155-mm gun batteries

Two 6-inch fixed gun batteries of two guns each

One 16-inch long range casemated gun battery of two guns on barbette carriages.

[2] 4. A realization of the fact that it will be at least two years before these items of fixed armament, namely, the two 6-inch batteries and the one 16-inch battery, can be installed, makes it necessary that some provision be made immediately for the employment of mobile artillery to defend this area. The 1st Indorsement from The Adjutant General's Office to reference b. authorized the following additional units for the defense of Kaneohe Bay:

One battalion of Coast Artillery, 155-mm guns with one additional gun battery.

One Harbor Defense Battery.

Pending the installation of the fixed batteries, it is recommended that the Seacoast Defenses of the Kaneohe area consist of the following items of mobile artillery:

Three 155-mm gun batteries.

One 8-inch railway gun battery.

The proposed locations and fields of fire of these batteries are shown on map, Inclosure No. 1.

5. Since there is no railroad running from Honolulu to Kaneohe Bay, it will be necessary to move this railway battery to Kaneohe Bay by truck trailer, and it is proposed to install this battery on fixed mounts similar to those of Battery Granger Adams on Black Point.

6. Each of the 155-mm battery positions should include the following:

- (1) 4 Panama mounts.
- (2) 4 splinterproof ammunition shelters for 25 rounds at each gun position.
- (3) 4 gun bunkers.
- (4) 4 splinterproof personnel shelters.
- (5) 2 splinterproof propellant shelters for 150 charges each.
- (6) 2 splinterproof projectile shelters for 150 projectiles each.
- (7) 1 splinterproof plotting room.
- (8) The roads and ramps necessary for the occupation of the position.
- (9) Camouflage treatment of all the above listed installations.

Considering the urgent need for combat training and the large amount of labor required to complete field works now being constructed by the troops of this command, it is believed advisable to construct these positions by contract.

[3] 7. The cost of installation of the three batteries of 155-mm guns including the acquisition of land has been estimated at \$93,630.00. The cost of the transportation and installation of the 8-inch railway battery in an emplacement similar to that of Battery Granger Adams has been estimated at \$121,635. These estimated costs include both direct costs and indirect costs. Inclosure No. 2 is a tabular breakdown of these cost figures.

8. It is recommended that the installation of these three batteries of 155-mm guns with the necessary field fortifications and the construction of one 8-inch gun battery position be approved, and that funds in the amount of \$215,265.00 be allotted to the U. S. District Engineer, Honolulu, for construction.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2 Incls:

- (1) Map
- (2) Breakdown

A True copy.

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit 1D]

[SECRET]

27 AUGUST 1941.

Deslege Brown
1st Lieutenant, Corps of Engrs.
Assistant Department Engineer.

To: The Adjutant General,
Washington, D. C.

Beurad anno fifteen July district engineer estimates cost of forty five hundred foot runway at three hundred thirty thousand dollars due to railroad relocation and heavy fill Stop Thirty five hundred foot runway is longest that can be provided without railway relocation Stop Reduction from thirty seven hundred feet due to bunker construction and new housing Stop Strongly recommend construction of thirty five hundred foot runway as auxiliary landing strip comma forty five hundred feet economically unfeasible Stop Main runway can be used by planes requiring longer run Stop Auxiliary also needed for use while main runway is being leveled recommend immediate allotment of twenty five thousand dollars for levelling of main runway and thirty thousand seven hundred for thirty five hundred foot auxiliary runway.

SHORT.

A true copy.

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lieutenant, F. A.

Subject: Improvement of Landing Facilities at Wheeler Field, T. H.

2nd Ind.

(12-E10)

WAR DEPARTMENT,
OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C., August 25, 1941.

To The Adjutant General *THRU* Chief of Engineers.

1. Attached hereto is a copy of the radiogram transmitted to the Commanding General, Hawaiian Department, Fort Shafter, T. H. on July 15, 1941.

2. In explanation thereof, you are advised that this office concurs with the opinion that the uneven areas in the runways, referred to in the basic communication, should be eliminated in the interests of safe operation.

3. This office considers runways of 4,500 feet in length to be an absolute minimum for military airports at sea level, with an additional 500 feet of length for each 1,000 feet of elevation or fraction thereof. This minimum likewise meets the requirements for the future installation of an instrument landing facility, if there is provided that the same time forty to one clear angles of approach at both ends of the runway in question.

4. If such clearances are not available at the north end of the present N-8 runway, or of the proposed new N-8 runway, because of quarters built at that end of the field, then the runway lengths should be extended on the southerly ends sufficiently to insure that a 4,500 foot length of runway will exist south of a point where a forty to one clearance angle may be realized.

5. There is no objection to the runway crossing the railroad spur, if necessary, providing the runway pavement is kept flush with the top of the rails and there is; no break in the runway grade, and providing, of course, rail traffic is controlled. If a difference in grade exists, the rail grade should be brought to that of the runway, or the spur relocated.

6. It is requested that the District Engineer be advised of these considerations, and that his new estimates be made accordingly.

7. No funds are available at this time for the construction and improvements recommended in the basic communications. The recommendation, however, will be placed in our "Suspense File" for further consideration upon receipt of a revised estimate, and when funds therefore become available.

For the Chief of the Air Corps:

WALTER J. REED,
Colonel, Air Corps,
Asst. Chief, Bldgs. & Grounds Div.

Incl. Cy, Radio 8/21/41

cc: Commanding General, Hawaiian Department.

For information only

This is not an authorization

A true copy.

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt. F. A.

SIGNAL CORPS, UNITED STATES ARMY

WAR DEPARTMENT MESSAGE CENTER
ROOM 3441, MUNITIONS BUILDING,
Washington, D. C.

56 WTJ 125 WD

Ft Shafter TH 1057 A Aug 27

THE AG

Washington DC.

Reurad agmo fifteen July district engineer estimates cost of forty five hundred foot runway as three hundred thirty thousand dollars due to railroad relocation and heavy fill stop thirty five hundred foot runway is largest that can be provided without railway relocation stop reduction from thirty seven hundred feet due to bunker construction and new housing stop strongly recommend construction of thirty five hundred feet runway as auxiliary landing strip comma forty five hundred feet economically unfeasible stop main runway can be used by planes requiring longer run stop auxiliary also needed for use while main runway is being levelled . . . Recommend immediate allotment of twenty five thousand dollars for levelling of main runway and thirty thousand seven hundred for thirty five hundred foot auxiliary runway.

SHORT.

305 AM

A True Copy:
 Edward von Geldern,
 EDWARD VON GELDERN,
2nd Lt., F. A.

IMMEDIATE ACTION

WAR DEPARTMENT,
 THE ADJUTANT GENERAL'S OFFICE,
Washington.

1st Ind.

AG 580.82-Wheeler
 Field (8-27-41) NO

JFF 1r

War Department, AGO, August 28, 1941—To the Chief of the Air Corps.

In connection with letter your office dated July 11, 1941, file 611.

By order of the Secretary of War:

[S] JOHN B. COOLEY,
Adjutant General.

A True Copy:
 EDWARD VON GELDERN,
2nd Lt., F. A.

Subject: Improvement of Landing facilities at Wheeler Field, T. H.

2nd Ind.

(12- E10)

WAR DEPARTMENT,
 OFFICE, CHIEF OF THE AIR CORPS,
Washington, D. C., September 2, 1941.

To: Commanding General, Hawaiian Department, Fort Shafter, T. H.

1. With reference to your radiogram dated August 27, 1941, attention is invited to 2nd Indorsement of basic letter dated June 21st, subject as noted above, a copy of which is attached hereto.

2. A request has been made this date that \$25,000.00 be included in the funds estimated to be required for use in future airfield development. This sum is to be used for the leveling of the main runway at Wheeler Field.

3. No request will be made for the inclusion of funds for the construction of the auxiliary runway, pending receipt of the revised estimate as requested in the 2nd Indorsement referred to above.

By order of the Chief of the Air Corps.

FRANK M. KENNEDY,
Colonel, Air Corps,
Chief, Building & Grounds Division.

Incl. Cy 2nd Ind. 8/25/41

A True Copy:
 Edward Von Geldern,
 EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit 1E]

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 10 June 1941.

MEMORANDUM FOR DEPARTMENT ADJUTANT GENERAL:

Request that the following Secret official radiogram be sent. This message does NOT cover subject matter previously sent in a message, either in the clear or having a different security classification.

This message is routine.

ROBERT J. FLEMING, JR.,
Major, Corps of Engineers,
Assistant Department Engineer.

A true copy:
 EDWARD VON GELDERN,
2nd Lt., F. A.

TO THE ADJUTANT GENERAL,
Washington, D. C.

Division engineer San Francisco has informed me that the priority covering contract W dash four one four ENGR seven eight four with Interstate Equipment Corporation Elizabeth New Jersey is now a dash one dash G stop This contract is the one for furnishing all materias for cableway to Kaala aircraft Warning station Stop Motor and all electrical equipment sub contracted to General Electric Stop Division engineer states that with this priority there is strong probability that delivery this electrical material to contractor will be delayed about fifteen weeks Stop This Kaala station is the most important in aircraft warning system and early completion of this cableway is essential Stop I consider this aircraft warning service as the most important single project in this Department Stop Strongly recommended that the War Department give all possible assistance to Chief of Engineers to have priority on this contract changed to a dash one dash B

[S] SHORT.

ENC-SEC by Capt. C. J. Harrison SC-715P June 10 1941

HEADQUARTERS HAWAIIAN DEPARTMENT

FORT SHAFTER, T. H.

75 War EM 61 WD

WASHN DC. 740P June 26 1941.

C G

Hawn Dept Ft Shafter T. H.

904 26th

Agmc reurad three zero zero nine priority contract W dash four one four Engr seven eight four kaala AWS Station advanced to A dash one dash C Chief of Engineers will instruct Division Engineer on procedure should results under this priority be unsatisfactory

ADAMS.

616P

True Copy

Edward Von Geldern,
EDWARD VON GELDERN,
2d Lt., F. A.

[SECRET]

[1]

29 SEPTEMBER 1941.

SIG 676.3

Subject: Aircraft Warning Service Installation Hawaiian Department.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, file AG 660.2 A. A. (7-5-41) MC-E, 8 July 1941, subject: "Aircraft Warning Service Philippine and Hawaiian Departments." A report of a Board of Officers convened at this headquarters to restudy the AWs project is being transmitted to the War Department by Clipper mail under separate cover. This board has considered the employment of the six fixed and six mobile stations allocated to this Department by the War Department. The increased number of stations now available has necessitated some adjustments in both type and location of the stations in the previously approved project of three fixed and five mobile units, as well as new locations. The results of this restudy are covered fully in the report being submitted, and are summarized in the following paragraphs.

Locations a. Kauai. There have been no changes in the fixed station now approved at Kokee. In the former project the mobile station on Kauai was planned for operation on the Waimea Kokee road. This mobile station is now recommended for operation on the coast north of Kilauea Village at latitude 22°13'50", longitude 159°23'54". There is no change in the base camp at Kauai which is now under construction at Kokee for the personnel of both the fixed and mobile stations.

b. Maui. No change has been made in the previously approved fixed station which is now under construction at Red Hill on Haleakala. Formerly approved project contained a mobile station to operate along the road up Haleakala. The project now being submitted makes no change in this mobile unit.

c. Hawaii. The former project contained a mobile station for the Island of Hawaii, which was to be operated from the upper terminus of the Mauna Loa truck trail, with a base camp for personnel at the Kilauea Military Camp. This station has been eliminated in the restudy and has been replaced by a fixed station in the vicinity of Pahoa at latitude $19^{\circ}26'50''$ and longitude $154^{\circ}57'5''$, and by a mobile station to operate from an initial position near Kahuku Ranch at latitude $19^{\circ}30'30''$, longitude $155^{\circ}41'40''$. A base camp similar to that on Kauai will be constructed near the fixed station for the personnel of both that station and the mobile unit.

d. Oahu (1) There is no change in the previously approved fixed station for Mt. Kaala.

(2) The formerly approved mobile station at Manawahua is to be replaced by a fixed station.

(3) Opana. Under the former project, there were not sufficient [2] stations to emplace one on the north shore of Oahu. With the increase in the number of stations allowed, this is now possible and it is recommended that a fixed station be installed at the Opana Triangulation station at coordinates (98.655-19.182).

(4) The increase in the number of stations has also made advisable the consideration of other locations for mobile units on Oahu. This reconsideration indicated that a location at Makapuu Point had many advantages over the former approved Pali location, and it is accordingly recommended that the Makapuu Point Station be considered as an initial operating position in lieu of the former Pali location.

(5) The increase in the number of stations allowed has also made possible the provision of units in reserve against the possibility of failure of one of the primary stations. Since Oahu is the central point in the islands for which protection must be secured, it has been decided to concentrate the reserve units on this island. For this purpose two mobile units are recommended as a mobile reserve and for general operations on Oahu and on other islands if necessary. These stations will be utilized as needed to either replace the other Oahu stations or reinforce the coverage in certain sectors. Locations on Oahu which have been considered for their employment are the Pali location discussed above, on the high ground along Tantalus Road, at Fort Shafter, and at various points along the coast.

(6) Information center. There has been no change in the previous location for the Information Center which is now under construction at Fort Shafter. In compliance with other directives, this installation has been combined with various command posts into an air defense command post.

(7) No base camps are being provided for the stations on Oahu as the personnel will be housed in construction already approved for the Signal Area, Fort Shafter. The same construction, however, will be built at the Manawahua and Opana fixed stations as is now approved for Kaala.

2. Reference is made to 2d Ind, Hq Haw Dept, OSigO, 31 May 1941, to the letter Sig. 676.3 (AWS) dated 17 October 40 in which Signal funds totalling \$75,281.84 were requested for the installation of radio and wire facilities for the original three fixed and five mobile stations. Due to the abandonment of the mobile station at the Nuuanu Pali on Oahu and the Moana Loa Station on Hawaii, this sum can be reduced by \$2,296.00 to \$72,985.84. The allocation of additional stations has necessitated increased demands for Signal communications. These additional communication facilities are summarized as follows:

a. Radio facilities for the control from the Information Center of pursuit task forces. This includes a station at the control airdrome with four satellite stations at the principal pursuit fields on Oahu.

Total cost..... \$55, 000

b. Emergency power for pursuit radio control transmitters. This power is to allow the operation of pursuit control during commercial power failure.

Total cost..... \$12, 000

c. Commercial power extensions to include provision of adequate commercial power for the base camps and the principal alert stations at locations where this is economically feasible.

Total cost..... \$39, 000

[3] d. AWS radio communication facilities to include additional transmitters and receivers at the new fixed stations, receivers at the Information Center and allied antenna and control equipment as established by standard practice.

Total cost..... \$18, 000

e. AWS wire and cable facilities to include additional cable extensions for the added stations on Oahu, together with additional telephone and teletype equipment. This item also includes a cable installation from the Hawaii base camp to the detector unit at Pahoia.

Total cost..... \$10, 900

f. Commercial wire facilities to include leased lines from all base camps to the nearest commercial exchange, leased lines from the principal alert stations to the nearest exchanges, together with the yearly rental charge.

Total cost..... \$10, 463. 67

Total Sig funds..... 145, 400. 00

3. Estimates for the internal wire facilities of the Information Center and the allied Air Defense wire facilities are being held in abeyance pending more reliable information upon which to estimate the necessary funds. It is believed, however, that estimates for the Information Center should be included in the next available appropriation bill. Information Center layouts and schematic diagrams of the Information Center Wire Net have been forwarded to the Chief Signal Officer for review. This data is being transmitted as an inclosure to the aforementioned board proceedings.

4. Funds in the amount of \$890,804 have been made available to the Dist. Engr., Honolulu, to complete the previously approved project of three fixed and five mobile stations. Some of these funds were for stations which are being superseded by other stations in the revised program. The tabulation below shows cost estimates on the new stations, less the amounts available from the superseded stations, and the total of engineer funds supplementing those now on hand required to complete the revised projects.

Item No.	Description	Oahu Manawahua	Opana	Makapuu	Kauai Kilauea	Hawaii Pahoia	Kahuku
1	Cost of Site.....	\$2,000	\$2,000	-----	\$2,000	\$7,500	\$500
2	Clearing.....	300	200	-----	-----	300	-----
3	Grading.....	2,700	800	\$500	500	700	200
4	Right of Way-Access Road.....	500	500	-----	500	1,800	200
5	Road Constr.....	58,470	28,000	5,700	24,800	9,000	3,000
6	Bldg. Constr.....	26,260	29,250	11,965	12,300	74,720	12,070
7	Fuel Storage.....	1,900	1,900	-----	-----	2,700	-----
8	Water Supply.....	2,970	4,400	200	2,000	9,000	1,000
[4] 9	Sewage Disposal.....	900	1,000	1,000	500	2,970	500
10	Man Proof Fence.....	2,000	2,000	-----	-----	3,000	-----
		98,000	70,050	19,365	42,600	111,690	17,470

	Oahu	Kauai	Hawaii
Subtotals by Islands.....	\$187,415	\$42,600	\$129,160
Funds now available from superseded sites.....	76,735	12,600	36,217
Supplemental funds required.....	110,680	30,000	93,943

Total..... \$233, 623

Mobilization of Personnel and Plant at 3%..... \$7, 010

Total direct costs..... 240, 633

Contingencies, Contractors Fee, Social Security, Workmen's Compensation and Insurance at 15%..... 36, 100

Engineering, Surveys, Inspection and Auditing at 18%..... 19, 250

General Office Overhead at 8%..... 19, 250

Grand Total Engineer funds..... 315, 233

5. Secret radiogram No 321, this hq, 13 September 41, submitted for advance consideration the above cost estimates with the exception of those which had been previously submitted as stated in par 2 above. Since no information has been received concerning the previous recommendation, those estimates are being added to the figures submitted by the radiogram cited.

6. I strongly recommend that funds in the amount of \$315,233 for engineer construction, and \$218,400 for signal communications and one year's rent of

leased wire facilities, total \$533,633, to be included in pending appropriation bills, and made available as soon as possible for the completion of the revised project.

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

True Copy.

Edward von Geldern, "
EDWARD VON GELDERN,
2nd Lt. F. A.

[Exhibit 1F]

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT ENGINEER,
Fort Shafter, T. H., July 3, 1941.

Via Clipper Airmail

Engr. 523.07

Subject: Priorities and Preference Ratings.

To: The Adjutant General, Washington, D. C.

1. On 4 June 1941 I wrote a letter, file Engr. 523.07, subject: "Priority in Shipping Space for the Hawaiian Electric Company", in which the question of securing shipping space priorities for this company was discussed. A copy of this letter is inclosed for ready reference. At that time the main problem was the securing of shipping space; since then it has developed that difficulties are also arising concerning the procurement of materials. I have directed that an investigation be made of this priority question, and the results of this investigation indicate that some clarification and coordination is highly desirable.

2. At the present time priorities and preference ratings for Army activities are assigned by the various procurement agencies and contracting officers. There is now no coordination in the Department between these various agencies, each of which is dealing direct on priorities questions with its Chief in the War Department. This is satisfactory as long as only one procurement agency or contracting officer is involved. There are cases, however, in which more than one agency is involved, and the number of these will undoubtedly increase in the future; I believe it is advisable to have a coordinating agency in the Department to not only coordinate these cases locally, but also to bring to the attention of the War Department the advisability of similar coordination between the Chiefs of the respective agencies. Also there are many procurement problems on which the establishment of priorities and preference ratings is necessary which no agency is now handling. The 14th Naval District has already established a central priority office in the local bureau of supplies and accounts where priorities information is kept available, and where preference ratings on all Navy orders are issued.

3. The following outlines in greater detail some of the problems on which difficulty has already been encountered:

a. We have some projects in which more than one supply or construction branch is interested. While there is no complaint with the present system by which each agency handles priority matters with its Chief in the War Department there is a probability that desirable action by one agency may be overlooked with the result that the second agency might be held up in its work even thou it had taken all action necessary.

[2] b. Hawaii presents a special problem in procurement as do the other overseas departments, due to the shipping situation. The present priorities instructions are concerned with procurement; in this Department, however, priorities on shipping space are important. There are large quantities of essential materials transported on commercial shipping. These shipments involve not only government shipments but also shipments by private concerns of materials which are to be incorporated in defense installations.

c. Practically all construction materials must be imported into the island. The various constructing agencies are, of course, anticipating their needs and are having materials procured on the mainland and shipped to the department. It is impossible to anticipate every item needed, and in the past the various supply houses in the department, such as the Honolulu Iron Works, the Hawaiian Electric Company, and others, have maintained local stocks from which small items could be procured as they were needed. These local stocks are now becoming a matter of concern. For example, the mainland agents of the Hawaiian

Electric Company have advised the company that it can not expect to obtain replacements for its ordinary warehouse and operations stocks unless a preference rating is placed on this procurement. Practically all of our defense contracts demand electric power and unless the company's local stocks are maintained it will be impossible to install power connections without waiting for the arrival of necessary materials for each connection from the mainland. A specific example of this occurred recently where a sub-contractor on the Hickam Field low-cost housing had to import by Clipper air express at an expense of \$1,000.00, some plumbing items which under normal conditions could have been obtained from local stocks.

d. As stated above shipping priorities are also important. To our knowledge there is now no coordinated shipping priorities, although the Matson Navigation Company, which handles the bulk of the shipments, is granting unofficial priority to items on which a procurement priority has been obtained. As far as government bought and shipped materials are concerned there has been no great difficulty although considerable detail work has been involved in radioing about specific shipments. There are large quantities of materials, however, which are being ordered by private firms either for direct supply to government agencies or for incorporation in defense works directly or indirectly, and these private concerns are encountering great difficulties in securing shipping space for this material.

4. To meet this increasing problem I propose to set up an office in this department to be responsible for coordinating all priorities matters, and I have selected the Department Engineer's office as the section in which this control can best be established. Additional officers, not necessarily engineers, will be placed on duty in that office to furnish needed assistance. [3] The following is a preliminary outline of the duties of this section:

a. To establish an information bureau where request for information on priorities can be promptly filled.

b. To keep me informed of the priorities and preference ratings assigned by regular supply branches to their own procurement in order to insure that these are coordinated. In this work with the regular supply branches and construction agencies it is not intended that the coordinating office will assume any control over these agencies; it is intended, however, that the coordinating office keep informed of what action these agencies are taking in priority matters.

c. We assign preference ratings covering procurements which are essential to defense work and which are not now covered by existing instructions.

5. In the directive of the Priorities Committee of the Army and Navy Munitions Board, 27 November 1940, it is noted that all Panama Canal defense projects are placed in priority classification A-1-b. There is no similar blanket coverage for devents projects in this department; and the rating which can be assigned to any project in this department depends upon its classification as a general project under the other entries in this directive. The aircraft Warning Service project is the most important single project in the department, and under the general classification in this directive the highest priority which could be assigned to it would be A 1-f. It is believed that the conditions facing this department are similar to those in Panama and that a similar blanket priority classification for our defense projects should be authorized, and that this rating should be high. If this is done it would not be necessary to assign this high a rating to all projects and this department could reserve the high rating for the exceptional projects which were considered absolutely essential.

6. As stated above, the maintenance of adequate local stocks by local supply firms is essential. Existing instructions on the issuance of preference ratings are predicated on the fact that the firm to whom the rating is issued is a government contractor. The local supply firms who must obtain preference ratings to maintain stocks are not actually government contractors at the time they place their mainland orders. These firms become contractors, however, when a government agency orders materials from their stocks. The question involved here is one of time; and obviously we should not wait until the specific need for a stock item arises to issue a preference rating then delay the job while the item is being procured and shipped. It is believed that some authority should exist for us to give preference ratings for the procurement of any items which we, through experience and knowledge of future projects, select as essential.

[4] 7. The following is therefore recommended:

a. The establishment of a blanket priority for Hawaiian defense projects as has been done for Panama Canal defense projects, and authorization to this headquarters to apply this high rating to cases of exceptional importance.

b. Waiving of the requirement that preference ratings can be issued only to government contractors and authorization to this Headquarters to issue these ratings for the procurement of those items which we anticipate will be essential to the defense program.

c. Consideration of the establishment of a liaison with shipping agencies on the West Coast to insure that defense materials ordered by private firms receive proper priorities in shipping space.

It is further recommended that prompt consideration be given to subparagraphs a and b above and this headquarters advised by radio of the War Department's attitude.

WALTER C. SHORT,
Lieutenant General, U. S. Army, Commanding.

1 incl: C/Ltr. Engr 523.07 4 Jun 1941

Record copy Engineers

A true copy.

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

114.14-18-C-32 RGC/amw
(8-18-41)

1st Indorsement

PRIORITIES COMMITTEE,
ARMY & NAVY MUNITIONS BOARD,
WAR DEPARTMENT BUILDING,
Washington, D. C., August 18, 1941.

To Commanding General, Headquarters Hawaiian Department, Office of the Department Engineer, Fort Shafter, T. H. (THRU: The Adjutant General, Washington, D. C.)

1. The following information is submitted in answer to the recommendations on page 4 of letter from Lieutenant General Walter C. Short:

2. The establishment of a blanket priority specifically to Hawaiian Defense Projects is not considered necessary inasmuch as the Directive, Priorities Committee, Army and Navy Munitions Board, established the preference rating A-1-c for "Construction, equipment, defense and development of outlying bases, not included in the Continental United States". This Directive is the cumulative result of an exhaustive study of the military importance of the various items required by the military and naval forces of the United States, and has received the approval of the Secretary of War and Secretary of the Navy.

3. Attention is invited to a copy of communication of July 31, 1941, from the Army and Navy Munitions Board to "Supply Arms and Services of the Army and Bureaus and Offices of the Navy", which explains the procedure covering the issuance of project rating orders to Army and Navy construction projects outside of the Continental United States. It will be noted that the project rating orders issued in accordance with these instructions will not be confined to items on the Critical List, but will include all items necessary to complete the construction of a particular project. These ratings may be extended in the usual way, and it is believed should cover the recommendation as made in paragraph 7 b.

4. Attention is invited to the "Defense Supply Rating Plan" recently inaugurated by the Office of Production Management. This is a plan developed whereby the manufacturers who supply so-called "Off the shelf" items to defense industries are permitted to get material with which to manufacture additional stock so as to make a supply available to defense customers. This plan may be of value to some of the concerns in the Hawaiian District and is mentioned for your consideration.

5. The establishment of a liaison with shipping agencies of the West Coast has been referred to the Division of Emergency Shipping, Maritime Commission. That Commission has a record of the situation as it exists and as it has been for some time. They are further checking into the situation, but definite decision to establish a liaison agency has not been made.

For the Priorities Committee:

ROBT. G. COOK,
Major, Ordnance, USA.

1 Incl. no change.

A True Copy:

Edward Von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

[IMMEDIATE ACTION]

WAR DEPARTMENT
THE ADJUTANT GENERAL'S OFFICE
WASHINGTON

Via Air Mail
AG 523 Priority
(7-7-41) MB

2nd Ind.

JAU

WAR DEPARTMENT, A. G. O., August 26, 1941.
To: The Commanding General, Hawaiian Department.

Attention is invited to preceding Indorsement.
By order of the Secretary of War:

Brigadier General,
Acting The Adjutant General.

1 Incl. n/c.

A True Copy.

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

14 AUGUST 1941.

THE ADJUTANT GENERAL,
Washington, D. C.

Relet this headquarters third July file engr five two three point zero seven subject priorities and preference ratings stop. This question of priorities becoming more pressing and many local supply houses are now advised by mainland agents that no shipment can be made until priority is secured stop. Request radio advice as to action on recommendations paragraph seven of letter cited.

SHORT.

A True Copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., Oct. 23, 1941.

In reply refer to:

Engr. 523.07

Subject: Office of Production Management Field Service.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter dated 13 August 1941 from the Army and Navy Munitions Board, a copy of which is inclosed. Reference is also made to letter from this headquarters, file Engr. 523.07, subject "Priorities and Preference Ratings," and 1st Indorsement from Priorities Committee, Army and Navy Munitions Board, 18 August 1941, file 114.14-18-C-32-RGC-amw (8-18-41).

2. The conditions as to securing priorities for materials needed in the Hawaiian Islands are growing worse steadily, and a large part of the difficulties encountered can be traced to lack of information and to failure of field offices, whose region includes this Territory, to make themselves known to local Federal officials and business men. The long distances involved in travel, the difference in time, and the high cost of telephonic communication, all make contact with any regional office difficult.

3. Governor Poindexter has already submitted a request to Washington for the establishment of a local office of the Priorities Division, OPM, and at his request I concurred in his suggested action. A copy of my letter of September 13, 1941 to the Governor is inclosed for your information.

4. It is therefore requested that the War Department propose the establishment in Honolulu of a field office of the Office of Production Management, to

include the Priorities Division, initially, with provision for adding representatives of other divisions later, if required.

(s) WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

2 Incls: (1) Cy of ltr Army & Navy Munitions Board, 8/13/41; (2) Cy of ltr to Gov. Poindexter, 13 Sept 41.

A true copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

AG 334.8 Production Management Board
(10-23-41) MB 1st Ind

IG/mm-1713

WAR DEPARTMENT, A. G. O.,
October 31, 1941.

To: The Under Secretary of War.

2 Incls. No change.

A true copy.

EDWARD VON GELDERN,
2nd Lt., F. A.

2d Indorsement

18-C-32 RGC/amw
(11-13-41)

PRIORITIES COMMITTEE
ARMY & NAVY MUNITIONS BOARD

WAR DEPARTMENT BUILDING,
Washington, D. C., November 13, 1941.

To Commanding General, Headquarters Hawaiian Department, Office of the Department Commander, Fort Shafter, T. H. (THRU: The Adjutant General, War Dept., Washington, D. C.)

1. Recommendation has been made to the Office of Production Management and a field office of the Office of Production Management be established in Hawaii at an early date. They have requested to advise this Committee as to the action contemplated or already accomplished in this direction. Such information will be forwarded when received.

For the Priorities Committee:

(/s/) ROBT. G. COOK,
Major, Ordnance, USA.

2 Incls. No change.

3rd Ind.

AG 334.8 Production Management Board (10-23-41) MB

IG:wc-1713

WAR DEPARTMENT, A. G. O.,
November 17, 1941.

To: The Commanding General, Hawaiian Department.

Attention is invited to preceding Indorsement.

By order of the Secretary of War:

(/s/) E. L. ADAMS,
Major General,
The Adjutant General.

2 Incls. n/c.

A true copy.

EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit 1G]

SECRET

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., July 28, 1941.

VIA "CLIPPER" AIR MAIL

Engr. 600.12 (Gen.)

Subject: Revolving Fund for Purchase of Materials.

To: The Adjutant General, Washington, D. C.

1. The delay in securing necessary materials for our construction program has become a matter of serious concern. Experience indicates that from three to four months are necessary to procure construction materials from the United States after funds for projects are allotted, and increasing transportation difficulties may lengthen this time.

2. The following is the situation of the two constructing agencies:

a. The District Engineer has no revolving fund for advance procurement of materials. Among the first Engineer projects approved, however, were two large projects; one the additional ammunition storage facilities, and the other the Air Corps mobilization housing. As soon as these allotments were received, the District Engineer immediately ordered all or a large part of the necessary materials to complete the entire project. With his construction crews now well organized, the rate of using these materials has greatly accelerated and the stock is being depleted because the rate of use is greater than the rate of arrival from the mainland.

b. The Constructing Quartermaster is in somewhat the same situation. While the Quartermaster General has authorized the establishment of a stock pile of lumber, no funds have been advanced for the procurement of other materials. These other materials are not available for local purchase in any appreciable quantities, and as a result, there will undoubtedly be delays.

3. I understand that the Division Engineer, San Francisco, has recommended to the Chief of Engineers that a revolving working fund of \$1,000,000.00 be allotted to the District Engineer, Honolulu, to permit that officer to procure materials in advance. This fund would be a revolving fund. All expenditures from it for materials would be reimbursed from other projects funds as these projects were approved and utilize the materials.

4. I think that this materials situation may become critical. As stated in previous communications, a large part of our construction forces have been imported from the mainland on contracts which require either their continued employment or return to the mainland at Government expense. It is obvious that if there is any lack of materials not only will the jobs be delayed, but also the cost to the Government will be increased. I therefore strongly recommend that the suggestion of the Division Engineer, San Francisco, be adopted, that the District Engineer, Honolulu, be allotted a revolving fund of \$1,000,000.00, and that similar arrangements be made for the Constructing Quartermaster to permit him to stock materials in addition to lumber.

(s) Walter C. Short,
WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

Subject: Revolving Fund for Purchase of Materials.

AG 600.12 Hawaiian Dept. 1st Ind.

ET/rm

(7-28-41) MO

WAR DEPARTMENT, AGO,
August 1, 1941.

To: Chief of Engineers AND The Quartermaster General, IN TURN.

For remark and recommendation.

By order of the Secretary of War:

Adjutant General.

A true copy.

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., P. A.

4 00.31 (Honolulu) 335.

Subject: Revolving Fund for Purchase of Materials.

2nd Ind.

OFFICE, C. OF E.,
August 7, 1941. 3-N

To The Adjutant General (Through The Quartermaster General.)

It is recommended that a revolving fund of \$1,000,000.00 be authorized for the purposes indicated in the basic letter. If the necessary funds are not available to the War Department from any other source, it is believed that this amount could be advanced from the Fifth Supplemental, 1941, Deferred Storage Program, (Air Corps), Items *a* & *b*, Parking Storage Areas, Reserve Airplanes. As a final resort, the sum of \$1,000,000.00 now reserved for construction at the Mobile Air Depot, (Brookley Field) could be advanced for this purpose. In either case, reimbursement should be effected upon the appropriation of funds for construction in Hawaii under the 1943 Construction Program.

For the Chief of Engineers:

(s) John R. Hardin,
JOHN R. HARDIN,
Major, Corps of Engineers,
Chief, Construction Section.

A true copy.

Edward Von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

20 AUGUST 1941.

FRED W. HERMAN,
Lt. Col., Corps of Engineers,
Assistant Dept. Engineer.

THE ADJUTANT GENERAL,
Washington, D. C.

Reference clipper letter this headquarters July twenty eighth file Engr six hundred point one two parenthesis gen period parenthesis subject revolving fund for purchase of materials Stop Information has been received from district engineer Honolulu that allotment of one million one hundred thousand dollars has been received which can be utilized for advanced purchases of materials as recommended in letter cited Stop Constructing quartermaster has not repeat not received similar allotment as revolving fund to permit advance purchases of materials nor any information thereof Stop Strongly recommend revolving fund allotment similar to that established for district engineer be made to constructing quartermaster to permit advanced ordering of materials for defense contracts

SHORT

A true copy.

Edward Von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

QM 411.1 C-P
(Hawaiian Dept.)

3rd Ind.

WAR DEPARTMENT,
OFFICE OF THE QUARTERMASTER GENERAL,
Washington, D. C., August 21, 1941.

To: The Adjutant General, Washington, D. C.

1. The Quartermaster Corps has established a stock-pile reserve of lumber in Hawaii in the amount of \$600,000.00. It is therefore recommended that a revolving fund in an amount not to exceed \$500,000.00 be authorized. If the necessary funds are not available to the War Department from any other source, funds in allotted status to the Quartermaster Corps can be made available.

For the Quartermaster General:

(s) L. R. Groves,
L. R. GROVES,
Colonel, Q. M. C.,
Assistant

A true copy.

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

Subject: Revolving Fund for Purchase of Materials—Hawaiian Department
 AG 600.12 Haw. Dept.
 (7-28-41) MO-D

4th Ind.

ESA

WAR DEPARTMENT, AGO.

September 27, 1941.

To the Commanding General, Hawaiian Department, Fort Shafter, T. H.

The establishment of revolving funds as requested in basic communication is not favorably considered. The Quartermaster General will, however, augment the lumber stock pile now maintained in the Hawaiian Department sufficiently to meet requirements for War Department approved projects for both Engineer and Quartermaster construction. A similar stock pile of other classes of construction materials will also be established by The Quartermaster General without delay. The materials used from these stock piles will be replaced from applicable funds of projects for which used as soon as such funds become available to local constructing agencies.

By order of the Secretary of War:

 Major General,
 The Adjutant General.

A true copy.

Edward Von Geldern,
 EDWARD VON GELDERN,
 2nd Lt., F. A.

HEADQUARTERS HAWAIIAN DEPARTMENT,
 OFFICE OF THE DEPARTMENT COMMANDER,
 Fort Shafter, T. H., September 13, 1941.

In reply refer to: Engr. 600.12 (Gen.)

Major General R. C. MOORE

Deputy Chief of Staff, War Department,
 Washington, D. C.

DEAR DICK:

The situation surrounding the obtaining of materials for defense contracts is becoming more and more critical. On many items a delay of between three and four months occurs between the time an allotment of funds for a project is received and the materials necessary are obtained from the mainland. We have recently received word on some electrical equipment which indicates that delivery cannot be made for six months.

In a conference with Colonel Hannum, Division Engineer in San Francisco, when he was here sometime ago, he mentioned that he had recommended to The Chief of Engineers that a revolving fund of \$1,000,000.00 be set up to permit the District Engineer to make advance purchases of materials and plant. I followed up Hannum's recommendation to the Chief of Engineers with a strong letter to the War Department urging that this revolving fund be set up for the District Engineer and that similar arrangements be made for the Constructing Quartermaster. The District Engineer informed me today that he had received an allotment of \$1,100,000.00 from the Chief of Engineers which could be utilized for the advance purchase of materials. The Constructing Quartermaster, however, has not yet received similar information, and while he is authorized to stock lumber locally, he has no revolving fund for which to make advance purchases of materials other than lumber.

I am following up my previous recommendation by radio to The Adjutant General today. I think that the matter is sufficiently important to bring it to your attention, and I will appreciate it if you would have someone look into this matter. A copy of my letter of July 28th and of the radio follow up of September 13 are inclosed for ready reference.

Very sincerely,

WALTER C. SHORT,
 Lieutenant General, U. S. Army, Commanding.

2 Incls: Cy. ltr. Engr. 600.12 (Gen.) 28 Jul 41, Cy. rad. 20 Aug 41.

A true copy:

Edward Von Geldern,
 EDWARD VON GELDERN,
 2nd Lt., F. A.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF STAFF,
Washington, September 29, 1941.

Lieutenant General WALTER C. SHORT,
Headquarters, Hawaiian Department, Honolulu, T. H.

DEAR WALTER:

I have your letter of the thirteenth relative to the establishment of revolving funds in connection with construction in Hawaii.

Owing to legal restrictions we cannot approve your request for revolving funds. However, it appears that the wording of the appropriation from which the Quartermaster General maintains the lumber pile you mention is such that those funds may be used to make advance purchases of other materials required for construction.

The Quartermaster General will take immediate measures to establish a stock pile of construction materials other than lumber, sufficient to meet requirements for both Engineer and Quartermaster construction. The conditions under which these stock piles will be reimbursed will be covered in the reply of the War Department to your official request of July 28, 1941.

The Chief of Engineers advises that the allotment of \$1,100,000 made to your District Engineer, to which you refer, is from funds now available for approved projects. This allotment should not be construed as making these funds available to you as a revolving fund, nor for advance purchase of materials, except for the projects to which the funds apply.

I believe that when these stock piles have become established the situation you outline will be greatly relieved.

Sincerely yours.

[S] R. C. Moore,
R. C. MOORE,
Major General, Deputy Chief of Staff.

A true copy.
Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[SECRET]

[Exhibit 1 H]

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF STAFF,
Washington, November 27, 1941.

Air Mail via Clipper

Lieutenant General WALTER C. SHORT, U. S. A.,
Headquarters Hawaiian Department, Fort Shafter, T. H., Office of the Department Commander.

DEAR SHORT: The copy of your report on the additional air routes has been received. The quantity of details requiring coordination, and the distances involved in the projects make the short time consumed in getting rolling almost unbelievably short.

I extend you my personal thanks for the effort you have expended on this job and the results you are getting.

The way things are working out now, it looks as if we will be using trans-Pacific airways almost continuously from now on. Our plans are O. K. for 4-engine bombers, but what are the prospects for medium bombers? Do you think we should even study that phase of trans-Pacific operations?

Best regards.

Sincerely,

[S] H. H. ARNOLD,
Major General, U. S. A.,
Deputy Chief of Staff for Air.

A true copy:
Edward Von Geldern
EDWARD VON GELDERN,
2nd Lt., F. A.

[Exhibit II]

Subject: Increase in the Strength of the Third Engineers.
AG 320.2 (11-1-40) M-C 3rd Ind.

ESA

WAR DEPARTMENT, A. G. O., February 10, 1941.

To Commanding General, Hawaiian Department

1. Action is being taken to increase the allotment of Regular Army enlisted men for the Corps of Engineers, Hawaiian Department by 107. This allotment will permit the organization of the 3rd Engineers in accordance with Table of Organization 5-11, November 1, 1940. Regular Army personnel are not available to increase further the strength of this regiment.

2. Since War Department policy forbids sending trainees to the Overseas Departments it will not be practicable to aid you in creating an Engineer Battalion (Separate) as recommended in your radio of January 23, 1941.

3. As previously advised, plans provide for the activation of a separate Engineer Company (Avn) for your Department.

By order of the Secretary of War:

[sgd] E. S. ADAMS.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., February 19, 1941.

In reply refer to:

Engr. 322.03

Subject: Additional Engineer Troops.

To: The Adjutant General, Washington, D. C.

1. Reference is made to letter, this headquarters, Engr. 322.03, 23 August 1940, which recommended the assignment to the Department of an Engineer regiment (Aviation) less one battalion, and to letter, Engr. 210 x220.03, 1 November 1940, which recommended an increase in the strength of the Third Engineers, and to letter, Engr. 322.03, 5 February 1941, recommending a redesignation in the Third Engineers from a combat regiment, Division, to a combat regiment, Corps.

2. These previous recommendations for an increase in the Engineer component in the Department were based upon the assumption that some civilian labor would be available. It has been necessary with the various agencies involved in defense construction to import skilled labor from the mainland. A recent increase in the defense contracts of the Navy will now necessitate the importation of unskilled labor as well. This development now makes it impossible to assume that any appreciable local labor will be available and requires that previous estimates of the minimum force of Engineers necessary be revised upwards.

3. I consider it essential that a regiment of Engineers (Aviation) be furnished this Department as an integral part of the Hawaiian Air Force and that a regiment of Engineers, General Service, be furnished this department as Department Engineer troops. There is sufficient work immediately on hand in connection with Air Corps activities on the outlying islands and on Oahu to keep a regiment of Engineers continuously occupied. There is also sufficient work in connection with military roads and trails in department units to keep a regiment of General Service Engineers continuously occupied. There is also sufficient work in connection with the Hawaiian Division such as bombproofing of Division command posts and communication centers, road blocks and other tactical employment to keep the Third Engineers continuously occupied.

4. It is therefore recommended that one regiment of Engineers (Aviation) (T. O. 5-411) and one regiment of Engineers, General Service, (T. O. 5-21) be authorized for this Department and that these units complete with personnel and equipment be furnished as soon as possible..

WALTER C. SHORT,
Lieutenant General,
Commanding.

Record copy: Engineers.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41.

Subject: Additional Engineer Troops. Hawaiian Department.
AG 320.2 (2-19-41) MC-C-M 1st Ind.

ESA

WAR DEPARTMENT, A. G. O.,
May 15, 1941.

To the Commanding General, Hawaiian Department.

1. a. The 34th Engineers (Combat), will be activated in your department with an allotted strength of 1127 enlisted men under T/O 5-171, November 1, 1940, less band and basic privates, on June 1, 1941 (AG 320.2 (4-8-41) M-C, radio April 9, 1941).

b. The regiment will be organized with cadres to be furnished by units now in your department, as directed by you, and with selectees to be dispatched from the Continental United States.

c. Every effort will be made to send individuals who have completed their basic training; however, in order to make maximum use of the available shipping, some curtailment in their basic training may be required. If this is done, you will be informed so that they can complete their training in Hawaii. Under the present tentative schedule, it is proposed to dispatch the full quota except thirty-six attached medical, in June. The Medical Department personnel will be dispatched in November.

d. The actual date of activation of the regiment will conform to the arrival of personnel in your department.

2. While your recent request for additional medical enlisted men was disapproved because of non-availability of personnel, the 34th Engineers (and the 97th and 98th Coast Artillery Regiments whose activation is covered in separate correspondence) is allotted a full quota of attached medical personnel, less basics. You are authorized to make a redistribution of this attached medical personnel, reporting such readjustment to this office.

3. It is desired that you submit a report on the following:

a. The actual date of activation of the 34th Engineers.

b. Changes in the distribution of three-year men in engineer units in connection with the organization of the 34th Engineers.

4. Attention is invited to letter, this office, April 21, 1941, AG 381.4 (1-27-41) M-D-M, subject: Reports of change in status reports—Defense Reserves, Overseas Departments.

5. Your request for aviation engineers is being considered separately.

6. The allotment of commissioned personnel and the grades and ratings of enlisted personnel will be made separately.

By order of the Secretary of War:

[S] E. S. ADAMS,
Major General,
The Adjutant General.

3 Inclosures—

Incl. 1.—Copy of ltr., 5-15-41, to C. G., Third Corps Area.

Incl. 2.—Copy of ltr., 5-15-41, to C. G., New York Port of Embarkation.

Incl. 3.—Copy of ltr., 5-15-41, to The Quartermaster General.

A True Copy:

H. W. TRUMAN,
Capt. Inf.
12-22-41

[CONFIDENTIAL]

WAR DEPARTMENT,
THE ADJUTANT GENERAL'S OFFICE,
Washington, June 18, 1941.

AG 320.2

(6-5-41) MR-M-C

Subject: Constitution and Activation of Certain Engineer Units (804th Engineer Battalion, Aviation (Separate), and Personnel for Engineer Headquarters, Hawaiian Department Air Force).

To: The Commanding Generals, Fourth Army, Hawaiian Department, Ninth Corps Area, and San Francisco Port of Embarkation.

Extract

1. The 804th Engineer Company, Aviation (Separate), now in Hawaii, will be disbanded at the earliest practicable date and concurrently therewith the 804th Engineer Battalion, Aviation (Separate), will be constituted and activated with, an authorized strength of 21 officers and 625 enlisted men, including 10 attached medical. The personnel, unit funds, and equipment of the 804th Engineer Battalion, Aviation (Separate).

* * * * *

By order of the Secretary of War:

[S] E. S. ADAMS,
Major General,
The Adjutant General.

A True Copy:

H. W. TRUMAN,
Capt. Inf.
12-22-41

WAR DEPARTMENT,
THE ADJUTANT GENERAL'S OFFICE,
Washington, May 28, 1941.

AG 320.2 (5-28-41)MC-C-M

Subject: Additional Engineer Troops and Reinforcements for Coast Artillery Garrison, Hawaiian Department.

To: The Commanding General, Third Corps Area.

The Sailings of USATs Manhattan, Washington, and Wood for Hawaii have been indefinitely postponed. So much of letters, this office, May 15, 1941, AG 320.2 (2-19-41)MC-C-M, subject: Additional Engineer Troops, Hawaiian Department, and May 10, 1941, AG 320.2 (2-18-41)MC-C-M, subject: Reinforcements for Coast Artillery Garrison Hawaiian Department, as pertains to movement of trainees to Ports of Embarkation and overseas movement is rescinded. Instructions covering final disposition of trainees earmarked by the two letters mentioned above will follow this communication.

By order of the Secretary of War:

Adjutant General.

Copies furnished:

- The Commanding Generals, First Army, GHQ Air Force, Hawaiian Department, San Francisco and New York Ports of Embarkation;
- The Chief of Staff, GHQ
- The Chief of Chaplains
- The Chief of Coast Artillery
- The Chief of the Air Corps
- The Chief of Chemical Warfare Service
- The Chief of Engineers
- The Chief of Ordnance
- The Chief Signal Officer
- The Quartermaster General; and
- The Chief of Finance.

A true copy:

H. W. TRUMAN,
Capt. Inf.
12-22-41

WAR DEPARTMENT,
THE ADJUTANT GENERAL'S OFFICE,
Washington, June 23, 1941.

AG 320.2 (6-16-41) MC-C-M

Subject: Additional Engineer Troops, Hawaiian Department.

To: The Commanding Generals, Hawaiian Department, Third Corps Area and the New York Port of Embarkation;
The Quartermaster General.

Letter this office, May 15, 1941, AG 320.2 (2-19-41) MC-C-M, subject: Additional Engineer Troops, Hawaiian Department, to the Commanding General, Third Corps Area, the Commanding General, New York Port of Embarkation, and The Quartermaster General, respectively; and 1st Indorsement this office,

May 15, 1941, AG 320.2 (2-19-41) MC-C-M, same subject, to the Commanding General, Hawaiian Department, are rescinded. Letters, this office May 23, 1941, AG 320.2 (5-23-41) MC-M, May 24, 1941, AG 320.2 (5-24-41) MC, and May 27, 1941, AG 320.2 (5-26-41) MC, subject: Additional Engineer Troops, Hawaiian Department, to the Commanding General, Third Corps Area are also rescinded.

By order of the Secretary of War:

[sgd] E. S. ADAMS,
Major General,
The Adjutant General

Copies Furnished:

Chief of Staff, GHQ
The Commanding Generals, First Army, and S. F. P. of E
The Chief of Chaplains
The Chief of Coast Artillery
The Chief of the Air Corps
The Chief of Chemical Warfare Service
The Chief of Engineers
The Chief of Ordnance
The Chief Signal Officer
The Chief of Finance
The Surgeon General

A True Copy:

H. W. Truman,
H. W. TRUMAN,
Capt. Inf.
12-22-41

Subject: Additional Selective Service Trainees for the Hawaiian Department.

AG 320.2 (4-21-41) MC-C

1st Ind.

ESA

WAR DEPARTMENT, A. G. O.,

May 21, 1941.

To: Commanding General, Hawaiian Department.

1. Radio No. 721, this office, April 9, 1941, requested your views on the practicability of securing additional selectees locally, and it was not intended that an appeal be made to the Governor of the Territory of Hawaii to secure 1,127 additional selectees in excess of the existing quota.

2. In connection with your remarks on labor shortage in Hawaii, a resolution recently passed by the Board of Supervisors of the City and County of Honolulu, copies of which were sent to the Secretary of War and other governmental heads, protested the organization of a port company in Hawaii on the grounds that the supply of labor was ample and that needs of National Defense projects could be met without importation of additional personnel from the United States. This matter is brought to your attention for information only. No further action appears necessary or desirable at this time.

3. Personnel for the 34th Engineers will be provided from the Continental United States in two increments. Details have been communicated to you in separate correspondence.

By order of the Secretary of War:

[sgd] E. S. ADAMS,
Major General,
The Adjutant General.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 21 April 1941.

In reply refer to:

AG 381

Subject: Additional Selective Service Trainees for the Hawaiian Department.

To: The Adjutant General, Washington, D. C.

1. War Department radio No. 721, of 9 April 1941, proposes activation in this Department of the 34th Engineer Regiment (C) in June with a strength of 1127, including 36 attached medical personnel. It further proposes that the 3d Engineers (C) will furnish the cadre; the balance to be local selectees.

2. As the existing Territorial quota of 1400 Selectees has already been exceeded by approximately 500, and those now inducted assigned to organizations, an appeal was made to the Governor of the Territory of Hawaii to secure the additional personnel required to activate this new unit. The Governor's reply, attached, states that he is without authority to call additional quotas of trainees, and even if such authority existed, he is opposed to providing additional manpower at the expense of National Defense projects and local industry which have already absorbed all available labor.

3. The labor shortage in Hawaii is acute. Skilled labor for work on National Defense projects is now being imported and it is quite likely that the importation of unskilled labor will become necessary to maintain defense work schedules.

4. In view of these circumstances it is urged that the War Department provide personnel from the Mainland U. S. for the activation of new or expansion of existing units in the Hawaiian Department.

[sgd] Walter C. Short,
 WALTER C. SHORT,
 Lieutenant General, U. S. Army,
 Commanding.

2 Incls.

1. Letter to Governor, T. H.
2. Letter from Governor, T. H.

A True Copy:

L. W. TRUMAN,
 Capt. Inf.
 12-22-41

[Exhibit 1J]

[1]

[SECRET]

18 FEBRUARY 1941.

AG 320.2/55

Subject: Reinforcements for Coast Artillery Garrison, Hawaiian Department.

To: The Adjutant General, Washington, D. C.

1. Reference is invited to:

A. Letter the Secretary of the Navy to the Secretary of War, dated 24 January 1941, with reference to the defense of the Pearl Harbor Naval Base against a surprise attack, copy forwarded to this headquarters as inclosure to letter TAG to HHD, 7 February 1941, subject: "Air Defense of Pearl Harbor, Hawaii," file AG 381 (1-24-41) M.

B. Letter HHD to TAG, 5 September 1940, subject: "Additional Antiaircraft Troops for the Hawaiian Department", file 320.2/49.

C. Letter TAG to HHD, 27 September 1940, subject: War Reinforcements, Hawaiian Department", file 320.2 (9/27/40) M-WPD, with 1st and 2nd Indorsements thereon.

2. The increasingly critical international situation, together with the vital need, as expressed in Reference A, for adequate provision for the best defense which can be provided for the security of the Pearl Harbor Naval Base and the Fleet against surprise attacks makes it essential that the antiaircraft artillery garrison of Oahu be placed upon a war footing without delay. While not specifically mentioned in Reference A, there is a similar requirement for a sound defense of the Fleet and its base against raids by surface ships. This would have special importance if the fleet should be withdrawn from Pearl Harbor. An adequate defense, ready for prompt action, can not be provided with the present garrison because of the necessity for dual assignments of Coast Artillery batteries to anti-aircraft and harbor defense missions. The reinforcements required for the anti-aircraft artillery and harbor defense garrisons to provide the degree of defense considered essential are discussed below.

3. Antiaircraft Artillery.

a. The approved defense project provides for twenty-five (25) gun batteries, five (5) searchlight batteries, and sixteen (16) automatic weapons batteries manning a total of seventy-two (72) mobile and twenty-six (26) fixed AA guns, seventy-five (75) searchlights, one hundred and twenty (120) 37 mm AA guns, and two hundred (200) cal. .50 AA machine guns. (NOTE: Three hundred and

[2] forty five (345) cal. .50 AA machine guns are provided in the defense project, of which two hundred (200) are manned by antiaircraft artillery and the remainder by other troops.) With the present garrison, including the assignment of all but two (2) harbor defense artillery batteries to antiaircraft assignments, only nineteen (19) gun batteries, three (3) searchlight batteries,

no 37 mm batteries and six (6) machine gun batteries can be manned because of the shortage of both personnel and equipment. The major shortages in anti-aircraft artillery armament are sixteen (16) three inch AA guns and associated equipment (of which six (6) guns are understood to be enroute to this Department), all one hundred and thirty-five (135) 37 mm AA guns, two hundred and thirty-six (236) cal. .50 machine guns, and thirty (30) sound locators.

b. To man the entire anti-aircraft artillery defense project, avoiding dual assignments to all but four harbor defense batteries, requires an increase in the existing garrison of the following anti-aircraft artillery personnel:

2 Regiments Coast Artillery AA (Mobile) T/O 4-11.

1 Battalion Gun Coast Artillery AA (Mobile) (less searchlight battery) T/O 4-15.

Approximately ninety (90) officers and two thousand (2000) enlisted men as individual filler replacements to activate three (3) gun batteries and three (3) 37 mm batteries of the 64th CA (AA), now in active, and to bring to war strength the active elements of this regiment.

c. In paragraph 10 a of 2nd Indorsement of Reference C, the War Department provided for only one half of the reinforcements of the peacetime garrison of anti-aircraft artillery which, at that time, were considered essential to provide a reasonably effective anti-aircraft defense prior to the date unit reinforcements from the mainland could effect the situation. With the increasingly critical international situation at this time, it is urgently recommended that all war reinforcements of anti-aircraft artillery personnel, both unit and filler reinforcements described above, together with the existing shortages in anti-aircraft artillery material be sent from the mainland with the least practicable delay.

4. Harbor Defense Artillery.

The status of the defense which can be established with existing personnel of the peace garrison of harbor defense artillery is described in detail in par 6f, of the basic document, Hawaiian Defense Project, Revision of 1940. Briefly, only one 16-inch battery and the seacoast searchlights of the Ulupau Group can be manned by batteries with harbor defense as their only mission. By employing the undesirable expedient of dual assignments to harbor defense and anti-aircraft missions, and of harbor defense and Field Artillery missions, both 16-inch gun batteries, the one 14-inch battery, one of the two 12-inch gun batteries, none of the three mortar batteries, three of the five 8-inch batteries (fixed and railway), six of the twelve 155mm batteries (two manned by Field Artillery personnel) and none of the two 6-inch and two 3-inch [3] batteries can be manned upon initial deployment. As shown in Table I, par. 7 to HDP-40, an increase of approximately 165 officers and 3400 enlisted men as individual filler reinforcements and One Regiment Coast Artillery (TD, T/O 4-31W) is required to fully man the harbor defense artillery. By not manning the three fixed seacoast mortar batteries, which are not essential to a defense against raids, the total number of individual filler reinforcements may be reduced to approximately 150 officers and 2700 enlisted men. This increase in the garrison will be sufficient to provide only one relief as manning details for harbor defense guns, but will be adequate so that key observation stations, air guards and similar details can be maintained continuously.

5. Summarizing, it is urgently recommended that:

(a) The Coast Artillery garrison of this Department be brought to substantially war strength by the dispatch from the mainland of the following reinforcements:

(1) Two Regiments CA (AA) Mobile, T/O 4-11.

(2) One Battalion CA (AA) gun, Mobile (less searchlight battery), T/O 4-15.

(3) One Regiment CA (TD), 155mm gun, T/O 4-31W.

(4) Individual anti-aircraft artillery filler reinforcements to include 91 officers and 2064 enlisted men.

(5) Individual harbor defense artillery reinforcements to include approximately 150 officers and 2700 enlisted men.

b. Existing major shortages in the armament of the approved anti-aircraft artillery projects, as set forth in par. 3 above, be filled as soon as practicable.

WALTER C SHORT,
Lieutenant General,
Commanding.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41.

[1]

[SECRET]

Subject: Reinforcements for Coast Artillery Garrison, Hawaiian Department.
 AG 320.2 (2-18-41) MC-C-M 1st Ind. ESA

WAR DEPARTMENT, A. G. O., May 10, 1941.

To the Commanding General, Hawaiian Department.

1. The Coast Artillery garrison, Hawaiian Department, will be augmented by approximately 276 officers and 5,734 enlisted men between June, 1941, and March, 1942, in three increments paralleling the estimated delivery of material, as follows:

a. June, 1941:

(1) AA filler replacements, 60 officers and 1,337 enlisted men.

(2) 62 officers and 1,329 enlisted men required to activate the following units in the Department:

98th Coast Artillery (AA) (Semi-mobile), less band, 3d Battalion (37-mm Gun), Battery E (Searchlight), basic privates and attached medical, under T/O 4-111, November 1, 1940, and component tables.

(3) 17 officers and 359 enlisted men to activate the 2d Battalion, 97th Coast Artillery (AA) (Semi-mobile), less Battery H (Gun), Battery E (Searchlight) and basic privates, under T/O 4-115, November 1, 1940 and component tables.

b. November, 1941:

(1) 48 officers and 885 enlisted men to activate the 97th Coast Artillery (AA) (Semi-mobile), less band, 2d Battalion (Gun), 3d Battalion (37-mm gun), and basic privates, under T/O 4-111, November 1, 1940, and component tables.

(2) 4 officers and 134 enlisted men to activate Battery H (Gun), 97th Coast Artillery, less basic privates, under T/O 4-17, November 1, 1940.

(3) Attached Medical personnel, 98th Coast Artillery, 7 officers and 49 enlisted men.

[2] c. March, 1942:

(1) AA filler replacements, 24 officers and 661 enlisted men.

(2) 54 officers and 980 enlisted men to activate the 3d Battalion (37-mm Gun), 97th Coast Artillery and 3d Battalion (37-mm gun), 98th Coast Artillery, each less Battery M (Gun) and basic privates, under T/O 4-125, November 1, 1940 and component tables.

2. Cadres for the new units will be furnished from existing units in the Hawaiian Department; their source, strength and composition will be determined by you.

3. Every effort will be made to send individuals who have completed their basic training; however, in order to make maximum use of available shipping, some curtailment in their basic training may be required. If this is done, you will be informed so the individuals can complete their basic training in Hawaii.

4. The actual activation of the various units will conform to the arrival of personnel in the Department.

5. While your recent request for additional medical enlisted men was disapproved because of non-availability of personnel, the 97th and 98th Coast Artillery Regiments (and the 34th Engineers whose activation is covered in separate correspondence) are allotted full quotas of attached medical personnel, less basics. You are authorized to make a redistribution of this personnel, reporting such readjustment to this office.

6. It is desired that you submit a report on the following:

a. The actual dates on which various units are activated.

b. Changes in the distribution of three-year men in Coast Artillery units in connection with activation of new units.

c. List of all Coast Artillery units and installations in the Department including allotted strengths and tables of organization under which organized; this report to be submitted upon completion of the activation of all new units and distribution of the last increment of AA filler replacements.

[3] 7. Attention is invited to letter, this office, April 21, 1941, AG 381.4 (1-27-41) M-D-M, subject: Reports of Change in Status Reports—Defense Reserves, Overseas Departments.

8. The allotments of commissioned personnel and the grades and ratings for enlisted personnel will be made separately.

9. Recommendation for augmentation of harbor defense artillery is not favorably considered at this time because the additional personnel is not available.

The antiaircraft reinforcements will strengthen the seacoast defenses by the relief of all but four harbor defense batteries from dual antiaircraft missions.

By order of the Secretary of War:

(sgd) E. S. ADAMS,
Major General,
The Adjutant General.

3 inclosures—Added.

Incl. 1—Copy of Ltr., 5/10/41.

AG 320.2 (2/18/41) MC-C-N, to C. G., Third Corps Area.

Incl. 2—Copy of ltr., 5/10/41, AG 320.2 (2/18/41) MC-C-M, to C. G.s,
N. Y. & San Fran. Ports of Emb.

Incl. 3—Copy of ltr., 5/10/41, AG 320.2 (2/18/41) MC-C-M, to The
Quartermaster General.

Copies furnished:

The Commanding Generals, Third Corps Area and New York & San
Francisco Ports of Embarkation:

The Chief of Staff, GHQ;

The Chief of Chaplains;

The Chief of Coast Artillery;

The Chief of the Air Corps;

The Chief of Chemical Warfare Service;

The Chief of Engineers;

The Chief of Ordnance;

The Chief Signal Officer;

The Quartermaster General;

The Surgeon General; and

The Chief of Finance.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

[1]

AG 320.2/57

25 FEBRUARY 1941.

Subject: Increase of enlisted strength, 251st Coast Artillery (AA), National
Guard (California).

To: The Adjutant General.

1. On January 9, 1941, the then Department Commander, Lieutenant General Herron, radiocd for authority to increase the enlisted strength of the 251st Coast Artillery (AA), National Guard, from present allotted strength to a peace strength of 1450 by assignment of selectees from Ninth Corps Area. On January 17, 1941, the War Department replied by radiogram to the effect that the recommendation made in January 9, 1941 radiogram was not favorably considered and that the policy of the War Department is that selective service personnel in overseas garrisons will be limited to those procured within the overseas department itself and that no additional selective service personnel will in time of peace be sent from the continental United States to overseas departments.

2. I am again submitting this request as I am of the firm opinion that the situation here is different than in the United States, and that this is a special case which deserves further consideration. The facts are:

The 251st National Guard is the only National Guard organization on duty outside of the continental limits of the United States;

This regiment is composed of white officers and enlisted men;

The selective service trainees now in being in this Department are composed of 469 Japanese out of the quota 700. The next draft quota of 700 which is to be inducted in March will undoubtedly be composed of approximately the same ratio of Japanese; namely, about 67%;

The selective service trainees are of varied mixture, such as Japanese, Hawaiian, Part Hawaiian, Filipinos, Chinese, Korean, and other mixtures;

Any assignment of the selective service trainees to the 251st Coast Artillery (AA) would result in a mixture of races, largely Japanese, being assigned to a white organization, which is contrary to War Department policy, as stated in War Department Letter AG 291.21 (10/9/40) M-A-M, October 16, 1940, Subject: "War Department Policy in regard to Negroes", paragraph g;

The Colonel, Commanding the 251st Coast Artillery (AA), states that because of the feeling in California against orientals, any assignment of selective service trainees from this Department to his command would cause disension, and lessen the efficiency of his command fully 50 percent.

[2] All replacements now coming from the mainland are required for the Regular Army troops here.

All the selective service trainees in this Department will be needed to fill the Hawaii National Guard units which are composed of races of the same type as in the selective service draft.

3. In view of the above, the only justifiable solution of this problem is to assign selective service trainees from the mainland, and preferably from the 9th Corps Area, to the 251st Coast Artillery (AA), National Guard. It is my opinion that it will be contrary to the best interests of all concerned to assign selective service trainees in this Department to the 251st Coast Artillery (AA) to increase its strength.

4. Since this is a special situation incident to this Department. I do not believe the present War Department policy, as stated in WD Radiogram, January 17, 1941; i. e., of not sending any additional selective service personnel from the continental United States to overseas departments, should apply to this Department.

5. I therefore again request that the 251st Coast Artillery (AA), National Guard, be increased from present allotted strength to a peace strength of 1450 by assignment of selective service trainees from the 9th Crops Area.

(sgd) Walter C. Short,
WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

Subject: Increase of Enlisted Strength, 251st Coast Artillery (AA), National Guard (California).

AG 320.2 (2-25-41) M-C

1st Ind.

ESA

WAR DEPARTMENT, A. G. O.,

March 8, 1941.

To the Commanding General, Hawaiian Department.

1. Your recommendation that the 251st Coast Artillery (AA) be increased from its present allotted strength of 1181 to a strength of 1450 by assignment of selectees from the Ninth Corps Area is not favorably considered.

2. As stated in radiogram from this office, January 17, 1941, all selective service personnel to be procured in the current fiscal year have already been allotted to units and activities. Additional personnel could be allotted to the 251st Coast Artillery (AA) only at the expense of other units or activities.

3. If trainees were sent to the 251st Coast Artillery (AA) at the present time, it is not considered that they could be of great value to the regiment or to the defense of the Hawaiian Islands due to the short period of time they would be available after completing their basic training. Selectees inducted now would probably reach the Hawaiian Department some time in April 1941. Their basic training would require approximately three months making them fully available about July 1941. As the 251st Coast Artillery (AA) is scheduled to be returned to the United States for return to an inactive status of September 16, 1941, it appears that any selective service personnel sent at this late date would be available to the regiment for a maximum of two months.

By order of the Secretary of War:

(sgd) E. S. ADAMS,
Major General,
The Adjutant General.

A true copy.

L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

[1]
AG 320.2/58

25 FEBRUARY 1941.

Subject: Reinforcements for Hawaiian Department.

To: The Adjutant General, Washington, D. C.

1. Reference is invited to:

A. Letter, TAG to HHD, 4 February 1941, subject: "Tables of Organization, Overseas Departments", file AG 320.2 (1-17-41)P(C):

B. Letter, TAG to HHD, 27 December 1940, Subject. "Equipment for Field Artillery Units", file AG 320.2 (12/20/40) P.

C. Letter, HHD to TAG, 18 February 1941, subject: "Reinforcements for Coast Artillery Garrison Hawaiian Department", file AG 320.2/55.

D. Letter, HHD to TAG, 19 February 1941. subject: "Additional Engineer Troops", file Engr. 322.03.

2. The requests for troop reinforcements as stated in Reference C and D, hold priority over the requests given herein. The following reinforcements are requested for this Department at the earliest possible date and in the priority in which they are listed.

a. In accordance with Reference A, authority is requested to organize the 11th Field Artillery under WD T/O 6-41, dated November 1, 1940. The 11th Field Artillery (less 3d Battalion) is now organized under Standard War Department, Tables of Organization with units organized and maintained at war strength, as follows:

(1) 11th Field Artillery (less 3d Bn), T/O 6-41 January 3, 1939.

(2) Hq & Hq Btry, 11th Field Artillery, T/O 6-42, January 3, 1939.

(3) 1st and 2d Bn, 11th Field Artillery, T/O 6-45, December 7, 1938.

(4) Hq & Hq Btry, 1st and 2d Bn, 11th Field Artillery, T/O 6-46. January 7, 1938.

(5) Four (4) batteries, 11th Field Artillery, T/O 6-47, December 7, 1938.

b. That one Infantry Battalion, Light Tanks, be authorized for and the necessary personnel and material to organize same, be furnished this Department. The number of possible localities for hostile beach landings make the availability of a mobile reserve having the characteristic of light tanks of [2] great tactical importance for counterattacks. The 11th Tank Company (Light Tanks) organized under Standard WD, T/O 7-8, dated March 17, 1938, is the only tank unit in this Department and could be the nucleus for the Infantry Battalion of Light Tanks, requested herein.

c. That the organization of two (2) Military Police Companies, under WD, T/O 7-55, dated November 1, 1940, (Military Police Battalion) be authorized and that the necessary personnel be furnished from the Mainland for organization of the two (2) companies in this Department. The technical duties required of Air Corps enlisted personnel are retarded due to the required training for and actual performance of interior guard duty at both Hickam and Wheeler Fields. It is believed that an organized Military Police Company stationed at each of these fields would release Air Corps personnel for necessary air activities and also render more efficient interior guard and military police duty. The Military Police personnel could be efficiently trained in anti-sabotage work and also in close-in defense without disrupting scheduled training. It is the intention to use the Military Police personnel to perform similar work at outlying air fields under the control of the Commanding Officers of Hickam and Wheeler Fields and also to accompany Air Corps Units to those outlying fields when either Wing is operating under its Dispersion Plan.

d. That the necessary reinforcements be furnished so that the Infantry Regiments of the Hawaiian Division, be organized under WD, T/O No. 7, dated November 1, 1940: Infantry Division (Square). These regiments are now organized under Standard WD, T/O 7-11, dated December 6, 1938, as modified to fall within the "Allotment of Grades and Ratings for Enlisted Men, and authorized Recruiting Strength" as published in mimeograph letter, TAG, August 7, 1940, file AG 221 (8-7-40) E. Approval of this request would permit compliance with Reference A, above, and also make available the necessary personnel and material authorized by current standard, War Department Tables of Organization.

e. That the 11th Field Artillery Brigade (less 11th Field Artillery) be organized under WD, T/Os dated November 1, 1940 and that the necessary reinforcements be furnished this Department. That War Department, Tables of Basic Allowances for Field Artillery, No. 6-1, dated November 1, 1940, be made applicable to the 11th Field Artillery Brigade (less 11th Field Artillery).

3. A Study is now being made of all Special Tables of Organization at present in use by units in this Department, with a view of submitting recommendations for changes that will permit organization and functioning under current Standard WD, Tables of Organization.

[sgd] Walter C. Short,
WALTER C. SHORT,
Lieutenant General,
Commanding.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41.

[SECRET]

SUBJECT: Reinforcements for Hawaiian Department.

1st Ind.

G 320.2 (2-25-41) 1-C

WVC

WAR DEPARTMENT, A. G. O.,
April 11, 1941.

To: Commanding General, Hawaiian Department.

1. The augmentation of Coast Artillery and Engineer components of the Hawaiian Department is being considered separately, and you will be advised in the near future of the action taken thereon.

2. The augmentation of the Field Artillery and Infantry components of the Hawaiian Division, and the addition of a Tank Battalion and two Military Police Companies to the peace garrison are not considered urgent, nor is it practicable to provide the personnel at this time. It is believed the necessary guard duties can and should be performed by troops in the Department without organizing Military Police Companies for this purpose.

3. The reorganization of Infantry and Field Artillery elements of the Hawaiian Division under latest War Department tables of organization is approved. This can be accomplished without additional personnel. The majority of the units in other foreign garrisons and in the Continental United States are below table of organization strengths yet conform to standard tables. As stated in letter, February 4, 1941, AG 320.2 (1-17-41) P (C), subject: "Tables of Organization, Overseas Departments", this can be accomplished by reducing the size of component elements of a unit or by carrying certain elements inactive.

By order of the Secretary of War:

(sgd) W. V. Carter,
W. V. CARTER,
Brigadier General,
Acting The Adjutant General.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[Exhibit 1K]

[SECRET]

AG 320.2 (3-5-41) M-WPD

ACW/1ff

APRIL 9, 1941.

Subject: Aircraft Warning Service and Air Defense.

To: Commanding General, Hawaiian Department.

1. Reference is made to letter, this office, December 15, 1939, AG 676.3 (12-15-39) M-WPD, subject: "Aircraft Warning Service, Hawaiian Department", to subsequent communications on the same subject; to letter G-2/183-316, February 12, 1941, subject: "Final Report of Commanding General, Air Defense Command"; and to letter, this office, March 17, 1941, AG 320.2 (2-28-41) M-WPD-M, subject: "Defense Plans, Continental United States".

2. It is suggested that you consider the advisability of organizing your department for air defense, along lines similar to those described in letter, this office, March 17, 1941, AG 320.2 (2-28-41) M-WPD-M, i. e., charging your senior air officer with functions corresponding to those of the Commanding General,

GHQ Air Force in the United States. These functions would include the peacetime organization and training of both fixed and mobile Aircraft Warning Services and of Interceptor pursuit aviation.

By order of the Secretary of War:

D. R. VAN SICKLER,
Adjutant General.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-23-41.

[SECRET]

AG 320.2/61

1st Ind.

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 3 May, 1941.

To: The Adjutant General, Washington, D. C.

Considerable study has been given to the organization of a Hawaiian Air Defense Command and the proposed plan was presented in paragraph 7, secret letter, this headquarters to TAG, dated 25 April 1941, subject: "Reorganization of the Forces of the Hawaiian Department."

For the Commanding General:

CARL GROSSE,
Major, A. G. D.,
Assistant Adjutant General.

A true copy:

L. W. Truman,
L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

(IG-24)

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 24 April 1941.

In reply refer to: 320.2

Subject: Air Base Group.

To: The Adjutant General, Washington, D. C., (thru: Commanding General, Hawaiian Department, Fort Shafter, T. H.).

1. The Commanding General, Hawaiian Air Force, recently requested the War Department to designate Bellows Field, T. H., a permanent Air Corps station under the jurisdiction of Headquarters Hawaiian Department.

2. A further request is being prepared by the Commanding General, Hawaiian Department, to have the War Department authorized the creation of a separate Air Corps station for the 15th Pursuit Group on Oahu, T. H.

3. Subject to the approval of the above mentioned recommendations, a redistribution of Air Base Group units will be necessary and the following is recommended:

a. The 18th Air base Group (R) (tentative T/O 1-411) Wheeler Field, T. H., be redesignated an "Air Base Group, Air Base" (Single).

b. An "Air Base Group, Air Base" (Single) (tentative T/O 1-411) be authorized for Bellows Field, T. H.

c. An "Air Base Group, Air Base" (Single) (tentative T/O 1-411) be authorized for the new station of the 15th Pursuit Group.

F. L. MARTIN,
Major Major General, U. S. Army,
Commanding.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[CONFIDENTIAL]

SUBJECT: Air Base Group
AG 320.2 (4-24-41) MC-C

2nd Ind.

RPM/ihw-1217
WAR DEPARTMENT, A. G. O.,
June 26, 1941.

To: Commanding General, Hawaiian Department.

1. The Troop Unit Basis FY 1942, provides for two additional materiel squadrons for the Hawaiian Department Air Force. It is believed that this provides sufficient air base units to care for Bellows Field.

2. Action on your recommendation for the organization of an additional air base group for station with the 15th Pursuit Group is held in abeyance pending decision on the new station.

3. It is desired that you submit without delay your recommendations for station and construction for the two additional materiel squadrons.

By order of the Secretary of War:

D. B. VAN SICKLE,
Adjutant General.

A true copy:

L. W. TRUMAN,
L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

AG 320.2/94

3rd Ind.

OMM/ajk

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 22 July 1941.

To: The Adjutant General, War Department, Washington, D. C

Reference paragraph 3, 2nd Indorsement, it is recommended that the two additional materiel squadrons be stationed at Bellows Field. Construction to care for these squadrons has been included in letter this Headquarters to the War Department dated 5 April 1941, Engineer file 600.12, subject: "Construction at Bellows Field, T. H."

For the Commanding General:

O. M. McDOLE,
Major, A. G. D.,
Assistant Adjutant General.

A true copy:

L. W. TRUMAN
Capt. Inf.
12-22-41

7 AUGUST 1941.

CHENNEY L. BERTHOLF,
Lt. Co., A. G. D.,
Adjutant General

CHIEF OF THE AIR CORPS,
Washington, D. C.

Request authority be obtained for the activation of Bellows Field of a headquarters detachment to provide officer and enlisted staff for the post commander Stop Absence of an air-base group in the Bellows Field set-up necessitates the above Stop Minimum personnel for Hq Bellows Field now being furnished on DS from Hickam and Wheeler Fields Stop First two grade personnel available locally Stop Request for allotment of grades and ratings for the above follows by airmail Stop Request radio reply signed Martin.

SHORT.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

Confidential

380-22

CHIEF OF ARMY AIR FORCES,
Washington, D. C.

Request information as to status of air base group for Bellows Field Stop
Seven hundred troops now station thereat and the administrative situation is
becoming difficult Stop Refer thirty nine August fifteen Signed Martin

SHORT.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

Confidential

From

6 War WD

Washington, D. C., Sept. 27, 1941.

C G, Hawaiian Dept., Ft. Shafter, T. H.
172-27th

The activation of the air base group for Bellows Field reurad three eighty was
not favorably considered by Secretary War because this would exceed the garrison
strength now allotted Hawaii Stop The Adjutant General has been requested
to activate a headquarters detachment in accordance with your letter August
fifteen same subject A one dash seven.

ARNOLD.
316P/27.

Decoded by Lt Jos Engelbertz SC 10:00A, 29 Sept. 41.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

SECRET

WAR DEPARTMENT,
THE ADJUTANT GENERAL'S OFFICE,
Washington, September 27, 1941.

AG 320.2 (8-15-41)

MR-M-AAF

Subject: Activation of Air Corps Units.

To: Commanding General, Hawaiian Department.

1. The Headquarters Detachment, Bellows Field, T. H., is constituted and
will be activated by you at the earliest practicable date.

2. Grades and ratings for this detachment will be as indicated on the attached
inclosure.

3. Personnel for this detachment will be furnished from personnel now avail-
able in the Hawaiian Department with no increase in strength of the Hawaiian
Air Force.

By order of the Secretary of War:

(S) OTTO THUSON,
Adjutant General.

1 Incl. Copies furnished:

Commanding General, Hawaiian Air Force

Chief of Staff, GHQ.

Chief of the Army Air Forces

Chief of the Air Corps

Divisions of the War Department General Staff.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

SECRET

56 WAR RC WD

Washington, D. C., 554P, AGU 30, 1941.

C G Hawn Dept. Ft. Shafter, T. H.

Seven Nine Thirtieth Air base group at Bellows Field and URAD August
Seven reference hdqrs Bellows Field reulst April Twenty-four Stop Desired
that following information be furnished by most expeditious means to this office

Stop One what are total Air Corps personnel requirements for Hawaiian Dept query two what are total personnel requirements for arms and services with Air Corps query three number of air base groups and location that will be required for Hawaiian Dept.

ULIO.
352P.

Decoded by: Capt. C. J. Harrison, SC. 1030A, Aug. 31, 1941.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41.

9 September 1941.

[S] CHEMEY L. BERTHOLF
Lt. Col. AGD
Adjutant General.

272-9

THE ADJUTANT GENERAL,
Washington, D. C.

Following Air Force requirements submitted re your seven nine thirtieth Stop Following units and personnel required at present two air base groups paren single paren comma one for Bellows Field and one for Kahuru Point semicolon Air Corps enlisted personnel now in department sufficient to organize these units Stop One heavy bombardment squadron consisting of twenty seven officers and two hundred twenty enlisted men required to replace Fourteenth Bombardment Squadron transferred to Philippine Department Stop Other services required as follows Bellows Field colon Medical Corps one officer seven enlisted Dental Corps one officer semicolon Quartermaster Corps one officer thirty enlisted comma Ordnance Department one air base company of four officers and sixty men Stop For Kahuru Point colon Medical Corps three officers twelve enlisted one Dental Corps comma Quartermaster Corps one officer thirty enlisted comma Signal Corps ten enlisted specialists Stop In order that the Hawaiian Air Force may be brought to the strength necessary to enable that force to provide the air defense of Oahu it is necessary that the following additional personnel be provided as soon as possible colon Air Corps three thousand eight hundred seventy one enlisted comma Medical Corps six officers thirty six enlisted one, Dental Corps comma Quartermaster four officers seventy enlisted Stop Also three air base squadrons one each at Barking Sands Kauai comma MORSE Field and Hilo Hawaii Stop In the near future two additional air base squadrons will be required one at Lanay paren under construction paren one at Parker Ranch paren Project to be submitted paren Stop This need covered in full detail in confidential letter commanding General Hawaiian Air Force to Chief Army Air Forces dated twenty August forty one forwarded from this headquarters twenty-fifth August Stop The above increased personnel both Air Corps, arms and services was not repeat not included in my letter ag three twenty zero point three slant thirty seven 2 dated June fifth forty one

SHORT.

EMC secret by Lt. G. Lennox S. C., 1146A Sept. 9, 1941.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

SECRET

126 WAR EM WD

Washington, D. C. 731 P Oct 17, 1941.

C. G., HAWN DEPT Ft. Shafter T. H.

17th Fourteenth Bombardment Squadron H is relieved from assignment to Eleventh Bombardment Group H and from permanent station at Hickam Field and assigned to Commanding General U S Army Forces in the Far East Manila P I for permanent station to be designated by him

ADAMS,
1101P.

Decoded by Capt. C. J. Harrison, 1133P Oct 17 1941.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

8 NOVEMBER 1941.

CHENEY L. BERTHOLF,
Lt. Col., A. G. D., Adjutant General.

786-6th

CHIEF OF ARMY AIR FORCES,
Washington, D. C.

Request immediate consideration be given to the assignment of three repeat three air depot groups to the Hawaiian Air Force Stop Procurement of sufficient civilian employees for the Hawaiian Air Depot is impossible Stop Discharge of enlisted men at the convenience of the Government for the purpose of accepting employment in the Hawaiian Air Depot fails to remedy the shortage in personnel Stop At present our depot maintenance is far behind schedule Comma resulting in the grounding of thirty percent of our tactical planes Stop Lack of both personnel and material is becoming increasingly acute Stop From a standpoint of second and third echelon maintenance we are poorly prepared for any augmentation in airplane strength Stop We must have maintenance personnel and material at once Stop No no personnel is available here for the activation of these groups signed Martin

SHORT.

ENC secret by LTCR Tiemah SC 310PM Nov. 8, 1941.

A True Copy:

F. W. TRUMAN,
Capt. Inf.
12-22-41

SECRET

59 WAR MC WD

Washington, D. C., 748P Nov. 15, 1941.

C G Hawn Dept. Ft. Shafter, T. H.

Four zero two fifteenth. Reference your radiogram number seven eight six of Nov eighth for additional air depot groups period This matter is now under advisement period Answer will be made in the immediate future period At the present time the air depot groups are not available for transfer to your department period When depot groups can be made available to your dept will this increase in Air Force personnel come within the authorized war garrison strength now approved for the Hawaiian Dept period From Arnold.

ADAMS,
120A/15/16.

Decoded by: Capt C. J Harrison SC 435P Nov. 16, 1941.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-4118 NOVEMBER 1941.
WM E DONEGAN,
Lt. Col. G. S. C.
A. C. of S., G-3

889-19th

THE ADJUTANT GENERAL,
Washington, D. C.

Reference your four zero two fifteenth of November fifteenth increase of Air Depot groups will not repeat not come within authorized war garrison strength now approved for Hawaiian Department Stop Request that personnel for Air Depot groups be furnished as soon as possible Stop Air groups urgently needed due to difficulty in procuring civilian employees Stop Hawaiian Air Force will be severely handicapped in proposed augmentation in airplane strength Stop Demands for depot maintenance will be unlimited Stop Authorized war garrison strength must be increased to accommodate air depot groups End

SHORT.

Enc see by Lt J H Babcock, 137P Nov, 19, 1941,

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

SECRET

WAR DEPARTMENT,
THE ADJUTANT GENERAL'S OFFICE,
Washington, November 18, 1941.

AG 320.2 (11-1-41)

MR-M-AAF

Subject: Activation and Redesignation of Air Corps Units.

To: Commanding Generals,
Caribbean Defense Command, Panama Canal,
Hawaiian and Philippine Departments,
Newfoundland Base Command and
U. S. Forces in Far East
Chief of Army Air Forces.

1. The following units are constituted and will be activated at the earliest practicable date by the Department commanders concerned:

Unit	Source of Personnel	Station of Activation	Permanent Station
5th Air Corps Squadron, Communications, (Regional Control).	Existing Units in Phil. Dept.	Phil. Dept....	Sq. Hq. Nichols Field, P. I., Airways detachments as directed by Dept. Commander.
5th Airways Squadron.....	Existing Units in Phil. Dept.	Phil. Dept....	Sq. Hq. Nichols Field, P. I., Airways detachments as directed by Dept. Commander.
6th Airways Squadron.....	Existing Units in Caribbean Defense Command.	P. C. Dept....	Sq. Hq. Albrook Field, Panama, Airways detachments as directed by Dept. Commander.
7th Airways Squadron.....	Existing Units in Haw. Dept.	Haw. Dept....	Sq. Hq. Hickam Field, Haw., Airways detachments as directed by Dept. Commander.

2. The initial strength of the 5th and 7th Airways Squadrons will be 19 officers and 110 men. Grades and ratings will be issued in a separate communication.

3. The 5th and 7th Airways Squadrons will furnish the servicing detachments for Airways stations in the Pacific Area. Weather and Communications personnel for the Airways stations will be furnished by the Chief of the Army Air Forces upon receipt of a requisition from the appropriate Department commander.

4. These units will be activated from personnel now available to the respective Department commanders.

5. Further replacements for the 5th Airways Squadron and 5th Air Corps Squadron, Communications, will be furnished by the Chief of the Army Air Forces upon receipt of a requisition from the Commanding General, U. S. Forces in Far East.

6. Attached is a Manning table for an Airways station.

7. The following units are redesignated as indicated:

OLD DESIGNATION	NEW DESIGNATION
Air Corps Detachment, Weather, Philippine Islands.	5th Air Corps Squadron, Weather (Regional control).
Air Corps Squadron, Communications, Caribbean.	6th Air Corps Squadron, Communications (Regional Control).
Air Corps Detachment, Weather, Panama.	6th Air Corps Squadron, Weather (Regional control).
Air Corps Detachment, Communications, Hawaii.	7th Air Corps Squadron, Communications (Regional Control).
Air Corps Detachment, Weather, Hawaii.	7th Air Corps Squadron, Weather (Regional control).
Air Corps Detachment, Communications, Newfoundland Base Command.	8th Air Corps Squadron, Communications (regional control).
Air Corps Detachment, Weather, Newfoundland Base Command.	8th Air Corps Squadron, Weather (Regional Control).

8. Assignment of units:

Caribbean Air Forces:

6th Air Corps Squadron, Communications (Regional control) with squadron headquarters at Albrook Field.

All Communications detachments in the Caribbean Area including Puerto Rico and the Communications detachments at all Airways stations in the Caribbean Area.

6th Air Corps Squadron, Weather (Regional control) with squadron headquarters at Albrook Field.

All Weather detachments in the Caribbean Area including Puerto Rico and the Weather detachments at all Airways stations in the Caribbean Area

Far East Air Force:

5th Air Corps Squadron, Communications (Regional control) with squadron headquarters at Nichols Field.

All Communications detachments in the Far East Area. 5th Air Corps squadron, Weather (Regional Control) with squadron headquarters at Nichols Field.

All Weather detachments in the Far East Area.

Hawaiian Department Air Force:

7th Air Corps Squadron, Communications (Regional control) with squadron headquarters in the Hawaiian Department Area.

7th Air Corps Squadron, Weather (Regional control) with squadron headquarters in the Hawaiian Department Area.

Newfoundland Base Command:

8th Air Corps Squadron, Communications (Regional control) with squadron headquarters at Newfoundland Airport.

All communications detachments at the British Bases in the Northeast, and Bermuda.

8th Air Corps Squadron, Weather (Regional control) with squadron headquarters at Newfoundland Airport.

All Weather detachments at the British Bases in the Northeast, and Bermuda.

9. Weather Sections and Communications Sections now assigned as a part of Airways detachments are removed from assignment thereto and reassigned as a Weather or Communications detachment to the appropriate Weather or Communications squadron of that area. The detachments will remain at their Airways stations.

10. Weather and Communications personnel for the Airways stations will be furnished by the Chief of the Army Air Forces on receipt of a requisition from the Department commander concerned.

By order of the Secretary of War:

[S] OTTO JOHNSON,
Adjutant General.

Copies furnished: Chief of Staff GHQ, Commanding General, Air Force Combat Command, Chief of Air Corps, Divisions of the War Department, General Staff. 1 Incl.

A true copy:

L. W. Truman,

L. W. TRUMAN,

Capt. Inf.

12-22-41.

[CONFIDENTIAL]

873-18

CHIEF OF ARMY AIR FORCES,

Washington, D. C.

Request that authority be obtained to activate station complements of a strength in grades and ratings equal to those at present organized on the mainland at the following Air Corps Fields within this department colon Hickam Field Wheeler Field Morse Field Barking Sands Stop No provision has been made for personnel for Base and Post functions with the result that the wings at Hickam Field and Wheeler Field are forced to provide administrative personnel for the posts in addition personnel from the Eighteenth Wing Hickam Field and from the Air Base Group Hickam Field are required to man Barking Sands and Morse Field comma both major outlying fields. Personnel for post administration must be obtained somewhere and it is now being obtained at the expense of our

tactical organizations Stop If the tactical organizations should be moved into the field post administration would collapse Stop It is urgently recommended that the authority requested above be obtained immediately signed Martin

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[CONFIDENTIAL]

144 WAR WE

Washington, D. C., 219A, Nov. 26 1941.

COMMANDING GENERAL,

Hawaiian Dept., Ft. Shafter, T. H.

455-25th

Until such time as present initial war garrison limitations imposed upon Hawaiian Department have been lifted additional personnel can not repeat not be sent to that department Stop With view to securing an increase in the air strength for that station action has been initiated and you will be advised when final action is taken Stop Referring to your eight seven three

ADAMS,
730A/25/26/1PM.

Decoded by Lt. Jos Engelbertz SC, 3:15 P, 26 Nov 41.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[Exhibit 1L]

[SECRET]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,

Fort Shafter, T. H., 25 April 1941.

In reply refer to:
AG 230.3/37

Subject: Reorganization of the Forces of the Hawaiian Department.
To: The Adjutant General, Washington, D. C.

1. Reference is invited to:

A. Secret letter, HHD to TAG, 25 February 1941, subject: "Reinforcements for Hawaiian Department", file AG 320.2/58.

B. Secret radio, TAG to HHD, 19 April 1941, 744-18th and reply thereto, HHD to TAG, 22 April 1941. AG 325/18-18a.

C. Secret letter, HHD to TAG, number 2645-18, dated 18 April 1941, in connection with Medical Department Enlisted Reinforcements. On file in Department Surgeon Office.

2. It is recommended that authority be given this headquarters to organize the present Hawaiian (Square) Division into two (2) separate and independent Triangular Divisions. Under War Department, tables of Organization, No. 70, dated November 1, 1940, current shortages exist in both personnel and material but it is believed that a desirable reorganization can be accomplished without increases in present strength other than the expansion of certain units as requested in my References A, C, and D, and requested reinforcements to organize a Reconnaissance Troop in each of the proposed Triangular Divisions. In paragraph d, Reference A, I requested the necessary reinforcements to organize the Infantry Regiments of the Hawaiian (Square) Division under current War Department, Tables of Organizations, No. 7, dates November 1940, and assuming favorable action on the recommendation, the reinforcements requested herein for the expansion of existing units are in accordance with Reference A. A summary of the proposed reorganization with tables showing personnel shortages hereto as Inclosure No. 1.

3. Primary reasons for this request are as follows:

a. For tactical purposes the Defense of Oahu is conducted in two sectors, they are, the North Sector and the South Sector. Two (2) Triangular Divisions are considered more flexible to accomplish defensive operations in the two separate sectors.

b. The proposed reorganizations presents no serious problems as to organization, command, staff and tactical unity.

c. The Hawaiian (Square) Division, as now organized and employed, constitutes a separate channel of command. Due to present organization it is less flexible than the proposed two (2) Triangular Divisions and also retards the prompt execution of missions requiring the employment of one or more units of the Division in coordination with units of the other echelons under the control of the Department Commander.

d. As now constituted the land defense is assigned to the Division Commander as the Beach and Land Defense Officer, with the result that it permits the Department Commander to play no part in the defensive action, if and when, the air and coast defenses are knocked out.

4. National Guard and Selectee Units.

a. It is proposed to assign one of the two National Guard Infantry regiments now in Federal Service to each of the Triangular Divisions.

b. If the two National Guard Infantry regiments now in Federal Service are demobilized upon completion of one year's training and the Department's full yearly quota of three thousand (3,000) selectees are authorized, then it is planned to form two Infantry regiments from the selectees and assign one selectee Infantry regiment to each of the Triangular Divisions. See Reference B.

c. Should the two (2) National Guard regiments now in Federal Service and two (2) tentatively planned selectee regiments be in Federal Service at the same time then, it is planned to assign one selectee Infantry regiment to each of the Triangular Divisions and one or both of the National Guard regiments to defense missions on the Outlying Islands or retain one National Guard regiment as a Department reserve unit on Oahu.

d. By employing one National Guard regiment with each of the Triangular Divisions it will forestall an expected request for a Brigade organization of the two Hawaiian National Guard Regiments.

5. Station Compliments

a. Schofield Barracks.

(1) It is recommended that a Brigadier General be assigned to Schofield Barracks for duty as an administrative Post Commander and that he be provided with a staff and commissioned assistants, warrant officer, nurses, enlisted men and civilian employees as shown in Inclosure No. 2, attached hereto, which lists the net minimum requirements desired in addition to permanent personnel now on duty at Schofield Barracks and not assigned to units of the present Hawaiian (Square) Division.

b. Fort Shafter.

(1) It is recommended that a Lieutenant Colonel be assigned to Fort Shafter as the Administrative Post Commander and that he be provided with the officer and enlisted Station Complement personnel as shown in Inclosure No. 3, attached hereto. The necessity for a station complement for the post of Fort Shafter is predicted upon operational missions of its garrison, the 64th Coast Artillery (Antiaircraft) regiment. When thus employed the regiment is absent from its station and because of post and administrative requirements is deprived of its maximum fighting strength. It is believed this serious handicap could be eliminated by employment of a Station Complement at Fort Shafter.

c. Station Complements are not requested for stations under control of the Hawaiian Air Force and the Hawaiian Separate Coast Artillery Brigade for the following reasons:

(1) Hawaiian Air Force: The duties of units of the 18th Bombardment Wing (Hickam Field) and the 14th Pursuit Wing (Wheeler Field) necessitate maximum operation, maintenance and control from Air Fields under the control of the Wing Commanders and from which the Post Administrative Staff and enlisted assistants will not be moved. With full consideration of the anticipated complement of three hundred (300) airplanes, no need for Station Complements exists.

(2) Hawaiian Separate Coast Artillery Brigade: Practically all of the field operational functions will be performed in the vicinity of the permanent station and no necessity for Station complements is considered except for Fort Shafter, as noted above.

6. After preparation of this letter, your 1st. Indorsement to our reference A was received. This request is being forwarded with a view of having it available for reference in the War Department, under the following conditions:

a. That this communication with its request for reinforcements as listed in Inclosure #1, be given reconsideration at the earliest date it is practicable to provide the reinforcements requested.

b. That authority be granted me to reorganize the present Hawaiian (Square) Division into two (2) Triangular Divisions by using the present available personnel and material. This can be accomplished in accordance with the last of your paragraph 3, 1st Indorsement, dated April 11, 1941, to my Reference A.

7. Organization of Air Defense Command.

a. In order that maximum coordination in all activities pertaining to the Air Defense of Oahu may be accomplished, I propose to create an Air Defense Command to be commanded by the Commanding General, Hawaiian Air Force, who will continue control of the 18th Bombardment Wing. I propose to constitute the Air Defense Command as follows:

- (1) Commanding General, Hawaiian Air Force.
- (a) Headquarters and Staff, Hawaiian Air Force.
- (b) 18th Bombardment Wing.
- (c) Air Defense Command.
 1. Aircraft Warning Service.
 2. 14th Pursuit Wing.
 3. Antiaircraft Artillery Brigade.

b. In the organization of an Air Defense Command no interference with normal antiaircraft training is contemplated. Only while actually performing operational missions is it planned to place the antiaircraft Artillery under the control of the Air Defense Commander. Furthermore, no increase in the numbers of the Staff of the Hawaiian Air Force is believed necessary in order to create an air defense Command for this Department. It is planned to have the Commanding General, Hawaiian Air Force, and his staff also perform the duties of the Commander and the Staff of the Air Defense Command. In order to avoid divided responsibilities due to the dual missions now required of some beach defense batteries, no action will be taken to form an Air Defense Command until the first increment of the antiaircraft artillery reinforcements, described in secret radiograms War Department, 25 and 26 April, 1941, have been received.

c. An Air Defense Command for the Hawaiian Department is believed peculiarly adaptable to this theater and will best meet the needs for defense against attacks from the air.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

3 Incl.

- #1—Summary of Proposed Reorganization
- #2—Station Complement, Schofield Barracks.
- #3—Station Complement, Fort Shafter.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

Subject: Reorganization of the Forces of the Hawaiian Department.

AG 320.2 (4-25-41 MC-C

1st Ind.

ESA

WAR DEPARTMENT, A. G. O.,

July 29, 1941.

To: Commanding General, Hawaiian Department.

1. Reference is made to 1st Indorsement, this office, July 22, 1941, AG 320.2 (6-5-41) MC-E, subject: War Garrison for Initial War Operations, Hawaiian Department.

2. In view of the action taken on the correspondence referred to above, basic communication is being returned without action.

By order of the Secretary of War:

Major General,
The Adjutant General.

3 incls. n/c

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

17 WVY MX 109

Wahn D. C. 610A May 29 41.

CG

Hawn Dept. Ft. Shafter T. H.

Eight three seven twenty ninth Secretary of War has decided that in connection with other vital needs total war repeat war garrison of your department for initial war operations must be reduced to approximately fifty eight thousand officers and men stop It is not believed advisable to reduce Air Corps combat comma antiaircraft and AWS units now set up stop Therefore a reduction must be made with respect to other troops stop Recommendations desired as expeditiously as possible as to manner of effecting required reduction

ADAMS.
657A

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

AG 320.37/37B

5 June 1941.

Subject: War Garrison for Initial War Operations.

To: The Adjutant General, Washington, D. C.

1. Reference is invited to:
 - A. Secret Radio, TAG to HHD, 29 May 1941, 837-29th.
 - B. Secret letter HHD to TAG, 25 April, 1941, subject: "Reorganization of the Forces of the Hawaiian Department", file AG 320.37/37.
2. In compliance with instructions contained in Reference A, the composition of the war garrison for initial war operations has been studied. Table I herewith, shows the forces recommended, totaling 59,425 officers, warrant officers, nurses, and enlisted men, but not including the civilian employees now shown in Table I, par. 7, HDP-40.
3. The proposed war garrison consists of the following major units:
 - a. Two Triangular Divisions, less reconnaissance troops, with the Infantry and Signal Corps personnel at reduced strength.
 - b. Corps troops consisting of 2 light tank battalion, the existing 11th Ordnance Company, Division Pack Train, and Co. A, 1st Separate Chemical Battalion, and the recently authorized 34th Engineers, Combat, and the 804th Engineer Battalion (Avn.).
 - c. The Hawaiian Air Force with service elements at present strengths.
 - d. Harbor Defense Coast Artillery as now provided in the approved defense project reduced by the personnel required to man three fixed seacoast mortar batteries and three 155-mm GPF batteries.
 - e. Antiaircraft Artillery with no reduction from the approved defense project.
 - f. Service, elements, with reductions in the mobilization strengths as shown in par. 7 HDP-40, and with many units entirely eliminated.
4. (a) The necessity for the defense of existing military air fields on the outlying islands of the Hawaiian group, together with the recently assumed responsibility for the defense of the Naval Air Station at Kaneohe, Oahu, directed by secret letter WD to HHD, 8 April 1941, Subject: "Defense of Naval Air Station, Kaneohe Bay, Oahu, T. H.", file AG 381 (3-13-41) M-NPD, and provision of a suitable mobile reserve for the beach and land defense of Oahu are three vital missions which can not be performed with any degree of success with an initial war garrison of approximately 59,000 troops.
 - b. The 299th Infantry recently has been transferred from Oahu to the islands of Hawaii, Kauai, Molokai, and Maui for the defense of air fields, thus leaving the proposed North Sector division short one Infantry Regiment.
 - c. Plans for the defense of the Naval Air Station at Kaneohe, now in preparation in this headquarters, indicate the minimum increase in the war garrison for this mission will include the following:
 - 1 Regiment Infantry.
 - 1 Regiment Field Artillery, 155mm How., truck drawn.
 - 1 Battalion C. A., 155mm guns plus one additional battery.
 - 1 Regiment C. A., (AA), (semi-mobile) (less one gun battalion).
 - 1 Battery C. A., 12-inch barbette guns.
 - d. Assuming that two Infantry regiments will be furnished, one to replace the 299th Infantry and one for the defense of Kaneohe Bay, it is believed that the

mobile reserve for the beach and land defense should be comprised of the light tank battalion now included in Table I herewith, and Infantry units detached from one or both of the triangular divisions recommended in Table I herewith.

e. It is therefore urgently recommended that the strength of the war garrison for this department be increased from approximately 58,000 to approximately 70,600 men so as to provide the following unit reinforcements from the mainland, not now shown in Table I herewith:

2 Infantry Regiments, T/O 7-11 Nov. 1, 1940.....	6,898
1 Regiment F. A. 155mm How T/O 6-41 Nov. 1, 1940.....	1,733
1 Regiment C. A. (AA) Semi-mobile (less 1 gun bn) T/O 4-111 Nov. 1, 1940.....	1,797
1 Bn C. A. 155mm guns, w/1 additional gun btry, T/O 4-35 Nov. 1, 1940.....	694
1 Btry C. A. 12-inch barbette guns, T/O 4-67 Nov. 1, 1940.....	157

Total..... 11,279

5. Reference is invited to par. 5 and inclosures 1 and 2 of reference B in which it was recommended that station complements be provided for Schofield Barracks and Fort Shafter. Table I herewith includes provisions for the Quartermaster Corps, Finance Dept., Medical Corps, Signal Corps, and Ordnance personnel required for these station complements. It is highly desirable that the war garrison be increased sufficiently to provide the complete station complements for these two stations, an increase of 731 officers and men for Schofield Barracks and 131 officers and men for Fort Shafter.

6. Summarizing, in Table I herewith the war garrison for this Department has been reduced to a strength of 59,425. To provide a mobile reserve for the beach and land defense of Oahu, and to defend the Naval Air Station at Kaneohe and military air fields on outlying islands, an increase to approximately 70,600 officers and men is essential. A further increase of about 860 officers and men is highly desirable to furnish station complements for Schofield Barracks and Fort Shafter. I therefore recommend that the war strength of this command for initial war operations be fixed at approximately 71,500 officers and men.

7. Recent operations in Europe, particularly the failure of the British to hold the island of Crete, indicate the vital importance to the defense of Oahu of the nearby air fields on the other islands of the Hawaiian group. Hostile use of any of these air fields, considering modern methods of air warfare, would be extremely hazardous to the defense of Oahu. While not yet included in the war garrison recommended for this Department, it is probable that in the near future, plans will be submitted for the garrisoning of each of the outlying islands by a force consisting of approximately one regiment of Infantry and a composite battalion of Field Artillery.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

1-Incl.—Table I.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

Subject: War Garrison for Initial War Operations, Hawaiian Department.
AG 320.2 (8-5-41)MC-E 1st Ind. ESA

WAR DEPARTMENT, A. G. O., July 22, 1941.

To: Commanding General, Hawaiian Department.

1. The war garrison recommended in paragraph 2 of the basic communication, totalling 59,425 officers, warrant officers, nurses and enlisted men, reduced to 57,249 as shown in inclosure 2, and augmented by the following units for the defense of Kaneohe Bay:

1 Regt CA (AA), semi-mobile (less one gun Bn, band and basies).....	T/O 4-111	11-1-40....	1,590
1 Bn CA 155 MM Guns with 1 addit. gun btry.....	T/O 4-35	11-1-40....	694
1 Btry CA.....	T/O 4-67	11-1-40....	157

Total..... 2,441

is approved. Paragraph 7, HDP-40 will be amended accordingly.

2. The recommendation contained in paragraph 6 of the basic communication to establish a war garrison of 71,500 officers and men for initial war operations in your department is not favorable considered. Troops in excess of the 59,690 authorized in paragraph 1, above, will be sent to Hawaii only in case the situation develops a need therefor and provided such additional troops can be made available in connection with other requirements.

By order of the Secretary of War:

(Signed) E. S. ADAMS,
Major General,
The Adjutant General.

2 Incls;
#1—N/c.
#2—Initial War Garrison, Haw. Dept. (Added)
A true copy:
L. W. TRUMAN,
Capt. Inf.
12-22-41

Initial war garrison—Hawaiian Department

Organization	T/O	Date	Mobilization strength				
			Off	WO	ANC	E. M.	Total
a. Department Headquarters:							
Gen & Spec Staff Sections.....			144	30		152	326
Hq Sp Troops.....			7			41	48
Hq Company.....			3			59	62
MP Co Haw Dept.....	7-7	11- 1-40	5			170	175
QM Co (Car).....	10-87P	11- 1-40	2			70	72
Total Dept HQ.....			161	30		492	683
b. North Sector Division (Triangular).							
Div Hq.....	70	11- 1-40					
Hq & MP Co.....	70-1	10- 1-40	26	2		74	102
Reconn Troop.....	70-2	10- 1-40	7			123	130
Div Sig Co.....	Sp.		4		Omitted	114	116
19th & 21st Inf.....	7-11	10- 1-40	206	2		4,660	4,868
299th Inf WD Ltr AG 221E and WD radio.....		10-12-40 5-11-41	65			1,577	1,642
Div Arty.....	6-80	10- 1-40	121	1		2,563	2,685
Engr Bn.....	5-75	10- 1-40	18			616	634
Med Bn.....	8-65	10- 1-40	38			482	520
QM Bn.....	10-15	10- 1-40	16			296	312
Total Div.....			501	5		10,505	11,011
Attached Med.....			43			380	423
Attached Chap.....			11				11
Aggregate.....			555	5		10,885	11,445
c. South Sector Division (Triangular).							
Div Hq.....	70	11- 1-40					
Hq & MP Co.....	70-1	10- 1-40	26	2		74	102
Recon Troop.....	70-2	10- 1-40	7			123	130
Div Sig Co.....	Sp.		4		Omitted	114	118
27th & 35th Inf.....	7-11	10- 1-40	206	2		4,660	4,868
298th Inf WD Ltr AG 221E & Radio.....		10-12-40 5-11-41	50			1,308	1,358
Div Arty.....	6-80	10- 1-40	121	1		2,563	2,685
Engr Bn.....	5-78	10- 1-40	18			616	634
Med Bn.....	8-65	10- 1-40	38			482	520
QM Bn.....	10-15	10- 1-10	16			296	312
Total Div.....			486	5		10,236	10,727
Attached Med.....			43			380	423
Attached Chap.....			11				11
Aggregate.....			540	5		10,616	11,161

Initial war garrison—Hawaiian Department—Continued

Organization	T/O	Date	Mobilization strength				
			Off	WO	ANC	E. M.	Total
d. Headquarters Hawaiian Air Force:							
Hq & Hq Sq HAF	1-10-1	8- 1-39	70			336	406
18th Bomb Wing							
Hq & Hq Sq 18th Bomb Wing	1-10-1	6- 1-41	13			122	135
Hq & Hq Sq 5th Bomb Grp (Hv)	1-112	6- 1-41	21			232	253
23d Bomb Sq (Hv)	1-115	6- 1-41	37			217	254
31st Bomb Sq (Hv)	1-115	6- 1-41	37			217	254
72d Bomb Sq (Hv)	1-115	6- 1-41	37			217	254
4th Recon Sq (Hv)	1-215	6- 1-41	43			229	272
Hq & Hq Sq 11th Bomb Gp (Hv)	1-112	6- 1-41	21			232	253
14th Bomb Sq (Hv)	1-115	6- 1-41	37			217	254
16th Bomb Sq (Hv)	1-115	6- 1-41	37			217	254
42d Bomb Sq (Hv)	1-115	6- 1-41	37			217	254
50th Recon Sq (Hv)	1-215	6- 1-41	43			229	272
19th Transport Sq	1-355	8- 1-39	40			182	222
17th Air Base	1-411	6- 7-40	40			682	722
Haw Air Depot			18				18
Total			531			3,546	4,077
Attached Med			17			95	112
Attached Chap			1				1
Service Units:							
53d Sig Maint Co	11-227	12- 1-40	3			44	47
324th Sig Co (Air Wg)	11-247	12- 1-40	3			71	74
328th Sig Co (Avn)	11-217	12- 1-40	3			71	74
Sig Sections (HAF)			2			7	9
Sig Sections 18th Wing			2			2	4
12th Sig Plat (Air Base)	11-237	3-19-40	1			21	22
Ord Sect Hq HAF			3			10	13
740th Ord Co Avn (AB)	9-167	12-16-40	3			38	41
481st Ord Co Amm (Bomb)	9-157	12-16-40	5			125	128
482nd Ord Co Avn (Bomb)	9-157	12-16-40	5			123	128
QM Sec Hq HAF & 18th Wing						4	4
13th QM Co (Truck)	10-57	11- 1-40	3			70	73
259th QM Co (AB)	10-357	4-18-40	3			102	157
39th QM Co (LM)	10-27	11- 1-40	2			60	62
Total attached			56			841	897
e. 14th Pursuit Wing & Attached Units:							
Hq & Hq Sq 14th Pur Wing	1-10-1	6- 1-41	13			122	135
Hq & Hq Sq 18th Pur Grp (1)	1-12	6- 1-41	23			209	232
6th Pur Sq (1)	1-35	6- 1-41	35			201	236
19th Pur Sq (1)	1-35	6- 1-41	35			201	236
78th Pur Sq (1)	1-35	6- 1-41	35			201	236
44th Pur Sq (1)	1-35	6- 1-41	35			201	236
Hq & Hq Sq 15th Pur Grp (F)	1-12	6- 1-41	13			122	135
45th Pur Sq (F)	1-12	6- 1-41	33			279	312
46th Pur Sq (F)	1-15	6- 1-41	33			279	312
47th Pur Sq (F)	1-15	6- 1-41	33			279	312
86th Obs Sq	0-255	1- 1-41	21			137	158
58th Bomb Sq	1-135	8- 1-39	25			196	221
18th Air Base Grp	(Tentative 1-441)	6- 7-40	30			499	529
Total			364			2,926	3,290
Attached Med			17			84	101
Attached Chap			1				1
Service Units:							
Sig Sed 14th Wing			2			2	4
307th Sig Co (Air Wing)	11-217	12- 1-40	3			71	74
45th Sig Plat (AB)	11-237	3-19-40	1			21	22
258th QM Bn (AB)	10-357	4-18-40	2			102	118
14th QM Co (Truck)	10-57	10- 1-40	3			70	73
741st Ord Co (AB) (Avn)	9-167	12-16-40	3			38	41
674th Ord Co AVN (Pur)	9-157	12-16-40	4			50	54
696th Ord Co AVN (Pur)	9-157	12-16-40	4			50	54
Total Attached			40			498	538
Total Hawaiian Air Force (Air Units)			895			6,472	7,367
Total Hawaiian Air Force & Attached Units			991			7,811	8,802

Initial war garrison—Hawaiian Department—Continued

Organization	T/O	Date	Mobilization strength				
			Off	WO	ANC	E. M.	Total
f. Harbor Defense Troops:							
Hq & Hq Btry HSCAB.....	4-10-1.....	11- 1-40	10			75	85
15th CA (HD) (Less 1 gun btry).	4-41.....	11- 1-40	46	1		1,122	1,169
16th CA (HD) (Less 2 gun btry).	4-71.....	11- 1-40	42	1		969	1,012
41st CA (RY) (Less 1 gun bn (Less Bd).	4-41.....	11- 1-40	49			1,108	1,157
55th CA (TD) (Less bd)	4-31.....	11- 1-40	67			1,678	1,745
Nth CA (TD) (Less Hq & CTn 2d & 3d Bns & Btrys D, E, & F, SL Btry & Band).	4-31.....	11- 1-40	37			800	837
Total Harbor Defense.....			251	2		5,752	6,005
Attached Med:							
16th CA.....			6			37	43
15th CA.....			6			37	43
41st CA.....			6			35	41
55th CA.....			7			46	53
Nth CA.....			4			26	30
Attached Chaplains.....			5				5
Total Attached.....			34			181	215
Total Harbor Defense & Attached Troops.....			285	2		5,933	6,220
g. Anti-aircraft Artillery:							
Hq & Hq Btry AA Brig.....	4-10-1.....	11- 1-40	10			75	85
Intelligence Btry AA Brig Spec.	4-08.....	1- 1-39	4			134	138
64th CA (AA) (Rein).....	4-11 & 4-13.....	11- 1-40 W Date 12-12-38	97			2,451	2,549
251st CA (AA).....	4-11.....	11- 1-40	69	1		1,907	1,877
97th CA AA (less Band SL and one (1) 37mm Btry and basics in part plus 1 AA MG Btry).	4-111.....	11- 1-40	87			1,979	2,066
98th CA AA (Less Band SL and one (1) 37mm Btry and basics in part plus 1 AA MG Btry).	4-111.....	11- 1-40	87			1,979	2,066
Total AA Coast Artillery.....			354	2		8,425	8,781
Attached Medical:							
64th CA (AA).....	4-11.....	11- 1-40	6			41	47
251st CA (AA).....	4-11.....	11- 1-40	6			41	47
Xth CA (AA).....	4-111.....	11- 1-40	7			48	56
Yth CA (AA).....	4-111.....	11- 1-40	7			49	56
Attached Chaplains.....	4-11.....	11- 1-40	6				6
Total Attached.....			32			180	212
Total AA & Attached.....			386	2		8,605	8,993
h. Department Troops:							
11th Tank Co.....	17-57.....	11-15-40	5			106	111
Xth Tank Bn (Less 1 Co).....	17-55.....	11-15-40	263			406	432
11th Ordnance Co.....	9-7.....	11- 1-40	6			140	146
Haw Div Pack Train.....	Sp.....		3			82	85
Co A 1st Sep Chem Bn.....	3-17.....	11- 1-40	2			168	170
Total.....			42			902	944
i. Chemical Warfare Service							
Chemical Depot & filling Plant.....	Sp.....		3			32	35
Engineer Corps:							
34th Engrs (Less Band & Basics).	5-171.....	11- 1-40	39			1,090	1,129
Attached Med & Chap.....	5-171.....	11- 1-40	7			35	43
804th Engr Bn Avn.....	5-435.....	4-22-40	21			625	646
Engr Depot.....	Spec.....		5			51	56
Total Engrs.....			65			1,766	1,831
Total Engrs plus attached Med & Chap.....			72			1,802	1,874

Initial war garrison—Hawaiian Department—Continued

Organization	T/O	Date	Mobilization strength				
			Off	WO	ANC	E. M.	Total
k. Ordnance Department:							
Ordnance Depot.....	Spec.....		12			92	104
61st Ord Co (Amm).....	9-17.....	11- 1-40	2			50	52
62nd Ord Co (MM).....	9-7.....	11- 1-40	6			140	146
63rd Ord Co (MM).....	9-7.....	11- 1-40	6			140	146
74th Ord Co Depot.....	9-18.....	11- 1-40	6			180	186
Ordnance Personnel Attached to Units.....			6				6
Total Ordnance Department.....			38			602	640
l. Finance Department:							
Finance Officer USA Hon.....			3			10	13
Mis Fin Est.....			8			38	46
Total Finance Department.....			11			48	59
m. Quartermaster Department:							
QM Depot.....			24	2		212	236
QM Det Scho Bks.....			15	2		227	244
QM Det (Ex Scho).....			15	1		300	316
Co B 90th QM Bn (HY M).....	10-47.....	11- 1-40	3			224	227
32nd Sep QM Co (LM).....	10-27.....	11- 1-40	4			185	189
33rd Sep QM Co (LM).....	10-27.....	11- 1-40	4			185	189
15th QM Co Truck.....	10-57.....	10- 1-40	3			110	113
16th QM Co truck.....	10-57.....	10- 1-40	3			110	113
72nd QM Co (Bakery).....	10-147.....	11- 1-40	5			158	163
Co A 395th QM Bn (Port).....			4			196	200
School, Bakers & Cooks.....			1			121	22
Total QM.....			81	5		1,928	2,014
Attached Med QM Depot.....			1			15	16
Total QMC and Attached.....			82	5		1,943	2,030
n. Signal Corps:							
Signal Co (Depot) (Less Dets).....	11-107.....		2			60	62
9th Sig Serv Co.....	Spec.....		3			230	233
2nd Sig Co. (Det).....	Spec.....		1			30	31
Xth Sig Bn.....	11-15.....	11- 1-40	20			542	562
Aircraft Warning Co.....	11-157.....	11- 1-40	12			357	369
Total Signal Corps.....			38			1,219	1,257
Attached Medical.....			3			11	14
Total Sig Corps & Attached Units.....			41			1,230	1,271
o. Hospitalization Forces:							
Tripler Gen Hosp.....	(SP) 8-507.....	7-25-40	73		120	500	693
Scho Bks Gen Hosp.....	(SP) 8-507.....	7-25-40	73		120	500	693
Vet Gen Hosp.....			2			8	10
Haw Med Depot.....			4			31	35
School Farriers & Horseshoers.....						6	6
2 Gen Hosps.....	8-507.....	7-25-40	146		240	1,000	1,386
8th Amb Co.....	8-118.....	2- 1-40	3			90	93
9th Amb Co.....	8-118.....	2- 1-40	3			90	93
Total Med Corps.....			304		480	2,225	3,009
p. Districts Hawaiian Department:							
OAHU District Hq (Dept Ser Comd).....			25	1		2	28
HAWAII District Hq.....			12			19	31
MAUI District Hq.....			12			5	17
KAUAI District Hq.....			5			2	7
Total (Less Dets 299th Inf).....			54	1		28	83
Recapitulation:							
Department Headquarters.....			161	30		492	683
Beach & Land Defense.....			1137	10		22,403	23,550
Hawaiian Air Force.....			991			7,811	8,802
Harbor Defenses.....			285	2		5,933	6,220
Anti-Aircraft Artillery.....			386	2		8,605	8,993
Service Organizations.....			247	5		5,657	5,911
Hospitalization Forces.....			304		480	2,225	3,009
Service Command.....			54	1		28	83
Total.....			3565	50	480	53,114	57,241

A True Copy:
 L. W. TRUMAN,
 Capt. Inf.
 12-22-41

[Exhibit 1M]

2 MAY 1941

AG 320.3/38

Subject: Organization of Antiaircraft Artillery Brigade.

To: The Adjutant General, Washington D. C.

1. References:

A. War Dept. Secret Radio No. 739, 24 April 1941.

B. War Dept. Secret Radio No. 760, 26 April 1941.

C. Letter CO, RECAP to CG, Reun. Dept, dated 16 April 1941, subject: "Constitution and Activation of Antiaircraft Intelligence Battery," forwarded to the War Department by 1st. Indorsement dated 21 April 1941, file RECAP 320.3, IHD 320.3/36.

D. Letter FED to TMG, subject "Reorganization of the Forces of the Hawaiian Department", dated 25 April 1941, file 320.3/37.

E. Letter VD to FED dated 2 April 1941, subject: "Coast Artillery units for Hawaiian Department", file AG 3GC.2 3G26-41 M (Ret) M-C. —D 320.2 straight Misc.

2. Upon the arrival of the first increment (Ref. A) of the war reinforcements of the Antiaircraft Artillery Garrison of this Department in June 1941, the organization of the Antiaircraft Artillery Brigade will be required. This brigade will be composed of all Antiaircraft Artillery Units in the Department except the one or two batteries of harbor defense artillery regiments which still have dual assignments to harbor defense and Antiaircraft Artillery missions. The organization of this brigade is mandatory not only because of the strength of the units involved but also because of the organization of the Air Defense Command (Reference D) this brigade will be required to function independently of the Hawaiian Separate Coast Artillery Brigade for tactical operations and in training therefor.

3. It is proposed that the Antiaircraft Artillery Brigade, Hawaiian Department, will be organized as follows:

53rd C. A. Brigade (AA) (RRF.N.).

Hq. and Hq. Btry, 53rd CA Brigade (RefH.).

Intel. Btry, 53d CA Brigade (T/O 4-08 (a) HAD) (Ref. C & R).

64th C. A. (AA)

251st. C. A. (AA)

"Teh" CA (AA) semi-mobile (less 3d Ea) (Ref. A)

"Eth" Rs, AA gun, semi mobile (less searchlight battery and one gun Battery) (Ref.A); to be expanded into the "8th" Regt. upon arrival of the remainder of the reinforcements (Ref. B)

4. Accordingly it is recommended that:

a. Authority be granted to activate the Hq. and Hq. Btry, 53d CA Brigade (T/O 4-10-1, 1. Nov. 40) and the Intel. Btry. 53d. CA Brigade (T/O 4-06 (c) New), on or about 1 June 1941.

b. A brigadier General be assigned to this Department to command the 53d CA Brigade.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[SECRET]

Subject: Organization of Antiaircraft Artillery Brigade.

AC 340.2 (5-2-41)

MR-O

1st. Ind.

WAR DEPARTMENT, A. O., June 12, 1941.

To: Commanding General, Hawaiian Department.

1. You are authorized to activate the Headquarters and Headquarters Battery and Intelligence Battery, 53rd. Coast Artillery Brigade, within the recently authorized organization of Coast Artillery garrison, Hawaiian Department, by 1998 filler replacements. No additional personnel can be made available at this time.

2. It is desired that the date of activation of these units and report showing the reallocation to units of grades and ratings of your present allotment, Coast Artillery Corps, to include these units be furnished this office.

3. Separate action will be taken on the allotment of additional grades and ratings and on the recommendation to assign a brigadier general to the Department.

4. Table of Organization 4-06 (S) (HAD) is approved as submitted, and is being reproduced and distributed.

By order of Secretary of War:

Major General,
The Adjutant General.

A true copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[Exhibit 1N]

DOO 320.2/141
W A GARRON COL ORD DEPT
759-6th
CHIEF OF ORDNANCE,
Washington, D C

Attention invited to fact that there are six each activated thirty seven MM AA btrys at present in Haw Dept comma that present plans contemplate six additional of this type battery by March nineteen forty two comma and that only twenty guns are on hand Period Radio information therefore requested as to which and in what quantities we may expect the one hundred each thirty seven MM AA guns listed as under procurement from by nineteen forty one funds in 00 secret file six six zero point two slant eleven capron.

SHORT.

ENC TIEMAN

Nov. 6, 1941

A True Copy:

L. W. TRUMAN,
Capt. Inf.
12-22-41

[Exhibit 1 O]

TALK GIVEN BY GENERAL SHORT TO CHAMBER OF COMMERCE ON ARMY DAY

GENTLEMEN:

I am especially pleased to be able to come before this representative gathering of Honolulu business men on the occasion of the celebration of Army Day. Today our military establishment is being brought closer to the view of the general public throughout the entire United States by exhibits and various demonstrations, in order that the people may become better acquainted with some of our equipment, methods and procedures, and now I am afforded the opportunity of discussing some of our plans which will demand close and active cooperation on the part of the civil community and by various departments of your civil government.

You are all aware of the tremendous effort being expended by industry, labor and all departments of the government toward the accomplishment of a gigantic program of national defense. While there are many evidences of this activity here in Hawaii, through defense projects being carried on both by the Army and by the Navy, the tempo of action has not reached as deeply into the private life of the average citizen as has been the case in many cities on the Mainland. Conditions are changing overnight and procedures and practices of today may be changed by the plans and activities of tomorrow. None of these matters are being handled, or even considered, in the light of actual warlike moves nor with any feeling of hysteria, but simply as carefully considered plans which are to be effected for the future security of each and every individual, including the youngest child and the oldest adult, of our nation.

I have been asked many times what the community can do to assist National Defense. The following items are of prime importance:

- (a) Production and storage of food.
- (b) Organization of doctors and nurses for care of injured and wounded.
- (c) Organization of an auxiliary to the police force to guard utilities and prevent sabotage.
- (d) Preparation of plans and making of provisions for evacuation of women and children and preparation of shelters for workers in vicinity of essential industries.

These islands are in no way self sustaining in the matter of food. This is due not to lack of fertility of your soil but to your specialized agriculture.

All of you are vitally interested in the food supply of these islands. In any emergency, which might include the possibility of a disruption of communications with the Mainland, a most important safety measure would be to begin at once the planting of basic food crops which are known by actual practice to be the most easily grown in this soil and climate. Such produce might include sweet potatoes, string beans, lima beans, Chinese cabbage, peanuts and some other local varieties of vegetables. The plantations have done important development work and are prepared to produce these articles in quantity should the necessity arise. An immediate increase in the stocks of such items as rice, flour, canned milk, fats and oils would be a great safety factor and with rising prices is sound economy. Shortage of storage for the food shipped in is now a problem. This condition can be materially alleviated if housewives will well stock their cupboards with non-perishable items. This action would operate to clear needed space on retail and wholesale merchant's shelves for further storage of additional foods. This plan is good present day economy because of steadily rising food prices. There is at present a plan on foot for the construction of large warehouse storage by government subsidy and I believe that this plan should have the support of us all as a defense measure. In the pursuit of this project speed is all important.

Along this same thought I read with much interest in the local press of March 19, 1941, an item which referred to the possible repeal of the personal property tax which so greatly affects the merchant or importer who desires to cooperate in holding large stocks of food available in his warehouse or store. I would like to voice my approval to such an Act, or other similar legislation which would freeze the tax for any corporation or individual at an amount not to exceed that paid in the past year. This would make it possible for more adequate and plentiful stores of food stuff to be maintained without imposing a hardship on any individual or organization.

It is further important that the local fishing fleet be kept in operation, as it supplies a very large proportion of our daily subsistence. Increased cold storage for meats should be provided. Existing dairy herds on Oahu should be conserved and feed stored.

• In the general defense measures for these islands there is no civilian effort of higher importance than preparedness now for an adequate food supply for all the people in time of emergency.

The preparation of your emergency medical service in the case of an extreme emergency such as an air attack or actual assault upon the city is of vital importance. The functions of the military forces under such conditions or control, would be to take measures to insure that civilian agencies, expanded as required, continued to function and not to displace them by a military operating agency. It is therefore definitely necessary that prompt action be taken to organize your medical service into the maximum possible number of teams with mobile equipment capable of being rapidly moved from place to place and set up in existing buildings. Staffs of doctors, nurses, technicians, and others required for the stations should be selected and trained and be ready at any time for immediate duty.

Adequate initial medical supplies for these stations should be obtained, classified, packed, and stored in a manner making them readily available. Necessary vehicles must be on hand by loan or otherwise. Suitable trucks, of the delivery type, for rapid conversion to use as ambulances should be listed and obtainable at once. Necessary personnel for the immediate expansion of hospitals properly located to the extent at least of the porches, dayrooms, etc., should be listed by each. All of these preparations should be accompanied by the preparation of shelters, from air attack, of the best types available. Suitable buildings should be selected to replace hospitals in the zones of probable bombardment. Preparations of this nature should be made in cooperation with the Red Cross.

The organization of a force of ex-service men to supplement the police force in guarding utilities and preventing sabotage I understand is under way. This move

will release troops for defense purposes. Consideration should be given to the employment of the R. O. T. C. of the University of Hawaii for the same purpose.

Here in Hawaii we all live in a citadel or gigantically fortified Island. Many residents have their homes well within the limits of actual military fortifications, docks, arsenals or many other types of legitimate military targets. Should we ever be faced with a military operation by any enemy against this island (which we fervently hope may never come true), the residents in these areas must be cared for and protected. Plans for such care and protection quite properly come under the jurisdiction of your civil governmental agencies, and I believe these should now receive careful, detailed and mature consideration. I repeat that these matters are not to be viewed with alarm or hysteria, but simply as defense projects and exactly in the same classification as any of the present housing activities which you see around you every day. If you, as civilian organizations, are making plans for adequate warehouse and pier space for the handling of defense materials should you not give some degree of the same effort toward the security and protection of your families from any possible contingency? I believe that you already have a Defense Committee, under the leadership of the Governor of the Territory and the Mayor of Honolulu which has given, or is about to give, some consideration to these matters, and I advance, for the consideration of this committee, some of my ideas on this subject.

There has been considerable information in the New York newspapers as to the plans which are being formulated and discussed by the Mayor of that city for the protection of its inhabitants from any possible air raids. Elaborate measures have been suggested for shelters, fire protection, and other phases of which you are well aware. It is my suggestion that some such plans be initiated for the city of Honolulu. My belief is that any such proposals should be considered not only from a possible wartime condition but also with a view of fitting into the plans for the expansion, betterment and improvement in the civil facilities. In other words, why should we not make plans which will not only form the nucleus for protective measures and which will, at the same time, furnish additional recreational centers for our civil and military population. My plans envision a recreational center for each precinct, or perhaps smaller section of the city, which would be located somewhere in the highlands away from military targets. There might properly be selected by the Forestry Service, the City Planning Commission or other appropriate body. These camps would be located where a source of fresh water is available, some degree of natural shelter and with a view of accessibility. Here would be installed, in the following order of importance, water, sanitary facilities, outdoor grills and other cooking installations, and mess halls. The Forestry Service, National Parks Administration, and the CCC have already had considerable experience in the construction and laying out of such installations as many such recreational camps already exist on the Mainland. You yourselves have seen some of the results of these activities in your National Park on Hawaii.

Thousands of you people spend your hours of leisure and recreation at the beaches. Why would it not be feasible as well as healthful to divert a portion of such time to comfortable and attractive camps in the hills? Forming the habit of such excursions to adequate and well planned camps would accomplish a dual purpose in establishing not only additional recreation features but at once establishing the basis for evacuation camps should they ever be required in the future.

In case of actual hostilities, which involved this community, all able-bodied males would be utilized by industry or by the military services in one manner or another. Normal business routine would be continued to the greatest extent possible. Any evacuation camps would thus be dedicated to the use of women, children, and male citizens who would not be qualified for other duties. The Army has definite plans to go ahead immediately on the construction of similar camps for the use of the families of Army personnel should such an occasion ever demand that drastic action. In the meantime the camps will be utilized as recreation centers by all of our personnel.

I take this opportunity of laying before you the foregoing plan as deserving your consideration. I believe the evacuation of the women and children from the area of probable bombardment the most essential and difficult problem confronting the community. Without advance planning the greatest confusion and loss of life might result.

I again repeat that the foregoing suggested plans are to be considered as important defense measures with the same priority as given other defense plans. They are not to be thought of as indications of any immediate pending threat, but rather as carefully considered measures to safeguard our homes and families

in case of any future dangers. The bill now before the Legislature creating a major Disaster Relief Department, if enacted, will put you in a position to complete these plans and preparations. The Army is ready to do all within its power to help you and you must feel free to call upon us for advice at any time.

My thoughts have been expressed to you quite frankly, as I believe we must understand each other on all questions and work out our common plans together. Army Day was inaugurated with such an ideal as its basis and I am pleased to have had this opportunity of bringing before you some ideas and suggestions which may have material work to you now and in the uncertain days of the future.

I thank you.

[1]

[Exhibit 1P]

CHRONOLOGICAL NARRATIVE OF ACTIONS TAKEN BY LIEUTENANT GENERAL WALTER C. SHORT IN CONNECTION WITH PREPAREDNESS OF THE CIVIL POPULATION TO MEET A FOOD EMERGENCY IN HAWAII.

- Item No. 1 Letter from General Short to Governor Poindexter, re storage facilities for Food Supply. General Short states that after a conference with a civilian committee on food supply and facilities for storage, he is in hearty accord with action taken to date. He feels strongly that the problem is of vital interest to both the civil population and the military. The civil authorities should take the initiative for their own supplies, and their actions will receive his utmost support. (See Inclosure No. 1).
- 21 Mar 41
- Item No. 2 Letter from General Short to War Dept. asking authority to issue invitations for purchase of Irish potatoes grown in Hawaii, stating serious problem of food supply under emergency conditions, and stating his objective is to stimulate continuous Irish potato production in Hawaii. (See Inclosure No. 2).
- 4 Apr 41
- Item No. 3 Radio from Gen. Short to War Dept. referring to his letter of 4 April 41, and asking priority radio advice as soon as decision has been reached. (See Inclosure No. 3).
- 12 May 41
- Item No. 4 1st Indorsement to Gen. Short's letter of 4 April 41, from War Dept., granting authority to contract for Hawaiian-grown potatoes, providing price does not exceed 2½¢ per pound. (See Inclosure No. 4).
- 2 May 41

[2]

- Item No. 6. Memo to Board of Directors, Honolulu Chamber of Commerce from the Executive Secretary, John A. Hamilton:
- 5 May 41
1. Prior to April 7, 1941, there was very little buying of food supplies for emergency use. However, on April 7, Lt. General Walter C. Short, Commanding Officer of the Hawaiian Department, United States Army, suggested the desirability of purchasing additional food supplies for use during a possible emergency.
 2. Beginning with April 7, the consumer began to purchase additional food supplies in quantities ranging from an extra can of milk to as much as \$800.00 per family as reported by one retailer. Retail merchants report that 20 to 30 per cent of their customers have purchased additional food supplies in the last 30 days. This means that the retailers' stocks on hand would be depleted rapidly.
 3. It would be expected that the retailer, when food stocks are moved rapidly from the shelves as a result of heavy consumer purchases, would reorder quickly from the wholesaler or the manufacturer. This has been done. In fact it would appear that retailers have increased their purchases by 20 to 25 per cent above normal.
 4. Wholesalers generally support the report of the retailers with regard to the increase of consumer buying as reflected in the increase in the buying done by the retailer from the wholesalers.
 5. Of the three wholesale firms visited, two reported large stocks of foodstuffs on hand as a result of additional warehousing space secured to care for the additional demand and the prospective needs in the event of an emergency. Also these firms report a satisfactory replenishment of stocks although additional time is required to get merchandise from the manufacturers to the docks in Honolulu.

Note. The direct result of Gen. Short's public address of 7 April 1941 was to increase the supply of food in storage in Hawaii from 20 to 35%.

[3]

Item No. 7 In a published statement prior to a general meeting of agriculturists thru-out the islands at the University of Hawaii, Gen. Short
16 June 41 said, "All efforts to increase local food production are steps toward increased security for Hawaii".

Item No. 8 At an address to the University Assembly on Aug. 13th Gen. Short
13 Aug 41 stated:

"Among defense projects which I have publicly emphasized has been that of the home production of food to sustain the civilian population during an emergency. I regard this project of local food production as of primary importance to the defense of Hawaii."

"So far as food supply is concerned, the military organization here is self-sufficient as to its reserves of essential items. It will look after itself in time of war, and it is now projecting food production on military reservations to supply its needs—so far as is practicable.

"I have also supported shipping priorities for all foods—cattle, dairy and poultry feeds, as well as food for human consumption. This support includes farm machinery which is important for large-scale crop production."—(From the Honolulu Advertiser, 14 Aug 41)

Item No. 9 Copy of radiogram from Delegate King to Gov. Poindexter stating
16 Sept 41 the War, Navy and State Departments and the Budget Bureau were lukewarm in their interest in procuring food reserve stocks for Hawaii. (See Inclosure No. 5 attached).

For reply to Delegate King, stating Gen. Short's continued support, see Inclosure No. 6.

[4]

Item No. 10 The Food Production Plan for Hawaii was formally presented in
23 Oct 41 complete form to the Directors of the Hawaiian Sugar Planter's Association and accepted by them as the basic operating plan for local production of food crops, cattle and dairy products. This plan covers production not only of Oahu but of all the out-islands as well, setting up acreage and crops allocations to plantations, both sugar and pineapple, which were accepted by them as defense requirements. Small farmers were included in the plan as well. Seed requirements were set up; as well as insecticide, fertilizer and machinery requirements for producing crops sufficient to sustain the entire population for six months.

This plan was based on the Army plan and was supported and urged thru-out by Gen. Short. It is now in operation in its initial phases as planned. Gen. Short arranged for the procurement of all seed, insecticides, fertilizer and machinery for harvesting this crop, as well as arrangements for procuring the necessary priority allocations of shipping space required. (See Incl. No. 7.)

Item No. 11 Letter from Gen. Short to War Dept., stating that the project of
3 Dec 41 the Emergency Food Reserve for Hawaii which failed of approval by the Bureau of the Budget should be brought up for reconsideration, and asking the support of the War Dept. when it comes up. (See Inclosure No. 8.)

Item No. 12 Letter from Gen. Short to Gov. Poindexter, stating that he has
3 Dec 41 always regarded a reserve food supply as of primary importance in defense plans, giving supporting data, and asking the Governor to obtain an inventory of food on hand in the Territory, in order to support his request for an emergency reserve food supply. (See Inclosure No. 9.)

Item No. 13 Radiogram from General Short to War Dept. stating in detail the
14 Dec 41 immediate requirements of food, seed, livestock feed, farm machinery, insecticides and fertilizers, including shipping space required, for current civilian needs. (See Inclosure No. 10.)

[5]

Item No. 14 WD Radio #685, 17 Dec. 41 "Shipment of Food for Civilian Popu-
17 Dec 41 lation".

In reply to Haw'n Dept. radio #1182, the War Dept. states food will be procured and delivered to civil authorities in Hawaii, first shipment to leave within one week, second shipment following week; every effort to be made to provide critical items indicated by the radios of Gen. Short and of the Governor. (See Inclosure No. 11.)

As a direct result of Gen. Short's letter to the War Department of December 3, 1941, the attached radiogram (Inclosure No. 11) from the War Department, dated December 17, 1941, was received, indicating the immediate shipment of the Food Reserve Supply to Hawaii.

While Gen. Short was not asked for letters of support for certificates of necessity for the construction of storage for the Emergency Food Supply because this was not needed, he has consistently supported such construction, both by the Hawaiian Pineapple Co. for the dry storage, and by the Oahu Ice and Cold Storage Co. for the refrigerated storage.

When the Emergency Food Reserve was turned down by the Bureau of the Budget Gen. Short stated publicly that storage completed, or under construction for the Emergency Food Supply would be specifically reserved for the purpose for which the certificate of necessity was granted by the War Dept.

At present the warehouse space of the Hawaiian Pineapple Co. is ready, and that of the Oahu Ice and Cold Storage Co. will be ready in the very near future.

The Civilian Food Administration, as planned by Gen. Short, is now in full operation under Governor Poindexter's Council of Civilian Defense, which in turn is affiliated with the National Office of Civilian Defense.

Civilian authorities of the Food Administration freely acknowledge the impetus of Gen. Short's consistent urging of plans to implement the Food Administration for an emergency, so that it has been able to get into operation without delay on the basis of plans set up by the Army.

Enclosure No. 1.

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., March 21, 1941.

Honorable JOSEPH B. POINDEXTER,
Governor, Territory of Hawaii, Honolulu, T. H.

MY DEAR GOVERNOR POINDEXTER: Mr. H. H. Warner and Mr. Richard Kimball, acting as your committee on emergency food storage, conferred with me March 19th relative to storage facilities and food supply, and the adequacy in general of the supply of food stuffs during any emergency in which incoming shipments might be curtailed. The conference included the action taken to date to obtain storage facilities, including their meeting with local importers and bankers, the action taken by Delegate King, and your radiogram of March 18th to Delegate King. I assure you that I am in hearty accord with the action taken to date and am in full concurrence therewith.

I strongly feel that the problem of assuring the civil population an adequate supply of food stuff during any emergency in which incoming shipments might be curtailed or cut off is of vital interest both to the civilian community and the military. I believe that the civilian community should take the initiative as this problem is primarily and initially the concern of the civil authorities. However, the military cannot be divorced of its concern in this problem as it is relatively of equal vital interest to the military. Any action which you may take to insure such an adequate supply of food for the civil population will be concurred in by me and have my utmost support.

With kindest personal regards,
Sincerely,

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

Enclosure No. 2

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 4 April 1941.

Subject: Authority to Issue Invitations for Purchase of Irish Potatoes Grown in Hawaii.

To: The Adjutant General, U. S. Army, Washington, D. C.

1. In view of the present military situation it is of high importance to increase the local production of food within these islands so that they may become self-supporting.

Hawaii at present imports 85% of its food supplies from the mainland. In the event of an interruption of communications the sustenance of the civil population would become a serious problem. Under certain conditions the solution of this problem becomes a mission of this Department.

In view of these conditions it is believed that the subsidizing of local food production by governmental agencies is entirely justified as an emergency defense measure provided that the increase in cost to the government is not unreasonable.

In this connection attention is invited to Radiograms (381) this Headquarters, to the Quartermaster General, 22 and 23 August 1940, and to his reply thereto of 26 August 1940, authorizing this Department to contract for Irish potatoes under conditions as set forth in 1st Indorsement, W.D. -OQMG, July 5, 1938; and to related correspondence over the past four years.

2. Under the authority above quoted 1,929,000 pounds of Hawaiian-grown Irish potatoes have been contracted for delivery during February, March and April of this year at an average cost of \$.025 per pound. Mainland-grown potatoes were delivered to the Navy during this period at an average of \$.018 per pound. Therefore, the project of Irish-potato growing in Hawaii for the purpose of increasing local food production as an emergency defense measure was carried out in this case at an increased cost to the Army of \$.007 per pound, or approximately \$13,500 for the total project in terms of money. It is believed that this differential would hold good as an average throughout any year until growers have established a year-around crop when the spread would become less. Actually, the wastage on Island-grown potatoes is nil for shrinkage, loss of weight or spoilage such as occurs with mainland potatoes in their shipment to Hawaii. This fact materially reduces the differential cost to the government as above indicated. The increase in cost is considered justified as a safety defense measure to assure the future expansion of the local crop. This can be accomplished [2] only by this assurance to the grower of the return of his cost of production. Sugar planters—who provide the bulk of the production, are entirely willing to go along on this project and break even.

3. The efforts of this Department during the past year have directly resulted in the increase in production of 1,242,086 lbs of locally grown Irish potatoes over 1940.

4. It is believed that for a part of the first year Island production will not be able to meet the requirements of the Army for Irish potatoes, but the project is still considered well worth the added cost to the government during the period that the requirements can be met. Local producers feel that they can quickly build up the industry to a point where Hawaii can meet the demand throughout the entire year.

5. It is now proposed to stimulate continuous Irish potato production in Hawaii. For this purpose authority is requested to contract for Hawaii-grown Irish potatoes for the fiscal year 1942, for monthly or quarterly periods, or for periods of six-months, or for one year as seem most likely to accomplish the purpose at the time of the offering.

(Sgd) Walter C. Short,
WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

Enclosure No. 3.

R. S. BAMBERGER,
Colonel, A.G.D., Adjutant General,

The ADJUTANT GENERAL,
Washington D. C.

Remylet four April subject authority to issue invitations for purchase of Irish potatoes grown in Hawaii Stop As soon as decision has been reached relative to request contained in paragraph five thereof request priority radio advice

SHORT

Enclosure No. 4

AG 432 Hawaiian
Dept. (4-4-41) M-D

1st Ind.

ESA

WAR DEPARTMENT, A. G. O., *May 2, 1941.*

To: The Commanding General, Hawaiian Department.

Authority is granted to contract for Hawaiian-grown Irish potatoes for the fiscal year of 1942 on the basis proposed in Paragraph 5, basic letter, provided the contract price shall not exceed 2½¢ per pound.

By order of the Secretary of War:

(Sgd) E. S. ADAMS,
*Major General,
The Adjutant General.*

Enclosure No. 5

Poindexter
Warner*September 16, 1941.*

Further reference my wire September 15th regarding food storage at recent meeting attended by Maverick Ashby and representatives War Navy Interior State and Budget Bureau spokesman for service departments indicated rather luke warm interest in program for producing surplus food stocks for Hawaii Period. Would appreciate your asking commanding general and commandant if their letters dated last March endorsing this project still represent their views and wire me this information.

DELEGATE KING.

Enclosure No. 6

HONORABLE SAMUEL WILDER KING,
*Delegate to Congress,
604 House Office Building,
Washington, D. C.*

September 17, 1941.

In opinion of local well informed persons recent international developments only increase the likelihood of demand exceeding the supply of cargo space available for carrying civilian food requirements from mainland to the Territory which formed the basis for the original surplus food program Period Commanding general endorses his previously expressed view for the needs of this project as stated in his letter to Governor Poindexter March twenty first Period Admiral Bloch presently on off island vacation and unavailable Period Opinion of governors food commission made plain in radiogram to you of August twenty second Period Regardless of current situation in Pacific personally feel that as we approach shooting operations with accelerated local defense construction projects the shipping facilities for civilian supplies to the islands are more likely to be restricted than when plan was originally drawn Period Your suggestion that Maverick appraise local problem himself as soon as possible is receiving hearty support of interested parties and strongly urge you to persuade him make such a trip to obtain first hand information on this matter

WARNER (Poindexter).

H. H. WARNER,
*Director Agricultural Extension Service
University of Hawaii and
U. S. Department of Agriculture Cooperating*

Enclosure No. 8

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,

*Fort Shafter, T. H., 3 December 1941.*In reply refer to:
AO430

Subject: Emergency Reserve Food Supply for the Civilian Population of Hawaii.
To: The Adjutant General, War Department, Washington, D.C.

1. The present military situation in this area has engendered a strong feeling among the civil authorities that the project of the Emergency Food Reserve for Hawaii which has lately failed of approval by the Bureau of the Budget, should

be brought up again at this time for reconsideration based on new data to be presented.

2. It is my feeling that this project should be progressed as a sure way to meet any food shortage with which the Territory may be confronted in emergency, and for this reason I have written a letter to the Governor of Hawaii in support of this project. A copy of this communication is enclosed.

3. In view of the necessity of a reserve food supply as indicated above, and in the enclosure herewith, I request the support of the War Department for this project when it comes up for reconsideration by the Bureau of the Budget.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

1 Incl—

Let. Gov. of Hawaii re
food storage dated
12-3-41.

Enclosure No. 9

DECEMBER 3, 1941.

AG-430

Honorable JOSEPH B. POINDEXTER,
Governor of Hawaii, Honolulu, T. H.

MY DEAR GOVERNOR: The present military situation in the Pacific indicates the necessity of advancing certain plans for the care and protection of the civil population of Hawaii in the event of an interruption of normal shipping between the Islands and the mainland.

I have always regarded the accumulation of a reserve food supply for Hawaii as of primary importance in our defense plans, and I have publicly announced this view on appropriate occasions.

I feel strongly that the project for the reserve food storage which has lately been refused approval by the Bureau of the Budget, might well be again advanced at this time.

In support of this view I should like to quote from the annual report of the Diversified Crops Committee of the Hawaiian Sugar Planters' Association transmitting the final Food Production Plan for Hawaii to the Trustees of that organization:

"We think that our year of work on these plans has given us a sufficiently clear understanding of the various phases of the problems of emergency food supply to enable us to express an opinion. And that opinion is, that no stone should be left unturned in the effort to have adequate supplies of essential basic foods stored here against an emergency."

Additionally I should like to quote in part from a radiogram from Delegate King of October 24, 1941, addressed to yourself and to Mr. H. H. Warner of your Emergency Food Commission, on the subject of the refusal of the Bureau of the Budget to approve the Food Storage Plan. This communication was submitted at the time as information to the members of the commission, including the Army representative present.

"Perhaps appeal by Governor addressed to President through Interior Department supported by inventory of specified food commodities and length of time such supplies could meet local needs would help bring about further consideration this program.

"Direct appeal from local administration based on factual data would bring quicker action."

It is apparent from the above that the surety of a food supply during the initial phases of a war situation and prior to any supplementary local food production, can be safely predicated only upon the presence of a reserve of food stored here, and that the chance of getting the approval of the Bureau of the Budget for this project rests largely upon the ability of local authority to submit factual data as to amounts of food currently in Hawaii.

This requirement cannot be met with any degree of accuracy except by data obtained through a physical inventory of food on hand.

It is my feeling that as a matter of safeguarding the public welfare against the coming emergency, the project of a defense reserve of food for Hawaii should be again advanced at this time, and that it should be supported in this case by a factual statement of the amount of food currently on hand in the Islands.

For this purpose it is believed that the local importers and others concerned would voluntarily take an inventory to supply the required data in response to a

request from you. It would seem that an appropriate date for this inventory might well be the end of this calendar year to tie in with other legal inventory requirements of the territory, or even sooner in view of the time element involved in assembling the figures.

May I take this opportunity to assure you of my continued wish to be of any assistance in the present emergency.

Very sincerely yours,

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

Copy of this let. furnished War Department

Enclosure No. 10

[Radiogram]

14 December 1941.

THE ADJUTANT GENERAL,
War Department,
Washington, D. C.

Oahu food inventory of December ninth shows thirty seven days of essential foods on hand for two hundred fifty five thousand civilian population Stop This reserve must be constantly maintained by immediate shipments to supply current consumption Stop Thirteen days rice comma eighteen days potatoes and onions are most serious deficiencies Stop One hundred thirteen thousand head of cattle equal to one hundred fifty two days reserve supply for all civilians in Territory comma and twelve thousand head swine equal to ten days reserve supply for all civilians in Territory are on hand Stop Important that this reserve be maintained by no more than normal slaughter Stop Food store inventories on outlying islands being taken Stop Sugar and pineapples on hand ample for Territory Stop Shipment of twenty thousand net tons of food for civilians in Territory per month for current needs requiring one million two hundred and fifty thousand cubic feet of shipping space per month Stop It is expected that commercial firms will place orders on mainland for necessary subsistence for current needs of civilian population providing there is an allocation of shipping made available Stop It is essential that allocation for this shipping space be made immediately Stop In addition shipments of seven thousand two hundred net tons of food for Army personnel per month requiring four hundred fifteen thousand cubic feet of shipping space per month comma first shipment immediately comma are urgently needed Stop Shipment of emergency food reserve for storage to value of two million five hundred thousand dollars for human food and nine hundred thousand dollars value of animal and poultry feed comma total three million four hundred thousand dollars equal to forty eight thousand net tons requiring two million seven hundred fifty thousand cubic feet of shipping space is urgently needed Stop Letter will follow showing items for purchase for this emergency food reserve for storage Stop Requisition has been already communicated by Governor Poindexter to Swope Department of Interior and Delegate King Stop Orders have been placed for seed comma insecticides comma fertilizer comma and agricultural implements through Division Engineer South Pacific Division San Francisco Stop Forty thousand weight tons and fifty five thousand ship tons of shipping required for these items Stop This must be shipped immediately Stop Request War Department obtain shipping spaces or Government shipping for all shipments covered in this communication both for immediate shipment and future monthly shipments.

SHORT.

Enclosure No. 11.

[Radiogram]

Washn D. C. 403 A Dec 17 1941

C G

Hawn Dept, Ft. Shafter, T. H.

685 16th Department of Agriculture will procure and deliver to civil authorities in Hawaii food for civilian population comma URAD one one eight two period First shipment planned to leave within one week followed by second shipment following week period Every effort will be made to provide critical items indicated in URAD and that of Governor.

ADAMS.

346A

[Exhibit 1 Q]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., July 11, 1941.

[1]

In reply refer to:
Via "Clipper" Air Mail
Engr. 383

Subject: Protection of the Civilian Population against Air and Other Attack.
To: The Adjutant General, Washington, D. C.

1. Reference is made to radiogram from Delegate Sam King to me, a copy of which is inclosed for ready reference. This radiogram raised questions concerning funds to be allotted to Hawaii under the Lanham Act for the protection of the civilian population against air and other forms of attack. These questions are answered in this letter which is submitted to the War Department in accordance with request in the radiogram. A copy of this letter and all inclosures is being forwarded direct to Dr. C. E. Fronk, in care of Division of Territories and Island Possessions, Department of the Interior. Dr. Fronk is now in Washington as the Governor's representative in this matter.

2. Evacuation camps will be built in units designed to care for 240 people. This size is determined by the capacity of the standard mess hall (Fig. 74, FM 5-35) which will serve 120 people at one sitting. The ideal unit would be built in a quadrangle 100 yards wide by 120 yards long. This arrangement will facilitate guarding against prowlers, contribute to privacy, and shorten average distances between shelters and latrines, mess hall, baths, and wash rooms. See typical layout plan inclosed herewith (Incl. No. 1).

a. This typical layout will be modified as necessary to adapt it to ground forms, streets, etc.; but the general principle of using shelters to form a partially inclosed communal area will be observed.

b. The design has been made extremely simple to permit erection by unskilled labor, and the use of any type of building material. Materials available in local stocks will be used to the utmost to conserve shipping space. Windows and doors are omitted. Occupants will devise curtains to secure such privacy as they wish. It is proposed to construct all units except bath houses and water served latrines without floors initially. If lumber is available, wooden floors will eventually be laid on wooden sleepers. If lumber is not available, floors will be finished with volcanic cinders, crushed rock, or sand stabilized with portland cement if available. If floors cannot be provided, occupants will have to provide themselves with something to stand on.

[2] c. Canec, a locally available product, will be used to the fullest extent practicable. Studding, rafters, flooring, and probably sleepers supporting flooring will have to be imported if not in stock. Roofs will be made from galvanized iron, if obtainable.

d. All structures have been designed to utilize standard sheets of canec, plywood, and standard lengths of lumber.

e. The mess hall is an adaptation of the standard mess hall shown in Fig. 74, FM 5-35. Construction is greatly simplified by omitting doors and windows which permits spacing all studs uniformly 24' on centers (See Incl. No. 6).

f. All other buildings are simple shed construction. See inclosed sketches of shelters, latrines, bath houses, and wash houses. (Incls. 2 to 5).

(1) 960 lineal feet of living room shelters will be provided for each camp. They will be built in lengths which are multiples of 8'. Standard double bunks (Fig. 71, FM-5-35) will be placed 8' apart. (Incl. No. 2). Partitions will be of canec so nailed that they may be easily removed. Occupants will remove and shift canec partitions to give any length room desired.

(2) The same type construction will be used for latrines, bath houses, and wash rooms as in living quarters. Details of interior arrangements are indicated on inclosed sketches. Latrines will be equipped with water closets when a sewer system is available and the necessary plumbing supplies can be secured. Otherwise pit latrines will be used. Running water will be available at all camps. Plumbing will be installed in mess halls, bath houses, and wash houses in the order named as far as available materials will permit.

g. Protection against bombardment will be provided by slit trenches as indicated in the typical layout sheet (Incl. No. 1) when camps are on flat ground. Camps in gulches will be provided with conveniently located alcoves dug into deep slopes.

h. Dispensary buildings and administration buildings will not normally be built. In the general instance sufficient space in permanent residences or other buildings will be available for those purposes.

i. Protection of funds and valuables may be made a function of a central administration service. No provision will be made for that in construction plans.

[3] 1. Evacuees will be encouraged to bring small articles of furniture such as mirrors, chairs, hammocks, mattresses, curtains, etc. They will also be encouraged to bring simple hand tools. It is presumed that subsequent to evacuation a systematic collection will be made of abandoned articles required for camp comfort.

3. *a.* Camp locations have been selected with a view to the following. For locations see Incl. 7.

(1) Utilizing existing roads, utilities installations, and community service units such as stores, post offices, churches, etc.

(2) Avoiding ground at present under cultivation.

(3) Placing a large percentage of evacuees near areas suitable for growing vegetables.

(4) Securing dispersion.

b. The equivalent of 42 units (240 persons each) with a capacity for 10,080 people will be constructed as extensions of existing permanent plantation villages. In addition to this extension many villages will be increased by one mess hall, latrine, bath house, and wash house to permit increasing the number of occupants in the permanent buildings which will be utilized solely as dormitories. Plantation villages in the higher altitudes are usually built on the edges of gulches. The camp extensions will, in the general instance, be sited in these gulches and will vary greatly in size and layout, depending on terrain conditions. These camps will be spread throughout the central valley in areas least subject to probable enemy activity. Distances from Honolulu will vary from 8 to 26 miles. The estimated average distance is about 20 miles. Locations are shown on Incl. 7. These camps will have running water, but will not have sewer connections. The following advantages are characteristic of these units:

(1) Provide a high degree of dispersion.

(2) Sited in excellent locations for protection.

(3) Well located for utilization of occupants in food production.

(4) Adaptable to race segregation which will be desirable to prevent communal discord.

(5) Can readily be amalgamated with existing village administrations which will facilitate government.

(6) Utilize existing installations.

[4] *c.* 42 units (240 persons each) with a capacity for 10,080 people will be located at Wahiawa, north of the Schofield Barracks East Range boundary and south of the North Fork of Wahiawa Reservoir. The distance from Honolulu is about 21 miles by Kamehameha Highway. This location offers the following advantages:

(1) Will be an extension of an existing city in areas fairly well supplied with roads.

(2) Can readily be supplied with sewer facilities if materials are available.

(3) Will be included in anti-aircraft defense of Schofield Barracks and Wheeler Field.

(4) Is in an area of rich soil adaptable to utilization of evacuees in food production.

d. 21 units (240 persons each) with capacity for 5,040 people will be located in four valleys leading into the Koolau Range from the evacuated areas. For location see Incl. 7. They will be between 2 and 3 miles of the evacuated area.

e. 21 units (240 persons each) with a capacity for 5,040 people will be located in gulches west of Aiea. For location see Incl. 7. They will be an average of about 13 miles from Honolulu.

4. The projected air-raid shelters are intended to protect 6,000 persons other than military personnel whose continued presence in the danger area is essential to the defense of Oahu. The number is based upon reports submitted by essential governmental agencies, public utilities, and commercial firms.

b. The proposed locations of shelters is shown on the inclosed map of Honolulu (Incl. No. 8). These locations have been determined from reports of probable distribution of personnel submitted by the organization affected.

c. It is proposed to construct the shelters of reinforced concrete and to limit the normal capacity of each shelter to from 10 to 15 persons which can shelter from 16 to 25 people for short periods. However, other materials will be sub-

stituted for reinforced concrete if cement and steel are not available in sufficient quantities. When practicable existing structures will be utilized by increasing protective characteristics. Tunneling will be practicable in some locations. Inclosures 9 to 12 show details of the various types to be used, depending on conditions.

[5] d. The cost of reinforced concrete shelters has been estimated at \$100.00 per person to be sheltered. That is each shelter will cost from \$1,000 to \$1,500. No estimate of unit cost can be made for shelters built of substitute materials. Should shortage of materials limit the number of concrete shelters built, the available funds will be applied to building as many shelters of substitute materials as possible.

e. It is presumed that the shelters provided for personnel essential to defense will be supplemented by private individual shelters and by shelters erected by commercial interests not essential to defense. The costs of these shelters should be borne by the individual.

WALTER C. SHORT,
Lieutenant General, U. S. Army,
Commanding.

13 Incls:

- Incl. #1 Layout plan
- #2-5 Sketches
- #6 Fig. 74
- #7 Map
- #8 Map of Hono.
- #9-12 Drawings
- #13 Radio, 4 July 41

A True Copy:

Edward von Geldern,
EDWARD VON GELDERN,
2nd Lt., F. A.

[SECRET]

5 ND DJ 243 Govt REP

ZPN 1 Radio, WASHINGTON, D. C., July 4 0128 1941.

Govt Rep Lt General Walter C. Short,

Fort Shafter, TH Oahu

Following from Doctor C. E. Fronk quote Reurletter June twenty reference number three eight one War Department considering whether problem lies purely within military jurisdiction or should be responsibility of civilian agency period In latter case Office of Civilian Defense may be made responsible for program of Federal Works Agency with funds from Lanham Act period In conference with General Lorenzo D. Gasser Army representative on LaGuardias committee I was requested obtain as soon as possible full details proposed evacuation period Am advised allocation of funds according to estimate submitted by Colonel Lyman in memorandum dated June nineteenth reference number three eight three would not be made on basis data so far available here period More explicit information regarding number and exact location of camps comma number of persons at each camp comma together with areas to be evacuated and distances from city to proposed camp sites will be required substantiated with maps period Recommend provision for shelters be included in which case character and material of shelters should be incorporated in your estimates period Referring to splinter shelters exact location and number also necessary together with any other data that may be pertinent period Would greatly appreciate your forwarding this material by fastest mail through War Department with copy direct to me addressed care Division of Territories and Island Possessions Department of Interior period Outlook encouraging letter follows unquote Delegate San King.

TOD,
1628
610A/4

A true copy:

EDWARD VON GELDERN,
Edward von Geldern,
2nd Lt., F. A.

[Exhibit 1R]

DECEMBER 22, 1941.

MY DEAR GENERAL SHORT: I have the honor to present an entirely unsolicited expression of interest from many leading men of Honolulu.

There are a hundred more who I am sure would have felt honored to sign this, if time had been available. I wished to place a copy of this letter in your hands without further delay.

Yours very truly,

FRANK E. MIDKIFF.

A true copy:

Robert J. Fleming, Jr.,
ROBERT J. FLEMING, JR.,
Major, G. S. C.,
Asst. to G-4.

HONOLULU T. H., December 22, 1941.

The PRESIDENT,

The White House, Washington, D. C.

SIR: We, the undersigned, representing substantial business and social organizations in Hawaii, and having had for many years in many ways a vital interest in the armed forces stationed in Hawaii, do hereby wish to express our sincere appreciation of the services rendered to this Territory and to our Nation by Lieutenant General Walter C. Short.

We have found him at all times to be most cooperative and furthermore he has exercised a vigorous leadership in causing this community to prepare for an emergency such as exists at present. Almost a year ago he laid out a plan for this purpose and has taken all steps practicable toward carrying out such plan.

General Short's thorough foresight and his forceful presentation of his ideas to our Territorial Legislature, to our local officials, and to our community in general have been very largely responsible for (a) the enactment of a sound "M-Day" Bill; (b) for the provision of a Territorial Guard; (c) for the decision to increase stored food and to produce food; and (d) for the prevention of sabotage. He has shown a correct and a sympathetic attitude toward the problems of the civil community in assuring cooperation of civilians.

He has maintained a high morale in his Command and has conducted "alerts" from time to time. He has proceeded with preparing the troops and with plans, now looking for financing from federal funds, for adequate and safe storage of sufficient supplies and equipment of all sorts for their use in a probable emergency.

We are encouraged by the fact that a committee has been appointed to go into various phases of the entire case, believing that the excellent men you have selected will render a just report, fair to all concerned.

Meanwhile, we wish to express to yourself and to all concerned our high esteem and our full confidence in the character and ability of General Walter C. Short as a citizen and as an officer, whatever his assignment may be. This letter is prepared without the knowledge or consent of General Short or any other officials, merely in our hope that no unwarranted discredit may accrue to the record of such a conscientious and able officer, through adverse publicity or other wise. This concern is in no way lessened by our vital interest in the adequate defense of Hawaii and our Nation.

With very best respects and wishes, we are

Yours very truly,

Lester Petrie, City of Honolulu, Mayor; C. R. Hemenway, President, Hawaiian Trust Co., Ltd.; A. L. Dean, Vice-President, Alexander & Baldwin, Ltd.; Walter F. Dillingham, President, Oahu Railway & Land Co.; F. D. Lowrey, President, Lowers & Cook, Ltd.; H. H. Warner, Asst. Food Administrator, O. C. D.; J. B. Poin-dexter, Governor of Hawaii; S. B. Kemp, Chief Justice, Supreme Court; T. G. S. Walker, Director, Civilian Defense for Oahu; John E. Russell, President, Theo H. Davies & Co., Ltd.; George S. Waterhouse, Ex. Vice-President, Bishop National of Hawaii and Honolulu; Cyril F. Damon, Ex. Vice-President, Bishop Trust Co., Ltd.; Briant H. Wells, Executive Vice President, Hawaiian Sugar Planters Assn.; H. A. Walker, President, American Factors, Ltd.; S. M. Lowrey, Treasurer, American Factors, Ltd.; P. E. Spalding, President C. Brewer & Co., Ltd.; Frank

E. Midkiff, Trustee, Bernice P. Bishop Estate; Edouard R. L. Doty, Terr. Director of Civilian Defense; James Winne, Mgr. Mdse Dept., Alexander & Baldwin, Ltd.; (now acting as Food Administrator and Supply Officer).

c. c. to General Walter C. Short.

A true copy:

Robert J. Fleming, Jr.,
 ROBERT J. FLEMING, Jr.,
 Major, G. S. C.
 Asst. to G-4.

MAJOR DISASTER COUNCIL
 CITY AND COUNTY OF HONOLULU,
 OFFICE OF THE DIRECTOR, ISLAND OF OAHU,
Honolulu, Hawaii, December 20, 1941.

Lt. General WALTER C. SHORT,
Fort Shafter

DEAR GENERAL SHORT,

Please allow me express my sincere regret that our contact through Civilian Defense Plans has terminated.

It was greatly due to your help and backing that our Civilian Organizations were so far advanced that they were able to function so splendidly during the attack.

You will always be able to recollect that your determination to have our Civilian Groups Prepared saved many lives of our Sailors and soldiers through the organized effort of our Civilian Defense Medical Committee and the many trucks that we had ready to be turned into ambulances at a minutes notice.

Please be assured that you will carry the sincere thanks and Aloha of your many friends here who realizes the distress you saved by urging and helping us to be Prepared.

Yours very sincerely,

(s) T. G. S. Walker
 T. G. S. WALKER, *Director,*
Civilian Defense,
Island of Oahu.

True Copy

O. M. Cutler
 O. M. CUTLER
Lt. Col. Infantry

[1] [SEAL OF THE TERRITORY OF HAWAII]

TERRITORY OF HAWAII,
 Executive Chambers,
Honolulu, 23 December 1941.

Lieutenant General WALTER C. SHORT,
Fort Shafter, T. H.

MY DEAR GENERAL SHORT: Having noted in the public press that an investigation is being made as to the military preparedness of the Army and Navy in Hawaii on December 7, 1941, I believe it appropriate that I make to you a statement as to the state of preparedness of the civil communities of these Islands for war when they were so insidiously and treacherously attacked on December 7, 1941.

The citizens of the Hawaiian Islands have always appreciated that these Islands were important to National Defense from a military standpoint, but it has been only since your arrival in these Islands on February 5, 1941 that it has been brought home to the civil population the importance of the part it would play in the event of a war in the Pacific. On December 7th, the citizens of these Islands met the hour of their test in such a manner as to make me proud to be the Chief Executive of these Islands. Your foresight in urging the population to prepare to meet the possible vicissitudes of war and the joint efforts of the Army and civil population in planning and preparing for this emergency was magnificently rewarded.

It may be of interest to point out in detail some of the plans and preparations which bore fruit on December 7, 1941:

(1) *The enactment of the Hawaiian Defense Act* by a special session of Legislation called for that purpose. This legislation permits a mobilization of the entire

civil economy of the Islands in the interest of National Defense or in the event of disaster. By virtue of this act, civilian defense was planned and many of its phases were brought to such a point of preparation that they were able to go into action immediately and to function effectively on December 7, 1941.

(2) *The production and conservation of food:* Householders were persistently urged to stock their shelves in canned food. It is estimated that this resulted in increasing the available food supply of the Hawaiian Islands by more than twenty percent. Federal appropriation was requested for procurement and storage for food reserve. This appropriation has, since [2] December 7, 1941, been authorized. By agreement with plantation owners, plans were made for the procurement and storage of seed and the planting of certain large areas with quick growing food crops. Agreements were also made for the growing, in normal times, of those crops not usually grown in marketable quantities. In furtherance of this plan, the War Department was induced to permit the purchase of Island grown potatoes for the use of the Army although the price was above that of mainland potatoes. In anticipation of the receipt of reserve supplies of food asked for in the emergency, the Army supported a certificate of necessity for building an adequate warehouse to meet these needs. This warehouse is now available for the storage of food supply when it arrives.

(3) *The medical facilities* for the care of the injured and wounded during any disaster was one of the first things accomplished by the civilians of these Islands for an emergency. This resulted in mobilizing the entire medical profession of the Islands with all its medical facilities. Approximately three thousand persons were given training and instruction in First-Aid as required by the Red Cross. The persons thus trained assisted in carrying out the arduous tasks of evacuation. Twenty First-Aid units were organized, each unit consisting of personnel of about one hundred and twenty. An ambulance corps of one hundred and forty improvised ambulances were organized. The performance of their tasks by these groups was one of the highlights of the civil defense efforts on December 7, 1941.

(4) *Plans for the evacuation of women and children and the preparation of shelters* for workers in essential industries had reached a high state of perfection on December 7, 1941, and the evacuation of women and children from areas attacked was accomplished in a most admirable manner.

(5) *An auxiliary police force* to guard utilities and to prevent sabotage was organized at an early date in our preparation and it was able to function instantly when called upon to do so on the morning of December 7th. Their work of this force was exceptional and excellent.

(6) *Legislation authorizing a home guard* was enacted at the special session of the Territorial Legislature. It was well planned and so organized that 1400 of such home guardsmen could and were placed on duty thereby relieving members of the Army for other military duty.

(7) *There were many other matters* too numerous to detail here which were planned and accomplished at your instigation. Important among these was the bringing home to the public the urgent necessity for cooperation and public service in times of emergency.

All of the foregoing required tremendous effort on the part of the local authorities, the citizenry and military authorities. All such efforts have been rewarded since December 7, 1941, in that Territorial and City Governments and all phases of the public welfare have overcome all obstacles and have operated smoothly as a direct result of prior planning and training.

It is my belief that the public has confidence in the military and civil authorities. The fact that the Japanese Government has seen fit to inflict a treacherous attack has not in any way diminished the faith of this community in your demonstrated abilities. I wish to state that the magnificent way in which the Territory of Hawaii met its problem in its crucial hour was in a large measure due to your foresight. I am deeply grateful for your efforts on behalf of the Territory.

You are at liberty to use this letter in any way which you see fit.

Very sincerely yours,

(S) J. W. POINDEXTER,
Governor of Hawaii.

This is a True Copy.

L. W. Truman
L. W. TRUMAN,
Captain, Infantry.

HEADQUARTERS HAWAIIAN DEPARTMENT
OFFICE OF A. C. OF S., G-4
FORT SHAFTER, T. H.

ARMY PEARL HARBOR BOARD EXHIBIT No. 2

4A-e

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, August 28, 1941.

LEMUEL B. SCHOFIELD, *Special Assistant,*
Bureau of Immigration and Naturalization,
Office of the Attorney General,
Department of Justice, Washington, D. C.

DEAR MR. SCHOFIELD:

The Hawaiian Constructors, a joint venture consisting of the W. E. Callahan Construction Company, Los Angeles, California; Rohl-Connelly Company, San Francisco and Los Angeles, California; Gunther and Shirley Company, Los Angeles, California, and Ralph E. Woolley, contractor of Honolulu, T. H., are working on very important defense construction at Honolulu, T. H. pursuant to Engineer Corps Contract No. W-414-eng-602.

Mr. H. W. Rohl, 8519 Hollywood Boulevard, Los Angeles, California, one of the principal stockholders of the Rohl-Connelly Company, applied to the U. S. District Court at Los Angeles, California on January 15, 1941 for his final citizenship papers which have not, as yet, been issued. Mr. Rohl is possessed of outstanding ability, excellent judgment and resourcefulness for the management of difficult construction work. Some of the outstanding work performed by Mr. Rohl was the construction of the Los Angeles-Long Beach Detached Breakwater, the construction of the Headgate Dam at Parker, Arizona for the Indian Service and miscellaneous dams, tunnels and other heavy construction in the State of California. To date, Mr. Rohl's valuable services have not been available for Government defense projects because of his alien status.

The services of Mr. Rohl are of vital importance to the expeditious completion of the aforementioned defense construction project because of his peculiar qualifications and scarcity of qualified supervisory personnel. It is the understanding of this office that Mr. Rohl's loyalty to the United States is beyond question. It is therefore requested that the granting of Mr. Rohl's final citizenship papers be expedited.

Your consideration and cooperation will be very much appreciated.

Very respectfully,

JOHN J. KINGMAN,
Brigadier General,
Acting Chief of Engineers.

 ARMY PEARL HARBOR BOARD EXHIBIT No. 3

(Stamped:)

SECRET

Auth.: C. G., Haw. Dept.

Initials O M M. A. G.

Date 31 Dec 1941

In reply refer to:

Sig. 676.3 AWS

HEADQUARTERS HAWAIIAN DEPARTMENT,
Office of the Signal Officer,
Fort Shafter, T. H., 31 December, 1941.

Subject: Aircraft Warning Service.

To: Chief Signal Officer, Washington, D. C.

1. Inasmuch as five out of six radio sets SCR 270 were operating from 4:00 to 7:00 A. M. on 7 December, 1941, and one station, namely the Opana station, remained in operation thereafter until 7:39 A. M., it is believed that the following two inclosures may be of some interest:

2. Inclosure No. 1 is a composite based on the written records of ranges and azimuths kept at the following stations: KOKO HEAD, KAAAWA, OPANA, KAWAIILOA, and FORT SHAFTER. Attention is invited to the close agreement of data secured on aircraft north of OAHU between 6:48 and 6:54 A. M.

3. Inclosure No. 2 is the graphical record made on the OPANA station plotting board. This record includes the period covered in Inclosure No. 1 and subsequent hours of 7 December, 1941. Attention is invited to the plot beginning at 7:02 A. M. near the top of the chart and ending at 7:39 A. M. as it developed that this was the hostile flight which attacked PEARL HARBOR at 8:10 A. M.

C. A. Powell
C. A. POWELL,
Lt Col, Signal Corps,
Signal Officer.

2 Inclosures: Charts
(Stamped:)

RECEIVED
JAN 29 1126 AM '42
OFFICE OF THE CHIEF SIGNAL OFFICER

ARMY PEARL HARBOR BOARD EXHIBIT No. 3A

(Exhibit 3-A is a map of the Hawaiian Islands bearing notations from Radar Detector Station Records. This map is reproduced as Item No. 4 in EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 3B

(Exhibit 3-B is a map showing record of Opana Radar Detector Station 7 December 1941. This map is reproduced as Item No. 5 in EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 4

SUMMARY

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

Contract No. W-414-eng-602

Mt. Kaala (Oahu, T. H.).

Job Order #2.1 March 5, 1941.

Construct 9,000 feet of access road from Kole Kole Pass Road to proposed site of Cableway at Mt. Kaala.

Est. Cost \$78,825.00.

Commencement date: March 6, 1941.

Est. date for completion: May 6, 1941.

Supervision by J. J. Kestly, Area Engr., 3rd Field Area.

Job Order #2.0 Feb. 6, 1941.

Construct Cableway Mt. Kaala.

Est. Cost \$71,451.00.

Commencement date: Feb. 6, 1941.

Est. date for completion: June 1, 1941.

Supervision John J. Kestly, Area Engr., 3rd Field Area.

Addendum #1 Feb. 19, 1942 Cable Warehouse.

Addendum #2 Feb. 26, 1942 Splinter Proof Tunnel.

Job Order #2.2 Oct. 17, 1941.

Construct A. W. S. Camp and install utilities—Mess Hall, Barracks, Power House, Radio Communication Bldg., etc. Also erect 100 ft. Radio Tower and install equipment.

Est. Cost \$31,120.93.

Commencement date: Dec. 1, 1941.

Est. date for completion: Mar. 1, 1942.

Supervision Area Engr. J. J. Kestly 3rd Field Area.

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
 Honolulu, T. H., March 5, 1941.

JOB ORDER No. 2.1

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Access Road from Kole Kole Pass Road to base of proposed Cableway at Mt. Kaala.
2. LOCATION: Island of Oahu, T. H.
3. OFFICE FILE REFERENCE: C. of E. 665 (Oahu) 505. July 31, 1940.
4. WORK TO BE DONE: Construct approximately 9,000 feet of access road from Kole Kole Pass Road to the proposed site of the Cableway at Mt. Kaala, together with all necessary culverts and drainage facilities.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: See Para. 1-03 Specifications.
7. APPROPRIATION CHARGEABLE: 21010605 Signal Service of the Army 1940-41.
8. ESTIMATED COST: \$57,225.00.
9. COMMENCEMENT DATE: March 6, 1941.
10. ESTIMATED DATE FOR COMPLETION: May 6, 1941.
11. ESTIMATED LABOR AT SITE: 14,200 man hours.
12. PLANT REQUIRED: See detailed estimate attached.
13. MATERIALS: See detailed estimate attached.
14. SUPERVISION BY: J. J. Kestly, Area Engineer, Third Field Area.

THEODORE WYMAN, JR.,

Lt. Col., Corps of Engineers, District Engineer.

Approved: March 20, 1941.

For and in the absence of the Division Engineer:

J. R. D. MATHESON,

Colonel, Corps of Engineers, Executive Assistant.

ESTIMATE OF COST

To Accompany Job Order No. 2.1

Contract No. W-414-eng-602

ESTIMATE OF COST: Access Road From Kole Kole Pass Road to Base of Proposed Cableway at Mt. Kaala, Island of Oahu, T. H.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done is on the Island of Oahu, T. H., and includes the furnishing of all necessary labor and equipment, and the performing of all work necessary to construct a 10' roadway approximately 9,000 feet long, together with all necessary culverts and drainage facilities. Unit prices are stated in the following schedules:

1. Materials to be furnished:

Item	Designation	Quantity	Unit	Unit Price	Amount
1	Dynamite	15,000	lbs.	\$0.125	\$1,875.00
2	Blasting Caps, Electric (Lump Sum)				400.00
3	Cement	460	bbl.	3.04	1,398.40
4	Fine Aggregate	170	cu. yd.	2.70	459.00
5	Coarse Aggregate	260	cu. yd.	3.00	780.00
6	1" Ø Reinf. Steel	7,210	lbs.	0.045	324.45
7	3/4" Reinf. Steel	8,420	lbs.	0.045	378.90
8	5/8" Reinf. Steel	27,560	lbs.	0.045	1,240.20
9	1" x 6" Shiplap—Lumber	9,500	bf.	55.00M	522.50
10	2" x 4" Studding—Lumber	3,000	bf.	55.00M	165.00
11	4" x 4" Whaling—Lumber	3,500	bf.	53.00M	185.50
12	2" Black Steel Pipe and Fittings	9,000	lin. ft.	0.30	2,700.00
13	Wire #14	100	lbs.	0.10	10.00
14	48" R. C. Pipe	608	lin. ft.	6.30	3,830.40
15	Tar Paper	1	roll	3.00	3.00
16	Nails	300	lbs.	0.08	24.00
17	18" Reinf. Concrete Pipe	240	lin. ft.	3.15	756.00
	Total Cost of Material				15,052.33

2. Day Labor:

(a) <i>Clearing and Grubbing:</i>			
60 man hours	-----	@ \$1.50	\$90.00
1,400 man hours	-----	0.50	700.00
(b) <i>Hauling and Handling:</i>			
16 man hours	-----	@ \$1.50	24.00
320 man hours	-----	1.00	320.00
320 man hours	-----	0.50	160.00
(c) <i>Excavation and Fill (Road):</i>			
800 man hours	-----	@ \$1.50	1,200.00
480 man hours	-----	1.00	480.00
2,400 man hours	-----	0.75	1,800.00
1,200 man hours	-----	0.50	600.00
(d) <i>Excavation and Backfill (Drainage Structures):</i>			
24 man hours	-----	@ \$1.50	36.00
400 man hours	-----	0.50	200.00
(e) <i>Drilling and Blasting:</i>			
300 man hours	-----	@ \$1.50	450.00
1,200 man hours	-----	0.75	900.00
800 man hours	-----	0.50	400.00
(f) <i>Shaping and Rolling:</i>			
16 man hours	-----	@ \$1.50	24.00
280 man hours	-----	1.00	280.00
240 man hours	-----	0.50	120.00
(g) <i>Forming, Stripping and Curing:</i>			
40 man hours	-----	@ \$1.50	60.00
320 man hours	-----	1.00	320.00
320 man hours	-----	0.50	160.00
(h) <i>Mixing and Placing Concrete:</i>			
40 man hours	-----	@ \$1.50	60.00
80 man hours	-----	1.00	80.00
320 man hours	-----	0.50	160.00
(i) <i>Trenching, Laying and Backfilling Concrete Pipe:</i>			
64 man hours	-----	@ \$1.50	96.00
100 man hours	-----	1.00	100.00
100 man hours	-----	0.75	75.00
420 man hours	-----	0.50	210.00
(j) <i>Rock Masonry—Channel Work:</i>			
64 man hours	-----	@ \$1.50	96.00
120 man hours	-----	1.00	120.00
300 man hours	-----	0.50	150.00
(k) <i>Maintenance Crew, Watchmen, etc.:</i>			
240 man hours	-----	@ \$1.50	360.00
480 man hours	-----	1.00	480.00
480 man hours	-----	0.65	292.00
480 man hours	-----	0.50	240.00
Total Cost of Day Labor	-----		<u>10,843.00</u>

3. Plant Operation.

(a) <i>Rental of Equipment:</i>			
1 Caterpillar w/dozer	-----	60 da. @ \$22.50	\$1,350.00
1 Grader	-----	15 da. 6.00	90.00
1 Shovel—2½ yd	-----	2 mo. 3,115.00	6,230.00
3 Trucks—9 yd	-----	2 mo. 584.00	3,504.00
1 Truck—1½ ton	-----	2 mo. 180.00	360.00
1 Pick-up Truck	-----	2 mo. 69.00	138.00
1 Concrete Mixer—¼ yd	-----	20 da. 2.50	50.00
1 Compressor	-----	2 mo. 695.00	1,390.00
3 Jackhammers	-----	2 mo. 45.00	270.00
1 Roller	-----	1 mo. 360.00	360.00
1 Motor truck Crane	-----	½ mo. 942.00	471.00
1 Sedan	-----	2 mo. 76.00	152.00
1 Bar bending Machine	-----	6 da. 2.50	15.00
1 Bar Shear	-----	6 da. 3.50	21.00
Small Tools (lump sum)	-----		500.00
Total Plant to be Leased	-----		<u>14,901.00</u>

(b) Fuel, Oil, and Supplies-----	\$900.00
(c) Temporary buildings, shelters-----	200.00
Total Plant Operation Cost-----	16,001.00

Part 4.

Total Plant Operation Cost of Job:

Cost of Material-----	15,052.35
Cost of Day Labor-----	10,843.00
Cost of Plant Operation-----	16,001.00
Total Plant Operation Cost-----	41,896.35

5. *Total Cost of Work:*

(a) <i>Direct Cost:</i>	
Total Plant Operation Cost-----	41,896.35
Contingencies—15%-----	6,284.45
Total Direct Cost-----	48,180.80
(b) <i>Indirect Cost:</i>	
Mobilization & Demobilization-----	\$1,500.00
Survey, Inspection, Engineering—10%-----	4,818.08
Total Indirect Cost-----	6,318.08
Total Field Cost-----	54,498.88
General Office Overhead—5%-----	2,726.12
Estimated Grand Total Cost by Hired Labor and Government Plant-----	57,225.00

THEODORE WYMAN, Jr.
*Lt. Col., Corps of Engineers,
 District Engineer.*

UNSKILLED LABOR

CLASS 1—\$0.50 per hour.

Shovelers
 Concrete Placers
 Slopers—Roadway
 Material Handlers
 Brush Cutters
 Water Boy

CLASS 2—\$0.65 per hour.

Carpenter's Helper
 Crane Operator's Helper
 Air Compressor Men

SEMI-SKILLED LABOR

CLASS 3—\$0.75 per hour.

Truck Drivers
 Drillers
 Steel Tiers

SKILLED LABOR

CLASS 4—\$1.00 per hour.

Carpenters
 Tractor Operators
 Crane Operators
 Cement Finishers

CLASS 5—\$1.50 per hour.

General Foreman

JUNE 24, 1941.

ADDENDUM NO. 1

To Accompany Job Order No. 2.1
 Contract No. W-414-eng 602

WORK TO BE DONE: Pave Mt. Kaala Access Road, with 4" Water Bound Macadam Base Course and 2½" Asphaltic Concrete Top Course.
 DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Mt. Kaala Access Road, on the Island of Oahu, T. H., and is limited to the following Specific item:

1. Furnish all labor and equipment and perform all work necessary to pave Mt. Kaala Access Road with a 4" water bound Macadam base Course and 2½" asphaltic concrete top Course, in accordance with the Specifications to be issued and the details shown on the drawings enumerated in the Specifications.

Addendum No. 1 to Job Order No. 2.1 is additional work and does not alter Job Order No. 2.1.

The total Cost of the Work shall not exceed \$21,600.00.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of Estimated Cost

1. Total Cost of Work.

(a) Direct Cost:

Total Cost to the Contractor-----	\$21,600.00	
Contingencies—10%-----	2,160.00	

Total Direct Cost-----		\$23,760.00
------------------------	--	-------------

(b) Indirect Cost:

Survey, Inspection, Engineering-----	\$1,728.00	
Total Indirect Cost-----		\$1,728.00
Total Field Cost-----	\$25,488.00	

General Office Overhead-----		1,728.00
------------------------------	--	----------

Estimated Total Cost to the Government-----		\$27,216.00
---	--	-------------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., February 6, 1941.

JOB ORDER NO. 2.0.

Contract No. W-414-eng-602.

To: Hawaiian Constructors Honolulu, T. H.

You are hereby directed to proceed with the following work:

- PROJECT TITLE: Sea Coast Defense, Cableway Mt. Kaala.
- LOCATION: On the island of Oahu, T. H., east slope of Mt. Kaala.
- OFFICE FILE REFERENCE: C. of E. 665 (Oahu) 505. July 31, 1940.
- WORK TO BE DONE: Construct and complete a cableway, as specified and in conformity to the approved plans and drawings.
- WORK REQUESTED BY: Commanding General, Hawaiian Department.
- DRAWINGS AND REFERENCES: As enumerated. (see Para. 1-03 of attached specifications).
- APPROPRIATION CHARGEABLE: S. S. S. A. 1940-1941, Aircraft Warning Service, Hawaiian Department SC1450 P99 A0605-01.
- ESTIMATED COST: \$71,451.91 (see detailed estimate attached).
- COMMENCEMENT DATE: (See para. 1-05a of attached specifications.)
- ESTIMATED DATE FOR COMPLETION: (See para. 1-05b of attached specifications).
- ESTIMATED LABOR AT SITE: 11,620 man hours (See detailed estimate sheet).
- PLANT REQUIRED: See detailed estimate attached.
- MATERIALS: See detailed estimate attached.
- SUPERVISION BY: John J. Kestly, Area Engineer, Third Field Area.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

Corps of Engineers,
Division Engineer.

(d) <i>Drilling and Blasting for Excavation:</i>		
120 man hours	@ \$1.50	\$180.00
240 man hours	@ 0.75	180.00
240 man hours	@ 0.65	156.00
(e) <i>Erection Structural Steel and Stringing Cable:</i>		
400 man hours	@ 1.50	600.00
1200 man hours	@ 1.00	1,200.00
1200 man hours	@ 0.65	780.00
(f) <i>Installing Electrical Equipment:</i>		
100 man hours	@ 1.50	150.00
200 man hours	@ 1.00	200.00
200 man hours	@ 0.65	135.00
(g) <i>Operators for Rented Equipment:</i>		
360 man hours	@ 1.25	450.00
1800 man hours	@ 1.00	1,800.00
600 man hours	@ 0.75	450.00
(h) <i>Misc. Form and Scaffolding, etc.:</i>		
480 man hours	@ 1.00	480.00
960 man hours	@ 0.65	624.00
(i) <i>Clearing and Grubbing for Cableway:</i>		
80 man hours	@ 1.50	120.00
400 man hours	@ 0.50	200.00
Total Labor Cost		9,805.00

3. *Plant to be leased:*

(2) Truck	60 da. @ \$5.00	600.00
(1) Tractor with blade	60 da. @ 2.50	150.00
(1) ¼ yd. Concrete Mixer	50 da. @ 2.50	125.00
(2) Compressors #210	50 da. @ 10.00	1,000.00
(2) Jack hammers	50 da. @ 1.50	150.00
(1) 2-Drum Hoist	60 da. @ 3.50	210.00
(1) Water Wagon	60 da. @ 2.50	150.00
(1) Welding Machine	45 da. @ 18.00	810.00
(1) Pump	50 da. @ 1.50	75.00
(1) Vibrator	50 da. @ 1.00	50.00
Small Tools, Gas, Oil & Supplies (Lump Sum)		500.00
(1) Pick-up Truck	60 da. @ 3.50	210.00
Total Plant Cost		4,030.00

4. *Field Cost:*

Materials	33,260.50
Plant Rental	4,030.00
Labor	9,805.00
Total Field Cost	47,095.50

5. *Total Cost to Work:*

(a) *Direct Cost:*

Total plant operating cost	47,095.50
Contingencies—20%	9,419.10
Total Direct Cost	56,514.60

(b) *Indirect Cost:*

Mobilization and demobilization	\$500.00
Engineering and inspection—12%	6,781.75
Total Indirect Cost	7,281.75

Total Field Cost	63,796.35
General Office Overhead—12%	7,655.56

Grand Total Cost by hired labor and Government plant... 71,451.91

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

FEBRUARY 19, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 2.0

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 2.0 (Cable Warehouse at Mount Kaala) authorizes the construction of necessary housing to protect the hoist equipment serving the Mount Kaala Cable Warehouse. All work is to be done in accordance with plans and instructions furnished the Area Engineer.

/s/ THEODORE WYMAN, JR.,
Colonel, Corps of Engineers,
District Engineer.

JO4 3-20

MARCH 16, 1942.

ADDENDUM NO. 1 (Revised)

To Accompany Job Order No. 2.0

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 1 (Revised), to accompany Job Order No. 2.0 (Cableway at Mount Kaala) authorizes the construction of necessary housing to protect the hoist equipment serving the Mount Kaala Cableway. All work is to be done in accordance with plans and instructions furnished the Area Engineer.

For the District Engineer:

/s/ H. B. NURSE,
Lt. Col., Corps of Engineers,
Executive Assistant.

FEBRUARY 26, 1942.

ADDENDUM NO. 2.

To Accompany Job Order No. 2.0

Contract W-414-Eng-602.

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 2, to accompany Job Order No. 2.0, (Cableway at Mt. Kaala) provides for the construction of a splinter-proof protection for Bombardment Tunnel, Mt. Kaala, in accordance with plans and specifications furnished the Area Engineer, Third Field Area.

/s/ THEODORE WYMAN, JR.,
Colonel, Corps of Engineers,
District Engineer.

MARCH 13, 1942.

ADDENDUM NO. 2 (Rev.)

To Accompany Job Order No. 2.0

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 2 (Revised) to accompany Job Order No. 2.0 (Cableway at Mt. Kaala), authorizes the construction of a protection tunnel for personnel at

Mt. Kaala, in accordance with plans and specifications furnished the Area Engineer, Third Field Area.

For the District Engineer:

/s/ H. B. NURSE,
Lt. Col., Corps of Engineers,
Executive Assistant,

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., October 17, 1941.

JOB ORDER NO. 2.2.

Contract W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Construct A. W. S. Camp and Install Utilities
2. LOCATION: Mt. Kaala, Oahu, T. H.
3. OFFICE FILE REFERENCE: ND 676.3—A. W. S. Mt. Kaala
4. WORK TO BE DONE: Construct and complete with necessary utilities, 1 Mess Hall, 1 Barracks Building, 1 Power House, 1 Caretaker's Quarters, 1 Radio Communications Building, 1 Power House Building for Radio, 1 Foundation for Transmitter Building and Tower, 1 Water tank. Also erect 100-ft. Radio Tower, clear and grade Camp Site, and install equipment.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department
6. DRAWINGS AND REFERENCES: As enumerated in Specifications to Accompany Job Order No. 2.2
7. APPROPRIATION CHARGEABLE: SC 1450.
8. ESTIMATED COST: \$31,120.93.
9. COMMENCEMENT DATE: December 1, 1941.
10. ESTIMATED DATE FOR COMPLETION: March 1, 1942.
11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
12. PLANT REQUIRED: " " " "
13. MATERIALS: " " " "
14. SUPERVISION BY: The Area Engineer—Third Field Area.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 2.2

Contract W-414-eng-602

WORK TO BE DONE: Construct A. W. S. Camp and Install Utilities

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Mt. Kaala, on the Island of Oahu, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment and perform all work necessary to construct and complete the following structures:

- (a) 1 Mess Hall (33'-0" x 52'-0")
- (b) 1 Barracks Building, Thirty-Man (22'-0" x 83'-0")
- (c) 1 Power House (16'-0" x 16'-0")
- (d) 1 Caretaker's Quarters (40'-0" x 42'-0")
- (e) 1 Radio Communications Building
- (f) 1 Powerhouse for Radio
- (g) 1 Foundation for Transmitter Building and Tower
- (h) 1 Erect 100-ft. Steel Tower (Tower furnished by Signal Corps)
- (i) 1 20,000 gallon concrete water tank.

2. Furnish all labor and equipment and perform all work necessary to clear and grade site for structures and facilities, and install necessary equipment.

3. Furnish all labor and equipment and do all work necessary to install, complete, all necessary utilities for the Camp.

The total cost of the work to be done shall not exceed \$31,120.93.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

COST TO CONTRACTOR

1. Construction A. W. S. Camp—Mt. Kaala

A. 1 Mess Hall (33'-0" x 52'-0") :		
(a) Materials -----	\$2,275.46	
(b) Labor -----	2,423.61	
(c) Plant Rental -----	100.00	
(d) Contractors Field & Office Overhead -----	191.96	
(e) Mobilization & Demobilization -----	479.91	
Total -----		\$5,470.94
B. 1 Barracks Building, Thirty-Man (22'-0" x 83'-0") :		
(a) Material -----	\$2,667.43	
(b) Labor -----	2,438.29	
(c) Plant Rental -----	100.00	
(d) Contractors Field & Off. Overhead -----	208.23	
(e) Mobil. & Demobil -----	520.57	
Total -----		5,934.52
C. 1 Power House (16'-0" x 16'-0") :		
(a) Material -----	\$526.09	
(b) Labor -----	819.10	
(c) Plant Rental -----	50.00	
(d) Contractors Field & Off. Overhead -----	55.81	
(e) Mobil. & Demobil -----	139.52	
Total -----		1,590.52
D. 1 Caretaker's Quarters (40'-0" x 42'-0") :		
(a) Materials -----	\$2,386.93	
(b) Labor -----	2,513.96	
(c) Plant Rental -----	100.00	
(d) Contractors Field & Off. Overhead -----	200.04	
(e) Mobil. & Demobil -----	500.00	
Total -----		5,700.93
E. 1 Radio Communications :		
(a) Labor -----	\$1,874.40	
(b) Materials -----	2,359.92	
(c) Plant Rental -----	100.00	
(d) Contractors Field & Off. Overhead -----	173.37	
(e) Mobil. & Demobil -----	433.43	
Total -----		4,941.12
F. 1 Power House for Radio (18'-0" x 24'-0") :		
(a) Material -----	\$798.96	
(b) Labor -----	1,033.58	
(c) Plant Rental -----	50.00	
(d) Contractors Field & Off. Overhead -----	75.30	
(e) Mobil. & Demobil -----	188.25	
Total -----		2,146.09

G. *Foundations for Transmitter Building & Tower:*

(a) Material -----	\$810. 73
(b) Labor -----	390. 68
(c) Plant Rental -----	35. 00
(d) Contractors Field & Off. Overhead -----	49. 46
(e) Mobil. & Demobil -----	123. 64

Total ----- \$1,409. 51

H. *Erect 100-ft. Radio Tower:*

(a) Labor -----	\$725. 00
(b) Plant Rental -----	50. 00
(c) Contractors Field & Off. Overhead -----	31. 00
(d) Mobil. & Demobil -----	77. 50

Total ----- 883. 50

I. *One 20,000 Gallon Concrete Water Tank:*

(a) Materials -----	\$600. 00
(b) Labor -----	1,100. 00
(c) Plant Rental -----	200. 00
(d) Contractors Field & Off. Overhead -----	76. 00
(e) Mobil. & Demobil -----	190. 00

Total ----- 2,166. 00

J. *Clearing of Site & Grading:*

(a) Material -----	\$20. 00
(b) Labor -----	300. 00
(c) Plant Rental -----	50. 00
(d) Contractors Field & Off. Overhead -----	14. 80
(e) Mobil. & Demobil -----	37. 00

Total ----- \$421. 80

K. *Install Equipment:*

(a) Material -----	\$50. 00
(b) Labor -----	300. 00
(c) Plant Rental -----	50. 00
(d) Contractors Field & Off. Overhead -----	16. 00
(e) Mobil. & Demobil -----	40. 00

Total ----- 456. 00

Total cost to the contractor ----- 31,120. 93

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. Total Cost of Work:

(a) <i>Direct Cost:</i>	
Total Cost to Contractor -----	\$31,120. 93
Contingencies—10% -----	3,112. 09

Total Direct Cost ----- 34,233. 02

(b) *Indirect Cost:*

Survey, Inspection, Engineering ----- \$2,849. 67

Total Indirect Cost ----- 2,489. 67

Total Field Cost ----- 36,722. 69

General Office Overhead ----- 2,489. 67

Estimated Total Cost to the Government ----- 39,212. 36

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ THEODORE WYMAN, JR.,
Theodore Wyman, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT NO. 4A

Summary

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

Contract W414-eng-602

Kokee (Kauai, T. H.)

Job Order #23.0 April 28, 1941 (revised) Sept. 3, 1941.

Construct a 12 foot road approximately 11,500 feet long (AWS Service Rd., Kokee).

Est. Cost: \$79,030.00.

Est. Cost (Rev.): \$69,363.00.

Commencement date: May 1, 1941.

Est. date for completion: Jul 15, 1941.

Revised date for completion: Sept. 25, 1941.

Supervision by Area Engr. 4th Field Area.

Job Order #23.1 June 18, 1941 (revised) Dec. 17, 1941.

Construct—complete structures at Base Camp and Station X with utilities and fence National Palikona Forest Reserve.

Est. Cos: \$82,800.00.

Est. Cost (rev.): \$87,124.15.

Commencement date: June 23, 1941.

Est. date for completion: Sept. 23, 1941.

Revised date for completion: Dec. 1, 1941.

Supervision by Area Engr. 4th Field Area.

Addendum #1 June 2, 1941 \$300.00 shed.

Addendum #2 Oct. 10, 1941 Construct Radio Shelter and Garage \$14,081.57.

Addendum #3 Feb. 5, 1942 Construct Bombproof Shelter for Radio Communications.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., September 3, 1941.

JOB ORDER NO. 23.0 (Revised)

Contract No. W-414-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Aircraft Warning Service Road, Kauai, T. H.
2. LOCATION: Na Palikona Forest Reserve, Kauai, T. H.
3. OFFICE FILE REFERENCE: 2014.
4. WORK TO BE DONE: Construct a twelve foot road approximately 11,500 feet long complete with penetration macadam paving and all necessary drainage facilities.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: As enumerated in Specifications, "Access Road to Kokee, Job Order No. 23.0".
7. APPROPRIATION CHARGEABLE: S. S. A. 1940-41 SC1450 P23-A0605-01.
8. ESTIMATED COST: \$55,050.00.
9. COMMENCEMENT DATE: May 1, 1941.
10. ESTIMATED DATE FOR COMPLETION: September 25, 1941.

- 11. ESTIMATED LABOR AT SITE: Detailed Estimate Attached.
- 12. PLANT REQUIRED: " " "
- 13. MATERIALS: " " "
- 14. SUPERVISION BY: The Area Engineer, Fourth Field Area.
/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 23.0 (Revised)

Contract No. W-414-eng-602

WORK TO BE DONE: Construct a 12 foot road approximately 11,500 feet long, complete with penetration macadam paving and all necessary drainage facilities.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located on the Na Palikoma Forest Reserve, on the Island of Kauai, T. H., and is limited to the following specific items:

1. Furnish all necessary labor and equipment, and perform all work necessary to construct a twelve foot road approximately 11,500 feet long, complete with penetration macadam paving and all necessary drainage facilities.

All of the work to be done shall be in accordance with the Specifications, "Access Road to Kokee, Job Order No. 23.0", and the details on the drawings enumerated in the Specifications.

The cost of the work to be done shall not exceed \$55,050.00.

2. Job Order No. 23.0 is revised on the basis of a detailed cost estimate.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

KOKEE ACCESS ROAD

1. Material.

Item	Quantity	Unit	Unit Cost	Total Amount
1. Cement (201 cu. yds.)	305	bbl.	\$2.93	\$893.65
2. Fine Aggregate	100	cu. yds.	5.50	550.00
3. Coarse Aggregate	180	"	5.50	990.00
4. 1/2" Ø Reinforcing Steel	4,800	lbs.	0.0293	140.64
5. 3/8" Ø " "	10,700	"	0.0293	313.51
6. 3/4" Ø " "	12,600	"	0.0293	369.18
7. #14 Ga. Black Wire	200	"	0.08	16.00
8. 1' x 6" T. & G. Sheeting	4,200	MBM	66.00	277.20
9. 2' x 4" #1 Comm. Lbr.	4,200	"	66.00	277.20
10. 4" x 4" #1 " "	2,100	"	66.00	138.60
11. Nails 6s-8s-10s and 20d.	6	Kegs	6.60	39.60
12. 2 x 4-12'-16' #1 Comm.	15,400	MBM	66.00	1,016.40
13. 1 1/2' x 2" x 18" Stakes (Wood)	4,650	Ea.	0.08	372.00
14. Form Oil	25	Gal.	0.21	5.25
15. 24" Diam. R. C. Pipe	264	lin. ft.	2.70	712.80
16. 18" " " "	372	"	2.02	751.44
17. Emulsified Asphalt	27,250	Gal.	0.125	3,406.25
18. #2 Crushed Rock	971	cu. yds.	5.50	5,340.50
19. #3/4 Crushed Rock	324	"	5.50	1,782.00
20. #4 Standard Crushed Rock	220	"	5.50	1,210.00
21. 50# Rubble Rock	15	"	5.50	82.50
22. Dynamite-60%	4,000	lbs.	0.105	420.00
23. Electric Detonating Caps	1,060	ea.	0.10	106.00
24. #10 Galv. Iron Wire	200	lbs.	0.09	18.00
25. Boat Freight & Stevedoring	200	Tons	7.01	1,402.00
26. Miscellaneous Supplies	Lump sum			225.28
Total Cost of Material				20,850.00

2. Labor:

(a) <i>Clearing and Grubbing:</i>			
60 man hours	----- @	\$1.50	\$90.00
80 man hours	----- @	1.25	100.00
160 man hours	----- @	1.00	160.00
1,700 man hours	----- @	.50	850.00
			<hr/>
			\$1,200.00
(b) <i>Handling and Hauling:</i>			
40 man hours	----- @	\$1.50	60.00
60 man hours	----- @	1.25	60.00
120 man hours	----- @	1.00	120.00
1,560 man hours	----- @	.50	780.00
			<hr/>
			1,020.00
(c) <i>Roadway Excavation.</i>			
360 man hours	----- @	\$1.50	540.00
440 man hours	-----	1.25	550.00
720 man hours	-----	1.00	720.00
240 man hours	-----	.75	180.00
960 man hours	-----	.50	480.00
			<hr/>
			2,470.00
(d) <i>Drilling and Blasting.</i>			
120 man hours	----- @	\$1.50	180.00
240 man hours	-----	1.25	300.00
1,000 man hours	-----	.50	500.00
			<hr/>
			980.00
(e) <i>Structure Excavation:</i>			
40 man hours	----- @	\$1.50	60.00
60 man hours	-----	1.25	75.00
100 man hours	-----	1.00	100.00
1,600 man hours	-----	.50	800.00
			<hr/>
			1,035.00
(f) <i>Rolling & Compacting Backfill:</i>			
60 man hours	----- @	\$1.50	90.00
80 man hours	-----	1.25	100.00
320 man hours	-----	1.00	320.00
660 man hours	-----	.50	330.00
			<hr/>
			840.00
(g) <i>Placing Drain Pipe:</i>			
24 man hours	----- @	1.50	36.00
32 man hours	-----	1.25	40.00
400 man hours	-----	.50	200.00
			<hr/>
			276.00
(h) <i>Assembling & Placing Concrete Forms:</i>			
40 man hours	----- @	\$1.50	60.00
300 man hours	-----	1.30	390.00
380 man hours	-----	.50	190.00
			<hr/>
			640.00
(i) <i>Placing Reinforcing Steel:</i>			
20 man hours	----- @	\$1.50	30.00
40 man hours	-----	1.25	50.00
360 man hours	-----	1.00	360.00
			<hr/>
			440.00
(j) <i>Mixing, Placing & Curing Concrete:</i>			
40 man hours	----- @	\$1.50	60.00
80 man hours	-----	1.25	100.00
120 man hours	-----	1.00	120.00
3,600 man hours	-----	.50	1,800.00
			<hr/>
			2,080.00
(k) <i>Placing Rock Masonry RipRap:</i>			
10 man hours	----- @	\$1.50	15.00
10 man hours	-----	1.25	12.50
60 man hours	-----	1.00	60.00
41 man hours	-----	.50	20.50
			<hr/>
			108.00

(l) *Grading & Rolling Sub Grade:*

25 man hours-----	@ \$1.50	\$36.00
24 man hours-----	1.25	30.00
160 man hours-----	1.00	160.00
160 man hours-----	.50	80.00

\$306.00

(m) *Setting Header Boards:*

80 man hours-----	@ \$1.50	100.00
160 man hours-----	1.25	100.00
320 man hours-----	1.00	320.00
320 man hours-----	.50	160.00

780.00

(n) *Placing and Rolling Emulsified Asphalt Pavement:*

69 man hours-----	@ \$1.50	90.00
80 man hours-----	1.25	100.00
320 man hours-----	1.00	320.00
640 man hours-----	.50	320.00

\$30.00

(o) *Maintenance and Repairs:*

100 man hours-----	@ \$1.50	150.00
120 man hours-----	1.25	150.00
320 man hours-----	1.00	320.00
320 man hours-----	.75	240.00
320 man hours-----	.50	160.00

1,020.00

Total Cost of Labor----- 14,025.00

3. *Plant Operation:*

	Time required	Rental	Total amount
(a) Rental of Equipment:			
1 3/4 Cu. Yd. Power Shovel-----	1 Mo-----	\$1,174.00	\$1,174.00
3 5 Cu. Yd. Dump Truck-----	2 "-----	407.00	2,442.00
1 Caterpillar Dozer-----	1 1/2 "-----	869.00	1,303.50
1 Road Patrol Grader-----	1 1/2 "-----	513.00	769.50
1 12-Ton Roller-----	2 "-----	513.00	1,026.00
1 8-Ton Tandem Roller-----	2 "-----	412.00	824.00
1 Power Broom-----	1 "-----	130.00	130.00
1 Water Wagon-----	2 "-----	412.00	824.00
1 3/4 Ton Pick-Up-----	2 "-----	132.00	264.00
1 10-Ton Flat Rack Truck-----	2 "-----	407.00	814.00
1 Service Truck-----	2 "-----	407.00	814.00
1 Sedan-----	2 "-----	132.00	264.00
1 Asphalt Spreader Tank & Truck-----	1 "-----	869.00	869.00
1 405 C. F. Air Compressor-----	1/2 "-----	132.00	66.00
3 Jackhammers-----	1/2 "-----	100.00	50.00
Hand Brooms, Shovels, Small Tools, Etc-----	Lump Sum-----		234.00
1 1/4 Cu. Yd. Concrete Mixer-----	1 Mo-----	132.00	132.00
(b) Gas, Diesel Oil, Grease, Lub. Oil, Etc-----	Lump Sum-----		1,750.00
Total Cost of Plant Operation-----			13,750.00

4. *Total Plant Operation Cost of Job:*

Total Cost of Material-----	\$20,850.00
Total Cost of Labor-----	14,025.00
Total Cost of Plant-----	13,750.00
Contractors Field & Off. Overhead-----	1,675.00
Mobilization & Demobilization-----	4,750.00

Total Plant Operation Cost of Job to Contractor----- 55,050.00

[s] Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

*Recapitulation of estimated cost*1. *Total Cost of Work:*(a) *Direct Cost:*

Total Cost to the Contractor-----	\$55,050.00
Contingencies—10% -----	5,505.00

Total Direct Cost-----	60,555.00
------------------------	-----------

(b) *Indirect Cost:*

Survey, Inspection, Engineering-----	\$4,404.00
--------------------------------------	------------

Total Indirect Cost-----	4,404.00
--------------------------	----------

Total Field Cost-----	64,959.00
-----------------------	-----------

General Office Overhead-----	4,404.00
------------------------------	----------

Estimated Total Cost to the Government-----	69,363.00
---	-----------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

[s] Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., April 28, 1941.

JOB ORDER No. 23.0.

Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Aircraft Warning Service Road, Kauai, T. H.
2. LOCATION: Na Palikona Forest Reserve, Kauai, T. H.
3. OFFICE FILE REFERENCE: 2014
4. WORK TO BE DONE: Construct a twelve foot road approximately 11,000 feet long complete with 2" asphaltic concrete paving and all necessary drainage facilities.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: To be furnished later.
7. APPROPRIATION CHARGEABLE: S. S. A. 1940-41 SC1450 P23-A0605-01.
8. ESTIMATED COST: \$79,030.00.
9. COMMENCEMENT DATE: May 1, 1941.
10. ESTIMATED DATE OF COMPLETION: July 15, 1941.
11. ESTIMATED LABOR AT SITE: To be furnished later on a detailed estimate.
12. PLANT REQUIRED: To be furnished later on a detailed estimate.
13. MATERIALS: To be furnished later on a detailed estimate.
14. SUPERVISION BY: Area Engineer, Fourth Field Area.

THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

Distribution:

JUNE 2, 1941.

ADDENDUM NO. 1.

To Accompany Job Order No. 23.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete a Wood frame Tool Shed and Store Room.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, and provided for herein, is located at Kokee Road on the Island of Kauai, T. H., and is limited to the following Specific Item:

1. Furnish all labor and equipment and perform all work necessary to Construct and Complete a Wood frame Tool Shed and Store Room Building. The work to be done shall be as directed by the Area Engineer, Fourth Field Area.

The total Cost of the Work to be done shall not exceed \$300.00.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer

Recapitulation of Estimated Cost

1. Total Cost of the Work To Be Done:

(a) Direct Cost:

Total Cost to the Contractor-----	\$300.00
Contingencies—10% -----	30.00

Total Direct Cost-----	330.00
------------------------	--------

(b) Indirect Cost:

Survey, Inspection, Engineering-----	\$24.00
Total Indirect Cost-----	24.00

Total Field Cost of Job-----	354.00
General Office Overhead-----	24.00

Grand Total Cost to the Government-----	378.00
---	--------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., December 17, 1941,

JOB ORDER NO. 23.1 (Revised)
Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: A. W. S. Base Camp and Field Station.
2. LOCATION: Kokee Road, Na Palikona Forest Reserve, Kauai, T. H.
3. OFFICE FILE REFERENCE: ND 676.3 Kokee.
4. WORK TO BE DONE: Construct and complete structures at Base Camp and Station "X", together with the installation of necessary utilities and manproof wire fence.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: Drawings enumerated in the Specifications to Accompany Job Order No. 23.1.
7. APPROPRIATION CHARGEABLE: SC 1450 (\$77,333.10) Eng. (\$9,791.05)

8. ESTIMATED COST: \$87,124.15.
 9. COMMENCEMENT DATE: June 23, 1941.
 10. ESTIMATED DATE FOR COMPLETION: December 1, 1941.
 11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
 12. PLANT REQUIRED: See detailed estimate attached.
 13. MATERIALS. See detailed estimate attached.
 14. SUPERVISION BY: The Area Engineer—Fourth Field Area.

/s/ THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers.
 District Engineers

SEPTEMBER 27, 1941.

ADDENDUM NO. 1

To Accompany Job Order No. 23.1 (Rev.)

Contract W-414-eng-602

WORK TO BE DONE: Construct and Complete One Utility Truck Shelter And One Garage Building.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done as provided for herein, is located at A. W. S. Camp, on the Island of Kauai, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment, and perform all work necessary to construct and complete one (1) Utility Truck Shelter. All of the work to be done in accordance with the details shown on Drawings, "Fixed Station Kauai and Maui, Utility Truck Shelter", Sheets No. 1 and No. 2, File Numbers, F-24/58, F-24/59.

2. Furnish all labor and equipment, and perform all work necessary to construct and complete one Garage Building No. 1.

Total cost of the work to be done shall not exceed \$14,081.57.

Addendum No. 1 to Job Order Order No. 23.1 is additional work and does not alter Job Order No. 23.1.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

COST TO CONTRACTOR

1. *One Utility Truck Shelter:*

Labor-----	\$1,829.36
Material-----	1,875.83
Plant Rental-----	75.00
Mobil. & Demobilization-----	378.02
Contractors Field & Office Overhead-----	132.31

Total ----- \$4,290.52

2. *One Garage Building No. 1:*

Labor-----	\$3,777.78
Materials-----	4,698.69
Plant Rental-----	150.00
Mobil. & Demobilization-----	862.65
Contractors Field & Office Overhead-----	301.93

Total ----- 9,791.05

Total Cost to Contractor----- 14,081.57

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers.
 District Engineer.

Recapitulation of estimated cost

1. *Total Cost of Work:*

(a) *Direct Cost:*

Total Cost to the Contractor-----	\$14, 081. 57
Contingencies—10%-----	1, 408. 16

Total Direct Cost-----	15, 489. 73
------------------------	-------------

(b) *Indirect Cost:*

Survey, Inspection, Engineering-----	\$1, 126. 53	
Total Indirect Cost-----		1, 126. 53

Total Field Cost-----	16, 616. 26
General Office Overhead-----	1, 126. 53

Estimated Total Cost to the Government-----	17, 742. 79
---	-------------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

(s) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Oct. 10, 1941.

ADDENDUM NO. 2

To Accompany Job Order No. 23.1 (Rev.)

Contract W-414-eng-602

WORK TO BE DONE: Construct One (1) Utility Truck Shelter, and One (1) Radio Shelter Building.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at A. W. S. Camp, on the Island of Kauai, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment and perform all work necessary to construct and complete one (1) Utility Truck Shelter. All of the work to be done shall be in accordance with the details shown on the Drawing, "Fixed Station Kauai and Maui, Utility Truck Shelter", Sheets No. 1 and No. 2, File Numbers, F-24/58, and F-24/59.

2. Furnish all labor and equipment, and perform all work necessary to construct and complete one (1) Radio Shelter Building.

Total cost of the work to be done shall not exceed \$14,081.57.

Addendum No. 2 to Job Order No. 23.1 supplants Addendum No. 1.

Charge \$4290.52 to SC 1450. Charge \$9791.05 to Eng. 993.

(Sgd.) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

COST TO CONTRACTOR

1. *One Utility Truck Shelter:*

Labor-----	\$1, 829. 36
Material-----	1, 875. 83
Plant Rental-----	75. 00
Mobil. & Demobilization-----	378. 02
Contractors Field & Office Overhead-----	132. 31

Total-----	\$4, 290. 52
------------	--------------

2. *One Radio Shelter Building:*

Labor	\$3,777.78
Material	4,078.69
Plant Rental.....	150.00
Mobil. & Demobilization.....	862.65
Contractors Field & Office Overhead.....	301.93
Total.....	\$9,791.05
Total cost to contractor.....	14,081.57

(Sgd.) Theodore Wyman, Jr.
THEODORE WYMAN, JR.
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of Estimated Cost

1. *Total Cost of work:*(a) *Direct Cost:*

Total Cost to the Contractor.....	\$14,081.57
Contingencies—10%	1,408.16
Total Direct Cost.....	\$15,489.73

(b) *Indirect Cost:*

Survey, Inspection, Engineering.....	\$1,126.53
Total Indirect Cost.....	1,126.53
Total Field Cost.....	16,616.26
General Office Overhead.....	1,126.53

Estimated total cost to the government.....	17,742.79
---	-----------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

(Sgd.) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

FEBRUARY 5, 1942.

ADDENDUM NO. 3

To Accompany Job Order No. 23.1 (Revised)

Contract W-414-eng-602.

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 3 to Job Order No. 23.1 (Revised), (A. W. S. Camp—Utilities & Fence), authorizes the construction of a bombproof shelter for Radio Communications with necessary appurtenances, in connection with A. W. S. Station, Kokee, Kauai Base Camp, Kauai, T. H.

All work is to be done in accordance with plans and instructions furnished the Area Engineer.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Colonel, Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., June 18, 1941.

JOB ORDER NO. 23.1.

Contract W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: A. W. S. Camps, Utilities, and Fence, Kokee Road.
2. LOCATION: Kokee Road, Na Palikona Forest Reserve, Kauai, T. H.
3. OFFICE FILE REFERENCE: 2014.
4. WORK TO BE DONE: Construct and Complete Structures at Base Camp and at Station X, together with the installation of Necessary Utilities and Manproof wire fence.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: Drawings, "Base Camp, Kokee Road," File No. F-4/85, and F-4/87 to F-4/90 inclusive. And additional drawings to be furnished.
7. APPROPRIATION CHARGEABLE: S. S. A. 1940-41 SC1450-P23-AO 605-01.
8. ESTIMATED COST: \$82,800.00.
9. COMMENCEMENT DATE: June 23, 1941.
10. ESTIMATED DATE FOR COMPLETION: September 23, 1941.
11. ESTIMATED LABOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: Detailed estimate to be furnished later.
13. MATERIALS: Detailed estimate to be furnished later.
14. SUPERVISION BY: The Area Engineer, Fourth Field Area.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved: June 27, 1941.

(Signed) Warren T. Hannum,
WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 23.1

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete Structures at Base Camp and Station X, together with the installation of necessary Utilities and manproof wire fence.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Base Camp, and Station X, Kokee Road, on the Na Palikona Forest Reserve, Island of Kauai, T. H., and is limited to furnishing all labor and equipment and performing all work necessary for the following Specific items:

1. Construct and Complete the following Structures at Base Camp.
 - (a) 2 Barracks Buildings.
 - (b) 1 Mess Hall.
 - (c) 1 Officers Quarters.
 - (d) 1 Radio Communications Building.
 - (e) 1 Generator Station Building.
 - (f) 1 Headquarters Supply Building.
2. Construct and Complete the following Structures at Station X.
 - (a) Tower foundation for Station X.
 - (b) 1 Building.
 - (c) 1 Power house for 3 units.
 - (d) Erect 100 ft. Steel Tower. (Tower furnished by Signal Corps).
3. Install Complete, all necessary utilities and equipment, together with installation of manproof wire mesh fence around vital installations at Base Camp and Station X.

All of the work to be done shall be in accordance with "Specifications To Accompany Job Order No. 23.1", and the details shown on the drawings enumerated in the Specifications.

The total Cost of the Work to be done shall not exceed \$82,800.00.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. Total cost of work:

(a) Direct Cost:

Total Cost to Contractor-----	\$82,800.00
Contingencies—10% -----	8,280.00

Total Direct Cost-----	91,080.00
------------------------	-----------

(b) Indirect Cost:

Survey, Inspection, Engineering (8% of Total Cost to Contractor)-----	\$6,624.00
Total Indirect Cost-----	6,624.00

Total Field Cost-----	98,704.00
General Office Overhead—8%-----	6,624.00

Estimated Total Cost to the Government-----	105,328.00
---	------------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT No. 4B

Summary

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

Contract W414-eng-602

Haleakala (Maui, T. H.).

Job Order #41.0 June 14, 1941 (Revised) December 11, 1941.

Construct. A. W. S. road on Haleakala together with A. W. S. camp and fixed station.

Est. Cost: \$105,086.00+Add #1, 2, 3.

Est. Cost (Rev.): \$121,160.90.

Commencement date: June 25, 1941.

Est. date for completion: Sept. 25, 1941.

Revised date for completion: Nov. 30, 1941.

Supervision by Area Engr. 6th Field Area.

Addendum #1 Oct. 10, 1941 Est. cost \$14,081.57.

Construct Radio Shelter bldg. and garage.

Addendum #2 Feb. 5, 1942 No est. cost given.

Construct bombproof shelter for Radio Communication with necessary appurtenances.

Addendum #3 Aug. 29, 1942 No est. cost given:

Construct underground telephone line from A. W. S. at Haleakala and base station.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., December 11, 1941.

JOB ORDER NO. 41.0 (Revised—Orig. June 14th.

Contract W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: A. W. S. Road, Camp, and Fixed Station.
2. LOCATION: Haleakala, Maui, T. H.
3. OFFICE FILE REFERENCES: ND 676.3 Haleakala.
4. WORK TO BE DONE: Construct and complete A. W. S. road on Haleakala, together with construction of base camp and fixed station.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: As enumerated in the Specifications to accompany Job Order No. 41.0.
7. APPROPRIATION CHARGEABLE: SC 1450 (\$111,369.85) Eng. 993 (\$9,791.05).
8. ESTIMATED COST: \$121,160.90.
9. COMMENCEMENT DATE: June 25, 1941.
10. ESTIMATED DATE FOR COMPLETION: November 30, 1941.
11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
12. PLANT REQUIRED: See detailed estimate attached.
13. MATERIALS: See detailed estimate attached.
14. SUPERVISION BY: The Area Engineer—Sixth Field Area.

/s/ THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Oct. 10, 1941.

ADDENDUM NO. 1

To Accompany Job Order No. 41.0

Contract W-414-eng-602

WORK TO BE DONE: Construct One (1) Utility Truck Shelter and One (1) Radio Shelter Building.

DISTRICT: Honolulu District, T. H.

The work to be done, as provided for herein, is located at A. W. S. Camp, on the Island of Maui, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment and perform all work necessary to construct and complete one (1) Utility Truck Shelter. All of the work to be done shall be in accordance with the details shown on the drawing, "Fixed Station Kauai and Maui, Utility Truck Shelter", Sheets No. 1 and No. 2, File Numbers, F-24/58, and F-24/59.

2. Furnish all labor and equipment and perform all work necessary to construct one (1) Radio Shelter Building. (Radio Shelter Building replaces Garage Building No. 1 shown on General Plan, F-4/86).

Addendum No. 1 to Job Order No. 41.0 is additional work.

Total cost of the work to be done shall not exceed \$14,081.57.

Charge \$4290.52 to SC 1450. Charge \$9791.05 to Eng. 993.

(Sgd.) Theodore Wyman, Jr.
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

FEBRUARY 5, 1942.

ADDENDUM NO. 2

To Accompany Job Order No. 41.0 (Revised)

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 2 to Accompanying Job Order No. 41.0 (Revised) (A. W. S. Road and Camp, Haleakala, Maui, T. H.) authorizes the construction of a bombproof

shelter for Radio Communication with necessary appurtenances, in connection with A. W. S. Station at Haleakala, Maui, T. H.

/s/ Theodore Wyman, Jr.
THEODORE WYMAN, JR.,
Colonel, Corps of Engineers,
District Engineer.

AUGUST 29, 1942.

ADDENDUM NO. 3

To Accompany Job Order No. 41.0 (Revised)

Contract W-414-Eng-602

Office of the Department Engineer, Honolulu, T. H.

Addendum No. 3 to accompany Job Order No. 41.0 (Revised) (A. W. S. Road, Camp and Fixed Station, Haleakala, Maui) authorizes the construction of Underground Telephone Line between Base Camp and the A. W. S. Station at Haleakala.

Work has been completed.

For the Department Engineer:

(s) JOSEPH MATSON, JR.,
Major, Corps of Engineers,
Assistant Department Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., June 17, 1941.

JOB ORDER NO. 41.0.
Contract W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: A. W. S. Road and Camp.
2. LOCATION: Haleakala, Maui, T. H.
3. OFFICE FILE REFERENCE: 2014.
4. WORK TO BE DONE: Construct and Complete A. W. S. road on Haleakala, together with A. W. S. Camp.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: To be furnished later.
7. APPROPRIATION CHARGEABLE: SSA 1940-41 SC1450 P23-A0695-01.
8. ESTIMATED COST: \$105,086.00.
9. COMMENCEMENT DATE: June 25, 1941.
10. ESTIMATED DATE FOR COMPLETION: September 25, 1941.
11. ESTIMATED LABOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: Detailed estimate to be furnished later.
13. MATERIALS: Detailed estimate to be furnished later.
14. SUPERVISION BY: The Area Engineer, Sixth Field Area.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 41.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete A. W. S. Road on Haleakala, together with A. W. S. Camp.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Haleakala, on the Island of Maui, T. H., and is limited to the following specific item:

1. Furnish all necessary labor and equipment and perform all work necessary to Construct and Complete an A. W. S. Road together with an A. W. S. Camp, in

accordance with the "Specifications to Accompany Job Order No. 41.0", and the details shown on the drawings, enumerated in the Specifications.

The Total Cost of the Work Shall not exceed \$105,086.00.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Recapitulation of estimated cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to the Contractor-----	\$105,086.00
Contingencies—10%-----	10,508.60

Total Direct Cost-----	115,594.60
------------------------	------------

(b) Indirect Cost:

Survey, Inspection, Engineering (8% of Contractor's Cost)-----	\$8,406.88
Total Indirect Cost-----	8,406.88

Total Field Cost-----	124,001.48
General Office Overhead-----	8,406.88

Estimated Total Cost to the Government-----	132,408.36
---	------------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Oct. 10, 1941.

ADDENDUM NO. 1

To Accompany Job Order No. 41.0

Contract W-414-eng-602

WORK TO BE DONE: Construct One (1) Utility Truck Shelter and One (1) Radio Shelter Building.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at A. W. S. Camp, on the Island of Maui, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment and perform all work necessary to construct and complete one (1) Utility Truck Shelter. All of the work to be done shall be in accordance with the details shown on the drawing, "Fixed Station Kauai and Maui, Utility Truck Shelter", Sheets No. 1 and No. 2, File Numbers, F-24/58, and F-24/59.

2. Furnish all labor and equipment and perform all work necessary to construct one (1) Radio Shelter Building. (Radio Shelter Building replaces Garage Building No. 1 shown on General Plan, F-4/86).

Addendum No. 1 to Job Order No. 41.0 is additional work.

Total cost of the work to be done shall not exceed \$14,081.57.

Charge \$4290.52 to SC 1450. Charge \$9791.05 to Eng 993.

(Sgd.) Theodore Wyman, Jr.
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

COST TO CONTRACTOR

1. *One Utility Truck Shelter:*

Labor-----	\$1, 829. 36
Material-----	1, 875. 83
Plant Rental-----	75. 00
Mobil. & Demobilization-----	378. 02
Contractors Field & Office Overhead-----	132. 31

Total----- \$4, 290. 52

2. *One Radio Shelter Building:*

Labor-----	\$3, 777. 78
Material-----	4, 698. 69
Plant Rental-----	150. 00
Mobil. & Demobilization-----	862. 65
Contractors Field & Office Overhead-----	301. 93

Total----- 9, 791. 05

Total Cost to Contractor----- 14, 081. 57

(Sgd.) Theodore Wyman, Jr.
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

*Recapitulation of estimated cost*1. *Total Cost of Work:*(a) *Direct Cost:*

Total Cost to the Contractor-----	\$14, 081. 57
Contingencies — 10%-----	1, 408. 16

Total Direct Cost----- 15, 489. 73

(b) *Indirect Cost:*

Survey, Inspection, Engineering-----	\$1, 126. 53
--------------------------------------	--------------

Total Indirect Cost----- 1, 126. 53

Total Field Cost-----	16, 616. 26
General Office Overhead-----	1, 126. 53

Estimated Total Cost to the Government----- 17, 742. 79

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

(Sgd.) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT No. 4C

Summary

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

Contract No. W414-eng-602

Mauna Loa (Hawaii, T. H.)

Job Order #46.0 June 30, 1941

Construct new AWS Road, Buildings, Water System, etc., including improvement of present road.

Est. Cost \$39,300.00

Commencement date: July 1, 1941

Est. date for completion: Sept. 1, 1941

Work suspended 7-14-41.

Job order cancelled 5-10-42.

Supervision by Area Engr., 7th Field Area.

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
 Honolulu, T. H., June 30, 1941.

JOB ORDER NO. 46.0.

Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: A.W.S. Road, Buildings, Water System, Fencing.
2. LOCATION: Mauna Loa, Hawaii, T. H.
3. OFFICE FILE REFERENCE: 2014.
4. WORK TO BE DONE: Construct and Complete A.W.S. Road, portable buildings, building foundations, garages, Fence, Water System, Clearing Site for buildings and foundations, together with improvement of present alignment of existing access road.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: Drawing A.W.S. Mauna Loa, Hawaii, T. H. File No. F-24/1 to F-24/16 inclusive and other plans to be issued later.
7. APPROPRIATION CHARGEABLE: SC 1450.
8. ESTIMATED COST: \$39,300.00.
9. COMMENCEMENT DATE: July 1, 1941.
10. ESTIMATED DATE FOR COMPLETION: September 1, 1941.
11. ESTIMATED LATOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: " " " " " "
13. MATERIALS: " " " " " "
14. SUPERVISION BY: The Area Engineer, Seventh Field Area.

(Sgd.) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Approved:

WARREN T. HANNUM,
 Colonel, Corps of Engineers,
 Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 46.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete: A. W. S. Road, Portable Buildings, Foundations, Garages, Fence, Water System, Clearing Site for buildings and foundations, together with improvement of present alignment of existing Access Road.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Mauna Loa, on the Island of Hawaii, T. H., and is limited to the following Specific items:

1. Furnish all labor and equipment and perform all work necessary to Complete the following items:

- (a) Construct A. W. S. Road, complete with necessary drainage facilities, pave road with 4" rock base Course and 2" asphaltic Concrete top Course.
- (b) Construct Concrete foundations for buildings.
- (c) Construct and Complete 3 portable buildings.
 (1—Barracks Building, 1—Mess Hall, 1—No. 2 Latrine.)
- (d) Install Water Supply System.
- (e) Grade Site for foundations.
- (f) Install protective fencing.
- (g) Construction at Base Camp, Kilauea Military Camp, one garage for mobile unit, and one garage for Utility cars.
- (h) Grade and Clear Site for buildings.
- (i) Install protective fencing.

All work to be done shall be in accordance with the, "Specifications to Accompany Job Order No. 46.0", and the details shown on the drawings enumerated in the Specifications.

The total Cost of the work to be done shall not exceed \$39,300.00.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. *Total Cost of Work.*

(a) *Direct Cost:*

Total Cost to Contractor.....	\$39,300.00
Contingencies—10%.....	3,930.00

Total Direct Cost.....	43,230.00
------------------------	-----------

(b) *Indirect Cost:*

Survey, Inspection, Engineering.....	\$3,144.00
Total Indirect Cost.....	3,144.00

Total Field Cost.....	46,374.00
General Office Overhead.....	3,144.00

Estimated Total Cost to the Government.....	49,518.00
---	-----------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., July 14, 1941.

Refer to File No. Cont. 602

MEMORANDUM

Subject: Job Order No. 46.0
Contract W-414-eng-602

All Construction on "A. W. S. Road, Buildings, Water System, and Fencing", authorized by Job Order No. 46.0, shall be suspended pending further orders from the District Engineer.

Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

MAY 10, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 46.0

Contract W-414-Eng-602

Office of Department Engineer, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 46.0 (A. W. S. Road, Buildings, Water System, Fencing, Mauna Loa, Hawaii), cancels Job Order No. 46.0.

Cancellation requested By: Department Engineer by memorandum from the Assistant Department Engineer, dated May 7, 1942.

For the Department Engineer:

/s/ JOHN C. MEADOWS,
Major, Corps of Engineers,
Assistant Department Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT No. 4D

Summary CBR

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

Contract No. W414-eng.-602

BELLOWS FIELD, OAHU, T. H.

Job Order #20.1 May 12, 1941 Revised Sept 15, 1941.

Construct—Fabricate and install twelve (12) each 50,000 gallon gasoline storage tanks and appurtenant work. Note Revised Job Order 20.1 reduced No. of tanks to six (6).

Est Cost: \$144,684.00.

Revised: \$54,968.00.

Commencement Date: May 12, 1941.

Est date for completion: Aug 1, 1941.

Revised: Jan 1, 1942.

Supervision by The Area Engineer, 5th Field Area.

Job Order #20.120.

Commencement Date: Sept 15, 1941.

Est Date for completion: Jan 1, 1942.

Six (6) 50,000 gal gasoline tanks.

Job Order #20.130.

Commencement Date: Sept 15, 1941.

Est Date for Completion: Jan 1, 1942.

Construct Tunnel for Twelve (12) 50,000 gasoline tanks.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., May 12, 1941.

JOB ORDER N. 20.1.

Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Fabrication and Complete installation (Aqua System) of Twelve (12) each 50,000 Gallon Gasoline Storage Tanks.
2. LOCATION: Bellows Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2021.3.
4. WORK TO BE DONE: Fabricate and install twelve (12) each 50,000 gallon gasoline storage tanks, (Aqua System) and all appurtenant work at Bellows Field, Oahu, T. H.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: As shown in specifications.
7. APPROPRIATION CHARGEABLE: 21×0540.035 (C of B U & A) No. Year Eng. 715 P99.
8. ESTIMATED COST: \$144,684.00.
9. COMMENCEMENT DATE: May 12, 1941.
10. ESTIMATED DATE FOR COMPLETION: August 1, 1941.
11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
12. PLANT REQUIRED: " " " "
13. MATERIALS: " " " "
14. SUPERVISION BY: Area Engineer, Fifth Field Area.

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

Distribution:

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., September 15, 1941.

JOB ORDER NO. 20.1 (Revised)
Contract W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Install Complete (Pump System) 6 Each 50,000 Gallon Gasoline Storage Tanks.
2. LOCATION: Bellows Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2021.3.
4. WORK TO BE DONE: Install, Complete, (Pump System) 6 Each 50,000 Gallon Gasoline Storage Tanks.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: As enumerated in the Specifications.
7. APPROPRIATION CHARGEABLE: Eng. 715.
8. ESTIMATED COST: (Present construction limited to \$54,968.00)
9. COMMENCEMENT DATE: July 1, 1941.
10. ESTIMATED DATE FOR COMPLETION: January 1, 1942.
11. ESTIMATED LABOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: " " " " "
13. MATERIALS: " " " " "
14. SUPERVISION BY: The Area Engineer—Fifth Field Area.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 20.1 (Revised)

Contract No. W-414-eng-602

WORK TO BE DONE: Install, Complete, (Pump System) 6 Each 50,000 Gallon Gasoline Storage Tanks.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Bellows Field, on the Island of Oahu, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment and perform all work necessary to install, complete (Pump System), 6 each 50,000 gallon gasoline storage tanks. All of the work to be done shall be in accordance with the Specifications to Accompany Job Order No. 20.1 (Revised) and the drawings enumerated in the Specifications.

The total cost of the work to be done shall not exceed \$54,968.00.

Job Order No. 20.1 (Revised) supplants Job Order No. 20.1, dated May 12, 1941, and the Addendums, Numbers, 1, 2, and 3, to Job Order No. 20.1.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. Total Cost of Work:

(a) Direct cost:

Total Cost to the Contractor-----	\$54,968.00
Contingencies—10%-----	5,496.80
Total Direct Cost-----	60,464.80

(b) *Indirect Cost:*

Survey, Inspection, Engineering-----	\$4,397.44	
Total Indirect Cost-----		\$4,397.44
<hr/>		
Total Field Cost-----		64,862.24
General Office Overhead-----		4,397.44
<hr/>		
Estimated total cost to the Government-----		69,259.68

This estimate is prepared for use in the District only and is not for Distribution to the Contractor.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

JANUARY 1, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 20.1 (Revised)

Contract No. W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 20.1 (Revised), suspends work on the installations of six gasoline storage tanks at Bellows Field, T. H.

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

JANUARY 4, 1942.

ADDENDUM NO. 2

To Accompany Job Order No. 20.1 (Revised)

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 2 to accompany Job Order No. 20.1 (Revised), voids Addendum No. 1. Work will continue.

/s/ THEODORE WYMAN, JR.,
Colonel, U. S. Army,
District Engineer.

APRIL 6, 1942.

ADDENDUM NO. 3

To Accompany Job Order No. 20.1

Contract W-414-Eng-602

Office of Department Engineer, Honolulu, T. H.

Addendum No. 3 to accompany Job Order No. 20.1, (50,000 Gallon Gas Storage Tanks, Bellows), requires expedition in placing and filling gasoline tanks.

Work requested by: Commanding General, Hawaiian Department, in memo. from Acting Deputy Chief of Staff, dated March 23, 1942.

For the Department Engineer:

/s/ H. B. NURSE,
Lt. Col., Corps of Engineers,
Assistant Department Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., September 15, 1941.

JOB ORDER NO. 20.120
Contract W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to Proceed with the following work:

1. PROJECT TITLE: Install Complete, (Pump System) 6 Each 50,000 Gallon Gasoline Storage Tanks.
2. LOCATION: Bellows Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2021.3.
4. WORK TO BE DONE: Install complete (Pump System), 6 each 50,000 gallon gasoline storage tanks.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENES: As enumerated in the Specifications.
7. APPROPRIATION CHARGEABLE: Eng. 991.
8. ESTIMATED COST: (Present construction limited to \$50,000.00).
9. COMMENCEMENT DATE: September 15, 1941.
10. ESTIMATED DATE FOR COMPLETION: January 1, 1942.
11. ESTIMATED LABOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: " " " " "
13. MATERIALS: " " " " "
14. SUPERVISION BY: The Area Engineer—Ffth Field Area.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 20.120

Contract W-414-eng-602

WORK TO BE DONE: Install, Complete (Pump System), 6 Each 50,000 Gallon Gasoline Storage Tanks.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Bellows Field on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to install, complete (Pump System), 6 each 50,000 gallon gasoline storage tanks. All of the work to be done in accordance with the Specifications to Accompany Job Order No. 20.120 and the drawings enumerated in the Specifications.

Job Order No. 20.120 is additional work and does not alter Job Order No. 20.1 (Revised).

The cost of present construction shall not exceed \$50,000.00.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to the Contractor-----	\$50,000.00
Contingencies—10%-----	5,000.00
Total Direct Cost-----	55,000.00

(b) *Indirect Cost:*

Survey, Inspection, Engineering-----	\$4,000.00
Total Indirect Cost-----	\$4,000.00
<hr/>	
Total Field Cost-----	59,000.00
General Office Overhead-----	4,000.00
<hr/>	
Estimated Total Cost to the Government-----	63,000.00

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

JANUARY 1, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 20.120

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 1 to Job Order No. 20.120 suspends work on the installation of six gasoline storage tanks at Bellows Field, T. H.

/s/ THEODORE WYMAN, Jr.,
 Lt. Col., Corps of Engineers,
 District Engineer.

JANUARY 4, 1942.

ADDENDUM NO. 2

To Accompany Job Order No. 20.120

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 2 to accompany Job Order No. 20.120, voids Addendum No. 1. Work will continue.

/s/ THEODORE WYMAN, Jr.,
 Lt. Col., Corps of Engineers,
 District Engineer.

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
 Honolulu, T. H., Sept. 15, 1941.

JOB ORDER NO. 20.130
 Contract W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Excavate Tunnel for 12 Each 50,000 Gallon Gasoline Storage Tanks.
2. LOCATION: Bellows Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2021.3.
4. WORK TO BE DONE: Excavate approximately 10,000 cubic yards to complete tunnel for 12 each 50,000 gallon gasoline storage tanks, together with placing of necessary concrete tunnel lining and sidewalk, and disposal of excavated material.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: Bellows Field, Oahu, T. H., Gasoline Storage and Dispensing System, File No. F-20/66 and other plans to be furnished.

7. APPROPRIATION CHARGEABLE: Eng. 991.
 8. ESTIMATED COST: \$84,000.00.
 9. COMMENCEMENT DATE: September 15, 1941.
 10. ESTIMATED DATE FOR COMPLETION: January 1, 1942.
 11. ESTIMATED LABOR AT SITE: See Detailed Estimate Attached.
 12. PLANT REQUIRED: See Detailed Estimate Attached.
 13. MATERIALS: See Detailed Estimate Attached.
 14. SUPERVISION BY: The Area Engineer—Fifth Field Area.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, Jr.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Approved:

WARREN T. HANNUM,
 Colonel, Corps of Engineers,
 Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 20.130

Contract No. W-414-eng-602

WORK TO BE DONE: Excavate tunnel for 12 each, 50,000 Gallon Gasoline Storage Tanks.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Bellows Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to excavate approximately 10,000 cubic yards to complete tunnel for 12 each, 50,000 gallon gasoline storage tanks, together with placing of necessary concrete tunnel lining and sidewalk, and disposal of excavated material.

All of the work to be done in accordance with the, "Specifications to Accompany Job Order No. 20.130", and the details shown on the drawings enumerated in the Specifications.

The total cost of the work to be done shall not exceed \$84,000.00.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, Jr.,
 Lt. Col., Corps of Engineers,
 District Engineer.

1. Material:

Item	Designation	Quantity	Unit	Unit price	Amount
1	Dynamite	35,000	lbs.	\$0.125	\$4,375.00
2	Elect. Caps—Assorted	10,500	ea.	0.17	1,785.00
3	Cement	1,050	bbl.	2.93	3,076.50
4	Coarse Aggregate	630	cu. yds.	3.25	2,047.50
5	Fine Aggregate	465	" "	3.00	1,395.00
6	1" x 6" Shiplap	4,500	MBM.	55.00	247.50
7	2 x 4s & 6s 4 x 4 #1 Com.	8,000	" "	47.50	380.00
8	Reinforcing Steel	50,000	lbs.	0.0293	1,465.00
9	Nails	4	kegs.	6.60	26.40
10	#14 Wire—Black (Tie)	600	lbs.	0.06	36.00
11	Miscellaneous Supplies		lump sum		216.10
	Total Cost of Material				15,050.00

2. Labor:

(a) Handling and Hauling:

36 man hours	@ \$1.50	\$54.00
104 man hours	1.25	130.00
436 man hours	.50	218.00

(b) <i>Drilling and Blasting:</i>		
800 man hours.....	@ \$1.50	\$1,200.00
6,400 man hours.....	1.25	8,000.00
4,800 man hours.....	1.00	4,800.00
3,200 man hours.....	.75	2,400.00
1,600 man hours.....	.50	800.00
(c) <i>Mucking:</i>		
800 man hours.....	@ \$1.50	1,200.00
1,600 man hours.....	1.25	2,000.00
19,200 man hours.....	.50	9,600.00
(d) <i>Muck Disposal:</i>		
200 man hours.....	@ \$1.50	300.00
400 man hours.....	1.25	500.00
1,600 man hours.....	1.00	1,600.00
1,600 man hours.....	.50	800.00
(e) <i>Assembling, Erecting & Stripping Forms:</i>		
40 man hours.....	@ \$1.50	60.00
320 man hours.....	1.25	400.00
320 man hours.....	.625	200.00
(f) <i>Placing Reinforcing Steel:</i>		
40 man hours.....	@ \$1.50	60.00
480 man hours.....	1.25	600.00
480 man hours.....	1.00	480.00
240 man hours.....	.75	180.00
(g) <i>Mixing & Placing Concrete:</i>		
80 man hours.....	@ \$1.50	120.00
600 man hours.....	1.25	750.00
200 man hours.....	1.00	200.00
200 man hours.....	.75	150.00
4,800 man hours.....	.50	2,400.00
(h) <i>Maintenance—Watchmen, Etc:</i>		
160 man hours.....	@ \$1.50	240.00
320 man hours.....	1.25	400.00
640 man hours.....	1.00	640.00
320 man hours.....	.75	240.00
1,600 man hours.....	.50	800.00
Total Cost of Labor.....		41,522.00

3. Plant Operation.

	Daily Cost	Days Required	Amount
(a) <i>Rental of Equipment:</i>			
2 Air Compressors.....	\$50.00	110	\$5,500.00
1 Receiver.....	1.30	110	110.00
6 Hammers—Col'mns-Arms-Hose.....	7.00	110	770.00
1 2-HP Elect. Motor and Fan.....	3.00	110	330.00
1 Tool Grinder.....	1.00	110	110.00
Air Pipe—Assorted Sizes.....	3.00	110	330.00
1 Mucking Machine.....	5.50	110	605.00
2 Dump Cars and Truck.....	10.00	110	1,100.00
1 5-Cu. Yd. Dump Truck.....	18.00	110	1,980.00
1 10-Ton Flat Rack Truck.....	18.00	110	1,980.00
1 Batching Plant.....	26.00	21	546.00
1 Horiz. Belt Conveyor.....	18.00	21	378.00
1 Inl'd Belt Conveyor.....	26.00	21	546.00
1 Gunite Machine.....	6.00	21	126.00
Concrete Buggies.....	2.00	21	42.00
1 3/4-Cu. Yd. Pick-Up.....	6.00	110	660.00
1 Sedan.....	6.00	110	660.00
Miscellaneous Small Tools.....	lump sum		250.00
(b) Gas, Oil, Grease, Miscellaneous Supplies.....			1,750.00
Total Cost of Plant Operation.....			17,773.00

COST TO THE CONTRACTOR

1. Total Cost of Material.....	\$15,050.00
2. Total Cost of Labor.....	41,522.00
3. Total cost of Plant.....	17,773.00
4. Contractors Overhead.....	2,445.00
5. Mobilization and Demobilization.....	7,210.00
Total Cost to the Contractor.....	\$4,000.00

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of Estimated Cost

1. Total Cost of Work.	
(a) Direct Cost:	
Total Cost to the Contractor.....	\$84,000.00
Contingencies—10%.....	8,400.00
Total Direct Cost.....	92,400.00
(b) Indirect Cost:	
Survey, Inspection, Engineering.....	\$6,720.00
Total Indirect Cost.....	6,720.00
Total Field Cost.....	99,120.00
Estimated Total Cost to the Government.....	105,840.00

This estimate is prepared for use in the District only and not for distribution to the Contractor.

/s/ Theo Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., October 13, 1941.

JOB ORDER NO. 20.140.
Contract W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

- PROJECT TITLE: Construct and Complete Access Road to Gasoline Storage and Dispensing System.
- LOCATION: Bellows Field, Oahu, T. H.
- OFFICE FILE REFERENCE: ND 611.
- WORK TO BE DONE: Construct approximately 8000 linear feet of 18' road complete with necessary bridge and drainage structures, and do all necessary appurtenant work.
- WORK REQUESTED BY: Commanding General—Hawaiian Department.
- DRAWINGS AND REFERENCES: Drawings, Bellows Field, Oahu, T. H., Gasoline Storage Access Road, File Nos. F-2/69 to F-2/76 inclusive.
- APPROPRIATION CHARGEABLE: Eng. 991.
- ESTIMATED COST: \$26,000.00.
- COMMENCEMENT DATE: October 12, 1941.
- ESTIMATED DATE FOR COMPLETION: November 15, 1941.
- ESTIMATED LABOR AT SITE: See detailed estimate to be furnished later.
- PLANT REQUIRED: " " " " " "
- MATERIALS: " " " " " "
- Supervised by: The Area Engineers—Fifth Field Area.

(Sgd.) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 20.140

Contract W-414-eng-602.

WORK TO BE DONE: Construct and Complete Access Road to Gasoline Storage and Dispensing Systems.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Bellows Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to construct approximately 8000 linear feet of 18' road complete with necessary bridge, and drainage structures, and do all necessary appurtenant work.

All of the work to be done shall be in accordance with the specifications to accompanying Job Order No. 20.140 and the details shown on the drawings enumerated in the specifications.

The total cost of the work to be done shall not exceed \$26,000.00.

(Sgd.) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Recapitulation of Estimated Cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to the Contractor-----	\$26,000.00
Contingencies—10% -----	2,600.00

Total Direct Cost-----	28,600.00
------------------------	-----------

(b) Indirect Cost:

Survey, Inspection, Engineering-----	\$2,080.00
Total Indirect Cost-----	2,080.00

Total Field Cost-----	30,680.00
General Office Overhead-----	2,080.00

Estimated Total Cost to the Government-----	32,760.00
---	-----------

This estimate is prepared for use in the District Only and is not for distribution to the Contractor.

(Sgd.) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H., December 25, 1941.

JOB ORDER NO. 20.150
 Contract W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Construct Tunnel; Bellows Field.
2. LOCATION: Oahu, T. H.
3. OFFICE FILE REFERENCE: None.
4. WORK TO BE DONE: Construct tunnel and install six gasoline tanks therein, in accordance with plans and instructions to be furnished the Area Engineer.

5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: To be furnished.
7. APPROPRIATION CHARGEABLE: Eng. 1067.
8. ESTIMATED COST: Estimate to be furnished later.
9. COMMENCEMENT DATE: December 26, 1941.
10. ESTIMATE DATE FOR COMPLETION: April 1, 1942.
11. ESTIMATE LABOR AT SITE: Estimate to be furnished later.
12. PLANT REQUIRED: Estimate to be furnished later.
13. MATERIALS: Estimate to be furnished later.
14. SUPERVISION BY: The Area Engineer, Fifth Field Area.

(Sgd.) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers,
District Engineer.*

APRIL 7, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 20.150

Contract W-414-Eng-602

Office of Department Engineer, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 20.150 (Construct Tunnel and install six gasoline tanks. Bellows Field) directs that the gasoline storage tanks be dispersed and placed according to revised plan from the Commanding General, Hawaiian Department.

Office File Reference: Serial No. 3084.

Change requested by: The Commanding General, Hawaiian Department by letter from the Assistant Department Engineer dated March 31, 1942.

For the Department Engineer:

/s/ J. C. MEADOWS,
*Major, Corps of Engineers,
Assistant Department Engineer.*

ARMY PEARL HARBOR BOARD EXHIBIT NO. 4E

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

Contract NO. 414-eng-602.

Barking Sands, Kauai, T. H.

Job Order #21.1 April 26, 1941

Construct—Fabricate and install nine (9) each 50,000 gallon storage tanks
(Two tanks will be fabricated by the Government)

Est Cost \$114,350.16.

Commencement Date: April 21, 1941.

Est Date for Completion: June 21, 1941.

Supervision by H. E. Helmboldt, Area Engr, 4th Field Area.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., April 26, 1941.

JOB ORDER NO. 21.1

Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Fabrication, transportation and complete installation of 9 each 50,000 gallon gasoline storage tanks.
2. LOCATION: Barking Sands, Kauai, T. H.

3. OFFICE FILE REFERENCE: 759.2A1.
4. WORK TO BE DONE: Fabricate and install 9 each 50,000 gallon gasoline storage tanks complete, and all appurtenant work, at Barking Sands, Island of Kauai, T. H. Two of the tanks will be fabricated by the Government and furnished to the Hawaiian Constructors at Honolulu, T. H.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: As shown in paragraph 1-04 of the specifications.
7. APPROPRIATION CHARGEABLE: 21X0540.035 (C of B U & A) No Year Eng. 715 P99-A-0540.035-N.
8. ESTIMATED COST: \$84,081.00.
9. COMMENCEMENT DATE: April 21, 1941.
10. ESTIMATED DATE FOR COMPLETION: June 21, 1941.
11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
12. PLANT REQUIRED: See detailed estimate attached.
13. MATERIALS: See detailed estimate attached.
14. SUPERVISION BY: H. E. Helmboldt, Area Engineer, Fourth Field Area.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 21.1

Contract No. W-414-eng-602

ESTIMATE OF COST: To fabricate, transport and install 9 each 50,000 gallon gasoline storage tanks, complete, at Barking Sands, Kauai, T. H.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Barking Sands on the Island of Kauai, T. H., and is limited to the following specific items:

(1) Furnish all labor and equipment, and perform all work necessary to transport to and install complete at Barking Sands, Kauai, T. H., two (2) each pre-fabricated 50,000 gallon gasoline storage tanks and all appurtenant work in accordance with Specifications, "Gasoline Storage and Dispensing System, Barking Sands, Kauai, T. H.," and the details as shown on drawings enumerated in paragraph 1-04 of the Specifications.

(2) Furnish all labor and equipment, and perform all work necessary to transport labor, equipment and material to site and fabricate and install complete seven (7) each 50,000 gallon gasoline storage tanks and all appurtenant work in accordance with Specifications, "Gasoline Storage and Dispensing System, Kauai, T. H.," and the details shown on the drawings enumerated in paragraph 1-04 of the Specifications.

Estimated unit costs are as follows:

COST TO CONTRACTOR

"A"

Two (2) Tanks—Fabricated in Honolulu, transported to, and installed at Barking Sands, Island of Kauai, T. H.

1. 2—Tanks:	
Labor.....	\$5,000.00
Materials.....	200.00
<hr/>	
Total Fabrication Cost.....	5,200.00

2. *Mobilization and Demobilization:*

Transportation Charges.....	\$2,500.00	
Plant Rental during Mobilization and Demobilization.....	1,935.00	
Labor Charges during Mobilization and Demobilization.....	800.00	
Total Mobilization and Demobilization.....		\$5,235.00
3. Excavation.....	4,200 Cu. Yd. @ \$0.35	2,940.00
4. Backfill.....	3,900 Cu. Yd. @ \$0.12	936.00
5. Concrete.....	48 Cu. Yd. @ \$18.00	1,728.00
6. Placing Tanks.....		400.00
7. Gasoline Pumping System installed.....		2,100.00
8. Dewatering Operations.....		1,000.00
9. Contractor's Field and Office Overhead.....		1,000.00
Total Cost to Contractor.....		20,539.00

B

Seven (7) Tanks—Fabricated and Installed at Barking Sands, Islands of Kauai, T. H.

1. *7—Tanks—Fabrication:*

Labor.....	\$21,000.00
Materials.....	2,100.00
Plant Rental.....	3,282.00

Total Fabrication Cost..... 26,382.00

2. *Mobilization and Demobilization:*

Transportation Charges during Mobilization and Demobilization.....	\$1,800.00
Labor Charges during Mobilization and Demobilization.....	150.00
Plant Rental during Mobilization and Demobilization.....	646.00

Total Mobilization and Demobilization..... 2,596.00

3. Excavation.....	10,290.00
4. Backfill.....	3,276.00
5. Concrete.....	6,048.00
6. Placing Tanks.....	2,100.00
7. Gasoline, Pumping System installed.....	7,350.00
8. Dewatering Operations.....	3,500.00
9. Contractor's Field and Office Overhead.....	2,000.00

Total Cost to Contractor..... 63,542.00

Grand Total Cost to Contractor for Nine (9) Tanks..... \$4,081.00

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

*Recapitulation of Estimate of Cost*1. *Total Cost of Work:*(a) *Direct Cost:*

Grand Total Cost to Contractor.....	\$84,081.00
Contingencies—20%.....	16,816.20

Total Direct Cost..... 100,897.20

(b) *Indirect Cost:*

Survey, Inspection and Engineering—8% (Contractor's Cost).....	\$6,726.48
--	------------

Total Indirect Cost..... 6,726.48

Total Field Cost of Job.....	107,623.68
General Office Overhead—8% (Contractor's Cost).....	6,726.48

Estimated Grand Total Cost to Government..... 114,350.16

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

JUNE 4, 1941.

ADDENDUM NO. 1

To Accompany Job Order No. 21.1

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete a wood frame tool shed and Store Room.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Barking Sands on the Island of Kauai, T. H., and is limited to the following Specific Item:

1. Furnish all labor and equipment and perform all work necessary to construct and complete one wood frame tool shed and Store Room Building. The work to be done shall be as directed by the Area Engineer, Fourth Field Area.

The total cost of the work to be done shall not exceed \$300.00.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Recapitulation of Estimated Cost

1. Cost of Work to be Done:

(a) Direct Cost:

Total Cost to the Contractor-----	\$300.00
Contingencies—10%-----	30.00

Total Direct Cost-----	330.00
------------------------	--------

(b) Indirect Cost:

Survey, Inspection, engineering-----	\$24.00
--------------------------------------	---------

Total Indirect Cost-----	24.00
--------------------------	-------

Total Field Cost of Job-----	354.00
------------------------------	--------

General Office Overhead-----	24.00
------------------------------	-------

Grand Total Cost to the Government-----	378.00
---	--------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT NO. 4F

Summary—CBR

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

HONOLULU, T. H.

Morse Field (Hawaii, T. H.).

Job Order #25.0 May 7, 1941.

Construct. Fabricate and install nine (9) each 50,000 gallon gasoline Storage tanks and appurtenant work.

Est. Cost \$116,390.16.

Commencement Date: May 8, 1941.

Est. Date for Completion: August 1, 1941.

Supervision by The Area Engineer, Seventh Field Area.

Addendum #1 dated March 24, 1942 suspends indefinitely all work on Job Order #25.0.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., May 7, 1941.

JOB ORDER NO. 25.0.

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Transportation, Fabrication and Complete Installation of Nine (9) each 50,000 Gallon Gasoline Storage Tanks.
2. LOCATION: Morse Field, Hawaii, T. H.
3. OFFICE FILE REFERENCE: 2021.2.
4. WORK TO BE DONE: Fabricate and install nine (9) each 50,000 Gallon Gasoline Storage Tanks Complete, and all appurtenant work at Morse Field, Island of Hawaii, T. H.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: As shown in paragraph 1-04 of the Specifications.
7. APPROPRIATION CHARGEABLE: 21X0540.035 (C of BU & A) No Year Eng. 715 P 99 A-0540.035-N.
8. ESTIMATED COST: \$85,581.00.
9. COMMENCEMENT DATE: May 8, 1941.
10. ESTIMATED DATE FOR COMPLETION: August 1, 1941.
11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
12. PLANT REQUIRED: " " " "
13. MATERIALS: " " " "
14. SUPERVISION BY: The Area Engineer, Seventh Field Area.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved: May 15, 1941.

(Signed) Warren T. Hannum,
WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 25.0

Contract No. W-414-eng-602

ESTIMATE OF COST: To Transport, Fabricate and Install Nine (9) Each 50,000 Gallon Gasoline Storage Tanks, Complete, at Morse Field, Hawaii, T. H.
DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Morse Field on the Island of Hawaii, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to transport labor, equipment and material to site, and fabricate and install complete nine (9) each 50,000 Gallon Gasoline Storage tanks and all appurtenant work in accordance with Specifications, "Gasoline Storage and Dispensing System, Morse Field, Hawaii, T. H.", and the details shown on the drawings enumerated in the Specifications.

COST TO THE CONTRACTOR

1. Nine (9) Tanks—Fabrication:	Unit Cost	Total
Labor-----	\$ 3,000.00	\$ 27,000.00
Materials-----	300.00	2,700.00
Plant Rental-----	470.00	4,230.00
Labor-----	<u>\$3,000.00</u>	<u>\$27,000.00</u>

2. *Mobilization and Demobilization:*

	<i>Unit Cost</i>	<i>Total</i>
Transportation charges during Mobilization & Demobilization -----	\$260.00	\$2,340.00
Labor charges during Mobilization and Demobilization -----	22.00	198.00
Plant Rental during Mobilization and Demobilization -----	93.00	837.00
Total Mobilization and Demobilization Cost--	375.00	3,375.00
3. Excavation, 4,200 cu. yds. per unit @ \$0.60-----	2,520.00	22,680.00
4. Backfill, 3,900 cu. yds. per unit @ \$0.20-----	780.00	7,020.00
5. Concrete, 48 cu. yds. per unit @ \$18.00-----	864.00	7,776.00
6. Placing Tanks-----	300.00	2,700.00
7. Gasoline Dispensing System Installed-----	600.00	5,400.00
8. Contractor's Field & Office Overhead-----	300.00	2,700.00
Total Cost to Contractor-----	9,509.00	\$5,581.00

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of Estimated Cost

1. *Total Cost of Work:*

(a) *Direct Cost:*

Total Cost to Contractor-----	\$ 85,581.00
Contingencies—20% -----	17,116.20
Total Direct Cost-----	102,697.20

(b) *Indirect Cost:*

Survey, Inspection, Engr. (8% of Contractor's Cost) -----	\$6,846.48
Total Indirect Cost-----	6,846.48
Total Field Cost-----	109,543.68
General Office Overhead (8% of Contractor's Cost) -----	6,846.48

Estimated Grand Total Cost to Government----- 116,390.16

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

MARCH 24, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 25.0 Contract W-414-Eng-602

Office, Department Engineer, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 25.0, (Transportation, Fabrication and Complete Installation of nine (9) each 50,000 gallon gasoline storage tanks) suspends indefinitely all work on Job Order No. 25.0.

Suspension requested by the Commanding General, Hawaiian Department through the Department Engineer.

For the Department Engineer:

/s/ H. B. NURSE,
Lt. Col., Corps of Engineers
Executive Assistant.

ARMY PEARL HARBOR BOARD EXHIBIT No. 4G

Summary

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

Contract W414-eng-602

Wheeler Field (Oahu, T. H.).

Job Order #5.0 Feb. 24, 1941.

Construct three reinforced concrete bombproof ammunition storage structures, of 30,000 cubic feet capacity each, with appurtenant work and access roads. Est. Cost \$1,847,000.00.

Commencement date: Feb. 24, 1941.

Est. date for completion: Sept. 1, 1941.

Supervision by John J. Kestly, Area Engr., 3rd Field Area.

Work Authorized by Job Order No. 5.0, Addenda #3 to #7 inclusive:

(a) Construction of six (6) each 30,000 cubic feet capacity bombproof magazines, complete with all necessary utilities and fixtures.

(b) Construction of three (3) each 10,000 cubic feet capacity bombproof magazines, complete with all necessary utilities and fixtures.

(c) Construction of six (6) each 5,000 cubic feet capacity bombproof magazines, complete with all necessary utilities and fixtures.

(d) Construction of all necessary connecting and access roads, complete with paving, culverts, headwalls, and ripped ditches.

(e) Construction and installation of electrical distribution system for magazines.

(f) The installation of all necessary construction plant, equipment, buildings, and facilities to carry out the construction program.

Work is to be performed under Contract No. W-414-eng-602 (1-A. Ammunition Storage Magazines.)

Est. Cost—\$1,083,473 Addenda 3 to 7 incl.

No date for completion given.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., February 24, 1941.

WORK ORDER NO. 5.0.

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Bomb Proof Ammunition Storage, Wheeler Field, T. H.
2. LOCATION: Wheeler Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 400.1
4. WORK TO BE DONE: Construct and complete reinforced concrete bombproof ammunition storage structures together with their appurtenant work and all necessary connecting and access roads, as specified in Schedule "A" attached hereto.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: As enumerated (See para. 1-03 attached specifications.)
7. APPROPRIATION CHARGEABLE: Seacoast Defenses, Eng 306 P 99 A1204-N.
8. ESTIMATED COST: \$1,847,000.00
9. COMMENCEMENT DATE: February 24, 1941.
10. ESTIMATED DATE FOR COMPLETION: September 1, 1941.
11. ESTIMATED LABOR AT SITE: 375,590 man hours.
12. PLANT REQUIRED: See detailed estimate attached.
13. MATERIALS: See detailed estimate attached.
14. SUPERVISION BY: John J. Kestly, Area Engineer, Third Field Area.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

Corps of Engineers, Division Engineer.

SECRET DOCUMENT

To Accompany Work Order No. 5.0

Contract No. W-414-eng-602

ESTIMATE OF COST: Bomb Proof Ammunition Storage, Wheeler Field, T. H.
 DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done is at Wheeler Field, on the Island of Oahu, T. H. The work includes the furnishing of all necessary labor, equipment, materials and supplies, and the performing of all work necessary to construct reinforced concrete bombproof magazine structures complete with all necessary utilities and fixtures, together with necessary connecting and access roads, complete with 2½" concrete bituminous pavement, culverts, headwalls, and riprapped ditches, for ingress and egress to magazine structures.

1. Materials to be Furnished:

Item	Designation	Quantity	Unit	Unit	To complete 330,000 cu. ft.
					<i>Amount</i>
1	Reinforcing Steel.....	6,000,000	lbs.....	\$0.045	\$270,000.00
2	Structural Steel.....	100,000	lbs.....	0.20	20,000.00
3	Steel Water Stops.....	37,000	lbs.....	0.10	3,700.00
4	Copper Water Stops.....	1,700	lbs.....	0.15	255.00
5	4" Tile Drain.....	6,500	lin. ft.....	0.20	1,300.00
6	Cement.....	60,690	bbl.....	3.04	184,497.60
7	Fine Aggregate.....	20,880	cu. yd.....	2.70	56,376.00
8	Coarse Aggregate.....	30,900	cu. yd.....	3.00	92,700.00
9	30" Reinforced Concrete Culvert Pipe.....	100	lin. ft.....	4.10	410.00
10	24" Reinforced Concrete Culvert Pipe.....	200	lin. ft.....	2.90	580.00
11	18" Reinforced Concrete Culvert Pipe.....	200	lin. ft.....	2.20	440.00
12	12" Reinforced Concrete Culvert Pipe.....	450	lin. ft.....	1.15	517.50
13	Rip-rap stone.....	2,050	ton.....	3.00	6,150.00
14	Lumber.....	350	M.....	45.00	17,750.00
15	Nails, Bolts, Wires.....	10,000	lbs.....	0.08	800.00
16	Electrical wires, conduits and fixtures (lump sum).....				11,000.00
17	Paint.....	140	gals.....	2.75	385.00
18	Dynamite.....	10,000	lbs.....	0.125	1,250.00
19	Hardware.....	2,000	lbs.....	0.75	1,500.00
20	Asphalt Concrete.....	3,750	tons.....	6.00	22,500.00
21	Rock Surfacing.....	4,400	cu. yd.....	2.70	11,880.00
22	3" Galv. Iron Pipe.....	8,000	ft.....	0.54	4,320.00
23	2" Galv. Iron Pipe.....	10,000	ft.....	0.26	2,600.00
24	1" Galv. Iron Pipe.....	2,000	ft.....	0.12	240.00
	Total Cost of Materials.....				710,951.10

2. Day Labor:

		To complete 330,000 cu. ft.	Amount
(a) Clearing and Grubbing:			
	800 man hours.....	@ \$1.50	\$1,200.00
	1,600 man hours.....	@ 1.00	1,600.00
	4,000 man hours.....	@ 0.50	2,000.00
(b) Hauling and Handling Materials:			
	1,200 man hours.....	@ 1.50	1,800.00
	12,000 man hours.....	@ 0.75	9,000.00
	12,000 man hours.....	@ 0.50	6,000.00
(c) Excavation and Backfill Structures:			
	7,200 man hours.....	@ 1.50	10,800.00
	7,200 man hours.....	@ 1.00	7,200.00
	7,200 man hours.....	@ 0.65	4,680.00
	43,200 man hours.....	@ 0.50	21,600.00
(d) Road Excavation and Backfill:			
	400 man hours.....	@ 1.50	600.00
	1,600 man hours.....	@ 1.00	1,600.00
	4,000 man hours.....	@ 0.75	3,000.00
	4,000 man hours.....	@ 0.50	2,000.00
(e) Culverts:			
	120 man hours.....	@ 1.50	180.00
	580 man hours.....	@ 1.00	580.00
	1,000 man hours.....	@ 0.65	650.00
	1,000 man hours.....	@ 0.50	500.00

	<i>To complete</i> 330,000 cu. ft.	<i>Amount</i>
(f) <i>Placing Bituminous Concrete Roads:</i>		
1,200 man hours-----	@ \$1.50	\$1,800.00
1,800 man hours-----	@ 0.75	1,350.00
8,200 man hours-----	@ 0.50	4,100.00
(g) <i>Placing Reinforcing Steel Structures and Burst Course:</i>		
900 man hours-----	@ 1.50	1,350.00
20,000 man hours-----	@ 0.75	15,000.00
20,000 man hours-----	@ 0.50	10,000.00
(h) <i>Mixing, placing, curing concrete in Structures and Burst Course:</i>		
3,600 man hours-----	@ 1.50	5,400.00
30,000 man hours-----	@ 1.00	30,000.00
120,000 man hours-----	@ 0.50	60,000.00
(i) <i>Riprap and Drainage:</i>		
480 man hours-----	@ 1.50	720.00
2,000 man hours-----	@ 0.75	1,500.00
3,500 man hours-----	@ 0.50	1,750.00
(j) <i>Placing Tile Drain:</i>		
100 man hours-----	@ 1.50	150.00
100 man hours-----	@ 1.00	100.00
400 man hours-----	@ 0.50	200.00
(k) <i>Electrical Installation:</i>		
720 man hours-----	@ 1.50	1,080.00
720 man hours-----	@ 1.00	720.00
720 man hours-----	@ 0.65	468.00
(l) <i>Concrete Forms—Framing, Erecting, Stripping:</i>		
1,800 man hours-----	@ 1.50	2,700.00
8,000 man hours-----	@ 1.00	8,000.00
10,000 man hours-----	@ 0.65	6,500.00
(m) <i>Placing Structural Steel:</i>		
150 man hours-----	@ 1.50	225.00
300 man hours-----	@ 1.25	375.00
300 man hours-----	@ 0.75	225.00
(a) <i>Painting:</i>		
100 man hours-----	@ \$1.50	150.00
100 man hours-----	@ 1.00	100.00
100 man hours-----	@ 0.65	65.00
(b) <i>Maintenance, Crew, Warehouseman, etc.:</i>		
1,400 man hours-----	@ \$1.50	2,100.00
10,000 man hours-----	@ 1.00	10,000.00
10,000 man hours-----	@ 0.65	6,500.00
10,000 man hours-----	@ 0.50	5,000.00
Total Cost of Day Labor-----		252,618.00

3. *Plant Rental:*(a) *Plant to be Leased:*

2 2½ yd. Shovels-----	7 mo. @	\$3,115.00	\$43,610.00
3 Caterpillar dozers-----	7 mo. @	\$69.00	18,249.00
1 Grader-----	7 mo. @	558.00	3,906.00
1 Roller, with tractor-----	7 mo. @	806.00	5,642.00
2 Compressors-----	7 mo. @	695.00	9,730.00
6 5 yd. Dump Trucks-----	7 mo. @	407.00	17,094.00
6 9 yd. Dump Trucks-----	7 mo. @	584.00	24,528.00
1 Batching Plant-----	7 mo. @	653.00	4,571.00
2 ¾ yd. Shovels-----	7 mo. @	1,174.00	16,436.00
3 Tractor w/trailer-----	7 mo. @	281.00	5,901.00
1 Sterling Truck and Trailer-----	7 mo. @	1,521.00	10,647.00
1 Welding Machine-----	7 mo. @	93.00	651.00
4 ¾ ton Pick-up Trucks-----	7 mo. @	69.00	1,932.00
4 Sedans, Ford-----	7 mo. @	76.00	2,128.00
4 Coupes, Ford-----	7 mo. @	70.00	1,960.00
1 Rubber-tired 1 sk. mixer-----	7 mo. @	113.00	791.00
1 Concrete Placing Outfit, 7 cu. ft.-----	7 mo. @	168.00	1,176.00
1 AD4 Auto Crane-----	7 mo. @	942.00	6,594.00
1 2 Drum Hoist-----	7 mo. @	281.00	1,967.00
2 16" Radial Saws-----	7 mo. @	81.00	1,134.00
1 Jointer-----	7 mo. @	33.00	231.00
1 Threading Machine-----	7 mo. @	48.00	336.00

3. *Plant Rental*—Continued.

(a) *Plant to be Leased*—Continued.

	<i>To complete 330,000 cu. ft.</i>	<i>Amount</i>
1 Bar Shear-----	7 mo. @ \$109.00	\$763.00
1 Bar Bender-----	7 mo. @ 72.00	504.00
1 250' x 30'' Inclined Conveyor-----	7 mo. @ 690.00	4,830.00
1 200' x 30'' Horizontal Conveyor-----	7 mo. @ 430.00	3,010.00
1 2 yd. Concrete Bucket-----	7 mo. @ 33.00	231.00
1 1 yd. Concrete Bucket-----	7 mo. @ 24.00	168.00
2 Wagon Drill Rigs-----	7 mo. @ 50.00	700.00
2 1 cu. yd. Multifoot Pavers-----	7 mo. @ 837.00	11,718.00
Total Plant to be Leased-----		201,138.00
(b) Fuel, Oil, Small Tools & Supplies-----		15,000.00
(c) Temporary Buildings—Storage-----		5,000.00
Total Cost Leased Plant and Supplies-----		221,138.00

4. *Total Plant Operation Cost to Jobs*

Cost of Materials-----	\$710,951.10
Cost of Day Labor-----	252,618.00
Plant Rental-----	221,138.00

Total Plant Operation Cost----- \$1,184,707.10

5. *Total Cost of Work.*

(a) *Direct Cost.*

Total plant operation cost-----	\$1,184,707.10
Contingencies—15%-----	177,706.06

Total Direct Cost----- \$1,362,413.16

(b) *Indirect Cost.*

Mobilization and Demobilization-----	\$135,000.00
Surveys, inspection, supervision—10%-----	136,241.31

Total Indirect Cost----- 271,241.31

Total Field Cost to Job----- 1,633,654.47

General Office Overhead—8%----- 146,475.62

Buildings, camp, survey, covered by previous Work
Orders----- 66,869.91

Estimated Grand Total Cost by hired labor and
government plant----- 1,847,000.00

THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

UNSKILLED LABOR

Class 1—\$0.50 per hour:

Shovelers
Concrete placers
Slopers—roadway
Material handlers
Water boy

Class 2—\$0.65 per hour:

Carpenter's helper
Rigger's helpers
Powderman's helpers
Pipefitter's helper
Tractor operator's helpers
Crane operator's helpers
Electrician's helpers

SEMI-SKILLED LABOR

Class 3—\$0.75 per hour:

Truck Drivers
Steel Tiers
Jackhammer man

SKILLED LABOR

Class 4—\$1.00 per hour:

Carpenters
Tractor operators
Crane operators
Cement finishers
Electricians
Pipefitters

Class 5—\$1.50 per hour:
General Foreman.

SCHEDULE "A"

Work Order No. 5.0

Contract No. W-414-eng-602

1. The site of the work is at Wheeler Field on the Island of Oahu, T. H.
2. The work authorized to be done under Work Order No. 5.0 includes furnishing, by the contractor, of all labor and performing all work for the construction of ammunition storage magazines and appurtenant work in conformity with plans and specifications and within the limits of available funds.
3. The materials essential to the construction provided for herein, will be furnished by the Government, at a convenient location on the Island of Oahu, from which location the materials will be transported, by the contractor to the site of the work.
4. The work to be done at this time under Work Order No. 5.0 is as follows:
 - (a) Clearing and grubbing the site of the work.
 - (b) Transport material to the site of the work.
 - (c) Perform all excavation for structures.
 - (d) Perform all excation for service roads.
 - (e) Install all culverts.
 - (f) Construct and complete three (3) bomb proof ammunition storage magazines (of 30,000 cubic feet capacity each).

MAY 22, 1941.

ESTIMATE OF COST

To Accompany Job Order No. 5.0

Contract No. W-414-eng-602

ADDENDUM NO. 1

ESTIMATE OF COST: Three (3) Each 30,000 Cubic Feet Capacity Bomb Proof Ammunition Storage Structures At Wheeler Field, T. H.
 DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Wheeler Field, on the Island of Oahu, T. H., and is limited to the following specific items:

- (1) Furnish all necessary labor and equipment, and perform all work necessary to construct three (3) 30,000 cubic feet reinforced concrete bomb-proof magazine structures, complete with all necessary utilities and fixtures.
- (2) Furnish all necessary labor and equipment, and perform all work necessary to construct graded dirt connecting and access roads, complete with culverts, headwalls, and riprapped ditches.

All of the work done shall be in accordance with Specifications, "Bombproof Ammunition Storage and Appurtenant Work to Accompany Job Order No. 5.0," and the details shown on drawings listed in paragraph 1-03 of the Specifications. This addendum No. 1 to Job Order No. 5.0 supplements paragraph 4 (f) of Schedule A to Work Order 5.0 and is not authority for additional construction. The estimated cost of the work to be done is as follows:

Cost to the Contractor

1. Materials to be Furnished:

Item	Designation	Quantity	Unit	Unit price	Amount
1	Reinforcing Steel	1,335,900	Lb.	\$0.045	\$60,115.50
2	Cement	13,262	Bbl.	3.05	40,449.10
3	Fine Aggregate	6,078	Cu. Yd.	2.70	16,410.60
4	Coarse Aggregate	6,301	" "	3.00	18,903.00
5	Structural Steel	31,478	Lb.	0.20	6,295.60
6	Steel Water Stop—3½" x 8"	5,724	Lin. Ft.	0.51	1,389.24
7	Copper Water Stop—16"—24 oz	282	" "	0.40	112.80
8	Wrought Iron Pipe—2" Diam	14	" "	0.26	3.64
9	Wire—#14 Ga	4,540	Lb.	0.08	363.20
10	Paint	8	Gal.	2.75	22.00
11	Vitrified Pipe—4" Diam	1,327	Lin. Ft.	0.225	298.57
12	Graded Aggregate—¾" to 1½"	81	Cu. Yd.	3.00	243.00
13	Lumber	224,220	M	45.00	10,089.90
14	Form Oil	275	Gal.	0.21	57.75
15	Curing Compound	1,520	" "	0.52	790.40
16	Nails	7,850	Lb.	0.08	628.00
17	Galv. Wire #8 Ga	1,323	" "	0.08	105.84
18	Reinforced Concrete Pipe—12" Diam	160	Lin. Ft.	0.855	136.80
19	Reinforced Concrete Pipe—18" "	120	" "	2.02	242.40
20	Reinforced Concrete Pipe—24" "	80	" "	2.70	216.00
21	Reinforced Concrete Pipe—30" "	40	" "	3.98	159.20
22	Rock—12" Thick for Drop Inlets	35	Cu. Yd.	3.00	105.00
23	Electric Installation Lighting		Lump Sum		970.00
24	Hardware		" "		120.00
25	Galv. Iron Pipe—4"	8,600	Lin. Ft.	0.7164	6,161.04
26	Galv. Iron Pipe—2½"	5,000	" "	0.3620	1,810.00
27	Misc. Materials and supplies				500.00
	Total Cost of Materials				166,698.58

2. Day Labor:

(a) Handling and Hauling.

320 man hours	@ \$1.50	\$480.00
3,200 man hours	@ 0.75	2,400.00
6,400 man hours	@ 0.50	3,200.00

(b) Clearing and Grubbing (8½ Acres).

56 man hours	@ \$1.50	84.00
80 man hours	@ 1.00	80.00
80 man hours	@ 0.65	52.00
960 man hours	@ 0.50	480.00

(c) Excavation and Backfill Road.

900 man hours	@ \$1.50	1,350.00
2,160 man hours	@ 1.00	2,160.00
2,000 man hours	@ 0.75	1,500.00
2,000 man hours	@ 0.65	1,300.00
5,760 man hours	@ 0.50	2,880.00

(d) Culverts.

80 man hours	@ \$1.50	120.00
80 man hours	@ 1.00	80.00
160 man hours	@ 0.65	104.00
800 man hours	@ 0.50	400.00

(e) Riprap and Drop Inlets.

40 man hours	@ \$1.50	60.00
480 man hours	@ 0.50	240.00

(f) Excavation and Backfill Structures.

1,600 man hours	@ \$1.50	2,400.00
3,200 man hours	@ 1.00	3,200.00
2,400 man hours	@ 0.75	1,800.00
2,200 man hours	@ 0.65	1,430.00
5,280 man hours	@ 0.50	2,640.00

(g) Concrete Forming and Stripping.

960 man hours	@ \$1.50	1,440.00
3,600 man hours	@ 1.00	3,600.00
2,800 man hours	@ 0.65	1,728.00
2,000 man hours	@ 0.50	1,000.00

(h) <i>Placing Reinforcing Steel-Structure.</i>			
960 man hours	-----	@ \$1.50	\$1,440.00
4,800 man hours	-----	@ 1.00	4,800.00
4,800 man hours	-----	@ 0.50	2,400.00
(i) <i>Mixing, Placing, Curing Concrete.</i>			
2,000 man hours	-----	@ \$1.50	3,000.00
3,600 man hours	-----	@ 1.00	3,600.00
3,900 man hours	-----	@ 0.75	2,925.00
12,200 man hours	-----	@ 0.65	7,930.00
20,000 man hours	-----	@ 0.50	10,000.00
(j) <i>Structural Steel Placing.</i>			
96 man hours	-----	@ \$1.50	144.00
192 man hours	-----	@ 1.00	192.00
192 man hours	-----	@ 0.75	144.00
192 man hours	-----	@ 0.50	96.00
(k) <i>Laying Drainage Tile.</i>			
16 man hours	-----	@ \$1.50	24.00
120 man hours	-----	@ 0.65	78.00
320 man hours	-----	@ 0.50	160.00
(l) <i>Electrical Installation.</i>			
320 man hours	-----	@ \$1.50	480.00
400 man hours	-----	@ 1.00	400.00
420 man hours	-----	@ 0.75	240.00
(m) <i>Cleaning and Painting.</i>			
8 man hours	-----	@ \$1.50	12.00
48 man hours	-----	@ 1.00	48.00
72 man hours	-----	@ 0.50	36.00
(n) <i>Maintenance—Watchmen, etc.</i>			
2,880 man hours	-----	@ \$1.50	4,320.00
2,160 man hours	-----	@ 0.75	1,620.00
1,440 man hours	-----	@ 0.50	720.00
Total Cost of Labor-----			<u><u>\$1,017.00</u></u>

3. *Plant Operation:*

(a) <i>Rental of Equipment.</i>			
2 2½ Cu. Yd. Shovel	-----	2 mo. @ \$3,150.00	\$12,600.00
1 ¾ Cu. Yd. Shovel	-----	3 mo. @ 1,174.00	3,522.00
1 Caterpillar dozer	-----	3 mo. @ 869.00	2,607.00
1 Road Grader	-----	1 mo. @ 558.00	558.00
1 Roller with Tractor	-----	1 mo. @ 806.00	806.00
1 Air Compressor	-----	2 mo. @ 695.00	1,390.00
2 9 Cu. Yd. Dump Trucks	-----	3 mo. @ 584.00	3,504.00
1 Conveyor—inclined	-----	2 mo. @ 690.00	1,280.00
2 5 Cu. Yd. Dump Trucks	-----	3 mo. @ 407.00	2,442.00
2 ¾ Cu. Yd. Dump Trucks	-----	3 mo. @ 69.00	414.00
2 Sedans	-----	3 mo. @ 76.00	456.00
1 Coupe	-----	3 mo. @ 70.00	210.00
1 Batching Plant	-----	2 mo. @ 653.00	1,306.00
1 Pug Mill	-----	2 mo. @ 200.00	400.00
1 Concrete Placing Outfit	-----	2 mo. @ 168.00	336.00
1 AD-4 Auto Crane	-----	3 mo. @ 942.00	2,826.00
1 16" Radial Saw	-----	3 mo. @ 81.00	243.00
1 Jointer	-----	3 mo. @ 33.00	99.00
1 Bar Shear	-----	3 mo. @ 109.00	327.00
1 Bar Bender	-----	3 mo. @ 72.00	216.00
1 2 Cu. Yd. Concrete Bucket	-----	2 mo. @ 33.00	66.00
1 1 Cu. Yd. Concrete Bucket	-----	2 mo. @ 24.00	48.00
1 Conveyor—Horizontal	-----	2 mo. @ 430.00	860.00
Misc. Tools and Equipment	-----		500.00
(b) Fuel, Oil, Gas and Supplies	-----	Lump Sum	5,500.00
Total Plant Rental Cost-----			<u><u>42,516.00</u></u>

4. *Total Plant Operation Cost of Job:*

Cost of Materials-----	\$166,698.58
Cost of Day Labor-----	81,017.00
Cost of Plant Rental-----	42,516.00
Mobilization and Demobilization-----	135,000.00
 Total Cost to Contractor-----	 \$425,231.58

THEODORE WYMAN, JR.,
Lt. Col. Corps of Engineers,
District Engineer.

Recapitulation of estimate of cost

1. *Total Cost of Work:*

(a) *Direct Cost:*

Total Cost of Work to Contractor-----	\$425,231.58
Contingencies—10%-----	42,523.16

Total Direct Cost-----	467,754.74
------------------------	------------

(b) *Indirect Cost:*

Survey, Insp., Engr.—8%-----	\$34,018.53
------------------------------	-------------

Total Indirect Cost-----	34,018.53
--------------------------	-----------

Total Field Cost-----	501,773.27
-----------------------	------------

General Office Overhead—8%-----	34,018.73
---------------------------------	-----------

Estimated Grand Total Cost to the Government-----	535,792.00
---	------------

This estimate is prepared for use in the District only, and is not for distribution to the contractor.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

MAY 26, 1941.

ADDENDUM NO. 2

To Accompany Job Order No. 5.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete (5) each 30,000 Cubic Feet Capacity Bombproof Ammunition Storage Structures at Wheeler Field, T. H.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Wheeler Field, on the Island of Oahu, T. H., and is limited to the following specific items:

(1) Furnish all necessary labor and equipment, and perform all work necessary to construct five (5) each 30,000 cubic feet reinforced concrete bombproof magazine structures, complete with all necessary utilities and fixtures.

(2) Furnish all necessary labor and equipment, and perform all work necessary to construct graded dirt connecting and access roads, complete with culverts, headwalls, and rip-rapped ditches.

All of the work done shall be in accordance with Specifications, "Bombproof Ammunition Storage and Appurtenant Work to Accompany Job Order No. 5.0," and the details shown on the drawings listed in paragraph 1-03 of the Specifications.

Addendum No. 2 to Job Order No. 5.0, supplants and makes void Addendum No. 1 to Job Order No. 5.0.

Total cost of the work to be one shall not exceed \$585,993.89.

Cost to the Contractor

1. Materials Required for Magazines:

Item No.	Item	Quantity	Unit	Unit price	Amount
1	Cement.....	21,225	Bbl.....	\$2.92	\$62,189.25
2	Fine Aggregate.....	9,342	Cu. Yd.....	2.70	25,223.40
3	Coarse Aggregate.....	9,060	" ".....	3.00	27,180.00
4	¾" to 1½" Graded Aggregate.....	140	" ".....	3.00	420.00
5	Reinforcing Steel.....	2,226,500	Lb.....	0.0293	65,236.45
6	Structural Steel.....	52,465	" ".....	0.1004	5,267.49
7	Steel Water Stop.....	9,540	Lin. Ft.....	0.51	4,865.40
8	Copper Water Stop.....	470	" ".....	0.40	188.00
9	2" Diam. Black W. l. Pipe.....	24	" ".....	0.26	6.24
10	#14 Ga. Black Wire.....	7,500	Lb.....	0.08	600.00
11	#8 Ga. Galv. Wire.....	2,210	" ".....	0.08	176.80
12	4" Diam. V. C. Pipe.....	2,212	Lin. Ft.....	0.225	497.70
13	1" x 6" T & G Flooring.....	112,620	M. B. M.....	61.50	6,926.13
14	2" x 4"-4" x 4"-4" x 6" #1 Com. Lumber.....	140,400	" ".....	47.10	6,612.84
15	Form Oil.....	460	Gals.....	0.21	96.60
16	Curing Compound.....	2,500	" ".....	0.52	1,300.00
17	Nails—20d, 16d, 10d, 8d, 6d.....	100	Keg.....	6.60	660.00
18	Paint.....	13	Gals.....	2.75	35.75
19	Conduit, Wiring and Fixtures.....	Lump sum	" ".....		1,940.00
20	4" Diam. W. l. Pipe and Couplings.....	7,740	Lin. Ft.....	0.7164	5,544.94
21	2" Diam. W. l. Pipe and Couplings.....	4,500	" ".....	0.4125	1,856.25
22	Miscellaneous Hardware.....	Lump sum	" ".....		210.00
23	Miscellaneous Supplies.....	" ".....	" ".....		850.00
Total Cost of Materials for Magazines.....					217,883.24

1-A. Materials Required for Access & Connecting Roads:

1	Cement.....	75	Bbl.....	\$2.93	\$219.75
2	Fine Aggregate.....	50	Cu. Yd.....	2.70	135.00
3	Coarse Aggregate.....	48	" ".....	3.00	144.00
4	Reinforcing Steel.....	3,500	Lb.....	0.0293	102.55
5	1" x 6" Shiplap.....	2,400	B. M.....	61.50	147.60
6	2" x 4" #1 Com. Lumber.....	3,000	B. M.....	47.10	141.30
7	R. C. Pipe 12" Diam.....	160	Lin. Ft.....	0.855	136.80
8	R. C. Pipe 18" Diam.....	120	" ".....	2.02	242.40
9	R. C. Pipe 24" Diam.....	80	" ".....	2.70	216.00
10	R. C. Pipe 30" Diam.....	40	" ".....	3.98	159.20
11	Masonry Stone (50#).....	35	Cu. Yd.....	3.00	105.00
12	Galv. W. l. Pipe—4" Diam.....	860	Lin. Ft.....	0.7164	616.10
13	Galv. W. l. Pipe—2" Diam.....	500	" ".....	0.4125	206.25
14	Nails, Wire, etc.....		Lump sum		16.50
15	Miscellaneous Supplies.....		" ".....		150.00
Total Cost of Materials for Access & Connecting Roads.....					2,738.45

2. Day Labor (Magazines):

(a) Handling and Hauling (6,200 Tons):

1,000 man hours.....	@	\$1.50	\$1,500.00
1,000 man hours.....	@	1.00	1,000.00
1,000 man hours.....	@	.65	650.00
10,670 man hours.....	@	.50	5,335.00

(b) Clearing and Grubbing (7½ Acres):

32 man hours.....	@	\$1.50	48.00
96 man hours.....	@	.75	72.00
960 man hours.....	@	.50	480.00

(c) Laying Temporary Water Line (7,740' of 4", 4,500' of 2"):

50 man hours.....	@	\$1.50	75.00
120 man hours.....	@	.75	90.00
1,020 man hours.....	@	.50	510.00

(d) Structure Excavation (82,000 Cu. Yds.):

1,500 man hours.....	@	\$1.50	2,250.00
3,000 man hours.....	@	1.00	3,000.00
3,000 man hours.....	@	.65	1,950.00
9,000 man hours.....	@	.50	4,500.00

(e) <i>Structure Backfill—Compacted</i> (63,350 Cu. Yds.) :		
1,170 man hours	----- @ \$1.50	\$1,755.00
2,340 man hours	----- @ 1.00	2,340.00
2,340 man hours	----- @ .65	1,521.00
6,932 man hours	----- @ .50	3,466.00
(f) <i>Forming and Stripping</i> (Assembling—263 M., Erecting—368½ M., Stripping—368½ M.) :		
1,340 man hours	----- @ \$1.50	2,010.00
6,000 man hours	----- @ 1.00	6,000.00
6,000 man hours	----- @ .65	3,900.00
15,200 man hours	----- @ .50	7,600.00
(g) <i>Reinforcing steel—Bind'g & Plac'g</i> (2,226,500 Lbs.) :		
2,080 man hours	----- @ \$1.50	3,120.00
20,800 man hours	----- @ 1.00	20,800.00
20,800 man hours	----- @ .65	13,520.00
14,620 man hours	----- @ .50	7,310.00
(h) <i>Placing and Curing Concrete</i> (14,710 Cu. Yds.) :		
4,000 man hours	----- @ \$1.50	6,000.00
8,000 man hours	----- @ 1.00	8,000.00
12,000 man hours	----- @ .75	9,000.00
16,000 man hours	----- @ .65	10,400.00
16,000 man hours	----- @ .50	8,000.00
(i) <i>Laying Drainage Tile</i> (2,212 Lin. Ft.) :		
28 man hours	----- @ \$1.50	42.00
200 man hours	----- @ .65	130.00
536 man hours	----- @ .50	268.00
(j) <i>Structural Steel Placing</i> (52,465 Lbs.) :		
160 man hours	----- @ \$1.50	240.00
640 man hours	----- @ 1.00	640.00
640 man hours	----- @ .75	480.00
960 man hours	----- @ .50	480.00
(k) <i>Conduits, Wiring and Fixtures</i> (Placing) :		
160 man hours	----- @ \$1.50	240.00
480 man hours	----- @ 1.00	480.00
480 man hours	----- @ .75	360.00
960 man hours	----- @ .50	480.00
(l) <i>Maintenance</i> (watchmen, etc.) :		
2,660 man hours	----- @ \$1.50	3,990.00
2,660 man hours	----- @ 1.00	2,660.00
2,000 man hours	----- @ .50	1,000.00
Total Cost of Day Labor for Magazines		147,692.00
2-A. <i>Day Labor for Access and Connecting Roads:</i>		
(a) <i>Clearing and Grubbing</i> (9 Acres) :		
40 man hours	----- @ \$1.50	\$60.00
120 man hours	----- @ .75	90.00
1,540 man hours	----- @ .50	770.00
(b) <i>Handling and Hauling</i> (30 Tons) :		
8 man hours	----- @ \$1.50	12.00
16 man hours	----- @ 1.00	16.00
8 man hours	----- @ .65	5.20
96 man hours	----- @ .50	48.00
(c) <i>Laying Temporary Water Line</i> (1,360 Lin. Ft.) :		
8 man hours	----- @ \$1.50	12.00
16 man hours	----- @ .75	12.00
104 man hours	----- @ .50	52.00
(d) <i>Excavation</i> (44,260 Cu. Yds.) :		
800 man hours	----- @ \$1.50	1,200.00
1,600 man hours	----- @ 1.00	1,600.00
1,600 man hours	----- @ .75	1,200.00
1,600 man hours	----- @ .65	1,040.00
4,800 man hours	----- @ .50	2,400.00
(e) <i>Fill—Compacted</i> (24,500 Cu. Yds.) :		
800 man hours	----- @ \$1.50	1,200.00
800 man hours	----- @ 1.00	800.00
800 man hours	----- @ .65	520.00
3,200 man hours	----- @ .50	1,600.00

(f) <i>Culvert Pipe—Placing (400 Lin. Ft.) :</i>			
80 man hours	----- @	\$1.50	\$120.00
80 man hours	----- @	1.00	80.00
160 man hours	----- @	.65	104.00
800 man hours	----- @	.50	400.00
(g) <i>Headcalls—Forming and Stripping (5,400 B. M.) :</i>			
72 man hours	----- @	\$1.50	108.00
144 man hours	----- @	1.00	144.00
144 man hours	----- @	.50	72.00
(h) <i>Reinforcing Steel—Binding & Placing (3,500 Lbs.) :</i>			
24 man hours	----- @	\$1.50	36.00
48 man hours	----- @	1.00	48.00
20 man hours	----- @	.65	13.00
32 man hours	----- @	.50	16.00
(i) <i>Placing and Curing Concrete (50 Cu. Yds.) :</i>			
16 man hours	----- @	\$1.50	24.00
32 man hours	----- @	1.00	32.00
48 man hours	----- @	.75	36.00
80 man hours	----- @	.50	40.00
(j) <i>Drop Inlets—Placing Masonry (35 Cu. Yds.) :</i>			
32 man hours	----- @	\$1.50	48.00
60 man hours	----- @	1.00	60.00
128 man hours	----- @	.50	64.00
(k) <i>Riprap Ditches and Culvert Aprons (100 Sq. Yds.) :</i>			
16 man hours	----- @	\$1.50	24.00
48 man hours	----- @	.50	24.00
(l) <i>Grading and Shaping Roadway (12,000 Sq. Yds.) :</i>			
160 man hours	----- @	\$1.50	240.00
480 man hours	----- @	1.00	480.00
320 man hours	----- @	.65	208.00
540 man hours	----- @	.50	270.00
(m) <i>Maintenance (Watchmen, etc.)</i>			
400 man hours	----- @	\$1.50	600.00
400 man hours	----- @	1.00	400.00
400 man hours	----- @	.75	300.00
400 man hours	----- @	.50	200.00
Total Cost of Day Labor (Access Roads)-----			<u><u>16,828.20</u></u>

3. *Plant Operation (Magazines).*

	Months required	Monthly rental	Amount
(a) Rental of Equipment.			
2 2½ Cu. Yd. Power Shovels	2½	\$3,150.00	\$15,750.00
1 ¾ Cu. Yd. Power Shovel	2½	1,174.00	2,935.50
1 Caterpillar Dozer	2½	369.00	2,172.50
1 Roller with Tractor	2	806.00	1,612.00
1 Air Compressor	2	695.00	1,390.00
2 9 Cu. Yd. Dump Trucks	2½	584.00	2,920.00
2 5 Cu. Yd. Dump Trucks	2½	407.00	2,035.50
2 ¾ Cu. Yd. Dump Trucks	2½	69.00	345.00
2 Sedans	2½	76.00	380.00
1 Coupe	2½	70.00	175.00
1 Batching Plant	2½	653.00	1,632.50
1 Pug Mill	2½	200.00	500.00
1 Concrete Placing Outfit	2½	168.00	420.00
1 A. D. Auto Crane	2½	942.00	2,355.00
1 16" Radial Saw	2½	81.00	202.50
1 Joinder	2½	33.00	82.50
1 Bar Shears	2½	109.00	272.50
1 Bar Bender	2½	72.00	180.00
1 2 Cu. Yd. Concrete Bucket	2½	33.00	82.50
1 1 Cu. Yd. Concrete Bucket	2½	24.00	60.00
1 Inclined Conveyor	2½	690.00	1,725.00
1 Horizontal Conveyor	2½	430.00	1,075.00
Miscellaneous Small Tools		Lump Sum	550.00
(b) Fuel, Oil, Gas & Supplies		Lump Sum	7,700.00
Total Plant Operation Cost of Job (Magazines)-----			46,552.00

3-A. Plant Operation (Access Roads):

	Months required	Monthly rental	Amount
a) Rental of Equipment.			
1 2½ Cu. Yd. Power Shovel.....	2	\$3,150.00	\$6,300.00
1 ¾ Cu. Yd. Power Shovel.....	2	1,174.00	2,348.00
1 Caterpillar—Dozer.....	2	869.00	1,738.00
1 Roller with Tractor.....	2	806.00	1,612.00
2 9 Cu. Yd. Dump Trucks.....	1	584.00	1,168.00
2 5 Cu. Yd. Dump Trucks.....	2	407.00	1,628.00
2 ¾ Cu. Yd. Dump Trucks.....	1	69.00	138.00
2 Sedans.....	2	76.00	304.00
1 Coupe.....	2	70.00	140.00
1 ¼ Cu. Yd. Concrete Mixer.....	1	55.00	55.00
1 A. D.-4 Auto Crane.....	½	942.00	471.00
1 16 In. Radial Saw.....	½	81.00	40.50
1 Bar Shears.....	¼	109.00	27.25
1 Bar Bender.....	¼	72.00	18.00
Miscellaneous Small Tools.....		Lump Sum	212.25
(b) Fuel Oil, Gas, Oil and Supplies.....		Lump Sum	2,100.00
Total Plant Operation Cost of Job (Access Roads).....			19,300.00

4. Total Plant Operation Cost of Job (Magazines):

Total Cost of Material.....	\$217,883.24
Total Cost of Labor.....	147,692.00
Total Cost of Plant.....	46,552.00
Mobilization and Demobilization.....	123,365.70

Total Plant Operation Cost of Job (Magazines)..... \$535,492.94

4-A. Total Plant Operation Cost of Job (Access Roads):

Total Cost of Material.....	\$2,738.45
Total Cost of Labor.....	16,828.20
Total Cost of Plant.....	19,300.00
Mobilization and Demobilization.....	11,634.30

Total Plant Operation Cost of Job (Access Roads)..... 50,500.95

5. Total Cost of Work (5 Magazines & Access Road):

Total Cost of 5 Magazines.....	\$535,492.94
Total Cost of Access Road.....	50,500.95

Total Cost to Contractor..... 585,993.89

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to Contractor.....	\$585,993.89
Contingencies—10%.....	58,599.40
Total Direct Cost.....	644,593.29

(b) Indirect Cost:

Surveys, Inspection and Engr.—8%.....	\$46,879.51
Total Indirect Cost.....	46,879.51

Total Field Cost.....	691,472.80
General Office Overhead—8%.....	48,879.51

Estimated Grand Total Cost to Government..... 738,352.31

This recapitulation is prepared for use in the District only, and is not for distribution to the Contractor.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

JUNE 5, 1941.

ADDENDUM NO. 3

To Accompany Job Order No. 5.0 Contract No. W-414-eng-601

WORK TO BE DONE: Complete necessary excavation for all Ammunition Storage Structures authorized by Job Order No. 5.0, together with Construction of graded dirt Connecting and access roads, complete with necessary culverts, headwalls, and riprapped ditches.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Wheeler Field, on the Island of Oahu, T. H., and is limited to the following specific items:

(1) Furnish all necessary labor and equipment, and perform all work necessary to complete necessary excavation for all Ammunition Storage Structures, authorized by Job Order No. 5.0.

(2) Furnish all necessary labor and equipment and perform all work necessary to complete Construction of graded dirt Connecting and access roads, Complete with, culverts, headwalls and riprapped ditches.

All of the work done shall be in accordance with Specifications, "Bombproof Ammunition Storage and Appurtenant Work to Accompany Job Order No. 5.0".

Addendum No. 3 is additional Work and does not alter Addendum No. 2 to Job Order No. 5.0.

The Cost of the Work to be done Shall not exceed \$115,034.10.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

1. *Materials To Be Furnished* (Excavation for Magazines) :

Item No.	Designation	Quantity	Unit	Unit price	Amount
1	2 In. W. I. Pipe and Fittings.....	1,950	Ft.....	\$0.45	\$877.50
2	Dynamite (Caps & Fuse).....	500	Lbs.....	.20	100.00
3	Miscellaneous Supplies.....		Lump sum.....		72.50
	Total Cost of Material for Magazines.....				1,050.00

1A. *Materials to be Furnished* (Excavation for Access Road) :

Item No.	Designation	Quantity	Unit	Unit price	Amount
1	2 In. W. I. Pipe and Fittings.....	3,200	Lin. ft.....	\$0.4125	\$1,320.00
2	Cement.....	90	Bbl.....	3.19	287.10
3	Fine Aggregate.....	50	Cu. Yds.....	2.70	135.00
4	Coarse Aggregate.....	48	" ".....	3.00	144.00
5	Form Lumber.....	9,000	M-BM.....	57.50	517.50
6	Wire.....	50	Lbs.....	0.08	4.00
7	Nails (20 ^s 16 ^s 8 ^s & 6 ^{ds}).....	3	Kegs.....	6.60	19.60
8	R. C. Pipe—12 In. Diam.....	290	Lin. ft.....	0.855	247.95
9	R. C. Pipe—18 In. Diam.....	80	" ".....	2.02	161.60
10	R. C. Pipe—24 In. Diam.....	120	" ".....	2.70	324.00
11	R. C. Pipe—30 In. Diam.....	60	" ".....	3.98	238.80
12	Masonry and Riprap Stone.....	150	Ton.....	3.00	450.00
13	Dynamite (Caps and Fuse).....	500	Lbs.....	0.20	100.00
14	Reinforcing Steel.....	5,000	" ".....	0.0293	146.50
15	Miscellaneous Supplies.....		Lump Sum.....		103.95
	Total Cost of Material for Roads.....				4,200.00

2. Day Labor (Magazines) :

(a) <i>Handling and Hauling:</i>		
1 man hour	@ \$1.50	\$1.50
4 man hours	@ 0.50	2.00
(b) <i>Clearing and Grubbing:</i>		
24 man hours	@ \$1.50	36.00
72 man hours	@ 0.75	54.00
720 man hours	@ 0.50	360.00
(c) <i>Laying Temporary Water Line:</i>		
8 man hours	@ \$1.50	12.00
20 man hours	@ 0.75	15.00
172 man hours	@ 0.50	86.00
(d) <i>Structure Excavation:</i>		
2,160 man hours	@ \$1.50	3,240.00
4,320 man hours	@ 1.00	4,320.00
4,320 man hours	@ 0.65	2,808.00
12,960 man hours	@ 0.50	6,480.00
(e) <i>Maintenance:</i>		
3,832 man hours	@ \$1.50	5,748.00
3,832 man hours	1.00	3,832.00
3,200 man hours	0.50	1,600.00

Total Cost of Day Labor on Magazines ----- 28,594.50

2A. Day Labor (Access & Connecting Roads) :

(a) <i>Clearing and Grubbing:</i>		
24 man hours	@ \$1.50	36.00
72 man hours	@ 0.75	54.00
960 man hours	@ 0.50	480.00
(b) <i>Handling and Hauling:</i>		
8 man hours	@ \$1.50	12.00
12 man hours	@ 1.00	12.00
12 man hours	@ 0.65	7.80
80 man hours	@ 0.50	40.00
(c) <i>Laying Temporary Water Line:</i>		
12 man hours	@ \$1.50	18.00
24 man hours	@ 0.75	18.00
148 man hours	@ 0.50	74.00
(d) <i>Excavation for Access Road:</i>		
1,100 man hours	@ \$1.50	1,650.00
2,200 man hours	@ 1.00	2,200.00
2,200 man hours	@ 0.75	1,650.00
2,200 man hours	@ 0.65	1,430.00
6,600 man hours	@ 0.50	3,300.00
(e) <i>Fill—Compacted:</i>		
800 man hours	@ \$1.50	1,200.00
800 man hours	@ 1.00	800.00
800 man hours	@ 0.65	520.00
3,200 man hours	@ 0.50	1,600.00
(f) <i>Culvert Pipe Placing:</i>		
110 man hours	@ \$1.50	165.00
110 man hours	@ 1.00	110.00
220 man hours	@ 0.65	143.00
1,100 man hours	@ 0.50	550.00
(g) <i>Headwalls—Forming & Stripping:</i>		
120 man hours	@ \$1.50	180.00
240 man hours	@ 1.00	240.00
240 man hours	@ 0.50	120.00
(h) <i>Reinforcing Steel:</i>		
36 man hours	@ \$1.50	54.00
72 man hours	@ 1.00	72.00
32 man hours	@ 0.65	20.80
44 man hours	@ 0.50	22.00

(i) <i>Placing and Curing Concrete:</i>			
24 man hours	-----	@ \$1.50	\$36.00
48 man hours	-----	@ 1.00	48.00
72 man hours	-----	@ 0.75	54.00
120 man hours	-----	@ 0.50	60.00
(j) <i>Drop Inlets & Aprons—Placing Masonry:</i>			
72 man hours	-----	@ \$1.50	108.00
136 man hours	-----	@ 1.00	136.00
288 man hours	-----	@ 0.50	144.00
(k) <i>Grading and Shaping Roadway:</i>			
100 man hours	-----	@ \$1.50	150.00
300 man hours	-----	@ 1.00	300.00
200 man hours	-----	@ 0.60	130.00
340 man hours	-----	@ 0.50	170.00
(l) <i>Maintenance:</i>			
500 man hours	-----	@ \$1.50	750.00
500 man hours	-----	@ 1.00	500.00
500 man hours	-----	@ 0.75	375.00
500 man hours	-----	@ 0.50	250.00

Total Cost of Day Labor on Road----- 19,989.60

3. Plant Operation (Magazines) :

(a) *Rental of Equipment:*

1 2½ Cu. Yd. Power Shovels	3¾ Mos.	@ \$3,150.00	\$11,812.50
1 ¾ Cu. Yd. Power Shovels	3¾ Mos.	@ 1,174.00	4,402.50
1 Caterpillar Dozer	3¾ Mos.	@ 869.00	3,258.75
2 9 Cu. Yd. Dump Trucks	2 Mos.	@ 584.00	2,336.00
2 5 Cu. Yd. Dump Trucks	2 Mos.	@ 407.00	1,628.00
2 ¾ Cu. Yd. Dump Trucks	2 Mos.	@ 69.00	276.00
2 Sedans	3¾ Mos.	@ 76.00	570.00
1 Coupe	3¾ Mos.	@ 70.00	262.50
Miscellaneous Small Equipment.	Lump sum		103.75
(b) Fuel Oil, Gas, Oil & Grease, Lump sum			3,750.00

Total Plant Operation (Magazines)----- 28,400.00

3A. Plant Operation (Access Road) :

(a) *Rental of Equipment:*

1 ¾ Cu. Yd. Power Shovel	3¾ Mos.	@ 1,174.00	3,228.50
1 2½ Cu. Yd. Power Shovel	3¾ Mos.	@ 3,150.00	8,662.50
1 Caterpillar Dozer	2¾ Mos.	@ 869.00	2,389.75
1 Roller with Tractor	2¾ Mos.	@ 806.00	2,216.50
2 9 Cu. Yd. Dump Trucks	2¾ Mos.	@ 584.00	3,212.00
2 5 Cu. Yd. Dump Trucks	2¾ Mos.	@ 407.00	2,238.00
2 ¾ Cu. Yd. Dump Trucks	2¾ Mos.	@ 69.00	3,795.00
2 Sedans	3 Mos.	@ 76.00	456.00
1 Coupe	3 Mos.	@ 70.00	210.00
1 ¼ Cu. Yd. Concrete Mixer	1 Mo.	@ 55.00	55.00
1 A. D. Auto Crane	½ Mo.	@ 942.00	471.00
1 16 In. Radial Saw	½ Mo.	@ 81.00	40.50
1 Bar Shears	¼ Mo.	@ 109.00	27.25
1 Bar Bender	¼ Mo.	@ 72.00	18.00
1 Batching Plant	¼ Mo.	@ 653.00	163.25
1 Inclined Conveyor	¼ Mo.	@ 690.00	172.50
1 Horizontal Conveyor	¼ Mo.	@ 430.00	107.50
1 Power Road Grader	2 Mos.	@ 460.00	920.00
Miscellaneous Small Equipment.	Lump Sum		166.25
(b) Fuel Oil, Gas, Oil & Grease, Lump Sum			4,250.00

Total Plant Operation (Access Road)----- 32,800.00

4. Total Plant Operation Cost of Job (Magazines) :

Total Cost of Material	-----	\$1,050.00
Total Cost of Labor	-----	28,594.50
Total Cost of Plant	-----	28,400.00

Total Plant Operation Cost of Job (Magazines)----- 58,044.50

4A. <i>Total Plant Operation Cost of Job (Access Roads) :</i>	
Total Cost of Material-----	\$4, 200. 00
Total Cost of Labor-----	19, 989. 60
Total Cost of Plant-----	32, 800. 60
<hr/>	
Total Plant Operation Cost of Job (Access Roads)-----	\$56. 989. 60
<hr/>	
5. <i>Total Cost of Work (Magazines & Access Roads)</i>	
Total Cost of Excavation for Magazines-----	\$58, 044. 50
Total Cost of Excavation for Access Roads-----	56, 989. 60
<hr/>	
Total Cost to Contractor-----	115, 034. 10

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers.
District Engineer.

Recapitulation of estimated cost

1. <i>Total Cost of Job:</i>	
(a) <i>Direct Cost:</i>	
Total Cost to Contractor-----	\$115, 034. 10
Contingencies—10%-----	11, 503. 41
<hr/>	
Total Direct Cost-----	126, 537. 51
(b) <i>Indirect Cost:</i>	
Surveys, Inspection and Engineering, (8%)---	\$9, 202. 73
Total Indirect Cost-----	9, 202. 73
<hr/>	
Total Field Cost-----	135, 740. 24
General Office Overhead—8%-----	9, 202. 73
<hr/>	
Estimated Grand Total Cost to Government-----	144, 942. 97

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

ADDENDUM NO. 4

To Accompany Job Order No. 5.0

Contract No. W-414-eng-602

WORK TO BE DONE: Pave Ammunition Storage Access and Connecting Roads with 4" Waterbound Macadam Base Course and 2½" Asphaltic Concrete Top Course.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Wheeler Field, on the Island of Oahu, T. H., and is limited to the following Specific Item:

1. Furnish all labor and equipment and perform all work necessary to pave Ammunition Storage Access and Connecting Roads with 4" Waterbound Macadam Base Course and 2½" asphaltic top course. The work to be done shall be in accordance with the Specifications to be issued and the details shown on the drawings enumerated in the Specifications.

The total Cost of the Work to be done shall not exceed \$47,000.00.

Addendum No. 4 to Job Order No. 5.0 is additional work and does not alter Addendum No. 3.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

*Recapitulation of estimated cost*1. *Total Cost of Work:*(a) *Direct Cost:*

Total Cost to the Contractor.....	\$47,000.00
Contingencies—10%	4,700.00
Total Direct Cost.....	51,700.00

(b) *Indirect Cost:*

Survey, Inspection Engineering.....	\$3,760.00
Total Indirect Cost.....	3,760.00

Total Field Cost.....	55,460.00
General Office Overhead.....	3,760.00

Estimated Total Cost to the Government.....	59,220.00
---	-----------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

JULY 1, 1941.

ADDENDUM NO. 5

To Accompany Job Order No. 5.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete 4 each 30,000 cubic feet capacity reinforced Concrete bombproof Ammunition Storage Structures.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Wheeler Field, on the Island of Oahu, T. H., and is limited to the following Specific Items:

1. Furnish all necessary labor and equipment and perform all work necessary to Construct and Complete 4 each 30,000 cubic feet reinforced concrete bombproof Ammunition Storage Structures. (Structures to be constructed are shown as No. 30-1, 30-2, 30-S, 30-9, on drawing "Bombproof Magazines," General Plan No. 2, File No. F-5/2). All of the work done shall be in accordance with Specifications. "Bombproof Ammunition Storage and Appurtenant Work to Accompany Job Order No. 5.0", and the details shown on the drawings enumerated in the Specifications.

2. Work shall not be initiated on Construction of Burster Course for structures 30-1, 30-2, 30-S, 30-9, until so ordered by the District Engineer.

Addendum No. 5 to Job Order No. 5.0 is additional work and does not alter Addendums 1, 2, 3, and 4.

The Cost of the work to be done shall not exceed \$330,350.00.

(Signed) THEODORE WYMAN, Jr.,
Theodore Wyman Jr.
Lt. Col., Corps of Engineers.
District Engineer

*RECAPITULATION OF ESTIMATED COST*1. *Total Cost of Work:*(a) *Direct Cost:*

Total Cost to Contractor.....	\$330,350.00
Contingencies—10%	33,035.00

Total Direct Cost.....	\$363,385.00
------------------------	--------------

(b) *Indirect Cost:*

Survey, Inspection, Engineering.....	\$26,428.00
Total Indirect Cost.....	26,428.00

Total Field Cost.....	389,813.00
General Office Overhead.....	26,428.00

Estimated Total Cost to the Government.....	416,241.00
---	------------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

AUGUST 14, 1941.

ADDENDUM NO. 6

To Accompany Job Order No. 5.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and complete two (2) each 5,000 cubic feet capacity, and three (3) each 10,000 cu. ft. capacity reinforced concrete bombproof ammunition storage structures.

DISTRICT: Honolulu District—Honolulu, T. H.

The work to be done, as provided for herein, is located at Wheeler Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to construct and complete two (2) each 5,000 cubic feet capacity bombproof ammunition storage structures, (Structures to be constructed as shown as No. 5-1, and No. 5-2, on Drawing, "Bombproof Magazines", General Plan No. 2, File No. F-5/2).

2. Furnish all labor and equipment and perform all work necessary to construct and complete three (3) each 10,000 cubic feet capacity reinforced concrete bombproof ammunition storage structures, (Structures to be constructed as shown as No. 10-1, No. 10-2, No. 10-3, on drawing, "Bombproof Magazines", General Plan No. 2, File No. F-5/2).

All of the work done shall be in accordance with Specifications, "Bombproof Ammunition Storage and Appurtenant work to Accompany Job Order No. 5.0", and the details shown on the drawings enumerated in the Specifications.

Work shall not be initiated on the construction of Burster Course for structures 5-1, 5-2, 10-1, 10-2, 10-3, until so ordered by the District Engineer.

Addendum No. 6 to Job Order No. 5.0 is additional work and does not alter Addendums 1, 2, 3, 4, and 5.

The total cost of the work to be done shall not exceed \$230,821.00.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Summary Sheet

1. Work Authorized by Job Order No. 5.0 Addenda #3 to #7 inclusive:
 - (a) Construction of nine each 30,000 cubic feet capacity bombproof magazines, complete with all necessary utilities and fixtures.
 - (b) Construction of three (3) each 10,000 cubic feet capacity bombproof magazines, complete with all necessary utilities and fixtures.
 - (c) Construction of six (6) each 5,000 cubic feet capacity bombproof magazines, complete with all necessary utilities and fixtures.
 - (d) Construction of all necessary connecting and access roads, complete with paving, culverts, headwalls, and ripped ditches.
 - (e) Construction and installation of electrical distribution system for magazines.
 - (f) The installation of all necessary construction plant, equipment, buildings, and facilities to carry out the construction program.
2. Work is to be performed under Contract No. W-414-eng-602. (1-A. Ammunition Storage Magazines.)
3. Present Construction is Limited to:
 - (a) Excavation for all bombproof magazines.
 - (b) Construct access and connecting roads complete with paving, culverts, headwalls, and drainage ditches.
 - (c) Construct and complete nine (9) each 30,000 cubic feet capacity magazines, except that work on burster courses for magazines No. 30-1, 30-2, 30-8, 30-9, is suspended until further orders by the District Engineer.

- (d) Construct and complete two (2) each 5,000 cubic feet magazines, No. 5-1, and 5-2, *except that work on the burster courses is suspended until further orders by the District Engineer.*
- (e) Construct and complete three (3) each 10,000 cubic feet magazines, No. 10-1, 10-2, 10-3, *except that work on the burster courses is suspended until further orders from the District Engineer.*
- (f) Construction, installation, and repair of necessary plant equipment, and facilities for consumation of construction program.

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

SEPTEMBER 2, 1941.

ADDENDUM NO. 7

To Accompany Job Order No. 5.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete Four (4) Each 5,000 Cubic Feet Capacity Reinforced Concrete Ammunition Storage Structures.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Wheeler Field, on the Island of Oahu, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment, and perform all work necessary to construct and complete four (4) each 5,000 cubic feet capacity reinforced concrete ammunition storage structures, (Structures to be constructed are shown as No. 5-3, 5-4, 5-5, and 5-6, on drawing. "Bombproof Magazines", General Plan No. 2, File No. F-5/2). All of the work to be done shall be in accordance with Specifications, "Bombproof Ammunition Storage and Appurtenant Work to Accompany Job Order No. 5.0", and the details shown on the drawings enumerated in the Specifications.

2. Work shall not be initiated on the construction of Burster Course for structures 5-3, 5-4, 5-5, and 5-6, until so ordered by the District Engineer.

Total Cost of the work to be done shall not exceed \$157,200.00.

Addendum No. 7 is work authorized under Job Order No. 5.0 and does not alter Addendums, No. 1, 2, 3, 4, 5, and 6.

/s/ Theodore Wyman Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of Estimated Cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to the Contractor-----	\$157,200.00
Contingencies—10% -----	15,720.00

Total Direct Cost-----	172,920.00
------------------------	------------

(b) Indirect Cost:

Survey, Inspection, Engineering-----	\$12,576.00
Total Indirect Cost-----	12,576.00

Total Field Cost-----	185,496.00
-----------------------	------------

General Office Overhead-----	12,576.00
------------------------------	-----------

Estimated Total Cost to the Government-----	198,072.00
---	------------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

NOVEMBER 13, 1941.

ADDENDUM NO. 8

To Accompany Job Order No. 5.0

Contract W-414 eng-602.

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 8 *authorizes construction* of burster courses for magazines, numbers: 30-1, 30-2, 30-8, 30-9, 10-1, 10-2, 10-3, 5-1, 5-2, 5-3, 5-4, 5-5, and 5-6, on which work was suspended by Addendum No. 5 dated July 1, 1941; Addendum No. 6 dated August 14, 1941; and Addendum No. 7 dated September 2, 1941.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers,
District Engineer.*

JANUARY 3, 1942.

ADDENDUM No. 9

To Accompany Job Order No. 5.0

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 9 to accompany Job Order No. 5.0 provides for the plugging of holes in all magazines not contemplated for use of personnel.

/s/ THEODORE WYMAN, JR.,
*Colonel, U. S. Army,
District Engineer.*

FEBRUARY 20, 1942.

ADDENDUM NO. 10

To Accompany Job Order No. 5.0

Contract W-414-Eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 10 to accompany Job Order No. 5.0 (Bombproof Ammunition Storage Magazines, Wheeler Field, provides for camouflaging of entrances and approaches to the bomb storage magazines, in accordance with plans and instructions furnished the Area Engineer.

/s/ THEODORE WYMAN, JR.,
*Colonel, Corps of Engineers,
District Engineer.*

ARMY PEARL HARBOR BOARD EXHIBIT No. 4H

Summary—CBR

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

HONOLULU, T. H.

Contract No. W-414-eng-602

Hickam Field, Oahu, T. H.

Job Order #7.0 April 25, 1941 (Rev) Aug 15, 1941.

Construct—Eight (8) Igloo type reinforced concrete Magazines (26' 6" x 40' 4" inside dimensions). Increased to ten (10) by revised job order.

Est. Cost \$91,062.00.

Revised \$143,406.00 (to Gov).

Commencement Date: May 1, 1941.

Est. Date to Complete: September 1, 1941.

Revised: November 1, 1941.

Supervision by G. A. Sisson, Area Engr., 2nd Field Area.

Addendum #2 Suspends work on Igloo #8 of Job Order 7.0 (revised).

Job Order #7.1 June 16, 1941 Revised December 1, 1941.

Construct—Access road to bomb storage magazines.

Est. Cost \$38,052.00.

Revised \$74,805.96 (to Gov).

Commencement Date: June 14, 1941.

Est. Date Completion: August 1, 1941.

Revised: December 15, 1941.

Supervision by The Area Engr., Second Field Area.

Job Order #7.2 June 16, 1941 *Rev* November 26, 1941.

Construct—Railroad to Bomb Storage Magazine at Hickam Field.

Est. Cost \$16,700.00.

Revised \$76,086.08 (to Gov).

Commencement Date: June 14, 1941.

Est. Date to Complete: August 1, 1941.

Revised: December 15, 1941.

Supervision by The Area Engr, 2nd Field Area.

Job Order #7.3 Aug. 15, 1941.

Construct—Four (4) Igloo Type Reinforced Concrete Magazines,

Three (3) P. O. #46 Magazines, one (1) P. O. #42 Magazine and one (1)

Block Powder #45 Magazine, and barricades for Magazines.

Est. Cost \$126,000.00 (to Gov).

Commencement Date: Aug. 16, 1941.

Estimate Date for completion: Dec. 1, 1941.

Supervision by the Area Engineer, Second Field Area.

Addendum #1, Dated Aug 18, 1941. Suspends work on all Igloos and Magazines except Igloo #11.

Job Order 7.4. Aug 15, 1941.

Construct—Approx 3410 lin feet Manproof wire fence and relocate 2075 lin feet existing fence.

Est. Cost: \$9,918.70.

Commencement Date:

Aug 16, 1941.

Oct 1, 1941.

Supervision by the Area Engr, Second Field Area.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., April 25, 1941.

Contract No. W-414-Eng-602-7.0

Order No.-----

To: Hawaiian Constructors—Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: The Construction of 8 Igloo Type/Concrete Underground Magazines.
2. LOCATION: Hickam Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2019
4. WORK TO BE DONE: Construct and complete 8 reinforced concrete igloo type underground magazines (26'-6" x 40'-4" inside dimensions) together with barricades for each structure.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: As shown in paragraph 1-04 of Specifications.
7. APPROPRIATION CHARGEABLE: C. B. and U. A. 21 x 0540.062 Construction of Buildings utilities and appurtenances at Military Posts, Eng. 716 P99 A-0540.062-N.
8. ESTIMATED COST: \$91,062.00.
9. COMMENCEMENT DATE: May 1, 1941.
10. ESTIMATED COMPLETION DATE: September 1, 1941.
11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
12. PLANT REQUIRED: See detailed estimate attached.

13. MATERIALS: See detailed estimate attached.

14. SUPERVISION BY: G. A. Sisson, Area Engineer, Second Field Area.

Distribution:

/s/ THEODORE WYMAN, JR.,
Lt. Col. Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Col., Corps of Engineers,
Division Engineer.

MAY 22, 1941.

ADDENDUM NO. 1

To Accompany Job Order No. 7.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and install Electrical Distribution System For Bomb Storage Magazines, Hickam Field, Oahu, T. H.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickam Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment, and perform all work necessary to construct and make complete installation of Electrical Distribution System for Bomb Storage Magazines, in accordance with Specifications to Accompany Addendum No. 1 to Job Order No. 7.0, and the details shown on the drawings enumerated in the Specifications.

The total cost of the work to be done shall not exceed \$2,464.70.

Addendum No. 1 to Job Order No. 7.0 provides for additional work other than that specified in Job Order No. 7.0 and does not in any manner change the work to be done thereunder.

COST TO CONTRACTOR

1. Materials to be Furnished:

Item No.	Designation	Quantity	Unit	Unit Price	Total Cost
1	5KVA Transformer.....	1	Each	\$128.00	\$128.00
2	Poles—Creosoted—Douglas Fir (35').....	9	"	24.00	216.00
3	Cross Arms—Douglas Fir.....	13	"	1.50	19.50
4	Cross Arm Braces—Galv.....	26	"	0.25	6.50
5	Underground Ties—3 Way.....	7	"	5.50	38.50
6	Wire—3 Conductor #6RR 600V.....	3,600	Lin. Ft.	0.30	1,080.00
7	Wire—#6 Solid Primary (316#).....	4,000	" "	0.016	64.00
8	Wire—2 Conductor #8.....	200	" "	0.18	36.00
9	Primary Cutouts.....	2	Each	8.00	16.00
10	Miscellaneous Hardware.....		Lump Sum.		70.50
	Total Cost of Materials.....				\$1,675.00

2. Day Labor.

(a) Handling and Hauling.

16 man hours.....	@	\$1.50	\$24.00
16 man hours.....		0.75	12.00
32 man hours.....		0.50	16.00

(b) Digging Pole Holes and Backfilling.

8 man hours.....	@	\$1.50	12.00
48 man hours.....		0.50	24.00

(c) Erecting Poles, Anchors and Cross Arms.

16 man hours.....	@	\$1.50	24.00
32 man hours.....		1.00	32.00
32 man hours.....		0.75	24.00
32 man hours.....		0.50	16.00

(d) <i>Overhead Construction, String Wire.</i>			
16 man hours	-----	@ \$1. 50	\$24. 00
24 man hours	-----	1. 00	24. 00
24 man hours	-----	0. 75	18. 00
24 man hours	-----	0. 50	12. 00
(e) <i>Excavation and Backfill for Line Trench.</i>			
16 man hours	-----	@ \$1. 50	24. 00
24 man hours	-----	1. 00	24. 00
24 man hours	-----	0. 65	15. 60
48 man hours	-----	0. 50	24. 00
(f) <i>Splicing and Laying Underground Cable.</i>			
16 man hours	-----	@ \$1. 50	24. 00
32 man hours	-----	1. 00	32. 00
32 man hours	-----	0. 75	24. 00
64 man hours	-----	0. 50	32. 00
Total Cost of Day Labor			461. 60
3. <i>Plant Operation.</i>			
(a) <i>Plant Rental.</i>			
Flatrack Truck	-----	2 da. @ \$18. 50	37. 00
Truck Crane	-----	2 da. @ 42. 80	84. 60
Pick-up Truck	-----	10 da. @ 3. 15	31. 50
Ditching Machine	-----	2 da. @ 25. 00	50. 00
Bulldozer	-----	1 da. @ 25. 00	25. 00
			288. 10
(b) <i>Gas, Oil, and Miscellaneous Supplies</i>			50. 00
Total Plant Operation Cost			278. 10
4. <i>Total Plant Operation Cost of Job.</i>			
Cost of Material			1, 675. 00
Cost of Day Labor			461. 60
Cost of Plant Operation			278. 10
Mobilization & Demobilization			50. 00
Total Cost of Job to Contractor			2, 464. 70

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. <i>Total Cost of Job:</i>			
(a) <i>Direct Cost:</i>			
Total Cost to Contractor	-----		\$2, 464. 70
Contingencies—10%	-----		246. 47
Total Direct Cost	-----		2, 711. 17
(b) <i>Indirect Cost:</i>			
Survey, Insp., and Engr.—8%	-----	\$197. 18	
Total Indirect Cost	-----		197. 18
Total Field Cost of Job	-----		2, 908. 35
General Office Overhead—8%	-----		197. 18
Grand Total Cost to Government	-----		3, 105. 53

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
 Honolulu, T. H., August 15, 1941,

JOB ORDER NO. 7.0 (Revised)
 Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Construct Ten Igloo Type Reinforced Concrete Magazines.
2. LOCATION: Hickam Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2019.
4. WORK TO BE DONE: Construct and complete ten (10) Igloo Type Reinforced concrete magazines (26' x 6' x 40'-4'', inside dimensions) together with a barricade for each structure.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: As shown in paragraph 104 of Specifications.
7. APPROPRIATION CHARGEABLE: Eng 716.
8. ESTIMATED COST: \$113,815.00.
9. COMMENCEMENT DATE: May 1, 1941.
10. ESTIMATED DATE FOR COMPLETION: November 1, 1941.
11. ESTIMATED LABOR AT SITE: 52,570 Man Hours.
12. PLANT REQUIRED: Mixer, trucks, power shovel, pile driving equipment, hand tools.
13. MATERIALS: Building materials. Fuel, Oil Supplies.
14. SUPERVISION BY: The Area Engineer, Second Field Area.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Approved:

WARREN T. HANNUM,
 Colonel, Corps of Engineers,
 Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 7.0 (Revised)

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and complete Ten Igloo Type Reinforced Concrete Magazines.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickam Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to construct and complete ten (10) Igloo Type reinforced concrete magazines, (26'-6" x 40'-4" inside dimensions), together with a barricade for each structure. All of the work to be done shall be in accordance with, "Specifications to Accompany Job Order No. 7.0", and the details shown on the drawings enumerated in the specifications.

The total cost of the work to be done shall not exceed \$113,815.00.

Job Order No. 7.0 (Revised) supplants Job Order No. 7.0 dated April 25, 1941.

/s/ Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Recapitulation of estimated cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to the Contractor-----	\$113, 815. 00
Contingencies—10% -----	11, 381. 50
Total Direct Cost-----	125, 196. 50

(b) *Indirect Cost:*

Survey, Inspection, Engineering-----	\$9, 105. 20	
Total Indirect Cost-----		\$9, 105. 20
Total Field Cost-----		134, 301. 70
General Office Overhead-----		9, 105. 20
Estimated Total Cost to the Government-----		143, 406. 90

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

APRIL 18, 1942.

ADDENDUM NO. 2

To Accompany Job Order No. 7.0 (Rev.)

Contract W-414-Eng-602

Office of Department Engineer, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 7.0 (Rev.), (Construct ten (10) Igloo type reinforced concrete magazines) suspends work on Igloo No. 8 of Job Order No. 7.0 (Rev.).

Suspension Requested By: 1st Indorsement Department Engineer to G-4 dated April 3, 1942.

For the Department Engineer:

/s/ JOHN C. MEADOWS,
Major, Corps of Engineers,
Assistant Department Engineer.

MAY 12, 1942.

ADDENDUM NO. 3

To Accompany Job Order No. 7.0 (Revised)

Contract W-414-Eng-602

Office of Department Engineer, Honolulu, T. H.

Addendum No. 3 to accompany Job Order No. 7.0 (Revised) (Construct 10 Igloo Type Reinforced Concrete Magazines, Hickam Field) authorizes additional electrical distribution work necessary to serve all igloo type magazines at Hickam Field.

Office File Reference: Serial No. 4639.

Work Requested By: Department Engineer by letter from Area Engineer, Second Field Area, dated May 5, 1942.

For the Department Engineer:

[S] JOHN C. MEADOWS,
Major, Corps of Engineers,
Assistant Department Engineer.

DECEMBER 4, 1942.

ADDENDUM NO. 4

To Accompany Job Order No. 7.0 (Rev.)

Contract W-414-Eng-602

Office of the District Engineer, Honolulu, T. H.

Addendum No. 4 to accompany Job Order No. 7.0 (Revised) (Construct 10 Igloo Type Reinforced Concrete Magazines—Hickam Field) cancels work author-

ized by Addendum No. 3 to Job Order No. 7.0 (Revised), with the exception of grading work, which will be completed.

Office File Reference FA2-57.

Cancellation Requested by: Area Engineer, Second Field Area. In Inter-Office Memo. dated 11/12/42.

For the District Engineer:

[S] JOSEPH MATSON, JR.,
Major, Corps of Engineers,
Assistant.

DECEMBER 7, 1942

ADDENDUM NO. 4 (REVISED)

To Accompany Job Order No. 7.0 (Revised)

Contract W-414-Eng-602

Office of the District Engineer, Honolulu, T. H.

Addendum No. 4 (Revised) to accompany Job Order No. 7.0 (Revised), (Construction of 10 Igloo Type Reinforced Concrete Magazines—Hickam Field) cancels work authorized by Addendum No. 3 to Job Order No. 7.0 (Revised).

Office File Reference: FA-2-57.

Cancellation Requested by: Area Engineer, Second Field Area. In Inter-Office Memo. dated November 12, 1942.

For the District Engineer:

[S] JOSEPH MATSON, JR.,
Major, Corps of Engineers,
Assistant.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H. June 16, 1941.

JOB ORDER NO. 7.1.

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Access Road—Bomb Storage Magazines
2. LOCATION: Hickam Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2019
4. WORK TO BE DONE: Construct and Complete the Access Road to Bomb Storage Magazines.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department
6. DRAWINGS AND REFERENCES: Drawings, File No. F-23/19 to F-23/36, inclusive.
7. APPROPRIATION CHARGEABLE: Eng 716
8. ESTIMATED COST: \$30,200.00
9. COMMENCEMENT DATE: June 14, 1941.
10. ESTIMATED DATE FOR COMPLETION: August 1, 1941.
11. ESTIMATED LABOR AT SITE: Detailed estimate to be Furnished Later.
12. PLANT REQUIRED: " " " " " "
13. MATERIALS: " " " " " "
14. SUPERVISION BY: The Area Engineer, Second Field Area

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 7.1

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete the Access Road to Bomb Storage Magazines.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickam Field on the Island of Oahu, T. H., and is limited to the following Specific item:

1. Furnish all necessary labor and equipment, and perform all work necessary to construct and complete the Access Road to Bomb Storage Magazines, in accordance with, "Specifications to Accompany Job Order No. 7.1", and the details shown on the drawings enumerated in the Specifications.

The total Cost of the Work to be done shall not exceed \$30,200.00.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

 Recapitulation of estimated cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to Contractor-----	\$30,200.00
Contingencies—10%-----	3,030.00
Total Direct Cost-----	33,220.00

(b) Indirect Cost:

Survey, Inspection, Engineering, (8% of Total Cost to Contractor)-----	\$2,416.00	
Total Indirect Cost-----		2,416.00

Total Field Cost-----		35,636.00
General Office Overhead (8% of Total Cost to Contractor)-----		2,416.00

Estimated total cost to the government-----		38,052.00
---	--	-----------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., December 1, 1941.

JOB ORDER NO. 7.1 (Revised)

Contract W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

- PROJECT TITLE: Access Road—Bomb Storage Magazines
- LOCATION: Hickman Field, Oahu, T. H.
- OFFICE FILE REFERENCE: ND-611 Hickman-ND-633
- WORK TO BE DONE: Construct and complete the access road to bomb storage magazines.
- WORK REQUESTED BY: Commanding General—Hawaiian Department
- DRAWINGS AND REFERENCES: Drawing as enumerated in Specifications to accompany Job Order 7.1 (Revised.)
- APPROPRIATION CHARGEABLE: Eng. 716
- ESTIMATED COST: \$59,524.00
- COMMENCEMENT DATE: June 14, 1941
- ESTIMATED DATE FOR COMPLETION: December 15, 1941

- 11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
- 12. PLANT REQUIRED: " " " "
- 13. MATERIALS: " " " "
- 14. SUPERVISION BY: Area Engineer, Second Field Area

/s/ THEODORE WYMAN JR.,
Lt. Col. Corps of Engineers,
District Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 7.1 (Revised)

Contract W-414-eng-602

WORK TO BE DONE: Access Road—Bomb Storage Magazines.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickam Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to construct and complete the access road to bomb storage magazines, in accordance with "Specifications to accompany Job Order No. 7.1 Revised," and the details shown on the drawings enumerated in the Specifications.

/s/ THEODORE WYMAN JR.,
Lt. Col. Corps of Engineers,
District Engineer.

Hickam Field bomb storage magazine access road

1. Materials:

	No. of Units	Unit	Unit Cost	Amount
1. Concrete (Ready Mix).....	20	Cu. Yd.	\$9.75	\$195.00
2. Reinforcing Steel (½"Ø & ⅝"Ø).....	3135	Lb.	0.0292	92.00
3. Rock (in Place).....	3020	Cu. Yd.	3.00	9,060.00
4. Asphaltic Cement (in place).....	3825	Tons.	7.60	29,070.00
5. 18" Reinforced Concrete Pipe.....	104	Lin. Ft.	1.80	187.00
6. Collars for R. C. Pipe.....	11	Ea.	1.71	19.00
7. Lumber—2" x 6" (Header Boards).....	27.42	M. B. M.	47.50	1,302.00
8. Stakes—2" x 3" x 18".....	5480	Ea.	0.05	274.00
9. Plywood (Forms).....	380	Sq. Ft.	0.095	36.00
10. Lumber (Forms).....	.57	M. B. M.	47.50	27.00
11. Nails (16d, 8d & 6d).....	4	Keg.	6.76	27.00
12. Wire—#14 Ga. Black.....	35	Lb.	0.08	3.00
13. Miscellaneous Supplies.....				100.00
Total Material.....				\$40,392.00

2. Labor:

A. Placing Fill:

512 Man Hours @ \$1.50 Per Hour.....	\$ 768.00
256 " " " 1.25 " ".....	320.00
96 " " " 1.10 " ".....	106.00
112 " " " 1.00 " ".....	112.00
1536 " " " 0.95 " ".....	1,459.00
208 " " " 0.90 " ".....	187.00
256 " " " 0.65 " ".....	166.00
256 " " " 0.50 " ".....	128.00

Total..... **\$3,246.00**

B. Finishing Base Course:

20 Man Hours @ \$1.50 Per Hour.....	\$ 30.00
56 " " " 1.10 " ".....	62.00
40 " " " 1.00 " ".....	40.00

Total..... **132.00**

C. *Setting Header Boards:*

28 Man Hours @ \$1.50 Per Hour	\$ 42.00
224 " " " 1.25 " "	280.00
112 " " " 0.50 " "	56.00

Total----- \$378.00

D. *Framing & Placing Reinforced Concrete:*

24 Man Hours @ \$1.50 Per Hour	\$ 36.00
24 " " " 1.30 " "	31.00
24 " " " 0.625 " "	15.00
106 " " " 0.50 " "	53.00

Total----- 135.00

E. *Excavation (Hand—125 Cu. Yds.):*

16 Man Hours @ \$1.50 Per Hour	\$ 24.00
128 " " " 0.50 " "	64.00

Total----- 88.00

F. *Placing Concrete Pipe (104 Ft.):*

6 Man Hours @ \$1.50 Per Hour	\$ 9.00
8 " " " 0.95 " "	8.00
6 " " " 0.75 " "	5.00
60 " " " 0.50 " "	30.00

Total----- 52.00

G. *Maintenance, Watchmen, Etc.:*

128 Man Hours @ \$1.30 Per Hour	\$ 166.00
128 " " " 0.90 " "	115.00
432 " " " 0.50 " "	216.00

Total----- 497.00

H. *Handling and Hauling:*

8 Man Hours @ \$1.50 Per Hour	\$ 12.00
16 " " " 0.95 " "	15.00
128 " " " 0.50 " "	64.00

Total----- 91.00

Total Labor----- 4,619.00

3. *Plant Rental:*

A. 1-1½ Cu. Yd. Shovel	19 Days @ \$90.00	1,710.00
6-5 Cu. Yd. Trucks	" " " 20.36 Ea.	2,314.00
1-Cat Dozer	" " " 42.60	809.00
1-12 Ton Roller	15 " " 20.40	306.00
1-Road Maintainer	" " " 28.35	425.00
1-Water Tank with Truck	" " " 15.00	225.00
1-Truck with Derrick	1 " " 38.00	38.00
1-5 Ton Flat Truck	2 " " 13.00	26.00
1-¾ Ton Pick Up	33 " " 4.20	139.00
1-Sedan	" " " 5.55	183.00
1-Welding Outfit	19 " " 2.25	43.00
Miscellaneous Small Tools		100.00
B. Gas—Diesel Oil—Lubricants		885.00

Total cost to the contractor----- 7,203.00

4. *Total Operation Cost:*

Total Cost of Labor	4,619.00
Total Cost of Materials	40,392.00
Total Cost of Plant	7,203.00
Contractors Field & Office Overhead	2,089.00
Mobilization & Demobilization	5,221.00

Total cost to the contractor----- 59,524.00

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. *Total Cost of Work:*

(a) *Direct Cost:*

Total Cost to the Contractor-----	\$59,524.00
Insurance, Taxes, Compensation & Fixed Fee-----	2,380.96

Total Direct Cost-----	61,904.96
------------------------	-----------

(b) *Indirect Cost:*

Inspection and Supervision-----	\$3,095.25
Surveys-----	3,095.25
Overhead—Field-----	1,857.15
Auditing & General Administrative-----	619.05

Total Indirect Cost-----	8,666.70
--------------------------	----------

Total Field Cost-----	70,571.66
-----------------------	-----------

Overhead—District & Division-----	4,234.30
-----------------------------------	----------

Estimated Total Cost to the Government-----	74,805.96
---	-----------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

NOVEMBER 5, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 7.1 (Rev.)

Contract W-414-Eng-602

Office of the District Engineer, Honolulu, T. H.

Addendum No. 1 to above Job Order (Access Road to Magazines, Hickam Field), eliminates the asphalt concrete paving of access road from Job Order No. 7.1, effective above date.

Work requested by the Area Engineer, Second Field Area, 1st, Ind. 10/28/42.
Approved by: Dist. Engr.—Operations Officer.

For the District Engineer:

/s/ JOSEPH MATSON, JR.,
Major, Corps of Engineers,
Assistant.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., June 16, 1941.

Contract No. W-414-eng-602.

Job Order No. 7.2.

To: Hawaiian Constructors—Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Railroad—Bomb Storage Magazines.
2. LOCATION: Hickam Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2019
4. WORK TO BE DONE: Construct and Complete Railroad to Bomb Storage Magazines at Hickam Field.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department
6. DRAWINGS AND REFERENCES: Drawings, F-23/19 to F-23/36 Inclusive.
7. APPROPRIATION CHARGEABLE: Eng. 716
8. ESTIMATED COST: \$16,700.00
9. COMMENCEMENT DATE: June 14, 1941.
10. ESTIMATED DATE FOR COMPLETION: August 1, 1941.

11. ESTIMATED LABOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: Detailed estimate to be furnished later.
13. MATERIALS: Detailed estimate to be furnished later.
14. SUPERVISION BY: The area Engineer, Second Field Area.

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

Distribution:

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., November 26, 1941.

JOB ORDER NO. 7.2 (REVISED).

Contract W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Railroad—Bomb Storage Magazines
2. LOCATION: Hickam Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: ND 617—Ry. Hickam
4. WORK TO BE DONE: Construct and complete railroad to Bomb Storage Magazines at Hickam Field.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department
6. DRAWINGS AND REFERENCES: Access Railroad and Highway, F-29/62 and other drawings enumerated in the Specifications.
7. APPROPRIATION CHARGEABLE: Eng. 716.
8. ESTIMATED COST: \$60,542.61.
9. COMMENCEMENT DATE: June 14, 1941.
10. ESTIMATED DATE FOR COMPLETION: December 15, 1941.
11. ESTIMATED LABOR AT SITE: See detailed estimate attached.
12. PLANT REQUIRED: " " " "
13. MATERIALS: " " " "
14. SUPERVISION BY: The Area Engineer—Second Field Area.

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 7.2 (Revised)

Contract W-414-eng-602

WORK TO BE DONE: Railroad—Bomb Storage Magazines
DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickham Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to construct and complete a railroad to the Bomb Storage Magazines, in accordance with the Specifications to Accompany Job Order No. 7.2 (REVISED) and the details shown on the drawings enumerated in the Specifications.

Hickam Field access railroad to bomb storage

1. *Material:*

	Unit	No. of Units	U. cost	Amount
1. 60 lb. Rail-Stand, A. S. C. E. Punched.....	Tons.....	157.13	\$33.33	\$5,237.14
2. #9 Turnout Complete.....	Each.....	1	277.75	277.75
3. Angle Bars.....	Pairs.....	694	1.94	1,346.36
4. 3/4" x 4 3/4" Track Bolts & Nuts.....	Kegs.....	11	13.90	152.90
5. 9/16" x 5 1/2" Track Spikes.....	".....	91	7.78	707.98
6. 60 Lb. Guard Rails—Std. Punching.....	Tons.....	53.58	33.33	1,785.82
7. Verona lock washers.....	Each.....	6470	.01678	108.57
8. Tie Plates—66" x 8"—60#—1 hole.....	".....	12118	.25	3,029.20
9. Rail Braces.....	".....	25	.55	13.75
10. 3/2" x 6" Bolts with Hex. Nuts.....	".....	3590	.099	355.41
11. Pipe—1 1/2" D. S.—3 3/4" long O. D.—1.66".....	".....	3590	.25	897.50
12. 6" x 8" x 6'—0" Cross Ties—Untreated.....	".....	4345	1.12	4,866.40
13. Switch Ties—6' x 8" x 6'—6".....	".....	10	1.24	12.40
14. " " " " 7'—0".....	".....	5	1.33	6.65
15. " " " " " 6".....	".....	4	1.43	5.72
16. " " " " " 5'—0".....	".....	3	1.52	4.56
17. " " " " " 6".....	".....	3	1.62	4.86
18. " " " " " 9'—0".....	".....	3	1.71	5.13
19. " " " " " 6".....	".....	3	1.80	5.40
20. " " " " " 10'—0".....	".....	3	1.90	5.70
21. " " " " " 14'—0".....	".....	2	2.66	5.32
22. Crushed Rock Ballast.....	Cu. Yds.....	6140	2.55	15,657.00
23. 18" Reinf. Concrete Pipe.....	Lin. ft.....	48	1.80	86.40
24. Collars for 18" Reinf. Concrete Pipe.....	Each.....	5	1.90	9.50
25. Reinforcing Steel.....	Lbs.....	464	.03	13.92
26. Lumber.....	MBM.....	2	47.50	9.50
27. 5/8" Plywood.....	Sq. Ft.....	128	.125	16.00
28. Ready-Mix Concrete.....	Cu. Yds.....	2	8.50	17.00
Miscellaneous Material.....	Lump.....			200.00
Total cost of material.....				\$34,844.14

2. *Day Labor:*

(a) *Clearing Site:*

6 Man Hours @ \$1.50.....	\$9.00
6 " " " .75.....	4.50
48 " " " .50.....	24.00

(b) *Excavation & Embankment:*

40 Man Hours @ \$1.50.....	60.00
24 " " " 1.25.....	30.00
192 " " " .50.....	96.00

(c) *Handling & Hauling & Distributing:*

112 Man Hours @ \$1.50.....	168.00
64 " " " 1.25.....	80.00
400 " " " 1.00.....	400.00
576 " " " .50.....	288.00

(d) *Laying Track (7882 Lin. ft.):*

392 Man Hours @ \$1.50.....	588.00
9936 " " " .50.....	4,968.00

(e) *Installing Guard Rail (5358'):*

240 Man Hours @ \$1.50.....	360.00
300 " " " 1.37 1/2.....	412.50
300 " " " .90.....	270.00
2400 " " " .50.....	1,200.00
180 " " " .65.....	117.00

(f) *Ballasting & Surfacing:*

400 Man Hours @ \$1.50.....	600.00
10960 " " " .50.....	5,480.00

(g) *Reconstruction of Pres. Track:*

56 Man Hours @ \$1.50.....	84.00
1304 " " " .50.....	652.00

(h) *Installing Turnout:*

24 Man Hours @ \$1.50.....	36.00
224 " " " .50.....	112.00

(i) *Installing 18" Concrete Pipe:*

8 Man Hours @ \$1.50.....	12.00
8 " " " 1.25.....	10.00
80 " " " .50.....	40.00

(j) <i>Building Concrete Culverts (2 Cu. Yds. Concrete):</i>			
16 Man Hours @ \$1.50	-----		\$24. 00
10 " " 1.30	-----		13. 00
20 " " 1.25	-----		25. 00
8 " " .50	-----		4. 00
(k) <i>Maintenance, Clerks, Watchmen, Etc. (2 Months):</i>			
208 Man Hours @ \$1.50	-----		312. 00
594 " " 1.00	-----		594. 00
832 " " .75	-----		624. 00
1024 " " .50	-----		512. 00
Total Cost of Day Labor	-----		<u>18,269. 00</u>

3. *Plant Operation:*(a) *Rental of Equipment:*

Carryall and Tractor	-----	2 days @ \$40. 00	\$80. 00
Bulldozer	-----	3 " " 28. 40	85. 00
Gasoline Locomotive	-----	2 Mos. " 45. 00	90. 00
Hand Car	-----	2 " " 16. 00	32. 00
Auto Crane	-----	8 days " 42. 80	342. 40
(2) R. R. Dump Cars	-----	1 Mo. " 90. 00	90. 00
(1) Ford Sedan	-----	2 Mos. " 110. 00	220. 00
(1) 3/4-Ton Pickup	-----	2 " " 83. 00	166. 00
Miscellaneous Tools & Equipment	-----		500. 00

(b) Fuel, Oil, Etc.	-----		1,605. 60
(c) Rental on R. R. Cars	-----		200. 00
			<u>120. 00</u>

Total Plant Operation----- 1,925. 60

4. *Total Plant Operation Cost of Job:*

(1) Cost of Material	-----		34,844. 14
(2) Cost of Labor	-----		18,269. 00
(3) Cost of Plant Operation	-----		1,925. 60
(4) Mobilization & Demobilization	-----		5,503. 87

Total Cost to the Contractor----- 60,542. 61

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

*Recapitulation of Estimated Cost*1. *Total Cost of Work:*(a) *Direct Cost:*

Total Cost to the Contractor	-----	\$60,542. 61
Ins., Taxes, Compensation, Fixed-Fee	-----	2,421. 70

Total Direct Cost----- 62,964. 31

(b) *Indirect Cost:*

Inspection & Supervision	-----	\$3,148. 22
Surveys	-----	3,148. 22
Overhead—Field	-----	1,888. 93
Auditing & General Admn.	-----	629. 64

Total Indirect Cost----- 8,815. 01

Total Field Cost	-----	71,779. 32
Overhead—District & Division	-----	4,306. 76

Estimated Total Cost to the Government----- 76,086. 08

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

FEBRUARY 12, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 7.2 (Rev.)

Contract W-414-eng-602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 1 to Accompany Job Order No. 7.2 (Rev.) (Access Railroad to Magazines) authorizes the rehabilitation of all tracks serving the Hickam Field Bomb Storage Area, in accordance with instructions furnished the Area Engineer.

/s/ THEODORE WYMAN, Jr.,
Colonel, Corps of Engineers,
District Engineer.

APRIL 20, 1942.

ADDENDUM NO. 2

To Accompany Job Order No. 7.2 (REV)

Contract W-414-Eng-602

OFFICE OF DEPARTMENT ENGINEER, Honolulu, T. H.

Addendum No. 2 to accompany Job Order No. 7.2 (REV) (Railroad—Bomb Storage Magazines) cancels Addendum No. 1 (Rehabilitation of all tracks serving the Hickam Field Bomb Storage Area).

Office File Reference: Serial No. 3963.

Cancellation Requested By: Department Engineer by letter from the Area Engineer dated April 14, 1942.

For the Department Engineer:

/s/ JOHN C. MEADOWS,
Major, Corps of Engineers,
Assistant Department Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., August 15, 1941.

JOB ORDER No. 7.3.

Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Construct and Complete Four (4) Igloo Type Reinforced Concrete Magazines, three (3) P. O. No. 46 Magazines, one (1) P. O. No. 42 Magazine, and one (1) Black Powder No. 45 Magazine.
2. LOCATION: Hickam Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2019.
4. WORK TO BE DONE: Construct and complete four (4) Igloo Type reinforced concrete magazines; three (3) P. O. No. 46 magazines; one (1) P. O. No. 42 magazine, and one (1) Black Powder No. 45 magazine, together with necessary barricades.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: To be furnished later.
7. APPROPRIATION CHARGEABLE: Eng 716.
8. ESTIMATED COST: \$100,000.00.
9. COMMENCEMENT DATE: August 16, 1941.
10. ESTIMATED DATE FOR COMPLETION: December 1, 1941.
11. ESTIMATED LABOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: Detailed estimate to be furnished later.

13. MATERIALS: Detailed estimate to be furnished later.

14. SUPERVISION BY: The Area Engineer, Second Field Area.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved: August 28, 1941.

/s/ WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineers.

ESTIMATE OF COST

To Accompany Job Order No. 7.3

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and complete four (4) Igloo Type reinforced concrete magazines; three (3) P. O. No. 46 magazines; one (1) P. O. No. 42 magazine, and one (1) Black Powder No. 45 magazine, together with necessary barricades.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickam Field, on the Island of Oahu, T. H., and is limited to the following specific item:

1. Furnish all labor and equipment and perform all work necessary to construct and complete the following structures, in accordance with the Specifications, "To Accompany Job Order No. 7.3", and the details shown on drawings enumerated in the Specifications:

- (a) Four (4) Igloo Type Reinforced Concrete Magazines.
- (b) Three (3) P. O. No. 46 Magazines.
- (c) One (1) P. O. No. 42 Magazine.
- (d) One (1) Black Powder Magazine.
- (e) Necessary barricades for the Magazines.

The total cost of the work to be done shall not exceed \$100,000.00.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. Total Cost of Work:

(a) Direct Cost:

Total Cost to the Contractor.....	\$100,000.00
Contingencies—10%	10,000.00
Total Direct Cost.....	110,000.00

(b) Indirect Cost:

Survey, Inspection, Engineering.....	\$8,000.00
Total Indirect Cost.....	8,000.00
Total Field Cost.....	118,000.00
General Office Overhead.....	8,000.00

Estimated Total Cost to the Government.....	126,000.00
--	-------------------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

JOE 4-21

APRIL 18, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 7.3

Contract W-414-Eng-602

Office of Department Engineer, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 7.3, (Construct four (4) Igloo Type reinforced Concrete Magazines: three (3) P. O. No. 46 Magazines; one (1) P. O. No. 42 Magazine and one (1) Black Powder No. 45 Magazine together with necessary barricades (suspends work on all Igloos and Magazines authorized by the Job Order No. 7.3 except Igloo No. 11.)

Suspension Requested By: 1st Indorsement Department Engineer to G-4 dated April 3, 1942.

For the Department Engineer.

/s/ JOHN C. MEADOWS,
Major, Corps of Engineers,
Assistant Department Engineer.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., August 15, 1941.

JOB ORDER NO. 7.4.

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Construct and install approximately 3410 lineal feet of Manproof Wire fence, and relocate approximately 2075 lineal feet of existing Manproof Fence.
2. LOCATION: Hickam Field.
3. OFFICE FILE REFERENCE: ND 654.
4. WORK TO BE DONE: Construct and install approximately 3410 lineal feet of Manproof wire fence and relocate approximately 2075 lineal feet of existing Manproof fence.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: To be furnished later.
7. APPROPRIATION CHARGEABLE: Eng. 716.
8. ESTIMATED COST: \$7,872.00.
9. COMMENCEMENT DATE: August 16, 1941.
10. ESTIMATED DATE FOR COMPLETION: October 1, 1941.
11. ESTIMATED LABOR AT SITE: Detailed estimate to be furnished later.
12. PLANT REQUIRED: " " " " " "
13. MATERIALS: " " " " " "
14. SUPERVISION BY: The Area Engineer, Second Field Area.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineers.

ESTIMATE OF COST

To Accompany Job Order No. 7.4

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and install approximately 3410 lineal feet of manproof wire fence, and relocate approximately 2075 lineal feet of existing manproof fence.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickam Field, on the Island of Oahu, T. H., and is limited to the following specific items:

1. Furnish all labor and equipment and perform all work necessary to construct and install approximately 3410 lineal feet of manproof wire fence.

2. Furnish all labor and equipment and perform all work necessary to relocate approximately 2075 lineal feet of existing manproof fence.

All of the work to be done shall be in accordance with the "Specifications to Accompany Job Order No. 7.4", and the details shown on the drawings enumerated in the Specifications.

The total cost of the work to be done shall not exceed \$7,872.00.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of estimated cost

1. *Total Cost of Work:*

(a) *Direct Cost:*

Total Cost to the Contractor-----	\$7, 872. 00
Contingencies—10%-----	787. 20

Total Direct Cost-----	8, 659. 20
------------------------	------------

(b) *Indirect Cost:*

Survey, Inspection, Engineering-----	\$629. 76
Total Indirect Cost-----	629. 76

Total Field Cost-----	9, 288. 96
-----------------------	------------

General Office Overhead-----	629. 76
------------------------------	---------

Estimated Total Cost to the Government-----	9, 918. 72
---	------------

This estimate is prepared for use in the District only and is not for distribution to the Contractor.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT NO. 41

Summary

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., March 15, 1941.

Contract No. W414-eng-602

Punchbowl, Oahu T. H.

Job Order #14.0.

Construct—reinforced concrete fire control station at Punchbowl.

Est. Cost: \$3,650.00.

Commencement Date: March 10, 1941.

Est. date for completion: April 10, 1941.

Supervision by J. J. Kestly, Area Engr., 3rd Field Area.

WAR DEPARTMENT,
U. S. ENGINEER OFFICE,
Honolulu, T. H., Mar. 15, 1941.

JOB ORDER NO. 14.0.

Contract No. W-414-eng-602.

Tuo: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Fire Control Station at Punchbowl.
2. LOCATION: Honolulu, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2013.4 F.
4. WORK TO BE DONE: Construct and complete reinforced concrete fire control station at Punchbowl.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: See paragraph 1-03 Specifications.

7. APPROPRIATION CHARGEABLE: C. A. C. 131 P 99 A 1210-N.
8. ESTIMATED COST: \$3,650.00.
9. COMMENCEMENT DATE: March 10, 1941.
10. ESTIMATED DATE FOR COMPLETION: April 10, 1941.
11. ESTIMATED LABOR AT SITE: 1840 man hours.
12. PLANT REQUIRED: See detailed estimate attached.
13. MATERIALS: See detailed estimate attached.
14. SUPERVISION BY: J. J. Kestly, Area Engineer, 3rd Field Area.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers
District Engineer.

Approved: April 3, 1941.

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 14.0

Contract No. W-414-eng-602

ESTIMATE OF COST: Fire Control Station, Punchbowl, Oahu, T. H.
 DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done is at Punchbowl on the Island of Oahu, and includes the furnishing of all necessary labor and equipment and the performing of all work necessary to construct a reinforced concrete fire control station, complete with all utilities and fixtures, all of the work to be done shall conform to the provisions of specification, "The Construction of a Fire Control Station, Punchbowl, and appurtenant work to accompany Job Order No. 14.0 to Contract No. W-414-eng-602", and the details shown on the following drawings:

<i>Sheet No.</i>	<i>Description</i>	<i>File No.</i>
1	Project Location and Index to Drawings.....	F-3/39
2	Detailed Location of Work and Typical Sections.....	F-3/40
3	Instrument Bldg.—Plan, Details, and Bar Schedule.....	F-3/41
4	Miscellaneous Metal—Standard Details.....	F-3/42

The estimated cost of the work to be done is as follows:

1. *Materials to be furnished:*

Item	Designation	Quantity	Unit	Unit cost	Amount
1	Cement (From Base Yard Delivered).....	45	bbls.	\$3.04	\$136.80
2	Coarse Aggregate (Local Delivered).....	30	cu. yd.	3.00	90.00
3	Fine Aggregate (Local Delivered).....	15	cu. yd.	2.70	40.50
4	Reinf. Steel (From Base Yard Delivered).....	3,850	lbs.	0.045	173.25
5	Structural Steel (Local Delivered).....	1,640	lbs.	0.10	164.00
6	Lumber (From Base Yard Delivered).....	4,300	b. f.	45.00M	193.50
7	Hardware & Electrical Fixtures (lump sum) (Local at Honolulu).....				50.00
8	Paint (Local at Honolulu).....	1	gal.	2.75	2.75
9	Nails (Local at Honolulu).....	100	lbs.	0.05	8.00
10	Dynamite (From 1st F. A. Magazine).....	200	lbs.	0.125	25.00
	Total Cost of Materials.....				883.80

2. *Day Labor:*

<i>(a) Clearing Site:</i>					
	8 man hours.....	@	\$1.50		\$12.00
	24 man hours.....	@	0.50		12.00
<i>(b) Excavating for Instrument House:</i>					
	18 man hours.....	@	1.50		24.00
	48 man hours.....	@	0.65		31.20
	480 man hours.....	@	0.50		240.00

(c) <i>Placing Concrete and Steel Instrument House:</i>		
16 man hours-----	@ \$1.50	\$24.00
32 man hours-----	@ 1.00	32.00
32 man hours-----	@ 0.65	20.80
160 man hours-----	@ 0.50	80.00
(d) <i>Placing Structural Steel and Shutters:</i>		
24 man hours-----	@ 1.50	36.00
40 man hours-----	@ 1.00	40.00
24 man hours-----	@ 0.65	15.60
100 man hours-----	@ 0.50	50.00
(e) <i>Backfilling Structure:</i>		
16 man hours-----	@ 1.50	24.00
24 man hours-----	@ 1.00	24.00
240 man hours-----	@ 0.50	120.00
(f) <i>Drilling and Blasting for Excavation:</i>		
20 man hours-----	@ 1.50	30.00
80 man hours-----	@ 0.75	60.00
80 man hours-----	@ 0.50	40.00
(g) <i>Operators of Rented Plant:</i>		
120 man hours-----	@ 1.00	120.00
224 man hours-----	@ 0.75	168.00
Total Cost of Day Labor-----		<u>1,203.60</u>

3. *Plant Operation:*

(a) <i>Plant to be Leased:</i>		
1 Concrete Mixer— $\frac{1}{4}$ cu. yd-----	6 da. @ 2.50	15.00
2 Jackhammers-----	6 da. @ 1.50	18.00
1 Compressor #210-----	6 da. @ 10.00	60.00
1 Truck— $1\frac{1}{2}$ ton-----	21 da. @ 5.00	105.00
Total Plant to be leased-----		<u>198.00</u>
(b) Fuel, Oil, Hand Tools, Supplies (lump sum)-----		150.00
Total Plant Operation Cost-----		<u>348.00</u>

4. *Total Plant Operation Cost of Job:*

Cost of Materials-----	\$883.80	
Cost of Day Labor-----	1,203.60	
Cost of Plant Operations-----	348.00	
Total Plant Operation Cost-----		<u>2,435.40</u>

5. *Total Cost of Work:*

(a) <i>Direct Cost:</i>		
(a) Total Plant Operation Cost-----		2,435.40
Contingencies—15%-----		365.31
Total Direct Cost-----		<u>2,800.71</u>
(b) <i>Indirect Cost:</i>		
Mobilization and Demobilization-----	\$300.00	
Engr. Inspection and Supervision—10%-----	280.00	
Total Indirect Cost-----		<u>580.00</u>
Total Field Cost-----		3,380.71
General Office Overhead—8%-----		269.29
Estimated Grand Total Cost by Hired Labor and Govern- ment Plant-----		<u>3,650.00</u>

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

UNSKILLED LABOR

Class 1—\$0.50 per hour.
 Shovelers
 Material Handlers
 Water Boy

SEMI-SKILLED LABOR

Class 2—\$0.65 per hour.
 Carpenter Helpers
Class 3—\$0.75 per hour.
 Truck Drivers
 Jackhammer man
 Powder man

SKILLED LABOR

Class 4—\$1.00 per hour.
 Carpenters
 Cement Finishers
Class 5—\$1.50 per hour.
 General Foreman

ARMY PEARL HARBOR BOARD EXHIBIT No. 4J

Summary
 CBR/dw

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
 Honolulu, T. H., March 18, 1941.

Contract No. W-414-eng-602

Diamond Head, Oahu, T. H.
 Job Order No. 15.0.

Construct—reinforced concrete fire control station, together with necessary access trail.

Est. Cost: \$5,785.00.

Commencement Date: March 22, 1941.

Est. Date for Completion: April 22, 1941.

Supervision by J. J. Kestley, Area Engr., 3rd Field Area.

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
 Honolulu, T. H., March 18, 1941.

JOB ORDER NO. 15.0.

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Fire Control Station at Diamond Head.
2. LOCATION: Honolulu, T. H.
3. OFFICE FILE REFERENCE: 2013.3.
4. WORK TO BE DONE: Construct and complete reinforced concrete fire control station, together with necessary access trail.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: See paragraph 1-04 of Specifications.
7. APPROPRIATION CHARGEABLE: CAC 131 p99 A-1210-N.
8. ESTIMATED COST: \$5,785.00.
9. COMMENCEMENT DATE: March 22, 1941.
10. ESTIMATED DATE FOR COMPLETION: April 22, 1941.
11. ESTIMATED LABOR AT SITE: 2,910 man hours.
12. PLANT REQUIRED: See detailed estimate attached.
13. MATERIALS: See detailed estimate attached.
14. SUPERVISION BY: J. J. KESTLEY, Area Engineer, Third Field Area.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, Jr.,
 Lt. Col., Corps of Engineers,
 District Engineer.

Approved: April 3, 1941.

(Signed) Warren T. Hannum,
 WARREN T. HANNUM,
 Colonel, Corps of Engineers,
 Division Engineer

ESTIMATE OF COST

To Accompany Job Order No. 15.0.

Contract No. W-414-eng-602

ESTIMATE OF COST: Fire Control Station Diamond Head.
DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done is at Diamond Head, on the Island of Oahu, and includes the furnishing of all necessary labor, materials, equipment and supplies, and the performing of all work necessary to construct a reinforced concrete fire control station, complete with all utilities and fixtures, together with the construction of an access trail. All of the work to be done shall conform to the provisions of Specifications, "The Construction of a Fire Control Station at Diamond Head and Appurtenant Work to Accompany Job Order No. 15.0 to Contract No. W-414-eng-602," and the details shown on the drawings enumerated in paragraph 1-03 of the Specifications. The estimated cost of the work to be done is as follows:

1. *Materials to be purchased:*

Item	Designation	Quantity	Unit	Unit prices	Amount
1	Reinforcing steel.....	3,340	lbs.....	\$0.045	\$150.30
2	Cement.....	45	bbls.....	3.04	136.80
3	Fine Aggregate.....	20	cu. yd.....	2.70	54.00
4	Coarse Aggregate.....	21	cu. yd.....	3.00	63.00
5	Structural Steel.....	1,648	lbs.....	0.10	164.80
6	3/4" Ø x 8" Anchor bolts.....	8	pcs.....	0.12	0.96
7	1/2" Ø x 8" Galv. bolts.....	6	pcs.....	0.09	0.54
8	2" Galv. pipe.....	6	ft.....	0.23	1.38
9	2" Pipe caps.....	2	pcs.....	0.26	0.52
10	3/4" Conduits.....	2	ft.....	0.10	0.20
11	3" Rock.....	7	cu. yd.....	3.00	21.00
12	Form lumber.....	3,750	b. m.....	55.00M	206.25
13	Electrical Fixtures, etc.....		lump sum.....		75.00
14	Paint.....	1	gal.....	2.75	2.75
15	Nails.....	200	lbs.....	0.065	13.00
16	Curing Compound.....	4	gal.....	0.52	2.00
17	6" x 6"—#10 Ga. Wire Mesh.....	288	sq. ft.....	0.014	4.03
18	#10 Ga. Wire.....	88	lbs.....	0.10	8.80
19	#14 Ga. Wire.....	37	lbs.....	0.10	3.70
20	Dynamite.....	200	lbs.....	0.125	25.00
	Total Cost of Material.....				934.11

2. *Day Labor:*(a) *Handling and Hauling:*

48 man hours.....	@	\$1.50	\$72.00
48 man hours.....	@	1.00	48.00
16 man hours.....	@	.75	12.00
16 man hours.....	@	.65	10.40
1,024 man hours.....	@	.50	512.00

(b) *Excavation for Structures:*

48 man hours.....	@	1.50	72.00
96 man hours.....	@	.75	72.00
480 man hours.....	@	.50	240.00

(c) *Grubbing, Excavation for Trail:*

24 man hours.....	@	1.50	36.00
48 man hours.....	@	1.00	48.00
144 man hours.....	@	.50	72.00

(d) *Concrete Forms and Stripping:*

32 man hours.....	@	1.50	48.00
80 man hours.....	@	1.00	80.00
80 man hours.....	@	.65	52.00

(e) *Placing Reinforcing Steel:*

14 man hours.....	@	1.50	21.00
48 man hours.....	@	1.00	48.00
48 man hours.....	@	.75	36.00

(f) <i>Mixing, Placing, and Curing Concrete:</i>			
32 man hours	-----	@ \$1.50	\$48.00
32 man hours	-----	@ 1.00	32.00
160 man hours	-----	@ .50	80.00
(g) <i>Backfill for Structure:</i>			
16 man hours	-----	@ 1.50	24.00
240 man hours	-----	@ .50	120.00
(h) <i>Erecting Shutters and Door:</i>			
24 man hours	-----	@ 1.50	36.00
24 man hours	-----	@ 1.25	30.00
24 man hours	-----	@ .70	16.80
(i) <i>Cleaning and Painting.</i>			
16 man hours	-----	@ 1.00	16.00
(j) <i>Electrical Installation.</i>			
24 man hours	-----	@ 1.00	24.00
24 man hours	-----	@ .65	15.60

Total Day Labor Cost----- 1,921.80

3. *Plant Operation:*

(a) <i>Rental of Equipment.</i>			
1—5-ton truck, dump	-----	2 da. @ \$11.00	22.00
1—2-ton truck	-----	2 da. @ 5.20	10.40
2—Jackhammers—Barco Gasoline	-----	10 da. @ 2.50	50.00
6—Pack Mules	-----	16 da. @ 5.00	480.00
2—Automobiles	-----	30 da. @ 5.00	300.00
1— $\frac{3}{4}$ " ϕ Rubber hose	-----	250 ft.	27.50
Small Tools and Equipment—Lump Sum	-----		100.00

Total Plant Rental Cost----- 989.90

(b) Fuel, Oil Forage, Supplies	-----		150.00
--------------------------------	-------	--	--------

Total Plant Operation Cost----- 1,139.90

4. *Total Plant Operation Cost to Job:*

Cost of Material	-----		934.11
Cost of Day Labor	-----		1,921.80
Cost of Plant Rental	-----		1,139.90

Total Plant Operation Cost----- 3,995.81

5. *Total Cost of Work:*

(a) <i>Direct Cost.</i>			
Total Plant Operation Cost	-----		3,995.81
Contingencies—15%	-----		599.37

Total Direct Cost----- 4,595.18

(b) <i>Indirect Cost.</i>			
Mobilization and Demobilization	-----	\$300.00	
Surveys, Engr. and Insp. 10%	-----	459.52	

Total Indirect Cost----- 759.52

Total Field Cost of Job	-----		5,354.70
General Officer Overhead—8%	-----		430.30

ESTIMATED GRAND TOTAL COST By

Hired Labor and Government Plant----- 5,785.00

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

UNSKILLED LABOR

Class 1—\$0.50 per hour.

Shovelers
Material Handlers

SEMI-SKILLED LABOR

Class 2—\$0.65 per hour.

Carpenters' Helpers
Truck Driver—2 Ton
Riggers' Helpers
Class 3—\$0.70 per hour.
Structural Steel Helper.
Class 4—\$0.75 per hour.
Jackhammer man
Truck Drivers—5 Ton

SKILLED LABOR

Class 5—\$1.00 per hour.

Carpenters
Reinf. Rodsetters
Electricians
Painters
Mule Skinner
Cement Finishers
Riggers
Class 6—\$1.25 per hour.
Structural Iron Worker
Class 7—\$1.50 per hour.
General Foreman.

ARMY PEARL HARBOR BOARD EXHIBIT No. 4K

Summary

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., March 22, 1941.

Contract W414-eng-602

Kawailoa Camp, Oahu, T. H.
Job Order #13.0

Construct and equip a reinforced concrete powerhouse and a reinforced concrete fire control station complete with all utilities and fixtures.

Est Cost: \$13,285.00.

Commencement Date: March 15, 1941.

Est date for completion: April 20, 1941.

Supervision by J. J. Kestly, Area Engr. 3rd Field Area.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., March 22, 1941.

JOB ORDER NO. 13.0.

Contract No. W-414-eng-602

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Fire Control Station at Kawailoa Camp.
2. Location: Kawailoa Camp, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2013.2F.
4. WORK TO BE DONE: Construct and equip a reinforced concrete powerhouse, and a reinforced concrete fire control station complete with all utilities and fixtures.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: See paragraph 1-03, attached Specifications.
7. APPROPRIATION CHARGEABLE: Seacoast Defenses, Insular Departments, 1941, CAC 126 P99 A1210-01.
8. ESTIMATED COST: \$13,285.00.
9. COMMENCEMENT DATE: March 15, 1941.
10. ESTIMATED DATE FOR COMPLETION: April 20, 1941.
11. ESTIMATED LABOR AT SITE: 3,446 man hours.
12. PLANT REQUIRED: See detailed estimate attached.
13. MATERIALS: See detailed estimate attached.
14. SUPERVISION BY: J. J. Kestly, Area Engineer, Third Field Area.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved: Apr. 8, 1941.

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 13.0

Contract No. W-414-eng-602

ESTIMATE OF COST: Fire Control Station at Kawaihoa Camp, Oahu, T. H.
DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done is at Kawaihoa Camp on the Island of Oahu, and includes the furnishing of all necessary labor, and equipment, and the performing of all work necessary to construct and complete a reinforced concrete building for a power plant together with all electrical and mechanical equipment and all fixtures, and also a reinforced concrete fire control station complete with all utilities and fixtures. All of the work to be done shall conform to the provisions of Specification "Fire Control Station, Kawaihoa, and appurtenant work to accompany Job Order No. 13.0", and the details shown on the following drawings:

Sheet No.	Description	File No.
1.	Project Location and Index to Drawings.....	F-3/25
2.	Detailed Location of Work and Typical Sections.....	F-3/26
3.	Instrument Bldg.—Structural Details No. 1.....	F-3/27
4.	Instrument Bldg.—Structural Details No. 2.....	F-3/28
5.	Instrument Bldg.—Structural Details No. 3 and Bar Schedule No. 3.....	F-3/29
6.	Power Plant Bldg.—Plan Details and Bar Schedule.....	F-3/30
7.	Miscellaneous Metals—Standard Details—No. 1.....	F-3/31
8.	Miscellaneous Metals—Standard Details—No. 2.....	F-3/43

The estimated cost of the work to be done is as follows:

1. Materials to be furnished:

Item	Designation	Quantity	Unit	Unit cost	Amount
1	Reinf. Steel (Del. from Base Yard).....	11,900	lbs.....	0.045	\$535.50
2	Structural Steel (Honolulu Purchase).....	6,000	lbs.....	0.10	600.00
3	Cement (From Base Yard).....	143	bbls.....	3.04	434.72
4	Fine Aggregate (Delivered).....	68	cu. yd.....	2.70	183.60
5	Coarse Aggregate (Delivered).....	67	cu. yd.....	3.00	201.00
6	Lumber (From Base Yard).....	19,650	b. f.....	45.00M	884.25
7	Nails (Delivered).....	800	lbs.....	0.08	64.00
8	Form Wire #11 (Delivered).....	530	lbs.....	0.05	26.50
9	Tie Wire #16 (Delivered).....	100	lbs.....	0.062	6.20
10	1" Black Pipe (Honolulu Purchase).....	3	ft.....	0.17	0.51
11	Metal Louvers (Honolulu Purchase).....	4	ea.....	7.00	28.00
12	Wire Mesh Reinforcement 6" x 6" (Hon. Pur.).....	1,100	sq. ft.....	0.015	16.50
13	2" Galv. Electrical Conduit (Hon. Pur.).....	22	lin. ft.....	0.26	5.72
14	2½" Galv. Electrical Conduit (Hon. Pur.).....	4	lin. ft.....	0.35	1.40
15	Curing Compound for Concrete (Hon. Pur.).....	50	gal.....	0.52	26.00
16	Electrical Wiring & Fixtures (Lump Sum) (at Honolulu).....				175.00
17	3 KVA Generator Unit (at Honolulu).....				450.00
18	Paint (Local at Honolulu).....	2	gal.....	2.75	5.50
19	Hardware (lump sum) (Local at Honolulu).....				150.00
	Total Cost of Materials.....				3,794.40

2. Day Labor:

(a) Clearing and Grubbing Roadway:

24 man hours.....	@	\$1.50	\$36.00
24 man hours.....		1.00	24.00
64 man hours.....		0.75	48.00
128 man hours.....		0.50	64.00

(b) Clearing and Grubbing Building Sites:

16 man hours.....	@	1.50	24.00
8 man hours.....		1.00	8.00
96 man hours.....		0.50	48.00

(c) Excavation and Backfill—Buildings:

16 man hours.....	@	1.50	24.00
16 man hours.....		1.00	16.00
96 man hours.....		0.50	48.00

(d) Hauling and Handling Materials and Providing Transportation:

8 man hours.....	@	1.50	12.00
240 man hours.....		0.75	180.00
200 man hours.....		0.50	100.00

(e) <i>Concrete Forms—Framing, Erecting, Stripping:</i>			
160 man hours-----	@	\$1.50	\$240.00
480 man hours-----		1.00	480.00
480 man hours-----		0.65	312.00
(f) <i>Mixing, Placing, Finishing, Concrete:</i>			
66 man hours-----	@	1.50	99.00
74 man hours-----		1.00	74.00
240 man hours-----		0.75	180.00
438 man hours-----		0.50	219.00
(g) <i>Placing Reinf. Steel in Buildings:</i>			
32 man hours-----	@	1.50	48.00
160 man hours-----		0.75	120.00
(h) <i>Installing Doors and Shutters.</i>			
64 man hours-----	@	1.50	96.00
128 man hours-----	@	1.00	128.00
(i) <i>Electrical Installation.</i>			
32 man hours-----	@	1.50	48.00
80 man hours-----	@	1.00	80.00
80 man hours-----	@	0.65	52.00
Total Day Labor Cost-----			2,908.00
3 <i>Plant Operation:</i>			
(a) <i>Plant to be Leased.</i>			
1—Caterpillar dozer-----	8 da. @	\$22.50	180.00
1—Truck—3 ton-----	30 da. @	10.00	300.00
1—Concrete Mixer— $\frac{1}{2}$ yd-----	30 da. @	3.00	90.00
1—2 Drum hoist-----	30 da. @	3.50	105.00
1—Water Wagon-----	8 da. @	2.50	20.00
1—Skip-----	30 da. @	0.50	15.00
1—Hopper-----	30 da. @	1.00	30.00
1—Compressor-----	30 da. @	10.00	300.00
Total Plant to be Leased-----			1,040.00
(b) Fuel, Oil, Small Tools and Supplies-----			400.00
Total Plant Operation Cost-----			1,440.00
4. <i>Total Plant Operation Cost of Job:</i>			
Cost of Materials-----			\$3,794.00
Cost of Day Labor-----			2,908.00
Cost of Plant Rental-----			1,440.00
Total Plant Operation Cost-----			8,142.40
5. <i>Total Cost of Works:</i>			
(a) <i>Direct Cost:</i>			
Total Plant Operation Cost-----			8,142.40
Contingencies—15%-----			1,221.36
Total Direct Cost-----			9,363.76
(b) <i>Indirect Cost:</i>			
Mobilization and Demobilization-----		\$500.00	
Survey, Inspection, Supervision, 10%-----		936.38	
Right of Way-----		1,500.00	
Total Indirect Cost-----			2,936.38
Total Field Cost to Job-----			12,300.14
General Office Overhead-----			984.86
Estimate Grand Total Cost by Hired Labor and Govern- ment Plant-----			13,265.00

THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

UNSKILLED LABOR

Class 1—\$0.50 per hour.

Shovelers
Concrete placers
Slopers—roadway
Material handlers
Water boy.

Class 2—\$0.65 per hour.

Carpenter's helper
Rigger's helper
Pipefitter's helper
Tractor operator's helper
Electrician's helper

SKILLED LABOR

Class 4—\$1.00 per hour.

Carpenters
Tractor Operators
Cement Finisher
Electricians

Pipefitters

Class 5—\$1.50 per hour.

General Foreman.

SEMI-SKILLED LABOR

Class 3—\$0.75 per hour.

Truck Drivers
Steel Tiers

ARMY PEARL HARBOR BOARD EXHIBIT NO. 4L

Summary
CBR/dw

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., April 30, 1941.

Contract No. W414-eng-602

Ft. Shafter, Oahu, T. H.

Job Order #17.0.

Contract—bombproof addition to radio transmitter station and appurtenant work.

Est. Cost: \$44,907.44 to Gov.

Commencement Date: May 1, 1941.

Est. date for completion: Aug. 1, 1941.

Supervision by J. J. Kestly, Area Engr., 3rd Field Area.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., April 30, 1941.

JOB ORDER NO. 17.0.

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: The Construction of Bombproof Addition to Radio Transmitter Station at Fort Shafter.
2. LOCATION: Fort Shafter, Island of Oahu, T. H.
3. OFFICE FILE REFERENCE: 2017.
4. WORK TO BE DONE: Construct and complete bombproof addition to radio transmitter station, including connecting passageway between the existing structures and the new station.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: As enumerated in paragraph 1-04 of Specifications.
7. APPROPRIATION CHARGEABLE: 21X1204 Seacoast Defense General Eng. 305 P 13-32 A1204-N.
8. ESTIMATED COST: \$35,640.82.
9. COMMENCEMENT DATE: May 1, 1941.
10. ESTIMATED DATE FOR COMPLETION: August 1, 1941.
11. ESTIMATED LABOR AT SITE: See Detailed Estimate Attached.

12. PLANT REQUIRED: See Detailed Estimate Attached.
 13. MATERIALS: See Detailed Estimate Attached.
 14. SUPERVISION BY: J. J. Kestly, Area Engineer, Third Field Area.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Approved:

WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 17.0

Contract No. W-414-eng-602

ESTIMATE OF COST: Construction of Bombproof Addition to Radio Transmitter Station at Fort Shafter, T. H.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located on the Government Military Reservation at Fort Shafter, Island of Oahu, T. H., and is limited to the following specific item:

(1) Furnish all necessary labor and equipment, and perform all work necessary to construct and complete a bombproof addition to radio transmitter station, including connecting passageway between the existing structures and the new station, all in accordance with Specifications, "The Construction of Bombproof Addition to Radio Transmitter Station at Fort Shafter, T. H., to Accompany Job Order No. 17.0," and the details shown on drawings Numbers F-1/8 to F-1/10, inclusive, listed in paragraph 1-04 of the Specifications.

Unit costs are as follows:

COST TO CONTRACTOR

1. Material to be Furnished:

Item	Designation	Quantity	Unit	Unit price	Amount
1	Dynamite—40%	2,000	Lb.	0.125	\$250.00
2	Elec. Caps #6—6' Lead	700	Only	0.083	58.10
3	Cement	645	Bbl.	3.19	2,057.55
4	Sand	30	Cu. Yds	2.70	81.00
5	Fine Aggregate	270	" "	3.00	810.00
6	Coarse Aggregate	260	" "	3.00	780.00
7	1" x 4" T. & G. Flooring	3,800	B. M.	55.00	209.00
8	1" x 6" T. & G. Sheeting	11,000	B. M.	55.00	605.00
9	2" x 4" and 2" x 12" No. 1 Com.—S2E	8,100	B. M.	46.63	377.70
10	4" x 4" and 4" x 6" No. 1 Com	5,100	B. M.	46.63	237.81
11	Roofing Felt (90#)	22,350	Sq. Ft.	0.0165	368.78
12	Asphalt	8,400	Lb.	0.0180	151.20
13	Form Oil	30	Gal.	0.21	6.30
14	5/8" ϕ Reinforcing Steel	14,250	Lb.	0.0275	391.88
15	#14 Ga. Wire	300	" "	0.052	15.60
16	Nails—20d, 16d, 10d, 6d, 4d	30	Kegs	6.60	198.00
17	1/2 x 5" Wide Mastic Joint Felt	345	Lin. Ft.	0.175	60.38
18	#10 Ga. Galv. Wire Mesh 6" x 6"	1,800	Sq. Ft.	0.021	37.80
19	2—3' x 7' 1/4" Plate Doors & Frame	1,050	Lb.	0.10	105.00
20	1/4" x 12" Checkered Plate—Cover Angles, etc.	3,735	Lb.	0.070	261.45
21	#26 Ga. Galv. Metal Air Duct	425	Lb.	0.15	63.75
22	1/2" ϕ x 8" Anchor Bolts and "U" Stirrups	15	Only	0.45	6.75
23	#16 Ga. 1/4" Galv. Wire Mesh	4	Sq. Ft.	0.48	1.92
24	1—Robertson Vent. Fan and Hood		Lump Sum.		285.00
25	4" ϕ Concrete Drain-Pipe	240	Lin. Ft.	0.225	54.00
26	Masonry Stone	29	Cu. Yd.	3.00	87.00
27	2" ϕ Galv. W. L. Pipe (18" Cplng. & Plug)	60	Lin. Ft.	0.41	24.60
28	Electric Conduit, Wiring and Lighting		Lump Sum.		475.00
29	Paint	1	Gal.	2.75	2.75
30	2" ϕ W. L. Pipe and Fittings	1,000	Lin. Ft.	0.4125	412.50
31	Miscellaneous Equipment				300.00
	Total cost of Materials				8,775.82

2. Day Labor:

(a) Access Road:			
16 Man Hours-----	@	\$1. 50	\$24. 00
16 Man Hours-----		1. 00	16. 00
80 Man Hours-----		0. 50	40. 00
(b) Temporary Water Line Installed:			
8 Man Hours-----	@	1. 50	12. 00
48 Man Hours-----		0. 50	24. 00
(c) Handling and Hauling:			
16 Man Hours-----	@	1. 50	24. 00
16 Man Hours-----		1. 00	16. 00
16 Man Hours-----		0. 75	12. 00
160 Man Hours-----		0. 50	80. 00
(d) Excavation—Outside:			
48 Man Hours-----	@	1. 50	72. 00
192 Man Hours-----		1. 00	192. 00
576 Man Hours-----		0. 75	432. 00
600 Man Hours-----		0. 50	300. 00
(e) Excavation—Vestibule:			
16 Man Hours-----	@	1. 50	24. 00
32 Man Hours-----		1. 00	32. 00
96 Man Hours-----		0. 75	72. 00
120 Man Hours-----		0. 50	60. 00
(f) Excavation—Main Tunnel:			
240 Man Hours-----	@	1. 50	360. 00
640 Man Hours-----		1. 00	640. 00
2,000 Man Hours-----		0. 75	1, 500. 00
3,200 Man Hours-----		0. 50	1, 600. 00
(g) Excavation—Connecting Tunnel:			
16 Man Hours-----	@	1. 50	24. 00
48 Man Hours-----		1. 00	48. 00
144 Man Hours-----		0. 75	108. 00
232 Man Hours-----		0. 50	116. 00
(h) Placing Grout:			
60 Man Hours-----	@	1. 50	90. 00
180 Man Hours-----		1. 00	180. 00
96 Man Hours-----		0. 75	72. 00
236 Man Hours-----		0. 50	118. 00
(i) Waterproofing:			
96 Man Hours-----	@	1. 50	144. 00
320 Man Hours-----		1. 00	320. 00
320 Man Hours-----		0. 50	160. 00
(j) Placing Drain Tile:			
8 Man Hours-----	@	1. 50	12. 00
40 Man Hours-----		0. 50	20. 00
(k) Placing Reinforcing Steel:			
48 Man Hours-----	@	1. 50	72. 00
192 Man Hours-----		1. 00	192. 00
116 Man Hours-----		0. 50	58. 00
(l) Concrete Forming and Stripping:			
64 Man Hours-----	@	1. 50	96. 00
672 Man Hours-----		1. 00	672. 00
420 Man Hours-----		0. 75	315. 00
720 Man Hours-----		0. 50	360. 00
(m) Placing Concrete:			
160 Man Hours-----	@	1. 50	240. 00
640 Man Hours-----		1. 00	640. 00
640 Man Hours-----		0. 75	480. 00
4,800 Man Hours-----		0. 50	2, 400. 00
(n) Electric Light and Power Installed:			
32 Man Hours-----	@	1. 50	48. 00
64 Man Hours-----		1. 00	64. 00
64 Man Hours-----		0. 75	48. 00
64 Man Hours-----		0. 50	32. 00

(o) <i>Air Conditioning Plant Installed:</i>			
24 Man Hours	-----	@ \$1.50	\$36.00
48 Man Hours	-----	1.00	48.00
48 Man Hours	-----	0.75	36.00
48 Man Hours	-----	0.50	24.00
(p) <i>Structural Steel Installed:</i>			
8 Man Hours	-----	@ 1.50	12.00
32 Man Hours	-----	1.25	40.00
40 Man Hours	-----	0.50	20.00
(q) <i>Placing Rubble Masonry.</i>			
240 Man Hours	-----	@ 1.50	360.00
240 Man Hours	-----	0.75	180.00
(r) <i>Maintenance—Watchman, etc.</i>			
480 Man Hours	-----	@ 1.50	720.00
480 Man Hours	-----	1.00	480.00
480 Man Hours	-----	0.75	360.00
1,440 Man Hours	-----	0.50	720.00
Total Cost of Day Labor	-----		<u>15,697.00</u>

3. *Plant Operation:*

(a) <i>Rental of Equipment.</i>			
1—Truck—Flat Rack	-----	30 da. @ \$18.50	555.00
2—Trucks—Dump	-----	30 " @ 18.50	1,110.00
1—Caterpillar Dozer	-----	30 " @ 39.50	1,185.00
1— $\frac{3}{4}$ Ton Pick-up	-----	90 " @ 6.30	567.00
2—Air Compressor	-----	3 Mo. @ 1390.00	4,170.00
6—Jackhammers	-----	30 da. @ 9.00	270.00
2—Water Liners	-----	60 " @ 8.00	480.00
1— $\frac{1}{2}$ Cu. Yd. Mixer	-----	30 " @ 2.00	60.00
1—Concrete Placing Equipment	-----	30 " $\frac{1}{2}$ 7.00	210.00
1—Bar Bender Shears	-----	5 " $\frac{1}{2}$ 6.00	30.00
1— $\frac{1}{2}$ " Radial Saw	-----	1 Mo. $\frac{1}{2}$ 33.00	33.00
1—Jointer	-----	1 " @ 33.00	33.00
1— $\frac{3}{4}$ Cu. Yd. Shovel	-----	$\frac{1}{2}$ " @ 1174.00	587.00
1—Ford Sedan	-----	3 mo. @ 76.00	228.00
Miscellaneous Small Tools	-----		350.00
(b) <i>Fuel, Oil, Gas, and Miscellaneous Equipment</i> ----- 700.00			
Total Plant Operation Cost	-----		<u>10,568.00</u>

4. *Total Plant Operation Cost of Job:*

Mobilization and Demobilization	-----	\$600.00
Total Cost of Material	-----	8,775.82
Total Cost of Labor	-----	15,697.00
Total Cost of Plant Operation	-----	10,568.00

Total Cost to Contractor----- 35,640.82

(Signed) THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

Recapitulation of Estimate of Cost

1. *Total Cost of Job:*

(a) <i>Direct Cost:</i>			
Total Cost to Contractor	-----	\$35,640.82	
Contingencies—10%	-----	3,564.08	
Total Direct Cost	-----	\$39,204.90	
(b) <i>Indirect Cost:</i>			
Survey, Inspection and Engineering—8% of Contractor's Cost	-----	\$2,851.27	
Total Indirect Cost	-----	2,851.27	
Total Field Cost	-----	42,056.17	
General Office Overhead—8% (of Contractor's Cost)	-----	2,851.27	
Estimated Grand Total Cost to Government	-----	<u>44,907.44</u>	

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers.
District Engineer.

JO2 3-42
 MARCH 19, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 17.0

Contract W-414-Eng-602

Office, Department Engineer, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 17.0 (Bombproof Addition to Radio Station, Fort Shafter) authorizes the installation of additional ventilation equipment in the transmitter section and power room at the transmitter station at Fort Shafter and modification of ventilator shaft. This work shall be done in accordance with plans, (File No. F-41/33 and File No. F-41/10) and specifications furnished the Area Engineer.

Office File Reference: Serial No. 2525.

Work requested by: The Commanding General, Hawaiian Department by 2nd Indorsement of the Department Engineer, dated March 4, 1942.

For the Department Engineer:

/s/ H. B. NURSE,
Lt. Col., Corps of Engineers,
Executive Assistant.

22 JANUARY 1943.

ADDENDUM NO. 2

To Accompany Job Order No. 17.0

Contract W-414-Eng-602

Office of the District Engineer, Honolulu, T. H.

Addendum No. 2 to accompany Job Order No. 17.0 (Bombproof Addition to Radio Station, Ft. Shafter) cancels Addendum No. 1 to Job Order No. 17.0, effective January 18, 1943.

Cancellation Requested by: Operations Officer.

For the District Engineer:

/s/ JOSEPH MATSON, Jr.,
Major, Corps of Engineers, Assistant.

ARMY PEARL HARBOR BOARD EXHIBIT No. 4M

Summary
 CBR/dw

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., May 14, 1941.

Contract No. W414-eng-602

Hickam Field, Oahu, T. H.

Job Order No. 29.0.

Construct—Armanent, Fire Control, supply and repair building (bombsight) reinf. concrete, (Approx. 67 ft. x 90 ft. in dimensions).

Est. Cost: \$150,000.00 (to Gov).

Commencement Date: May 15, 1941.

Est. Date for Completion: Sept. 15, 1941.

Supervision by Area Engr., 2nd Field Area.

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
 Honolulu, T. H., May 14, 1941.

JOB ORDER NO. 29.0.

Contract No. W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Armament, Fire Control, Supply and Repair Building (Bombsight).
2. LOCATION: Hickam Field, Oahu, T. H.
3. OFFICE FILE REFERENCE: 776.1A1.
4. WORK TO BE DONE: Construct and complete an Armament, Fire Control, Supply and Repair Building (bombsight), of reinforced concrete design, approximately 67' x 90' in dimension.
5. WORK REQUESTED BY: Commanding General, Hawaiian Department.
6. DRAWINGS AND REFERENCES: To be furnished later.
7. APPROPRIATION CHARGEABLE: Eng. S12.
8. ESTIMATED COST: \$125,000.00.
9. COMMENCEMENT DATE: May 15, 1941.
10. ESTIMATED DATE FOR COMPLETION: September 15, 1941.
11. ESTIMATED LABOR AT SITE: To be furnished later on a detailed estimate.
12. PLAN REQUIRED: To be furnished later on a detailed estimate.
13. MATERIALS: To be furnished later on a detailed estimate.
14. SUPERVISION BY: Area Engineer, Second Field Area.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers,
 District Engineer.*

Approved: May 23, 1941.

(Signed) Warren T. Hannum,
 WARREN T. HANNUM,
*Colonel, Corps of Engineers,
 Division Engineer*

ESTIMATE OF COST

To Accompany Job Order No. 29.0*

Contract No. W-414-eng-602

WORK TO BE DONE: Construct and Complete an Armament, Fire Control, Supply and Repair Building (Bombsight).

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Hickam Field, on the Island of Oahu, T. H., and is limited to the following specific item:

(1) Furnish all necessary labor and equipment, and perform all work necessary to construct and complete an Armament, Fire Control, Supply and Repair Building (bombsight). This building shall be in general conformity with Quartermaster Corps drawings for the Armament, Fire Control, Supply and Repair Building at San Antonio Air Depot (Duncan Field), Texas, as modified by the specifications, "Armament, Fire Control, Supply and Repair Building, Hickam Field," and the details shown on the drawings enumerated in the specifications. The building is to be of reinforced concrete design, approximately 67' x 90' in dimension.

The cost of the work to be done shall not exceed \$125,000.00.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers,
 District Engineer.*

Recapitulation of estimated cost

1. *Total Cost of Work:*

(a) *Direct Cost:*

Total Cost to Contractor.....	\$125,000.00
Contingencies—10%.....	12,500.00

Total Direct Cost.....	\$137,500.00
------------------------	--------------

(b) *Indirect Cost:*

Survey, Inspection, Engr.....	\$ 6,250.00
Total Indirect Cost.....	6,250.00

Total Field Cost.....	143,750.00
General Office Overhead.....	6,250.00

Estimated Grand Total Cost to Government.....	150,000.00
---	------------

This recapitulation is prepared for use in the District only, and is not for distribution to the contractor.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT No. 4N

Summary
 CBR/dw
 9 Aug 44

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., May 27, 1941.

Contract No. W-414-eng-602

Ft. Kamehameha, Oahu, T. H.

Job No. 24.0.

Construct—Structural steel tower instrument building and stairway to existing fire control station.

Est. Cost: \$10,026.41 (to Gov.).

Commencement Date: June 1, 1941.

Est. Date for Completion: June 21, 1941.

Supervision by Area Engineer, 3rd Field Area.

Addendum No. 1 dated Feb. 25, 1942.

Transfers supervision to Area Engr, 2nd Field Area.

Addendum No. 2 dated May 3, 1942.

Cancels Job Order No. 24 and work will be done by Work Order.

WAR DEPARTMENT,
 UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., May 27, 1941.

JOB ORDER No. 24.0.

Contract W-414-eng-602.

To: Hawaiian Constructors, Honolulu, T. H.

You are hereby directed to proceed with the following work:

1. PROJECT TITLE: Fire Control Station, Fort Kamehameha.
2. LOCATION: Fort Kamehameha, Oahu, T. H.
3. OFFICE FILE REFERENCE: 2013.5.
4. WORK TO BE DONE: Construct a Structural Steel Tower Instrument Building complete with ladders and stairway together with Structural Steel Connection (Stairway) to existing Fire Control Station.
5. WORK REQUESTED BY: Commanding General—Hawaiian Department.
6. DRAWINGS AND REFERENCES: Paragarph 1-04 of Specifications.
7. APPROPRIATION CHARGEABLE: Seacoast Defenses, Insular Department, 1941-CAC-131 P99 A-1210-N.

8. ESTIMATED COST: \$7,957.46.
 9. COMMENCEMENT DATE: June 1, 1941.
 10. ESTIMATED DATE FOR COMPLETION: June 21, 1941.
 11. ESTIMATED LABOR AT SITE: See Detailed Estimate Attached.
 12. PLANT REQUIRED: See Detailed Estimate Attached.
 13. MATERIALS: See Detailed Estimate Attached.
 14. SUPERVISION BY: Area Engineer, Third Field Area.

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

ESTIMATE OF COST

To Accompany Job Order No. 24.0

Contract No. W-414-eng-602

WORK TO BE DONE: Construct Fire Control Station and Appurtenant Work at Fort Kamehameha.

DISTRICT: Honolulu District, Honolulu, T. H.

The work to be done, as provided for herein, is located at Fort Kamehameha Government Reservation, on the Island of Oahu, T. H., and is limited to the following Specific item:

(1) Furnish all necessary labor and equipment, and perform all work necessary to construct a Structural Steel Tower Instrument Building complete with ladders and Stairway together with Structural Connection (Stairway) to existing Fire Control Station. The work to be done shall be in accordance with Specifications, "The Construction of a Fire Control Station and Appurtenant Work at Fort Kamehameha to Accompany Job Order No. 24.0 to Contract W-414-eng-602", and the details shown on the drawings enumerated in paragraph 1-04 of Specifications.

The cost of the work to be done shall not exceed \$7,957.46.

COST TO CONTRACTOR

1. Materials to be Furnished:

Item No.	Description	Quantity	Unit	Unit cost	Amount
1	Cement.....	8	Bbl.....	\$2.93	\$23.44
2	Fine Aggregate.....	2.5	Cu. Yd.....	2.70	6.75
3	Coarse Aggregate.....	5.0	" "	3.00	15.00
4	Lumber for Forms.....	100	M Bd. Ft	45.00	4.50
5	Lumber for Subflooring.....	.288	" " "	47.00	13.54
6	Lumber for Flooring.....	.288	" " "	55.00	15.84
7	Structural Steel.....	62,620	Lbs.....	0.04	2,504.80
	Angles.....				
	Plates.....				
8	Miscellaneous Metals.....	3,200	"	0.08	256.00
9	1 1/2" Standard Pipe (Galv.).....	395	Lin. Ft.....	.1695	66.95
10	1 1/2" Extra Strong Pipe (Black).....	165	" "	.25	41.25
11	Malleable Iron Ball Pattern Fittings.....	100	Lump Sum.....		157.57
12	2" Conduits.....	65	Lin. Ft.....	.28	18.20
13	1 1/2" Conduits.....	120	" "	.07	8.40
14	Type 1-200 W-Outlets.....	8	Each.....	24.44	195.52
15	No. 12 Electric Wire Conductor.....	240	Lin. Ft.....	.10	24.00
16	No. 16 Signal Wire RC.....	130	" "	.055	7.15
17	Paint.....	29	Gal.....	2.75	79.75
18	4 Light Polished Wire Glass Windows.....	7	Each.....	17.00	119.00
19	Service Switch Box Electric Toggle.....	1	"	.30	0.30
20	1 1/2" Conduit.....	3	Lin. Ft.....	.21	0.63
21	No. 0 Copper Bare Wire.....	24	Lbs.....	.313	7.51
22	Copper Ground Rods (3/4" x 8').....	8	Lin. Ft.....	2.66	21.28
23	Entrance Switches.....	2	Each.....	0.98	1.96
24	Anchor Bolts (3/4" x 18").....	12	"	.02	0.24
25	Welding Rods, Filler Metal for Structural Iron.....	150	Lbs.....	0.08	12.00
26	Lumber for Scaffold.....	1,900	M. Bd. Ft	60.00	114.00
27	Clamps for Ground Rods.....	8	Each.....	0.45	3.60
28	Nails.....	50	Lbs.....	0.08	4.00
29	Miscellaneous Materials & Supplies.....				163.15
	Total Cost of Materials & Supplies.....				3,886.33

2. Day Labor:

(a) <i>Handling and Hauling Materials:</i>			
32 Man Hours	----- @	\$1.50	\$18.00
32 Man Hours	-----	1.25	40.00
64 Man Hours	-----	0.75	44.80
128 Man Hours	-----	0.50	64.00
(b) <i>Excavation:</i>			
1 Man Hour	----- @	1.50	1.50
12 Man Hours	-----	0.50	6.00
(c) <i>Class "A" Concrete for Bases:</i>			
8 Man Hours	----- @	1.50	12.00
8 Man Hours	-----	0.65	5.20
32 Man Hours	-----	0.50	16.00
(d) <i>Structural Steel Fabrication & Erection:</i>			
150 Man Hours	----- @	1.50	225.00
40 Man Hours	-----	1.35	54.00
700 Man Hours	-----	1.25	875.00
150 Man Hours	-----	1.00	150.00
800 Man Hours	-----	0.70	560.00
150 Man Hours	-----	0.65	97.50
800 Man Hours	-----	0.50	400.00
(e) <i>Framing & Carpentry for Structural Steel & Floors:</i>			
16 Man Hours	----- @	1.50	18.00
16 Man Hours	-----	1.00	16.00
32 Man Hours	-----	0.65	20.80
32 Man Hours	-----	0.50	16.00
(f) <i>Electrical Wiring System & Signal System:</i>			
16 Man Hours	----- @	1.50	24.00
16 Man Hours	-----	1.00	16.00
16 Man Hours	-----	0.65	10.40
32 Man Hours	-----	0.50	16.00
(g) <i>Cleaning & Painting Structural Steel and Stairs:</i>			
32 Man Hours	----- @	1.50	48.00
40 Man Hours	-----	1.00	40.00
40 Man Hours	-----	0.65	26.00
(h) <i>Maintenance and Field and Office Force:</i>			
80 Man Hours	----- @	1.50	120.00
50 Man Hours	-----	1.00	50.00
150 Man Hours	-----	0.50	75.00
Total Cost of Day Labor			<u><u>3,065.20</u></u>

3. Plant Operation:

(a) <i>Rental of Equipment:</i>			
1-400 Amp. Elec. Welding Machine	8 da. @	\$3.55	\$28.40
1-Spray Paint Outfit	5 da.	1.00	5.00
1-Jaeger-1 Sack Mixer	1 da.	4.40	4.40
1-3/4 Ton Pick Up Truck—Ford	16 da.	2.30	36.80
1-5 Ton Flat Rack Truck—Ford	4 da.	13.57	54.28
1-Power Shovel—With erecting boom	4 da.	105.00	420.00
1-Sedan	8 da.	2.53	20.24
1-Coupe	5 da.	2.33	11.65
Miscellaneous Small Tools—(Lump Sum)			100.00
(b) <i>Gas, oil, and Supplies</i>			<u>75.00</u>
Total Cost of Plant Operation			<u><u>755.93</u></u>

4. Total Plant Operation Cost of Job:

Cost of Material	3,886.33
Cost of Day Labor	3,065.20
Cost of Plant Operation	755.93
Mobilization and Demobilization	250.00
Total Cost of Job to Contractor	<u><u>7,957.46</u></u>

(Signed) Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
 Lt. Col., Corps of Engineers,
 District Engineer.

*Recapitulation of estimated cost*1. *Total Cost of Work:*(a) *Direct Cost:*

Total Cost to Contractor-----	\$7,957.46
Contingencies—10%-----	795.75
Total Direct Cost-----	8,753.21

(b) *Indirect Cost:*

Survey, Inspection, Engr. (8% of Total Cost to Contractor)-----	\$636.60
Total Indirect Cost-----	636.60
Total Field Cost of Job-----	9,389.81
General Office Overhead (8% of Total Cost to Contractor)-----	636.60

Estimated Grand Total Cost to Government-----	10,026.41
---	-----------

This estimate is prepared for use in the District only, and is not for distribution to the Contractor.

(Signed) Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

FEBRUARY 25, 1942.

ADDENDUM NO. 1

To Accompany Job Order No. 24.0

Contract W-414-Eng 602

DISTRICT: Honolulu District, Honolulu, T. H.

Addendum No. 1 to accompany Job Order No. 24.0 (Fire Control Station, Ft. Kamehameha) transfers the supervision from the Area Engineer, Third Field Area to the Area Engineer, Second Field Area.

This transfer in supervision conforms to the new designated boundaries for the two above mentioned Areas.

[s] THEODORE WYMAN, JR.,
Colonel, Corps of Engineers,
District Engineer.

MAY 3, 1942.

ADDENDUM NO. 2

To Accompany Job Order No. 24.0

Contract W-414-Eng-602

Office of Department Engineer, Honolulu, T. H.

Addendum No. 2 to accompany Job Order No. 24.0 (Fire Control Station, Ft. Kamehameha) cancels Job Order No. 24.0 and work will be done by Work Order. Cancellation Requested By: Department Engineer by Memo. from Assistant Department Engineer, dated April 18, 1942.

For the Department Engineer:

[s] B. L. ROBINSON,
Lt. Col., Corps of Engineers,
Assistant Department Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT No. 5
Hawaiian Constructors—contract No. W-414-eng-602-Hawaii

[SECRET]

Job orders included	Description	Date of order to proceed	Estimated date to complete	Percentage complete at estimated date	Percentage complete Dec. 1, 1941	Remarks
ORIGINAL CONTRACT DATED DEC. 20, 1940						
Schedule A:	<i>To be completed within 6 months</i>					
No. 5.0	Bombproof ammunition storage magazines for airfield	Feb. 24, 1941	Sept. 1, 1941	23.60	52.59	Schedule A. and 7 additions grouped in progress report and were 52.59 complete Dec. 1.
No. 5.0, addition 2	5 30,000 cubic feet concrete bombproof magazines	May 26, 1941	No estimate			
3	Excavation	June 5, 1941	do			
4	Paving of access road	June 27, 1941	do			
5	4 30,000 cubic feet concrete bombproof magazines	July 1, 1941				
6	2 5,000 cubic feet and 3 10,000 cubic feet bombproof concrete magazines	Aug. 14, 1941				
Schedule B:						
No. 2.0	4 5,000 cubic feet concrete bombproof magazines	Sept. 2, 1941				
No. 2.1	Cableway	Feb. 6, 1941	June 1, 1941	1.0	37.22	
No. 4.0	Aircraft warning stations camp, utilities, and fence	June 18, 1941	Sept. 23, 1941	2.58	48.49	
No. 4.1	Aircraft warning stations camp and road	June 14, 1941	Nov. 30, 1941	80.53	80.53	
No. 46.0	Aircraft warning stations road, buildings, water system, fencing.	June 30, 1941	Sept. 1, 1941			
Schedule C:						
No. 18.18.0	Railroad gun position	Apr. 23, 1941	June 21, 1941	22.5	89.0	No report on progress, cancelled May 1, 1942.
No. 22.0	do	Mar. 4, 1941	June 1, 1941	47.7	100.0	
SUPPLEMENTAL AGREEMENT NO. 1. DATED MAR. 22, 1941						
Schedule B:	<i>To be completed within 100 days</i>					
No. 7.0 (see revision)	10 igloo type magazines	Apr. 25, 1941	Nov. 1, 1941	22.82	77.6	
No. 7.0, addition 1	Electrical distribution system for magazines	May 22, 1941	do	41.37	94.99	
No. 7.1	Access road to magazines	June 16, 1941	Dec. 15, 1941	26.0	7.99	
No. 7.2	Railroad to magazines	do	Aug. 1, 1941	.0	7.81	
No. 7.4	Mainproof wire fence and relocation of existing fence	Aug. 15, 1941	Oct. 1, 1941	.0	.0	
Schedule A:	<i>To be completed with in 90 days</i>					
No. 2.1	Access road to cableway	Mar. 5, 1941	May 6, 1941	77.8	100.0	
No. 23.0	Road for aircraft warning installations to be located as directed by the contracting officer.	Apr. 28, 1941	Sept. 25, 1941	60.5	100.0	
No. 23.0 Add 1.	Wood frame toolshed and storeroom.	June 2, 1941				300 shed.

ARMY PEARL HARBOR BOARD EXHIBIT No. 5—Continued

Hawaiian Constructors—contract No. W-414-eng-602—Hawaii—Continued

Job orders included	Description	Date of order to proceed	Estimated date to complete	Percentage complete at estimated date	Percentage complete at Dec. 1, 1941	Remarks
SUPPLEMENTAL AGREEMENT NO. 1, DATED MAR. 22, 1941—con.						
Schedule B: No. 14.0 No. 13.0 No. 24.0	<p style="text-align: center;"><i>To be completed within 60 days—Continued</i></p> Fire-control station do do	Mar. 15, 1941 Mar. 18, 1941 May 27, 1941	Apr. 10, 1941 Apr. 22, 1941 June 21, 1941	0 0 6	100 100 7.18	Not important.
Schedule J: No. 20.1 (See Rev.) No. 21.1 No. 25.0	<p style="text-align: center;"><i>To be completed within 90 days</i></p> 6 50,000-gallon gasoline storage tanks for airfield 9 50,000-gallon gasoline storage tanks for airfield do	July 1, 1941 Apr. 26, 1941 May 7, 1941	Jan. 1, 1942 June 21, 1941 Aug. 1, 1941	0 2 .5	0 67.75 37.97	

[SECRET]

ARMY PEARL HARBOR BOARD EXHIBIT No. 6

HOUSE OF REPRESENTATIVES

COMMITTEE ON MILITARY AFFAIRS

WASHINGTON, D. C.

In re : Hans Wilhelm Rohl.

STATE OF CALIFORNIA,
County of Los Angeles, ss:

ALICE ANSTAY, who resides at 938 East Edgemore Road, Los Angeles, California, first being duly sworn, deposes and says:

I have been employed as a hotel maid by the Biltmore Hotel for fifteen years, and am now employed there in that capacity. During the last four years, I have been working on the ninth floor, and there are apartments on that floor as well as suites.

I first saw HANS WILHELM ROHL about four years ago, when he used to occupy Apartment Z. He usually would have dinner at about 8:30 P. M. About four years ago last February, I know Rohl gave a big dinner party in Apartment Z, and I know the man whose picture you now show me was present. (John H. Weiner shows picture of THEODORE WYMAN, JR. to affiant with Wyman's name covered). I don't recall any other men at that party except Rohl and Wyman, who became extremely drunk. The liquor was brought up there by the case. During the course of the evening there were about twenty young girls who kept coming in and out of the Apartment all evening, and the party was still in progress when I left to go off duty at about 10:30 P. M. The girls appeared to be cheap, commercial party girls of the type that frequent the Main Street bars and night places.

After this first party, I saw Rohl and Wyman on a great many occasions when they had wild drinking parties of the same general type. The same cheap looking type of young girls paraded in and out all evening.

In cleaning up the various suites on the ninth floor, used for the parties, Suites Q, Z and W, there were twin beds, and I always found them pushed together.

[SECRET]

I would find lip-stick on the pillow cases and bedclothes, towels strewn over the floor and hair pins and bobby pins all over the room. At these subsequent parties, there would usually be four or five girls during the evening. While the parties were underway, I could never get into the bedrooms because they were always locked. Mr. Rohl always called Wyman "Ted" or "Teddy". On each and every occasion when these parties occurred, I have seen girls sitting on Rohl's lap and Wyman's lap, and all the indications that would naturally lead me to believe that these girls were simply being hired to cater to the sexual whims of the two men, because different girls were used from time to time, and as I was the maid on that floor, I went in to take fresh supplies of towels and had ample opportunity to observe what went on.

Rohl had a party in Apartment Q on the Ninth Floor about six weeks ago. He had no baggage and registered alone. Rohl had a tall, blond girl with him and said she was his nurse. They had dinner together and he said he had just come from the hospital where he'd had his gall-bladder removed. On this occasion a lot of liquor went up to this Suite, both Rohl and the nurse were drinking and Rohl got drunk.

About two months ago, in Apartment Q, on the Ninth floor, Rohl gave a party and there was a dark little girl who looked like a Mexican. That was after Rohl just left the hospital following the gall-bladder operation. On this occasion he also came in with the same blonde nurse, and the brunette, the blonde nurse and Rohl were all drinking and a great deal of liquor was brought in. On this occasion the twin beds were shoved together and the mattresses were placed crossways on the beds, and on the bed-clothes and pillow-slips were evidences of lip-stick, and there were rouge-stained cigarettes, used towels, hair pins and bobby-pins strewn about the bedroom. At about 10 P. M. the blonde shoved the brunette out of the apartment and into the hall and shut the door. This blonde,

whom Rohl stated was his nurse, was almost always with him on these many parties.

I saw Wyman alone in the hotel about a year ago and haven't seen him since.

Alice Anstey
ALICE ANSTEY.

Subscribed and Sworn to before me this 18 day of December, 1943.

FRIEDA SEGEL.

[SECRET]

STATE OF CALIFORNIA,
County of Los Angeles, ss:

JUANITA BLACKWELL, first being duly sworn, deposes and says:

I went to work for Hans W. Rohl approximately sixteen years ago, on Rodeo Drive in Beverley Hills, then to Shaddow Place, then to the Talmadge Apts., then to their present residence. I was cook and cared for the house. At 8159 Hollywood Boulevard, Theodore Wyman, Jr. was a guest. Mr. Rohl often spoke of Wyman when we were living in the Talmadge Apartments in about 1936. It was shortly after we had moved from the Apartments that Mr. Rohl took Dr. Lewis and his wife on a cruise aboard the yacht "Vega," to the Hawaiian Islands.

Major Wyman never remained overnight—he usually discussed business with Mr. Rohl during these visits, and used to stay for dinner. Every other day or so Major Wyman would telephone Mr. Rohl, and I would answer the phone, and he would, of course, tell me who he was. Major Wyman frequently was driven to the Rohl residence by a soldier in an army car.

Werner Plack used to telephone infrequently, would ask for Mr. Rohl, and would, of course, tell me his name when I answered the telephone.

Many times after Wyman went to Honolulu, he and Mr. Rohl would talk for quite a long time on the long-distance telephone, and I have heard Rohl swear at him during these conversations. Rohl certainly wasn't afraid of Mr. Wyman at all. During these long-distance conversations Wyman and Rohl would discuss business, and I heard Rohl speak of hangars, runways, and landing fields. Mr. Paul Grafe also used to phone Mr. Rohl from Honolulu about business, too.

JUANITA BLACKWELL.

Subscribed and sworn to before me this 14th day of December, 1943.

R. E. COMBS,

Counsel for State Fact Finding Committee on Un-American Activities; #ACR59.

JOHN H. WEINER,
W. BRUCE PINE

Mr. T. E. Connolly was interviewed by Mr. John H. Weiner, Investigator for the Committee of Military Affairs, House of Representatives on December 11, 1943 at his office, 461 Market Street, San Francisco.

Question. Your name is T. E. Connolly?

Answer. Yes.

Question. Where do you reside?

Answer. I reside at 2400 Fulton Street, San Francisco.

Question. Are you acquainted with Hans Wilhelm Rohl?

Answer. I am.

Question. When and under what circumstances did you first meet him?

Answer. I met H. W. Rohl sometime prior to 1925, probably at some contractor's gathering because I knew him as such. The exact date and exact circumstances I don't remember.

Question. Are you acquainted with Colonel Theodore Wyman, Jr.?

Answer. I am.

Question. When and under what circumstances did you first meet him?

Answer. The year and date I do not have. I first met him when he came to Los Angeles as a captain in the United States Army Engineers and was in charge of construction activities in that area.

Question. Do you remember who introduced you to him?

Answer. It was very possible that I introduced myself. If a formal introduction was arranged, I don't think that was so. I would rather say that I went over there to get some plans or offer a bid. I certainly met him in his office in an official capacity.

Question. In other words, it is possible that you went over to discuss with him contracts, etc.?

Answer. Certainly. I have done that many times.

Question. It is a fact is it not that you are a stockholder in the Rohl-Connolly Co., a Nevada corporation doing business in California?

Answer. Yes, sir.

Question. Where is the principal place of business?

Answer. Los Angeles, California.

Question. Wasn't it formed in 1932 by Frank S. Cliff, F. E. Leader and a man named Peterson? Who are these gentlemen?

Answer. I don't know. Of course, it was formed in Nevada—they may be the attorneys, those must be the qualifying directors—absolutely unknown to me.

Question. Isn't the corporation's principal place of business 511 N. Carson Street, Carson City, Nevada?

Answer. It might be so recorded but our principal place of operations has been Los Angeles.

Question. Didn't the California Commissioner of Corporations in May of 1932 issue a permit for the sale of 40,000 shares of the capital stock of the concern to H. W. Rohl, Irma Dickey and yourself?

Answer. If so, I don't think that was acted upon. My recollection is there is only 20,000 shares out.

Question. What consideration, if any, did you give the corporation for your shares?

Answer. Cash.

Question. How much, what amount, do you remember?

Answer. I think \$200,000.

Question. How many shares were originally issued to you?

Answer. I think 10,000 shares.

Question. What office did you hold in December of 1940?

Answer. The latter half of December, 1940, I was president.

Question. Did Rohl ever state to you that he knew Wyma prior to meeting you?

Answer. No, sir.

Question. Was it your general custom to confer with Rohl from time to time on important projects in which your firm was engaged?

Answer. Yes, sir.

Question. Are you acquainted with General Virgil Lee Peterson of Washington, D. C.?

Answer. I met General Peterson, who was then Colonel Peterson, when he was in charge of the Los Angeles District when we bid our first section of the Los Angeles-Long Beach breakwater.

Question. Were you in Washington on December 18, 1940?

Answer. Yes, sir.

Question. Were you in Washington on January 17, 1941?

Answer. I was there on the evening of that day. I was in a plane from Los Angeles to Washington during the day on January 17th.

Question. Were you in Washington, January 21, 1941?

Answer. Yes, sir.

Question. While you were in Washington on these dates, Mr. Connolly, isn't it a fact that you were there discussing the contracts that you had in the Hawaiian Islands?

Answer. No, sir. When I was there in December we were discussing the Hawaiian contracts. When I was there on January 17th to appear before the naval board on January 18th regarding the building of naval bases and Bermuda installation was mentioned, but we had gone there to try and obtain construction of a dry dock at San Diego. We prepared questionnaires and on January 22nd we appeared before the naval board and made our submission regarding the construction of the dry dock at San Diego and refused our consideration of any work in Bermuda or Newfoundland.

Question. While you were in Washington, did you receive any long distance calls from Mr. Rohl?

Answer. Whether I received them or not—I talked to him. If I didn't receive them, I made them.

Question. During your visits to Washington to either negotiate or conclude government contracts for your firm for installation of fortifications in the Hawaiian Islands, Mr. Rohl called you in Washington?

Answer. I had telephonic communication with Mr. Rohl when I was in Washington concerning these contracts. Whether he called or I called, I cannot state, but we did have telephone conversations.

Question. Regarding the contracts?

Answer. Yes. The first knowledge I had of a potential contract in the Hawaiian Islands was on Monday, December 16, 1940, when I was called in Denver, Colorado by Mr. Rohl from San Francisco who stated that Colonel Wyman was here from the Hawaiian Islands seeking contractors to perform certain work over there and that he, Rohl, wished me to meet a certain plane at Cheyenne and go on east with Colonel Wyman and endeavor to get the contracts. I asked what type of contracts they were and Rohl answered that the Colonel would explain that to me. I was unable to get on a plane at Cheyenne so I flew to Chicago and got on a plane with Colonel Wyman and flew from Chicago down to Washington. We went to the Carlton Hotel where we could get no rooms and we were expecting Mr. Paul Grafe. He had not yet arrived so we occupied his room. I met John Martin, Mr. Rohl's attorney, who told me he was in Washington in the interests of acquiring citizenship or furthering citizenship applications for Mr. H. W. Rohl. When I thought that there was a likelihood that we would acquire the contract I further thought that I should have Mr. Rohl resign as an officer of the Rohl-Connolly Co. and substitute myself and I so 'phoned him and it was so done, and he was neither officer nor a director of the Rohl-Connolly Co. until after he obtained his naturalization papers.

Question. In other words Mr. Connolly, at your insistence he resigned as an officer or a director of the company?

Answer: That's right.

Question. But still retained his stock?

Answer. That is right.

Question. Subsequent to receiving the contract for the Hawaiian Islands, did Mr. Rohl discuss with you the nature of the contract, etc.?

Answer. No. There was no detailed discussion of this contract at all. Personally I never saw a written description of it or a blueprint on any part of it. Rohl and I discussed the necessary financial arrangements, advancement of monies because after all we were financing this. We were building certain airfields. We knew what that meant, just simply movement of materials and stabilization of a base without a blueprint at all. When you are told to run a 7500 runway we knew what it takes.

Question. But it would be most usual for him to discuss with you the nature and type of contract that you received for the Hawaiian Islands?

Answer. Yes. I don't doubt but what we mentioned building an airport there. I don't think that we ever got into some of these installations out there, I don't think Rohl and I ever discussed anything of that nature. We talked of those warning stations because I was curious as to what they were. That's all that I know that we ever got into any detail about.

Question. I believe that's all, Mr. Connolly.

J. E. CONNOLLY.

Witness

JOHN H. WEINER,

Dec. 11-43.

PASADENA, CALIFORNIA, *December 14, 1943.*

At the request of Mr. John H. Weiner, investigator for the Committee of Military Affairs, House of Representatives, Mr. E. T. Foley made the following statement:

To the best of my recollection, my first meeting with Colonel Theodore Wyman, Jr. occurred during the construction of the Fort Peck Dam, ten years or more ago. Our Company was one of a group of contractors that unsuccessfully bid for the spillway of this dam, and Colonel Wyman at that time was one of the engineer officers on this work. I believe he was a captain at that time. This meeting was short and purely in the line of the business at hand.

My next meeting with Colonel Wyman, as I recall it, occurred in about 1937 on completion of the San Gabriel Dam. At that time, Colonel Wyman, then a major, was in charge of the engineering work on the Los Angeles River, and the West Slope Construction Co. rented to the Government a portion of the plant that had been used on the San Gabriel Dam.

I have never had any social relations with Colonel Wyman.

The circumstances surrounding the connection of Foley Brothers, Inc. with the Rohl Connolly Co. in the construction of the Haines Cutoff to the Alcan Highway are briefly as follows:

Foley Brothers, Inc. representatives went to Edmonton early in February at the request of Colonel Theodore Wyman, Jr., the Division Engineer of the Northwest Division of the U. S. Engineers Corps.

Colonel Wyman stated that it was necessary that the Haines Military Cutoff Road be completed in the fall of 1943 and that he desired that Foley Brothers, Inc. undertake the work jointly with Rohl Connolly Co. as that firm owned a considerable amount of floating equipment suitable for ocean transport of personnel, construction machinery and material to Haines, Alaska. Prior to this time there had been no transactions between these firms although Foley Brothers, Inc. knew that Rohl Connolly Co. was a well established and successful firm. It was known that both Mr. Rohl and Mr. Connolly had been actively engaged in construction in the Pacific Coast district for many years and there was no knowledge or suspicion on the part of anyone connected with Foley Brothers, Inc. that Mr. Rohl was anything but an American citizen. It was known that prior to this time he had been engaged on Army work in the Pacific area. The press accounts of the investigation of the California Committee on Unamerican Activities came as a complete surprise. This Haines Cutoff work is the only work on which Foley Brothers, Inc. have ever been associated with Rohl Connolly Co. or with Mr. H. W. Rohl.

After this unfavorable publicity in connection with Mr. H. W. Rohl occurred, representatives of Foley Brothers, Inc. again went to Edmonton and told General L. D. Worsham, Colonel Wyman's successor as Division Engineer, that Foley Brothers, Inc. entered into this association at the Army's insistence, that through no fault of its own, Foley Brothers, Inc. found itself in a very awkward position, and that Foley Brothers, Inc. would withdraw and consent to the cancellation of the letter of intent, if the Army so desired. General Worsham pointed out that the work was urgent, that this procedure would result in unnecessary delay and agreed to the suggestion of both firms that Mr. Rohl be entirely disassociated from the work. Negotiations were completed with General Worsham and contract entered into.

By arrangement with Mr. T. E. Connolly, now president of Rohl Connolly Co. Co. the construction was entirely handled by Foley Brothers, Inc. and Mr. Rohl was never on the work.

The road was completed on schedule and below the estimated cost, a result which is very creditable to everyone connected with the project.

E. T. FOLEY.

Witness

JOHN H. WEINER

Dec. 14-43

HOUSE OF REPRESENTATIVES,
COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C., March 18, 1944.

INTERVIEW

Present: Colonel Earl E. Gessler and H. Ralph Burton.

Mr. BURTON. Please state your name and position that you hold.

Colonel GESSLER. Colonel Earl E. Gessler, Corps of Engineers, at present Division Engineer of the Middle Atlantic Division, Baltimore, Maryland.

Q. How long have you been with the Engineer Corps?

A. Since 1915.

Q. Did you at any time have occasion to participate in negotiations which led up to the awarding and signing of contracts for defense projects in the Hawaiian Islands to the Hawaiian Constructors, Inc?

A. No, sir.

Q. Did you have occasion at any time to participate in negotiations in which Colonel Theodore Wyman, Jr. took part?

A. No, never in any negotiations.

Q. Do you know anything about any contract awarded to the Hawaiian Constructors?

A. I know there were such contracts, I possibly have seen them when I was in the Chief of Engineers Office.

Q. There was a contract for certain installations in Hawaii which was negotiated and finally signed on December 20, 1940, and some of the persons connected with those negotiations were Hans Wilhelm Rohl, Paul Grafe and T. E. Connolly. Do you recall any of these?

A. I recall the names. Yes, sir.

Q. Did you ever come in contact with any of them?

A. I never met any of them, no, sir.

Q. At what place were you stationed in 1940?

A. I was Chief of the Finance Section at that time, which included the Contracts and Claims Branch.

Q. Do you recall having any dealings with Hans Wilhelm Rohl, T. E. Conolly, or Paul Grafe?

A. No, sir.

Q. Did you ever have occasion to participate in any negotiations leading up to the awarding and signing of a contract for the Canol Project in Alaska.

A. As a general rule I did not participate in any of the negotiations. I do not remember having seen it before it was executed or after it was executed. I do know there was such a contract.

Q. You had no personal contact with either the negotiations or the awarding of the contracts for the installation of defense projects in Hawaii, the Pacific Islands, or the Canol Project in Alaska?

A. That is true. It may be that my assistants may have had something to do with it. I can give you their names and perhaps that would be helpful.

Q. I would be very glad if you would.

A. At that time there was connected with the contract work, David Ogden, Now Brigadier General, in the South Pacific, I think; possibly Watler Pincus, a Major, also in the South Pacific; also Brig. Gen. D. L. Newman, but if it were Newman it could not have been Ogden. I forget just what the date of relief was there. They are the only officers who might have had contact in the contract section.

[1] STATEMENT OF MR. CYRIL J. HARRINGTON, 2142 EWING STREET, LOS ANGELES, CALIFORNIA. NORMANDY 16774.

Interviewed by: Mr. John H. Weiner, Investigator, Committee on Military Affairs, House of Representatives.

Question. What is your name?

Answer. Cyril J. Harrington.

Question. Where do you live, Mr. Harrington?

Answer. 2142 Ewing Street, Los Angeles, California.

Question. Were you ever employed by the Biltmore Hotel, in Los Angeles?

Answer. Yes.

Question. How long were you so employed?

Answer. From September 20, 1936 to November 5, 1940.

Question. What were your duties?

Answer. House officer.

Question. Do you know Hans Wilhelm Rohl?

Answer. Yes.

Question. Do you know Colonel Theodore Wyman, Jr.?

Answer. Yes.

Question. While you were employed at the Biltmore Hotel, did you have occasion to meet either of these men there?

Answer. Yes.

Question. Do you know of your own knowledge if Mr. Rohl had, from time to time, been a guest at the hotel?

Answer. Yes.

Question. Would Mr. Rohl retain a room or a suite?

Answer. It would be a suite or apartment—an apartment, if available.

Question. Did you develop quite an acquaintance with Mr. Rohl?

Answer. Yes.

Question. For that reason, you had many opportunities to visit his suite?

[2] Answer. Yes.

Question. Did you ever see Colonel Wyman there?

Answer. Yes.

Question. What would usually be the condition of Mr. Rohl and Colonel Wyman on your visits?

Answer. I would say that Rohl, most of the time, was apparently drinking. Of course there was always liquor there and usually Rohl and Wyman would be in conversation.

Question. Have you ever seen girls in Mr. Rohl's suite or apartment?

Answer. Numerous times—many times.

Question. Would these parties last late?

Answer. Yes, because I didn't go on duty until 11:30 P. M.

Question. Do you know Mr. Svendrup?

Answer. Yes.

Question. Will you please state the time or times that you saw Mr. Svendrup, while he was registered at the hotel, in the company of Mr. Rohl or Colonel Wyman?

Answer. Mr. Svendrup was in Mr. Rohl's apartment and he called requesting that his suite be cleaned during his absence. Ray Moore, handyman around the hotel, was sent to Svendrup's room to clean it and he found a purse. Ray Moore called me and I found approximately \$3.00 in the purse and I knew that Mr. Svendrup and the girls were visiting in Mr. Rohl's apartment. I took the purse to Rohl's apartment and turned it over to them and Svendrup was very much perturbed, saying that I should have left the purse in his room and that I should not touch anything in the room. At this point, Mr. Rohl ordered Mr. Svendrup to leave his apartment and go back to his own room and take his girl friend. Mr. Rohl resented the fact that Mr. Svendrup talked to me the way he did.

Question. Did Mr. Svendrup leave and take his girl friend?

Answer. I don't know that he left at that moment, but he did leave shortly thereafter.

[3] Question. What was the apartment or suite number of Svendrup on that occasion?

Answer. I believe it was 7315 and 7316.

Question. Had you seen these girls around the hotel previously?

Answer. Yes, three or four times.

Question. What would you say the occupation of these girls might be?

Answer. My opinion is that they were good time girls. I had seen them in the rooms of Rohl and Svendrup at different times.

Question. Did you ever see Colonel Wyman in Svendrup's apartment?

Answer. To the best of my knowledge, I only saw him there once.

Question. Do you recall about what time it was?

Answer. About 7 A. M.

Question. Had he been there all night?

Answer. Apparently.

Question. What was his condition?

Answer. He had been drinking. Of course, I wasn't employed at the hotel at this time, but I had been at the hotel the night before and had met Svendrup who had told me to be at his apartment at 7 the next morning, stating that he wanted to talk to Mr. Rohl about a position I was to get in Honolulu and the reason I had to be there so early was because Svendrup told me he was leaving the city early.

Question. I believe that is all, Mr. Harrington. Thank you.

Cyril J. Harrington
Mr. CYRIL J. HARRINGTON.

Subscribed and sworn to before me this 22nd day of December, 1943.

[SEAL]

FRANCES H. PURTELL,
Notary Public in and for the County of Los Angeles, State of California.

My Commission Expires Oct. 6, 1947.

SECRET

A F F I D A V I T

[1]

STATE OF CALIFORNIA
County of Los Angeles, ss:

WALTER HORNE, being first duly sworn, deposes and says:

That he is a native born American citizen, now of the age of 53 years, and that he has resided on the West Coast of the United States of America for the past fifty years.

That during said period of time, he owned the German-built yacht, "Contender," formerly known as the "Arm Gaard," which vessel was built and owned by a German Prince, Lippe.

That said vessel during affiant's ownership was known as the Contender with its home port at Long Beach, California and that said Contender was moored along side of a vessel known as the "Pandora" and that the records will disclose that said Pandora was registered in the name of the said Rohl because said vessel was less than 75 feet in length, and therefore could be registered in the name of an Alien German.

That while affiant was the owner of said vessel, Contender, he met the said Hans Wilhelm Rohl and had many conversations with him, including conversations regarding the construction of said Contender, but during said conversations, said Rohl was very arrogant, boastful of all things German, and claimed that his Uncle occupied a high position as Managing Director in the Hamburg-American line and the North German Lloyd Steamship Co.

That in 1928, affiant entertained several persons upon his yacht the Contender, among which was Felix Von Luckner, commonly known during World War No. 1, as the German Raider, that affiant did not invite the said Rohl to said entertainment, and that thereafter, the said Rohl no longer renewed his friendship and acquaintance with the affiant, and that said Rohl represented that he visited with the said Von Luckner, and claimed close acquaintance with all visiting Germans of high rank in business and in Diplomatic Service of the German Republic.

That during the acquaintanceship between the said Rohl and affiant, a large sea going vessel with its home port in New York which affiant was informed was purchased by the said Rohl for \$47,000, was believed to be registered in the name of Floyee Rohl, who was a native born American, and that by said registration any perfunctory examination of the record would disclose that said vessel, the Vega being in excess of 75 feet in length was owned by an American citizen in truth and in fact that said vessel "Vega" was purchased and controlled by the said Hans Wilhelm Rohl, a German alien in violation of U. S. Maritime laws.

That affiant was informed and believes that said Hans Wilhelm Rohl is the same person who secured upon the recommendation of an American Army officer known as Major Wyman, construction contracts from the United States Engineering Department in excess of \$100,000,000.

That affiant is informed and believes that the said vessel, Vega, was chartered by the Engineering Department of the United States Army through said Major Wyman for \$75,001, and that said charter provided that said vessel, Vega, was to be used in the war effort, but instead the said vessel under said charter was used to haul a load of liquor to Honolulu at the instigation of the said Major Wyman, and that said \$75,001 was authorized by the said Major Wyman, and was actually paid by the United States Government to the then wife of Hans Wilhelm Rohl, a German alien.

[2] That affiant is informed and believes that said vessel sailing with the said cargo of intoxicating liquor from the harbor of San Pedro was never used for any purpose of National Defense or as set forth in the charter thereof.

That affiant believes that the method of registration of said vessel Vega and the chartering thereof, and the wrongful use of said charter, was and is a fraud upon the United States Government.

That affiant is informed and believes that the said Rohl was at Pearl Harbor, Honolulu, prior to December 7, 1941, and had complete detailed information of all of the offensive and defensive installations of the War Department, and that he knew on said date of the location of American Naval vessels, American planes, fortifications and other vital installations, and that the aforesaid knowledge of the said Rohl at that particular place at that particular time, was too serious to be a mere coincidence, which in affiant's opinion should be thoroughly investigated by officials of the Government high enough not to be biased, prejudiced, or influenced in any manner whatsoever.

Affiant further states that in his opinion, the Government investigators should go deeper than the records disclose upon the surface, so that there may be apprehended all *Alien Spies* working under cover against the best American interests, and in league with agents of Germany or Japan, and that all persons so apprehended should lose their citizenship, and all of their worldly goods and ill-gotten gains available should be confiscated, and that they should be deported to the countries from which they originally came.

And that it should not be forgotten that the fathers and mothers who mourn their dead soldiers and sailors who lost their lives in this war, and who have received Awards of Merit and Distinguished Service Medals, would want to return these Awards to the United States Government so long as the said Major Wyman is allowed to retain any merits or the Distinguished Service Medal granted him, and that he should be subjected to an impartial Court Martial, and

treated as found guilty, according to his just deserts and the best American tradition.

WALTER HORNE.

9425 Wilshire Blvd, Beverly Hills, California.

Subscribed and sworn to before me this 24th day of December 1943.

AGNES KYLE.

Notary Public for Aforesaid County and State.

SECRET

HOUSE OF REPRESENTATIVES,
COMMITTEE ON MILITARY AFFAIRS
Washington, D. C.

In Re: Hans Wilhelm Rohl
STATE OF CALIFORNIA
County of Los Angeles, ss:

H. J. KING, who resides at 904 South Oakland Street, Pasadena, first being duly sworn, deposes and says: I was on active service in the Army Engineers from December, 1917 to September, 1919, with the rank of Major when I resigned in 1929. I studied engineering at Northwestern University, where my son is now a professor.

About January 15, 1942 I had completed a project at San Luis Obispo, and learned that a tunnel man was needed in the Hawaiian Islands, and was eventually employed by Paul Grafe for Hawaiian Constructors, and arrived in Honolulu on February 16, 1942, and lived in the Pleasanton Hotel until January 25, 1943.

I met Hans W. Rohl a day or two after I arrived. He was drunk when we met, and although I saw him many times thereafter, I never did see him when he was fully sober; and he was never in the full possession of his faculties during the time I saw him.

The work being done during the period when Col. Theodore Wyman, Jr. was in charge, was quite muddled. This was due to a variety of causes, some being the fact that there was a natural state of confusion following the attack on Pearl Harbor, and a constantly-changing tactical situation throughout the Pacific theatre. Among the business people who come in contact with Col. Wyman there was a general impression that he was extremely arbitrary.

After Col. Wyman left, the situation began to improve; more equipment began to arrive and our program was much more definite.

I was there when Rohl's yacht the Vega arrived in February of 1942, and I used to see it tied to the dock from time to time. The U. S. Engineers Department took over the Vega upon her arrival, but so far as I know they never used the boat, because she just remained tied up, and was never sailed at all.

When I arrived I laid around for about thirty days before Rohl got sufficiently sober to put me to work. On about March 15, 1942 I commenced work as Area Superintendent for Area 14, which included the Ewa area. After a little over two weeks had elapsed I was appointed General Superintendent for Hawaiian Constructors—April 3, 1943, and thenceforth until I left I had complete supervision over all field work.

Generally speaking, the work that had been accomplished under the supervision of Col. Wyman prior to December 7, 1941, was pretty lousy; and when the people in the Hawaiian Islands who were familiar with this work—officers and civilians alike—learned that Colonel Wyman had been awarded the Distinguished Service Medal "for exceptionally meritorious and distinguished service in the performance of duty of great responsibility as District Engineer, Honolulu (T. H.) Engineer District, from October 14, 1941, to March 15, 1942," it was a source of considerable amusement.

(signed) H. J. King
H. J. KING.

This statement taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs UNITED STATES HOUSE OF REPRESENTATIVES.

(signed) John H. Weiner
JOHN H. WEINER.

SUBSCRIBED and SWORN to before me this 18 day of December, 1943, by H. J. King and John H. Weiner.

Frieda Segel.

SECRET

IN RE HANS WILHELM ROHL

STATE OF CALIFORNIA,

*County of Los Angeles, ss:**Statement of Mrs. Gertrude Marcus*

I reside at 2007 W. Third Street, Los Angeles; have been employed for the last seventeen years by the Biltmore Hotel, Los Angeles; for the last four years have been desk clerk assigned to the ninth floor.

I have known Hans Wilhelm Rohl for several years as a patron; he most usually requested quarters on my floor, since one of the suites has a refrigerator. He most always was drunk, and it was a common practice for him to have cheap looking girls visiting him; they would stop at my desk for directions, but after a while they got wise and came up the back elevator.

His male companion on these parties was the man whose picture Mr. Weiner showed me. Mr. Rohl would sometimes call him Ted and sometimes Mr. Smith. I now know his name is Colonel Wyman, but I have not seen him recently. When Wyman and Rohl would leave together, they would be pretty plastered. When Mr. Rohl was here about a month ago the bellboy, Charles Hays, said: "You ought to see how Rohl is bleeding; you know he was operated on for gall bladder".

MRS. GERTRUDE MARCUS.

Subscribed and sworn to before me this — day of December, 1943.

This statement taken, and signature witnessed by John H. Weiner, Investigator for The Committee on Military Affairs, UNITED STATES HOUSE OF REPRESENTATIVES.

John H. Weiner,

JOHN H. WEINER.

Subscribed and sworn to before me this 24th day of December, 1943.

FRIEDA SEGEL.

[1]

A F F I D A V I T

STATE OF CALIFORNIA,

County of Los Angeles, ss:

FERMAN K. PICKERING, being first duly sworn, deposes and says:

I was employed by Bechtel-Price-Callahan in San Francisco as Cost Clerk. I left Oakland, California June 6, 1942, arriving in Edmonton, Canada June 10, 1942. I then proceeded to Waterways, Canada, arriving there June 12, 1942. During my two weeks' stay, I lived at the New Franklin Hotel at Fort McMurray, which is approximately one and one-half miles from Waterways. I arrived in Waterways with my immediate superior, Mr. E. W. Bailey and Mr. J. H. Cooper, Assistant Administrative Manager for Bechtel-Price-Callahan. We were met at the depot by Mr. Robert Hoffman, who introduced himself as the Construction Superintendent for Bechtel-Price-Callahan. After the departure of Mr. Bailey and Mr. Cooper, which took place a few days after their arrival, and when we, according to instructions of both Cooper and Bailey, ordered some office supplies, we learned that Bechtel-Price-Callahan apparently was unknown locally, but that the firm which had established credit was known as Hoffman and Boyce. I learned that the employees were paid in cash and had never heard of Bechtel-Price-Callahan but thought they were working for Hoffman and Boyce. The cash for the payroll was handled by Mr. E. E. Beckett, who also believed he was working for Hoffman and Boyce rather than Bechtel-Price-Callahan. His remark was "Who is Bechtel-Price-Callahan?" I never met Mr. Boyce and in spite of numerous inquiries, never was able to find anyone who knew him.

The two front rooms of the New Franklin Hotel, where I lived, at Fort McMurray, were occupied by Mr. Robert Hoffman and Colonel Theodore Wyman, Jr. of the United States Engineers, who was in charge of the Northwest Division. For a period of two weeks I saw Colonel [2] Wyman nearly every day with the exception of two occasions when he didn't leave his room. Mr. Robert Hoffman seemed to be a very close friend as well as business associate of Colonel

Wyman. Mr. Hoffman told me that he had been with the Hawaiian Constructors and had worked with Colonel Wyman in the Hawaiian Islands. It was general gossip among the men that Colonel Wyman was a heavy drinker and no apparent effort was made to conceal this fact. On several occasions I saw Colonel Wyman when he was, in my opinion, drunk. On several other occasions I saw him when, in my opinion, he had been apparently drinking heavily. Upon another occasion, Mr. Robert Hoffman told me that he was very much worried as Colonel Wyman was out of liquor and had asked him to get some, which was difficult, as Edmonton, the nearest legal source for liquor, was over three hundred miles away.

One night, at Waterways, at the Northern Alberta Railway depot, Colonel Wyman asked the Railway Agent to spot some cars that had arrived that day loaded with prefabricated barges. He was told that it would be a matter of a couple of hours before an engine was available. The Colonel, who obviously had been drinking, told the agent that he and the other Canadians were incompetent and that "If you can't run the God damned railroad, I'll take it over and run it myself."

One evening, while having dinner, seated close to Colonel Wyman's table, the Colonel, who apparently hadn't seen us up to that time, asked Mr. Robert Hoffman who we were. Mr. Hoffman replied that we were administrative employees sent from Edmonton several days prior to that time. The Colonel asked Mr. Hoffman if he had hired us. Mr. Hoffman replied that he hadn't and the Colonel said, blustering, "Send them back to Edmonton. We don't want them here." On another occasion, at the New Franklin Hotel, Mr Hoffman was talking to a man who had approached him in reference to buying a saw mill for \$25,000. Mr. Hoffman replied that he had no authority to spend \$25,000. At that point, Colonel Wyman approached and asked Mr. Hoffman, "Who the hell [3] is going to spent \$25,000.?" Mr. Hoffman replied that no one was; that the man had a saw mill that he wanted to sell for that amount. Colonel Wyman asked Hoffman what use they had for the lumber and was told that it could be used in building barges. Colonel Wyman said, "Go ahead and buy the God damned thing." Earl Harcourt, who was a Bechtel-Price-Callahan Transportation Advisor and who had worked in the surrounding country for a number of years, told me that the saw mill in question wasn't worth over \$5,000, as it had stood idle for some time. Whether or not this deal was consummated, I do not know.

I talked to Mr. Everett Seaberry, whose title was Project Manager on the Canal Project. By way of introduction, I asked Mr. Seaberry if he was not Bechtel-Price-Callahan's Project Manager to which he replied: "I'm supposed to be, but don't have a damned thing to say about anything that is being done."

After being in Waterways for two weeks, I returned to Edmonton on June 27, 1942, where I remained until July 27, 1942. I found the town full of idle men who were drawing salary and subsistence, which in the case of, for instance, a tractor operator, amounted to about \$20.00 per day, with subsistence allowance. From my arrival back in Edmonton until July 27, 1942, I was on a travel status, drawing salary and subsistence allowance with no work assigned.

Robert Finney who wrote "Canada Moves North" was on the Bechtel-Price-Callahan payroll with the title of Chief Expediter at, I was told, a salary of \$1,000 per month. It was my understanding that all administrative salaries of \$200 or more per month had to be approved by the United States Engineers.

Before I left Waterways, I met a Mrs. Cooper and another girl, whose name I cannot recall, who told me they had also worked with Colonel Wyman in the Hawaiian Islands prior to coming to Canada.

Gertrude Campbell, who called herself the Colonel's personal representative, told me that she had been with the Engineers in Los Angeles; from Los Angeles she had gone to Hawaii, where she worked directly under Colonel Wyman and had gone to Canada from [4] Hawaii. I flew from Edmonton to White Horse in the same plane with Miss Campbell. After staying in White Horse for two days, we proceeded to Skagway, Alaska, by train, also accompanied by Miss Campbell, who was the Colonel's personal representative on the Canal Project #2 at Skagway, Alaska. Miss Campbell told me, in the presence of my wife and others, that on the morning of December 7, 1941, in the Hawaiian Islands, Colonel Wyman, who was then District Engineer, came to the office after the Japanese attack, in a drunken condition and in civilian clothes, and changed to his uniform in full view of the girls in the office. Colonel Wyman meantime

shouted directions to those in the office and passed out guns to anyone who seemed to be able to operate firearms.

Ferman K. Pickering,
Mr. FERMAN K. PICKERING.

Subscribed and sworn to before me this 7 day of January, 1944.

MARIE A. DODGE.

Notary Public in and for the County of Los Angeles, State of California.

My Commission Expires May 28, 1947.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C.

In re: Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

County of Los Angeles, ss:

Lieutenant L. M. STAUB, 11166 Sunset Boulevard, Los Angeles, California, U. S. Navy, Reserve, first being duly sworn, deposes and says:

I first met Colonel Theodore Wyman, Jr. about 1938; I have seen him on H. W. Rohl's yacht, the Vega, four or five times, and on each and every occasion Wyman was so drunk that he was utterly obnoxious and incapable of transacting any business; when I was first introduced to him, Colonel Wyman criticized my appearance and was very insulting to me; he would pour whisky on the floor and drop his burning cigarettes on the carpet.

Mrs. Floy Rohl once stated to me that she didn't like Wyman, but that H. W. Rohl, her husband, had to tolerate him for business reasons.

I was acquainted with Werner Plack, having met him in about 1935 or 1936, and know that he spent most of his time at Gert Von Gundhardt's home in Beverly Hills. Plack also told me that he visited at Frank Morgan's home in Beverly Hills.

L. M. Staub.
L. M. STAUB.

This statement taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs UNITED STATES HOUSE OF REPRESENTATIVES.

John H. Weiner.
JOHN H. WEINER.

Subscribed and sworn to before me this 24th day of December, 1943.

FRIEDA SEGEL.

HOUSE OF REPRESENTATIVES,
COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C.

In re: Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

County of Los Angeles, ss:

REA B. WICKISER, whose residence is 1522 Rodney Drive, Los Angeles, California, first being duly sworn, deposes and says:

I was born in Lima, Ohio, in 1908, educated in that state, and went into tunnel construction work in Michigan, worked on the Boulder Dam project, on the Southern California Aqueduct and Parker Dam, and went to Honolulu on the Alinanau Crater project under the supervision of Major Bruce Hill, then worked running quarries and making estimates for the U. S. Engineers on the California Central Valleys Project, then worked for Mr. H. J. King on the Pennsylvania Turnpike, then on a shaft and tunnel for the Navy in Bremerton, Washington, then to Parker Dam driving penstock tunnels, then to San Luis Obispo.

In about May, 1941, I heard that Territory Airport Constructors had gotten a contract for building five airports in the Hawaiian Islands, and contacted Phil Shirley, of Gunther-Shirley Company, and was hired to take charge of rock excavation in the Islands for Territory Airport Constructors, having signed the contract on July 18, 1941.

I went to the Island of Maui in July, 1941, and started supervising rock excavation work there. Colonel Theodore Wyman, Jr., was supervising all this work for the Army Engineers. I then worked on an airport on the Island of Hilo as

superintendent for Territory Airport Constructors. No particular difficulties were encountered until the United States went to war, and the engineers bought all our equipment for the Army, and we assigned our contracts over to the Army Engineers, and our personnel went to work for Hawaiian Constructors. My first job was to mine Hilo Airport which consisted of placing boxes of explosives in a definite pattern below the grade of the runways—this being immediately after Pearl Harbor. This was under Col. Theodore Wyman, Jr. The grades on the runways were changed nine times by the Army Engineers, necessitating changing positions of the demolition boxes. Since an invasion was feared, I was put to work with a crew of my men to stand by on a 24-hour emergency. Two Army demolition experts were stationed at Hilo as advisors, but in fact I had to instruct them. I was really in charge of the "scorched earth" program. I requested soldiers be assigned to my detail, and this was done.

I was next sent to Pahoa as superintendent to take charge of very secret work. I was instructed by the Engineering Corps, headed then by Wyman, not to leave the dirt in the tunnel and not to dump it outside. My one small blueprint indicated the tunnel's course as making a 62° turn to the right off an exit. I finished the job 2 days ahead of schedule, and was asked drive another one at Pahoa, but the Engineers failed to locate it for me; so I had to locate and drive it, which I did in 15 days; the plan showed a 62° turn to the left, but after we had completed it, the Engineers brought out another set of plans showing the 62° turn to the right instead of the left. This was all under Wyman's supervision.

I then went to Kahuku to drive another tunnel of the same type through rock, necessitating mechanical equipment. Believing the work was needed in a hurry, I asked for equipment, but Wyman's engineers in Honolulu wouldn't give us any equipment, so we did the job by hand.

My wife was then evacuated from Honolulu to the mainland, and I decided that things were in such a mess I would leave, and got a medical release from my contract by the engineers, but I stayed on under Mr. King until we left together on January 25, 1943. Was general superintendent of all underground construction from June, 1942 until our contract was fulfilled.

From the experience I had with Wyman's Engineers, when I found he received the Distinguished Service Medal, I thought somebody had slipped up somewhere along the line, and that Washington just didn't know what had been going on.

Referring to the testimony given by Ray Anderson, where he insinuated that Pleasonton was a place of debauch, but this is not true. The female help in this hotel was never allowed above the first floor.

The food about which Anderson complained was furnished by the Army Engineers, and was a livable ration.

He mentions a vehicular tunnel as being dug by soldiers, whereas I dug it myself in 1935.

(Signed) Rea B. Wickiser,
REA B. WICKISER.

This statement, taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs UNITED STATES HOUSE OF REPRESENTATIVES.

(Signed) John H. Weiner,
JOHN H. WEINER.

SUBSCRIBED and SWORN to before me this 18 day of December, 1943, Rea B. Wickiser and John H. Weiner.

FRIEDA SEGEL.

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H., 24 September 1942.

In reply refer to: AG-201.22
Re Contract No. W-414-eng-602

HAWAIIAN CONSTRUCTORS,
Punahou Campus, *Honolulu, T. H.*

DEAR SIRS: The Hawaiian Department commends your organization on its achievements as noted below.

The completion of Runway A at Wheeler Field in 30 days is particularly noteworthy. This project was started on the morning of July 24, 1942 and the completed and paved runway, 300' wide by 6,200' long, was turned over to and used by

the Air Force on the morning of August 25, 1942, a record for runway construction which it is believed has never been equaled in this area.

Special credit is due to Herbert J. King, General Superintendent, who, by reason of his training, experience and unselfish devotion to the job, brought about the coordination of forces necessary for these achievements.

Specifically to be commended are your Tunnel Department, headed by R. B. Wickiser, General Tunnel Superintendent, his able assistants, and the organization under his jurisdiction. Within 90 days, not only was this organization perfected, but notable advances were made in tunnel construction which are the more remarkable in view of the difficulties, obstacles and unforeseeable contingencies to be overcome.

The outstanding work of the grading organization headed by John Crockett, Excavation Superintendent, also merits recognition. The grading of Waiale Gulch Airfield, involving in excess of 600,000 yards of excavation, was completed in 34 days. At Wheeler Field, the grading and placing of foundation rock base course on Runway A was completed in 20 days.

Special appreciation is also merited by the asphalt paving crew under Donald D. Cook, Asphalt Superintendent. This crew, I am informed, started asphaltting the base course on Runway A at Wheeler Field before more than half of the course had been laid and so coordinated its work with other operations that the entire project could be completed in record time.

Very truly yours,

Delos C. Emmons,
DELOS C. EMMONS,
Lieutenant General, U. S. Army,
Commanding.

[1]

Headquarters,
SAN BERNARDINO AIR SERVICE COMMAND,
SAN BERNARDINO ARMY AIR FIELD, CALIFORNIA.

STATEMENT OF MR. EMIL ZUCCA,

RESIDENCE: 1141 MAGNOLIA STREET, SAN BERNARDINO, CALIFORNIA.

Interviewed by John H. Weiner, Investigator, Committee of Military Affairs, House of Representatives, Washington, D. C.

Statement taken at San Bernardino Air Service Command, San Bernardino Army Air Field, California, December 23, 1943.

Q. Please state your name.

A. Emil Zucca.

Q. Where do you reside, Mr. Zucca?

A. 1141 Magnolia Street, San Bernardino, California.

Q. Where are you employed?

A. San Bernardino Air Service Command.

Q. What is your occupation?

A. Senior Aircraft Mechanic.

Q. Were you ever employed by the U. S. Engineer Department, South Pacific Division, Los Angeles District?

A. Yes.

Q. What were your duties?

A. Chauffeur.

Q. To whom were you assigned?

A. District Engineer.

Q. And who was that?

A. Major Theodore Wyman, Jr.

[2] Q. How long were you employed in that capacity?

A. I started in February, 1936, and I worked there until March of 1942.

Q. How long did you actually drive for Major Wyman?

A. About 3 years and 7 months.

Q. Was that a government car?

A. Yes.

Q. Were you acquainted with the first Mrs. Wyman—Ella Wyman?

A. Yes.

Q. Also the second Mrs. Wyman—Ruth Wyman?

A. Yes.

Q. Do you know Hans Wilhelm Rohl?

A. Yes.

Q. Had you had occasions to drive Major Wyman in the evenings and early mornings?

A. Yes.

Q. Did you ever have occasion to drive Major Wyman to the Biltmore Hotel?

A. Yes.

Q. Do you know, from your own knowledge, who he was going there to visit?

A. No, sir.

Q. Have you ever had occasion to go up to Mr. Rohl's apartment in the Biltmore Hotel?

A. Yes, sir.

Q. What would be these occasions?

A. On different occasions, I have gone to Mr. Rohl's apartment to take Major Wyman cigarettes, and his brief case—on occasions.

Q. Who would be in the apartment on these occasions?

A. Mr. Rohl, Major Wyman, sometimes would be alone; and on other occasions, there would be Mr. Svendrup, and Paul Graffe.

[3] Q. As a rule, would you have to wait for Major Wyman?

A. Yes.

Q. How late, if you remember, would you have to wait for him on some occasions?

A. Oh, anywhere from 9:00 until 2:00.

Q. Where would you then take him?

A. Home.

Q. Do you remember the address?

A. 221 Woodruff, West Los Angeles.

Q. It was also customary, was it not, for you also to drive Major Wyman and his friends around to the various night clubs?

A. I have, on occasion. Yes.

Q. Please name some of the night clubs that you have taken Major Wyman and his guests.

A. Earl Carroll's, Cafe La Maze, Little Jane Jones' club, the Trocadero, and the Ambassador Hotel.

Q. Who would usually be along on these parties?

A. Mr. Rohl, Major Wyman, Mr. Svendrup, Captain George Withers, Captain Clatterbos, Paul Graffe. There was also one man whose name I don't remember. . . medium build.

Q. On these trips, Mr. Zucca, you always used the government car, did you not?

A. Yes, sir.

Q. Would you then have to wait until the party was over and take them home?

A. Most of the time.

Q. How late would you have to wait to take the parties home?

A. Around midnight or one o'clock.

Q. But there have been occasions that you just took out Mr. Rohl and Major Wyman to the same type of places?

A. Yes, sir.

[4] Q. Would you be paid extra for this work?

A. Occasionally I received a tip.

Q. Please state the various night clubs or country clubs where you took Mr. and Mrs. Rohl and Major and Mrs. Wyman.

A. The Bel-Air Country Club. Different hotels. It is impossible for me to remember all the names.

Q. Please state if there have also been occasions when it was necessary for you to take Mrs. Wyman shopping.

A. Yes. I have taken both of them shopping.

Q. And that, also, was in the government car?

A. Yes.

Q. To the best of your recollection, Mr. Zucca, please state the various banks that you took either Major Wyman or Mrs. Wyman.

A. The Bank of America at Seventh and Figueroa, and the Bank of America at Westwood Village.

Q. On your visits to Mr. Rohl's apartment in the hotel, while Major Wyman and these men were there, did you see evidences of liquor?

A. I have, on occasions.

Q. Have you ever driven Major Wyman down to the Los Angeles Yacht Club?

A. Yes.

Q. Do you know who he was to meet there?

A. I presume Mr. Rohl.

Q. Have you ever been on the Vega?

A. No. But I have seen it.

Q. Have you ever taken Major Wyman from the hotel to homes other than his own?

A. Yes.

[5] Q. Do you know whose homes you took him to?

A. I drove him to Mr. Rohl's home, and Captain Clatterbos' home, and Captain Withers'. Those are the only ones that I recall.

Q. Would you leave him there, or would you wait for him?

A. Sometimes I would leave him there, and sometimes I would wait.

That is all Mr. Zucca. Thank you very much.

EMIL ZUCCA.

Subscribed and sworn to before me this 23rd day of December, 1943.

EDWARD C. STRUM.

My Commission Expires April 28, 1944.

[1]

HOUSE OF REPRESENTATIVES,
COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C., February 3, 1944.

INTERVIEW

Present: Herman J. Galloway, John M. Martin, H. Ralph Burton, Joseph G. Colgan.

Mr. MARTIN All of the Rohl-Connolly Company work performed prior to the negotiated contract for construction work in the Hawaiian Islands was performed pursuant to an invitation for bids and an award for them at public letting. The first negotiated contract that Rohl-Connolly became interested in was known as the Hawaiian Constructors contract about December 18, 1940. Present were Mr. Paul Grafe, then Vice President of the Callahan Construction Company, Mr. T. E. Connolly, the President of the Rohl-Connolly Company. Mr. Grafe also is either Vice President or Attorney in Fact for the Gunther-Shirley Company.

Mr. BURTON. Could you state just what interest Rohl had in any of the companies making up the Hawaiian Constructors?

Mr. MARTIN. The same interest as the three had in the Caddoa Constructors, that being 40 percent participating interest; 40 percent participating interest was held by W. E. Callahan and 20 percent by Gunther-Shirley Corporation. The Rohl-Connolly [2] stock was then owned 50 percent by T. E. Connolly through his ownership in the T. E. Connolly Co., Inc., 25 percent was owned by Floy E. Rohl, Rohl's wife, and 25 percent was held by H. W. Rohl, so that Rohl had 10 percent interest in those contracts. That was later reduced by selling a participating interest to Ralph Wooley and the Hawaiian Contracting Company.

Mr. BURTON. I understand that Rohl was the directing head of the Hawaiian Constructors on the Hawaiian contracts.

Mr. MARTIN. That is true only from on or about the 26th or 27th of September 1941 on which date he first arrived. Prior to that date he had nothing to do whatsoever with the Hawaiian Islands contract or with work being performed there. He probably was consulted as to the necessary finances the Rohl-Connolly Co. would have to advance toward an operating fund.

Mr. BURTON. Isn't it true that Colonel Wyman was in Washington in December of 1940 when this contract was negotiated?

Mr. MARTIN. I personally met and talked with Colonel Wyman in Washington, D. C. on December 18, 1940.

Mr. BURTON. You state there were a number of supplements dated December 20, 1940?

Mr. MARTIN. Yes, I served as Attorney for Hawaiian Constructors from the very inception of the contract until the completion of the work about a year ago. By that I mean I personally dictated from Washington to my Los Angeles Office the joint venture agreement.

Mr. BURTON. I would like to ask you to repeat what you said about the Far Eastern Air route.

[3] MARTIN. You asked me about Mr. Rohl's being in charge of the Islands. It is my understanding that on or about the 25th of September, 1941 Mr. Rohl took a clipper to the Islands and immediately took direct charge of a major portion of the project. I understand from him that he was there on December 7, 1941 and that on or about December 10, 1941 he received from the Commanding General

an order to construct for the Government the five ferry command bases from the United States to Australia. Within 35 days after the receipt of such order he had completed those 5 ferry command bases.

BURTON. Do you know anything of the relationship of Leif J. Sverdrup of the firm of Sverdrup and Parcel and later the firm of Sverdrup and Parcel and J. Gordon Turnbull, to the Hawaiian Constructors?

MARTIN. I have spent, as attorney for the Bechtel-Price-Callahan Company, a considerable amount of time on their problems. On one occasion I flew to Edmonton and spent a portion of a month there as attorney for Bechtel-Price-Callahan who had the contract for what is known as the Canal Project. While there were only three names on the contract, there were probably 10 or 12 who had been contributing their efforts to that project. I do not believe a supplemental contract was made so as to bring all those people in as contractors to that project. I did come into contact with that firm in connection with the Canal project. I have never contacted them in connection with the Rohl-Connolly Company. It is my recollection that Sverdrup has served as the consultant in my work with other clients.

[4] BURTON. Do you know whether or not Sverdrup is an associate or close personal friend of Hohl?

MARTIN. I am sure he is not. I never met Sverdrup. I have represented Mr. Rohl as his attorney and I would say also as his attorney in fact for a period of more than 15 years and I don't know the man Sverdrup.

BURTON. Do you know about how many supplements there were to the original contract which was W-414 eng 602 signed December 1940?

MARTIN. Approximately 40.

BURTON. Do you know anything of negotiations which are pending now relating to the termination settlement of the contract with the Hawaiian Constructors? Have you had anything to do with them?

MARTIN. It is my understanding that conferences concerning that matter have been had with my office, probably with my brother, Frank L. Martin, Jr. I have had some discussion with those interested in the Hawaiian Constructors, but I have no detailed information of that now. I can say to you I believe the present status would show that on approximately \$100,000,000 worth of work completed by Hawaiian Constructors, there is a major portion of it on which no settlement has been made either as to determination of fees or the issuance of final estimates of the making of final payments themselves.

BURTON. Are those negotiations taking place in California or in Hawaii?

MARTIN. I am personally not handling them and I can't give you any help on that subject. It is my recollection that a decision was [5] reached by Mr. Connolly, Mr. Grave, and Mr. Shirley that that matter was to be handled by their partner Mr. Wooley who resides in the Islands and that Mr. Wooley has the assistance of Mr. Middleton who has been in continuous active charge of the office for Hawaiian Constructors in the Islands throughout the entire period of the contract.

BURTON. Will you continue your statement regarding Colonel Wyman?

MARTIN. When I said a few moments ago I personally saw Colonel Wyman in Washington, D. C. about the 18th of December, 1940, I had in mind a joint conference with Mr. Connolly, Mr. Grafe and Mr. Wyman which was prior to the date when the contract was signed for the work. I only spoke to Colonel Wyman in greeting because I had known him in Los Angeles. I don't recall there was any business discussion at all in that conference. I had shortly adjourned to a conference with Mr. Connolly and Mr. Grafe at which time I learned of their wishes for a joint venture. The negotiations for that contract were handled by Mr. Connolly personally with Mr. Grafe, General Schley and General Robbins in Washington and a Major Neuman. Mr. Rohl was not present in Washington and to the best of my knowledge, knew none of the terms or provisions of that contract or had anything to do with it until on or about September 25, 1941. I make that statement because sometime in 1929 Mr. Rohl had come to my office and handed me his original declaration of citizenship and inquired of me whether there wasn't some means by which he could [6] now proceed to obtain his final papers, I told Mr. Rohl he had waited too long, that the 7 years period had already expired. He said he was quite anxious to expedite the obtaining of his papers and wondered if I didn't know of somebody who knew a way that the procedure could be shortened, calling to my attention the fact that his wife was an American. I told him I would write to Washington, D. C. and try to think of something that would enable him to obtain citizenship without starting all over again. In the early spring of 1941 Mr. Rohl came to my office

and handed me an order of Colonel Wyman, District Engineer, directing that he report as a consultant in the Islands in connection with the work of the Hawaiian Constructors. I at that time discussed with Mr. Rohl the possibility of the Department issuing him a permit authorizing him to go to the Islands. It is my recollection that I thought probably the order by the District Engineer would be sufficient for him to go, but that I felt for him to go in the capacity where the order itself disclosed that the contract was secret, this order showed it was a secret contract, would not be wise. I advised Mr. Rohl he shouldn't attempt to assume responsibility for a secret project at a time when he wasn't a citizen of the United States. Mr. Rohl asked me if I would explain to General Robbins why Mr. Rohl was not obeying that request of Colonel Wyman. I told him [7] I would and I think there was a lapse of probably several months. Other subsequent requests had been made by Colonel Wyman who apparently was rowing with Paul Grafe, in which Rohl was again requested to come to the Islands and it drifted along until about August 1941 when I had come to Washington and handed to General Robbins a photostatic order directing that Rohl go to the Islands and I believe that Colonel Lorange and a civilian attorney for the Chief of Engineers named Stephen were there. It is my recollection that General Kingman, who was then Acting Chief of Engineers, was brought into the discussion and that Kingman thereupon wrote a letter to Mr. Schofield. Was it Schofield? The letter was dated about August 28, 1941, and Mr. Schofield is head of the Department of Immigration in which General Kingman stated that there could be no question of Mr. Rohl's loyalty to the United States; that his services were badly needed in the islands, and that he understood he had a petition pending with the court in Los Angeles for his naturalization and would they do what they could to expedite the hearing on its merits by the Federal court. It is my recollection that Mr. Stephen delivered that letter by hand to Mr. Schofield and that Mr. Schofield then wired his office at Los Angeles asking that they expedite a hearing of the Rohl petition, and while in Washington I was advised that it had been set for September 15. At that hearing my brother appeared as attorney for Mr. Rohl.

BURTON. Did Mr. Rohl have any one else employed as attorney?

MARTIN. Only as my associate. At that time my brother was ill and [8] I had Mr. Cannon aid me. He was on a number of cases with me and probably had an active part in this hearing on September 15, although I was not personally present. That is just my recollection.

COLGAN. Did I understand he had taken out his first papers?

MARTIN. He took out his first papers at Sacramento in about 1913 to 1915.

BURTON. Do you want to tell of Rohl-Connelly's Company participation in contracts having to do with the Government or is there something you want to say before then?

MARTIN. I previously stated that the first contract for Government work awarded the Rohl-Connelly Company on a competitive bidding basis was for the Hawaiian Constructors. The second contract, and I believe the only other Government contract ever awarded the Rohl-Connelly Company, or in which it participated other than on a competitive bidding basis is what is known as the Haines Cut-off contract, which is a secret contract of the War Department. The contract, I believe, was signed by a General Worsham, Division Engineer of the Northwestern Engineering District. I believe a letter of intent was signed by Colonel Wyman about February 9, 1942. The Rohl-Connelly Company had no active participation in the prosecution of the Haines Cut-off work. That was a highway which was being built to avoid a bottleneck in the Alaskan Highway, about 160 miles long. It started at a place called Haines. The Rohl-Connelly Company had a considerable amount of marine equipment that was then being used under a rental agreement by Navy contractors doing breakwater work and Army contractors doing breakwater work in Los Angeles Harbor. Foley Bros. and Rohl-Connelly Company were asked [9] to join in a 50-50 proposition in the execution of this secret contract. The primary reason for doing this was to gain the permission of the Rohl-Connelly Company to terminate the rental agreements for this marine equipment for the Army and Navy work so that the marine equipment would be available for the Haines Cut-off job, which contract was signed and a very considerable portion of the Rohl-Connelly Company equipment was made available.

BURTON. You mean that the Rohl-Connelly Company retained their financial interest in the contract but did not have any active participation in it?

MARTIN. That is correct.

COLGAN. You spoke of ten or more subcontractors on the Canal project?—or was it supplemental contracts?

MARTIN. What I said was the original contract with the Bechtel-Price-Callahan Corporation—that is, special features of the work were performed by other companies; they were selected to perform those special tasks and it is my recollection that those companies were not made parties to the original contract, with the full knowledge and approval of the contracting officer. Mr. Rohl had no interest either directly or indirectly in the Canal project.

BURTON. Do you know whether Mr. Rohl was over in Alaska during the period of construction work?

MARTIN. I do not believe that he has ever been in Alaska at any time. Not to my knowledge.

BURTON. Is the Bechtel-Price-Callahan one corporation?

MARTIN. The Bechtel Corporation is just one corporation, the W. W. [10] Callahan Corporation is another. The Bechtel-Price-Callahan is the same Callahan Corporation that was interested in the Hawaiian Constructors.

BURTON. What was the name of the Callahan Company which was in the Hawaiian Constructors?

MARTIN. W. E. Callahan Construction Company.

COLGAN. Can you give us some of Mr. Rohl's background prior to 1926?

MARTIN. I can cover that whole field but it would take a little time. Mr. Rohl was educated as a mechanical engineer at one of the universities in Germany. As a young man he went to South America. He had been in South America in charge of a special force there on mining properties. What I think should really happen here, as I can hit just the high points, I will have my brother prepare a statement, or have Rohl come here so that we have accurately all information you want. I have heard so much broadcast against Mr. Rohl that I am beginning to wonder as I do not know any of the things that I have heard broadcast. I have heard Fulton Lewis, Jr. broadcast about the \$75,000 yacht. The yacht belonged to Mrs. Rohl, she received \$1 for the leasing of it and that is all she received. (He here made mention of the Senator Tenney investigation, and stated that he obtained copies of the transcript and personally delivered a copy of it to Major General Roberts and to Attorney General Biddle on March 9, 1943).

BURTON. Do you know how much the Government spent in reconditioning the Vega?

MARTIN. No. It was the best maintained and kept boat on the Pacific [11] coast when the Government took it. I do know this. I know that the object of Colonel Wyman in taking it was to use it in certain South American countries as a survey project, but through the lack of cooperation the original use, to make a survey of the shortest route from these countries to the island, was never realized. It was to be used as a survey boat, a secret survey.

BURTON. Certain South American countries would not cooperate?

MARTIN. That is my information. It is secondhand, I learned during the time that the facts transpired. Colonel Wyman could give you better information than I can. There are certain islands that could have been used, which would have shortened our route, certain South American countries made this impossible. It was to have been used as a survey boat. The boat was subsequently purchased by the Government contract.

BURTON. I think by the Navy.

MARTIN. I am using broad terms.

BURTON. Is Mr. Grafe an American citizen?

MARTIN. I have no information at all. I always assumed he was.

GALLOWAY. I know this. He was going to Rose Polytec in Terre Haute, Indiana, where I lived. I was practising law there before the World War and he was there and was a friend of friends of mine.

MARTIN. So far as knowing it, I do not know. I do know this, I know him well enough to know that he is a very loyal, aggressive man, whose ability is well recognized in the industry. He pushed through and built Madden Dam, and has done a great deal of construction [12] work, tunnels, dams, etc. for the Government, and that he is the manager of the Policy Committee for the Canal Project and has given largely of his personal time. While Lewis was broadcasting about him he was north of the Arctic Circle doing his work, no radio broadcasts could get through there and he did not know what was being said about him. Mr. Rohl and Mr. Grafe are both aggressive men and you cannot be aggressive without stepping on someone's toes. I do know they are loyal to this country and their loyalty cannot be questioned. I do know that one of the

natural effects of the Fulton Lewis broadcasts and activities is to hamper our war effort and our preparedness program. I do know that when you do anything of this nature that you effect the mental punch of a man by destroying his peace of mind and destroying his ability to accomplish construction projects, or anything else. I feel that men who are engaged in putting forth their efforts in that direction under war conditions, should have support and not be interfered with. I will say for Mr. Rohl, Mr. Grafe, and Mr. Connolly, they are willing to come here. All I have to do is pick up the telephone and they will come here voluntarily, without service of subpoena.

BURTON. It is gratifying to know that.

MARTIN. I know something of the difficulties that are being encountered on the Canal project. But it is my understanding that they have discovered one of the largest potential oil fields that have ever been discovered on the North American continent; rich in 100 octane gas, oil, etc. If that is true, it should be worth developing, and [13] as to the cost of development, maybe their commercial development would be very high in dollars, but if it is to be measured in the human lives saved then the cost is immaterial.

I served as a pilot in the Army 27 years ago, my brother was a pilot, my son is an Army pilot, and I have a daughter who is married to a Naval officer. I am somewhat prejudiced when I see anyone blackmailing, getting publicity for mudling, or for other reasons injuring the fellow who is doing this work. I have to sympathy for him.

I was personally informed by the Speaker of the California State Legislature that the Jack Tenney Committee received appropriations for the calling in of those witnesses and taking of testimony on the representation that it was taking that testimony at the special instance and request of Attorney General Biddle. I received a copy of the transcript, and I personally delivered it to Attorney General Biddle. I advised him of the information I had received from the Speaker of the Assembly. I advised him in the presence of witnesses that Tenney had stated he had taken that testimony at the special instance of Mr. Biddle. Mr. Biddle at once informed me that that statement was not true. That none of the proceedings were being done at the instance or request of the Attorney General or his department.

I know that the petition which the department prepared for Rohl for his citizenship in the Spring of 1941 could not be acted upon, could not get any recommendations or any action of any [14] kind on it. I finally found out that a person in Los Angeles had taken the position, with relation to the Rohl-Connolly Company, who owned the scows, tugs, etc., that these had been licensed by the Bureau of Navigation when Hans Wilhelm Rohl owned 25% of the stock of the Rohl-Connolly Company, whereas the participation of an alien is limited to 15%. I personally came to Washington and submitted all of the facts and all of the data to the Solicitor General for the Department of Commerce, who personally went through all the files and all of the data and reported back that he could find no moral turpitude; that it was not a case for seizure of the vessels. The vessels had been documented by a broker who did not know that Mr. Rohl was not a citizen and signed by a secretary, Irma Dickey, neither of whom knew of the limiting of stock to 85% American and 15% alien. The Rohl-Connolly Company was fined \$25,000. That was promptly paid by the Rohl-Connolly Company. The Department of Commerce in turn communicated direct with Mr. Schofield, head of Immigration and advised Mr. Schofield that so far as the Department of Commerce was concerned, they could find nothing as to why Mr. Rohl's petition should not be promptly acted upon, and with that determination by the Department of Commerce, and letter from General Kingman, Mr. Schofield did expedite the placing of the petition on the calendar. I was told, and I hesitated a moment ago to say, I learned not so long ago that the informer had been paid by the United States Government, a statutory portion of that \$25,000 penalty.

Of course, I assume that you are not interested in any [15] threats that may have been made to any of my clients as to what would happen in the event they did not pay off. I assume that it is your duty to determine any action you may take on the facts.

BURTON. I think it is important that you include in your statement anything that you may know of any threats which have been made to your client.

MARTIN. I do not want to bother you with something you are not concerned with.

BURTON. If there is anything within your knowledge that reflects in any way upon the credibility of a witness who has, or does appear before the Committee, I think it your duty to submit it.

MARTIN. Only recently, prior to coming to Washington, in a telephone conversation with Mr. Häns Wilhelm Rohl, I was informed by him that such threats had been made. He did not give me the details, but I understand that they had been made by person or persons scheduled to appear before your Committee. I asked Mr. Rohl whether he had personally seen such documents. He said that he had. I asked him how many. I think he said two. I asked him if he could furnish me with photostatic copies. He said he could. I told him that if Mr. Burton was interested in them, I would let him know. That is all the information I have on this subject.

BURTON. I think it proper at this point to say to you emphatically, and without qualification or the slightest question, that this Committee as such, or any of the members of the Committee, are absolutely above participating in anything in the nature of persecution of anyone, and if any threats directly or indirectly [16] are involved they should be submitted at once.

MARTIN. That is the reason I just made the statement, summary of my knowledge, my information from Mr. Rohl on that subject. I do not have in my possession or have I seen such threats relating to the telephone conversation I had with Mr. Rohl. I have but one interest here which is paramount, that is our preparedness program.

BURTON. A hearing, or an investigation, so far as this Committee is concerned, is never conducted for the purpose of publicity or smearing any one, and I can say without qualification that I have never encountered any such thing.

MARTIN. If you had an opportunity to talk with Mr. Rohl and Mr. Grafe, they could substantiate what I have said. If you could satisfy yourself from the key leads I am giving you here, I think you would be in a position to move with considerable dispatch. I am ready to bring these men here at any time you want them.

HANS WILHELM ROHL

Born in Lubeck, Germany, September 29, 1886.

His last foreign residence was Raneagna, Chile. He emigrated to the United States from Valpariso, Chile, on October 23, 1913, arriving in New York City on the S.S. "Santa Marta" and paid his head tax.

He came to the United States to work for Nevada Consolidated Mining Company. Went to Nevada and worked there for about a year.

In 1914 he went to Sacramento, California, where he was employed by George Pollock, contractor.

He had a common law marriage in Sacramento in 1914. Four children were born of this marriage.

On July 23, 1915, he filed Declaration of Intention in Superior Court at Sacramento. He registered for the draft in 1917. He did not surrender Declaration of Intention or claim exemption because of citizenship. He was given some sort of supervisory position on a project engaged in raising food stuff for the Army during World War I, on which project some 600 were employed.

Later took up residence in San Francisco and in 1925 had a common law divorce, by agreement providing for care of children and common law wife until she remarried. Wife has since remarried and her name is now Mrs. Clark. Mrs. Clark's last residence of which I have knowledge was Sacramento, California.

Married Floy Edith Hubert (nee Adams) in San Francisco on August 26, 1925. Floy Edith Adams was born in Iola, Kansas, on October 27, 1890. She was formerly married but divorced in San Francisco.

On November 27, 1924, sailed from New York on S. S. Deutschland to England. Spent week or less in Germany. Returned New York January 10, 1925 on S. S. France. Had visa from German Consul in San Francisco.

In 1931 made several trips to Mexico in connection with highway construction for Mexican Government.

In 1932 wife purchased Yacht Ramona in New York, and he sailed on boat through Panama Canal arriving at San Diego.

In 1937 Ramona sold, and wife purchased Yacht Vega in New York. He went aboard at Jacksonville, Fla., went through Canal, then to Honolulu, arriving there in January, 1938, and then to Los Angeles, arriving in February, 1938.

Registered under Alien Reg. Act in Dec. 1940.

February 3, 1941, filed preliminary application papers for citizenship with Butterfield.

March 10, 1941, took examination before Butterfield with two witnesses, T. E. Connolly and Dr. Karl Lewis. Filed petition for naturalization and appeared

before Judge Terrell, who excused the witnesses, but requested certified copies of his divorce proceedings, and of present wife's divorce proceedings.

On September 15, 1941, his petition was heard by the U. S. District Court at Los Angeles, and decree granting citizenship was entered.

On September 25, 1941, left by Clipper for Honolulu in accordance with written order of Colonel Wyman, dated January 22, 1941.

Mr. Rohl's reasons for refusing sooner compliance with Colonel Wyman's order of January 22, 1941, were fully explained to Major General Robins, U. S. Engineer Corps, about August 28, 1941, at which time General John J. Kingman directed a letter to Lemuel R. Schofield, head of the Department of Immigration and Naturalization in Washington. This letter in substance stated that Rohl's services were badly needed in the Islands and that he had declined to make his services available to Colonel Wyman until such time as the U. S. District Court in Los Angeles had heard and determined upon its merits his then pending petition for citizenship.

Mr. Schofield, on receipt of General Kingman's letter, wired his Los Angeles office requesting that Mr. Rohl's petition be placed upon the September 15 calendar for hearing in the Federal Court of Los Angeles. The petition was heard on September 15, decree of citizenship entered and on September 25, Mr. Rohl left by Clipper for Honolulu and for the next 14 months took active charge of work of the Hawaiian Constructors in the Islands.

At no time prior to the entry of his final decree of citizenship did Hans Wilhelm Rohl take any part in prosecution of the work or the performance of the Hawaiian Constructors' obligations, as during the period prior to Mr. Rohl's declaration of citizenship Mr. Paul Grafe was in the Islands in active charge of the work of Hawaiian Constructors. Mr. Rohl had no part in the negotiations or the Hawaiian Constructors contract as such contract was personally negotiated in Washington, D. C., by Mr. T. E. Connolly, president of Rohl-Connolly Company, Mr. Paul Grafe, vice-president of W. E. Callahan Construction Company, with General Schley, General Robins, and Major Newman.

During the period of these negotiations, Colonel Wyman was then serving as District Engineer in the Islands and was present in Washington for the purpose of making known to the Department his requirements, but the actual negotiations were primarily with the three other officers above-mentioned.

[Confidential]

WAR DEPARTMENT,
Washington, May 23, 1944.

H. RALPH BURTON,
General Counsel, House Military Affairs Committee,
519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: With reference to your oral request that you be furnished certain information with respect to the equipment which was purchased from Rohl-Connolly Company for use in connection with contract No. W-414-eng-602, there is enclosed a memorandum from the Office of the Chief of Engineers dated May 23, 1944 which, it is believed, contains the information desired by you.

Yours sincerely,

/s/ James P. Murtagh,
JAMES P. MURTAGH,
Major, Inf.

(For Julius H. Amberg, Special Assistant to the Secretary of War.)

Enc.
khu

WAR DEPARTMENT,
OFFICE OF THE CHIEF ENGINEERS,
Washington, 23 May 1944.

Address reply to Chief of Engineers, U. S. Army,
Washington, D. C.
Refer to File No SPEGS 3335 (Hawaiian Dept).
Memorandum for Mr. Julius H. Amberg.

Special Assistant to the Secretary of War.
Atten: Major James P. Murtagh, Inf. Room 3D739, The Pentagon.
Subject: House Military Affairs Committee Investigation Rohl-Connolly Company.

1. Reference is to your memorandum for the Chief of Engineers dated 14 April 1944, subject as stated above.

2. Information responsive to the inquiries made by the Chief Counsel of the House Military Affairs Committee, relative to the equipment which was purchased from Rohl-Connolly Company for use in connection with Contract No. W-414-eng-602, has been secured from the Acting District Engineer at Honolulu, T. H., and is furnished below.

a. A list of the equipment involved. The following items of equipment were purchased from Rohl-Connolly Company for use in connection with Contract No. W-414-eng-602:

No. of units	Description	Unit price	Total cost
1	80-D Northwest Shovel, Serial No. 5437.....	\$30,000.00	\$30,000.00
1	80-D Northwest Shovel, Serial No. 5184.....	25,000.00	25,000.00
1	80-D Northwest Shovel, Serial 3872.....	20,000.00	20,000.00
2	Sullivan Class Wn. Air Compressors, Serial Nos. 19023 & 19024.....	4,500.00	9,000.00
1	Palmer International Generator, Serial No. 508186.....	2,500.00	2,500.00
7	Sterling Trucks, Model HCS, Engine Nos. 13622, 13604, 13701, 13659, 19789, 10398, 13605.....	9,000.00	63,000.00
1	Rex Double Pumcrete (Model 200).....	9,000.00	9,000.00
1	Lot Pumcrete Accessories and Parts.....	6,982.14	6,982.14
1	Heil Hoist (Model OT-73-80).....	941.03	941.03
	Total.....		166,423.17

b. The date on which the equipment was, according to the terms of the agreement, to be delivered. No written agreement was entered into prior to actual acquisition of the equipment by the Government. Arrangements were made in November, 1941, between Colonel Theodore Wyman, Jr., then District Engineer, Honolulu, and Mr. H. D. Rohl, of the Rohl-Connolly Company, for the plant in question to be made available for use under Contract No. W-414-eng-602. The transaction was consummated by issuance of Government purchase order to Rohl-Connolly Company 18 March 1942, after the equipment had been in the possession of the United States for approximately four months, i. e., considering both time in transit and time in use.

c. When the equipment was actually delivered in Hawaii.—The equipment was received in the Hawaiian Islands early in February 1942.

d. What caused the delay in transporting the equipment to Hawaii.—The equipment was originally scheduled for use on construction work being performed at Canton Island under Contract No. W-414-eng-602. The equipment was shipped from Los Angeles, California, on the Army Transport Ludington and was enroute to Canton Island at the time of the enemy attack of 7 December 1941, whereupon the vessel was ordered back to the United States and accordingly returned to Los Angeles. The equipment was then shipped to the Hawaiian Islands under war restrictions, where it was retained for utilization on defense projects.

e. How much was paid to Rohl-Connolly Company for the equipment and how much additional expense, if any, was incurred in transporting it.—Total payment in the amount of \$166,423.17 was made to Rohl-Connolly Company on 19 March 1942 for the equipment listed in subparagraph a above as representing its value at time of original possession by the Army. The equipment was purchased f. o. b. Los Angeles, California. Inasmuch as the equipment was shipped from that point via Army Transport, the actual additional cost incurred by the Army in transporting the equipment to Hawaii is not available.

For the Chief of Engineers:

/s/ Douglas I. McKay,
DOUGLAS I. MCKAY,

Special Assistant to the Chief of Engineers.

[1]

WAR DEPARTMENT

Washington, May 22, 1944

H. RALPH BURTON,

General Counsel, House Military Affairs Committee,

519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: This will acknowledge receipt of two unsigned memoranda, addressed by you to Lt. Colonel Miles H. Knowles under date of March 22, 1944.

in which you requested certain information in connection with the investigation being conducted by your Committee of the award of construction contracts in Hawaii.

The Office of the Chief of Engineers has furnished the seven enclosures listed below which, it is believed, contain the information desired by you. In addition, that office has supplied the following comments with respect to the enclosures:

1. *Information pertaining to basic contract and supplements thereto numbers 1, 2, 3, 4, and 5:*

a. *Dates of the orders to proceed for all the schedules listed in summary.* Copies of all job orders, with addenda thereto, applicable to the basic contract and first five supplemental agreement are enclosed, together with an index identifying the relationship of the various job orders to the schedules of work in the contract and supplemental agreements (Encl. #1). These job orders constitute the notice to the contractor to proceed with the work, and list in each case the proposed commencement date and estimated date for completion of the work. It will be noted from the last column of the index (Encl. #1) that, in many cases, the contractor was directed to proceed with the various items of work under any one particular schedule on different dates.

b. *Progress charts for the same schedules.* Progress charts, as such, were not maintained for the various schedules. In lieu thereof, data covering actual progress of the work were kept on a job order basis, and with respect to the job orders applicable to the basic contract and supplements Nos. 1 to 5 thereto, are reflected in the information furnished in subparagraph 1c below.

[2] c. *Monthly reports showing percentage of completion of the work as determined from estimates made and approved by the Contracting Officer.* Extracts of partial payment estimates pertaining to work under the basic contract and first five supplemental agreements are enclosed (Encl. #2.) These payment schedules show the progressive percentages of completion of the applicable job orders as determined from estimates jointly made and agreed to by representatives of the contractor and the Government and approved by the Contracting Officer.

d. *Record of weekly reimbursements to contractor for payroll and material invoices for the year 1941.* No reimbursements were made to the contractor for payroll and material invoices for the year 1941, since all reimbursable salaries and wages were paid to the contractor's employees directly by the Government and all materials utilized on the projects were either furnished by the Government or payment therefor made directly to vendors in accordance with the direct payment option reserved in the contract.

e. *By whom the air raiding devices were supplied and when they were received by the District Engineer for the District of Hawaii.* The only work performed by the contractor at Aircraft Warning Service locations was the construction of camps, buildings, utilities, roads, tunnels, fencing, and such appurtenant work. The actual furnishing and installation of technical equipment was a responsibility and function of the Army Signal Corps. In connection with Job Order No. 2.0 (Original Contract, Schedule "B"), the cableway erected at Mt. Kaala was purchased from the Interstate Equipment Corporation, 18 West Jersey Street, Elizabeth, New Jersey, under Government Supply Contract No. W-414-eng-784, dated 30 April 1941.

f. *By whom the storage tanks for gasoline were supplied.* The gasoline storage tanks covered by Supplemental Agreement No. 2, Schedule "J", were furnished the District Engineer in plate form by the Army Air Corps. The tanks were then either prefabricated by the contractor at a central point and hauled to the site or the plates were transported to, and welded at, the installation site. Revised work under Supplemental Agreement No. 4, Schedule "G", provided for the substitution of nine (9) 40,000-barrel all welded steel underground gasoline storage tanks for the four (4) 50,000-barrel tanks originally specified. These nine (9) tanks were furnished and installed by the Hammond Iron Works, Warren, Pennsylvania, under Government Lump-Sum Construction Contract No. W-1101-eng-5309, dated 23 October 1941.

g. *Record of any complaints made by the Government concerning delays of the contractor during 1941.*—There is no record in this office (U. S. E. O., Honolulu, T. H.) of any formal complaints registered by the Government concerning delays of the contractor during 1941.

2. *Information applicable to basic contract and all supplements thereto:*

a. *Chart showing the organization of the Hawaiian Constructors as required by Article 16 of the contract.* Three separate charts, reflecting the contractor's organizational set-up as of 31 March 1941, 26 May 1941 and 10 October 1942, are enclosed (Encl. #3.)

b. Copy of Hawaiian District Order No. 1, dated 1 January 1943, terminating the contract and supplements to that date. The order mentioned has apparently been cited in error, since District Order No. 1 dated 1 January 1943 has no bearing on the termination of Contract No. W-414-eng-602. It is believed that reference is intended to District Circular No. 4, dated 12 January 1943, copy of which is enclosed (Encl. #4.) There is also enclosed copy of termination notice given the contractor on 11 January 1943 (Encl. #5.) Prior to issuance of the notice (Encl #5) terminating all work under the contract, as amended, the work provided for under Supplemental Agreement No. 43 (Parts 1 and 2) and Supplemental Agreement No. 23 (Parts 1 and 2) was terminated for the convenience of the Government by Change Order No. 12, dated 5 May 1942, and Change Order No. 13 (Part 1), dated 13 May 1942, respectively. Copies of both of these change orders are enclosed (Encl. #6 and #7.)

Yours sincerely,

/s/ James P. Murtagh
 JAMES P. MURTAGH
 Major, Inf.

(For Julius H. Amberg, Special Assistant to the Secretary of War.)

7 Enclosures :

- 1—Cys Job Orders & Index
- 2—Cys Payment estimates
- 3—Three Organization charts
- 4—Cy Dist. Cir. No. 4
- 5—Cy termination notice
- 6—Cy Change Order No. 12
- 7—Cy Change Order No. 13 (Part 1)

khm

[Air Mail]

HEADQUARTERS UNITED STATES ARMY FORCES CENTRAL PACIFIC AREA

OFFICE OF THE COMMANDING GENERAL

APO 958

8 FEB. '44 BRW HS.

Officer Affixing.

10 FEB 1944.

Refer to File Engr-CCA-160

Subject: Information concerning contracts with Hawaiian Constructors, Sverdrup & Parcel and Territory Airport Constructors

To: The Chief of Staff, U. S. Army, Washington, D. C.

1. Information requested in War Department secret radiogram No. 84 dated 6 February 1944, for the House Military Affairs Committee, concerning all contracts awarded under the jurisdiction of this Headquarters to Hawaiian Constructors, Honolulu, T. H.; Sverdrup & Parcel, St. Louis, Missouri; and Territory Airport Constructors, Honolulu, T. H., is given below.

2. Information relative to Contract No. W-414-eng-602:

a. Total payments made to date other than reimbursements for supplies, materials and services:

- (1) To Hawaiian Constructors:
 \$541,031.35—Fixed Fee
 \$124,105.05—Rental and recapture of new equipment
- (2) To Hawaiian Contracting Company, Ltd.:
 \$317,128.58—Purchase of used equipment
- (3) To Rohl-Connolly Company:
 \$166,423.17—Purchase of used equipment
- (4) To W. E. Callahan Construction Co.:
 \$84,000.00—Purchase of used equipment
- (5) To T. R. Connolly, Inc.:
 \$57,500.00—Purchase of used equipment

The bulk of the supplies and materials utilized on the contract work were purchased by the Government from independent vendors and paid for directly by the Government to the several vendors. With few exceptions, [?] all personnel employed by the contractor on the work was paid directly by the Government. Of the sums reimbursed or paid by the Government under Contract

No. W-414-eng-602, Hawaiian Constructors have been requested by the present Contracting Officer to refund to the Government the following:

Date of request for refund	Item	Amount
9 Apr. 43	Legal services	\$110.00
22 Apr. 43	“ “	9,833.32
21 Sep. 43	De-luxe subsistence items ordered in connection with operation of Yacht VEGA	146.47
20 Oct. 43	1% per month interest prior to recapture of equipment used on the work	124,105.05
20 Oct. 43	License fees & taxes on equipment used on work	20,929.18
25 Jan. 44	Expenditures in connection with operation of Yacht VEGA	29,518.70
4 Feb. 44	Additional expenditures in connection with operation of Yacht VEGA	10,233.76
	Total	194,876.48

None of these sums has been refunded to date, although a total of \$29,604.83 has been set off against reimbursement payments which would otherwise have been due the contractor under the terms of the contract.

b. *Relative degree of participation by the Joint Venturers.*—The following data from the files of the U. S. Engineer Office, Honolulu, T. H., are believed to be substantially correct but have not been definitely confirmed.

Period	Joint venturer	Extent of interest
12/20/40 to 5/27/41.....	W. E. Callahan Construction Co.....	40%
	Rohl-Connolly Co.....	40%
	Gunther & Shirley Co.....	20%
[3] 5/27/41 to 12/31/41.....	W. E. Callahan Construction Co.....	32%
	Rohl-Connolly Co.....	32%
	Gunther & Shirley Co.....	16%
1/1/42 to 1/31/43.....	Ralph E. Woolley.....	20%
	W. E. Callahan Construction Co.....	24%
	Rohl-Connolly Co.....	24%
	Gunther & Shirley Co.....	12%
	Ralph E. Woolley.....	20%
	Hawaiian Contracting Co., Ltd.....	20%

c. *Personalities involved in the work on behalf of each one of the Joint Venturers.*

Name of joint venturer	Name and title of official involved	Nature and extent of participation
W. E. Callahan Construction Co.	Paul Grafe, Vice President.....	Negotiation of contract and supplemental agreements and active supervision of contract work from 20 December 1940 to approx. 31 December 1941
Gunther & Shirley Co.....	J. P. Shirley, President.....	Negotiation of contract only
Rohl-Connolly Company.....	T. E. Connolly, President.....	Negotiation of contract only
	H. W. Rohl, President.....	Negotiation of supplemental agreements to contract and active supervision of contract work from about 1 January 1942 to about 24 June 1942
Ralph E. Woolley.....	Ralph E. Woolley, trading as an individual	Participated in supervision of contract work from 22 May 1941 to 31 January 1943
[4] Hawaiian Contracting Co., Ltd.	H. P. Benson, President.....	Participated in direction of contract work from 3 January 1942 to 31 January 1943

d. *War Department representative engaged in settlement negotiations.* Colonel B. R. Wimer, C. E., Deputy District Engineer and Contracting Officer, U. S. Engineer Office, Honolulu, T. H.

3. *Information relative to Contracts Nos. W-414-eng-634, W-414-eng-808, DA-W-414-eng-511, DA-W-414-eng-585 and DA-W-414-eng-842:*

- a. Were contracts terminated at same time as Contract No. W-414-eng-602?
 No.
 b. If not, were they completed or terminated on some other date?

Contract No.	Completed or terminated	Date of completion or termination
W-414-eng-634.....	Completed.....	27 February 1941.
W-414-eng-808.....	Completed.....	24 April 1942.
DA-W-414-eng-511.....	Terminated.....	24 December 1942.
DA-W-414-eng-585.....	Completed.....	1 April 1943.
DA-W-414-eng-842.....	Completed.....	1 January 1943.

c. Amount paid under each contract and to whom paid:

Contract No.	Amount paid ¹	To whom paid
W-414-eng-634.....	Fee-\$1,300.00.....	Sverdrup & Parcel.
W-414-eng-808.....	Fee-\$13,600.00.....	do.
DA-W-414-eng-511.....	Fee-\$101,188.43.....	do.
DA-W-414-eng-585.....	Fee-\$20,469.00.....	do.
DA-W-414-eng-842.....	Fee-\$40,139.00.....	do.

¹ Other than reimbursements for supplies, materials and services.

d. If any of the contracts were terminated has a settlement been reached and full details of the settlement indicating what part of the work under the contract was performed:

(1) Contract No. DA-W-414-eng-511 is the only one of the contracts listed in this paragraph which was terminated prior to completion of all work thereunder. Final settlement has been reached in connection with the termination of this contract.

(2) Details of the settlement and percentages of work completed at each site under Contract No. DA-W-414-eng-511 are as follows:

[5] Site	Fee for design, plans, etc.	% compl.	Fee earned	Fee for supervision of constr. & constr.-management services	% compl.	Fee earned
Nandi, Fiji Islands.....	\$21,921	98	\$21,482.58	\$54,914	80	\$43,931.20
Narewa, Fiji Islands.....	5,270	98	5,164.60	13,214	45	5,946.30
Tontouta, New Caledonia.....	1,120	75	840.00	746	75	559.50
Plaines des Gaiacs, New Caledonia.....	15,998	75	11,998.50	10,665	75	7,998.75
Townsville, Australia.....	2,332	100	2,332.00	1,555	100	935.00
	\$46,641		\$41,817.68	\$81,094		\$59,370.75
						41,817.68
Total fixed fee earned and paid.....						\$101,188.43

¹ Approximately 60%.

e. If termination settlement negotiations are current, state present status of such negotiations and whether it is possible to estimate the amount ultimately to be paid. Payments listed under subparagraph 3c above represent final settlement in connection with the termination or completion of all of the above listed contracts.

f. Information as to the personalities involved in performance of each contract.

Contract No.	Name and title of person involved	Nature of participation
W-414-eng-634.....	L. J. Sverdrup, Partner.....	Negotiated contract and performed contract work.
W-414-eng-808.....	L. J. Sverdrup, Partner.....	Negotiated contract only.
	D. C. Wolfe, Engineer-in-Chief.....	Performed contract work.
6] DA-W-414-eng-511....	L. J. Sverdrup, Partner.....	Negotiated contract and actively supervised contract work from inception of contract to about 25 April 1942.
	D. C. Wolfe, Engineer-in-Chief....	Supervised contract work from 25 April 1942 to termination of contract.
DA-W-414-eng-585.....	L. J. Sverdrup, Partner.....	Negotiated contract only.
DA-W-414-eng-842.....	D. C. Wolfe, Engineer-in-Chief....	Actively supervised the contract work.
	L. J. Sverdrup, Partner.....	Negotiated contract only.
	D. C. Wolfe, Engineer-in-Chief....	Actively supervised the contract work.

g. Name of War Department representative in the negotiation of termination settlement. Colonel B. R. Wimer, C. E., Deputy District Engineer and Contracting Officer, U. S. Engineer Office, Honolulu, T. H., negotiated the settlement in connection with Contract No. DA-W-414-eng-511, the only one of the above numbered contracts terminated prior to completion.

4. Information as to what part of performance of contracts was supervised by Hans Wilhelm Rohl, Paul Grafe, and Leif J. Sverdrup, and the installations and locations involved. (The following information supplements that contained in paragraph 3.)

Contract No.	Supervised by	Title and company	Approx. period	Nature and location of work
W-414-eng-602.....	Paul Grafe....	Vice President, W. E. Callahan Construction Co.	20 Dec. '40 to 31 Dec. '41..	(Omission)
	H. W. Rohl....	President, Rohl-Connolly Co.	1 Jan. '42 to 24 June '42...	
[7] W-414-eng-634.....	L. J. Sverdrup.	Partner, Sverdrup & Parcel.	21 Jan. '41 to 16 Feb. '41..	(Omission)
DA-W-414-eng-511.	L. J. Sverdrup.	Partner, Sverdrup & Parcel.	6 Nov. '41 to 25 Apr. '42..	(Omission)

5. Advise whether Hawaiian Constructors still have all of the construction work in the Hawaiian Department; if not, who does have it? Since the termination of Contract No. W-414-eng-602 effective 31 January 1943, Hawaiian Constructors have not performed any construction work in the Hawaiian Department (now Central Pacific Area). From 1 February 1943, all construction work has been and is now being performed by hired labor forces of the United States Engineer Office, Honolulu, T. H., with the exception of a few lump sum contracts which have been awarded by the United States Engineer Office to local contractors having available organizations and equipment for construction of temporary buildings and facilities in the Hawaiian Islands.

[8] 6. Advise specifically whether there was any other reason for the termination of construction contracts relating to work in New Caledonia other than the reasons which led to the general termination of Contract No. W-414-eng-602. The arrival of the task force and their taking over the construction prompted the termination of all work in New Caledonia under Contracts Nos. W-414-eng-602 and DA-W-414-eng-511.

7. Information as to all prime contracts and subcontracts awarded in areas of Territory of Hawaii or Southwest Pacific (including Canton Island, Christmas Island, the Fiji Islands, New Hebrides, New Caledonia, the Solomon Islands, Aitutaki, Tongatabu, Norfolk and Townsville, Australia) to the Territory Airport Constructors, or to any other company, corporation, partnership or syndicate in which Hans Wilhelm Rohl, Paul Grafe, or T. E. Connolly were in any way associated.

a. Contractor. Hawaiian Constructors, Honolulu, T. H., a joint venture composed of W. E. Callahan Construction Company, a Nebraska corporation; Gunther & Shirley Company, a Nebraska corporation; Rohl-Connolly Company, a Nevada

corporation; Ralph E. Woolley, operating as an individual of Honolulu, T. H.; and Hawaiian Contracting Company, Ltd., an Hawaiian corporation.

(1) *Contract No. W-414 eng-602.*

(2) *Amount of contract.* Total estimated cost of all work ordered by the Government prior to termination of the contract (including that not completed at the effective termination date) \$135,891,523.00, and estimated total fixed fee allowance with respect thereto \$1,035,892.00. These figures are approximate only, and are based upon the amounts set forth in the contract, as amended to date, plus the estimated cost of work ordered prior to termination but not yet incorporated into the contract by supplemental agreement and the estimated fixed fee allowance with respect thereto. Amounts included with respect to work not yet covered by contract have been proposed by the Government, but have not been fully or finally accepted by the contractor.

(3) *Date of award of contract.* 20 December 1940.

(4) *Estimated completion date.* Six months for original contract; indefinite thereafter.

(5) *Date or termination prior to completion of work.* 31 January 1943.

[9] (6) *Percentage of work completed at time of cancellation.* Approximately 65%.

(7) *By whom work was completed.* Essentially all projects not completed prior to termination of Contract No. W-414 eng-602 have been or are now being prosecuted by hired labor forces of the United States Engineer Office, Honolulu, T. H.

(8) *Date of completion.* The majority of the individual projects formerly covered by Contract No. W-414 eng-602 have been completed at various intervals since the termination of that contract effective 31 January 1943. A few of the projects are not one hundred per cent (100%) complete by reason of temporary suspension of the work at intervals due to low priority, nonreceipt to date of certain materials required in the work, etc.

(9) *Full details of any termination settlement concluded.* Negotiations are still in progress. No mutually satisfactory settlement is in sight.

(10) *Status of pending termination settlements, and amounts to be paid if that can be estimated.* Contract No. W-414 eng-602, as amended to date, does not cover all of the work ordered by the Government and performed by the contractor prior to termination, nor does it reflect all revisions within the contract which were directed by the Government prior to termination. Reference is made to tabulation entitled "Cost Estimates—Contract No. W-414 eng-602," forwarded to the Chief of Staff, U. S. Army by secret letter of this Headquarters dated 21 January 1944, subject "House Military Affairs Committee Investigation—Hans Wilhelm Rohl." Exhibits "A" and "B" of that tabulation cover all work included in the contract, as well as changes in these contract items which have not yet been covered by formal change order. The figures set forth in Exhibits "A" and "B" of the tabulation represent the final agreed estimated construction costs of the work covered by the contract, adjusted to reflect all revisions in these projects which were directed by the Government prior to final termination. All revised estimates listed in Exhibits "A" and "B" of the tabulation have been agreed to by the contractor and by the Government, with the exception noted by the contractor to deduction of \$700,000 from the estimated cost of work performed under Supplemental Agreement No. 4, Schedule G. The figures listed in [10] Exhibit "C" of the tabulation cover direct costs only on the balance of the work ordered by the Government and completed by the contractor as of the effective contract termination date, but not yet covered by supplemental agreement to the contract. The Contracting Officer and the contractor have agreed to these direct cost estimates and to the proportion of the work actually completed at the contract termination date. The Contracting Officer has proposed an allowance of seven per cent (7%) of direct costs to cover the estimated indirect cost to the contractor of performing all work listed in Exhibit "C." This allowance has been appealed by the contractor, but no final decision reached. The Contracting Officer has further proposed to the contractor an allowance of 25% of the maximum allowable fees approved by the Under Secretary of War for work under cost-plus-a-fixed-fee construction contracts with respect to the work included in Exhibit "C" of the aforementioned tabulation and not yet covered by the contract. The contractor has protested this proposed basis of computing the additional fixed fee allowance. However, based upon the estimates of cost, percentages of completed work and fixed fee allowance on which agreement has been reached, and using the additional amounts which have been proposed by the Government but not

accepted by the contractor, the total estimated cost of the work completed under Contract No. W-414-eng-602 at the effective contract termination date will approximate \$88,525,609.00 and the fixed fee allowance is presently estimated at \$800,000.

(11) *Personalities involved in work on behalf of each company.* See subparagraph 2c above.

(12) *War Department representative engaged in settlement negotiations.* See subparagraph 2d above.

b. *Contractor.* Territory Airport Constructors, a joint venture composed of W. E. Callahan Construction Company, a Nebraska corporation; Gunther & Shirley Company, a Nebraska corporation; and Paul Grafe, an individual of Los Angeles, California.

(1) *Contract No.* CCA-4140 (W-414-eng-854).

(2) *Amount of contract.* Approximately \$3,594,203.42.

(3) *Date of award of contract.* 19 May 1941.

(4) *Estimated completion date.* 10 September 1942.

(5) *Date of termination prior to completion of work.* 20 December 1941.

(6) *Percentage of work completed at time of cancellation.* (Omission.)

(7) *By whom work was completed.* The Upolu airport project was totally abandoned. The terminated work at the Hilo, Maui and Molokai Airports was completed by Hawaiian Constructors under Contract No. W-414-eng-602.

(8) *Date of completion.* (Omission.)

(9) *Full details of any termination settlement concluded.* Payment was made at the contract unit prices for all work in place as of the effective contract termination date in the total sum of \$679,813.43.

(10) *Status of pending termination settlement, and amount to be paid if that can be estimated.* The amount of the payment stipulated under subparagraph 7b (9) above represents final settlement.

(11) *Personalities involved in work on behalf of each company.*

Name of joint venturer	Name and title of official involved	Nature and extent of participation
W. E. Callahan Construction Co. and Paul Grafe.	Paul Grafe, Vice President of W. E. Callahan Construction Co. and trading as an individual.	Negotiated contract and actively supervised contract work.
Gunther & Shirley Company	None	

[12] (12) *War Department representative engaged in settlement negotiations.* Colonel Theodore Wyman, Jr., C. E., then District Engineer, U. S. Engineering Office, Honolulu, T. H.

8. The original of the report of the Inspector General concerning Colonel Theodore Wyman, Jr., and Rohl-Connolly Company has been forwarded under separate cover via air mail.

ROBERT C. RICHARDSON, JR.,
Lieutenant General, U. S. Army,
Commanding.

CONFIDENTIAL

WAR DEPARTMENT,
Washington, D. C., 14 January 1944.

Re: House Military Affairs Committee Investigation of Colonel Theodore Wyman, Hans Wilhelm Rohl, and Colonel Lief J. Sverdrup.

H. RALPH BURTON,
Chief Counsel, Truman Committee,
Old House Office Building, Washington, D. C.

DEAR MR. BURTON: In response to your oral request for a compilation of the contracts held by Colonel Lief J. Sverdrup and associates with the War Department, you will find annexed a compilation of the contracts giving the contract number, date, amount of contract and description and location of the work. These contracts are between the War Department and the following:

L. J. Sverdrup
Sverdrup & Parcel
Sverdrup & Parcel and J. Gordon Turnbull

You will note that several of the contracts listed herein have been awarded on a cost-plus-fixed-fee basis. The letters "FF" indicate the fee to the Architect-Engineer and the figure shown as "estimated cost of construction" indicates the amount to be paid the constructor under a separate contract.

Your attention is called to the fact that the contracts are all dated with the exception of one before 7 December 1941. Since that date, if any further contracts have been let to Colonel Sverdrup and his associates, they are under the jurisdiction of the Commanding General of the Hawaiian Department to whom inquiry is being addressed by this office for further information. You will note that this material is classified as confidential by the War Department, and it is respectfully requested that the Committee respect the War Department classification.

Yours sincerely,

/s/ Miles H. Knowles
MILES H. KNOWLES
Lt. Colonel, JAGD

(For Julius H. Amberg, Special Assistant to the Secretary of War.)

Enc.
Khm

SECRET

WAR DEPARTMENT,
OFFICE OF THE UNDER SECRETARY,
Washington, D. C., 8 January 1944.

Mr. H. RALPH BURTON,
*Chief Counsel, House Military Affairs Committee,
519 Old House Office Building, Washington, D. C.*

DEAR MR. BURTON: I refer below to memorandum dated 8 December 1943, from the Assistant Chief of Staff, G-4, regarding the contract with Hawaiian Constructors, in which Rohl-Connally was a joint venturer. This memorandum was transmitted to this Office through another War Department branch and was mistakenly filed in that branch until yesterday, when it was traced and then delivered to this Office. This accounts for the delay.

The above mentioned memorandum gives the following information:

By radio CM-IN-4957 (8 Dec 43) the commanding General, Central Pacific Area has advised that only one contract involving Hans Wilhelm Rohl has been awarded in that area. The number of this contract is W 414 Eng 602. It was awarded by the Honolulu District Engineer to Hawaiian Constructors, in which Rohl-Connally Company was a joint venturer. The contract was dated 20 December 1940 and was approved by the Under Secretary of War on 3 January 1941. It was terminated for the convenience of the Government, effective 31 January 1943, prior to completion of all work thereunder.

The total estimated cost involved in this contract was \$84,436,961 and the contract called for a fixed fee of \$1,014,690. As result of current negotiations in connection with the termination of this contract, these figures are subject to substantial revision.

The contract referred to above covered various construction projects located throughout the Hawaiian Islands, including air fields, fortifications and other defense projects. Airport facilities were also included for Canton Island, Christmas Island, Plaines Des Galacs on New Caledonia, and Nandi in the Fiji Islands. All of the above are in the Pacific Ocean.

The Central Pacific Area has entered into no contracts in which Rohl is involved as a subcontractor.

The above mentioned information was received by this Office classified as "Secret" and I request that you respect this classification unless the material is released from the classification by the War Department.

Sincerely yours,

HERBERT A. FRIEDLICH,
Lt. Colonel, JAGD,
Assistant.

CONFIDENTIAL

WAR DEPARTMENT,
Washington, D. C., 4 January 1944.

H. RALPH BURTON,
*Chief Counsel, House Military Affairs Committee,
Old House Office Building, Washington, D. C.*

DEAR MR. BURTON: In Colonel Knowles' absence, I enclose herewith copy of 1st indorsement from the Chief of Engineers, dated 1 January, 1944, and addressed

to Mr. Julius H. Amberg, setting out contract information requested by you in your letter of 20 December, addressed to Mr. Julius H. Amberg.

I note that there is indicated in some of the material under the heading "Approved" that certain contracts were not approved. I presume that under War Department regulations, the contracts indicated as not approved, would not require any approval in addition to the signature of the officer who signed the particular contract in question.

As I know, you are in a great hurry to get this material, I am sending it out to you without checking it.

Yours sincerely,

/s/ Herbert A. Friedlich
HERBERT A. FRIEDLICH,
Lt. Colonel, JAGD,
Assistant.

P. S.—I note that there is included in the enclosures, contract No. W-869-eng-7600 with Miller Construction Company, Inc. I doubt very much if this contract should properly be included among those in connection with the Canol project.

H. A. F.

Encls.

CONFIDENTIAL

1st Ind.

678 (Canol) (22 Dec 43)

CE 161 SPEAC

Office, C. of E., 1 January 1944.

To: Mr. Julius H. Amberg, Special Assistant to the Secretary of War, Room 3-E-739, the Pentagon.

OPE/ajc

Pursuant to request in basic communication there is attached, in duplicate, a page for each contract giving a brief description of the work required by the contract, names of the contractors or architect-engineers, the amount of the contract and of each supplemental agreement and/or change order, the respective date of the contracts and/or change orders and by whom if they were signed and approved.

For the Chief of Engineers:

O. P. EASTERWOOD, JR.,
Major, Corps of Engineers,
Assistant, Contracts & Claims Branch.

9 Inclosures: (in dup.)

- 1—Report of Cont. No. W-412-eng-52.
- 2— " " " " W-412-eng-53.
- 3— " " " " W-412-eng-54.
- 4— " " " " W-2385-eng-34.
- 5— " " " " W-2385-eng-89.
- 6— " " " " W-2385-eng-44.
- 7— " " " " W-2385-eng-6.
- 8— " " " " W-869-eng-7600.
- 9—Ltr 20 Dec. 43.

WAR DEPARTMENT.
Washington, 18 December 1943.

Re: Colonel Theodore Wyman, Jr.

H. RALPH BURTON,

Chief Counsel, House Military Affairs Committee,
519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: Annexed is memorandum from Major General Thomas M. Robins, Deputy Chief of Engineers, to Mr. Amberg covering the information requested by you on 11 December 1943 from the office of the Corps of Engineers in regard to the duties of Colonel Wyman in Hawaii and Canada.

It is hoped that this material is sufficiently complete to serve your requirements.

Sincerely yours,

/S/ Miles H. Knowles
MILES H. KNOWLES
Lt. Colonel, AUS

(From Julius H. Amberg, Special Assistant to the Secretary of War.)

Enc.

Khm

Address Reply to Chief of Engineers,
U. S. Army, Washington, D. C.

Refer To File No. SPEGD

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, 16 December, 1943.

Memorandum to: Mr. Julius H. Amberg, Office of the Secretary of War, Room 3-E-739 Pentagon.

1. Pursuant to telephonic request 1600, 11 December 1943, of Mr. Burton, counsel of the House Military Affairs Committee, the following information is furnished relative to the duties of Colonel Theodore Wyman, Jr., in Hawaii and Canada.

2. In September 1939, Colonel Wyman was relieved from duty in Los Angeles and assigned to duty with the 3rd Engineers, Schofield Barracks, T. H. By War Department orders dated 5 June 1940 he was relieved from duty with the 3rd Engineers and assigned as assistant to the District Engineer, Honolulu Engineer District, effective on or about 1 July 1940, with additional duties as assistant to the Works Projects Administrator for the Territory of Hawaii. Special orders of the Chief of Engineers appointed Colonel Wyman, District Engineer, on 15 July 1940.

3. As District Engineer, Colonel Wyman was charged with the administration of the district which covered the entire Territory of Hawaii, with the execution of any construction projects assigned the district and with the execution of fortification and other military construction under the direction of the local military commander as prescribed in Army Regulations and other War Department instructions. Colonel Wyman as District Engineer was specifically authorized to—

(a) Issue certain permits in the name of the Secretary of War for works in the navigable waters of the United States.

(b) Provide, within prescribed limits of cost, for hire or rental, construction, repairs, and alterations to plants and structures, and procurements.

(c) Approve specifications, awards, contracts, and change orders within prescribed limits of cost.

4. In October 1941, pursuant to a secret War Department directive, which placed the District Engineer at the disposal of the Commanding General, Hawaiian Department, Colonel Wyman was placed in charge of construction of facilities necessary to provide an air route from Hawaii to the Philippines via Australia. This directive was later changed to limit the activities of the Commanding General, Hawaiian Department, to that portion of the route from Hawaii to Australia.

5. Colonel Wyman was relieved from duty as District Engineer, Honolulu Engineer District, by War Department orders dated 10 March 1942 and assigned as assistant to the Division Engineer, South Pacific Division. At the same time all functions of the District passed to the control of the Commanding General, Hawaiian Department, in accordance with War Department directives concerning construction activities outside of the continental limits of the United States.

6. From the time of Colonel Wyman's arrival in the United States until May 5, 1942 he was engaged in officer procurement activities in connection with the activation of an Engineer General Service Regiment. On May 5, 1942, Colonel Wyman was designated as Officer in Charge of the Canal Project and was directed to proceed with the necessary surveys and construction incident thereto, reporting directly to the Chief of Engineers. He was vested with all the authority of a District Engineer which carried an automatic designation as contracting officer with full authority to make procurements and to execute contracts necessary for the accomplishment of his mission. District Engineers are empowered to award contracts not exceeding \$3,000,000.

7. As Officer in Charge of the Canal Project, Colonel Wyman was sent on temporary duty to Edmonton, Alberta, Canada and such other points in Canada and the United States as were necessary for the accomplishment of his mission. The period of this temporary duty started on or about 23 May 1942. The temporary nature of the assignment was changed by War Department orders of 21 November 1942 which relieved Colonel Wyman from the temporary duty status and from assignment as assistant to the Division Engineer, South Pacific Division, and assigned him as Division Engineer, Northwest Division, with station at Edmonton, Alberta, Canada.

8. Colonel Wyman was relieved from duty as division engineer by orders issued 25 March 1943. Records of this office show Colonel Wyman now assigned overseas at APO 29, in care of the Postmaster, New York, N. Y.

/s/ Thomas M. Robins,
THOMAS M. ROBINS,
Major General,
Deputy Chief of Engineers
WAR DEPARTMENT,
Washington, D. C., 13 December 1943.

Re: Hans Wilhelm Rohl
H. RALPH BURTON,
Chief Counsel, House Military Affairs Committee,
519 Old House Office Building, Washington, D. C.

DEAR MR. BURTON: Annexed is memorandum covering the contracts of the War Department with construction concerns with which Hans Wilhelm Rohl is associated. This material is furnished in conformity with your oral request of 3 December 1943.

In respect to the information on page 2 regarding construction in Hawaii, further information is being secured from the Service Command, and the total amount may be increased somewhat. The material will be forwarded to your office immediately upon its receipt.

Yours sincerely,

/s/ Miles H. Knowles
MILES H. KNOWLES,
Lt. Colonel, AUS

(For Julius H. Amberg, Special Assistant to the Secretary of War).

Enc.

COPY
JPT/aam

Address reply to
Chief of Engineers, U. S. Army,
Washington, D. C.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, 6 December 1943.

Refer to File No. SPEAC

Memorandum for the Office of the Director of Materiel. (Attention: Major Frank W. Xiques, Room 5D-666, The Pentagon).

Subject: House Military Affairs Committee Investigation—Hans Wilhelm Rohl.

In conformity with your verbal request of 3 December 1943, the following information is furnished concerning the request of the House Military Affairs Committee for information relating to contracts with the War Department in which Hans Wilhelm Rohl was (or is) interested, either as contractor or subcontractor, including the amounts involved and the locations where the work was performed (or is being performed):

CONTRACTS ENTERED INTO WITH ROHL-CONNOLLY COMPANY, 4351 ALHAMBRA AVE., LOS ANGELES, CALIF.

Contract No.	Date	Amount	Location and type of work
W 509 eng-68.....	10- 4-33	\$1,520,000.00	Construction of breakwater Los Angeles, Long Beach Outer Harbors, San Pedro Bay, Calif.
W 509 eng-85.....	7-26-34	557,790.00	Construction on new enrockments, reconstruction existing enrockment, Newport Bay, Calif.
W 509 eng-4 (ER).....	8-10-35	827,750.00	Construction breakwater, Los Angeles & Long Beach Harbors, Calif.
W 509 eng-103.....	8- 6-36	2,145,000.00	do.
W 509 eng-267.....	12- 3-37	2,600.00	Repair of revetment, Los Angeles, (Harbor) California.
W 509 eng-980.....	1-24-40	23,875.00	Rental of floating derrick, towboat and barge.
W 509 eng-994.....	2-21-40	865,678.25	Improvement of Los Angeles River, Section VII, Downey Rd. to Atlantic Avenue, City of Vernon & Los Angeles Co., Calif.
W 509 eng-4622.....	3- 6-43	50,000.00	Repair of floating plant, any available shipyard.
W 509 eng-979.....		11,250.00	Jetty stone, Newport Bay Harbor, Calif.
W 509 eng-1000 (ER).....		15,770.00	Derrick stone, F. O. B., Railroad cars at Ormand (Riverside), Calif.
W 509 eng-61 Subcontractor. (Contractor is Puget Sound Bridge & Dredging Co.)		466,410.00	39,307 Tons Class B Stone, and 87,081 Tons Class A Stone.

CONTRACT ENTERED INTO WITH CADDOA CONSTRUCTORS (JOINT VENTURE WITH W. E. CALLAHAN CONSTRUCTION CO., AND GUNTHER & SHIRLEY COMPANY, AND ROHL-CONNOLLY)

Contract No.	Date	Amount	Location and type of work
W 911 eng-487-----	7-19-40	\$7,478,790.41	Construction John Martin Dam and appurtenant works on Arkansas River in Bent County, Colorado.

CONTRACT ENTERED INTO WITH HAWAIIAN CONSTRUCTORS (JOINT VENTURE WITH W. E. CALLAHAN CONSTRUCTION CO., GUNTHER & SHIRLEY COMPANY, ROHL-CONNOLLY COMPANY AND RALPH E. WOOLEY.)

W 414 eng-602-----	12-20-40	\$1,097,673.00	Construction works of National Defense—Hawaiian Islands.
--------------------	----------	----------------	--

CONTRACT ENTERED INTO WITH FOLEY BROTHERS, INC., & ROHL-CONNOLLY CO.

W 3416 eng-51-----	2-9-43	\$11,000,000.00	Haines Cutoff, Alaska.
--------------------	--------	-----------------	------------------------

For the Chief of Engineers :

/s/ John H. Hendren, Jr.,
 JOHN H. HENDREN, JR.,
 Major, J. A. G. D.,
 Acting Chief, Contracts and Claims Branch.

[11] Prior to making this inspection trip, these officers studied directives, communications and other data from the Headquarters, Service of Supply to the Office of the Chief of Engineers, and from the latter to the Division Engineer, Northwest Service Command, and also made a two months intensive study of the Field Progress Reports.

They state that immediate remedial action by higher authority is needed; leadership of Commanding General and the Division Engineers are of a low order; subordinate officers lack respect for their ability and capacity; complete lack of organization, except on paper; lack of respect and cooperation between the various offices, with a low state of morale throughout; lack of, or belated, planning for many important phases of this entire project.

Quotations from report :

“B Northwest Division Engineer Office

“The undersigned, during the course of the past twenty months, has had occasion to study and analyze the construction activity on some 1500 projects and has personally visited and inspected the work on approximately 500 jobs. I say unhesitatingly that the Office of the Division Engineer, Northwest Service Command and, as a consequence, all echelons of command under it and all private constructors and others having contractual relations with it, represent the most confused, frustrated, disjointed, heterogeneous, disorganized, demoralized group of organizations with which we have ever come in contact.”

“Sound processes of ratiocination are conspicuous because of their absence; understanding of military concepts and knowledge and information on the basis of which plans must be made and work executed are nebulous, fragmentary and disarranged; designs, plans, and specifications are grandiose, expensive to execute and anachronistic in their preparation; job planning and job scheduling are superficial, fantastic and in many cases child-like; execution of physical work-in-place is pitifully slow, wasteful, lacks balance between labor, material and supervision, and is performed in a sequence lacking common-sense, let alone that complementarity of effort which is ordinarily necessary for efficient, economic and speedy work execution.

“The entire atmosphere at the Office of the Division Engineer (and several of the Districts) reflects mental desuetude, capricism, mysticism and insouciance.

“It is my conviction that the construction work, if ever accomplished, will be prolonged for many months, in some cases as much as a year or more; will involve

*Colonel Theodore Wyman, Jr.

the unnecessary expenditure of many millions of dollars; and will cause the wasteful and misdirected employment of millions of man-hours and the uneconomic use of hundreds upon hundreds of pieces of all types of heavy equipment and vehicles—automotive, truck, etc.

"A few specific illustrations of the many observations upon which the above opinions are predicated are given herewith.

"On the 11th and 12th of February, 1943, conferences were held at the Office of the U. S. Division Engineer between Colonel William C. Henry, assistant to the Chief Signal Officer, U. S. Army, and Colonel Theodore Wyman, Division Engineer, relative to coordinating and accelerating the work on the construction of the communications system throughout the Northwest Service Command. In attendance were representatives of the Alaska Communications Service, members of the Division Engineer's Office, special assistants to Commanding General, NWSC, and members of the firm and key employees of the Architect-Engineer, Turnbull, Sverdrup & Parcel, and the Prime Contractor, Bechtel-Price-Callahan."

General James A. O'Connor, Colonel James K. Tully, General Staff, Washington, D. C. and Major Lee E. Scheid and Captain William T. Carpenter, Jr., of the Services of Supply, Washington, D. C., attended one of these meetings, at which the undersigned were present.

Quotations from report:

"To anyone who has been over the territory covered by the Northwest Service Command for as little as one week it is obvious that the communications system is to all practical purposes the sine qua non of efficient construction effort. And yet, when Colonel James K. Tully, [13] because of the nature of the conversations, had occasion to express the fact that the General Staff had established the work on the communications system and on the Port of Prince Rupert as the Number One and Two Priorities for accomplishment in the Northwest Service Command, Colonel Wyman registered surprise and stated that it was the first time that such information had been brought to his attention, officially or otherwise.

"It was apparent to everyone in the room that the work on the communications system had been woefully neglected, and what little had been done was not in accordance with Signal Corps standards, design or specifications. . . .

"The inability to get the job done retards the War effort."

"In my opinion, Colonel Wyman does not understand the use of or does not choose to employ the members of an organization in a generally accepted sense.

"I can conceive of a man being a genius, being possessed of a superlative degree of clairvoyance, omniscience, omnipresence, perspicacity, and perspicuity, and having an indomitable will (incidentally, Colonel Wyman does not, in my opinion, possess any of these qualities to a reasonably desirable degree). . . .

"The slow preparation of plans and specifications; the lack of faulty planning and scheduling of many features of work the impractical manner and sequence in which work is executed and the fact that work which should be started and vigorously prosecuted according to common-sense and its important significance to other work is not started; the confusion surrounding the procurement and supply of materials and equipment; the complete lack of transportation means months after all facilities should have been in a state of immediate readiness; the lack of organization on the part of the Architect-Engineer, the Contractors and the echelons of the Division Engineer Office, and the low state of morale and feeling of frustration and despair which pervades almost everyone bespeak but one thing. It is vitally necessary that a leadership of vision, imagination, cooperation-inspiring, and which will produce results in a quick, efficient and economic manner be found at once, in the person of a Division Engineer.

"Planning

"The planning of all construction work in the Northwest Service Command seems to be exceptionally poor in many respects.

[14] "1. The preparation of designs, plans and specifications is far too slow, assuming all other phases of activity were reasonably satisfactory, to consummate all the work at the required completion dates as established by higher authority.

"2. . . . As a consequence, there is over-design, as in the case of proposed rail heads at Dawson Creek, Whitehorse and Fairbanks, and Skagway."

"3. The sequence in which work is planned to be done lacks a sense of understanding of complementarity and integration of all the features of work. . . . The sense of correct relativity, proper timing, and general perspective of all the

elements of the construction program are distorted. This in my opinion is the reason for the over-emphasis on the immediate construction of the elaborately conceived railheads for which an allotment of eighty-one million dollars was requested on Canal Projects #1 and #3, and the under-emphasis on the Ports of Skagway, Haines, and Prince Rupert, on Canal Projects #4 and #5, on the facilities along the Alcan Highway, and on the Haines-Champagne Cut-Off. . . .

"Scheduling

"The scheduling of work to be accomplished as reflected in the Off-Continent Field Progress Reports submitted by the Northwest Division is meaningless and is being prepared unthinkingly and mechanically. The estimated work schedules shown on the bar graphs cannot possibly be met for any of the projects. Notwithstanding the fact that the data is officially submitted by the Division Engineer, it is understood and recognized as being impossible of accomplishment by officers, contractors, and employees in the field.

"If these prognoses are fanciful, so must be the data and calculations on which they are predicated. . . . The same lack of thinking and planning generates a mobilization of field employees without material to work on so as to accomplish physical work-in-place, and leads to the procurement and delivery of materials in the wrong order, and in the wrong place and without men to work on them.

"7. An organization of the Division Engineer and the six District Engineer offices exists but only on paper. The Division Engineer delegates responsibilities to his District Engineers through the issuance of generalized orders based on directives. But nothing has been done as yet to simultaneously establish authority and create the wherewithal in the District Offices on the basis of which the duties can be performed and the responsibilities fulfilled.

"It is imperative that a sensible and workable channel of command and authority for direction, supervision, and control of the work to be established at once. . . .

[15] "If this is not effectuated, all the District Engineer Offices are truly superfluous and should be abolished. * * *

"8. More skillful and learned policy and procedure in the methods and processes of awarding contracts to private firms is essential. * * *

"9-b. Troops are over-taxed because of the assignment of too many missions.

Troops are not as well fed as employees of the private firms with whom they are in close proximity.

Quotations from report:

"10. The field agencies of the Public Roads Administration are possessed, in a measure, of the many deficiencies expressed relative to the organization of the Architect-Engineers, Contractors, and the United States Engineer Offices. The liaison and channelizing through echelons is particularly bad, and direction and supervision are carried on, too preponderantly, at headquarters away from the areas of activity. Because of these conditions, the proper equipment is not at the disposal of Contractors at places and time when it should be, and it takes months to affect the sending and receipt of spare parts by requisition.

"Because there are so many groups in being for the accomplishment of the construction work * * * it will require the highest degree of intelligence and leadership, of which one can conceive to unravel periodic snags, let alone getting the job done. This entire set-up requires immediate remedial action, so that the correct chain of authority is clearly defined, the greatest cooperation is established, and the direction and supervision processes are simplified throughout.

"Personnel, Labor and Morale

"Much of the supervisory, administrative, technical and other key personnel employed * * * is not qualified nor competent, to assist in carrying out the missions which have been mandated; a lack of specialized training on the part of employees is aggravated by the poor organizational fabric of which they are made a part; the efficiency of labor is very low on practically all of the construction work. The unusual depth to which it has fallen is mainly attributable to the poor leadership, lack of organization, et cetera.

"3. The morale of a majority of all civilians and officers engaged in the construction task in the Northwest Service Command is as low as has ever come to our personal attention. This is due to all that has been stated heretofore in this report. * * *

[16] "Work requirements and work accomplishment."

"To date, for the time already consumed, the physical work-in-place accomplishment is meagre and subnormal."

Military Liaison and Cooperation

It would appear that the liaison and cooperation between the different branches of the Services were very poor, especially between the Corps of Engineers and the Signal Corps, and the Corps of Engineers and Army Air Forces, and that the liaison between the Northwest Service Command and the Division Engineer's office were based upon personal acquaintance between General O'Connor and Colonel Wyman, to the exclusion of most of their respective staffs.

This report gives considerable information in regard to railway facilities, and calls attention to their lack of equipment; that they are constructed with light rail, and that the majority of the roadbed is built upon "muskeg", with metal ballast being practically non-existent; that it does not appear that the Division Engineer has made any plans to take care of this situation, although all these railway facilities are badly needed to carry supplies.

There seems to be a lack of planning for housing and storage facilities, water, and sanitation at the various rail heads.

Alcan Highway

Again, this report reveals what appears to be lack of foresight planning. This is readily illustrated by the fact that many of the trestles and bridges are of temporary timber construction and will be washed out by the Spring thaws, with no supply of material [17] being placed adjacent thereto for their repair or rebuilding, which will naturally mean considerable delay caused thereby.

Alcan Telephone Line

Here again is pointed out the value of communication facilities in connection with such a large construction project and the lack of proper planning to have this installed and available for construction purposes.

Skagway

The following relative to this port is interesting:

"Everything done thus far has been 'hit or miss'; it is thought that a comprehensive plan for the use of the port and the available land area should be prepared * * *"

"Canol Project"

"For the period of time during which work has been going on in connection with this entire project, only a moderate amount of physical work-in-place has been accomplished. The required completion dates cannot possibly be met.

"The only jobs on which any substantial amount of work has been done are Canol No. 1A, Canol No. 6, and Canol No. 2. The remainder of the work on jobs Canol No. 1, Canol No. 3, Canol No. 4 and Canol No. 5 is either in the category of 'barely started' or 'not started.'"

Division and District Offices

That part of the report dealing with the Division and District Engineer Offices is severely critical, stating, among other things, that the Division Office at Edmonton is a conglomeration of individuals under headless guidance and direction, with living and working conditions exceedingly poor and conducive of the lowest morale, that the various District Offices, of which there are six, appear to be ineffectual because of lack of proper knowledge of [18] construction facts, authority, control, and specifically defined objectives, which should be given them by the Division Engineer's Office.

This report ends with the following general conclusions and recommendations:

"General Conclusions"

"1. The breaking through of the pioneer road (Alcan Highway) was an outstanding and praiseworthy performance.

"2. The planning, scheduling, methods of arranging for the execution of work, and the conduct of work performance throughout, subsequent to the breaking through of the pioneer road, have been as disgraceful as the work on Alcan was commendable.

"3. The leadership in the Northwest Service Command and in the Northwest Division Engineer Office, particularly the latter, is of a very low order. This leadership and the complete lack of organization which exists have not permitted and will not permit of the rapid, efficient, and economic consummation of the construction task.

"4. The requirements for construction work as embodied in the various directives issued and the capacity for the performance of this work with the instrumentalities and agencies, as they exist, are so out of consonance that they cannot be reconciled.

"5. Any curtailment or deferment of the work authorized, because of changes in strategic and tactical concepts, caused by changes in war conditions, will not solve the problems in the Northwest Service Command. It is vitally necessary to change the leadership and to reorganize, revitalize and catalyze the agencies enjoined or engaged for the work performance. We are fully convinced that the present construction program, regardless of its adequacy or necessity, can be performed more rapidly, efficiently and economically by good organization and under proper leadership than a deleted program can be executed by the present forces and agencies.

"6. The liaison and cooperation between the many commands, divisions and branches of the Army have not as yet reached the stage where they might be termed as completely satisfactory.

[19]

"Recommendations

"1. That the Commanding General, Northwest Service Command, be relieved, or alternatively, that the Commanding General be assigned a staff of officers, qualified and trained for this particular type of supply and transportation task, who in turn are further implemented in the form of expert technical assistance.

"2. That the Northwest Division Engineer be relieved. There is no alternative procedure to this recommendation. The retainment of the Division Engineer in his present capacity will and must eventuate in disgraceful performance or failure."

(Report of Horowitz and Helgerson, War Department, dated March 15, 1943.)

It is of pertinent interest that conditions in Alaska, as have been described in the paragraphs just preceding, compare noticeably with those in the islands of the Pacific where defense installations were under the direction of Colonel Wyman, pursuant to contracts with Hawaiian Constructors, Rohl's Company, and Sverdrup and Parcel, architect-engineers, selected by them.

During this period when those defense projects vitally affecting the defense of the United States were being installed in that strategic and vulnerable Alaskan area, Attu and the Aleutians were occupied by the Japanese, causing a continuing threat.

CONFIDENTIAL

WAR DEPARTMENT,
Washington, 7 December 1943.

Mr. H. RALPH BURTON,
Chief Counsel, House Military Affairs Committee,
519 Old House Office Building, Washington, D. C.

DEAR Mr. BURTON: In pursuant of your telephone request, I enclose confidential document of date 15 March 1943, being report of Colonel L. George Horowitz to Colonel F. S. Strong, Jr. of the Corps of Engineers and covering various matters in the Northwest Service Command, with particular reference to the Division Engineer in connection with construction operations.

This document is given to you for the confidential use of the Committee and not for publication.

It represents the views of Colonel Horowitz, but has not been approved as to its findings or accuracy by higher authority in the Department.

Yours sincerely,

/s/ Julius H. Amberg,
JULIUS H. AMBERG,

Special Assistant to the Secretary of War.

Encl.

[1]

CONFIDENTIAL

MARCH 15, 1943.

REPORT COVERING AN INSPECTION OF ALL CONSTRUCTION WORK AND RELATED FUNCTIONS UNDER THE JURISDICTION OF THE U. S. DIVISION ENGINEER IN THE NORTHWEST SERVICE COMMAND

Col. L. George Horowitz Col. F. S. Strong, Jr.

This report, on the above-named subject, has been prepared on the basis of the following studies and observations:

a. A study of many if not all directives and communications from the Headquarters Services of Supply to the Office, Chief of Engineers, and from the latter to the Division Engineer, Northwest Service Command. Many other documents of a miscellaneous but important and pertinent character have also been carefully scrutinized.

b. An intensive and extensive analysis over a period of two months (December 1942 and January 1943) of all the Field Progress Reports submitted by the Division Engineer, Northwest Service Command, to the Office, Chief of Engineers.

c. Observations made by the undersigned and Major H. C. Helgeson, Corps of Engineers, during the course of an inspection trip throughout the Northwest Service Command, from February 7, 1943 to March 6, 1943. An outline of our itinerary is attached to this report.

Our observations and investigations have developed personal reactions on our part from which have sprung the many opinions and beliefs expressed herein. Because it is our conviction that many matters require immediate remedial action by the authorities charged with the responsibility for executing the construction tasks and corrective action by higher authority in those matters beyond the control of the former, we have decided to treat the subject by an elaboration under the headings which follow. We feel that the presentation in this form will give the most comprehensive portrayal in the simplest, most direct and most graphic manner.

I. Leadership

A. Northwest Service Command

B. Northwest Division Engineer Office

II. Planning

III. Scheduling

IV. Organization

V. Personnel, Labor and Morale

VI. Work Requirements and Work Accomplishment

VII. Military Liaison and Cooperation

VIII. Thumbnail Sketches

[2] IX. General Conclusions

X. Recommendations

I. LEADERSHIP

The leadership on the part of the Commanding General, Northwest Service Command, and the U. S. Division Engineer is, in our opinion, of a low order. This has manifested itself in many ways, such as:

1. Lack of respect and open expression of such lack of respect by many officers, in the rank from Captain to Colonel, for the ability and capacity of the two above-mentioned officers to successfully effectuate the construction and supply tasks which have been mandated to them by directives from higher authority.

2. The complete lack of organization, except on paper, after several months, as one understands the meaning and connotation of that word in both a military and construction sense.

3. The vacillation, superficiality, and belated actions involving: thinking in terms of concepts; planning of tasks and procedures; scheduling of work in sound sequence and in an integrated program and accomplishment sense; mobilization of military forces at various locations and the assignment of missions to them; method of awarding contracts to private construction firms; direction and supervision of the efforts of these firms in preparing designs, plans, specifications, procurement of material mobilization of personnel and labor forces, and in the execution of the work.

4. Lack of proper and sufficient liaison and practical cooperation between the Headquarters of the Northwest Service Command and the Office of the Division Engineer; the Office of the Division Engineer and the Offices of the District Engineers; the Northwest Service Command and the Alaska Defense Command; the Corps of Engineers, the Army Air Forces and the Signal Corps; the Engineer for the Commanding General, Alaska Defense Command and the Northwest Division Engineer; and the Office of the Northwest Division Engineer and the Field Representatives of the Public Roads Administration.

5. The low state of morale and spirit of frustration which obtain at Edmonton, Dawson Creek, Fort Nelson, Whitehorse, and Skagway and the sense of helplessness which pervades the hearts and minds of officers and employees at Fairbanks and Prince Rupert.

[3] *A. Northwest Service Command*

Our observations, attendance at conferences, and conversations with many officers and civilians have given us the distinct reaction that General Order No. 44, War Department, Washington, D. C., September 4, 1942, will not prove workable because of the personalities involved and the conditions and circumstances which exist.

The Commanding General, NWSC, has established a hybrid organization which consists of an antiquated Corps Area set-up, infiltrated with task command officers, recently appointed officers from civil life and civilians, all of whom are supposedly to function as specialists. In addition to a Chief of Staff, a Deputy Chief of Staff, the four Staff O's, there is an Alcan Highway Commanding Officer, a Northern and Southern Sector Commander, a Railroad Commander at Dawson Creek, an officer in charge of equipment and parts, an officer in charge of automotive transportation on the Alcan Highway, and, we presume, others.

Whether the organization is orthodox or heterodox is of little moment in the final analysis if there is a high type of leadership, a systematic arrangement of all procedure, and an efficient execution of all work. But unfortunately, the diametrically opposite conditions obtain. The Commanding General seems to vacillate, apparently because of his susceptibility to advice from many and the latest quarters; seems to issue orders which are not properly channelized and about which there is timely lack of knowledge on the part of officers who should know about them; and he is inclined to command spasmodically, so to speak, not on a basis of perspicacity and advance planning but as crucial moments occur or a stalemate or impass arises. As a result, the entire atmosphere at Whitehorse is one of confusion, frustration, lack of interest, indifference, and low morale. Dynamic, respected and accomplishment-inspiring leadership are imperative.

One of many illustrations of the lack of or belated planning on the part of the Northwest Service Command is the fact that as late as February 13, 1943, a conference was held at the office of the Division Engineer at Edmonton, one of the purposes of which was to arrange for the transportation of construction materials up the Alcan Highway. It was evident, or should have been evident, as early as December 1, 1942, that one of the vitally important tasks was to provide for the movement of construction material up the highway before the April thaw set in, so that physical work-in-place could be performed during the months of April, May, and June, when the road was impassable.

At the conference of February 13, 1943, it was apparent that no workable plans had been formulated until then. The lack of knowledge on the conditions or location of trucks was pathetic. The discussion on lack of gasoline, fuel, kerosene, alcohol, Prestone, spare parts, drivers, facilities [4] for making and shelter under which to make repairs bespoke a completely chaotic state of affairs. It became doubly evident that the data on planning, scheduling, work performance, etc., as contained in and submitted in Field Progress Reports was highly unrealistic and in most cases fantastic. One had no further to look to understand the reason for the jam-up of some thousand freight cars in the Edmonton railroad yards or the large percentage of vehicles and equipment of every description which were on the dead-line or otherwise inaccessible and unavailable.

As a result of this conference, Colonel Glandon, who has superseded Col. Wheeler as the Commanding Officer of the Alcan Highway, was directed to corral, sequester, and what-not all the trucks in the Service Command for the purpose of allocating them for specific uses. One of these truck employments was designated as the movement of construction material up the Alcan Highway. At the time I was leaving Edmonton to return to the United States on March 4, 1943, I was informed by Colonel Henry Woodbury, Asst. Division Engineer, that practically nothing in that direction had been accomplished since the meeting of February 13, 1943.

Coincident with the failure to make plans and preparations for the overhauling, repair and disposition of such trucks, so that tonnage of approximately 68,000 tons could be moved over the highway on or before April 15, 1943, evidence appeared of available trucks not being expeditiously used and trucks being assigned to tasks which very ostensibly were of a priority of performance much below the many purposes to which they could and should have been assigned. As an example of the former, we refer to approximately 150 new White 10-ton Diesel Drive trucks which were at Dawson Creek and not being used (no one seemed to know to whom the trucks belonged and everyone volunteered that they were not running because of lack of winterization, lack of Prestone, etc.). As an example of the latter, we refer to the approximately 25 White Trucks, later increased to 50, which the Metcalf, Hamilton and the Kansas City Bridge co-ventures were apparently able to persuade the Commanding General to allocate to them for the purpose of building their railheads of fantastic preliminary conception and much more fantastic estimated cost.

The reasons for the other statements relative to the manifestations of the low order of leadership expressed in resume form under I. *Leadership*, supra, will become obvious as delineations of facts and conditions are made under headings which follow.

B. Northwest Division Engineer Office

The undersigned, during the course of the past twenty months, has had occasion to study and analyze the construction activity on some 1500 projects and has personally visited and inspected the work on approximately 500 jobs. I say unhesitatingly that the Office of the Division Engineer, Northwest Service [5] Command and, as a consequence, all echelons of command under it and all private constructors and others having contractual relations with it, represent the most confused, frustrated, disjointed, heterogeneous, disorganized, demoralized group of organizations with which we have ever come in contact.

Sound processes of ratiocination are conspicuous because of their absence; understanding of military concepts and knowledge and information on the basis of which plans must be made and work executed are nebulous, fragmentary and disarranged; designs, plans and specifications are grandiose, expensive to execute and anachronistic in their preparation; job planning and job scheduling are superficial, fantastic and in many cases child-like; execution of physical work-in-place is pitifully slow, wasteful, lacks balance between labor, material and supervision, and is performed in a sequence lacking common-sense, let alone that complementarity of effort which is ordinarily necessary for efficient, economic and speedy work execution.

The entire atmosphere at the Office of the Division Engineer (and several of the Districts) reflects mental desuetude, physical paralysis, resort to processes of temporization, empiricism, mysticism and insouciance.

It is my conviction that the construction work, if ever accomplished, will be prolonged for many months, in some cases as much as a year or more; will involve the unnecessary expenditure of many millions of dollars; and will cause the wasteful and misdirected employment of millions of man-hours and the uneconomic use of hundreds upon hundreds of pieces of all types of heavy equipment and vehicles—automotive, truck, etc.

A few specific illustrations of the many observations upon which the above opinions are predicated are given herewith.

On the 11th and 12th of February, 1943, conferences were held at the Office of the U. S. Division Engineer between Colonel William C. Henry, assistant to the Chief Signal Officer, U. S. Army, and Colonel Theodore Wyman, Division Engineer, relative to coordinating and accelerating the work on the construction of the communications system throughout the Northwest Service Command. In attendance were representatives of the Alaska Communications Service, members of the Division Engineer's Office, special assistants to Commanding General, NWSC, and members of the firm and key employees of the Architect-Engineer, Turnbull, Sverdrup & Parcel, and the Prime Contractor, Bechtel-Price-Callahan. General James A. O'Connor, Colonel James K. Tully, General Staff, Washington, D. C., and Major Lee E. Scheid and Captain William T. Carpenter, Jr., of the Services of Supply, Washington, D. C., attended one of these meetings, at which the undersigned was present.

To anyone who has been over the territory covered by the Northwest Service Command for as little as one week it is obvious that the communications system is to all practical purposes the sine qua non of efficient construction effort. And yet, when Colonel James K. Tully, because of the nature of the conversations, had occasion to express the fact that the General Staff had established the work

on the communications system and on the Port of Prince Rupert as the Number One and Two Priorities for accomplishment in the Northwest Service Command, Colonel Wyman registered surprise and stated that it was the first [6] time that such information had been brought to his attention, officially or otherwise.

It was apparent to everyone in the room that the work on the communications system had been woefully neglected, and what little that had been done was not in accordance with Signal Corps standards, design or specifications. Lengthy conversations, much of a superfluous character, ensued between Colonels Henry and Wyman. It is my opinion, the hypotheses, the processes of reasoning, and the constructive intentions and purposes of Colonel Henry were sound, logical, practical and commendable. Colonel Wyman comported himself as one engaged in the art of fencing. The weapons of which he made repetitions and irrelevant use were "the matter of unfortunate personalities and proper or improper jurisdiction". I could not draw any inference other than that, if phobias existed, they were inherent in Colonel Wyman, and it seemed to me that a peculiar psychosis permeated all of Colonel Wyman's reasoning and viewpoints.

The conclusion is inescapable that at least three months of valuable time have been lost during which much of the work on the communications system could or should have been accomplished. The lack of progress on this feature of work will decelerate the efforts of all persons engaged in the construction task, Northwest Service Command, in an inordinately large measure.

The discussions, higgling and haggling, which accompanied the attempts to obtain the signature of the Commanding General, NWSC, and the Signal Corps representatives to a Memorandum of Understanding, have convinced me beyond any shadow of doubt that any accomplishment in the overall construction task that might and should reflect kudos to the Services of Supply, the Corps of Engineers, and others engaged in this effort, will be exceedingly difficult if not impossible.

At the time of my visit to Edmonton, the Office of the Division Engineer had approximately 180 civilian employees and 30 officers, and the Division Engineer was in the process of building up a home organization of approximately 450 persons. If an organization that possessed cohesion and coordination and functioned smoothly and efficiently were to result, little fault, if any, might be found with the set-up, regardless of whether or not it contained a small percentage of supernumeraries. But when disconnected, non-used and misdirected compartmentalization obtains, and it is my opinion that it does and will, deadening effects transcend the considerations of useless expenditure of funds, wasted man-hours, low morale, etc. *The inability to get the job done retards the War Effort.*

In my opinion, Colonel Wyman does not understand the use of or does not choose to employ the members of an organization in the generally accepted sense. Cases have come to my attention where officers have been excoriated in the presence of fellow officers and others for carrying out the duties, functions and missions for the very purpose of which they have been secured as members of his organization.

I can conceive of a man being a genius, being possessed of a superlative degree of clairvoyance, omniscience, omnipresence, perspicacity, and perspicuity, and having an indomitable will (incidentally, Colonel Wyman does not, in my opinion, possess any of these qualities to a reasonably desirable degree).

[7] A lack of understanding of the elementary principles of good leadership, a lack of tactfulness and diplomacy, a lack of the ability to inspire others and win their respect and cooperation would still cause failure in the accomplishment of a mandated objective. Particularly so, if the task is almost superhuman, as is the construction job in the Northwest Service Command.

Most of the officers in the Division Office (and in the District Offices), whatever their individual ability, capacity, resourcefulness, etc., might be, have good educational backgrounds and have had more or less military training and experience, particularly in the Construction Service. They understand the difference between good organization and bad organization, the distinction between active and dynamic leadership as against passive leadership, whereby complacency is mistaken for confidence and self-satisfaction because of sweeping blanket and not properly thought-out delegation of duties and responsibilities by faulty contractual relationships entered into with private construction companies. As a consequence, most of the officers and civilian personnel as well feel that they are superfluous, are almost morbid, and are impelled to express

the fear that they have been relegated to affiliation with a mission which is destined to be a failure.

The slow preparation of plans and specifications; the lack of faulty planning and scheduling of many features of work; the impractical manner and sequence in which work is executed and the fact that work which should be started and vigorously prosecuted according to common-sense and its important significance to other work is not started; the confusion surrounding the procurement and supply of materials and equipment; the complete lack of transportation means months after all facilities should have been in a state of immediate readiness; the lack of organization on the part of the Architect-Engineer, the Contractors and the echelons of the Division Engineer Office; and the low state of morale and feeling of frustration and despair which pervades almost everyone bespeak but one thing. It is vitally necessary that a leadership of vision, imagination, cooperation-inspiring, and which will produce results in a quick, efficient and economic manner be found at once, in the person of a Division Engineer.

II. PLANNING

The planning of all construction work in the Northwest Service Command seems to be exceptionally poor in many respects.

1. The preparation of designs, plans and specifications is far too slow, assuming all other phases of activity were reasonably satisfactory, to consummate all the work at the required completion dates as established by higher authority.

2. Many concepts of a strategic and logistic nature on the basis of which directives are issued and construction planning must predicated are ephemeral in the minds of most persons having a responsibility in the direction, preparation and supervision of design, plans and specifications. As a consequence, there is over-design as in the case of the proposed railheads at Dawson Creek, Whitehorse, and Fairbanks; faulty and under-design as in the case of the communications system; or no design as in the case of many necessary facilities at Edmonton, Dawson Creek, along the Alcan Highway, at Whitehorse, Fairbanks, and Skagway.

[8] *The true significance of the element—TIME—in a construction program having a triple purpose of defense of a territory, supply of an allied nation and means of an offensive operation against an enemy power, is not fully grasped. If the purpose and urgency of the work were correctly visualized, it would be planned and executed in segments and by phases so that at all intervals of time some use could be made of completed facilities in and to at least a limited part of the finally desired capacity sense or in the priority of requirement sense as ordained by higher authority. This procedure would also lend itself to the most rapid, efficient and economic accomplishment of the construction work.*

3. The sequence in which work is planned to be done lacks a sense of understanding of complementarity and integration of all the features of work. For example, motions are gone through, involving proposed transportation of material for Canal #1, as though it had a priority of importance over the communications system and the docks and appurtenant facilities at Prince Rupert and Skagway. Trucks are allocated for the movement of materials for the proposed over-designed railhead at Dawson Creek, but little attention is paid to the preparation for the repair of the several arteries, such as the road from Edmonton to Dawson Creek, Northern Alberta Railway, Alcan Highway, and White Pass-Yukon Railway, which, if neglected, will cause a general stalemate for months. The sense of correct relativity, proper timing, and general perspective of all the elements of the construction program are distorted. This, in my opinion, is the reason for the over-emphasis on the immediate construction of the elaborately conceived railheads for which an allotment of \$81,000,000 was requested, on Canal Projects #1 and #3, and the under-emphasis on the Ports of Skagway, Haines, and Prince Rupert, on Canal Projects #4 and #5, on the facilities along the Alcan Highway, and on the Haines-Champagne Cut-Off. It is the reason for the over-emphasis on warehousing and the under-emphasis on all roads, railways, waterways, and the instrumentalities of transportation leading to and from this warehousing.

III. SCHEDULING

The scheduling of work to be accomplished as reflected in the Off-Continent Field Progress Reports submitted by the Northwest Division is meaningless and is being prepared unthinkingly and mechanically. The estimated work schedules shown on the bar graphs cannot possibly be met for any of the projects.

Notwithstanding the fact that this data is officially submitted by the Division Engineer, it is understood and recognized as being impossible of accomplishment by officers, contractors, and employees in the field.

If these prognoses are fanciful, so must be the data and calculations on which they are predicated. One might argue that this was only the matter of the required submission of a piece of paper and the necessity for technical compliance with an order. But such is not the case. The same lack of thinking and planning generates a mobilization of field employees without material to work on so as to accomplish physical work-in-place, and leads to the procurement and delivery of materials in the wrong order, in the wrong place and without men to work on them.

[9] To a much greater degree than obtains on jobs within the Continental limits of the United States, the distances involved, the many forms of resistance and obstacles encountered, the fight against nature in the raw, require scientifically prepared and precise processes of flow engineering of materials and the vital necessity of obtaining balance and timing of and for materials and labor.

The conditions which obtain to the present time are said to say the least. Employees can be seen at many places with little or nothing to do and materials are jammed up at Edmonton because of lack of transportation facilities. The order in which materials are finally moved out in many cases adds to the already existing difficulties. No other result can be expected without properly and realistically prepared schedules.

If job control is to be had, and it will have to be established, correct planning and scheduling will have to be insisted upon at once.

IV. ORGANIZATION

The organizations of the Architect-Engineers, the Prime Contractors, the Public Roads Administration, and the United States Division and District Engineer Offices, as they are now constituted, are not of the quality, nor have they the direction, the cohesion and the coordination, to accomplish their missions in a rapid, efficient and economic manner.

1. It is our opinion that none of the above-named construction entities have become thoroughly and fundamentally indoctrinated with an understanding of the military concepts involved and with a satisfactory translation of those concepts into design, plans, specifications and physical work-in-place.

2. All of the organizations need more forceful and inspiring leadership. In the case of the private firms and the P. R. A., this can be accomplished with the acquirement of better key personnel. In the case of the Corps of Engineer forces, it is necessary to supplant the present leadership, to obtain a reasonable number of specially qualified officers, and to obtain for civilian personnel the best that can be found in the ranks of the Civil Service Commission employees.

3. In quantity, the supervisory, administrative, and technical employees of the Architect-Engineers and Prime Contractors are much too great in number; in quality, they are distinctly inferior to what obtains on most jobs in the United States and do not measure up to the requirements of the task at hand.

4. The Architect-Engineer and particularly the prime contractor Bechtel-Price-Callahan set-ups are too distended between the United States and Canada and have not been molded so as to possess the direction, cohesion, coordination and smoothness of operation vitally necessary to get the job done.

5. There is a tendency for the Architect-Engineer, the Prime Contractor, and the PRA organizations to cling too tenaciously to civilization. Something must be done to inject in them a pioneer and overcome-hardship spirit. [10] Correlative with the above-named propensity is the failure to establish echelons for direction and supervision in the field.

6. Too much temporization with plans and too much extemporization with work execution maintain. The inauguration of proper planning and scheduling, procurement, supply and balancing of labor and material should cure this defect. The change is necessary forthwith.

7. An organization of the Division Engineer and the six District Engineer offices exists but only on paper. The Division Engineer delegates responsibilities to his District Engineers through the issuance of generalized orders based on directives. But nothing has been done as yet to simultaneously establish authority and create the wherewithal in the District Offices on the basis of which the duties can be performed and the responsibilities fulfilled.

The Division Engineer does not purposefully use his own organization and seems to use the office of the Edmonton District Engineer for a multiplicity

of purposes, such as for supervision of work in the field, administration by a District Engineer over other District Engineers, preparation and consummation of contracts, so-called control functions, preparation and submission of Field Progress Reports, etc. Because of the manner of evolution of the Division Engineer Office, this practice is deleterious in many respects—it causes the District Engineer offices to be useful in only a modicum degree for the performance of many tasks for which they are better qualified than the Edmonton office; it causes the District Engineers to feel superfluous and unproductive and resentful against the Division Office and the Edmonton District Office; it causes the representatives and key personnel of the firms engaged by the Government to neglect and fail to recognize any authority of the District Engineers and to look to Edmonton with a consequent loss of time, efficiency, and coordination.

It is imperative that a sensible and workable channel of command and authority for direction, supervision, and control of the work to be established at once. The organizations of the Architect-Engineer and Contractors must be developed along echelon lines paralleling those of the U. S. Division Engineer, so that each District Engineer can perform his duties efficiently and in the best interest of the Government. Concomitantly, the necessary liaison and cooperation among the six District Engineers must be introduced.

If this is not effectuated, all the District Engineer Offices are truly superfluous and should be abolished. The only alternative to this method of operation, and a very poor alternative, is the direction and supervision of all work by the person and office of the Division Engineer through the instrumentality of assistant operations officers or Area Engineers in the field. With conditions and circumstances as they are, this will in substance be tantamount to running a job bigger than the Panama Canal job from the hat of one man whose head is already befogged.

8. More skillful and learned policy and procedure in the methods and processes of awarding contracts to private firms is essential. This should [11] be done and can be done so as to induce the best features of competitive effort, so as to provide continuous incentives to all who have contractual obligations and so as to generate the highest degree of teamwork and cooperation in every conceivable direction. In my opinion, the Division Engineer is impulsive, superficial, and wasteful in his methods of delegating work through contractual arrangements.

9. Better judgment than now obtains must be exercised in the disposition and administration of troops and in the assignment to them of their various missions.

a. The manner in which duties are assigned to troops is carried out too impulsively and with too much substitution back and forth.

b. The troops are overtaxed because of the assignment of too many missions. This has resulted because of the still existing deficiencies of the private contractors. For example, the troops of one regiment are engaged in providing their own maintenance, digging telephone pole holes, driving a winter road along a proposed pipeline from Brooks brook to Sheldon Lake, the assembly of timber for the rebuilding of bridges along sections of the highway, and what-not. The execution of most of this work, incidentally, is provided for by the contracts with firms such as Bechtel-Price-Callahan, Miller Construction Company, and several contractors under the jurisdiction of the P. R. A.

c. The troops are not only fed more poorly than are the employees of the private firms with whom they are in close proximity, but use is made of troops in such a manner and at such places as leads to the flaunting in their faces of high wages and other beneficial aspects of conditions of work by and under private contractors. This is morale-breaking to say the least.

10. The field agencies of the Public Roads Administration are possessed, in a measure, of the many deficiencies expressed relative to the organization of the Architect-Engineers, Contractors, and the United States Engineer Offices. The liaison and channelizing through echelons is particularly bad, and direction and supervision are carried on, too preponderantly, at headquarters away from the areas of activity. Because of these conditions, the proper equipment is not at the disposal of contractors at places and times when it should be, and it takes months to effect the sending and receipt of spare parts by requisition.

Because there are so many groups in being for the accomplishment of the construction work: employees, foremen, straw bosses, superintendents, subcontractors, contractors, collateral contractors, prime contractors, construction-management contractors, field agencies of the P. R. A., Area Engineer officers and employees, District Engineers and employees, Works Engineer for the P. R. A., U. S. Division Engineer, Commanding General, N. W. S. C., and his equipment and

maintenance transportation specialists, it will require the highest degree of intelligence and leadership of which one can conceive to unravel periodic snags, let alone getting the job done. This entire set-up requires immediate remedial action, so that the correct chain of authority is clearly defined, the greatest cooperation is established, and the direction and supervision processes are simplified throughout.

[12]

V. PERSONNEL, LABOR AND MORALE

1. Much of the supervisory, administrative, technical and other key personnel employed by the Architect-Engineers, Prime Contractors, and U. S. Engineer Offices is not qualified nor competent to assist in carrying out the missions which have been mandated to these agencies.

A lack of specialized training on the part of these employees, which is aggravated by the poor organizational fabric of which they are made a part, causes many mental and physical processes to degenerate to a point where they are meaningless, purposeless, completely mechanical, superfluous, mutually interfering, retardative, and generally confusion-breeding.

The recognition of these facts in the field itself, together with the knowledge of the excessive salaries and wages paid throughout the Command, causes a wide propagation of rumors, innuendos and caustic depreciations. The diatribes and informal indictments have reached a level which is spirit- and morale-shattering to say the least and has resulted in a universal bewailing stated in such terms as "we are bushed, suffering from frustration, destined to failure."

2. The efficiency of labor is very low on practically all of the construction work, when measured in terms of the productivity of labor which obtains in the United States. That the efficiency of the former would be less than the latter was to be expected because of many conditions and circumstances peculiar to work in this part of the world, particularly the hardships caused by distances, climate, temperatures, topography, lack of facilities, etc. However, the unusual depth to which it has fallen is mainly attributable to the poor leadership, lack of planning and scheduling of work, faulty and procrastinated procurement of materials, lack of organization, etc. It is our unmistakable observation that the labor does want to and will put out if all the other elements are placed in congruity. As conditions are, labor is not only non-productive but its turn-over is so great that it is unnecessarily costly and stymies progress.

3. The morale of a majority of all civilians and officers engaged in the construction task in the Northwest Service Command is as low as has ever come to our personal attention. This is due to all that has been stated heretofore in this report. As bad as the morale is, the lack of good morale is not chronic and can be and must be completely restored, the sooner the better.

VI. WORK REQUIREMENTS AND WORK ACCOMPLISHMENT

The volume of construction work in the Northwest Service Command as provided for by the directives issued from higher authority, at the required completion dates embodied therein, and the volume of construction work which can be accomplished in the same respective periods of time by the persons and organizations charged with the performance thereof are at such great variance that they cannot be reconciled. Not to recognize this, the organizations, personnel, [13] facilities, status of materials, the weather and ground conditions being what they are, might make still more difficult the general and complete transmutation of all agencies from organisms of disorder and disruption to those of harmony, cooperation, and attainment.

We feel that a priority of execution of all the work by projects and by phases of projects should be established by higher authority, expressed in definitive form and imposed upon all the agencies engaged in the construction task. Simultaneously, a review should be made of all the projects for the purpose of determining required completion dates which are more in consonance with presently existing conditions and circumstances and hence more realistic. This may appear as a deceleration on paper but, with the institution of corrective measures, will, in our opinion, bring an acceleration of all physical work-in-place in actuality. If the field is left to its own devices and exercises its own judgment based upon what are now fictitious completion dates, the lack of balance between labor and material, the faulty sequence of transportation of material, and the misconception of relative significance and importance of project completions will become more pronounced and retard the over-all effort.

To date, for the time already consumed, the physical work-in-place accomplishment is meager and subnormal. Very little physical work-in-place will be performed during the course of the next three months because of the failure to plan and execute the transportation of materials and related construction work during the months of December 1942 and January and February 1943. A very substantial volume of physical work-in-place can be accomplished during the months of July, August, September, October and possibly November, if measures are taken to insure proper planning for labor, material, equipment and supervision and the preparations are made to supply and transport all possible materials and equipment between now and when the thaw sets in and as soon as feasible after the break-up.

VII. MILITARY LIAISON AND COOPERATION

A number of incidents and conditions came to our attention which reveal that the degree of liaison and cooperation between different divisions and branches of the Army having jurisdiction in contiguous theaters of activity or over functions in the same theater can stand considerable improvement. Cited as examples are: the lack of complete understanding between the Army Air Forces and the Corps of Engineers with respect to the construction of flight strips and miscellaneous facilities; the Signal Corps and the Corps of Engineers with respect to the design and construction of the communications system; the Transportation Corps and the Northwest Service Command with respect to the operation and control of facilities and the methods of administration at Skagway; the Army Air Forces and the Northwest Service Command with respect to the transportation of gasoline and fuel from Fairbanks to Tanana, McGrath and Galena.

Based on hearsay, gleaned from several conversations with a number of officers, it is our opinion that the cooperation between Colonel Wyman, U. S. Division Engineer, and Colonel Tally, Engineer for the A. D. C., is not what it [14] should be, nor is the cooperation between the Alaska Defense Command and the Northwest Service Command developed to a level which a full impregnation of the unity and sameness of purpose should bring forth.

The liaison between the Northwest Service Command and the Division Engineer Office seems to be basically a personal one between General O'Connor and Colonel Wyman, to the exclusion of most of their respective staffs. That between the Division Engineer and his six District Engineers is to all intents and purposes practically non-existent.

The liaison and cooperation between the Corps of Engineers and the Public Roads Administration hangs on very tenuous connections. The difference between the right men and the wrong men in the respective positions of U. S. Division Engineer and Field Manager of the P. R. A. will spell cooperation or conflict and divergence of effort.

VIII. THUMBNAIL SKETCHES

A. *Northern Alberta Railroad and Road from Edmonton to Dawson Creek*

The Northern Alberta Railroad runs a distance of approximately 525 miles in a northwesterly direction from Edmonton, Alberta, to Dawson Creek, B. C. The topography in general permits of easy access but, notwithstanding, the line skirts a number of rivers and wash areas which is perhaps attributable to the desire in the initial construction to keep costs at a minimum. The line was completed to Grand Prairie in 1930 and several years later was pushed on to Dawson Creek. So-called "muskeg" supports much of the road bed; hence, even at this date, the fills are not stable. Previous to the war approximately two trains per week were operated over the line except in the fall when grain was hauled south from the farming regions near the northern terminus.

The entire line was largely constructed from relay rail varying from 85# to 55# with the majority being 65#. At the present time, numerous derailments are caused by cracked rail. The spacing of ties is a maximum for branch line construction, and it is now estimated that 50% to 75% of the ties need immediate replacement. No tie plates were used on tangents or curves and even some of the trestles are without them; hence, numerous cases of spread gauge, and tipped rail delay train operations. Metal ballast is for all practical purposes non-existent. Spring thaws cause considerable heaving and shifting of the track over the entire line, with the result that the last portion of the line from McLennan to Dawson Creek will not be in operation in the spring unless sufficient man-power

is available to care for every part of track day by day. Trestles were generally designed for approximately an E40 loading and have not been maintained. E60 loadings are now being moved over the trestle at very reduced speeds from 3 to 5 miles an hour. Short sidings, which are used as passing tracks only with difficulty, are provided at 16 points along the main track.

Roundhouse facilities, passable for the use which the railroad had during peacetimes but no more, exist only at Edmonton and Dawson Creek. The Dawson Creek roundhouse was partially burned out approximately six weeks ago. There [15] is no water supply at Dawson Creek, the northern terminus of the road and all water must be hauled from the Pouce Coupe River approximately seven miles away. There are, however, approximately six sources of water along the line at which tankage on towers has been installed. All coaling except at Edmonton is done by hand-shoveling, although at certain points passenger locomotives are coaled by means of gasoline-operated cranes.

The rolling stock actually owned by this railroad is in poor condition and of negligible quantity. The CPR and the CNR, however, have loaned considerable cars and sufficient locomotives to operate the road and are in a position to provide all rolling stock which the road, as it is, is capable of using.

At the present time, the railroad does not have sufficient labor available to maintain the track even at its now questionable condition. It is recognized that it will be necessary to import labor or to use troops on the maintenance of the section from McLennan to Dawson Creek in the spring if the road is to be kept open at all. With a reasonable amount of maintenance and with good luck, it is estimated that approximately 2000 tons per day may be moved over this road during the summer months. It is, however, questionable, considering the present state of repair, that more than 200,000 tons can be moved over the railroad in one operating year. In order to place the road in a position to carry the estimated capacity of the average single-track line, or approximately 4000 tons per day, a very considerable sum of money must be spent for delayed maintenance and improvements to the right-of-way and operating installations.

At this point it is well to mention the road which now exists from Edmonton to Dawson Creek, with the view of using motor transportation not to supplant but to augment the present facilities of the Northern Alberta Railroad. This road is of regular country-type construction, such as is found in North Dakota and Montana in the United States. The right-of-way is generally narrow. The ditching is sketchy and in a poor state of maintenance. The surface is of a soil generally known as gumbo. The bridges are of light construction such as is found on any country road. During the months of middle summer and the months of middle winter, the road is passable, and it is possible to operate trucks at a speed of approximately 20 to 25 miles an hour. During the two months of freeze-up and the three months of thaw, the road is to all practical purposes impassable. It may be said that although the terrain is relatively easy, the road compares unfavorably with most of Alcan Highway. If trucks are to be operated on this road to any considerable degree, appropriate maintenance operations must be initiated at once. Bridges must be reinforced, ditches cleaned and road metal must be placed at many sections.

B. Dawson Creek Railhead

The Dawson Creek Railhead as it now exists consists of a series of buildings scattered along the Northern Alberta Railroad just inside and just outside the limits of the village of Dawson Creek itself. All construction is frame except for a number of metal huts which are used to house troops. No water facilities, no sanitary facilities, and no fire protection facilities exist. The [16] layout obviously grew like Topsy; that is, additional buildings were added during the course of the construction of the highway and later as needs developed and manifested themselves. The work was accomplished through the use of two PRA contractors, W. E. Elliott Construction Company and Currin & Briggs. The activities of the construction companies were augmented by troop labor furnished by the Second Battalion of the 341st Engineers. Facilities as now existing at this so-called temporary railhead are as follows: troop housing for approximately 2000 men, headquarters group consisting of 6 portable-type buildings; 17 warehouses 50' x 200', each with two 10' x 200' loading platforms; 2 third-echelon-type buildings 95' x 186' with two wings, one wing 47' x 35' and the other wing 60' x 35'; 2 fourth-echelon-type buildings 80' x 240', with one 32' x 40' wing; one telephone repair station; power line and transformer units; flight strip; earth roads; temporary railroad tracks and unloading ramps; and railroad yard with capacity for approximately 150 cars.

At the time of this inspection, underground tank storage for gasoline was in the process of being installed. Power generating equipment was available on the site but not installed. There exists at the site pipe, hydrants and other miscellaneous material for installation of a water system and fire protection system. Unfortunately, potable water cannot be secured from wells driven to any depth at Dawson Creek; hence, if a water system is to be installed, a line must be provided a minimum distance of seven miles from either the Kiskatinaw River or the Pouce Coupe River.

Sanitary conditions and general living conditions in the village of Dawson Creek are deplorable to say the least. The District Engineer, however, is making every effort to influence and to assist the towns people in making a general clean-up.

The proposed site for the permanent railhead lies to the south and east of Dawson Creek. The terrain is generally rolling and no great amount of grading will be necessary. Water, however, must be piped a considerable distance to this site, even as it is necessary to pipe it to Dawson Creek because of the failure of wells as a supply. The proposed construction here provides for the housing of 80 officers and 5000 enlisted men; storage and motor repair facilities consisting of 2,300,000 feet; refrigerated warehouses for the storage of food; necessary roads, railroad track, and fire protection facilities; a 200-bed hospital; dry-cleaning and laundry facilities for the troop strength; and electrical facilities.

We are told that this proposed construction is based on only 28,000 tons of pay freight per month; even so, the quantity of construction materials which must be provided and the number of men which must be employed on the construction will seriously handicap all other activities along the highway to the north. At this point, it is well to state that not only must materials for this project be moved from Dawson Creek Railhead but materials for nearly all other construction will be handled from the same point.

Therefore, it is suggested that a study of the existing facilities be made with the view of determining the means of best using and best adapting the existing construction in providing storage for general use during the next year. [17] It is felt that if one 150-bed hospital, one fire station, 750 KVA electric generating capacity, 15 additional warehouses 50' x 200', necessary cold storage facilities, and necessary water-line and fire protection facilities are constructed immediately, a railhead will be available which will handle all traffic and storage necessary during the next year. It will be noted that such a scheme uses all existing facilities and requires very little additional construction. This will release more materials for Whitehorse and for Fairbanks where the troop housing and storage capacity is more sorely needed at the present time.

C. Alcan Highway

From Dawson Creek to Ft. St. John, a distance of approximately 48 miles, the road is to all practical purposes a boulevard. Ditches are deep, well graded, the surface is smooth and well metaled, and the width is more than ample in every case. In this section, there are two major structures—the bridges over the Kiskatinaw and Peace Rivers. The latter crossing is now made by passage over a single-lane trestle bridge which has already been partially destroyed this winter by ice and, it is expected, will be entirely wrecked during the spring break-up. J. A. Rosbling & Sons Company have moved in and are at work on the necessary tower foundations for the proposed cable bridge to be erected at this point. A conversation with the workmen revealed the fact that it was the intention not to spin the 900' crossing but to draw the entire rope across in one operation. It is estimated that the bridge will not be ready for use at the spring break-up; hence, it will be necessary to assemble materials and plan on repairing and replacing the timber structures for use during the early months of the summer. To date no activity in this direction has been undertaken, and at the site a physical inspection indicated that no materials were available for this work. The road from Fort St. John to Fort Nelson, a distance of approximately 245 miles, is in good condition for a country road. It is possible to drive a car over most of the distance at a speed of approximately 30 miles an hour. Some realignment and grading has been done. However, no improved structures of any type have been installed, and most of the mileage is not metaled. This section of the road will be impassable during the spring break-up, and it will be necessary to rework ditches and small structures and do additional grading and surfacing in order to make the road useable during the summer. One major stream crossing, that of the Sikanni Chief River, is under construction. The trestle bents are in and at the time of our inspection, the PRA representative and

the contractor were waiting for the shipment of the balance of the wood truss timbers. Too, approximately 28,000 pounds of bridge hardware had left Vancouver but had not as yet arrived at Dawson Creek for shipment by truck to the site. If the timber and the hardware have arrived at the site by the date of this report, this bridge will be available for use as soon as the road itself is passable after the spring thaws.

From Ft. Nelson to Watson Lake, a distance of approximately 360 miles, the road passes through difficult construction country. The initial bad spot occurs at Steamboat Mountain, where sight distances are non-existent, grades are very steep, and rock cuts have made ditching impossible. There is sufficient activity at this point to keep a medium-size contractor busy all summer. The second source of trouble is a section of approximately 20 miles along or over [18] McDonald Creek. Within this distance, the creek is crossed nine times and a physical inspection revealed that the road here will probably be entirely non-existent after the spring thaw.

Between Mile 170 and Mile 180, as measured north and west from Ft. Nelson, the road passes on a rock shelf along the side of Muncho Lake. At the present moment, this section of road has a single lane, curves are sharp, and the grades are steep. All work here is in rock and, while this work is being done during the summer, it will probably be necessary to operate a barge service or a ferry service on Muncho Lake in order to allow traffic to by-pass this point. Stream crossings must also be made at the Kledo, Racing, Toad, and the Liard Rivers. In addition, numerous creeks and smaller rivers must be crossed. As nearly as could be determined, no construction has been started and no plans have been placed in operation to erect the permanent structures over these rivers. A physical inspection of all the sites revealed that at this time no materials have been ordered or stock-piled to reinforce or to rebuild the numerous temporary structures which will surely be destroyed with the coming of spring. Considerable realignment work must be done along this entire section—grading, ditching and metaling will be necessary before the trail can be really called a road for use in the summer or through the spring and fall changes. At the present time, however, with the exception of the three difficult points mentioned, the road is readily passable, and an average speed of 25 miles an hour can be maintained with a passenger car. Over the bulk of the distance, the road is two-lane and no difficulty is encountered in the passing of vehicles. The surface of the road is now excellent because it consists of ice and packed snow. Only in a few cases is the surface made dangerous by advancing small glaciers.

From Watson Lake to Whitehorse, a distance of approximately 330 miles, the road generally encounters less difficult terrain. The one major stream crossing exists at Teslin Lake. Construction of this crossing is well underway, and completion should be had as soon as the road itself is available for use in the early summer. Crossing is now made over the ice of the lake. Contractors are working at two points on realignment but, generally speaking, maintenance from Watson Lake to Teslin Lake is not as good as the sections of the highway to the south of Watson Lake. Speed of passenger vehicles over this section can be maintained at an average of approximately 25 miles an hour, but more precaution must be taken in passing other vehicles.

Very few contractors have camps in this section, and as far as is known, little provision has been made for work here during the summer. A physical inspection revealed no stock-piles of material for minor construction, and this section too will certainly be impassable for at least two months in the spring.

The road from Whitehorse to Fairbanks, approximately 650 miles, is generally passable and of the same character as most of the road. The Doujek, the White, the Robertson, the Johnson, and the Gerstle are the major streams crossed by this section of the road. As far as can be determined, no activities to undertake permanent installations over these rivers are visible in the field. The entire highway is generally passable with the exception of the Robertson and Johnson Rivers. These rivers are of a peculiar nature, in that they open and close intermittently. Consequently, it is never possible to estimate accurately when the road [19] will be open and when it will be closed. The river beds change in position and width, as a consequence of which the establishment of permanent crossings presents an unusually difficult if not unsolvable problem. There are no contractors along this section of the road. One PRA representative for the whole 650 miles was on the job, and at the time of our inspection he was concerning himself with the Haines-Champagne Road, hence Alcan itself had no one interested. No stock-piles for the repair or replacement of temporary structures

of any kind are in existence. The only personnel available to maintain and make temporary repairs on this road are Engineer troops (97th Engineers). It is now understood that these troops are to be moved out and used in driving through a road west of Fairbanks.

In summary, it might be said that very little traffic was moving over the entire highway. An average of less than 30 vehicles per day were passed during the three days which we spent on the road. Trucks transporting Alcan or Canol supplies seemed to constitute most of these. The balance of the trucks were about equally divided between civilian contractors' trucking and Army vehicles. The road itself offered no handicaps to the operation of trucks, and the passage of at least 200 vehicles per day over any given section should not be difficult.

Various contractors and troop camps are scattered up and down along the highway from Dawson Creek to Watson Lake. The more recently built contractors' camps between the Liard River Crossing and Watson Lake are much superior to those further south. Experience here is beginning to pay dividends. Rest stations exist as such at approximately each 100-mile point. Generally speaking, it may be said the housing does exist but it has been very poorly established and maintained. Sanitary conditions are not good and camp layouts are neither uniform nor desirable. Troop housing at scattered points is in place between Whitehorse and Fairbanks. In summation, it should be reiterated that limited housing does exist but that it is of such character as to induce low morale and is not safe from a sanitary and fire standpoint.

D. Alcan Telephone Line

The Alcan Telephone Line proper will provide communications between Edmonton and Fairbanks and all intermediate points along the highway. In addition there is a telephone line being constructed from Skagway to Whitehorse as part of the operations of the Canol pipeline between these two points. Caltel (Alcan Telephone Line) is under construction through the agency of Miller Construction Co., of Indianapolis, Ind., and the Oman-Smith Co., of Nashville, Tenn. The line from Skagway to Whitehorse is being constructed by the Hatfield Construction Company.

Caltel is of utmost importance to all operations in the northwest because it is well known that rapid construction of any undertaking is dependent largely on the availability and dependability of communications. Radio communications in this section of the world are not dependable. Conditions change very rapidly, and sometimes a unit can be heard a distance of 50 miles, then again the same unit can handle messages as far as 300 miles. Thus it is evident that an item of first priority in this entire program is Caltel. Contracts have been awarded and the work has been underway since August 11, 1942. The design work is being handled by the Canol Architect-Engineer, J. Gordon Turnbull and Sverdrup & Parcel. After these many months, little progress has been made, and at the time of our visit to Edmonton, the Division Engineer of the Northwest Division and the Commanding General of the Northwest Service Command had just reached an agreement [20] with the Signal Corps so that the design of the line would be according to Army standards and the necessary copper for its completion would be furnished. On the face of it, no matter where the fault lies, this delay is inexcusable.

The pole line itself is now in place, and in operation from Edmonton to Ft. St. John. Poles and wire have been erected for perhaps 100 miles past Ft. St. John toward Ft. Nelson. Poles are in place for an additional 50 miles and holes have been dug for yet another 25 miles. Repeater stations between Edmonton and Dawson Creek are 99% complete and are in operation. This work at the lower end of the line has been accomplished by the Miller Construction Company. Poles and wire have been erected south of Whitehorse for a distance of approximately 50 miles by the Oman-Smith Company. Poles alone have been erected over another 25 miles by the same company. There are, in addition, scattered at some few points along the road stock-piles of poles to supply immediate construction needs. The intention and plan as announced by the Division Office is to have the line complete from Whitehorse to Watson Lake by April 15, and entire Caltel complete by May 31. This, of course, is obviously impossible, and it is even questionable at the present rate of progress and state of organization whether the line will be complete by the end of 1943 construction season. In general, no housing has been accomplished along the line for repeater stations which are to be located at approximately 100-mile intervals. In the one or two cases where structures have been erected, it was found that the floors were not

strong enough to support the equipment to be installed. The materials for construction are available at Edmonton, Dawson Creek, Prince Rupert, and Skagway. Within the week, it is expected that all materials will have been moved from Prince Rupert to either Edmonton or Skagway, so that they may be delivered to the points on the road where they can be used. The contractor has insufficient manpower and insufficient equipment.

E. *Whitehorse*

Whitehorse, Y. T., is the headquarters for the NWSC. The Northwest Division Engineer maintains a District Office at this location, and the Bechtol-Price-Callahan Company (Canol contractors), the Oman-Smith Company (Caltol contractors), and the Currin & Briggs Company (PRA contractor) all maintain camps at this village. The NWSC offices, the officers quarters, and the civilian quarters are all of portable CCC-type construction. Troop housing is either metal huts or portable CCC-type construction. Warehousing space is extremely limited, and materials and supplies are stored in open lots under canvas or not as the case may be. Additional construction materials and supplies are scattered at various locations all along the highway south for a distance of seven miles where the so-called Fairbanks freight line has a terminal. Water supply is by means of a well or wells of very limited capacity, which constantly go dry. Sewerage disposal system is inadequate and in fact no system at all. At the time of our visit, water was rationed. Sanitary conditions within the village of Whitehorse itself, as well as fire protection facilities, are in a most deplorable state. Unless some extensive activity towards a clean-up is undertaken before spring, control of the health of the community will be most difficult. Whitehorse sprang into existence as a village during the Gold Rush days because of the fact that it was the terminus of the White Pass-Yukon R. R. over the mountains from Skagway and because of the use of the upper river steamboat operations on the Yukon and Lewes Rivers. At the present time, [21] there is practically no additional construction of any type or kind underway in the vicinity of Whitehorse, because nearly all transportation facilities available are required for the mere subsistence of the present population. To reiterate, housing, warehousing, water supply, sanitary disposal, transportation facilities are all very inadequate for the task at hand, and an immediate solution of some character must be undertaken in order to alleviate the present conditions. The NWSC headquarters and the Office of the District Engineer are not in agreement as to what should be the location of the proposed railhead—McRae or Robinson. This should be settled as soon as possible.

F. *Fairbanks and Alaska*

Fairbanks at the present time is the northern terminus of the Alcan Highway and also the Alaska Railroad. The discontinuance of various mines with headquarters in Fairbanks has placed at the disposal of the District Engineer located here certain facilities such as equipment, housing, and repair shops. There is, however, no storage space, no troop housing, no quantity supplies of building materials. This, however, is not a problem at the present time because there are no troops to speak of and no freight arrives over the highway or the railroad. There are no representatives of any of the contractors, Architect-Engineer, or the PRA at Fairbanks as yet. Ample building sites are available. Lumber can be and is being cut at certain points. The small amount of equipment available is being repaired. This, however, is hampered by the lack of repair parts. An occasional truck comes in over the highway to Fairbanks. There is a train twice a week over the Alaska Railroad. Most of the contact with the outside world is by air.

A number of highways exist in the territory of Alaska which have been constructed in years gone by by the Department of Interior. The Richardson Highway, which is part of Alcan Highway, as far as Big Delta, runs from Fairbanks to Big Delta to Gulkana and thence to Valdez, with a branch that strikes from Copper Center to Chitina. There is also a road which leads from Gulkana to Anchorage. At the time of our visit, the road from Gulkana to Anchorage was open, the road from Big Delta to Gulkana was closed in two places, and from Gulkana to Valdez was closed in one spot. Two rotary snow ploughs properly used can keep the Richardson Highway and the road from Gulkana to Anchorage open through the winter months. Valdez itself is an ice-free port with minor useable docking facilities. These highways are approximately 20' wide with a light metal surface. All structures are of wood. They are generally impassable in the fall and particularly in the spring. At the pres-

ent time, plans are being developed to undertake the construction of winter roads from Fairbanks to McGrath, and from Fairbanks to Tanana. We feel that the traffic facilities in Alaska already in existence are not being improved and maintained as they should be and that they are not being used cooperatively for both the A. D. C. and the NWSC to the degree that will insure the highest mutual results.

G. White Pass-Yukon Railroad

The White Pass and Yukon Railroad is a narrow gauge (3'-0") line which runs from Whitehorse, Y. T., to Skagway, Alaska, a distance of 110 miles. Mining in the interior led to the construction of this road between 1860 and 1890 [22] with the bulk of the original equipment having been manufactured in the U. S. around 1889. From five hours to a number of days are required for the passage of a train, depending on weather conditions.

Alignment and grades from Whitehorse to Bennett, a distance of approximately 70 miles, are about those which would be expected on any narrow-gauge installation. The minimum elevation of track in this section is 2083 feet at Whitehorse. A maximum elevation of 2499 feet above sea level occurs at Robinson. From Bennett to Skagway the curves and grades are excessive. It is estimated that the grades run as high as 5.7% and curvature as high as 16°. 2924 feet at Meadows is the maximum elevation in this section, while 15 feet at Skagway is the minimum elevation.

Muskeg provides the foundation for the first 42½ miles of road bed from Whitehorse to Carcross. Ditching in this section is practically nonexistent and, as a result, changes in season cause the track to shift, heave, or sink. Rock provides the foundation for the last 67½ miles from Carcross to Skagway. Rock cuts are tight both vertically and horizontally; hence, all clearances and sub-grade allowances are a bare minimum.

Metal ballast is to all practical purposes non-existent, and as a consequence it is necessary to shim up the rail with blocks of wood placed between the ties and the rails. Rail is blocked in position with wooden wedges to keep it from turning over. Approximately 50% of the ties will have to be replaced. 56# rail is the standard installation. Wood trestles to a height of 256 feet exist in the last 40 miles of the line.

In several locations, the trestles are on both vertical and horizontal curves. Condition of some of the structures is such that it is not known how long they will stay in place. To quote train orders received during our trip: "Proceed at a speed not to exceed 5 miles an hour over ----- trestle on account of a sag in it". Rock slides and snow slides often cover the track, wreck trestles, and stop train service for days. There are nineteen short sidings on the line and one real passing track at Fraser Loop.

Rolling stock consists of equipment originally on the line, new boxcars and flats provided by the Army, and locomotives purchased from the Denver and Rio Grande Western. The Rio Grande locomotives are much heavier than the original equipment and, as a consequence, have increased the rate of deterioration of the track. Insufficient rolling stock causes the rehandling of most freight. Freight is loaded direct from boats to cars because of small dock capacity and then hauled up the valley from ½ mile to a mile where it is unloaded and stored until cars are available to take it over the mountain.

One operating battalion is now running and attempting to maintain the road. They are doing an excellent job as are all troop units in the northwest in spite of almost insurmountable handicaps. If under present conditions the road delivers an average of 300 tons of pay freight per day to Whitehorse, it will be an excellent job.

[23] Two and sometimes four Rio Grande locomotives are now used to deliver a train up the 5.7% grade and over the summit. This operation gives the track a heavy pounding. If Shay-gear-driven locomotives were used on the first 20 miles out of Skagway and the Rio Grande locomotives were used for the balance of the distance when grades are generally less than 3%, the amount of track maintenance could be reduced considerably and the delivery of trains would be more certain.

If the plates could be provided for the trestles, trestle approaches and curves, maintenance effort would be more fruitful and less replacement material would be required. Fourteen side-dump gravel cars, such as every dam builder has used for years, together with a ½-yard Diesel or gas-driven crawler-mounted shovel, would take care of the ballasting and realignment of the most difficult sections. An additional shovel for ditching would help considerably but is not absolutely essential.

Additional box-cars would eliminate the rehandling of freight. Another operating battalion would provide men for the necessary track maintenance.

The adoption of these suggestions on motive power, rolling stock, and maintenance should increase the average pay-load delivery to Whitehorse to 800 to 1000 tons per day or about three times the present estimated average.

H. Skagway

Skagway is the southern terminus of the White Pass & Yukon R. R. and is a small village located in the narrow valley between the two mountain ranges which reach an elevation of 5500 feet. Approximately one-third of the valley is cut by the Skagway River which runs full, of course, only in the spring. A dyke has been thrown up which prevents the spring freshets from inundating the town. There are perhaps 400 to 500 useable acres of land in this valley. This area must take care of the town, the housing of the Army and contractors' forces, railroad shops, and the storage of freight.

If one faces toward the harbor, the river previously referred to is on the far right. On the far left is the old dock built and used by the White Pass & Yukon R. R. This dock has been reworked by the forces of Bechtel-Price-Callahan, and in addition a 240' extension is underway. Approximately 120' of this extension is available for use at the present time, and it is expected that it may be used in its entirety by April 15. The total length of the dock will then be approximately 480'.

In the approximate center of the harbor are a series of dolphins supporting a pipeline and anchorage for tankers and gasoline-bearing barges. The total length will finally be 680'; 380' are now in use and for all practical purposes the 680' may be used if required.

On the right of the harbor is a make-shift sort of pile and earth barge unloading dock constructed by the Transportation Corps. The piles were not driven to any great depth; hence they are now tied with cables over the top of the earth fill. This arrangement is being used, however, some better arrangement will [24] eventually have to be made. Many materials and some rolling stock for the railroad have been unloaded by running temporary track down the beach and erecting barge or scow beds to support the loads when the tide is out.

The 15 steel tanks which provide 150,000 barrels of gasoline storage for the Canal project are in place and are being used. The auxiliary buildings for housing the pumps and the personnel are not as yet complete.

There is no shed storage of any kind available in Skagway; hence, freight is stored in every vacant lot available. The port troops are now hard at work attempting to bring order out of the chaos which has existed. Housing for the Bechtel-Price-Callahan group, the port operating troops, the railroad operating battalion, and the District Engineer is scattered through the town and over the valley. It consists of steel hutments and portable CCC-type buildings. Messing facilities are provided for by the use of former hotels and cafes which existed in the community. Sanitary conditions are about average for a village of this size located in such a section of the country. At the present time nearly all available land is in use; and as a consequence, there is little opportunity or room for much expansion of housing here.

Everything done thus far has been "hit or miss". It is thought that a comprehensive plan for the use of the port and the available land area should be prepared, adjustments made, and a certain small amount of new construction settled upon. This new construction would perhaps include an equipment repair shop, additional office facilities, additional housing and warehousing space. The capacity of the port is very limited; consequently it is essential to control the arrival of boats. No more freight must be brought in by barge or ship than can be carried by the railroad over the mountains to Whitehorse because there is insufficient room for any dead storage. The port can adequately serve the railroad and no more; hence, in the final analysis the capacity of the railroad controls the capacity of the port.

I. Inland Waterways

The trip from Skagway to Prince Rupert along the Alaskan Inland Waterway was made aboard the yacht "Westward". Departure from Skagway was made at 8 p. m. on Wednesday and the boat arrived at Prince Rupert about 2 p. m. on Saturday after a 12-hour layover during the trip on account of fog. In spite of the fact that many aids to navigation in the way of buoys and lights have been destroyed by unwieldy tows, this waterway provides an excellent means of transportation by small boat and barge to Alaska.

During the summer months, the operation of tugs and barges through these waters is relatively easy and few hazards exist. In the winter, however, high seas and excessive and changing winds make the handling of large tows extremely difficult. During the past season several tugs and tows have been lost because of the lack of power and size. It is well known that tides all along the Alaskan and British Columbia coast are excessive, and that the current generated by their changes reach as high as five and six or even seven knots in some places. There [25] is one lake just below Petersburg into which the tides run in both directions from both ends making the handling of tows difficult. Most of the crafts that have been employed on the freighting operation have been underpowered for the job. In most cases, the maximum rate of travel is $7\frac{3}{4}$ to 8 knots. Such a tug with a tow bucking a 6-knot current generated by the tide is in a very precarious position when the wind is blowing. Some of the boats used in the transportation of personnel are fast and have sufficient power to buck these currents but are not of the type of construction to withstand the heavy seas which sometimes develop. That is to say, they were built for pleasure and speed and not for work.

An attempt should be made to transport as much freight as possible during the safe period of navigation—the summer. Also, it might be well to conduct a survey of all the small boats and tugs used in transportation to determine their relative type of construction, their power and their rate of travel. Perhaps by providing a few new heavy-duty engines for the larger boats it will be possible to transfer engines on down the line so that all craft will be equipped with sufficient power. More boats will then be capable of traveling at a sufficient rate to make navigation generally safe through all months of the year. Since the ports thus far available in Alaska are of limited capacity and general storage facilities are not available, it is certainly of interest to attempt to balance water transportation, port facilities, and railroad facilities. This balance should be obtained as much by the adjustment of the amount and kind of equipment as by the control of the operation of the equipment itself.

J. Prince Rupert

The port project at Prince Rupert itself is located on the same island as the city of Prince Rupert. The staging area is located on the mainland, and the ammunition storage and loading docks are being constructed at Watson Island.

The housing for the port troops located on a hill above Prince Rupert is being used and to all practical purposes is complete. The capacity of this group is 1250 enlisted men and 100 officers. The main dock, the transit shed, the railroad track, the refrigeration building, the marine repair building, and the administration building are from 60% to 70% completed and will be ready for use in their entirety on April 15. As a matter of fact, the transit sheds and dock are at the present time being used by the Transportation Corps and have been able to handle all the freight that has thus far been shipped.

The road from Prince Rupert to the mainland where the staging area is located is approximately half complete. Work here has been handicapped by the lack of rock shovels, trucks, and rock crushers. The road from Prince Rupert to the edge of the island was originally built by the Province of British Columbia. The military road running to the staging area begins just across from the bridge leading to the mainland. An examination of the road built by British Columbia reveals the fact that if it is to handle substantial traffic, it will be necessary for certain maintenance and metaling operations to be undertaken. Port operators will probably submit to the District Engineer at an early date a request for this work.

The staging area located on the mainland is approximately 50% complete and will be available for occupancy by the 15th of April. This staging area [26] site is all muskeg which had been cleared some years ago, with the exception of the stumps, for the use of a town site. Slightly more than half of the buildings are now in place, however, no work has been done on the roads and very little has been accomplished on the water and sewer lines. Construction materials are being handled by truck over plank access roads. The terrain is hilly and this fact together with the muskeg and the stumps will make road construction difficult. Here again, lack of or rather no equipment has prevented the beginning of construction on the roads.

On Watson Island work is underway on the construction of the ammunition loading docks. Progress, however, is slow because all pile driving is being handled by skid rigs which must brace and cap after each pile bent has been driven before it can be advanced to the driving position for the next line. On

the island itself, work is underway in removing large quantities of rock which is being used as fill to provide support for the rail classification yard. Construction of the wooden igloos has not as yet been started. Although this ammunition storage yard and loading dock may be available for use before July 15, a visual inspection indicated that that date would probably be the one of final completion. At a site below the staging area, Bechtel-Price-Callahan Company have under construction tank car unloading facilities, tank storage, docks and tanker and oil barge loading facilities. Work on this group is approximately 50% complete. At the present time, the dock is in and taul foundations have been poured; one complete tank out of five has been erected. Construction on the permanent houses for operating and on the pump facilities is just now beginning. The concrete footings for the warehouse have been poured.

K. C. N. R.—*Prince Rupert to Edmonton*

The return trip from Prince Rupert to Edmonton was made via the C. N. R. The train leaves Prince Rupert at 6:30 in the evening and is due in Edmonton at 9:45 p. m. on the second following day. On our particular trip, we left on a Monday evening and arrived in Edmonton at 5 o'clock Thursday morning.

The railroad leaves Prince Rupert by traveling south to Watson Island, thence to the mainland until it reaches the valley of the Skenna River. It follows the north bank of the Skenna River east and north until it crosses just below Hazelton, B. C. At Hazelton, it leaves the main channel of the Skenna and follows the west bank of a branch which runs due south to Smithers. From Smithers, the road wiggles through the mountains to Prince George and finally Jasper. Just west of Jasper, the line from Prince Rupert makes a junction with the main line of the C. N. R. from Vancouver to Edmonton. The road bed from Prince Rupert to Jasper is generally in poor condition. 50% of the ties should be replaced or are being replaced. No tie plates are used and the rail itself is not in the best of condition. From Jasper to Edmonton regular maintenance has been in force and the entire railroad is generally in good condition. There is a definite limit on the amount of freight that can be handled between Jasper and Prince Rupert because of the fact that a speed limit of 50 miles an hour necessitated by the poor condition of the track is in force. The situation is further aggravated by the lack of passing tracks. It might be well to mention at this point that if any holding and reconsignment points are to be constructed in support of Prince Rupert, it might be best to build them east of Jasper. "Bottle-necks," if they are to occur on this railroad, will occur between Jasper and Prince Rupert.

[27] L. *Canol Project*

For the period of time during which work has been going on in connection with this entire project, only a moderate amount of physical work-in-place has been accomplished. The required completion dates cannot possibly be met.

We did not have the opportunity to inspect any part of Canol #1A or Canol #6; as a consequence, our information relative to these two jobs is predicated entirely on conversations, statements, verbal and written, and a study of three consecutive monthly Field Progress Reports.

The only jobs on which any substantial amount of work has been done are Canol #1A, Canol #6, and Canol #2. The remainder of the work on Jobs Canol #1, Canol #3, Canol #4, and Canol #5 is either in the category of "barely started" or "not started."

Canol #1A is represented as being 60% done and Canol #6 as being approximately 20% done. On Canol #2, the tank farm and facilities at Prince Rupert are approximately 50% done, the unloading facilities and storage at Skagway are approximately 60% done (but are being used), the pipeline from Skagway to Whitehorse is in place and gasoline is being pumped through it. The line, however, is laid above ground, with no expansion loops, no anchorage, no gate or check valves and with insufficient pumping capacity. In some cases the line is so close to the construction of the railroad that a minor wreck will break the line and cause a damaging fire because of the high pressure under which the line is operated without check valves. Just what will happen to the line after the spring thaw, land slides and glacial movements is not known. Terminal storage exists at both Skagway and Whitehorse. Difficulties have been had, however, with excessive leakage because of the type of gasket material used. Pumping operations have to be handled on a "hit or miss" basis, since the operating communication system is only finished to a point seventeen miles out of Skagway.

Canol #1, the pipeline and appurtenant facilities from Norman Wells to Whitehorse, is only approximately 8% accomplished. This work done consists mainly of the pioneer road being built from both ends; that running from Brooks brook toward Sheldon Lake, of which approximately 50 miles is done, is now the mission of the 35th Engineers, although it is the obligation of Bachtel-Price-Callahan to put it through. No work-in-place has been done on the refinery at Whitehorse.

Canol #3, the pipeline from Carcross to Watson Lake, is approximately 6% done. Work started on this project October 7, 1942 and was required to have been completed as of January 31, 1943. The work done consists mainly of partial surveys and the delivery of some of the material.

Canol #4, the pipeline from Whitehorse to Fairbanks, might be described as 0% accomplished. It is, however, reported to have been started on January 9, 1943 and is required to be completed on April 30, 1943. This performance is manifestly impossible.

[28] Canol #5, the pipeline from Fairbanks to Nanana and thence to Tanana, might also be described as 0% accomplished. As of January 31, 1943, the job was reported as not started and it has a required completion date of May 15, 1943. This will likewise fail to be accomplished.

There are in addition certain wild-cutting operations or oil excavations being carried on in the vicinity of Norman Wells. The exact status of this work could not be ascertained. However, it is known that certain production is already available and that two more wells are in the process of being driven.

The entire Canol Project is characterized by all the deficiencies which have been expressed in this report under the headings from I to VII.

M. Division and District Offices

1. The Division Office at Edmonton might be aptly described as a conglomeration of individuals under headless (brainless would be better) guidance and direction, engaged in perpetual but wasteful notion and esconced in an atmosphere of pandemonium.

Living and working conditions at this office are exceedingly poor, almost scandalous, and conducive of the lowest morale. The new quarters being built are extremely excessive in cost and while they may provide comfort have been erected so close together as to constitute a fire hazard.

We could find no part of the office which might be characterized as having organizational cohesion and coordination.

2. The District Office at Edmonton is hybrid and is in reality a sub-office of the Division Engineer. It is attempting to perform a diversity of functions in the process of which it is losing caste with the other five districts. The office contains some exceptionally good key personnel, who could be used very effectively in a good organization. This District Office should be abolished and parts of it absorbed in the Division Office.

3. The District Office at Dawson Creek has the spirit and willingness to perform its duties and responsibilities but is helpless. Several conferences with the District Engineer, Lt. Colonel Harry A. Schuppner, who incidentally appears to be a capable and enthusiastic officer, convince me that under present conditions it is completely ineffectual. It has no knowledge of construction facts, authority, control, specifically defined objectives, nor the wherewithal to undertake anything intelligently. Most of the work done by this office has been effected on the basis of his own initiative and without instructions; if he had not so done, he and his staff and civilian employees would be homeless. Most of his officers are not particularly qualified for the work for which they have been designated to perform at this station.

4. The District Office at Whitehorse, like the one at Dawson Creek, is also completely ineffectual. Lt. Col. L. E. Laurion is a conscientious [29] and competent officer who is irked by the fact that he wants to do a real job and is stymied in every direction. Being in the shadow of the Northwest Service Command, he receives conflicting instructions, neither of which he can carry out because he lacks the means. The representative of the contractors will not recognize his authority, the Service Command will not permit him to use his initiative. Briefly, he feels and is beginning to act like a marionette. The morale of his officers and civilian employees is dropping very rapidly.

5. The District Office at Fairbanks is similar in nature to those of Dawson Creeks and Whitehorse relative to its efficacy in the construction program. Because Colonel John Moreland, the District Engineer, is an unusually fine person, possessed of high qualities of leadership, judgment and intelligence, and inspires and endears himself to the persons around him, the morale of his organization

and its quality is superior to that of all the other Engineer offices in the NWSC. If this office were part of an organization under which it could function, it would contribute in a superlative measure to any task that had to be accomplished. This office has no plans and specifications by which to supervise construction, has no liaison with Architect-Engineer or Contractor key personnel, has to resort to circuitous means to get facts, and has practically no means at hand in the way of field employees, equipment, spare parts, etc., to undertake its job. The great responsibility which Colonel Moreland feels and his complete lack of authority and instrumentality to perform a job are worrying him considerably.

6. The District Office at Skagway is in the paradoxical position of having a large force of field employees in the vicinity and large quantities of material along the docks and stored in warehouses without being able to direct the building of anything. The Bechtol-Price-Callahan Company has a field employees' camp at Skagway and materials and equipment are being delivered by boat for shipment over the White Pass & Yukon R. R. The fact that the contractor will not recognize the authority of the District Engineer, Lt. Col. Thomas Hayes, makes this office superfluous. As this officer expressed himself in a letter to the Division Office, he has been emasculated. He decries the fact that he has no authority nor the opportunity to use initiative. The disease here is the same one that plagues all the other District Offices. Lt. Col. Hayes is conscientious and, based upon his record, has all the qualifications to perform the job of District Engineer with the highest degree of satisfaction.

7. The District Engineer Office at Prince Rupert is doing a highly commendable job, and in actuality this is the only place in the entire NWSC where physical work-in-place of a substantial amount has been performed during the course of the past three months. The District Engineer, Lt. Col. Gerald R. Tyler, is deserving of much praise. Notwithstanding the fact that he inherited a bad job in mid-stream with contractors who had to be put through a process of catalysis, and not withstanding the fact that the Division Office has given him rather poor cooperation, he has managed to get much of the job done. If he is given immediate assistance in the procurement of some equipment, particularly two 1½ yard shovels, trucks and spare parts, we believe that the job be fully completed by July 1, 1943. The port facilities will be entirely completed by May 1, 1943, possibly sooner. This officer has exhibited exceptionally good business judgment in a number of matters and has demonstrated high administrative ability.

[30] IX *General Conclusions*

1. The breaking through of the pioneer road (Alcan Highway) was an outstanding and praiseworthy performance.

2. The planning, scheduling, methods of arranging for the execution of work, and the conduct of work performance throughout, subsequent to the breaking through of the pioneer road, have been as disgraceful as the work on Alcan was commendable.

3. The leadership in the Northwest Service Command and in the Northwest Division Engineer Office, particularly the latter, is of a very low order. This leadership and the complete lack of organization which exists have not permitted and will not permit of the rapid, efficient, and economic consummation of the construction task.

4. The requirements for construction work as embodied in the various directives issued and the capacity for the performance of this work with the instrumentalities and agencies, as they exist, are so out of consonance that they cannot be reconciled.

5. Any curtailment or deferment of the work authorized, because of changes in strategic and tactical concepts, caused by changes in war conditions, will not solve the problems in the Northwest Service Command. It is vitally necessary to change the leadership and to reorganize, revitalize and catalyze the agencies enjoined or engaged for the work performance. We are fully convinced that the present construction program, regardless of its adequacy or necessity, can be performed more rapidly, efficiently and economically by good organization and under proper leadership than a deleted program can be executed by the present forces and agencies.

6. The liaison and cooperation between the many commands, divisions and branches of the Army have not as yet reached the stage where they might be termed as completely satisfactory.

X. *Recommendations*

1. That the Commanding General, Northwest Service Command, be relieved, or, alternatively, that the Commanding General be assigned a staff of officers, qualified and trained for this particular type of supply and transportation task, who in turn are further implemented in the form of expert technical assistance.

2. That the Northwest Division Engineer be relieved. There is no alternative procedure to this recommendation. The retainment of the Division Engineer in his present capacity will and must eventuate in disgraceful performance or failure.

[31] *Itinerary of Colonel L. George Horowitz and Major Howard C. Helgerson*

February 7, 1943:

Left Washington, D. C. 5:20 p. m. EWT Pa. R. R.

February 8, 1943:

Arrived Chicago, Ill. 8:45 a. m. CWT

Visited Division Engineer Office

Left Chicago, Ill. 2:45 p. m. CWT Great Western

Arrived St. Paul, Minn. 9:25 p. m. CWT

Left St. Paul, Minn. 10:00 p. m. CWT Soo Line

February 9, 1943:

Arrived Portal, N. D. 3:30 p. m. CWT

Left Portal, N. D. 3:30 p. m. MDT Canadian Pac.

February 10, 1943:

Arrived Calgary, Alberta, Canada 12:00 Noon MWT

Left Calgary, Alberta, Canada 5:00 p. m. MWT Canadian Pac.

Arrived Edmonton, Alberta, Canada 11:00 p. m. MWT

February 11, 1943:

Visited Northwest Division Office

February 12, 1943:

Visited Northwest Division Office

Visited Contractors and Architect-Engineer Offices

Visited FRA and Edmonton District Offices

February 13, 1943:

Visited Northwest Division Office

Left Edmonton, Alberta, Canada 6:00 p. m. MWT N. A. R.

February 14, 1943:

Arrived Dawson Creek, B. C., Canada 8:00 p. m. PWT

February 15, 1943:

Visited District Engineer Office

Visited existing facilities

Visited sites for proposed work

February 16, 1943:

Left Dawson Creek, B. C., Canada 10:00 a. m. PWT

(U. S. E. D. car over Alcan Highway)

Arrived Sikanni Chief River 9:00 p. m. PWT

February 17, 1943:

Left Sikanni Chief River 7:00 a. m. PWT

(U. S. E. D. car over Alcan Highway)

Arrived Liard River 9:30 a. m. PWT

February 18, 1943: Left Liard River 7:30 a. m. PWT

(U. S. E. D. car over Alcan Highway)

February 19, 1943:

Arrived Whitehorse, Y. T. 2:00 p. m. YT (Traveled all of previous night)

Visited Northwest Service Command Headquarters

[32] February 20, 1943:

Visited District Engineer Office

Left Whitehorse, Y. T. 5:00 p. m. YT Army Cargo Pl.

Arrived Fairbanks, Alaska 7:20 p. m. AT

February 21, 1943:

Visited District Engineer Office

Visited local Facilities and inspected roads

February 22, 1943:

Visited District Engineer Office

Left Fairbanks, Alaska 9:00 p. m. AT Army Cargo Pl.

February 23, 1943:

Arrived Whitehorse, Y. T. 1:25 a. m. YT

Visited present facilities and sites for proposed work

Left Whitehorse, Y. T. 3:15 p. m. YT White Pass & Yukon R. R.

February 24, 1943:

Arrived Skagway, Alaska 1:45 a. m. YT

Visited District Engineers Office

Visited existing facilities and sites for proposed work

Visited Sub-port Office

Left Skagway, Alaska 8:00 p. m. YT

(Yacht westward via inside passage)

February 25, 1943:

Aboard the Westward

February 26, 1943:

Aboard the Westward

February 27, 1943:

Arrived Prince Rupert, B. C., Canada 2:00 p. m. PWT

Visited District Engineer Office

February 28, 1943:

Visited construction work at Prince Rupert

March 1, 1943:

Visited work at Prince Edward and Watson Island

Visited Sub-port Office

Left Prince Rupert, B. C. 6:30 p. m. PWT Canadian, N. R.

March 2, 1943:

Aboard Canadian Ntl. Railway Train

March 3, 1943:

Arrived Jasper, Alberta, Canada 8:00 a. m. MWT

Left Jasper, Alberta, Canada 2:00 p. m. MWT Canadian N. R.

[33] March 4, 1943:

Arrived Edmonton, Alberta, Canada 4:30 a. m. MWT

Visited Division Engineer Office

Left Edmonton, Alberta, Canada 2:25 p. m. MWT Army Cargo Pl.

Arrived Minneapolis, Minn. 8:30 p. m. CWT

Left Minneapolis, Minn. 11:00 p. m. CWT Chicago, Ill., Milwaukee St.
Paul & Pacific

March 5, 1943:

Arrived Chicago, Ill. 8:30 a. m. CWT

Visited Office of Division Engineer

Left Chicago, Ill. 3:15 p. m. CWT Pa. R. R.

March 6, 1943:

Arrived Washington, D. C. 9:45 a. m. EWT

(There are included as a part of Exhibit No. 6, photostatic copies of a Carlton Hotel, Washington, D. C., registration card dated December 17, 1940, for Lt. Col. Theodore Wyman, Jr., of Honolulu, T. H.; a guest invoice from the same hotel for Wyman for the period December 17 to December 20, 1940; and a Carlton Hotel ledger sheet for Mr. Paul F. Grafe, Los Angeles, California, for the period November 12, 1939, to May 29, 1942. The registration card is reproduced as Item No. 6, the guest invoice is reproduced as Item No. 7, and the ledger sheet is reproduced as Items Nos. 8 and 9, in EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

SECRET

STAFF HEADQUARTERS,
 PACIFIC SOUTHERN NAVAL COASTAL FRONTIER,
 FEDERAL OFFICE BUILDING, CIVIC CENTER,
 San Francisco, California, January 12, 1942

In reply refer to: A4-3/QS1
 CF/85-14-Cy

Colonel EDWIN C. KELTON,
Corps of Engineers, United States Army,
U. S. Engineers Office, 751 South Figueroa Street, Los Angeles, California.

DEAR COLONEL KELTON: 1. This is acknowledgment of your letter of January 8, 1943, requesting clearance of Schooner VEGA.

2. Owing to the importance of the safe arrival of that vessel in connection with Naval Defense Projects in the Honolulu District, it is desired that the VEGA sail with a movement under escort leaving San Francisco about January 15, 1942.

3. The Commandant of the Naval Operating Base, San Pedro, will inform you of the time for sailing, with directions for joining the convoy.

Very truly yours,

W. K. KILPATRICK,
Captain, U. S. Navy,
Chief of Staff.

COPIES TO:

Commandant, 11th N. D.
 Commandant, Naval Operating Base, San Pedro, Calif.

SVERDRUP & PARCEL
 CONSULTING ENGINEERS
 Bridges Foundations
 Buildings Valuations

RAILWAY EXCHANGE BLDG.,
 St. Louis, Mo., February 2, 1944.

Mr. RALPH BURTON,
 519 Old House Office Building, Washington, D. C.

DEAR Mr. BURTON: I have waited to send you the information requested in your telephone conversation of Monday, January 31, until I could talk to our Mr. Wolfe who had general charge of our work in the South Seas after Colonel Sverdrup entered the Service.

Our South Seas contracts fall in three groups:

1. Five bombproof personnel shelters near Honolulu—Contract No. W-414-eng-808. This contract involved preparing design plans and furnishing advisory services during construction. Direct supervision was furnished by the District Engineer office. These shelters were built by the Hawaiian Constructors as contractors.

2. First Air Ferry Command—Contract No. DAW-414-eng-511. This originally covered the engineering services involved in planning and supervising the construction of airports and their appurtenances in five locations—Fiji Islands, New Caledonia, New Hebrides, Solomons and Townsville, Australia. The contract was later revised by deleting the work in the New Hebrides and Solomons, and covered five airdromes—Nandi, Narewa in the Fijis, Tontouta and Plain des Gaïac in New Caledonia, and one at Townsville. The construction at Nandi and Narewa was handled by the New Zealand government by a method resembling a force account procedure; at Tontouta the work was similarly handled in cooperation with the Free French government. At Plain des Gaïac the construction was performed by the Hawaiian Constructors. At Townsville, Australia the construction work was performed by forces furnished by the State of Queensland.

3. Second Air Ferry Command—Contract No. DAW-414-eng-585 and Contract No. DAW-eng-842. This comprised the construction of airdromes and

appurtenances at three locations—Penrhyn (Tongareva), Aitutaki and Tongatabu. We had two separate contracts on these projects, one for services as Architect-Engineer and one for services as Constructors—i. e., we were in a sense the contractors.

There was also another contract referred to in our records as Australia No. 1 negotiated with the U. S. A. F. I. A. for the planning and construction supervision of a variety of military installations in Australia. The work was all done with Australian forces, and our contract was taken over by the U. S. Army in June, 1942, after they began to arrive in force.

The work under Group 1 was performed prior to our association with Mr. Turnbull, and he had no connection with it. All other contracts noted, although they were entered into by Sverdrup & Parcel alone on the request of the Army authorities who wanted to avoid the delays involved in getting additional signatures that would be required if placed in the name of the joint venture, were nevertheless recorded on our books in the name of J. Gordon Turnbull and Sverdrup & Parcel, and the participation in these was identical with all other joint venture contracts.

I trust this will give you the desired information, but if you need any further data from us, we will of course be glad to furnish it.

Yours very truly,

SVERDRUP & PARCEL.
By /ss/ JOHN I. PARCEL.

Address reply to Chief of Engineers, U. S. Army, Washington, D. C.
Refer to File No.

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, August 28, 1941 4A-c

LEMUEL B. SCHOFIELD,
*Special Assistant, Bureau of Immigration and Naturalization,
Office of the Attorney General, Department of Justice,
Washington, D. C.*

DEAR MR. SCOFIELD: The Hawaiian Constructors, a joint venture consisting of the W. E. Callahan Construction Company, Los Angeles, California; Rohl-Connelly Company, San Francisco and Los Angeles, California; Gunther and Shirley Company, Los Angeles, California, and Ralph E. Woolley, contractor of Honolulu, T. H., are working on very important defense construction at Honolulu, T. H. pursuant to Engineer Corps Contract No. W-414-eng-602.

Mr. H. W. Rohl, 8519 Hollywood Boulevard, Los Angeles, California, one of the principal stockholders of the Rohl-Connelly Company, applied to the U. S. District Court at Los Angeles, California on January 15, 1941 for his final citizenship papers which have not, as yet, been issued. Mr. Rohl is possessed of outstanding ability, excellent judgment and resourcefulness for the management of difficult construction work. Some of the outstanding work performed by Mr. Rohl was the construction of the Los Angeles-Long Beach Detached Breakwater, the construction of the Headgate Dam at Parker, Arizona for the Indian Service and miscellaneous dams, tunnels and other heavy construction in the State of California. To date, Mr. Rohl's valuable services have not been available for Government defense projects because of his alien status.

The services of Mr. Rohl are of vital importance to the expeditious completion of the aforementioned defense construction project because of his peculiar qualifications and scarcity of qualified supervisory personnel. It is the understanding of this office that Mr. Rohl's loyalty to the United States is beyond question. It is therefore requested that the granting of Mr. Rohl's final citizenship papers be expedited.

Your consideration and cooperation will be very much appreciated.

Very respectfully,

JOHN J. KINGMAN,
*Brigadier General,
Acting Chief of Engineers.*

EARL G. HARRISON
COMMISSIONER

DEPARTMENT OF JUSTICE,
IMMIGRATION AND NATURALIZATION SERVICE,
Philadelphia 2, December 10, 1943.
246-C-5256161

Mr. H. RALPH BURTON,
*General Counsel, Committee on Military Affairs, House of Representatives,
Room 519, Old House Office Building,
Washington, D. C.*

DEAR MR. BURTON: This will acknowledge the receipt of your letter of December 4, 1943, in which you state that you have been directed to obtain, and therefore request for the use of the Committee, a fully detailed statement of the record in the files of this Bureau relating to one Hans Wilhelm Rohl.

The records of this office show that Hans Wilhelm Rohl (John William Rohl), then residing at 8159 Hollywood Boulevard, Los Angeles, California, filed petition for naturalization in the United States District Court for the Southern District of California on March 10, 1941, under the provisions of Section 310 (a) of the Nationality Act of 1940. In that petition the alien stated that he was a contractor; that he was born at Lubeck, Germany on September 29, 1886; and that he was of the German race and German nationality. He alleged that he was married on August 26, 1925, at San Francisco, California; that the name of his wife was Floy Edith; that she was born at Iola, Kansas on October 27, 1890; and that she then resided with him. He claimed arrival in the United States at the port of New York, New York on October 23, 1913, on the S. S. Santa Marta, and was legally admitted for permanent residence. He alleged that he had four children, all born in Sacramento, California, in 1916, 1918, 1921 and 1923, respectively. He claimed residence in California continuously since October 1926. His application to file a petition alleged residence in Ely, Nevada, from November 1913 to October 1914; in Sacramento, California, from October 1914 to January 1923; and in San Francisco, California, from January 1923 to October 1926. His [2] petition was duly verified by the affidavits of two witnesses, Thomas E. Connolly, contractor, 2400 Fulton Street, San Francisco, California, and Karl Lewis, physician, 9654 Olympic Boulevard, Beverly Hills, California, who averred in their affidavits that they had known the alien at Los Angeles, California, since January 1, 1937.

The record of preliminary examination of Mr. Rohl shows that he testified that his present marriage was his second one. He testified that his first marriage was to Marian Henderson at Sacramento, California, in December 1914, and that his four children were the issue of this marriage. He testified further that he and his first wife separated in 1923, and that she obtained a final decree of divorce at Sacramento, California, in 1924, on the ground of desertion. He testified further that he paid each child \$75 a month and that his first wife had remarried and was living at Sacramento, California. He promised to furnish later the address of his first wife.

Mr. Rohl produced at the preliminary examination his certificate of marriage to his present wife, which certificate was returned to him. Her birth in the United States was proved by the affidavit of her sister and her divorce from her first husband (she had been married one time before her marriage to Mr. Rohl according to the record) was proved by the production of a duly authenticated copy of the court record of final judgment of divorce.

Mr. Rohl called at the Los Angeles Office on March 11, 1941, and admitted that his testimony at the preliminary examination concerning his first marriage was not correct. He asserted that he was not legally married to Marian Henderson but that he had lived with her from 1914 to 1923; that he was the father of their four children; that they had lived together only in California (wherein common-law marriages are not recognized); and that there had not been any kind of ceremony. He asserted further that she was then living at 2371 Portola Way, Sacramento, California, and that their two minor children were living with her. He asserted further that he had entered into a property settlement with her on April 22, 1925, and furnished a copy of the written agreement. This agreement shows that he promised to pay to Marian Rohl \$70 per month during her lifetime or until she should remarry, and that he promised to pay \$45 per month for each of their four minor children, such payments to continue during the minority of each child. Mr. Rohl's first "wife", Mrs. Marian Clark, was interviewed by a representative of this Service at Sacramento on March 29, 1941, and

she confirmed the story of their relations, as admitted by Mr. Rohl, and said that he had done everything he promised in the agreement.

[3] The record shows that Mr. Rohl testified at the preliminary examination that he had never been in the United States before his arrival on October 23, 1913, and disclosed several absences since that time, which will be mentioned below.

He asserted that he left New York on November 27, 1924, on the S. S. Deutschland; that he spent three or four days in Germany and the remainder of his visit abroad in London, England; and that he returned at New York on January 10, 1925, on the S. S. France, in possession of a reentry permit. This return was verified by the New York office.

He asserted that in 1931 and 1932 he made about ten trips to Mexico in connection with construction work on a road between Monterrey and Mexico City; that the longest single absence was not over three weeks; and that he departed and reentered at Laredo, Texas. Efforts to verify these reentries were unsuccessful, the Inspector in Charge at Laredo reporting that the records of that port failed to disclose any record of any kind at any time relating to Mr. Rohl.

The record shows further that Mr. Rohl testified at the preliminary examination that he traveled on the yacht "Ramona" from New York to San Diego, California, in 1933, arriving at San Diego on the day before Labor Day, in September. The journey was through the Panama Canal. He asserted that the vessel stopped at Acapulco, Mexico for ten hours to take on fuel and that there were no other stops en route. The records of this Service at the San Diego office show that the yacht "Ramona" arrived at that port from New York on September 3, 1933, and that the owner of the yacht was H. W. Rohl, 3278 Wilshire Boulevard, Los Angeles, California. His name did not appear on the crew list.

The record shows further that Mr. Rohl testified at the preliminary examination that he traveled on the yacht "Vega" from Jacksonville, Florida, to Honolulu, and thence to Los Angeles. He asserted that he departed from Jacksonville in November 1937; that he arrived at Los Angeles in February 1938; and that the only stop en route was at Honolulu. The records of this Service at the Honolulu office show that the yacht "Vega" arrived at Honolulu on January 21, 1938, from Balboa, Canal Zone, with four passengers and sixteen crewmen. The crew list was visaed at Nassau, Bahamas, and again at Balboa, Canal Zone, since there were five aliens among the members of the crew. The four passengers were manifested and one of them was shown as H. William Rohl, (M), born September 29, 1886, at Tola, Kansas.

Information came to this Service, apparently from the records of the Bureau of Internal Revenue, that Mr. Rohl asserted in his income tax return for the years 1938 and 1939 that he was a United States citizen and that in the course of an investigation in 1934 he was [4] asked the question, "Are you a citizen of the United States" and he answered, "Yes, I am. I was naturalized in 1921."

Mr. Rohl was called to the Los Angeles office and was interrogated under oath on April 30, 1941. He was questioned about his marital history and his absences and his income tax returns, among other things. He explained his testimony at the preliminary examination that he had been married to Marian Henderson by the assertion that he believed commonlaw marriages were recognized in California. Concerning his testimony at the preliminary examination that his wife, Marian Henderson, had obtained a divorce from him, he was asked, "Were any divorce proceedings ever had between Marian Henderson and yourself" and he answered, "No, a settlement was made." He was asked further for his reasons for stating that he had been divorced, and answered, "We made settlement and signed an agreement." He asserted that he was never questioned by the officers of this Service at Laredo as to his citizenship when returning from any of his visits to Mexico in 1932, and was merely asked where he lived. He denied making any claim that he was a citizen of the United States during the course of these reentries. He asserted that he purchased the yacht "Ramona"; that it was registered in his wife's name, and that he was not inspected when he landed from this vessel at San Diego in 1933. He also asserted that he purchased the yacht "Vega"; that his wife also purchased it; and that he does not know how it happened that he was manifested as a native of Tola, Kansas, upon arrival of the vessel at Honolulu on January 21, 1938. He asserted that he was not inspected and admitted by an immigration officer; that he was not asked any questions; and that he never said that he was born in Kansas. He admitted that some of his income tax returns had shown him to be a citizen of the United States, but asserted that his income tax forms were prepared by an auditor; that he only went over the work sheets with the auditor; and that he had no knowledge until recently that the returns contained a cross in a box to indicate that he was

a citizen of this country. He denied ever making a statement to the Bureau of Internal Revenue in answer to a question, "Are you a citizen of the United States" that "Yes, I am. I was naturalized in 1921." He asserted that he was not in possession of a reentry permit or an unexpired immigration visa upon any of his reentries from Mexico, or when he landed at San Diego in 1933 from the yacht "Ramona" or when he arrived at Honolulu in 1938 on the yacht "Vega."

Another sworn statement was taken from Mr. Rohl at the Los Angeles office on May 22, 1941, which explored his absences from the United States as mentioned above. Thereafter, on May 27, 1941, the Inspector in Charge at Los Angeles submitted a formal application for warrant of arrest to the Central Office. The application recited Mr. Rohl's last [5] entry into the United States as being at Honolulu, T. H., on January 21, 1938, ex yacht "Vega" and applied for warrant of arrest on the charge that "He is in the United States in violation of the Immigration Act of 1924, in that at the time of his entry he was not in possession of an unexpired immigration visa." The Central Office concluded on July 10, 1941 that no ground for deportation proceedings appeared to exist, pointing out that it did not appear that it was necessary for Mr. Rohl to have any documents at the time of his arrival at Honolulu on January 21, 1938, he having the status of a legally admitted resident of the United States at that time. It was also pointed out that the three-year period of limitation provided by the statute had expired, reference apparently being made to the charge of entry without inspection.

Prior to the hearing on this petition, the Immigration and Naturalization Service received a letter, dated August 28, 1941, from Brigadier General John J. Kingman stating, among other things, that the services of Mr. Rohl were of vital importance because of his peculiar qualifications and the scarcity of qualified supervisory personnel. He stated further that it was the understanding of his service that Mr. Rohl's loyalty to the United States was beyond question, and then requested that the granting of Mr. Rohl's final citizenship papers be expedited.

Inquiry was made of the local office of the Federal Bureau of Investigation regarding this alien immediately following the filing of his petition for naturalization with negative results.

Mr. Rohl's petition for naturalization was heard by the court on September 15, 1941, along with the petitions of two other aliens. It was the practice at that time, when a case had facts to be presented to the court, to prepare a written report to the court reciting the relevant facts. Enclosed herewith is a copy of this report to the court. The facts in the case were presented to the court without objection and without recommendation. After considering the facts, the court entered an order admitting Mr. Rohl to citizenship on September 15, 1941.

Sincerely yours,

Earl G. Harrison
EARL G. HARRISON,
Commissioner.

Petition filed 3/10/41

Enclosures.

83608—Hans William Rohl

No objection will be made to the granting of this petition. For the information of the court, however, the results of the investigation made in connection with the case are herewith presented.

The petition was filed on 3/10/41 under the provisions of Section 310 (a) of the Nationality Act of 1940, which grants certain exemptions from the usual requirements of the naturalization law to the spouse of a United States citizen and which requires proof of good character for a period of at least one year immediately preceding the filing of the petition.

The petitioner was born in Germany in 1886 and has resided in the United States since 1913. From about 1916 to 1925 he lived with one Marion Henderson in the State of California but they were not legally married and no marriage ceremony of any kind was performed. As a result of this relationship four children were born to them. On April 22, 1925, they entered into a written agreement under the terms of which Marion Henderson was to have the use of the home property in Sacramento, Calif. and to receive \$70 per month during her lifetime or until she should marry. He was also to pay her \$45 per month for the support of each child during minority. The investigation shows that the terms of this agreement have

been fulfilled by the petitioner. He married his present wife, who is a citizen of the United States, on August 26, 1925 and has resided with her continuously since then.

There is some evidence to indicate that the petitioner has represented himself as a United States citizen. The petitioner has stated, however that he has never believed himself to be a citizen and has never wilfully represented himself as a citizen of the United States.

In 1932 the petitioner made 10 or 12 trips to Mexico in connection with a contract which he had to build roads there and on these trips left and reentered the United States at Laredo, Texas. The Immigration Service has reported that it has no record of his inspection upon his returns from these absences. The petitioner states that he was never questioned as to his citizenship but was only asked where he lived and was permitted to reenter the United States.

On September 3, 1933, the petitioner arrived at San Diego, Calif. on the yacht, "Ramona", which was registered in the name of his wife, on a trip from New York. He was not listed on the manifests as a passenger or member of the crew and there is no record that he was inspected as required by the immigration law. The petitioner has stated that the immigration officers came aboard but that he was not asked any questions by them.

On January 21, 1938, the petitioner arrived at Honolulu, T. H., on the yacht, "Vega", which was registered in the name of his wife, on a trip from Jacksonville, Florida. The manifest data on file with the Immigration Service shows that he was manifested as having been born in Kansas and he was, therefore, not inspected. The petitioner has stated that he did not claim to have been born in Kansas and he was not asked any questions by the immigration officers.

All of the facts in connection with the petitioner's reentries into the United States were presented to the Department in Washington and it was decided on July 10, 1941 that, in view of all of the evidence, it was not a proper case in which to institute deportation proceedings.

The records of the Bureau of Internal Revenue show that for the past several years it has been shown on the petitioner's income tax returns that he is a citizen of the United States. The petitioner has stated that his returns were made out by an auditor; that he only went over the work sheets with the auditor and did not know that the completed forms showed that he was a citizen and that he believes the auditor assumed he was a citizen and he is certain that he did not state to him that he was. It is understood that the classification as a citizen would not have changed the amount of the tax.

The records of the Customs Service, Los Angeles, show that the Rohl-Connolly Co., of which the petitioner is the president, owned and operated a number of vessels from 1934 to 1940 in violation of the law in that the petitioner, who was the president of and a stockholder in the company, was an alien. The penalty provided is forfeiture of the vessels. The petitioner, however, made a cash settlement of the claim against the company on 9/4/41 of \$25,000. It does not appear that there was a willful violation of the law and no criminal action is contemplated.

The petitioner is the President of the Rohl-Connolly Contracting Co., located at 4351 Valley Blvd., Los Angeles, and has been awarded a secret contract in connection with a defense construction project in Honolulu. His participation in this project is being held up until he has been naturalized.

ARMY PEARL HARBOR BOARD EXHIBIT No. 7

INDEX

	Pages
Opening statement of Mr. Combs.....	3721-3722
Statement of Hans Wilhelm Rohl.....	3723-3811
Statement of Floy Edith Rohl.....	3813-3864
Statement of Irma F. Dickey.....	3865-3878
Statement of W. Bruce Pine.....	3878-3885
	3920-3923
Statement of Max Shapiro.....	3887-3890
Statement of Ray Anderson.....	3891-3919
Statement of Harry Flannery.....	3924-3932

[3719] BEFORE CALIFORNIA STATE LEGISLATURE'S JOINT FACT FINDING COMMITTEE ON UN-AMERICAN ACTIVITIES

In the Matter of HANS WILHELM ROHL, ROHL-CONNOLLY COMPANY, HAWAIIAN CONSTRUCTORS and R. W. ROHL COMPANY. Open session

Met pursuant to the call of the Chairman at 9:30 o'clock a. m., Saturday, February 27, 1943.

Present:

Senator Jack D. Tenney, Chairman, 3207 West 77th Street, Inglewood, California.

Senator Hugh Burns.

Assemblyman Nelson S. Dilworth, Columbia St. at Crest Drive, Hemet, California.

Assemblyman Jesse, Randolph Kellems, 454 Cuesta Way, Bel-Air, California.

Others present: R. E. Combs, Chief Counsel and Investigator.

Reported by: J. D. Ambrose, 322 Wilcox Bldg., Los Angeles, Calif.

[3720] PROCEEDINGS

The committee met pursuant to the call of Chairman Tenney at Room 707, California State Building, Los Angeles, California, at 9:30 o'clock a. m.

Chairman TENNEY. The committee will come to order. Mr. Reporter, will you be sworn.

(Whereupon, the Shorthand Reporter was sworn as the Official Reporter of the proceedings.)

Chairman TENNEY. We are going to excuse all witnesses and others who might be here for a few moments. The committee is going to have a short executive session.

Will the gentlemen of the press state their names for the record.

Mr. HAGADON. James Hagadon, Herald-Express.

Mr. AUSTIN. Thomas Austin.

Mr. PHILLIPS. Edward Phillips, Herald-Express.

Chairman TENNEY. Gentlemen, the committee has ruled for this hearing the public will be excluded but the press may remain. We are asking the press to be very careful in reporting anything of a military nature or that might have any bearing on military objectives or installations or anything of that nature which might be developed in the course of the examination of witnesses.

[3721] We believe we must be exceedingly careful in reference to that. I believe with that admonition you gentlemen of the press will act accordingly. In other words, we don't want to reveal any military secrets if any should be developed in the examination.

The rest of the material brought out by the examination, of course, will be matters that can be published. We are exceedingly anxious that nothing will be revealed or any secrets made public which might be helpful to the enemy.

You gentlemen are fully in accord with that statement.

Our chief counsel and investigator, Mr. Combs, can elaborate on that statement and give you a better idea of what we have in mind. Mr. Combs.

Mr. COMBS. I thought it might be well to make a brief statement as to what we expect to show by this witness.

This witness came to the United States from Valparaiso, Chile in 1913. He is a German alien born in Lubeck, Germany.

He secured military and naval contracts to build highly strategic installations for the Army and Navy while he was a German alien.

He built Red Hill which overlooks Pearl Harbor.

He did construction work at Hickam Field.

He built anti-aircraft gun emplacements in Wake Island, Midway and Guam.

He built a ring of installations around the island of Oahu, at the southern tip of which is Pearl Harbor.

He bought a yacht in the east that cost him \$40,000 called the Vega. The Vega was built in Kiel, Germany.

[3722] He later turned the Vega over to the Army for use as a patrol vessel at a cost to the Government of \$150,000 a year.

He made many statements to the effect that he was a citizen of the United States when in fact, he well knew he was an alien.

The manner in which he obtained these contracts and how he put them into effect is, of course, what we expect to develop in this examination.

We feel it will be highly important to the public of this country and certainly to this State, to frankly reveal to them that a German alien has installed these highly strategic projects in the most critical war zone that we have.

These matters have never been revealed before and we believe that the Press should slant the story of the hearing in that direction, so that we may accomplish the public service that we are trying to perform.

That is all I have to say.

Chairman TENNEY. Are we ready to proceed?

Mr. COMBS. Yes, sir.

Chairman TENNEY. You may call your first witness.

[3723] Chairman TENNEY. Mr. Rohl, will you come forward, please?

Do you solemnly swear that the testimony you are about to give before this committee will be the truth, the whole truth, and nothing but the truth, so help you God?

Mr. ROHL. I do.

HANS WILHELM ROHL, called as a witness on behalf of the Committee, being first duly sworn, testified as follows:

Chairman TENNEY. Will you state your full name?

The WITNESS. Hans Wilhelm Rohl.

Chairman TENNEY. Is that spelled H-a-n-s?

The WITNESS. Yes.

Chairman TENNEY. Hans Wilhelm Rohl.

The WITNESS. Yes.

Chairman TENNEY. Have you ever been known by any other name?

The WITNESS. No; only H. W.

Chairman TENNEY. What is your residence address?

The WITNESS. 8159 Hollywood Boulevard.

Chairman TENNEY. Los Angeles, California?

The WITNESS. Yes, sir.

Chairman TENNEY. All right, Mr. Combs.

By Mr. COMBS:

Q. Mr. Rohl, how long have you lived in California?

A. 1914.

[3724] Q. Since 1914?

A. Yes.

Q. And have you lived in California continuously since 1914?

A. Right.

Q. You came here from Valparaiso, Chile, did you not?

A. Yes, sir.

Q. On the steamship SANTA MARIA?

A. That is right.

Chairman TENNEY. Will you speak up, Mr. Rohl, so the reporter can hear you?

The WITNESS. Yes.

By Mr. COMBS:

Q. And that was in 1913, was it not?

A. Right.

Q. Prior to the time that you were in Chile, had you been in any other South American country?

A. In Peru.

Q. What sort of work did you do in Peru?

A. I was employed by the American Smelting and Refining Company, at Rincagua.

Q. In what capacity?

A. As foreman.

Q. As foreman?

A. Yes.

Q. In one of their mining operations?

A. Yes.

[3725] Q. Now, did you ever hear of the Nevada Consolidated Copper Company of Ely, Nevada?

A. I worked for them.

Q. When did you start working for that concern?

A. When I arrived in the States.

Q. When you arrived in the States?

A. Yes, in 1913.

- Q. Did you go then to Ely, Nevada, to work for that company?
 A. That is right.
- Q. And you resided in Ely, Nevada, did you not, from November, 1913 to October, 1914?
 A. Correct.
- Q. And then you lived in Sacramento from October, 1914 until January, 1923?
 A. I believe that is right.
- Q. And in San Francisco from January, 1923 until October, 1926?
 A. Yes.
- Q. And in Los Angeles ever since?
 A. Yes.
- Q. When you went to Ely, Nevada, Mr. Rohl, and were employed by the Nevada Consolidated Copper Company, what sort of work did you do there?
 A. I was a construction foreman or superintendent.
- Q. And had you made the arrangement for your employment [3726] in that capacity before you left South America?
 A. No.
- Q. Through whom did you obtain that employment?
 A. Through the general manager; I don't remember his name.
- Q. Was his name Walker?
 A. Walker?
- Q. Walker, was that his name?
 A. No.
- Q. Now, your activities as foreman for the Nevada Consolidated Copper Company consisted of what, generally?
 A. Of construction—of making McDougal roasters—they are furnaces.
- Q. And did you cease working for that company in October, 1914?
 A. Yes, sir.
- Q. And you then went to Sacramento?
 A. That is right.
- Q. What sort of work did you do in Sacramento at that time?
 A. In Sacramento?
- Q. Yes.
 A. I was employed by the Ross Construction Company.
- Q. Did you work on a causeway project there?
 A. Yes.
- Q. In Sacramento?
 [3727] A. Yes.
- Q. In what year was that?
 A. (No answer)
- Q. Was that in 1914?
 A. (No answer)
- Q. Do you recall whether that was in 1914?
 A. I don't know.
- Q. You don't remember?
 A. That is a long time ago.
- Q. If you don't remember, just state so, Mr. Rohl. Now, in Sacramento you resided for a time at 2371 Portola Way, did you not?
 A. Yes.
- Q. When did you first start living there? Can you give me the year?
 A. (No answer)
- Q. Shortly after you went to Sacramento?
 A. Yes.
- Q. And did you acquire that property?
 A. Yes.
- Q. Do you own it at the present time?
 A. Yes.
- Q. Now, while you were residing in San Francisco you made a trip to Germany, did you not?
 A. Yes.
- Q. On the steamship DEUTSCHLAND?
 [3728] A. That is right.
- Q. You were a German citizen at that time?
 A. That is right.
- Q. From whom did you obtain your passport to make that trip?

- A. I obtained a temporary passport from the German Consul in San Francisco.
Q. I see.
A. And a re-entry permit from the State Department in Washington.
Q. Do you recall the name of the German Consul?
A. No.
Q. That was in 1924, was it not, that you left?
A. Yes.
Q. How long were you gone, Mr. Rohl, on that trip?
A. Offhand I would say between two and three months.
Q. And at that time did you have any relatives in Germany?
A. Yes.
Q. You were born in Lubeck, were you not?
A. That is right.
Q. What relatives did you have there at that time?
A. Three sisters.
Q. And did you visit with them?
A. Yes, sir.
Q. Did you go to any other place in Germany other than [3729] Lubeck on that occasion?
A. No; I went to Hamburg.
Q. You also visited in England, did you?
A. Yes; I probably stayed a week in Hamburg and spent the rest of my time in London.
Q. And from what port did you leave Europe to return to the United States?
A. I left from Plymouth.
Q. And landed where in this country?
A. New York.
Q. You came back on the steamship FRANCE?
A. Yes, sir.
Q. Did you then return to San Francisco?
A. Yes.
Q. That was early in 1925, was it not?
A. (Nodding head in the affirmative.)
Q. And after returning what sort of work did you do then?
A. Contracting.
Q. Your offices were where?
A. San Francisco.
Q. Had you met Mr. T. E. Connolly by that time?
A. No.
Q. When did you first meet him?
A. Excuse me, I had met him, yes.
Q. When did you first become acquainted with him?
[3730] A. In either 1921 or 1922.
Q. How did you happen to meet him? Do you recall the circumstances under which you met him?
A. Probably at a contractors' convention.
Q. He has been in the contracting business for many years, has he not?
A. Yes.
Q. And is a graduate of the College of Engineering of the University of California?
A. Yes.
Q. And is a member of the Rohl-Connolly Corporation?
A. Right.
Q. And his brother handles your insurance business, does he not, for your corporation?
A. (No answer)
Q. Mr. Connolly's brother.
A. Glenn Connolly?
Q. Yes, Glenn Connolly.
A. Yes.
Q. You built the Bay Shore Highway, did you not?
A. Yes.
Q. And you also built a road for the Mexican Government, did you not?
A. Yes.
Q. Where did that road have its northerly terminus?
A. (No answer)

- [3731] Q. In other words, where did it commence?
 A. (No answer)
 Q. Did it run from Monterrey southerly to Mexico City?
 A. It was the Monterrey-Mexico City Highway.
 Q. The Pan-American Highway? Is that what it was called?
 A. No.
 Q. Was there any name for it?
 A. They called it the "Laredo-Mexico City Highway."
 Q. Did you do the work on that road in your individual capacity or as a member of the corporation?
 A. Individual.
 Q. As an individual?
 A. Yes.
 Q. The Rohl-Connolly Company was incorporated in 1932, was it not?
 A. Yes.
 Q. And prior to that time you operated solely as an individual?
 A. That is right.
 Q. When did you first enter into the contracting business?
 A. In 1922.
 Q. You first entered the contracting business in 1922?
 A. Yes.
 Q. And you have continued in the contracting business [3732] since that date?
 A. Oh, yes.
 Q. Until the present time?
 A. Yes, sir.
 Q. And you are active, of course, now, are you not?
 A. Yes, sir.
 Q. The Rohl-Connolly Company was incorporated in Nevada, was it not?
 A. Yes, sir.
 Q. Carson City?
 A. (Nodding head in the affirmative.)
 Q. Do you know a man by the name of S. F. Cliff or S. F. Meder?
 A. No.
 Q. Or L. H. Peter?
 A. No.
 Q. They were the original incorporators in Carson City. I presume your purpose was to form the corporation there and then set it up to transact business in California?
 A. That is right.
 Q. So those men were simply what is known as the "dummy incorporators"?
 A. Yes.
 Q. And thereafter you applied for a permit to issue stock to the Corporation Commission of California, did you not?
 [3733] A. Yes, sir.
 Q. And that was on May 4, 1932, according to the application.
 The application was signed by yourself, by Irma Dickey, your secretary, and by Mr. T. E. Connolly?
 A. Yes.
 Q. And you applied for a permit to issue and sell 40,000 shares, did you not?
 A. I believe that is right.
 Q. For \$10 a share?
 A. (No answer.)
 Q. Is that correct?
 A. (No answer.)
 Q. I will say for your information that is what the application shows, Mr. Rohl.
 A. Well, that probably is correct.
 Q. And do you recall how many shares were issued to Mr. Connolly when the corporation was first set up in California?
 A. Well, I would have half of it.
 Q. Half to you and half to Mr. Connolly?
 A. That is right.
 Q. And a small percentage of the stock to Irma Dickey?
 A. No.
 Q. She held no stock?
 A. No.

[3734] Who was the first president of that corporation?

A. (No answer)

Q. Do you recall?

A. No. We change every so often.

Q. Well, who is the president now?

A. I am.

Q. How long have you occupied that office?

A. (No answer)

Q. A matter of two or three years? I don't care about the exact date.

A. I believe we changed a year ago.

Q. And who preceded you as the president?

A. T. E. Connolly.

Q. Mr. Connolly?

A. Yes.

Q. Now, where in Los Angeles is the principal office of the Rohl-Connolly Company located?

A. 4315 Valley Boulevard.

Q. Do you have a San Francisco office?

A. No.

Q. Have you ever had one?

A. No.

Q. Do you actively attend to the affairs of the Rohl-Connolly Company in southern California?

A. I do.

Q. And you have always done that since its inception?

[3735] A. (No answer)

Q. Have you been active in handling the business down here?

A. Oh, yes.

Q. Did Irma Dickey ever occupy any official position with the Rohl Connolly Company?

A. Why, Irma Dickey is a director and secretary and treasurer.

Q. And she has been for how long?

A. Since its inception.

Q. And still is?

A. Still is.

Q. Your application for a permit to issue stock of the Rohl-Connolly Corporation was filed on May 4, 1931.

It states that you had been engaged in general construction work since 1912. That is correct, is it not?

A. Yes.

Q. What did you do prior to 1912?

A. I was still in construction work.

Q. Have you done that all your life?

A. Yes.

Q. There is also an H. W. Rohl Company, is there not?

A. H. W. Rohl Company is a fictitious name. It is H. W. Rohl operating under the firm name and style of H. W. Rohl Company.

Q. And is there anyone else interested in that concern [3736] besides yourself?

A. No.

Q. Are you familiar with an organization known as the Hawaiian Constructors?

A. Yes, I am. Rohl and Connolly are members of the Hawaiian Constructors.

Q. Is that a corporation?

A. It is a joint venture.

Q. A partnership, in other words?

A. Yes; I believe there is a little difference between a partnership and a joint venture.

Q. Well, the difference being the technical distinction between individuals as partners and an organization composed of corporations as partners engaged in a joint venture. Isn't that your understanding of it?

A. That is right.

Q. Besides the Rohl-Connolly Company, Mr. Rohl, what other concerns are engaged in this joint enterprise?

A. Callahan Construction Company.

Q. Of Los Angeles?

A. Yes, of Los Angeles. Gunther and Shirley Company, Ralph E. Woolley and Hawaiian Contracting Company.

Q. How long has that Hawaiian Constructors company been in existence?

A. I wouldn't say—I know a long time.

Q. With the same component membership?

[3737] A. Yes.

Q. Were they doing business under the name of "Hawaiian Contractors" in 1939?

A. We are talking now about Hawaiian Contracting Company?

Q. You misunderstood me. I meant Hawaiian Constructors.

A. Hawaiian Constructors were awarded, and that is all I can say, the secret contract from the War Department.

Q. About when—what year?

A. December, 1940.

Q. Prior to that time had you individually, or had Rohl-Connolly Company done any work for the Government?

A. Yes, sir.

Q. For the Army?

A. Oh, yes. Rohl-Connolly—the only work Rohl-Connolly have done in the last ten years, ten or eleven years, is work for the War Department.

Q. How much stock in the Rohl-Connolly Company do you own now, Mr. Rohl?

A. 50 per cent.

Q. And have you always owned 50 per cent?

A. Yes, sir.

Q. Did Rohl-Connolly Company ever own any vessels?

A. Yes.

Q. Will you describe them generally? What did they consist of?

[3738] A. Tugs and barges.

Q. Has any of the stock of the Rohl-Connolly Company been issued at any time to any other persons except you and Mr. T. E. Connolly?

A. No.

Q. Did the Hawaiian Constructors conduct any business in California at any time?

A. Of course, the Hawaiian Constructors, in connection with the Pacific Ocean contracts, had an office in California.

Q. Where was the location of the Los Angeles office?

A. In California the office was in San Francisco.

Q. Didn't the Hawaiian Constructors have a berth at Wilmington in Southern California?

A. (No answer.)

Q. Berth 145, Wilmington?

A. Hawaiian Constructors were operating that berth for the Government.

Q. They operated the berth, however, in the name of the "Hawaiian Constructors"?

A. Yes, Hawaiian Constructors.

Q. And they also maintain an office at 744 Francisco Street, Los Angeles, do they not?

A. That is right.

Q. They don't operate there any more, do they?

A. No.

[3739] Q. How long has that office been closed?

A. I don't know.—I would say a year or more than a year.

Q. A little more than a year?

A. Yes.

Q. The San Francisco office is still open, isn't it?

A. What date is this?

Q. This is the 27th.

A. It was closed day before yesterday.

Q. I see. Were you ever in the San Francisco office yourself?

A. Oh, yes.

Q. When were you last there?

A. Last Saturday.

Q. Your present wife is Floy Edith Rohl?

A. Yes, sir.

Q. And you married her in San Francisco on or about August 26, 1925?

A. Yes.

Q. Had you been previously married?

A. No.

Q. Do you recall asking a question set forth in your application for citizenship to which you answered that you married in March of 1941 and stated that you were divorced from your first wife?

A. Yes, which wasn't correct.

[3740] Q. That is not true?

A. No.

Q. And you have since corrected it?

A. Yes.

Q. Of whom does your family consist, Mr. Rohl?

A. (No answer.)

Q. What I mean by that is, do you have any children?

A. Yes.

Q. And they are three daughters and a son?

A. Yes.

Q. And one of your daughters lives in Sacramento?

A. Yes, sir.

Q. Where does your son reside?

A. Where is my son?

Q. Yes.

A. He is in Edmonton, Canada.

Q. And how long has he been in Edmonton, Canada?

A. A little over a month.

Q. And where did he reside prior to that time?

A. In Colorado.

Q. What is his business or occupation?

A. He is a construction foreman.

Q. Is he employed by any concern in which you are interested?

A. No.

Q. He operates entirely independently, does he?

[3741] A. Yes, sir.

Q. Do you know whether he is acquainted with a man by the name of Theodore Wyman, Jr.?

A. Theodore Wyman, Jr. is the commanding officer.

Q. Yes, I know he is. He is also in Edmonton, Canada, is he not?

A. Yes.

Q. How long has he been there?

A. Approximately a year.

Q. Do you know whether or not your son is acquainted with Colonel Wyman?

A. Oh, yes.

Q. How long has he known him?

A. Six or seven years.

Q. Did you introduce them?

A. I believe I did.

Q. And you have been acquainted with Colonel Wyman about how long?

A. Since 1936.

Q. He, at that time, was in charge of the United States Army Engineer's office in Los Angeles, was he not?

A. That is correct.

Q. And he then held the rank of major?

A. Yes, sir.

Q. He had just gotten it, as a matter of fact, hadn't he?

[3742] A. That is right.

Q. And you did not know him at all prior to that time?

A. No.

Q. Did you know him when he was a captain?

A. Well, yes, sir, I knew him when he was a captain. He was a captain when he came out here.

Q. And he came out here when?

A. In 19—I am pretty sure 1936.

Q. July 20, 1935. Do you recall he came from Kansas City to work on the flood control project here?

A. Yes.

Q. And you met him after that, did you?

A. No, when he arrived here. Rohl-Connolly Company were building the Long Beach—the Los Angeles-Long Beach breakwater which was under his jurisdiction. That is how I met him.

Q. You met him in that way?

A. Yes, that is right.

Q. And your relations with him were of a business nature, were they?

A. That is right.

A. And they continued from that time until the present date?

A. Oh, yes.

Q. Did you ever own a boat called the "Pandora"?

A. Yes.

[3743] Q. When did you acquire the Pandora?

A. (No answer.)

Q. Do you recall about how long ago?

A. 1927.

Q. Did you ever sail it to Honolulu?

A. Yes.

Q. It was anchored where?

A. Anchored? Where do you mean, here?

A. Yes.

A. At the California Yacht Club anchorage.

Q. And the boat burned, did it not?

A. Yes.

Q. Was it insured?

A. Yes.

Q. And the insurance was payable to you, was it?

A. Yes.

Q. Did you subsequently acquire any other yacht?

A. Yes, I, or my wife did. She bought the Ramona.

Q. Did she also buy the Pandora?

A. I did.

Q. Pardon me.

A. I don't remember who bought the Pandora.

Q. But you do remember the insurance was paid to you?

A. Yes.

Q. Now, the first boat after the Pandora was the Ramona, which you acquired in 1933?

[3744] A. Yes.

Q. Who paid for that boat?

A. I don't know.

Q. Don't you recall whether or not you paid for it, Mr. Rohl, or did your wife pay for it?

A. I would assume it came—I don't know who paid for it, but I assume it came out of community property and funds.

Q. To whom was the insurance payable?

A. I don't know.

Q. Of course, that boat did not burn, did it?

A. No.

Q. Who hired the crew on the Ramona?

A. The captain.

Q. Who employed the captain?

A. (No answer.)

Q. Didn't you employ him?

A. I suppose I did.

Q. And you paid him a salary, didn't you?

A. Yes.

Q. And paid a salary to the crew?

A. (Nodding head in affirmative.)

Q. Did your wife belong to the Newport Beach Yacht Club?

A. You mean "Newport Harbor Yacht Club"?

Q. Yes, Newport Harbor Yacht Club.

A. I did.

[3745] Q. You did?

A. Yes.

Q. Were you ever Commodore of that club?

A. Oh, yes.

- Q. You were?
 A. Yes.
 Q. Was there any regulation requiring you to own a boat in order to be Commodore of the club?
 A. No.
 Q. There was not?
 A. No.
 Q. Did you buy the provisions and pay all of the expenses in connection with the operation of the Ramona?
 A. You mean personally?
 Q. Yes.
 A. No.
 Q. Who did?
 A. It went through the office.
 Q. Office of the Rohl-Connolly Company?
 A. No, H. W. Rohl.
 Q. And you owned H. W. Rohl Company?
 A. Community property again, I suppose.
 Q. Pardon me?
 A. Community property, I suppose.
 Q. Nobody else had any interest in that but you?
 A. No.
 [3746] Q. So you did pay for those things inasmuch as you were an individual doing business under a fictitious name?
 A. That is right.
 Q. So, of course, you did pay the expenses?
 A. Yes.
 Q. Now, you sailed the boat—you bought the boat in New York?
 A. The Ramona?
 Q. Yes.
 A. Yes.
 Q. And you sailed it from New York to the west coast, did you not?
 A. Yes.
 Q. Do you recall stopping at Acapulco, Mexico?
 A. Yes.
 Q. Was the boat inspected by immigration officials there?
 A. No.
 Q. Was it inspected by immigration officials when you arrived at San Diego?
 A. If you will go through the records of the Immigration Department here—I mean they have gone through all this before.
 Q. Yes.
 A. And they have.
 Q. Well, I have gone through the records of the Immigration [3747] tion Department and there is no statement on the manifest that you were on the boat at all, and that is why I asked you that question. In other words, there is no record there that you, as a German alien, ever returned from Acapulco, Mexico, to the United States, and I am wondering whether or not the boat was inspected by immigration officials and if so, whether or not you were interrogated about your status.
 A. No.
 Q. You were not?
 A. No.
 Q. When did you first purchase the Vega or when was it purchased? I will put it that way.
 A. In 1937.
 Q. The Vega was built in Kiel, Germany originally, was she not?
 A. Yes, sir.
 Q. And owned by a person named Mr. Dicks, is that correct?
 A. (Nodding head in affirmative.)
 Q. And you bought it in New York?
 A. I bought it in New York.
 Q. Do you recall how much was paid for it?
 A. Yes, \$45,000.
 Q. Who put up the \$45,000?
 A. That was the \$15,000 Mrs. Rohl got from the Ramona.
 [3748] Q. She sold the Ramona?

- A. For \$45,000 and bought the Vega for \$45,000.
- Q. I see. Who hired the crew for the Vega?
- A. For the Vega?
- Q. Yes.
- A. Mrs. Rohl and Fred Rohl, my son, were back there.
- Q. Do you recall telling anyone in southern California that you intended to sell the Ramona and buy the Vega?
- A. No.
- Q. You never did much such a statement?
- A. I couldn't because I didn't know anything about the Vega.
- Q. Did you have some photographs of the Vega sent out here so you could look at them?
- A. Yes.
- Q. So you did know about the Vega when the photographs arrived?
- A. When the photographs arrived?
- Q. Yes.
- A. Which was some time after the Ramona was sold.
- Q. But before the Vega was purchased.
- A. Yes.
- Q. And after the Ramona had been sold and the photographs of the Vega arrived for your inspection, did you tell anyone you intended to buy the Vega?
- A. I probably did.
- [3749] Q. You probably did?
- A. (No answer.)
- Q. How large a boat was the Vega?
- A. 136 feet.
- Q. 136 feet long?
- A. Yes.
- Q. A steel vessel—
- A. Don't say "was"; I hope she still is.
- Q. The Government is using her now, isn't it?
- A. That is right.
- Q. As a matter of fact, the United States Army Engineers used it as a patrol vessel, did they not?
- A. No. The Army Engineers used it for a while as a survey boat.
- Q. How much rental did you receive for the Vega from the Engineering Corps at that time?
- A. \$1.00—I still have it.
- Q. You received \$1.00?
- A. Yes.
- Q. Did you ever receive any other compensation from the Government for the use of the boat?
- A. No.
- Q. You are quite sure of that?
- A. I am sure of that.
- Q. Did you apply for permission to have a radio telephone installed on the Vega?
- [3750] A. No.
- Q. Never did?
- A. Never did. That is, there is—not now—there was a commercial Mackay radio wireless station.
- Q. Who applied for that?
- A. Mackay.
- Q. At whose request?
- A. Mrs. Rohl.
- Q. You never participated in that at all?
- A. No.
- Q. And the station was KLVC, was it not, the Mackay station on the Vega?
- A. I believe so.
- Q. And application was also made for permission to use code, isn't that correct?
- A. Permission to use code?
- Q. Yes.
- A. Well, the Mackay code, yes.
- Q. Was that permission granted?
- A. Yes.
- Q. It was?

A. Yes.

Q. Are you quite sure of that?

A. The only thing I am sure of is that Mackay Radio furnished the operator.

Q. But you don't know whether or not you were permitted to use code, do you Mr. Rohl?

[3751] A. No; that is up to Mackay.

Q. As a matter of fact, the records show, those that I have seen, that the application was made and denied you for permission to use code. Why was it desired to use code on the Vega?

A. I don't know.

Q. Do you know who is listed in Lloyd's register as the owner of the Vega?

A. No.

Q. Did you apply to Lloyd's for them to make periodic inspections of the Vega's machinery and equipment and anchor chains, and so forth? I mean you personally?

A. That was probably handled as a matter of routine on the boat itself. The inspections were generally made once a year.

Q. Automatically, or at somebody's request?

A. Automatically.

Q. Is it a free service?

A. No.

Q. But you don't have to apply for it; they just keep giving you the service periodically and send you a bill, is that it?

A. (Nodding head in affirmative.)

Q. How many members of the crew were there on the Vega?

A. (No answer.)

Q. How large a crew did she carry?

[3752] A. It depends.

Q. Did you ever carry as many as 16 in the crew?

A. Oh yes, on long trips.

Q. Did you ever have a captain on the Vega called "Mathias"?

A. Yes.

Q. What was his first name?

A. Was it "Mathias" or was it "Matthews"?

Q. Matthews, I guess it was.

A. Otto.

Q. Was he a citizen or an alien?

A. A citizen.

Q. Of what extraction?

A. I don't know.

Q. Were there any aliens in the crew?

A. (No answer.)

Q. At any time?

A. I don't know that.

Q. Now, who directed the sailing of the Vega? Who determined where she would go and when?

A. The owner.

Q. Your wife?

A. (Nodding head in affirmative.) Or I did—probably both of us did.

Q. Probably both of you? Now, you sailed the Vega from Jacksonville, Florida, to Honolulu, did you not?

[3753] A. Yes.

Q. Shortly after you purchased it?

A. That is right.

Q. And you arrived in Honolulu on the 21st of January, 1938, didn't you?

A. Yes.

Q. At this time, for your information, the Immigration manifests shows you to have been born in Iola, Kansas, on September 26, 1886.

How did the Immigration officials get that information?

A. I don't know.

Q. Have you seen that manifest?

A. No.

Q. Did anybody ever tell you that that information appeared in it?

A. No—yes, yes.

Q. The Immigration inspector—

A. Here after I had applied for my citizenship.

Q. They told you that on that occasion you had been manifested as having been born in Iola, Kansas?

A. That is right. They called it to my attention.

Q. As a matter of fact, that was the birthplace of your wife?

A. Yes.

Q. But she wasn't born there on September 26, 1886, was she?

[3754] A. No.

Q. You were born in 1886, were you not?

A. Yes.

Q. All right. When you went to Honolulu did you go through the Panama Canal?

A. Yes, sir.

Q. And at Balboa you were examined by an Immigration inspector?

A. I don't think so.

Q. Well, the manifest shows there was an examination made but you were not listed there either as a passenger or a member of the crew, but it shows there were five aliens in the crew.

Does that refresh your memory at all?

A. No.

Q. Do you recall a fight that occurred among the members of the crew while the boat was anchored off Honolulu?

A. (No answer.) (Witness laughing.)

Q. Do you remember that?

A. Not anchored; tied up alongside of the pier.

Q. Tied up alongside of the pier?

A. Yes.

Q. By the way, did you know Mr. Wyman at that time?

A. Colonel Wyman?

Q. Yes.

A. Oh, yes.

[3755] Q. Was he in the Islands then?

A. (No answer.)

Q. You don't recall?

A. (No answer.)

Q. You have no recollection at all of that matter?

A. No.

Q. Is it possible that you may have met him there in 1938?

A. He was still there, wasn't he?

Q. I don't know; I am just wondering whether you know or not.

A. I don't remember.

Q. I see. Now, as a matter of fact, you were negotiating with the Army at that time for contracts with reference to installations in several of the Pacific Islands, were you not?

A. No.

Q. You were not?

A. No.

Q. When did those negotiations commence?

A. December of 1940.

Q. December, 1940?

A. Yes; and they ended in December of 1940.

Q. They were consummated?

A. Yes.

Q. You got the contracts?

[3756] A. Yes.

Q. And those contracts included work on the Island of Oahu, did they not?

A. Yes.

Q. And Midway?

A. No; but I can't tell you what it included.

Q. Well, the records, of course, are available.

A. The records are available.

Q. There is nothing secret about that.

A. I am not permitted to say.

Q. There is nothing secret about the places, is there?

A. There is to me—I mean I am not permitted to tell that.

Q. You are not permitted to say you did any work on the Island of Oahu?

A. Yes.

Q. Are you permitted to say whether you did any work on Wake, Guam, or Midway?

A. I can say I didn't.

Q. You did not?

A. I did not.

Q. Did anyone with whom you were connected do any work on the Island of Midway?

A. No.

Q. Never did?

A. Never did.

[3757] Q. You did work on the Island of Oahu, isn't that true?

A. That's right.

Q. And other islands?

A. Yes.

Q. You worked on other islands?

A. But if you want the specific islands, the Hawaiian Constructors operated on, you will have to get that information from someone else but me because I am not permitted to divulge it.

Q. How about your employees? Are they permitted to disclose where they worked?

A. Not supposed to, but I suppose they do.

Q. They not only do but they have?

A. I suppose they have too.

Q. Do you know Harold Cramer?

A. Harold Cramer?

Q. Yes, Harold Cramer?

A. No.

Q. He was employed on some of those islands by the Hawaiian Constructors.

Now, how long did you remain in Honolulu after you sailed over there on the Vega? Did you stay there, Mr. Rohl, about two weeks?

A. About two weeks.

Q. When you left Honolulu to return to the United States who were the passengers on the boat besides yourself?

A. Well, there was Dr. Lewis.

Q. What is his full name?

A. Carl Lewis.

Q. Who else?

A. And his wife.

Q. What is her first name?

A. Virginia.

Q. Yes; anyone else?

A. Mrs. Winne.

Q. How do you spell that?

A. Ilene Winne, W-i-n-n-e.

Q. She boarded the boat at Honolulu?

A. At Honolulu, yes.

Q. And returned with you to San Diego?

A. Los Angeles.

Q. Pardon me.

A. San Pedro.

Q. Excuse me, San Pedro. Was anybody else on the boat as passengers between the time you left Honolulu and you returned to California?

A. No; of course Mrs. Rohl.

Q. Yes.

A. That is all.

Q. Nobody else boarded the boat between Honolulu and San Diego?

[3759] A. No; the boat didn't go to San Diego.

Q. I mean San Pedro.

A. San Pedro.

Q. Nobody else boarded the boat between the time it left Honolulu and the time it arrived at San Pedro?

A. Yes, that is right.

Q. Do you know Mr. E. J. Crouse?

A. Yes.

Q. Didn't he board the boat between the time it left Honolulu and arrived at San Pedro?

A. No.

Q. He did not?

A. (No answer.)

Q. Were you ever familiar with his boat, the Marlin?

A. Yes.

Q. Didn't his boat, the Marlin, hail the Vega in the vicinity of Catalina Island, and didn't Mr. Crouse come on board the Vega?

A. No, sir.

Q. You are positive of that?

A. I am positive. He came aboard inside the breakwater.

Q. Where was that?

A. Los Angeles breakwater.

Q. Wasn't that before your boat docked at San Pedro?

A. Before it docked, yes.

[3760] Q. And before it was inspected by Immigration officials?

A. There was no Immigration officials.

Q. Well, didn't somebody tell him that he had better get off the boat because he had no business on there and that you had not cleared Immigration yet?

A. That must have been the bug inspector.

Q. Didn't somebody tell him that, or do you know?

A. I don't know. There is no Immigration inspection.

Q. He did get off the boat, didn't he, before she docked?

A. I don't remember that.

Q. Now, when you went to work—strike that.

When you went in to Mexico to work on this road from Monterey to Mexico City, you went in usually through Laredo, Texas, did you not?

A. Yes, sir.

Q. How many times did you go across the border at Laredo?

A. I don't know—frequently.

Q. More than 10 times?

A. Yes.

Q. Is there an Immigration office at Laredo, Texas?

A. I don't know.

Q. Well, there is one there?

A. Well, on the train—

[3761] Q. You were going to say something about "on the train"?

A. (No answer.)

Q. Go right ahead, Mr. Rohl.

A. On the train someone asks you where you live, that is all.

Q. Do you know Mr. F. H. Crockett who was in charge of the Immigration and Naturalization Service at Laredo?

A. No.

Chairman TENNEY. Mr. Combs, I think we had better take a five-minute recess for the sake of the reporter at this point.

We will stand in recess for about five minutes.

(Short recess.)

Chairman TENNEY: The hearing will come to order.

Mr. COMBS: Will you read the last question and answer?

(Question and answer read.)

By Mr. COMBS:

Q. I believe you stated that to your knowledge there was no Immigration office at Laredo, Texas?

A. I have never seen one. As a matter of fact, I have never been in Laredo, Texas.

Q. How did you go into Mexico?

A. On the train.

Q. Across the border from the United States?

A. (Nodding head in affirmative.)

Q. You were never asked your citizenship status?

[3762] A. No.

Q. Do you recall stating during an interview with the Naturalization Examiner on April 30, 1941, that you had renounced your German citizenship in 1908 or 1909?

A. Yes.

Q. And your reason for that was because you refused to return to Germany for military service?

A. Yes, sir.

Q. And you felt then you were no longer a citizen of Germany?

A. That is right.

Q. Of what country did you believe you were a citizen from that time on?

A. None.

Q. You had no citizenship status?

A. That is right.

Q. And you thought you had none since 1908?

A. 1908 and 1909.

Q. However, when you returned to Germany in 1924 you obtained a temporary passport from the German consul?

A. That is the only way I could do it.

Q. Did you ever make application—

A. I might add to that that after the last war the citizenships—German citizenships had been revoked—I mean reinstated. I couldn't go back there until after the war anyway.

[3763] Q. You couldn't return to Germany until after the first World War?

A. That is right.

Q. And you felt that because you had refused to return to Germany for military service in 1908 or 1909 that you were from that time on no longer a citizen of Germany?

A. That is true.

Q. Now, did you ever make application for admission to citizenship in the United States prior to 1941?

A. I believe in 1915 or '16, or thereabouts.

Q. You made application?

A. Yes.

Q. Do you recall stating on your preliminary application for citizenship on March 10, 1941, that you had never made any prior application?

A. No.

Q. You did not so state?

A. No.

Q. Your application shows that you stated that you had never made a prior application?

A. (No answer.)

Q. That was your preliminary application on March 10, 1941?

A. No.

Q. If you examine it you will find that is the fact.

A. Because I showed them my declaration of intention [3764] at the time.

Q. You remember signing the application, of course?

A. Yes.

Q. Did you ever do any work for the United States Navy?

A. No.

Q. Never did any?

A. Never did.

Q. Now, when you first met Colonel Wyman he was then a major, I believe you testified?

A. (Nodding head in affirmative.)

Q. And that was about 1936?

A. 1935. I must have met him the day he arrived here because at that time Rohl-Connolly, I believe, were the only contractors in this engineering district, or I would say, the only contractors of any consequence.

Q. Did you ever have any private transactions with Major Wyman?

A. No.

Q. Did you ever lend him any money?

A. No.

Q. Did you ever have any social contact with him?

A. Yes.

Q. He came on board your yacht, the Vega, on many instances, did he not?

A. I wouldn't say "on many"—several times.

[3765] Q. Did you ever entertain him in your home?

A. Yes.

Q. Several times?

A. Yes.

Q. During the time that you first knew Major Wyman, say in 1935, '36, and '37, do you know whether or not he was having any domestic difficulties?

A. (No answer.)

Q. Did he ever tell you about any domestic troubles he was having?

A. No.

Q. You knew nothing about that?

A. I know he got a divorce and re-married.

Q. Were you acquainted with his present wife?

A. I am now.

Q. Did you know that her sister was at one time his private secretary?

A. I know that now.

Q. And her name was Perry?

A. I don't know—I don't remember the name.

Q. Was Major Wyman a rather heavy drinker when you knew him?

A. No.

Q. He wasn't?

A. (Shaking head in the negative.)

Q. Did you ever see him intoxicated?

[3766] A. No.

Q. Never did?

A. (Nodding head in the negative.)

Q. Do you recall an instance when you were entertaining some people on your yacht, some women guests, and that Major Wyman was intoxicated and embarrassed those present in your main salon?

A. (No answer.)

Q. Do you recall that instance?

A. No.

Q. Are you quite sure that you have never seen Major Wyman or Colonel Wyman intoxicated?

A. I have seen him drinking.

Q. But you never saw him intoxicated?

A. No. That goes back again, of course, to the old question.

Q. You mean the difference between—

A. I drink myself. I am not intoxicated until I fall down.

Q. Would you apply that same rule to Major Wyman's drinking activities?

A. I apply that same rule to everybody.

Q. Do you remember when Major Wyman was working on the San Pedro breakwater?

A. Yes.

Q. Did you do any part of that work for the Army?

[3767] A. I did all of it.

Q. Do you recall—

A. Long before—long before Major Wyman was ever here.

Q. I see. There was an ammunition anchorage in conjunction with that breakwater, was there not?

A. No.

Q. Explosives anchorage?

A. No.

Q. You are sure of that?

A. I am sure of that. That explosives anchorage has been there long before they built the breakwater.

Q. Did you work on that at all?

A. No.

Q. Now, in some of your income tax returns, Mr. Rohl, you stated, did you not, that you were a citizen of the United States?

A. (No answer.)

Q. Federal income tax returns.

A. Yes; I found that out—I was told that by—

Q. By the Immigration officials—pardon me, Naturalization officials?

A. Yes.

Q. And did you examine the copies of your Federal income tax returns to ascertain whether or not you had made such a statement?

[3768] A. I did after they—

Q. After they called it to your attention?

A. After they called it to my attention, yes. I don't sign—I do sign it, but I don't prepare my own income tax.

Q. You don't pay any attention to it?

A. I don't prepare them myself.

Q. Did you find that on one or more of those income tax returns there was a statement to the effect that you had been naturalized in 1921?

A. No.

Q. You never found any such statement?

A. No.

Q. Did you examine your California State income tax return since 1935 to ascertain whether or not a similar statement was made on that?

A. No, I have never seen them.

Q. You own an automobile, do you not?

A. Oh, yes.

Q. And you own it individually?

A. Yes.

Q. You never made application for an operator's license in California, did you?

A. Many years ago. I haven't been driving a car for better than 10 years.

Q. How long has it been since you had an operator's [3769] license?

A. I believe somewhere in the '20's.

Q. Now, when did you obtain your first contract to do construction work for the United States Army?

A. In 1932 or 1933.

Q. And when did you obtain your first contract to do construction work for the Army on the Island of Oahu?

A. 1940.

Q. And how long did that construction work continue from and after 1940?

A. 1940 until January 31, 1943.

Q. Was all of that work done through the Hawaiian Constructors?

A. Correct.

Q. Were you active in the enterprise at all?

A. Quite so.

Q. Made several trips there, did you not?

A. No; I spent most of my time there for a period of 14 months.

Q. Where, on the Island of Oahu, was the main office of the Hawaiian Constructors?

A. Punahou Camp.

Q. Now, your main office was located there?

A. Yes.

Q. Do you know Mr. C. C. Middleton?

A. Yes.

[3770] Q. Who is he?

A. He is the administrator for the Hawaiian Constructors; he is in charge of all of the offices.

Q. Now, at that time—strike that.

Do you know where Schofield Barracks are located?

A. Oh, yes.

Q. And do you know that Wheeler Field is a part of or an adjunct to Schofield Barracks?

A. Yes.

Q. And you are familiar with Kapopu Gulch just below Wheeler Field—you know where that is?

A. (No answer.)

Q. Did you ever hear of that?

A. Did I ever hear of it?

Q. Yes, Kapopu Gulch.

A. Yes, near Schofield Barracks.

Q. Do you know where Ewa is?

A. Yes.

Q. There is an airfield there, is there not?

A. Ewa.

Q. Yes.

A. Now, listen, I can't tell you where any airfields are.

Q. Well, it is a matter of common knowledge there is one under construction there.

A. Where?

[3771] Q. Ewa.

A. (No answer)

Q. You don't know?

A. (No answer)

Q. Do you know where Bellows Field is?

A. Oh, yes.

Q. And that is on the east coast of the Island of Oahu, is it not?

A. Yes.

Q. And you know where Hickam Field is?

A. Oh, yes.

Q. And do you know where Red Hill is?

A. Yes.

Q. Do you know where Kahuku is?

A. Yes.

Q. And do you know where the Waialeale Base yard is?

A. Yes.

Q. At the extreme northwesterly tip of the Island of Oahu?

A. Yes.

Q. Do you know where all of those places are?

A. Oh, yes.

Q. And you know where Barber's Point is?

A. Yes.

Q. Now, as a matter of fact, you can answer this question yes or no: The Hawaiian Constructors did work on [3772] Bellows Field, Hickam Field, Red Hill, Wheeler Field, Ewa and Kiena?

A. The answer is no.

Q. They did not do work at any of those places?

A. Oh, yes.

Q. But they didn't do work at all of them, is that it?

A. That is right.

Q. They did work at Red Hill, did they not?

A. No.

Q. No work at all there?

A. No.

Q. You are quite sure of that?

A. Why, certainly.

Q. Did they do any work at Hickam Field?

A. Yes.

Q. At Bellows Field?

A. Yes.

Q. At Kiubla Bay?

A. Kiubla Bay?

Q. Yes.

A. No.

Q. At Kihuko?

A. Yes.

Q. At Hiena Point?

A. No.

Q. At Ewa?

[3773] A. At Ewa? You have got that mixed up. It isn't called "Ewa." You are thinking about something else. I am not going to tell you what you are thinking about.

Q. You are quite sure—are you very positive that they did not work at all at Red Hill?

A. Yes, because that is a Navy job.

Q. I know it is.

A. And we are not Navy contractors.

Q. You never did any work for the Navy?

A. No; Army contracting.

Q. Did any concern with which you have been connected now, or in the past, ever do any work for the Navy?

A. No. Oh, ever-do any work for the Navy?

Q. Yes.

A. That, I don't know. The Hawaiian Constructors were the only Army contractors in the Pacific Ocean.

Q. As I recall your testimony, you said that the Hawaiian Constructors did no work at all at Wake, Guam, or Midway?

A. That is right.

Q. Did they do any work at Canton and Johnson Islands?

A. Now, what is this?

Q. Pardon me?

A. What is this? I don't know how much I can tell you—I am going to be frank with you.

Q. Yes, I understand, but we have information that you [3774] did do work at Canton and Johnson Islands from several witnesses.

A. All right. We didn't do any work at Johnson Islands; we did not.

Q. Did you do any work at Canton Island?

A. Yes, we did.

Q. You are sure you never did any work at Johnson Island?

A. That is right.

Q. Did you do any work in Australia?

A. Yes.

Q. Now, at the headquarters of the Hawaiian Constructors there is a parking space delineated outside, is there not, with the names of the owners of the various cars that are privileged to park there?

A. Yes.

Q. Is that correct?

A. That is correct.

Q. Did you have such a parking space?

A. There was a name on one, but I never used it.

Q. Your name was on it?

A. Yes, sir.

Q. But you never used it?

A. No; I had another place to park.

Q. What share did Rohl-Connolly Company own in the Hawaiian Constructors? [3775] A. It varied.

Q. Well, what share did you own in 1940?

A. 40 per cent.

Q. What share did you own in 1941?

A. 40 per cent.

Q. What share do you own now?

A. 24 per cent.

Q. Does the Hawaiian Constructors have any officers—president, secretary, and so forth?

A. No; it is a joint venture.

Q. I understand that.

A. Can't be any officers or directors.

Q. Well, I am not so sure about that, but at least there are none.

A. I am sure about it,—there can't be any.

Q. Who was in charge of construction on the Island of Oahu at the time the contract was first awarded?

A. Now, do you mean?

Q. For the Army.

A. Colonel Wyman.

Q. And was Colonel Wyman in charge of the work there during all the time that these construction enterprises were in progress for the Army?

A. No.

Q. When did he leave there?

A. He left, I believe, the latter part of April, 1942.

[3776] Q. And he was superseded by whom?

A. He was superseded by Colonel Lyman—one is Wyman and the other one is Lyman.

Q. General Lyman—wasn't he a general?

A. Well, he was—he was notified that he would be made a general, but he died the next day.

Q. Do you know whether or not he did anything about the contract that you had for the use of the Vega by the Army engineers? Do you know whether or not he canceled that contract?

A. Whether he canceled the contract?

Q. Yes.

A. Yes.

Q. He did cancel it?

A. Yes. Now that is all.—That is good enough.

Q. Now, the employees who worked on these various military installations that we have mentioned here, were employees of the Hawaiian Constructors, were they not?

A. That is right.

- Q. And they were employed originally by Hawaiian Constructors, weren't they?
 A. Oh, yes.
 Q. Were they paid by the Hawaiian Constructors?
 A. No.
 Q. They were paid by the Army engineers, weren't they?
 A. By the Army engineers.
 [3777] Q. That was the invariable practice, wasn't it?
 A. That was the practice at that time.
 Q. And is that the practice now?
 A. You mean on Army contracts?
 Q. Yes.
 A. No.
 Q. What procedure do they follow now, Mr. Rohl?
 A. The contractor pays the men.
 Q. How long has that been in effect?
 A. I don't know.
 Q. Now, who negotiated originally with Colonel Wyman for the initial, basic contract between the Army and the Hawaiian Constructors?
 A. Mr. Grafe and Mr. Connolly.
 Q. Mr. Paul Grafe?
 A. Yes.
 Q. And Tom Connolly?
 A. And T. E. Connolly of Rohl-Connolly.
 Q. Did you introduce Mr. Grafe to Mr. Connolly?
 A. No.
 Q. He had an independent acquaintanceship with him?
 A. Callahan built the Prado Dam under Colonel Wyman—
 Q. Which was under the jurisdiction of Colonel Wyman?
 A. That is right.
 Q. Now, do you recall receiving a letter from [3778] Colonel Wyman, dated January 24, 1941, addressed to you and which reads as follows:

Via Clipper.

Address reply to District Engineer, U. S. Engineer Office,
 P. O. Box 2240, Honolulu, T. H.

Refer to File No. Contract No. W-414-Eng-602.

JANUARY 22, 1941.

Mr. H. W. ROHL,
*Rohl-Connolly Company, 4351 Alhambra Avenue,
 Los Angeles, California.*

DEAR SIR: Reference is made to secret Contract No. W-414-Eng-602, with the Hawaiian Constructors for work in the Hawaiian Islands.

As you are actively interested in this venture, I desire you to proceed to Honolulu at your earliest convenience to consult with the District Engineer relative to ways and means to accomplish the purpose of the contract.

You will be allowed transportation either by Clipper or steamboat both ways, and travel allowance not to exceed \$6.00 per day while en route in accordance with existing laws and regulations.

[3779] You will make application to either the District Engineer at Los Angeles or the Division Engineer, South Pacific Division, San Francisco, for transportation.

Very truly yours,

THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers.
 District Engineer.*

You recall receiving that letter?

- A. Yes.
 Q. And in response to it did you go to the Hawaiian Islands?
 A. I went to the Hawaiian Islands.
 Q. The date of that, Mr. Rohl, was January 22, 1941.
 A. I went to the Hawaiian Islands the last week of September.
 Q. 1941?
 A. 1941.
 Q. How did you travel on that trip—by water or by air?
 A. I went by air.
 Q. And did you confer with Colonel Wyman there about the work?
 A. Yes.

Q. Did you ever make an inspection of the work with him?

[3780] A. Oh, yes.

Q. On one occasion or more than one occasion?

A. More than one occasion.

Q. And as a matter of fact, you were in Pearl Harbor on December 6th, were you not?

A. I wasn't exactly in Pearl Harbor, but I was close to it.

Q. Too close?

A. I don't know about "too close." It missed me by about 100 feet.

Q. Were you present there all during the attack on Pearl Harbor?

A. Oh, yes.

Q. And immediately afterwards you directed the restoration of some of the damage that had been done, did you not?

A. Yes, all of it except Pearl Harbor proper.

Q. But the other areas that I have mentioned, and that has all been in the newspapers, Mr. Rohl.

A. That is all right; anything in the newspapers I can talk about.

Q. There is nothing strategic about this.

A. But when you talk about the Islands—

Q. That is something else?

A. Yes.

Q. I will stick to the Island of Oahu, is that all right?

[3781] A. That is all right, because that has all been in the papers.

Q. All right. Now, you did repair work at Hickam Field?

A. Oh, yes.

Q. At Bellows Field?

A. Yes.

Q. At Wheeler Field?

A. Yes.

Q. At Kakuku?

A. Kakuku wasn't built at that time.

Q. Were there any other installations that were damaged that I haven't mentioned?

A. Well, on December—of course martial law was declared on December 7th in the afternoon.

Q. Yes.

A. And immediately all work on the Island of Oahu was turned over to the Hawaiian Constructors, being the Army contractors.

Every contract was canceled. I mean other contracts, and it was all turned over to the Hawaiian Constructors.

Q. Under your direction?

A. Yes.

Q. And were you there while all of this work of repairing was under way?

A. Oh, yes.

[3782] Q. How long did you stay on that occasion? I mean immediately after the bombing occurred.

A. Immediately after the bombing? I believe I got out approximately the first of June.

Q. And were you there continually from December 7th?

A. I made—I went over there the latter part of September and I made one trip back here.

Q. Well, the Hawaiian Constructors had all of the work at that time under the 1940 contract, didn't they?

A. No.

Q. Well, who turned all of the work over to them?

A. Well, there were other contractors on the Island.

Q. Yes.

A. I mean there was a contractor building a street, maybe.

Q. Yes.

A. And a contractor building a building here.

Q. I see.

A. And a contractor doing something else.

Q. But those contractors did not participate in any of the reconstruction work?

A. We took over all the contractors and their organizations.

Q. So that all of the other contractors turned the work over to you—that is, turned it over to the Hawaiian Constructors, is that it?

[3783] A. Hawaiian Constructors, yes.

Q. At whose instance did they do that?

A. At the instance of the Commanding General.

Q. And all of that work was under the supervision of Colonel Wyman?

A. Oh, yes.

Q. Now, was the first contract for installations on the Island of Oahu with Rohl and Connolly?

A. No.

Q. Wasn't with Rohl and Connolly.

A. The Hawaiian Constructors.

Q. The Rohl and Connolly Company never had any contracts at all with the Army for installations?

A. In the Pacific Ocean?

Q. Yes.

A. No. When I say "the Pacific Ocean," I mean any islands in the Pacific Ocean.

Q. I understand. After you returned to this country in June of 1941 did you subsequently make another trip to the Island of Oahu?

A. Yes. If I recall right, I stayed over here about two weeks and I immediately returned.

Q. Well, were you requested to go back to do more work?

A. Now, you are talking about 1942?

Q. No, I am talking about—well, strike that.

[3784] As I understand your testimony you said that after the bombing of Pearl Harbor you stayed over there until June?

A. 1942.

Q. Then you returned to the United States.

A. Yes, for two weeks.

Q. I understand.

A. On business.

Q. Then you went back?

A. Immediately.

Q. How did you go back that time—by boat or by Clipper?

A. Now, wait a minute—I made three trips back.

Q. You mean you made three trips from the United States back to Oahu?

A. No, no, from Oahu over here and back, because my work was all in the Hawaiian Islands and not here.

Q. Yes.

A. I made three trips over here and on one of them I returned on the transport.

Q. Did you maintain a residence on the Island of Oahu?

A. Yes.

Q. A home or a hotel, or where?

A. No, we operated a hotel.

Q. And you stayed there, did you?

[3785] Chairman TENNEY. By "we," whom do you mean?

The WITNESS. Hawaiian Constructors for the Army.

By Mr. COMBS:

Q. I show you the Encyclopedia Britannica World Atlas, Mr. Rohl, 1942 edition, Map No. 91. Map No. 91 is a map of the Hawaiian Islands, is it not?

A. Yes.

Q. In the upper left-hand corner in green is there delineated the Island of Oahu?

A. Yes.

Q. I want to take my own map and indicate on the Atlas map the various localities which I have designated, so we will have them accurately in the record.

Schofield Barracks is shown on the Atlas map.

A. Yes.

Q. Bellows Field is not shown on the Atlas map?

A. No.

Q. But it is shown on this map which I have prepared and which I now show you. (Handing drawing of map to the witness.)

A. Yes, sir.

Q. Is that the approximate location of Bellows Field?

A. Yes, that is right.

Q. Hickam Field is not shown on the Atlas but I show it to you on the map which I have prepared and ask you if that is the approximate location of Hickam Field.

A. You are doing pretty good.

[3786] Q. Is that correct?

A. Yes.

Q. I show you Red Hill on the map which I have prepared, and which is not shown on the Atlas map, and ask you if that is the approximate location of Red Hill.

A. Yes.

Q. I show you Wheeler Field, which is designated on the map which I have prepared, and which is not shown on the Atlas map, and ask you if that is the approximate location of Wheeler Field.

A. Well, more or less.

Mr. COMBS: And let the record show I am showing the map which I prepared, to Mr. Rohl, while asking these questions.

Mr. Chairman, this map was prepared by me from data which we have received from an informant, who will later be sworn to testify, and I offer this as Exhibit No. 1 in evidence in connection with the testimony of this witness.

Chairman TENNEY. The map will be marked Exhibit 1 in connection with the testimony of Mr. Rohl.

(The map referred to was marked Committee Exhibit No. 1, Hans W. Rohl.)

By Mr. COMBS:

Q. Mr. Rohl, the contract that you had with the Army Engineers for the use of your yacht, was that a contract entered into by Hawaiian Constructors and the Army or by Rohl-Connolly and the Army, or by you individually?

[3787] A. No. Well, sometimes I hesitate because—

Q. Well, it is perfectly all right; I am asking you a great many detailed questions.

A. There are things that I am not permitted to say, I mean you can get the information from another source, but I don't want to be the guilty one.

Q. I don't want you to be.

A. But I can say this, that contracts of that magnitude are handled by "supplements."

Now, a supplement to a contract, cost plus, straight, fixed fee contract means additional work—call it a job or whatever you might call it, but it is handled by a supplement, and the case of the Vega a supplement was issued to the Hawaiian Constructors to charter the Vega as a survey boat from Floy E. Rohl, which is my wife's name.

Q. For a consideration of \$1.00 a year?

A. For consideration of \$1.00 a year; to Hawaiian Constructors to maintain, hold the owner harmless and return it to the owner in as good shape as it was received by them.

Q. Was the Vega to your knowledge ever used by the Navy?

A. Oh, yes.

Q. Was that by a supplement to the basic contract?

A. No.

Q. Who was that contract with—

A. You mean over there?

[3788] Q. Yes.

A. No, no, the Navy didn't use it over there.

Q. Did the Navy use it over here?

A. The Navy requisitioned the Vega last July, shortly after she came back from Honolulu.

Q. Did Floy Rohl assign the Vega to the Hawaiian Constructors?

A. No.

Q. Merely leased it?

A. For a dollar.

Q. Mr. Rohl, do you know of any arrangement whereby \$150,000 a year was paid for the use of the Vega?

A. Well, as a matter of fact, it wasn't.

Q. It wasn't?

A. No. Somebody got themselves twisted again. Now, I might explain that.

Q. Yes.

A. We will have to come back again to what a supplement is. When a supplement on a cost plus fee contract—on each supplement issued—you might have 100 of them. You might have 100 of them in one month.

There is an estimate made—an estimate is made and in the supplement it says there was a supplement issued for Hawaiian Constructors to operate,

maintain, return to the owner the survey ship Vega, at a cost not to exceed \$150,000 a year—operation costs.

[3789] Q. And that was the contract?

A. That was the supplement and it was amended, and it was decided—and I can't tell you the reasons why. It was decided not to use the Vega on that particular survey. I mean the survey was abandoned so then the Vega was ordered to be returned on that supplement, and then part 2 was issued to that supplement—that for the period that the Vega was in service to the War Department, Hawaiian Constructors were authorized under Part 2 of the supplement—43, or whatever it was, to do all that and return it to the owner for a cost not to exceed \$75,000, for which Hawaiian Constructors would receive a fee of, I believe, \$570.

Q. And all of that data was contained in the supplemental contracts to the basic contract?

A. To the Hawaiian Constructors Contract No. 602.

Q. Yes.

A. That is right.

Q. Now, going back for the moment to the time when you were working in Sacramento.

Did you ever do any work up on the Bear River?

A. (No answer.)

Q. Strike that. Was the contract for the use of the Vega made between Hawaiian Constructors and Floy Rohl, or was the War Department a party to that contract also?

A. No, the War Department doesn't enter into a contract except with the principal.

[3790] Q. I see.

A. The Hawaiian Constructors.

Q. I see.

A. From then on the Hawaiian Constructors or the contractor, whoever it might be, is ordered to do certain things.

Q. By the Army Engineers?

A. By the Army Engineers, yes.

Q. And was Colonel Wyman the head of the Army Engineers at that time?

A. Oh, yes.

Q. And would actually control the movements of the boat, would he not?

A. Oh, certainly.

Q. And did that condition exist until he left the Island of Oahu?

A. Yes.

Q. Now, going back to the time you were working at Sacramento, Mr. Rohl, did you ever do any work on the Bear River?

A. Bear River?

Q. At Sacramento.

A. Where is that?

Q. I don't know; it is in Sacramento County.

A. Bear River in Sacramento County?

Q. Yes.

[3791] A. (No answer.)

Q. Did you ever know a man by the name of William Henry Enright?

A. William Henry Enright?

Q. Yes.

A. I don't know.

Q. You don't remember any such name?

A. No.

Q. Did you ever know a man by the name of Werner Plack?

A. Who?

Q. Werner Plack?

A. Not to my knowledge.

Q. You never knew Werner Plack?

A. No.

Q. Don't you remember going into the Swing Club with Werner Plack during the summer of 1938?

A. No, I don't.

Q. You have no recollection of Werner Plack at all?

A. No, I don't.

Q. Do you know where the Swing Club is or was?

A. I know where it was.

Q. 1710 North Las Palmas Avenue, Hollywood.

A. 1710 North Las Palmas, Hollywood? That was down here?

Q. Yes.

[3792] A. Down near S33 Spring, wasn't it?

Q. Well, you know it was a club that opened, usually, after 2:00 o'clock in the morning. Do you remember that?

A. (No answer.)

Q. A night club.

A. (No answer.)

Q. You remember the Swing Club, don't you?

A. Yes, I remember the Swing Club. Wasn't that at S33 Spring, or some place?

Q. I don't know.

A. I don't know myself.

Q. When were you last there?

A. I don't know that.

Q. Well, were you ever there?

A. I suppose I was.

Q. Within the last 10 years says, or can you give us a general idea of when you were last there?

A. (Nodding head in the negative.)

Q. Have you been there within the last five years?

A. Five years—I was younger then.

Q. It was afterwards called the "1710 Club."

A. I probably have been there.

Q. They had a special song, didn't they? Do you remember the song they used to sing about you?

A. No. You must have been there yourself.

Q. I talked to some people that were very recently.

[3793] Now, do you keep copies of your Federal income tax returns, Mr. Rohl?

A. Why, certainly.

Q. Pardon me?

A. Certainly.

Q. You do?

A. Yes. I mean my office does—I do, yes.

Q. Who has the custody of them?

A. Copies of my income taxes?

Q. Yes.

A. It is either Miss Dickey or Mr. Bontems.

Q. What are his initials?

A. (No answer.)

Q. What is his first name?

A. James.

Q. And he works where—where is his office?

A. He has offices in the Security First National Bank Building.

Q. Los Angeles?

A. Los Angeles.

Q. Did he prepare your income tax returns for you?

A. Yes, sir.

Q. Under your instructions?

A. No.

Q. I mean—

A. I pay him for doing it.

[3794] Q. Who tells him to do it? That is what I am getting at.

A. Well, he has been doing it for so many years.

Q. Oh, I see.

A. More than 10 years.

Q. Yes.

A. He is the auditor.

Q. So those copies of those returns would either be in his possession or in the possession of Irma Dickey?

A. That is right.

Q. Now, you applied for admission to citizenship in 1941, in March, did you not?

A. Yes.

Q. Do you recall Rohl-Connolly paid a fine to the Federal Government of \$25,000 about five days before you were admitted to citizenship?

A. I remember that very well.

Q. That was for what reason?

A. That was a fine because I was, during that time—we owned that building equipment at one time and I was president of the Rohl-Connolly Company which I had no right to be.

Q. And wasn't it because you were an alien and owned more than 40 per cent of the stock, or pardon me, 25 percent of the stock of the Rohl-Connolly Company?

A. Yes.

[3795] Q. That was the reason, wasn't it?

A. Yes. I mean the fine was assessed and paid and everything forgiven.

Q. I understand. The original penalty was confiscation of all of the boats and launches and tugs and so forth that were registered in the name of Rohl-Connolly, wasn't that it?

A. Yes; but it was at the secretary's discretion.

Q. And the case was settled?

A. Assessed a fine.

Q. For \$25,000?

A. Yes.

Q. And that was paid about five days prior to the time you were admitted to citizenship?

A. That's right.

Q. Now, Mr. Rohl, I am going to ask you a question but I am not going to amplify it. I merely want to get the basic data in the record and I am doing it only for that purpose. I am not going into detail.

When did you first become acquainted with Marian Henderson?

A. In 1914.

Q. And she is now Mrs. Marian Clark or Mrs. Clark?

A. Yes.

Q. And she lives in Sacramento too, does she not?

A. Yes.

[3796] Q. Were you ever acquainted with Lemuel B. Schofield.

A. Schofield? Is it Lemuel B.?

Q. Yes.

A. Yes—I mean—pardon me. I just want some information. That is the Schofield who was superintendent for the contractors in San Pedro?

Q. No, this was the Immigration Commissioner for the Pacific Coast.

A. No.

Q. You never knew him?

A. No.

Q. Did you ever know Mr. Shumaker in the Immigration Department?

A. I believe he—I don't know who had my case up there.

Q. I did not mean in that way. I meant did you have any personal acquaintance with him?

A. No.

Q. That is what I mean.

A. No, I didn't.

Q. Now, you testified, I believe, that you inspected the various projects that were under construction on the Island of Oahu with Colonel Wyman several times. About how many times would you estimate?

A. I made an inspection trip with him the day after I arrived in Honolulu in September—the last part of September.

[3797] Q. What year?

A. 1941.

Q. And was that quite an extensive inspection?

A. Oh, yes.

Q. And then did you make other inspections?

A. Yes; made several inspections.

Q. When did you make the next inspection?

A. The next inspection—of course, you must remember after the seventh there were—

Q. You were making inspections all the time, I guess?

A. Making inspections all the time if and when you were able to.

Q. And you made many of them?

A. Oh, yes.

Q. Which took you all around the place, I presume?

A. (No answer.)

Q. Your base yard was up in the northwest part of the Island, wasn't it?

A. No.

Q. Your base yard No. 2?

A. No.

Q. Wasn't it?

A. No.

Q. I show you this map, marked Exhibit 1. Isn't this where the base yard was located that was used by the Hawaiian Constructors? (Indicating on exhibit.)

[3798] A. You have got it wrong. It is not there.

Q. Will you indicate where it is on the map (Handing exhibit to the witness and the witness placing a mark near the center of the map).

Q. A little to the west of the center of the Island.

A. (Nodding in the affirmative.) You are talking about base yard No. 9.

Q. Where was your base yard No. 2?

A. There is no such.

Q. Did you start out with No. 9? How did you get No. 9? Where was No. 1, for instance?

A. (No answer.)

Q. I am very serious in asking these questions, Mr. Rohl.

A. Base yard No. 1 is at Fort Camp.

Q. And where is that—what part of the Island?

A. Fort Camp adjoins Hickam Field—Fort Camp is between Hickam Field and Pearl Harbor.

Q. That is where your No. 1 base was?

A. Yes.

Q. Where was your No. 2?

A. (No answer.)

Q. Our information is, and I will tell you frankly, that your No. 2 base yard was up at the northwesterly tip of the Island of Oahu.

A. No, we have no base yard there.

[3799] Q. No base yard at all?

A. No. I mean—now, it all depends on what you call "a base yard."

Q. Well, I mean a base yard—a place where you kept your supplies and equipment for work on these various projects.

A. Well, we probably had 40 of them.

Q. You don't recall, independently, where your yard No. 2 was?

A. No, because is was not a base yard—what we call a base yard. We might take a, which we did take over, a Japanese department store, and called it "a base yard."

Q. And you didn't have any such—

A. Not on that end of the Island.

Q. On that part of the Island?

A. No.

Q. But the others—you had 40, you say?

A. (Nodding in the affirmative.)

Q. Scattered all around?

A. Scattered all over. Even if we find a vacant lot we will grab it and make a base yard out of it.

Q. I understand. In the Hawaiian Construction, Mr. Rohl, you have a general superintendent of construction?

A. Yes, we have had several of them.

Q. And did they work under your supervision?

A. Oh, yes.

[3800] Q. And did you personally direct the activities of the construction in the Island?

A. While I was there, yes.

Q. While you were there?

A. Yes.

Q. And in doing so, did you consult with him from time to time as to the technical engineering problems that were involved?

A. Oh, yes.

Q. Did you go over the plans and specifications with them—with your construction superintendents?

A. No.

Q. Never did?

A. I don't think I ever did. The plans were plans issued to us by the Corps of Engineers.

Q. I see. Then they went to your construction superintendents, did they?

A. Well, they went through the executive committee and then handed down to whoever was in charge of that phase of the work.

Q. And those who were in charge of the separate phases of the work would, I suppose, be your superintendents of construction or construction engineers in charge of those various projects?

A. Yes.

Q. And they, in turn, worked under your supervision?

[3801] Yes. We had a general superintendent there.

Q. Was that the gentleman whose name I mentioned—Mr. Middleton?

A. No, Middleton is the—he is on the administrative end.

Q. And is his office—was his office at your headquarters?

A. Oh, yes.

Q. And there was a Mr. Stewart in charge of the Hawaiian Constructors office in San Francisco?

A. Stewart?

Q. Yes; was he in charge up there or down here?

A. Stewart? To my knowledge he wasn't any place.

Q. You never heard of him?

A. I never heard of him.

Q. Did you ever use the name of John William Rohl?

A. John William Rohl?

Q. Yes.

A. Yes.

Q. When was that? When did you use that name?

A. I used that when I made my—declared my intention for citizenship in 19—when did I say—1915 or '16.

Q. I have forgotten but you went over that.

A. The County Clerk didn't like the name "Hans." He said I better call myself "John."

Q. Well, did you have your name changed to John by any [3802] proceedings?

A. No.

Q. You just used it for a while?

A. Yes.

Q. How long did you use it?

A. For about an hour.

Q. For an hour?

A. Yes.

Q. For what purpose?

A. Because the Clerk told me I should write down "John."

Q. What clerk was that—what County Clerk was that?

A. That was at Marysville.

Q. Marysville?

A. Yes—wait a minute.

Q. Marysville is in Yuba County.

A. Yuba County?

Q. That was about when did you say?

A. '15 or '16—I am sure it was Yuba County—no—it was either Yuba County or Sacramento County.

Q. It doesn't make any difference.

A. It was in that neighborhood.

Q. And you signed your application, did you, at that place—your application for citizenship?

A. Yes.

Q. Before the County Clerk in either Sacramento or [3803] Yuba County?

A. Yes.

Q. I suggest to you, Mr. Rohl, very sincerely, for your sake, just to keep the record straight, that you might have somebody examine your application over at the Federal Building and correct the statement that you never made any prior application for citizenship.

I just looked at it yesterday.

A. I had it with me and I showed it to them, I believe they have it over there.

Q. Is it on file in the Immigration Department?

A. Yes, it is on file. I showed it to them.

Q. You stated you never made any prior application?

A. But my prior application is on file over there, too. It is in their records. I am sure it is there or they gave it back to me.

Q. I don't know—it isn't in the file over there now. I have examined the file two or three times.

Now, Mr. Rohl—

A. May I interrupt—

Q. Surely.

A. I remember now. They discounted that over there because I never made an application for citizenship. I declared—I signed a declaration of intent at that time over there.

Q. You mean over in Yuba or Sacramento County?

A. No, here.

[3804] Q. When did you sign that—

A. No, I told them over there.

Q. Told them that you did?

A. That I did, and they said, "Well, that doesn't make any difference."

Q. You are presently engaged, are you not, in negotiating contracts with the Government for the installation of military and naval construction?

A. You mean I am negotiating today?

Q. Yes.

A. No; I have been awarded a contract.

Q. When was that contract awarded?

A. February 9.

Q. And that work will be done throughout the entire Pacific area, will it not?

A. Canada and Alaska.

Q. Colonel Wyman is now stationed at Canada?

A. He is stationed in Canada, yes.

Q. And will go on to Alaska?

A. Yes, Alaska comes under him.

Q. Now, you have visited Schofield Barracks many times, have you not?

A. Oh, yes—not the barracks, no, but we are doing work—

Q. I mean there in the vicinity.

A. Yes.

[3805] Q. You are familiar with the general physical setup there?

A. Yes, sir.

Q. And Wheeler Field and Schofield Barracks are close together?

A. Yes.

Q. And you are familiar with them?

A. Yes.

Q. Did you ever go to a place there by the name of Bert Hasby—Bert Hasby's place where they have a bar and the store and all that sort of thing—where they operate the station wagons out of that sell supplies and it is a sort of post exchange?

A. No.

Q. You never did?

A. No.

Q. Did you ever see a man by the name of Bert Hasby?

A. No.

Q. Never knew such a man?

A. Never.

Q. Did you ever visit the post exchange at all at Schofield Barracks or Wheeler Field?

A. No.

Q. Do you know whether or not they ever had one there?

A. Yes; driving by there I could see a post exchange.

Q. A post exchange?

[3806] A. Yes.

Q. Will you describe him, please—will you describe his appearance?

A. I don't know him.

Q. Is it a separate building, or a main building, or is it right at Schofield Barracks?

A. I don't know.

Q. But you know there is a post exchange there?

A. There is a post exchange in every post.

Q. Well, I am only interested in this one. When did you last see it?

A. (No answer.)

Q. How long ago?

A. You mean when did I last drive by there?

Q. Yes.

A. I don't even know that.

Q. Well, certainly it was either in 1940 or '41 or '42, wasn't it? You were there in 1942, weren't you?

A. I was there in 1942.

Q. Were you out to Schofield Barracks in 1942?

A. Oh, yes.

Q. When were you last there in 1942?

A. At Schofield?

Q. Yes.

A. You mean when did I last drive through Schofield?

Q. Yes.

[3807] A. I would say August or September.

Q. Last August or September?

A. Yes.

Q. Did you hear anything about Bert Hasby being shot on the night of December 7, 1941?

A. No.

Q. Never heard anything about that at all?

A. No.

Mr. COMBS. I believe that is all, Mr. Chairman.

Chairman TENNEY. Any further questions of Mr. Rohl by the committee?

Assemblyman KELLEMS. No questions.

Chairman TENNEY. Do you have any questions, Senator Burns?

Senator BURNS. No.

By Mr. COMBS:

Q. One more question.

Mr. Rohl, why didn't you apply for citizenship between 1931 and 1941?

A. Negligence—busy traveling—never gave it a thought.

Q. When you first obtained the contracts for the construction of military installations, did you tell Major Wyman that you were an alien?

A. I did on the Hawaiian Constructors.

Q. But you didn't on any other projects?

A. We don't have it—there are no restrictions—I mean on a Government contract you are not questioned as to [3808] whether you are a citizen or not, but on this particular contract, Contract 602, being a secret contract, of course, I told him—I had to tell him.

Q. Are you familiar with the provisions of the law regarding such contracts?

A. Secret contracts?

Q. Well, secret, confidential, or restricted contracts.

A. Yes.

Q. I will read the law to you and see whether or not this is your understanding of it.

"No aliens employed by a contractor in the performance of secret, confidential, or restricted Government contracts shall be permitted to have access to the plans or specifications, or the work under such contracts, or to participate in the contract trials, unless the written consent of the head of the Government Department concerned has first been obtained.

"Any alien who obtains employment on secret, confidential, or restricted Government contracts by wilful misrepresentation of his alien status, or who makes such wilful misrepresentation while seeking such employment, shall be penalized by a fine of \$10,000 or five years in the Federal Penitentiary.

"For the purpose of this section the term [3809] 'person' shall be construed to include an individual, partnership, association, corporation or other business enterprise."

Is that your understanding of the law?

A. Absolutely.

Now, as a matter of fact, before we took this contract the War Department was told, and I didn't see the contract or the plans or specifications purposely until after I was a citizen.

Q. Did you ever make any inspection of the work before you became a citizen?

A. No.

Q. Never did?

A. Never.

Q. But you repeatedly made inspections of it afterward?

A. Naturally.

Q. Who did the actual bidding on the contract?

A. You have it in your record. The negotiations were conducted by Paul Grafe and T. E. Connolly.

Q. Are you familiar with the correspondence between Paul Grafe and Major Wyman?

A. You mean pertaining to Contract 602?

Q. Yes.

A. Well, it is in the files—I might.

Q. Are you familiar with it?

[3810] A. I am familiar with the file.

Q. Are you familiar with the correspondence in the file between Paul Grafe and Major Wyman?

A. I am supposed to be.

Q. Well, are you?

A. I don't know.

Q. Your employees, the employees who worked under your direction were working on these very projects, were they not?

A. Yes.

Q. And they were working under your direct supervision, were they not?

A. After October 1, 1941.

Q. And you had nothing to do with them prior to that time at all?

A. Never.

Q. Never had anything to do with the employees at all?

A. No, never, nothing.

Q. You are quite positive that you never made any inspections of any of that work prior to September 15, 1941?

A. I am certain of it because I was not over there.

Q. Did you do any work at Oxnard Beach for the Army?

A. Oxnard?

Q. Yes.

A. Beach?

Q. Yes.

[3811] Do you mean Hueneme? Rohl-Connolly built the jetties for the Oxnard—the Oxnard Harbor District.

Q. And under whose direction was that done?

A. That was under the direction of the—(witness snapping fingers.) A firm of consulting engineers—Hill, Barnard.

Q. Did Major Wyman have anything to do with that work at all?

A. No. That wasn't Army work at all.

Q. Did you build the Newport Beach breakwater?

A. Oh, yes.

Q. Was that an Army project?

A. Yes.

Q. Under whose direction was that done? Major Wyman?

A. Yes.

Q. When was it constructed?

A. (No answer.)

Q. About when?

A. '36 or '37—in that neighborhood, I would say.

Q. In 1936 or '37, is that right?

A. I think that is correct.

Mr. COMBS. That is all, Mr. Rohl.

Chairman TENNEY. Thank you very much, Mr. Rohl. We are sorry to have inconvenienced you. We hope you catch your plane.

Before we adjourn for lunch Senator Burns has a motion.

[3812] Senator BURNS. I move, Mr. Chairman, that the chairman of the committee be appointed a sub-committee of one to continue with this investigation this afternoon and Monday, even though the other members of the committee may not be able to attend.

Assemblyman DILWORTH. I second the motion.

Chairman TENNEY. All those in favor signify by saying Aye; contrary, No. It is unanimously carried that the chairman be appointed a sub-committee of one

to carry on this investigation and hearing in the absence of the other members in the event they are not able to be present.

We will recess at this time until 1:30.

(Whereupon, at 12:30 o'clock p. m., a recess was taken until 1:30 o'clock p. m.)

[3813]

LOS ANGELES, CALIFORNIA,
February 27, 1943, 1:30 o'clock P. M.

Chairman TENNEY. The committee will come to order. Is Mrs. Floy Rohl here?
Mr. ROHL. Yes.

Chairman TENNEY. Will you please come forward, Mrs. Rohl. Will you be sworn, please? Do you solemnly swear that the testimony you are about to give before this committee will be the truth, the whole truth and nothing but the truth, so help you God?

Mrs. ROHL. I do.

FLOY EDITH ROHL, called as a witness on behalf of the Committee, being first duly sworn, testified as follows:

Chairman TENNEY. Will you state your full name, please?

The WITNESS. Floy Edith Rohl.

Chairman TENNEY. Where do you reside, Mrs. Rohl?

The WITNESS. 8159 Hollywood Boulevard.

By Mr. COMBS:

Q. Mrs. Rohl, you are the wife of H. W. Rohl?

A. Yes, sir; I am.

Q. Who testified this morning?

A. Yes, sir.

Q. When were you and Mr. Rohl married?

A. In 1925, August, 1925.

Q. In San Francisco?

[3814] A. Yes, in San Francisco.

Q. Had you been married previously?

A. Yes, I had.

Q. To a man by the name of Hubert?

A. Yes, sir.

Q. What was his first name?

A. William

Q. How did you happen to meet Mr. Rohl?

A. Well, I met him in Sacramento through my sister and her husband. They knew him.

Q. And that was when?

A. About 1922. That was 1922.

Q. What was his business or occupation at that time?

A. He was a contractor.

Q. Was he engaged in any construction work in Sacramento?

A. Yes, he was. He was doing what they called reclamation work out of Sacramento—around Marysville and Colusa and that part of the State.

Q. And do you recall when he left for Germany in 1924 on the Steamship DEUTSCHLAND?

A. Yes, I do.

Q. How long was he gone on that occasion?

A. Well, I think he left New York around Thanksgiving and was back here the first of January.

Q. 1925?

A. Yes.

[3815] Q. Shortly after your marriage in San Francisco you and Mr. Rohl established a residence in Los Angeles, did you not?

A. Yes, I think about that year. We came down here in 1927, yes, in the spring of 1927.

Q. And have you resided here ever since?

A. Yes.

Q. Your sister's name is Edna McMorey?

A. Yes, sir.

Q. Where does she reside?

A. On Catalina Street, 9th and Catalina Street, Los Angeles.

- Q. At the time that you and Mr. Rohl were married did you know that he was an alien?
- A. I did, yes.
- Q. And did he ever tell you that he had applied for citizenship in the United States?
- A. Yes.
- Q. When did he make application?
- A. I really don't know. It was before we were married.
- Q. But he told you that he had made application for citizenship?
- A. Yes, sir.
- Q. Did he tell you why it was it was never consummated?
- A. No, he did not.
- Q. Did he tell you or did you know that he had resided [3816] at one time in Chile?
- A. Yes.
- Q. And did he tell you what his business was there?
- A. Yes.
- Q. What was it?
- A. Well, he was in the mining business—building mines.
- Q. Yes.
- A. Copper mines, and as near as I understand it he did some road work—a survey of a road through—down the Amazon.
- Q. Did he do that for the government, or did he do it for some private concern?
- A. It was for some concern. I don't—for the Anaconda Copper Company—isn't it the Anaconda Copper Company? That is the way I understand it.
- Q. Do you recall his work in Mexico in 1932?
- A. Yes, I do.
- Q. Do you remember he was building a road from Monterey, Mexico to Mexico City?
- A. Yes.
- Q. Did he ever mention to you any difficulty he had with the immigration inspectors in going in and out of the United States and to and from Mexico?
- A. No, he didn't. I didn't know he had any difficulties.
- Q. Did he tell you about any difficulties he had with [3817] the Mexican government while working on that project?
- A. No.
- Q. Do you know whether or not that project was ever completed?
- A. No.
- Q. By him?
- A. No, it was not.
- Q. It was not completed?
- A. No.
- Q. And why wasn't it completed, if you know?
- A. Well, I really don't know why.
- Q. Did you, yourself, Mrs. Rohl, invest any of your own assets or capital in the Rohl-Connolly Company?
- A. Well, no, I didn't invest any, but I have a share of the company that Mr. Rohl—is it community property, yes.
- Q. You mean you have an undivided half interest?
- A. Yes, sir.
- Q. Of whatever part he has?
- A. Yes, sir.
- Q. But none of the actual stock is in your name?
- A. Oh, yes, there is stock in my name.
- Q. How many shares?
- A. Well, half of Mr. Rohl's—25 per cent I would say. Mr. Rohl owns 50 per cent—I mean Mr. Connolly owns 50 per cent and there is 50 per cent that Mr. Rohl and I own.
- Q. I see. What you mean, in other words, Mr. Connolly [3818] owns 50 per cent of the stock?
- A. Yes.
- Q. And Mr. Rohl owns 50 per cent and under the community property law you would own an undivided half of what Mr. Rohl owns?
- A. No, Mr. Rohl doesn't own 50 per cent. Mr. Rohl owns 25 per cent and I own 25 per cent.
- Q. I see. 25 per cent actually stands in your name?
- A. Yes, sir.

Q. Did you pay anything for that 25 per cent of the stock?

A. No, I didn't pay anything for it, not for mine.

Q. Was that 25 per cent transferred to you by Mr. Rohl?

A. Yes.

Q. When was that transfer made, about?

A. Well, I think it was at the beginning of the Rohl-Connolly Company—when they organized.

Q. The Rohl-Connolly Company was originally incorporated in Carson City, Nevada, in 1932, and the permit to issue 40,000 shares of stock was granted in May of 1932, in California. It would be somewhere around there, wouldn't it?

A. Yes, it would.

Q. And you have continued in the ownership of that 25 per cent?

A. Yes.

[3819] Q. Ever since that?

A. That is right.

Q. Now, do you recall when Mr. Rohl purchased his first boat, the Pandora?

A. The Pandora

Q. Yes.

A. Yes; I think it was in 1927. I think it was in the fall of 1927—around October of 1927.

Q. And that boat was destroyed by fire, was it not?

A. Yes, sir.

Q. Then did he buy another boat after that?

A. Well, we got the Ramona after that in 1933.

Q. And after the Ramona did he buy a subsequent boat?

A. We got the Vega, yes.

Q. That was in 1937, was it not?

A. '37, yes.

Q. Did you pay for any of those boats yourself?

A. Yes, I did.

Q. Which ones?

A. Both of them.

Q. Which ones?

A. The Ramona and the Vega.

Q. Well, the Pandora was insured, was it not?

A. Yes, that is right.

Q. And the insurance was payable to your husband?

A. No, it was payable to me.

[3820] Q. So, the insurance company delivered you a check, did they?

A. Yes.

Q. For the amount?

A. Yes, they did.

Q. And did you use that money for the purpose of purchasing the Ramona?

A. I used that, yes, and other moneys, of course.

Q. And those moneys were your own funds, were they?

A. Well, it was the community funds from Mr. Rohl. I have no funds of my own.

Q. And you maintained a community account, did you, a joint account?

A. Not in the bank that we both checked on, but I would get my money from his bank, of course, through his secretary.

Q. And you obtained the funds from his secretary?

A. Yes.

Q. And used them to purchase the Ramona?

A. That is right.

Q. And did you follow the same procedure in purchasing the Vega?

A. Yes. When I sold the Ramona I used the money to buy the Vega, that is right.

Q. Do you recall sailing on the Vega from Jacksonville, Florida, to Honolulu shortly after the Vega was purchased in [3821] the latter part of 1937?

A. Yes.

Q. How many men comprised the crew on that occasion?

A. I think 16. I am not sure, but I think it was 16.

Q. And about how many men normally comprised the crew on the Ramona?

A. About eight here on the California coast.

Q. Who employed the crew on the Pandora?

A. The Pandora?

Q. Yes.

A. Well, we only had two men on the Pandora, and we always had sort of a captain, a head man, but he always hired the crew.

Q. The captain did?

A. Yes, sir.

Q. And who employed the captain?

A. I did.

Q. You originally employed him?

A. Yes.

Q. Did you also employ the Captain on the Ramona?

A. Yes.

Q. And on the Vega?

A. I signed them on as captains.

Q. Did you pay the crew?

A. No, I didn't personally.

Q. Who did?

[3822] A. Miss Dickey from the office—Mr. Rohl's office.

Q. And did she also pay the captains?

A. Yes.

Q. And paid for the upkeep and maintenance of the ship and insurance premiums and all that?

A. Yes.

Q. The Vega was registered in your name, was it?

A. Yes, sir.

Q. Did you make the application for use of a wireless telephone on the Vega?

A. On the Vega?

Q. Yes.

A. I don't remember making it for the Vega. We had one for the Ramona.

Q. Did you have a wireless telephone on the Vega?

A. No, we didn't. We had a radio set—a Mackay radio set but not a telephone.

Q. Was that the one operated under the call letters KLVC, wasn't it?

A. I have forgotten the letters, but we had no telephone on the Vega at all.

Q. You applied for one on the Ramona?

A. Yes.

Q. And who applied for the permit from the Federal Communications Commission to operate the wireless station on the Vega?

[3823] A. Of the Mackay set, you mean?

Q. Yes.

A. Well, we put the man—the man in New York did. If there was any signing of papers, I did.

Q. You signed all the papers?

A. I signed all papers.

Q. When you went to the Hawaiian Islands in 1938, or the latter part of 1937, you arrived there about January 21, 1938, did you not?

A. That is right.

Q. And you sailed through the Panama Canal?

A. Yes, sir.

Q. Do you recall the occasion when the immigration inspectors came on board the ship at Balboa in the Canal Zone?

A. Yes.

Q. Did they question you about your citizenship status?

A. As I remember, yes.

Q. And who were the other guests aboard the boat at that time? Was Mr. Rohl aboard?

A. Mr. Rohl was aboard and some friends of ours, Dr. and Mrs. Carl Lewis.

Q. Where do they reside?

A. In Beverly Hills.

Q. No one else was aboard as guests?

A. No.

Q. And were you all questioned by the immigration in- [3824] spectors at that time?

A. As I remember it, yes. I guess—we were late at night, very late at night. I don't entirely recall them coming aboard but it was quite late at night. I have kind of forgotten about it.

Q. Did the boat stop at Balboa for any length of time? How long did it stop there?

A. We stopped at the—it wasn't—I always forget. Is it Balboa the first one you come to on the East coast? We didn't stop there at all, we went right on through the Canal.

Q. Well, where did the immigration men interrogate you?

A. Well, we stopped outside before you go through the locks.

Q. And that was where?

A. We anchored outside. We didn't go in. They came out in a boat.

Q. You did not go ashore?

A. No.

Q. You anchored the boat and the immigration men came from shore?

A. Yes. Then we went through the locks on Christmas day and we stayed on the other side until, I think it was, the last day of December.

Q. You were born in Iola, Kansas, were you not, Mrs. Rohl?

[3825] A. Yes, I was.

Q. And your husband was born in Lubeck, Germany?

A. Yes, sir.

Q. Were you present when Mr. Rohl was interrogated, before you went through the Panama Canal, by the immigration inspectors?

A. No, I wasn't—not right in the room, no.

Q. Were you present when Dr. and Mrs. Lewis were interrogated?

A. No.

Q. Where were you when you were interrogated?

A. Well, I imagine we were in the main salon. It was night and we should have been down below.

Q. And you recall that you were asked about your citizenship?

A. Yes, sir.

Q. And all that sort of business?

A. Yes, sir.

Q. You went through that routine?

A. Yes, sir.

Q. And you naturally assumed, I take it, that similar questions were asked of the other persons aboard the boat?

A. Yes, I suppose so.

Q. Did you proceed from that point on to Honolulu?

A. Yes.

Q. Did you anchor off of Honolulu and go through a [3826] similar procedure with immigration there?

A. Yes.

Q. And do you recall that the same questions, in substance, were asked?

A. (Nodding head in the affirmative.)

Q. On that occasion were you present when your husband was interrogated?

A. No; I was on deck and we took turns going down below.

Q. You all took turns in going down below?

A. Yes; we had people waiting outside on a boat.

Q. Oh, you went down one at a time for interrogation.

A. Yes.

Q. And then you all went ashore, did you?

A. Yes.

Q. Do you recall the incident when the trouble occurred among the crew and they were going to throw somebody overboard and they had a fight or something?

A. That was at the dock in the harbor.

Q. That fellow was discharged, was he not, the man who made the trouble?

A. Yes, sir; the Captain discharged him.

Q. Do you know Colonel Wyman?

A. Yes, sir.

Q. Theodore Wyman, Jr.?

A. Yes, sir.

[3827] Q. Was he in Honolulu on that occasion in 1938?

A. No; he was not.

Q. By the way, how long have you known Colonel Wyman?

A. I think I met him in 1933; I think shortly after we got the Ramona, as I remember it.

Q. When you got the Ramona, taking up that subject again for a moment, you sailed that boat from New York back to the West Coast, didn't you?

A. Yes.

Q. Do you remember stopping at Acapulco, Mexico?

A. I got off the boat at Panama and came up on the Steamer *Virginia*. I did not come up this side.

Q. So you were not on the boat at Acapulco?

A. No.

Q. Did you ever go aboard the *Ramona* to any other port outside of the United States?

A. No, never.

Q. How about on the *Vega*?

A. No, only to Honolulu, and I would call that the United States.

Q. Back and forth?

A. We only went there the one time.

Q. You just went over there the one time?

A. Yes; and we came back here.

Q. When you returned from the Hawaiian Islands on that occasion—you stayed there about two weeks, did you not, [3828] in 1938?

A. About two weeks, I judge.

Q. And when you returned did you have any other persons or person on board the boat except those who originally made the trip with you?

A. Yes; we brought a friend of ours back, Mrs. James Winne.

Q. And between the time you left the port at Honolulu and docked at San Pedro was anyone else on the boat?

A. No; not until we got into San Pedro.

Q. You are quite sure of that?

A. I am quite sure.

Q. So, from the time you left Honolulu until you docked in the harbor at San Pedro there were only those persons on the boat?

A. That is all, until we got into the dock at the Yacht Club.

Q. Until you docked at the Yacht Club?

A. Yes.

Q. And until after you had cleared immigration here?

A. Yes.

Q. You are quite sure of that?

A. I am quite sure. We dropped anchor out in the breakwater but the inspector came aboard. We call him the "The bug man." He came aboard to see about fruit and stuff, but that is all that came aboard.

[3829] Q. Do you know Mr. E. J. Crouse?

A. Yes.

Q. How long have you known him?

A. Let me see, probably met him in 1937. I really can't remember.

Q. Didn't he come aboard the *Vega* before it docked at San Pedro?

A. No, not to my knowledge he did not.

Q. Didn't you have a conversation with him?

A. Yes. He was on a boat—on his boat, I guess it was his boat.

Q. On the *Marlin*?

A. I don't know the name. It was a power boat and they came out to the breakwater. They had been watching for us all night, expecting us in, and he circled around and around our boat several times with his boat, and after we dropped the anchor he circled around a few times and then he went on back to their slip, I guess.

Q. But he didn't come aboard?

A. No.

Q. Did you have any conversation with him?

A. Yes. We talked back and forth—talked to him.

Q. Did you tell him he should not come aboard because you had not cleared immigration yet?

A. He mentioned that he wanted to come aboard and I called back and said, "No, you can't come aboard."

[3880] Q. Did you give any reason?

A. Yes, because I knew we had to go through immigration and I didn't think he should be aboard.

Q. When did you go through immigration? Was it that night?

A. No, early in the morning.

Q. And did the immigration inspectors board the boat while it was anchored there?

A. Yes, sir.

Q. And were you asked in substance, the same question that had been asked by the immigration inspectors on the two preceding occasions?

A. I imagine so—I don't remember.

Q. You were questioned?

A. Yes. We were questioned.

Q. Were you asked about your citizenship?

A. Yes, I guess so. I don't remember it very well.

Q. Were you present when any of the other passengers were questioned?

A. No.

Q. You are familiar with Lloyd's registry, are you not?

A. Well, I know you register, yes, the boat through Lloyd's.

Q. And you know that the register carries the names of the owners of the various boats—various yachts?

A. Yes.

[3881] Q. Do you know from what sources they get their information?

A. Well, no, I wouldn't know.

Q. Do you know that from time to time the representatives of Lloyd's registry make inspections on various yachts?

A. Yes, I know they make inspections.

Q. Do you know whether or not they ever made inspections of the Vega?

A. Well, I am not sure that I know. I don't remember.

Q. I show you, Mrs. Rohl, a 1941 Lloyd's Register of Shipping—Lloyd's Register of American Yachts, a list of the sailing and power yachts, yacht clubs and yacht owners of the United States and the Dominion of Canada, and call your attention to the entry on page 474.

This annual number which appears in column 1 in the left hand side of the page I would like to call your attention to, which is 6678. Following that is the word "Vega." "Steel." and in column 8, the owner is listed as H. W. Rohl. Do you see that?

A. Yes.

Q. And the home port is Los Angeles, and in character 10, under classification, "Character," Port of Survey—for special survey, it shows that the boat was inspected in July, 1938 and in November, 1937.

A. I see that—well, I wouldn't know.

Q. Well, did you know that all of the Lloyd Registers [3832] from 1937 down to and including 1941 have shown H. W. Rohl as the owner of the Vega?

A. Yes, they have always done that, because he belongs. The reason I figured that is because he belongs to the Yacht Club. It is always "H. W. Rohl," and everyone naturally says "Bill Rohl." It is usually called "Bill Rohl's Vega." They never say mine, and I don't go around saying, "It is not Bill's; it is mine." I don't do those things.

Q. And it is your belief that the Lloyd Registry people have just assumed—

A. Just assumed that, yes.

Q. That that must be the case?

A. They had to assume that because—

Q. And wrote that in their book?

A. Because it wasn't H. W. Rohl's—it wasn't in his name.

Q. Do you know whether or not the owner of the boat has to sign any application for periodic inspection by Lloyd's?

A. No, I don't.

Q. I was asking you some questions about Colonel Wyman when we got off on another subject. I would like to go back for a moment.

Colonel Wyman came here to work on the Los Angeles Flood Control project in 1935. Did your acquaintance with him go back that far?

A '35?

[3833] Q. Yes.

A. I thought it was before '35. I thought it was about 1933, but maybe it was 1935.

Q. Well, he came here—he was here before 1935, Mrs. Rohl, but he did come here from Kansas City in 1935 to work.

A. I did not meet him until he came here to work on the flood control, so it was '35, then, I met him, because I did not meet him before. I know that.

Q. Was your acquaintance a business acquaintance or social acquaintance?

A. Social.

Q. And did your husband also know him socially?

A. Yes.

Q. He spent a great deal of time aboard the Vega, did he not?

A. No, I would not say that. I don't think he was ever aboard the Vega but once as a guest, as an overnight guest, and I think he came aboard another time. He was a guest on another boat, and I can't think of the name of the boat or the people, but anyway his host came aboard our boat—spent an hour or so one afternoon, but I don't think he was ever aboard the Vega but once as an overnight guest.

Q. Was he ever aboard the Vega on another occasion or any other occasions, when he did not stay overnight?

A. Well, only that one time that I know of.

[3834] Q. So to your knowledge he has only been aboard the Vega on two occasions?

A. To my knowledge, that I remember.

Q. Is it possible that he might have been aboard the Vega on other occasions without your knowledge?

A. It could have been possible.

Q. Did he ever visit at your home?

A. Yes.

Q. How many times would you say?

A. Well, I could not say. He has been to the house several times—many times in the years that I have known him.

Q. Did you ever observe him in an intoxicated condition?

A. Well, I don't know what you would call "intoxicated." I have seen him have some drinks.

Q. I mean obviously under the influence of liquor.

A. No, I would not say that, no.

Q. Do you recall one occasion in your home when you were giving a Christmas party that he almost had a fight with somebody—a quarrel there?

A. No.

Q. You don't?

A. No.

Q. Do you recall an occasion aboard the Vega when a party was being given when he did have a fight with an individual aboard the Vega?

[3835] A. No, I have never known him to have a fight on the Vega or in our home.

Q. So your testimony is that you, as far as you know, he never indulged to excess?

A. Not that I know of.

Q. As far as his drinking was concerned?

A. No, he was always a gentleman. I have seen him drink, but he was always a gentleman.

Q. Did you ever tell any one of your friends that you did not like Major Wyman because he drank too much and was obnoxious?

A. No, I never have.

Q. You are quite sure of that?

A. Yes, I don't know why I should.

Q. Is it your testimony that you never did?

A. I never did.

Q. Did you know Mrs. Wyman?

A. You mean—which one?

Q. Either one?

A. Well, I knew the first Mrs. Wyman much better than I know the present Mrs. Wyman. Yes, I knew them both.

Q. Did you know his daughter?

A. Yes.

Q. Jane, wasn't that her name?

A. Jane. I have met her several times—not many because she was going to school back East when I first met [3836] her.

Q. Do you recall when Major Wyman and his wife began to have domestic difficulties?

A. No, I don't. I didn't know they were having any. They had a divorce before I knew they were having domestic difficulties.

Q. Did you know the second Mrs. Wyman prior to her marriage to Major Wyman?

A. No.

Q. How long afterwards did you first become acquainted with her?

A. I met the second Mrs. Wyman when we had them on the Vega for a weekend. That was in the summer sometime. I really don't recall.

Q. The summer of what year?

A. I don't know what year now. It was before, of course, we went to Honolulu. They left for Honolulu shortly after that trip. I really don't know what year it was.

Q. When Major Wyman and Mrs. Wyman spent a weekend on the boat, now, do you know whether or not Major Wyman was ever aboard the Ramona?

A. Oh, yes, he was aboard the Ramona.

Q. How many times was he aboard the Ramona?

A. Well, I really can't recall—possibly three times anyway. I have had them as guests—I had him as a guest [3387] one time. We had Colonel Wyman and a number of officers and their wives and families aboard, and then I think he was aboard also on—I don't know—say three or four times aboard the Ramona.

Q. Did he ever spend several days aboard the Ramona?

A. No, only weekends, was all.

Q. Did he ever take any trips aboard the Ramona with you and your husband?

A. No, no trips.

Q. Just went aboard—

A. Over to Catalina from the mainland—from the mainland to Catalina.

Q. Accompanied you over there, did he?

A. Yes, sir.

Q. About how many times would he make trips over there?

A. Well, he didn't make more than three trips.

Q. And were they simply overnight trips?

A. Possibly two nights. Possibly might have been Saturday and Sunday or Friday and Saturday and back Sunday. I really don't recall. Or come back Monday. May go out Saturday and come back Monday. I really don't recall.

Q. Did you know that the second Mrs. Wyman was the sister of his former office secretary?

A. I heard that but I didn't know because I didn't know her.

[3388] Q. You knew her maiden name was Perry, didn't you?

A. No, I did not.

Q. Are you familiar with the H. W. Rohl Company?

A. Yes.

Q. What sort of a concern is that?

A. It is a contracting company.

Q. A corporation?

A. No.

Q. A partnership?

A. No, just H. W. Rohl.

Q. H. W. Rohl, doing business as H. W. Rohl Company?

A. Yes.

Q. And that is purely a construction company?

A. Yes.

Q. Do you have any interest in that concern?

A. No.

Q. Other than—I know you have a community interest, of course, but no other interest?

A. No.

Q. Are you familiar with an organization known as Hawaiian Constructors?

A. Yes, I am.

Q. Do you have any interest in the Hawaiian Constructors, other than the interest you would have by reason of your ownership of the Rohl-Connolly stock?

A. No.

[3389] Q. Rohl-Connolly is a member of the Hawaiian Constructors, isn't that correct?

A. That is right.

Q. And do you know how much of an interest Rohl-Connolly Company owns in the Hawaiian Constructors?

A. No, I don't.

Q. Where is the Vega now?

A. United States Navy.

Q. The Navy has it?

A. Requisitioned and bought it.

Q. For what price?

- A. \$35,000.00.
- Q. Was that paid to you?
- A. To me.
- Q. And prior to the requisitioning of the Vega by the Navy had the Army made any use of it?
- A. Yes, the Army engineers had it for a short while.
- Q. With whom was that contract consummated, if you know?
- A. The Hawaiian Constructors.
- Q. Did you sign the contract?
- A. Yes.
- Q. You are quite sure of that?
- A. Well, I am not quite sure, no, but I imagine I did. I don't know—to be sure, I don't know.
- Q. If you didn't sign it who would have signed it?
- [3840] A. Well, I don't know.
- Q. You were the owner of the boat?
- A. I know it—I wasn't here at the time, however. I was in Honolulu when they made—
- Q. When the contract was made?
- A. Yes.
- Q. Who represented you in the making of that contract?
- A. Well, I suppose Mr. Rohl did.
- Q. With whom did he negotiate?
- A. I don't know—Colonel Wyman, I suppose.
- Q. Was Colonel Wyman the head of the Army Engineers at that time?
- A. In Honolulu, yes.
- Q. And there was a contract between the Hawaiian Engineers and the Hawaiian Constructors, was there not?
- A. There was a contract, yes.
- Q. The basic contract?
- A. Yes.
- Q. And the Hawaiian Constructors, of course, was subject to the supervision and control of their operations by the Army Engineers?
- A. Yes.
- Q. And the head of the Army Engineers was Colonel Wyman?
- A. That is right.
- Q. So the negotiations for the contract were made for [3841] you by your husband and you don't remember whether you signed the contract or not?
- A. No, I don't remember.
- Q. How much compensation did you receive for the use of the Vega by the Army Engineers?
- A. Got one dollar, and I have it framed at home.
- Q. How was the boat used? Do you know for what purpose?
- A. No, I don't.
- Q. Patrol boat or something of that kind?
- A. I really don't know, because—
- Q. You don't object to having your picture taken, do you?
- A. I don't know; I take a horrible picture.
- Q. I should think you would take a very nice picture, Mrs. Rohl.
- Now, when you went to the Islands in the Vega in 1937 you stayed there about two weeks and, as you testified, came back to the United States?
- A. Yes, sir.
- Q. Did you subsequently return to the Hawaiian Islands?
- A. I went back, yes.
- Q. When did you make your next trip?
- A. I don't think I went over again until a year ago last September.
- Q. A year ago last September?
- [3842] A. Yes.
- Q. Weren't you over there in 1940?
- A. I was trying to think. I don't know—I can't remember—let me see, 1940?
- Q. Yes. You came back here in 1938 on the Vega. Now, I want to know when you next went to the Hawaiian Islands after 1938.
- A. I don't remember, but I went over in 1940. I can't remember that. It seems to me like I didn't. I don't think I had been over since we were on the Vega. Maybe I did and I don't recall it.

Q. You don't believe you have been back at all since 1937?

A. I can't remember going back.

Q. You don't believe you have been back at all since 1937?

A. I can't remember going back. I possibly have been, but I can't remember.

Q. When did Mr. Rohl next go back?

A. When did he go back?

Q. Yes.

A. Well, he didn't go back until a year ago last September. I know that.

Q. He did not go back until a year ago last September?

A. No.

Q. You are sure of that?

[3843] A. I am quite sure of that—positive, because I went to Honolulu several times alone or with other people or friends, but Mr. Rohl didn't go with me.

Q. You mean you went back several times with friends after 1937?

A. No, no, I mean I have made several trips to Honolulu.

Q. Before or after 1937?

A. No, before, but I can't think about 1940.

Q. Would it have been possible for Mr. Rohl to have returned to the Islands without your knowledge?

A. No, he couldn't possibly have gone without my knowledge.

Q. Now, when the original contracts between Hawaiian Constructors and the Army Engineering Corps were negotiated, did Mr. Rohl play any part in their negotiations?

A. Well, I really don't know.

Q. You don't know?

A. No.

Q. You do know that he was acquainted with Colonel Wyman well?

A. Yes, sir.

Q. And that Colonel Wyman was the head of the Army Engineers?

A. Yes.

Q. And that Mr. Rohl owned 40 per cent of the stock [3844] of the Rohl-Connolly Company?

A. (Nodding head in affirmative.)

Q. The Rohl-Connolly Company was a part of the Hawaiian Constructors and they made the contract with the Hawaiian Constructors. Who would you think would represent the Rohl-Connolly Company in the negotiations of that basic contract?

A. Well, I would imagine Mr. Rohl would be the one.

Q. He was president of the Rohl-Connolly Company, wasn't he?

A. He was for awhile. I don't know that he was president at that time.

Q. He is president now, isn't he?

A. Yes.

Q. How long has he been president, to your knowledge?

A. Well, he hasn't been president only this past year.

Q. This past year?

A. Yes, sir.

Q. Do you recall whether or not an application was made in connection with your Mackay Radio station on the Vega to use code?

A. No.

Q. You don't?

A. No, I don't, but I imagine they used code. I don't know—I don't know. I wouldn't know if it is code.

[3845] Q. You would not know whether such an application was made or not?

A. No, I don't know how they send messages. I think it was in code though.

Q. I want to ask you a question which I covered in a general way, but I want to ask it categorically of you, Mrs. Rohl: Did you, or did you not ever say to any person or persons that you tolerated the company of Major Wyman for business reasons only?

A. Well, I may have made that statement but—yes, I could have said it.

Q. To whom did you make the statement?

A. I don't know who I said it to.

Q. Do you recall making it?

A. I don't recall making it, no, not exactly, but I have made the statement but I don't know to whom.

Q. You have made the statement but you don't know to whom?

A. Yes.

Q. Why did you make the statement?

A. Well, I don't know. I just really didn't like Colonel Wyman personally so well. I liked his first wife.

Q. Why didn't you?

A. Oh, I don't know. He just was kind of—he was kind of bossy—he was a kind of bossy type of person.

Q. Arrogant?

[3846] A. Arrogant, although I never saw him fight. He was always kind of—

Q. Quarrelsome?

A. No, he knew it all—kind of knew it all.

Q. I know a lot of people that fit into that same category myself.

A. And I liked his first wife very much and I used, of course, to see them a lot and used to see her because I liked her, but I didn't particularly care about him.

Q. Did your contacts with Major Wyman, and later Colonel Wyman and his two wives originate through the contracts that were theretofore made by your husband?

A. Yes, that's how I met him.

Q. Did you know that your husband had negotiated some Army contracts through Major Wyman—through his acquaintanceship and relations with Major Wyman prior to 1941?

A. Yes.

Q. What kind of contracts were they?

A. He had some breakwater—harbor contracts at the Harbor here.

Q. Which harbor?

A. Long Beach Harbor.

Q. Long Beach Harbor?

A. Yes.

Q. How about the San Pedro breakwater?

[3847] A. That is the one I mean.

Q. That is the one you are speaking of?

A. I always call it "Long Beach." I guess it is San Pedro.

Q. Do you recall any other Army projects that Mr. Rohl worked on through his relationship with Mr. Wyman?

A. No.

Q. Just that one?

A. Just that one, yes.

Q. And that was about when—what year?

A. 1933—no, well he started work in 1933 with other engineers here before Wyman came, but he didn't negotiate the job, no, it wasn't negotiated through Colonel Wyman. He was going on with the work—the work was going on before Colonel Wyman came out here.

Q. Have you ever been at home when Colonel Wyman called your husband on the telephone from the Hawaiian Islands?

A. Yes.

Q. On one occasion or more than one occasion?

A. Well, I know one. I don't remember—I really don't remember any more.

Q. How long ago was that conversation?

A. That was a long time ago—long before we went over there in September a year ago.

Q. Long before September, 1942?

[3848] A. Yes, 1942.

Q. You say, "long before we went over there."

Q. Not 1942, but 1941.

Q. That is what I thought. You said, "a year ago."

Q. This is 1943, it was in 1941.

Q. Long before you went over there in September of 1941?

A. Some time before, yes.

Q. Can you give us an estimate of how long, in months, and of course I don't expect you to be exactly accurate in these matters?

A. Well, I think it was in the spring—possibly June.

Q. Early summer or spring of 1941?

A. Yes, because—

Q. Pardon me. I think I am misleading you there. I don't intend to. My question was, how long prior to the 15th of September, 1941 was it that the telephone conversation occurred?

A. Well, that is what I am trying to think.

Q. Do I understand your answer to be the late spring or early summer of that year?

A. Summer, I think, of that year.

Q. That is close enough.

A. I don't remember—I don't remember that.

Q. That is the only occasion you recall of any tele- [3849] phonic communication between Colonel Wyman and your husband?

A. Yes; that is the only one I recall.

Q. That is, from the Islands?

A. Yes. There could be others; I wouldn't always know.

Q. I understand.

Did your husband discuss with you at any time the nature of the work that Hawaiian Constructors were doing for the Army?

A. In Honolulu? No.

Q. Never did?

A. No.

Q. How about the other Pacific Islands where there was work going on?

A. No.

Q. Never discussed those matters?

A. No. It was always "a military secret." He never discussed it.

Q. Do you know whether or not Rohl-Connolly did any work at Oxnard?

A. Yes.

Q. What type of work was that?

A. Breakwater—harbor work—a small breakwater.

Q. Was that under the jurisdiction of the Army Engineers?

A. Yes.

[3850] Q. And that was about when?

A. I can't recall.

Q. Well, I mean—

A. The years or dates either.

Q. A matter of several years ago?

A. It was several years ago, yes.

Q. Prior to 1941?

A. Yes, prior to 1941.

Q. Was that under the jurisdiction of Colonel Wyman?

A. No, I don't think so.

Q. You don't believe it was?

A. I don't think he was here.

Q. Are you acquainted with Harold Cramer?

A. Cramer?

Q. Yes.

A. No, I don't know anybody by that name.

Q. He was an employee of the Hawaiian Constructors?

A. I don't know.

Q. Are you acquainted—were you ever acquainted with Mr. Werner Plack?

A. Black?

Q. No, Plack.

A. Plack?

Q. Yes, Werner Plack.

A. No.

Q. Never knew him?

[3851] A. No.

Q. Did you ever know Mr. William Henry Enright?

A. No.

Q. What?

A. No, I don't know the name.

Q. You are acquainted with Mr. T. E. Connolly, of course?

A. Yes.

Q. And you have known him for a number of years?

A. Yes.

Q. And he is the Mr. Connolly who is the other member of—I will put it this way, the third member of the Board of Directors of Rohl-Connolly Company?

A. Yes.

Q. And maintains an office in San Francisco?

A. Yes.

Q. And does he have any active control or take any active part in the conduct of the Rohl-Connolly Corporation in Southern California?

A. Well, yes.

Q. He does?

A. Yes.

Q. Does he make frequent trips down here for that purpose?

A. Yes.

Q. Was he active in negotiating or assisting in the [3852] negotiations of the contract between the Army Engineers and Hawaiian Constructors?

A. Yes, he was.

Q. He was?

A. Yes.

Q. Did he go to the Islands for that purpose?

A. No, he didn't go to the Islands, but they held meetings. I think, in San Francisco.

Q. Did your husband go to the Islands for the purpose of negotiating the contracts or taking any part in them?

A. He went to the Islands after the contracts were negotiated. He did not go over there to negotiate them.

Q. That was the occasion you mean in—

A. September.

Q. September? Well, if he didn't go over to the Islands to negotiate them with whom did he negotiate?

A. Well, they were negotiated here in San Francisco.

Q. I see. Was Colonel Wyman then in San Francisco?

A. Yes, I think he was.

Q. So that Colonel Wyman and Mr. Connolly and your husband were negotiating in San Francisco instead of in the Islands?

A. Yes.

Q. Do you know whether or not the acquaintance between Colonel Wyman and your husband preceded or succeeded the acquaintance between Mr. Connolly and Colonel Wyman?

[3853] A. I think they—

Q. In other words, who knew him first?

A. I think they both met him at the same time.

Q. Down in Southern California?

A. Yes.

Q. Have you ever disposed of any of the stock that you acquired in the Rohl-Connolly Corporation?

A. No, I haven't.

Q. Did you know that at all the time that Mr. Rohl owned in excess of 25 per cent of the stock of the Rohl-Connolly Corporation he was a German alien and was violating the law?

A. No.

Q. Do you recall that he paid a fine to the United States government of \$25,000 because of that violation?

A. No, I did not know that.

Q. You did not know that?

Q. No.

Q. Rohl-Connolly Corporation owns several boats, tugs and barges and launches, and so forth, do they not?

A. Yes, sir.

Q. Where were they kept?

A. San Pedro.

Q. Kept at San Pedro?

A. Yes.

Q. You are acquainted with—strike that, please. [3854] Are you acquainted with Fred Rohl?

A. Yes; he is Mr. Rohl's son.

Q. How long have you been acquainted with him?

A. Well, I have known him since he was about eight years old.

Q. Do you know where he is now?

A. Yes.

Q. Where is he?

A. He is in Canada.

Q. What part of Canada?

A. Well, he is at Dawson Creek. He is working up there.

Q. That is in the province of Alberta, is it not?

A. Yes, Alberta.

Q. What town is it near?

A. Well, it could be near White Horse.

Q. Where is Colonel Wyman now, if you know?

A. I understand he has his offices at Edmonton, Canada.

Q. Which is in the province of Alberta?

A. Alberta, yes.

Q. And do you know how long he has been there?

A. Colonel Wyman?

Q. Yes.

A. Well, I think he has been there a year—no, I guess he hasn't been there quite a year.

Q. And Fred Rohl, as I recall the testimony of his [3855] father this morning, has been there just a few months?

A. Yes. He just went up there since Christmas—in January. The 9th, in fact, I think he left.

Q. Does Fred Rohl have an interest at all in any of your husband's enterprises?

A. No.

Q. None whatever?

A. No.

Q. Did he ever own any stock of the Rohl-Connolly Company to your knowledge?

A. To my knowledge no.

Q. Of course, all of these things are of your own knowledge. I realize you would not know about all of these things.

A. No, he never has.

Q. So far as you know?

A. That is right.

Q. Did he accompany you to the Islands when you went over there on the Vega in 1937?

A. No. He left the ship at Miami and came back by train.

Q. Where did he board the ship?

A. He boarded it in New York, when the boat left New York.

Q. When the negotiations for the purchase of the Vega were in progress, did you tell anyone that your husband was [3856] buying the boat?

A. I wouldn't, no. I might say "We are buying a boat." I possibly did say, "We are buying a boat."

Q. But you don't think you told anybody he was buying a boat?

A. No, no, I didn't.

Q. Did he send back and have photographs of the Vega mailed to him in order to look at it after the Ramona had been sold, and prior to the purchase of the Vega?

A. Yes. After we sold the Ramona we had the broker in New York send us pictures. We did not solicit them, they just sent them because they knew—yacht brokers are like real estate men. They know every deal that is put over and they immediately thought, "Well, we didn't have a boat and possibly we would like another one," and they tried to sell us another one.

Q. As a matter of fact, you are negotiating for another boat right now, aren't you?

A. Well, it was about a month—

Q. Pardon me?

A. We negotiated about a month after I sold the Ramona. I sold the Ramona in September and about the 1st of November—

Q. You are negotiating for the purchase of a boat now, are you not, Mr. Rohl?

A. Oh, now?

[3857] Q. Yes.

A. Oh, no, not now; I thought you meant then.

Q. You haven't approached anybody about the purchase of a yacht or a boat?

A. No; only I called Mrs. Converse about their boat—that the Government wants to buy a boat. They have a boat and I called her to ask her if Mr.

Converse would like to sell his boat to the Government, but not to us. We don't want it—we are not buying any boats.

Q. How did you happen to know the Government wanted to buy a boat?

A. Because Colonel Wyman, or his office in Edmonton—they are starting a new project up there and they want some boats and—

Q. You gained that information from whom?

A. From Mr. Rohl.

Q. When did you gain that information?

A. Just last week. Mr. Rohl got home a week ago today from San Francisco.

Q. And did you make a tentative appointment with anyone for Mr. Rohl to discuss the possibility of acquiring a boat for the Army Engineers?

A. No.

Q. Never did?

A. No; did not talk to anyone but to Mrs. Converse, and I asked her about her boat and that was all.

[3858] Q. Now, you say Fred Rohl boarded the Vega where?

A. New York.

Q. And left it where?

A. Miami, Florida.

Q. He did not make a trip to the Islands with you at all?

A. No.

Q. When you went back to get the Vega in 1937 did you accompany Mr. Rohl?

A. Yes, I did.

Q. And did anyone go with you?

A. You mean, when we purchased the boat?

Q. Yes. When he went back to take delivery of it?

A. No.

Q. How did it happen that Dr. and Mrs. —

A. Lewis.

Q. Where did you meet them?

A. Well, we went back to New York in October and Mr. Rohl only stayed a few days and I stayed on until the month of November—practically the month of November, until I got the boat in shape and ready for the trip, and hired the captain and got all of the papers signed and had taken care of everything. Mr. Rohl wasn't there then. Fred was with me, the boy, and then I came back here to bring my trunks and New York clothes that I had, and repack for the boat and for Honolulu and we all left here together on the [3859] train for Jacksonville, Florida. In the meantime we had the captain bring the boat down to Jacksonville. It was in the wintertime and very bad weather—very stormy weather, and we boarded the boat in December—December 10, I believe, and then we went south by train from here, the four of us.

Q. Then you left for Honolulu?

A. Then we left for Honolulu.

Q. As a matter of fact you and your husband had planned to take Dr. and Mrs. Lewis on their wedding trip on the Ramona, did you not?

A. Yes, we promised them that.

Q. And this was sort of a substitute trip?

A. Yes; we promised them a trip to Honolulu on the Ramona, and we were never able to make the trip, so after several years—after they had been married several years we made the trip. It was a very nice trip, too, by the way.

Q. There was one fight; other than that it was all right?

A. That wasn't much of a fight.

Q. Did you pay for the Ramona by a check or by cash?

A. By check.

Q. Did you sign the check?

A. No.

Q. Who signed it?

[3860] A. Miss Dickey, the secretary.

Q. Of what?

A. Mr. Rohl's secretary. She takes care of our money. She issues me my money and Mr. Rohl's money—any money that we want—any money that I want I get through her.

Q. Was the check payable to you?

A. No, I don't believe it was. I think it was payable to the—I don't even know if it was payable to the former owner. I don't know who the check was payable to. It might have to be a bank. I really don't remember.

Q. Did you request Mrs. Dickey to—or is it Mrs. Dickey?

A. Miss.

Q. Did you request Miss Dickey to issue the check, or did Mr. Rohl request her to do it?

A. He probably requested it, because he was here. I talked to Mr. Rohl on the phone often and requested money to be sent to me in New York. I had a bank account at the bank there to take care of all bills and things back there, but I got, of course, all of my money through the office.

Q. Well, Mrs. Rohl, has that been the regular practice, the money that you have required you get through the office.

A. Yes.

Q. That same procedure, in other words—

[3861] A. Yes.

Q. In other words, you ask for the money and Miss Dickey makes the proper entries and issues the check and so forth?

A. That is the way we have always done.

Q. Now, you said you didn't remember to whom the check was made out?

A. No, I don't.

Q. Now, how about the Vega? Did you follow the same procedure with the Vega?

A. We were talking about the Vega—I thought we were talking about the Vega.

Q. No, were speaking of the Ramona.

A. Well, it would be the same procedure, however, but I was thinking of the Vega all the time, but it would be the same.

Q. The same thing in both cases?

A. Yes.

Q. Did anyone tell you—pardon me, strike that. How long a boat was the Ramona? Was it over 100 feet long?

A. It was 110 feet.

Q. How long a boat was the Vega?

A. 135.

Q. Do you know whether or not it was against the law for an alien to own a boat in excess of 75 feet in length?

[3862] A. No, I didn't know that.

Q. You did not know that?

A. No.

Q. You are quite positive that you paid all the bills for the upkeep of the Vega?

A. (Nodding head in the affirmative.)

Q. You paid the crew and the captain and for the provisions?

A. (Nodding head in the affirmative.)

Q. The Vega had Diesel engines, didn't it?

A. Yes, sir; the Vega had Diesel engines.

Q. Did you pay for all the Diesel fuel on the Vega and all the inspections and all of that sort of thing?

A. Well, I did in New York before we started out.

Q. Who directed the sailing of the vessel?

A. The captain.

Q. Who gave the captain his orders?

A. Well, no one. Just tell the captain where we are going and then he has charge.

Q. Who told him where to go?

A. Well, I suppose I told him.

Q. Well, did you tell him?

A. Yes, yes.

Q. Did Mr. Rohl have anything to do with that at all or did he just go aboard as a passenger?

A. He just went aboard as a passenger. He never did [3863] anything about the boat.

Q. In other words, he didn't pay the bills?

A. No.

Q. Or direct the sailing of the boat?

A. No.

Q. And he didn't do anything at all except have his name in Lloyd's Register as the owner?

A. He might direct some of the sailings, because he likes sailing, but not the actual sailing of the ship.

Q. Have you discussed Mr. Rohl's testimony with him?

A. You mean today?

Q. Yes; I saw him a few minutes after he left here. I was waiting for him and he had to go to the airport. I did not see him but a few minutes.

Q. You sold the Ramona, I believe you testified?

A. Yes.

Q. Do you recall to whom you sold it?

A. Yes, to a Mr. Spaulding.

Q. Did he pay you cash or check?

A. He paid by check.

Q. And the check was made to whom?

A. To me.

Q. Individually?

A. Yes.

Q. Did you put the money—what did you do with the [3864] money? What I mean by that is—I am not interested in your personal affairs—

A. I endorsed it and turned it over to Miss Dickey and she in turn deposited it in the bank.

Q. In the account of whom?

A. H. W. Rohl Company or H. W. Rohl—not company.

Q. H. W. Rohl?

A. H. W. Rohl account.

Mr. COMBS. I think that is all, Mrs. Rohl.

Chairman TENNEY. Just one question, Mrs. Rohl. As I understand your testimony you did not know that it was illegal for an alien to own a bottom of any given tonnage?

The WITNESS. No, I did not.

Chairman TENNEY. Or size?

The WITNESS. No, I did not know it until now. If it is, I did not know that.

Chairman TENNEY. That is all. Thank you very much, Mrs. Rohl. We are sorry to have inconvenienced you.

We will take a five minute recess.

(Short recess.)

[3865] Chairman TENNEY. The committee will be in order. Will you call your next witness, Mr. Combs?

Mr. COMBS. Irma Dickey.

IRMA F. DICKEY, called as a witness on behalf of the Committee, being first duly sworn, testified as follows:

Chairman TENNEY. Miss Dickey, will you please stand and raise your right hand.

Do you solemnly swear that the testimony you are about to give before this committee, will be the truth, the whole truth and nothing but the truth, so help you God?

The WITNESS. Yes, I do.

Chairman TENNEY. Will you state your full name?

The WITNESS. Irma F. Dickey.

Chairman TENNEY. D-i-c-k-e-y?

The WITNESS. D-i-c-k-e-y.

Chairman TENNEY. Will you be seated, please. Is it Miss Dickey or Mrs. Dickey?

The WITNESS. Miss.

Chairman TENNEY. And where do you reside?

The WITNESS. 1972 Canyon Drive, Los Angeles.

Chairman TENNEY. All right, Mr. Combs.

By Mr. COMBS:

Q. Miss Dickey, how long have you resided in Los Angeles?

[3866] A. Well, practically all my life. I was born here.

Q. And how long have you been acquainted with Mr. H. W. Rohl?

A. Since I first started to work for him in 1927.

Q. And in 1927 immediately prior to going to work for Mr. Rohl, what was your occupation?

A. Well, I was doing office work—stenography, bookkeeping—general office work.

Q. In what office?

A. Well, I had been working for J. J. McCarthy in New York, and then I had come out to California and was working for Pathe for one of the men who had been with J. J. McCarthy.

Q. Do you recall when Rohl-Connolly Company made application to the Corporation Commissioner of this state for the issuance of 40,000 shares of its capital stock?

A. Yes, sir.

Q. That stock was issued to you, to T. E. Connolly and H. W. Rohl?

A. The stock was not issued to me.

Q. It was not?

A. No.

Q. Who prepared the application for the issuance of the stock, if you know?

A. Well, I believe the attorney did.

Q. Mr. Martin?

A. Yes, I believe so.

[3867] Q. The permit authorizes the issuance of 40,000 shares and the sale of those shares for \$10.00 each, to you and Mr. Connolly and Mr. Rohl but you have never owned any stock in the concern?

A. That is right, I never have.

Q. What are your general duties in connection with the Rohl-Connolly Company?

A. Well, I am secretary of the company, and my work is mostly bookkeeping—general work—just general, whatever there may be to do in taking care of the office.

Q. That is in connection with the Rohl-Connolly Company?

A. Yes, sir.

Q. Do you have any duties in connection with Hawaiian Constructors?

A. No, I do not.

Q. Nothing at all?

A. No.

Q. Do the books of Rohl-Connolly Company reflect the interest of that company in Hawaiian Constructors?

A. They show the investment, yes.

Q. And you have kept all of those entries yourself, have you?

A. Yes.

Q. And at the time the 40,000 shares of the capital stock were issued, were 20,000 shares issued to H. W. Rohl and 20,000 shares to T. E. Connolly?

[3868] A. No. I believe only 10,000 shares were issued.

Q. 5,000 to each one?

A. 5,000 to each one.

Q. And what happened to the other 30,000 shares?

A. Well, they were not issued at that time.

Q. They were authorized but unissued stock?

A. Yes.

Q. How long have you occupied your present position as secretary of the corporation?

A. Since it was first formed in 1932.

Q. How long has Mr. Rohl been president?

A. Well, he has been president—not continually but at various times. He was president and then Mr. Connolly was president and then again I believe Mr. Rohl was president. They take turns.

Q. May I ask you this question: are there any provisions in the—are you familiar with the by-laws?

A. Well, I have read them—not recently. We have them there.

Q. They alternate the presidency between them at regular intervals?

A. No, no. I believe it is just as they are elected—as they choose to elect their president.

Q. Who are the members on the Board of Directors?

A. At the present time?

Q. Yes.

[3869] A. T. E. Connolly, H. W. Rohl and myself.

Q. And have there ever been any other directors to your knowledge?

A. Well, yes, sir, Mrs. Floy Rohl.

Q. She has been a director?

A. Yes.

Q. When did she cease being a director?

A. Just recently.

Q. Do you have any duties to perform in connection with H. W. Rohl Company?

A. Yes, I do. I keep those books.

Q. That is owned entirely by Mr. Rohl?

A. Yes, that is right.

Q. Do you keep a separate account in connection with that company?

A. A separate set of books.

Q. And how often do the Board of Directors of—how often does the Board of Directors of Rohl-Connolly meet?

A. Well, they have a yearly meeting, of course, and other meetings as the necessity arises.

Q. They are called into special meetings?

A. Special meetings are called from time to time.

Q. Now, you have custody of Mr. Rohl's Federal income tax data, do you?

A. Yes, I have copies of it.

Q. Do you keep copies of the returns?

[3870] A. Yes, I do.

Q. Do you keep copies of the State income tax return?

A. Yes, sir.

Q. You have those available at the office, do you?

A. Yes.

Q. That is at the office of the Rohl-Connolly Company?

A. Yes.

Q. Are you familiar in a general way with the provisions which are undertaken from time to time by Rohl-Connolly Company?

A. Yes, I am.

Q. Do you know what type of work the Hawaiian Constructors engage in?

A. Well, I have no special information on that.

Q. I mean in a general way.

A. Just in a very general way.

Q. Do you know where the work is—strike that. Do you know where the work was originally performed when the Hawaiian Constructors first started to function?

A. Where the actual work was?

Q. Yes.

A. No, I do not.

Q. Do you know whether or not the Hawaiian Constructors ever did any work in the vicinity of Honolulu?

A. No, I do not know.

Q. Are you acquainted with Major Wyman or Colonel [3871] Wyman?

A. No, I am not.

Q. You have never seen him?

A. No, I don't believe I have ever seen him.

Q. Have you ever heard of him?

A. Oh, yes, I have heard of him.

Q. Do you write the letters for Mr. Rohl?

A. Yes.

Q. He dictates his correspondence?

A. Frequently, yes.

Q. Has he ever dictated to you any correspondence to Major Wyman or Colonel Wyman?

A. No, I don't believe he has.

Q. Never wrote any letters?

A. I don't believe that he has.

Q. Do you know whether or not he has received any letters that came to Rohl-Connolly Company from Colonel Wyman?

A. No, I don't think that he has ever received one.

Q. You don't think that he ever did?

A. (No answer.)

Q. Do you recall writing the checks when these boats that we have mentioned were purchased?

A. Well, I believe I did. I rather recall—of course, I know the checks were written.

Q. Do you keep cancelled checks?

[3872] A. Well, for a certain period, yes.

Q. How long?

A. Well, about five years.

Q. You keep the checks for about five years?

A. Yes.

Q. You make regular ledger entries when the checks are drawn?

A. Yes.

Q. And you keep those permanently, do you not?

A. Keep them permanently, yes.

Q. Now, just what would the ledger entries and accounts reveal so far as to whom the checks were payable and by whom they were signed and so forth?

A. Well, I sign them. I think I sign all of the checks.

Q. Do you have power of attorney from Mr. Rohl?

A. No, I have power to sign the checks, but not the power to sign his name otherwise.

Q. Do you sign all the checks for him through the H. W. Rohl Company and Rohl-Connolly Company?

A. Yes, I do.

Q. So the books of those concerns would reflect, would they not, to whom the checks were payable and for what purpose?

A. Yes, they would—that is right.

Q. And those books are available at the office of the [3873] company, are they?

A. Yes, they are.

Q. You were employed by Mr. Rohl when the Pandora was burned?

A. Yes, I was.

Q. Do you recall to whom the insurance was paid?

A. Well, I do not know.

Q. That was a long time ago.

A. Well, the insurance papers quite often are made out incorrectly, or sometimes one way and sometimes another. I don't recall the Pandora. I can't remember how that was.

Q. Are you empowered to sign checks for Floy Rohl?

A. No, only for the H. W. Rohl Company account.

Q. And that, of course, is H. W. Rohl, an individual, doing business under the firm name and style of "H. W. Rohl Company", isn't that right?

A. That's right.

Q. Do you know whether or not there is a certificate of doing business under a fictitious name on file for that concern?

A. Yes.

Q. In Los Angeles County?

A. Yes; I am pretty sure there is.

Q. In any other counties?

A. Well, that I cannot be certain of. I don't know. I have forgotten.

[3874] Chairman TENNEY. How do you spell your name?

The WITNESS. I-r-m-a.

By Mr. COMBS:

Q. Miss Dickey, did Mr. Rohl pay an income tax to the State of California in 1941?

A. Yes.

Q. He did?

A. Yes, I am sure he must have.

Q. Do you prepare those returns?

A. No, I do not.

Q. Who does?

A. James W. Bontems. He is our auditor.

Q. Is he auditor for all of the books for all of these corporations?

A. Rohl-Connolly Company and R. W. Rohl Company.

Q. There are no other concerns in which Mr. Connolly or Mr. Rohl are interested, are there, besides those two?

A. There is a joint venture in which the corporation is interested.

Q. You are speaking of the Hawaiian Constructors?

A. Yes; and there is another one, the Caddoa Constructors.

Q. What is the name?

A. Caddoa.

Q. Who are the other component members of that joint venture, if you know?

A. Yes; W. E. Callahan Construction Company and [3875] Gunther & Shirley.

Q. Callahan & Company is a Los Angeles concern, is it not?

A. Yes, sir.

Q. Is Gunther & Shirley also a Los Angeles concern?

A. Yes.

Q. Both of them in the construction business?

A. Yes, sir.

Q. In what enterprise, if any, are they currently engaged—I mean as a joint venture?

A. Aside from the one in which we are interested I really would not know.

Q. I mean the ones in which you are interested.

A. Well, just Hawaiian Constructors and Caddoa Constructors.

Q. What enterprise, if any, is the Caddoa Constructors presently engaged in?

A. What type of work are they doing?

Q. Yes.

A. They are building the Caddoa Dam, at Caddoa, Colorado.

Q. The work that the Hawaiian Constructors is engaged in, is that all work for the Government?

A. So far as I know—I don't know.

Q. So far as you know it is?

A. We don't have very much of that. It is an entirely [3876] confidential document and I have no information on that.

Q. You don't have access to the basic contract?

A. No.

Q. You have never seen it?

A. I have never seen it.

Q. Do you have any correspondence as secretary for Rohl-Connolly Company with Hawaiian Constructors in San Francisco?

A. I have had occasion to write, very little, however.

Q. How much of an interest has Rohl-Connolly Company now in Hawaiian Constructors?

A. Let me see, I believe it is 24 per cent.

Q. How long have they had that interest?

A. I think it has been that since January 1, 1942.

Q. And prior to January 1, 1942, Rohl-Connolly Company had a 40 per cent interest, did they not?

A. 32 per cent I believe it was.

Q. Did they ever own 40 per cent?

A. Now, perhaps—wait until I think. It has been changed—one-fourth of that—they took in another member and I was thinking it was 32 per cent less a fourth. Perhaps they had—I don't think they had—they may have had 40 per cent at first and then 32 per cent. Now it is 24.

Q. Now, the reductions in the percentage that Rohl-Connolly Company owns in Hawaiian Constructors is attributable to the taking of new members into the joint venture from [3877] time to time?

A. Yes, that is right.

Q. What is the name of the latest acquisition to the joint venture?

A. It is called, I believe, the "Hawaiian Contracting Company."

Q. An Hawaiian firm?

A. Yes.

Q. Did Rohl-Connolly Company receive anything for the sale of a portion of its interest to the new members of the joint venture?

A. Yes, they did.

Q. Do you recall what the consideration was?

A. Well, it was based on the figures according to the audit at the end of December, 1941. I have forgotten what the exact figures were.

Q. Can you approximate it?

A. I don't like to do that. I don't know. I am not sure enough to guess at it. I am sorry.

Q. It shows on the books of the Rohl-Connolly Company, of course?

A. Yes, it does. The whole record is there.

Q. Now, they did receive adequate compensation?

A. Well, I would not know about that. It was just based on the audit and is subject, probably, to checking again.

[3878] Q. How often do you post your books of the Rohl-Connolly Company?

A. Well, what do you mean?

Q. What I mean by that is, do you keep them posted currently?

A. Yes, yes.

Q. Daily?

A. Yes.

Mr. COMBS. I think that is all, Miss Dickey.

Chairman TENNEY. That is all, Miss Dickey, thank you. Miss Dickey and Mrs. Rohl may be excused at this time and we thank you very much.

Mr. COMBS. Mr. Pine.

W. BRUCE PINE, called as a witness on behalf of the Committee, being first duly sworn, testified as follows:

Chairman TENNEY. Mr. Pine, will you please stand and raise your right hand. Do you solemnly swear that the testimony that you are about to give before this Committee, will be the truth, the whole truth, and nothing but the truth, so help you God?

The WITNESS. I do.

Chairman TENNEY. Will you state your full name?

The WITNESS. Willard Bruce Pine.

Chairman TENNEY. And your residence.

The WITNESS. 320 Carolwood Drive, Los Angeles.

[3879] Chairman TENNEY. Members of the press, we prefer that Mr. Pine's name not be used for publicity because he is currently investigator for the Committee and if you would treat it simply as "an investigator for the Committee" we would appreciate it. We have some rather important reasons for that.

Mr. AUSTIN. Do you mean we are not to mention his testimony?

Chairman TENNEY. You can use his testimony but we don't want you to use Mr. Pine's name.

By Mr. COMBS:

Q. Mr. Pine, you are now and have been for some time last past a duly accredited and authorized investigator for the Joint Legislative Committee on Un-American Activities, have you not?

A. That is correct.

Q. And did you do some investigating work on the case of Hans Wilhelm Rohl?

A. Yes, I have.

Q. And when did you commence your investigations?

A. Well, in the early part of last spring—that is, the spring of 1942.

Q. So that your investigations in the case have covered a period of a little short of a year?

A. Yes, almost a year.

Q. Almost a year?

A. Yes.

[3880] Q. In connection with your investigations did you have occasion to examine the files and records in the office of the Immigration and Naturalization Commissioner in the Federal Building in Los Angeles?

A. I did.

Q. As a matter of fact on one occasion you and I went there together, did we not?

A. That is right.

Q. And examined the file for several hours?

A. Yes, that is correct.

Q. Did you read the application signed by the applicant for admission to citizenship?

A. I did.

Q. Did you read the correspondence in the files?

A. Yes, sir.

Q. Did you read the reports from the investigative agents in the file?

A. Yes; I read them all.

Q. Did you read the interrogations of the applicants by an Immigration Inspector?

A. Yes, sir.

Q. A document comprising questions and answers of 20 pages or more?

A. Yes, sir, I read it in its entirety.

Q. As a result of reading the file are you able to testify from your own independent knowledge, gained from [3881] reading the report and recommendations of the investigators for the Immigration and Naturalization Service, as to whether they did or did not recommend that citizenship be granted to the applicant?

A. The investigator's recommendation as shown in that file, is that the applicant not only be denied citizenship but be prosecuted and deported for having entered this country without any re-entry visa on his passport.

Q. Do you recall a letter from F. H. Crocket, of the Immigration and Naturalization Service for Laredo, Texas, dated March 7, 1941, to the effect they had no record whatsoever of Mr. Rohl having been in or out of the United States at that point?

A. Yes, I remember that letter.

Q. Do you recall a statement by Mr. Wilcox Cole or any other official of the Naturalization and Immigration Service, to the effect that in 1932 it was absolutely impossible for an alien to go in and over the border of the United States into Mexico at that point without being questioned as to his citizenship status?

A. Yes, sir, that is exactly as I remember it.

Q. Do you recall a statement in the record to the effect that when the Ramona stopped at Acapulco, Mexico, where it took on gasoline and supplies, there was no record of Rohl being present on the boat either as a passenger or a member of the crew?

[3882] A. That is correct. That is exactly, from my memory, the essence of that particular paper in that file.

Q. Do you recall the letter from Lieutenant Colonel Theodore Wyman, Jr., urging that Rohl be made a citizen and that the case be expedited because he was interested at that time in secret and highly confidential contracts in the Hawaiian Islands?

A. Yes, I read that particular letter several times.

Q. And do you recollect a letter from T. B. Shumaker of the Immigration and Naturalization Service, dated February 4, 1941, asking that the case be made a special case and expediting the case?

A. Yes, sir.

Q. Mr. Pine, when you examined the file you took notes, did you not?

A. Yes, I did.

Q. Do you recall a letter written on the 13th day of March, 1941, by an official of the Immigration and Naturalization Service, stating, in effect, that when the Vega sailed from the west coast to Honolulu, that Rohl was not revealed on the passenger manifest as being a member of the crew or a passenger?

A. In substance that is exactly as I remember it.

Q. And do you recall that the manifest was reported—that is the manifest that was taken at the time the boat anchored off Honolulu, that Mr. Rohl gave his birthplace as [3883] Iola, Kansas?

A. Yes, because I remarked at the time, from previous knowledge, that that was his wife's birthplace, which she had used, and it was a lack of imagination that arose in my mind at the time.

Q. In giving his wife's birthplace in place of his own?

A. Yes.

Q. Do you recall the statement in the Naturalization and Immigration file to the effect that the Federal income tax return had been made by him under oath as a citizen of the United States?

A. I do.

Q. Do you recall that at least on one of those returns the statement appeared that he had been naturalized in 1921?

A. Yes, I recall that date, 1921, very clearly.

Q. Do you recall a statement in the file made by the applicant, Mr. Rohl, to the effect that the returns were not prepared by him but by someone for him and that he merely signed them?

A. Yes.

Q. And that you then remarked how it was that the person who prepared the returns knew that the applicant had been naturalized in 1921 unless somebody told him?

A. Yes; I remember that conversation very clearly.

Q. Do you recall an inconsistency in the file—one [3884] statement being to the effect—and I am reading from my notes a letter from William A. Carmichael, District Director of Los Angeles, to T. B. Schofield, dated March 4, 1941, regarding the Federal Communications form 501 for radio telephone on the Vega, the letter stating and quoting:

"During the course of investigation it has been learned that the subject executed a sworn affidavit in connection with this Form 501, that he was a citizen of the United States in order to secure the radio-telegraph license for the ship radio

installed on his yacht Vega, the false statement made therein being contrary to the Federal Communication Act of 1934, Section 310, Paragraph 1, wherein it specifically provides in part that 'No radio station license shall be issued to any alien or any corporation or company; any officer of which is an alien or in which more than one-fourth of the stock is owned by an alien.'

Q. Do you recall that, in substance?

A. Yes, I recall that letter.

Q. Then, do you recall also that after a form of application blank was filled, and I have a note on it stating that the yacht Vega was licensed April 1, 1939, as KLVG under the name of the owner as H. W. Rohl.

A. Yes, I recall that.

Q. Then, do you recall the inconsistent portion where [3885] a later entry in the file stated that a mistake had been made and that the applicant for the radio-telephone had actually been signed by Floy Rohl?

A. Yes, I recall that very well.

Mr. COMBS. I think that is all, Mr. Pine.

Chairman TENNEY. Thank you, Mr. Pine. I think that is all for today.

Mr. COMBS. That is all, Mr. Chairman.

Chairman TENNEY. Very well. The hearing will recess until 10:00 o'clock tomorrow morning in this same room. It will be an open hearing.

(Whereupon, at 3:30 o'clock p. m., the Committee adjourned to 10:00 o'clock a. m., Monday, March 1, 1943.)

[3886] BEFORE CALIFORNIA STATE LEGISLATURE'S JOINT FACT FINDING COMMITTEE
ON UN-AMERICAN ACTIVITIES

In the Matter of: HANS WILHELM ROHL, ROHL-CONNOLLY COMPANY,
HAWAIIAN CONSTRUCTORS and R. W. ROHL COMPANY. Open Session

Met pursuant to the call of the Chairman at 10:00 a. m., Monday, March 1, 1943.

Present: Senator Jack D. Tenney, Chairman, 3207 West 77th Street, Inglewood, California.

Others present: R. E. Combs, Chief Counsel and Investigator.

Reported by: J. D. Ambrose, 322 Wilcox Bldg., Los Angeles, Calif.

[3887]

PROCEEDINGS

Chairman TENNEY. We do not want to divulge the name of our first witness, so I will give you his name at this time so that it will not be necessary to have him announce it at the time he is sworn. Our first witness will be Max Shapiro. Mr. Shapiro resides at 137 South Peck, Beverly Hills, California. The second witness will be Mr. Harry Flannery.

The committee will come to order. The chairman is sitting as a sub-committee pursuant to a resolution passed by the committee at its hearing Saturday.

Will the witness come forward and be sworn? Do you solemnly swear that the testimony you are about to give before this committee, will be the truth, the whole truth, and nothing but the truth, so help you God?

The WITNESS. I do.

Chairman TENNEY. You have already been identified for the record.

The WITNESS. Yes, sir.

Chairman TENNEY. All right, you may proceed, Mr. Combs.

By Mr. COMBS:

Q. Are you acquainted with an individual by the name of Hans Wilhelm Rohl?

A. I know him by the name of Bill Rohl, but that is the same person.

Q. The same person?

A. Yes.

Q. How long have you been acquainted with him?

[3888] A. Since 1936.

Q. Have you been on board his boat the Vega?

A. Yes.

Q. At the time you went aboard the vessel where was it?

A. It was anchored off of Catalina.

Q. Are you acquainted with the group of people—several persons who commonly went aboard the boat on different occasions?

A. Yes.

Q. Were you acquainted with Major Wyman of the United States Army Engineers, who used to visit aboard the boat?

A. I met him, yes.

Q. About how long ago was it that you met him?

A. It was either in 1936 or 1937—the summer or fall of that period.

Q. Were the people with whom you were at that time acquainted, and who used to visit aboard the boat from time to time, also acquainted with Major Wyman?

A. Yes.

Q. How frequently, according to your best recollection, did Major Wyman visit aboard the Vega at that period?

A. Very frequently.

Q. Did you ever see him intoxicated?

A. Yes.

Q. Once or more than once?

[3889] A. Twice.

Q. Do you know what his general reputation for sobriety was among the people who used to visit aboard the boat frequently, and with whom you are acquainted?

A. Yes.

Q. What was it?

A. Not very good.

Q. Would you elaborate on that, please?

A. Well, I would say that he was considered by that group to be a heavy drinker.

Q. Have you, yourself, discussed his drinking habits with those people?

A. Yes.

Q. During how long a period of time, according to your best recollection, did the Major visit aboard the boat?

A. It was during the period of that particular summer and early fall of either 1936 or '37. I had no particular reason to make any record of it.

Q. Yes.

A. So it was either '36 or '37 during the summer and fall—it was during the summer and fall of either one of those two seasons.

Q. Were you ever acquainted with an individual by the name of Werner Plack?

A. Yes.

[3890] Q. When did you first meet him?

A. '35 or '36.

Q. And how long did your acquaintanceship with him continue?

A. During that year—the first year I met him.

Q. What was his nationality, if you know?

A. He claimed to be a Holland Dutchman, but, of course, we found out later that that was not true.

Q. And what was his nationality?

A. It was German.

Mr. COMBS. That is all.

Chairman TENNEY. You are excused. Thank you very much. We will take a few minutes recess.

(Short recess.)

Chairman TENNEY. The committee will come to order. Mr. Anderson, will you be sworn? Do you solemnly swear that the testimony you are about to give, will be the truth, the whole truth, and nothing but the truth, so help you God?

Mr. ANDERSON. I do.

[3891] RAY ANDERSON, called as a witness by the Committee, having been first duly sworn, was examined and testified as follows:

Chairman TENNEY. Will you stake your full name, please?

The WITNESS. Ray Anderson.

Chairman TENNEY. Where do you reside?

The WITNESS. 2249 20th Street, Santa Monica.

Chairman TENNEY. And what is your occupation?

The WITNESS. Electrician.

Chairman TENNEY. Are you presently employed?

The WITNESS. By the Douglas Company.

Chairman TENNEY. All right, Mr. Combs.

By Mr. COMBS:

Q. Mr. Anderson, how long have you resided in Southern California?

A. 12 years.

Q. Prior to that time where was your residence?

A. I lived in New York City for 15 years.

Q. How long have you been engaged in the electrical business?

A. All my life.

Q. Were you ever acquainted with Hans Wilhelm Rohl?

A. Yes.

Q. When did you first make his acquaintance?

A. I think about the end of February, 1942.

Q. Are you acquainted with an organization known as the Hawaiian Constructors?

[3892] A. Yes; I worked for them eight months.

Q. When were you first employed by that concern?

A. January 14, last year.

Q. And where were you employed?

A. In San Francisco.

Q. Did you leave San Francisco and go to the Hawaiian Islands to enter into your duties for that company?

A. I did.

Q. Who employed you?

A. A man by the name of Fitzgerald, I think it was.

Q. In San Francisco?

A. Yes, in San Francisco.

Q. And when did you leave for the Hawaiian Islands?

A. Somewhere about the 6th of February.

Q. Did you go by airplane or by boat?

A. We went by boat, the Lurline.

Q. Were any other employees of the Hawaiian Constructors aboard the vessel when you were?

A. There were 1171 of us.

Q. 1171 of you?

A. Yes.

Q. And did you go from San Francisco to the Island of Oahu?

A. I did.

Q. And you were there employed, were you, as an electrician for the Hawaiian Constructors?

[3893] A. Yes.

Q. Were your pay checks drawn on the Hawaiian Constructors or on the War Department?

A. United States Treasury checks, all of them, except one. We were paid \$1.25 per day on the boat going over there and that check was a Hawaiian Constructors check, signed by Mr. Woolley,—Ralph Woolley.

Q. Will you spell that?

A. W-o-o-l-l-e-y.

Q. What was his position with the Hawaiian Constructors, if you know?

A. He was chairman of the executive board which was composed of Mr. Rohl and Mr. Benson—three of them.

Q. What were Mr. Benson's initials, do you know?

A. I don't remember.

Q. Do you remember his first name?

A. No, I don't.

Q. And other than the one check drawn on the Hawaiian Constructors all of the other checks were drawn on the United States Treasury Department?

A. All on the Treasury, that is right.

Q. Now, when you first arrived at the Island of Oahu in pursuance to your new employment, where did you go?

A. Ponahou School.

Q. Where was that located?

A. That was located in Honolulu. I think it would be [3894] called the southeast part of Honolulu.

Q. Just what did your duties comprise as an electrician for the Hawaiian Constructors?

A. Three days after I was there—after I arrived there, I was taken to General Emmon's headquarters in the mountains, about three or four miles from Fort Shafter, with a construction gang.

Q. Go ahead, Mr. Anderson.

A. And we worked there until the beginning of April, constructing electrical equipment, when they moved in there on December 7. They had thrown wire all

over the place and they brought in a couple of Diesel engines and a transformer bank and just the soldiers had hooked it up on nails and wire any way they could get it, and we went in there to clean that mess up and put it in proper order. And when we finished, I was asked by Major Henderson to remain there as maintenance electrician.

Q. Now, had the Hawaiian Constructors done any work on the Island of Oahu, to your knowledge, before you arrived there?

A. There were some men out at one or two of the fields there. Now, exactly how much they had done I don't know. They were a group that went there in October or November ahead of us.

Chairman TENNEY. That would be 1941?

The WITNESS. 1941.

[3895] By Mr. COMBS:

Q. Did your activities in pursuance of your duties take you generally around the Island of Oahu?

A. On our off days we went all over the place. We had friends at different places and they had camps scattered all over the Island.

Q. The Hawaiian Constructors?

A. They were doing all of the civilian work for the Army on the Island of Oahu.

Q. Who was in charge of those installations and the construction activities for the Army?

A. They had split it up into areas. There were 14 areas and there was a superintendent of each area.

Q. A civilian superintendent?

A. Yes, civilian superintendent, who belonged to the Hawaiian Constructors, and with him there were always officers or an engineer from the U. S. E. D.

Q. Who was that?

A. Colonel Wyman.

Q. Colonel Wyman was in charge?

A. Yes.

Q. That was Colonel Theodore Wyman, Jr.?

A. Yes.

Q. You have seen him, have you not?

A. Oh, I have talked to him.

Q. Now, I show you a sketch which is marked Committee Exhibit No. 1, and which purports to be a sketch of the Island [3896] of Oahu, and ask you whether or not that is a fairly representative map of the general configuration of Oahu.

(Handing exhibit to the witness.)

A. Yes, sir.

Q. Are you familiar with Pearl Harbor?

A. Yes.

Q. Which I have indicated here?

A. Yes. I was located right in front of this hill here (indicating).

Q. In front of Red Hill?

A. Yes.

Q. You know where Pearl City is?

A. Yes; I have been out there too.

Q. And you see where Hickam Field is delineated on the map?

A. Yes, sir.

Q. And the City of Honolulu?

A. Yes, sir.

Q. And going around the Point up to the southeast coast you see Bellows Field?

A. Yes, sir.

Q. And the Naval Hospital?

A. Yes, sir.

Q. And Kahuko?

A. They had that—

Q. The base yard was there. (indicating)?

[3897] A. That is right.

Q. Now, going down from the northerly tip of the Island in a general south-westerly direction, there is Kiema Point and Schofield Barracks?

A. And I had worked there.

Q. And Wheeler Field?

A. Yes.

Q. And Kapoku Gulch, Eva and Barbers Point?

A. Yes, sir.

Q. You are familiar with those places, are you?

A. Yes, sir.

Q. Did you personally visit all of those points?

A. Yes, sir; we went all over the place but not in the capacity of working, because I didn't work any place except in the headquarters. You see, as far as my actual work was concerned, I did not go to those other places, but I had friends in several of the camps that we used to visit, one and another and get around that way. Of course, it isn't much of a drive around the Island.

Q. Did you do any work at Red Hill?

A. No; the Navy had the Red Hill job but the Constructors sent men up there.

Q. The Hawaiian Constructors?

A. Yes, sir; I never did quite understand what the setup was at Red Hill. There was several men sent there. Whether they were transferred to the Naval contractors or [3898] whoever had that job I don't know.

Q. You are positive, are you not, that Hawaiian Constructors did send some of their employees to work at Red Hill?

A. They sent men in there because people out of Ponahou School went into that camp.

Q. And the school was where the Hawaiian Constructors maintained their headquarters?

A. Yes, sir, Alexander Hall was their headquarters.

Q. Do you know whether or not most of the installations at Red Hill were underground?

A. Yes, sir.

Q. They were, were they not?

A. Yes, sir; they all were underground—underground tanks and tunnels from there to Pearl Harbor.

Q. Now, did the Hawaiian Constructors put in any gun emplacements in the Island of Oahu?

A. They did work at Fort Camp and their electricians hooked up the guns there.

Q. Did they put in any ammunition dumps?

A. They handled oil dumps—all kinds of things of that kind—eight-inch guns, twelve-inch guns, which they did all of the concrete work on.

Q. Do you know whether or not they installed any underground facilities for the storage of ammunition?

A. They had some tunnels at Bellows Field and also near [3899] Wheeler Field. Now, whether they were going to be ammunition dumps I could not say.

Q. The Hawaiian Constructors did work at Hickam Field, did they not?

A. Yes.

Q. Did they do any work in Ewa?

A. That I can't say. There was a Marine Base at Ewa. There was a Marine runway and airfield near Ewa, but I never knew they did do any work on that field.

Q. Now, Mr. Anderson, did the Hawaiian Constructors do any work on the east coast of the Island of Oahu near Skailua Bay in the construction of Naval works?

A. Kahuku Point.

Q. Now, is that on the northeast coast of the Island?

A. Yes, sir.

Q. What was the general nature of the work done there?

A. They had a small field there.

Q. What kind of field?

A. Small airfield.

Q. I see.

A. And I think fortifications up in the hills. I didn't go up into there.

Q. Was any work done on the east coast for a Naval hospital by the Hawaiian Constructors?

A. I don't know that they did the Naval Hospital.

Q. When did you first make the acquaintance of Major [3900] Wyman or Colonel Wyman? Was he a colonel when you knew him?

A. Colonel? When we went there he was a colonel.

Q. Did you have frequent contact with him?

A. I met him three times, and it was always a battle over our food and our bedding.

Q. How were your general living conditions there?

A. Rotten.

Q. Will you elaborate on that, please?

A. Well, I will tell you. They issued us Army rations. They used Rice Hall and another hall down in the school as mess rooms. One hall had been fixed up for the men and the other evidently for the staff, but the men kept going backward and forward from one to the other, the whole gang. They would eat wherever they wanted to—in either hall. But they had eggs and meat and stuff like that that we could not eat. We would get up in the morning for breakfast and the stuff would be so cold that you could stretch the eggs like rubber and you couldn't get a second helping of food without paying 35 cents for it, so I got to Colonel Wyman on that question, and finally he turned me over to Woolley and Middleton, and Woolley and I went to it about the beds.

Now, in the meantime they had three truckloads of beds dumped into the basement of Castle Hall. I had seen the trucks going in there and empty beds and mattresses and we were sleeping on veneer boards.

Q. How many of you were quartered in that particular [3901] locality?

A. In that particular building I think there were 288—something like that—between 275 and 300.

Woolley finally—I was sent in to see Woolley, and I went in to see him and I went in and talked to him about the beds and he told me he would meet me in Castle Hall, and he came over there and Middleton came with him.

Q. That is C. C. Middleton?

A. Yes, C. C. Middleton, who was administrator for the Hawaiian Constructors in the Hawaiian Islands—he was in the headquarters.

Q. Headquarters where?

A. Alexander Hall.

Q. Yes.

A. And Middleton told me that—I was kicking about the eggs, and Mr. Woolley told me that they couldn't buy them. I told him it was not a question of buying eggs, that we had the eggs but they were being ruined the way they were cooked.

We were allowed \$75 a month for food and the civilians that did not belong to us could come in and eat in those halls for 35 cents a meal or \$1.05 a day and we were paying, roughly, \$2.50.

Colonel Wyman informed me that as far as the beds were concerned, the General had issued an order that a man could sleep on the ground like a soldier. I told him that that was O. K. with me provided we have to, but not when beds are idle [3902] in the basement. He finally told George Campbell he could do anything for us in an administrative way he liked, but not one nickel was to be spent on us.

Q. How long did that condition continue?

A. I think we got the beds about a week—I think it was Thursday I saw Wyman the last time and on the following Tuesday night the man in charge of the hall informed me that we would start changing beds the next morning. In the meantime Ralph Woolley told me to get inside somewhere, due to my cold—that it might lead to pneumonia in the Islands.

Q. Do you have a claim against the Hawaiian Constructors for Compensation?

A. Yes, \$682. They have \$125 cash of my money.

Q. In addition to the \$600?

A. They took that from my pay.

Q. What was the reason for that?

A. That was for fare home, or fare over there—expenses somewhere or other.

Q. What effort, if any, have you made to collect that sum?

A. I tried through the Attorney General, I tried through the State Compensation in this building, and they informed me here that we were out of the State, and I made a claim that the contract was drawn within this State and that whatever took place outside of the State the responsibility lay here, and then I tried to find out whether the Constructors [3903] were registered in this State. If not, it was a criminal offense to start out with, and I don't know to this day whether the Constructors ever registered in the State of California.

Q. They did not register with the Franchise Tax Commission I can tell you that.

A. I would like to mention something else. There is a contract drawn between Hawaiian Constructors and I think 449 engineers—602 or 662.

Q. 414, isn't it?

A. It might be 414. It is 400 and something. I wanted to get a hold of that contract because all of us over there thought that part of the contract had us

tied down and we thought that we had been taken there under subversive setup. Now, our contract price was \$225 a month for 44 hours, which I claim was illegal on the 40-hour basis in this State and the United States.

And further, they didn't want to pay us overtime. They tried to make us work 48 hours.

Now, Wyman was behind all of that with Rohl and Woolley and Benson backing him up.

Q. Did you see Rohl and Wyman together in the Islands?

A. No, I didn't. I will tell you—up to the time Wyman left there his office was on the sixth floor of the Young Building at the corner of King and Bishop Streets in Honolulu.

[3904] Woolley and Rohl and Benson were installed in the Alexandria Hall when I arrived in Honolulu and they were there all the time and were there when I left.

Q. When did you leave Honolulu to return to the United States?

A. Somewhere around the 9th of August.

Q. Were you discharged, or did you resign?

A. No. On the 10th of July they came out with an increase in our pay to \$1.45 an hour. You see, on the overtime we were getting \$9.00 a day and then they came out with that. They would give us the rate but would reduce our subsistence allowance to \$45.00 a month and pay us \$1.45. As we were living on soldier rations we didn't see we were losing by it, so we took that.

On the 30th of June the doctor discharged me for varicose veins and my pay stopped that day and I never had another dime out of the Constructors.

Q. Now, while you were over there, Mr. Anderson, did you ever have any occasion to see Major Wyman in an intoxicated condition?

A. Yes.

Q. When was that?

A. During February and March and five days before Colonel Wyman left his job he lay in the hotel drunk all the time.

Q. For how long a time.

[3905] A. Five days.

Q. Do you know that of your own personal knowledge?

A. Yes, I can prove it.

Q. While you were working over there, Mr. Anderson, were there any Japanese employed by the Hawaiian Constructors in executive capacities?

A. There were Japanese in the office, Japanese superintendents—that is, superintendents over—not of an area but superintendents over different constructors, such as carpenters and electricians, and gangs like that; the Merchant Electrical Contractors and Supply Company which Vera—

Q. Who is the head of that?

A. Vera. They employed 36 electricians. They came into our gang. When I left Honolulu, two days before I sailed I was at their stockroom and five of our men were in this Japanese gang. They worked out of area 19.

Q. Was a portion of the work actually supervised by Japanese?

A. Yes. The Japanese were permitted to go into every part of the Island except Pearl Harbor and Diamond Head tunnels and General Emmons tunnels, where the headquarters were.

Now, I went on to Hickam Field after I was there, I think, two weeks, with a Hawaiian Constructors' badge on me. I spent three hours in there. I went all over the hangars and everywhere and I came back up to G2 and talked to the captain there about it, asking why in the world that they permitted people [3906] with those badges to walk into a place like Hickam Field with the setup they had there, and he said he didn't know.

Q. When was that?

A. That was in the early part of March of last year.

Chairman TENNEY. 1942?

The WITNESS. Yes.

Chairman TENNEY. Let me ask a question, Mr. Combs.

Is it your statement, Mr. Anderson, that these Japanese had considerable to do with the supervision of the work on the island?

The WITNESS. They were working in the office and in places where they have the plans of the United States Engineers. They had them in the offices with them. They were in every position there except certain places. They could not go into Diamond Head Tunnel or General Emmons Tunnel or into Pearl Harbor. You had to have special passes that were good only for that particular setup in those places. They could not go there but everywhere else that I know

of on the island, including Hickam Field they could go. Last August the Japanese were working in there.

Chairman TENNEY. Were those in the category of secret installations?

The WITNESS. Well, I should say that they would be because they had the Aircobras and the Boings and all the big airplanes scattered throughout those fields.

The men had a row at Bellows Field and refused to work [3907] for one day, or a part of a day, until certain Japanese were removed from there. That was some time last April.

Chairman TENNEY. 1942?

The WITNESS. Yes, sir.

Chairman TENNEY. It is your testimony that the Japanese had considerable to do with the supervision of the work?

The WITNESS. They tell you there that the Japanese are 90 per cent more loyal than we are ourselves.

Chairman TENNEY. That is what they tell you in Hawaii?

The WITNESS. They tell you that in Hawaii. They tell you that they don't like us there. There is no fooling about that.

Chairman TENNEY. The Japanese you mean?

The WITNESS. No, the white people that live with the Japanese. There is a peculiar financial setup in the Hawaiian Islands in which the sugar interests dictate the financial setup there. The poor man was never able to get any money there. The only place he can get money or credit is from the Japanese banks and stores and consequently he is friendly to the Japanese.

It was my firm opinion from the time I got there that they didn't particularly care whether we had the Islands or whether the Japanese had them.

Chairman TENNEY. It was immaterial?

The WITNESS. Yes.

Chairman TENNEY. Were these Japanese that you have referred [3908] to employees of the Hawaiian Constructors?

The WITNESS. Yes. You see, a civilian there, except a few engineers when we went there belonged to the Constructors—they were working under the U. S. E. D. I will tell you it is a super W. P. A. set-up.

By Mr. COMBS:

Q. You mean the United States Engineer Corps?

A. U. S. E. D. Just like you had with the W. P. A. in the States. That is what they called it.

Q. What did that stand for?

A. I never did know—U. S. Engineer Department, I guess.

Q. Mr. Rohl testified, Mr. Anderson, that he was personally directing the work on the Island of Oahu and under him worked these individuals whom you have mentioned as superintendents, on the various projects. Was that the fact when you were there?

A. Mr. Woolley was considered the head.

Q. Yes.

A. He was the chairman of the executive committee which consisted of Mr. Woolley, Rohl and Benson. Now, whether Rohl—I have always believed that Ralph Woolley was the front man.

Q. A front man?

A. Yes. Ralph Woolley was the man who would do the right thing if he could. He talked very little. You could [3909] get very little out of Ralph Woolley.

Q. Who did you believe he was fronting for?

A. For the outfit that came from here. There is some connection between this gang in the States and that outfit and they wanted men from there so if there is any question raised there is a possibility that we would get out of it.

Q. In what business was Mr. Dillingham engaged?

A. They were part of the Constructors and pulled out I think in May or June.

Q. Of 1942?

A. 1942, yes. For some reason Dillingham came out and the assistant superintendent in area 10. I don't remember his name at the present time. He was taken from there and sent to Johnson Island with certain men that he took with him.

Q. Did the Hawaiian Constructors also do work on Johnson Island?

A. I don't know whether they did or not. They did work at Christmas and Canton. General Tinker ran them out of Christmas Island.

Q. For what reason?

A. Weren't getting any work done.

Q. After the battle of Midway did the Hawaiian Constructors do any work on Midway?

A. There were some men went over there. There was a fellow by the name of Miller here in Glendale who went there on the air conditioning. He was a Hawaiian Constructors man. [3910] He was over there 10 days. He came back in the same convoy. I don't know anything about him personally, but they had five or six men out there—shipped them somewhere where we didn't even know. Miller told me then that he had to go to Midway and what had taken place in Midway.

Now, there is another feature behind this whole thing of which I can only give you indirect evidence. If I can find the man today I will get him.

Last year, in March or April there were 180 men shipped to New Caledonia by the Hawaiian Constructors. They didn't even know where they were going. When they arrived there in New Caledonia they found out it was a French Possession and refused to land. They said, "Anywhere in American territory but not in foreign territory," so they came back. They brought them back to camp. They were shipped to sea in an open barge with an ocean-going tug pulling them for five and a half days to Suva. I saw the letter signed by the Governor of Suva to the effect that if those men crossed certain lines they were to be shot down. That was Governor Wild.

Q. When was that trip to Suva made?

A. Some time, I think, in March. I met the man in April.

Q. March, 1942?

A. Yes, sir.

Q. What was the nature of the work that that party was to do?

[3911] A. They went out there—they were building an airfield and submarine base.

Q. Building an airfield and submarine base?

A. Yes.

Q. And that was the Hawaiian Constructors?

A. Yes.

Q. On the Island of Suva?

A. No, on the Island of Canton.

Q. Canton Island?

A. Yes. They pulled them out from there to Suva.

Q. Are you acquainted with Paul Grafe?

A. Is this the gentleman here?

Q. No, No, I am just asking you.

A. No, I don't remember, but this gentleman's face is familiar to me.

Q. Did Mr. Rohl make frequent trips away from the Island of Oahu while you were there?

A. Yes.

Q. Will you explain what you observed to that regard?

A. Well, I will tell you. When Rohl left his car—he always parked his car on the lot—Rohl parked right behind Alexandria Hall when he used to go there to eat and, of course, we could always tell when he wasn't in Honolulu.

Q. You could tell what?

A. That he was gone.

Q. Rohl was gone?

[3912] A. Yes, because it was impossible to follow him. There was a rumpus raised in San Francisco when some of the men came back in regard to their pay and the claim was filed with the Compensation Commissioner here for \$8,000 and Rohl was—he flew back here. We never saw Rohl that time for three or four weeks. He disappeared completely and finally he showed up again.

Q. Now, you are speaking about the parking space which was allocated to Mr. Rohl. Where was that parking space?

A. Exactly behind the back door of Alexandria Hall, the headquarters.

Q. Was there any marking or designation on it?

A. Yes.

Q. To show to whom each individual space was allocated to?

A. Rohl, Middleton, Woolley and Benson each had a spot there.

Q. Were their names painted on the asphalt?

A. No; there was a fence rail—a one by three plank painted white there with their names on each one of them.

Q. In black paint?

A. Black paint.

Q. Were you familiar with the automobile commonly used by Mr. Rohl when he was on the Island?

A. Yes, he used a black car then.

Q. Of course you were able to observe at times, the car [3913] was occupying the space which was allocated to him?

A. Yes.

CHAIRMAN, TENNEY. Mr. Anderson, have you any further light you can throw on this matter that you think might be of interest?

The WITNESS. I would like to go into something about the plans. We never did, and to my knowledge to the day I left there, we never had a plan for the headquarters job that we did.

They left a hole in the tunnel six by seven foot that never was closed up.

Mr. COMBS. What tunnel?

The WITNESS. Headquarters of the United States Army, Hawaiian Department, and things of that kind. We couldn't get material, we couldn't get anything. You couldn't get anybody to do anything.

We believed that sabotage, in the sense that they were holding up the work and blaming the men, was going on.

Q. By Mr. COMBS. Who was holding up the work?

A. Whoever had charge of it.

Q. Of the Hawaiian Constructors?

A. Evidently, because they were our bosses.

Q. You say this tunnel was located—the United States Army headquarters tunnel was located where?

A. In that tunnel.

Q. Where was the tunnel on the Island?

[3914] A. Right in front of Red Hill.

Q. That is what I want.

A. There is a big magazine there.

Q. And Red Hill overlooks Pearl Harbor?

A. Yes, and there is a hill in front of Red Hill towards Hickam Field. This hill lays between Hickam Field and Red Hill. There were eight tunnels there and they had lateral tunnels and they had been preparing that for a year. The soldiers had driven a vehicular tunnel through the west end of it, from one end to the other of it.

We went in there and we fixed it up so it was gas-proof and installed all kinds of equipment, including air-conditioning and stuff like that. We did it without plans and without any help from anyone whatever.

Q. Who was in charge—who, individually, was in charge of that installation?

A. The superintendent was Charles Winstead.

Q. Did he work under the immediate direction of Mr. Rohl?

A. He was working under him—he was working under—I will think of his name in a minute—Frank Olmstead, or something like that. He was the Army superintendent.

Q. Under whom did Mr. Olmstead work?

A. Under headquarters at Alexandria Hall.

Q. And Alexandria Hall was where Mr. Rohl's car was parked?

[3915] A. Yes, that is where the Hawaiian Constructors headquarters were. They had all their equipment there except the personnel department, which was in a school—a grammar school.

Q. Mr. Anderson, how do you know Colonel Wyman was intoxicated for five days?

A. Well, I saw him up there three or four times and everyone that is in there—the place was run for that purpose, practically. Japanese girls hanging out there every night for that crowd and the ones that stay in the main part of the hotel—you see the hotel is split up into several large bungalows or dormitories outside, and then the hotel proper was occupied by some Army officers and Colonel Wyman.

Q. Including Colonel Wyman?

A. Yes.

Q. What was Colonel Wyman's general reputation among the employees of the Hawaiian Constructors for sobriety?

A. Colonel Wyman was a man who liked liquor exceptionally well. He may never get drunk, but he likes it.

Q. What do you mean, "he may never get drunk"?

A. A lot of them can carry a lot of liquor and you don't think they are drunk.

Q. But you testified that he was drunk for five days.

A. Yes, he was.

Q. Have you seen people in an intoxicated condition before?

[3916] A. Oh, yes.

Q. And that would be your opinion of his condition during those five days?

A. Absolutely.

Mr. COMBS. I think that is all unless you have something else to add that you think might be helpful to the committee.

The WITNESS. Well, some of the stuff wouldn't have anything on this matter, but I wish this thing could be brought to the attention of Washington.

Q. We wish so too.

A. Things are rotten out there. There is no kidding about it. I am an American 61 years old, and I went to Honolulu with the idea of helping out and I tell you honestly once I finished that job there it done no good. I tore stuff apart there five and six times and put it together. There was never any reason for it. Charlie Winstead, who I was speaking about, treated me fine but still down in a man's heart he is not an American in any sense or form because he believes the Japanese is the right fellow and I know he is not.

There isn't a question on earth but everything has been blocked up there, either from Washington or some other position, and it is about time that somebody did something about it. Emmons is absolutely helpless now. I hear a lot of things in that tunnel because I work in those offices with them while business was going on, and we hear a lot of things that we can't talk about any place unless it goes into the [3917] place where something will be done about it.

I made three reports to G2 because I would walk right into them and talk to them. They knew of the things that happened, but there was never anything done about it.

Chairman TENNEY. Was there any discussion with reference to the loyalty of these men to the United States?

The WITNESS. I will tell you candidly as far as our men were concerned, Senator, I don't think there was any of them—the majority of the men that went over there were men over 40 years old and the only reason they were there was because they could not take a gun. I have been quite a bit here in Southern California and worked on these defense jobs and I couldn't understand why the young men didn't want to go to war, but that gang of men that went there really wanted to go and do some good, and most of them were so disgusted after six weeks they didn't know what to do, and it was our idea that the thing was done with the purpose of making us disgusted, and they could put it down that we wouldn't work.

Now, I have been in defense work ever since December of last year with the idea of trying to help out. I am an electrician and a good one. I had a contractor's license in this State and I know what I am doing, and when you turn around and find things like that it hurts down deep because you know that certain men, either for money or for some other reason, are destroying the morale of the workers.

Chairman TENNEY. What I mean, Mr. Anderson, was there [3918] reflection or opinion expressed in reference to the loyalty of the men that were in charge of all this work?

The WITNESS. The men out there thought Wyman and the whole gang of them ought to be shot. That is the truth.

Chairman TENNEY. You know that of your own knowledge?

The WITNESS. Yes, I do.

Chairman TENNEY. And upon what did they base that particular opinion?

The WITNESS. The accusations of them. We couldn't get paid. We couldn't get our overtime. We couldn't get nothing at all. We would get, "This is a new setup. This is this and that is that," and other things. One man told me out of his own mouth that we were at sea four days before they knew we were coming and they didn't know how many were coming until we actually landed.

Chairman TENNEY. I am referring more specifically to the progress of the work and the way it was carried on.

The WITNESS. The work has dragged. They will be another year. They have moved hills and moved them back again, and they have filled and holes and dug them out again; and I will swear that that runway, from what I can hear of it, at Bellows Field, has been done a dozen times.

Chairman TENNEY. Do you think that has been done intentionally?

The WITNESS. I do. I honestly believe it is intentional. After the Battle of Midway it was a great thing while [3919] it happened, and those planes came in and out of there for three days. We needed those fields but they weren't ready. They sent a man from here to be a superintendent who belonged to the Musicians Local 47. They put him on the job and in three days shipped him home.

Chairman TENNEY. What was his name?

The WITNESS. I will think of it in a minute. His name is on the tip of my tongue. Going over on the boat he sent for me. He was making up a gang.

Chairman TENNEY. You can't recall his name?

The WITNESS. Not just now. He worked for the Abbott Kinney Company in 1921 as a maintenance electrician. From there he went into a band and carried a card in Musicians Local 47.

Chairman TENNEY. I think that is all, Mr. Anderson. We thank you very much for coming before the Committee.

The WITNESS. I hope you can do something about it.

Mr. COMBS. We appreciate your cooperation very much. I will call Mr. Pine for a few more questions.

[3920] WILLIAM BRUCE PINE, having heretofore been duly sworn, was recalled for further examination.

Chairman TENNEY. You have already been sworn, Mr. Pine?

The WITNESS. Yes, sir.

By Mr. COMBS:

Q. You were here on Saturday, were you not?

A. Yes.

Q. Were you here during the entire time that Mr. Hans Wilhelm Rohl testified?

A. I was.

Q. Had you ever met that man before?

A. Yes, on several occasions.

Q. When did you first make his acquaintance? About how long ago?

A. I would say roughly, about 1933 or '34.

Q. And since the time that your acquaintance with him originated, have you met him on various occasions since?

A. Yes.

Q. Did you hear him testify specifically that he had never known a man by the name of Werner Plack?

A. I did.

Q. Did you ever know Werner Plack?

A. Yes, I knew Werner fairly well.

Q. When did you acquaintance with him commence?

A. I should say about the year 1935.

[3921] Q. What was his nationality, if you know?

A. He was German.

Q. Do you know whether or not Mr. Rohl and Mr. Plack were acquainted?

A. I know definitely they were acquainted.

Q. Did you see them together on several occasions?

A. I saw them together on one occasion, which naturally stands out in my mind, and the other occasions—so many years have gone by and I had no reason to mark the occasion, that I hesitate to testify definitely. But on one occasion I specifically saw them together because something occurred which made me remember it.

Q. Was that the occasion concerning which I questioned Mr. Rohl in your presence on Saturday?

A. That was the occasion.

Q. That was when Mr. Rohl and Mr. Plack came into the place commonly known as the Swing Club together?

A. Yes. It had been known as the Swing Club and then the name was changed to "1710 Club" which was the name of the same place.

Q. It was the same, identical place?

A. Yes, same identical place and the same identical building.

Q. About when was that? I mean when you saw them together there?

A. Well, I believe it was in the summer of either [3922] 1938 or 1939. The reason I recall that it must have been during the summer was because I had been to a baseball game earlier in the evening.

Q. Did Mr. Plack and Mr. Rohl come to that place together?

A. They came together with one other gentleman whom I did not recognize. He was a tall, distinguished looking, white haired man.

Q. What particular incident occurred at that time and place which called your attention to the fact that Mr. Rohl and Mr. Plack were together? Of course, you knew them both, did you not?

A. Yes, I knew them both. I might say I knew Plack at that time better than Rohl because I have never known Rohl intimately, although I met him many times and talked with him.

Q. What incident occurred which called your particular attention to the fact that they were together at that time and place?

A. Well, they ran a little floor show at the Swing Club and the floor show was going on when all of a sudden the orchestra leader stopped the music. He stopped the music and he stopped the floor show. The music changed, and all the girls in the floor show, including the band, sang, "Here comes Bill, here comes Bill, here comes Bill Rohl now," so that was why it was so vividly marked in my recollection, [3923] and with him were Werner Plack and the one other man who I never remember having seen before or since.

Mr. COMBS. That is all. Did they sit at the same table?

A. Oh, yes, they sat at the same table and rapidly acquired other guests.

Q. How long were they there?

A. Well, I think they were there for at least two hours, and they were still there when I left.

Q. Together?

A. Yes, together.

Mr. COMBS. That is all.

Chairman TENNEY. Thank you, Mr. Pine.

(Witness excused.)

Mr. COMBS. Mr. Flannery.

Chairman TENNEY. Will you please hold up your right hand and be sworn? Do you solemnly swear that the testimony you are about to give before the committee will be the truth, the whole truth, and nothing but the truth, so help you God?

Mr. FLANNERY. Yes.

[3924] HARRY FLANNERY, called as a witness by the Committee, having been first duly sworn, was examined and testified as follows:

Chairman TENNEY. Will you state your full name?

The WITNESS. Harry Flannery.

Chairman TENNEY. And your address, Mr. Flannery?

The WITNESS. 6766 Milner Road, Hollywood.

Chairman TENNEY. And your occupation?

The WITNESS. Radio news analyst.

Chairman TENNEY. All right, Mr. Combs.

By Mr. Combs:

Q. Mr. Flannery, how long have you resided in southern California?

A. A little short of a year.

Q. Prior to that time where was your residence?

A. Prior to that time my residence was in New York.

Q. And how long did you reside in New York immediately prior to coming to southern California?

A. From October, 1941, until I came here, which was in March of last year.

Q. And from where did you come when you established your last residence in New York?

A. From Berlin, Germany.

Q. And how long a time did you spend in Berlin, Germany?

A. Approximately a year.

Q. How did you happen to go there?

[3925] A. I was sent to Berlin as correspondent for the Columbia Broadcasting System.

Q. And was it your business to make broadcasts from Berlin?

A. Right.

Q. Which you did, of course?

A. Right.

Q. During the entire period you were there?

A. Yes.

Q. While there did you know a man by the name of Werner Plack?

A. I did.

Q. When did your acquaintance with him originate?

A. Early in 1941.

Q. That was when you first went to Berlin?

A. I had been there several months at that time. I arrived in 1940.

Q. How did you happen to make his acquaintance?

A. I made his acquaintance through Charlie Lanius of N. B. C.

Lanius had met Plack, who had just come to Berlin and was at the time connected with the radio department for the German foreign office.

Lanius brought Plack up to my room and I met him up there, and we talked afterwards. I met Plack a number of times principally because of his connections with radio for [3926] the foreign office. He was a censor and he also arranged programs. He arranged the Wodehouse release.

Q. Spell that, please.

A. P. G. Wodehouse, an English author who was released from an internment camp and then principally because of publicity he broadcast for the Germans. Plack arranged that.

Q. Plack arranged that?

A. Yes, he got the idea it would be a good stunt to release Wodehouse and make a little publicity out of it, because Wodehouse would be more listened to than some of the Germans who were on the air, and they might, thereby be able to get over their story better.

He also planned, so far as I know, to put on Luckner, the Sea Devil—Count Felix von Luckner, who is well known in this country and who has been well liked; also the Crown Prince.

Q. The Crown Prince of Germany?

A. Yes; one of the Eckeners and a number of others of that same kind, figuring that these people would get audiences in the United States and German propaganda would be more listened to.

Q. Do you know whether or not Werner Plack had any connection with Fritz Weidemann at any time?

A. Not from personal knowledge, although I understand he was connected with Fritz Weidemann before he left California.

[3927] He principally sold wines here. He came out here to go into the movies but found out that he wasn't able to get into the movies and instead made connections by selling wine, German wines, principally.

Q. Do you know whether or not Werner Plack had any connection with Dr. Geisling, the German consul, while in the United States?

A. I know nothing of that.

Q. Now, will you please describe in detail, Mr. Flannery, just what duties Plack had to perform in connection with his position with the German foreign office while you were in Berlin?

A. Well, his principal duties were to arrange broadcasts to go to the United States.

Q. Yes.

A. He was not the head of that department. The head of that department was a fellow by the name of Lilyenfeldt. His first name escapes me—George von Lilyenfeldt. At times when Lilyenfeldt was away Plack had complete charge of the department for the foreign office.

For several months, three or four months after the Russian campaign had begun, Lilyenfeldt, who had been a resident of the Baltic States, was sent up there to do some work, and during that period Plack was completely in charge of the radio department.

Among his duties was to act as a censor for the foreign [3928] office for radio broadcasts to the United States.

I might mention that at least one-third of the times that he came out to do the censoring he was drunk and a few occasions he was so tight he could not ready my copy, and one night he asked me to read it to him, which was very foolish. I could have read him anything and he would have O. K.'d it, except he thought something should be changed in it, so he suggested, "Let us change this thing up here," and he started scratching out stuff. I had to stop him because I could not read anything after he would get through with that sort of thing.

In addition to acting as censor he was one of the contact men for us who would arrange for us to go on various trips. For instance, when Matsuoko came there he arranged the trip for me. We met Matsuoko and went down to Potsdam and he would always arrange those things, whereby we would be able to make other trips and make other contacts and so forth.

The foreign office propaganda ministry had men for that particular purpose. Their job also was trying to make us fellows feel better and thereby hoping we might be sold more on Nazi Germany.

They had men selected for that purpose to try to sell the correspondents.

Q. Was Plack one of those men?

A. Plack was one of those men. Of course Plack liked it very well because it gave him a big expense account.

[3929] Q. He was rather convivially inclined?

A. Oh, yes, he would like a job of that kind.

Q. As a matter of fact, you mentioned Plack in your books, "Assignment to Berlin," did you not?

A. That is right.

Q. How is the book doing?

A. Pretty well, thank you.

Q. A very interesting book.

A. Thank you.

Q. When did you come back from Germany?

A. I arrived back here October 14. I left Berlin September 29, 1941.

Q. Do you know at all how long it was after Werner Plack arrived in Germany that he obtained this position in the German foreign office?

A. As far as I know, it was immediately.

Q. Immediately upon his arriving?

A. I know of no lapse in between. Of course, there may have been, but I know of none.

Q. Do you know when he arrived there, about?

A. No, I estimate it was—that is pretty difficult for me to place, because I don't seem to be able to connect it with anything except the fact I mentioned Lanius—that Lanius did not arrive until early in 1941 and that I met him with Lanius, so I know it was early in 1941, but I cannot place it more definitely than that. I can't set it as to what [3930] part of January or whenever it was.

Chairman TENNEY. It was early in 1941?

The WITNESS. Early in 1941, yes.

Q. By Mr. COMBS. Mr. Flannery, in your conversations with Werner Plack from time to time, did he ever boastfully mention any of his propaganda activities in the United States—and of his pro-German activities in the United States?

A. Yes, in a certain respect. He is a peculiar fellow. He had an article from one of the magazines over here. I think it was one of the movies magazines. I am not sure of that. I remember he had it. He had all kinds of American magazines, particular Vogue, which he liked to show to the ladies, in which there was an article about German people who had operated in the United States, and accused them of espionage, and merely among the names down at the end was "Werner Plack," which he seemed to be very proud of. He took it around and showed it to everybody. It did not in any way speak very respectfully of Mr. Plack but he did not seem to be bothered by that fact.

Q. I think that is all, Mr. Flannery, unless you have something to add, which you think might be helpful to the committee.

A. I think that is about all. Oh, there is one thing we might put in. This is a story he hold us there when he first met us there—how he left the country.

[3931] Q. Yes.

A. He left under considerable cloud. He said that all of his telephone calls had been checked and he said that he had been making them to girls. He was always talking about how he got along with the ladies, and he had been making telephone calls all over the country to the girls he knew, but he said that the F. B. I. was suspicious and that he had been grilled so much that he had not been able to sleep one night before he left on the boat, and that when he did get on the boat the F. B. I. continued to grill him and to go over all his papers that he was taking back with him and that he had a lot of American cigarettes—the Germans like American cigarettes, and that they had broken every second cigarette in two to see whether he had anything in them. And he also told about the incident in which he was in one of the night clubs here and some resident of Hollywood came up to him and said, "There you are, you dirty Nazi," and slugged him, and Plack contends that because he was behind one of these large tables that the waiters usually move so you can't get up and, therefore, he was taken advantage of or he would have done something in return. He did nothing, apparently.

I think that is about everything.

Q. Did he tell you or didn't he tell you how he came from the United States to Berlin? Did he immediately go to Germany or did he go by way of circuitous route?

A. He went by way of Japan and Russia.

[3932] He went from Japan to Russia and then to Germany?

A. Yes, that is right. Russia wasn't in the war at that time and apparently, therefore, came from San Francisco.

Mr. COMBS. I think that is all, Mr. Flannery. We thank you very, very much for your cooperation.

[3933] Chairman TENNEY. Call your next witness, Mr. Combs.

Mr. COMBS. Dr. Lechner.

Chairman TENNEY. Will you come forward and be sworn, Dr. Lechner?

Do you solemnly swear that the testimony you are about to give before the Committee, will be the truth, the whole truth and nothing but the truth, so help you God?

Dr. LECHNER. I do.

JOHN R. LECHNER, called as a witness on behalf of the Committee, being first duly sworn, testified as follows:

Chairman TENNEY. Will you state your full name?

The WITNESS. John R. Lechner.

Chairman TENNEY. And your residence address.

The WITNESS. 332 West 64th Street, Inglewood.

Chairman TENNEY. And your business address.

The WITNESS. 838 South Grand Avenue.

Chairman TENNEY. And your occupation.

The WITNESS. Executive director of the Americanism Educational League.

Chairman TENNEY. All right, Mr. Combs.

By Mr. COMBS:

Q. How long, Dr. Lechner, have you held your present position with the League?

A. Sixteen years.

Q. Sixteen years continuously?

A. That is right, yes.

[3934] Q. And during that period of time will you describe what the general nature of your duties have been?

A. Primarily the investigation of un-American activities in this area and the interpretation to the general public through public meetings and literature of those activities.

Q. How, generally, have you gained your information concerning subversive activities in this area?

A. For the most part we have very splendid sources of information through our contacts with fact-finding groups—responsible groups. For example on the Japanese situation we have worked very closely with Mr. Kilsoo K. Haan and his counter-espionage group against the Japanese.

Q. Kilsoo Haan is a Korean, is he not?

A. Yes.

Q. Do you know whether at any time he was employed by the Foreign Office of the Japanese Empire?

A. For three years, yes. He was with the consular office of the Honolulu Japanese government.

Q. During that time was he doing any espionage work?

A. Yes, sir.

Q. Counter-espionage work?

A. Counter-espionage work, yes.

Q. And he has quite a large group of individual workers working as informants under his direction?

A. Yes, sir.

[3935] Q. And has had for a number of years?

A. Yes, sir.

Q. And he fluently reads and writes the Japanese language, does he not?

A. Yes, sir.

Q. When did you last see Kilsoo Haan?

A. Friday night of this past week.

Q. Last Friday night?

A. Yes.

Q. And he left this vicinity Saturday morning, did he not, for Washington?

A. Yes; he left for Washington, D. C.

Q. And how long a time did you spend with him on the occasion of his visit here?

A. He was here four weeks this time.

Q. Were you with him in Senator Tenney's office when you and I and Kilsoo Haan had a conference?

A. Yes, I was.

Q. And was that on Thursday of last week?

A. That was Thursday of last week, yes.

Q. And were you with Kilsoo Haan and Senator Tenney when you and I and Kilsoo Haan had a conference on Friday of last week?

A. Yes, sir.

Q. Were you present at that time and place when I put Kilsoo Haan under oath?

[3936] A. I was.

Q. And he gave his statement as a sworn statement?

A. Yes, sir.

Q. And that conference on Friday lasted about how long?

A. Two hours.

Q. And we discussed at that time and place the testimony which you intended to give heretoday?

A. Yes, sir.

Q. Did you bring with you, Doctor, photostatic copies of documents which you obtained from Kilsoo Haan?

A. Yes, sir. I also brought here a report which we just had published on behalf of the American Legion. It is the inside story of the Japanese problem, which I should like to have entered in the record here.

Q. Who is the author of this report?

A. I am.

Q. The report deals with what basic subject?

A. It deals primarily with the Japanese-American situation—the Japanese-American citizen problem on the Coast.

Q. On the Pacific Coast?

A. Yes. Both the psychological aspect and the subversive organizations existing here on the Coast in which the Japanese-Americans took a primary part.

Q. When did this publication come off the press?

A. About three weeks ago.

Mr. COMBS. Mr. Chairman, I ask this report be received [3937] as an exhibit for the Committee in connection with the testimony of Dr. Lechner.

Chairman TENNEY. The report will be attached to the Committee's transcript and marked "Dr. Lechner, Exhibit No. 1."

(The report referred to was marked "Dr. Lechner Exhibit 1, and made a part hereof.)

Q. By Mr. COMBS. The material set forth in this report, Dr. Lechner, is predicated, I take it, on documents and photostats and the reports of informants, that came to you in connection with your capacity with the League?

A. Yes, sir. It came from various sources. You understand, of course, that during a long period like that we would have open to us sources of information not only from men like Haan but from Japanese themselves.

Q. And a great deal of your information did come from Japanese informants?

A. Yes, sir. We have been studying this problem for many years; long before there was a thought of war on the part of our people.

Q. As a matter of fact from some of the information you obtained you accurately predicted the occurrence of war and the attack on Pearl Harbor, did you not?

A. As a matter of fact on March 15, 1941, we released an Associated Press story, which was a front page story, that went all over the country, telling of the inevitability of the war, giving the Japanese plans of attack on Pearl Harbor [3938] and even suggested in a chronological scale the time they had set for it to take place. We stated that they had set aside December for that attack.

Q. With an alternative date?

A. In February 1942 in case that didn't work out.

Q. In your opinion, Dr. Lechner, based on your experience and activities as you have related, is there a tendency now on the part of the American public to soften its attitude toward American born Japanese in internment camps—internment centers?

A. There is a tremendous movement on foot, Mr. Combs, to soften up the American people to placate the local Japanese. If I may be permitted as you ask questions, to give some of the information we have on that matter, I think it would be helpful. I would like to name some of the organization involved in that very definite program—a very definitely programmed approach to the softening up process.

Q. Before you make a statement, Dr. Lechner, let me ask you whether or not your information indicates that Japanese propagandists have taken advantage of that tendency on the part of the American public to soften its attitude toward Japanese internees.

A. The Japanese have certainly taken advantage of it. I have here the notes which were made by a Japanese-American citizen in one of the camps. These are the actual notes.

(Handing sheaf of papers to Mr. Combs.)

[3939] Q. Are these notes in your informant's own handwriting?

A. They are in his own handwriting. This is the situation, if I may explain it. The government decreed that the Japanese-American citizen and other Japanese in evacuation centers were not permitted to listen to broadcasts (but the government gave permission to small groups to appoint committees to listen and to go over the broadcasts of the day and then in turn to re-broadcast over a camp radio broadcasting station the news for the day.

These notes are most significant in that all of the information, or practically all the information, given to the Japanese evacuees in that internment camp was very much colored pro-Jap. Many of the statements which I have checked in the notes, contain conclusions that are definitely in favor of the Japanese. Such things as "Russia is ready to pull out of the war," and that Australia was going to be taken, and building up the Japanese cause so as to give encouragement in building the morale of the internees—both Japanese-Americans and Japanese aliens.

Q. You gave me this sheaf of notes last Friday, did you not?

A. Yes, sir, I did.

Q. And I have had them ever since and have just handed them back to you this morning?

A. Yes, sir.

[3940] Q. And have you read them in their entirety?

A. Yes, I have.

Q. Have you seen any single statement any place in these notes detrimental to the Japanese war effort?

A. In all those pages, representing, I should say, twenty-five or thirty pages, there is not a single statement that is detrimental to Japan.

Q. Are all of the statements made in these notes generally pro-Axis?

A. They are generally pro-Axis.

Q. And are generally anti-Ally?

A. Yes. I may point out one other very interesting thing there. You will notice on the bottom of each page there a notation of the number of ships that are lost and the number of planes that were brought down. In every case the ships are listed only on the part of the Allies.

The United States ships and the British ships and the planes reported there, are those that came down here in this country. In one instance the broadcaster has four different crashes listed. Always the losses are American planes or British planes.

Q. Never any Jap losses?

A. No.

Q. And no record of any Jap ships sunk?

A. No record of Jap ship sunk, no.

Q. Now, this individual in this Japanese internment [3941] center made these broadcasts in the American language or in the Japanese language?

A. Made them in the Japanese language.

Q. Did he make them daily?

A. Yes, he made them daily.

Q. Of course I shall not ask you for the name of the camp nor the name of the informant nor the name of the person who made the broadcasts, but you have that information available?

A. Yes, I have that information.

Q. Do you have any objection to my reading some excerpts into the record?

A. Very happy to have you do so.

Q. This particular broadcast is under date of August 6, 1942. I think you testified these are the original notes in the handwriting of the Japanese broadcaster.

A. Yes. He is a Japanese-American citizen.

Q. A Nisei?

A. Yes, a Nisei.

Q. "France might as well fly the Swastica." "Tokio is waiting for a complete collapse of the Soviet." "When the Japanese attack Siberia it will be sudden and decisive." "Japanese Russian propaganda is very active against communism and the communist United States." "When Russia is beaten she will become like China." "Britain after losing Singapore and Hong Kong cannot expect to get them back in British hands [3942] again." "Why India should remain under British rule to make India a British sphere which will eventually turn India into future British frontier?" "Unless Britain can influence Jinah and Nehru against Gandhi's idea, which is too late, Britain cannot turn India's tide to British satisfaction." "Big, important meeting in Moscow is another development of Allies discord." "Nazi blitz speed is astonishing."

On the same date: "The Australian forces are not strong enough to check Japanese invasion."

Under date of August 5, 1942: "All of the Pacific will be blacked out and the Japanese may attack the Pacific Coast with submarines."

"Japanese air forces is wiping out the United States-Chinese air force."

"Japanese activities in Australia is on increase. The Australians say the air strength is not sufficient to check the Japanese assault."

The same date: "Japanese planes attack Queensland for the first time."

"Four Japanese planes bomb Tourinville. Japanese also bomb Darwin. Japanese threat via Buna also serious."

"One-twentieth of United States population in Australia. Japanese secretly landed in Australia a month ago when Japanese landed in New Guinea. Japanese again landed at Buna. Allies have not checked their threat. New United States plane, Mustang, 1,400 horsepower, may out-do Japanese [3943] Zero. Burma Japanese may invade into China or India."

August 4th, 1942: "Japanese destroy 55,000 tons of Allied shipping in last week. Japanese sent more reinforcements. Allies blasting Buna-Gona area. Japanese submarine sinks British ship. Another large naval engagement coming. British attack Burma force and lose."

Same date: "Big quake in north island of New Zealand. Japanese cruiser was bombed for second time, but Japanese established an air field in Cocoda." Ghandi says, 'unless Allies gives complete independence India may welcome Japs. The Japanese in Burma are preparing to start fresh movement into India. Next Friday is the dead-line for India's independence. 219 Japanese planes attacked United States air base.'

July 29th, 1942: "Goebel says: 'Nazi welcomes the British in Europe; even the Yankees if they want to taste German punch.'"

July 28, 1942: "Japanese landed in Australia in submarine. In New Guinea Japanese set up at Cocoda upland, fifty miles from Moresdy. Japanese attack Darwin and Tourinville. In New Guinea the Japanese are advancing by bicycle troops."

July 27, 1942: "Allies attack Buna. More Japanese landed at Buna; more at Gona, 160 miles north of Guna. Japanese attack British force near Moresby. Tojo said: 'Japan holds the initiative in western Aleutians; Japan will [3944] go the limit to crush the United States and Britain. Chunking bombed by fifty Japanese bombers. United States planes countered.'"

The same date: "United States losing this war because they cannot fill orders for spare parts. Nazi using transport planes. United States is trying to convert bombers into cargo planes. C. I. O. auto workers union demands double pay for Saturdays, Sundays and holidays. During the first six months of the war 4,000 seamen's lives were lost. Indian situation is more critical. Gandhi demands negotiation with British to grant India complete and immediate independence or India will become turmoil of trouble. Our (United States) June production is behind schedule. Gandhi says 'Britain is India's friend.' India neither sides with or rejects the United States or the Axis countries. India asks United States, China and Stalin to induce British to accept India's independence plea, but no one acts. Gandhi has political power but not military power—naturally, India relies on Japanese aid. Britain today ordered all essential commodity dealers closed. What next!?"

July 25, 1942: "United States citizens arrived in east Africa. Japanese occupies Buna-Gona. 18 Japanese bombers and 8 Zeros attack Moresby."

July 21, 1942: "Japanese attacked Port Moresby with 41 planes. 'Don't neglect Australia for Japanese pilots are darn good and are a good match for United States flyers.'"

[3945] This is under date of July 19, 1942: "Japanese carried out their plan. India will become yoke of Japan after this Friday."

August 7th, 1942: "Only one percent of United States production, or three days production in Australia. How can Australia stop the Japanese?"

Same date: "United States losing this war unless it can produce more war material, and the United States can make this a total war. Only a trickle of supplies coming to Australia. Japanese are undoubtedly occupying many important coastal regions on continent of Australia. We are beaten in India, Turkey, and losing in Siberia and Australia. If Russia gives in the United States must lose China and Australian interests. There may be a negotiated peace!"

And there are many other excerpts I could read, Dr. Lechner, but I think that will suffice to show the general character of the broadcasts which were made by this Japanese-American citizen in an American internment center.

Chairman TENNEY. Dr. Lechner, is there any censorship of the broadcasts made by this announcer in the internment center where these broadcasts were made, by the authorities?

The WITNESS. No censorship whatever on the part of the War Relocation authorities. The little group of five or six in this particular camp were given autonomous power in the matter of broadcasts.

Chairman TENNEY. Is that under the Army or under [3946] civilian control?

The WITNESS. It is under civilian control—under civilian administration.

Chairman TENNEY. Do you feel the Army would permit that sort of thing?

The WITNESS. No, sir; I think we are making a big mistake, if I may give my opinion here, in taking away the administration of these camps by the Army and placing it in civilian hands. For example on July 4th, 1942, in Inyo County, near our aqueduct, a strategic area, as far as we are concerned, Mr. Meyers came out here, who had at no time before his experience with the War Relocation Board or Authority, had anything to do with the Japanese—he came out here as an expert in charge of the Japanese in the relocation centers.

Mr. Meyers delivered an address on the 4th of July, apologizing to the 12,000 Japanese at Mansanar, for the big mistake the Government had made in evacuating them in the first place.

Chairman TENNEY. Which Meyers was that?

The WITNESS. I don't recall his first name. I have his name, however, and can supply you with it at the next session.

Chairman TENNEY. I think we are going to close after your testimony. You may proceed, Mr. Combs.

By Mr. COMBS:

Q. Dr. Lechner, in your opinion should [3947] American-born Japanese be released through the relocation authority of the Federal Government any time while this war is in progress?

A. Should they be released from the internment centers?

Q. Yes.

A. I believe that every able-bodied Japanese who is not considered by the various government agencies as a real dangerous Japanese, who has not been connected in the past with propaganda activities or sabotage, should be released but placed in certain sections in the interior of the country, under Army control, and put to work in agricultural work. But they should not be released as they are being released now. 1300 of them were released to go to universities. They are absolutely free and are getting more money than they know what to do with together with free scholarships, while our boys are fighting in the Solomons and elsewhere. These Japanese are enjoying a university career with their way paid by our Government while our own boys are fighting all over the world.

I think every able-bodied Japanese male should be put to work, but under strict Army control.

At the present time there is no control. At Manzanar for example, my report shows, and I believe it was verified by Congressman Leland Ford, who issued a statement for the Congressional Record just before he finished his term, stated that groups of ten, twelve or fifteen Japanese were allowed [3948] to go

through Inyo County in trucks without restriction whatever, and the people of that county objected to there being no control of them at all.

Q. Last year, Dr. Lechner, and shortly prior to the time the Japanese in this area were interned, the Committee held a hearing in Los Angeles for the purpose of placing in its sworn records, the ideology and fanatic attitude of the average Japanese on the Pacific coast. Among the witnesses who testified were Togo Tenaga and Fred Tayama—

A. I know them very well.

Q. When did you first become acquainted with Togo Tenaga?

A. About three years ago.

Q. At that time was he one of the editors of Rafu Shimpo?

A. He was editor in Los Angeles.

Q. That was a newspaper, was it not?

A. A daily newspaper, yes.

Q. A Japanese daily newspaper, and it was published in Los Angeles?

A. Yes, in Los Angeles.

Q. And disseminated all up and down the Pacific coast?

A. Yes, sir.

Q. Togo Tenaga was a Nisei, was he not?

A. Yes. A graduate of the University of California.

Q. Now, in 1941 did the Rafu Shimpo publish a directory?

[3949] A. Yes.

Q. Was the directory printed in the United States or in Japan?

A. In Japan.

Q. And the one with a cardboard slip cover the committee has a copy of?

A. Yes.

Q. I am just getting these facts in the record.

A. Yes; I understand.

Q. And it had a stamp on it "made in Japan?"

A. Yes; that is right.

Q. Now, when the committee asked Togo Tenaga to produce a copy of the 1941 Rafu Shimpo directory, he did so, but in preparing the copy which he produced with the copy of the committee already had, we found that certain pages had been taken out of the Tenaga copy, those pages being a folding page in colors of the Imperial family of Japan and on the next page there was a large Japanese ideograph which, when translated, meant "Japanese supremacy in the Pacific Sphere."

You are familiar with that?

A. Yes, I am.

Q. And do you know that that translation is substantially accurate?

A. I do; it is.

Q. Now, what did the bulk of that directory contain, if you know, Dr Lechner?

[3950] A. It comprised, of course, the names of Japanese firms in this country dealing with Japanese firms in Japan proper.

Q. Tenaga, under examination, testified that in his opinion that directory was nine-tenths subversive. Does that tally with the information in your possession concerning that publication?

A. That is right. You asked something about the spirit or morale of the Japanese. I have something here which you may be interested in.

Q. Would you like to read it into the record? How long is it?

A. It is very short.

Q. Will you read it into the record, please?

A. It is regarding the national philosophy which is injected or, rather, instilled into all Japanese, whether they be American citizens or not.

In the case of American citizens it is instilled through Japanese language schools. It is called the "Shinto Faith." It is stated to be a faith but it is not a religion. It is a State philosophy and holds, of course, that the Emperor is the direct descendant of the Sun Goddess and by virtue of that fact every Japanese is of divine origin and owes his allegiance to the Japanese Emperor.

We have read that on many occasions but have failed to look into the deeper aspects of it. It is actually the [3951] controlling force in the life of the Japanese; and that is also the case with the Japanese who are living in this country. For example, there were more than 19,000 boys and girls of Japanese parents, born in California, who attended Japanese language schools before the war. In Hawaii out of 46,670 boys and girls of Japanese extraction attending American schools, 43,000 were going to Japanese schools at the same time.

If I may give this expert's opinion and testimony of the Shinto Faith, which bears out all of the information that we have. It is by Dr. Shunzo Sakamaki, Assistant Professor of History of the University of Hawaii.

Q. When was that published?

A. This was published in the Honolulu Star-Bulletin on April 25, 1942.

At the beginning of 1941 the Japanese Imperial Government issued an edict declaring all Shinto priests in the United States and Hawaii and all Japanese language school teachers were from that date (and that was in January) were to be considered as officials of the Japanese government. In other words they took them openly out of the field of religion and made them agents of the Japanese government, thereby changing their status, so far as we were concerned, of all language schools to centers of Japanese espionage and propaganda.

Dr. Sakamaki said, in part: "Why have Japanese officials for the past two generations been so eager to protect the [3952] special status of State Shinto? Why have they insisted that State Shinto is not a religion but the embodiment of Japanese patriotism?"

"Basically, the reason is that the Japanese government has been in Shinto a political tool of the greatest potency for keeping the fires of nationalism burning at white heat and making the doctrine of political absolutism in Japan virtually inviolable."

"* * * Japan's constitution of 1890 guarantees freedom of religious worship, but the government has taken the position that State Shinto is not a religion and that, therefore, all Japanese must participate in State Shinto ceremonies, as part of their patriotic duty to the state."

"* * * Operation of State Shinto here is inimical to American interests because it both directly and indirectly fosters Japanese nationalism, and arguments by Shinto champions that we cannot infringe their right to free worship contradict responsible pronouncements by Japanese officials denying the religious status of State Shinto.

"We are at war with Japan, and State Shinto is an arm of the government of Japan. Amputation of that arm here in Hawaii is a prerogative of our government that cannot consistently be protested by the government of Japan."

I might add that this particular philosophy of the State is so thoroughly instilled in most Japanese, regardless of whether in California or some other place, that it confronts [3953] us with a paramount problem to determine just to what degree the Japanese are loyal and to what degree they are disloyal.

An external manifestation of that problem is in dual citizenship. When Togo Tenaga and Fred Tayama admitted to me before a committee of Japanese they didn't know how many dual citizens there were, they did admit that the majority held dual citizenship.

In 1924 the Japanese government told the Japanese in this country to register their children with the Japanese consuls so that they might hold dual citizenship. In the first ten years in Hawaii, after the law was established, less than 5 percent of the Japanese were registered with the foreign office of the Territory of Hawaii. We have those figures. That is a matter of record.

Q. What other activities did Togo Tenaga engage in in southern California, in addition to being the English language editor of the Shimpo?

A. Togo Tenaga was the front man for the Japanese. We called on him and Fred Tayama and asked them to demonstrate the sincerity of their particular group by cooperating with our Federal Government.

Q. What was the name of that group?

A. Japanese-American Citizens League.

Q. The Japanese-American Citizens League?

A. That is right. And in order to put the Japanese on a test, and I was asked confidentially by a source from [3954] Washington if I would do that, we called two or three conferences of Japanese-Americans under the leadership of Tayama, who was then chairman or president of the League, and Togo Tenaga as spear-head of the organization. We had two or three meetings. One was on April 15, 1941. We had a little dinner in Little Tokio to arrange a meeting. A mass meeting subsequently was held on May 10 at the Hollywood-American Legion Clubhouse. It was attended by over 1,000 Nisei—second generation Japanese.

The purpose of this meeting was to challenge the second generation Japanese, who were professing then through meetings all over, before service clubs and in publications, that they were completely loyal to the United States. We challenged them to set up an inner committee among the Japanese-Americans to give our Government information on Japanese subversive organizations within California and within this area.

In the first place, in the series of two conferences before this meeting at the Hollywood Legion Clubhouse, and my office, both Tenaga and Tayama denied the existence of any Japanese subversive organizations in California, and then I openly challenged the 1,000 Nisei and told them unless we could get that cooperation voluntarily and they cleaned up their own ranks, and because of the inevitability of war, from records we had which all indicated there would be a war, that it would be very bad and very hard on the Japanese-Americans if they did not do so. In other words, they would [3955] have to undergo tremendous changes in their whole sociological structure, and we challenged them to set up the organization for this work and we were turned down flatly.

I have here a program of that particular meeting together with the names who participated in the organizations represented.

Q. I would like to introduce this into the record as Exhibit 2 in connection with Dr. Lechner's testimony.

Chairman TENNEY. This will be marked Dr. Lechner Exhibit 2.

(The document referred to was marked "Dr. Lechner Exhibit No. 2," and made a part hereof.)

The WITNESS. I have here a list, to demonstrate the accuracy of the figures of the Hawaiian situation. These are the names of the Japanese language schools in Hawaii, with the addresses of the schools and the names of the principals. I would like to keep this for my record, but you may glance at it.

Q. Yes.

Chairman TENNEY. Are you introducing that as an exhibit?

The WITNESS. No; it is not necessary.

By Mr. COMBS:

Q. What is meant by "the age of moral responsibility" in computing the percentage of loyal as contra-distinguished from disloyal American-born Japanese?

A. That is a relative matter. In the opinion of some [3956] of the experts with whom I have spoken they say, "Well, we will compute the age of moral responsibility as far as Japanese are concerned, at 17. Below 17 a Japanese-American citizen is not considered to be experienced, primarily in a political structure in this country or in Japan, although he has been given the infusion of Japanese, but he is not actively engaged in organizations."

So, if we consider that, we find that out of 96,000 Japanese-American citizens, in computing the percentage of loyalty and disloyalty among the Nisei, we must remember that approximately 45 percent of the 96,000 are below what we term there, "the age of moral responsibility," so that if, as we show in this report, have two organizations alone had over 12,000 members, then the percentage is not as 12 to 96 but as 12 to 45.

I bring that point out because we make a big mistake in all of our newspaper stories because we fail to take into consideration the fact that 45 percent are below the typical group who would be engaged in subversive activities.

By Mr. COMBS:

Q. Do you have any information or any proof to the effect that plans were made in Japan to finance and direct the education of Nisei in the United States?

A. Yes, very, very definite proof on that. I have here two Japanese documents which were translated, and I have the translation of this particular report. It is on page 5 of the report.

[3957] Q. And you have a photostatic copy of the original Japanese document?

A. Yes.

Q. Which was used as a basis for those translations?

A. Yes; there are three organizations; The Institute for the Education of Over-sea Japanese, the General Board of Overseas Association and Imperial Educational Association. All of these have headquarters, and the main headquarters is in Tokio. They were well financed by the Japanese government. The only purpose is to direct the education of Nisei in the United States and Hawaii from Tokio.

We uncovered a document, by the way, in El Centro, in 1941 which is called, "The Future Road of Nisei." If I may give you that, that will tell the importance of these organizations which are so well financed. This book was discovered in the hands of Japanese agents in El Centro and through one of the men with whom we worked we were able to get a copy of it.

It was endorsed by General Sugiyama, Japanese Imperial Army chief of staff, and Tokashi Zuzuki, Director of Kinmon Gakuin, one of the leading schools of Japanese language in San Francisco.

This was to show the Nisei the appreciation of the Japanese government for the work they were doing.

There was quite a bit of difficulty here in the relations between Japan and the United States after Japan stepped [3958] into China and started their aggressive program, so the Japanese government, according to the information we have, documentary information, demanded that the Nisei soften the public opinion on the part of Americans with reference to that.

"Several hundred lectures have been delivered on the China incident by Nisei in America.

"Many Nisei also returned to Japan with a mass of material collected in California.

"Things of this sort are typical of the work performed in the past by the Nisei for Japan. What they gain and what they do is by no means unimportant. The Nisei have made significant contributions to Japan, but in many cases these facts must remain hidden.

"When the China incident occurred, it became necessary to broadcast to the world the news in the English language. At this most crucial moment the Nisei did the work by assuming responsibility as is befitting great patriots.

"The role of Nisei at the present moment is of utmost importance. Nisei always take the leadership. In the world where English language newspapers and magazines are most influential, the Nisei are in an excellent position to do their share.

"We have seen to it that they shall be well prepared for their task."

And I would like to enter this as a matter of record.

[3959] (Handing paper to Mr. Combs.)

Mr. COMBS. They are in the Japanese language and I will offer them as an exhibit in connection with the testimony of Dr. Lechner.

The WITNESS. And the translation, by the way, you will find on page 5 of this record.

Chairman TENNEY. Let them be marked Dr. Lechner Exhibits 3 and 4.

(The documents referred to were marked as "Dr. Lechner Exhibits No. 3 and No. 4," and were made a part of the record hereof.)

By Mr. COMBS:

Q. Do you have any information regarding trips made by Nisei or Kibei to Japan?

A. Yes.

Q. For the purpose of indoctrination and instruction and returning to disseminate propaganda in the United States?

A. Yes. The term "Kibei" is applied to the Japanese-American who has gone back to Japan at the request of some organization connected with Japan, or directly by the Japanese government itself.

In the State of California there are eleven distinct, separate Kibei organizations, and they are listed here.

Q. On what page?

A. Page 7.

Q. Page 7 of your report?

A. Yes. There were so many Japanese in 1938—that [3960] is Japanese-Americans, who were in Japan visiting and studying in Japan, that two organizations, locally, got together because of the American situation with which they were confronted. People asked, "Where is Togo?" And "Where is Harry," and so on, and these young Japanese boys were in Japan. The record shows here that there were at one time as many as 20,000 Japanese-American boys in Japan, and the situation was so embarrassing that two organizations, the Japanese Chamber of Commerce and Japanese Association of Los Angeles, in 1938, appointed a delegate and sent him to Japan to plead with the Japanese government to send some of these boys back as fast as the Japanese government could, to avoid suspicion and embarrassment here in California. At that time, in 1938, there were 20,000 Japanese-Americans studying in Japan. It was presumably cultural training but we know in reality they were getting the final dose of Japanism preparatory to the war.

Chairman TENNEY. That was in 1938?

The WITNESS. Yes, 1938.

By Mr. COMBS:

Q. Do you have in your possession any document or report setting forth what transpired when a group of Japanese went to Japan for that sort of indoctrination?

A. I have a very important document here. May I qualify the introduction of this document with this statement: Here we have pressure brought to bear on the American Government to release Japanese-Americans because there is no indication at all of any subversive activities or sabotage having been committed after Japan attacked this country. They say most of them are loyal—in fact, all are loyal.

There was a group of 400 from this country and 500 from Tokio itself and the Japanese area. These 900 Japanese-Americans were called to a conference in Japan. I have the translation here of a Japanese release. It was reprinted in English by the Hawaiian Hochi on October 8, 1940.

The Hawaiian Hochi is an agency of the Domei News Agency of Japan.

Q. It is printed in Honolulu?

A. Yes, and it elaborates on this evidence here which I should like to submit because it is quite important. At this particular conference held in Tokio, and this is a report of it, the Japanese-Americans, 900 of them, were put through a course of study for a few days and committees were appointed to lead the Japanese-Americans in preparation of this move. The course of study was the Japanese plan of attack on the Dutch East Indies, and here is a very interesting Japanese way of presenting their thoughts to the Japanese-Americans.

Page 1 contains the name of a Japanese officer and a group photograph of important officials. 2 contains a map of the Dutch East Indies and you will notice this umbrella over it all. That is the Oriental way of showing how the Japanese are going to smash whatever the British and Dutch holdings there are.

[3962] The first page shows a cartoon of how the Dutch and English will dynamite oil wells, and there is a very interesting thing here. This brings out the fact that although the British and the Dutch believe that dynamiting the oil wells in the event of a Japanese attack will cripple Japan, this report here shows that is just what they want because they would dynamite the wells themselves to get higher octane gasoline by going down to the lower levels, and that is an explanation of that.

I don't need to go into the rest of it, but I do want, with your permission, to turn it over to the Committee.

Chairman TENNEY. You are turning it over to the Committee, Dr. Lechner?

The WITNESS. Yes, sir.

Chairman TENNEY. That will be received as Exhibit No. 5 to the testimony of Dr. Lechner.

(The document referred to was marked "Dr. Lechner Exhibit No. 5 and made a part hereof.)

Mr. COMBS. Exhibit 5 is a group of photostats handed to me by Dr. Lechner with the translation in English.

Chairman TENNEY. What was the date of that conference?

The WITNESS. The conference would run the first two weeks in October. This report is dated October 18, 1940. The report of this conference that we are talking about now, and which is in the record, was published and distributed by the Japanese Overseas Association. That is the association [3963] of which we spoke a moment ago. It was distributed for the Nisei. It was published in February, 1941. (This is important, Mr. Chairman, for this reason, that the 400 Japanese-American citizens coming from this country and the 500 Japanese-American citizens residing temporarily in Tokio, knew of the Japanese plans to attack the Dutch East Indies and were given the complete details. There is nothing in the records of our Government that we can find anywhere of the so-called loyal American citizens ever reported these plans to our Federal Government.)

By Mr. COMBS:

Q. Now, Dr. Lechner, there is at the present time a definite, nationally organized movement to soften the American public against the time when the Japanese-Americans will be released from these internment centers, is there not?

A. A tremendously powerful movement.

Q. Will you describe that briefly, please?

A. Yes. There are several organizations who are now engaged in a campaign to discredit the United States Army policy to evacuate the Japanese and the entire policy of the Government holding the Japanese in concentration or restricted areas.

This group is comprised largely of church and educational leaders.

Here is an article which was written by Norman Thomas, head of the Socialist Party, and distributed by the Post War [3964] Council.

I understand that several hundred thousand were sent out. This is a scathing indictment against the United States policy employed so far as the Japanese are concerned, and he advocates the immediate release of all Japanese-Americans, the Churchmen's Committee for Christian Peace, and the president of that is Dr. Albert Palmer, the head of the Chicago Seminary. Two months ago Dr. Palmer announced that he had over 1600 leading ministers in this country who had signed up as active members. Palmer's statement on the unconditional surrender of Japan is this, and it is described. In such things as these we are getting the first announcement of a very carefully worked out plan of all of these groups I am going to mention, for a negotiated peace with Japan. In speaking of unconditional surrender he said, "This goal is not likely to be reached by any method of total military victory; some kind of negotiated peace is a desirable alternative." This statement was made in December, 1942.

They claim to have 12,000 or more active members throughout the United States. The principal theory is that war is not compatible with the teachings of Christ. In addition, to that there is the National Committee for Prevention of Wars. This organization held its national convention in Philadelphia on November 11, 12, and 13, 1942. One of the aggressively active leaders is Theodore Walsler, an American missionary in Japan for 23 years.

[3965] He spoke before the members of the Pilgrim Church, one of the large churches in Washington, D. C. This was his statement: "Japan was justified in her attack on Pearl Harbor." He gave for the reasons, first, that America had no right to interfere with Japan's "Asia for the Asiatics" policy in the Far East. Secondly, Japan is only doing what America did to Mexico and to Central and South American Republics.

The National Committee for the Prevention of War, their convention adopted the following aims for 1943, and I list there five or six points. First, is a negotiated peace with the Axis powers, following Dr. Albert Palmer's idea. Second, to give financial and moral aid to conscientious objectors; three, to give financial aid and scholarships to Japanese-Americans so they may complete their university educations; four, to release the Japanese from the relocation camps and give the relocation civilian authorities more power to act, because they were, apparently, from their statements, they were already conscious of the fact that they were wielding a great deal of influence over these civilian authorities. Five, give favorable publicity to the Japanese-Americans and the Japanese point of view in the public press, and particularly stress that point of view in church publications throughout America; set up an employment agency to aid the Japanese as fast as they are released from the relocation camps.

Incidentally, one point here about the church publica- [3966] tions. From our information it is very apparent that a definite policy is being employed to create a favorable attitude toward Japanese-Americans in this country, and so favorable that naturally we will build up a sympathetic attitude for Japan. That is what we call the "softening up process" so that these various organizations can put across with full steam by the end of 1943 a terrific campaign for a negotiated peace with Japan, and it is a very clearly worked out scheme.

As an indication of how far they will go, Senator Tenney, from December 4 to December 14 in Quebec, Canada, the Institute of Pacific Relations, which has a very powerful branch here, held what they called "A Pacific Conference" for the purpose of discussing post-war problems in the Pacific area. At that conference the leaders refused admission of a Korean participant, although they claimed that they were interested in establishing the Atlantic Charter and the Four Freedoms in all of the subjugated nations in the world. Finally after a threat was made to expose the Pacific Conference held by the Institute of Pacific Relations, they agreed to allow a Korean as an observer. The opposition came from some of the missionaries who came from Japan, representing the Far East.

Underneath that whole conference was this underlying motive, to build there at that Pacific Conference in Quebec, the structure for the cooperation of the Institute of Pacific [3967] Relations for a negotiated peace and the leaders in that conference were former missionaries and educators in Japan. That was why they had this antipathy for the Korean, because they felt that if he were a part of the conference he would expose the things that were going on inside. That is a matter of fact that Mr. Haan testified to.

The purpose of these groups, is to soften American public opinion against Japanese and pave the way for a negotiated peace with Japan.

These are other organizations who are doing the same thing, and we have many men who feel the same way. For example, it was my experience in Bakersfield to talk to an organization there a month and a half ago, on the Japanese situation. A minister sat in front of me. I didn't know he was a minister, but I noticed that he was not reacting very well to my talk on the Japanese situation. The chairman told me that the Board had just turned him down on his application for four new tires. So after some considerable argument this prominent minister asked for retreats and they said, "No."

He said, "Why can't I have retreats? I am an important man in this community," and they said, "No, we give no man retreats or any tires of any kind who drives 400 miles every week going to Manzanar to attend to somebody else's business rather than attend to church affairs."

I debated with one man on the radio a short time ago who is interested in the Japanese problem, and he drives 600 miles [3968] every week to the internment center.

The purpose of this, Mr. Chairman, is to show that there is a lot going on underneath with which we are not familiar. We are taking a wishful attitude in this whole thing. We have got to understand the tremendous forces that underlie the whole Japanese-American groups. I believe this information should be brought out to show the public the problem is not an easy one.

Chairman TENNEY. You are also an ordained minister, are you not?

The WITNESS. Yes.

By Mr. COMBS:

Q. Dr. Lechner, just one other matter I want to take up before we adjourn. You recall that on the anniversary of Pearl Harbor, that was December 7, 1942, there was a riot at Manzanar?

A. Yes.

Q. During which Fred Kayama was severely beaten?

A. Yes, sir.

Q. Are you familiar with the general details of that occurrence?

A. I am somewhat familiar with the details. I have here a report of what transpired shortly before that, leading us to believe that a riot would occur. We had a pretty good idea two or three months before that the thing would explode from within.

Q. There is an internment center in the United States [3969] in the western part of the United States, the name of which we are not permitted to mention, at which a group of Japanese prisoners who were captured during the Solomons Island campaign were placed, is that not correct?

A. Yes; they were placed there to mingle with the Japanese-Americans.

Q. And were allowed to talk with them in the Japanese language?

A. Allowed to talk to them in the Japanese language, yes.

Q. And after those conditions had continued for a time there was a riot in that camp, was there not?

A. Yes, sir.

Q. Describe that riot, if you will, but first, how did you gain your information as to what transpired on that occasion?

A. Through a camp bulletin, Bulletin No. 56, and it was at Camp Lordsburg, New Mexico. It was published on October 29, 1942. It is a mimeographed news sheet issued daily.

Q. At Lordsburg, New Mexico?

A. Lordsburg, New Mexico, yes, by the evacuees themselves.

Q. English or Japanese?

A. In Japanese, and it is printed with the sanction of the administrative heads there.

[3970] CHAIRMAN TENNEY. Which is civilian?

The WITNESS. Which is civilian, yes. This Bulletin 56 described the number of Japanese prisoners who were brought into that camp as of maybe the day before or the day before that, so the news was up to the minute. They gave details as to where they came from and the boat they came in on, information which our own metropolitan papers are not allowed to use, and these men when they contacted the Japanese-American citizens gave them so encouraging a picture of the Japanese victories and their program, and they carried the story right from the inner circles of the Japanese to the Japanese-Americans and they got this particular camp all fired up. That particular attitude came out one morning shortly after this bulletin came out. There was a big demonstration in the

morning. There were several thousand Japanese participating in the demonstration. They were marching through the camp and singing and having a great time.

Our informant tells us that he happened to be with two or three of the officials—

By Mr. COMBS:

Q. Is your informant a Japanese?

A. Yes. He is placed there by the Federal Government and I don't dare tell his name. He said that the two or three civilian officials patted them on the back and said: "Our policy for the Relocation Board is pretty good, we are giving them all the leeway possible; look how happy they are," and this informant turned around and said, "Do you know what [3971] they are singing?" They said, "It doesn't make any difference. They are happy."

He said, "They are singing the Japanese national anthem."

They said: "They can't do that here," but he said, "If you will look at that flagpole you will see what they can do," and they looked at the flagpole and during the night the Japanese had lowered the American flag and had placed the Japanese flag on the pole. My report shows it took the threat of machine guns by the Army to permit a man to go up and take that flag down.

Now, during the period that these prisoners came in, the civilian authorities were permitting visitors to come into that camp from anywhere east of the Rockies. These Japanese visitors would come and get the information from these Japanese-Americans and from the prisoners and in turn visit the other camps and spread the story. Our report shows it was this type of encouragement and propaganda which started the stirring up of the situation at Manzanar.

Q. Which led to the demonstration on December 7, 1942?

A. That is right. And also a camp in Nebraska had the same difficulty.

Q. And that, of course, was before all of the Japanese were interned in that area so they could visit back and forth?

A. They took them all there first. The first group they took, I believe, down to Lordsburgh. To me that all shows, I believe, a very unrealistic attitude on the part of the [3972] civilian authorities in handling the Japanese. I think we are making a tremendous mistake in opening up channels for the inciting of feeling because, as a matter of fact, in this document here, which was brought into Los Angeles in 1941, and written in 1940. It is the war instructions by Matsuo, head of the Intelligence Department for the Japanese Navy.

Q. Entitled "How Japan Plans to Win"?

A. "How Japan Plans to Win." Matsuo mentions in there the Japanese Government does not expect sabotage from any Japanese or Japanese-Americans during the first stage of the war; describing the attack on Pearl Harbor, saying no acts of sabotage would be done then, but when Japan is ready to come in the second time and take the islands and then on to the coast, Japan expects a volunteer army be formed to assist the Japanese forces in taking over the territory.

Now, we are playing with dynamite when we release the Japanese and Japanese-Americans as we are, by the thousands, because Japan has not called for their cooperation yet, and having this information and knowing their connection with Japan it is my firm belief as a matter of our own security and national defense, that we have got to take a far more realistic attitude toward the Japs.

Q. There is one other point I would like to cover, an illustrative incident, Dr. Lechner, when you and I had the conference with Kilsoo Haan last Friday. He was relating an incident in connection with the raising of a volunteer group [3973] of Japanese to fight for the United States.

A. Yes.

Q. Do you recall that?

A. Yes.

Q. Will you briefly explain about wearing the belt of a thousand stitches?

A. Yes. This is an important thing. This is just a news release that came out on February 26, 1943.

Kilsoo Haan warned us against the very fact that you might put these men in an Army uniform but that does not necessarily mean you have established their loyalty to this country. That is very difficult for them to get away from—the old traditions and teaching of Japan. May I read this:

"America's new all Japanese Army unit will go into battle carrying the potent good-luck charm of their ancestors.

"Officials at the Heart Mountain Relocation Center disclosed today that women evacuees are making traditional Japanese belts of 1,000 stitches for their husbands and sons joining the American armed forces.

"The belts, regarded as certain charm against evil, consist of white cloth with 1,000 red stitches sewed in. Each woman adds one stitch to each belt."

This belt is passed from one woman to another, and each one adds a stitch until 1,000 stitches have been put in the belt. The theory is that this belt of 1,000 stitches ties the wearer into the whole system, Japanese ancestry and [3974] ancestor worship. In other words, it brings to the bearer all the Japanese traditions, security, and safety. So, instead of throwing that aside, the Japanese traditions, these men are actually wearing these belts. The belts are regarded as certain charm against evil.

I maintain that this is a clear demonstration of the fact, even though we organize an army of Japanese-American citizens they are still tied to their ancestors and still tied to Japanism.

Before closing I would like to read into the record the article from the Hawaiian Hochi, of October 18, 1940, that we discussed awhile ago.

Chairman TENNEY. Very well.

The WITNESS. It is entitled "Second Generation Japanese Take Part in Overseas Tokio Convention."

The article is as follows:

"The committee in charge of the Overseas Japanese Tokio Convention to be held in commemoration of the 2600th anniversary of the founding of the empire, has decided to allow about 500 second generation Japanese residing in Tokio to participate in it, and give these second generation Japanese, who have had no organ of unity and liaison in the past, a chance, and as preparation committee, members of the various second generation Japanese organization and educational agencies held a meeting with the convention committee at the Choutei of Marmouchi from 6:00 p. m. on September 26. The organizations [3975] that were represented on that day were as follows:

"* * * * Overseas Education Association, Japan-America-Hawaii Society, Nippon Home, Waseda International School, McKinley Alumni Association of the Keizen Girls School, Todo Gakuin of the North American Butoku Kai (7,000 members in Hawaii), Japanese-American Society, Pacific Young Men's Club, Japan Cultural Forum, To'kyo chapter of the Boy Scouts, P. S. P., Second Generation Japanese Society, Little Club, Second Generation Japanese Club of the Union Church, the Nisei Club of Yokahama, Sigma Kappa, Self-Supporting Students' Association of Japan, Mizuho Gakuin, Sayama Home, Gekkei Home, Shoko Girls Schools, Overseas Women's Federation, Musahino Girls School, Young Women's Federation, Musahino Girls School, Young Men Buddhist Association of Japan, Japanese-American Young Men's Federation, Foreign Ministry's Bureau of American Affairs, Foreign Ministry's publicity Bureau, Overseas Affairs Ministry's Bureau of South American Affairs and the International Division of the Japan Broadcasting Association.

"* * * * Handing the key of solution to the second generation Japanese, Lt. Gen. Kichijiro Hamada, executive vice president of the convention committee, stated as follows at this meeting:

"The second generation Japanese problems [3976] should be studied and solved by the second generation Japanese, themselves, and are not matters to be coerced into the manner of thinking of a third party, regardless of whom, I think. I am only old and am saying this because I have tasted a little more worldly experience than you, young people, and I wish that the following three points will be taken into consideration in solving the second generation Japanese problems. The means of solution are all in the hands of you, people. The first is that the color of our skin, which has been derived from the Yamato race, will not change, even if it comes to the periods of the third, the fourth and the fifth generations. That they will be of yellow race ancestry will be the same. The second is that I do not think that there will be a change in the superiority complex of the white race fifty or hundred years from now. Russia was defeated by Japan, but the people of Soviet Russia are boasting that they are superior than the yellow race. The third is the world situation. It is extremely shaky, but the actual condition of the world must be considered. Well, I hope you will take into consideration the above three points.

"Then the 11 second generation Japanese, including Mr. Yu Murayama, reporter of the Domei [3977] News Agency, each stood up and expressed

his opinion. Among them Kazuma Nakayama, a native of Vancouver and presently attending the Misubo Gakuen, stated as follows:

"The key points expressed by the Honorable Mr. Hamada have certainly incited in us a certain determination. That is that we must study, learn and master the Japanese spirit and make the Yamato race into a superior one. We must compensate the great effort made by our parents by improving the level of our culture. I have become spiritually stronger since I came to Japan. I intend to study with all my effort."

"Both eyes of Lt. Gen. Hamada became red, while Mr. Goro Shakahisa of the Bureau of American Affairs wiped his tears with one of his hands when this sincere cry was made. Thus, the 11 second generation Japanese, who attended that night, were elected as members of the committee to pilot the second generation Japanese into the course they should take."

Mr. COMBS. Thank you very much.

Chairman TENNEY. I have just one question. It is your opinion, briefly, then, that the American Legion's contention that these relocation centers should be under military supervision?

[3978] The WITNESS. Under strict Army supervision, yes.

Chairman TENNEY. Thank you very much, Dr. Lechner.

Mr. COMBS. Mr. Chairman, I would like to read into the record in connection with the Rohl testimony, a recapitulation of certain inconsistencies that appeared in the testimony of Mr. and Mrs. Rohl.

The testimony was somewhat complex and in order to epitomize it and coalesce those inconsistencies for our record, I wish to read the following.

Chairman TENNEY. Proceed.

Mr. COMBS. Mr. Rohl testified when he came to this country from Valparaiso, Chile, in 1913, that he was in the construction business, but on his statement to Immigration officials he said he was a merchant.

From the time he arrived in the United States he consistently and carefully concealed the fact that he was an alien. He told Immigration officials at least once that he was born in Iola, Kansas, the birthplace of his wife.

During the several yachting trips he made to Mexico and to Panama and to the Hawaiian Islands the names of all persons on board except his, appears on the ship's manifest.

Although he made 10 or more trips into Mexico he testified that no one questioned him about his citizenship.

He swore on his Federal income tax return that he was a citizen of the United States.

He testified that he had made an affidavit at an earlier [3979] date under the false name of John William Rohl, but he swore on his application for citizenship in 1941, that he had never made such application.

He testified that he owned the Yacht Pandora and personally received the insurance money when the yacht was burned. Mrs. Rohl testified she owned the boats and that the insurance money was paid to her.

Rohl testified that the Ramona was in his wife's name but that he hired the captain and directed the sailings; paid the crew and all expenses for the upkeep of the boat.

Membership in the Newport Beach Yacht Club was in his name.

Rohl also testified that the Vega was registered to his wife, but that he likewise controlled her movements and paid all expenses in connection with her operation.

Mrs. Rohl testified that she paid all those expenses.

Lloyd's registry of American yachts for 1941 lists the Vega's owner as H. W. Rohl.

Rohl testified that none of the stock of the Rohl-Connolly Company was ever issued to anyone but him and T. E. Connolly, but Mrs. Rohl swore she owned 25 percent of it. She also stated she didn't know that Rohl paid a \$25,000 fine to the Federal Government five days before becoming a citizen because the boats, tugs, launches, and other vessels were owned by Rohl-Connolly, a concern in which Rohl, a German alien, owned more than 25 percent of the stock.

[3980] Both Rohl and his wife swore categorically that they had never seen Major Wyman intoxicated, and that he had been aboard their vessel twice.

Now, I put that in the record, Mr. Chairman, for the simple purpose of having it at the end of the testimony—the inconsistencies in the statements made by H. W. Rohl and Floy Rohl.

That is all we have at this time.

Chairman TENNEY. At this time the Committee will stand adjourned to reconvene at the call of the Chairman.
(Whereupon, at 3:30 o'clock p. m., the hearing was concluded.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 8

Vol. 49

REPORT OF PROCEEDINGS

HEARING HELD BEFORE EXECUTIVE SESSION, SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS, HOUSE OF REPRESENTATIVES, U. S., WASHINGTON, D. C., JANUARY 24, 1944

CONTENTS

Testimony of Robert Hoffman-----	Page 2188
Exhibit No. 1 (1/24/44)-----	2202

[2188]

EXECUTIVE SESSION

MONDAY, JANUARY 24, 1944

HOUSE OF REPRESENTATIVES,
SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C.

The special committee met, pursuant to call, at 10:40 o'clock a. m. in room 1310 New House Office Building, Honorable Andrew J. May (chairman), presiding.

Present: Representatives May (chairman), Sparkman, Costello, Durham, Elston, Martin and Fenton.

Also Present: Lt. Col. Knowles; H. Ralph Burton, General Counsel to the Committee; and Mr. Joseph Colgan, special investigator.

The CHAIRMAN. The committee will be in order.

Mr. BURTON. Mr. Hoffman.

TESTIMONY OF ROBERT HOFFMAN

(Mr. Hoffman was duly sworn.)

Mr. BURTON. Please state your full name.

Mr. HOFFMAN. Robert Hoffman.

Mr. BURTON. Please give your home address, your occupation, and something of the background and the experience which you have had.

Mr. HOFFMAN. The permanent address is 651 South Dunsuir [2189] Avenue, Los Angeles; present address Ramon Guzman 96, Mexico City, D. F.; civil engineer in field construction, railroads, tunnels, highways, utilities, hydrolytic plants for 22 years.

Mr. BURTON. Mr. Chairman, I submit several letters of commendations which have reference to the capability, integrity, and responsibility of Mr. Hoffman and ask that they be spread upon the record.

The CHAIRMAN. Be it so ordered.

(The letters refered to are as follows:

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., March 17, 1942.

Refer to File No. ND 312.1

Mr. ROBERT HOFFMAN,
*c/o Hawaiian Constructors,
Honolulu, T. H.*

MY DEAR MR. HOFFMAN: I have your letter of March 15th and thank you for the statements contained therein. I desire to thank you for the service that you have rendered and the support that you've given me while on duty as District Engineer.

I hope that I will again have the pleasure of working with you under conditions where we can build up an organization with the efficiency that all true construction men love.

Sincerely yours,

/s/ THEODORE WYMAN, JR.,
*Colonel, Corps of Engineers,
District Engineer.*

[2190]

HEADQUARTERS 7TH AIR FORCE,
Hickam Field, T. H., 6 April 1942.*To Whom It May Concern:*

During the period October 27, 1941 to February 9, 1942, during which the undersigned was stationed at and in Command of Bellows Field, T. H., Mr. Robert Hoffman was area Superintendent for Hawaiian Constructors.

I found him to be especially cooperative.

He seemed to anticipate the construction needs of the post and missed no opportunity to offer practical suggestions.

His company, through him, was willing to do everything practical to speed up construction so the field could be gotten ready for operations.

(s) LEONARD D. WEDDINGTON,
Colonel, Air Corps,
Deputy Chief of Staff.

HEADQUARTERS BELLOWES FIELD,
OFFICE OF THE COMMANDING OFFICER,
Bellows Field, T. H., 8 April 1942.

AM/jsv

In reply refer to:

Mr. ROBERT HOFFMAN,
Hawaiian Constructors, Bellows Field, T. H.

DEAR MR. HOFFMAN: It has been a distinct pleasure to be connected with you [2191] during the past four months. In my capacity as S-4 of this station, I was in almost daily contact with your activity.

Since the outbreak of war, there has been an incredible increase of the work heaped upon your organization, with all its attendant confusion. It was often a thing to marvel at to know that one man could handle all the details that came under your care, and still stand up under it with a smile.

Few people here know or properly appreciate the many things that you have done for the men of the service. Fortunately you were just a bit out of reach of a lot of red tape. This enabled you to do many of the things that you have done for the men here. However, without your intense desire to do things for the comfort and recreation of the soldiers, many of these things would have been left undone.

Your all around spirit of cooperation has been "above and beyond the call of duty". My only hope is that your successor may be half as cooperative and half as interested in our fighting men as you have always been.

With the sincere hope that our paths may cross again, I wish to bid you

Aloha,

(s) A. MEULENBERG,
Lt. Col., Air Corps.

HEADQUARTERS BELLOWES FIELD,
OFFICE OF THE COMMANDING OFFICER,
Bellows Field, T. H., 20 April 1942.

[2192] In reply refer to:

Mr. ROBERT HOFFMAN,
c/o Hawaiian Constructors, Bellows Field, T. H.

MY DEAR ROBERT: It is with sincere regret that I find you leaving your work with the Hawaiian Constructors at Bellows Field. Since I have been in command of Bellows Field, I have worked with you daily and have always found you to be very, very cooperative, and in my opinion, an excellent engineer and constructor. I don't believe it would be possible for them to fill your place adequately.

I wish you great success in your undertakings, and please remember always that you carry my sincere respect and affection with you wherever you go.

Truly and sincerely,

(s) W. C. FARNUM,
Colonel, Air Corps,
Commanding.

HEADQUARTERS SEVENTH AIR FORCE BASE COMMAND,
OFFICE OF THE COMMANDING GENERAL,
Hickam Field, T. H., 21 April 1942.

To Whom it May Concern:

I have known Mr. Robert Hoffman since September, 1941, in the capacity of superintendent of construction for the Army project at Bellows Field, T. H. Mr. Hoffman is an exceedingly trustworthy man who will [2193] give complete cooperation to his superiors. He will, however, insist upon honest dealings which is an asset hard to find. He is eminently qualified to direct airport construction.

The above opinions are based upon my observations of him while I was serving as Commanding Officer of Bellows Field, T. H., and as Commanding Officer of the Seventh Air Force Base Command, a command which supervises all Air Corps construction in the Hawaiian Islands.

It is with much regret that our associations are now terminated.

/s/ W. E. FARTHING,
Brigadier General, U. S. Army,
Commanding.

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
McMurray, Alberta, Canada, August 2, 1942.

Address replies to: Officer in Charge.

To Whom it May Concern:

I have known Mr. Robert Hoffman for a period of two months through intimate daily contact on the Canal Project.

In his position as Superintendent for the constructors, Bechtel, Price and Callahan, he has at all times displayed untiring energy and a rare ability to get things done in a minimum of time.

/s/ J. N. KRUEGER,
Lt. Col., Corps of Engineers,
Base Zone Commander.

[2194] Mr. BURTON. Had you occasion to be in Hawaii and surrounding territory?

Mr. HOFFMAN. Yes, from March 1941 until May 2, 1942.

Mr. BURTON. In what capacity were you there?

Mr. HOFFMAN. As area superintendent for the Hawaiian Constructors who held the prime Army contracts with the U. S. Engineers. The various superintendency covered everything on the windward side of the Island of Oahu, from Diamond Head to Kihukua. It embraced all of the defense work, airports, utilities, artillery camp stations, roads, air raid warning stations, in fact all Army work for a distance of some 70 miles along the coastline; especially Bellows Field, Camp Ulupau, Camica Hospital Base and Airfield Zero as it was not named at that time. Total valuation of that portion of the contract was approximately \$20,000,000. Prior to assuming the area, set up the working force at Wheeler Field, and prior to that the working force at Hickam Field, all of the work done under the District Engineer, a Colonel Theodore Wyman, Jr., succeeded in February 1942 by Colonel Lyman, who, in April, became General Lyman, now deceased.

Mr. BURTON. Did you have any supervision over any other construction work in that territory?

[2195] Mr. HOFFMAN. All construction work in the territory.

Mr. BURTON. Did you have any supervision over construction work on any of the Pacific Islands?

Mr. HOFFMAN. None at all.

Mr. BURTON. Do you know the firms which composed the Hawaiian Constructors?

Mr. HOFFMAN. Yes, the Rohl-Connolly Company who started the original negotiations with Colonel Wyman in Los Angeles; the Callahan Construction Company of Dallas and Los Angeles; the Gumbler-Shirley Company of Lincoln, Nebraska, and Los Angeles; the Hawaiian associate operating under the name of Ralph A. Wooley.

This group of constructors was augmented shortly after December 7, 1941 when all contracts by other contractors were cancelled by Colonel Wyman and the concern known as the Hawaiian Contractors, sponsored by Walter Dillingham, and actually headed by a Mr. Bennett were taken in the organization.

Mr. BURTON. Do you mean that the Hawaiian Contractors did have contracts and they were cancelled by Colonel Wyman after December 7, and that thereafter the Hawaiian Contractors became associated with the Hawaiian Constructors?

Mr. HOFFMAN. Correct. Mr. Dillingham put on the active operating committee, which was the top committee, a Mr. Bennett.

Mr. BURTON. You spoke of an operating committee, of what persons was that composed?

[2196] Mr. HOFFMAN. Hans Wilhelm (Bill) Rohl, Paul Grafe, Mr. Bennett, and Ralph Wooley.

Mr. BURTON. What were the dates of the first negotiations?

Mr. HOFFMAN. Talk of it started in December 1940, the actual contract came into effect sometime in February. I didn't get over there until the latter part of April 1941.

Mr. BURTON. Do you know anything about the negotiations for these contracts?

Mr. HOFFMAN. The close association of Rohl and Major Wyman during Major Wyman's tenure of office as District Engineer of Los Angeles; it was common knowledge among the contractors on the West Coast that nobody could get a contract outside of Rohl with Major Wyman.

Rohl had secured one contract down at Long Beach through Major Wyman.

Mr. BURTON. Did you ever talk with any contractors about this?

Mr. HOFFMAN. Yes, I talked to several contractors offhandedly, as to just where Rohl got his pull and how he became so powerful in being able to pick up these contracts out of the air when the rest of them were fighting for them.

Mr. BURTON. Did they give you any reason why he had that influence?

Mr. HOFFMAN. No, just that the reputation of Rohl was such that he was known to have paid and bought his way in contractual [2197] work for years on the West Coast. Rohl was not liked by the West Coast contractors.

Mr. BURTON. Coming back to this operating committee in Hawaii, can you state whether any one person was a dominant figure?

Mr. HOFFMAN. Rohl was the dominant figure. In fact, so much so that after the committee was formed, along the latter part of September or the first part of October, conditions for the operating superintendents became much worse.

Mr. BURTON. Was that in 1941?

Mr. HOFFMAN. It became much worse for procuring of equipment and materials due to Rohl consistently bungling as operating director.

Mr. BURTON. Could you say that any delay in the construction work was occasioned by the handling by Rohl?

Mr. HOFFMAN. Definitely so. Let me add that can be verified by a statement from Mr. Clapp, who was brought over there to Hawaii as project engineer about the first of December 1941, and who after four weeks had a very severe verbal battle with Rohl on account of the operations and he left the island and came back to the mainland.

Mr. BURTON. Do you know of any protests on the part of Wyman to Rohl that the work was being delayed?

Mr. HOFFMAN. No, the incompetence of Colonel Wyman could offer no protest to anyone.

[2198] Mr. BURTON. Do you mean that Colonel Wyman was inefficient?

Mr. HOFFMAN. Definitely so.

Mr. BURTON. Can you give any reason for that?

Mr. HOFFMAN. As a field construction engineer, Colonel Wyman couldn't handle a construction job in civilian life. He surrounded himself with men who would say nothing but yes, therefore he denied himself the privilege of ideas that would expedite the work and the materials; in other words doing a good job, it could not be done with his arrogance.

Mr. BURTON. Do you recall when Rohl came to Hawaii?

Mr. HOFFMAN. I would say the latter part of September 1941.

Mr. BURTON. Did Colonel Wyman act upon the recommendations of Rohl in opposition to those of other persons?

Mr. HOFFMAN. Yes, the recommendations of Rohl who wasn't qualified to handle that job were detrimental to good operations in completing the work assigned.

Mr. BURTON. Did you find that non-completion of the work was detrimental to the interests of the United States?

Mr. HOFFMAN. Yes, time and time again.

Mr. BURTON. Did Colonel Wyman have the absolute control of the work?

Mr. HOFFMAN. Absolute control.

Mr. BURTON. Did he have to report to any superior officer?

Mr. HOFFMAN. I imagine he had to report to Colonel Hannum who was, up until December 7, the District Engineer with head- [2199] quarters in San Francisco. Hawaii at that time was not an individual Division Office—it was part of the Division Office of San Francisco. After December 7 it became an individual office and Wyman was made a District Engineer.

Mr. BURTON. From that time on he was in complete authority?

Mr. HOFFMAN. He was in complete authority prior because his reports, if he made any and he must have, could not have been truthful based on the actual work completed at that time. Any ordinary construction man by checking the reports could have found out that something was vitally wrong.

Mr. BURTON. Did you ever have any conferences with Wyman about the delays?

Mr. HOFFMAN. Yes, many of them in which there was very little satisfaction and one in particular which took place at Colonel Wyman's call for all of the area engineers and area superintendents to meet in his office. This was in the latter part of August 1941 and in the presence of Paul Grafe, one of the associate contracting companies in the Hawaiian Constructors. The statement best remembered is one by Colonel Wyman who said, "You men have fallen down. I expected you to spend two million dollars a week and you are only spending one. What are you going to do about it?"

Mr. BURTON. Do you recall any of the answers made to Wyman?

Mr. HOFFMAN. There were many answers. In fact, all of the superintendents said, "Give us more equipment and more material [2200] and we will give you the expenditure."

Mr. BURTON. Is it a usual thing to complain to contractors that they are not spending enough money?

Mr. HOFFMANN. On the contrary, it is the usual complaint of the owner to ask for expeditious completion of the assigned tasks at the lowest possible costs. We never speak of making expenditures without a definite assignment of a definite task or certain work to do.

Mr. BURTON. Do you recall whether Rohl was present at that meeting?

Mr. HOFFMAN. He was not at that time.

Mr. BURTON. Did any of the persons present complain about Rohl's attitude and activities?

Mr. HOFFMAN. I might safely say that every superintendent on the job complained of Rohl's bungling of the whole job, in fact, several of the superintendents resigned and broke their contracts because of it.

Mr. BURTON. Do you recall what part of this construction was the installation of permanent warning signals, or are they air raid signals?

Mr. HOFFMAN. Permanent Air Raid Warning Signals, referred to as AWR.

Mr. BURTON. Do you recall if there was any delay in the installation of these stations?

Mr. HOFFMAN. Yes, in my areas there were delays on four of [2201] them.

Mr. BURTON. Can you give any reason for that?

Mr. HOFFMAN. Inefficient operation and direction by the operating committee of the Hawaiian Constructors, of which Mr. Rohl was the head.

Mr. BURTON. Could those warning stations have been completed by December 7, 1941, the date of the attack upon Pearl Harbor?

Mr. HOFFMAN. Yes, sir. There were ample men and ample material. All of the AWR stations on that side of the island particularly were tunneled out of the rock formations along the sea, and we had ample tunnel equipment as far back as August 1941.

Mr. BURTON. Had those stations been completed and in operation by December 7, would it, in your opinion, have aided in detecting the approach of planes?

Mr. HOFFMAN. Yes. If the stations were working, in effect and force, they would have detected the approach of planes.

Mr. BURTON. Had Rohl conducted the contract work in an efficient manner and utilized the men and equipment as he should have done, could these air raid warning stations have been completed by December 7?

Mr. HOFFMAN. Yes, sir.

Mr. BURTON. Can you state whether or not it was generally understood that these Air Raid Warning Stations were considered [2202] vital to the defense of Hawaii?

Mr. HOFFMAN. Very much so.

Mr. BURTON. I show you a document which is entitled, "State by Robert Hoffman, Area Superintendent, 5th Field Area, Bellows Field", and ask you if that document was prepared by you.

Mr. HOFFMAN. Yes, sir.

Mr. BURTON. Mr. Chairman, I ask that that be submitted as Exhibit No. 1.

(The document referred to was marked as Exhibit No. 1, of 1/24/44.)

Mr. BURTON. Can you give the date that this was prepared?

Mr. HOFFMAN. It was completed April 29, 1942.

Mr. BURTON. This statement is composed partly of narrative and partly of exhibits?

Mr. HOFFMAN. That is correct.

Mr. BURTON. Do any of these exhibits reflect upon the progress, or lack of progress of the construction work in Hawaii?

Mr. HOFFMAN. They do.

Mr. BURTON. I will ask you to point out some of the exhibits which bear upon these questions.

Mr. HOFFMAN. These are the exact copies of the originals. One or two are addressed to Rohl that definitely tie him into the thing you want. I think. Exhibit No. 20, dated March 10, [2203] 1942, is a memorandum to Mr. Rohl asking reasons why the tunnel work was stopped at Bellows Field after General Tinker and General Farthing agreed to go ahead with it immediately, as the tunnel would be the only supply depot for aviation gas for the windward side of the island. General Tinker advised me personally that it was one of the most important items of quick defense required for Hawaii.

Mr. BURTON. Mr. Chairman, I ask that this particular memorandum be spread upon the record.

Mr. COSTELLO. Be it so ordered.

(The memorandum referred to is as follows:)

Exhibit No. 20

Memorandum to H. W. Rohl.
From Robert Hoffman.
Date: March 10, 1942.

We are at a loss to understand why our original list, which you recommended be mailed to the 15th Area, on equipment necessary for tunneling, was stopped. Mr. Lomax advises that you held up this list without notation to hold in abeyance. Your call last night seemingly advised that we proceed at once.

Will you kindly advise this office whether we are to proceed and, if so, give us some help in securing the equipment and we shall give you a pretty good job. I have the men and am anxious to hand much the second tunnel cheaper and faster than was done with the equipment on the previous job.

[2204] We fully understand the difficulty in securing equipment and general conditions pertaining to the entire setup, but we still feel that you can give us some help, and we shall do our best with what we have to work with.

We thank you for your help.

ROBERT HOFFMAN,
Superintendent Fifth Field Area.

RH/nf
Address Reply to District Engineer
U. S. Engineer Office
P. O. Box 2240, Honolulu, T. H.

[2205] Mr. BURTON. Have you any knowledge of contracts which related to defense installations and projects on the islands of the Pacific held by the Hawaiian Constructors?

Mr. HOFFMAN. Yes, general knowledge. The heads of the Hawaiian Constructors had another organization called Territorial Constructors which was headed by Paul Grafe, who was second in command of the Hawaiian Constructors. Those contracts were let, however, by Colonel Wyman on the Island of Hawaii, the Island of Lanai, and the Island of Kauai, but the two organizations didn't mix although they were headed by the same group. One was called Territorial Constructors on the outlying islands.

Mr. BURTON. Is it true that the Hawaiian Constructors had a contract on some of the Pacific Islands?

Mr. HOFFMAN. That is true, sir. Some of my men were shipped down to some of those islands at various times to work.

Mr. BURTON. Did you have any occasion to come in contact with Paul Grafe?

Mr. HOFFMAN. Yes, Paul Grafe was my immediate superior and up until the time that Rohl came to Hawaii, Paul Grafe was in command of the work.

Mr. BURTON. Did each of the companies associated with the Hawaiian Constructors have their representatives on the jobs?

Mr. HOFFMAN. No, not at all. Paul Grafe acted for all of them when he was head, with the exception of Mr. Wooley who was the Hawaiian part of the constructors. Paul Grafe [2206] acted for Gunther-Shirley and Callahan, and if you look back to Los Angeles, you will find that the Gunther-Shirley offices and the Callahan offices are in the same building, Suite No. 714 West Olympic Boulevard.

Mr. BURTON. After Rohl came to Hawaii in September of 1941 did he supersede Grafe so far as having charge was concerned?

Mr. HOFFMAN. Yes. He seemed to be the top man.

Mr. BURTON. That was for all of the companies?

Mr. HOFFMAN. All of them.

Mr. BURTON. Mr. Chairman, I would like your permission at this point to submit and be spread upon the record a letter dated December 10, 1943, from the Immigration and Naturalization Service of the Department of Justice to me which gives the Immigration and naturalization record of Hans Wilhelm Rohl.

The CHAIRMAN. Be it so ordered.

Mr. BURTON. I would like to say at this point that this letter shows that Hans Wilhelm Rohl came to the United States the first time on October 23, 1913. It further shows that during all of the years he was in the United States until September 1941 he made no attempt to become naturalized, although during the latter part of his being in the United States he enjoyed the benefit of Government contracts.

Mr. ELSTON. Before he was naturalized?

Mr. BURTON. Before he was naturalized.

Mr. ELSTON. Where did he come from?

[2207] Mr. BURTON. He came from Germany.

The CHAIRMAN. Had he taken out any papers prior to September 1941?

Mr. BURTON. He apparently had taken out first papers. On September 15, 1941, after he had obtained contracts for installations of defense work in Hawaii he made strong effort to become naturalized and on September 15, 1941, he was naturalized in the Court of Judge J. F. T. O'Connor and left that day for Hawaii.

(The letter referred to is as follows:)

[2208]

EARL G. HARRISON, COMMISSIONER

246-C-5256161

DEPARTMENT OF JUSTICE,
IMMIGRATION AND NATURALIZATION SERVICE,
Philadelphia 2, December 10, 1943.

Mr. H. RALPH BURTON,

General Counsel, Committee on Military Affairs,
Room 519, Old House Office Building,
Washington, D. C.

DEAR MR. BURTON: This will acknowledge the receipt of your letter of December 4, 1943, in which you state that you have been directed to obtain, and therefore request for the use of the Committee, a fully detailed statement of the record in the files of this Bureau relating to one Hans Wilhelm Rohl.

The records of this office show that Hans Wilhelm Rohl (John William Rohl), then residing at 8159 Hollywood Boulevard, Los Angeles, California, filed petition for naturalization in the United States District Court for the Southern District of California on March 10, 1941, under the provisions of Section 310 (a) of the Nationality Act of 1940. In that petition the alien stated that he was a contractor:

that he was born at Lubeck, Germany on September 29, 1886; and that he was of the German race and German nationality. He alleged that he was married on August 26, 1925, at San Francisco. [2209] California; that the

name of his wife was Floy Edith; that she was born at Iola, Kansas on October 27, 1890; and that she then resided with him. He claimed arrival in the United States at the port of New York, New York on October 23, 1913, on the S. S. Santa Marta, and was legally admitted for permanent residence. He alleged that he had four children, all born in Sacramento, California, in 1916, 1918, 1921 and 1923, respectively. He claimed residence in California continuously since October 1926. His application to file a petition alleged residence in Ely, Nevada, from November 1913 to October 1914; in Sacramento, California, from October 1914 to January 1923; and in San Francisco, California, from January 1923 to October 1926. His petition was duly verified by the affidavits of two witnesses, Thomas E. Connolly, contractor, 2400 Fulton Street, San Francisco, California, and Karl Lewis, physician, 9654 Olympic Boulevard, Beverly Hills, California, who averred in their affidavits that they had known the alien at Los Angeles, California, since January 1, 1937.

The record of preliminary examination of Mr. Rohl shows that he testified that his present marriage was his second one. He testified that his first marriage was to Marian Henderson at Sacramento, California, in December 1914, and that his four children were the issue of this marriage. He testified further that he and his first wife separated in 1923, and that she obtained a final decree of desertion. He testified further [2210] that he paid each child \$75 a month and that his first wife had remarried and was living at Sacramento, California. He promised to furnish later the address of his first wife.

Mr. Rohl produced at the preliminary examination his certificate of marriage to his present wife, which certificate was returned to him. Her birth in the United States was proved by the affidavit of her sister and her divorce from her first husband (she had been married one time before her marriage to Mr. Rohl according to the record) was proved by the production of a duly authenticated copy of the court record of the final judgment of divorce.

Mr. Rohl called at the Los Angeles Office on March 11, 1941, and admitted that his testimony at the preliminary examination concerning his first marriage was not correct. He asserted that he was not legally married to Marian Henderson but that he had lived with her from 1914 to 1923; that he was the father of their four children; that they had lived together only in California (wherein commonlaw marriages are not recognized); and that there had not been any kind of ceremony. He asserted further that she was then living at 2371 Portola Way, Sacramento, California, and that their two minor children were living with her. He asserted further that he had entered into property settlement with her on April 22, 1925, and furnished a copy of the written agreement. This agreement shows that he promised to pay to Marian Rohl \$70 per month during [2211] her lifetime or until she should remarry, and that he promised to pay \$45 per month for each of their four minor children, such payments to continue during the minority of each child. Mr. Rohl's first "wife", Mrs. Marian Clark, was interviewed by a representative of this Service at Sacramento on March 29, 1941, and she confirmed the story of their relations, as admitted by Mr. Rohl, and said that he had done everything he promised in the agreement.

The record shows that Mr. Rohl testified at the preliminary examination that he had never been in the United States before his arrival on October 23, 1913, and disclosed several absences since that time, which will be mentioned below.

He asserted that he left New York on November 27, 1924, on the S. S. Deutschland; that he spent three or four days in and the remainder of his visit abroad in London, England; and that he returned at New York on January 10, 1925, on the S. S. France, in possession of a reentry permit. This return was verified by the New York office.

He asserted that in 1931 and 1932 he made about ten trips to Mexico in connection with construction work on a road between Monterrey and Mexico City; that the longest single absence was not over three weeks; and that he departed and reentered at Laredo, Texas. Efforts to verify these reentries were unsuccessful, the Inspector in Charge at Laredo reporting that the records of that port failed to disclose any record [2212] of any kind at any time relating to Mr. Rohl.

The record shows further that Mr. Rohl testified at the preliminary examination that he traveled on the yacht "Ramona" from New York to San Diego, California, in 1933, arriving at San Diego on the day before Labor Day, in September. The journey was through the Panama Canal. He asserted that the vessel stopped at Acapulco, Mexico for ten hours to take on fuel and that there were no other stops en route. The records of this Service at the San Diego office show that the yacht "Ramona" arrived at that port from New York on September 3, 1933, and that

the owner of the yacht was H. W. Rohl, 3278 Wilshire Boulevard, Los Angeles, California. His name did not appear on the crew list.

The record shows further that Mr. Rohl testified at the preliminary examination that he traveled on the yacht "Vega" from Jacksonville, Florida, to Honolulu, and thence to Los Angeles. He asserted that he departed from Jacksonville in November 1937; that he arrived at Los Angeles in February 1938; and that the only stop en route was at Honolulu. The records of this Service at the Honolulu office show that the yacht "Vega" arrived at Honolulu on January 21, 1938, from Balboa, Canal Zone, with four passengers and sixteen crewmen. The crew list was visaed at Nassau, Bahamas, and again at Balboa, Canal Zone, since there were five aliens among the members of the crew. The four passengers were manifested and [2213] one of them was shown as H. William Rohl, (M), born September 29, 1886, at Tola, Kansas.

Information came to this Service, apparently from the records of the Bureau of Internal Revenue, that Mr. Rohl asserted in his income tax return for the years 1938 and 1939 that he was a United States Citizen and that in the course of an investigation in 1934 he was asked the question, "Are you a citizen of the United States" and he answered, "Yes, I am. I was naturalized in 1921."

Mr. Rohl was called to the Los Angeles office and was interrogated under oath on April 30, 1941. He was questioned about his marital history and his absences and his income tax returns, among other things. He explained his testimony at the preliminary examination that he had been married to Marian Henderson by the assertion that he believed commonlaw marriages were recognized in California. Concerning his testimony at the preliminary examination that his wife, Marian Henderson, had obtained a divorce from him, he was asked, "Were any divorce proceedings ever had between Marian Henderson and yourself" and he answered, "No, a settlement was made." He was asked further for his reasons for stating that he had been divorced, and answered, "We made settlement and signed an agreement." He asserted that he was never questioned by the officers of this Service at Laredo as to his citizenship when returning from any of his visits to Mexico in 1932, and was [2214] merely asked where he lived. He denied making any claim that he was a citizen of the United States during the course of these reentries. He asserted that he purchased the yacht "Ramona"; that it was registered in his wife's name; and that he was not inspected when he landed from this vessel at San Diego in 1933. He also asserted that he purchased the yacht "Vega"; that his wife also purchased it; and that he does not know how it happened that he was manifested as a native of Tola, Kansas, upon arrival of the vessel at Honolulu on January 21, 1938. He asserted that he was not inspected and admitted by an immigration officer; that he was not asked any questions; and that he never said that he was born in Kansas. He admitted that some of his income tax returns had shown him to be a citizen of the United States, but asserted that his income tax forms were prepared by an auditor; that he only went over the work sheets with the auditor; and that he had no knowledge until recently that the returns contained a cross in a box to indicate that he was a citizen of this country. He denied ever making a statement to the Bureau of Internal Revenue in answer to a question, "Are you a citizen of the United States" that "Yes, I am. I was naturalized in 1921." He asserted that he was not in possession of a reentry permit or an unexpired immigration visa upon any of his reentries from Mexico, or when he landed at San Diego in 1933 from the yacht "Ramona" or when he arrived at Honolulu in 1938 on the yacht "Vega".

[2215] Another sworn statement was taken from Mr. Rohl at the Los Angeles office on May 22, 1941, which explored his absences from the United States as mentioned above. Thereafter, on May 27, 1941, the Inspector in Charge at Los Angeles submitted a formal application for warrant of arrest to the Central Office. The application recited Mr. Rohl's last entry into the United States as being at Honolulu, T. H., on January 21, 1938, ex yacht "Vega" and applied for warrant of arrest on the charge that "He is in the United States in violation of the Immigration Act of 1924, in that at the time of his entry he was not in possession of an unexpired immigration visa." The Central Office concluded on July 10, 1941 that no ground for deportation proceedings appeared to exist, pointing out that it did not appear that it was necessary for Mr. Rohl to have any documents at the time of his arrival at Honolulu on January 21, 1938, he having the status of legally admitted resident of the United States at that time. It was also pointed out that the three-year period of limitation provided by the statute had expired, reference apparently being made to the charge of entry without inspection.

Prior to the hearing on this petition, the Immigration and Naturalization Service received a letter, dated August 28, 1941, from Brigadier General John J. Kingman stating, among other things, that the services of Mr. Rohl were of vital importance because of his peculiar qualifications and the scarcity of [2216] qualified supervisory personnel. He stated further that it was the understanding of his service that Mr. Rohl's loyalty to the United States was beyond question, and then requested that the granting of Mr. Rohl's final citizenship papers be expedited.

Inquiry was made of the local office of the Federal Bureau of Investigation regarding this alien immediately following the filing of his petition for naturalization with negative results.

Mr. Rohl's petition for naturalization was heard by the court on September 15, 1941, along with the petitions of two other aliens. It was the practice at that time, when a case had facts to be presented to the court, to prepare a written report to the court reciting the relevant facts. Enclosed herewith is a copy of this report to the court. The facts in the case were presented to the court without objection and without recommendation. After considering the facts, the court entered an order admitting Mr. Rohl to citizenship on September 15, 1941.

Sincerely yours,

/s/ Earl G. Harrison
EARL G. HARRISON
Commissioner

Enclosures

83608—Hans William Rohl

Petition filed 3/10/41

No objection will be made to the granting of this petition. For the information of the court, however, the results of the [2217] investigation made in connection with the case are herewith presented.

The petition was filed on 3/10/41 under the provisions of Section 310 (a) of the Nationality Act of 1940, which grants certain exemptions from the usual requirements of the naturalization law to the spouse of a United States citizen and which requires proof of good character for a period of at least one year immediately preceding the filing of the petition.

The petitioner was born in Germany in 1886 and has resided in the United States since 1913. From about 1916 to 1925 he lived with one Marion Henderson in the State of California but they were not legally married and no marriage ceremony of any kind was performed. As a result of their relationship four children were born to them. On April 22, 1925, they entered into a written agreement under the terms of which Marion Henderson was to have the use of the home property in Sacramento, California, and to receive \$70 per month during her lifetime or until she should marry. He was also to pay her \$45 per month, for the support of each child during minority. The investigation shows that the terms of this agreement have been fulfilled by the petitioner. He married his present wife, who is a citizen of the United States, on August 26, 1925, and has resided with her continuously since then.

There is some evidence to indicate that the petitioner has represented himself as a United States citizen. The petitioner [2218] has stated, however, that he has never believed himself to be a citizen and has never wilfully represented himself as a citizen of the United States.

In 1932 the petitioner made 10 or 12 trips to Mexico in connection with a contract which he had to build roads there and on these trips left and reentered the United States at Laredo, Texas. The Immigration Service has reported that he has no record of his inspection upon his returns from these absences. The petitioner states that he was never questioned as to his citizenship but was only asked where he lived and was permitted to reenter the United States.

On September 3, 1933, the petitioner arrived at San Diego, Calif., on the yacht, "Ramona", which was registered in the name of his wife, on a trip from New York. He was not listed on the manifests as a passenger or member of the crew and there is no record that he was inspected as required by the immigration law. The petitioner has stated that the immigration officers came aboard but that he was not asked any questions by them.

On January 21, 1938, the petitioner arrived at Honolulu, T. H., on the yacht, "Vega", which was registered in the name of his wife, on a trip from Jacksonville, Florida. The manifest data on file with the Immigration Service shows that he was manifested as having been born in Kansas and he was, therefore, not inspected. The petitioner has stated that he did not [2219] claim

to have been born in Kansas and he was not asked any questions by the immigration officers.

All of the facts in connection with the petitioner's reentries into the United States were presented to the Department in Washington and it was decided on July 10, 1941, that, in view of all of the evidence, it was not a proper case in which to institute deportation proceedings.

The records of the Bureau of Internal Revenue show that for the past several years it has been shown on the petitioner's income tax returns that he is a citizen of the United States. The petitioner has stated that his returns were made out by an auditor; that he only went over the work sheets with the auditor and did not know that the completed forms showed that he was a citizen and that he believes the auditor assumed he was a citizen and he is certain that he did not state to him that he was. It is understood that the classification as a citizen would not have changed the amount of the tax.

The records of the Customs Service, Los Angeles, show that the Rohl-Connolly Co., of which the petitioner is the president, owned and operated a number of vessels from 1934 to 1940 in violation of the law in that the petitioner, who was the president of and a stockholder in the company, was an alien. The penalty provided is forfeiture of the vessels. The petitioner, however, made a cash settlement of the claim against the company on 9/4/41 of \$25,000. It does not appear [2220] that there was a willful violation of the law and no criminal action is contemplated.

The petitioner is the President of the Rohl-Connolly Contracting Company, located at 4351 Valley Blvd., Los Angeles, and has been awarded a secret contract in connection with a defense construction project in Honolulu. His participation in this project is being held up until he has been naturalized.

Mr. BURTON. I would like also at this time to submit a list of long-distance telephone calls between Hans Wilhelm Rohl and Colonel Theodore Wyman, Jr., in Hawaii, both before and after September 15, 1941, on which date he became naturalized.

The CHAIRMAN. The name Hans Wilhelm Rohl is rather significant, I think.

Mr. ELSTON. Do I understand he got contracts before September 15, 1941?

Mr. BURTON. Yes, he got the first contract in Hawaii on December 20, 1940.

Mr. ELSTON. Had he taken out his first naturalization papers then?

Mr. BURTON. He apparently had taken out first papers at that time because he became naturalized in 1941, September 15.

(The list of telephone calls is as follows:)

[2221] TELEPHONE CALLS—HANS WILHELM ROHL TO COL. THEODORE WYMAN, JR.

Los Angeles, California, from Room 9334, Biltmore Hotel, Rohl to Wyman, Honolulu, Telephone No. 98874, between 2:00 and 3:00 P. M. Person to person call. Charge \$10.20. (July 15, 1940.)

Los Angeles, California, from Room 9227, Biltmore Hotel, Rohl to Col. Wyman, National 5400, Washington, D. C., between 2:00 and 3:00 P. M. Person to person call. Charge \$6.00. (December 21, 1940.)

Los Angeles, California, GRA 4489, Rohl to Colonel Theodore Wyman, District Engineer, Telephone No. 98874, Honolulu, Oahu, Hawaii, at 7:42 P. M. Time 8 minutes. Person to person call. Charge \$24.00. (January 4, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer, (Major Robertson?), Telephone No. 3471, Honolulu, Oahu, T. H., at 5:21 P. M. Time 3 minutes. Charge \$9.00. (January 9, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, District Engineer, Telephone No. 3471, Honolulu, Oahu, T. H., at 8:10 P. M. Time 11 minutes. Person to person call. Charge \$33.00. (January 17, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer, Telephone No. 67731, Honolulu, Oahu, T. H., at 2:55 P. M. (February 5, 1941.)

[2222] Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer, Honolulu, Oahu, T. H., at 5:47 A. M. (March 19, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, Telephone No. 67731, Honolulu, Oahu, T. H., at 10:13 A. M. Time 5 minutes. Person to person call. Charge \$48.00. (May 22, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, Telephone No. 67731, Honolulu, Oahu, T. H., at 10:13 A. M. Time 5 minutes. Person to person call. Charge \$15.00. (October 30, 1941.)

Los Angeles, California, GRA 4489, Rohl to Theodore Wyman, District Engineer, U. S., Telephone No. 67731, Honolulu, Oahu, T. H., at 4:12 P. M. Time 8 minutes. Person to person call. Charge \$24.00. (October 31, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wyman, District Engineer, Honolulu, Oahu, T. H. Time 5 minutes. Person to person call. Charge \$15.00. (October 31, 1941.) At 1:45 P. M.

Los Angeles, California, GRA 4489, Rohl to Theodore Wyman, District Engineer, U. S. Army, Telephone 67731, Alexander Young Bldg., Honolulu, Oahu, T. H., at 12:20 P. M. (November 3, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Wyman, District Engineer of U. S. A., Telephone No. 67731, Honolulu, Oahu, T. H., at 12:32 P. M. Time 5 minutes. Charge \$15.00. [2223] Person to person call. (November 8, 1941.)

Los Angeles, California, GRA 4489, Rohl to Col. Theodore Wieman, District Engineers Office, Honolulu, Oahu, T. H., at 3:36 P. M. Time 8 minutes. Person to person call. Charge \$24.00. (November 12, 1941.)

Mr. BURTON. Did Paul Grafe act with efficiency?

Mr. HOFFMAN. No, because Paul Grafe is not a construction man nor an engineer. He promoted the jobs and kept the contact good. By that I mean he was very close to Colonel Wyman. They were constantly together.

Mr. BURTON. How close was he to Rohl?

Mr. HOFFMAN. Paul Grafe was Rohl's closest associate.

Mr. BURTON. Do you know anything of Grafe's background?

Mr. HOFFMAN. No, only that I understand he married into the Callahan family, and nothing else.

Mr. BURTON. Did you have any opportunity to observe Colonel Wyman both in and out of office hours?

Mr. HOFFMAN. I did.

Mr. BURTON. Can you state whether or not he indulged heavily in drink?

Mr. HOFFMAN. Yes, I have seen him intoxicated.

Mr. BURTON. Did you have difficulty in getting in contact with Colonel Wyman?

Mr. HOFFMAN. Yes, on many occasions. We could not find him [2224] for a day or two and the usual excuse was that he was out looking over some other project, which was entirely possible.

Mr. BURTON. Did the Hawaiian Constructors have offices in the Pleasanton Hotel?

Mr. HOFFMAN. They had quarters in the Pleasanton Hotel and their offices were in the Panahou School. That was a school comprised of about twenty-five different buildings and immediately after the attack of December 7, Colonel Wyman took over the entire school, gave one building to the Hawaiian Constructors for their offices and he took two or three for himself. Up until that time, their offices were on the fifth and sixth floor of the Young Hotel in Central Honolulu.

Mr. BURTON. Did they do any reconstructing of the school buildings?

Mr. HOFFMAN. Yes, he, Colonel Wyman, did. He built the most expensive air raid shelter imaginable connecting his office building underground where it was air conditioned and good enough to live in.

Mr. BURTON. You mean the air raid shelter connected with his office?

Mr. HOFFMAN. Yes.

Mr. BURTON. How much do you suppose it cost to build?

Mr. HOFFMAN. Offhand, I would say \$125,000 or \$150,000.

Mr. BURTON. In your opinion, was there any need to spend that much money? [2225] Mr. HOFFMAN. It was not necessary at all because it was given up three or four weeks after that.

Mr. BURTON. Then what became of the expenditure?

Mr. HOFFMAN. It was just charged off.

Mr. BURTON. Did any other officers or Government officials build an air raid shelter?

Mr. HOFFMAN. Not that I know of.

Mr. BURTON. Did he reconstruct any other office buildings?

Mr. HOFFMAN. Yes, they were continually remodeling the offices, tearing out partitions and creating new rooms. They had a maintenance crew around the buildings doing this remodeling with the home crew on the grounds. I would say the crew was composed of probably 150 men.

Mr. BURTON. They were constantly at work, then, repairing and reconstructing?

Mr. HOFFMAN. Yes, sir.

Mr. BURTON. In your opinion, was there any need to do that to the extent that it was done?

Mr. HOFFMAN. No, not to the extent that it was done.

Mr. BURTON. Can you state whether Rohl had complete access to the plans and designs and locations of the defense projects and installations in Hawaii?

Mr. HOFFMAN. He had access to every single plan there. He was the boss.

Mr. BURTON. Do you have any knowledge as to whether he was [2226] advised of those plans before he came to Hawaii?

Mr. HOFFMAN. I wouldn't know, but after he came there he had every access.

Mr. BURTON. Did the firm of Sverdrup and Parcel have anything to do with the construction on Hawaii?

Mr. HOFFMAN. No, nothing on the island at all. They had work on the outlying islands.

Mr. BURTON. Can you state anything about the personal relations of Rohl and Wyman?

Mr. HOFFMAN. Rohl was very close to Wyman and Wyman to Rohl. Their drinking parties at the Moana Hotel were dual drinking parties between the two of them and it became common property around Honolulu that you do business only with a bottle of gin between you, this always referring to Rohl and Wyman.

Mr. BURTON. Just what was the occasion of Rohl calling you when he was drinking?

Mr. HOFFMAN. The actions of drunken men are beyond by understanding. Can I refer you to Exhibit No. 11 dated March 18 in which I called Mr. Rohl's attention to calling me at 2:30 in the morning the evening of March 17, 1942, in which I took exception to his drunken talk and wrote him a letter about it?

Mr. BURTON. I hand you a memorandum dated March 18, 1942, from you to H. W. Rohl; subject—Defense at Ulupau. Is that a copy of the letter?

[2227] Mr. HOFFMAN. That is an exact copy of the letter to which I just referred.

Mr. BURTON. Mr. Chairman, I ask that this letter be spread upon the record. The CHAIRMAN. Be it so ordered.

(The letter referred to is as follows:)

[2228]

Exhibit No. 11

To: H. W. Rohl.

From: Robert Hoffman.

Date: March 18, 1942.

Subject: Guns at Ulupau.

Your call at 2:30 the morning of the 17th, requesting additional information on the replacement of guns at Ulupau, while merited, was a surprise, in view of the facts as chronologically related below:

It so happens that on the morning of March 16th, at 9:30 the writer for the first time saw the detail plan of the bolt and plate installations on this gun—in the office of Mr. Lloyd, the assistant area engineer. The writer to date, two days later, still has no plans, but merely a takeoff which was made.

There have been constant rains in the Ulupau and Bellows areas since March 2nd and, with the red clay surrounding Ulupau, it was, therefore, impossible to even move into excavation, although two gun excavations had already been made, with the exception of the trim.

Yesterday morning, just six hours after talking to you and Colonel Robinson, we are advised that the grade had been changed on the excavations, made by the survey party, so that we had to work back in again and reset.

The bolts for the gun plates had not been ordered by the Engineers and are still not available, as far as I know.

[2229] It is impossible to understand how anyone could expect a job to be done, without plans, pre-ordered materials, favorable weather conditions and with the existing deficiencies on the part of those who started direction of the work.

This is no alibi of the writer or any part of this organization, but merely a statement of fact.

ROBERT HOFFMAN,
*Superintendent,
Fifth Field Area.*

RH/nf

Mr. BURTON. You may proceed, Mr. Hoffman, to describe that.

Mr. HOFFMAN. Rohl was drunk when he called. His conversation did not make sense. You knew that he was drunk calling a man at two-thirty with Colonel Wyman sitting right there in the room just because the two men had gotten drunk and gotten into an argument and they called me to settle their argument.

Mr. BURTON. Did they make calls frequently?

Mr. HOFFMAN. I would say about once a month.

Mr. BURTON. Could you definitely say that they were drunk?

Mr. HOFFMAN. Definitely.

Mr. BURTON. Where did Rohl live?

Mr. HOFFMAN. The first known residence was a house on Blackpoint on Diamond Head Road. His next known residence was a house in Nuannu Field and then after December 7, Rohl told me personally that the Colonel thought it was unsafe for him to be in a house so they moved to the hotel.

[2230] Mr. BURTON. You say "they" moved?

Mr. HOFFMAN. Yes, Rohl and his wife.

Mr. BURTON. Where did Wyman live?

Mr. HOFFMAN. Wyman had a private house prior to December 7. I do not know the address.

Mr. BURTON. Where did he live after December 7?

Mr. HOFFMAN. I understand he moved to the hotel.

Mr. BURTON. Did you ever see him there?

Mr. HOFFMAN. Yes, I saw him there often.

Mr. BURTON. Did you ever see him with Rohl there?

Mr. HOFFMAN. Yes, many times.

Mr. BURTON. I shall appreciate it, Mr. Hoffman, if you would now give a narrative in the nature of an over-all picture of what you found upon arrival in Hawaii, of your experience with the construction work, until you left, and the same regarding your work in Alaska.

Mr. HOFFMAN. I arrived in Hawaii on April 26, 1940, with instructions to report to the Hawaiian Constructors' Office, then quartered at Pier 2, Honolulu. On reporting there, I was advised to proceed to Hickam Field for assignment.

At Hickam Field the following morning, you could find no one who could give any directions as to what was to be done. I had learned from the cutting platform foreman that while he had one or two plans for Army barracks and buildings, that he had no list of pre-cut materials to follow. In order to keep [2231] busy, I took the plans and worked for five days preparing the pre-cut list of lumber and necessary hardware, including concrete aggregates for all the type buildings for which plans were available and submitted them to the Hawaiian Constructors' office who, in turn, gave them to the United States Army Engineers. These lists were then used as examples for the balance of the entire work in Hawaii.

On the sixth day or approximately May 13, I was ordered to Wheeler Field to straighten out a new construction crew who were just starting a contract at that point. After lining up this crew, which took a week, I was ordered to report to Bellows Field and start operations there.

During the first two weeks at Hawaii I quickly found there were no pre-arranged plans for scheduling of work, that the various foremen and superintendents did not know what they were doing, and that the contractors were blaming the engineers and the engineers blaming the contractors.

The work started at Bellows Field about the last week in May 1941, and the problems of construction began due to the inability in securing the necessary materials from the United States Engineers. The supply yards at Fort Kan, which adjoins Hickam Field, had adequate materials and lumber to complete all of the assigned work at that time, but the confusing red tape of the engineers was such that it was impossible to get a requisition through in less than three or four weeks although [2232] the distance was only about twenty miles.

The Area Engineer at Bellows Field for the Fifth Area was Paul J. Lynch, a recognized construction engineer in the United States who, on his own initiative and through pressure on the United States Engineers at Fort Kan, began bringing materials to Bellows Field with the result that this field, *the last one to start in construction*, was the first one to finish at the *lowest cost* per square foot. The operation committee of the Hawaiian Constructors, inadequately manned by incompetent help, were in part responsible for the deficient progress made in the construction program. To this may be added the gross inefficiency of the United States Engineers who, because of lacking plans and lack of plan-

ning, were detrimental in completing the assigned tasks. While materials were plentiful in all the supply yards, they were difficult to secure for the assigned work due to a lack of systematic requisitioning in the United States Engineers Office.

From the start of excavation for the runways at Bellows Field during the middle of July 1941, until the actual completion of the movement of some two million yards of decomposed coral, there was but one two-yard shovel to do this job. Had there been adequate equipment there the field would have been finished prior to December 1, 1941.

The gasoline storage tunnels at Bellows Field originally scheduled for completion on November 15 were finally completed [2233] in March 1942, due to stoppage orders on the part of the United States Engineers. That is a part of the record completed on April 29.

While there was ample tunnelling equipment, there was no adequate reason why the work did not go on. Gasoline storage of aviation gasoline to supply the gas for the airfield, the nearest one, was thirty miles away.

Mr. BURTON. Did there happen to be need for it on December 7?

Mr. HOFFMAN. The only gasoline truck on Bellows Field was bombed and burned on December 7 and there was no gas for the planes.

Mr. BURTON. How many planes would you say were on the field which could have been used?

Mr. HOFFMAN. Twenty-two P-40's.

Mr. BURTON. Had there been gasoline in those tunnels, they could have been used?

Mr. HOFFMAN. Yes, they could have been used.

Throughout the entire job, in brief summary, there seemed to be no coordination between the Army Engineers and the Army, nor between the United States Engineers and the contractors, nor between the contractors' own employees.

The labor turnover was great with competent efficient field men resigning due to lack of cooperation and lack of assistance. The staff of both the United States Engineers and the contractors [2234] were much overstaffed with no allocated authority so that a definite positive order could be issued and followed. In one particular instance a change of the fill at Bellows Field was reversed four times within seven hours.

Colonel Wyman, the District Engineer, was credited with having the most inefficient organization in the history of construction and it became common knowledge that his removal in February 1942 was definitely due to this inefficiency.

The assumption of director of operations for the Hawaiian Constructors by Rohl seemed to muddle the situation more after he assumed office and the work slowed down.

On May 2, 1942, the day I left Hawaii, I witnessed an incoming convoy of twelve ships which were then bringing in motive equipment that was due in July 1941, to a job that was 95 per cent complete.

It was my understanding from Colonel Wyman himself that most of the equipment belonged to Rohl and had been lying on the docks of San Francisco since the previous May.

During the latter part of August 1941, the Hawaiian Constructors who carried their own payroll with U. S. E. D. money became so inefficient in their payroll accounts with the men that the U. S. Engineers relieved them of paying the payroll and while we all hoped it would be better, the U. S. Engineers' management of the payroll was even worse than when it was handled by the contractors.

[2235] The personal difficulties between the various officers under the command of Colonel Wyman and the difficulties between those officers and his own area engineers made it very difficult to execute any order that came out.

Let us refer to the various exhibits of my report of April 29, which substantiates that there were constant stoppages in assigning work which could have been completed prior to or before December 1, 1941.

Mr. BURTON. Can you state at this point, Mr. Hoffman, whether or not failure to complete the projects about which you are talking played any part in the lack of defense on December 7, 1941?

Mr. HOFFMAN. Yes, I can answer that with one particular incident. There were 38 changes made in the plans and grade for the major runways at Bellows Field between June and December 1, 1941. The removal of two million yards of dirt which is a major task in itself and a change of one inch in the grade would mean a possible delay of two weeks in either the cut or fill due to the length and width of the runways.

It is a known fact that had the runway at Bellows Field been completed on December 7, additional planes from the mainland could have been able to have landed in Hawaii either on Monday or Tuesday, December 8 or 9; but because of the constant delay due to contradictory orders the runways were only 50 per cent completed and after the attack of December 7, I received [2236] orders from General Farthing to please work 24 hours a day and to complete the runways not later than Friday, December 12, in order to receive the first contingent of supporting planes from the mainland.

By working three shifts in total darkness during the blackout we completed a coral runway 6,000 feet long and 300 feet wide and had it in condition at 2 p. m. Friday, December 12, in time to receive the first supporting planes that arrived on the same day at 4:15 p. m. It must be remembered that this was the only runway that was undamaged and capable of receiving large aircraft on the Island.

The responsibility, due entirely to inefficiency, is laid on both the contractor and the Army, particularly the Army Engineers.

During the entire period that I was in Hawaii, I never had the pleasure of finding a single estimate of cost of proposed work that came within 25 per cent of the actual expenditure.

The absolute power invested in Colonel Wyman was such that his word was final on all orders and plans without regard to cost. It was common knowledge that the entire work that was done in Hawaii could have been done under good planning at half the amount of expense.

Mr. BURTON. That is your own opinion as an engineer?

Mr. HOFFMAN. Yes, sir.

[2237] Mr. BURTON. Do you know anything about a boat called the Vega?

Mr. HOFFMAN. Rohl told me personally that the Army had asked for his boat and that he had given it to them for \$1 a year and that after the Army had spent approximately \$100,000 in reconditioning the boat that they found it could not be used below the equator due to certain insurance restrictions and, as a result, the boat was turned back to them in first-class shape at no cost for the reconditioning.

Mr. BURTON. Do you know who was responsible for that?

Mr. HOFFMAN. Colonel Wyman was the only man who could authorize it.

Mr. BURTON. Did Rohl say for what purpose it was to be used?

Mr. HOFFMAN. No. In fact, no one knew there was a boat coming over there until it landed.

Mr. BURTON. Did you ever see the Vega?

Mr. HOFFMAN. Yes, I saw it.

Mr. BURTON. What type of boat was it?

Mr. HOFFMAN. Sort of a pleasure yacht, I would say.

Mr. COLGAN. Could it have been used for moving cargo?

Mr. HOFFMAN. No, it was not a cargo boat.

The Engineers took the position in June of 1941 that in issuing the plans they would order all the material and equipment necessary to execute the work. In many instances, it was [2238] found that while they issued the plans they forgot to order the material. For example, the sewerage system pumps at Bellows Field, a most important item, which were to be ordered in July 1941 and delivered in November, were never ordered and this error was not discovered until after the pits were complete and the men ready to move into the barracks. In other words, the camp could not be used because of the lack of sewerage.

The Aqua system and pump system for gasoline storage at the new tunnels at Bellows Field was to hold 600,000 gallons of aviation gasoline to supply the entire windward side of the island. After the tunnel was completed and the tanks were in position it was discovered there had been no pumps of any kind ordered to fill the tanks with, and with no railroad spur less than 26 miles away, and with only eight 1,500 gallon gasoline trucks to haul gas on the island, it would take six months to fill the twelve 50,000 gallon tanks if they could get the gas out there.

Mr. BURTON. Do you recall the date?

Mr. HOFFMAN. Yes, they discovered they had no pumps in February 1942. The tanks were of no use because there was no way to get the gas into them.

Mr. BURTON. Do you know how long it was before they got the pumps?

Mr. HOFFMAN. No. I left on May 2, 1942, and they still were not there.

[2239] Mr. BURTON. Was it completely the fault of the engineers?

Mr. HOFFMAN. The man who does the planning makes the take-off. I refer to the take-off of materials. The engineers felt that the contractor was incompetent in anything pertaining to figures, as was evidenced by the taking away of the payroll, which was quite a severe blow to the contractor. They just could not get the help that they wanted. That was only one instance. This happened all over the island on all the jobs.

Another instance was when they ordered some eight-inch guns on December 16, 1941, right after the attack. They ordered some guns to protect the artillery camp and they claimed they had everything ready to go in if I would get a crew out there quickly. I borrowed two cranes from Captain Miller, unloaded the gun, first the mounting, and then the rifle, each gun weighing about 80 tons, and then discovered that the engineers forgot to order the bolts to fasten them down into the cement base. They were, therefore, worthless and it took about four weeks to get the bolts after that.

This is contained in a letter of protest known as Exhibit No. 11, dated March 18, 1942.

Mr. BURTON. That has already been spread upon the record.

The CHAIRMAN. I would like to ask whom the letter was addressed to.

Mr. HOFFMAN. That letter, I think, was directed to Mr. Rohl. [2240] It is in the record and is marked Exhibit No. 11. Mr. Rohl was the directing head of the operation committee of the contractor.

Mr. BURTON. Did these conditions which you are describing obtain generally?

Mr. HOFFMAN. They were universal throughout the series of jobs for the entire contract.

Mr. BURTON. You mean by that the defense projects?

Mr. HOFFMAN. The defense projects within the Hawaiian Islands.

Mr. BURTON. Upon whom would you place responsibility for these conditions?

Mr. HOFFMAN. I would say the contractors as well as the engineers' inefficiency, and add to that that the U. S. Engineers were the controlling directing force; they were the last word. We, as contractors, were inefficient because we did not have top men in directive posts and the men we imported from the mainland were not the top mechanics or artisans such as you had on the West Coast. The wage scale was lower in Hawaii than it was in California. For example, why should a good carpenter who could get \$1.25 an hour in Los Angeles or San Francisco go to Hawaii for \$1 an hour?

Mr. BURTON. Is there any reason why this wage scale could not have been changed?

Mr. HOFFMAN. They could have changed it but Colonel Wymán [2241] did not think it was necessary because, prior to the starting of defense projects in Hawaii, the majority of the carpenters were Japanese, and their wage scale was \$3.50 a day. It was the thought of the engineers that they would upset the economic structure of Hawaii if a sudden raise from \$3.50 to \$10 a day were to take place.

Mr. BURTON. Is it not true, however, that they were necessary for the interest of installing defenses without delay?

Mr. HOFFMAN. It is true. It was the most important defense job in the holdings of the United States. It was the midway and the defense base of the Pacific for the entire United States mainland. It was even more important than the Philippines and this assertion is from ranking Army officers whom I talked to in Hawaii.

Mr. BURTON. Do you know of any protests that were made by any of the engineers, such as yourself, about the inefficiency of the workmen and other employees?

Mr. HOFFMAN. Yes, there were continual complaints from the area superintendent for better men from the mainland. Due to the fact that I started the last job on the island of the big fields, it was necessary that I should not disturb the working personnel of the older jobs like Hickam, Wheeler, Cunningham, with the result that I had to employ the castoffs from these other fields and Japanese. It was also necessary to hold classes during the noon hour to teach these men how to build.

[2242] At Bellows Field I had 1,000 Japanese carpenters, and when it appeared from all newspaper accounts that there might be trouble with the Japanese, I prevailed upon General Farthing to have all of my Japanese examined by the Army Intelligence and either given a clearance slip or removed from the field. This was about August 1941. All I had in mind was, in anything did happen the work in my field would not be disturbed. This was done and of the 1,000 Japa-

nese I had but four were removed from the field; the balance were given Army Intelligence buttons with their picture and number and also the Honolulu police gave them a clearance slip so they were marked O. K.

In the meantime, the other fields that had a preponderance of white help were having strikes along in November 1941. There was a two-day shutdown at Hickam Field by the imported Americans from the mainland, while my Japanese kept right on working. After the attack of December 7, and because of these Japanese having been examined and passed, none were removed from the field for any reason at all.

However, the Hawaiian Constructors were advised to get more workmen into Hawaii and about the middle of January 1942, 1200 assorted employees in the category of caterpillar operators, shuttle operators, truck drivers, bakers, cooks, carpenters, plumbers, et cetera, were brought over to Hawaii and of these 1200, 400 were sent to Bellows Field, to the camp I had established there and that is when my trouble started.

[2243] In the first four days after their arrival, 16 were returned because of illness, some with severe venereal diseases; one man with arthritis so bad that when he bent over he could not straighten up; two men with very bad hearts, all these men who, under the ruling of the War Department, were to be thoroughly examined before embarkation from the mainland. Three hundred of the 1200 had to be sent back because of someone's oversight.

Mr. ELSTON. What do you mean by that, someone's oversight?

Mr. HOFFMAN. It was the rule, sir, that all men leaving the mainland were to be given a physical examination to determine their fitness for the occupational work assigned in Hawaii. It is quite evident the examination was either never made or was so slight that men with those illnesses were allowed to pass quickly.

Mr. SPARKMAN. You do not mean 300 out of the 1200 were sent back?

Mr. HOFFMAN. Yes, were sent back.

Mr. SPARKMAN. Because of physical defects?

Mr. HOFFMAN. All of them. It is a matter of record in the files, sir.

Mr. ELSTON. Within what period of time?

Mr. HOFFMAN. Within sixty days.

Mr. DURHAM. Who sent them over from the mainland?

Mr. HOFFMAN. The contractors recruited them and they were sent over by the Army Engineers that controlled the trans- [2244] port. It was during a stress period, of course. I mean the Japs had just attacked and everything was upset and topsy-turvy and there may be some reason for it. I do not know.

Mr. MARTIN. That was at the time there was an urgent need and appeals were made for laborers to go to Hawaii for employment?

Mr. HOFFMAN. That may be true, but still cripples could not work.

Mr. SPARKMAN. I would like to ask a question at this time, even though it is a little out of order,—but I am going to have to leave.

I notice your memorandum 31-61, I think it was, or maybe E—but it is the one you wrote to Mr. Tilman protesting his letter of April 8, 1942, in which you state that that letter of his should have been addressed to a Mr. Hutchinson because you say that you had previous to that time been relieved.

Mr. HOFFMAN. Yes.

Mr. SPARKMAN. Who relieved you?

Mr. HOFFMAN. Mr. Hutchinson.

Mr. SPARKMAN. I mean, who ordered you relieved?

Mr. HOFFMAN. I had a contract over there for a year and my many attempts to break it and come back prior to December 7 and after were of no avail.

Mr. SPARKMAN. You had been trying to get relieved, is that correct?

[2245] Mr. HOFFMAN. Yes, from June 1941 on.

Mr. SPARKMAN. Then your being relieved there in the early part of April was voluntary on your part?

Mr. HOFFMAN. That is correct, sir.

Mr. SPARKMAN. It was not a case of your being discharged or anything like that?

Mr. HOFFMAN. No. In fact, I was offered more money to stay.

Mr. SPARKMAN. Who was it that gave you the relief that you asked for?

Mr. HOFFMAN. Mr. Rohl and Mr. Bennett.

Mr. SPARKMAN. In other words, they were your superiors?

Mr. HOFFMAN. That is right.

Mr. MARTIN. That was April of what year?

Mr. HOFFMAN. 1942.

Mr. SPARKMAN. That is all I have at this time.

The CHAIRMAN. And this attack was December 7, 1941.

Mr. HOFFMAN. Yes.

Mr. SPARKMAN. And Mr. Tillman was the area engineer?

Mr. HOFFMAN. Mr. Lynch, who was the area engineer, walked out on the job. It was too bad for him. He walked out and Mr. Tillman replaced him.

Mr. ELSTON. How could he walk out without permission from somebody?

Mr. HOFFMAN. He told Colonel Wyman to take his job, that [2246] all. You do not know Mr. Lynch.

Mr. SPARKMAN. You say that Mr. Lynch told Colonel Wyman he was leaving. Was he not an Army officer?

Mr. HOFFMAN. No, the area engineers were mostly civilians but they were the direct representatives of the Colonel.

Mr. SPARKMAN. And Colonel Wyman gave him the relief he wanted?

Mr. HOFFMAN. Yes.

Mr. SPARKMAN. And Mr. Tillman succeeded him?

Mr. HOFFMAN. That is right.

Mr. SPARKMAN. Was Mr. Tillman your superior?

Mr. HOFFMAN. No.

Mr. SPARKMAN. Were you working under Tillman?

Mr. HOFFMAN. Tillman, as area engineer, was the watchdog for the Army Engineers to see that the plans and specifications were followed. That was the purpose of the area engineer.

Mr. SPARKMAN. And an area engineer, as applied there, meant only on that one job, did it not?

Mr. HOFFMAN. On the entire area that he commanded.

Mr. SPARKMAN. Was that just Bellows Field?

Mr. HOFFMAN. That is right, sir.

Mr. SPARKMAN. And you still are of the same opinion as expressed in that letter to Mr. Tillman that he was wholly inefficient and had broken down the morale of the workers?

Mr. HOFFMAN. He had. And as a result, he was relieved seven [2247] weeks later.

Mr. SPARKMAN. Seven weeks after you wrote that letter?

Mr. HOFFMAN. He was relieved by somebody else who discovered it long after I had gone.

Mr. ELSTON. May I ask some questions, Mr. Chairman?

The CHAIRMAN. Yes.

Mr. ELSTON. Mr. Hoffman, these things that you have described, do you attribute them to negligence, mismanagement or deliberate acts?

Mr. HOFFMAN. I would say inefficient management and lack of planning, right offhand.

Mr. ELSTON. You did not see any evidence of deliberate acts on the part of any of these people against the Government of the United States?

Mr. HOFFMAN. No, sir, I did not.

Mr. SPARKMAN. I notice in your statement that you refer to some officer whom you say ought to be court-martialed for the sabotage that he committed. That is pretty strong language.

Mr. HOFFMAN. It is. I had to use strong language to get along. If I had not, that field would never have been ready over there and it was the most important field in Hawaii. It must not be forgotten that the windward side of Hawaii was the possible attacking side.

Mr. SPARKMAN. And up to that time, it had been left undefended?

[2248] Mr. HOFFMAN. It had been left undefended. There are two roads across the island and in some instances, we had to use our own judgment. On December 7, I loaded two trucks of dynamite and told Colonel Farnham, who has a letter in here, that if there was an attack either on December 7th or 8th, we not knowing what was happening, we would block those roads and blow them up, which were the only ways of getting across to the Honolulu or Pearl Harbor side. That was not on the say-so of Colonel Wyman or anybody else. We were using our own judgment for protection.

Mr. BURTON. Is it true that would have been the point of invasion?

Mr. HOFFMAN. That would have been the point of invasion if one on Oahu had been made.

There were perfect beaches there with no protection. The first guns that were put there I put there myself the first of January.

Mr. SPARKMAN. My question was prompted by the one from Mr. Elston and your reply was to the effect that these things you mentioned you thought were

simply mismanagement and not premeditation; and yet I call your attention to the fact you did use language there saying that some officer ought to be court-martialed for acts of sabotage he had committed.

Mr. HOFFMAN. That letter refers to Colonel Robinson?

Mr. SPARKMAN. Yes.

[2249] Mr. HOFFMAN. Fine. I believe he should have been court-martialed in that particular instance. The only gasoline supply on the windward side of the island was in that tunnel and they were short of trucks to bring gasoline to that field. It was 30 miles from Bellows Field to the gasoline supply over the mountains.

Mr. SPARKMAN. Was Colonel Robinson responsible for the pumps not having been ordered?

Mr. HOFFMAN. He ordered work stopped on the tunnels to put the tanks in there and he was later removed for inefficiency and sent somewhere else.

Mr. ELSTON. May I ask another question there?

The CHAIRMAN. Yes.

Mr. ELSTON. You said there were 22 P-40's at Bellows Field at the time of the attack on December 7, 1941, but there was no available gas supply within 26 miles.

Mr. HOFFMAN. That is correct, sir.

Mr. ELSTON. Were those planes without gasoline while they were standing on the field?

Mr. HOFFMAN. They may have had some gasoline in them. They were standing out in the open on the field but the usual custom was for the gas trucks, which there was a deficiency of, to bring gasoline out every morning at ten-thirty. It happened that the attack on Bellows Field occurred at about ten minutes of eight and the trucks had not gotten out there.

[2250] Mr. ELSTON. Were there any alert crews at the field who could have flown the planes?

Mr. HOFFMAN. Yes, there were crews and all of the officers stayed there.

Mr. ELSTON. Did any of the planes take off?

Mr. HOFFMAN. Three of them.

Mr. ELSTON. Why did not any of the others take off?

Mr. HOFFMAN. I do not know. That is for the Army to explain. I cannot.

Mr. SPARKMAN. Were they destroyed on the ground?

Mr. HOFFMAN. Some of them were.

Mr. ELSTON. The runway was not destroyed there?

Mr. HOFFMAN. The runway was not complete. The runway at Bellows Field was a temporary runway which could not take a ship larger than a P-40. The runways we were building were to take the heaviest type of aircraft possible. However, we did have a very narrow strip that could have been landed on and we immediately deployed our equipment with our men on this strip to prevent any Japanese planes from landing on that strip as it was the longest unprotected strip on the island.

Mr. MARTIN. In your opinion, was the work and the improvement on the pleasure yacht done expeditiously?

Mr. HOFFMAN. That I would not know, sir. I would not know.

The CHAIRMAN. I want to ask a question here, Mr. Burton.

[2251] You said that this officer was removed for inefficiency and sent somewhere else. Was the practice there that when a man was proven inefficient they would move him out and put him somewhere else?

Mr. HOFFMAN. No, it was not, sir. It seemed that these people moved in cliques. All through the operation of the U. S. Army Engineers in Hawaii, they were constantly at loggerheads with the Regular Army, particularly the Third Engineers headed by Colonel Lyman. The constant bickering and fighting between the Army itself was such that they were the laughing stock of Honolulu.

The CHAIRMAN. Did the same thing exist as between the Navy and the Army there?

Mr. HOFFMAN. No, that did not happen. I say to you frankly that the Army and the Navy got along beautifully over there, as far as I know. There was no time that I could call on the Navy, on Captain Martin, who was commandant of the windward base, that he did not give all cooperation possible. At no time did I see evidence of lack of cooperation. Maybe a soldier did not like a sailor on the streets, but we are talking about the services as a whole. I thought they were very good.

In fact, I even stole some pipe from the Navy and a certain captain accused me of piracy, but he said that he liked that kind of piracy as that was for Army work.

[2252] Mr. ELSTON. Were any of these things brought to the attention of the Hawaiian Command of the Army?

Mr. HOFFMAN. Yes, they were, and as a result, Colonel Wyman was relieved. They were brought to General Emmon's attention by Colonel Lyman who succeeded Colonel Wyman and who later became General Lyman, who is now deceased. In fact, things got so bad with the accounting department of the U. S. Army Engineers that the businessmen of Honolulu were practically on the verge of bankruptcy as there had been no bills paid for months.

Mr. ELSTON. That was after the attack?

Mr. HOFFMAN. Before.

Mr. ELSTON. When was Colonel Wyman relieved?

Mr. HOFFMAN. February 1942.

Mr. ELSTON. That was after the attack.

Mr. HOFFMAN. I know, but the bills had accumulated for six months before that.

Mr. ELSTON. When were these things called to the attention first of General Emmons or whoever was in command of the Hawaiian area?

Mr. HOFFMAN. I could not answer that. I could not say that but it must have been going on some time prior to the attack.

Mr. ELSTON. General Short was in command, was he not?

Mr. HOFFMAN. General Short, prior to December 7, yes.

[2253] Mr. ELSTON. Did General Short ever have called to his attention any of these things that you have described for us this morning?

Mr. HOFFMAN. That I would not know definitely, sir.

The CHAIRMAN. Whose duty would it have been to call his attention to it when these things were discovered?

Mr. HOFFMAN. I imagine it would have been the duty of the commanding officer, known as G-2.

The CHAIRMAN. Who was he?

Mr. HOFFMAN. At that time, it was Colonel Weddington, assisted by Colonel Farnham.

Mr. ELSTON. Did the Army not employ inspectors on these projects?

Mr. HOFFMAN. Yes, there were inspectors.

Mr. ELSTON. Under whose jurisdiction were they?

Mr. HOFFMAN. They were under Wyman.

Mr. ELSTON. Where is Wyman now?

Mr. HOFFMAN. I do not know.

Mr. ELSTON. Is he still in the Army?

Mr. HOFFMAN. Yes, he is still in the Army.

Mr. BURTON. I have been informed by the War Department he is in England.

Mr. ELSTON. Does he have charge of any projects in England, or what is he doing?

Mr. HOFFMAN. I would not know. I have not heard of Wyman [2254] in months.

I was finally sent down to the North Island Naval Base and I thought perhaps I would go to work for the Navy and I was to finish up the \$22,500,000 base down there, but I found the Navy was not any better than the Army, so I left them both.

Mr. ELSTON. You were there when Justice Roberts came over to make an investigation?

Mr. HOFFMAN. He was there.

Mr. ELSTON. Were any of these things brought to his attention?

Mr. HOFFMAN. I do not know.

Mr. ELSTON. Did not the committee go out on the field and go around the island and make some investigation?

Mr. HOFFMAN. They did not make an investigation in that field or that area. They were not there.

Mr. ELSTON. Did they not call any of the witnesses to these things before them and interrogate them?

Mr. HOFFMAN. They called none of the superintendents that I know of. In fact, we did not know they were there for a few days after they got there; but they were not particularly looking for that.

Mr. ELSTON. What were they looking for?

Mr. HOFFMAN. I do not know. Nobody has ever found out.

Mr. ELSTON. You, of course, knew they were sent over for the purpose of finding out how it was possible for the Japs to [2255] bomb Pearl Harbor and other installations on December 7th. The things that you have detailed to us today were certainly matters which should have been brought to the attention of that committee and would have been very helpful to the committee in making a report. Do you know of any effort that was made by anyone to bring these things to the attention of the committee?

Mr. HOFFMAN. I do not, sir.

Mr. ELSTON. Did you make any effort?

Mr. HOFFMAN. I was nobody over there and I am nobody over here. There was nothing that I could do or say or get before that committee to explain anything.

Mr. ELSTON. You were not in the Army.

Mr. HOFFMAN. No, I was a civilian.

Mr. ELSTON. As a civilian, you had a perfect right to bring these things to the attention of the committee.

Mr. HOFFMAN. Yes, I should have done that, but there were more important men who knew more about it, the contractors themselves, Colonel Wyman and his pledge of duty to support any and all action that would solve any detrimental action against his command.

Mr. ELSTON. You would not expect Colonel Wyman to do it because, in doing so, he would necessarily expose his own mismanagement.

Mr. HOFFMAN. Then he has violated his oath of office.

[2256] Mr. ELSTON. When did you call it to anybody's attention?

Mr. HOFFMAN. I did not bring it to anybody's attention. I brought this to nobody's attention. I have kept quiet and I wanted to forget it.

After I finished my work in San Diego, I went to Mexico to do some work for the Mexican Government.

Mr. ELSTON. Of course, I think it is commendable that it is brought out even now but I was simply trying to find out why it was not brought out any sooner, because these are very serious things and I think it is highly important that we know about them; and the more we know about these things the better. I have always felt that there were a lot of things that occurred over there that we did not know about; and even though it may be late, we ought to know about them now.

Mr. BURTON. I would like to ask at this point if a copy of this report of yours was ever delivered to any official?

Mr. HOFFMAN. No.

The CHAIRMAN. Who is that report to?

Mr. HOFFMAN. Let me explain that report for just a moment, if I may. After the completion of my contract, and I wanted to get out of there, realizing some day there would be an accounting of that job and the reasons for its delay; the job was not doing me any good and I could not do any more good because I had lost faith and confidence, I went up to see Colonel Lyman and told him that my contract had expired and that I [2527] wanted to leave the island with my family. My family was there with me.

Colonel Lyman told me they had a commission as a colonel ready for me and all I had to do was to step from one to the other and I was off to the races. I told Colonel Lyman that I would accept no colonel's commission; that I wanted four stars or nothing. In other words, I did not want it in the first place because it was not suitable. After the incompetency of the U. S. Engineers over in Hawaii, I could not stand as a practical engineer and take orders from a man who was a superior in rank, who did not know what he was going to do; and I felt I could do much better staying a civilian and helping to do the work that was necessary.

The argument became very heated with the result that Colonel Lyman threatened me that I would not leave the island until he got damn good and ready.

The CHAIRMAN. Who was that?

Mr. HOFFMAN. Colonel Lyman, who later became General Lyman.

I went home that night and thought the matter over and finally decided to appeal to some other ranking officers, and I did. I appealed to General Farthing who was the commanding general of the Seventh Air Force Command and it

appeared that General Farthing did not have much use for Colonel Lyman and he told me that I had no worry, that I would be going home in about two or three weeks—but would I write a report about what [2258] was going on in Hawaii?

Mr. MARTIN. When was that?

Mr. HOFFMAN. This was in April 1942.

General FARTHING called in a Colonel Rice of the Inspector General's Office and said, "I do not want to blackmail you but if you will write a report about conditions with some original exhibits showing the stoppages which have hurt the Air Corps from going ahead and completing their defenses of Hawaii, I will see what you get home."

The CHAIRMAN. Off the record.

(Discussion was had outside the record.)

Mr. BURTON. Will you continue with your statement, Mr. Hoffman?

Mr. HOFFMAN. The balance of the white men at the camp disturbed the camp so badly by getting drunk, that it came to the attention of Colonel Farnham, the commanding officer, who threatened to have the camp removed unless it was stopped immediately. I eventually disposed of most of those men to other fields. This was known to Colonel Wyman and the U. S. Engineers, and the Area Engineer, Paul J. Lynch, backed me up.

Personally, had it been possible to have resigned my position in Hawaii as early as June 1941, without breaking a contract, I would have left at that time, realizing that the job was badly mismanaged; that it would do me no good in the future as a reference, or as an accomplishment.

[2259] About the Japanese, it was difficult to say whether they were loyal or not. I will truthfully tell you that the best work performed, and the quickest, was done by the Japanese help. The American-born Japanese, most of whom had brothers in the United States Army belonging to the 288th Infantry, or some relative who had been in the Army long before the attack took place. I have heard through the Army Intelligence, who made another examination of all the Japanese working for the contractor, that only one Japanese had been removed from Bellows Field after the attack.

An amusing incident occurred during September of 1941 when it was decided to place an eight-inch rifle on the ledge off the Diamond Head Lighthouse. The only available road is known as the Diamond Head Road around the south end of the island, and due to the height of the ledge, it was necessary to do all the preliminary work and hoist the base of the rifle, as well as the rifle itself, off of the road proper to the top of the ledge, which was about 100 feet. The plans showing how the rifle was to be installed were stamped secret and had to be returned to the office every evening before five o'clock and could not be taken out until nine o'clock in the morning. Still, every Japanese driving along the road was able to stop without molestation and watch every operation in the mounting of this rifle. The secrecy was only for the Americans, the Japanese had access to the complete operation.

[2260] Mr. BURTON. On what date did you leave Hawaii?

Mr. HOFFMAN. May 2, 1942.

Mr. BURTON. Did you then become associated in the performance of any other contracts?

Mr. HOFFMAN. I embarked from Honolulu on May 2, 1942, arriving ten days later in San Francisco, where I was immediately contacted by Colonel Theodore Wyman.

Mr. BURTON. Had he left Hawaii?

Mr. HOFFMAN. He left in February of 1942.

Mr. BURTON. We can stop right there, Mr. Chairman.

The CHAIRMAN. All right. The committee will stand adjourned until Thursday morning at ten o'clock.

(Whereupon, at 12:05 o'clock p. m., an adjournment was taken until 10:00 o'clock a. m., Thursday, January 27, 1944.)

ARMY PEARL HARBOR BOARD EXHIBIT NO. 8A

Vol. 50

REPORT OF PROCEEDINGS

HEARING HELD BEFORE SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS,
HOUSE OF REPRESENTATIVES, U. S., WASHINGTON, D. C., JANUARY 27, 1944—
EXECUTIVE SESSION

Washington, D. C., January 27, 1944

CONTENTS

	<i>Page</i>
Testimony of Hoffman, Robert (resumed)-----	2261
Exhibits:	
No. 2 (1/27/44)-----	2264
No. 3 (7/15/42)-----	2288
No. 4-----	2288

[2261]

EXECUTIVE SESSION

THURSDAY, JANUARY 27, 1944

HOUSE OF REPRESENTATIVES,
SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C.

The special committee met, pursuant to adjournment, at 10:30 o'clock a. m. in room 1310 New House Office Building, Honorable Andrew J. May (chairman), presiding.

Present: Representatives May (chairman), Sparkman, Elston, Martin, and Fenton.

Also Present: Lt. Col. M. H. Knowles, H. Ralph Burton, General Counsel of the Committee, and Mr. Joseph Colgan, Special Investigator.

TESTIMONY OF ROBERT HOFFMAN—Resumed

Mr. BURTON. Before this committee adjourned on January 24, you gave testimony in reference to a report dated April 29, 1942, which appeared in the record as Exhibit 1.

I now ask if you will state to whom you delivered that report and what action was taken?

Mr. HOFFMAN. That report was part of a private deal with the Army to get off of the Island of Hawaii with my family. The suggestion was made by General Farthing, who was in command of the Seventh Air Force Command, that if I would tell the story of [2262] what was happening in a complete report and turn it over to Col. Rice, he would see that I had transportation from the Island within two weeks.

The report was made with five copies, of which four were turned over to Col. Rice in General Farthing's Headquarters at Hickam Field.

Col. KNOWLES. May I ask a question at this point, Mr. Chairman?

The CHAIRMAN. Yes, Col. Knowles.

Col. KNOWLES. Would you mind spelling Col. Rice's name?

Mr. HOFFMAN. As far as I know, I think it would be spelled, R-i-c-e.

Col. KNOWLES. Do you think it could have been "R-o-w" instead of Rice?

Mr. HOFFMAN. It may have been. I just met the man once, that is all. His name may have been Row, but I thought it was Rice.

Col. KNOWLES. Thank you.

Mr. HOFFMAN. The fifth copy I had left at home, and three days later I got a call from General Farthing saying that the report was all wrong and to forget it, and did I have any copies? I said, "Yes," I had one, and if they wanted it destroyed, I would destroy it.

Accordingly, I told Mrs. Hoffman to destroy that copy, but being a thrifty soul, she did not destroy it and stuck it in the [2263] bottom of a trunk and I did not know she had it until five months ago. That is the report that has been submitted in evidence.

Mr. BURTON. Do you recall having written a letter to any officer of the United States Army relative to the conditions you found in Hawaii?

Mr. HOFFMAN. I was in Washington on about January 10, 1943, just about a year ago, for some other business. I tried to get in touch with General T. L. Robbins, the Assistant Chief of Engineers at that time, hoping I could tell him something, as a matter of courtesy, about the way the job was going on up in Canada, the job I had left contrary to the orders of Col. Wyman, but I could not get to see General Robbins. He was too busy, so I wrote him a letter on Roosevelt Hotel stationery here in town telling him I thought the job was pretty bad, and that perhaps if he looked into it a little bit closer, he might make some changes, particularly since the architect engineer was not on the job for three months, and the contractor had not had any plans to work on at all.

I never heard from General Robbins and I never heard of the letter.

The CHAIRMAN. That was January of what year?

Mr. HOFFMAN. January of 1943, just last year.

I promptly forgot about the entire matter, feeling nobody wanted to know anything about the matter, and, therefore, it was no concern of mine.

[2264] Mr. BURTON. Mr. Chairman, at this time, I ask permission to submit a certified copy of a transcript of the testimony taken on the 27th day of February, 1943, before the California State Legislative Joint Fact-Finding Committee on Un-American Activities, containing testimony relative to Hans Wilhelm Rohl and Col. Theodore Wyman, Jr.

The CHAIRMAN. That may be done.

(The document referred to was marked Exhibit No. 2 of 1/27/44.)

Mr. SPARKMAN. May I interrupt right there, Mr. Chairman?

The CHAIRMAN. Yes.

Mr. SPARKMAN. It seems to me at that point in the record it might be a very appropriate place to incorporate a copy of the letter which Mr. Hoffman wrote to General Robbins, if and when you obtain such copy.

The CHAIRMAN. I thought a copy was in the record.

Mr. HOFFMAN. No, a copy of the letter I wrote to General Robbins is not here. It must be in his files.

Mr. SPARKMAN. We can ask for a copy of the letter.

Mr. HOFFMAN. I am sure he will recollect the letter, because it was written in my own handwriting and mailed right here.

Mr. ELSTON. You say it was not even acknowledged?

Mr. HOFFMAN. No, it was not acknowledged.

I left Washington the following day after I had tried to get in touch with him all day in order to tell him about the [2265] situation merely as a matter of courtesy.

The CHAIRMAN. Mr. Burton, I would like to make an inquiry here. Has this witness told anywhere in the hearings—and I have not been present during all the time—what he knows personally and what he observed with respect to when the bombing occurred over in Honolulu?

Mr. BURTON. He has not, and I think it would be proper at this point to describe what he saw.

The CHAIRMAN. I will ask this question: Where were you when that bombing occurred?

Mr. HOFFMAN. I was standing up on top of some framework of a building on Diamond Head.

The CHAIRMAN. How far away were you from the Harbor?

Mr. HOFFMAN. A mile and a half. You could look right down on the Harbor. Maybe it was two miles.

The CHAIRMAN. Would you tell us what you saw?

Mr. HOFFMAN. I had decided to take December 7th off, the first day that I was away from work since I had been over there, and I went out to help a Dr. Campbell, who was building a house on Diamond Head. He had a crew working there on Sunday, and he wanted to know if I would not come over and show those fellows how to get along. So I went over there at about 6 o'clock in the morning and was standing on the studding on the first floor at one of the corners of the room. In my car, I carried a powerful pair of field glasses that I used in my work.

[2266] I would say that shortly after seven o'clock, I saw a lot of black puffs in the sky, and saw a lot of planes flying, and I remarked to the Japanese foreman, Kokuda, that it was funny they would have target practice so early Sunday morning when everybody wanted to sleep. I got down and went over

and got my field glasses from the car and climbed back up where I could get a good look, and at that time, I saw one of the tanks on the side of the road away from Pearl Harbor, hit, and there was a big flame and a lot of black smoke.

Then I put my glasses down and kept looking and it appeared to me that a battleship was rolling and rocking over. I thought my eyes had gone bad, then. When I put my glasses back to my eyes, I could see that was the battleship Arizona that was going over on its side.

Just about that time, Dr. Campbell drove up, and he said that the Japs have attacked us, and I replied that something was going on over there with all of those planes, because none of the planes had split up, and it looked as if there were probably 50 planes in this group.

I got in my car and drove to my home, and as I got into my house I heard the radio calling, "Robert Hoffman, call Col. Wyman," and the radio kept repeating that. I immediately called the operator and she said that I could not call. I told her it was Robert Hoffman and she said, "Yes, they have been trying to get hold of you."

[2267] I got in touch with Col. Wyman, who said, "Get out to Bellows Field and protect that runway," which I did. I was there half an hour later.

I got to Bellows Field just in time to see the first B-17 that was landing on that short strip, come downwind, which was never done, because the wind came in from the sea. It came downwind, rolled over the end of the runway and over the parapet into the antenna, and rolled, I would say, about a hundred feet. Just as he came to a stop, two Jap planes came over the top of him and strafed him. Right behind me was Paul J. Lynch, the area engineer, and of course we were mystified, and we could not understand what was happening, because there had never been a plane larger than a P-40 land on that runway. It was too short and narrow and there was no foundation under it. It could not hold a big ship.

We finally got to the big ship and got the cockpit door open, and there was a group of flyers, all young fellows, and one of them was wounded. I asked the pilot where he came from, and didn't he have more sense than to land on that runway. He asked who I was. I told him, and that I wanted to help them. He told me he was in a flight that left Hamilton Field, and when he was over Hickam Field, the radio went dead, and he did not know where he was going to land, so he wanted to pick a nice, quiet spot on Bellows Field. They did not know what was going on because they could get no radio report of any kind.

[2268] If I remember correctly, the pilot's name was Carlson. I think that is the name that he gave me.

The CHAIRMAN. How long after this first group of ships, this squadron of Japanese bombers, came over, until there was some response from the anti-aircraft equipment?

Mr. HOFFMAN. I would say within ten minutes. It seemed to happen all at once. In other words, you could see the explosions in the air of shells going up.

May I go further?

The CHAIRMAN. Yes.

Mr. HOFFMAN. Honolulu was known, as far as the service was concerned, as a Saturday night town. They worked hard all week, and when Saturday night came, they all holed up and it was the party night of the week. Contrary to general belief, people did not play very much in Honolulu during the week, and everybody, if they had a party, it was at their home and things were very quiet around 10 to 10:30 every night except Saturday night.

We were totally unprepared, because, on Saturday night at my home, I would say, around 8 o'clock I had Mr. P. S. Pell, President of the Pell Company in Honolulu, at my home. We were playing bridge, and the radio came on and broke into a program. It was a special announcement from Washington, D. C. If I remember the words correctly, the announcer said that a meeting had just been held and terminated between the Secretary of State and the representatives of the Japanese Government and [2269] that it appeared that probably by Monday everything would be settled satisfactorily.

There was no reason in the world why anybody would expect any attack. In fact, we did not know it was one. It was a total surprise and nobody knew it. Nobody knew it at all. I talked to most of the officers over there after that and nobody knew anything.

The CHAIRMAN. I think maybe that is far enough into that.

Mr. ELSTON. I would like to ask a question at this point.

The CHAIRMAN. Yes.

Mr. ELSTON. The B-17 that came down on this runway at Bellows Field picked out the only runway that was available, did it not?

Mr. HOFFMAN. No, there were two more at that time on the north end of the Island, up by the R. C. A. Station, a small field called Cunningham Field.

Mr. ELSTON. Did these other B-17's come down?

Mr. HOFFMAN. I never found out. I asked the officer how many were in the flight and he said, I think, there were nine that had come over in this flight.

I do not know where the rest of them went.

A very funny thing occurred, however. I saw a moving picture about four months ago, something about an Air Force picture, that depicted the actual flight of these planes in getting over to Honolulu the following morning, and I think the picture was [2270] based on these ships.

Mr. ELSTON. You said the runway was not strong enough to hold a large ship?

Mr. HOFFMAN. No, it was not.

Mr. ELSTON. But was not that runway built to hold bombers?

Mr. HOFFMAN. No, Mr. Elston. That runway was built, primarily, I would say, as a fighter station at that time. All they had on there were P-40's, and in fact the field had not really been started. It was a new field. It was the largest field on that side of the Island.

The runway was laid on dune sands, with a little foundation as an emergency field sometime before that. It was only 75 feet wide and about 3800 feet long, which is not large enough to take a ship of that size. It could not take a B-25 but it did take the P-40.

Mr. ELSTON. I would like to ask one more question of Mr. Hoffman, Mr. Chairman.

The CHAIRMAN. All right, sir.

Mr. ELSTON. In your opinion, if the installations on which you were working and which you have already described to this committee had been handled properly, if they had been completed expeditiously, would it have been possible for the Japs to have gotten into Pearl Harbor and bombed it on December 7?

Mr. HOFFMAN. If your air raid warning stations had been completed, they surely could have detected incoming planes. That [2271] is their purpose. I know nothing about the mechanism of A. R. W. stations. I do not know about that. I do know the actual statements could have been complete because it did not take much construction equipment for these stations.

The mechanical equipment we knew nothing about. That is something the Army was doing themselves. The contractor had nothing to do with the equipment for the actual detection. There was time, as far as construction was concerned, to complete all of the stations they had planned.

Mr. ELSTON. And why were they not completed?

Mr. HOFFMAN. Well, there were just stoppages in work, and lack of plans, and lack of planning. There did not seem to be any coordinated effort between the Army and Army Engineers and the contractors. Everybody seemed to be fighting everybody else. It was the common talk around there after the attack that the reason that the Japs did not come in and invade Honolulu was because they did not want to have to take in the United States Engineers.

We became the laughing stock of the entire country. We were the laughing stock of the whole darn country.

The CHAIRMAN. I would like to make this brief observation off the record.

(There was discussion off the record).

Mr. BURTON. Is it agreeable now, Mr. Chairman, to proceed with Mr. Hoffman's testimony?

[2272] The CHAIRMAN. Yes.

Mr. BURTON. We will take up at the point where he discontinued on January 24.

The CHAIRMAN. Yes.

Mr. BURTON. Will you proceed, Mr. Hoffman, with your statement?

Mr. HOFFMAN. I embarked from Honolulu on May 2, 1942, arriving ten days later in San Francisco, where I was immediately contacted by Col. Theodore Wyman, who had left Hawaii in February of 1942. Col. Wyman suggested that I join him in the creation of the largest project the United States Government had to offer in the building of a pipeline from a point in the Northwest Territory, known as Norman, and which ranged westward a little south to Whitehorse in the Yukon Territory.

At the time Col. Wyman contacted me, I had made plans to go on to South America in a projected plan of building air bases across some of the connecting islands from Chile to New Zealand. Due to the fact that diplomatic relations

had not been broken between Chile and the enemy, there was no possibility of the southern job going on, and after some sales talk on the part of Col. Wyman, I decided to join him in this great project in the Arctic.

At the time that Col. Wyman talked to me there was no contractor on the job, nor could the Colonel tell me who the contractor was, but that I was to go up as general superintendent [2273] in the actual construction of the work.

Accordingly, Colonel Wyman, Mrs. Ruth Wyman, his wife, and I left in a plane from San Francisco on or about the 18th day of May, 1942, and proceeded to Edmonton, Canada, arriving there the 19th. We immediately went to the McDonald Hotel and for the following three or four days, I was trying to find plans of any type or sort that would tell me just what the project was.

On or about the 26th of May, the Colonel called me in to his makeshift office in the hotel and gave me a letter of instruction which directed me to proceed to Waterways, Alberta, 300 miles north of Edmonton and at the head of the railroad where I was to find a suitable site for some 3,000 troops; that I was to provide suitable unloading ramps for unloading operations; that I was to immediately design and erect necessary buildings, warehouses, administration buildings, a hospital and hotel; that I was to prepare roads, repair and strengthen bridges, build a railroad spur into Fort McMurray some three miles distant, and, in other words, to act in general as paymaster, quartermaster, chief engineer for the United States Army, architect-engineer for the Architect-Engineer and chief engineer for the contractor.

Mr. BURTON. Did you know who the contractor was to be at that time?

Mr. HOFFMAN. I did not, sir.

In fact, the actual contract was not signed with the contractor until the 29th or 30th of May, and the actual contract was [2274] not signed with the architect-engineer until the middle of June.

The special transportation that Colonel Wyman provided for me consisted of a two-man open-air gasoline put-put in which I rode three hundred miles in the north country to arrive at Waterways, where I immediately established quarters at the hotel.

The following day I found a suitable piece of ground along the Athabaska River, midway between Fort McMurray and Waterways as the number one site and a second location along the river below the town of Waterways as the second site and when the Colonel arrived three days later and saw site number one, he immediately selected it as the troop camp. Without any attempt on his part to lease the property from the four owners who controlled it, he just took possession and said, "That's it." About four days later the first troop train arrived with troops which I learned had been on the road then for two weeks.

Mr. BURTON. Did you have any quarters prepared for them?

Mr. HOFFMAN. I had nothing. I did not even know they were coming.

Mr. BURTON. How did you take care of them?

Mr. HOFFMAN. I put them out in the open field, helped them put up their tents, and gave them all of the assistance I could, as recorded in the letter from the second officer in charge.

Then I learned that Bechtel-Price-Callahan were the constructors, and that the group, with the exception of Steve [2275] Bechtel, formerly of Bechtel-Kaiser Company, were the same group that dominated and owned the Hawaiian Constructors in Hawaii.

Mr. BURTON. Did that group include Hans Wilhelm Rohl?

Mr. HOFFMAN. To my knowledge, that included Hans Wilhelm Rohl, with this supporting statement: That in February of 1943 when discussing with Paul Grafe in his office in Los Angeles, he told me that due to an investigation by some State Department of California in Mr. Rohl, Mr. Rohl was no longer president of that little syndicate, and that he, Paul Grafe, had assumed that office, I mean the office as president of the syndicate.

Mr. BURTON. Did Paul Grafe say that Rohl had given up his financial interest in the syndicate?

Mr. HOFFMAN. He did not say that Rohl had given up his financial interest in it. He just said that he had given up the presidency of the syndicate. That was the syndicate that was to handle the Canol project.

When the troops started to arrive at Waterways I immediately called Mr. Grafe, who was then in Edmonton, that I needed some help in the form of carpenters and mechanics, and they hastily recruited 205 Canadian men whom they sent to me by special train to Waterways.

I instructed my foreman to secure a service record of the history of these men and learned to my surprise that not one of these men had ever held a position for more than four weeks during the previous two years. They were all cripples, more or less, [2276] running from 35 to 60 years of age, and the type of help that would hang around the various missions and Volunteers of America Hotels.

At that time it was understood there could be no American help transported due to the very low wage scale of Canada's industry and it was explained that it might upset the economic structure of the North Country. However, I was authorized to pay these men 50¢ an hour with no double time for overtime, and this wage scale resulted in a very serious argument between the Ottawa government and the Hudson Bay Company which had set a standard wage scale for laborers at \$30 a month, out of which they paid 75 cents a day for their keep.

The result of my paying 50 cents an hour and working these men ten hours a day, 7 days a week, plus their bunkhouses and meals gave my men \$35 net per week and their board and room, and while it increased the purchasing power of the community 400 percent, the resounding roar from the Hudson Bay Company was heard all the way to Washington. Eventually we were forced to discharge every Canadian because of this dispute.

From May until August we unloaded and loaded 25,000 tons of freight, which was 18,000 tons in excess of any previous yearly loading by the Hudson Bay Company. I designed and erected 20 buildings, put up a utility plant, provided a water supply, built 200 barges, built a railroad spur and drove a trestle across a creek which the railroad said was impossible; provided transportation for some 3,000 troops, built the roads, provided nets and stoves for the soldiers in their experimental trips down the river and, in general, acted as a wet nurse for the entire Army without benefit of plans or direction or anything concrete from anyone including Colonel Wyman himself. [2277]

In fact, the Architect-Engineer, who should have had plans on the job for the contractor to work with, did not have representatives at Waterways until about July 20, after 80% of the work of the first section was completed, but for which he drew a fee for the work which was accomplished.

Mr. ELSTON. How much did he receive?

Mr. HOFFMAN. That I cannot say. That is in the vouchers which are in the main office.

Mr. BURTON. I have a record of that.

Mr. HOFFMAN. Nor were there any plans for the actual direction of the pipeline; nor were there any plans for the tanks at Skagway which were drawn about the first day of August in Edmonton by Turnbull, Sverdrup and Parcel; nor did anybody know or see any plane; nor could anyone tell what they were going to do, when they were going to do it, or how much it was going to cost.

Colonel Wyman arranged the advance payment of some three million dollars to the contractors, so that there was no investment on the part of the contractors, and the amount of equipment which was shipped to me at Waterways was sufficient to have [2278] completed a half-dozen pipelines of the size they contemplated, with 25% of the total I had on hand.

The pipeline was to run from Norman Wells to Norman, which was 50 miles on the east side of McKenzie, then to White Horse, 510 miles in a country where the temperature is 50 degrees below zero, where no pipeline will hold up without having pump stations at least every 30 miles which must be maintained in the cold weather and which is not warranted in the tremendous expenditure and which cannot possibly pay out in at least 200 years.

Mr. BURTON. Do you know of any other potential oil fields that could have been tapped and saved the building of this line?

Mr. HOFFMAN. I do. One-half mile out of the city of Waterways was the first large deposit of what is known as the Athabaska oil sands. When I arrived at Waterways, I discovered that there was a small refinery then in operation turning out approximately 500 barrels of oil a day, which is extracted from these oil sands.

I became interested in the Athabaska oil sands, and much to my surprise I learned from countless authorities that in three issued volumes by the Canadian Government, entitled, "Oil Sands of the Athabaska," that the potential oil reserves exceeded 6,300,000,000 of oil for these sands, and this had been a known fact for some 50 years.

In further talking with the refinery superintendent—and I might mention his name, John B. Cram, formerly superintendent [2279] of the Bartles Oil

Company of Oklahoma—he told me that if he could enlarge the size of his refinery to 2,000 barrels a day it would cost approximately \$2,000,000, and he could turn out more oil than the potential oil field of Norman Wells at a fraction of the contemplated cost.

Mr. BURTON. Had this been called to the attention of Colonel Wyman?

Mr. HOFFMAN. I wrote a letter calling the matter to the attention of Colonel Wyman, and he told me to mind my own business.

The CHAIRMAN. Let me interrupt here to make this statement: Something like a year ago, former Representative Jim McClintic from Oklahoma, who was then an employee in the Department of the Interior, came to my office with some photographs of an oil field in Alaska somewhere and a refinery. He told me the story of the great possibilities of it and asked me to introduce him to Secretary Patterson.

I invited Secretary Patterson to have dinner with me at the Washington Roof Garden and Mr. McClintic also. He was there with his file and his maps and presented the matter to Judge Patterson, and he agreed to look into it and see what there was to it. That is the last I have heard of it and I do not know any more about it, but that was an oil field in Alaska somewhere, and I looked at the derricks standing up in the photograph and tanks for containing the oil, and the building that looked like the refinery. I do not remember any other details.

[2280] Mr. ELSTON. This project you are talking about is in Canada, is it not?

Mr. HOFFMAN. In Canada, yes.

The CHAIRMAN. That is not in Alaska?

Mr. HOFFMAN. That is in Canada, 300 miles north of Edmonton, with a railroad to serve it. This is right at Waterways.

I might add for the record that in the issue of Newsweek which we are trying to locate, either June or July of this year, there was a full-page article in there showing a picture of the refinery there, and quoting some of the prominent geologists which give this as the largest oil reserve, I think, in the history of the world, in these oil sands.

This morning we have a copy of a publication which gives you the area as being 110 miles long and 80 miles wide of nothing but oil sands, oil-impregnated sands, which are known as the Athabaska oil sands.

The CHAIRMAN. What is the name of this project, the Canol Project?

Mr. HOFFMAN. The Canol Project. This had nothing to do with that.

The CHAIRMAN. How far is this refinery from the Canol Project?

Mr. HOFFMAN. One thousand six hundred miles. The Canol Project is 1,600 miles north of Waterways, and from the railroad.

The CHAIRMAN. It is beyond this project you are talking [2281] about?

Mr. HOFFMAN. Beyond this project, farther north of the McKenzie.

Mr. BURTON. I have here two volumes which I obtained from the Library of Congress. One is entitled "The Lower Athabaska and Slave River District—Its Development and Resources." It touches upon these sands.

I have another volume entitled "Oil and Gas Prospects of the Northwest Provinces of Canada," by Wyatt Malcolm, which also refers to these sands.

Mr. MARTIN. I have a question at this point. Is this large deposit of oil sands now reachable by rail transportation?

Mr. HOFFMAN. It is right at the rail head, sir. It has been there. I used the oil for my equipment.

The CHAIRMAN. What grade of oil was it?

Mr. HOFFMAN. Well, it is the finest Diesel oil I have used in my construction experience. The gasoline has an odor which was temperate, and I bought all they would give me at one cent and a half less per gallon than I could buy it from the Imperial Oil Company. When somebody found it, I was ordered to stop buying from the Athabaska oil sands, and to buy from the Imperial Oil Company.

Mr. ELSTON. And you had to pay more?

Mr. HOFFMAN. Yes, but they had the contract.

The CHAIRMAN. Who gave that order?

[2282] Mr. HOFFMAN. Colonel Wyman. I was told to stop. I did not, because I needed oil. I just kept right on.

As a matter of record of the oil, in a volume called "McKenzie on Exploration," which is some 100 years old, you will find there that he originally discovered the oil seepage of the oil sands in the far North when he came down the McKenzie from Aklavik.

Every Eskimo, every explorer, every fur man in Canada, and every geologist knows there has been oil seepage in Canada for a hundred years. It has been no secret.

The Imperial Oil Company did not control the oil sands of the Athabaska, but they did, in this contract, control the drilling operations for the exploration of the Norman Field. I might say this: The little refinery at Waterways was turning out 500 barrels of oil. The process has been proven successful. I was using the Diesel oil, and I say to you it is the best Diesel oil I ever had. I cannot even tell you the name of the people who own the oil property. I do not know.

I was interested in good equipment and good materials. I tried to make a deal with them whereby they would give me all of the 500 barrels every day because I wanted to send the refined oil up the river to the stations, Fort Fitzgerald, Fort Smith, Fort Resolution, and three or four others, which would save the haul from Edmonton up the railroad, and I would be buying it at less money, but the oil was so good that the gold companies up at [2283] the gold fields along Great Slave Lake beat me to it and they made a contract to take the entire output. What they did not take I could have, with the result that I did not get very much of it. I would say perhaps 150 barrels a day, refined, of course, which was not what I needed. I needed a whole lot more than that.

The CHAIRMAN. How long is this pipeline that was built under General Somervell's orders with respect to the Canol Project?

Mr. HOFFMAN. All told, it would 560 miles from the line at Norman Wells to the McKenzie and to White Horse; approximately 560 miles as the crow flies.

Mr. ELSTON. Is this project you were working on part of it?

Mr. HOFFMAN. That was the project. I was the general superintendent of the Canol Project. I was the first man up there.

The CHAIRMAN. Did you call the attention of the War Department to the fact that this other source of supply was available at Waterways?

Mr. HOFFMAN. No, Mr. May, I did not call it to the attention of the War Department, because, as I say, I am nobody. I was nobody there and I am nobody here. I did tell Colonel Wyman, the top officer, about it, and I was told to keep still, so I decided I had better get out of the job as quick as I could.

When my agreement was up, I quit, and I was all through. I wanted no part of it.

[2284] To go further, the Dominion Government of Canada, they are pretty smart and conservative people, have gone into the oil sands and taken over that refinery and they have invested \$500,000 and they will produce more oil within the next six months after they get that refinery working, than the whole Norman Wells project will do.

The CHAIRMAN. Is this the Canol Project?

Mr. HOFFMAN. That is the Canol Project.

Mr. MARTIN. They will produce more in six months than the whole Canol Project can do in how long?

Mr. HOFFMAN. I mean on a daily rate. They will produce more oil with a \$1,000,000 investment than we will with \$250,000,000, daily.

The CHAIRMAN. In other words, Mr. Hoffman means that after they have had six months to bring up the development, they will be doing it.

Mr. HOFFMAN. That is right.

Mr. ELSTON. The Canol Project took longer than six months, did it not?

Mr. HOFFMAN. The Canol Project is not done yet.

Mr. ELSTON. How much time has been consumed already?

Mr. HOFFMAN. Well, I got there on May 18, 1942, and today is January 27, 1944, and they are not done yet.

Mr. ELSTON. How far along are they?

Mr. HOFFMAN. I do not know. I heard somebody say they would [2285] be done in February. Nobody is able to get any information out of there now, and I am not interested enough to find out.

Mr. FENTON. How long were you there?

Mr. HOFFMAN. I was there three months on the first section.

Mr. ELSTON. I was going to ask who owns the Imperial Oil Company?

Mr. HOFFMAN. Standard Oil Company of New Jersey.

Mr. BURTON. Will you proceed, Mr. Hoffman?

Mr. HOFFMAN. The Athabaska oil sands deposits were not controlled by the Imperial Oil Company and evidently were of no interest to them. But had the plan been followed, which competent oil men told me was reasonable and

intelligent to do, the actual operation of refining at that point, and by that point we are talking about Waterways, would have produced within 90 days about two thousand barrels of oil a day that could be shipped by rail and water to Edmonton and to Prince Rupert where it could have been unloaded into barges and towed up the inland passage to Skagway and could have provided more oil than is possible out of the potential oil field of Norman Wells.

Mr. BURTON. You spoke of some equipment that was shipped to you. Can you state how much there was and of what it was composed?

Mr. HOFFMAN. I ordered a one-ton truck or a little sedan for myself to get around and they sent me 24 brand new Ford sedans, which I had to park because there were no roads to drive them on. I ordered two 1½ ton trucks to haul supplies and they sent me 106.

[2286] I had over 60 D-8 bulldozers and over 50 D-7's and 6's. In fact, I had \$4,000,000 worth of equipment that was of no earthly use to the job, because in order to lay the pipeline across the muskeg, it was only necessary to provide a road and you could have but one unit working on that road. Instead of having 100 bulldozers, I could have done just as well with 10.

I might explain that. If you are going through the muskeg, you cannot work ahead of yourself. You have got to provide a road to get your equipment over, and therefore, but one unit can work on that road. If it is all muskeg, you cannot get into a station because there is no road.

The CHAIRMAN. In other words, you build your grade?

Mr. HOFFMAN. You had to, because it was muskeg and swamp and it was impossible to work more than one unit.

The CHAIRMAN. What did you use to pick up the earth?

Mr. HOFFMAN. We had shovels. We had shovels and bulldozers and scrapers. We had all of the equipment in the world. In fact, I got so much equipment in Waterways that I had to go up in the hills and cut trees down and park my equipment and build land to put it on. I had so much equipment I thought I was really going to do a job.

Mr. ELSTON. With whom did you place these orders?

Mr. HOFFMAN. I did not place any orders.

Mr. ELSTON. You said you had placed an order for one car.

Mr. HOFFMAN. That was with our office in Edmonton.

[2287] Mr. ELSTON. Were you not consulted about all this equipment that would be needed?

Mr. HOFFMAN. Nothing. I did not know a thing about it. In fact, I did not even think it was on the way.

Mr. ELSTON. You were the man in charge and the one whom they should have consulted, were you not?

Mr. HOFFMAN. That is right. None of this was pre-planned. On a construction job the general superintendent or chief engineer, as I was, must have something to work from. I must have a plan and I state definitely here there were no plans for that pipeline and there were no plans for that job. There were no plans of any kind until the day I left and then I did not see any.

I did see Mr. Turnbull making up plans for a tank farm up at Skagway which was the supplement to the contract.

The CHAIRMAN. What do you mean by "tank farm"?

Mr. HOFFMAN. They were going to store oil up at Skagway and they were going to build storage tanks. I did not know why they were going to store at Skagway if they were going to bring it across to White Horse—this oil was supposed to go into Alaska—I did not know why they would bring it 110 miles south to go north. Those are some of the things I do not know about.

I did not find out enough about them. I had too much to do as it was.

Mr. BURTON. Off the record.

[2288] (There was discussion off the record.)

Mr. BURTON. I show you a report dated July 15, 1942, addressed to S. D. Bechtel, H. C. Price, Paul Grafe; subject: "Progress Report on the Canol Project, Contract No. W-412-eng.-53, Report No. 1 (Edmonton)" and ask you if that is a report which you submitted.

Mr. HOFFMAN. That is the report, sir.

You will find the equipment lists right on the bottom showing the tremendous amounts I received there.

Mr. BURTON. I ask that that be marked as an Exhibit.

The CHAIRMAN. It is so ordered.

(The document referred to was marked Exhibit No. 3 of 7/15/42).

Mr. BURTON. I submit herewith a copy of the "Norman-Whitehorse Pipeline Project General Equipment—to be delivered at McMurray, Canada (except planes and four Fords)" and ask you if that also is a record of equipment.

Mr. HOFFMAN. That is a record of equipment there, calling for about 16 or 18 planes and a lot of other miscellaneous things.

Mr. BURTON. I ask that that report be admitted as an exhibit.

The CHAIRMAN. All right, it may be done.

(The document referred to was marked Exhibit No. 4)

Mr. BURTON. I submit herewith a memorandum dated June 28, [2289] 1942, addressed to Bechtel, Price and Callahan, Waterways, Alberta, Canada—Attention Mr. Robert Hoffman, and signed Theodore Wyman, Jr., Colonel, Corps of Engineers, Officer in Charge. I ask if you can identify that, Mr. Hoffman?

Mr. HOFFMAN. That is a true copy of the original letter sent to me by Colonel Wyman to do certain work in waterways; an open letter authorizing me to spend as much money as I wanted to without any restriction of any kind.

Mr. BURTON. I ask that that be spread upon the record.

The CHAIRMAN. That may be spread upon the record as an exhibit.

(The letter referred to is as follows:)

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
McMurray, Alberta, Canada, June 28, 1942.

BECHTEL, PRICE AND CALLAHAN,
Waterways, Alberta, Canada,
Attention: Mr. Robert Hoffman.

DEAR SIR: In accordance with the terms of Contract W-412-eng-53 and in connection with the movement of personnel (Civilian and Military) equipment, materials and supplies, to Norman Wells and other places on the Canol Project, you are directed to perform the following work at Waterways, Alberta, and McMurray, Alberta, and at the locality known as the Prairie, located [2290] between Waterways, and McMurray:

(a) Loading and unloading of freight for the Canol Project delivered by the Northern Alberta Railroad to the railhead at Waterways.

(b) To assist the Hudson's Bay Company in the handling of freight destined for Norman Wells and other points in the Canol Project. Any service rendered to the Hudson's Bay Company will be charged to that company and payment received credited to the United States.

(c) The construction of railroad facilities extending from Waterways to the Prairie with the cooperation of the Northern Alberta Railway and military forces located at Camp Prairie.

(d) The rental of lands necessary for the movement and storage of freight and the construction of necessary facilities to expedite the movement of freight and its transfer from rail to boat, and for such other purposes as necessary.

(e) The reconstruction of the highways from Waterways to Camp Prairie and to the loading ramps located on the Clearwater River at Camp Prairie, and the maintenance of these roads and the construction of such additional roads as necessary at Camp Prairie and to the Clearwater River. This construction will be prosecuted in cooperation with Military forces located at Camp Prairie.

(f) The construction of the following buildings at Camp Prairie: Administration Building, approximately 25' x 130'; [2291] Warehouses for the storage of Quartermaster supplies, consisting of two buildings, approximately 25' x 200'; Board House approximately 50' x 200' to accommodate 104 people; two Bunk Houses, approximately 50' x 200'; to accommodate 104 people; two Bunk Houses, approximately 26' x 100', to accommodate 96 people each; a Mess Hall approximately 25' x 160'; a Hospital Building approximately 25' x 110'; a Post Office Building approximately 25' x 60' and such other office buildings and store houses as may be necessary. Camp facilities for the civilian employees of your Company and such other persons who may be authorized to occupy them.

(g) To furnish camp equipment, including mosquito bars and head nets for crews of tows operating on the Athabasca River system.

(h) To furnish lumber for decking over open boats for use in tows hauling freight down the Athabasca River.

(i) To furnish road oil for the maintenance of all roads being used by either Army or Constructors vehicles.

(j) To furnish a staff of native pilots and guides for use on pioneer tows on the Athabasca River and for such other purposes as may be necessary.

(k) To construct utilities, including water supply, sewer system, electric lighting for Camp Prairie, both Civilian and Military Camps, and to construct refrigerator plants, as necessary, for Warehouses.

[2292] (l) To furnish gravel for the construction and maintenance of the road system and about the railhead and Camp Prairie.

(m) To furnish motor fuel and lubricants to military organizations until such time as a regular supply of motor fuel is established.

(n) To arrange with the Hudson's Bay Company to furnish wood for fuel for the S. S. Athabasca River at Waterways, at a price of \$4.00 per cord. All monies received from the Hudson's Bay Company will be deposited to the credit of the United States with the nearest Finance Officer.

Any stevedore service furnished either the Hudson's Bay Company, Northern Transportation Company or any other common carrier, will be charged to the respective companies and the funds deposited with the Finance Officer for the credit of the United States.

/s/ THEODORE WYMAN, JR.,
Colonel, C. of E., Officer in Charge.

CC. Bechtel Price and Callahan, Edmonton
Bechtel Price and Callahan, San Francisco
U. S. Engineer Office, Edmonton
U. S. Engineer Office—Canol Project, San Francisco.

Original to Edmonton Office.

Mr. SPARKMAN: Off the record.

(There was discussion off the record.)

Mr. HOFFMAN: Here, on page 3 of the Progress Report [Exhibit 3]. [2293] Paragraph 4, it states:

"Engineering Studies in Connection with the Skagway and Whitehorse Pipeline and Facilities as per Contracting Officer's authorization, dated July 3, 1942."

Does that tell you that there are any plans prepared for that part of the line at all, when it is authorized in this report, as of July 3, that there were no plans of any kind. It is right there under their own signature. This report was prepared by the main office. This is not my report.

Mr. SPARKMAN. I asked you off the record, Mr. Hoffman, if the contract at Edmonton, Canada, about which you have been testifying, was not subsequent to your leaving the job in the Islands and subsequent to the difficulty, if you want to call it such, or certainly the criticism that you had of Colonel Wyman in the Islands?

Mr. HOFFMAN. I knew nothing about the Canol Project or the Canol pipeline until my arrival in San Francisco on May 12, at which time Colonel Wyman contacted me.

Mr. SPARKMAN. It was subsequent to that time, was it not?

Mr. HOFFMAN. It was subsequent to that time.

Mr. SPARKMAN. I am just trying to get this on the record. The question that comes to my mind is this: That after you had known something about the inefficiency, if you want to describe it as such, of Colonel Wyman in the Islands, and you had rather severely criticized him, how did it happen that you undertook [2294] this new project with him?

Mr. HOFFMAN. The first reason was that I received a letter from Colonel Wyman, which is a matter of record, in which he, in the wording of his letter, said he hoped the day would come when he and I could do a real construction job together, and from that letter he infers that all was not well in Hawaii.

Mr. SPARKMAN. You make reference to a letter that has already been put into the record, do you not?

Mr. HOFFMAN. I think it was. It was signed by Colonel Wyman and addressed to me in Hawaii.

Mr. BURTON. This letter is on record on page 2189. That letter is dated March 17, 1942, addressed to Mr. Robert Hoffman, and signed Theodore Wyman, Jr., Colonel, Corps of Engineers, District Engineer. That is in the transcript of record of these hearings, dated January 24.

Mr. HOFFMAN. When I arrived in San Francisco, with no intention of contacting Colonel Wyman, and with the hope that I was going to South America to build some air bases for another contractor, Colonel Wyman contacted me and asked me to come down to his office on Montgomery Street and talk to him about the greatest project that was being offered. He did get me enthused over that project.

It was something new, and they said it was impossible, and that is the kind of a job I wanted.

After a day and a half of telling them that I had an [2295] obligation, and that I had to call the man on the South American work, I learned that diplomatic relations had not been broken between the Axis and Chile and it would not be possible to continue with that work, so I agreed to go with Colonel Wyman for a period not to exceed four months on the first section, and I was to be released after that time.

Mr. SPARKMAN. Did that Colonel Wyman at that time virtually admit that the situation in Hawaii had not been a happy one?

Mr. HOFFMAN. That is correct.

Mr. SPARKMAN. And promised the one in Canada would be a better one?

Mr. HOFFMAN. A much better one, and a different job altogether. In fact, I told Colonel Wyman we could not duplicate what we did over in Hawaii or I wanted to quit right then and there.

Mr. ELSTON. I would like to ask a question about what disposition was eventually made with all this equipment?

Mr. HOFFMAN. Mr. Elston, that is in this record as we go on.

The CHAIRMAN. All right.

Mr. BURTON. Did you offer any protest about the quantity of equipment that was sent you?

Mr. HOFFMAN. Yes, I wanted to know. I asked what the quantity of equipment was for after it arrived, not knowing that it was coming, even. They said it was to build a pipeline. Well, that [2296] is when I decided to get out of there, realizing the construction of a pipeline up in the muskeg country, where I had made several trips for inspection, I decided the thing to do was to get out of that job quickly. My protests would have meant nothing because the equipment was ordered without my consent or advice. It was ordered by the contractor and approved by Colonel Wyman. It had to be approved by him before it could be ordered.

Mr. BURTON. Do you know what became of this equipment?

Mr. HOFFMAN. Yes, if I can go on with the story.

The McKenzie River flows north from McMurray and empties into the Arctic at Aklavik, 1600 miles from McMurray. The river runs over limestone and is never more than 42 inches deep, and therefore, the barges cannot take over three feet of water. When the barges arrive at Fort Fitzgerald, 300 miles north of McMurray, everything must be unloaded and transported over a portage of 20 miles to another town called Fort Smith, and it is then reloaded and sent down the river which enters Great Slave Lake and then westwardly across the end of the lake about a distance of 80 miles and then into the McKenzie and then again up to Norman Wells.

Great Slave Lake is a very treacherous body of water because of its shallowness and a storm can produce 30-foot waves within a half hour. When the first two barges loaded with \$200,000 worth of equipment started north, a storm came up, and the total equipment load of both barges was lost in the only deep spot in [2297] the Great Slave Lake.

The balance of the equipment was left waiting at Fort Smith in 50 degree below zero weather through the winter of 1942-43 with the result that considerably over 25% was lost to future use as there was no cover provided for it. This applies to trucks, maintainers, portable sawmills, shovels, electric welders, air compressors, and all construction equipment of that type.

Mr. BURTON. Let me interrupt there off the record.

(There was discussion off the record.)

Mr. HOFFMAN. As I said, you could not use all of the equipment for the job. It was impossible. You cannot use a hundred bulldozers when you can only work then on the road, with the result that I learned that a friend of mine whose name is Mickey Ryan, who controls the portage between Fort Smith and Fort Fitzgerald, now has a contract to bring the equipment back. I had word just this morning that some of the equipment went up there, never turned a wheel in work, but is now being returned.

Mr. ELSTON. Do you know how much?

Mr. HOFFMAN. I do not know. I just got this word this morning and I will find out within a week or ten days when I will know more.

Mr. MARTIN. About what percentage of the total amount of equipment was lost in that storm?

Mr. HOFFMAN. I would say conservatively 25%. Conservatively, I would say 25%. You cannot leave steel equipment stand out in [2298] 50 degree below zero weather without cover or any care.

Mr. MARTIN. You mean, exposure through the winter?

Mr. HOFFMAN. That is true, and mishandling.

Mr. MARTIN. I also wanted to ask what percentage of it was lost in the storm on the lake?

Mr. HOFFMAN. \$200,000 worth on the two barges. The bulldozers run around \$12,000 apiece and there were eight of those on one barge.

Mr. BURTON. Did you come in contact with an explorer by the name of Stephanson.

Mr. HOFFMAN. I did not. However, I know the explorer's first name starts with V. Stephanson, and I knew of a survey that he made of the potential oil fields of Norman Wells. However, Stephanson's recommendations either for or against, were of no importance, as the original discovery of oil seeping from the ground was made first by the Scotch explorer McKinzie, and then by every other hunter and Eskimo that traveled the area.

There are seven or eight volumes published in the open libraries on the oil seepage of the McKenzie Valley.

Mr. MARTIN. According to geologists, the oil field deposits of the Athabasca were a part and parcel of the same seepage.

Mr. BURTON. Do you know of any work that was performed by the soldiers on this project?

Mr. HOFFMAN. Yes, I used soldiers in the building of the railroad, in the building of the airport, and in laying the [2299] utility pipelines of the camp.

There was not sufficient work for the soldiers sent to this camp. When I asked one of the officers why they had troops up there, he said they were there in case of invasion. It developed that these troops were engineer labor troops, and there were only 9 rifles and 4 pistols among the 3,000 men there. They were not gun troops.

Mr. BURTON. Did these labor battalions help to do the work?

Mr. HOFFMAN. These labor battalions helped me to build the railroad, helped perform other labor. Of course, the total expenditure of the cost of the project was figured in the amount of the fee to be paid to the contractor.

Mr. BURTON. You mean the fee paid the contractor was based on the estimated cost of the work done?

Mr. HOFFMAN. That is right. The contractor took the credit for all of the work performed up there. It was *my* railroad, *my* project, *my* buildings, *my* this and *my* that, although a large part of the work was performed by Army battalions.

Mr. BURTON. Then a large part of the work was performed by the Army battalions?

Mr. HOFFMAN. I would say not a large part, I would say a generous part at the Waterways station, which was the first section of the work. They had to build that before they could go farther north.

Mr. BURTON. Did you find any lack of equipment for the [2300] soldiers?

Mr. HOFFMAN. Yes. Due to the fact I did not know what troops were going to be there or the purpose they were going to be therefor—I knew they were engineer troops, of course, and an engineer, to me, means the man who does the things—I neglected to take my level and my transit with me from San Francisco.

When I was ordered to build the railroad and to drive the trestles, I had to have a level to set the grade for the bed. Of the 3,000 engineer troops, there wasn't a level or a transit among them. The engineers that were there were not that kind of engineers. They were pontoon and labor battalions, but called engineers of the Army.

Mr. BURTON. Do you know anything about the character of the officers who were sent there to supervise this work for the Army?

Mr. HOFFMAN. The officers were not capable of supervising that type of work up there. These were primarily labor battalions, with probably one or two companies specialized in pontoons.

Mr. BURTON. How about Colonel Wyman and his staff?

Mr. HOFFMAN. Colonel Wyman did not have a staff. He had to accept these officers who came with these troops.

Mr. BURTON. How did they conduct themselves?

Mr. HOFFMAN. Just like a bunch of fellows in the country without responsibility. There was not enough for them to do. They were not the best behaved officers.

Mr. ELSTON. What was the highest ranking officer in command?

[2301] Mr. HOFFMAN, A lieutenant colonel. The first ranking officer was Jim Krueger, the son of Lt. General Krueger, whom I might say was drunk 50% of the time up there. There were some officers there that were really sincere. I particularly refer to the medical officers who had a job to do, and they did a marvelous job up there. As far as sanitation and keeping the men healthy, for the bugs and mosquitoes and flies were such that they would really make you sick if they bit you often enough, the doctors did a marvelous job.

Mr. BURTON. You had a little something to say about the contractors. What part did they play?

Mr. HOFFMAN. The contractors themselves knew less than the engineers and had no plans to build the project. The contractors were interested primarily in spending the money to secure a fee, as was evidenced by the building up of an office force of some 200 people that had nothing to do for three months, while the only work that was going on was the work I was doing in Waterways with three people.

The CHAIRMAN. That was on a cost-plus-fixed-fee contract?

Mr. HOFFMAN. That is right.

Mr. ELSTON. Did the cost of the material enter in any way into the fee?

Mr. HOFFMAN. Yes, the cost of the project. The entire cost of the project, the fee is based on that and the only way the contractor can secure his earned fee is by the report of [2302] expenditures.

Mr. ELSTON. And all these bulldozers and these other items of equipment that you say were unnecessary but were sent up there nevertheless, who paid for those, the contractor or the Government?

Mr. HOFFMAN. The government paid for everything.

Mr. ELSTON. Did the cost of that equipment have anything to do with the fixing of the fee of the contractor?

Mr. HOFFMAN. It is included in the total cost of the project. If you will look at that report again, you will find that the original estimated cost of that project is \$30,000,000. The original estimated cost of the project is \$30,000,000 with a fee of \$1,500,000.

Mr. ELSTON. And the \$30,000,000 includes all the equipment?

Mr. HOFFMAN. Everything that is the cost of the project.

Mr. ELSTON. And the fee was \$1,500,000?

Mr. HOFFMAN. \$1,500,000.

Mr. ELSTON. And that was arrived at in what manner, do you know?

Mr. HOFFMAN. No, I do not.

The CHAIRMAN. That was fixed by the Blossom board down here?

Mr. MARTIN. But the exact number of bulldozers and the other equipment did enter directly into the computations?

Mr. HOFFMAN. No. The fee is based on an approximated cost [2303] of a job.

The CHAIRMAN. On a percentage basis?

Mr. HOFFMAN. On a percentage basis. In other words, that job was supposed to start at \$30,000,000 and the fee was \$1,500,000. The fact it ran to \$130,000,000 by supplements, nullified the original fee altogether.

The CHAIRMAN. But there would be additional fees fixed?

Mr. HOFFMAN. There were additional fees fixed.

Mr. MARTIN. Then the cost of this additional excess equipment was finally reflected in a larger fee?

Mr. HOFFMAN. Yes, it must be.

Mr. ELSTON. And some of that \$1,500,000 fee was paid rather early was it not?

Mr. HOFFMAN. That is right. It was paid right off. In fact, they had to advance the money before they started.

Mr. ELSTON. Do you know how much they were advanced?

Mr. HOFFMAN. \$3,000,000.

Mr. ELSTON. I mean do you know how much of their fee was advanced?

Mr. HOFFMAN. No, Mr. Elston, but the way the auditing was set up in Edmon- ton, the contractor got \$3,000,000 to start doing business. The Army Engineers, of course, through their auditing department would check expenditure of money, but that did not stop the contractor from paying any such bills, that he thought necessary and right, and whether it was a fee or a bill, it would [2304] not make a bit of difference.

The CHAIRMAN. Except if they were bills accumulating on and on until it ran to \$130,000,000 or \$150,000,000, his fee on the side would be increased accord- ingly, would it not?

Mr. HOFFMAN. For every addition on there, there was a supplement issued. The Architect-Engineer had ten supplements in addition to the original contract, and for each one they got an additional fee.

Mr. ELSTON. I am not clear what it was that increased the cost of the original project to about \$130,000,000.

Mr. HOFFMAN. Mr. Elston, if there are no plans for a project and you do not know what you are going to do, how can you estimate the cost?

Mr. ELSTON. The thing that is going through my mind is this: Were there additional projects taken on that ran it above a hundred million, or was it the original project that they estimated at \$30,000,000 and later found it would cost more than \$100,000,000?

Mr. HOFFMAN. They added more work to it, but they had no plans for the original project. I do not know what the original project was. I have never seen a plan of the line.

Mr. ELSTON. What was the \$30,000,000 based on?

Mr. HOFFMAN. It was based on drawing a line and some drilling and getting the line into Whitehorse with a refinery.

Mr. ELSTON. Was that not the ultimate project?

[2305] Mr. HOFFMAN. That was supposed to be the ultimate project.

Mr. ELSTON. So the very plan they had in the beginning, if it was a plan at all, was the plan they ultimately intend to complete and which will cost over \$100,000,000?

Mr. HOFFMAN. That is correct.

Mr. ELSTON. So that they missed—

Mr. HOFFMAN (interposing). The boat.

Mr. ELSTON. No, their estimate was perhaps only 25% and maybe less than that of what it actually cost?

Mr. HOFFMAN. That is correct.

Mr. ELSTON. Of what it will actually cost.

Mr. HOFFMAN. I think if you take in all the costs, the line will run in excess of \$250,000,000, if you take in the costs of your troops and everything else.

Mr. ELSTON. It is worse than the Pentagon Building.

Mr. HOFFMAN. Well, as bad, anyway.

Mr. FENTON. Mr. Hoffman, if you had not seen any plans at all, how did you proceed with your work?

Mr. HOFFMAN. In that letter, sir, from Colonel Wyman, I could have spent the entire Treasury of the United States, based on this letter. He tells me here that I can build buildings; that I can reconstruct the highways; that I can rent all the lands; that I can construct railroad facilities; that I can assist the Hudson Bay Company in the handling of freight and I can load and unload freight; cut wood for the Hudson Bay Company at a price of [2306] \$4.00 a ton, when it costs me \$6.24 to cut and deliver it; that I can furnish stevedore service to either the Hudson's Bay Company, Northern Transportation Company, or any other common carrier; I can furnish a staff of native pilots and guides; I can construct utilities, including water supply, sewer system, electric lighting and everything else. He goes on further and states that I can construct any such a thing that I think is necessary in my own belief.

Mr. ELSTON. Who were you working for? Who paid you?

Mr. HOFFMAN. The contractor.

Mr. ELSTON. Did you have any contact at all with the heads of this firm or were you dealing all with Colonel Wyman?

Mr. HOFFMAN. They were with Colonel Wyman. I never saw the heads of my concern for a month and a half.

Mr. ELSTON. When you did finally see them, did they give you orders, or anything of the kind?

Mr. HOFFMAN. No, they told me to get along with Colonel Wyman, that I was doing fine. We lived right next to each other, but I was fighting with him all the time.

Mr. FENTON. He would tell you what you were to do the next day?

Mr. HOFFMAN. He would tell me to build a 60-bed hospital and I would ask about the plans and he would say—and I will put this in the record—"What the Hell have I got you here for?"

[2307] Well, I am no designer. I am an engineer. He would say, "Can't you draw plans?" I would say, "I haven't got the time." Then he would say, "Put up a hotel of 200 rooms". So I went ahead and built the hotel. I was five minutes ahead of the carpenter. When I got through in my spare time, when

I was resting about midnight, I would get out the board and draw the plans. I was working on reverse.

Mr. ELSTON. What kind of plans did you draw?

Mr. HOFFMAN. I was pretty good.

Mr. ELSTON. I have no doubt you were, but did you draw plans from which you took blueprints?

Mr. HOFFMAN. Yes.

Mr. ELSTON. Were specifications written up?

Mr. HOFFMAN. I wrote the specifications for just what was put up.

Mr. ELSTON. Were you your own draftsman too?

Mr. HOFFMAN. I was.

Mr. ELSTON. Did you not have draftsmen?

Mr. HOFFMAN. The architect-engineer did not show up. In fact, I built his office without any plans, and when he got there he thought I had done a pretty good job.

The CHAIRMAN. Off the record.

(There was discussion off the record.)

Mr. BURTON. If you will continue your statement, Mr. Hoffman.

[2308] Mr. HOFFMAN. Men that I had in Hawaii as superintendents and foremen and who were earning anywhere from \$300 to \$500 a month were sent up north for the contractor and they were drawing salaries from \$500 to \$800 a month, and were given bonuses along in November of 1942 for meritorious conduct.

Mr. Bendit, who was chief auditor and who since has left the organization, told me personally the bonus payments exceeded \$150,000, which were made by the contractor to the men.

The CHAIRMAN. Were these Japanese employees that you had over beyond or American?

Mr. HOFFMAN. No, these were all American. There were no Japanese on this job at all, sir.

Mr. ELSTON. You said a while ago you were compelled to get rid of your Canadian help, did you not?

Mr. HOFFMAN. Yes.

Mr. ELSTON. Because you were upsetting the labor market in that area?

Mr. HOFFMAN. That is right.

Mr. ELSTON. And you were paying those men 50¢ an hour?

Mr. HOFFMAN. That is right, sir.

Mr. ELSTON. When you got rid of them, who did you get in their places?

Mr. HOFFMAN. They sent up Americans at 90 cents and one dollar an hour and their keep.

Mr. ELSTON. Were they more efficient?

[2309] Mr. HOFFMAN. No, on the contrary they were not. The average Canadian laborer in the North Country is a worker because he has to work to survive in the north woods.

Mr. ELSTON. How many Americans did they send up there?

Mr. HOFFMAN. The shipments were coming in there pretty fast. At one time, I had, I would say, about a thousand.

Mr. ELSTON. So, with the manpower shortage, or alleged manpower shortage in the United States, you were compelled to get rid of Canadian labor and use American labor that had to be transported up there?

Mr. HOFFMAN. That is right, sir.

Mr. ELSTON. They were transported clear up into that country and given wages at least double what you were paying the Canadians?

Mr. HOFFMAN. That is right, sir.

Mr. MARTIN. And a greater number of laborers than you could use?

Mr. HOFFMAN. That is right, sir.

Mr. ELSTON. On whose orders did you do that?

Mr. HOFFMAN. I did not even order them. They were sent there. I did not even know they were coming.

Mr. ELSTON. Who ordered you to discharge the Canadian help?

Mr. HOFFMAN. The original letter came from Colonel Wyman to Bechtel, Price and Callaghan, at Edmonton. I got a copy of the [2310] letter. They attached to it a memorandum and said, "please comply."

Mr. ELSTON. What would you say the substitution of American labor for the Canadian labor amounted to in dollars and cents, all told?

Mr. HOFFMAN. It would be very difficult, Mr. Elston, for me to estimate, because after I left I had no knowledge of the job. However, you could get those records out of the voucher files. They are very complete.

Mr. ELSTON. I think we should get them.

The CHAIRMAN. Yes.

Off the record.

(There was discussion off the record.)

Mr. BURTON. For what reason and when did you leave the Canal Project?

Mr. HOFFMAN. I left the Canal Project on August 3, 1943, after being warned in a wire by Colonel Wyman that I could not leave. I wired him back that I was leaving just the same.

When I got to Edmonton on the train with my family, I was advised that Colonel Wyman was looking for me, and Sunday morning at 100 o'clock, I got a call from Colonel Wyman saying he would like to talk to me and for me to come to his office which was then in the McLeod Building in Edmonton.

He wanted to know why I was leaving and I told him the job smelled to high heaven and that I was getting out of there, and [2311] quick.

He asked me if I had another job, and I answered, "No," which was the truth. I did not have anything in mind. I just wanted to get away before it opened up. By that I mean before they started investigating the job, which had to come.

Colonel Wyman said, "You are the only man that has accomplished anything here and knows what is going on. The contractor has received no reimbursement for any expenditures for materials and supplies."

He said, "Won't you please sign the Receiving and Inspection reports so that the Bechtel Company can get its money out of this thing? I will regard that as a personal favor."

Accordingly, I told him I would, and for five days I signed Receiving and Inspection reports to the tune of 80,000 stampings and 26,000 signatures, and those Receiving and Inspection reports bear my signature for the material I know had actually gotten up to Waterways. Those R. and I. reports which I could not identify were set aside without signature.

In the three months of operation, the Army had not made out a single receiving and Inspection report for anything received on the job, although the engineers' office crew was exceptionally large.

In other words, there is no record today, nor can anybody identify some of the missing equipment that came up there originally, and the only records of receipt of equipment was the record [2312] I carried in my office at Waterways, and which is part of the files there now.

Mr. ELSTON. May I ask a question, Mr. Hoffman?

Mr. HOFFMAN. Yes.

Mr. ELSTON. When you signed those Receiving and Inspection reports, did you have any records in your possession that you checked against those?

Mr. HOFFMAN. I did. That is what I am talking about, the records that I had made myself and out of, well, there must have been 2000, or maybe more, each one of these reports had 10 or 11 copies and it was a big job, because I got a girl and worked in the hotel, worked up until 1 or 2 o'clock in the morning to get these things out.

Where it would not check with an actual record from my file, of actually having been received, I would refuse to sign. I had no right to sign those R. and I. reports. I was not an Army man. They should have been signed by the Architect-Engineer, who should have been on the job and for which he drew a few from the United States Engineers.

I merely acknowledged that this material had been received at Waterways, was either shipped north or used on a certain project and that corresponded with my daily reports, which are on file up there now.

Mr. ELSTON. You did not certify that the equipment was used?

[2313] Mr. HOFFMAN. No, just received and each number. The material came up unnumbered and I put the allocated number on the equipment which corresponded with my file and which were in use from that time on.

In other words, I gave each one an identity. I signed nothing that I could not identify positively. It was either there or it was not.

The CHAIRMAN. Is that all, gentlemen?

Mr. BURTON. Off the record.

(There was discussion off the record.)

Mr. BURTON. Do you know whether or not it is true that Colonel Theodore Wyman, Jr., received a Distinguished Service Award?

Mr. HOFFMAN. Yes, he did. It is a matter of open record in the War Department and in the records.

Mr. MARTIN. For what services?

Mr. HOFFMAN. For the service performed in Hawaii.

Mr. MARTIN. The service that you have described here in these hearings?

Mr. HOFFMAN. That is correct, sir.

May I add one thing more to the record to make it complete.

In June, probably a month after I was there, General Reybolt, who was then Chief of Engineers, arrived in Edmonton and it was at that time that they knew that the job could not be completed in the specified time, December, 1942, and it was at [2314] that time that the extension was made, giving him another year to go ahead with the job. There was so little done then that it could have been stopped quickly with very little expenditure.

The CHAIRMAN. Colonel Knowles, do you want to ask any questions?

Colonel KNOWLES. Yes. Are you associated with any construction companies, Mr. Hoffman?

Mr. HOFFMAN. Now?

Col. KNOWLES. Yes.

Mr. HOFFMAN. No, sir, not any.

Col. KNOWLES. Have you been associated as a part owner or co-owner in the past two years?

Mr. HOFFMAN. Never. I have never owned anything. I have worked.

Col. KNOWLES. You have never been in control of any heavy construction equipment?

Mr. HOFFMAN. Never. I never owned a piece in my life; never owned a piece in my life. I might say for your further information that when I left Canada I was called to complete the North American bomber plant at Kansas City, Kansas, which I did, and when I completed that I went back to my home in California and was called by the Navy to come down and complete the North Island Navy Base, which cost \$22,500,000. I did that in 1943, and then I went to Mexico because I decided I needed a rest.

[2315] Mr. FENTON. Mr. Hoffman, you said you never saw any plans at all?

Mr. HOFFMAN. Never, sir.

Mr. FENTON. Did you ever come in contact with the person who was supposed to be the architect-engineer?

Mr. HOFFMAN. Yes, I did.

Mr. FENTON. Did he get on the job while you were there?

Mr. HOFFMAN. He got on late in July of 1942.

Mr. FENTON. Did he tell you anything with regard to the plans or anything like that?

Mr. HOFFMAN. No, he did not. The man I talked to was J. Gordon Turnbull. I had several talks with him and he said he was as much mystified as to what they were going to do as anybody else.

Mr. FENTON. Did he make any observations about the plans not having been presented to you to work with?

Mr. HOFFMAN. Only that he told me that the contract, as far as he was concerned, was not signed until June. The usual procedure is for the architect-engineer to get on the job and prepare the plans, and that is done in order to make the estimate and to find out what it is going to cost.

Mr. FENTON. When did you first see the architect-engineer?

Mr. HOFFMAN. I first saw him in July, 1942, when he got off of a plane at Waterways with Colonel Wyman.

Mr. ELSTON. I would like to ask Mr. Hoffman this [2316] question: I notice from the Public Record about the awarding of the Distinguished Service Medal to Colonel Wyman, that it was granted to him for exceptionally meritorious and distinguished service in the performance of duty and great responsibility as District Engineer at Honolulu, Engineer's District, from October 14, 1941 to March 15, 1942.

You were working there during all that period of time, were you not?

Mr. HOFFMAN. Yes, I was there before and after that time.

Mr. ELSTON. Did he leave Hawaii at any time and proceed anywhere else and do any work for the Government?

Mr. HOFFMAN. He had work on the outlying Islands, too, that the Army controlled.

Mr. ELSTON. Do you know anything about the work that he did there?

Mr. HOFFMAN. No, only that generally they set up airports as stepping stones all the way from Honolulu to Australia.

Mr. ELSTON. This refers to his being directed to proceed with construction in the South Pacific Area and to be available for use by January 15, 1942, at locations difficult of access and widely separated.

Do you know anything about that work?

Mr. HOFFMAN. Yes, those are the islands. I had some of my own men go down and took them off my field. They were building temporary coral runways as stepping-stones all the way down to [2317] Australia.

Mr. ELSTON. He was commended for getting the work completed in 11 weeks from the date of the notice to proceed, and on December 28, 1941, which was two weeks ahead of schedule—

Mr. HOFFMAN (interposing). That work was started in July of 1941. Your definition there is work to be completed that had been in process for months. How long do you think it takes to make an airport?

Mr. ELSTON. Do you know whether it was completed in advance of schedule?

Mr. HOFFMAN. That I would not know, sir.

Mr. BURTON: Off the record.

(There was discussion off the record.)

The CHAIRMAN. I think we will excuse the witness at this time.

We will adjourn subject to call of the Chair.

(Whereupon, at 11:55 o'clock a. m., the hearing was recessed, to be resumed at the call of the Chair.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 8B

STATEMENT BY ROBERT HOFFMAN, AREA SUPERINTENDENT, FIFTH FIELD AREA,
BELLAWS FIELD

The incidents relating to actual stoppages of work due to the indecisive, changeable orders by the U. S. E. D. are substantiated by such exhibits as are available from the files. These pertain only to Bellows Field, as the writer has no authoritative knowledge of the goings on elsewhere. I therefore list below some of the items which merely confirm the statements of this report as I must again say that it would be too lengthy a report were all the items enumerated.

[1] The foregoing statement is made at the request of the Executive Committee of the Hawaiian Constructors for the purpose of record in conjunction with the progress of construction of what is today known as Bellows Field. This statement is made voluntarily and is subject to such oath as may be required now or at a later date and does not serve the purpose of indictment against either the U. S. E. D. or the Hawaiian Constructors. These simple facts as recorded have no bearing as to the personal feelings of the writer nor has the writer an "axe to grind" toward any one individual or any group collectively, and under no circumstances are they to be treated in that light.

The undersigned was employed by the Hawaiian Constructors with the consent of the District Engineer of Honolulu as a construction superintendent at Los Angeles, California, on or about April 20, 1941. After confirmation by Mr. Middleton in the Division Engineers' office at San Francisco, the writer embarked and arrived in Honolulu the morning of April 30 with no apparent assignment and no adequate direction as to where he might end up at. I was finally sent to Hickam Field where I created my own assignment by making take-offs of materials from blue prints (this was definitely a U. S. E. D. work task). After nine days of this I was shifted to Wheeler Field where the writer laid out the first sectionalized two story officers' quarters to prove the theory that mass production in sectionalized work was possible. On the sixteenth day of May I was assigned to Bellows Field, the original task for which I was employed [2] and immediately began the organization of a field force to construct the camp. There were no materials on hand, nor was there any equipment on hand, and there were but eleven men on the job. Because of a lack of knowledge of methods and ways to secure materials, equipment, and men, it was necessary for the writer to blunder for the succeeding two weeks, as no body seemed to know the method. Finally, on May 24, I was advised by the Area Engineer, Mr. P. J. Lynch, that we had a work order No. 20.0 which comprised sixteen sixty-three men barracks, one mess hall and two administration buildings. There were no blue prints on the job and the writer finally made a trip to Hickam Field and made some quick sketches of the barracks at that point, and on returning to Bellows Field the following day we started forming, preparatory to pouring concrete. This statement merely to indicate lacking cooperative effort in furnishing blue prints for proper work plan. From May 26 until June 17 we poured, beamed, framed and sheeted eleven buildings, and still no plans from the U. S. E. D.

covering these items. It was impossible to secure anything more than a one sack mixer, nor was it possible to secure adequate transportation for the movement of lumber because of the lack of directional cooperation on the part of the Hawaiian Constructors' downtown office. Lumber was sent out to the field on city trailer trucks at all hours of the night and was dumped anywhere with the result that for the months of June, July and August we incurred a labor cost of \$2,600.00 for the removal of lumber to the designated buildings into which it was to go.

[3] In the meantime, these barracks buildings, which are ordinarily a six to seven day completion job, were kept waiting for completion because of our inability to secure the necessary building hardware, mill work, electrical fixtures and plumbing fixtures. The Base Yard at Fort Kam, controlled entirely by the U. S. E. D., appeared to be without definite guidance with the result that a requisition to the store keeper was very seldom filled and at no time in the entire year of activity at Bellows Field was a complete requisition having more than three items ever filled.

The writer appealed to Mr. Lynch, the Area Engineer, pointing out that this field up until this time had the lowest labor cost on the Island and that unless we were able to secure millwork, spring bolts, simple door locks, BX cable for wiring, and plumbing fixtures, that our costs would go out of sight. I personally know of Mr. Lynch appealing to Captain Shields, then in charge of procurement, who turned down requisition after requisition with the remark that all the materials had been ordered and we would just have to wait. The result of this inefficient and detrimental policy on the part of the U. S. E. D. resulted in a labor cost of twelve barracks, which was 58¢ per square foot, to rise to \$1.10 per square foot, due entirely to delay, and this, added to the tremendous overhead of the U. S. E. D., caused an ultimate excessive cost, far exceeding comparative mainland costs for a like work. Outside of the extra freight costs, but bearing in mind cheaper labor cost on the Island, and bearing in mind that labor on this type of work comprises approximately 50% of the cost, the statement of excessive ultimate costs [4] is easily confirmed, and in the case of the U. S. E. D. must share the entire blame for this condition.

It appeared that the general feeling on the part of the U. S. E. D. was that they were acting as a super contractor, whereas in reality the Hawaiian Constructors, the contractors, were appointed to fulfil the obligations of a written agreement to construct, erect, and complete certain designated jobs as directed by the District Engineer. The animosity and harsh feelings which definitely placed the U. S. E. D. on one side of the fence, with the Hawaiian Constructors on the other, was so apparent as early as 1941 that it became common talk throughout Honolulu and even reached the mainland as was evidenced in a letter from George Gregory, a friend and engineer widely recognized on the East coast. It became a fight on the part of the Hawaiian Constructors to try and secure necessary materials and equipment to complete the task assigned, and it would take too long an enumeration to list the hundreds of stoppages due entirely to the fault of the U. S. E. D., who failed to realize the three fundamental principles of construction, namely field analysis, field production and finally field completion. It became apparent to all concerned that the U. S. E. D. with its inefficient help was trying to direct by remote control varied activities on a large scale which in the history of engineering construction has never been successful. The stormy sessions between those directing the work of the Hawaiian Constructors with some personages of the U. S. E. D. were a matter of common talk. It does not appear possible that such a state of condition could have existed, but the facts and incidents speak for themselves.

[5] Skipping over that period up to and including December 7, a new era came into being. Mr. Henry Brewer was placed in charge of procurement of the U. S. E. D. and undoubtedly due to the excited conditions brought on by the attack of December 7, the procurement gates opened up and any material that was available in the city of Honolulu was purchased at the request of the area office or the area engineer. It is safe to say that at Bellows Field fifty percent of the work allowed for this project was done between the period of December 7 and February 28, a short three months as compared with seven previous months in which work was slowed down by a continually lacking, inefficient system, heavily overheaded and conspicuous by its inability to give dollar value for the projects listed for erection and completion. It must be said at this time that the energy, stamina and eagerness of Colonel Lyman, the District Engineer, was beyond reproach. It is also the personal belief of the writer that no other man that I have known in twenty-five years of construction accomplished as

much as Colonel Lyman did. While it is true that his work was expensive and loaded with errors, the fact remains that he did accomplish and do a job. This opinion is concurred in by all of the top construction men on the job. The writer understands, without any confirmation of the fact, that it was impossible for Colonel Lyman to secure "top flight" men which were necessary for so vast a task, and as a result he was burdened with inexperienced, inefficient, title seeking men who cared more for the rank they could attain than for the completing of a job. To him goes our sympathy at this time.

[6] The Following Items From the Daily Work Book:

June 3, 1941: No beam stock for buildings G or H. Delay two days.

June 5, 1941: Was ordered to move pier boxes $\frac{1}{8}$ inch in 130 ft. building.

June 9, 1941: No reinforcing steel for piers for buildings O and P. Delay four days.

June 17, 1941: No gasoline. Trucks down two days.

June 20, 1941: No 2 x 10's or 4 x 4's. Delay three days.

June 21, 1941: No studs. Delay two days.

June 27, 1941: Ordered by Area Engineer to cease concrete pouring. See attached Exhibit No. 1. There seemed to be some argument between the Area Engineer and the District Engineer's office regard the type of concrete mix for Bellows Field. This argument was carried on for seven days with no concrete poured due to the interorganization squabble. After the fifth day advised the Area Engineer that unless we were permitted to keep on our work, I would shut the job down. On the seventh day he finally permitted us, in the face of this threat, to again start.

Monday, July 7: Because of District office holding up further work, laid off twenty-seven carpenters and eight laborers. Advised Mr. Lynch that unless the buildings were released, would lay off thirty more carpenters Tuesday morning.

Tuesday, July 8: Was given six more buildings.

July 11, 1941: Have been held up four days due to lack of lumber for the four recreation buildings. There is plenty of lumber in the yard.

[7] Saturday, July 19: Finally received lumber for five hundred man Mess and four recreation buildings. Delay nine days.

July 21, 1941: No electrical supplies. All buildings held up. Captain Shields refuses to honor requisition.

Tuesday, August 5: After eight days, still waiting for lumber for warehouse #32 and Administration building C. Understand U. S. E. D. yard holding up requisition.

Friday, August 8: No plumbing fixtures for barracks as yet. These have been ready for thirty-two days. Also have been ready for sash for five weeks. Shields refuses to honor requisitions. All sash could have been built locally within five days.

Saturday, August 9: Screen hangers on order five weeks. Still no material.

Wednesday, August 13: No cement. This has been on order for seventeen days.

Friday, August 15: No No. 9 tie-wire which has been on order six weeks. No reinforcing steel. This has been on order sixteen days.

The above are but a few of the enumerations which should be convincing enough regarding delays caused by inefficient procurement and distribution by the U. S. E. D.

Exhibits No. 2 and No. 3, dated September 9 and September 25, are confirmed by requisitions now on file which we were unable to get to complete the barracks.

Please note copies of reports running from November 4 to January 30. All of these reports, if carefully read, will indicate a lack of cooperation on the part of the U. S. E. D., and, in some instances, a lack of cooperation on the part of the Hawaiian Constructors. These reports are true copies and indicate clearly the progress of the job which was stopped and held back only by the direction of the U. S. E. L. office. These reports are marked A, B, C, D, E, F, G, H.

[8] Exhibit No. 4: You will note this memorandum dated December 15 signed by the Area Engineer, shows the priorities of work. No. 1 is the bunkers and it is hardly believable that even though they were plans supposedly made out by the U. S. E. D., on April 9, 1942, exactly four months after this first note, the go-ahead signal was given the superintendent at Bellows Field to place these bunkers. It is possible to understand a delay, but hardly one of this type where inefficiency was so apparent on the part of the planning office of the U. S. E. D. that this item became the laughing stock on the island. It is a known fact that Colonel Robinson and the Directing Office of the District Engineer was opposed to any action that the area engineer might make.

Exhibit No. 5: This memorandum called for 5,000 lbs. of caulking lead vitally necessary to the main water lines for the main camp at Bellows. Though ordered on April 22 it finally arrived November 27. In the meantime, the soldiers carried their water while the Honolulu Iron Works had 80,000 lbs. on hand merely for the waiting for a purchase order.

Exhibit No. 6: Because of our inability to secure any better than a one sack mixer in pouring 200 cu. yd. buildings, we appealed to the area engineer for a larger mixer. Finally, early in November, after six months of operation, and after having poured over 3,000 yards of concrete, we were given a two sack mixer.

Exhibit No. 7: The seeming inability of the U. S. E. D. office to properly estimate the yardage of materials is evidenced in this memorandum. After any experienced person looked at the ground to see [9] what these buildings went into, he could easily have realized that their prescribed yardage was deficient for the work. This is another example of U. S. E. D. inefficiency.

Exhibit No. 8: Changes in plans were made by work of mouth with no consistent policy of confirmation. This memorandum indicates a change in the shower rooms of all the barracks, and, as far as the writer knows, it has never been confirmed nor decided. The writer finally prevailed upon the Area Engineer for a "yes" or "no" answer, and this exhibit is the result.

Exhibit No. 9: This memorandum clearly indicates that our requisitions for materials actually having arrived at Base Yard No. 1 and our inability to receive same from the U. S. E. D. Our requisitions were bandied around the U. S. E. D. offices for over five weeks and finally returned to the area office. We never did get the material which was originally purchased for Bellows Field even though the manifest showed them as having arrived and unloaded. To the inefficient bungling of Lieutenant Wilbur, of the U. S. E. D., must go this piece of fine work.

Exhibit No. 10: A, B, C, D, E. These exhibits are self explanatory which shows the new system of the U. S. E. D. which was so inefficient as to be more than ordinarily irritating to the best man. This new system was set up with Lieutenant Rowland in charge and the delay occasioned by the issuance of tally outs and then not finding the materials in the yards designated would sometimes delay the work from three to four weeks. It is inconceivable that so poor a method could have been devised by intelligent men whose first interests were the defense of their country.

[10] Exhibit No. 11: This memorandum is self explanatory. The excitement created by Lieutenant Colonel Robinson was unwarranted and without fact. The truth of the matter in this case was that there were no plans for the bolts on the guns, and when Colonel Robinson called at 2:30 the morning of March 15, he was probably intoxicated to talk the way he did. The fact of the matter in this case is that two of the excavations were done and one complete for building, and under no circumstances were any of the statements made by Colonel Robinson true or reasonably intelligent. To this man must go the credit of being one of the most inefficient officers in the U. S. E. D.

Exhibit No. 12: At the time this memorandum was written there was ample dynamite on the island and it could have been released by the U. S. E. D. Their reason for this stoppage is still a mystery.

Exhibit No. 13: This memorandum is merely one of many to show counteracting orders which were constantly delaying the allotted work. In the files at Bellows Field there must be at least 150 different types of orders stopping this work.

Exhibit No. 14: On receiving this order on January 18, the area engineer directed the immediate starting of this work. Fortunately, we had about 3,000 feet of 15 lb. rail which was left over from the tunnel work. We actually started at 2:00 o'clock the afternoon of the 18th and at 4:00 o'clock the same day two trucks came into the field under orders from Colonel Robinson to take the rail away. With no rail to move the twenty-five ton tanks into the tunnel we had to re-requisition enough rail for the job with the result that due to Robinson's misdirected [11] order these tanks were delayed twenty-three days. It seems silly now to think that the rush on the tanks was important in face of Robinson's order, which was the real cause of all the delay.

Exhibit No. 15: This memorandum is self explanatory from the area engineer which gives a work order with no specifications, no drawings, no nothing, as the area engineer indicates. This was a common practice of the U. S. E. D. office.

Exhibit No. 16: This memorandum from Plummer, who was a requisition chaser and a member of the U. S. E. D. force. This non-important member, who assumed great importance by driving a big Buick car, was constantly giving his untruthful information regarding the procuring of equipment. This memorandum, the same as many others, was not truthful nor was the equipment procurable, but merely caused us extra transport trips to some cost without results.

Exhibit No. 17: This memorandum from the Hawaiian Constructors' planning office is one of a series where requests had been made for drawings and wherein delays from two to six weeks were encountered in securing these drawings. It was a common practice to have to wait from three to six weeks for requested drawings.

Exhibit No. 18: This memorandum is self explanatory and confirms the statements that indecisive orders from the district engineer was more confusing than the common enemy. Trying to get a decision from the U. S. E. D. was as difficult as trying to personally say hello to Hitler.

[12] Exhibit No. 19, A. B: These two memorandums show the confliction between the various directing members of the area engineer's office. The first dated March 14 directs us not to fix the yard for proper coverage of materials, and on March 22 one from the area engineer complaining that the materials are not covered. It was indeed difficult to understand some of these nit-wits who could not understand themselves.

Exhibit No. 20: This memorandum is self explanatory and is one of the reasons for the delay in the tunnel work. It is my understanding, without authoritative confirmation, that Colonel Robinson stopped the equipment from coming to Bellows Field to do this important tunnel job.

Exhibit No. 21: The new Area Engineer, Mr. Tillman, who ordinarily would not make a third class foreman on a fourth class job, wrote this memorandum. He did not understand the reason for the delays, nor was he competent to judge. This stupidity was only in line with the rest of the U. S. E. D. management.

Exhibit No. 22: Another order from the area engineer, who did not understand that the channel to the sea had to be kept open for the water run off from the mountains. Because Tillman had an argument with Mr. Bennett, he issued this order which the writer did not follow as the water would have backed up into the cane fields causing damage beyond understanding.

Exhibit No. 23: This letter confirmed a conversation between the Commanding Officer, Mr. Tillman, and the writer. Mr. Tillman later denied that he ever talked about this matter and Colonel Farnum had to remind [13] him in no uncertain terms. How the U. S. E. D. could employ a man of so little ability for so important a task is still a mystery.

Exhibit No. 24: The redwood tanks in this order were purchased and designated for the water supply in Bellows Field. The area engineer, who did not take time nor the trouble to find out what they were for, ordered them out of Bellows Field because of simple stupidity.

Exhibit No. 25: The camouflaging was delayed almost five weeks because of indecision by the U. S. E. D. district office. The attached memorandum confirms this fact.

Exhibit No. 26: These memorandums are self explanatory. Purchase of asphalt in fiber drums was a serious mistake. Unquestionably the cost of handling these paper drums raised the cost of the asphalt at least twenty-five percent and the procurement department of the U. S. E. D. must assume this blame. Also, the procurement should have consulted the contractor who had a knowledge of asphalt before purchasing 60/70 and should have realized that in this tropical clime that 50/60 is the proper asphalt to use.

Exhibit No. 27: This is self explanatory and indicates again that the U. S. E. D. made no attempt to look at our mix, but found continual fault even though all tests were more than satisfactory.

Exhibit No. 28, A, B, C, D, E, F, G: These memorandums on this exhibit prove that personal feelings on the part of Colonel Robinson against the Area Engineer, P. J. Lynch, were most detrimental [14] to the defense work at Bellows Field. A letter on December 11 from Mr. Woolly, attached, requested an arrangement with the Waimanalo Sugar Company for machine shop work. The writer consulting the area engineer received his consent. This arrangement saved the Government at least \$10,000.00. When the bill was finally pre-

sented, Colonel Robinson refused to O. K. it, and this correspondence was sent back and forth until the writer threatened to take the matter to General Emmons, as is evidenced in my letter dated March 21, attached, at which time the bill was taken care of. The writer is compelled at this time to state that Colonel Robinson on many occasions placed obstacles in the way of the area engineer and thereby slowed up work. This officer should be roundly censured and court martialed for his acts of sabotage.

Exhibit No. 29, A and B: These exhibits are from the new superintendent and shows the indecision of the area engineer in the important work of bunker construction. It is indicated that the area engineer was looking for an argument from his notation on the letter of April 18. Under these circumstances, how could a field man perform without directives ordering the work.

Exhibit No. 30: This is one of many memorandums from the area engineer in which he did not understand the work accomplished. At no time was work held up except by reason of U. S. E. D. approval. This memorandum clearly shows that the Hawaiian Constructors were ready and willing, but needed approval to do certain work.

Exhibit No. 32, A, B, C, D, E, F, G, H, to N: On these memorandums it shows the conflicting orders from the area engineer [15] and his interference with men on the field which lowered the morale of the entire organization. On exhibit 31 C it shows a statement which is not true, and a reply to this memorandum is found in exhibit 31 J. The statements in Exhibit 31 E regarding equipment is made up entirely of falsehoods and when I called his hand he just merely laughed and said something had to be done. His lack of knowledge and understanding of construction was so apparent that Mr. Tillman evidently wrote letters to cover his deficiencies. Exhibit 31 F and H shows where he gave away materials without charge or without consulting the field superintendent, thereby interfering with normal work. Exhibit 31 G shows one of the many requests for assistance in procuring materials through his own office which invariably he merely filed and forgot. Exhibit 31 J is in reply to several of these memorandums, and 31 K, L, M, N have assumed a proportion of seriousness, and some action should be taken quickly.

Property, as we know, was ordered to Hawaiian Constructors, and if the area engineer is permitted to take it out without proper signature with the charge remaining against the Hawaiian Constructors, then some real trouble will soon start.

This record in its entirety is merely a statement of fact, far from being complete, but merely to show instances taken at random that were possible for stopping of work at once in action and inefficiency, direction and operation, which is the result of real control in construction. Far from absolving the Hawaiian Constructors, there is hardly a doubt but [16] what their work could have been more efficient had there been less hampering and indecisiveness on the part of the U. S. E. D.

The full record is in the files at Bellow Field, and when the final chapter of this job is written there is no doubt that somebody will be called for explanations. These files should be guarded and kept intact for just that purpose.

ROBERT HOFFMAN.

April 29, 1942.

Exhibit No. 1

JULY 31, 1941.

Where cement is to be added by the sack, the following volumes per sack of cement should be used:

	<i>Field, Loose Volumes</i>
No. 3 Aggregate-----	4.075 cu. ft.
No. 4-----	2.30 cu. ft.
Sand-----	1.28 cu. ft.
Water-----	7.75 gallons
Absorbed Water-----	1.2 gallons

(Written note:) Use half large rock and half small rock.

Exhibit No. 2

SEPTEMBER 9, 1941.

Mr. HOFFMAN: The following is short of fixtures for the 65 man Barracks Job.

- Short 12-24" enameled iron lavatories
- " 8 Pony Laundry Trays and 8 stands
- " 28 Vitreous China Closet Bowls
- " 28 Kohler Closet Seats
- 4 Kohler (K8954) Laundry Tray Swing Spiut Faucets
- 4 " (K9020) Adjustable P trays (1½")
- 4 " (K9060) Continuous Chrom. Drains
- 8-1½ x 1½ Chrom. P. O. Plugs (tail pieces) Chain & Rubber Plugs
- 24-Crane C31843-R. N. Jr. Lavatory
Crom. Faucets
- 24-Crane C32647
- ¾-6 x 6 Chrom. Lavatory supply pipes

With C634260 Escentrics nuts and ¾ x ¼ ground joint tail pieces.

F. W. WITT, *Plumbing Foreman.*

Exhibit No. 3

SEPTEMBER 25, 1941.

Mr. HOFFMAN: Please find out for me at once what kind of fixtures go in 500 man mess hall and order them as I never saw any specifications for same:

- I need the Dish Washer Machine
- Two 20 x 30 One Piece Sinks
- Four Grease Traps for Scullery Sinks
- Two Kohler K9060 Continuous Wastes } Now at Mess Hall
- Two Kohler K8954 Swing Spout Faucets } In rear toilet room
- One Kohler Closet Bowl and seat } In rear toilet room
- One 20 x 24 enameled lavatory }
- One electric water cooler Drinking Fountain
- Two wall hung urinals for both Administration Bldgs.

If not correct sizes order per specifications which I can't find out.

F. WITT, *Plumber.*

Exhibit No. 3-A

NOVEMBER 4, 1941.

To: E. E. Ashlock, General Superintendent.
 From: Robert Hoffman, Area Superintendent, 5th Field Area.
 Subject: Report, week ending November 1, 1941.

Progress of all jobs in this area is quickly summarized in the following:

Job 20.0: The culvert on 20.2 completed and ready for use. No new building scheduled outside of the telephone building and gas station building, which means four days work for the carpenters. Emphasis is stressed to the effect that more releases of future buildings are necessary in order to keep these crews intact. Our experience in training crews has been a difficult one and we would hate to see a new start made for retraining new crews. Insufficient work means lay off of old crews.

Water lines complete as far as grades allow. Sewer lines will be complete in the building circle by November 6, 1941. Again lack of essential Y's is holding up the speed of laying sewer lines. Power distribution is complete in the building circle and 80% of all buildings in the field are now occupied with 100% of all buildings ready for occupancy.

Job 20.5-Runways: This work has been slowed down due to lack of powder. A lack of parts has kept 25% of the truck inactive. A recommendation is made than an adequate parts order be instituted so that we may realize the full production value of all equipment. This recommendation also applies to parts for "Cats" and shovels. Another factor towards slowing this work has been the lack of 6" pipe which was necessary to properly water the lifts as they were made on the runways. We have solved this problem by using 6" cast pipe on a loan with the result of having adequate water and the runways are now showing good progress.

Job 20.130—Tunnel: Again the lack of axles and wheels for the dump cars; the lack of 1" air hose and fittings has slowed this work down. We are informed that new cars are on their way and that soon we will have sufficient equipment to make the allotted borings so that a real showing can be made. We might also advise that our supply of powder on the tunnel is almost out and when this happens a shut down is inevitable.

Job. 20.1—Tanks: Due to the urgency of fabricating special work for Station X, it was necessary to move the entire crew to both the Base Yard and Pier 2 so that a delay of five days on the completion schedule of the tanks resulted. The crew is now at work and completion of the tanks is scheduled for Saturday, November 15, 1941.

Job. 20.5—Asphalt Plant: We again repeat our urgent requirements for aggregate so that we may put this plant into operation as it is already to go. It is our thought to start our first work on the roads in the camp and in this manner be able to get all the "Bugs" out of our future operations. May we ask that a determined effort be made to not only secure aggregate but a "Clam" as well for the proper operation of the plant. Should we secure the aggregate for the plant, our first operation is scheduled for November 7, 1941.

In general summary, the entire job has moved along as well as can be expected under existing conditions. We realize the urgency for completion of all work allotted us, but in the absence of required materials and equipment, over which we have a limited control, we can only say that our best efforts have been spent in the direction, in line with our organization policy.

ROBERT HOFFMAN,
Area Superintendent, 5th Field Area,
Hawaiian Constructors.

RH/

Exhibit No. 3-B

NOVEMBER 12, 1941.

To: E. E. Ashlock, General Superintendent.
From: Robert Hoffman, Area Superintendent, 5th Field Area.
Subject: Report; week ending November 8th, 1941.

A consistent delay of essential materials again becomes our theme in reporting work progress for this area.

Job 20.0—Completion of the gas station, the telephone building and interior finishing of the infirmary were the major accomplishments for the week. Continuous laying of sewer lines and continued laying of water lines right up to the engineers flags kept the men busy on this job for the period noted.

Job 20.5—One orders of the Area Engineer, we were stopped from further fill on the runways. Kindly refer to letter dated November 5th, addressed to the Fifth Area Engineer and signed by Col. Wyman, which for the first time specifically gives specifications and instructions in working the runways. It should be noted that in complying with these instructions by Col. Wyman, it becomes absolutely necessary to have 6" pipes and pumps, which would give us the necessary pressure of 80# on the nozzle for sludging. We might advise that we have made requisition for 12,000 feet of 6" galvanized screw pipe, 1,800 feet of 2½" high pressure hose and four high pressure nozzles. As soon as this equipment is on hand we can proceed with some speed. Should this equipment be delayed on arriving here in excess of one week, we would be hard pressed for sufficient work to keep the crews going.

Job 20.2—Particularly in excavating the pump station, which is at -7 elevation, we experienced sufficient pressure to weaken the excavated walls, so that a drag line or "Clam" must be used before we can proceed. Proper requisition has been made for this equipment. Sewer lines and water lines are progressing on schedule.

Job. 20.5—Asphalt Plant. This unit is all ready to go and we are merely awaiting necessary aggregate. At this date, we have 500 feet of fine grade complete and the plant can be in operation within one hour from the time we receive the necessary material. The Area Engineer is doing all he can in trying to procure the rock. May we ask your additional help.

Job. 20.1—Tanks: Merely a clean up operation for the completeness of these twelve units. This work was originally scheduled for completion on Saturday, November 15th, but due to a hurry call of the complete welding crew for some special work, we will have to advance our completion schedule to November 29th, providing the crew return not later than Monday, November 17th.

Job. 20.130—Tunnel: Better progress has been made this week due to receiving several additional dump cars, additional air hose and the more determined morale of the men. It is our hope and belief that we can soon be doing some 10 to 12 feet a day so as to rapidly complete this project.

In summary, while the progress still seems slow, the prospects of faster work looks much better and we feel sure that a brighter report will be available on November 15th.

T.

ROBERT HOFFMAN,
*Area Superintendent, 5th Field Area,
Hawaiian Constructors.*

RH/ac

Exhibit No. 3-C

NOVEMBER 21, 1941.

To: E. E. Ashlock, General Superintendent.

From: Robert Hoffman, Area Superintendent, 5th Field Area.

Subject: Report, Week Ending Saturday, November 15, 1941.

The general work in the Area is slowing down noticeably due to conditions and circumstances as noted below:

Job 20.0—A lack of orders for new buildings which we have been expecting for the past six weeks has not materialized. Hence, our carpenter crews have been reduced to a small working force. All building work orders are complete as far as structure is concerned, with only minor mechanical placements to do.

Our suggestion that we secure more building orders, which our Area Engineer has been trying to get for us, would be our immediate solution.

Job 20.1—The removal of welding equipment and welders holds back the completion of this job. Three or four days of minor work would complete the tanks with the exception of their priming. The tanks are starting to rust and it is suggested that they be wire brushed and primed to preserve them. Your comment would be appreciated on this.

Job. 20.130—Progress on the tunnel has moved faster than in the previous week. A little more equipment and better application is giving us results. The digging is hard but we still believe that eight to ten feet can be made a day as soon as out equipment is working without the constant break downs that have been our luck.

Job 20.2—Sewer and water lines, including all hydrants and man holes, have been completed in the building circle, with water now serving both the new and old camps. This work has not stopped with the exception of a lack of ten inch vitreous pipe for the sewer line which held us up for a day. Our schedule calls for completion of our water line by December 27th. We are working on our pumping station for sewer disposal in a below sea level area, with constant pressure of water seepage. It was necessary to pile and coffer-dam the excavation to lay our mat. We will be ready for steel and concrete on this unit on the 28th of November. Work progress is satisfactory.

Job 20.4—Access Roads: The road circle in the new camp is being graded and we are in a position to place headers for asphalt. With no prospect of rock at the present time we await some word for the starting date. We are ready to work on these roads as soon as asphalt is available.

Job 20.5—Excavation: This work is slowing down to the point where we will have to shut down if the pumping, equipment, hose, and nozzles are not made available very soon. We are cleaning up all odds and ends and grading access roads to the gasoline storage. It is hardly possible to keep the work going on the runways for more than ten days. May we have your comment?

Job 20.5—Asphalt Plant: As shown in our previous reports, the hot plant has been ready for four weeks and still no rock. We have on hand some 9,000 barrels of asphalt, ample fuel oil and everything ready to go, but no rock. Our Area Engineer is using every effort to procure the necessary materials which so far have not been available. Your help is requested.

This report is in itself a summary of all operations, and while realizing that other priority jobs are more important, it will be realized that building new crews is an expensive and slow process. This is truly a time when the front office must come to our aid.

ROBERT HOFFMAN,
*Area Superintendent, 5th Field Area,
Hawaiian Constructors.*

RH/ac

Exhibit No. 3-D

NOVEMBER 25, 1941.

To: E. E. Ashlock, General Superintendent, Pier 2 A.
 From: Robert Hoffman, Area Superintendent, Fifth Field Area.
 Subject: Report, Week Ending November 22nd, 1941.

We have attempted this week to use every effort in procuring the necessary authority and materials to keep the jobs going.

Job 20.0—A skeleton crew of carpenters is picking up all the loose ends, building forms, and re-roofing buildings where necessary. We need an order for about ten new buildings to get back into the swing of showing progress.

Job 20.1—As indicated in our last week's report, there is no work going on at the tanks. We still await an answer to our request of last week, in regard to wire brushing and priming.

Job 20.130—Progress has been even better last week than previously at the tunnel. We should be in full stride this coming week.

Job 20.2—Sewer and water lines continuing on good schedule. Our completion date as scheduled last week still stands.

Job 20.5—Excavation. This job almost came to a standstill until Mr. Grafe gave the word to go ahead on a modified plan. We are not proceeding with our final lift on the "cuts" and by the end of the week will be making fine grade. With the authority as given by Mr. Grafe, we should make the best showing on this job that we have been able, up to date.

Job 20.5—Asphalt Plant: This unit is ready to go. The roads in the camp are being fine graded and our schedule calls for laying our first asphalt on Wednesday, November 26th. We have made arrangements with the Ready Mix Concrete Company for 300 tons of rock per day, delivery starting Tuesday, November 25th. We are in urgent need of a one yard "clam" so that we can utilize our stock pile for loading the bings.

Summary: We have also learned that Col. Weddington, commanding officer at Bellows Field, has secured the approval of General Martin for some forty additional barracks and buildings to be placed in the new camp. If this is true, it will be necessary to tear up part of our finished paved roads to serve the new units, because of the present line of sewer and water. It seems a pity to make this new line, which is not complete, almost obsolete before everything is completed. This advanced information is given for some future thought.

ROBERT HOFFMAN,
 Area Superintendent Fifth Field Area,
 Hawaiian Constructors.

RH/ac

Exhibit No. 3-E

DECEMBER 1, 1941.

To: E. E. Ashlock, General Superintendent, Pier 2 A.
 From: Robert Hoffman, Area Superintendent, Fifth Field Area.
 Subject: Report: Week Ending November 29, 1941.

A faster movement in operations for the entire job, which was accelerated by definite orders and specifications, which we have been lacking up to this date, makes the entire job look more promising. The following report explains the reason for the above statement.

Job 20.0—Procurement of materials still is a serious stumbling block and transportation of materials from the Base Yard seems to have passed out of the picture altogether. Small items such as a few screens, a few doors, probably 50-60 sash, and minor fittings for the mechanical work do not seem to arrive after they are ordered, and repeated trips into the Government Base Yard at Fort Kam produces no results at all. A definite solution to this problem must be worked out in order to secure the items that are now in stock. This will require a more cooperative spirit between the U. S. Engineers Base Yard and our transportation department.

Job 20.1—Tanks: Work is stopped altogether because of withdrawal of all welders and welding equipment. We are awaiting the fittings for these tanks and are now on the verge of steel brushing and priming the outer surface to preserve the steel. The question of applying the final enamel, which is a hot process of application, is to be determined by the Area Engineer who is attempting to secure the final authority.

Job 20.130—Tunnel: Progress has been faster and the average bore per day has been up to about seven feet. A sudden cut into clay will make additional gunniting necessary for safety. This matter has been transmitted to the Operation Superintendent on the tunnel. Based on the depth of bore under present conditions, an estimated 100 working days will complete this project in this area. Poor muck cars with constant break downs has not helped production.

Job 20.2—Water and sewer lines are progressing on schedule. We are sadly lacking in 8" and 10" vitreous sewer pipe which we are unable to secure in Honolulu to carry on our work. The writer personally found 1,400 lengths of 8" pipe in the Base Yard, but it seems that our requisitions are not being honored, without definite reason for such disregard. Can we secure some help from your office to immediately secure this pipe, so that we may proceed with our work.

6" Bell and Spigot, gate valves, are not procurable, and where the specifications demand that these be placed along our line our work comes to a standstill because of our inability to procure same.

Pumping station No. 1 is right on schedule. The mat has been poured and the wet pit is being "steeled" at the present time. The second pour is scheduled for Friday, December 5th, which will bring us above the water line and permit stopping of the 24 hour pump. In connection with this pumping station, may we ask that a follow up be made regarding the Chicago pumps, and fittings for the high pressure line, necessary to complete this item.

Emphasis must be made regarding the importance of this pumping station, as the present temporary cesspools around the Barracks are not adequate to serve the camp. It is estimated that another 90 days will create a seriously unhealthful condition due to lack of sewage disposal. If this equipment has been ordered, can we find out when, by whom, and when we may expect delivery in order to anticipate hooking in our line.

Job 20.4—Excavation: The modified instructions by Col Wyman, directing 6" lifts with water has given us a faster movement in completion of top grade on the runways. Briefly, with everything working in order, we should be ready for asphalt on the runways not later than December 22nd. An additional bulldozer and a road patrol would be a tremendous help in keeping this work going. We are now securing ample water for ordinary work on the runways.

Job 20.7—This is a new order for twenty-five new buildings in which excavation has already started. A further report on this progress will be made next week.

ROBERT HOFFMAN,
*Area Superintendent, 5th Field Area,
Hawaiian Constructors.*

RH/ac

Exhibit No. 3-F

DECEMBER 14, 1941.

To: Charles Clapp, General Superintendent, Hawaiian Constructors.

From: Robert Hoffman, Area Superintendent, Fifth Field Area, Hawaiian Constructors.

Subject: Report for Week Ending December 13, 1941.

As you can well appreciate our normal operation this week have been considerably disrupted, due to the need for emergency structures, inability of some employees to reach the project, and almost total discontinuance of delivery of material. However, we are proceeding as fast as possible as the following detailed report will show.

20.0—All buildings on this order are erected and in use. Minor sewer connections when sewage plant is operating will make this job 100% complete.

20.1—We are now prepared to sand blast and prime the steel tanks as soon as the enamel is obtained and authority is given the Area Engineer to go ahead. It is suggested that this work be begun as soon as possible as the tanks are now rusting, and each day of delay will make a proper job of protection slower, more expensive, and harder to accomplish.

20.120—Nothing to report as the tunnel is not yet ready to accommodate the tanks. It is suggested that inquiry be made in regard to the procurement of the fittings and dispensing equipment, inasmuch as these are not obtainable on the island.

20.130—Progress has come to a standstill because the labor has practically all been drawn off to other jobs.

20.2—The sewage pumping station concrete work is 60% completed and we can begin to install equipment in about 5 days. As for sewer lines in the field we are unable to obtain 10' vitrified pipe. Your assistance along this line will be appreciated.

20.3—The infirmary building is 90% complete lacking only in some final fittings. Due to the exigency created by moving troops to Bellows Field from other posts however, some parts of the infirmary are now in use by the Army.

20.4—No work was done on roads this week due to more urgent need of men and equipment elsewhere.

20.5—All efforts were directed to providing a temporary runway and we have had such runway in use by the Army since Tuesday. The magnitude of the job in providing what Army officers have called the best runway in the islands in two days time cannot be over stated. The men worked with but few interruptions, with all the difficulty of working in the open entirely without light, and with few exceptions have done a good job.

20.5—Hot Plant—With the decision Sunday A. M. to immediately provide a runway and dispense with asphalt work the hot plant was shut down. However on the following Saturday we received unofficial word to proceed with paving work and in anticipation of official notice we are preparing the plant for service again, expecting to go into action Tuesday A. M.

20.6—No equipment on hand for this installation.

20.7—We are proceeding full speed ahead on this job as fast as we get labor and material. During the last three days of the week we have completed two warehouse buildings on this order ready for painting and are proceeding with foundation work for two more.

In summary we ask that you use your weight to obtain better material procurement and delivery.

Yours truly,

ROBERT HOFFMAN,
Area Superintendent, Fifth Field Area,
Bellows Field.

RH/m

Exhibit No. 3-G

DECEMBER 22, 1941.

To: C. G. Clapp, Project Manager.

From: Robert Hoffman, Area Superintendent, Fifth Field Area.

Subject: Weekly Report, ending December 20th, 1941.

This week has seen this area back to about 90 percent of normal operations, and we expect to be 100 percent within a few days. While it is true that we have lost some of our men have not returned as yet, we feel sure that a week or two will straighten us all out and we will resume operations as of prior to December 7th.

Job 20.0—With the cancelation of two small magazines, we are pleased to report that this job order is 100 percent completed.

Job 20.130—Tunnel: This job and explanation thereof is amply covered in our recent confidential report to you. As we understand, progress is reported direct to you through another source.

Job 20.1—Tanks: Part of our welding crew returned Friday and we are now awaiting definite decision as to the type of fittings on these tanks so that we can properly place them to enable us to sandblast, prime and enamel before placing tanks in position. We would appreciate your office's helping us locate the fittings, if they are on the Island, so that we may quickly complete this job. The actual work involved for the welders on this job would not take over a few days.

Job 20.2—Utilities: All sewer lines are completed with the exception of 400 feet of 8-inch pipe which will be placed in position not later than Friday, December 26th. With the laying of this minor run, all sewer lines will be 100 percent complete. We have managed to secure 2 temporary 3-inch pumps which we plan to put in our pump station, and we schedule the operation of the sewer system for the field not later than Saturday, January 3rd. In connection with this sewer system, by order of the Area Engineer we have located a cesspool sunk between Runway A and Runway B that will have a capacity of 3,000,000 gallons of sewerage. We are going to use this until such time as

the proper equipment arrives. This is in accordance with the wishes of the Commanding Officer and the Area Engineer and meets their entire approval.

The Water system is in and in operation. The only portion not laid is that which the Engineers have no data on and which is a secondary return line having no effective force on the present operating system.

The electrical distribution system is complete in the Main Camp. An estimate of 65 percent totally complete would not be too generous. A delay in the procurement of transformers, necessary wire and equipment has slowed us down considerably on this phase of the job. Were we to have the necessary equipment, we could complete this part of the work in three weeks.

Job 20.4—Roads: We have stopped on the grading of 7,000 feet of access roads on order of the Area Engineer. It is our hope that this order will be lifted soon so that we can grade and pave and complete this work. Your help on this would be very beneficial as we would like to see the camp roads in shape.

Job 20.5—Excavation: Runway B, which has been in use since Friday, December 12th, taking ships as large as the B-18's and A-20's, has been pronounced by landing aviators as one of the best they were ever on. While it is true that constant maintenance must be used in keeping this runway in shape, there is hardly a doubt but that asphalt should cover the runway. The runway is now 400 feet wide and we have noticed that 3 ships take off simultaneously and land the same way.

We have built dispersal bunkers which the Commanding Officer says are excellent.

Our fill to the heading of the runway is proceeding very fast and we expect the full fill to mature for actual use by January 6th, which will then give them a runway approximately 6,800 feet in length, capable of taking the largest ships we know of.

It is our understanding that we are to go across the King Kam highway for further dispersal of ships which will be in a finger pattern and will be quite a good sized job.

Runway A is coming along faster than expected and should be ready on the same basis as Runway B is now, not later than January 15th. Another wagon drill, shovel, a few more trucks, would be of great help in speeding up this work, if we should be so fortunate as to be able to get them.

Job 20.5—Hot Plant: This unit is now formant awaiting further orders.

Job 20.7—Mobilization Buildings: This job started off on December 15th and we have averaged one building a day since then. The total order calls for 20 buildings and if we are able to procure the materials, this job should be complete 45 days from today. Again our electrical supplies are slow, as is our plumbing. Your help again is requested on these items.

Job 20.8—One Item—11 Building: We have just received this order and are ready to go through on it subject to the proper placement by the Engineers.

SUMMARY: Under the conditions that exist and the excitement caused by circumstances beyond our control as of December 7th, the work has proceeded much better than expected. In fact, the workmen have produced more in the same time than prior to this period. Our labor has been consistent and there has been no trouble of any kind that might cause a let-up in our determined efforts to produce more. Procurement through the U. S. Engineers still seems to be a stumbling block with more than an ordinary amount of time wastage in trying to get orders filled. We feel sure that this problem will soon be ironed out. If ever there was a time for proper organizations, it is here now.

ROBERT HOFFMAN,
*Area Superintendent, Fifth Field Area,
Hawaiian Constructors.*

RH: DM

Exhibit No. 3-H

JANUARY 30, 1943.

To: C. G. Clapp, Project Manager.

From: Robert Hoffman, Area Superintendent, Fifth Field Area.

Subject: Job Orders 156-W, 273-W and 288-W.

136-W—Construction of Sewer System & 500,000 Gal. Water Tank at Ulupau: The writer has not yet been informed that Mr. Nichols has received the Sewer Contract nor have we received any information as to what part of this Sewer Contract this office will perform.

We have not received the plan for a 500,000 gallon water tank and there is nothing we can do unless we have information that will tell us what to do. It is hardly plausible in the fact of such deficient information to expect resulting production on this job.

273-W—Construction of Tent Floors and Two Latrines at Ulupau: The tent floors are being fabricated at Bellows Field and the latrine location has not been decided upon by Col. Dutton, the commander of the camp.

288-W—Construction of a Complete Camp at Ulupau: The only instructions the writer has received was a telephone call from Mr. Benson that we were to take over the camp. I was also advised that a Mr. Freitas would continue in charge of the construction forces. However, upon investigation, I found that Mr. Freitas, whom I talked to personally, did not have time to give any effort to this job and upon consulting Mr. Benson, was advised that Mr. Freitas would not be connected with the matter. In addition to Mr. Freitas, a man by the name of Leebrick, whose duties are still a mystery to me, but who seems to be flying from town to Ulupau in a U. S. E. D. car seems to take upon himself work and measures not within the scope of the work order.

They are building chiffoniers for officers, special tables and other items requested by Col. Dutton.

In addition to these two men, a man by the name of Mr. Neves, who is supposed to be the superintendent of the job is in charge of construction. He appears to be doing the actual work, and claims he is taking orders from the Pacific Construction Company. In other words, here is a job which is but a drop in the bucket, with no supervisory ability, employing about 60 men and the Bellows Field job on Camp Construction employing about 300 men where we have but one foreman.

Yesterday, January 29th, Mr. Benson visited Bellows Field, and upon questioning learned that Mr. Freitas was coming back to take charge of the job at Ulupau.

This letter is in reply particularly to your memorandum of January 27th, from Mr. A. A. Taylor who seemed to go overboard in this project without knowing the fact of the case, or the result of inaccurate information given Taylor by both our office down town and at Ulupau.

Will you kindly advise this office in writing, if we are to direct supervision, if we are to order materials, and whether or not it is necessary for me to keep three supervising superintendents on a job the size of a peanut?

I will await your reply and will take no further action until that time.

ROBERT HOFFMAN,
*Area Superintendent,
Fifth Field Area,
Hawaiian Constructors.*

RH/ac.
cc: Middleton.
Lynch.
file.

Exhibit No. 4

DECEMBER 15, 1941.

(1) Bunkers for planes.

The two item No. 15 buildings near the service mats will have priority over all barrack construction and should be rushed through all daylight hours to completion.

(2) Runway B shall be graded to receive asphalt as shown on plane.

Station O+0 to -10+00 shall be rushed, all coral to be placed 6' layers and thoroughly watered. No coral shall be used on any other area for building construction.

All shooting shall be done at 11 a. m. only, and two hours notification given the Area Engineer before shots are fired.

No material or equipment shall leave the field without approval of the Area Engineer.

(3) The tunnel shall be continued. No tunnel equipment shall leave the Area without the approval of the Area Engineer.

Complete welding on tanks at tunnel.

Place bridge as indicated over slough and open road to tunnel.

Bomb storage.

P. J. LYNCH,
*Area Engineer,
Fifth Field Area.*

Exhibit No. 5

INTER-OFFICE CORRESPONDENCE

HAWAIIAN CONSTRUCTORS

Honolulu, T. H.

To: P. J. Lynch, Engr. 5th Area.

From: Supt. 5th Area.

Subject: Caulking Head.

Our Req. #1027 H. C. dated 10/22 calls for 5000# Caulking lead for 20.2 sewer water lines. May we ask that this item be rushed so that we may push this phase of the work with all possible speed.

HOFFMAN.

Exhibit No. 6

AUGUST 18, 1941.

Memorandum to Mr. Lynch:

Referring to your memorandum of August 9 asking for suggestions regarding an additional concrete mixer because of the large concrete pours anticipated, please be advised that it is almost necessary that we have additional mixing equipment in order to facilitate our work.

It is hardly possible to pour good concrete in a six foot wall without having a cold joint here and there, and the writer would appreciate your every effort in helping secure another mixer so that these walls could be poured out in a period not to exceed four hours.

Thanking you kindly for your cooperation, I am,

Very truly yours,

ROBERT HOFFMAN.

Exhibit No. 7

AUGUST 1, 1941.

Memorandum to Mr. E. E. Ashlock.

Subject: Item 32. Storehouse, SH-18, 60 x 153.

Item 19. Storehouse, SH-13, 60 x 153.

The estimated amounts of materials for both of these buildings as regards to the concrete yardage to be poured in the footings, should be revised in accordance with this memorandum.

It is the writer's understanding that 117 cubic yards have been allotted for the footings in each of these buildings which, of course, may fit some of these buildings in certain localities. Due to low ground and the fact that an elevation of 12 must be maintained on this field, the following yardage will be used on these two units as shown below:

a. SH-18, Item 32, 184 Cu. Yds.

b. SH-13, Item 19, 216 " "

The amounts shown are almost twice the amounts of the original estimate and the cost of the additional forming must also be taken into consideration.

ROBERT HOFFMAN.

RH: MHH.

Exhibit No. 8

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

FIFTH FIELD AREA, BELLOWS FIELD, T. H., June 9, 1941.

HAWAIIAN CONSTRUCTORS,

Bellows Field, T. H.

(Attention: Mr. Robert Hoffman.)

GENTLEMEN: The doorway into the shower room remains the same distance from the wall as on the original plan, thus giving ample entrance room from the first toilet near that doorway.

Yours very truly,

P. J. LYNCH,
Area Engineer,
Fifth Field Area.

PJJ: ECB.

Exhibit No. 9-A

JANUARY 31, 1942.

To: C. G. Clapp, Project Manager.
 From: Robert Hoffman, Area Superintendent, Fifth Field Area.
 Subject: Requisitions.

Please refer to your letter dated January 22nd advising us of the new procedure in the securing of materials arriving on ships and delivered to Base Yards for further disposal to final destination.

We immediately made out requisitions No. RS5-254, -255, -256, -257, -258, -259, -260, -261 and -262, all dated January 24th, which was just 2 days after your instructions were received, and disposed of them accordingly.

These requisitions have since been knocked around, Mr. Dodd sending his copy back disclaiming all knowledge of the procedure. Mr. Freitas, whom you mentioned in your letter, has since been purged or liquidated, and today these requisitions were put back into my hands.

Am I permitted to pass the buck to you by attaching these requisitions to this letter in the hopes that this matter can be straightened out and that we can get the material purchased for us and which we need at this field, without actually declaring war? Without becoming too serious, it seems that the biggest fight we have here is fighting to get the stuff we need—not the Japs.

ROBERT HOFFMAN,
 Area Superintendent, Fifth Field Area,
 Hawaiian Constructors.

RH: DM.

Enc. 9.

cc: C. C. Middleton.

Charles O'Neill.

Earle A. Keifer, Jr.

Exhibit No. 9-B

To: Procurement Department (Mr. Sax).
 From: Robert Hoffman.
 Date: March 10, 1942.

Attached you will find our original requisitions, which we made out on notification of the manifest this material had arrived by boat the middle of January.

We forwarded these requisitions to Base Yard 9 and after the papers kicked around town for about a month they were returned, with no notation whatsoever, although our Mr. Kiefer positively identifies the material as having arrived and purchased for procurement.

We are attaching new requisitions and ask that they be released from the yard in which they are located, and also request that the original papers attached be returned to this office.

ROBERT HOFFMAN,
 Superintendent, Fifth Field Area.

RH/nf
 encl.

Exhibit No. 10-A

To: A. A. Sack, Procurement Section, 15th Field Area, Montague Hall.
 From: Robert Hoffman, Superintendent, Fifth Field Area.
 Date: March 26, 1942.

We attach hereto Tally Outs 2954 and 3018 advising us that materials requested were in Base Yard 1 ready for delivery.

We received these tally outs on the morning of the 23rd of March and attempted the pickup the same afternoon.

While the material requested does not seem important, we are compelled to advise that the axes and handles were the most important requirements of this field in the last few days, as we use them to open the asphalt barrels, in order to charge the tanks, so that asphalt may be layed on the runways, which are the first priority.

We again ask that our original requisitions be honored for purchase and that this material be given us immediately.

ROBERT HOFFMAN,
 Superintendent, Fifth Field Area.

RH/nf

cc: Mr. Woolley

Exhibit No. 10-B

To: A. A. Sack, Procurement Section, U. S. Engineer Department, 15th Field Area, Montague Hall, Punahou Campus.
 From: Robert Hoffman, Area Superintendent, Fifth Field Area.
 Date: March 26, 1942.

Attached you will find your Tally Out 2717, calling for 1000 cinder bricks, and on which we sent our truck to Base Yard 6—the second time—and still they say “No soap.”

May we again emphasize that, due to the lack of transportation, these continual calls for material at designated base yards on false runs is hurting us seriously at this time.

These is plenty of cinder brick available in town and the delay so far has caused some misunderstanding between the Commanding Officer of this post and this office. The building is occupied, but the latrine cesspool cannot be built without the brick.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
 encl.
 cc: Mr. Woolley

 Exhibit No. 10-C

To: A. A. Sack, Procurement Department, 15th Field Area, Montague Hall, Punahou Campus.
 From: Robert Hoffman, Superintendent, Fifth Field Area.
 Date: March 21, 1942.

We attach hereto your Tally Outs 65, 300, 307, 326, 1533, 2116, 2231 and 2240, returned to us with the notation “Materials not on hand,” after they were tallied out by your office.

Will you kindly okeh these requisitions and forward them for procurement, to prevent further delay.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
 encl.

 Exhibit No. 10-D

To: W. D. Lomax.
 From: Robert Hoffman.
 Date: March 21, 1942.

The attached copies of tally outs were returned to us after we were advised that the material was in the base yard.

This slows up our work considerably and, as you will note from the attached letter, we are asking Mr. Sack to expedite this through procurement.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
 encl.

 Exhibit No. 10-E

To: A. A. Sack.
 From: Robert Hoffman.
 Date: March 15, 1942.

We inclose copies of Tally Outs 883, 1426 and 1427, which were issued by your office and which, evidently, do not coincide with the records of materials at the base yard.

This has been a constant occurrence in the past three weeks, delaying and doubling the work of both procurement and, in some cases, actual production.

We are inclosing duplicate copies of Purchase Orders 1787 and 1746, and ask that they be quickly passed through.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
 encl.

Exhibit No. 11

To: H. W. Rohl.
 From: Robert Hoffman.
 Date: March 18, 1942.
 Subject: Guns at Ulupau.

Your call at 2:30 the morning of the 17th, requesting additional information on the replacement of guns at Ulupau, while merited, was a surprise, in view of the facts as chronologically related below:

It so happens that on the morning of March 16th, at 9:30, the writer for the first time saw the detail plan of the bolt and plate installations on this gun—in the office of Mr. Lloyd, the assistant area engineer. The writer to date, two days later, still has no plans, but merely a takeoff which was made.

There have been constant rains in the Ulupau and Bellows areas since March 2nd and, with the red clay surrounding Ulupau, it was, therefore, impossible to even move into excavation, although two gun excavations had already been made, with the exception of the trim.

Yesterday morning, just six hours after talking to you and Colonel Robinson, we were advised that the grade had been changed on the excavations, made by the survey party, so that we had to work back in again and reset.

The bolts for the gun plates had not been ordered by the Engineers and are still not available, as far as I know.

It is impossible to understand how anyone could expect a job to be done, without plans, pre-ordered materials, favorable weather conditions and with the existing deficiencies on the part of those who started direction of the work.

This is no alibi of the writer or any part of this organization, but merely a statement of fact.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf

 Exhibit No. 12

NOVEMBER 12, 1941.

To: E. E. Ashlock, General Superintendent.
 From: Robert Hoffman, Area Superintendent, 5th Field Area.
 Subject: Dynamite.

We hereby bring to your attention the fact that Job 20.5, Excavating of Runways at Bellows Field, will be out of dynamite by noon November 13th, 1941. Will you kindly take whatever action is necessary to provide dynamite or powder to prevent an otherwise unavoidable shut down of work on this job.

ROBERT HOFFMAN,
Area Superintendent, Fifth Field Area, Hawaiian Constructors.

HTF/ac

 Exhibit No. 13

DECEMBER 20, 1941.

To: G. G. Clapp, Project Manager.
 From: Robert Hoffman, Area Superintendent, Fifth Field Area.
 Subject: Reference your letter of December 14th.

Please be advised that Col. Wyman personally called Mr. Lynch and directed him to stop any preparation for laying asphalt on Runway B. This order of course contradicts my letter to you of December 19th and in accordance with Col. Wyman's wishes through the Area Engineer, we are now working on Runway A with no definite prospect of laying hot stuff in the near future.

We will, however, proceed to grade the access roads in the Main Camp in preparation for hot stuff and this office will keep you advised of any change on this latter plan.

Will you kindly verify through such sources as may be at your disposal regarding the order of Col. Wyman to Mr. Lynch.

ROBERT HOFFMAN,
Area Superintendent, Fifth Field Area, Hawaiian Constructors.

RH:DM

Exhibit No. 14

5-A

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., January 16, 1942.

Refer to File NO;
ND 633

HAWAIIAN CONSTRUCTORS,
Punahou Campus, Honolulu, T. H.

Gentlemen: The Commanding General of the Hawaiian Air Force has directed that the gasoline tanks be placed in the tunnel at Bellows Field at the earliest date possible. It is desired that you take necessary action at once to effect completion of this important project.

Very truly yours,

/s/ THEODORE WYMAN, JR.,
Colonel, Corps of Engineers, District Engineer.

Copy (cd)

Exhibit No. 15

JANUARY 5, 1942.

Memorandum to Mr. Hoffman:

Operations Field Order No. 20 states, "Build 90 tent floors and complete two latrines at Ulupau; also, construct kitchen floors and frames for kitchen tents." No specifications, no nothing, accompanes.

P. J. LYNCH.

Exhibit No. 16

11:00 AM, MON. DEC. 15.

Memo to: Paul J. Lynch.

From: Mr. Plummer.

I have been to Bellows and back this morning trying to catch you. The 12 yd. Carryall will be ready at 3 PM at Davies & Co. You will have to furnish transportation to haul it out. All Arrangements have been made for immediate delivery. Telephone advice at 10:00 this morning assured me that Rig will be assembled and ready for delivery by 3 o'clock PM.

P; ECB

BOB:

Please arrange to get carryall out here. If your man has any trouble contact Plummer.

P. J. L.

Exhibit No. 17

FEBRUARY 25, 1942.

BOB:

For the 3rd time I requested drawings 50/16 and 50/23 which I've been told will be used for latrines on this J. O. instead of drawing 39/96 Mess Hall O. K.

MISURA.

Exhibit No. 18

DECEMBER 22, 1941.

To: G. G. Clapp, Project Manager.

From: Robert Hoffman, Area Superintendent, Fifth Field Area.

Subject: Reference your letter of December 14th.

A careful study in compliance with your preliminary request, as outlined in your letter of December 14th, discloses the following information:

Confirming our previous letter to you, there is no black top on either runway A or B for the present. It is also my instructions from Area Engineer that for the time being there will be no asphalt on the access roads throughout the Main Camp. This places our hot plant at a standstill and leaves me with a paving superintendent who will have to be placed in some other work to keep him busy.

The priorities as listed now show bunker construction—1st, runway—2nd, fuel storage—3rd, ammunition storage—4th, and then personnel protection.

As regards the bunker storage, we have been informed that the Commanding Officer of this field in accord with the General Officer in charge of the Hawaiian Air Force has selected a location across the King Kam Highway towards the mountains. Should this plan go through, it means building an underpass over the main highway and an access road wide enough to accommodate our larger ships passing each other or approximately 400 feet in width.

From the tentative design of bunker construction that we have seen it will take approximately 15,000 yards of coral or fast dirt to construct each bunker, and if there are to be 54 bunkers our yardage will run close to 800,000 yards. To this we must add 240,000 yards for the present fill at the head of the runway from station 0.00 and an additional 150,000 yards for the access runway to the bunker storage.

If the bunker storage locations is changed it will still take 800,000 yards for this item alone which is a considerable amount of material. Sand can also be used as it will blow the minute the motors are started and is also detrimental to the ships so we have but one alternative and that is coral.

Across the slough from Runway B we have an open quarry pit in which there is more than a million yards of fine coral to be had. This pit is already open and is all level ground. In order to operate it, we would have to have at least one more shovel of not less than 2½ yard capacity, 15 dump trucks, 2 additional wagon drills, and a provision for ample powder and caps for shooting.

It is regrettable that we cannot use sand in the fill for the extended runway as this would mean a savings of almost 200,000 yards of coral.

We would appreciate consideration of the facts enclosed and suggest that some effort be made to secure the equipment necessary to expedite this work. While the job is not large neither is it small and it needs some careful planning to secure the maximum production from the least amount of equipment we will be able to have on this field. Your reply will be appreciated.

ROBERT HOFFMAN,
*Area Superintendent,
Fifth Field Area,
Hawaiian Constructors.*

RH: DM

Exhibit No. 19-A

MARCH 14, 1942.

Mr. B. E. LOWERY:

Discontinue placing coral in the vicinity of your field office at once and use all available coral and road machinery to repair camp road to a point of reasonable service. Do not put another load around that office.

ALLEN E. PLUMMER,
Project Engineer.

Exhibit No. 19-B

March 22, 1942.

Memorandum

To: MR. HOFFMAN.

It is reported to me that nails, flooring and other material are unprotected at Ulupau.

Now about getting some tarpaulins for protection.

THOMAS E. TILLMAN.

Exhibit No. 20

Memorandum To H. W. Rohl.
From Robert Hoffman.
Date: March 10, 1942.

We are at a loss to understand why our original list, which you recommended be mailed to the 15th Area, on equipment necessary for tunneling, was stopped. Mr. Lomax advises that you held up this list without notation to hold in abeyance. Your call last night seemingly advised that we proceed at once.

Will you kindly advise this office whether we are to proceed and, if so, give us some help in securing the equipment and we shall give you a pretty good job. I have the men and am anxious to hand much the second tunnel cheaper and faster than was done with the equipment on the previous job.

We fully understand the difficulty in securing equipment and general conditions pertaining to the entire setup, but we still feel that you can give us some help, and we shall do our best with what we have to work with.

We thank you for your help.

RH/nf

ROBERT HOFFMAN,
Superintendent Fifth Field Area.

REQUISITION ON STOREKEEPER

To be used for Bellows Field		Req: No. RS-5 302		
Job Order No. 20.150		Date: February 27, 1942		
Quantity	Unit	Articles	Price	Amount
2		Battery Meters		
2		Mucking Machines		
3,000 ft.		Rail No. 15 or equal		
2		Cross Arms & Columns		
8		Water Liners		
8		Carriages		
8		Saddles		
8		Universal Clamps		
8		Check Wrenchers		
2		Compressors		
6		Kegs Rail Road Spikes		
1,000		Ties		
8		Side Dump Cars		
		Requisitioned by Signature		
		Robert Hoffman, Engineer, Supt.,		
		or Foreman		

Received by Signature Form 3-A
(Costs)

WAR DEPT.—ENGINEERS

Exhibit No. 21

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 22, 1942.

Memorandum:

To: Mr. Hoffman.

I am not at all satisfied with the progress made on the gasoline tanks in the tunnel.

Please concentrate on getting the one tank into position and get the balance of the cradles poured.

/s/ THOS. E. TILLMAN.
THOS. E. TILLMAN.

Copy

Exhibit No. 22

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 30, 1942.

Memorandum to Mr. Robert Hoffman:

No further action shall be taken in regard to keeping the channel open from the sluice to the ocean. The Area Engineer does not want anymore equipment used for that purpose.

THOS. E. TILLMAN,
/s/ THOS. E. TILLMAN,
Area Engineer, Fifth Field Area.

COPY—ssk

Exhibit No. 23

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 27, 1942.

Memorandum

To: T. Tillman, Area Engineer.
From: R. Hoffman, Area Superintendent.
Subject: Temporary entree to Bellows Field.

This letter confirms and supplements our agreed conversation with Colonel Farnum in your office the afternoon of March 26, 1942, agreeing to build a temporary entrance gate which will be the main entrance to Bellows Field.

This letter is merely a matter of record so that this work is authorized for the time being.

R. HOFFMAN,
Area Superintendent, Hawaiian Constructors.

RH/ssk
COPYssk

Exhibit No. 24

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 30, 1942.

Memorandum to Mr. Robert Hoffman:

There are considerable supplies on hand, both here and at Kaneohe Hospital, which the Area Engineer wishes to return to stock at Honolulu; namely, five red wood tanks, 10,000 gallon capacity; several pipe vices which you have in your stock room; and a large quantity of sand paper from Kaneohe.

/s/ THOS. E. TILLMAN,
Thomas E. Tillman,
Area Engineer, Fifth Field Area.

Copy SSK

Exhibit No. 25

INTER-OFFICE CORRESPONDENCE
HAWAIIAN CONSTRUCTORS
Honolulu, T. H.

Dated: 1/30/42
Time: 8:30 A. M.

To: P. J. Lynch
From: Area Supt.
Subject: "Com"

We have completed 2 samples "alleged" camouflaugh. My painters are idle awaiting ("O. K.") to do 50 more buildings. What to do next?

HOFFMAN.

Mr. Hoffman: Will be out tomorrow so says Col. Harrold.

P. J. L.

Exhibit No. 26

OCTOBER 28, 1941.

Subject: Asphalt Containers.

Mr. ROBERT HOFFMAN,
Area Superintendent, 5th Field Area,
Hawaiian Constructors,
Bellows Field, T. H.

Please refer to your letter dated October 27. Radio has been sent to stop all shipping of asphalt in paper containers.

P. J. LYNCH,
Area Engineer, Fifth Field Area.

OCTOBER 27, 1941.

From: Robert Hoffman, Area Superintendent, 5th Field Area.
To: P. J. Lynch, Area Engineer, 5th Field Area.
Subject: Asphalt Containers.

The recent losses in transport and delivery of asphalt fiber containers has proved conclusively that these fiber containers in the final analysis are excessive in cost compared to metal or wood.

It is suggested that a recommendation be made that no more asphalt be purchased or shipped in fiber containers for this tropical climate.

It is estimated that we have lost approximately 20% of our present shipment to this field.

The rains and heat necessitate a change in packaging.

Yours truly,

ROBERT HOFFMAN,
*Area Superintendent, 5th Field Area,
Hawaiian Constructors.*

Exhibit No. 27

FEBRUARY 2, 1942.

To: P. J. Lynch, Area Engineer, Fifth Field Area.

From: Robert Hoffman, Area Superintendent, Fifth Field Area.

Subject: Batching of concrete at Bellows Field.

Kindly refer to Memorandum of January 27th signed by one B. E. Nutter in which he states that the mixes in use are not those transmitted to the Fifth Field Area and are not in accord with good practice for manufacture of economical concrete of good quality.

Mr. Nutter is wrong and knows not whereof he speaks. Contrary to his statement, there has been an Area inspector on the job at every pouring. Special batch boxes were built and special care was taken to conform 100 per cent to the instructions issued by Mr. Nutter's office, which under the conditions and the materials used cannot give him what he expects without having further knowledge of the effect of mixing on this field. Mr. Nutter should be more careful in his loose statements as he does not speak the truth.

ROBERT HOFFMAN,
*Area Superintendent, Fifth Field Area,
Hawaiian Constructors.*

RH:DM

Exhibit No. 28-A

DECEMBER 13, 1941.

To: Mr. Ralph E. Wooley.

From: Robert Hoffman, Area Superintendent, Fifth Field Area.

Subject: Your Memo of December 11 in re Waimanola Sugar Co.

In answer to your Memo directing us to make certain arrangements with the Waimanola Sugar Company, please be advised that we have already an understanding with them whereby we have the use of their machine shop facilities and personnel on a twenty four hour basis.

Yours truly,

ROBERT HOFFMAN,
*Area Superintendent, Fifth Field Area,
Hawaiian Constructors.*

HF: hf

DECEMBER 11, 1941.

Memorandum

To: Mr. Bob Hoffman, Bellows Field.

From: Mr. Ralph E. Woolly.

Will you please arrange with the Plantation Manager of Waimanalo Sugar Company for the use of their machine shop with their mechanics, so that they will be available at all times for use of Bellows Field.

We will issue an order for the employment of their mechanics and pay for the use of their shop.

Please report your arrangements to me.

Yours very truly,

RALPH E. WOOLLY.

Arrangement:

On hr. basis for complete machine shop and machinists.

Exhibit No. 28-B

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., March 2, 1942.

Refer to File No: ND 600.114-602 158

HAWAIIAN CONSTRUCTORS,
Punahou School, Honolulu, T. H.

GENTLEMEN: Receipt is acknowledged of your letter of February 28 concerning the inclosure from Waimanalo Sugar Company.

In order for this office to make payment on any of the obligations incurred by you, it is necessary that accompanying each bill you submit to us for payment, there be a copy of the authorization of the District Engineer for incurring this obligation, a certified copy of the receiving report, preferably countersigned by a government employee and a certified copy of the bill.

Only upon receipt of the above, may payment be made. The attached bill is returned to you for addition of this information.

Very truly yours,

THEODORE WYMAN, JR.,
*Colonel, Corps of Engineers,
District Engineer.*

cc: Contract Section
copy/kw

 Exhibit 28 "C"

MARCH 6, 1942.

Mr. R. HOFFMAN, *Supt.,
Hawaiian Constructors, Bellows Field, Oahu, T. H.*

DEAR MR. HOFFMAN: we are attaching hereto quadruplicate copies of the Waimanalo Sugar Company invoice in the amount of \$2,614.74. Also attached is letter from Colon Wyman, in which he requests certified copy of the receiving report countersigned by a government employee be attached to the invoice.

We note that invoice makes reference to field order numbers and it is assumed that these field order numbers originate with the U. S. E. D. in your area. With this in mind we assume that proper receiving reports can be obtained by you.

Upon completion of the above request, please return all data to the writer.

Very truly yours,

HAWAIIAN CONSTRUCTORS.
(Signed) By ROBERT KARMANN.

RK/kw
Enc.

 Exhibit No. 28-D

To: Robert Karmann.
From: Robert Hoffman.
Date: March 12, 1942.

We are returning to you herewith bill of the Waimanalo Sugar Company for \$2,614.74, in quadruplicate, the original of which has been countersigned by both the Area Engineer and the Area Superintendent.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

nf
encl.

 Exhibit No. 28-D-1

MEMORANDUM

MARCH 10, 1942.

To: T. E. Tillman.
From: Area Supt.
To: T. E. Tillman, Area Engineer, Fifth Field Area, Bellows Field, T. H.
you.

P. J. ———.

Exhibit No. 28-E

To: Mr. T. E. Tillman, Area Engineer, Fifth Field Area, Bellows Field, T. H.
 From: Robert Hoffman.
 Date: March 15, 1942.

Attached you will find correspondence pertaining to items which were signed for by the previous area engineer, Mr. Lynch, whose signature justified the attached invoice, which should, therefore, according to instructions be turned over by your office to your Finance Division.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
 encl.

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 14, 1942.

ROBERT HOFFMAN, *Supt.*
Bellows Field, Oahu, T. H.

DEAR SIR: We are returning herewith quadruplicate copies of Waimanalo Sugar Company invoice in the amount of \$2,614.73, as per advice of Mr. C. C. Middleton. We believe that these bills should be turned through by the Area Engineer for payment by his office.

This office is not familiar with the transaction, and further, we have been advised that the Field Orders no doubt originate in the Area Engineer's office. We further believe that a Cost Sheet may be required.

For your information, we are attaching hereto a copy of the letter signed by Colonel Wyman as of March 2nd, which is the only knowledge this office has of this transaction.

Yours very truly,

HAWAIIAN CONSTRUCTORS,
 By: (s) R. Karmann.
 ROBERT KARMANN.

RK:klh
 Enclosures
 Invoice/letter of Col. Wyman

Exhibit No. 28-F

MEMORANDUM

MARCH 30, 1942.

To: Robert Hoffman.
 From: C. C. Middleton.

We are enclosing copy of letter dated March twenty-third from the Department Engineer together with invoices from the Waimanalo Sugar Company.

It is our belief that the field orders noted on this invoice are U. S. E. D. field orders.

Please advise us if we are correct, returning all the attached papers intact.
 Please handle the above at once.

j
 Enclosures

Refer to File No: 602

5-H

WAR DEPARTMENT

UNITED STATES ENGINEER OFFICE

Honolulu, T. H.

DEPARTMENT ENGINEER, HAWAIIAN DEPARTMENT,
March 23, 1942.

Subject: Contract No. W-414-eng-602.

HAWAIIAN CONSTRUCTORS,
Punahou Campus, Honolulu, T. H.

GENTLEMEN: The inclosed invoice of the Waimanalo Sugar Company dated February 23, 1942, in the amount of \$2,614.00 has been resubmitted to this office

by your Superintendent, Fifth Field Area, Bellows Field, through the U. S. Area Engineer at that point. This invoice was returned to you upon its original submission by letter of this office dated March 2, 1942, for lack of supporting evidence of advance authority from the District Engineer for incurring this obligation.

In view of the fact that this was a direct purchase made by you without prior authorization of this office, and that no evidence of competition has been submitted with respect thereto, the invoice is returned to you for direct payment. Reimbursement therefor will be authorized under the terms of your Contract No. W-414-eng-602 upon submission by you of receipted invoice, accompanied by evidence that the method of purchase was in conformity with contract requirements.

Very truly yours,

/s/ B. L. Robinson,
B. L. ROBINSON,
Lt. Col., Corps of Engineers,
Contracting Officer.

1 Inclosure
Inv., Waimanalo
Sugar Co. (in dup.)

Exhibit No. 28-G

To: C. C. Middleton.
From: Robert Hoffman.
Date: March 31, 1942.

We return herewith the invoice pertaining to work done by the Waimanalo Sugar Company on equipment and for necessary parts for the job at Bellows Field.

Will you kindly inform Colonel Robinson that the signature of P. J. Lynch, who was the area engineer during the entire period which appears on this invoice, is affixed to it, and that it was under his orders, direct to the Waimanalo Sugar Company, that the work was done and the parts secured.

It is quite evident that Colonel Robinson is pursuing a course detrimental to not only this organization, but to defense as well, in denying the signature and consent of the duly appointed area engineer—who had been in service for one year.

It would please me much to present a copy of this letter to Colonel Robinson—and to General Emmons, if necessary—to ferret out the reason Colonel Robinson refuses to recognize the signature and authority of a person over which there has been no dispute up until this time.

The matter is too damned silly even to write a letter on.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
encl.

Exhibit No. 29-A

HAWAIIAN CONSTRUCTORS

HONOLULU, HAWAII

To: T. E. Tillman.
From: L. S. Hutchinson.
Date: April 18, 1942.

Confirming my requests of the 16th and 17th—we again, this day, are without necessary work to keep three caterpillars and three carryalls busy.

As you know, we are still waiting for plans covering bunker locations. If it is not possible to secure such plans within the next 24 hours, I shall be compelled to release this equipment to other areas.

/s/ L. S. Hutchinson,
L. S. HUTCHINSON,
Superintendent, Fifth Field Area.

1st Ind.

LSH/nf

OFFICE, AREA ENGINEER, FIFTH FIELD AREA,
Bellows Field, T. H., April 18, 1942.

To: Mr. L. S. Hutchinson, Supt., Hawaiian Constructors, Bellows Field, T. H.

It has been, and still is, a standing order that no equipment shall be released from the Fifth Field Area without the written permission of the Area Engineer.

/s/ THOS. E. TILLMAN,
 THOS. E. TILLMAN,
Area Engineer, Fifth Field Area.

Copy—ssk

 Exhibit No. 29-B

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, April 19, 1942.

MEMORANDUM

To: T. E. Tillman.

From: L. S. Hutchinson.

Subject: Necessity of Estimates for Uncompleted Work.

I will again mention that it is of utmost importance to the constructor that he may properly plan and organize his organization, and to do so we must have a minimum of thirty to sixty days planning of work in advance.

Such items as quarry, concrete pouring, building construction and general organization all depend on our ability to populate program for future requirements from the work outlined.

L. S. HUTCHINSON,
*Area Superintendent, Fifth Field Area,
 Hawaiian Constructors.*

LSH: ssk
 Copy—ssk

 Exhibit No. 30

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 22, 1942.

Memorandum to: Mr. Hoffman.

Please install the wiring in the building #14 without further delay.

/s/ THOS. E. TILLMAN,
 THOMAS E. TILLMAN,
Area Engineer.

Tillman—3/22

#14 calls for explosion proof. We have been ready to install ordinary units for four months. If you will OK to go ahead eliminating explosion proof—we will proceed. A letter directing this will be OK.

/s/ HOFFMAN, -
 HOFFMAN.

OK—Tillman.
 Copy—ssk.

 Exhibit No. 31-A

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 30, 1942.

Memorandum to: Mr. Robert Hoffman.

Subject: Your memorandum of March 26, Overtime for Tank Crew.

1. Overtime work on the tanks will be discontinued effective this date.
 2. This does not mean, however, that the three shift work should cease. The work must be carried out on a 24 hour basis.

/s/ THOS. E. TILLMAN,
 THOMAS E. TILLMAN,
Area Engineer, Fifth Field Area.

Copy—ssk.

Exhibit No. 31-B

HAWAIIAN CONSTRUCTORS

HONOLULU, HAWAII

To: T. E. Tillman, Area Engineer.
 From: Robert Hoffman, Area Superintendent.
 Date: March 26, 1942.

I have just been informed by the foreman on tank construction that you have instructed them to work unlimited hours until they are in, regardless of the overtime, etc., etc.

This memorandum is written merely as a confirmation of your order.

ROBERT HOFFMAN,
 Superintendent, Fifth Field Area.

RH/nf
 COPY ssk
 cc Mr. Woolley

Exhibit No. 31-C

HAWAIIAN CONSTRUCTORS
HONOLULU, HAWAII

FIFTH FIELD AREA,
 Bellows Field, T. H., April 8, 1942.

Memorandum to: Mr. Hoffman.

Each time I visit the hot plant in the evening, I find a large surplus of labor standing around with apparently nothing to do. In my opinion this labor, which you are using to pick up asphalt and get it to the hot plant, could be reduced at least 50 percent.

There is no sense in having a crew standing out at the stock pile waiting for trucks or sleds to come back from the hot plant, while you have another crew idle half the time standing around at the hot plant unloading platform. *I want this condition remedied immediately.* If you cannot find anything better for them to do, send them up to the tunnel and start them to cleaning up there or carrying pipe and fittings into the tunnel.

/s/ THOS. E. TILLMAN,
 THOMAS E. TILLMAN,
 Area Engineer, Fifth Field Area.

Copy—ssk

Exhibit No. 31-D

HAWAIIAN CONSTRUCTORS
HONOLULU, HAWAII

FIFTH FIELD AREA,
 Bellows Field, T. H., April 8, 1942.

Memorandum to: Mr. Robert Hoffman.

I have repeatedly asked you to carry the paving on Runway A to a full width of 200' and in runs of 500' to 700' in length. This request has been ignored repeatedly, and I find the fine grading crew working on ahead of the paver.

Your fine grading crew has complained of no blue tops as their excuse for not carrying the fine grade to the maximum width. Upon checking, I find that the blue tops have been there. *I want this condition remedied immediately,* and I insist that this pavement be carried through the full 200' width as we go.

/s/ THOS. E. TILLMAN,
 THOMAS E. TILLMAN,
 Area Engineer, Fifth Field Area.

Copy—ssk

Exhibit No. 31-E

HAWAIIAN CONSTRUCTORS

HONOLULU, HAWAII

FIFTH FIELD AREA,

Bellows Field, T. H., April 8, 1942.

Subject: Greasing of Equipment.

To: The Department Engineer, Hawaiian Department, Honolulu, T. H.
(Through: Captain Ralph L. McDaniel.)

1. The Area Engineer is convinced that the present setup for greasing of equipment at Fifth Field Area is all wrong, and that equipment is being unnecessarily wrecked.

2. The men in charge of the greasing of the trucks are not under the supervision or control of the shop foreman. In fact, the Area Engineer cannot find out to whom these men are responsible.

3. At the present time there are seven trucks standing in the shop waiting for repairs. One 1,500 gallon sprinkler truck has been idle while waiting for repairs due to absolute neglect. The men charged with the responsibility of greasing this sprinkler truck have failed to put grease in the drive shaft bearing with the result that the shaft bearing is completely destroyed. The same bearing on the new Mac trucks, which have been at Fifth Field Area for approximately ten days, was never greased until yesterday.

4. With equipment as scarce as it is, the Area Engineer recommends that some action be taken whereby the men responsible for the greasing of equipment in the field will be responsible to their properly designated shop foreman. It is also requested that some system be worked out whereby the equipment can be greased while idle—either during lunch hour or while it is not working at all—so that it will not be tied up while being serviced.

/s/ Thos. E. Tillman,
THOMAS E. TILLMAN,
Area Engineer, Fifth Field Area.

CC—Hawaiian Constructors
Fifth Field Area
Bellows Field, T. H.

Copy—ssk

EXHIBIT No. 31-F

HAWAIIAN CONSTRUCTORS,

Honolulu Hawaii, March 27, 1942.

Memorandum to: Mr. Hoffman.

Starting tomorrow morning, 7:00 A. M., please give to Lt. Tibbs during the day, 70 tons Asphaltic Concrete. Trucks furnished by the Army.

This is for Kualoa.

/s/ Thos. E. Tillman,
THOMAS E. TILLMAN,
Area Engineer, Fifth Field Area.

Copy—ssk

EXHIBIT No. 31-G

HAWAIIAN CONSTRUCTORS

HONOLULU, HAWAII

To: T. E. Tillman, Area Engineer, Fifth Field Area, Bellows Field, T. H.

From: Robert Hoffman.

Date: April 7, 1942.

The urgency of need for roofing paper is such that it is hampering work.

Any assistance that you can give will help.

Also, in order to get power Utility SP-8 for the use of the Air Base supply, it is necessary to secure three 25-KVA transformers before we can tie this power

into the building. Our requisition has been in now for sixty days—and still no action.

/s/ Robert Hoffman,
ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
Copy—ssk

Exhibit No. 31-H

HAWAIIAN CONSTRUCTORS

HONOLULU, HAWAII

FIFTH FIELD AREA, BELLOWS FIELD, T. H., *March 28, 1942.*

HAWAIIAN CONSTRUCTORS,
Bellows Field, T. H.
(Attention: Mr. Hoffman.)

GENTLEMEN: Please deliver to Capt. D. B. Cummings the following materials:

- 8 ea. $\frac{3}{4}$ " shower heads
- 3 ea. $\frac{3}{4}$ " faucets
- 1 ea. 1" x $\frac{3}{4}$ " 4 way tee
- 6 ea. 1" x $\frac{3}{4}$ " elbows & one 1" elbow
- 4 ea. 1" x $\frac{3}{4}$ " tees
- 2 ea. 1" crosses
- 12 ea. 1" pipe straps
- 75 ft. 1" pipe

(All for portable bathhouse.)

/s/ Thos. E. Tillman
THOMAS E. TILLMAN,
Area Engineer, Fifth Field Area.

COPY ssk

Exhibit No. 31-I

HAWAIIAN CONSTRUCTORS,
Honolulu, Hawaii, March 26, 1942.

To: T. E. Tillman, Area Engineer.
From: Robert Hoffman, Area Superintendent.
Date: March 27, 1942—Time: 8:55 A. M.
Subject: Stoppage of work on tanks.

This letter confirms your telephone order to immediately stop work on the placement of tanks in the trees, as previously ordered.

This letter is merely a matter of record.

ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

RH/nf
COPY SSK
cc Mr. Woolley

Exhibit No. 31-J

HAWAIIAN CONSTRUCTORS

HONOLULU, T. H.

To: T. E. Tillman.
From: Robert Hoffman.
Date: April 8, 1942.

Your memorandum of April 8th should have been addressed to Mr. Hutchinson, superintendent of the field. As you are aware, the writer was replaced Monday morning, April 6th, and it has been as a courtesy to you that he stayed on for a few days.

Your statement that you see surplus labor around the asphalt plant is absolutely untrue, as we have been shy of labor for the past two months. When a man moves

500-lb. barrels for 15 or 20 minutes, he is entitled to stand and rest for a few minutes; and if you lack the knowledge of a good construction man, as is apparent from the fact that you can't use good reasoning, it is time that you were told. It is certainly a pity that in defense work you have taken up the little items and have missed the big ones that would have put you somewhere in the upper brackets.

This letter, while caustic, is something you are asking for and it is to be regretted that the job is slowed down because of your attitude.

Also your memorandum of April 8th, which should have been directed to Mr. Hutchinson, in which you make the untrue statement that the blue tops were on runway A—may I correct you by saying that there were no blue tops on the runway after 1 o'clock on the afternoon of April 7th.

May I also advise you that your constant interference with the foremen on the job is creating so much dissatisfaction that three of the foremen are ready to leave.

As a last statement—you have done more damage in six weeks than the previous area engineer, at the rate he was going, could have done in ten years, as far as morale is concerned.

I think, perhaps, that if you were more truthful in your statements and less conspicuous in your desire to undermine the workers on this field, you would be more appreciated downtown. Frankly, Tillman, you are not fitted for this kind of a job and you have proved it conclusively to all concerned.

Robert Hoffman,
ROBERT HOFFMAN,
Superintendent, Fifth Field Area.

Exhibit No. 31-K

MEMORANDUM

APRIL 15, 1942.

To: Executive Committee.

From: L. S. Hutchinson.

I wish to hereby be placed on record that as of April 6, 1942, I disclaim responsibility of all tools and equipment that is charged to Hawaiian Constructors into my responsibility. The reason for this declaration is as follows:

On the above mentioned date, U. S. E. D., by order of the Fifth Area Engineer took over all stock rooms and storage places wherein the above material was stored, and also took over all the responsibility of checking out materials and supplies for the construction. As part of this move, they have issued tools and property regardless of to whom it was charged, and without proper signatures of receipt.

In view of the above circumstances it is unreasonable to expect that we should be held responsible for these items.

For the signature of
L. S. HUTCHINSON,
*Area Superintendent, Fifth Field,
Hawaiian Constructors.*

HTF: SSK

Exhibit No. 31-L

APRIL 28, 1942.

To: Mr. L. S. Hutchinson.

From: Harold T. Fuller.

Effective April 6, 1942, this being the day on which the Area Engineer assumed authority over all material and supplies, I consider myself relieved of all responsibility for knowledge of where material was used, and for having sufficient supplies on hand to carry on construction, for reasons detailed below.

As you know, the Area Engineer has acted very concerned about the amounts of building material on hand, and since his appointment has consistently followed a policy leading to the reduction of these same amounts. He has also issued materials to almost anyone who would ask for them whether covered by a job order or not. This whole situation is illustrated by an incident which happened today when Mr. Tillman diverted a truck loan of 2 x 4, consigned to job order 354-W, which is Bellows Field Construction, to some other work of which we had no knowledge whatever.

On none of these occasions does Mr. Tillman refer to the Constructors Office in anyway. The impossibility of our keeping any track of materials, and the absurdity of expecting me to keep a stock on hand should be evident from the above.

HAROLD T. FULLER,
*Office Manager, Fifth Field,
Hawaiian Constructors.*

HTF:SSK

Exhibit No. 31-M

To: Mr. Lloyd Hutchinson, Area Superintendent, Fifth Field Area.
From: Harold T. Fuller, Office Manager, Fifth Field Area.
Subject: Property.
Date: April 26, 1942.

Again referring to the assumption of authority by the Assistant Area Engineer, by which he arbitrarily disposes of tools and equipment which are charged to Hawaiian Constructors, I wish to inform you of the latest incident of this type.

Today, April 26, the Assistant Area Engineer went into our tool house accompanied by one A. E. Plummer and took therefrom six wooden handle steel brushes, leaving no record or charge for their removal. The whole transaction would have unrecorded had not the author noticed the above parties leaving the vicinity with the articles in question and made inquiries of the tool room man. The tool room man was inexperienced and had not doubted the Engineer for authority but after questioning, had on his own initiative, asked the Engineer for a Tally-Out for the items of property. The Engineer signed a Tally form saying the articles were for the use of A. E. Plummer, but no job number was given.

It is again requested that the whole question of property be brought up and jurisdiction and responsibility be definitely fixed. As the matter stands now the Engineers deposit property charged to us without referring to us in any way, yet there has been no suggestion of their releasing us from responsibility for that same property.

HAROLD T. FULLER,
Office Manager, Fifth Field.

COPY—SSK

Exhibit No. 31-N

APRIL 24, 1942.

To: L. S. Hutchinson.
From: H. T. Fuller.
Subject: Property.

For your possible information, and in line with recent events concerning property, may I review the whole manner in which it is handled.

The item "property," as used in dealings between the Constructors and the U. S. E. D., includes all tools, machinery, small equipment, office furniture, etc.—in other words, everything that is non-expendable, but not classed as equipment. These items of property are supplied to the Constructors by the Engineers, and then charged to Hawaiian Constructors for as long as they are in use by the Constructors. The U. S. E. D. charge is made to the Constructors as a whole, but the Constructors maintain a property section whose function it is to charge these items to the individual person—usually the Area Superintendent. The person to whom they are charged signs a receipt of the property and thereafter is financially responsible for its return. While in possession of the Constructors "property" is not under the authority of the U. S. E. D. unless transferred formally in such a way as to lift the financial obligation.

The above system is fixed in practice, and many precedents are on record, wherein we have deducted from employees pay checks to cover missing property.

This all is repeated because of an incident which happened this morning, and which I will now detail. The Assistant Area Engineer, Mr. T. E. Tillman, came into our tool house and arbitrarily told our property man to provide a certain individual, who accompanied Mr. Tillman, with six picks. This man then signed the tally-out for the tools. The point of this note is that the tool man was ordered to supply tools to an individual unknown to him, with no knowledge of when they would be returned, and for use on a job which we are not working.

This is the second time that Mr. Tillman has assumed this authority. I think it very important that the matter be brought to Mr. Tillman's attention in a way that will make it clear to him that such practice is not to be repeated.

H. T. FULLER,
*Office Manager, Fifth Field,
Hawaiian Constructors.*

HTF:ssk

ARMY PEARL HARBOR BOARD EXHIBIT No. 9

HOUSE OF REPRESENTATIVES

COMMITTEE ON MILITARY AFFAIRS

WASHINGTON, D. C.

In Re: Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

County of Los Angeles, ss:

Nils M. Olsen, aged 42 years, married 14 years, owns his own home at 1114 Dolphin Street, San Pedro, California, first being duly sworn, deposes and says:

That I was living at 718 60th Street, Brooklyn, N. Y., when I met H. W. Rohl, in July, 1933, when he employed me as Steward aboard the yacht "Ramona", which he had just purchased in New York. I was introduced to Rohl by Capt. Gudmundsen, the former captain of the Ramona. I worked for Rohl as steward until February, 1936, and the checks were signed by Irma Dickey and bore the printed name of H. W. Rohl. This same custom was followed while I was steward on the Vega. About a year after I was employed I asked Rohl personally for a \$15.00 raise, and he gave it to me—so thenceforth I received \$150.00 per month.

The Ramona sailed from New York, equipped with a new Mackay radio which Rohl installed in New York, and the Mackay operator boarded the vessel there. Mr. and Mrs. Rohl, and his son, Fred, were aboard. We sailed to Guantarramo Bay, where we stopped three or four days while Rohl received treatment for broken ribs at the Naval Hospital—he was injured during a storm in the Caribbean Sea and fell down a companionway. I'm certain we were inspected by Immigration when we left New York. We then stopped at Colon overnight after sailing through the Canal. We then went to Acapulco, Mexico, for fuel and water, and left after several hours. Then we anchored near Coronado Islands, and someone came aboard. I believe it was Mr. Tom Connolly, Rohl's partner. Next we anchored off Catalina Island for a short time, then tied up overnight at Wilmington—at the California Yacht Club. The Captain told us no one could leave the boat that night because we hadn't been cleared by immigration officials. Mr. and Mrs. Rohl nevertheless left the boat that night and returned to their home in Los Angeles. I was present and actually saw them leave, so Mr. Rohl never did clear Immigration, this was on September 3, 1933.

On September 4, 1933, at Fellows and Stewart's Yacht landing, where we tied up that morning at San Pedro, Immigration officers came aboard; there were several inspectors. There were ten men in the crew, and we cleared in about two hours. One Norwegian, Hans Anderson, was an alien, had no papers, and he was eventually deported.

The crew had only signed on for this one cruise, and they were all paid off the next day, September 5th, 1933, except Earle Schetne, who was hired as captain, and myself.

Mrs. Rohl had nothing to do with directing the crew and the operations of both the Ramona and the Vega. All the crew was firmly of the opinion that both boats were Rohl's.

Thereafter the only trips we took were back and forth to Catalina Island from the Fellows and Stewart Pier at San Pedro.

Sometime in 1935 Rohl told me he was bringing a guest aboard, and he instructed me to be particularly courteous and attentive to him. I think it was in the summertime. He boarded the boat, and we went to Catalina and the two men went to Rohl's rock quarry and inspected the rock, which was to be used in constructing the Long Beach Breakwater. Rohl got drunk, but the guest signalled me that he didn't want much to drink, and he remained sober. We

returned to San Pedro the following day. The guest was short, chunky, full face, smooth-shaven, dark brown hair.

On October 1, 1939, I was employed by Rohl as steward on the Vega—having worked in other positions after I left the Ramona in January or February, 1936. On August 13, 1941, I went to Colorado as cook for Rohl and remained until November 20, 1941. Mr. Rohl didn't stay with us all this time. Sometime after September 15, 1941, Rohl left us where we were staying at Caddoa, Colorado, and went to the Hawaiian Islands.

The Vega carried a crew of eight men during most of the time she was running between Newport or San Pedro and the Catalina Islands, before we went to Colorado.

After we returned the Vega remained tied up at the Rohl-Connolly slip near Wilmington, until she went to Honolulu.

Rohl asked me to come to his home late in November, 1941; he had been drinking quite heavily, and was plainly drunk. He said he was about to be made a general, and was going to rent the Vega to the Army Engineers for a dollar a year, and asked me to get his old master, Captain Otto Mathies, offering to pay him \$450.00 per month, and he offered me \$250.00. Accordingly we loaded the boat, Rohl told me to put on plenty of stores, so I did. Eighteen cases of whisky arrived, (4 cases Bourbon, 4 Johnnie Walker, 2 cases Brandy, 8 cases Ballentine), and the man who delivered it stated that it was for Mr. Rohl, so I stored it aboard. Captain George Goldrainer actually signed on as master, and we all signed on for one year, about December 1, 1941, under Hawaiian constructors. We were supposed to leave for Honolulu on December 8, 1941, and at that time Rohl was in the Hawaiian Islands. There was also ten cases of Pabst beer aboard. I am positive the Vega was not armed when we sailed from San Pedro in a convoy, bound for Honolulu to turn the boat over to the Hawaiian Constructors, which, I understood, was in turn to lease it to the Army Engineers. I also bought \$2700.00 worth of new uniforms for the crew at Rohl's direction, from Brown Bros., in San Pedro. The store of supplies amounted to \$3800.91, exclusive of the liquor. The uniforms were later returned to Rohl.

We sailed on February 20, 1942 in the late afternoon, and spent 18 days en route to Honolulu. We first went to the Pearl Harbor Naval Dock, and next day we tied up at Pier 6 or 7, for about three months. The liquor was removed a few days after we arrived, at Mr. Rohl's order—he was there when we landed. Our master received his orders from C. C. Middleton, general superintendent for Hawaiian Constructors. During this three months we did absolutely nothing. What it amounted to was simply a trip to carry 18 cases of whiskey from San Pedro to Pearl Harbor. I wanted to do something, and so did the crew. We all felt that our country was at war, and we wanted to do something to help; but after we docked, not a thing was removed from the vessel except the whiskey, and the whole crew just remained idle for the entire three-month period—and I even complained to Rohl about it. I knew perfectly well that martial law had been proclaimed in the Hawaiian Islands, and that it was strictly against the law for Rohl to bring any liquor ashore.

During the three months we were paid by the Hawaiian Constructors, because although we were actually working for the U. S. Engineers, Rohl told us we should give him a power of attorney so that he could pay us through the Hawaiian Constructors to save time for us, so we all gave him the power of attorney and thereafter received our checks from Hawaiian Constructors.

Rohl, meanwhile, went to Los Angeles, and when he returned I complained to him about the inactivity. He said he could fix it so we could leave without a convoy, and he did, because we left on May 1, 1942, arriving in San Francisco. The next day we sailed for San Pedro, and tied up at our old dock, Rohl-Connolly, Wilmington, May 15, 1942.

The Coast Guard took over the boat, and I left it about June, 1942. After we left Hawaii, our checks came from U. S. Engineers instead of Hawaiian Constructors, and were for the same basic amount.

While in the Hawaiian Islands, anything I got for the vessel was requisitioned from Hawaiian Constructors.

I am now Ship's Cook, first class, U. S. Coast Guard Reserve, attached to Training Station, Catalina Island, Eleventh U. S. Naval District.

(signed) Nils M. Olsen.
NILS M. OLSEN.

This statement taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs United States House of Representatives.

(signed) John H. Weiner.

JOHN H. WEINER.

Subscribed and Sworn to before me this 19th day of December, 1943, by Nils M. Olsen and John H. Weiner.

FRIEDA SEGEL.

ARMY PEARL HARBOR BOARD EXHIBIT No. 10

[1] HOUSE OF REPRESENTATIVES,
COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C., April 4, 1944.

INTERVIEW

Present: George H. Moody, H. Ralph Burton.

BURTON. May I ask your name?

MOODY. George H. Moody.

Q. During what period were you in Hawaii?

A. I just left there a few weeks ago and I am going back. That is my home. Q. You, at one time, were with the Corps of Engineers?

A. Yes, and then under the Engineer Corps when they changed the designation. I worked there in camouflage and then Colonel Nurse asked me to come over on this investigation. He is an excellent man and straight as a die. He built Hamilton Field. They finally retired him. He is back in San Francisco now. Of course, when the Engineers started in Honolulu, they took people who wanted jobs so they got a great many crackpots and screwballs.

Q. That was back in '41?

A. After December 7.

Q. Do you know anything that happened prior to December 7?

A. No, I wasn't involved at all.

Q. Do you know anything about the Hawaiian Constructors?

A. Yes, I was on their payroll and then taken over to the Corps of Engineers payroll later.

[2] Q. Did you have occasion to observe anything about the Hawaiian Constructors?

A. Yes, more or less.

Q. Did you know Hans Wilhelm Rohl or Paul Grafe?

A. No, I never met them.

Q. Did you come into sufficient contact to determine whether the Hawaiian Constructors were proceeding rapidly and efficiently as they could?

A. I think they were doing the best they could. I did later come into contact with some purchases—for instance, there was a jackhammer which ordinarily would cost \$90, they paid \$150—they bought pieces of equipment at the most outrageous prices.

Q. Do you refer to the Hawaiian Constructors?

A. I am referring to the Engineers.

Q. Do you remember Col. Theodore Wyman?

A. I know of him. I know where you could find some contracts that I would look into—one I investigated and turned over to Colonel Nurse. It was made with Weaver. Mr. Weaver, himself, was an automobile mechanic. He was set up immediately after the blitz with engineer equipment. He didn't have any of his own. He was paid \$4,000 a month for the pleasure of taking care of repairs plus \$4 an hour for his labor. When we checked the contract, Colonel Nurse told Colonel Wymer that the contract was impossible and would have to be renegotiated. He told him three or four times. Finally he had that renegotiated, making Weaver and Company purchase the equipment and cutting him from \$4 to \$2.50 an hour and cancelled the \$4,000 a month payment. Several months ago Weaver tried to negotiate for \$3.50 an hour. His travelling expenses were \$1,000 a month. Where he could travel, I don't know. His bookkeeper and auditing came to \$650 a month. His bookkeeper was his wife. At the time I left, however, his contract had not been renegotiated in his favor.

Q. During what period was this contract made?

A. After December, while Colonel Wymer was still there. Wymer signed the contract, but he was acting under Colonel Wyman.

Q. Was Colonel Wymer over Colonel Wyman?

A. The man you are talking about was Wyman. Under him was Wymer.

[3] Q. That contract was between the Government and this man Weaver?
A. Weaver and Company, which was organized overnight.

Colonel Nurse headed this division which Colonel Cramer set up to investigate everything that was going on and this division has kept records of everything they investigated. You could learn a great deal if you could get those records of the Bottleneck Busting Division under the Engineers headed by Colonel Nurse. The records are in Honolulu. Talk to Colonel Nurse who is in San Francisco. He knows more about it than anyone else. He is an old Quartermaster man who has been in the Army 30 or 35 years. Colonel Hunt came out from here under the Inspector General's Office last spring, but I don't know what his report was.

Q. Did he go over this Bottleneck Busting Division's records?

A. Not much. He was out to prove that nobody was willing to testify that Colonel Wyman was crooked.

Q. The facts we are looking for probably will be in these particular records?

A. They will be if they haven't been destroyed. If they have been destroyed, I have my own copy of the records.

Q. What is your address?

A. King Street, Honolulu. I have a firm there, Grossman Moody.

I am here now to get the Government to get houses for us. I am on the Housing Committee, Labor Commissioner, and work with the Red Cross Disaster Relief Committee.

There is considerable rowing there with military authorities. They are putting men in jail for absenteeism. They are not military plants. They say they are necessary workers, and the Army puts them in jail for absenteeism. They are not managing any better than we are.

The YWCA is one of the few buildings in town the civilians can use. They announced to the YWCA that they were going to take over two floors. There were a number of women living there and they called me. A Colonel came in and announced they were taking over two floors and wanted them immediately. The Colonel said, "People in Honolulu will have to change their minds about a lot of things because we are going to put civilian employees of the Army in these houses." He said they would give us a week to find a place for these women. I told them that was impossible. Later I gave them a list of just what the [4] Engineers had that was not being used. Around the island there were 2800 beds not in use. Now you will find one man in a room where formerly were housed 4 girls. Across the street is the Pleasanton Hotel which hadn't had a soul in it for five weeks. I told them they had better give us back the hotel instead of trying to take over the YWCA. So, the next week, we got back the Pleasanton Hotel. We used to build 2500 houses a year, but we have only had permission to build 500 houses.

Q. What is the official name of the division headed by Colonel Nurse?

A. It is known as the B. B. D. (Bottleneck Busting Division), District Engineers Office for the Hawaiian Territory under the direction of Colonel Nurse.

Army Pearl Harbor Board Exhibit No. 11

Vol. 53

REPORT OF PROCEEDINGS

HEARING HELD BEFORE EXECUTIVE SESSION, SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS, HOUSE OF REPRESENTATIVES, U. S., WASHINGTON, D. C., FEBRUARY 9, 1944

CONTENTS

	Page
Testimony of Major General Julian L. Schley, U. S. A.....	2393

[2393]

EXECUTIVE SESSION

WEDNESDAY, FEBRUARY 9, 1944

HOUSE OF REPRESENTATIVES,
SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C.

The special committee met, pursuant to notice, at 3:00 o'clock p. m., in room 1310 New House Office Building, Hon. John M. Costello (chairman) presiding.

Present: Representatives Costello (chairman), Durham, Martin, Elston, and Fenton.

Also present: Mr. H. Ralph Burton, General Counsel to the Committee, and Joseph Colgan, Investigator; Major General Julian L. Schley, and Lieutenant Colonel Miles H. Knowles.

The CHAIRMAN. Proceed, gentlemen.

TESTIMONY OF MAJOR GENERAL JULIAN L. SCHLEY, UNITED STATES ARMY

(Major General Schley was sworn as a witness.)

The CHAIRMAN. Will you state your full name for the record?

General SCHLEY. Major General Julian L. Schley, United States Army.

The CHAIRMAN. Now, will you state your present position?

General SCHLEY. I am presently recalled from the retired [2394] list to the active list and assigned to the Office of Coordinator of Inter-American Affairs.

The CHAIRMAN. Proceed, Mr. Burton.

Mr. BURTON. General, you were Chief of Engineers of the United States Army, were you not?

General SCHLEY. That is correct, sir.

Mr. BURTON. Please state for what period.

General SCHLEY. From about October, 1937, to September, 1941.

Mr. BURTON. Do you recall having recommended the approval of a contract between the United States and Hawaiian Constructors, which was signed on December 20, 1940, for certain installations in the Hawaiian Islands and some of the South Pacific islands?

General SCHLEY. I do not remember that, no, as such. I do remember that activity near that time was considerable and increasing in construction work in the Hawaiian Islands, and it was my function to make such recommendations in such instances.

The particular case you refer to, I do not remember, no.

Mr. BURTON. Do you know Colonel Theodore Wyman, Jr.?

General SCHLEY. Very well.

Mr. BURTON. Do you remember that he was here in December, 1940?

General SCHLEY. I could not associate his presence here [2395] with that date. He did come to Washington from the Hawaiian Islands—I don't remember how many times—for consultation, and he did come here from his previous position while I was in that office, which was in Los Angeles, California. He came East several times. It was not uncommon for him to do that which you mention, and he did come here from time to time.

Mr. BURTON. Do you recall that certain defense installations were constructed in the Hawaiian Islands at that time?

General SCHLEY. In a general way.

Mr. BURTON. This morning you called me on the telephone and at that time you said that you wanted to refresh your recollection by referring to the files. Did you do that, sir?

General SCHLEY. No, I did not. I called the office of the Chief of Engineers and asked if they could make those papers available to me and they said that they were unable to locate them at that time, they were in the hands of another office, but they probably could be made available in a day or two, as soon as they found them.

I don't remember now whether it was the Army Service Forces or the Under Secretary's Office or whose office, or someone in that office, because we discussed them all, as to where they might be.

I talked to a major who did look for them in the files.

I don't mean by that that they are lost, [2396] but they are not in the Chief's office at this time.

Mr. BURTON. Do you remember that one of the contracting firms was the Rohl Connolly Company?

General SCHLEY. No, I do not.

Mr. BURTON. And you can't recall any discussion of this contract?

General SCHLEY. Not that one in particular, no.

Mr. BURTON. Do you recall anything whatever about the conduct of the work in the Hawaiian Islands?

General SCHLEY. No, I do not. I don't remember any of the details of it. If anything had gone very wrong with it, it probably would have come to my desk.

If anything was worthy of note in any direction, it probably would have come to me. We had two main branches in my office, one having to do with the expansion of the military side and the training of the troops, and the other side having to do with what we call Rivers and Harbor work, and also fortification construction work.

About this time we received, in addition to that, the construction for the Army Air Forces. That was the first step in adding to our functions.

Mr. BURTON. Can you say what procedure would be followed in considering a contract of that nature?

General SCHLEY. Yes, sir, I remember that quite clearly, although it changed as we proceeded, and I am not quite certain [2397] in which phase this came.

Before the great increase in activities in that kind of work, there was not anything outside of our office necessary to have such a contract entered into and have its work progress. It was a normal function within our own office.

At the time of the large expansion there was added review given and all those contracts had to be approved, I think, from the beginning of this change in practice, by the Under Secretary, who at that time was Mr. Patterson. I think he still is.

Before submitting it to him, however, before making a recommendation to him, we first contacted O. P. M., Office of Production Management.

Later there was an additional consultation which we followed, and that was a committee which we always looked on as Mr. Patterson's committee. It was formed in the Quartermaster General's Office and was called the Construction—something—Committee.

Mr. ELSTON. Advisory?

General SCHLEY. Construction Advisory Committee, perhaps that was the name of it. Later, after we started this program, General George R. Spalding, whom I knew well, was placed at the head of it. I doubt if it was this early.

In this particular case I am not sure whether we went to O. P. M. or this committee for approval, or to both. We [2398] looked on this committee as Mr. Patterson's committee and I would not be surprised if he instructed us so to do.

We consulted them because we knew he would send it there anyway.

The CHAIRMAN. In passing on the contracts, you had nothing to do with the contract? It would be simply routine for you to approve a contract that came to your desk?

General SCHLEY. I would not put it quite that automatically, but that is true to some extent.

The form of contract we used before the expansion took place was our own. Of course, it had been reviewed by the Comptroller General and other departments interested in those things, and it was a standard form.

The difference between contracts was, of course, what you were undertaking to do, but the clauses were about the same. Those clauses in that form were at some time under this procedure changed and reviewed and we got a new form, and if I am not mistaken the Quartermaster General's committee was instrumental in getting that form. Perhaps the O. P. M. was.

The CHAIRMAN. But you didn't go into details of the contract when it was submitted to you for approval?

General SCHLEY. Unless I saw something on the face of it. I looked through all contracts I signed to see if there was anything I should look into further.

[2399] The CHAIRMAN. Whose duty would it be in the first place to approve and recommend a contract at this time for your signature?

General SCHLEY. We kept the thing decentralized into the field. I was in no small part instrument in continuing that practice.

There was talk at one time of determination being made in Washington. There was a definite policy of the Administration of having what they called local contractors on the job, and we finally got to look on a local contractor as within the State in which the work was being done.

I think the Rivers and Harbors districts, 40-odd, our officers in those offices were the best-informed men as to who were the best contractors in the States. They had been conducting work of that kind right along.

Of course, I wanted all the review possible in Washington, and in case of disagreement we got from an approved list of contractors which these review officers had, contractors' names who were satisfactory to them and whom we also ap-

proved, and sent them back as suggestions only, and left the initiative in the hands of the field.

The CHAIRMAN. And a contract of this kind would be initiated in the field?

General SCHLEY. When you go outside the territory of the United States we may have suggested contractors we knew [2400] were satisfactory.

Of course, a lot of things were to be considered besides being a satisfactory contractor. The fact that he was a large contractor who could undertake a big job and had experience in that work and was responsible financially had to be considered.

The CHAIRMAN. The officer in the field would be largely responsible for the direct negotiations with the contractors in the beginning?

General SCHLEY. In the beginning, and then it was subject to our review and later by O. P. M.

I think they continued later to review, as well as the Review Board in the Quartermaster General's Office.

Mr. BURTON. This contract involved a sum of \$84,436,961. Is it possible that a contract of that size would be approved simply as a routine matter?

General SCHLEY. I would say that a \$84,000,000 contract at that stage of our procedure would be a very big and very unusual-sized contract, and probably would receive very careful consideration.

One thing that was bothering us at that stage was the amount of the fixed fee. The contractors, of course, were holding out for figures which they thought proper. We were trying to hold to what we thought was proper. That naturally would be smaller.

[2401] The Assistant Secretary, Mr. Patterson, was very attentive to that figure and before the thing was over he gave us a table which we could not exceed. The table was composed of fixed percents, although the fee was not. In very large contracts it was a smaller percent of the table. In smaller contracts the fixed fees were a larger percent of the contract table.

Mr. BURTON. Aren't there records of the various conferences and discussions affecting a contract of this size?

General SCHLEY. I doubt if there would be records of conferences at that stage. I will say there should have been kept records of any approvals or consultation with these several agencies to determine their agreement or disagreement with us.

The CHAIRMAN. Those records would be simply letter memoranda from one agency to another?

General SCHLEY. I think so. I think that those will all be of record in the form of memos or letters, initialed or approved by someone.

Many times when we were in a hurry, it may have been done by phone, but if they didn't make a record it was bad business. It should have been done.

Mr. BURTON. Those records could be made available to you and from those records you could probably refresh your recollection on what took place?

[2402] General SCHLEY. If the committee wishes I will make every effort to produce whatever the Chief of Engineers office has.

I left that office, as I say, in 1941, and their records, of course, are undoubtedly all the same now. They are all there, I presume. I have no records with me which pertain to this work.

The CHAIRMAN. I think it ight be well, General, for you to review the records that are available in the office there and whatever additional records you can get.

General SCHLEY. You are speaking of the approval of this contract with this contractor?

The CHAIRMAN. That is right, any record that may be there involving any conferences.

General SCHLEY. May I have the name again?

The CHAIRMAN. Rohl Connolly.

General SCHLEY. And Company?

Mr. BURTON. This contract was with the Hawaiian Constructors, and that was a syndicate or association of contractors, consisting of Rohl Connolly Company, the Gunther Shirley Company, and Price Callahan.

The CHAIRMAN. Possibly, General the contract number would be a help. The contract number is W-114-Eng-602. The date of signing was December 20—.

General SCHLEY. Is a "W" before the number "414"?

[2403] The CHAIRMAN. Yes; W-114-Eng-602. That was executed December 20, 1940.

General SCHLEY. That is the date of the signature with the contracting office?

The CHAIRMAN. By Colonel Wyman and on behalf of Hawaiian Constructors by Paul Grafe.

Colonel KNOWLES. Does this obviate the necessity of our office now securing this information? This has been asked for.

Mr. BURTON. No, that does not obviate any request that we have made.

Colonel KNOWLES. It is only going to duplicate work. You are asking the General to produce information that has been requested from our office.

The CHAIRMAN. We wanted to get from the General any information that he might have in connection with the signing of the contract and the circumstances surrounding the signing of the contract.

Colonel KNOWLES. This was not a \$84,000,000 contract initially; it was about \$1,800,000, and it was increased from time to time by supplements. Isn't that correct, Mr. Burton?

Mr. BURTON. It doesn't say that in the letter. This letter says, "The total estimated cost involved in this contract was \$84,436,961, and the contract called for a fixed fee of \$1,014,690."

[2404] Colonel KNOWLES. But that includes numerous supplements to the original contract.

Mr. BURTON. Those supplements could not very well have borne date of December 20, 1940.

Colonel KNOWLES. No, they were dated later. But they were all under that contract number, and the fixed fee was increased as the supplements were added to the original contract.

Mr. ELSTON. May I suggest there, Mr. Chairman, that we get in the record the exact dates when each supplement was entered into and the amount and the work included in the contract? I think we should have it in the record.

Mr. BURTON. A full and complete report on the entire contract and supplements has been requested from the War Department and that is being prepared at this time. It was the purpose, however, in calling General Schley, as the Chairman has said, to ascertain from him what he could recall about the negotiations at the time that led up to the signing of the contract with Hawaiian Constructors.

Mr. ELSTON. I want to ask a couple of questions.

The CHAIRMAN. Very well.

Mr. ELSTON. General, is this committee that you spoke about, which might be the Construction Advisory Committee, what is known as the Blossom Committee?

General SCHLEY. That name does sound familiar in [2405] connection with it. Someone was at the head of it originally and he was replaced by George R. Spalding. It may have been Blossom.

Mr. ELSTON. There was a man named Blossom at the head of one of those committees and he was replaced.

General SCHLEY. That may be. I bring the committee into the picture because that was along the line of our change in the expansion and the change in the practices.

Mr. ELSTON. How much of an investigation would be made into the character and background of contractors bidding on work in strategic areas like in the Hawaiian Islands?

General SCHLEY. I would say that it is a subject which should be covered in the investigation as well as the financial responsibility and reputation of a construction firm. Certainly it is a proper item to look into, particularly with the war apparently in the not distant future.

Mr. ELSTON. Well, who would have the responsibility of making that investigation?

General SCHLEY. I think all along the line that investigation would cover.

Mr. ELSTON. Where would it start and where would it finish?

General SCHLEY. I should say it would start with the man in the field, who would be the district engineer.

Mr. ELSTON. In this case it would be Colonel Wyman?

[2406] General SCHLEY. I should say Colonel Wyman. If there had been anything about the matter which looked as if unsafe agencies were involved, he would be the first one to know, I should think. He is the man right in the field.

The next responsibility would have been on the Chief of Engineers' Office, and that, of course, I take responsibility for, because I was the head of it.

Next, I would say that it would be in this board that you speak of, and the Under Secretary himself, I assume—I don't know what means of investigation, or other organization, he would have besides that board.

Mr. ELSTON. Would the Chief of Army Engineers' Office accept the word of the District Engineer without making some independent investigation?

General SCHLEY. That is a little difficult to answer categorically. I know of no district engineer who had any important work under him—any district engineer in whom we did not have implicit confidence. I will put it that way.

On the other hand, I would say anybody who reviews anything must not do it automatically, and without his eyes and ears open, so a review would cover naturally whatever was proper to be looked into, and no man can shirk that responsibility. The responsibility is his.

Mr. ELSTON. I think about that time the War Department began to require even stenographers who worked in the War [2407] Department to be fingerprinted and furnish birth certificates and show what their background was.

Was any greater strictness required of employees in the War Department than was required of contractors who were going out and doing millions of dollars worth of business in strategic areas?

General SCHLEY. Well, now, I can't tell you whether that same thing was required of all workmen on all contracts or not.

Mr. ELSTON. I am not talking about the workmen as much as I am talking about the heads of the firms.

General SCHLEY. Well, I don't know whether they were similarly investigated in the matter that you speak of, the same as men in the offices of the War Department, or not.

Mr. ELSTON. I don't know whether you know it or not, General, but the head of this firm was a German alien and did not become a citizen of the United States until December 15, 1941, three months—no, nine months after the original contract was entered into.

Was any effort made to determine the citizenship of people engaged in contracts for the Government?

General SCHLEY. That is difficult to answer at that stage, whether that was gone into or not, because I just don't remember.

There undoubtedly was a time, somewhere along the [2408] line of the passage of time, as things became more and more threatening, when that was done. Whether it was done at this stage or how far back, I couldn't advise you.

Mr. ELSTON. Would you have any records indicating when that was done?

General SCHLEY. No. I have no doubt in my mind that at that time—in fact, I don't know whether I am safe in saying it was not done to a certain time and was done from then on. I should say it should have been done at all times, with the war threatening us.

Mr. ELSTON. General, you yourself would not have approved any contract entered into between any alien enemy and the United States Government. Of course, we were not then at war with Germany.

General SCHLEY. One year before.

Mr. ELSTON. But Germany was at war at that time with nations to whom we were furnishing lend-lease materials and money, and it was evident which side we were on.

Now, you yourself would not have approved a contract in a strategic area like the Hawaiian Islands, if the head of the company was a German, would you?

General SCHLEY. Well, that question you naturally tend to answer in the negative because, looking back on the picture now, we can see clearly that such a thing should not have been done.

[2409] I should say, on December 20, 1940, knowing what we know now, it should not have been done.

Loking forward from the back end, I don't know how the situation looked from the other end. It is pretty hard to say we should or should not have looked into such a matter at that time.

Mr. ELSTON. I don't suppose a German citizen could have gotten a job in the Government at that time.

General SCHLEY. That I can't answer.

Mr. ELSTON. They couldn't have gotten a job in an aircraft factory or any shipyard. They would have been excluded from work of that kind.

General SCHLEY. Yes.

Mr. ELSTON. Certainly there must have been some place along the line where you inquired into the citizenship of people who were engaged in contracts in critical and strategic areas like the Hawaiian Islands.

General SCHLEY. It does seem, looking from where we now sit, that that should have been done, yes.

Mr. ELSTON. We are seeking to find out whether it was done. Is there any way you can tell us whether it was done or not?

General SCHLEY. No, I can't tell you. In the first place, I don't remember the contract. I don't remember its being signed.

[2410] You ask me a hypothetical question as to what I would do under those conditions at that time. I don't know but what my only answer would be that I should look into such a thing.

Mr. ELSTON. In any event, if you knew that you would certainly call it to the attention of the Under Secretary or whomever you had to report to, wouldn't you?

General SCHLEY. From where I now sit it looks that way. To turn the clock back, I should say it should be done.

Mr. ELSTON. That was after we passed the Lend-Lease Act and after we began the conscription of American boys.

Mr. MARTIN. After we had shipped quite a number of vessels, after Dunkirk, too.

Mr. ELSTON. And after we had given them 50 destroyers. Don't you think at that time that you would immediately have caused an investigation to be made if you had any information that a big contractor in a strategic area was an alien of this country and a citizen of Germany?

General SCHLEY. Yes, I would say if there was any suspicion to that effect it should have been done.

If that is the stage in our national relations, if it is as you now put it, which is undoubtedly true—I have not reviewed it myself but I dare say it is—it does definitely look as if a German, a person suspected of being a German citizen, should have been gone into in considerable detail.

Mr. ELSTON. Would you expect a district engineer under [2411] your supervision to furnish you with information of that kind if it was within his knowledge?

General SCHLEY. At the time when we should have been on notice, definitely so. Not only should he not have recommended, but we should not have approved, beginning at whatever time it was that we should have been on notice that things could be done by a contractor which would harm our situation, our defense.

There is no question, the district engineers should be responsible in the first instance, and we would be in the second instance, assuming there was some reason for suspicion.

I don't know what Rohl—

Mr. ELSTON. His first name was Hans and his middle name was Wilhelm and his last name was Rohl. "Hans Wilhelm" should have been a suggestion to anybody, and I think it was generally known he was not a citizen of the United States.

Now, where in the record would the recommendation of the engineer, the District Engineer, appear?

General SCHLEY. I would say that it could be either in a letter of transmittal, or under his signature itself if it was on the document.

Mr. ELSTON. What document?

General SCHLEY. The contract itself. If his signature is on the document I would say there was no doubt in his mind unless you find some correspondence at the time which raised [2412] the question.

I would so accept it.

If the contract came in without correspondence, signed by the District Engineer, I would say there was nothing in his mind that raised a doubt as to the contractor.

Mr. ELSTON. Well, as supplements were let and the amount increased, until it reached the amount of \$84,000,000, wouldn't there have been some investigation even though the District Engineer had approved the contract in the first instance?

General SCHLEY. As to the nationality of the man?

Mr. ELSTON. His character and his background, his nationality, and anything that should be brought to the attention of the Government.

General SCHLEY. I would say that as that contract went along, it did start at a smaller figure and got very large, that we would have been under obligation to do whatever the proper thing was to do.

Mr. ELSTON. Were any instructions sent out to the district engineers instructing them to exercise great care in the selection of contractors because of the critical situation in which we were getting?

General SCHLEY. That I don't recall.

Mr. ELSTON. Would your file contain any recommendations that had been made with respect to this firm?

General SCHLEY. I don't know by whom you mean. By our [2413] own people?

Mr. ELSTON. By anybody at all.

General SCHLEY. I don't know that I could answer that question. If there was any written recommendation concerning him, it certainly would be there, and for any oral recommendation made you might or might not find a memorandum on the subject.

Mr. ELSTON. Well, asking you the question directly: have you any recollection of anybody ever recommending to you that this contractor, this firm of contractors, be approved?

General SCHLEY. No, I don't remember the contract at all.

Mr. ELSTON. That is all.

The CHAIRMAN. Mr. Martin.

Mr. MARTIN. General, do you recall any disapprovals of contracts at all in 1940 on the ground of citizenship of the proposed contractors?

General SCHLEY. I don't know that I do.

Mr. MARTIN. Another question along a little different line. What time in 1941 did you leave the position of Chief of Engineers?

General SCHLEY. My 4 years were up in the autumn of 1941—my 4 years assignment as chief. I left the service at that time.

Mr. MARTIN. Do you recall any checking up on the progress of the Rohl contract, as to whether or not it was lagging in [2414] performance?

General SCHLEY. There is no doubt that knowledge of conditions on every contract we made was reported in to our office in Washington.

Mr. MARTIN. Do you recall anything at all about the work being done in Hawaii giving rise to concern about the maintenance of the schedule as originally planned?

General SCHLEY. No, I do not. And I might say there were many such cases where the contractors were behind schedule on the contracts. There were cases where they were up and cases where they were ahead.

Mr. MARTIN. Could you find out from your examination of the records down here, whether or not the Hawaiian defense construction was one of those that had given occasion for alarm or concern? And I would like to know also whether any of these supplemental contracts were awarded to this Hawaiian Constructors after it had been discovered that there was some delay in construction causing such concern.

The CHAIRMAN. General, when you were Chief of Engineers, did you receive periodically from the field progress reports on the various construction contracts let by your office?

General SCHLEY. They were received by the office.

The CHAIRMAN. But they were not brought to your attention, your personal attention?

General SCHLEY. At one stage of the game, when the work [2415] became very great, we had special reports prepared which kept us all informed of the progress of the work.

The amount of current contracts was quite large and there was quite a volume. That came to the desks of all of us.

Naturally there were brought to my attention cases where a cancellation was involved because of being behind schedule or any other reason.

The CHAIRMAN. But you didn't make it a part of your position to actually keep an eye on the actual progress being made?

General SCHLEY. At one stage it came to my desk.

The CHAIRMAN. Did you have some particular officer whose duty it was to watch progress?

General SCHLEY. Part of the office had to do with civil engineering construction, Rivers and Harbors, and watched those things. Into one of the branches of it came these periodic reports.

The CHAIRMAN. But no specific officer was charged with that study?

General SCHLEY. I have no doubt there was. We had quite a number of officers in our office at that stage.

The CHAIRMAN. How is the work divided up in the Rivers and Harbors division? Do the contracts come in generally to all the officers or are there separate units for all areas?

General SCHLEY. There was a separate section. I don't [2416] know what it was called at that time, but it had to do with the contract features.

And there was another breakdown on the class of work, which was the engineering. The Rivers and Harbors, Flood Control Section, and Military Construction, I think were the three main branches.

The CHAIRMAN. And the contracts at this time came under the Military Construction Section, building airfields and so forth?

General SCHLEY. That may be, because there was military work here involved. And we did have a Fortification Division. It is quite possible this was under the fortifications part of the Military Division.

This was because we took over airfield construction and, of course, later we took over all camp construction, and this was all done on the civil engineering side.

But it is quite possible that this, since it had to do with fortifications in Hawaii such as gun emplacements—

The CHAIRMAN. The letter indicates the contract called for construction including airfields, fortifications, and other defense projects. It is all-inclusive.

General SCHLEY. You can't tell from that which branch it was handled in.

The CHAIRMAN. Most of it was in the Fortification or Military Construction units of your office?

[2417] General SCHLEY. All in my office.

The CHAIRMAN. And any supervision of the progress being made on construction would go to those divisions in your office and not necessarily come to your attention?

General SCHLEY. Until this time when we had the whole thing presented in very easily consolidated form, clearly expressed form, and rather voluminous, and in that case it came to all of us.

The CHAIRMAN. A general progress report of everything?

General SCHLEY. The progress of each contract set forth in it. I have to add there that I didn't pay much attention to the progress being made because there were men whose function it was to do that.

Mr. DURHAM. Did this Construction Committee make its recommendation direct to you on these contractors?

General SCHLEY. Under the Quartermaster General's Office. Our only consultation with them might have been called a preliminary consultation because, if I am not mistaken, Judge Patterson referred his contracts to that committee as a final step.

Mr. DURHAM. Then he would make the recommendations to the Secretary of War?

General SCHLEY. But we found we saved a lot of time if we didn't go too far into the thing until we found they were going to approve the contractor. And they would say, "No [2418] question about him, he is on our list," or, "not on our list."

Mr. DURHAM. Then the contractors were finally approved by Judge Patterson's office. If that correct?

General SCHLEY. I think at this stage everything was going to his office, no matter whether this committee was a part of it or not. But before that, as I say, the Office of Production Management was consulted by us and perhaps along parallel with it later. I can't recall that.

They also had a list of contractors who were considered to be proper for us to contract with.

Mr. BURTON. According to information which has been given to this committee, negotiations for this contract took place between about December 16 and December 20, and the committee has also been informed that the negotiations were conducted by T. E. Connolly of the Rohl Connolly Company, and Paul Grafe of the Price Callahan Company, with you and General Robbins and Major Newman.

I would like to know if you recall any such negotiations taking place.

General SCHLEY. No, I do not. However, the names Major Newman and General Robbins are two who were in that branch of the office, and if I was consulted on this case those are the proper men to consult me. I would say that is the proper trio to be considering such a thing if it was before me.

[2419] Mr. DURHAM. Do you know T. E. Connolly or Paul Grafe?

General SCHLEY. I can't recall T. E. Connolly. Paul Grafe I have known for many years. My first acquaintance with him was that his three companies entered into a contract with the Canal Zone for the construction of the Gatun Dam, which was built while I was in the Canal Zone.

He represented the contractors. It so happens that Gunther and Shirley and the Callahan Construction Company were the three groups which were in this contract, and Paul Grafe was resident manager for them. I was at that time Engineer of Maintenance at the Panama Canal and it was my job to deal with him.

Mr. BURTON. Now, if this contract was negotiated in about four days with Colonel Wyman present here from the Hawaiian Islands, wouldn't that have taken place in your office?

General SCHLEY. If Wyman was in the city and the negotiations proceeded in the city, for a contract of that kind, I would say it would have taken place in the office of the Chief of Engineers, and Wyman would have been present and I might also add that it would be entirely proper for General Robbins and Major Newman to be present.

The CHAIRMAN. What specifically, General, were their duties in connection with your office?

General SCHLEY. In the early part of our expansion of work, Newman was in charge of this very contract work in our [2420] office. He reported to General T. M. Robbins, who was in charge of that half of our office, the Rivers and Harbors half, which had the construction more of a civil nature. This was handled by them and not by the Fortification Division. It would have come under General Robbins and Newman.

Mr. BURTON. Had it been brought to your attention by Colonel Wyman or anyone else that Hans Wilhelm Rohl was a German alien, would you have then and there suspended negotiations until you could have found out about him?

General SCHLEY. Well, I answered a question very much of that same kind a moment ago.

Mr. BURTON. You did and I recall it.

General SCHLEY. And I said that looking at it from what we now know on the passage of time, I would say unquestionably that would be true.

Mr. BURTON. But you couldn't say that as of that time?

General SCHLEY. As of that time it is a little difficult for me to say what I would have done. From sitting where I am now I would say if someone had raised the suspicion I think I would have looked into it.

Mr. BURTON. Do you recall the nature of the installations being constructed in the Hawaiian Islands at that time, that is, December, 1940?

General SCHLEY. Only to this extent, that they were unquestionably installations of a national defense nature.

[2421] Mr. BURTON. That being the case, couldn't you say definitely that had you known a German alien was being employed as a contractor, you should have looked into his citizenship?

General SCHLEY. Sitting where we are now at this time, unquestionably.

Mr. BURTON. I mean at that time generally, as long as they were defense installations, and there existed, as there did exist at that time, very delicate relationships with Germany and with Japan. Don't you think it should have been done?

General SCHLEY. I would have been inclined, as well as I can now turn back the time and sit in that period—I would have been very much inclined to either do that or consult someone above me on the subject to be sure it was the proper thing to do at that time.

Mr. BURTON. All the facts could have been ascertained by a telephone call to the Immigration and Naturalization Bureau, could it not?

General SCHLEY. I have no doubt it could on practically anybody.

Mr. BURTON. Do you know whether or not Colonel Wyman ever did call your attention to the fact that Hans Wilhelm Rohl was a German alien?

General SCHLEY. Of course, not remembering the incident at all, not remembering the name of the contractor, it would [2422] follow that I didn't remember that.

Mr. FENTON. General, on work of that kind, even the plans were secret and confidential, were they not?

General SCHLEY. Yes.

Mr. FENTON. And the very purpose of keeping them secret and confidential was to prevent their falling into the hands of persons who might be enemies of this country?

General SCHLEY. Well, we usually went further than that because, you try to keep things out of the hands of people who might be disloyal, no matter who they are. A man's name might be John Smith and still he could be disloyal.

Mr. FENTON. But you wouldn't assume that any person who might be an enemy alien could be loyal?

General SCHLEY. Certainly not, and I might say this: that in all contracts where you are dealing with very secret installations, you have that very serious problem.

It is not like a manufacturing concern where people are all closely held and all employed for usually long lengths of time, and the firm itself has a certain feeling of responsibility, but where you have a contractor who hires and fires men in the field day after day, and they are all working on extremely secret matters, it is a very serious problem.

Mr. FENTON. You even have the F. B. I. investigate people working on installations of that character?

General SCHLEY. Beginning at this stage of international [2423] developments we did, of course, report every suspicious case.

Mr. FENTON. When did you arrive at that stage?

General SCHLEY. I can't tell you that because I don't fit it into the times, but it was before I left the Chief's office that we not only had that, but also had an F. B. I. man in our own office. The name of the man in the office was not known to anyone. I, of course, knew who it was.

Mr. FENTON. When was that office set up?

General SCHLEY. I can't recall that.

Mr. FENTON. Was it as far back as December, 1940?

Mr. MARTIN. Off the record.

(Discussion off the record.)

Mr. FENTON. When was the period of time you said you were Chief of Engineers?

General SCHLEY. 1937 to 1941.

Mr. FENTON. And I believe you said you knew Colonel Wyman very well?

General SCHLEY. From the last war. He entered the service in the last war before this one.

Mr. FENTON. Did you have any reports at any time derogative to the ability of Colonel Wyman?

General SCHLEY. No, I am sure I can say that the only criticisms I have ever heard of him came from people who suffered from the fact that he was a hard driver in his contract work.

[2424] He was very exacting of his contractors. He was a hard worker himself and he demanded a great deal of the people he was working with, whether his own people or contractors.

Mr. FENTON. You never heard anything derogative to his behavior?

General SCHLEY. No.

Mr. DURHAM. Had he ever had experience in building fortifications of this type before, General?

General SCHLEY. He is an engineer and therefore he knows construction work. He has been in the Corps of Engineers since the earlier war, he has been on the West Coast, Los Angeles, and I am sure he had because his district was quite extensive and that was his job just before he went to the Hawaiian Islands.

I would say Colonel Wyman was thoroughly familiar with the secrecy of the fortification plans and so forth.

Mr. ELSTON. Were you in the Chief of Engineers' Office when Colonel Wyman was transferred from Hawaii and placed in charge of the Canal project in Canada?

General SCHLEY. I am quite sure I was not because I didn't even know that he was placed in charge of that. My last recollection of him is that he was in the Hawaiian Islands. He was transferred from Los Angeles to that assignment when I was in the Office of the Chief of Engineers.

The CHAIRMAN. That was a transfer from Los Angeles to [2425] Hawaii?

General SCHLEY. To Hawaii.

Mr. BURTON. Do you recall any of the circumstances surrounding or connected with his transfer from Los Angeles to Hawaii?

General SCHLEY. I remember one or two features connected with it. One was that he had been kept in Los Angeles quite a long time and it was our policy to relieve men at the end of a 4-year tour at the end of one of those assignments, if possible. We didn't want them to get too closely connected with local affairs. We wanted them to retain their national point of view.

We left him long enough to be thoroughly familiar with the work, and we usually considered 4 years to be that time.

My recollection is that he was at Los Angeles longer than that and we left him there because he was doing well at it. It was a large job with large expenditures being made.

And also, if I remember correctly, the Los Angeles flood control interests were very much pleased with him. His transfer out there was, I would say, a normal thing.

Mr. ELSTON. General, who passed on his transfer from Los Angeles to Hawaii? Who made that assignment?

General SCHLEY. I would say that it would be made in that instance by the man who occupied the position of assistant on that half of the office, unless it

was something [2426] of such importance that it was taken to the top where the responsibility would be carried.

Mr. ELSTON. Who was that?

General SCHLEY: At that time it was probably General Robbins, the same man you spoke of. His predecessor was General Max C. Tyler, but I don't think he was there at that time.

Mr. ELSTON. You seem to have some knowledge of the work Colonel Wyman was doing in the Los Angeles area. Have you any knowledge of his being transferred to the Hawaiian area and the circumstances surrounding that transfer?

General SCHLEY. Only those that I have just mentioned.

Mr. ELSTON. If anyone suggested his transfer or urged it, would it appear in the files?

General SCHLEY. If they urged it in writing it certainly would.

Mr. ELSTON. Do you recall anybody suggesting his transfer?

General SCHLEY. Not outside of our own office.

Mr. ELSTON. Do you remember anybody in your office suggesting it?

General SCHLEY. I have a recollection that I knew of the transfer at the time and that is what I recall in connection with it, that he had been in Los Angeles quite a long time. That is the feature that I recall.

[2427] Mr. ELSTON. You won't recall anybody suggesting the transfer to Hawaii?

General SCHLEY. You mean anybody in my organization or outside of it?

Mr. ELSTON. Either way.

General SCHLEY. No. As a place selected for him to go?

Mr. ELSTON. Yes.

General SCHLEY. No. I remember something connected with his personal affairs at the time, because he had been recently divorced and his alimony was quite considerable, and he felt that going to the Hawaiian Islands would be—in some way he felt it would be an additional expense which it would be difficult for him to carry and, if I remember correctly, he spoke of that in connection with his transfer, as if he would just as lief be left in the United States. I don't remember what that feature was.

Mr. ELSTON. Did he talk to you about that?

General SCHLEY. No. I don't recall his having mentioned it to me.

Mr. ELSTON. From whom did you get that information?

General SCHLEY. I probably got it from my own office.

Mr. ELSTON. Do you at any time pay any attention to the requests of the engineer himself as to where he would like to go?

General SCHLEY. Yes, we invite him to comment on his [2428] preferences.

Mr. ELSTON. Did you or anyone in your office consult with Colonel Wyman on this matter?

General SCHLEY. That I don't recall. I say we do it automatically because, as you may know, the Adjutant General used to invite in the reports which were made periodically, your own request as to where you would be stationed next, and the class of work you preferred to be on. And often an officer might ask for a particular station. We would consider that.

It might be something about family affairs or some other affairs.

Mr. ELSTON. Do you have them made out a request in writing when they want a transfer to some particular place?

General SCHLEY. Not necessarily.

I might say this: That it is unusual for a man to request a certain assignment and get it, because most of them don't request and, in the second place, usually something stands in the way.

So, as a rule, I would say a man gets a new station rather as a surprise, and he takes it and likes it.

Mr. ELSTON. Well, in the Army wasn't the transfer to the Hawaiian area considered one of the best?

General SCHLEY. I have never so considered it. Of course, when you say "one of the best," many things bear on [2429] that. You have more good times at certain places than you do at others. You have more responsibility at some places than at others. Your chances of advancement are greater if you get certain assignments rather than others.

All those things count, depending upon the individual and his personal affairs.

Mr. FENTON. General, is there an increase in salary when an officer is sent from the United States to Hawaii or overseas?

General SCHLEY. At that time my recollection is that there was not. There were several stages of that, looking away back in the earlier service. There was a 10 percent increase for foreign service. At that time the foreign service was the more unhealthful places, such as the Philippines. At that time certain stations were excluded from that special treatment and, as I recall it, it was all wiped out. They found the health records in the Panama Canal Zone were better than in the United States. Hawaii was one of the earlier ones withdrawn because it was a healthful place.

The CHAIRMAN. General, as soon as these records are available to you in the War Department, I wonder if you would make it a point to review them and see if you can secure any further information?

General SCHLEY. Whom would they be sent to?

The CHAIRMAN. The committee has already requested certain documents to be forwarded to the committee, which the Department [2430] is assembling for that purpose.

I suggest that you yourself might obtain access to the records and refresh your own memory in regard to them in connection with the Hawaiian Constructors contracts.

General SCHLEY. Then you want me to call the committee?

The CHAIRMAN. I thought you might call you further as a witness after you have had an opportunity to refresh your memory.

General SCHLEY. I will examine the files rather than produce them here, and be prepared to answer these questions about these phases of it.

The CHAIRMAN. I believe Mr. Burton has already requested the documents to be made available to the committee, so that request will stand.

Mr. BURTON. I have requested certain records but there are probably some records in addition to those that it will be necessary for you to consult.

I doubt if everything necessary to refresh your recollection will be included. Do you think they will be, Colonel?

Colonel KNOWLES. I am of the impression that there were no minutes kept of conferences preliminary to the institution of the contract, and that was one point that was discussed in the earlier part of the general testimony.

My understanding is there are no such transcripts. The contract speaks for itself.

[2431] So, as I see the picture, the General would have to refresh his recollection from the contracts and the supplements and from such directives as were in existence at that time governing the negotiations.

Mr. BURTON. Is there no correspondence, no transcripts of telephone calls? Wasn't this recommendation which was made to the Under Secretary in writing?

Colonel KNOWLES. The contracts were transmitted from the Corps of Engineers up to a certain period in 1941 where they amounted to over \$500,000. I think around April or May, 1941, that was changed to \$5,000,000.

After that period, without being sent to Washington, they were executed in the field.

Mr. BURTON. This was in 1940.

Colonel KNOWLES. That is right. The original contract was for \$1,800,000. That would be submitted to the Under Secretary's office for approval.

Mr. BURTON. There would be some record of that?

Colonel KNOWLES. It would be sent with a transmittal slip.

Mr. BURTON. Then, a copy of that would be available?

Colonel KNOWLES. Well, what is available is the last page of the contract where it shows the approval of the Under Secretary. It would come into the Under Secretary's office with probably a buff slip for approval and signature. He [2432] would sign under the approval.

General SCHLEY. I would say if it was signed by Colonel Wyman and somebody in the office of the Chief of Engineers, and then went to Mr. Patterson, it would be assumed that it was approved. I would say the fact that it was signed before it reached Mr. Patterson, is prima facie evidence that we recommended that it be signed.

Mr. ELSTON. Wasn't that contract signed in Washington by all parties?

Mr. BURTON. Yes.

Mr. ELSTON. Certainly someone must have sat around a table and there would be some record of that. Perhaps Colonel Wyman could advise you whom he saw when he came to Washington if he did at this time.

You call up some of these departments downtown and they turn on a phonograph and get a record of the conversation. They are getting very particular about some people and very careless about others if they don't keep a record.

General SCHLEY. Of course, responsibility is pretty well fixed. I don't have to have a memorandum. I always assume that with something coming from the field, if a paper comes to my desk with the signature on it, certainly that is recommended to me.

Mr. ELSTON. The fact that they came to Washington to execute that original contract would show that it was necessary [2433] to talk it over with somebody in Washington before the contract could be approved, wouldn't it?

General SCHLEY. Let me put my answer a little different from that. I would say it was not usual for the District Engineer to accompany a contract to Washington. I think anything done outside the country might have had a different light thrown on it.

In the Hawaiian office you have a number of contractors. I have not been in the Hawaiian Islands for 40 years, but I have been in Panama a great deal. In Panama you can't find a local contractor except those who have come down to do some work and stay on for another piece of work.

Mr. DURHAM. Wouldn't that District Engineer have to be ordered here by somebody higher up?

General SCHLEY. He would have to ask permission to come to Washington or we would send for him to come.

Mr. ELSTON. The name of the company, Hawaiian Constructors, would imply that they were ready to do business in Hawaii.

Mr. BURTON. On December 16, according to information that the committee has, this contract had not been signed, and it was negotiated in Washington between December 16, 1940, and December 20, 1940. That is, Colonel Wyman did not accompany the contract here, but he came here and it was negotiated in Washington and, as I said before, according to the information we have, that negotiation took place between Paul Grafe, T. E. [2434] Connolly, yourself, General Robbins, and Major Newman.

According to Mr. Connolly's own signed statement, he came here on December 16, 1940, and that it the first time he ever heard of the contract.

I think that is all.

The CHAIRMAN. We appreciate your coming here today, General, and Major Knowles, and I wonder if you will make an effort to review whatever records you might be able to obtain, and you might let Mr. Burton know whatever you are able to obtain, and if we deem it necessary to do so we might have you come back and question you further with regard to certain matters.

(Thereupon, at 4:30 o'clock p. m., an adjournment was taken without date.)

ARMY PEARL HARBOR BOARD EXHIBIT NO. 11A

Vol. 70

REPORT OF PROCEEDINGS

HEARING HELD BEFORE EXECUTIVE SESSION, SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS, HOUSE OF REPRESENTATIVES, U. S., WASHINGTON, D. C., MAY 4, 1944

CONTENTS

Statement of Schley, Major General Julian L..... Page 3282

[3282] CONTRACT—ROHL-CONNOLLY

THURSDAY, MAY 4, 1944

HOUSE OF REPRESENTATIVES,
SPECIAL COMMITTEE OF THE COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C.

The special committee met at 3:20 p. m., pursuant to adjournment, in Room 1310 New House Office Building, Honorable John W. Costello (chairman) presiding.

Present: Representative Costello (chairman), and Representative Elston (Ohio).

Also Present: Mr. H. Ralph Burton, General Counsel to the Committee.

* The CHAIRMAN. I understand, General, that you are prepared to give some testimony to the Committee in connection with the testimony which you gave to us previously, after you had had an opportunity to refresh your memory from documents in the War Department, and so on, in connection with your duties there.

STATEMENT OF MAJOR GENERAL JULIAN L. SCHLEY

Gen. SCHLEY. That is correct, sir, and I have been at it from time to time as I found papers in the Chief of Engineers' Office, and kept Mr. Burton informed, as soon as I learned some papers were on the way from the Hawaiian Islands which I knew would throw some light on some parts of it.

[3283] After they did arrive, I have had a chance to look over some of them. I have learned in the last few days that many more are on hand, or rather on their way too, but I thought since it has been some time since I appeared last, I thought I better notify Mr. Burton so that I could at least bring you up to date on the situation.

I would like to correct, first, one point on which I was somewhat hazy when the question was first asked me when I was here before, not having had time to consult the records, and that is, that this particular contract was reviewed and approved after it left the Corps of Engineers, by William S. Knudson, of the Advisory Commission of the Council of National Defense. It was subsequently approved by Robert P. Patterson, as Under Secretary of War. That position of Mr. Knudson and that Commission was one of the steps in the development of those review boards; it was later changed to another board.

Mr. BURTON. You are speaking of contract W-414-E. N. G. 602?

Maj. Gen. SCHLEY. That is correct, sir. Answering one of the questions which the Committee asked me specifically, and that is to see if I could locate any notes, memos, or letters which bore on the conferences or negotiations or anything to alter the contract, and I have done that and I find none. There is some additional information, however, on this particular contract after it was prepared, and that was that the [3284] application for approval of a cost plus a fixed fee form of construction, which we had to do in those early days, was submitted the 14th of December by Colonel Wyman.

The CHAIRMAN. What year is that?

Maj. Gen. SCHLEY. 1940. And forwarded from the Division Engineer, Col. J. D. Matherson, to the Chief of Engineers' Office. On December 18, a letter was written to the Assistant Secretary of War by Lt. Col. Earl E. Gessler, of the Financial Section, similarly requesting authority, or in other words forwarding this application for authority for the use of the cost plus a fixed fee contract. This was approved by the Assistant Secretary of War on December 20, 1940, and this endorsement stated that the Secretary of War had determined it was necessary to enter into a cost plus a fixed fee contract for the construction proposed, and that authority to enter into negotiations of that contractor selected and the constructors—contractors' fee being subject to subsequent approval by the Assistant Secretary.

Mr. BURTON. You spoke of the Assistant Secretary. Do you mean the Under Secretary?

Maj. Gen. SCHLEY. I mean Mr. Patterson. I am not sure whether at that time he was Assistant Secretary or Under Secretary. The records, I think, show at that time Assistant.

On December 26, 1940, Col. Gessler sent a memorandum to me, as Chief of Engineers, with the contract, dated [3285] December 20, between the United States and the constructors. The constructors consisted of W. E. Callahan, of Nebraska, Gunther Shirley, of Nebraska, and Rohl-Connley (spelled C-o-n-n-l-e-y-), a Nevada corporation.

Mr. BURTON. I think it is C-o-n-n-o-l-l-y. I think it is.

Maj. Gen. SCHLEY. I have it another place here. But the contract will show.

On December 28, Col. Gessler sent a memorandum to Commissioner Wm. S. Knudson requesting clearance for the award of contract W-414-E. N. G. 602 with constructors. On December 28, same day, Col. Gessler sent a letter to the Under Secretary of War, now recorded here as "Under Secretary, transmitting the contract and giving certain information concerning it. This was approved by Robert P. Patterson under date of January 3, 1941.

That corrects some approximate information which I tried to give from memory when I came here before.

The Committee wanted to know the supplemental agreements. Do you still want me to give information on them? You now have them, I believe.

Mr. BURTON. Copies of those are now in our office. As I remember, there was an original contract dated December 20, 1940, and there were forty-six supplements.

Maj. Gen. SCHLEY. I might say that the first four [3286] supplements were effected before I left the Service: Number 1 on March 22, 1941; No. 2 on May 5, 1941; No. 3 on May 22, 1941; No. 4 on June 19, 1941.

Now, the other question I was asked was the progress made under the contract. In other words, was the contractor, did he show any great amount of delinquency? I have made a very extensive effort to try to get some information on that, and what I have got is very unsatisfactory, not as to the contractors' progress, but as to my ability with the papers at hand and time at my disposal to check. However, I can throw some light on the subject.

The manner in which the contract deals with the question of time is interesting, and I think it is understandable when we realize the changes which were made as the contract progressed. Indicating that work was crowding on the contracting officer to be done, and that when this contract was entered into, something of that was undoubtedly foreseen. Because it reads as follows as to the time and as to what was to be done specifically: The contract is quite general in what it proposes to be done, and falls under five categories, one of which, for instance, is railroad trackage at location specified in article 1, paragraph 1. When we returned to article 1, paragraph 1, we will see that it still is a very general statement of what is to be done. In paragraph (f) under article 1, section 1 of paragraph 1, is the [3287] following:

Additional work may be required to be done under the terms, if and when additional monies appropriated for National Defense purposes become available, provided such additional work is ordered to be done by the contracting officer.

That, plus the very indefiniteness of these requirements under the contract, show to me that there was not in the mind of the contracting officer, and therefore not in the mind of the contractor, any specific quantity of work to be done, except that the estimated work was a definite number of dollars and cents, and that must have been based on an estimate for doing some particular work.

Mr. BURTON. Do you find there an item, General, for air raid warning stations, and, I think, also, for storage of ammunition?

Gen. SCHLEY. Here is the warning service one. The second of the group of kinds of work to be done: Warning service stations at locations to be determined specified in article 1, section 1. Article 1, section 1, says this, under (b) of article 1, section 1: Aircraft warning service stations on the Islands of Oahu, Hawaii, Maui, and Kauai, involving certain installations including the building of roads, trails, cableways, haulage ways, and other structures appertinent to aircraft warning service, as directed by the contracting officer. That is what the contract includes in that category.

[3288] Then, I read this item on additional work, another paragraph just a little further down, reading as follows:

It is estimated that the total cost of the construction work covered by this contract will be approximately \$1,097,673, exclusive of contractors' fees and that the work herein contracted for will be ready for utilization by the Government within six months from the date of this contract.

Then follows this: It is expressly understood, however, that the contractor does not guarantee the correctness of either of these estimates.

Mr. ELSTON. What was the date of that, General?

Gen. SCHLEY. That is in the contract proper.

The CHAIRMAN. What is the date of it?

Gen. SCHLEY. December 20, 1940. Now, that, I give not to try to prove to the Committee that it is useless to try to pursue that question, because I don't intend to do any such thing; and with the proper group of men to do the research and with all the papers present, it is quite possible to tie together a little more, certainly better than I have been able to do here, those two things, and that is what was expected and what was done.

Now, let's turn to job orders on that same subject. There are a great many job orders, and while I have not been [3289] able to establish the fact, I think no work was done under this contract unless it was covered by a job order. In other words, I don't think the job orders are in addition to what is mentioned in broad terms in the contract, and what is mentioned more specifically

in the several supplements following, but I think that they are all included in the job orders, but I have not been able to establish that.

Now, the job order as to time reads this way :

Estimated time for completion: The job order has the work to be done, the place where it is to be done, commencement date, that is usually the same date as the job order, and estimated time for completion, showing there, again, that, apparently, the relationship between the contractor and the contracting officer was that the contracting officer was to drive the contractor to do the work, the contractor to do it efficiently and rapidly or not, depending on how good a contractor he was.

Now, if you care, I will attempt to go into the several efforts to follow up requirements, as compared to progress, but it is scarcely worth your time, to be frank.

I have one other piece of information to add to what I gave you before, and that is a little more specific about the times when certain officials in the Office of the Chief of Engineers were on duty connected with this kind of work. In general, the Chief of Engineers, the Chief Engineer did work [3290] under two categories: First, entering into the contract, which was a matter of determining the contractor, determining the terms of the contractor, including the work to be done, and having the necessary formalities gone through with, the bonds furnished, signature supplied, and approval of what is called the Contracting Claims Branch. Claims arising out of contracts by the Construction Section, the branch follows it up on contracts. It is the one which handled the reports on progress, and seeing that the contractor—reviewing the work in the field to the extent the Office of Chief Engineer found it necessary and desirable to review them. The Claims, the Contracting Claims Branch, during the entire period that interests me in this particular contract, was under Lt. Col. Earl E. Gessler. I gave you that information over the phone one day, Mr. Burton.

Mr. BURTON. Yes, sir.

Gen. SCHLEY. He was assisted in this work, insofar as these particular jobs were concerned, under Major James B. Newman, from October 7, 1940, to June 4, 1941, when he was relieved. Major Joseph W. Cox was in immediate charge of that work from June 16, 1941, to December 12, 1941.

The construction Section, during the entire time, was under Major J. R. Harden, who is the one which followed up on the progress of the contract. He was there until December 16, 1941, which covers my period.

[3291] One of his three branches, he had one on Navigation and River Improvement, one on Flood Control, and one of—one on Defense Projects, and that branch on Defense Projects, which relates to this work, was under Major E. G. Plank, who happened to come into the office the same date this contract was dated, December 20, 1940, and stayed there all through 1941 calendar year.

Now, the Fortifications Section was under a different part of the office again, Lt. Col. George Mayo. I might explain to you this much to give you a little more background which I had to refresh my memory on as to time. As you know, the Corps of Engineers in time of peace had the construction of all our sea coast fortifications. As a matter of fact, that is the only kind we build in time of peace, so we might say, all of the fortifications. They had also certain public works which are classed under Rivers and Harbors; that is what it is called here, and Flood Control too. The construction work, therefore, was of a civil nature, and the military work—construction of fortifications—was the only part of a military nature, and they came under the military side of the office.

As the Army expanded and work began to increase of defense preparedness, there was transferred to the Corps of Engineers from the Quartermaster's Corps, first, the work on air corps construction. That was done under letter of Adjutant General dated November 20, 1940, one month before this contract. [3292] In those instructions, we were definitely advised that it would not be effective, the transfer, on a certain date, but that the Corps of Engineers would take over from the Quartermaster's Corps each project at each air field as it reached a stage where the transfer could be made in an orderly manner so as not to cause confusion or loss of progress. The result was that it was some period of months before November 20 before that transfer was complete.

All work of the Constructing Quartermaster was turned over to the Corps of Engineers on December 6, 1941. That is a year and two months later—three months.

The organization of the Chief of Engineers' Office changed to meet these changes, the Fortifications Section continuing to do fortifications up to a certain date, which I don't remember, it is past my time, when it was absorbed into the larger construction work. The Construction Section has just indicated setting up a third branch called the Defense Projects Branch, and its first work was to handle this air crops construction which was mostly air fields. And in addition, Newman was set up followed by Cox on what I might call emergency work of further contract in violation of the normal laws after due advertisement and competition by selecting the contractor and making it a cost plus a fee basis. Those men came in to undertake that work.

Mr. BURTON. Have you anything which would throw light [3293] upon the progress of the work concerning the air raid warning stations? According to the contract, those stations were supposed to be completed within six months after the date of the contract, or, at least, after the approval on January 3, 1941, and they were not finished on December 7, 1941, and if you can throw any light on what caused the delay—

Gen. SCHLEY. I am afraid I haven't enough—

Mr. BURTON. We would like to have it.

Gen. SCHLEY. I checked between the requirements and the progress to be able to answer you that question, but feel quite certain—I will verify it in a minute—that there was a good deal of warning stations included also in the supplements. I may be mistaken, I will look it up and see (consulting file). I am quite certain you will find that better in the job orders, which I haven't with me because they are so numerous, but I feel quite certain you will find air raid warning things running through the entire file, not only for this period that I have which relates to me, but also to subsequent periods. I will see whether those I was able to match up whether there was any aircraft warning.

Mr. BURTON. Doesn't the original contract provide that air raid warning stations should be installed on the Island of Oahu?

Gen. SCHLEY. I read to you, I think, everything that is in the contract itself on the subject, and that is in the [3294] second item under the work to be done which says: Warning service stations at locations to be determined as specified in article 1, paragraph 1. And then, turning to that article, under (b) is this expression: Aircraft warning service stations, on the Islands of Oahu, Hawaii, Maui, and Kauai, including certain installations, including building roads, trails, cableways, haulage ways, and other structures appurtenant to aircraft warning service, as directed by the contracting officer.

Now, the job orders—there are many of them—which relate to this aircraft work, aircraft warning work; and it will be necessary to get all progress reports and compare them in order to see if there was a time sufficiently set which was exceeded in the instructions. I have not those and have not been able to find them in Washington. It may be among the things which are coming from Hawaii which are on the way now by regular mail.

The CHAIRMAN. But, General, where the original contract provided for certain air raid warning installations, did these job orders amplify the nature of those installations that were to be put into various places on the Islands?

Gen. SCHLEY. As I said a few minutes ago, sir, I assume that no work was done that isn't covered by a job order, which may be a further detail of what the contracted intended in more general terms to require. But I find this statement [3295] in the contract, and I have been unable to find the part which it refers to. "In accordance with the drawing and specifications, our instructions contained in Appendix A hereto attached and made a part hereof are to be provided hereafter by the Contracting Officer and subject in every detail to his direction and instructions."

Now, you have not in your set that Appendix A, nor have I a set with Appendix A. Appendix B is there, which is a less important paper; it is quite possible all Appendix A's were in the Hawaiian Islands.

Mr. BURTON. You have a set of photostats of the contracts which are similar to those which we have, have you not?

Gen. SCHLEY. I received a set day before yesterday. But I have examined the originals, and I have verified the fact that in those originals there is not this Appendix A. Now, whether that will give the details or whether the job orders are intended to do so is something I am not familiar with. I have seen all the job orders; you now have those, I believe, or they are coming.

Mr. BURTON. I have not received the job orders yet.

Gen. SCHLEY. I have examined all of the job orders pertaining to 1941, and there again I fail to find the design which was referred to, the drawings, but

I find enough, I think, to serve this purpose. When you get them, I think [3296] you will be able to tell pretty well where the job was to be done, what the estimated cost was, and the estimated materials to go into it, date commenced, and estimated time for completion. But you are going to run into this difficulty, which is extremely complicated. Sometimes, you have as many as 24 addendums. There will be Job Order 25 with 24 addendums. Those addendums will add to the job until you get toward the end, and then it begins to cancel some of them. So it is going to be quite an undertaking to tabulate those so that you can see what was under way at any particular time in the progress of every job order. And that job order may run to 1943, some of them do, for something which was started in the early part of 1941.

Mr. BURTON. Insofar as you know, there isn't anything else that would give definite information on the progress of work or reason for delay other than the job order item, except as it may be in the papers which are now enroute. The papers left the Islands, I would say, a week ago by straight mail, probably too heavy for Airmail.

Mr. BURTON. This is off the record.

(Discussion outside the record.)

Mr. BURTON. According to the records of our office, the original contract of December 20, 1940, schedule B, reads: "Aircraft warning stations on the Islands of Oahu and Kauai involving certain installations including buildings, [3297] roads, cableways, haulage ways, and other structures pertinent to aircraft warning service."

Gen. SCHLEY. My copy which I have made here from the contracts have two more Islands: Hawaii and Maui, besides the two you read.

Mr. BURTON. Pearl Harbor is at Oahu?

The CHAIRMAN. Yes.

Gen. SCHLEY. Pearl Harbor is on the Island of Oahu.

Mr. BURTON. That is the particular reason why we were interested in the air raid warning stations?

Gen. SCHLEY. Yes.

Mr. BURTON. Which were, according to the contract, to be installed within six months after the date of the contract?

Gen. SCHLEY. Yes.

Mr. ELSTON. And they were not furnished, not finished when Pearl Harbor was bombed?

Mr. BURTON. That is right.

Mr. ELSTON. And were not finished, as I understand it, for about two months after that, isn't that correct?

Mr. BURTON. That is right.

Mr. ELSTON. Now, General, right in that connection, what action did the War Department take when the contractor didn't complete his contract on time?

Gen. SCHLEY. I would say that a large number of [3298] contracts are not completed on time for various reasons, some the fault of the contractor, and some not the fault of the contractor. I would say that it is not unusual for a contractor to be late in his contract. I would say that what the Government does depends a great deal on the circumstances, and I don't doubt that policies change from time to time with conditions and with individuals who are responsible.

Mr. ELSTON. Do you know what was done in this particular case, if anything, when these air raid warning stations, which were supposed to be completed in six months, were not completed even within a year?

Gen. SCHLEY. Well, of course, I can't agree with you—I don't want to argue, the time was different from six months, but it is worthy of note that the contract was not specific as to the time. It was evidently an estimate. Second,—

Mr. ELSTON (interposing). Well, isn't that a rather inaccurate estimate as it is estimated? They estimated it can be completed in six months and it wasn't completed in a year and two months?

Gen. SCHLEY. I think you have to give weight to the wording in the contract which says that it is expressly understood, however, that the contractor does not guarantee the correctness of either of these estimates. Those two estimates being the cost and the time. And the cost estimate reading in this manner:

[3299] "It is estimated that the total cost, etc., and that the work herein contracted for will be ready, it is estimated that it will be ready."

Now, that is not the form of contract which is entered into. That phraseology is unusual, except in this form of contract, of the cost plus a fee. Where you

advertise for bids, as undoubtedly you know, and then enter into a firm contract to do a specific job, the design and the structure is finished; the estimate of cost is all made by the contractor and by the Government representative; advertisement is made in which bids are submitted, firm bids, and the man, each bidder submits a bond that he would enter into the contract if the contract is awarded to him. Then when it is awarded to the lowest responsible bidder, that bond is released and then he gives bond as he entered into the contract that he will perform this work as required and that requirement, in all cases, we might say, involves a question of time.

When the contractor finishes his job and does it certainly within the time and he has paid the standard amount of money, that, in this kind of contract, is by no means not the case. If you took the time—one man could not do it—but if a group of men investigated this thing and got the picture at any one time of the number of things which the contractor was called on to do, and when the completion dates of those things were, then you could judge at any one time whether he was [3300] seriously in fault. But you must remember the requirements of this original contract were added to and subtracted from as the contract progressed. I am not saying the contractor was not grossly delinquent at the end of six months. He may have been; I don't know that he was, but I do think that in charging or judging, it is proper that the Committee take into consideration that phraseology, which is peculiar to a cost plus a fee form of contract. The contractor has agreed to nothing except that he is willing to accept this amount of fixed fee and he is going to undertake to do the work at a time specified, but no guaranty. He may have been grossly delinquent at the end of six months, but I don't think we have the facts to show it; I haven't, at least.

Mr. ELSTON. There were no bonds given on the contracts of that kind?

Gen. SCHLEY. I don't think so.

The CHAIRMAN. Is there a penalty provision?

Gen. SCHLEY. I don't think so.

The CHAIRMAN. The contract, then, did not ask for any penalties to be paid by the contractor for not making a completion of the work?

Gen. SCHLEY. If I am not mistaken, the remedy is to throw the contractor off the job and enter into contract with another one. If you are faced with that sort of step, you know you are going to cause delay by that very action, and [3301] it is often a very close decision, even if the contractor is delinquent, to keep him on the job and try to drive him, or get rid of him and take the loss which is always part of such a change.

The CHAIRMAN. If you had in most of these contracts a penalty for failure to keep within the time, that is your best incentive to get the contract completed in time?

Gen. SCHLEY. That will stand up in the courts under certain conditions. Sometimes the court will throw out the whole action; in other cases, where you can show real damage, you can.

Mr. ELSTON. Well, that is in a case where something occurs which the contractor could not reasonably anticipate. Do you know whether anything occurred in this case that the contractor could not reasonably have anticipated?

Gen. SCHLEY. That, I could not say, sir.

Mr. ELSTON. He didn't have any strikes, did he?

Gen. SCHLEY. I couldn't say; I have not the facts. I have found in one case that I was able to check through, I did find that the steel for a tower had not been received for coast defense work.

Mr. ELSTON. General, wouldn't there be some record showing why he hadn't completed it? Certainly, a few days wouldn't make a lot of difference, but where six additional months go by and the job isn't completed, there must have been [3302] something in the record to show why it wasn't completed.

Gen. SCHLEY. That may be, sir.

Mr. ELSTON. Well, do you think you could find anything in your records along that line so that we would know what did occur that prevented this contract from being completed short of fourteen months?

Gen. SCHLEY. I think I have consulted, I have reason to believe that I have consulted everything that bears on the subject that is now in the Office of the Chief of Engineers or in the Secretary of War's office. He has some of the original papers. I have no reason to believe that anything has not been shown to me. The files have been searched many times, I have asked specific questions, and have searched them no later than this morning and made my last effort to find some other things, I thought I might be able to locate. However, we must

remember that these things are on the way, and I would say that if this Committee puts a large enough force on it to analyze it for yourselves fully, you will be able to get a satisfactory answer to that very question.

The CHAIRMAN. The supplements, General, are in the nature of a separate contract itself for different items and different amounts?

Gen. SCHLEY. Some of them apparently extend the quarters in the original contract and in each other, and others enter into new kinds of work.

[3303] Mr. BURTON. I thought the original contract of December 20, 1940, was only for \$1,790,000-odd dollars, where supplement six is for \$2,249,600 for construction of underground facilities for various gasoline storage. I could state for the record that the total amount of the contract, the total estimated amount of the original contract and all of the supplements was about \$135,000,000, about 65% of which was completed on January 31, 1943, when the contract was terminated for the convenience of the Government.

Gen. SCHLEY. I could throw some light on that which I ran into in the files, but it doesn't seem to be my part of the responsibilities, so I should, perhaps, leave that for others.

Mr. BURTON. Do you recall whether or not the Rohl-Connelly Company was particularly recommended for efficiency and ability to complete work rapidly?

Gen. SCHLEY. No, I find nothing in the files about that, nor have I personal knowledge of that company. It so happens that the other two companies I do know, and have worked with in Panama. I know them and had very long dealings with them for almost three years. The Rohl-Connelly, the name is new to me, new to me since you have commenced this inquiry; I don't remember having seen it. The Callahan Company is quite well known. There were even more than those three before the thing ended. During my time, supplement 3 [3304] brings in one additional contractor, Ralph E. Wooley.

Mr. BURTON. That is true. At the beginning, Rohl-Connelly Company and then Callahan each had a participation of 40 percent, and Gunther Shirley 20 percent in the Iron Constructors, Inc. Later on, they took in others, and the relative participation was reduced.

Gen. SCHLEY. Off the record.

(Discussion outside the record.)

Mr. BURTON. Well, I think that is about all that we have. That is all the General can give us on the subject.

The CHAIRMAN. Do you have anything more you wish to add?

Gen. SCHLEY. No. I regret I wasn't able to check progress; I would like to have. I examined the general project reports for the Office of the Chief of Engineers, which had circulated in the office from field reports, but it did not pertain to contracts. It was to familiarize the higher officials of the office, what was on the books and how far completed it was, but they were in classes of work. For instance, there would be 700 barrels at a certain location; there would be 53 something else there. But not broken down by contracts. The progress of the contracts were not in those.

The CHAIRMAN. You were located, General, in Hawaii at this time?

Gen. SCHLEY. No, sir, I was here.

[3305] The CHAIRMAN. Here in Washington. You were never over in Hawaii at the time of the progress of these contracts?

Gen. SCHLEY. No, it so happens I did not visit the Hawaiian Islands during my entire four years in the job.

Mr. BURTON. I had asked the General to give us what he could because this contract was negotiated in Washington, and I thought, for that reason, that he might recall some of the incidents related to it.

The CHAIRMAN. You have nothing further to add to any testimony you may have given the Committee regarding negotiations that took place here in Washington concerning the contract?

Gen. SCHLEY. No, sir, nor have I anything at all which bears on the question which you have asked me.

The CHAIRMAN. Those negotiations were not conducted directly by you or with you personally?

Gen. SCHLEY. I did not take part in them at all. I signed the contract as it shows as recommending its approval to the Under Secretary of War.

The CHAIRMAN. That would be done, as you recall, as a matter of routine business like so many other contracts coming to your attention for approval by inferior officers?

Gen. SCHLEY. Yes, except as I said when I was here before, in spite of a number of things of the kind which I signed, I tried to grasp what the thing was that I was signing [3306] to see if there was anything on the fact of it that I wanted to ask about of the responsible officers who were my assistants who were handling it. This was not one of those. There seemed to me to be nothing on the face of this which prompted me to go into it further before signing.

The CHAIRMAN. Any further questions?

Thank you very much, General, we appreciate your cooperation with the Committee.

(Whereupon, the meeting adjourned at 4:10 p. m.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 12

(Exhibit No. 12 consists in the main of the following photostated items:

Folder of Hotel Biltmore, Los Angeles, records relating to H. W. Rohl, which will be found reproduced as Items No. 10, 11, 12, and 13.

Bank statements from Seventh and Figueroa Branch, Bank of America, Los Angeles, relating to Theodore Wyman, Jr., which will be found reproduced as Items Nos. 14, 15, 16, 17, 18, 19, 20, 21, 22, and 23.

Signature cards of Bank of America in name of Theodore Wyman, Jr., reproduced as Items Nos. 24 and 25.

Folder of Daily Records of Long Distance Calls, the Biltmore Hotel, during period July 15 to December 21, 1940, which will be found reproduced as Items Nos. 26, 27, 28, 29, 30, and 31.

The Items to which reference is made, *supra*, will be found reproduced in the volume EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

VETERANS ADMINISTRATION

January 1, 1925—Adjusted Service Certificate A-2,430,361, \$1557 issued to Colonel Theodore Wyman, Jr.

January 15, 1936—Final settlement by Veterans Administration. Amount—\$782.92 (\$774.04 deducted for loans, interest, etc.)

April 1, 1936—U. S. life insurance policy K213051 surrendered for cash, \$3834.99.

ARMY PEARL HARBOR BOARD EXHIBIT No. 13

JOHN WEINER, INVESTIGATOR FOR HOUSE MILITARY AFFAIRS COMMITTEE

It was expected that at the February 15 hearings of the Committee there would be testimony indicating that during the Spring of 1942 in Hawaii Colonel Wyman and three other Army officers participated in an evening of drinking in a hotel barroom. Wyman became quite intoxicated and stated:

"There are probably a good many things which I have done during my life that are not exactly right, but there is one thing I have not done and that is to sell out my country the way that s. o. b. Rohl did to his German friends. I should never have trusted him and what I should do now is take this service revolver, go out and shoot him and then blow my own brains out."

It is said that Weiner has an affidavit from a Capt. Guiter who was attached to the General Staff at Washington in July 1943 embodying Wyman's remarks.

The day after the carousel Capt. Guiter and the other officers reported the incident to the G-2 office at Honolulu. Nothing was heard for about six weeks when the officers were called in and statements taken. Nothing further was heard of it.

ARMY PEARL HARBOR BOARD EXHIBIT No. 14

(Exhibit No. 14 consists of telephone toll tickets, Los Angeles, California, which will be found reproduced as Items Nos. 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46 and 47, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 15

(Exhibit No. 15 is a radar plotting sheet of December 7, 1941, Opana, and will be found reproduced as Item No. 48, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 16

Volume of broadcasts, Fulton Lewis, Jr. (Withdrawn after examination by Board and returned to witness.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 17

Documents selected from folder relating to Canol Project. (Withdrawn after examination by Board and returned to witness.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 18

Documents selected from personal file. (Withdrawn after examination by Board and returned to witness.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 19

ITEMS APPEARING IN
THE HONOLULU ADVERTISER

Headline, Page 1, Sunday, 30 November 1941

"Japanese May Strike Over Weekend."

"Kurusu Bluntly Warned Nation Ready For Battle."

Headline, Page 1, Monday, 1 December 1941

"Hull, Kurusu In Crucial Meeting Today."

Excerpt: "Secretary of State Hull meets at 10 AM today with Saburo Kurusu and Kichisaburo Normura, Japanese envoys, amid rising tension but apparently with the United States prepared to wait for Japan's next move, even if it is against a military objective."

Excerpt: "Some unofficial quarters asserted that Japanese Premier Gen. Hideki Tojo's speech on Saturday indicated that Japan may possibly have decided upon war."

Headline, Page 1, Tuesday, 2 December 1941

"Japan Called Still Hopeful of Making Peace With U. S."

Excerpt printed from Japanese newspaper *Nichi Nichi*: "We appreciate the government's last effort to make peace with the United States however futile it is to listen any more to U. S. hypocritical peace talks."

Excerpt printed from Japanese newspaper *Asahi*: "We are deeply impressed that the negotiations are heading toward a finale without any hope of success."

Headline, Page 5, Tuesday, 2 December 1941

"Japan Gives Two Weeks More to Negotiations."

Excerpt: "Prospects for successful conclusion of Japanese American negotiations in Washington are most difficult the newspaper Nichi Nichi said tonight and therefore the Japanese government is making preparations to meet whatever eventualities occur."

Headline, Page 1, Wednesday, 3 December 1941

"Huge Pincer Attack on U. S. by Japan, France Predicted."

Excerpt: "Sen. Claude Pepper, D., Fla., tonight predicted that Japan and Vichy would soon bring a huge pincer movement into operation in an effort to slow the flow of materials to Britain and Russia. 'An aggressive action with Vichy and Japan acting in concert with and as a pawn of Hitler will be apparent in a few days' Senator Pepper said. 'Hitler, in effect, is attempting to give us a war on two fronts.'"

Two Column Headline, Page 1, Friday, 5 December 1941

"Pacific Zero Hour Near; Japan Answers U. S. Today."

Excerpt: "Secretary of State Cordell Hull meets at 11 AM today with Japanese negotiators to receive Japan's reply to President Roosevelt's inquiries concerning troop movements in French Indo-China. One Congressional leader emerging from a White House conference last night admitted that the situation looks pretty serious and there was some hint that negotiations might collapse entirely."

Headline, Page 1, Saturday, 6 December 1941

"America Expected to Reject Japan's Reply on Indo-China."

Excerpt: "Japanese News Agency Domei said: 'Feverish war preparations in Australia, the Netherlands East Indies, Burma, Malaya, Singapore, and the Philippines with Japan as the hypothetical enemy make the future of negotiations darker and peace in the Far East is hanging by a very thin thread.'"

Headline, 1st Column, Page 6, Saturday, 6 December 1941

"Japanese Navy Moving South."

Excerpt: "The Australian press said today that a Southward movement of Japanese Navy has been confirmed. Other Australian sources also confirmed that the Japanese Navy is moving Southward as the Cabinet met twice in Melbourne instead of at Canberra in order to maintain closest contact with the armed forces. The Cabinet abandoned its weekend adjournment plans due to late advices seeming to indicate an immediate break in Japanese-American relations."

Two Column Leadline, 1st Page, Saturday, 6 December 1941

"Detailed Plans Completed For M-Day Setup."

Excerpt: "Detailed recommendations for administration of the Hawaii Defense Act, otherwise known as the M-Day law were received by Governor Poindexter yesterday from his advisory council on civilian defense preparations."

Headline, 1st Page, Sunday, 7 December 1941

"F. D. R. Will Send Message to Emperor on War Crisis."

Excerpt: "President Roosevelt will send a message to Emperor Hirohito of Japan on the Far Eastern situation, the State Department announced tonight as further Japanese southward movements were reported."

ARMY PEARL HARBOR EXHIBIT NO. 19A

ITEMS APPEARING IN THE HONOLULU STAR-BULLETIN

Headline, Page 1, Saturday, 29 November 1941

"U. S. Waits Japan Reply."

Excerpt: "Secretary of State Cordell Hull and Viscount Halifax, British Ambassador, conferred today for an hour over the critical oriental situation and waited to see whether Japan will choose war or peace in the Pacific."

Excerpt: "NBC reported today that it heard a broadcast from Tokyo today sharply attacking the United States and holding Washington responsible if anything breaks out in the Pacific. The broadcast said that 'the United States has broken the peace.'"

Headline, Page 1, Monday, 1 December 1941

"U. S. Army Alerted in Manila, Singapore Mobilizing as War Tension Grows."

Excerpt: "Information reaching non-British quarters from the Far East today indicated possible movement of Japanese Naval forces southward, presumably for the purpose of obtaining naval and other bases in Thailand. Indication in London continued to point to Thailand as the next objective if Japan moves southward."

Leadline, Column 1, Page 1, Monday, 1 December 1941

"Japan Envoys Resume Talks Amid Tension."

Excerpt: "Japanese-American conversations were resumed again today as reports across the Pacific reflected an increasing tension and the possibility of general war."

Leadline, Column 2, Page 5, Monday, 1 December 1941

"War Fears Grow in Philippines."

Excerpt: "War fears have increased perceptibly over the weekend as the Philippine Island's populace anxiously awaited Japan's reply to Secretary of State Cordell Hull's note. Reliable sources said today that the Army and Navy is now on alert with officers on leave ordered back to their posts."

Headline, Page 1, Thursday, 4 December 1941

"Japan Spurns U. S. Program."

Excerpt: "Domei Japanese News Agency reported tonight that it is 'utterly impossible for Japan to accept American proposals' for settlement of the Far Eastern situation as Premier Hideki Tojo and Foreign Minister Shigenori Togo explained current diplomatic issues to the privy council."

Excerpt: "The Nationalistic newspaper Hochi charged that the United States ignores 'the new situation in East Asia' and said that 'in event Japan is forced to rise in order to break through Anti-Japan encirclement to secure existence and power, the responsibility would be the United States.'"

Headline, Page 1, Saturday, 6 December 1941

"Singapore on War Footing."

Excerpt: "Great Britain suddenly recalled all fighting men to their posts today at Singapore as the Far East crisis hung in delicate balance. The summoning of all men of the fleet, air, and army completes the present state of readiness at the 'Gibraltar of the Orient.' The order was so sudden that trucks and other vehicles were dispatched to downtown points to transport men to ships, fields, and posts."

Leadline, Column 3, Page 1, Saturday, 6 December 1941

"New Peace Effort Urged in Tokyo."

Excerpt: "A proposal to appoint a Japanese-American commission to iron out the present Pacific deadlock gained ground here today in important civilian circles."

Excerpt: "Meanwhile the Japanese press hardened its hostility toward the United States and voiced opinions which were war minded. Kokumin asserted that in event of 'American aggression, a billion people in East Asia would become bombs' against Batavia and the United States."

Excerpt: "Asahi editorially said that the United States has abandoned its post war defense policy and is now openly pursuing an offensive attitude. It is dangerous to think, Asahi said, that the United States is sticking to appeasement."

Leadline, Column 2, Page 4, 6 December 1941

"Civilians Urged to Leave Manila."

Excerpt: "The Cabinet in a special meeting at Baguio presided over by President Manuel Quezon decided today to urge the immediate evacuation of non-essential citizens from Manila and other 'danger zones.' It was indicated that the move would be followed by compulsory evacuations."

ARMY PEARL HARBOR BOARD EXHIBIT No. 20

CONFIDENTIAL

[1]

ARMY SERVICE FORCES,
HEADQUARTERS FIRST SERVICE COMMAND,
Boston 15, Massachusetts, 18 August 1944.

Lieutenant General GEORGE GRUNERT, USA,
President, Army Pearl Harbor Board,
Munitions Building, War Department, Washington 25, D. C.

DEAR GENERAL GRUNERT: I am grateful to you for authorizing a transcript of my testimony to be sent to me for correction. I am returning it herewith with my personally penned corrections. There were certain minor errors, due to misunderstanding on the part of the stenographer as to what I said or inexact expressions on my part. There was one rather serious error, which I have also corrected, regarding the inevitability of war with Japan (pages 113 and 114), in which I either made or was understood to have made conflicting statements.

What strikes me forcibly in rereading my testimony is that it is quite inadequate to accomplish your stated purpose—to get “the War Department background and viewpoint prior to and leading up to the Pearl Harbor attack” (page 91). The questions propounded to me are no doubt relevant to the issue you have before you, in that they were designed to bring out various points and angles of that issue. But they were almost entirely confined to specific points in a very broad picture. The sum of my answers to these specific questions does not, as I see it, present more than a relatively small part of the background which I understand you desire. You may not consider it necessary to obtain this background from me; but I feel bound to say that my testimony, per se, misses the wood for the trees.

You are examining into what occurred at Pearl Harbor on the morning of December 7th and why it occurred. I submit that the causes of the disaster at Pearl Harbor cannot be judged solely from what happened in the Hawaiian Department, or what the War Department did or did not do with regard to the Hawaiian Department. Hawaii was only one of five United States areas vulnerable to Japanese attack should war ensue. It was, as a matter of fact, the strongest fortress in the world, measured in terms of garrison and armament strength. A great fleet was present in its waters. It offered less permanent military advantage to successful enemy attack than did the Panama Canal. Its defense against its sole potential enemy, Japan, had been the subject of continuous study by our Army and Navy for some 40 years. Many of these studies assumed the absence of our fleet from the Pacific, a crippling damage to the Panama Canal, and little or no warning in the way of strained diplomatic relations—conditions much less favorable to us than those of 1941. The Hawaiian defense plans, prepared [2] by responsible Commanding Generals and approved by the War Department, were both detailed and comprehensive. The Army garrison was commanded by a Lieutenant General, with the Commander-in-Chief of the United States Fleet present in Hawaiian waters. I think it fair to say that these senior and responsible officers required no specific directives as to what they should or should not do under a threat of war, or, indeed, any warnings other than the knowledge of the serious situation then existing.

But this still does not give the whole picture. In 1941, up to at least November, the most poignant military concern of the United States lay in the outcome of the war in Europe. We were still feverishly preparing for “hemisphere defense.” The most obvious threat to the Western Hemisphere lay in the success of German arms, against which our lend-lease and other measures were progressively aligning us, and in subsequent Axis penetration through the “bulge” of Brazil. Even after Pearl Harbor, we rushed marines and air ground forces into northeastern Brazil, and I was sent on a hurried trip to South America for Intelligence purposes in this regard. Japan, on the other hand, was engaged in a war with China, none too successfully. Her military threat to us lay in her possible reaction to our own measures in belatedly cutting off her oil and scrap purchases in this country, and, still more belatedly, denying some of her ships the use of the Panama Canal.

It is true that we had Japan on the carpet in our diplomatic negotiations in Washington, and that it was becoming increasingly apparent that she would probably make some radical move. The military oligarchy that ruled her was not obtaining notable results in China, had failed to dislodge the Russians in the private war of the Kuantung Army in 1938 and '39, and was apparently losing face. This was particularly so in comparison with the great successes of the German Army up to December, 1941.

Nevertheless, it was none too apparent that the United States would be the next victim of Japanese aggression. As stated in the dispatch of November 27th, Japan's actions were unpredictable. She might well have attacked Russian Siberia and the Maritime Provinces, particularly in view of the then successful German invasion of European Russia. Or she might have elected to drive south against the Dutch East Indies. Or she might have taken the greater risk of including the British possessions in her southern drive. Or she might well have declined to take on any other enemy, and thrown her whole weight against China. I remember the Chinese military attaché coming to me in the fall of 1941, and stating his concern that the stiffening attitude of the Western Powers towards Japan might force the Japanese to throw everything in against China and clean her out. Or she might adopt the boldest and most dangerous of all of her alternatives and take on the two greatest naval powers in the world, plus the Dutch.

All of these factors and all of these contingencies were given due weight by the General Staff. The causes of the disaster at Pearl Harbor must be viewed in the light of the situation as a whole. An open [3] attack by Japan on the United States was by no means inevitable. One could only say that the tension was steadily growing because of our increasing cooperation with the Allies, particularly Britain; because of our diminishing willingness to supply Japan with essential materials of war; and because of our stiffening attitude in the negotiations in Washington. All of these major factors, producing increasing tension in Japan, were well known to our responsible commanders in Hawaii and elsewhere. The hasty dispatch of Admiral Nomura to Washington, and his passage through Honolulu, was but one of the clear signs of this increasing tension. The tension curve mounted dangerously on November 27th, signalized by the Chief of Staff in his dispatch to his higher commanders in the field. Finally there was the personal appeal of the President of the United States to the Emperor of Japan which, if my memory serves me, was published in the American press on Friday, December 5th, or the morning of Saturday, the 6th.

The Overseas Departments and the West Coast were fully informed of the essential elements of the mounting crisis, and the War Department knew that they were so informed. When one considers the Hawaiian garrison and the Fleet in that area, with but a single potential enemy in view and carefully prepared plans to meet him, the broad knowledge which they unquestionably had of the increasing tension should have been decisive. In Washington there was absolute confidence that that knowledge of the situation had been translated into full alert. This became very apparent on the morning of December 7th, when the only question on the sending of the final warning was whether it was necessary, or indeed advisable to prod further those commands which were actually facing the issue. The Chief of Naval Operations went so far as to refuse, on that ground, to send a warning similar to ours.

As Commanding General of the Philippine Department earlier in 1941, no doubt you are aware of the broad outlines of the picture I am trying to draw. The other members of your Board may or may not have similar knowledge. In any event, if you think it advisable to have on the record my testimony along these lines, as you seemed to indicate when I appeared before your Board last week, I will, of course, be happy to give it, and to answer any further questions which your Board may desire to ask.

With best personal regards,

Sincerely yours,

Sherman Miles,
SHERMAN MILES,
Major General, United States Army,
Commanding.

ARMY PEARL HARBOR BOARD EXHIBIT No. 21

[1] TELEPHONE CONVERSATION OF DEC. 3, 1941 BETWEEN A CITIZEN IN HONOLULU (JAPANESE) & A MILITARY OR NAVAL OFFICER IN TOKIO. TRANSLATED & AVAILABLE TO MILITARY INTEL. HAWAII DEC. 5, 1944.

IC (J) Hello, is this Mori?

(H) Hello, this is Mori.

(J) I am sorry to have troubled you. Thank you very much.

(H) Not at all.

(J) I received your telegram and was able to grasp the essential points. I would like to have your impressions on the conditions you are observing at present. Are airplanes flying daily?

(H) Yes, lots of them fly around.

(J) Are they large planes?

(H) Yes, they are quite big.

(J) Are they flying from morning till night?

(H) Well, not to that extent, but last week they were quite active in the air.

(J) I hear there are many sailors there, is that right?

(H) There aren't so many now. There were more in the beginning part of this year and the ending part of last year.

(J) Is that so?

[2] (H) I do not know why this is so, but it appears that there are very few sailors here at present.

(J) Are any Japanese people there holding meetings to discuss US-Japanese negotiations being conducted presently?

(H) No, not particularly. The minds of the Japa—here appears calmer than expected. They are getting along harmoniously.

(J) Don't the American community look with suspicion on the Japanese?

(H) Well, we hardly notice any of them looking on us with suspicion. This fact is rather unexpected. We are not hated or despised. The soldiers here and we get along very well. All races are living in harmony. It appears that the people who come here change to feel like the rest of the people here. There are some who say odd things, but these are limited to newcomers from the mainland, and after staying here from three to six months, they too begin to think and feel like the rest of the people in the islands.

(J) That's fine.

(H) Yes, it's fine, but we feel a bit amazed.

(J) Has there been any increase in . . . ? . . . of late? That is, as a result of the current tense situation.

[3] (H) There is nothing which stands out, but the city is enjoying a war building boom.

(J) What do you mean by enjoying a war building boom?

(H) Well, a boom is many fields. Although there is no munitions industry here engaged in by the army, civilian workers are building houses for the army personnel. Most of the work here is directed towards building houses of various sorts. There are not enough carpenters, electricians and plumbers. Students at the High School and University have quit school and are working on these jobs, regardless of the fact that they are unskilled in this work.

(J) Are there many big factories there?

(H) No, there are no factories, but a lot of small buildings of various kinds are being constructed.

(J) Is that so?

(H) It is said that the population of Honolulu has doubled that of last year.

(J) How large is the population?

(H) The population increase is due to the present influx of Army and Navy personnel and workers from the mainland.

(J) What is the population?

(H) About 200,000 to 240,000. Formerly there were about 150,000 people.

(J) What about night time?

(H) There seems to be precautionary measures taken.

(J) What about searchlights?

(H) Well, not much to talk about.

[4] (J) Do they put searchlights on when planes fly about at night?

(H) No.

(J) What about the Honolulu newspapers?

(H) The comments by the papers are pretty bad. They are opposite to the atmosphere pervading the city. I don't know whether the newspaper is supposed to lead the community or not, but they carry headlines pertaining to Japan daily. The main articles concern the US-Japanese conferences.

(J) What kind of impression did Mr. Kurusu make in Hawaii?

(H) A very good one. Mr. Kurusu understands the American mind, and he was very adept at answering queries of the press.

(J) Are there any Japanese people there who are planning to evacuate Hawaii?

(H) There are almost none wishing to do that.

(J) What is the climate there now?

(H) These last few days have been very cold with occasional rainfall, a phenomena very rare in Hawaii. Today, the wind is blowing very strongly, a very unusual climate.

(J) Is that so?

(H) Here is something interesting. Litvinoff, the Russian ambassador to the United States, arrived here yesterday. I believe he enplaned for the mainland today. He made no statements on any problems.

(J) Did he make any statements concerning the US-Japan question?

[5] (H) No. Not only did he not say anything regarding the US-Japan question, he also did not mention anything pertaining to the Russo-German war. It appears he was ordered by his government not to make any statement.

(J) Well, that means he was very different from Mr. Kurusu.

(H) Yes.

(J) What kind of impression did Litvinoff make?

(H) A very good one here. He impressed the people as being very quiet and a gentleman.

(J) Did he stop at the same hotel as Mr. Kurusu?

(H) Yes, at the Royal Hawaiian Hotel overnight. He has already enplaned for the mainland.

(J) Do you know anything about the United States fleet?

(H) No, I don't anything about the fleet. Since we try to avoid talking about such matters, we do not know much about the fleet. At any rate the fleet here seems small. I don't all of the fleet has done this, but it seems that the fleet has left here.

(J) Is that so? What kind of flowers are in bloom in Hawaii at present?

(H) Presently, the flowers in bloom are fewest out of the whole year. However, the hibiscus and the poinsettia are in bloom now.

*(J) does not seem to know about poinsettias. He admits he doesn't know.

(J) Do you feel any inconvenience there due to the suspension of importation of Japanese goods?

[6] (H) Yes, we feel the inconvenience very much. There are no Japanese soy, and many other foodstuffs which come from Japan. Although there are enough foodstuffs (Japanese) left in stock to last until February of next year, at any rate it is a big inconvenience.

(J) What do you lack most?

(H) I believe the soy is what everyone is worried about most. Since the freeze order is in force, the merchants who have been dealing in Japanese goods are having a hard time.

(J) Thanks very much.

(H) By the way, here is something interesting about Hawaii. Liquor sells very fast due to the boom here. The United States, which twenty years ago went under prohibition, is today flooded by liquor. British and French liquors are also being sold. The Japanese merchants, whose business came to a standstill due to the suspension of importation of Japanese goods, engage in liquor manufacture. The rice from the United States is used in brewing Japanese sake here, and the sake is exported back to the mainland.

*(H) explains that the Japanese sake brewed in Honolulu is called "Takara-Masamuno", that a person named Takagishi was the technical expert in charge of the brewing; and that said Takagishi is a son-in-law of Grand Chamberlain Hyakutake, being married to the latter's daughter; and that said Takagishi returned recently to Japan on the Taiyo Maru. He adds that Japanese here and the Americans also drink sake. He informs (J) that Japanese chrysanthemums are in full bloom here, and that there are no herring-roe for this year's New Year celebration.

(J) How many first generation Japanese are there in Hawaii according to last surveys made?

[7] (H) About fifty thousand.

(J) How about the second generation Japanese?

(H) About 120,000 or 130,000.

(J) How many out of this number of second generation Japanese are in the United States Army?

(H) There aren't so many up to the present. About 1,500 have entered the army, and the majority of those who have been drafted into the army are Japanese.

(J) Any first generation Japanese in the army?

(H) No. They do not draft any first generation Japanese.

(J) Is that right, that there are 1,500 in the army?

(H) Yes, that is true up to the present, but may increase since more will be inducted in January.

(J) Thank you very much.

(H) Not at all. I'm sorry I couldn't be of much use.

(J) Oh no, that was fine. Best regards to your wife.

(H) Wait a moment please?

(J) off phone.

ARMY PEARL HARBOR BOARD EXHIBIT No. 22

(Exhibit No. 22 is a copy of a map found on a Japanese aviator brought down at Fort Kamehameha, December 7, 1941, and will be found reproduced in four parts as Items 49, 50, 51, and 52. EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 23

(Exhibit No. 23 is a photostat of a captured Japanese map taken from the chart board of a Japanese dive bomber and will be found reproduced as Item No. 53, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 24

(Exhibit No. 24 is a captured Japanese map and will be found reproduced as Item No. 54, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 25

(Exhibit No. 25 is a captured Japanese map and will be found reproduced as Item No. 55, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 26

(Exhibit No. 26 is a captured Japanese map with translation of Japanese endorsements and will be found reproduced as Item No. 56, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 27

[1]

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE INSPECTOR,
Fort Shafter, T. H., 2 September 1941.

IG 333.1—Dist. Engr., Honolulu, T. H., F. Y. 1941

Subject: Special Report on the Organization of the Office of the District Engineer, Honolulu, T. H.

Thru: District Engineer, Honolulu, T. H.

To: Commanding General, Hawaiian Department, Fort Shafter, T. H.

I. DATE OF INSPECTION

1. This inspection was conducted by Lieutenant Colonel E. B. Whisner, Infantry, Assistant Department Inspector General, during the period 13-20 August 1941.

2. This is the initial inspection report on the District Engineer's Office. The inspection was made as the result of a directive from the Commanding General, Hawaiian Department, in accordance with the provisions of letter AG 600.12 (2-13-41) M-IG, W. D., A. G. O., 17 February 1941, subject: "Inspection of Cost-Plus-A-Fixed-Fee construction Projects."

II. ORGANIZATION

3. *General.*—*a.* This report, on the organization of the office of the District Engineer in Honolulu, deals with the administrative framework which has been set up by that government agency for the supervision of the construction projects that are under its control. This report is informative in nature and is intended to serve as a background for a better understanding of the subsequent reports that will be submitted on the more detailed phases of the inspections of the cost-plus-a-fixed-fee construction projects in the Hawaiian Department.

b. The District Engineer (Lieutenant Colonel Theodore Wyman, Jr. (O-7925), C. E.) operates directly under the South Pacific Division Engineer in San Francisco, who in turn operates directly under the Chief of Engineers in Washington, D. C. Lieutenant Colonel Wyman has been in charge of the Honolulu district since 15 July 1939.

c. The main offices of the District Engineer are on the fifth and sixth floors of the Young Hotel Building in Honolulu. In addition to this, other portions of the organization are scattered in the following locations in Honolulu:

First Floor, Young Hotel Building—Fiscal section (Adm. Div.)

Pier 2-A—Transportation and Supply section (Oper. Div.)

Hickam Field—Storage yard for materials

Wheeler Field—Storage yard for materials

[2] *d.* The executive function of the District Engineer's office is divided into three parts—engineering division, operations division, and administrative division. See copy of organization chart attached and marked Exhibit "A". Since this chart was published, the fourth part (shown as the transportation-and-supply division) has been absorbed by the operations division.

e. This organization is based upon instructions issued by the Chief of Engineers. These directives state that the District Engineer shall provide an adequate inspection, cost accounting, and auditing force prior to the start of actual construction on projects under cost-plus-a-fixed-fee contracts. The amount of personnel required to satisfy these control objectives is left to the judgment of the District Engineer.

f. In order to facilitate administration, the District Engineer has divided the Hawaiian Islands into seven field areas, each of which is in charge of an engineer who is directly responsible to the District Engineer. Each of the construction projects is placed under the direct supervision of these area engineers.

g. The civilian organization, which furnished the skilled technicians and actually performs the construction work for the District Engineer, is a corporation known as the Hawaiian Constructors, and it consists of a combination of the following construction firms:

W. E. Callahan Construction Company of Nebraska

Gunther and Shirley Company of Nebraska

Rohl-Connally Company of Nevada

Ralph E. Woolley Company of Honolulu

These four organizations have pooled their resources of plant and personnel to complete the projects assigned to the District Engineer in the Hawaiian Islands. A separate report is being prepared, which will describe the organization of the Hawaiian Constructors and explain more fully its relationship to the District Engineer.

h. In order to establish policies and to effect control of the efforts of this large force, the District Engineer issues his instructions from time to time in the form of district orders and district circulars, which are distributed to the various office divisions, the field area engineers, and the Hawaiian Constructors. These directives settle local problems and disseminate the decisions of the higher engineer echelons.

4. Engineering Division.—a. The duties of this branch of the District Engineer's office are to prepare all engineering designs, specifications, and original estimates for construction projects. In addition, it plans all future work in connection with the Honolulu district.

b. After the request for a certain local defense project has been approved by the War Department, the job is assigned to the District Engineer in Honolulu through the South Pacific Engineer Division in San Francisco.

c. The job is in turn assigned by the District Engineer to the chief of his engineering division for study. If it is of a military nature, the job is given to the military-engineering section. There the designs are prepared to determine the most economical and feasible type of construction. If surveys are necessary, parties are sent out to prepare a report upon which designs and estimates will be based. These [3] are then submitted to the District Engineer for approval and later, forwarded to the station commander who sponsored the project, for his comment as to general design features. Following this, the work is then transmitted through channels to the Chief of Engineers for approval.

d. When these plans are approved in Washington, they are returned to the local engineering division for final design, estimates, and specifications, so that construction work can start.

e. The military-engineering subdivision prepares all designs relating to such projects as underground storage magazines, tunnel construction, highways, railway-gun positions, fire-control stations, searchlight towers, demountable towers, air-warning stations, and all major reinforced concrete structures in the Honolulu district.

f. The function of the civil-engineering subdivision is to prepare the designs, specifications, and estimates on all work of a civil nature. In addition, it prepares the plans and specifications for dredging, as well as for work on all runways for airports for the Army Air Corps, the Civil Aeronautics Authority, and other agencies.

g. The principal duties of the building-and-utilities subdivision is to prepare plans, specifications, and bills of material for all military camp buildings, and the utilities in connection with them. It also designs all gasoline installations at all air fields.

h. The drafting-and-survey subdivision operates principally as a supply agency. After the designs and details have been prepared by another group, they are sent here for the final drafting. In addition, it handles all reproduction work such as blue printing, photostating, lithographing, and various other types.

i. The materials-testing subdivision is entrusted with the testing of all materials entering into the final construction of any project. Samples of concrete are taken from the batches as they are being placed into a structure, and the strength is determined. Tests are conducted on all mineral aggregate in order to determine their strength, characteristics, and suitability for construction purposes. Chemical tests are prepared in order to determine the existence of harmful ingredients which would tend to cause deterioration to the finished concrete structure. Soils are tested for their physical properties in order to determine their bearing capacities, fineness, modulus, moisture content, and other necessary features required for the proper design of a structure. Asphalt used in the construction of roads and pavements is also tested in this subdivision.

j. In brief, the duties of the engineering division are to design sound engineering structures which meet the requirements of standard practice, and to produce a structure at a minimum cost for the service it is intended to perform.

5. Operations Division.—a. The function of the operations division is to carry into effect the work as designed by the engineering division, in accordance with the plans and specifications. The work to be done is accomplished by one of

several methods—by construction contract (lump sum), or by hired labor (purchase & hire), or by cost-plus-a-fixed-fee contract.

b. To accomplish the work to be done by a construction [4] contract, it is necessary to advertise the work, receive bids, and enter into a contract with the lowest responsible bidder who guarantees to the government that he will perform the work as specified within the time allotted and at the price fixed in his proposal. This is the common form of contract, which has been accepted as standard by most government agencies.

c. The work to be done by hired labor usually comprises minor jobs, which for obvious reasons can be performed more effectively by government plant (owned or leased) with hired labor, under the direction of a representative of the District Engineer. Hired-labor jobs are initiated by work orders which are prepared by the operations division, and the work is performed under the direction of an area engineer.

d. The method of performing work by a cost-plus-a-fixed-fee contract was authorized by Congress to meet the conditions which exist during a period of national emergency. This type of contract is entered into only after approval by the Under Secretary of War, who has been designated as the authority to fix the terms and conditions of such contracts. These agreements are referred to as "negotiated contracts", because the formality of advertising, publicly opening bids, and awarding the work to low bidders has all been eliminated. The contract is concluded after informal negotiation between the authorized government agency and a reputable contractor.

e. In order to qualify for work under a cost-plus-a-fixed-fee contract, it is necessary for a firm to establish the fact of proven ability and of financial capacity to perform the work to be done. This type of contract was designed (1) to speed up the work, (2) to remove some of the causes for delays in the construction, (3) to remove some of the hazards of construction which are inherent in the more formal contract procedure, and (4) to secure savings to the government in the cost of the work to be done.

f. Before a contract can be entered into by any method, it is necessary to determine the money value of the work to be done; this takes the form of an estimate. These are prepared by the estimating section, which is composed of engineers who have had experience in construction and who are proficient in determining in advance the cost of the work to be done. These estimators must have a knowledge of the cost of materials which are to be included in the construction, of the value of machinery rental which must be charged to the work, and of the labor requirements which will be necessary to accomplish the work.

g. All of these costs are assembled and tabulated to determine the "field cost" of the construction. To this must be added the "engineering cost" for both field and office, together with the "overhead cost" of administration. This latter includes a flat 8% of the construction cost to cover the expenses of the area office, the district office, the division office, and the Chief of Engineer's office. After all of these costs have been assembled, the resulting document is the estimated cost for doing the work and it is presented to the District Engineer for approval. It is then used as a basis for making the award of the contract.

h. The operations section handles the administrative details of the operations division, such as the correspondence to the field [5] agencies concerning the purchase of plant and the rental rates on these items of equipment, employment, and the increases in rates of pay. This section gathers the necessary data from other sections for the preparation of correspondence.

i. The transportation-and-supply section is responsible for all engineer motor transportation which is not under the supervision of the field area engineers. The transportation subsection moves materials from the piers to the base yards, where it is turned over to the supply subsection for storage. The Hawaiian Constructors are responsible for the delivery of material to the various projects, and they dispatch their trucks to the base yards where they are loaded by employees of the District Engineer. The supply subsection handles the records on the receipt, warehousing, and issue of materials and plant.

j. The construction-contract section is responsible for the administration of the processes of construction by contract. It advertises the work to be done by contract, receives bids, assists at the opening of bids, tabulates them, and prepares an abstract of the bids to form a permanent record of the procedure. This section advises the bidders of the award of the contract, prepares the contract form, issues notices to proceed with the work, and exercises the custodianship of all contract documents. It also negotiates change orders and supple-

mental agreements that may become necessary after the original contract has been signed.

k. The inspection-and-safety section sends out personnel to visit the site of the various jobs during the construction period, to inspect the quality of the work being done, and to report any deviations from the plans and specifications. It is responsible for the acceptance or rejection of material and equipment which is to be incorporated into the work. After the completion of the project, personnel from this subdivision make the final inspections and recommendations, which (if favorable) result in the acceptance of and payment for the work under the contract. After the final acceptance of the finished project, this group prepares and forwards a completion report covering the construction.

l. The inspection-and-safety section is also charged with the daily inspection of all construction work in the furtherance of a safety program. It trains personnel in first aid to the injured, and it investigates and reports on all claims for compensation or liability which arise out of the construction activities of the projects.

m. The cost section assembles the cost data, breaking down expenditures into cost items covering the various elements of the construction of each job. This type of work begins when notice is received that construction on a certain project can start and it continues throughout the period of construction. It is not until after the structure has been finished and the final payment has been made that a complete analysis of the cost of the finished structure can be made. In order that cost records may be maintained in an orderly fashion, forms are prepared at the beginning of each job with symbols for identifying each of the various elements of the work for which costs are to be kept. These symbols are used throughout the duration of the job. The data furnished by this cost subdivision are used by the estimating subdivision in arriving at their figures as to the money value of new proposed work of a comparable nature.

[6] *n.* The right-of-way section is charged with investigating records of title of the real estate affected by the construction projects. Whenever necessary, it procures the permits that are essential before work can proceed.

o. The procurement-and-property section is organized under two subexecutives, one of whom is responsible for procurement and the other for control of property. The procurement subsection functions as the purchasing agent for both the District Engineer and the contracting organization known as the Hawaiian Constructors. Purchase requisitions, in most instances, are instigated by these constructors and after proper approval, are routed through the procurement subsection, where they are acted upon in accordance with a purchasing procedure which has been set up by the District Engineer. This subdivision has jurisdiction over all purchases of plant, property, and materials, with the exception of those involving proper purchase contracts and certain mainland purchases on which delivery can be expedited by side-tracking the regular purchase procedure. The property subsection records all items of property which are purchased for use on projects supervised by the District Engineer. Property items are recorded in relation to field areas in such a way that a personal responsibility is established for each item.

p. The works-progress-administration section handles the details pertaining to the construction projects to be paid for from WPA appropriations, none of which are on a cos-plus-a-fixed-fee contract.

q. In brief, it is the responsibility of the operations division (1) to provide a well-regulated flow of material, supplies, and equipment to the field, and (2) to aid the forces in the field in all matters essential to the orderly prosecution of the construction activities in the district.

6. *Administrative Division.*—*a.* This division is charged with the administration of all matters pertaining to personnel, finances, and miscellaneous office services. It also coordinates all administrative activities in the district office and in the area offices.

b. The payroll-and-personnel subdivision is responsible (1) for the enforcement and the administration of civil service rules and regulations, (2) for the maintenance of proper personnel and payroll records, (3) for the preparation of recommendations for changes in the status of employees, (4) for the employment of personnel, and (5) for the miscellaneous work pertaining thereto.

c. The finance subdivision is charged (1) with the proper disbursement of and accounting for all funds allotted to the District Engineer, (2) for the maintenance of the records of financial budget and encumbrances, and (3) for the preparation of all financial reports required by law and regulation.

d. The office-service subdivision prepares all correspondence not specifically assigned to stenographers employed in other divisions of the District Engineer's office. It maintains a file of correspondence, reports, and other papers pertaining to the district except those papers which are filed in the personal records of civilian employees. It furnishes data from the office files upon receipt of proper requests and authority. It is responsible for the delivery and dispatch of all [?] incoming and outgoing mail, and for the maintenance of messenger service for the delivery of inter-office communications. It also furnishes the telephone switchboard, the information desk, the district supply room, and other miscellaneous office services.

III. ADMINISTRATIVE CONTROLS

7. *General.*—The District engineer has based the organization of his office on instructions issued to him by the Chief of Engineers at Washington. These instructions direct that provisions be made for adequate inspection, cost accounting, and auditing before actual construction is started on a cost-plus-a-fixed-fee contract. The District Engineer has accomplished these objectives by creating the departmental controls within his organization which are described below.

8. *Fiscal Audit.*—For the protection of the disbursing officer (who is also the District Engineer's executive assistant), an audit section has been established in the finance subdivision of the administrative division. This audit section accumulates for the disbursing officer sufficient evidence which is intended to substantiate the payments that will encumber the funds allotted to the District Engineer. In order to accomplish this objective, the audit section is required to keep in close touch with timekeeping and with the preparation of payrolls; and it must correlate purchase orders with receiving reports before approving payment of purchase invoices. The audit section records and approves payments for the rental of contractor's plant, and it is instrumental in checking and approving all invoices of a miscellaneous nature before they are presented to the disbursing officer.

9. *Procurement.*—The procurement subdivision is organized under the operations division. Requisitions for purchases must be approved by the executive in charge of operations before the procurement subdivision is authorized to make purchases. In this manner all purchases, regardless of origin of the request, will clear through one individual who is responsible directly to the District Engineer. By following this procedure, besides creating an automatic purchasing control, the District Engineer is conscious of fund expenditures prior to the time the money is actually spent.

10. *Storage and Issue.*—The warehousing controls are also exercised by the operations division in the property and procurement section. Through this agency, the District Engineer is assured that his organization has constant supervision of purchased items until such time as they are issued for delivery to specific projects. From the standpoint of control, the protection this system offers is adequate—the contractor may designate the articles he needs; but the purchasing and storage operation is the responsibility of the District Engineer, while the contractor functions only as a receiving agent.

11. *Cost Section.*—The cost section is organized under the operations division and serves as an instrument for accumulating cost [8] data based upon units of work, for the purpose of justifying operating methods and for the accumulation of historical data to be used for future reference.

12. *Control of Property.*—Property records are established in the office of the District Engineer as each unexpendable item is purchased. When these items of property are turned over to the contractor for use in construction, he is held accountable until such time as they are returned. The property records are verified by a physical inventory which is made at regular intervals.

13. *Control of Plant.*—Plant is purchased by the contractor and rented to the District Engineer on an agreed contract basis. The District Engineer's audit section keeps a plant-control record which lists each piece of equipment, as well as the rental payments which have been made to the contractor. The rental rate is prorated monthly through the cost section to the projects on which each piece of equipment was utilized. The plant records are verified by a physical inventory which is made at regular intervals.

IV. ENGINEER FIELD AREAS

14. *General.*—In order to facilitate the inspection and control of the projects under construction, the Territory of Hawaii has been divided into seven field areas, each of which is in charge of an area engineer who is directly responsible to the District Engineer. As each new project is assigned to the contractors, the responsibility for the close supervision of that new job is delegated to the area engineer in whose zone the project is to be located. The first area is the only one in which there are no projects being constructed under a cost-plus-a-fixed-fee contract.

15. *Organization.*—The organization of each area is similar to that of the District Engineer's office except that it is on a smaller scale. The area engineer has two executive subordinates, one in charge of administration, the other in charge of engineering. The administrative head is the chief clerk who controls the personnel and stenographic clerks. Operating through a cost accountant, he is also in charge of cost clerks and timekeepers. The engineering section controls the project inspectors and draftsmen who are the area engineer's direct contact with project construction.

16. *Cost Accounting.*—Area cost sections are organized to accumulate direct labor and material charges by projects, as a control for the area engineer to use in checking project estimates against actual construction schedules. In order to verify the correctness of his figures, the accountant in charge controls the timekeepers and account-distribution clerks by verifying a daily balance between payrolls and account charges to the respective job orders. In order to verify his material charges, he exercises control over receiving clerks. Periodically, he submits cost reports to the District Engineer's office where they are accumulated on a monthly basis and combined with project [9] overhead for presentation as final cost figures.

17. *First Area.*—The office for this area is on the second floor of the Engineer Building at Pier 2-A in Honolulu. The work at present being done in this area consists of the following:

- Dredging in Pearl Harbor for the Navy Department.
- Dredging in Kaneohe Bay for the Navy Department.
- Maintenance and repair of fortification work.
- Surveys in connection with Keehi Lagoon project.
- Harbor patrol to enforce pollution laws.

None of the work that is being performed in this area is under a cost-plus-a-fixed-fee contract.

18. *Second Area.*—The office for this area is at Hickman Field, Oahu, and the majority of the projects assigned to it are under cost-plus-a-fixed-fee contracts. This is the second largest area, from the view point of number of projects and the amount of funds involved. The jobs are all located on the air field and include a miscellaneous assortment of various types, many of which were transferred from the Constructing Quartermaster. They include such projects as:

- Bomb-storage magazines.
- Buildings of various types.
- Utilities for buildings.
- Access roads to buildings.
- Hospital.
- Air Corps hangars.
- Reservation fence.

19. *Third Area.*—The office of this area is at Wheeler Field, Oahu, and the majority of the projects assigned to it are under cost-plus-a-fixed-fee contracts. It is the largest area, both as to the number of individual projects and the amount of appropriations involved. The work includes:

- Bombproof ammunition storage magazine.
- Fire control stations.
- Office buildings.
- Mobilization buildings.
- Warm-up aprons.
- Railway gun positions.
- Grading of airport.
- Searchlight shelters.
- Underground gasoline storage.

20. *Fourth Area.*—The office of this area is located at Waimea on the island of Kauai, and the projects are being constructed under cost-plus-a-fixed-fee contracts. They include such work as:

- Gasoline storage tanks.
- Air-warning-station roads.
- Utilities and fences.

21. *Fifth Area.*—The office for this area is located at Bellows Field, Oahu, and the projects are being constructed on cost-plus-a-fixed-fee contracts [10] They include such work as:

- Mobilization buildings
- Gasoline storage tanks
- Utilities and storehouses.

22. *Sixth Area.*—The Engineer in charge of this area has his office at Wailuku, Maui, and he will supervise the projects on the islands of Molokai, Maui, and Niihau. At the present time, work is proceeding on Maui on an air-warning station and access road thereto. Other projects are in the survey stages.

23. *Seventh Area.*—The office for this area is in Hilo on the island of Hawaii. The cost-plus-a-fixed-fee construction projects include:

- Gasoline storage tanks
- Air-warning station
- Utilities.

V. DISCUSSION

24. *Contract and Supplements.*—On 20 December 1940, the District Engineer entered into the original contract with the Hawaiian Constructors for the construction of assigned defense projects on a cost-plus-a-fixed-fee basis. This contract was issued under standard government stipulations common to this type of agreement. The contractor was instructed to function as a separate contracting unit and was held responsible for various constructing and administrative operations. The District Engineer established inspection and audit controls to check the contractor's operations, and had his executive officer designated as a government finance disbursing agent for the purpose of satisfying obligations entered into by the contractor in connection with fulfilling the terms of the contract. Supplemental agreements have been added to the original contract since the date of its issue and subsequent additions will be made as appropriations for new projects are received. These agreements assign additional defense projects to the Hawaiian Constructors and adjust the fixed-fee stipulation to compensate for this increased responsibility.

25. *Contract Modifications.*—*a.* On 19 May 1941, the District Engineer modified the original contract stipulations by transferring, from the office of the contractor to the office of the District Engineer, the responsibility for procurement, timekeeping, preparation of payrolls, and the actual payment of all salaries and purchase invoices. These changes were made for several reasons:

- (1) To afford greater protection of government funds.
- (2) To eliminate duplication of data being accumulated by the District Engineer.
- (3) To eliminate inaccurate data being presented by the contractor.
- (4) To increase employee efficiency, because it would no longer be necessary to provide an auditing team to control the contractor's method of handling these operations.

[11] *b.* The installation of these changes had, in effect, changed a true cost-plus-a-fixed-fee contract to represent in large measure the purchase-and-hire contract used in many instances by government construction agencies. The fixed-fee stipulation is the only contractual requirement which basically makes one type of contract differ from the other. From the standpoint of the District Engineer, these changes in the application of the cost-plus-a-fixed-fee contract are sound and can be substantiated as the best solution for most efficiently completing assigned projects under conditions as they exist in the Territory of Hawaii.

26. *Deficiencies.*—A study of the District Engineer's organization, and of the checks installed for controlling and protecting the expenditures of government funds, shows the executive direction to be generally efficient and logical. However, the execution of the directives and checks fails to achieve the objectives sought in some instances, because subordinates have not given sufficient stress to these control factors. These deficiencies are apparently the result (1) of insufficient experience on the part of some subordinates and (2) of the necessity to complete assigned projects in the shortest possible time, in a locality which

does not possess an available supply of skilled clerical technicians. These conditions have allowed project construction to draw away from intended internal audit checks.

VI. CONCLUSIONS

27. After a study of the organization of the office of the District Engineer in Honolulu, and preliminary visits to various construction projects under the supervision of that government agency, the following conclusions have been drawn:

a. That the system of safeguards, for the protection of government funds, property, and plant (inspection, cost accounting, and auditing), as directed by the Chief of Engineers, have been established by the District Engineer.

b. That deficiencies do exist within the organization, apparently caused by inadequate inter-office coordination and a lack of sufficiently-skilled clerical employees. These deficiencies have generally allowed clerical controls to lag behind the progression of actual construction, resulting in partial failures in the system of cost accounting, procurement, and storage-and-issue.

c. That conscientious efforts, on the part of the District Engineer and his key assistants, are apparently being made to correct these deficiencies, as soon as they manifest themselves.

d. That skilled clerical technicians for administrative duties are difficult to obtain because of the large number needed by other competing government agencies and because of higher wages offered by civilian firms for similar services.

e. That the field areas, established for the prosecution of the construction projects under contract, appear to be well organized and to be working generally in an efficient manner.

f. That progress on the construction of many projects has been delayed by the shortage of material, which in turn has been caused [12] by (1) the shortage of transportation facilities from the mainland, (2) the inability of local firms to deliver materials on schedule, and (3) the status of defense priorities established for the District Engineer's office.

VII. RECOMMENDATIONS

28. Based upon this initial survey and inspection of the office of the District Engineer in Honolulu, the following recommendation is submitted:

a. That the District Engineer institute adequate measures to correct the deficiencies noted in paragraph 26 and in subparagraph 27b above.

E. B. WHISNER,
Lieut Colonel, Infantry,
Asst Dept Inspector General.

1 Incl—
 Exhibit "A" (Organization Chart)

ARMY PEARL HARBOR BOARD EXHIBIT No. 28

[1] HEADQUARTERS HAWAIIAN DEPARTMENT,
 OFFICE OF THE DEPARTMENT INSPECTOR GENERAL,
 4 November 1941.

IG 333.1—Dist Engr
 Honolulu, TH, FY 1942
 Subject: Special Report on the Organization of the Office of the Hawaiian Constructors, Honolulu, T. H.

Thru: Hawaiian Constructors and District Engineers, Honolulu, T. H.
 To: Commanding General, Hawaiian Department, Fort Shafter, T. H.

I. DATE OF INSPECTION AND BY WHOM MADE

1. This is the initial inspection report on the organization of the Hawaiian Constructors, the civilian organization which furnishes the skilled technicians and actually performs the construction work for the District Engineer in the Hawaiian Department under Cost-Plus-A-Fixed-Fee contract W 414-Eng-602. The inspection was made by Lieutenant Colonel E. B. Whisner, Infantry, Assistant Department Inspector General, during the period 4 to 11 September 1941, pursuant to a

directive from the Commanding General, Hawaiian Department, in accordance with the provisions of letter AG 600.12 (2-13-41) M-1G, WD., AGO, 17 February 1941 subject: "Inspection of Cost-Plus-A-Fixed-Fee Construction Projects."

II. ORGANIZATION

2. General.—*a.* This report deals with the administrative framework which has been created by the Hawaiian Constructors to accomplish the construction work required by their contract. Reference is made to my report IG 333.1—Dist Engr, Honolulu TH, FY 1941, 2 September 1941, subject: "Special Report on the Organization of the Office of the District Engineer, Honolulu, TH."

b. The Hawaiian Constructors consist of a corporation of the construction firms listed below, who have pooled their resources of plant and personnel to carry out this contract:

W. E. Callahan Construction Company of Nebraska

Gunther and Shirley Company of Nebraska

Rohl-Connally Company of Nevada

Ralph E. Woolley Company of Honolulu

c. The main office of the Hawaiian Constructors is located at Pier 2-A, Honolulu, T. H., where the administrative work of the overhead is conducted. See the attached chart marked Exhibit "A".

d. The Hawaiian Constructors receive and acknowledge all project plans and specifications from the District Engineer. They are held responsible by the District Engineer for planning projects well in advance of construction in a manner which meets with the approval of the engineer in charge of the field area in which the projects will be constructed. [2] The contractor is responsible for transporting materials, equipment, and property from points of issue to the respective projects, and is responsible for the organization and direction of all construction crews.

e. The Hawaiian Constructors are controlled by an executive committee composed of Mr. Paul Grafe, vice-president of the W. E. Callahan Construction Company, Mr. Ralph E. Woolley, a local general and building contractor, and Mr. E. E. Ashlock, a supervising operations engineer with the W. E. Callahan Construction Company. This committee operates as the corporation's administrative control board, and is responsible for designating the policies which govern construction operations. Mr. Grafe is the senior executive and has been delegated the authority to contractually bind the corporation. He divides his time between Los Angeles and Honolulu, and serves as the corporation's mainland representative. Mr. Woolley acts in the capacity of an operating consultant, giving to the corporation the value of his experience and also the value of his many local contacts. Mr. Ashlock is the general superintendent in charge of engineering, operations, and administration.

f. On 19 May 1941 the stipulations of the original contract were modified and the responsibility for procurement, timekeeping, and the preparation of payrolls was transferred from the Hawaiian Constructors to the District Engineer. (See paragraph 25 of the report mentioned in subparagraph 2 *a* above.) This change resulted in all procurement clerks, payroll clerks, and timekeeping being transferred to the District Engineer, which considerably reduced the number of office employees on the Hawaiian Constructors monthly payroll. However, a sufficient staff was retained to act as a coordinating unit between the departments referred to above and the field superintendents in charge of operations. In effect the District Engineer has taken from the Hawaiian Constructors the responsibility for all overhead functions leaving them a pure responsibility for project construction.

3. *Engineering Division.*—The engineering division is responsible for studying and analyzing all project plans and specifications, in order that periodic operating estimates can be outlined and a satisfactory procedure established for the operations division. At the present time the engineering division has a staff of only four employees. However, this is not adequate and additions are contemplated in the near future.

4. *Operations Divisions.*—The Hawaiian Constructors have placed an operating superintendent in charge of the projects in each of the field areas which have been established by the District Engineer. The superintendent in each field area situated on the island of Oahu (Hickam, Wheeler and Bellows Fields) is responsible to a field superintendent who functions as an assistant to the general superintendent. The project superintendents [3] in the areas located on islands other than Oahu, are directly responsible to the general superintendent.

Besides controlling area superintendents, the field superintendent on Oahu also has charge of a group of specialized construction foremen, who, with their crews, are shifted between projects as they are needed. There are five foremen of this type who are respectively responsible for concrete buildings, heavy excavating, underground work, equipment, and transportation.

5. *Administrative Division*—*a. Office Manager*.—An office manager is in charge of the several administrative duties. He is a bonded employee and is responsible for supervising the clerical staff assigned to the subdivisions described below.

b. General Office.—The general office concerns itself with all correspondence and filing, and is responsible for the control and issue of office equipment and supplies. The section has five employees, who are sufficient to perform adequately the assigned duties.

c. Personnel and Payroll Auditing.—(1) This subdivision is the hiring agency for the Hawaiian Constructors. In each instance where it is necessary for the contractor to hire personnel, the District Engineer requires that a request must first be submitted for his written approval. The personnel section of the subdivision is responsible for securing this written approval as requisitions for employees are received from operating supervisors.

(2) The personnel and payroll-auditing subdivision was formerly a time-keeping and personnel subdivision. When the District Engineer took over time-keeping and the preparation of payrolls, the contractor retained sufficient personnel to check the payrolls against the hiring authorizations from the District Engineer, prepare social security records, and prepare a bimonthly payroll for about one hundred employees. The payroll comprises employees of the supervisory staff and clerical group hired by the contractor on a monthly-pay basis. The District Engineer has ruled that this payroll will continue to be prepared and submitted by the contractor. It is also necessary for this subdivision to keep in contact with the contractor's foremen in charge of construction crews, as these foremen must keep a daily time record of employees in order to have a check against time rolls prepared by government timecheckers before they are submitted for record.

(3) This subdivision lacks proper coordination for most efficiently performing assigned duties. It is in a state of reorganization following the recent transfer of the timekeeping and payroll responsibility to the District Engineer, systems in use are not fully developed, duties are not clearly outlined, and the subdivision head does not exercise a sufficient control over the personnel section. These deficiencies are aggravated by inadequate office accommodations.

d. Procurement.—(1) This subdivision, consisting of [4] eight employees, is necessary for operation of the purchasing procedure directed by the District Engineer. The contractor is required to submit to the District Engineer's Procurement Division requisitions for supplies as they are needed in construction. These requisitions must show a description of the required item and the accounting symbol designating the procurement authority under which the purchase is to be made.

(2) This subdivision also acts as the contact agency between the Contractor's project engineers and the storage-and-issue subdivision of the District Engineer's organization. Purchases are catalogued by delivery dates so that this information can be relayed to project engineers to assist them in the preparation of efficient work schedules.

e. Plant Records.—(1) A major portion of the constructing equipment used on defense projects is obtained by the Hawaiian Constructors under third-party lessor agreements and is rented to the District Engineer at a monthly rate equal to one-twelfth plus one percent of its purchase value. These procurements are made only with the prior approval of the District Engineer. All payments covering purchase and rental of equipment are made by the District Engineer.

(2) This accounting subdivision composed of five employees, was established primarily for the purpose of maintaining an up-to-date record of all plant purchases, to insure that all obligations are settled in accordance with purchase stipulations.

(3) This subdivision also records transactions of a miscellaneous nature, such as employee transportation expenses and the cost of certain office supplies, and prepares invoices which are audited and paid by the District Engineer.

f. Property Records.—(1) In order to conform to contract stipulations a property subdivision was established, with a total of nine employees, consisting of one section head, one office clerk, and seven property clerks.

(2) Its functions are to maintain records of all property issued to the contractor on memorandum receipt by the District Engineer. The receipts are recorded by project areas, the section head and office clerk posting property control ledgers to show accountability vested in the property clerks of the different engineer field areas. This requires a system of tally-in and tally-out for all property issued for temporary use by individuals.

(3) The property records kept by the section head were found to be up-to-date and accurate. Those kept by area clerks are, in most instances, incomplete and carelessly posted. These irregularities were most prominent on Job 5.0 at Wheeler Field, and Job 9.0 at Hickam Field.

g. Commissary (Wheeler Field Tent Camp).—Because of the shortage of housing facilities for men employed on defense contracts, the [5] Hawaiian Constructors have established a tent camp at Wheeler Field for the purpose of housing and feeding approximately one hundred and twenty employees. The system installed for handling cash collections for boarders at the camp is not sufficiently safeguarded. Bookkeeping records are untidy and entries are made in a haphazard manner.

III. IRREGULARITIES AND DEFICIENCIES

6. *Irregularities.*—*a.* Property records kept by area clerks re incomplete and carelessly posted. (II 7f (3))

b. The handling of cash collections and bookkeeping records at the commissary are unsatisfactory. (II 7g)

7. *Deficiencies.*—*a.* Need for additional personnel in the engineering division. (II 3)

b. The personnel and payroll auditing subdivision lacks proper departmental coordination and adequate office accommodations for most efficient performance of duty. (II 5c (3))

IV. CONCLUSIONS

8. That the contractor is not exercising adequate supervision over property accounting and operations of the commissary.

9. That the corporation executives are attempting to effect an organization that will insure completion of project construction with the greatest degree of efficiency.

10. That shortages of building supplies, skilled clerical assistants and trained construction laborers are adversely affecting efficient operations; that these conditions will continue for sometime due to the lack of adequate transportation and manufacturing facilities, and to the time required to train personnel properly.

V. RECOMMENDATIONS

11. That action be initiated to correct the irregularities and deficiencies noted in paragraphs 6 and 7 of Section III above.

/s/ E. B. Whisner,
E. B. WHISNER,
Lieut Colonel, Infantry,
Assistant Dept Inspector Gen.

1 Incl:
Exhibit "A" Organization Chart.

ARMY PEARL HARBOR BOARD EXHIBIT No. 29

Exhibit F

[1]

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, 29 August 1944.

Refer to File No. SPEAF

Subject: Priorities on Hawaiian Construction—Army Pearl Harbor Board Investigation.

To: Colonel D. I. McKay, Room 5114—War Dept. Bldg.

1. Pursuant to Major Lozier's request, the facts revealed by the records in the Office of the Chief of Engineers and the personal recollections of the undersigned on priorities matters relating to Hawaiian construction projects are set forth

hereunder for whatever purpose they may serve in connection with the Army Pearl Harbor Board Investigation.

2. Numerous requests for assistance in securing priorities ratings for construction projects in Hawaii were received from the District Engineer, Honolulu, T. H., the Department Engineer, Hawaiian Department, and from the Division Engineer, South Pacific Division, before Pearl Harbor. Many of these are a matter of record in the Office of the Chief of Engineers. Other assistance rendered, and attempted to be rendered, through this office by telephone and by personal contact with higher authorities cannot be documented but were material in scope nevertheless.

3. Until approximately June 1941, construction projects in Hawaii were rated on the same basis as similar projects in Continental United States; e. g., on the basis of the type of facility and not like projects in Panama, which were uniformly rated A-1-b. The isolated location of Hawaii presented difficulties in procurement and in transportation from the mainland, which the Commanding General, Hawaiian Department, reported to the Adjutant General in letters dated 4 June 1941,¹ 3 July 1941,² and again in a letter dated 28 July 1941.³ In the letter dated 28 July 1941, the Commanding General endorses the recommendation of the Division Engineer, South Pacific Division, for the establishment of a stockpile of materials, since "the delay in securing necessary materials for our construction program has become a matter of serious concern" and "this materials situation may become critical." This recommendation of the Division Engineer, South Pacific Division, was approved in a modified form by the Adjutant General by 1st indorsement, dated 27 September 1941, to the letter dated 28 July 1941.³

[2] 4. In his letter, dated 3 July 1941¹, to the Adjutant General, the Commanding general reported that despite efforts to anticipate their needs, the construction agencies cannot anticipate every item; local suppliers' stocks are being depleted without their being able to replenish their stocks, or to secure shipping space; that "To our knowledge there is now no coordinated shipping priorities"; "the Aircraft Warning Service Project is the most important single project in the department" and under the priority directive its rating would be A-1-f; "the conditions facing this department are similar to those in Panama and * * * a similar blanket [A-1-b] priority * * * for our defense projects should be authorized, and * * * this rating should be high". He recommended the establishment of a blanket priority for Hawaiian defense projects as has been done for Panama, the granting of authority to his office to select suppliers to whom ratings could be issued, and the establishment of a liaison with shipping agencies on the West Coast.

5. As early as 3 March 1941² transportation difficulties were reported to the Chief of Engineers by the Division Engineer, South Pacific Division. Pursuant to this report, the Office of the Chief of Engineers took up the matter with the General Staff and subsequently informed the Division Engineer that the Office of the Quartermaster General will handle all arrangements and that "hereafter full dependence [will] be placed upon that Service [Water Transport] to supply all transportation needs".

6. The Office of the Chief of Engineers, based upon a telegraphic request from the Division Engineer, South Pacific Division, dated 13 May 1941³ for a priorities rating on the AWS (Contract W-414-eng-784, dated 13 April 1941), obtained an a-1-f. This rating was not regarded⁴ as sufficiently high by the Division Engineer, since the Commanding General "considers it urgently necessary that the Aircraft Warning System * * * be completed and placed in operation without delay". A rating of A-1-c was obtained by the Office of the Chief of Engineers from the Army and Navy Munitions Board by telephone on 17 June 1941. A specific instance of assistance rendered by the Office of the Chief of Engineers to a contractor on the AWS despite the A-1-c rating already assigned to it was through personal contact with the Office of Production Management whereby it was arranged to transfer a pattern and the order for castings from one foundry to another which could make better deliveries⁵. In a letter

¹ Ltr. 4 June 1941 from CG, HD (his file Engr. 523.07. It is not of record in this office, but is referred to in his ltr., dtd. 3 July 1941, to the TAG. Copy of the latter on file as inclosure to ltr. from CG, HD, to OCE, file OCE 523.07 (Hawaiian Dept.) 1.

² Inclosure to ltr. dtd. 11 July 41 to OCE. OCE file 523.07 (Hawaiian Dept.) 1.

³ OCE file 400.291 (Stock Pile QM) 1.

⁴ Inclosure to ltr. OCE file 523.07 (Hawaiian Dept.) 1.

⁵ 600.1 (Hawaiian Dept. Airfields) 39.

⁶ 676.3 (AWS-Haw.) 33.

⁷ Ltr. fm. Div. Engr. SPD to OCE, dtd. 12 June 41, OCE file 676.3 (AWS-Haw.) 39.

⁸ Ltr. OCE to SPD, dtd. 13 Aug. 41, OCE file 676.3 (AWS-Haw.) 46.

dated 24 July 1941 to the OPM on this project requesting assistance in obtaining steel, this office pointed out that "the project on which this material is needed is one which is vital to the defence of Hawaii" and "would take on added importance should the situation in the Pacific become more critical".

[3] 7. In a letter dated 11 July 1941¹ to this office, the District Engineer, Honolulu, T. H., requested a priorities rating on Contract W-414-eng-602 "as high as possible consistent with current priorities directives" because of the isolated location, and procurement and transportation problems obtaining. A rating of A-1-g had been assigned 28 February 1941 to this Hawaiian Constructors contract², as well as to numerous others (W-414-eng-658, 660, 669, 670, 672, 683, 696, 722)³. Based upon this request of 11 July 1941 from the Honolulu District Engineer, a rating of A-1-c was secured from the ANMB⁴ on contract Eng-602, and, about this time, on numerous others⁵.

8. The Office of the Chief of Engineers in requesting priorities ratings for gasoline reserve projects from the ANMB in a letter dated 4 June 1941 recommended the highest possible priority because "the need for building up adequate * * * reserves is of utmost importance"⁶. The Board authorized an A-1-b for projects in Panama and an A-1-c in Hawaii.⁷

9. Individual requests for ratings and for assistance in obtaining equipment, materials, and supplies for Hawaii have been received from Hawaii directly, or through the Division Engineer. The assistance the Office of the Chief of Engineers had been able to render was not spectacular because the Army and Navy Munitions Board had to be guided by the Priorities Directives. Since the Hawaiian construction projects were considered in the same defense category as domestic projects, the priorities ratings in the early part of 1941 were A-1-g⁸. It was not until June-July 1941 that certain projects were authorized ratings of A-1-c⁹. The general authorization to assign a rating of A-1-c to all contracts in Hawaii, even though Panama was authorized an A-1-b, was not favorably considered. Each contract had to be submitted separately to the ANMB for a priorities rating and for a priorities certificate, even though it was known beforehand what rating the Priorities Directive authorized. It was not until 8 August 1941 that the Office of the Chief of Engineers could advise the Division Engineer by teletype that a rating of A-1-e could be applied to all contracts in Hawaii and to any critical list item¹⁰. It was not until 20 August 1941 that an ANMB directive was published containing this authorization.¹¹

[4] 10. Even this authority was not adequate since ratings could be extended only to critical items or materials authorized by the Priorities Directive, whereas for construction, requiring literally thousands of items, few were listed as "critical", although the materials going into their fabrication were frequently classified as "critical". Gen. Reybold in a letter dated 25 August 1941¹ to Gen. Hines, Chairman of the Army and Navy Munitions Board, recommended the addition of construction projects to the critical list along with aircraft, ordnance and shipbuilding because "Of these categories, only construction is unable to readily obtain the numerous parts required, although it requires fully as varied a group of materials, component parts and accessories as any of the other categories above". This letter encompassed all construction, domestic as well as overseas, but it had particular significance for Hawaiian projects because of transportation and communication difficulties.

11. Pursuant to the teletype 8 August 1941 from this office to the Division Engineer, information was submitted on all Hawaiian construction for the purpose of supporting a Project Rating Order which would permit the assignment of the authorized rating (A-1-c) to all items required, critical as well as those not deemed critical. The Project Rating Order was issued 2 October 1941.²

12. The documents in the files of the Office of the Chief of Engineers cannot be purported to present fully the activities of this office in attempting to obtain the highest rating for Hawaii. This office was in frequent daily personal con-

¹ Ltr. OCE to OPM, dtd. 24 July 41, OCE file 676.3 (ANS-Haw.) 46.

² 600.1 (Hawaiian Dept. Airfields) 130.

³ 600.1 (Hawaiian Dept. Airfields) 40.

⁴ 600.1 (Hickam Fld.) 139, 140, 141, 142, 157, 162.

⁵ 600.1 (Hawaiian Dept. Airfields) 136.

⁶ 600.1 (Hickam Fld.) 317, 344, 345, 346, 347, 348, 349, 361.

⁷ 635 (War Reserve) 141.

⁸ 1st Ind. dtd. 9 June 41 OCE 635 (War Reserve) 141.

⁹ 600.1 (Hawaiian Dept. Airfields) 40.

¹⁰ AWS, gasoline reserve, Hawaiian Constructors.

¹¹ 3820 (Priorities Preference Rating) 3.

¹² 3820 (Priorities Preference Rating) 40.

¹ 3820 (Priorities Preference Rating) 39.

² OPM to OCE file 400.1301) 95.

tact with the personnel of the ANMB and was constantly urging a rating of A-1-a. This office was more successful in the case of Alaskan construction, since an A-1-a rating was assigned thereto 4 September 1941.³ No documents have been found in this office showing a request for an A-1-a rating for Hawaii, nor can it be recalled whether such a request was actually reduced to writing. However, the undersigned recalls distinctly that on the day following Pearl Harbor, Jacob R. Hershey, Captain, CE, in the ANMB office, called him and said, in substance, "Well, I guess from what happened yesterday you were justified in asking to have Hawaii advanced to an A-1-a".

13. Of particular significance on the number of requests received by the Office of the Chief of Engineers from or on behalf of Hawaiian construction projects was the policy of the ANMB for granting priorities higher than assigned by Priorities Directives. Actually, the amount of general and detailed information required by the ANMB and the OPM in support of each such request was so comprehensive that the mere compilation consumed considerable manpower and time. In fact, the ANMB states that: "It is the announced policy to utilize priorities only as a last resort for relieving production difficulties. The results of efforts by the Chiefs of Supply Arms and Services to solve procurement problems by other means must be known by the Army and Navy Munitions Board before relief by priorities measures can be justified"⁴. Under these circumstances proportionately few requests reached the Office of the Chief of Engineers, since the major effort had to be exerted at contractor levels, and the district and the division levels before this office could approach the ANMB for assistance.

[5] 14. Also to be noted is the fact that about the time the ANMB began assigning A-1-c ratings to certain Hawaiian projects¹ that Board published a letter, dated 17 June 1941², stating the broad objectives of the Priorities System and the basis on which requests for higher ratings would be considered. The letter stated that: "From the point of view of priorities agencies [ANMB and OPM], delays in completing some contracts are but a measure of the improvement made possible in other contracts of greater importance * * * the delays occasioned to lower rated orders are indication that the system, as a whole, is functioning". It further states that: "While this Board is entirely sympathetic with the aims [to assure completion and delivery, as scheduled] of these agencies * * *, it is desired to point out that requests based *only upon a desire to complete a contract on time is not a valid reason to raise the priorities*" (italics supplied). Requests for higher-than-normal preference ratings were considered justifiable when "(a) the military importance of a particular project or order exceeds that importance of the general item * * *, and (b) where a minor amount of material is needed to complete a relatively large contract * * *"³.

15. The Commanding General of the Hawaiian Department, the Office of the Chief of Engineers, and the lower echelons of each, had to be governed by the broad view of the rearmament program when priorities assistance was requested for individual projects⁵ and for all projects collectively⁴ similar to that for Panama. At least twice in the recollection of the undersigned a verbal sounding-out of the Board for an A-1-a rating for Hawaii was made; e. g., when priorities on Alaskan projects were raised to that level⁶ on 4 September 1941 and when the Transpacific Ferry Route project was similarly rated⁷ on 24 October 1941, both at the request of this office. Apparently, the military importance of Hawaiian projects was considered to merit an A-1-c rating, as viewed at that time.

16. In conclusion, from the evidence available in the files of this office and from personal recollections of the undersigned, the agencies responsible for directing and supervising construction projects in Hawaii [6] were not remiss in stressing procurement and transportation difficulties and in urging high priority for individual projects and for all work in Hawaii. Requests to

³ 5th Ind. by ANMB to OCE, file 600.1 (Alaska) 184, dtd. 4 Sept. 1941.

⁴ Ltr. fm. ANMB to Chiefs of all Army and Navy Services and Bureaus, dtd. 16 Aug. 41, quoted as pars. 1-3 incl., C/L (Fin. No. 144) (Contr. No. 52) (Supply No. 1) dtd. 28 Aug. 41.

¹ AWS on 17 June 41; gasoline reserve 9 June 41.

² OCE file 3820 (Nat. Def.) 435; also quoted as par. 4, C/L (Fin. No. 144) (Supp. No. 1), 28 Aug. 41.

³ ANMB ltr. dtd. 17 June 41—see footnote 2 above.

⁴ Ltr. 11 July 41, CG, HD, to TAG 4 June 41, 3 July 41 (see footnote 1, page 1, herein); ltr. OCE to ANMB, 27 Aug. 41, file 3820 (Priority Preference Rating) 3.

⁵ TT 13 May 41 Div. Engr. to OCE, 676.3 (AWS-HW) 33; ltr. Div. Engr. to OCE 12 June 41, 676.3 (AWS-HW) 39; ltr. DE, Honolulu, to OCE 11 July 1941, 600.1 (Hwn. Dept. Airfields) 130; see also footnotes 4 and 5, page 3, herein.

⁶ 600.1 (Alaska) 184.

⁷ 3820 (Priority Preference Rating) 126.

2996 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

higher authorities for assistance in securing specific items had to be preceded first by exhaustive efforts on the part of the field to secure the items and, if unsuccessful, had to be fully supported with detailed information and supporting statements. Although this policy of the ANMB was not so intended, in practice it resulted in many fewer requests for assistance being submitted to higher authorities than the number of instances which actually existed.

17. Some of the cases which a search of the files in the Office of Chief of Engineers has disclosed are appended hereto.

JOSEPH L. D. MISIORA,
Lt. Colonel, Corps of Engineers,
Executive Officer; Fiscal Branch.

Incl.

List of Citations to Following Files:

- 600.1 (Hawaiian Dept. Airfields)
- 400.291 (Stock Piles QM)
- 635 (War Reserve)
- 3820 (Priority Preference Rating)
- 400.1301
- 676.3 (AWS-Hawaii)
- 600.1 (Hickam Field)
- 523.07 (Hawaiian Dept.)
- 3820 (National Defense)
- 686 (Bellows Field, TH)

[7] INCLOSURE TO MEMORANDUM PRIORITIES ON HAWAIIAN CONSTRUCTION
29 AUGUST 1944

Listed hereunder are citations to specific cases on file in the Office of the Chief of Engineers showing, in part, the assistance requested and rendered on priorities matters for construction projects in Hawaii up until the Pearl Harbor attack.

NOTE: A serial number reference in parenthesis, thus (40), denotes the appropriate location in the file, since the document does not bear its own serial number.

FILE: 600.1 (HAWAIIAN DEPARTMENT AIRFIELDS)

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
28 Feb. 41	40	S. Pac. Div. to OCE.....	TT—Requests priority rating on Contract W-414-eng-602—Hawaiian Constructors. TT—Authorizing A-1-g rating. Reports difficulty in transportation: "Constant changes in arrangements with Army Transport Service of national defense materials to Hawaii have hampered materially to expedite delivery." (See also letter 3 July 1941 CG, HD, to TAG referred to under file 523.07 (Hwn. Dept.) 1, herein.)
1 Mar. 41	(40)	OCE to So. Pac. Div.....	
3 Mar. 41	39	So. Pac. Div. to OCE.....	
11 Mar. 41	1st-39	OCE to So. Pac. Div.....	
1 Apr. 41	59	DE, Hon. to OCE.....	Transmits Certificate with A-1-g rating on Contract W-414-eng-602. See Serial No. 40. Transmits certificates on various items. Under the Priorities System each had to be preceded by a request as in the case of Serial No. 40 Requests not located in OCE file.
17 June 41	103	DE, Hon. to OCE.....	
17 June 41	104	DE, Hon. to OCE.....	
17 June 41	105	DE, Hon. to OCE.....	
17 June 41	106	DE, Hon. to OCE.....	
(8)			
11 July 41	130	DE, Hon. to OCE.....	Lists required information and contract W-414-eng-602 and subcontracts with completion dates. Requests priority rating "with authority to extend and reextend such ratings to suppliers. Because of the isolated location of the projects it is recommended that the priority ratings assigned be as high as possible consistent with current priorities directives. Transportation of the major portion of the equipment and supplies required in the execution of the work must be made from the mainland with subsequent transshipments via steamer and thence by local railroads on the islands involved."

FILE: 600.1 (HAWAIIAN DEPARTMENT AIRFIELDS)—Continued

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
22 July 41	1st, 130	OCE to ANMB.....	"Capt. Hershey (ANMB) informs this office that a rating of A-1-c would be applicable to this contract. The district engineer has been informed of this rating by wire."
22 July 41	(130)	OCE to DE, Hon.....	TT advising A-1-c rating authorized on contract eng-602.
1 Aug. 41	164	HWN Dept. Eng. to OCE.....	Requests rating for items for Hilo Elec. Co.
16 Aug. 41	1st, 164	OCE to ANMB.....	Transmits request for rating for Hilo Electric.
4 Sept. 41	184	HWN Dept. Eng. to OCE.....	Requests rating for steel and instruments ordered by Hilo Elec. through Honolulu Iron Works
11 Sept. 41	1st, 184	OCE to ANMB.....	Recommendations request be forwarded to OPM.
15 Sept. 41	191	ANMB to OPM.....	C. C. Re. Ser. 184 ANMB recommends A-1-d to OPM.
17 Sept. 41	1st, 191	OCE to So. Pac. Div.....	Advise OPM will assign A-1-d. Authorizes use of A-1-d.
[9]			
9 Sept. 41	187	So. Pac. Div. to OCE.....	Requests increase from A-1-c to A-1-a on cable required for distribution system at Wheeler and Hickam. A-1-c delivery promised February 1942 at earliest.
13 Sept. 41	1st, 187	OCE to So. Pac. Div.....	Advise that ANMB insists on clear showing what orders at manufacturer's plant will be displaced.
13 Sept. 41	204/1	CGHD to TAG.....	TT Referring to Clipper letter 28 July 41, OCE file 400.291 (Stock Pile QM)1, herein, stating that DE, Hon. received \$1,000,000 revolving fund for stock pile. Requests similar allotment to ZCQM.
16 Sept. 41	(204/1)	OCE to So. Pac. Div.....	Advise OC of S disapproves OCE stock pile fund.
22 Sept. 41	208	So. Pac. Div. to OCE.....	TT Re stock pile in Hawaii with OCE funds. Advise that DE, Hon. is applying funds to airfield improvement.
22 Sept. 41	204	TAG to CG, HD.....	Re TT Ser. 204/1. Funds for stock pile not approved. Engineers funds are for projects, not stock pile.
22 Sept. 41	1st, 204	TAG to OCE.....	Transmits copy of TT Ser. 204 and directs that funds be recalled if allotted for stock pile. See Ser. (204/1). 2nd, 3rd and 4th Ind. to Ser. 204 Shows compliance with Ser. 1st, 204.
20 Sept. 41	206	So. Pac. Div. to OCE.....	Requests information whether Hawaii is an "advance" base per ANMB ltr. 5 Sept. 41 which would entitle it to an A-1-a rating.
22 Sept. 41	(206)	OCE to So. Pac. Div.....	TT advises that Hawaii not considered an advance base. (It is recalled that at this time an informal attempt was made to have it considered as "advance").
26 Sept. 41	209	ANMB to OCE.....	Advise that OPM assigned A-1-c rating to Hilo Elec.
29 Sept. 41	1st, 209	OCE to So. Pac. Div.....	Transmits basic and quotes OCE TT to DE, Hon. that A-1-c rating may be assigned to all items regardless of critical list.
[10]			
29 Sept. 41	(209)	OCE to DE.....	TT advising A-1-c authorized to Hilo Elec.
1 Nov. 41	(256)	OCE to So. Pac. Div.....	Advise that QMG instructed ZCQM to make available to Engineers the stock pile (see Ser. Nos. 204, 204/1 and 208 in this file and Ser. Nos. 1 2 and 10 under 400.291 (Stock Piles QM)).

[11] FILE: 400.291 (STOCK PILES QM)

28 July 41	1	CG, HD to TAG.....	Reports delay in securing materials for construction. Three or four months are necessary to procure construction materials after funds are allotted. With the District Engineer's "construction crews now well organized, the rate of using these materials has greatly accelerated and stock is being depleted * * *". Refers to South Pacific Division Engineer's recommendation to give D. E. Honolulu \$1,000,000. for procurement of materials in advance (Recommendation of Div. not in OCE file.) Thinks the materials situation may become critical. He "strongly recommends that the suggestion of the Division Engineer, San Francisco, be adopted * * *". See also substance of letter of CG, HD to OCE 11 July 1941 under 523.07 (Hawaiian Dept.) 1; and TT of CG HD to TAG, 13 Sept. 1941 under 600.1 (Hawaiian Dept. Airfields) 204/1.
------------	---	--------------------	--

2998 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

FILE: 400.291 (STOCK PILES QM)—Continued

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
1 Aug. 41	1st, 1	TAG to OCE-OQMG	Remarks and recommendations.
7 Aug. 41	2nd, 1	OCE to OQMG to TAG	Recommends \$1,000,000 for stock pile from Air Corps funds. Reimbursement to be secured from 1943 funds.
21 Aug. 41	3rd, 1	OQMG to TAG	Advises OQMG established stock pile of lumber of \$600,000. Recommends additional \$500,000. for other materials.
27 Aug. 41	4th, 1	TAG to CG, HD	Revolving fund for Engineers not favorably considered. States QM will augment present stock pile, including materials other than lumber, Engineers to use but will replace materials.
27 Sept. 41		TAG to OQMG	1st Ind. to CG of 4th Ind. to Ser. 1 above, directing OQMG to establish stock pile available to Engineers.
[12]			
29 Sept. (?)	10	OQMG to ZCQM	Instructs ZCQM in Hawaii to enable Engineers to withdraw materials from stock pile as required.
20 Oct. 41	2	OQMG to ZCQM	Requests outline of steps taken to implement Ser. 10.
28 Oct. 41	1st, 2	ZCQM to OQMG	Reports that conference held 16 Oct. with D. E. Honolulu, and G-4 outlining plan.

[12A]

FILE: 635 (WAR RESERVE)

4 June 41	141	OCE to ANMB	Recommends highest possible rating for aviation gasoline reserve. "The need for building up adequate * * * reserves is of utmost importance."
9 June 41	1st, 141	ANMB to OCE	Authorizes A-1-b for Panama; A-1-c for Hawaii; and A-1-e for domestic projects.
12 Nov. 41	412	OCE to S. Pac. Div	Advises delivery dates for tanks. Offers assistance if dates are unsatisfactory.
3 Dec. 41	543/1	Supplier to OCE	Steel for gasoline storage for Hawaii being held-up. Requests assistance.
9 Dec. 41	543	OCE to OUSW	Information from supplier not sufficient but attempt made to secure assistance from OUSW Steel Unit. Pittsburgh D. E. advised that A-1-c is applicable since tanks are diverted to Hawaii.

[13]

FILE: 3820 (PRIORITY—PREFERENCE RATING)

8 Aug. 41	(3)	ACE to S. Pac. Div	Authorizes A-1-c to projects in Hawaii. Requests detailed information to support request for blanket rating.
27 Aug. 41	3	ACE to ANMB	Transmits information on Hawaiian projects submitted pursuant to TT Ser. (3).
18 Aug. 41	5	Hw. Dep. Engr. to OCE	Requests rating for steel for Honolulu Iron Works which is a supplier to defense contractors and should have stocks on hand. See also letter 15 Oct. 41, 400.1301134.
9 Sept. 41	21	ANMB to OPM	Recommending A-2 for Honolulu Iron Works, re Ser. 5.
6 Sept. 41	16	ANMB to OPM	Forwarding request recommending A-1-d on equipment for Honolulu water system.
11 Sept. 41		Gen. Reybold to ANMB	Outlines difficulties on construction because of priorities system since only end items and contracts are assigned ratings but not projects nor items not on critical list, yet these items contain materials which are critical. Requests addition of projects to critical list, including AWS (a general letter in which Hawaii was not mentioned specifically but the comments were pertinent thereto.)
23 Oct. 41	126	OCE to OPM	Requests Proj. Rating Order for Hawaii-Phil. Ferry Route.
24 Oct. 41	1st, 126	OCE to S. Pac. Div	Advising A-1-a assigned, re Ser. 126 (Blders. Ser. No. 62).
24 Oct. 41	(126)	OCE to S. Pac. Div	TT—Advising of A-1-a.
10 Oct. 41	127	Hw. Dept. Eng. to OCE	Requests assistance on equipment for Hilo Electric

[13] FILE: 3820 (PRIORITY—PREFERENCE RATING)—Continued

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
14 Oct. 41	131	Hw. Dept. Eng. to OCE....	Refers to letter dated 11 July 1941 from D. E., Honolulu (his file Engrl 400.174, not in OCE file), requesting assistance in getting hose for fire equipment for city of Honolulu. Requests further effort.
[14]			
30 Oct. 41	1st, 131	OCE to ANMB.....	Strong recommendation made to accrue hose.
13 Nov. 41	4th, 131	ANMB to OCE.....	Advises A-4 rating assigned.
13 Feb. 42	7th, 131	Hw. Dept. Eng. to OCE.....	Reports hose delivered.
13 Nov. 41	189	Hw. Dept. Eng. to OCE.....	Requests assistance on equipment for vocational school on national defense.

[15] FILE: 400.1301

NOTE: Requests listed herein for priorities assistance to local supplier, public utilities, city of Honolulu, and other non-defense agencies were supported by the Commanding General, HD, because the local suppliers maintained stocks upon which defense contractors drew, and because the other agencies directly or indirectly contributed to construction progress. These requests were submitted to the Office of the Chief of Engineers because the CG, HD, appointed the Department Engineer as priorities officer and coordinator. See letter from DG, HD, to OCE, dated 11 July 1941—file 523.07 (Hawaiian Department) 1.

26 July 41	1	Hwn. Dept. Eng. to OCE...	Requests rating for City of Honolulu water system materials.
13 Aug. 41	(1)	OCE to ANMB.....	Requests rating re Ser. 1.
28 July 41	5	Hwn. Dept. Eng. to OCE...	Requests assistance on lift trucks for a drayage company.
1 Aug. 41	8	Hwn. Dept. Eng. to OCE...	Requests assistance on steel and other materials for Honolulu Water system.
15 Aug. 41	1st, 8	OCE to ANMB.....	Transmits request re Ser. 8.
9 Sept. 41	61	OPM to Bd. Wtr. Sup.....	Assigns A-1-d to materials re Ser. 8.
2 Aug. 41	9	Hwn. Dept. Eng. to OCE...	Requests assistance for material for Hilo Electric Co.
18 Aug. 41	1st, 9	OCE to ANMB.....	Transmits request, re Ser. 9.
2 Aug. 41	11	Hwn. Dept. Eng. to OCE...	Requests assistance for rating on multi-fork trucks for Castle and Cooke Terminals, Ltd.
8 Sept. 41	59	OPM to Supplier.....	Assigns A-1-c, re request Ser. 11.
16 Aug. 41	12/1	ANMB to OPM.....	Recommends A-1-d on pipe and fittings, City of Honolulu. Basic request not on file.
8 Aug. 41	16	Hwn. Dept. Eng. to OCE...	Requests assistance on meters and other equipment for Hilo Electric.
22 Aug. 41	1st, 16	OCE to ANMB.....	Requests rating be secured from OPM re Ser. 16.
25 Aug. 41	112	ANMB to OPM.....	Recommends A-1-d to OPM.
9 Aug. 41	17	Hwn. Dept. Eng. to OCE...	Requests rating on fittings for school used in defense training.
26 Aug. 41	37/1	ANMB to OPM.....	Recommends A-4 to OPM re Ser. 17.
8 Aug. 41	18	Hwn. Dept. Eng. to OCE...	Requests rating for Honolulu Water System supply for housing.
25 Aug. 41	111	ANMB to OPM.....	Recommends A-1-d to OPM re Ser. 18.
[16]			
8 Aug. 41	19	Hwn. Dept. Eng. to OCE...	Requests rating for cement lined water pipe and fittings for City of Wahiawa. City "will be used for dispersion of evacuees from Honolulu and other crowded areas" in time of an emergency.
25 Aug. 41	110	ANMB to OPM.....	Recommends A-1-s to OPM re Ser. 19.
27 Sept. 41	89	ANMB to OCE.....	Advises OPM issued A-1-o to Wahiawa Water, re ser. 19.
21 Aug. 41	43	Hwn. Dept. Eng. to OCE...	Requests rating on materials and equipment for Hilo Electric.
26 Aug. 41	54	OCE to ANMB.....	Requests A-1-a for 50% of blasting caps, including for Hawaii.
3 Sept. 41	68	Hwn. Dept. Eng. to OCE...	Requests rating on material for electric system of private company.
16 Sept. 41	1st, 68	OCE to ANMB.....	Recommends assistance be obtained from OPM.
8 Sept. 41	72	Hwn. Dept. Eng. to OCE...	Requests rating for Hilo Elec. to extend its lines.
18 Sept. 41	1st, 72	OCE to ANMB.....	Transmits request re Ser. 72.
19 Sept. 41	76	ANMB to OPM.....	Recommends A-1-d for Hilo Elec., re Ser. 72.
16 Sept. 41	73	OPM to OCE.....	Advises A-1-d rating issued on water system.
18 Sept. 41	65	OCE to ANMB.....	Requests assistance on certain materials for Hilo Electric.
19 Sept. 41	75	ANMB to OPM.....	Transmits request to OPM without recommendation.
19 Sept. 41	74	OPM to OCE.....	Advises of A-1-d for Hilo Elec., re Ser. 65.

3000 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

FILE: 400.1301—Continued

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
2 Oct. 41	95	OPM to OCE.....	Assigns A-1-c in blanket to Hawaiian project (only reference is in index to file*400.1301).
29 Aug. 41	118	Hwn. Dept. Eng. to OCE....	Transmits 42 requests for ratings for Hilo Electric.
22 Sept. 41	105	Hwn. Dept. Eng. to OCE....	Recommends favorable action for police force equipment for County Provisional Police Guard.
15 Oct. 41	131	Hwn. Dept. Eng. to OCE....	Requests assistance for Honolulu Iron Works stock pile.
29 Oct. 41	1st, 134	OCE to ANMB.....	Recommends referring to OPM for favorable action.
[17]			
15 Oct. 41	135	Hwn. Dept. Eng. to OCE....	Requests rating on equipment for St. Francis Hospital.
28 Oct. 41	1st, 135	OCE to ANMB.....	Recommends reference to OPM for favorable action.
20 Oct. 41	139A	So. Pac. Div. to OCE.....	TT requesting A-1-a for Transpacific Ferry Route.
29 Oct. 41	163	Hwn. Dept. Eng. to OCE....	Requests A-1-d for Hilo Elec. equipment.
14 Nov. 41	1st, 163	OCE to ANMB.....	Recommends A-1-d, re Ser. 163.
31 Oct. 41	172	Hwn. Dept. Eng. to OCE....	Requests rating for St. Francis Hospital equipment.
1 Nov. 41	173	Hwn. Dept. Eng. to OCE....	Requests rating for sewerage system of Honolulu.
18 Nov. 41	1st, 173	OCE to ANMB.....	Recommends reference to OPM for rating.
5 Nov. 41	175	Hwn. Dept. Eng. to OCE....	Requests rating on equipment for St. Francis Hospital.
4 Nov. 41	148	OCE to So. Pac. Div.....	TT—Advising that A-1-c was assigned for all materials, critical and non-critical, for numerous projects by Preference Rating Order No. 19, Builders' Serial No. 60 (information therefor submitted to ANMB 27 Aug. 41, see 3820 (Priority Preference Rating) 3 in OCE).
19 Nov. 41	188	ANMB to OPM.....	Recommends A-1-d on manhole covers for City of Honolulu.
25 Nov. 41	189	OCE to Hwn. Dept. Eng....	Informs that St. Francis assigned A-1-d re Ser. 135

Following cases originating after Pearl Harbor are cited to show that A-1-c for Hawaii was not changed generally.

10 Dec. 41	258	So. Pac. Div. to OCE.....	TT—Quoting DE, Hon. requesting A-1-a for rock crushed.
13 Dec. 41		OCE to ANMB.....	Requests A-1-a for rock crushed re Ser. 258 (note on TT Ser. 258).
15 Dec. 41	254	ANMB to OCE.....	Authorizes A-1-a, re Ser. 258.
15 Dec. 41		OCE to So. Pac. Div.....	Advises A-1-a authorized, re Ser. 258.
[18]			
20 Dec. 41	274	So. Pac. Div. to OCE.....	Informs that A-1-a on approximately \$5,000,000 of equipment is not high enough. Requests OPM issue blanket AA rating for 60 days for all equipment.
22 Dec. 41	(274)	OCE to So. Pac. Div.....	Advises AA not favorably considered. Offers assistance on specific items.
16 Dec. 41	288	So. Pac. Div. to OCE.....	TT—Quoting DE, Hon. requesting AA on 15 generators.
17 Dec. 41	(288)	OCE to So. Pac. Div.....	Advises ANMB requests all information to consider case.
22 Dec. 41	305	OCE to So. Pac. Div.....	TT—Replying to SPD TT 19 Dec. 41 advises that request for blanket A-1-a or better for all materials not approved as it would disrupt priorities system. System must be controlled centrally. OCE will act on telephone or telegraph request direct from project but all information to be furnished in first instance.
22 Dec. 41	342	OCE to So. Pac. Div.....	Assigns A-1-a to all emergency repair required as a result of enemy action. AA upon request.

[19]

FILE: #676.3 (AWS—HAWAII)

13 May 41	33	S. Pac. Div. to OCE.....	TT—Requesting blankets rating for aerial cable for AWS Station on W-414-eng-784. Advises that track, cable, traction rope, structural steel, electric motors are required but are not on critical list. Completion required 20 Sept. 1941. CG, HD, desires station completed at earliest possible date. Recommends authorization of rating commensurate with desire of Department.
22 May 41	(33)	OCE to S. Pac. Div.....	TT—Advising ANMB assigned A-1-f to prime contractor for items on critical list (by 1st Ind., 20 May 1941 to Ser. 33).

FILE: #676.3 (AWS—HAWAII)—Continued

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
12 June 41	39	S. Pac. Div. to OCE.....	Refers to 13 May TT and advises A-1-f priority is not sufficiently high; that it will cause delay but cannot say how much. Informs that CG, HD states AWS is urgent. Requests highest possible rating.
17 June 41	1st, 39	OCE to ANMB.....	Stresses urgency of AWS.
20 June 41	2nd, 39	ANMB to OCE.....	Assigns A-1-c to AWS.
24 June 41	3rd, 39	OCE to S. Pac. Div.....	Advises of A-1-c and that contractor notified; offers further assistance. (See Ser. Nos. 45, 46 and 50.)
11 June 41	37	CG, HD to TAG.....	TT—Informs TAG that A-1-g on Contract 784 will result in delay of 15 weeks. Requests A-1-b.
17 June 41	2nd, 37	OCE to TAG.....	Advises TAG that A-1-c was assigned by ANMB upon telephonic request (pursuant to request from Division Engineer, see Ser. 39 above).
9 July 41	45	Contractor to OCE.....	Contractor gives evidence of inability to get steel deliveries.
11 July 41	(45)	OCE to Contractor.....	Informs contractor of procedure to get assistance.
[20]			
21 July 41	46	Contractor to OCE.....	Contractor requests assistance to obtain castings for AWS.
24 July 41	(46)	OCE to OPM.....	Submits forms and order for castings. Points out— “The project [AWS] on which this material is needed is one which is vital to the defense of Hawaii [and] which would take on added importance should the situation in the Pacific become more critical.” Urges every possible assistance be given to contractor.
11 Aug. 41	54	OPM to OCE.....	Advises that, by shifting patterns and order, castings will be delivered 15 Sept. 41.
12 Aug. 41	(46)	OCE to Contractor.....	Advises that OPM, by shifting patterns and order to another supplier, has moved up delivery to 15 Sept. 41.
13 Aug. 41	(57)	OCE to S. Pac. Div.....	Advises Division Engineer of 12 Aug. 41 letter to Contractor.
4 Aug. 41	50	Contractor to OCE.....	Requests higher rating on Contract 784, difficulty in getting steel.

[21] FILE: 600.1 (HICKAM FIELD)

8 Mar. 41	139	DE, Hon. to OCE.....	Transmits cc of priority certificate of A-1-g on W-414-eng-672, 696, 683, 722, 658, 669, 670 and 660. Requests for these priorities have not been located in OCE files, but under the priorities system each had to be preceded by a request which went to the ANMB for approval and for assignment of a rating.
8 Mar. 41	140	DE, Hon. to OCE.....	
8 Mar. 41	141	DE, Hon. to OCE.....	
8 Mar. 41	142	DE, Hon. to OCE.....	
1 Apr. 41	157	DE, Hon. to OCE.....	
1 Apr. 41	162	DE, Hon. to OCE.....	
28 Mar. 41	147	So. Pac. Div. to OCE.....	Requests extension of A-1-g to certain items not on the critical list.
6 Apr. 41	148	ANMB to OPM.....	Transmits request re Ser. 147 requesting A-1-e.
22 Apr. 41	186	So. Pac. Div. to OCE.....	Follow-up on Ser. 147 and 148.
29 Apr. 41	192	ANMB to OCE.....	Re Ser. 147. Advises that supplier can ship without rating.
12 June 41	270	So. Pac. Div. to OCE.....	Requests rating for tandem rollers (not critical item) for W-414-eng-602.
18 June 41	1st, 270	OCE to ANMB.....	Requests assignment of rating.
17 July 41	2nd, 270	ANMB to OCE.....	Advises OPM issued rating.
19 June 41	282	So. Pac. Div. to OCE.....	TT follow-up re Ser. 270 (A note on TT states OCE was advised that OPM wired supplier to release and Division Engineer was informed).
30 July 41	4th, 270	So. Pac. Div. to OCE.....	Advises shipment made.
6 June 41	274	So. Pac. Div. to OCE.....	TT requesting assistance on shipping of cable.
12 June 41	(274)	OCE to So. Pac. Div.....	TT DE Ser. 274 advises shipping arranged.
21 June 41	277	So. Pac. Div. to OCE.....	Requests A-1-b for steel in lieu of A-1-g on contract 722.
24 June 41	1st, 277	OCE to So. Pac. Div.....	Advises A-1-c is authorized.
24 June 41	(277)	OCE to So. Pac. Div.....	TT advises A-1-c is authorized.
7 July 41	303	So. Pac. Div. to OCE.....	Request priority for rock crusher on contract Eng 602.
10 July 41	1st, 303	OCE to ANMB.....	Requests rating. Informs ANMB that request for contract rating was requested under 600.1 (Hwn. Dept. Airfields) 130.
12 July 41	(303)	ANMB to OPM.....	Recommends A-1-c for rock crusher.
12 July 41	2nd, 303	ANMB to OCE.....	Transmits cc Ser. (303).
14 July 41	3rd, 303	OCE to So. Pac. Div.....	Advises A-1-c rating on contract 602 and transmits cc Ser. (303).

3002 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

FILE: 600.1 (HICKAM FIELD)—Continued

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
13 July 41 [22]	317	DE, Hon. to OCE.....	TT advising that A-1-e has been assigned to W-414-eng-696.
28 Nov. 41	(504)	OCE to OUSW.....	Steel Unit, OUSW, requested to secure allocation of steel for Fire Control and Repair Bldg. at Hickam which steel the Division Engineer cannot obtain.
2 Dec. 41	504	OUSW to OCE.....	Re Ser. (504). Advises that OPM requested to insert rolling of steel in January 1942 schedules.

[23]

FILE: 523.07 (HAWAIIAN DEPARTMENT)

Letter dated 11 July 1941 from CG, HD, to OCE (through TAG), filed as Serial No. 1 under this file. Although this letter primarily advises that the Commanding General appointed the Department Engineer as the coordinating officer on all priorities matters under his command, it contains as an inclosure a letter dated 3 July 1941 from the CG, HD, to the TAG. The substance of this letter, dated 3 July 1941, is important in that it reports upon materials and transportation difficulties on Hawaiian projects, and refers to prior reports made by him on the same subject.

The letter of 3 July 1941, in substance, as follows:

Increasing difficulties in procurement of materials. Hawaii presents special problems in procurement due to shipping. Construction agencies are anticipating their needs, but it is impossible to anticipate every item. There is no apparent coordination of shipping priorities on the West Coast. Contractors and local suppliers are encountering increasing difficulties. Reports that ANMB in its directive of 27 November 1940 placed Panama in an A-1-b priority, but assigned no similar blanket coverage for Hawaii. He stated that:

"The Aircraft Warning Service is the most important single project in this Department, and under the general classification in this directive the highest priority which could be assigned to it would be A-1-f. It is believed that the conditions facing this Department are similar to those in Panama and that * * * blanket priority classification for our defense projects should be authorized, and this rating should be high."

He recommended: high blanket ratings; authority be given him to select essential firms (local suppliers) to which ratings may be given; and the establishment of a liaison on shipping on the West Coast for shipping priorities.

[24]

FILE: 3820 (NATIONAL DEFENSE)

Date	File Serial No.	Office Originating & Receiving Corres.	Substance of Correspondence
11 July 41	482	Hwn Dept. Eng. to OCE....	Requests rating on "non-critical" items required by City of Honolulu and by Major Disaster Council.
15 July 41	1st, 482	OCE to Hwn Dept. Eng.	Advises only non-defense items which are vital to defense can be sent to OCE requesting assistance.
17 July 41	563	Hwn Dept. Eng. to OCE....	Requests assistance for 150 cast steel wheels for Inter-Island Steam Navigation Co., Honolulu. Required for doors on piers taken over by Army.
19 Sept. 41	6th, 563	ANMB to OCE.....	Assigns A-1-c to castings, re Ser. 563.
22 Sept. 41	(563)	OCE to So. Pac. Div.....	Advising A-1-c to castings, re Ser. 563.
31 July 41	564	ANMB to OCE.....	Advises OPM considering assigning project rating order on construction projects outside continental U. S. Specified data required to be submitted.
15 Aug. 41	619	OCE to ANMB.....	Data on Hawaiian projects submitted, re Ser. 564.

[25]

FILE: 686 (BELLOWS FIELD)

14 Oct. 41	19	DE, Hon. to OCE.....	Requests higher than routine rating (now A-1-c) to trucks for Bellows Field. A-1-a is needed. Delivery required 15 Oct. Promised—indefinite. Bellows Field "urgently needed". Field design by CG, HD as "ranking first in priority in program for development of outlying airports in the Hawaiian Islands * * *"
------------	----	----------------------	---

FILE: 686 (BELLOWS FIELD)—Continued

Date	File Serial No.	Offices Originating & Receiving Corres.	Substance of Correspondence
21 Oct. 41	2nd, 19	OCE to ANMB.....	Recommends A-1-a be assigned.
28 Oct. 41	26	So. Pac. Div. to OCE.....	Requests TT advice on A-1-a request for trucks, re Ser. 19.
29 Oct. 41	(26)	OCE_to_So_Pac_Div.....	Advises that supplier has difficulty obtaining materials. ANMB states it is rendering all possible aid. Will continue to advise on progress.

ARMY PEARL HARBOR BOARD EXHIBIT No. 30

SIGNAL CORPS, UNITED STATES ARMY

(Stamped:) MAR 3 1727 PM 1941.

Fort Shafter
Honolulu T H

Received at
51 WAR AB 262 WD
WASHINGTON DC 732P MAR 3 1941

COMMANDING GENERAL

Hawaiian Department, Fort Shafter, T. H.

In reply cite AGMO REUR fifth indorsement third January nineteen hundred forty one file engr six seven six point three period

Informal discussion with officials National Park Service indicates Department of Interior is opposed to permanent transfer of any additional land in Hawaii National Park comma but will grant special use permit for Red Hill installation as recommended by you period

Proposed road location appears satisfactory period

No difficulty anticipated regarding telephone line period

Park Service opposed to use of forty acre tract for camp site and suggest use of CCC Spur Camp in same general locality period

Some facilities at CCC Camp now and special use permit would be granted including permit to construct additional buildings and facilities comma with understanding that such installations will remain for park use when war department need no longer exists period

(Stamped:) 1940 MAR 4 AM 8:48

(Stamped:) RECEIVED 4 MAR 1941, H. Q. HAW'N. Dept. A. G. O.

(Stamped:) FOR ACTION

SIGNAL CORPS, UNITED STATES ARMY

Received at
NR 51 WAR AB PAGE TWO

Need for kitchen comma dining room comma private rooms for section chief and shower in combined communication and caretaking building at Red Hill not apparent and desired that consideration be given to holding this building to minimum to provide small storeroom comma latrine comma and room to shelter personnel not actually engaged in operating station period

All preliminary building plans must be submitted to Department of Interior prior to granting permits period

After agreement with superintendent national park desired you transit preliminary building plans to him for forwarding to Park Service in Washington period

Additional copies to War Department by air mail period similar radio being sent by Park Service to superintendent in Hawaii period

Your comments and recommendations desired by radio period

ADAMS
455P

(Stamped:) FOR ACTION
Form H. D. No. 1054

ARMY PEARL HARBOR BOARD EXHIBIT No. 31

HEADQUARTERS HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 4 March 1941.

Memorandum for Department Adjutant General:

Request that the following Secret official radiogram be sent. This message does NOT cover subject matter previously sent in a message, either in the clear or having a different security classification

This message is Routine

/s/ Robert J. Fleming, Jr.,
ROBERT J. FLEMING, JR.,
*Major, Corps of Engrs.,
Asst. Dep. Engr.*

Sent as Radiogram No. 2339-5
Approved for transmission:

/s/ Carl Grosse,
CARL GROSSE,
*Major, A. G. D.,
Asst. Adjutant Gen.*

THE ADJUTANT GENERAL,
Washington, D. C.

Fifth endorsement this headquarters three January Nineteen forty one file engr six seven six point three on Haleakala AWS installation represented best thought of officers making study Stop Your radio AGMO three March Nineteen forty one transmitted in clear does not appear to appreciate the seriousness of the situation Stop I have personally reviewed the Haleakala situation and find that the officers responsible for this project had already thoroughly considered all the questions raised in your radiogram Stop My comments on the points in your radio are as follows colon agree to construction at Red Hill under spacial use permit semicolon disagree with decrease proposed in combined communication and caretaking building as it will be necessary to maintain caretaking detachment at this point and adequate shelter and facilities must be provided at the high altitude period reference camp site comma possibility of use of CCC camp was thoroughly investigated and before any recommendations were submitted semicolon camp is now occupied by CCC and by park rangers semicolon in immediate vicinity of CCC camp there is not room for expanded facilities and for this reason the other site about a half mile distant is necessary for proper housing of men and equipment of the mobile unit semicolon in addition I am opposed to any joint housing with agencies not under War Department control as the great importance and secret nature of this equipment makes this highly undesirable Period reference necessity submitting building plans to Department of Interior comma I have received copy of letter from Secretary War to Secretary Navy which states that the AWS equipment would be available in this department in June and would be in operation shortly thereafter semicolon Haleakala is second most important station in the system and construction should not be delayed any further comma if building plans must be submitted to Interior Department for its detailed examination the completion of the Haleakala station which is vital both to the army and the navy in the present situation will be unduly delayed Paragraph

The seriousness of the situation requires that all administrative obstacles be removed semicolon this applies not only to the Haleakala installation but also to the entire project Period Now that basic decisions of location comma type of station comma and general plans have been reviewed and approved by the War Department I strongly recommend this project be decentralized and that I be authorized to make final decision on Design and layouts and such other details as may be required to expedite completion

SHORT

Enc sec by Capt R W Davis SC 245 PM Mar 5 '41

ARMY PEARL HARBOR BOARD EXHIBIT No. 32

[1] SIGNAL CORPS, UNITED STATES ARMY

The following message was received at Radio Station WTJ in CODE

SECRET

107 WAR BC 340 WD

WASHINGTON DC 837P Mar 12 1941

COMMANDING GENERAL,
Hawaiian Dept Ft Shafter TH

665 Twelfth yourrad two three nine you are authorized to make final decision on design and layout and other details of construction within limitations of funds now available for AWS projects in your department and subject to approval by Department of Interior of construction projects in national park Period Department of Interior desires preliminary building plans only showing size architecture and general appearance Period Plans will be submitted by you to Mister Wingate park superintendent for transmittal by him direct to Washington by air mail Period Expedite reply by radio Period Submission of duplicate plans by you direct to this office by air mail will facilitate and expedite action Period Park service advises CCC camp will be vacated to make room for army personnel and equipment Period Park ranger only will remain at station Period

[2] There will be no joint housing with other agencies Period Park service indicates that with concurrence of Superintendent Wingate it will recommend approval of Red Hill and CCC sites for War Department use with understanding that installations and buildings be approved by Department of Interior prior to construction Period. Department of Interior positively refuses occupancy of forty acre tract and demands that preliminary building plans be submitted as heretofore requested Period Appreciate fully your position but consider it highly undesirable to attempt further discussion with Department of Interior on these two questions Period Desired you contact Superintendent Wingate and submit further recommendations by radio regarding use of CCC camp site when vacated

ADAMS
657P

Received as a Secret communication. Decoded by: /S/ E Lt. JOSEPH ENGELBERTZ, SC. 8:00A 13 Mar 41

Answer should be marked "Answer to Code Message No. _____"

Note: See A. R. 330-5 and 335-5 for handling messages of this classification.
Form H. D. No. 1175

ARMY PEARL HARBOR BOARD EXHIBIT No. 33

SECRET

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF STAFF,
Washington, March 15, 1941.

Lieut. General WALTER C. SHORT,
*Commanding General, Hawaiian Department,
Fort Shafter, T. H.*

DEAR GENERAL SHORT: The matters referred to in your secret letter dated March 6, 1941, and the inclosures thereto, have been given careful study.

The War Department appreciates fully the necessity for the early establishment of the aircraft warning service stations in the Hawaiian Department. However, it will be necessary to comply with certain fixed regulations in those cases where facilities are to be established on lands pertaining to the Department of the Interior. The National Park Service officials are willing to give us the temporary use of their lands when other lands are not suitable for the purpose,

but they will not waive the requirements as to the submission of preliminary building plans showing the architecture and general appearance. They are also very definitely opposed to permitting structures of any type to be erected at such places as will be open to view and materially alter the natural appearance of the reservation.

I have given these matters my personal attention, and have conferred with officials of the National Park Service. War Department radiogram of March 12, 1941, outlines what appears to be the most practical solution at this time. The War Department finds it necessary to ask the Department of the Interior for the use of many tracts of land in the National Parks, and for their cooperation in the transfer of large areas of public lands. It is not believed that it would be advisable to attempt to alter the informal decisions of the Department of the Interior by carrying this matter to higher authority, or to prolong the discussion through official channels.

We are as anxious as you to work out a solution for these problems with the least practicable delay, and I know that I can count upon you for fullest cooperation.

Faithfully yours,

/s/ G. C. MARSHALL,
per WB.

In the absence of the Chief of Staff.

(Note in longhand:)

SHORT: Gen Marshall had this letter prepared but he went off on a trip before signing. I am sending it on.

/s/ BRYDEN.

ARMY PEARL HARBOR BOARD EXHIBIT No. 34

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT COMMANDER,
Fort Shafter, T. H.
Initials: /s/ OMM A.G.
Date: 29 May 1941

In reply refer to: Engr. 676.3
Subject: Base Camp Haleakala AWS Station
To: District Engineer, Honolulu, T. H.

1. Reference is made to 1st Indorsement, this headquarters, 9 May 1941, on your letter, file 2014-42, April 23, 1941, subject: "Haleakala Aircraft Warning Service Station."

2. The War Department has informed this headquarters by radio, paraphrase of which is attached as Inclosure No. 1, that the National Park Service has approved the building designs and layout and is issuing a special use permit for the 6.67 acre camp site. All negotiations with the War Department and the National Park Service concerning the Haleakala AWS Station have now been completed and your office is free to proceed with the construction of both summit installation and the base camp.

3. Also attached is copy of letter from Mr. Edward G. Wingate, Superintendent, Hawaii National Park, which states that the CCC Camp at Haleakala, recently vacated, is available for such use as the Army may care to make of it. There are accommodations at this camp for approximately 25 persons, including a mess hall which can be used for feeding twice that number. It may be convenient to utilize these facilities for quartering at least a portion of the construction crew which will be engaged on the work at the Haleakala sites.

4. Outside of the Mt. Kaala Station, the Haleakala installation is the most important link in the aircraft warning system and it is consequently essential that the work thereon be carried to early completion.

For the Commanding General:

O. M. McDole,
Major, A.G.D.,
Assistant Adjutant General.

2 Incls: #1—Paraphrase WD Rad #2—Ltr. fr/Mr. Wingate, 16 May 1941

ARMY PEARL HARBOR BOARD EXHIBIT No. 34A

Paraphrase

20 MAY 1941

C. G., HAWAIIAN DEPARTMENT:

Re your letters dated 31 March and 5 May as to the location of the base camp, Haleakala Aircraft Warning Service Station. The National Park Service has approved plans for proposed installations and for use of 6 and 2/3rds acre camp site as recommended by you. National Park Service, by radiogram dated 17 May 1941, notified Superintendent Wingate that you may proceed with installations as planned pending issue of special use permit now being prepared by Department of Interior. Your correspondence is being filed in the War Department.

ADAMS.

ARMY PEARL HARBOR BOARD EXHIBIT No. 34B

Subject: Base Camp, Haleakala AWS Station. (Eng. 676.3)

2014-54

1st Ind.

Honolulu, T. H., June 11, 1941.

OFFICE, DISTRICT ENGINEER,

To: The Commanding General, Headquarters Hawaiian Dept., Fort Shafter, T. H.

1. Noted.

2. It is planned to commence construction on the work outlined in basic letter at an early date.

/s/ W

THEODORE WYMAN, Jr.,
Lt. Col., Corps of Engineers,
District Engineer.

/s/ RN

Incls.: w/d.
BLR/gg

ARMY PEARL HARBOR BOARD EXHIBIT No. 35

Exhibit "L"

NECESSARY PRINCIPAL DECISIONS OR ACTIONS IN CONNECTION WITH AWS STATIONS BY VARIOUS AUTHORITIES

1. Reconnaissance and report of Board of Officers—Selection of Sites. (C. G. Hawaiian Dept., Chief Signal Officer, Chief Air Corps, Coast Artillery Corps.)
2. Review and approval by General Staff and W. D. Technical Service. (General Staff Chief Sig. Ofcr., C. G. Hawn Dept.)
3. Acquisition of Land.
 - a. Surveys by District Engineer.
 - b. Interior Dept. for Park Lands (Haleakala only).
 - c. Territory of Hawaii Lands at Kokee.
4. Estimate of Funds—By District Engineer & Dept Signal Officer Approval by Chief Signal Officer.
5. Availability of Funds and Allocation—Chief Signal Officer.
6. Plans and Specifications. *Furnished by*
 - a. (1) Towers and Detector Stations----- Sig. Corps.
 - (2) Communication Bldg. & Transmitter----- Sig. Corps.
 - (3) Generators----- Sig. Corps.
 - (4) Equipment for (1), (2) and (3)----- Sig. Corps.
 - (5) Equipment for information center----- Sig. Corps.
 - b. (1) Roads—Cableway----- Dist. Engr.
 - (2) Barracks, Camp, Power Bldg----- Dist. Engr. & Sig. Corps

6. Plans and Specifications—Continued	
b. (3) Utilities—Water Supply, Electric facilities, sewage, fences.....	<i>Furnished by</i> Dist. Engr.
(4) Erection & Installation of items in a, exclu- sive of interior radar equpt.....	Dist. Engr.
(5) Tunnel for Information Center.....	Dist. Engr.
7. Approval of Layout.....	C. G. Hawn Dept., Sig. Corps & Div. Engr.
8. Ordering and delivery of special bldgs & equipment in 6a.....	WPB & Sig. Corps.
9. Negotiating and approval of construction contract....	Dist. Engr. Div. Engr., CofE.
10. Material Procurement.....	WPB, Wash. Echelons
a. Lumber, cement, reinf. steel, elec. fixtures, struct. steel.....	Div. Engr & Dist. Engr.
b. Priorities on critical materials.....	WPB—Dist. Engr.
c. Stock piling—funds (Not allowed to build up stock except for specific authorized project)....	Dist. Engr.
11. Labor Procurement.....	Dist. Engr—Con- tractor
12. Actual Construction.....	Dist. Engr—Con- tractor

Of the foregoing 12 items, the Dist. Engr. in the Field has exclusive authority in only three, viz. 9, 11, and 12.

Delays or slowness in any of the others seriously affect time of completion. Such slowness or delays did occur in connection with most items.

ARMY PEARL HARBOR BOARD EXHIBIT No. 36

By the Authority of the District Engineer,
Honolulu, T. H.

14 Feb 41
Date

T. W.
Officer Affixing
Copy No. 1 of 3

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., February 14, 1941.

In reply refer to: 2014-38.

Subject: Approval of preliminary sketches and plans for proposed buildings at
A. W. S. Stations.

To: The Department Engineer, Headquarters Hawu. Dept., Fort Shafter,
T. H.

1. In accordance with your request there is attached two prints each of the following drawings:

<i>Title</i>	<i>File No.</i>
Proposed Communication Bldgs., Oahu, Maui and Kauai.....	F-4/8
Proposed Buildings, Maui and Kauai Base Stations.....	F-4/9
Proposed Buildings, Mount Kaala and Manawahua Stations....	F-4/10
Proposed Garage Bldgs., Hawaii, Maui, Kauai, Base Stations....	F/4/11

2. In order to expedite the preparation of necessary plans and specifications, it is desired that one set of the drawings be returned to this office with your approval.

/s/ Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer.

Incl.: 4 prints in dup.

ARMY PEARL HARBOR BOARD EXHIBIT No. 36A

Engr. 676.3.

Subject: Approval of preliminary sketches and plans for proposed buildings at AWS Stations.

1st Ind.

HEADQUARTERS, HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 6 March 1941.

To: District Engineer, Honolulu, T. H.

1. The general plans of the proposed communication buildings on Oahu, Maui, and Kauai are approved.

2. The proposed buildings for the Maui and Kauai base stations as shown on drawing F-4/9 are approved.

3. The proposed buildings for Mount Kaala and the layout at that station shown on your drawing, file No. F-4/10, are approved.

4. The proposed buildings shown for construction at Manawahua on this same drawing is not approved; a portable building will be substituted for this design. In connection with the approval of the layout at Mount Kaala attention is invited to section 1 (f page 4) of letter this headquarters, Engr. 676.3, 7 November 1940, to you, subject: "Construction of Aircraft Warning Stations," which requested that particular care be exercised in the construction of the station to take every advantage of possibilities for concealing the installations from aerial observation.

5. The proposed garage buildings shown in your drawing F-4/11 are approved for general designs. No further work should be done on the design of these garages, however, pending further instructions from this headquarters. The question of whether or not these garages will be constructed with funds of the Aircraft Warning Service project has been submitted to the War Department and no answer has as yet been received. You will be notified when a definite decision on this point has been received from the War Department.

For the Commanding General:

/s/ Carl Grosse,
CARL GROSSE,
Major, A. G. D.,
Assistant Adjutant General.

Incl: 4 prints in dupl. (1 set w/drawn)

(Stamp:) RECEIVED MAR 12 1941 U. S. Engineer Office, Honolulu, T. H.

ARMY PEARL HARBOR BOARD EXHIBIT No. 37

A. W. S. INFORMATION CENTER—FT. SHAFTER, OAHU

J. O. #39.0

Characteristics: This project consists of a series of interconnected tunnels 890 feet long and varying in diameter from 10 feet to 30 feet. Access to the tunnel is gained by two entrances. Originally the structure was to be located at Hickam Field, but later in June, 1940, it was decided to locate the center at Alimanu Crater. On 9 April 1941 the structure was finally located at Ft. Shafter, Oahu.

Ft. Shafter site approved by Commanding General, Hawaiian Department and War Department.....	9 April 1941
Layout plan (File No. F4/57) and estimates of cost of station submitted to Commanding General, Hawaiian Department, and Chief of Engineers.....	18 April 1941
Layout plan held by Headquarters Hawaiian Department and District Engineer notified that change in plan contemplated by War Department.....	17 May 1941
Plans of revised layout approved by Commanding General, Hawaiian Department.....	5 August 1941
Work started on station.....	19 June 1941
Percent complete on 7 December 1941.....	72%

This job at first contemplated a small tunnel about 600 feet long involving 3600 yards of rock with completion date fixed for August 11, 1941.

The project was expanded in the layout approved August 5, 1941 to 3 tunnels with a total length of 890 feet and about 10,200 yards of rock excavation. Due to the rooms and number of tunnels this was not straight driving. The completion date was fixed at December 15, 1941. This was not excessive. Hand methods were used initially. When the larger project was adopted, additional tunnel equipment was ordered.

Excavation was completed October 31, 1941. The % of completion on 7 December was only 72% because Using Services had not yet decided interior arrangement so that side walls could be completed. These decisions not made until after Pearl Harbor. During period immediately after Pearl Harbor it was used as a bomb proof shelter.

ARMY PEARL HARBOR BOARD EXHIBIT No. 38

WAR DEPARTMENT,
UNITED STATES ENGINEER OFFICE,
Honolulu, T. H., April 18, 1941.

Refer to file No. 2014

Subject: Cost Estimates A. W. S. Communication Center
at Fort Shafter, T. H.

To: Commanding General, Hawaiian Department, Fort Shafter, T. H.

1. Attached are two prints of drawing file No. F-4/57 showing general plan and sections of the A. W. S. Central Communication Station, together with estimates of cost for construction of this underground structure at Fort Shafter, T. H.

2. As requested under the 4th indorsement of the Department Engineer dated February 26, 1941, the length of the waiting room has been increased to 40 feet. The power room has been modified to include double doors and vestibule type entrance as shown on the above drawing.

3. The estimate attached herewith includes cost of materials, labor and equipment, mobilization and the necessary overhead, engineering and supervision. The total estimated cost is \$177,956.00.

4. A copy of this estimate and drawing is being forwarded to the Chief of Engineers, Washington, D. C.

/s/ Theodore Wyman, Jr.
THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers,
District Engineer.*

Incls.:

- 2 prints each of drawing file No. F-4/57
- 2 copies of estimates

ARMY PEARL HARBOR BOARD EXHIBIT No. 38A

Engr. 676.3

Subject: Cost Estimates, A. W. S. Communication Center at Fort Shafter, T. H.

1st Ind.

HEADQUARTERS, HAWAIIAN DEPARTMENT,
Fort Shafter, T. H., 17 May 1941.

To: District Engineer, Honolulu, T. H.

1. Action on approval of the design submitted by basic communication has been held in abeyance as a result of instructions received from the War Department that this structure for the Aircraft Warning Service would be combined with the Command Post for the Hawaiian Air Force and the Antiaircraft Groupment. Similarly the data necessary for your office to design the Command Post of the Air Force and of the Command Post of the Antiaircraft Groupment for which you were directed to prepare detail designs has not yet been submitted.

2. This entire matter is now undergoing final study at this headquarters and you will be advised of the final requirements of the Information Center, the Air Force Command Post and the Anti-aircraft Groupment Command Post in the near future. It is believed that the combination of these three units and the elimination of some duplication will result in a lowered cost.

For the Commanding General:

/s/ O. M. McDole
O. M. MCDOLE,
*Major, A. G. D.,
Assistant Adjutant General.*

Incls: w/drawn

ARMY PEARL HARBOR BOARD EXHIBIT No. 39

WAR DEPARTMENT,
OFFICE OF THE DIVISION ENGINEER,
SOUTH PACIFIC DIVISION,

351 California St., San Francisco, California, January 6, 1941.

[1]

File No. Contract No. W-414-eng-602.

HAWAIIAN CONSTRUCTORS,
Room 1216 Balfour Bldg.,
351 California Street,
San Francisco, California.

Attention Mr. C. C. Middleton

Subject: Authority to purchase plant and establish rental rates.

GENTLEMAN: You are hereby notified that the Assistant Secretary of War approved your Contract No. W-414-eng-602, January 4, 1941.

In accordance with Article II, paragraph 2, purchase of the following list of plant is authorized subject to the maximum amounts set opposite each item. If it is considered advisable to modify the list of plant, or change the makes or models of equipment proposed, application should be made to this office, or to the District Engineer, Honolulu, T. H. This authority covers the items discussed by Colonel Wyman and Mr. Middleton on December 24, 1940.

Item No.	Quantity	Description	Maximum approved unit cost f. o. b. origin
1	2	Northwest Shovels, 1½ cu. yd.	25,305.00
2	3	Tractors, with angledozers, RD-8 or RD-7 as alternates	7,886.40
3	1	Patrol grader No. 12 Caterpillar	6,258.00
		or No. 99 Austin-Western	7,272.00
4	1	Tractor, D-7, with sheepfoot rollers Ben Hulse D-7 and W 2 Sheep-foot	7,488.20
5	2	Compressors, 500 cu. ft. 2-stage, Diesel, C. P. or equal	8,875.00
6	15	4 cu. yd. dump trucks GMC Model AC-703, Model 361 engine, S 4452 transmission, W-12 body with model, F 4 C hoist, 10.00 x 20 mud and snow tread tires, model E-527 front axle, and E-2680 rear axle	3,780.00
7	2	1 cu. yd. Paver Ransome, Rex or Koehring as selected by contractor	3,578.00
[2]			
8	1	Batching Plant, 150 ton capacity Blaw-Know	3,200.00
9	2	¾ cu. yd. Shovel-crane, N. W. Model 25	12,580.00
10	3	5-ton trucks, Ford, with 5-ton Freuhauf trailers	(Price to be separately authorized).
11	1	40-ton low-bed trailer, Freuhauf or equal	5,088.00
12	1	Electric Welder, 300 amp. G. E., gas driven	995.00
13	1	10-ton Tandem roller, Buffalo-Springfield Model VT-21	4,350.00
14	1	3-ton Utility roller, Buffalo-Springfield model VT-9	2,350.00
15	1	Pug Mill, ½-ton capacity, Madsen Iron Works	2,677.50
16	4	¾-ton Pick-up trucks, Ford V-8	779.60
17	4	Light weight automobile sedans	865.50
18	4	Light weight automobile Coupes, Ford V-8	779.60
19	1	Rubber-tired sack mixer, gas driven	1,140.00
20	2	Drifters, 3½" G. D. Model AF-9H	515.00
21	1	12" Ventilating Fan, Sutterbilt Corp.	520.00
22	1	Concrete placing outfit, 7 cu. ft. electric Ransome	1,800.00
23	1	Crane, Z-1114, stiff-leg, mounted on a D-7 tractor	7,520.00
24	1	Logging winch, 2-drum, Heavy duty, D-7 Hyster	2,093.50

Attention is invited to items numbered 1 and 11. It is preferred by the contracting officer that 2½ cubic yard shovels be purchased instead of 1½ cubic yard size. If the 2½ cubic yard shovels are obtainable without undue delay authority is hereby given for their purchase. If shovels of 1½ cubic yard capacity are used it will be necessary to obtain a low-bed trailer of sufficient capacity to handle them. Authority is hereby granted to modify item 11 accordingly. The district engineer, Honolulu, T. H. and this office should be advised promptly as to the sizes of these two items and the purchase prices involved.

[3] Monthly rental rates for the equipment authorized by this letter shall be computed on the basis of one-twelfth of the purchase price, f. o. b. point of origin, not to exceed the maximum approved unit prices listed herein, plus one (1) percent per month, or fraction thereof, that such plant has been in use. The cost of any transportation shall not be included in this figure. See Article II, paragraph 2 of the contract.

It is desired by the contracting officer that this equipment be shipped by Army or other Government transport, if practicable, and if such transportation is available. Therefore, it is requested that you notify this office of probable shipping dates, weights and cubic measurements of the equipment. Application should be made on this office for necessary Government bills of lading for commercial shipments.

Yours very truly,

/s/ Warren T. Hannum,
WARREN T. HANNUM,
Colonel, Corps of Engineers,
Division Engineer.

ARMY PEARL HARBOR BOARD EXHIBIT No. 40

HEADQUARTERS HAWAIIAN DEPARTMENT,
OFFICE OF THE DEPARTMENT ENGINEER,
Fort Shafter, T. H., 8 September 1941.

In reply refer to : Engr. 676.3

Memorandum to District Engineer :

1. In accordance with conversation, Colonel Powell-Major Robinson, and Major Fleming, on the Aircraft Warning Service, it is requested that you arrange to obtain from the Signal Officer the necessary metal building and towers for installation at Kokee and Haleakala. As you know, the installation at Kokee will consist of the metal detector building and a 100-foot tower and at Haleakala, will consist of the combined metal building and 35-foot tower.

2. It is my understanding that these metal buildings are now on hand at the Signal Corps yard at Fort Shafter. This can be verified by having someone check the buildings on hand in the yard. If the buildings are now complete, shipment of them to Haleakala and Kokee and their erection at the site should be expedited.

3. It is also requested that erection of the power house at these two stations be expedited. It is understood that your office has designed and is furnishing all materials for these power houses. Their completion should be expedited in order to enable early installation of the equipment.

4. Also, in the discussion referred to, it was decided that the Signal Corps would furnish an employee at Kokee and at Haleakala to assist in the erection of the buildings and to see that they are properly screened and shielded as required. It is also tentatively agreed that the District Engineer would suballot funds to the Department Signal Officer to cover the cost of this employee's transportation and time while engaged on this work. In view of the need of this Signal Corps employee's assistance during the erection of the building, it is requested that you notify this office before the actual erection starts in order that arrangements can be made to send him to the site.

5. The Department Commander is extremely desirous that these stations be placed in operation without delay.

/s/ RF
ROBERT J. FLEMING, Jr.,
Major, G. S. C.

(Stamped:) RECEIVED SEP 9 1941 3:30 U. S. Engineer Office, Honolulu
T. H.

ARMY PEARL HARBOR BOARD EXHIBIT No. 40A

5-A

SEPTEMBER 23, 1941.

ND 676.3 AWS Kokee
 X ND 676.3 AWS Haleakala
 Aircraft Warning Service Stations

DEPARTMENT ENGINEER,
*Headquarters, Hawaiian Department,
 Fort Shafter, T. H.*

1. In answer to your memorandum of September 8 regarding the installation of the Aircraft Warning Service buildings at Kokee, Kauai and Haleakala, Maui, and the necessary funds for furnishing Signal Corps employees to assist in erection of these buildings, the following information is submitted for your convenience:

a. The necessary metal buildings and towers have been shipped to Kokee and Haleakala.

b. The necessary steel for the power houses at these stations is now being fabricated and upon completion the erection will be expedited.

c. Bill for the Signal Corps employees' time and transportation while engaged in this work will be submitted to the District Engineer and payment will be made directly from this office instead of suballotting the necessary funds to the Department Signal Officer as mentioned in memorandum referred to above.

d. The actual erection of the metal buildings and station towers at these stations will be started as follows: Haleakala, as soon as Signal Corps employees arrive; Kokee, approximately October 1, 1941.

2. You will be notified, as soon as can be determined, the exact date that erection of buildings and tower will be started. Arrangements have been made at these stations for the accommodation of the Signal Corps employees.

3. It is requested that this office be informed the day before the employees are to leave for Mani and Kauai.

(S) W
 THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers,
 District Engineer.*

(Stamped:) Dispatched Sep 24 1941 11:30 U. S. Engineer Office, Honolulu, T. H.

ARMY PEARL HARBOR BOARD EXHIBIT No. 41

U. S. NAVAL COMMUNICATIONS SERVICE

srs Contract 602

U. S. ENGINEER OFFICE,
Alexander Young Building, Honolulu, T. H., March 7, 1941.

Govt WD
 DIVISION ENGINEER,
San Francisco.

Reference is made to Kaala Cable Way Job Order Number Two Contract Eng Six Naught Two period Riblet Tramway Company of W Twenty Nine Main Avenue Spokane Washington USA designers manufacturers and erectors of aerial tramways has submitted a proposal to the Hawaiian Constructors to furnish a cable fob factory in accordance with our specifications and drawings for the total price of One Hundred Thousand Five Hundred Dollars including the services of an erection superintendent at Twenty Five Hundred Dollars period This proposal appears excessive period The estimate prepared by the board of officers who passed judgment on the proposed erection of the cable way is approximately Thirty Six Thousand Dollars period The local representative of Hawaiian Constructors advises me that this proposal was sent to five prospective

bidders but only the one bid cited above has been received period I have requested the Hawaiian Constructors to furnish me with additional proposals from other manufacturers period It is requested that the division engineer go into this matter and by inquiry determine whether or not other bidders are interested and what price should be paid for the cable way and towers desired period Early radio advice is requested

WYMAN

Certified to be US Govt. official business:

THEODORE WYMAN, JR.,
*Lt. Col., Corps of Engineers,
District Engineer.*

ARMY PEARL HARBOR BOARD EXHIBIT No. 42

6-E

WAR DEPARTMENT,
OFFICE OF THE CHIEF OF ENGINEERS,
Washington, August 5, 1940.

C. of E. 676.3 (Aircraft Warning Service)

Subject: Requirements for A. W. S. Building Construction.

To: The Chief Signal Officer.

1. The Chief of Engineers is apprehensive as to his ability to accomplish the design and construction of the necessary buildings for Aircraft Warning Service with fiscal year funds unless definite information can be obtained of Signal Corps requirements. Preliminary designs of structures have been prepared but it is felt that preparation of type plans for transmission to the field can not be completed until a definite statement of the equipment to go in each structure, and the space requirements for operation can be obtained. This information was requested by letter this office, dated May 21, 1940, subject: Requirements for A. W. S. Building Construction, C. of E. file 676.3 (A. W. S.), and has been requested informally at intervals since that time.

2. The Chief of Engineers is ready and anxious to cooperate in working out any details in connection with this important program. It is considered essential that basic information with type plans be transmitted to the constructing agencies, in the near future, with authority for local determination of details. Unless such information and necessary funds for accomplishment of the work are made available and authority decentralized the program will be seriously delayed.

For the Chief of Engineers:

C. L. ADCOCK,
*Major, Corps of Engineers,
Executive Officer.*

Copy of C. of E. 676.3 (Aircraft Warning Service) 21.

ARMY PEARL HARBOR BOARD EXHIBIT No. 42A

OCSigO 676.3—AWS Gen.
(8-5-40)

1st Ind. 6

WAR DEPARTMENT, OCSigO,
Washington, August 16, 1940.

To the Chief of Engineers.

1. Reference is made to your drawing "21 Man Barracks for AWS Station" dated April 3, 1940. This general plan and layout is suitable for fixed stations if due consideration be given to the local climate conditions and to the provision of space for heating plant as may be required. Space for personnel should be as follows:

a. Panama.

1 Officer, 22 enlisted men.

b. Hawaii.

Stations at Kokee and Haleakala.

2 detachments at each, consisting of

(1) 1 Officer, 19 enlisted men.

(2) 1 Officer, 26 enlisted men.

c. All other fixed stations requiring this type of construction—1 Officer, 19 enlisted men (Puerto Rico: Alaska; Kaala, T. H.).

d. Requirements at Burrwood, La., are not known at this time. If existing barracks space is now available there will be required only space necessary to house the communications and shop equipment, office, etc. This may also be available.

In connection with the stations in Hawaii, requirement for heating cannot be definitely stated other than that, from personal experience, provision for heating the communications building at Haleakala is essential. The requirements at the other two stations (Kokee and Kaala) should be investigated before completing the final plans.

Detailed projects have not yet been received enumerating the specific items of equipment to be installed at each station; however, there will be installed in the radio room a minimum of

a. 1 radio transmitter, 24' x 24' x 72' high, weight—1000 lbs.

2 radio receivers mounted in a rack 19' x 16' x approximately 76' high.

2 operating tables or desks, chairs, etc.

A power building located adjacent to the communications building is required for each fixed station. Except at Burrwood, La., where commercial power is available, the power building will house three power units and necessary switchboards. The minimum clear floor space required is 16' x 21' and ceiling height should be at least 9'. The building at Burrwood will house one power unit and should be 12' x 16' with 9' ceiling.

The communications building and power building at each station should be sufficiently removed from the detector station (minimum 300 yd.) to avoid interference with the operation of the detector. If practicable, these buildings should be located at somewhat less elevation than the detector.

2. Reference is made to your drawing "Preliminary AWS Information Centers" dated April 25, 1940. Requirements for the plotting room are stated by the Signal Corps Board as a room at least 30' x 30' x 20' high with a balcony 9' from the floor on at least two sides of the room, the major item of equipment being a plotting board 18' x 18'. The power room is required to provide space for an emergency power unit and switchboard. This room should be approximately 12' x 15' minimum.

The telephone room and radio room should each be approximately 12' x 25' minimum, the dimensions indicated providing for the most economical use of space. It is desirable, although not essential, that the radio room be readily accessible to the outside for installation of antenna lead-ins. The office should provide approximately the amount of floor space indicated in your drawing. The repair shop and storeroom may be reduced in area by about one-third.

3. In connection with the mobile detector stations no protection will be required for the equipment. No provision should be made at this time for quarters for personnel at these stations.

4. The information centers in the continental United States and Alaska are contemplated as separate buildings; in the overseas departments, the information centers will be combined with the command post. The information centers in the United States will be designed as splinter-proof with provision for later bomb-proofing as required. Provision will not be made at this time for housing for information center personnel.

5. All equipment should be suitably housed to give it the normal protection from excess moisture as is required for radio and telephone equipment in fire control installations.

6. It is requested that prior to their completion, plans be referred to this office, or that a representative of this office be given an opportunity to inspect such

plans, in order that provision may be made for necessary ducts for carrying communication and power circuits.

7. For all building one duct from the exterior will be required for communication cable and one for power cable. The detailed requirements within the buildings are not available at this time. It is hoped that this information will be available in the near future. There will be required for information centers and communications buildings provision for antenna lead-ins.

For the Chief Signal Officer:

PAUL C. GRIPPER,
Major, Signal Corps.

ARMY PEARL HARBOR BOARD EXHIBIT No. 43

[1]

[SECRET]

By order of the Chief of Engineers 10/23/41

/s/ JLP

WAR DEPARTMENT,

OFFICE OF THE CHIEF OF ENGINEERS,

3-N

Washington, October 23, 1941.

Refer to File No. 676.3 (AWS-Continental US)

Air Mail

Subject: Aircraft Warning Service—Foundation Drawings.

To: The Division Engineer, South Pacific Division, 1200 Balfour Building, 351 California Street, San Francisco, California.

1. Reproducible prints of drawings listed below are forwarded for use in the design and construction of foundations for antenna towers and transmitter buildings, where authorized, at approved fixed and semifixed Aircraft Warning Service Stations.

a. ES-D-6681-C, Floor Plan for Combined 36-foot Tower and Building used with Radio Set SCR-271.

b. ES-D-7418-A, ES-D-7419-A, ES-D-7420-A, Foundation Plan for 36-foot Tower and Building used with Radio Set SCR-271, for Three General Soil Conditions.

c. ES-D-7421-A, ES-D-7422-A, ES-D-7423-A, Foundation Plan for Tower TR-8 (100') used with Radio Sets SCR-271-A and SCR-270-C, for Three General Soil Conditions.

d. ES-D-7424-A, ES-D-7425-D, Foundation Plan and Floor Plan for Separate Transmitter Building used with SCR-271-A.

e. ES-D-7366-B, (Secret) Relative Position of 100-foot Tower TR-8 and Separate Transmitter Building used with SCR-271-A.

f. ES-D-6859-B, (Secret) ES-D-6860-A, (Secret) Sketches of 100-foot Tower and Separate Buildings used with SCR-271-A.

2. Drawing No. ES-D-6862, copies of which have been previously furnished to certain field offices has been superseded by the drawings listed in paragraph 1 a above, and is no longer applicable.

3. Action is being taken by the Office, Chief Signal Officer to change the classification of certain of the drawings listed above. [2] This office will furnish Division Engineers with a new set of the drawings as soon as notification of the change in classification is received.

By direction of the Chief of Engineers:

/s/ J. L. Person,

J. L. PERSON,

Major, Corps of Engineers,

Assistant Chief, Construction Section.

Inclosures: 12 Vandyke prints of drawings listed in par. 1.

Received Nov 24, 1941 at 8:00 a. m. in U. S. Engineer Office, Honolulu, T. H. as shown by receipt stamp.

ARMY PEARL HARBOR BOARD EXHIBIT No. 43A

[SECRET]

By Order of the Division Engineer South Pacific Division

October 30, 1941

Date

URDM

Officer Affixing

WAR DEPARTMENT,
OFFICE OF THE DIVISION ENGINEER,
SOUTH PACIFIC DIVISION,

351 California St., San Francisco, California, October 30, 1941.

Subject: Aircraft Warning Service—Foundation Drawings.

To: The Dist. Engr., U. S. Engr. Office, Sacramento, Calif.
The Dist. Engr., U. S. Engr. Office, San Francisco, Calif.
The Dist. Engr., U. S. Engr. Office, Honolulu, T. H.
The Dist. Engr., U. S. Engr. Office, Los Angeles, Calif.

1. There is furnished herewith for your information and guidance copy of self-explanatory letter from the Chief of Engineers dated October 23, 1941, on the above subject, together with one reproducible print each of the drawings referred to therein.

2. The new set of drawings referred to in paragraph 3 of the inclosed letter will be forwarded to your office as soon as received.

/s/ J. R. D. Matheson,
J. R. D. MATHESON,
Colonel, Corps of Engineers,
Acting Division Engineer.

Incl.—Cpy. O.C.E. ltr. dated 10/23/41, wth incls. thereto.

Received by U. S. Engineer Office Nov. 24, 1941, at 8:00 a. m. as shown by receipt stamp Honolulu, T. H.

ARMY PEARL HARBOR BOARD EXHIBIT No. 44

[6531]

OFFICE OF THE CHIEF OF ENGINEERS,
Washington, December 12, 1941.

3-N

Refer to File No. 676.3 (AWS-Cont. US)

Air Mail

Subject: Drawings and Instructions for Aircraft Warning Service Construction.

To: The Division Engineer,
South Pacific Division,
1200 Balfour Building,
351 California Street,
San Francisco, California.

1. Reproducible prints of drawings listed below applicable to foundations for and erection of the several types of Aircraft Warning Service towers and buildings, are forwarded for your information.

- a. ES-D-351-A Relative position of 100' tower and building.
- b. ES-D-8511 Standard building sheet-metal details.
- c. ES-D-8518 Electroforged grating.
- d. P-12619 (Blaw-Knox) Sections and bill of materials.
- e. P-12620 (Blaw-Knox) Sections.
- f. P-12085 (Blaw-Knox) Sheet-metal diagram—B-K building
19'8" x 20' x 12 $\frac{3}{5}$ '.
- g. P-12086 (Blaw-Knox) Steel diagram—B-K building 19'8"
x 20' x 12'2 $\frac{3}{8}$ '.

- h. P-12087 (Blaw-Knox) Ceiling for B-K building 19'8'' x 30' x 12'2 $\frac{3}{8}$ ''.
 i. P-15836 (Blaw-Knox) Foundation plan, transmitter building.
 j. P-12788 (Blaw-Knox) Erection diagram, transmitter building
 k. P-12789 (Blaw-Knox) Erection diagram, special radio tower.
 l. P-12790 (Blaw-Knox) Special radio tower.
 m. P-11659 (Blaw-Knox) Foundations for 100' special radio tower.
 n. P-12792 (Blaw-Knox)
 P-12793 (Blaw-Knox) Erection diagrams, 100' special radio tower
 P-12794 (Blaw-Knox)

2. Attention is invited to the fact that drawing P-11659 (Blaw-Knox) is the equivalent of drawings ES-D-7421, ES-D-7422, and ES-D-7423, previously furnished Division Engineers, and drawing P-15836 (Blaw-Knox) is the equivalent of drawings ES-D-7424, and ES-D-7425, which were also furnished Division Engineers in letter from this office dated October 23, 1941, subject: "Aircraft Warning Service—Foundation Drawings."

3. Also inclosed are five copies of each of the following erection instructions.

- a. "Erection Instructions for Blaw-Knox operation building—20' x 20' x 12'."
 b. "Instructions for erecting 100-foot special radio tower."
 c. "Instructions for erecting combination 36-foot tower and transmitter building."

By direction of the Chief of Engineers:

J. L. PERSON,
Major, Corps of Engineers,
Assistant, Chief Operations Branch.

Inclosures:

- 16 Drawings
 15 Specifications

ARMY PEARL HARBOR BOARD EXHIBIT No. 45

[1] STATEMENT OF COLONEL THEODORE WYMAN, JR.,
 COVERING ALLEGATIONS CONTAINED IN
 HOUSE REPORT NO. 1638, 78TH CONGRESS
 SECOND SESSION RELATING TO HIS
 RESPONSIBILITY FOR PEARL HARBOR DISASTER

WAR RESERVE AVIATION GASOLINE

J. B. 314, 5 September 1940, contemplated storage for 250,000 barrels for the Army and 100,000 barrels for the Navy, on the basis of an estimated cost of \$2.00 per barrel in commercial tanks of 25,000 barrel capacity. The directive of 28 December 1940 raised the estimate of cost to \$4.00 per barrel, reduced the quota (Army) for Hawaii to 100,000 barrels, and authorized preliminary surveys to be made. In March 1941, \$5,000 was made available to the District Engineer for these surveys.

The surveys were made in March 1941, and during March a representative of the Air Corps came to Hawaii, inspected sites and made recommendations. On 3 April 1941 the Commanding General forwarded to the Adjutant General his recommendations (in which the District Engineer and the Naval Commandant concurred) for locations at two sites. By letter 5 April 1941 the Chief of Engineers notified the District Engineer that priority for steel for tanks could not be obtained until the contract for the tanks had been let.

By letter 9 April 1941 the Chief of Engineers directed the District Engineer to prepare a definite project report for a total capacity of between 125,000 and 133,000 barrels, and by letter 21 April 1941 to submit recommendations regarding protection at both sites. On 21 June 1941 the District Engineer received notice that the proposed Army storage had been increased from 100,000 to 250,000 barrels.

[2] On 17 June 1941 the District Engineer was notified that funds had been authorized (\$600,000 cash and \$1,400,000 contract authorization) and directed to commit the contract authorization before 1 July. On 24 June 1941 the District Engineer forwarded his definite project report, stating that the construction for 200,000 barrels at Site "B" had been put under the Hawaiian

Constructors contract, and that the estimated completion time would be eight months. The Chief of Engineers, in forwarding this report to the Adjutant General, recommended 25,000 barrel capacity tanks instead of 50,000.

On 23 July 1941 the Division Engineer relayed to the Chief of Engineers the District Engineer's request to be permitted to proceed with excavation work, but on 26 July 1941 the District Engineer was instructed not to start work as the plans were being materially changed.

On 3 September 1941 the Adjutant General requested the Chief of Engineers to revise the plans. On 23 September 1941 the District Engineer was directed to proceed with construction at Site "B" but not to start work at Site "A" pending arrival in Honolulu of the Engineer's Advisory Committee. On 27 September 1941 the District Engineer was notified that installation of eight 40,000 barrel capacity tanks had been approved and that negotiations for procuring these eight tanks had been begun.

On 9 October 1941 the District Engineer forwarded the report of the Advisory Committee (which had been in Honolulu in September) and concurred in its recommendations, and on 31 October 1941 the District Engineer was directed to proceed with the work in accordance with the recommendations of the Advisory Committee. On 15 November 1941 the District Engineer informed [3] the Division Engineer that he estimated the tanks and the pipe line could be installed sixty days after their arrival. Construction began 19 November 1941 with a completion date of 1 June 1942. On 25 November 1941 the District Engineer wired the Division Engineer requesting immediate shipment of the channel anchors and bars. By letter 25 November 1941 the Division Engineer forwarded to the District Engineer a copy of an indorsement for the Chief of Engineers to the Navy stating that four tanks would be shipped by 30 November and the steel for the other five by 15 January 1942. On 28 November 1941 the District Engineer was notified that the channel anchors and bars were shipped 26 November.

Plans and specifications for the 40,000 barrel tanks were received by the District Engineer 22 December 1941.

[Hand written:] The foregoing history is conclusive that it would have been impossible to have completed the war reserve gas storage by the date of Pearl Harbor.

ARMY PEARL HARBOR BOARD EXHIBIT No. 46

[RESTRICTED]

WAR DEPARTMENT

OFFICE OF THE CHIEF OF ENGINEERS

Contracts and Claims Branch

Bond, \$-----

Surety-----

Notice to proceed received by contractor -----, 19--

To be commenced-----

To be completed within six months.

Completed-----, 19--

Final payment made-----, 19--

Voucher No.-----

Contract No. W 414 Eng. 602

File No. 600.1 (Hawaiian Oept.)-3

Payment card by ----- Indexed by -----

ARTICLES OF AGREEMENT

Entered into December 20, 1940.

Contractor: Hawaiian Constructors consisting of W. E. Callahan Construction Co., Gunther and Shirley Co., and Rohl-Connally Co. and Ralph Wooley.

Address: Honolulu, T. H.

For Construction of works of National Defense at locations within the Hawaiian Islands.

Total amount, Cost \$1,097,673.00
 Fee 52,220.00

District Honolulu.

Appropriation Seacoast Defense.
 Insular Department.

Progress Report

Month	Percent Complete	
	Scheduled	Actual
-----	S/A See form 50	-----

- C. O. #10 11-14-41 Additional work.
- C. O. #11 4-21-41 Reimburse contractor—about \$18,000.
- S. A. #43 3-14-42 \$150,000.00
 Fee 1,050.00
- S. A. 13 1-20-42 \$4,020,530.00
 Fee 57,725.00
- S. A. 24 2-12-42 Add'l provision re communications
- S. A. 25 2-27-42 \$4,459,000.00
 Fee 43,205.00
- S. A. 11 1-3-42 Adding Hwn. Cont. Co. to joint venture
- C. O. #13 (pt.1) 5-13-42 Modify Contract No money
 Terminate Contract 5-15-42

Contract W-414-eng-602 Hawaiian Constructors

Job Orders transmitted to GAO

No.	Date of transmittal	No.	Date of transmittal	No.	Date of transmittal
20.6	4-4	58.2	6-22	49.0	" "
21.0	4-21	47.0	6-22	20.3	" "
20.0	4-21 (Secret)	60.0	6-22	28.0	" "
29.0	4-22 (Secret)	65.0	6-22	31.0	7-17 Reg.
2.2	5-21-42	65.1	6-22	48.0	7-17 Reg.
73.0	"	65.2	6-22	38.0	7-22 Reg.
55.0	"	65.3	6-22	44.0	" "
83.0	"	65.4	6-22	88.0	" "
74.0	"	92.0	6-22	8.1	" "
54.2	"	47.0	6-22	51.0	" "
21.3	6-12	58.5	6-25 (Secret)	59.0	" "
47.1	"	75.0	7-9 (Secret)	36.0	" "
59.0	"	3.6	7-17 Reg.	47.3	" "
20.2	6-13 (Secret)	3.8	" "	93.0	" "
47.2	6-22	6.0	" "	96.0	7-29 Secret

Contract W-414-eng-602

Hawaiian Constructors

Job Orders transmitted to GAO

No.	Date of transmittal	No.	Date of Transmittal
27.0	1-22 (Regular)	67.0	3-3 (Regular)
Specs. to accompany above		48.0	3-3 (Regular)
24.0	1-27 Restricted	31.0	3-3 (Regular)
81.0	1-27 Secret	50.0	3-3
63.0 (with Addendum No. 1)	1-27 Secret	42.0	3-9 Secret
19.0 (with Addenda Nos. 1, 2, 3)	2-3 Secret	28.0	3-11 (Regular)
39.0	2-3 Secret	33.0	3-11 (Regular)
44.0	2-6 (Regular)	17.0	3-12 Secret
52.0	2-6 (Regular)	86.0	3-14 (Regular)
66.0	2-7 (Regular)	9.0	3-19 Secret
64.0	2-14 Secret	30.0	3-20 (Regular)
36.0 and 37.0	2-16 (Regular)	5.0	3-23 Secret
26.0	2-17 Secret	9.2	3-30 (Regular)
40.0	2-21 (Regular)	69.0	3-30 (Regular)
70.0	2-21 (Regular)	12.1	3-30 (Regular)
8.0 (3 volumes)	2-25 Secret	68.0 & 68.1	3-30 (Regular)
32.0	3-3 (Regular)	9.1	3-30 (Regular)
		8.2	3-30 (Regular)
		20.4	4-3 (Regular)

Contract W-414-eng-602

Hawaiian Constructors

Job Orders transmitted to GAO

RESTRICTED

SECRET

No.	Date of transmittal	No.	Date of transmittal	No.	Date of transmittal
6.2	11-27-41	3.2	11-27-41	1.0	11-27-41
6.1	11-27-41	3.3	11-27-41	15.0	11-27-41
5.2	11-27-41	3.4	11-27-41	18.0	11-27-41
6.0	11-27-41	3.5	11-27-41	11.0	11-27-41
5.1	11-27-41	3.6	11-27-41		
3.9	11-27-41	3.7	11-27-41	4.0	11-27-41
8.1	11-27-41	3.0	11-27-41	2.1	11-27-41
20.3	11-27-41	3.1	11-27-41	14.0	11-27-41
10.1	11-27-41				
3.8	11-27-41			13.0	11-27-41

21.1	-----	11-29-41	Restricted
22.0	-----	12- 6-41	Secret
7.1 and 7.2	-----	12-20-41	Secret
20.1, 20.120, 20.130, and 20.140	-----	1-14-42	(Regular)
2.30	-----	1-16-42	(Regular)
20.5	-----	1-16-42	(Regular)
7.3 and 7.4	-----	1-19-42	Secret
7.0	-----	1-19-42	Secret

[1] [Stamped:] OFFICE CHIEF OF ENGINEERS 600.1 (Haw. Dept.)3
 JAN 1 1941 Sub. 1 and copy 3814 (Natl. Defense) 393/1 acctg.

[RESTRICTED]

Seacoast Defense

Appropriation Titles: Insular Department
 Symbol Numbers: 21011210: 21010605: 21x1204

Contract No. W414-Eng-602

C. P. F. F. Form No. 1
 Approved by the Assistant Secretary of War
 July 12, 1940

COST-PLUS-A-FIXED-FEE CONSTRUCTION CONTRACT

WAR DEPARTMENT

Contractor: Hawaiian Constructors, Honolulu, T. H., consisting of W. E. Callahan Construction Co., a Nebraska Corporation, Gunther and Shirley Company, a Nebraska Corporation, ~~W. E. Callahan Construction Company~~ and Rohl-Connolly Company, a Nevada Corporation.

Fixed-fee, \$52,220.

Contract for the construction of works of National Defense at locations within the Hawaiian Islands.

Place Islands of Hawaii, Maui, Oahu and Kauai.

Estimated cost of project, \$1,097,673.00.

Payments to be made by Finance Officer at Honolulu, T. H.

The supplies and services to be obtained by this instrument are authorized by, are for the purpose set forth in, and are chargeable to the following procurement authorities, the available balances of which are sufficient to cover the cost of the same:

CAC 126 P34-99 A1200-01
 SC 1450 P23-99 A0605-01
 Eng 305 P13-99 A1204-N
 Eng 306 P16-99 A1204-N

THEODORE WYMAN, Jr.,
 Theodore Wyman, Jr.
Lt. Col. C. E.
Contracting Officer.

This contract is authorized by the following laws: National—Defense—Strengthening—Chapter 508, 3d Session (Public—No. 703—76th Congress).

I hereby authorize change of this classification from "SECRET" to "RESTRICTED."

[2] COST-PLUS-A-FIXED-FEE CONSTRUCTION CONTRACT

THIS CONTRACT, entered into this 20th day of December, 1942 by THE UNITED STATES OF AMERICA, hereinafter called the Government, represented by the Contracting Officer executing this contract, ~~W. E. Callahan Construction Company~~ Hawaiian Constructors, Honolulu, T. H., consisting of W. E. Callahan Construction Company, a Nebraska Corporation, Gunther and Shirley Company a Nebraska Corporation and Rohl-Connolly Company, a Nevada Corporation. ~~corporation organized and existing under the laws of the State of Nebraska partnership consisting of~~ (not applicable).

"and" individual trading as (not applicable) of the City of Honolulu in the Territory of Hawaii hereinafter called the Contractor, witnesseth that:

In order to expedite the building up of the national defense, it is necessary, out of moneys appropriated for national defense purposes for the fiscal year ending June 30, 1941, to enter into a contract, without advertising, for the construction, rehabilitation, conversion, and/or installation at various military posts, depots, stations, and other locations within the Hawaiian Islands, such plants, buildings, facilities, utilities and/or appurtenances as are or may become necessary to the functioning of the national defense plan.

¹ Delete all lines which do not apply.

and when additional moneys, appropriated for national defense purposes, become available, provided such additional work is ordered to be done by the Contracting Officer. [4] in accordance with the drawings and specifications or instructions contained in appendix "A" hereto attached and made a part hereof, or to be furnished hereafter by the Contracting Officer and subject in every detail to his supervision, direction, and instructions.

It is estimated that the total cost of the construction work covered by this contract will be approximately One Million Ninety Seven Thousand Six Hundred Seventy Three dollars (\$1,097,673.00), exclusive of the Contractor's fee, and that the work herein contracted for will be ready for utilization by the Government within six (6) months from the date of this contract. It is expressly understood, however, that the Contractor does not guarantee the correctness of either of these estimates. The estimated total cost set forth above is based upon a detailed estimate agreed to by both the Government and the Contractor, a copy of which is on file in the office of ²The Chief of Engineers.

In consideration for his undertaking under this contract the Contractor shall receive the following:

- (a) Reimbursement for expenditures as provided in article II.
- (b) Rental for Contractor's equipment as provided in article II.
- (c) A fixed fee in the amount of Fifty-two thousand, two hundred twenty dollars (\$52,220) which shall constitute complete compensation for the Contractor's services, including profit and all general overhead expenses.

2. The Contracting Officer may, at any time, by a written order and without notice to the sureties, make changes in or additions to the drawings and specifications, issue additional instructions, require additional work, or direct the omission of work covered by the contract. If such changes cause a material increase or decrease in the amount or character of the work to be done under this contract, or in the time required for its performance, an equitable adjustment of the amount of the fixed fee to be paid to the Contractor shall be made and the contract shall be modified in writing accordingly. Any claim for adjustment under this article must be asserted within 10 days from the date the change is ordered: Provided, however, That the Contracting Officer, if he determines that the facts justify such action, may receive and consider, and, with the approval of the Chief of Branch, adjust any such claim asserted at any time prior to the date of final settlement of the contract. If the parties fail to agree upon the adjustment to be made the dispute shall be determined as provided in article XV hereof. But nothing provided in this article shall excuse the Contractor from proceeding with the prosecution of the work so changed.

3. The title to all work, completed or in the course of construction, shall be in the Government. Likewise, upon delivery at the site of the work or at an approved storage site and upon inspection and acceptance in writing by the Contracting Officer, title to all materials, tools, machinery, equipment and supplies, for which the Contractor shall be entitled to be reimbursed under article II, shall vest in the Government. These provisions as to title being vested in the Government shall not operate to relieve the Contractor from any duties imposed under the terms of this contract.

4. The work shall be executed in the best and most workmanlike manner by qualified, careful, and efficient workers, in strict conformity with the best standard practices.

[5] 5. Except it be otherwise authorized by the Contracting Officer, all materials shall be of the best quality of their respective kinds. If the Contracting Officer requires that the Contractor submit for prior approval samples of materials proposed for use in the work covered by this contract, the Contractor shall make no commitments for such materials until the submitted sample has been approved by the Contracting Officer.

ARTICLE II—COST OF THE WORK

Reimbursement for Contractor's Expenditures.

1. The Contractor shall be reimbursed in the manner hereinafter described for such of his actual expenditures in the performance of the work as may be approved or ratified by the Contracting Officer and as are included in the following:

- (a) All labor, material, tools, machinery, equipment, supplies, services, power,

² Insert name of chief of branch concerned.

and fuel necessary for either temporary or permanent use for the benefit of the work. All articles of machinery or equipment valued at \$300 or less shall be classed as tools and shall be charged directly to the work. Title thereto shall thereupon pass to the Government.

(b) All subcontracts made in accordance with the provisions of this agreement.

(c) Rental actually paid by the Contractor, at rates not to exceed those approved by the Contracting Officer, ~~mentioned in the schedule of rental rates in appendix "B," hereto attached and made a part hereof, except as hereinafter set forth;~~ for construction plant in sound and workable condition, such as pumps, derricks, concrete mixers, boilers, clamshell or other buckets, electric motors, electric drills, electric hammers, electric hoists, mechanical shovels, locomotive cranes, power saws, engineers' levels and transits, and such other equipment exceeding \$3.0 in value as may be necessary for the proper and economical prosecution of the work. Each contract for the rental of construction plant or parts thereof by the Contractor from third parties shall be in a form prescribed by the Secretary of War, shall be subject to approval by the Contracting Officer, and shall contain the same provisions entitling the Government to acquire title to such plant or any part thereof upon the same conditions as those contained in paragraph 2 of article II of this contract.

(d) Loading and unloading at the site of the work of construction plant, owned or rented by the Contractor; the transportation thereof to the place or places where it is to be used in connection with said work and return transportation f. o. b. cars to the point of original shipment or equivalent mileage, except as hereinafter set forth; the installation and dismantling thereof, and such repairs and spare parts as are not included in the rental; provided such repairs or spare parts are not made necessary by defects in such plant, or parts thereof, or by the fault or negligence of the Contractor or his employees; but charges for transportation of such construction plant over distances in excess of 500 miles must have the written authorization of the Contracting Officer in advance.

(e) Transportation charges on materials and supplies.

(f) Transportation and traveling expenses to and from the work of the necessary field forces for the economical and successful prosecution of the [6] work; expenses of procuring labor and expediting the production and transportation of material and equipment. Expenditures under these items must have the written authorization of the Contracting Officer in advance.

(g) Salaries of resident engineers, superintendents, timekeepers, foremen, and other field employees of the Contractor in connection with the work. In case the full time of any field employee of the Contractor is not applied to the work his salary shall be included in this item only in proportion to the actual time applied thereto. No person shall be assigned to service by the Contractor as superintendent of construction, chief engineer, chief purchasing agent, chief accountant, or similar position in the Contractor's field organization, or as principal assistant to any such person, until there has been submitted to and approved by the Contracting Officer a statement of the qualifications and experience of the person proposed for such assignment. The regular salary or compensation rate of any such person shall not be in excess of the highest salary or compensation rate received by him during the year preceding the date of this contract plus such increase as the Contracting Officer may approve.

(h) Temporary rights in land required in connection with the work.

(i) Buildings and equipment required for necessary field offices, commissary, hospital and other facilities and the cost of maintaining and operating said offices, hospital and other facilities, including minor expenses such as telegrams, telephone service, expressage, and postage. The cost of maintaining commissary buildings and utility service therein will be reimbursed, but the cost of all commissary operating personnel and supplies will be borne by the Contractor. All commissaries shall be operated as nearly as possible without profit or loss and shall be subject to such sanitary regulations as the Contracting Officer may prescribe.

(j) Premiums on such bonds and insurance policies as the Contracting Officer may require for the protection of the Government; the cost of all public liability, employer's liability, workmen's compensation, fidelity, fire, theft, burglary, and other insurance that the Contracting Officer may approve as reasonably necessary for the protection of the Contractor.

(k) Losses and expenses, not compensated by insurance or otherwise (including settlements made with the written consent of the Contracting Officer), actually

sustained by the Contractor in connection with the work and found and certified by the Contracting Officer to be just and reasonable.

(l) The cost of reconstructing and replacing any of the work destroyed or damaged, and not covered by insurance, but expenditures under this item must have the written authorization of the Contracting Officer in advance.

(m) Payments from his own funds made by the Contractor under the Social Security Act, and any applicable State or local taxes, fees, or charges which the Contractor may be required on account of this contract to pay on or for any plant, equipment, process, organization, materials, supplies, or personnel; and, if approved in writing by the Contracting Officer in advance, permit and license fees, and royalties on patents used including those owned by the Contractor.

[7] (n) Such portion of the transportation traveling, and hotel expenses of officers, engineers, and other employees of the Contractor as is actually incurred in connection with this work. Expenditures under this item must have the written authorization of the Contracting Officer in advance.

(o) When specifically approved in advance by the Chief of Branch, a reasonable allowance for work done in the Contractor's general offices exclusively for and directly chargeable to the work.

(p) Such other items as should, in the opinion of the Contracting Officer, be included in the cost of the work. When such an item is allowed by the Contracting Officer, it shall be specifically certified as being allowed under this paragraph.

(q) It is agreed that, unless otherwise authorized by the Contracting Officer, all allowances as items of cost on account of the work under this contract for travel expenses and subsistence provided for herein shall conform to the allowances authorized by the "Standardized Government Travel Regulations."

Rental for Contractor's Equipment.

2. Rental shall be paid to the Contractor for such construction plant or parts thereof, as he may own and furnish, at not to exceed the rates mentioned in the schedule of rental rates hereto attached; except as hereinafter set forth, approved by the Contracting Officer. Except as specified below, such rental shall begin on the date of the delivery of such plant, or part thereof to a common carrier for shipment to the site of the work, as evidenced by the bill of lading covering such shipment, and shall terminate, unless title thereto passes to the Government at an earlier date, on the date of the delivery of such plant, or parts thereof, to a common carrier for shipment from the site of the work Government dock at Fort Mason, Calif., as evidenced by the bill of lading covering such shipment, provided such plant, or parts thereof, are so delivered without delay after notice by the Contracting Officer to the Contractor that such plant, or parts thereof, are no longer required; otherwise, the rental shall terminate on the date of such notice. If such plant, or any part thereof, is not in sound and workable condition when it arrives at the site of the work, the rental period therefor shall not begin until such plant, or parts thereof, shall have been placed in sound and workable condition at the expense of the Contractor, and no rental therefor shall be paid for any prior period. If such plant, or parts thereof, cannot be placed in sound and workable condition, no transportation charges for the shipment thereof shall be included in the cost of the work or paid, either directly or indirectly, by the Government. Determination as to whether such plant, or parts thereof, are in sound and workable condition shall, in every instance, be made by the Contracting Officer. Slight delays in the use of such plant, or parts thereof, caused by necessary minor or field repairs and replacements shall not interrupt the rental period, but no rental shall be paid for the period of any delay in the use of such plant, or parts thereof, caused by other than necessary minor or field repairs. When such construction plant or any part thereof shall arrive at the site of the work, the Contractor shall file with the Contracting Officer a schedule setting forth the fair valuation at that time of each part of such construction plant. Such valuation shall be deemed final unless the Contracting Officer shall, within 10 days after the machinery has been set up and working, modify or change such valuation. When and if the total rental paid to the Contractor for any such part shall equal the valuation thereof, plus one percent (1%) per month for each [7A] Before the delivery of any item of plant to the site of the work, the contractor shall file with the contracting officer a schedule setting forth the fair valuation, at that time of each part of such construction plant. Such valuation shall be deemed final unless the contracting officer shall, within 10 days after the

machinery has been set up and working, modify or change such valuation. Any new equipment purchased by the contractor for rental on the job must be acceptable to the contracting officer, and no purchase of any item of equipment at a cost exceeding \$500 shall be made without prior approval of the contracting officer. When and if the total rental paid to the Contractor for any such part shall equal the valuation thereof, plus one percent (1%) per month for each month or fraction thereof such part has been in use, no further rental therefor shall be paid to the Contractor, and title thereto shall vest in the Government. At the completion of the work or upon termination of the contract as provided in article VI, the Government may at its option purchase any part of such construction plant by paying to the Contractor the difference between the valuation of such part or parts, plus one percent (1%) per month for each month or fraction thereof such part or parts have been in use and the total rentals theretofore paid for such part or parts. The contracting officer will furnish necessary fuel and lubricants required for the operation of the construction plant at the site of the work. The contractor will maintain at all times a suitable supply of repair parts acceptable to the contracting officer, payments for such parts delivered to the site of the work and deemed necessary by the contracting officer for the maintenance and operation of the plant will be made upon presentation of a receipted proper invoice.

[8] month or fraction thereof such part has been in use, no further rental therefor shall be paid to the Contractor, and title thereto shall vest in the Government. At the completion of the work or upon termination of the contract as provided in article VI, the Government may at its option purchase any part of such construction plant by paying to the Contractor the difference between the valuation of such part or parts, plus one percent (1%) per month for each month or fraction thereof such part or parts have been in use and the total rentals theretofore paid for such part or parts.

SEE PAGE 7-A

General

3. The Government reserves the right to furnish any materials, construction equipment, machinery, or tools necessary for the completion of the work.

4. The Government reserves the right to pay directly to common carriers any or all freight charges on construction plant, materials, and supplies.

5. The Government reserves the right to pay directly to the persons concerned all sums due from the Contractor for labor, materials, or other charges.

6. Rates of rental as substitutes for scheduled rental rates may be agreed upon in writing between the Contractor and the Contracting Officer, such rates to be in conformity with similar rates of rental charged in the particular territory in which the work covered by this contract is to be performed. Such substitute rates shall be subject to the approval of the Chief of Branch, but shall be followed until so approved, at which time any necessary adjustments in prior payments will be made.

7. No salaries of the Contractor's executive officers, no part of the expense incurred in conducting the Contractor's main office or regularly established branch offices, and no overhead expenses of any kind, except as specifically authorized in section 1 of this article, shall be included in the cost of the work; nor shall any interest on capital employed or on borrowed money be included in the cost of the work.

8. The Contractor shall, to the extent of his ability, take all cash and trade discounts, rebates, allowances, credits, salvage, commissions, and bonifications, and when unable to take advantage of such benefits he shall promptly notify the Contracting Officer to that effect and the reason therefor. In determining the actual net cost of articles and materials of every kind required for the purpose of this contract, there shall be deducted from the gross cost thereof all cash and trade discounts, rebates, allowances, credits, salvage, commissions, and bonifications which have accrued to the benefit of the Contractor or would have so accrued except for the fault or neglect of the Contractor. Such benefits lost through no fault or neglect on the part of the Contractor, or lost through fault of the Government, shall not be deducted from gross costs.

9. All revenue from the operations of the hospital or other facilities, except commissaries, or from rebates, discounts, refunds, etc., shall be accounted for by the Contractor and applied in reduction of the cost of the work.

[9]

ARTICLE III—PAYMENTS

Reimbursement for Cost.

1. The Government will currently reimburse the Contractor for expenditures made in accordance with article II upon certification to and verification by the Contracting Officer of the original signed pay rolls for labor, the original said invoices for materials, or other original papers. Generally, reimbursement will be made weekly but may be made at more frequent intervals if the conditions so warrant.

Rental for Contractor's Equipment.

2. Rental as provided in article II for such construction plant or parts thereof as the Contractor may own and furnish shall be paid monthly upon presentation of proper vouchers.

Payment of the Fixed-Fee.

3. The fixed-fee prescribed in article I shall be compensation in full for the services of the Contractor, including profit and all general overhead expenses. Ninety percent (90%) of said fixed-fee shall be paid as it accrues, in monthly installments based upon the percentage of the completion of the work as determined from estimates made and approved by the Contracting Officer. Upon completion of the work and its final acceptance, any unpaid balance of the fee shall be paid to the Contractor. If the contract is terminated for the convenience of the Government, before completion, the Contractor will be paid that proportion of the prescribed fee which the work actually completed bears to the entire project, less fee payments previously made. If the contract is terminated due to the fault of the Contractor, no additional payments on account of the fee will be made.

Payments by Contractor.

4. If bills for purchase of material, machinery or equipment, or pay rolls covering employment of laborers or mechanics incurred by the Contractor or by any subcontractor hereunder are not promptly paid by the Contractor or subcontractor as the case may be, the Contracting Officer may, in his discretion, withhold from payments otherwise due the Contractor an amount equivalent to the amount of any such bill or pay roll. Should the Contractor neglect or refuse to pay such bills or pay rolls or to direct any subcontractor to pay such bills or pay rolls within five (5) days after notice from the Contracting Officer so to do, the Government shall have the right to pay such bills or pay rolls directly, in such event a deduction equal to five percent (5%) of the amount so paid directly shall be made from the Contractor's fee.

Final payment.

5. Upon completion of the work and its final acceptance in writing by the Contracting Officer, the Government shall pay to the Contractor the unpaid balance of the cost of the work determined under Article II hereof, and of the fee, less any sum that may be necessary to settle any unsettled claims for labor or material, or any claim the Government may have against the Contractor. The Contracting Officer shall accept the completed work with reasonable promptness. [10] The Contractor shall, if required, furnish the Government with a release of all claims against the Government arising under and by virtue of this contract other than such claims, if any, as be specifically excepted by the Contractor from the operation of the release in stated amounts to be set forth therein.

ARTICLE IV—RECORDS AND ACCOUNTS—INSPECTION AND AUDIT

1. The Contractor agrees to keep records and books of account, on a recognized cost-accounting basis, showing the actual cost to him of all items of labor, material, equipment, supplies, services, and other expenditures of whatever nature for which reimbursement is authorized under the provisions of this contract. The system of accounting to be employed by the Contractor shall be such as is satisfactory to the Contracting Officer.

2. The Contracting Officer shall at all times be afforded proper facilities for inspection of the work and shall at all times have access to the premises, work and materials, to all books, records, correspondence, instructions, plans, drawings, receipts, vouchers, and memoranda of every description of the Contractor pertaining to said work; and the Contractor shall preserve for a period of 3 years after completion or termination of this contract, all books, records, and other papers herein mentioned.

3. Any duly authorized representative of the Contractor shall be accorded the privilege of examining the books, records, and papers of the contracting officer relating to the cost of the work for the purpose of checking up and verifying such cost.

ARTICLE V—SPECIAL REQUIREMENTS

1. The Contractor hereby agrees that he will:

(a) Procure and thereafter maintain such bonds and insurance in such forms and in such amounts and for such periods of time as the Contracting Officer may approve or require.

(b) Procure all necessary permits and licenses; obey and abide by all applicable laws, regulations, ordinances, and other rules of the United States of America, of the State, Territory, or subdivision thereof wherein the work is done, or of any other duly constituted public authority.

(c) Unless this provision is waived in writing by the contracting officer, reduce to writing every contract in excess of two thousand dollars (\$2,000) made by him for the purpose of the work hereunder for services, materials, supplies, machinery, or equipment, or for the use thereof; insert therein a provision that such contract is assignable to the Government; make all such contracts in his own name, and not bind or purport to bind the Government or the Contracting Officer thereunder. No purchases in excess of \$500 shall be made or placed without the prior approval of the Contracting Officer.

(d) Enter into no subcontract for any portion of the work, except in the form prescribed by the Secretary of War, nor without the written approval of the Contracting Officer. Subcontracts are defined as contracts entered into by the Contractor with others which involve the performance, wholly or in part at the site of the work, of some part of the work described in Article I hereof.

[11] (e) At all times during the progress of the work keep at the site thereof a duly appointed and qualified representative who shall receive and execute on the part of the Contractor such notices, directions, and instructions as the Contracting Officer may give.

(f) The Contracting Officer may require the Contractor to dismiss from the work such employee as the Contracting Officer deems incompetent, careless, insubordinate, or otherwise objectionable.

(g) At all times use his best efforts in all acts hereunder to protect and subserve the interest of the Government.

ARTICLE VI—TERMINATION OF CONTRACT BY GOVERNMENT

1. Should the Contractor at anytime refuse, neglect, or fail to prosecute the work with promptness and diligence, or default in the performance of any of the agreements herein contained, or should conditions arise which make it advisable or necessary in the interest of the Government to cease work under this contract, the Government may terminate this contract by a notice in writing from the Contracting Officer to the Contractor. Such termination shall be effective in the manner and upon the date specified in said notice and shall be without prejudice to any claims which the Government may have against the Contractor. Upon receipt of such notice the Contractor shall, unless the notice directs otherwise, immediately discontinue all work and the placing of all orders for materials, facilities, and supplies in connection with performance of this contract and shall proceed to cancel promptly all existing orders and terminate work under all subcontractors insofar as such orders and/or work are chargeable to this contract.

2. If this contract is terminated for the fault of the Contractor, the Contracting Officer may enter upon the premises and take possession, for the purpose of completing the work contemplated by this contract, of all materials, tools, equipment, and appliances and all options, privileges, and rights, and may complete or employ any other person or persons to complete said work.

3. Upon the termination of this contract as hereinbefore provided, full and complete settlement of all claims of the Contractor arising out of this contract shall be made as follows:

(a) The Government shall assume and become liable for all obligations, commitments, and claims that the Contractor may have theretofore in good faith undertaken or incurred in connection with said work and in accordance with the provisions of this contract; and the Contractor shall, as a condition of receiving the payments mentioned in this article, execute and deliver all such papers and

take all such steps as the Contracting Officer may require for the purpose of fully vesting in the Government the rights and benefits of the Contractor under such obligations or commitments.

(b) The Government shall reimburse the Contractor for all expenditures made in accordance with Article II and not previously reimbursed.

(c) If this contract is terminated for the convenience of the Government, the Government shall reimburse the Contractor for such further expenditures after the date of termination for the protection of Government property and for accounting services in connection with the settlement of this contract as the Contracting Officer may approve.

[12] (d) The Government should pay to the Contractor any unpaid balance for the rental of the Contractor's equipment in accordance with Article II to the date of termination, and if any of the Contractor's equipment is retained by the Government under the provisions of this article, additional compensation therefore shall be paid in accordance with Article II, either by purchase or rental at the election of the Contracting Officer.

(e) The obligation of the Government to make any of the payments required by this article, or by paragraph 3, Article III of this contract, shall be subject to any unsettled claims for labor or material or any claim the Government may have against the Contractor.

ARTICLE VII—PREFERENCE FOR DOMESTIC ARTICLES

1. In the performance of the work covered by this contract the Contractor, subcontractors, materialmen or suppliers, shall use only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and only such manufactured articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States. The foregoing provision shall not apply to such articles, materials, or supplies of the class or kind to be used or such articles, materials, or supplies from which they are manufactured, as are not mined, produced or manufactured, as the case may be, in the United States in sufficient and reasonably available commercial quantities and of a satisfactory quality, or to such articles, materials, or supplies as may be excepted by the head of the department under the proviso of title III, section 3, of the act of March 3, 1933, 47 Stat. 1520 (U. S. Code, title 41, section 10b).

2. Inasmuch as the materials listed below or the materials from which they are made are not mined, produced, or manufactured, as the case may be, in the United States in sufficient and reasonably available commercial quantities and of satisfactory qualities, their use in the work herein specified is hereby authorized without regard to the country of origin:

Asbestos.	Nickel.
Balsa wood.	Nickel alloy
China wood oil	(Monel metal).
(Tung oil).	Platinum.
Chromium.	Rubber.
Cork.	Silk.
Jute.	Sisal.
Kaurigum.	Teak wood.
Lac.	Tin.

Articles, materials, or supplies made in the United States and containing mercury, antimony, tungsten, or mica of foreign origin may be used (subject to the requirements of applicable specifications) in the work herein specified, if such manufactured articles, materials, or supplies have been made in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States.

ARTICLE VIII—CONVICT LABOR

The Contractor shall not employ any person undergoing sentence of imprisonment at hard labor.

[13]

ARTICLE IX—RATES OF WAGES—NONREBATE

1. In accordance with the act of August 30, 1935 (49 Stat. 1011; 40 U. S. C. 276a and 276a-1), the following provisions shall apply:

(a) The Contractor or his subcontractor shall pay all mechanics and laborers employed directly upon the site of the work, unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account the full amounts accrued at the time of payment, computed at wage rates not less than those established by the Secretary of Labor for the work herein specified, regardless of any contractual relationship which may be alleged to exist between the Contractor or subcontractor and such laborers and mechanics; and the scale of wages to be paid shall be posted by the Contractor in a prominent and easily accessible place at the site of the work. The Contracting Officers shall have the right to withhold from the Contractor so much of accrued payments as may be considered necessary by the Contracting Officer to pay to laborers and mechanics employed by the Contractor or any subcontractor on the work the difference between the rates of wages required by the contract to be paid laborers and mechanics on the work and the rates of wages received by such laborers and mechanics and not refunded to the Contractor, subcontractors, or their agents.

(b) In the event it is found by the Contracting Officer that any laborer or mechanic employed by the Contractor or any subcontractor directly on the site of the work covered by the contract has been or is being paid a rate of wages less than the rate of wages required by the contract to be paid as aforesaid, the Government may, by written notice to the Contractor, terminate his right to proceed with the work or such part of the work as to which there has been a failure to pay said required wages and prosecute the work to completion by contract or otherwise and the Contractor shall be liable to the Government for any excess costs occasioned the Government thereby.

2. Should the Contractor or any subcontractor pay to any laborer or mechanic a wage based upon a rate in excess of the wage rate for the classification in which said laborer or mechanic is included as established for the work by the Secretary of Labor, such increased wage shall be at the expense of the Contractor and shall not be reimbursed by the United States. When, in connection with the audit and check by the Contracting Officer or his authorized representative, of the Contractor's pay rolls, prior to reimbursement as contemplated in paragraph 1 of article II hereof, it is found that one or more laborers and/or mechanics have been paid wages at rates in excess of the wage rates, established for such laborers and/or mechanics, the reimbursement made to the Contractor on account of such pay rolls will not include such excess payments. The provisions of this section shall not apply when wage rates for a particular classification greater than those prescribed by the Secretary of Labor have been approved in writing by the Contracting Officer who executed this contract or his successor.

3. The Contractor shall furnish to the Government representative in charge at the site of the work covered by this contract or if no Government representative is in charge at the site, shall mail to the Federal agency having control of the project, within 7 days after the payment of each and every weekly pay roll, an affidavit in the form prescribed by regulations issued jointly by the Secretary of the Treasury and the Secretary of the Interior under date of January 8, 1935, or any modification thereof pursuant to the act of June 13, 1934 (48 Stat. 948; 40 U. S. C. 276b and 276c), sworn to by the officer or employee of the Contractor supervising such payment to the effect that each and every person employed on the work has been paid in full the weekly wages shown on the pay roll covered by the affidavit; that no rebates, or deductions from any wages due such employee or employees not required by law have been made either directly or indirectly, and that to the best of the knowledge and belief of the affiant no agreement or understanding exists with any person employed on the project pursuant to which any person, directly or indirectly, by force, intimidation, threat, or otherwise, induces or receives any deductions or rebates in any manner whatever from any sum paid or to be paid any person for labor performed in carrying out this contract. At the time upon which the first affidavit with respect to wages paid employees is filed the Contractor shall also furnish an affidavit executed by its president or a vice president, setting forth the name of the officer or em-

[14]

ployee who supervises the payment of employees and stating that such officer or employee is in a position to have full knowledge of the facts set forth in the affidavit respecting the payment of wages of employees. A similar affidavit shall be filed immediately in the event that a change is made in the officer or employee who supervises the payment of employees. The Contractor shall cause appropriate provisions to be inserted in all subcontracts relating to this work to insure fulfillment of the requirements of this article.

ARTICLE X—WORKMEN'S COMPENSATION LAWS

The act of June 25, 1936 (49 Stat. 1938, 1939; 40 U. S. C. 290), provides that the several States have authority to make their workmen's compensation laws applicable to contracts for the construction, alteration, or repair of a public building or public work of the United States, and the several States are vested with the power and authority to enforce such State laws on lands of the United States.

ARTICLE XI—ACCIDENT PREVENTION

The Contractor shall at all times exercise reasonable precautions for the safety of employees on the work and shall comply with all applicable provisions of Federal, local, State, and municipal safety laws and building and construction codes.

ARTICLE XII—OFFICIALS NOT TO BENEFIT

No Member of or Delegate to Congress, or Resident Commissioner, shall be admitted to any share or part of this contract or to any benefit that may arise therefrom, but this provision shall not be construed to extend to his contract if made with a corporation for its general benefit.

ARTICLE XIII—APPROVAL REQUIRED

This contract shall be subject to the written approval of ~~Assistant~~ Under Secretary of War and shall not be binding until so approved.

ARTICLE XIV—COVENANT AGAINST CONTINGENT FEES

The Contractor warrants that he has not employed any person to solicit or secure this contract upon any agreement for a commission, percentage, brokerage or contingent fee. Breach of this warranty shall give the Government the right to terminate the contract, or in its discretion, to deduct from payments due the Contractor the amount of such commission, percentage, brokerage, or contingent [15] fee. This warranty shall not apply to commissions payable by Contractors upon contracts or sales secured or made through bona fida established commercial or selling agencies maintained by the Contractor for the purpose of securing business.

ARTICLE XV—DISPUTES

Except as otherwise specifically provided herein, all disputes concerning questions of fact arising under this contract shall be decided by the Contracting Officer, subject to written appeal by the Contractor within 30 days to the Chief of Branch concerned or his duly authorized representative, whose decision shall be final and conclusive upon the parties hereto, when the amount involved is \$15,000 or less. When the amount involved is more than \$15,000, the decision of the Chief of Branch shall be subject to written appeal within 30 days by the Contractor to the Secretary of War or his duly authorized representative, whose decision shall be final and conclusive upon the parties hereto. In the meantime the Contractor shall diligently proceed with the work as directed.

ARTICLE XVI—CONTRACTOR'S ORGANIZATION AND METHODS

Upon the execution of this contract the Contractor shall submit to the Contracting Officer a chart showing the executive and administrative personnel to be regularly assigned for full or part-time service in connection with the work under contract, together with a written statement of the duties of each person and the administrative procedure to be followed by the Contractor for the control and direction of the work; and the data so furnished shall be supplemented

as additional pertinent data become available. There shall also be submitted to the Contracting Officer by the Contractor charts of the various field organizations showing all personnel, other than artisans, mechanics, helpers, and laborers to be assigned for full or part-time service outside of the central-office organization, together with a written statement of the duties and rates of pay of each person and the procedure proposed to be followed by the Contractor for the accomplishment of all field work, including temporary requirements; and the data so furnished shall be supplemented as additional pertinent data become available. Statements of procedure shall include purchasing, disbursing, accounting, transportation, storage, employment, housing, sanitation, subsistence, recreation, and similar essential activities and methods.

ARTICLE XVII—DEFINITIONS

1. The term "Chief of Branch" refers to the head of a branch or bureau of the War Department, viz., the Quartermaster General, the Chief of Engineers, etc.

2. The term "his duly authorized representative" shall mean any person authorized by the Secretary of War or a chief of branch, as the case may be, to act for him, other than the Contracting Officer.

3. Except for the original signing of this contract, the term "Contracting Officer" as used herein shall include his duly appointed successor or his authorized representative.

[16]

ARTICLE XVIII—ALTERATIONS

The following changes were made in this contract before it was signed by the parties hereto:

APPENDIX "B" was added.

In Article 11, Section 2, line 9, the words "the site of the work" were deleted and in lieu thereof the following words were inserted: "Government dock at Fort Mason, Calif." Beginning in line 26 of said Article and Section with the word "When" the balance of the section was deleted and page 7A added.

ARTICLE XIX—EIGHT-HOUR LAW—OVERTIME COMPENSATION

No laborer or mechanic doing any part of the work contemplated by this contract, in the employ of the contractor or any subcontractor contracting for any part of said work contemplated, shall be required or permitted to work more than eight hours in any one calendar day upon such work at the site thereof, except upon the condition that compensation is paid to such laborer or mechanic in accordance with the provisions of this article. The wages of every laborer and mechanic employed by the contractor or any subcontractor engaged in the performance of this contract shall be computed on a basic day rate of eight hours per day and work in excess of eight hours per day is permitted only upon the condition that every such laborer and mechanic shall be compensated for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay. For each violation of the requirements of this article a penalty of five dollars shall be imposed upon the contractor for each laborer or mechanic for every calendar day in which such employee is required or permitted to labor more than eight hours upon said work without receiving compensation computed in accordance with this article, and all penalties thus imposed shall be withheld for the use and benefit of the Government: *Provided*, That this stipulation shall be subject in all respects to the exceptions and provisions of U. S. Code, title 40, sections 321, 324, 325 and 326, relating to hours of labor, as in part modified by the provisions of Section 303 of Public Act No. 781, 76th Congress, approved September 9, 1940, relating to compensation for overtime.

ARTICLE XX—LOADING AND UNLOADING RAILWAY CARS

The contractor shall load promptly all railroad cars furnished for loading upon his order and shall unload from railroad cars promptly upon arrival all shipments consigned to him and shall provide storage facilities and other facilities necessary for these purposes; and the contractor shall not order railway cars for loading unless they can be loaded promptly and shall not cause or permit shipments to be consigned to him unless they can be unloaded from railroad cars promptly upon arrival.

[17] IN WITNESS WHEREOF, the parties hereto have executed this contract as of the day and year first above written.

Approval recommended: Dec. 28, 1940

J. L. Schley,
J. L. SCHLEY,
Major General,
Chief of Engineers.

THE UNITED STATES OF AMERICA
By Theodore Wyman, Jr.
THEODORE WYMAN, JR.,
Lt. Col. C. E.

Two witnesses:

H. F. BARSA,
1501 Hamlin St. NE.,
Washington, D. C.
ANASTASIA B. GOWEN,
101 N. Carolina Ave. SE.,
Washington, D. C.

HAWAIIAN CONSTRUCTORS (Contractor)
By PAUL GRAFE,
(Business address.)

Approved 3 January, 1941

ROBERT P. PATTERSON,
Undersecretary of War.

I, _____, certify that I am the _____, secretary of the corporation named as Contractor herein; that _____ who signed this contract on behalf of the Contractor was then _____ of said corporation; that said contract was duly signed for and in behalf of said corporation by authority of its governing body, and is within the scope of its corporate powers.

(CORPORATE SEAL)

I hereby certify that, to the best of my knowledge and belief, based upon observation and inquiry, Paul Grafe, who signed this [18] contract for the Hawaiian Constructors had authority to execute the same, and is the individual who signs similar contracts on behalf of this corporation with the public generally.

THEODORE WYMAN, JR.,
Theodore Wyman, Jr.
(Contracting Officer) Lt. Col. C. E.

DIRECTIONS FOR PREPARATION OF CONTRACT

1. This form shall be used when authorized by the Secretary of War for formal contracts for the construction, alteration, or repair of buildings or works accomplished under the provisions of the law specifically authorizing the use of a cost-plus-a-fixed-fee contract.

2. There shall be no deviation from this approved contract form, except as provided for in these directions, without approval of the Secretary of War or his duly authorized representative. Where interlineations, deletions, additions, or alterations are authorized, specific notations of the same shall be entered in the blank space following the article entitled "Alterations" before signing. This article is not to be construed as general authority to deviate from the form. Deletion of the descriptive matter not applicable in the preamble need not be noted in the article entitled "Alterations."

3. All blank spaces on the little page must be filled in including a citation of the act or acts authorizing the contract. The Contracting Officer or his duly authorized representative will sign the certificate of availability of funds appearing on the title page.

4. The blank space in the preamble is intended for the insertion of a statement of the work to be done, together with place of performance, or for the enumeration of papers which contain the necessary data.

5. The blank spaces in articles I and XIII must be filled in with the data indicated therein. The contract must be dated, and the performance and payment bonds, if required, must bear the same date.

6. Each appendix will contain a sufficiently descriptive statement to identify it with the contract viz.:

APPENDIX "A" to Contract No. W414-Eng-602, dated December 20, 1940 between THE UNITED STATES OF AMERICA and Hawaiian Constructors for the construction of works of National Defense at locations within the Hawaiian Islands.

7. Contracts subject to approval are not valid until approved by the authority designated to approve them, and the Contractor's number will not be delivered [19] ed, nor any distribution made, until such approval. All changes and deletions must have been made before the contract is forwarded for approval.

8. The number of executed copies and of certified copies, designation of

disbursing officer, statement of appropriation, amount of bond if required, as well as other administrative details, shall be as directed by the Chief of Branch to which the contract pertains.

9. An officer of a corporation, a member of a partnership, or an agent signing for the principal, shall place his signature and title after the word "by" under the name of the principal. A contract executed by an attorney or agent on behalf of the Contractor shall be accompanied by two authenticated copies of his power of attorney, or other evidence of his authority to act on behalf of the Contractor.

10. If the Contractor is a corporation, one of the certificates following the signature of the parties must be executed. If the contract is signed by the secretary of the corporation, then the first certificate must be executed by some other officer of the corporation under the corporate seal, or the second certificate executed by the Contracting Officer. In lieu of either of the aforementioned certificate there may be attached to the contract copies of so much of the records of the corporation as will show the official character and authority of the officer signing, duly certified by the secretary or assistant secretary, under the corporate seal, to be true copies.

11. The full name and business address of the Contractor must be inserted, and the contract signed with his usual signature. Typewrite or print name under all signatures to contract or bonds.

12. Any provisions respecting labor or materials required by law to be included in this contract and any additional contract provisions deemed necessary for the particular work shall be made the subject of one or more additional articles or included in the specifications, appendix "A".

[20]

APPENDIX "B"

To Contract No. W414-Eng-602, dated December 20, 1940, between THE UNITED STATES OF AMERICA and W. E. Callahan Construction Company, Hawaiian Constructors.

1. The following changes were made in the aforementioned contract before it was signed:

a. In Article II, Section 1 (c), lines 1, 2 and 3, the words "mentioned in the schedule of rental rates in Appendix "B", hereto attached and made a part hereof, except as hereinafter set forth," were deleted therefrom and in lieu thereof the following words were inserted: "approved by the Contracting Officer."

b. In Article II, Section 1 (d), the following phrase was inserted in line 1 between the words "Unloading" and "of": "at the site of the work". There was also inserted in line 3 in said Article and Section between the word "work" and the comma immediately following it, the phrase: "and return transportation f. o. b. cars to the point of original shipment or equivalent mileage".

c. In Article II, Section 2, lines 2 and 3, the words "mentioned in the schedule of rental rates hereto attached, except as hereinafter set forth," were deleted therefrom and in lieu thereof the following words were inserted: "approved by the Contracting Officer."

d. In Article IX, Section 2, the following sentence was added at the end thereof: "The provisions of this section shall not apply when wage rates for a particular classification greater than those prescribed by the Secretary of Labor have been approved in writing by the Contracting Officer who executed this contract or his successor."

e. A new Article, Number XIX, is added and shall read as follows:

"ARTICLE XIX—*Eight-Hour Law*—Overtime Compensation. No laborer or mechanic doing any part of the work contemplated by this contract, in the employ of the contractor or any subcontractor contracting for any part of said work contemplated, shall be required or permitted to work more than eight hours in any one calendar day upon such work at the site thereof, except upon the condition that compensation is paid to such laborer or mechanic in accordance with the provisions of this article. The wages of every laborer and mechanic employed by the contractor or any subcontractor engaged in the performance of this contract shall be computed on a basic day rate of eight hours per day and work in excess of eight hours per day is permitted only upon the condition that every such laborer and mechanic shall be compensated for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay. For each violation of the requirements of this article a penalty of five dollars shall be imposed upon the contractor for each laborer or mechanic for every calendar day in which such employee is required

or permitted to labor more than eight hours upon said work without receiving compensation computed in accordance with this article, and all penalties thus imposed shall be with- [21] held for the use and benefit of the Government; *Provided*, That this stipulation shall be subject in all respects to the exceptions and provisions of U. S. Code, title 40, sections 321, 324, 325 and 326, relating to hours of labor, as in part modified by the provisions of Section 303 of Public Act No. 781, 76th Congress, approved September 9, 1940, relating to compensation for overtime."

f. A new Article, number XX, is added and shall read as follows:

"ARTICLE XX—*Loading and Unloading Railway Cars.* The contractor shall load promptly all railroad cars furnished for loading upon his order and shall unload from railroad cars promptly upon arrival all shipments consigned to him and shall provide storage facilities and other facilities necessary for these purposes; and the contractor shall not order railway cars for loading unless they can be loaded promptly and shall not cause or permit shipments to be consigned to him unless they can be unloaded from railroad cars promptly upon arrival."

End of Appendix "B"

Revised 9/26/40

40/1553

[1] ARMY PEARL HARBOR BOARD EXHIBIT No. 46-A

600.1 (Haw. Dept. Airfields) 62/3

RESTRICTED

Contract No. W-414-eng-602

SUPPLEMENTAL AGREEMENT

This supplemental agreement entered into this 22d day of March, 1941, by and between the UNITED STATES OF AMERICA, hereinafter called the Government, represented by the contracting officer executing this agreement, and The Hawaiian Constructors, a joint venture, composed of W. E. Callahan Construction Company, a Nebraska corporation; Gunther & Shirley Company, a Nebraska corporation, and Rohl-Connolly Company, a Nevada corporation, joint contractors and co-adventurers, hereinafter called the contractor, WITNESSETH That:

WHEREAS, On the 20th day of December, 1940, the parties hereto entered into contract No. W-414-eng-602 for the performance of work therein described at locations within the Territory of Hawaii, hereinafter referred to as the said contract; and

WHEREAS, It is found advantageous and in the best interests of the United States to modify the said contract so that construction work and services, more particularly hereinafter described, in addition to that covered by the said contract, may be performed for the benefit of the National Defense; and

WHEREAS, The work and services to be performed by this Supplemental Agreement are authorized by, are for the purpose set forth in, and are chargeable to, Procurement Authority No. Eng-602 P99A-0540.063-N, the available balance of which is \$1,667,000, and to Procurement Authority No. Eng-716 P99A-0540.062-N, the available balance of which is \$283,880.

[2] Now, THEREFORE, The said contract is hereby modified in the following particulars, but in no others:

1. The contractor agrees, for and in consideration of the fixed fee being increased as hereinafter provided, to perform the work and services (in addition to that covered by the said contract) described in Schedules A and B herein and made a part hereof.

2. The estimated total cost of the work and services covered by this Supplemental Agreement is approximately \$1,671,000, exclusive of the contractor's fee for said work and services. The estimated total cost set forth above is based upon field data now available and agreed to by both the Government and the contractor.

3. The fixed fee stated in the said contract shall be increased in the amount of sixty-nine thousand dollars (\$69,000), which shall cover all the work and services irrespective of the cost thereof.

4. The work shall be done in conformity with the provisions of the War Department Construction policy dated June 15, 1940, File AG 600-12 (6-15-40) M-D-M, and its supplements.

5. Work to be done shall be undertaken immediately after receipt by the contractor of notice to proceed. The work shall be prosecuted with faithfulness and energy and shall be completed as follows:

(a) Temporary housing construction and facilities as described in Schedule A within sixty (60) calendar days from date of notice to proceed.

(b) Bomb storage magazines and facilities as described in Schedule B within one hundred (100) calendar days from date of notice to proceed.

[3] 6. Minor changes in structures and facilities as may be found necessary in the interest of economy or required due to climatic conditions may be directed by the contracting officer without additional compensation to the contractor.

7. The work as described in Schedules A and B shall be in accordance with applicable paragraphs of the Standard Specifications of the Quartermaster General (Construction Division) for similar items.

THIS SUPPLEMENT AGREEMENT shall be subject to the approval of the Under Secretary of War.

[4] *Schedule "A"*

Construction for Increase in Air Corps. Hawaiian Department, Consisting of Temporary Housing Construction and Facilities To Be Located in Territory of Hawaii as Directed by the Contracting Officer

Item	Size, Feet	Plan No. 700-	Capacity	Total Req'd
1. Barracks, Air Corps.....	29 x 80.....	1165	63	23
2. Barracks, Service Tr.....	29 x 80.....	1165	63	29
3. Mess, E. M.....	25 x 108.....	1116	250	3
4. Mess, E. M.....	82 x 160.....	1331	500	1
5. Mess, E. M.....	130 x 138.....	1325	1,000	2
6. Mess, Officers.....	25 x 72.....	1127	118	2
7. Mess, Officers.....	25 x 93.....	1127	170	1
8. Mess, Officers.....	25 x 114.....	1127	250	1
9. Day Rooms, AC, E. M.....	25 x 72.....	1110	250	7
10. Day Rooms, Ser. Tr. E. M.....	25 x 72.....	1110	250	5
11. Officers Quarters.....	30 x 146.....	1257	40	14
12. AC Operations Bldgs. A-12.....	25 x 108.....	397	38 Clerks	13
13. AC Utilities Shp SP-8.....	25 x 99.....	316		1
14. AC Utilities Shp SP-11.....	25 x 141.....	318		1
15. AC Mtncs Shed SD-8.....	28 x 90.....	312		1
16. Adm. Bldgs. Sqs. A-8.....	25 x 72.....	251	22 Clerks	6
17. Adm. Bldgs. Gp. A-22.....	25 x 63.....	253		3
18. AC Unit Adm. & Sup.....	25 x 78.....	377		7
19. AC Hangar Annex.....	25 x 99.....	316		8
20. AC Warehouse SH-9.....	25 x 108.....	322		1
21. Infirmary I-4.....	25 x 111.....	282		2
22. Service Warehouses SH-13.....	60 x 153.....	324		6
23. Ordnance Rep. Shop SP-6.....	25 x 39.....	315		3
24. QM & Ord. Paint & Oil Storage SP-13.....	25 x 36.....	319		4
25. Motor Repair Shop SP-2 (1-AC, 1-QM).....	37 x 84.....	314		4
26. Utilities Rep. Shop.....	25 x 45.....	3154		1
27. QM Utilities Shop SP-9.....	25 x 129.....	316		1
28. Med. Warehouse SH-8.....	25 x 54.....	322		1
29. Ord. Storehouse SH-8 (bomb sand loading).....	25 x 54.....	322		3
30. S. A. & Bomb Stor. Mag.....	24 x 60.....	289		6
31. S. A. & Bomb Stor. Mag.....	20 x 20.....	M-2 289		8
32. QM Oil Storage SH-11.....	25 x 54.....	M-1 323		1
33. Vehicle Gasoline Station GOS-2 (With pump) (1-A.C., 1-Q.M.).....	22 x 35.....	365		4
34. Radio Rep. Shop SH-9.....	25 x 108.....	322		3
[5]				
35. Adm. Bldgs. Ser. A-12.....	25 x 108.....	397		4
36. Photo Lab. Extension.....	25 x 100.....	282		1
37. Fire Station F-2.....	44 x 97.....	Modified 277		1
38. Guard House GH-2.....	25 x 66.....	260.1		1
39. AC Tech. Schools A-12.....	25 x 108.....	397		4
40. Commissary SH-18.....	60 x 153.....	326		1
41. Post Office PO-1.....	25 x 87.....	298		2
42. Post Exchange E-3.....	37 x 99.....	297	3000	1
43. Post Exchange E-2.....	37 x 63.....	297	1000	2
44. Post Exchange Whse SH-9.....	25 x 108.....	322		1
45. Recreation Bldg. RB-1.....	37 x 99.....	310		3
46. Bakery, Bak-2.....	34 x 108.....	255		1
47. Utilities to serve above bldgs.....				

[6]

Schedule "B"

Construction of Bomb Storage Magazines and Facilities in the Territory of Hawaii to be Located as Directed by the Contracting Officer

Item No.	Item	Unit	Quantity
1.....	New Fence.....	Lin. Ft.....	3,410
2.....	Fence (Relocated).....	" ".....	2,075
3.....	Railroad.....	" ".....	7,510
4.....	Road Surfacing.....	Sq. Yds.....	16,785
5.....	Excavation (Roads & Railroads).....	Cu. Yds.....	142,074
6.....	Ten (Igloo Type) Magazines.....	Each.....	10

IN WITNESS WHEREOF, The parties hereto have executed this agreement as of the day and year first above written.

THE UNITED STATES OF AMERICA,

By Warren T. Hannum,

WARREN T. HANNUM,

Contracting Officer,

Colonel, Corps of Engineers,

Division Engineer.

HAWAIIAN CONSTRUCTORS.

Contractor,

By Paul Grafe,

PAUL GRAFE,

71½ W. Olympic Blvd.,

(Business Address) Los Angeles, Calif.

Witnesses to signature of contractor:

WALTER PINKUS,

Off. of the Ch. of Engr., Wash., D. C.

1229 Noyes Drive,

Silver Spring, Md.

(Address)

Approved: Mar 25, 1941.

Robert P. Patterson,

ROBERT P. PATTERSON,

Under Secretary of War.

Approval recommended: Mar 24, 1941.

J. L. Schley,

J. L. SCHLEY,

Major General,

Chief of Engineers.

AFFIDAVIT

DISTRICT OF COLUMBIA

City of Washington, ss:

Paul Grafe, being first duly sworn, deposes and says:

That he is authorized and empowered to execute any and all contracts for construction work, and modifications and amendments thereto, in connection with such work in the Territory of Hawaii, by signing the name Hawaiian Constructors, by Paul Grafe (the said Hawaiian Constructors being a joint venture composed of W. E. Callahan Construction Company, a Nebraska Corporation; Gunther & Shirley Company, a Nebraska Corporation, and Rohl-Connolly Co., a Nevada Corporation, joint contractors and co-adventurers) with the same effect and efficacy as if the same were executed by each and all of the said co-adventurers; that the Hawaiian Constructors is about to enter negotiations with the United States for the following work: Construction for increase in air corps consisting of temporary housing and facilities and construction of bomb storage magazines and facilities, in the Territory of Hawaii; that he did not nor has any of the joint adventurers, or any officer or member of the said joint adventurers employed any person, either directly or indirectly, to solicit or secure a contract or supplemental agreement for the above described work or services upon any agreement for a commission, percentage, brokerage, or contingent fee; that all information and data submitted by them to the United States incident to

the above mentioned negotiations are accurate and true to the best of his knowledge and belief. Furthermore, that in event the aforementioned contract or supplemental agreement is awarded to any of the above firms, no part of the fixed-fee given as compensation therefor shall be paid to any persons, firm or corporation for soliciting or assisting in any manner whatsoever in securing this contract.

HAWAIIAN CONSTRUCTORS,
Contractor.

By Paul Grafe,
PAUL GRAFE.

Subscribed and sworn to this 22d day of March 1941.
My commission expires the 14th day of March 1946.

CHARLES B. EBBECKE,
Notary Public.

ARMY PEARL HARBOR BOARD EXHIBIT No. 46B

[RESTRICTED]

Contract No. W-414-eng-602

[1] 600.1 (Haw. Dept. Airfields)-75/3

SUPPLEMENTAL AGREEMENT No. 2

This supplemental agreement entered into this fifth day of May, 1941, by and between the UNITED STATES OF AMERICA, hereinafter called the Government, represented by the contracting officer executing this agreement, and The Hawaiian Constructors, a joint venture, composed of W. E. Callahan Construction Company, a Nebraska corporation, Guenther & Shirley Company, a Nebraska corporation, and Rohl-Connally, a Nevada corporation, joint contractors and co-adventurers, hereinafter called the contractor, WITNESSETH That:

WHEREAS, On the 20th day of December, 1940, the parties hereto entered into Contract No. W-414-eng-602 for the performance of work therein described at locations within the Territory of Hawaii, hereinafter referred to as the said contract, and

WHEREAS, On the 22nd day of March, 1941, the parties hereto executed a supplemental agreement modifying said contract, in order to provide for additional construction work and services, which supplemental agreement is hereinafter referred to as the first Supplemental Agreement; and

WHEREAS, It is found advantageous and in the best interests of the United States to modify the said contract as modified by said first Supplemental Agreement so that construction work and services, more particularly hereinafter described, in addition to that covered by the said contract as modified by said first Supplemental Agreement, may be performed for the benefit of the National Defense; and

WHEREAS, The work and services to be performed by this Supplemental Agreement hereinafter referred to as the Second Supplemental Agreement are authorized by, are for the purposes set forth in, and are chargeable to, Procurement Authorities which, with the available balances are listed below:—

(a) Procurement Authority No. SC 1450 P99A-0605-01, the available balance of which is \$130,000.00.

(b) Procurement Authority No. CAC 131 P99A-1210-N, the available balance of which is \$20,400.00.

(c) Procurement Authority No. CAC 126 P99A-1210-01, the available balance of which is \$7,758.00.

(d) Procurement Authority No. CAC 128 P99A-1204-01, the available balance of which is \$5,242.00.

(e) Procurement Authority No. Eng. 812 P99A-0540.068-N, the available balance of which is \$150,000.00.

(f) Procurement Authority No. Eng. 790 P99A-0540.067-N, the available balance of which is \$221,000.00.

(g) Procurement Authority No. Eng. 784 P99A-0540.067-N, the available balance of which is \$138,000.00.

(h) Procurement Authority No. Eng. 765 P99A-0540.068-N, the available balance of which is \$100,000.00.

(i) Procurement Authority No. Eng. 749 P99A-0540.068-N, the available balance of which is \$16,000.00.

(j) Procurement Authority No. Eng. 677 P99-0540.068-N, the available balance of which is \$2,943.00.

[2] (k) Procurement Authority No. Eng. 715 P99-0540.035-N, the available balance of which is \$300,000.00.

(l) Procurement Authority No. Eng. 602-P99A-0540.063-N, the available balance of which is \$176,000.00.

(m) Procurement Authority No. Eng. 711 P99A-0540.035-N, the available balance of which is \$80,500.00.

Now, THEREFORE, The said contract is hereby modified in the following particulars, but in no others:

1. The contractor agrees, for and in consideration of the fixed fee being increased as hereinafter provided, to perform the work and services (in addition to that covered by the said contract as modified by said first Supplemental Agreement) described in Schedules A to P (inclusive) herein and made a part hereof.

2. The estimated total cost of the work and services covered by this Supplemental Agreement is approximately \$1,123,875, exclusive of the Contractor's fee for said work and services. The estimated total cost set forth above is based upon field data now available and agreed to by both the Government and the Contractor.

3. The fixed fees stated in said contract and in said first Supplemental Agreement shall be increased in the amount of \$27,200 which shall cover all the work and services irrespective of the cost thereof. If the funds now available are not sufficient to perform all of the work and services herein described and if any additional sum or sums become available, the Contractor may be required to perform any work and services which may be necessary to complete any of the work and services herein described, for which there shall be no additional fee. Provided, however, that there shall be no adjustment in the amount of the fixed fee as provided in the said contract, or in the said contract as modified and amended, nor shall there be any claim for increased compensation, because of any errors and/or omissions made in computing the estimated cost of the construction of the work under the said contract, or under the said contract as modified and amended, or where the actual cost varies from the estimated cost of the work provided in the said contract, or in the said contract as modified and amended.

4. The work shall be done in conformity with the provisions of the War Department Construction policy dated June 15, 1940, File AG 600-12 (6-15-40) M-D-M, and its supplements.

5. Work to be done shall be undertaken immediately after receipt by the Contractor of notice to proceed. The work shall be prosecuted with faithfulness and energy and shall be completed as follows:

[3] (a) Construction of additional roads for aircraft warning service installations in the Territory of Hawaii as described in Schedule A within 60 calendar days from date of notice to proceed.

(b) Construction of additional fire control stations on the Island of Oahu as described in Schedule B within 60 calendar days from date of notice to proceed.

(c) Construction of portable seacoast searchlights shelter as described in Schedule C within 90 calendar days from date of notice to proceed.

(d) Armament, Fire Control, Supply and Repair Building (bombsight) as described in Schedule D within 120 calendar days from date of notice to proceed.

(e) Armament, Instrument Inspection and Adjustment Building as described in Schedule E within 120 calendar days from date of notice to proceed.

(f) Temporary warehouse as described in Schedule F within 120 calendar days from date of notice to proceed.

(g) Construction necessary for installation of utilities as described in Schedule G within 90 calendar days from date of notice to proceed.

(h) Installation of utilities consisting of additions to gasoline distribution system as described in Schedule H within 60 calendar days from date of notice to proceed.

(i) Grading, clearing and grubbing as described in Schedule I within 40 calendar days from date of notice to proceed.

(j) Construction of gasoline storage and distribution system in the Territory of Hawaii as described in Schedule J within 90 calendar days from date of notice to proceed.

(k) Warming up apron, Wheeler Field, as described in Schedule K within 40 calendar days from date of notice to proceed.

(l) Construction of third floor addition to Wing Operations Building as described in Schedule L, within 60 calendar days from date of notice to proceed.

(m) Construction of air base paint, oil and dope building as described in Schedule M within 60 calendar days from date of notice to proceed.

(n) Installation of cleaning fluid storage as described in Schedule N within 40 calendar days from date of notice to proceed.

(o) Construction necessary for installation of electric and steam services to hangars as described in Schedule O within 40 calendar days from date of notice to proceed.

(p) Construction of pipe line facilities, etc., as described in Schedule P within 60 calendar days from date of notice to proceed.

[4] 6. Minor changes in structures and facilities as may be found necessary in the interest of economy or required due to climatic conditions may be directed by the contracting officer without additional compensation to the contractor.

7. The work as described in Schedules A to P (inclusive) shall be in accordance with the applicable paragraphs of Standard Specifications attached hereto and made a part hereof. The work and services to be performed under the contract, in addition to the procurement authorities enumerated therein, will be chargeable also to Procurement Authority No. CAC 131 P99-A 1210-N.

THIS SUPPLEMENTAL AGREEMENT shall be subject to the approval of the Under Secretary of War.

[5] SCHEDULE "A"

Construction of additional roads for Aircraft Warning Service Installations to be located in the Territory of Hawaii as directed by the Contracting Officer

The work to be done shall include all excavating, backfilling and compacting necessary to the construction of the roadway and/or roadways and appurtenances thereto; the construction and/or installation of all drainage structures, complete, with approach and discharge ditches; the construction of paved surfaces on the prepared roadway subgrade, when and as directed. In general, the pavements to be constructed will consist of hot-mixed asphaltic concrete wearing surface on compacted rock base course.

SCHEDULE "B"

Construction of additional fire control stations including instrument structures and bunk houses, together with access roads and trails, as part of the fixed fortification to be located in the territory of Hawaii as directed by the Contracting Officer in accordance with applicable plans.

Instrument structures will be of reinforced concrete design approximately 16' x 16', and Bunk Houses of temporary wooden construction to be built in accordance with plans to be furnished. Access roads and trails will, in general, be unpaved.

SCHEDULE "C"

Construction of a Shelter for portable Seacoast Searchlight units, to be located in the Territory of Hawaii as directed by the Contracting Officer

The building will consist of light steel construction with corrugated iron walls and roof. The floor will be of concrete.

[6] SCHEDULE "D"

Construction of an Armament, Fire Control, Supply and Repair Building (bomb-sight), in the Territory of Hawaii

This building shall be in general conformity with Quartermaster Corps drawings for the Armament, Fire Control, Supply and Repair Building at San Antonio Air Depot (Duncan Field), Texas, as modified.

Building will be of reinforced concrete design approximately 67' x 90' in dimensions.

SCHEDULE "E"

Construction of an Armament, Instrument Inspection and Adjustment Building in the Territory of Hawaii

This building shall be in general conformity with Quartermaster Corps drawings for the Armament, Fire Control, Supply and Repair Building designed for the San Antonio Air Depot (Duncan Field), Texas, as modified.

Building will be of reinforced concrete design approximately 67' x 130' in dimensions.

SCHEDULE "F"

Construction of a Temporary Warehouse in the Territory of Hawaii

This building consists of one (1) Air Corps Depot Supply Building. It shall be constructed in general conformity with Quartermaster plans for the present Mobile Depot Supply Building, as modified.

It shall be of reinforced concrete and steel design and approximately 100' x 200' in dimensions.

SCHEDULE "G"

Construction necessary for installation of utilities

This work shall consist of furnishing a Sanitary Sewer System, Water System and Electrical System, necessary to service a population of approximately 2,000 men at Bellows Field. Work shall be in conformity with plans to be furnished.

[7]

SCHEDULE "H"

Installation of Utilities, Hickam Field, T. H.

This installation shall consist of supplying compressed air, water and electrical service to existing outlet pits in the warm-up aprons at Hickam Field and for interconnecting the existing five (5) gasoline delivery lines at that place. Work shall conform to plans to be furnished.

SCHEDULE "I"

Grading, clearing, and grubbing

This work shall consist of clearing, grubbing and minor grading of approximately 25 acres of land at Wheeler Field, T. H., as shown on plot plans to be furnished.

SCHEDULE "J"

Construction of Gasoline Storage and Distribution System

This work shall consist of fabricating and installing underground, in accordance with plans to be furnished, twenty-four steel tanks of 50,000-gallon capacity each, together with necessary fittings, pumps and appurtenances. Installations shall be at those points in the Territory of Hawaii designated by the contracting officer.

SCHEDULE "K"

Warming-up Apron, Wheeler Field, T. H.

Item No.	Item	Unit	Quantity
1.....	Concrete apron.....	Cu. yds.....	8,500

Construction shall be in accordance with plans furnished and shall include necessary service pits, utility lines to the pits and tie down rings.

[8]

SCHEDULE "L"

Construction of Third Floor Addition to Wing Operations Building, Hickam Field, T. H.

Work shall conform to plans to be furnished in general conformity to the reinforced concrete design of the existing Wing Operations Building.

SCHEDULE "M"

Construction of Air Base Paint, Oil and Dope Building

This building shall be of fireproof construction in accordance with plans to be furnished. Location of building is Hickam Field, T. H.

SCHEDULE "N"

Installation of Cleaning Fluid Storage, Hickam Field, T. H.

Item No.	Item	Unit	Quantity
1.....	5,000-gallon gasoline tank.....	Each.....	1
2.....	1,000-gallon kerosene tank.....	Each.....	1
3.....	1,000-gallon tank (used fluids).....	Each.....	1

SCHEDULE "O"

Construction necessary for installation of electric and steam services to hangars

Work shall consist of providing ducts in the floor of existing hangar and installing therein the necessary piping, electric cable, outlets, connections and fittings, all in accordance with plans to be furnished.

SCHEDULE "P"

Construction of Pipe Line Facilities, Hickam Field, T. H.

This work shall consist of the following items ;

1. Make rigid the existing aviation gasoline lines on deck at Hickam Field.
- [9] 2. Install pressure relief valve.
3. Replace existing control valves.
4. Install tank car unloading facilities.
5. Install two (2) pumps and measuring meter.
6. Install approximately 5,000 lineal feet of pipe line.

All work to be performed in accordance with plans to be furnished.

[10] IN WITNESS WHEREOF, The parties hereto have executed this agreement as of the day and year first above written.

THE UNITED STATES OF AMERICA,
 By Theodore Wymau, Jr.,
 THEODORE WYMAN, Jr.,
Contractor Officer,
Lt. Col., Corps of Engineers,
District Engineer.
 HAWAIIAN CONSTRUCTORS,
Contractor.

By Paul Grafe
 PAUL GRAFE,
 714 W. Olympic Blvd., Los Angeles, Calif.

Witnesses to Signature of Contractor :

B. L. ROBINSON
 B. L. ROBINSON,
U. S. Engineer Office,
Honolulu, T. H.

P. C. CHEW
 P. C. CHEW,
U. S. Engineer Office,
Honolulu, T. H.

Approved Jun 25, 1941.

ROBERT P. PATTERSON,
Under Secretary of War.

Approval recommended Jun 23, 1941.

John J. Kingman,
 JOHN J. KINGMAN,
Brigadier General,
Acting Chief of Engineers.

[1]

SECTION IV—CONCRETE

4-01. *Proportioning.* Concrete shall be composed of cement, natural or crushed aggregates, and water of the qualities herein specified and in the required proportions; these ingredients to be well mixed and brought to a proper consistency. The exact proportions in which such materials are to be used for different parts of the work shall be as determined by the contracting officer from time to time during the progress of the work, and as analyses and tests are made of samples of the aggregates and the resulting concrete. In general, the proportions shall be designed to produce a concrete of maximum practical economy to the Government and having ultimate compressive strength at the age of 28 days of not less than the following amounts for the various classes.

Class	Pounds per sq. inch	Nominal limits in size of aggregate in inches
A-----	3,300	1/4" to 1 1/2"
B-----	3,000	3/8" to 1 1/2"
C-----	2,500	1/2" to 1 1/2"

[3]

No. 4 Rock and Rock Dust

Size of Screen (Square opening)	Per cent of weight passing
No. 4 sieve-----	90-100
No. 8 sieve-----	50-85
No. 16 sieve-----	27-65
No. 100 sieve-----	2-10

(f) *Composite grading limits.* The grading of coarse aggregate in the mixed concrete shall fall within the following limits:

	Per cent of weight passing
Maximum size mesh screen (square mesh)-----	95-100
1/2 maximum size mesh screen (square mesh)-----	40-70
No. 4 sieve-----	0-10

(g) *Storing.* In the event coarse aggregate is stored in stock piles in advance of concreting operations, such stock piles shall be built up by approved methods so that coning or segregation of the material cannot occur.

4-05. *Water for Concrete.* The water used in the mixing of concrete must be clean and free from objectionable quantities of organic matter, alkali, salts, and other impurities which, in the opinion of the contracting officer, might reduce the strength, durability, or other qualities of the concrete.

4-06. *Measurement of cement and aggregate.* (a) *Measurement.* The amount of cement and the amount of each separate size of aggregate entering each batch of concrete shall be determined by direct weighing equipment; provided, that where batches are proportioned so as to contain an integral number of sacks of cement, and the cement is delivered at the mixer in the original unbroken sacks, the weight of the cement contained in each such sack may be taken without weighing as 94 pounds. Said direct weighing equipment shall comply with the following requirements:

(1) The accuracy of the weighing equipment shall conform to the requirements of the United States Bureau of Standards. Spring scales will not be permitted.

(2) The equipment shall weigh each aggregate separately and each unit shall include an under and overweight indicator. The underweight indicator shall indicate the filling of the last 200 pounds of the batch. The overweight indicator shall indicate overweight to a maximum of 50 pounds. Both shall be graduated in a manner at least as legible as 5 pound units indicated by alternate black and white divisions 1/8 inch wide with other markings to emphasize 25, 50 and 100 pounds. At the contractor's option approved cumulative weighing equipment may be used instead of the individual weighing equipment herein specified. [4] Said cumulative weighing equipment shall be equipped with a visible dial or equally

suitable device which will accurately indicate scale load at any state of the weighing operation from zero to full load.

(3) The equipment shall be so arranged that the operator may conveniently observe and inspect the operation of the bin gates and also the materials in the weighing hopper. The under and overweight indicators or weighing dials shall be in full view of the operator when he is at the controls.

(4) The equipment shall be capable of ready adjustment for compensating for the varying weight of moisture contained in the aggregates, or for changing the proportionate batch weights.

(5) The equipment shall be so operated as to control the weight of the cement to within one per cent of that specified and the weight of the fine and coarse aggregates to within two per cent of the specified weight for each separate size of aggregate. Automatic weighing and batching equipment shall be used unless the use of manually-operated equipment is authorized by the contracting officer.

(6) The equipment shall be so arranged as to permit the convenient removal of overweight material in excess of the prescribed tolerances.

4-07. *Measurement of water.* The quantity of water entering the mixed shall be measured by a suitable water meter or other measuring device of a type approved by the contracting officer and capable of measuring the water in variable amounts within a tolerance of one per cent. The meter mechanism shall be capable of being locked in position so as to deliver constantly any specified amount of water to each batch of concrete. A positive quick-acting valve shall be used for a cut-off in the water line to the mixer. The operating mechanism must be such that leakage will not occur when the valves are closed. The use of horizontal tanks for the measurement of water will not be permitted.

4-08. *Construction of forms.* (a) Forms shall be of wood, steel or other approved material except that, unless specifically authorized, the sheathing for all exposed surfaces shall be tongue and groove lumber, plywood or fibreboard of uniform width and thickness. All forms shall be true in every respect to the required shape and size, shall conform to the established alignment and grades, and maintain their position and shape under the loads and operations incident to placing and vibrating the concrete. Metal forms shall be accurately made so that similar removable parts will be interchangeable.

The contracting officer may select and/or approve a maximum size of aggregate within the above limits which he considers the most adaptable for the type of constructions being performed or the conditions under which it is to be placed.

4-02. *Water content.* (a) In calculating the total water content in any mix, the amount of moisture carried on the surface of the aggregate particles shall be included. Unless otherwise directed by the contracting officer, the total water content per bag of cement for each batch of concrete shall not exceed the following:

Class "A"	5.5 gallons	or	45.8 pounds
Class "B"	6.5 gallons	or	54.1 pounds
Class "C"	7.0 gallons	or	58.3 pounds

(b) *Variation.* In all cases, however, the amount of water to be used shall be the minimum amount necessary to produce a plastic mixture of the strength specified and of the desired density, uniformity and workability. In general, the consistency of any mix shall be that required for the specific placing conditions and methods of placement, and ordinarily the slump shall be between 1½" and 4" when tested in accordance with the current specifications for "Method of Test for Consistency of Portland Cement Concrete," of the American Society for Testing Materials.

(c) *Increase.* An increase in the maximum water content will not be permitted unless comparative tests under job conditions show conclusively that such increase in water content will not result in a decrease in concrete strength and provided further that such increase does not exceed one gallon per cubic yard.

[2] 4-03. *Cement.* All cement used shall be Portland, of American manufacture, conforming to Federal Specification SS-C-191A. All cement delivered to the site of construction shall be in sacks bearing the brand and name of the manufacturer. All cement delivered for any one project shall be all of the same brand. All cement will be furnished to the contractor by the Government.

4-04. *Aggregates.* (a) All aggregates will be furnished the contractor by the Government which shall conform to the following requirements. Fine aggregate

for concrete shall consist of a mixture of equal parts of natural sand and rock dust. Sand shall be composed of clean, hard, strong, durable, uncoated grains, free from shale, salt, lumps, soft or flaky particles and from injurious amounts of dust, alkali, organic matter, loam or other deleterious substances. The sand shall be taken from a part of the beach which has not been recently in contact with salt water.

(b) Beach sand shall be graded in accordance with the following requirements:

<i>Size of Screen</i>	<i>Per cent by weight passing</i>
No. 4 sieve.....	100%
No. 100 sieve.....	0.5%

(c) Coarse aggregate shall consist of gravel or broken stone composed of strong, hard, clean, durable, uncoated pebbles or rock fragments, free from alkali, organic or other deleterious matter. All broken stone or gravel shall be washed and uniformly moistened before batching. The relative amounts of each size of broken stone or gravel to be used in each mix of concrete in all parts of the work will be determined by the contracting officer, and will be based on securing a well-graded aggregate producing concrete having the required workability, density, strength and economy without the use of excess sand, water, or cement.

(d) *Maximum sizes.* For class "A", "B" and "C" concrete, the maximum size mesh screen for the aggregate shall be not less than one-half inch and not more than one and one-half ($1\frac{1}{2}$) inches.

(e) *Grading.* The aggregate shall be separated and graded in accordance with the following requirements and the specified sizes delivered separately to individual proportioning hoppers.

No. 2 Rock ($1\frac{1}{2}$ inch to $\frac{3}{4}$ inch size)

<i>Size of Screen (Square opening)</i>	<i>Per cent by weight passing</i>
$1\frac{1}{2}$ ".....	95-100
$\frac{3}{4}$ ".....	0-10

No. 3 Rock (3.4 inch to No. 4 mesh size)

<i>Size of Screen (Square opening)</i>	<i>Per cent by weight passing</i>
$\frac{3}{4}$ ".....	95-100
$\frac{3}{8}$ ".....	20-45
No. 4 sieve.....	0-10

(b) *Securing.* Suitable and effective means shall be provided for holding adjacent edges and ends of panels and sections tightly together and in accurate alignment so as to prevent the formation of ridges, fins, [5] offsets, or similar surface defects in the finished concrete. The forms shall be tight, so as to prevent the loss of water, cement, and fines during placing and vibrating of the concrete.

(c) *Number of forms.* Adequate and suitable means for removing forms, without injury to the surface of the finished concrete, shall be provided. Forms shall be of such construction as to permit them to be moved forward rapidly, and a sufficient number of forms of each kind shall be provided to permit the required rate of progress to be maintained.

(d) *Form ties.* When ties extending through the concrete are used to support or to strengthen forms, they shall be so constructed and so removed that no tie other than metal will be left in the concrete, and that no metal tie which extends to within one and one-half inches of any concrete surface shall be left in the concrete.

4-09. *Maintenance of forms.* Forms shall be maintained at all times in good condition, particularly as to size, shape, strength, rigidity, tightness, and smoothness of surface. Before concrete is placed the forms shall be thoroughly cleaned and coated with a non-staining mineral oil or other lubricant approved by the contracting officer. Any excess lubricant shall be satisfactorily removed before placing concrete. Fibre-board and plywood, when used as form facing material, shall be given a coat of shellac before being oiled.

4-10. *Removal of forms.* Directions of the contracting officer as to the removal of forms shall be strictly followed and all such work shall be done with care so as to avoid injury to the concrete. No heavy loading on green concrete shall be

permitted. Immediately upon removal of the forms the concrete surfaces shall be thoroughly wet down and kept wet until the sealing compound is applied or other curing procedure made effective as hereinafter specified. As soon as the forms are removed, the inspector shall carefully examine the surface of the concrete after which any irregularities in the surface shall be repaired as required.

4-11. *Preparing of surfaces for concreting.* (a) Rock surfaces, upon or against which concrete is to be placed, must be free from mud and debris, and shall be thoroughly wetted prior to the placing of any concrete. Earth surfaces after being trimmed and compacted as hereinbefore provided shall be thoroughly wetted by sprinkling prior to the placing of any concrete and these surfaces shall be kept moist by frequent sprinkling up to the time of placing concrete thereon. A moisture penetration of at least 12 inches in sandy soil shall be obtained by the above sprinkling, and not less than 6 inches elsewhere, except where application of water to such a degree causes the soil to become muddy or soggy. The surface shall be free from pools of water at the time of placing concrete.

(b) Unformed concrete surfaces upon or against which concrete is subsequently to be placed and to which new concrete is to adhere shall be cleaned with an air-water jet under pressure sufficient to remove laitance, at such time, as determined by the contracting officer, when the cement film can be washed clean from the mortar and aggregate without dislodging the aggregate. Immediately prior to placing new concrete on old, to which it is to adhere, the surface of the old concrete shall be thoroughly cleaned [6] of all sealing compound and other substances that might prevent a bond with new concrete. It shall then be wetted, and surplus water removed. When, upon inspection, it is the judgment of the contracting officer that any such surface is not in proper condition for bond with the concrete about to be placed, the contractor shall roughen the surface or remove objectionable matter therefrom by wet sandblasting and again clean it before depositing concrete. Wherever concrete is to be placed on hardened concrete, or when starting to fill a deep form, the contact surfaces, after cleaning and wetting as herein provided, shall be coated with a one-inch layer of a mortar of the same ratio of fine aggregate to cement as the concrete used on the job. This mortar shall be scrubbed with wire brooms into the surfaces, upon which new concrete is to be placed, where accessible, before new concrete is placed against them. When the placing of concrete is to be interrupted long enough for the concrete to take its final set, the working face shall be given a shape by the use of forms or other means, that will secure proper union with subsequent work.

4-12. *Exclusion of water.* No concrete shall be deposited under water, nor shall the contractor, without explicit permission, allow still water to rise on any concrete until the concrete shall have attained its initial set. Water in motion shall not be permitted to flow over the surface of any concrete in such manner or at such velocity as will injure the surface finish of the concrete.

4-13. *Mixing.* (a) The cement, sand, and broken stone or gravel shall be so mixed and the quantity of water added shall be such as to produce a homogeneous mass of uniform consistency. Dirt and other undesirable substances shall be carefully excluded. All concrete shall be thoroughly mixed in a batch mixer of an approved type and size, so designed as positively to insure a uniform distribution of all the component materials throughout the mass during the mixing operation. Only sufficient water shall be used in mixing to give a workable mix, conforming to the consistency requirements of Section 4-02. The mixing of each batch shall continue not less than 1½ minutes after all materials, including water, are in the mixer, during which time the mixer shall rotate at the speed for which it has been designed or at such speed as will produce a mass of uniform consistency at the end of the mixing period. Wherever necessary to secure proper results, the concrete shall be mixed for a longer period than herein specified. Overmixing of concrete or overloading of mixers will not be permitted.

(b) *Timing.* A batch timer and counter, including lock, release, and audible indicator, shall be installed and used on each concrete mixer.

(c) *Cleaning.* Hardened concrete or mortar shall not be permitted to accumulate on the inner surfaces of the mixer.

(d) *Addition of water.* Retempering, i. e., remixing, with the addition of water, concrete that has partially hardened, will not be permitted.

4-14. *Placing concrete.* (a) Concrete shall be placed in the work with the least possible delay after mixing, and in no event after it has contained [7] its water content for more than 45 minutes. Only methods of transporting and placing that will deliver into the work concrete of the proper consistency and specified maximum size without separation will be permitted. All ends of

chutes, hopper gates and all other points of concrete discharge throughout any conveying, hoisting, and placing system adopted, shall be so designed and arranged that concrete passing from them shall not be separated in falling into the form receiving it. Adequate headroom provision must be made at such points for a vertical drop and for proper baffling. No chutes or conveyor belts shall be used except as approved by the contracting officer. Chutes longer than 50 feet and conveyor belts longer than 100 feet will not be permitted. Minimum slopes of chutes shall be such that concrete of the specified consistency will readily flow in them. If a conveyor belt is used, it shall be wiped clean by a device operated in such a manner that none of the mortar adhering to the belt will be wasted. All conveyor belts and chutes shall be covered.

(b) *Manner.* Concrete shall not be dropped through reinforcement steel or into any deep form whether reinforcement is present or not, so as to cause separation of the coarse aggregate from the mortar on account of repeatedly hitting rods or the sides of the form as it falls, nor shall concrete be placed in any form in such a manner as to leave accumulations of mortar on the form surfaces above the placed concrete. In such cases hoppers and, if necessary, vertical ducts shall be used in the forms, or other means employed so that the concrete may reach the place of final deposit without separation. Concrete shall be uniformly distributed during the process of depositing, and in no case after depositing shall any portion be displaced in the forms more than 3 feet in a horizontal direction. Concrete in forms shall be deposited in uniform horizontal layers, not deeper than 2 feet, care being taken to avoid inclined layers or inclined construction joints. Each layer shall be placed while the previous layer is still soft. No concrete shall be placed except in the presence of a duly authorized representative of the contracting officer.

4-15. *Power vibrators.* As concrete is placed in the forms it shall be thoroughly settled and compacted throughout the entire depth of the layer which is being consolidated into a dense, homogeneous mass, filling all corners and angles of the forms, thoroughly embedding the reinforcement, eliminating rock pockets and bringing only a slight excess of mortar to the exposed surfaces of concrete during placement. Such settling and compacting shall be accomplished by the use of internally-vibrated, high-speed power vibrators of an approved type in sufficient numbers, with standby units as required, and of sufficient power to compact concrete in the quantities and of the medium consistency herein specified within 15 minutes after being placed. Compaction and consolidation of the concrete shall be obtained by inserting the vibrator for short periods of time at close intervals. Excessive vibration at one point shall be avoided.

4-16. *Finish of formed surfaces.* All finished, formed surfaces shall conform accurately to the shape, alignment, grades and sections as shown on the drawings or as prescribed by the contracting officer. Surfaces shall be free from fins, bulges, ridges, offsets, honeycombing, or roughness of any kind, and shall present a finished, smooth, continuous, hard surface. All sharp angles, where required, shall be rounded or leveled by the use of moulding strips, or suitable moulding or finishing tools.

[8] 4-17. *Treatment of defects on formed surfaces.* (a) As soon as forms are removed, all exposed surfaces shall be carefully examined and any irregularities found in the surface shall be immediately rubbed or ground down in a satisfactory manner so as to secure a smooth uniform and continuous surface. Plastering or coating of surfaces to be smoothed will not be permitted. Shallow defects shall be repaired with gunite or an approved compressed air mortar gun.

(b) *Patching.* Holes left by tie rod cones, and other imperfections shall not be united but shall be repaired in an approved manner with dry packed mortar, prepared from sand and cement identical with that used for the mortar in the concrete at that section, and mixed in the same proportions. Surfaces shall be made smooth and hard by steel troweling and shall receive the same kind and amount of curing treatment as required for concrete in the repaired section.

4-18. *Construction, expansion and contraction joints.* All joints shall be constructed at such points and of such dimensions as may be directed or as shown on the drawings. Vertical joints shall be formed with tongue and groove bonds or keys at such locations and of such shapes and dimensions as approved or directed. Horizontal joints shall be formed with keys, or where horizontal pressure is always in one direction, with steps. Where required, dowel rods shall be used. All concrete in vertical members shall have been in place not less than twelve (12) hours, and longer if so directed, before concrete in horizontal members resting thereon is placed. Before placing is resumed, all laitance and excessive

water shall be removed and the concrete shall be cut away, where necessary to insure a strong, dense concrete at the joint. Except as otherwise specified herein, the surface of existing concrete shall be cleaned and roughened and shall then be spread with a one-half ($\frac{1}{2}$) inch layer of mortar of the same cement-sand ratio as is used in the concrete, immediately before the new concrete is deposited. Steel water stops shall be placed at all construction joints, and in such manner, as to form a water-tight diaphragm. Copper water stops shall be placed at all expansion joints.

4-19. *Embedded items.* Before concrete is placed, all embedded items shall be firmly and securely fastened in place as indicated on drawings. They shall be thoroughly clean and free from coating, rust, scale, oil or other foreign matter.

4-20. *Test specimens.* (a) Test specimens to determine whether the compressive of the concrete is in accordance with that specified in paragraph 4-01 will be taken by the inspector. At least one set of three (3) specimens will be made for every major pour, and in general for every Two Hundred Fifty (250) cubic yards of concrete placed, but in any event a sufficient number of specimens will be taken to give a comprehensive knowledge of the concrete in each section of the work.

(b) *Taking of specimens.* All specimens will be taken from the concrete as it is placed in the forms and in accordance with the current specifications of the American Society for Testing Materials.

4-21. *Trowelled concrete surfaces.* All floor or other surfaces requiring a smooth finish, as specified in the drawings, shall be trowelled [9] to a smooth hard finished surface. Before the concrete has received its initial set, a topping mixture consisting of one part cement to two parts medium coarse sand shall be applied to all surfaces to a depth of one-half inch and smoothly finished. Such topping mix shall be struck off to the true established grade specified, after which it shall be thoroughly compacted and floated by means of wood floats. After such preliminary floating, and the concrete has set sufficiently to prevent separation of materials, the surface shall be steel trowelled until a smooth surface is obtained, free from defects and blemishes.

4-22. *Mastic for joints.* Mastic joint filler shall be constructed as shown on the plans. All mastic shall be of asphalt composition of approved quality and shall be such as to not deform by ordinary handling. Thin strips of stiffener will be allowed.

4-23. *Curing.* (a) The contractor shall protect all concrete from injury until its final acceptance by the Government. All construction joints shall be kept continuously moist, regardless of time, until they are covered with concrete. All other concrete surfaces shall be kept moist in contact with wet burlap for at least two weeks after the forms are removed. Wooden forms shall be wetted immediately before concreting and kept moist until removed. Whenever sealing compound has been applied on surfaces against which concrete is subsequently to be placed, and to which it is to adhere, the said compound shall be entirely removed by wet sandblasting or other approved means just prior to placing of the new concrete.

(b) Interior concrete surfaces to be cured by the water spray method shall be tightly closed off by bulkheads or other means or entirely surrounded by tight inclosures. The surface of the concrete within such bulkheads or inclosures shall be kept moist by an adequate sprinkling or spray system or other suitable means. The sprinkling system or wetting system used shall be provided with jets or nozzles at regular intervals and controlled by readily adjustable, automatic regulating device or devices to regulate the duration of each sprinkling and the period between successive sprinklings as required to keep the surface of the concrete continuously wet but with the smallest possible excess of water. The curing of any interior surfaces by the water spray method as herein specified shall be continued for 14 days following removal of forms.

(c) *Sealing compound method.* Wherever directed, surfaces shall be cured by the sealing-compound method. All surfaces to be cured shall be sprayed thoroughly, completely and uniformly with two coats of a commercial sealing compound, at the rate of not less than one gallon to each 200 square feet of concrete surface for each coat. Application shall be made under pressure of at least 80 pounds per square inch so as to completely seal all surfaces and not to flow off when applied to vertical surfaces. All concrete surfaces to be cured by the sealing-compound method shall be kept wet under wet burlap from the time of stripping of forms or finishing of unformed surfaces, as the case may be, until the application of the first coat of sealing compound as specified above.

5-01. *Reinforcement.* (a) *Bar placing.* Steel reinforcement bars for concrete will be furnished by the Government. Reinforcement steel will be furnished in the form of deformed bars conforming to Type B, Grade 2 of Federal Specifications for "Bars, Reinforcement, Concrete," File QQ-B-71a. All reinforcement shall, when surrounding concrete is placed, be free from rust, scale, grease or other coating which might destroy its bond with concrete. Bending and placing of steel shall be in accordance with drawings furnished or approved by the contracting officer. All reinforcement shall be secured in place, true to lines and grades indicated, by use of approved metal or concrete supports, spacers or ties, or spot welds. Supports shall be of sufficient strength to maintain the reinforcement in place throughout the concreting operation and shall be used in such manner as not to be left exposed to the face of or, in any way, mark or discolor the finished concrete surface.

(b) *Splicing.* Where splices in reinforcement, in addition to those indicated, are necessary, there shall be sufficient lap to transfer the stress by bond, as may be directed. Bars shall be lapped not less than 40 diameters and splices shall be staggered. The lapped ends of bars shall be wired together and connected properly to develop the full strength of the bar.

(c) *Coverage.* All main reinforcement shall be placed three (3) inches from any concrete surface, except as otherwise specifically indicated on the drawings.

SECTION VI—MISCELLANEOUS METAL WORK

6-01. *Miscellaneous metal work.* (a) *Installation.* All metal parts shall be installed in position and securely fastened prior to the placing of concrete. All metal parts shall be clean, free from all dirt, rust, oil, or other material deleterious to the bonding of the imbedding concrete.

(b) *Doors.* All metal doors shall be installed on the imbedded frame complete with all necessary fastenings, connections and appurtenance for efficient operation and maintenance.

(c) *Painting.* After installation, all exposed metal parts shall be thoroughly cleaned by means of wire brushes, sandpaper or other approved methods, after which they shall be painted in a good and workmanlike manner, with two coats of approved paint furnished by the Government.

SECTION VII—FENCING

7-01. *Materials.* (a) The fabric for the man-proof fence shall be 2" diamond mesh, chain link, and of width as shown on the drawing, and shall be [11] made of copper bearing steel wire of No. 9 gauge, with edges twisted and barbed finish. The fencing shall be galvanized after weaving.

The steel wire shall develop unit tensile strength of not less than 85,000 pounds per square inch.

The fencing shall conform in every respect to A. S. T. M. Specification Serial A 117-33 for "Zinc-coated Iron or Steel Chain Link Fence Fabric Galvanized After Weaving", and shall be in continuous lengths of one hundred (100) feet. It shall be similar and equal to Cyclone Invincible Fence, U. S. Steel Cyclone Fence Co. Catalog 107.

(b) *Barbed wire top strands.* Barbed wire used in the construction shall be in accordance with Federal Specification No. RR-F-221, as amended for "Fencing; Wire (barbed, netting and woven) Black and Galvanized." Type A Barbs shall be 4 points and spaced 6 inches apart.

(c) *Fence posts.* All line posts shall be two inches (2") outside diameter copper bearing steel tubing weighing not less than 2.72 pounds per linear foot galvanized inside and out by the hot dipped method in conformity with A. S. T. M. Specification No. A-123-33.

In lieu of the tubing specified, two and one-fourth inch (2¼") H-shaped sections of copper-bearing steel, weighing not less than 4.10 pounds per linear foot, galvanized as specified, may be used. All other posts except swing gate posts, shall be as specified for line posts except that three inch (3") diameter tubing weighing not less than 5.79 pounds per linear foot shall be used.

Single swing gate posts used for single swing gates wider than six feet (6') up to and including a thirteen-foot (13') opening shall be four-inch (4") tubing weighing not less than 9.1 pounds per linear foot.

Single swing gate openings used for single swing gates wider than thirteen feet (13') shall be $6\frac{5}{8}$ " diameter tubing weighing not less than 18.97 pounds per linear foot.

(d) *Angle brackets.* All intermediate fence posts shall be fitted with pressed steel angle brackets to support three (3) strands of barbed wire. All end and corner posts shall be fitted with heavy malleable iron angle brackets. All brackets shall incline outward at an angle of 45 degrees from the vertical and shall be of sufficient length that the top wire of the angle brackets, when mounted to the fence post, shall position the top barbed wire twelve inches (12") above the fabric and twelve inches (12") out from the fence line.

(e) *Bracing.* Gates and corner posts shall be braced with galvanized tubing $1\frac{5}{8}$ " in diameter, weighing not less than 2.27 pounds per foot. Gate posts shall be reinforced with auxiliary braces as shown on the drawings.

(f) *Tops.* All fence posts except those capped for and/or with angle brackets shall be capped with galvanized malleable iron fittings to exclude moisture.

[12] (g) *Top rail.* Top rail shall be $1\frac{5}{8}$ " outside diameter seamless copper-bearing tubing weighing not less than 2.27 pounds per foot, galvanized as specified in subparagraph (c) hereof.

(h) *Tension bars.* Tension bars shall be copper-bearing steel, three-quarters inch ($\frac{3}{4}$ " wide, one-fourth inch ($\frac{1}{4}$ " thick, galvanized as specified in subparagraph (c) hereof.

(i) *Brace and tension bars.* Brace and tension bars shall be of an approved type, galvanized as specified in subparagraph (c) hereof.

(j) *Gates.* Gates shall be fabricated as shown on the drawings for framed tubings and shall be of two-inch (2") diameter copper-bearing seamless tubing weighing not less than 2.72 pounds per foot and galvanized as specified in subparagraph (c) hereof. All intermediate bracing shall be $1\frac{5}{8}$ " outside diameter seamless steel tubing, weighing not less than 2.27 pounds per foot, galvanized as specified in subparagraph (c) hereof. Gate fillers shall be of the same fabric as the fence.

(k) *Hinges and latches.* Hinges and latches shall be of an approved design, made of malleable iron forged steel, galvanized as specified in subparagraph (c).

SECTION VIII—RAILROAD CONSTRUCTION

8-01. *Materials.* (a) All materials shall be new and unused unless otherwise specified and shall be of the best grade suitable for its intended use. Certified copies of mill inspection certificates shall be furnished for all material mill produced but such certificates will not preclude subsequent rejections of unsatisfactory materials.

(b) *Rails.* All rails shall conform to all the requirements of A. S. T. M. specification, Serial Designation A1-39 for "Open Hearth Carbon, Steel Rails." All rails shall be furnished free from kinks, crooks, or excessive rust and shall be sawed at the ends and furnished in standard mill lengths. Rails which are badly rounded or which have crystallized or which have line or surface bends will be rejected.

(c) *Track bolts.* All track bolts and nuts shall conform to the requirements of A. S. T. M. specifications, Serial Designation A-766-33.

(d) *Spring washers.* All spring washers shall conform to the requirements of appropriate A. R. E. A. specifications.

(e) *Tie plates.* All tie plates shall be standard A. R. E. A. construction conforming to the requirements of A. S. T. M. specifications, Serial Designation A-67-33.

(f) *Spikes.* All track spikes shall conform to the requirements of A. S. T. M. specification, Serial Designation A-65-33.

(g) *Joint bars.* All joint bars shall conform to the requirements of A. R. E. A. specification for "Quenched carbon, Steel Joint Bars" or [13] A. S. T. M. specification, Serial Designation A-4-14.

8-02. *Track laying.* (a) Lining and spacing of cross ties. (1) *Number required.* Ties shall be laid at the spacing as specified on the drawings.

(2) *Lining ties.* The ends of all ties shall be lined parallel and equal distance from the center line of track except in the case of switch ties which shall be lined as directed by the contracting officer.

(3) *Joint and intermediate ties.* The ties of better quality shall be used at all rail joints and on curves and shall be evenly spaced from center to center

with the exception of the switch ties which shall be spaced as directed by the contracting officer.

(b) *Placing ties.* Ties shall be placed with the widest heartwood side face down, square to the line of rail.

(c) *Adjoining ties.* Only sufficient adjoining shall be done to obtain a true bearing for the entire section of the laid rail.

(d) *Tie plugs.* Spikes shall, insofar as possible, not be withdrawn after once driven. If necessary to withdraw spikes, the holes made by such withdrawn spikes shall be immediately plugged so as to completely and tightly fill the hole made by the withdrawn spike. In re-driving spikes for any tie where spikes have been withdrawn and holes plugged, the tie shall first be turned before any new spikes are driven.

(e) *Rail braces.* On all curves, rail braces shall be installed on the outside of rail along the outside rail of the curve, for each tie, and shall be so placed to provide full bearing against the outside surface of the rail. Rail braces shall be double spiked.

(f) *Laying rail.* (1) *Unloading.* Rails shall be unloaded, stored and distributed along the track roadbed in such a manner to prevent any injury to any rail. Dropping of rails in unloading will not be permitted. Rails with sharp crooks or with kinks, or with any other defects which might impair their strength, shall not be laid but shall be removed from the site of the construction as ordered by the contracting officer. All rails shall be laid one at a time and all rail ends shall be brought square together and shall be toled before being spiked. They shall be so laid that the joints in one rail shall be opposite the middle of the rail in the opposite line.

(2) *Bolting.* All bolting shall be uniformly alternated from inside to outside of each joint. All connections shall be made with four bolts, each equipped with one spring washer and nut. Track bolts shall be installed when the track is laid and the nuts shall be turned snug after which bolting shall be tightened three times; the first after the track has been laid to true alignment; secondly, after it has been raised on ballast, and, finally, just prior to final completion. The fishing spaces for rails shall be swabbed with heavy oil before bolting.

(3) *Gauging.* One line of track shall be laid and spiked before the opposite line is gauged to true spaced intervals, as herein specified. Standard gauge for track tangents shall be 3'-0" and all track must be gauged before spiking. On curves, track shall be gauged as provided in the hereinafter schedule:

[14]	Curves of 5-6°—widen gauge $\frac{1}{8}$ "
	Curves of 7-8°—widen gauge $\frac{1}{4}$ "
	Curves of 9-10°—widen gauge $\frac{3}{8}$ "
	Curves of 11-12°—widen gauge $\frac{1}{2}$ "
	Curves of 13-14°—widen gauge $\frac{5}{8}$ "
	Curves of 15-16°—widen gauge $\frac{3}{4}$ "

When gauging track on curves, proper alignment should be maintained on the outside rail and the extra width of gauge applied to the inside rail. Where gauge is widened on curved track, metal frogs should be attached to the track gauge or iron shims used to insure uniformity. Where frogs are located on the inside of main track curves, the gauge of the track at the frog shall be maintained at standard gauge. Where frogs are located on the outside of curves, which require extra gauging width, the width of the flange way between the guard rail and the adjoining main track rail must be increased as much as the extra gauge.

(g) *Tie plates.* The contractor shall install standard 60 pound tie plates on all ties for all rail. Each tie plate shall be punched with four $\frac{11}{16}$ " square holes. All tie plates shall be so installed as to have a true even bearing for their entire surface on all ties. All rails shall be gauged prior to the installation of any tie plates and no tie plate shall be used as a rail brace or shim. When spiking is completed, the outer shoulder of each tie plate shall have a full bearing against the base of the rail.

(h) *Spiking.* All tracks shall be spiked to the tie with one spike inside of rail and one spike outside. Spikes shall be started vertically in driving, spaced one-half their width from the base of the rail and shall then be driven straight with the face of the spike in contact with the rail to permit full bearing of the spike head on the base of the rail. All rails must be fully spiked, four spikes to each tie, which shall be driven carefully to provide the bearing above specified and

shall not be bent over the rail. Spikes should be staggered, the outside spikes of both rails being placed on one side of the tie and the inside of the spikes on the other side.

8-03. *Ballasting and surfacing.* All ballasting shall be evenly spread to cross section specified and shall have sufficient running surface to prevent bending or distortion of rails. All track being ballasted shall be maintained in true alignment. Both rails shall be raised uniformly at the same time by means of picks or other approved methods. In using jacks, care shall be taken that jacking shall be done close enough together to prevent bending of rail or springing of joint. Ballast shall be tamped uniformly for the entire length of tie. Tamping shall be performed from outside end of ties to one foot inside of rail. Joint ties shall be tamped last. When track has been laid and sufficiently tamped and properly compacted, the final tamping shall be made by jacking the track to final grade as specified and ballast thoroughly driven under and around each tie for their entire length by means of tamping machines, tamping picks or tamping bars. The ballasting shall be to true surface grade as shown on the drawings. After final ballasting, the entire track section shall be dressed to true section [15] as shown on the drawings, by means of templates. The edge of ballast shall be shaped to true line against form boards by means of shovels or forks and all ballast shoulders shall be uniformly shaped and compacted. The ballast shall be applied flush with top of ties in the center of track and slope each way towards the sides leaving the ends of ties exposed as shown on the drawings.

8-04. *Turnouts.* Turnouts shall be installed at the locations as shown on the drawings and/or as staked in the field. All frogs, switches, switch plates, switch rods, switch stands and all other necessary appurtenances shall be constructed and/or installed to provide efficient operation at all times of all turnout assemblies. Turnout curves shall be properly lined in true position by means of offset measurements from the main track rail. Stock rails shall be given a bend or set at the vertex of the switch $6\frac{3}{8}$ " ahead of the actual switch point and the switch shall be so installed to allow for $4\frac{5}{8}$ " throw. Frogs shall be installed of rigid, self guarded type of bolt design, of the length and size necessary for proper installation. Switches shall be of the size, dimension and section to adequately serve their purpose and shall be installed in accordance with general A. R. E. practice. All switches shall have installed in conjunction, suitable for efficient use, a low switch stand of heavy construction, equipped with an adjustable throw, positive in action and automatic.

8-05. *Connections with main line trackage.* All necessary connections of any construction specified herein with main line trackage shall be cut in and constructed under the direction and to the satisfaction of the contracting officer.

8-06. *Construction of track at fring position.* Firing position locations shall have a subgrade prepared and ballast laid as herein provided. After the subgrade has been ballasted and the ties laid as shown on the drawings, the entire roadbed shall have provided over and around the ballast and extending in slopes a selected fill embankment. Such embankment shall be of the section and grade as shown on the drawings and shall be made with clean, select material suitable for compacting properly as directed by the contracting officer.

8-07. *Installation of track bumpers.* At the end of each track run there shall be placed a track bumper as shown on the drawing or as directed by the contracting officer.

8-08. *Highway crossings.* Where the main lead track crosses the highway, such crossing shall be constructed as indicated on the drawings and as staked in the field. The approaches shall be graded to the elevations shown on the drawing and the subgrade shall be rolled with a suitable power roller prior to placement of crushed stone. Excessive material excavated from the approaches shall be disposed of as directed by the contracting officer. After preparation of subgrade, a base course of broken stone shall be placed to the satisfaction of the contracting officer.

After the broken stone base course has been thoroughly consolidated and the installation of the track has been completed, all pavement removed from the track crossing shall be restored in such a manner as to provide a true [16] section joining the undisturbed highway pavement. The reconstructed pavement shall be of a gradient to permit proper alignment with the track rail and the

entire highway surface shall be replaced to provide a surface across the tracks equal to that existing prior to any work being performed under this contract. After the base course has been reconstructed it shall be surfaced with asphaltic concrete wearing surface satisfactory to the contracting officer.

8-09. *Crossing tracks of other ownership.* The contractor shall reconstruct the trackage of other ownership at the location where the main load track specified crosses such track. The track shall be removed and reconstructed to the alignment, dimension, section and grade as shown on the drawing. All materials removed from the existing trackage shall be incorporated in the reconstruction of the crossed track. Materials unsuitable for use in reconstruction shall be removed and disposed of as directed by the contracting officer, and new materials necessary for proper installation as herein specified shall be provided and installed.

ARMY PEARL HARBOR BOARD EXHIBIT NO. 46C

Contract No. W-414-eng-602
Supplemental Agreement No. 3

[Stamped:] Office Chief of Engineers. Jun 30 1941.
600.1 (Hawaiian Dept. Airfields)-99/2

SUPPLEMENTAL AGREEMENT

This supplemental agreement entered into this 22nd day of May, 1941, by and between the UNITED STATES OF AMERICA, hereinafter called the Government, represented by the contracting officer executing this agreement, and Hawaiian Constructors, a joint venture consisting of W. E. Callahan Construction Company, a Nebraska corporation, Gunther & Shirley Company, a Nebraska corporation, and Rohl-Connolly Company, a Nevada corporation, joint contractors and co-adventurers, and Ralph E. Woolley, an individual operating as Ralph E. Woolley, of the City of Honolulu, in the Territory of Hawaii, hereinafter called the contractor, WITNESSETH That:

WHEREAS, On the 20th day of December, 1940, the Government and Hawaiian Constructors entered into Contract No. W-414-eng-602, for the construction of works of National Defense at locations within the Hawaiian Islands, which contract was subsequently modified by Supplemental Agreements entered into March 22, 1941, and May 5, 1941, hereinafter referred to as the first Supplemental Agreement and Supplemental Agreement No. 2, respectively, and

WHEREAS, It is found advantageous and in the best interests of the United States to modify the said contract, as modified by the said first Supplemental Agreement and Supplemental Agreement No. 2, for the following reasons: The skill, experience and resources of an additional general and building contractor can be advantageously used in expediting the construction of works of National Defense in the Hawaiian Islands;

Now, THEREFORE, The said contract, as modified by the said first Supplemental Agreement and Supplemental Agreement No. 2, is hereby further modified in the following particulars, but in no others:

[2] Ralph E. Woolley, General and Building Contractor, operating as an individual of the City of Honolulu, Territory of Hawaii, is joined as coadventurer with W. E. Callahan Construction Company, a Nebraska Corporation, Gunther & Shirley Company, a Nebraska Corporation, and Rohl-Connolly Company, a Nevada Corporation, to constitute a joint venture and to act both jointly and severally, under the name of Hawaiian Constructors, as contractor in the performance of the said Contract.

THIS SUPPLEMENTAL AGREEMENT shall be subject to the favorable recommendation of the Chief of Engineers and approval of the Under Secretary of War.

IN WITNESS WHEREOF, The parties hereto have executed this agreement as of the day and year first above written.

Witnesses :

B. L. Robinson,
B. L. ROBINSON,
Major, Corps of Engineers,
Executive Assistant.

Neoma Foster
NEOMA FOSTER

Neoma Foster
NEOMA FOSTER

Approval recommended Jul 3, 1941.

Approved Jul 8, 1941.

THE UNITED STATES OF AMERICA
By Theodore Wyman, Jr.,
THEODORE WYMAN, JR.,
Lt. Col., Corps of Engineers,
District Engineer,
Contracting Officer.

HAWAIIAN CONSTRUCTORS (Contractor)
By Paul Grafe,
PAUL GRAFE,
Honolulu, T. H.
Ralph E. Woolley,
RALPH E. WOOLLEY,
Contractor,
Honolulu, T. H.

J. L. Schley,
J. L. SCHLEY,
Major General,
Chief of Engineers.

Robert P. Patterson,
ROBERT P. PATTERSON,
Under Secretary of War.

AFFIDAVIT

TERRITORY OF HAWAII,
City of Honolulu, ss:

RALPH E. WOOLLEY, being first duly sworn, deposes and says:

That he is a General Contractor operating as an Individual, of the City of Honolulu, Territory of Hawaii; that his firm is about to enter negotiations with the United States for joining as a coadventurer with the coadventurers now doing business as the Hawaiian Constructors in the performance of Contract No. W-414-eng-602, for construction of works of National Defense in the Hawaiian Islands on a cost-plus-a-fixed fee basis; that he did not nor has any member of his firm employed any person, either directly or indirectly, to solicit or secure a commission, percentage, brokerage, or contingent fee; that all information and data submitted by him to the United States incident to the above mentioned negotiations are accurate and true to the best of his knowledge and belief. Furthermore, that in event his firm is joined as coadventurer under the said contract, no part of the fixed-fee given as compensation therefor shall be paid to any person, firm or corporation for soliciting or assisting in any manner whatsoever in securing a part in this contract.

By Ralph E. Woolley,
RALPH E. WOOLLEY.

Subscribed and sworn to this 21st day of June 1941.

My commission expires the 30th day of June 1941.

[SEAL]

Wm. Austin Cottrell,
WM. AUSTIN COTTRELL,
Notary Public, 1st Judicial Circuit,
Territory of Hawaii.

Certificate

The undersigned do hereby certify that subject to the approval and consent of the United States, that RALPH E. WOOLLEY, of Honolulu, T. H., has by mutual agreement of the undersigned, been made a member of the joint venture, Hawaiian Constructors, the contractor under Contract No. W-414-eng-602, and that Hawaiian Constructors is now composed of all the undersigned, each having a participating share in the benefits and obligations thereof, all as of the date of its inception.

The undersigned do hereby further certify that Paul Grafe has been and is hereby duly authorized by each and all of the undersigned to act alone, either in person or by or through any other person or persons by him duly authorized in writing, in all matters for the joint venture, in the name of Hawaiian Constructors, including the execution of contracts with the United States, either modifying said Contract No. W-414-eng.-602 or new contracts for additional or new construction work, the making of subcontracts, contracts for the purchase or materials and supplies, contracts for the purchase or rental of equipment, the employment of assistants and workmen, the opening of bank accounts, the endorsement of checks for deposit in and the writing of checks for the withdrawal of funds from such bank accounts for any purpose, the signing of estimates and certificates, and the execution of any and all other documents and the performance of any and all other acts and deeds in the name of Hawaiian Constructors, as he, Paul Grafe, may determine in his sole discretion to be for the best interests of the undersigned, with the same legal effect as if the same were executed by each and all of the undersigned joint venturers.

IN WITNESS WHEREOF, The parties hereto have executed this agreement as of the day and year first above written.

THE UNITED STATES OF AMERICA,
 By B. L. Robinson,
 B. L. ROBINSON,
Lt. Col., Corps of Engineers,
Contracting Officer.
 HAWAIIAN CONSTRUCTORS,
Contractor.

By H. P. Benson,
 H. P. BENSON,
Attorney-in-fact,
Honolulu, T. H.

Witnesses to signature of contractor :

Matilda S. Demmert,
 MATILDA S. DEMMERT,
Seaside, Honolulu, T. H.
 Bruce Gentry,
 BRUCE GENTRY,
Pleasanton Hotel, Honolulu, T. H.

Dated this 27th day of May 1941.

[CORPORATE SEAL]

Attest :
 IRMA DICKEY, *Secretary.*

ROHL-CONNOLLY Co.
 By T. E. Connolly,
 T. E. CONNOLLY

[CORPORATE SEAL]

Attest :
 H. L. CAMPBELL, *Asst. Secy.* W. E. CALLAHAN CONSTRUCTION COMPANY,

[CORPORATE SEAL]

Attest :
 J. P. SHIRLEY, JR., *Sec.* By Paul Grafe
 PAUL GRAFE
 GUNTHER & SHIRLEY COMPANY,
 By J. P. Shirley
 J. P. SHIRLEY
President.

Ralph E. Wooley
 RALPH E. WOOLLEY.

Witness :

NEOMA FOSTER,
 3610 Bethshan Rd., Honolulu, T. H.

A True Copy.

P. C. Chew,
 P. C. CHEW.
Chief Administrative Assistant.

RESOLUTION

RESOLVED, that T. E. Connolly, President, J. L. Connolly, Vice-President, or Irma Dickey, Secretary, each be and any one of them acting alone is hereby authorized and empowered in so far as this corporation is concerned, to execute a certificate on behalf of this Company for delivery to the United States and to any other firms or persons who may be dealing with Hawaiian Constructors, certifying that Hawaiian Constructors is a joint venture composed of Rohl-Connolly Co., W. E. Callahan Construction Company, Gunther & Shirley Company, and Ralph E. Woolley; that Paul Grafe has been authorized to act alone,

either in person or by or through any other person or persons by him duly authorized in writing, in all matters for the joint venture, in the name of Hawaiian Constructors, including the execution of contracts with the United States, either modifying Contract No. W-414-eng.-602, or new contracts for additional or new construction work, contracts for the purchase of materials and supplies, contracts for the purchase or rental of equipment, the employment of assistants and workmen, the opening of bank accounts, the endorsement of checks for deposit in and the writing of checks for the withdrawal of funds from such bank accounts for any purpose, the signing of estimates and certificates, and the execution of any and all other documents and the performance of any and all other acts and deeds in the name of Hawaiian Constructors, as said Paul Grafe may determine in his discretion to be for the best interests of the joint venture, all with the same legal effect as if the same were executed by all of the members of the joint venture.

Certificate

I hereby certify that the above and foregoing is a true and correct copy of a Resolution adopted by the Board of Directors of Rohl-Connolly Co., at a Special Meeting duly held on May 27, 1941, at which a majority were present.

[SEAL] IRMA DICKEY,
Secretary.

A True Copy.

P. C. Chew,
P. C. CHEW,
Chief Administrative Assistant.

RESOLUTION

RESOLVED, that Paul Grafe, Vice-President of this corporation, be and he is hereby authorized and empowered in so far as this corporation is concerned, to execute a certificate on behalf of this Company for delivery to the United States and to any other firms or persons who may be dealing with Hawaiian Constructors, certifying that Hawaiian Constructors is a joint venture composed of Rohl-Connolly Co., W. E. Callahan Construction Company, Gunther & Shirley Company, and Ralph E. Woolley; that Paul Grafe has been authorized to act alone, either in person or by or through any other person or persons by him duly authorized in writing, in all matters for the joint venture, in the name of Hawaiian Constructors, including the execution of contracts with the United States, either modifying Contract No. W-414-eng.-602, or new contracts for additional or new construction work, contracts for the purchase of materials and supplies, contracts for the purchase or rental of equipment, the employment of assistants and workmen, the opening of bank accounts, the endorsement of checks for deposit in and the writing of checks for the withdrawal of funds from such bank accounts for any purpose, the signing of estimates and certificates, and the execution of any and all other documents and the performance of any and all other acts and deeds in the name of Hawaiian Constructors, as said Paul Grafe, may determine in his discretion to be for the best interests of the joint venture, all with the same legal effect as if the same were executed by all of the members of the joint venture.

Certificate

I hereby certify that the above and foregoing is a true and correct copy of a Resolution adopted by the Board of Directors of W. E. Callahan Construction Company, at a Special Meeting duly held on May 27, 1941, at which a majority were present.

[CORPORATE SEAL]
A true copy.

H. L. CAMPBELL,
Ass't Secretary.
P. C. Chew,
P. C. CHEW,
Chief Administrative Assistant.

RESOLUTION

RESOLVED, that J. P. Shirley, President of this corporation, be and he is hereby authorized and empowered in so far as this corporation is concerned, to execute a certificate on behalf of this Company for delivery to the United States and to any other firms or persons who may be dealing with Hawaiian Constructors,

certifying that Hawaiian Constructors is a joint venture composed of Rohl-Connolly Co., W. E. Callahan Construction Company, Gunther & Shirley Company, and Ralph E. Woolley: that Paul Grafe has been authorized to act alone, either in person or by or through any other person or persons by him duly authorized in writing, in all matters for the joint venture, in the name of Hawaiian Constructors, including the execution of contracts with the United States, either modifying Contract No. W-414-eng.-602, or new contracts for additional or new construction work, contracts for the purchase of materials and supplies, contracts for the purchase or rental of equipment, the employment of assistants and workmen, the opening of bank accounts, the endorsement of checks for deposit in and the writing of checks for the withdrawal of funds from such bank accounts for any purpose, the signing of estimates and certificates, and the execution of any and all other documents and the performance of any and all other acts and deeds in the name of Hawaiian Constructors, as said Paul Grafe, may determine in his discretion to be for the best interests of the joint venture, all with the same legal effect as if the same were executed by all of the members of the joint venture.

Certificate

I hereby certify that the above and foregoing is a true and correct copy of a Resolution adopted by the Board of Directors of Gunther & Shirley Company, at a Special Meeting duly held on May 27, 1941, at which a majority were present.

(SEAL)

J. P. SHIRLEY, Jr.,
Secretary.

A true copy.

P. G. Chew.
P. G. CHEW,
Chief Administrative Assistant.

ARMY PEARL HARBOR BOARD EXHIBIT No. 46D

[1]

(RESTRICTED)

(Stamped:) Office Chief of Engineers. June 30, 1941.

600.1 (Hawaiian Dept. Airfields)-97/2

Contract No. W-414-eng-602.

SUPPLEMENTAL AGREEMENT No. 4

This supplemental agreement entered into this nineteenth day of June, 1941, by and between the UNITED STATES OF AMERICA, hereinafter called the Government, represented by the contracting officer executing this agreement, and Hawaiian Constructors, consisting of W. E. Callahan Construction Company, a Nebraska corporation, Gunther & Shirley Company, a Nebraska corporation; Rohl-Connolly Company, a Nevada corporation; and Ralph E. Woolley, an individual trading as Ralph E. Woolley of Honolulu, T. H.; constituting a joint venture and acting both jointly and severally; hereinafter called the contractor, WITNESSETH That:

WHEREAS, On the 20th day of December, 1940, the Government and Hawaiian Constructors entered into Contract No. W-414-eng-602, for the construction of works of National Defense at locations within the Hawaiian Islands, hereinafter referred to as the said contract, and

WHEREAS, On the dates shown below the parties hereto executed supplemental agreements modifying said contract, in order to provide for additional construction work and services, and to increase the number of coadventurers acting as contractor, as follows:

First supplemental agreement, dated March 22, 1941.

Supplemental agreement No. 2, dated May 5, 1941, and

Supplemental agreement No. 3, dated May 22, 1941, and

WHEREAS, It is found advantageous and in the best interests of the United States to further modify the said contract (a) in conformity with the directive of the Under Secretary of War as published in Circular Letter (Finance No. 129) (Contracts No. 45), dated May 16, 1941, subject, "Requirement for Cost-Plus-A-Fixed Fee Contracts," and (b) so that construction work and services, more particularly hereinafter described, in addition to that covered by the said contract

and supplemental agreements thereto, may be performed for the benefit of the National Defense; and

WHEREAS, The work and services to be performed by this supplemental agreement, hereinafter referred to as supplemental agreement No. 4, are authorized by, are for the purposes set forth in, and are chargeable to, Procurement Authorities, which, with the available balances, are listed below:

(a) Appropriation 211/20540 (C of BU & A), 1941-1942, Procurement Authority No. Eng-812 P 99 A-0540-12, the available balance of which is \$23,900.00;

[2] (b) Appropriation 211/20540 (C of BU & A 1941-1942, Procurement Authority No. Eng-917 P 99 A-0540-12, the available balance of which is \$27,000.00;

(c) Appropriation 21X0540.035 (C of BU & A), No Year, Procurement Authority No. Eng-714 P 99 A-0540.035-N, the available balance of which is \$8,968.13;

(d) Appropriation 210/10535 (B & QA), 1940-1941, Procurement Authority No. QM 2611 P 99 A 0535-01, the available balance of which is \$2,046.00;

(e) Appropriation 211/20540 (C of BU & A), 1941-1942, Procurement Authority No. Eng-991 P 99 A-0540-12, the available balance of which is \$215,300.00; and

(f) Second Supplemental Appropriation Act, September 9, 1940, Procurement Authority No. Eng-820 P 99 A-(0540).152-N, the available balance of which is \$600,000.00 cash and in addition \$1,400,000.00 in contract authorization.

Now, THEREFORE, The said contract is hereby modified in the following particulars, but in no others;

1. The contractor agrees, for and in consideration of the fixed fee being increased as hereinafter provided, to perform the work and services (in addition to that covered by the said contract as modified by prior supplemental agreements) described in Schedules "A" to "G", inclusive, attached to and made a part hereof.

2. It is estimated that the cost of all the work and services covered by this supplemental agreement is \$2,080,770.00, exclusive of the contractor's fee for said work and services. The estimated cost set forth above is based upon field data now available and is agreed to by both the Government and the contractor.

3. The fixed fee stated in said contract and in said contract as modified and amended shall be increased in the amount of \$50,915.00, which shall cover all the work and services described in said contract and in said contract as modified and amended, irrespective of the cost thereof. If the funds now available are not sufficient to perform all the work and services described in said contract and in said contract as modified and amended and if any additional sum or sums become available, the contractor may be required to perform any work and services described in said contract and in said contract as modified and amended which may be necessary to complete any of the said work and services, for which the contractor shall be paid no additional fee: Provided, however, that there shall be no adjustment in the amount of the fixed fee as provided in the said contract, or in the said contract as modified and amended because of any errors and or omissions made in computing the estimated cost of the construction of the work under the said contract, or under the said contract as modified and amended, or where the actual cost varies from the estimated cost of the work provided in the said contract, or in the said contract as modified and amended.

4. The work shall be done in conformity with the provisions of the War Department Construction policy dated June 15, 1940, File AG 600-12 (6-15-40) M-D-M, and its supplements.

5. Work to be done shall be undertaken immediately after receipt by the contractor of notice to proceed. The work shall be prosecuted with [3] faithfulness and energy and shall be completed as follows:

(a) Construct two (2) chapels on the Island of Oahu, T. H., as described in Schedule "A", within sixty (60) calendar days from date of notice to proceed.

(b) Construct one (1) paint shop and storage building on the Island of Oahu, T. H., as described in Schedule "B", within sixty (60) calendar days from date of notice to proceed.

(c) Construct two hundred ten (210) wooden tent floors on the Island of Oahu, T. H., as described in Schedule "C", within forty-five (45) calendar days from date of notice to proceed.

(d) Furnish and install shelving in Air Corps Barracks Building on Island of Oahu, T. H., as described in Schedule "D", within forty-five (45) calendar days from date of notice to proceed.

(e) Construct one (1) Armament, Instrument Inspection and Adjustment Building on the Island of Oahu, T. H., as described in Schedule "E", within one hundred and twenty (120) calendar days from date of notice to proceed.

(f) Construct protective fencing and provide floodlighting for the Hawaiian Air Depot, Hickam Field, Island of Oahu, Territory of Hawaii, as described in Schedule "F", within sixty (60) calendar days from date of notice to proceed.

(g) Construct bombproof underground storage for 200,000 barrels of war reserve aviation gasoline on the Island of Oahu, Territory of Hawaii, as described in Schedule "G", within two hundred (200) calendar days from date of notice to proceed.

6. Minor changes in structures and facilities as may be found necessary in the interest of economy or required due to climatic conditions may be directed by the contracting officer without additional compensation to the contractor.

7. The work as described in Schedules "A" to "G", inclusive, shall be in accordance with the applicable paragraphs of Standard Specifications attached to and made a part of the aforementioned Supplemental Agreement No. 2.

THIS SUPPLEMENTAL AGREEMENT shall be subject to the favorable recommendation of the Chief of Engineers and approval of the Under Secretary of War.

[4]

SCHEDULE "A"

Construction of two (2) chapels at Air Corps stations to be located on the Island of Oahu, in the Territory of Hawaii, as directed by the Contracting Officer.

The chapels are to be mobilization-type buildings and construction thereof will be in general conformity with Quartermaster Corps drawings Nos. 700-1800 to 1809, inclusive, and No. 643-100, Regiment Chapel.

SCHEDULE "B"

Construction of one (1) paint shop and storage building on the Island of Oahu, in the Territory of Hawaii, as directed by the Contracting Officer.

The building shall be constructed in accordance with plans to be furnished.

SCHEDULE "C"

Construction of two hundred ten (210) wooden tent floors, each size 16' x 16', at Air Corps station(s) on the Island of Oahu, in the Territory of Hawaii, as directed by the Contracting Officer.

The work shall conform to plan to be furnished.

SCHEDULE "D"

Furnishing and installation of shelving in 600-Man Barracks Building at Air Corps station on the Island of Oahu, in the Territory of Hawaii, as directed by the Contracting Officer.

The work shall conform to plan(s) to be furnished.

SCHEDULE "E"

Construction of one (1) Armament, Instrument Inspection and Adjustment Building at Air Corps Station on the Island of Oahu, in the Territory of Hawaii, as directed by the Contracting Officer.

The work shall conform to plans and specifications to be furnished.

[5]

SCHEDULE "F"

Construction of protective fencing and floodlighting for Hawaiian Air Depot, Hickam Field, Territory of Hawaii.

The fencing and floodlighting shall conform to drawings and specifications to be furnished. The work shall consist of an eight-foot chain link fence, together with necessary poles, gates, floodlights and wiring.

SCHEDULE "G"

Construction of bombproof underground storage for 200,000 barrels of war reserve aviation gasoline on the Island of Oahu, in the Territory of Hawaii.

The work shall conform to drawings as follows and shall be of cut and cover type.

U. S. E. D. Honolulu District Drawings F-26/1 F-26/6 F-26/9 F-26/10

The work consists of the following items:

- (1) Excavation: Approximately 152,000 cu. yds.
- (2) Backfill: Approximately 92,000 cu. yds.
- (3) Concrete: Approximately 23,000 cu. yds.

- (4) Reinforcing steel: Approximately 5,500 lbs.
- (5) Structural steel: Approximately 1,000 tons.
- (6) Steel tanks installed: 4 50,000-barrel tanks.
- (7) Construction of two ethyl blending plants.
- (8) Construction of access road, railway siding, necessary fuel piping, valves, etc., service pipe line and pumping equipment to road and railroad, electric power and lighting system, fire protection equipment, water supply system, and such other minor appurtenances as are necessary to the proper functioning of the installation but not including piping and pumping equipment from deck to site of installation.
- (9) Disposal of excess spoil material and concealment of the site as directed by the contracting officer.

[6] IN WITNESS WHEREOF, The parties hereto have executed this agreement as of the day and year first above written.

Witnesses to signature of contractors:

B. L. Robinson,
 B. L. ROBINSON,
*U. S. Engineer Office,
 Honolulu, T. H.*
 P. C. Chew,
 P. C. CHEW,
*U. S. Engineer Office,
 Honolulu, T. H.*

THE UNITED STATES OF AMERICA
 By Theodore Wyman, Jr.,
 THEODORE WYMAN, JR.,
*Contracting Officer,
 Lt. Col., Corps of Engineers,
 District Engineer.*

Approval recommended Jul 12 1941

J. L. Schley,
 J. L. SCHLEY,
*Major General of Engineers,
 Chief of Engineers.*

HAWAIIAN CONSTRUCTORS
 By Paul Grafe,
 PAUL GRAFE,
Honolulu, T. H.

Approved Jul 15, 1941

Robert P. Patterson,
 ROBERT P. PATTERSON,
Under Secretary of War.

ARMY PEARL HARBOR BOARD EXHIBIT No. 47

[Copy]

WAR DEPARTMENT,
 HEADQUARTERS, ARMY SERVICE FORCES,
Washington, D. C., May 5, 1943.

SPAAW 201-Wyman, Jr., Theodore

Subject: Reprimand Under 104th Article of War.

To: Commanding General,
 Eighth Service Command.

1. It is directed that you administer a reprimand under the 104th Article of War to Colonel Theodore Wyman, Jr., now a member of your command, substantially as follows:

a. Pursuant to instructions of the Commanding General, Army Service Forces, War Department, you are hereby reprimanded under the 104th Article of War for your failure to enforce safety precautions in connection with the field operations of the Miller Construction Company and the Oman-Smith Company, which failure was in part responsible for the explosion and fire which occurred at Dawson Creek, British Columbia, on February 13, 1943.

b. Should you prefer to stand trial, under the provisions of the 104th Article of War rather than accept this reprimand, you will so indicate, by indorsement hereon, within three (3) days following receipt hereof. Should you elect to accept this reprimand in lieu of trial, no action other than to acknowledge receipt hereof need be taken by you.

2. Advise this officer of your action.

By command of Lieutenant General SOMERVELL:

/s/ Madison Pearson,
 MADISON PEARSON,
*Brigadier General, G. S. C.,
 Deputy Chief of Administrative Services.*

[Copy]

JA 201—Colonel Theodore Wyman, Jr.,
X AG

1st Ind.

Hq. 8TH SERV C, ASF, *Santa Fe Bldg., Dallas, Texas, May 10, 1943.*To: Commanding General, Engineer Unit Training Center, Camp Claiborne,
Louisiana.

1. It is desired that you administer the reprimand directed in basic letter.
2. Report to this Headquarters the action taken and furnish copies of notice and actual reprimand together with acknowledgment and acceptance by the officer concerned.

By command of Major General DONOVAN:

JULIEN C. HYER,
Colonel, J. A. G. D.,
Chief, Judge Advocate Branch.

201—Wyman, Jr., Theodore (Col.)

2nd Ind.

HEADQUARTERS, ENGINEER UNIT TRAINING CENTER,
Camp Claiborne, Louisiana, May 19, 1943.

To: Commanding General, Eighth Service Command, Army Service Forces,
Santa Fe Building, Dallas, Texas.1. Paragraph 1, 1st Indorsement, has been complied with by the Commanding
General, Engineer Unit Training Center.2. A copy of the notice, and reprimand, together with acknowledgement and
acceptance by the officer concerned, are inclosed.

For the Commanding General:

/s/ William S. Crocker, Jr.,
WILLIAM S. CROCKER, JR.,
Major, Corps of Engineers,
Adjutant.

1 Incl: Copy Letter, Hq., EUTC, dated May 17th, and 1st to 3rd Ind., inclusive.

HEADQUARTERS,
ENGINEER UNIT TRAINING CENTER,
Camp Claiborne, Louisiana, May 17, 1943.

Subject: Disciplinary Action.

To: Colonel Theodore Wyman, Jr., Engineer Unit Training Center, Camp
Claiborne, Louisiana.1. The Commanding General of the Army Service Forces, War Department,
through the Commanding General, Eighth Service Command, has directed that,
unless you prefer to stand trial, you be reprimanded under the 104th Article
of War for your failure to enforce safety precautions in connection with the
field operations of the Miller Construction Company and the Oman-Smith Com-
pany, which failure was in part responsible for the explosion and fire which
occurred at Dawson Creek, British Columbia, February 14, 1943.2. You are accordingly informed that the Commanding General, Engineer Unit
Training Center, proposes to reprimand you as directed unless you prefer trial
by court-martial.3. You will acknowledge receipt of this communication by indorsement hereon
and include in such indorsement any demand for trial you wish to make.

By order of Colonel MADDOX:

/s/ William S. Crocker, Jr.,
WILLIAM S. CROCKER, JR.,
Major, Corps of Engineers,
Adjutant.

1st Ind.

HEADQUARTERS, 398TH ENGINEER REGIMENT, E. U. T. C.,
Camp Claiborne, La., May 18, 1943.

To: Commanding General, Engineer Unit Training Center, Camp Claiborne, La.

1. Receipt acknowledged.
2. No request or demand for trial is submitted.

THEODORE WYMAN, JR.,
Colonel, C. E.

2nd Ind.

201-Wyman, Theodore, Jr., Col.

HEADQUARTERS, ENGINEER UNIT TRAINING CENTER,
Camp Claiborne, Louisiana, May 18, 1943.

To: Colonel Theodore Wyman, Jr., Engineer Unit Training Center, Camp Claiborne, Louisiana.

1. Pursuant to instructions of the Commanding General, Army Service Forces, War Department, you are hereby reprimanded under the 104th Article of War for your failure to enforce safety precautions in connection with the field operations of the Miller Construction Company and the Oman-Smith Company, which failure was in part responsible for the explosion which occurred at Dawson Creek, British Columbia, on February 13, 1943.

2. You are directed to acknowledge receipt of this communication by indorsement hereon, including in the indorsement the date of such receipt and stating whether you desire to appeal under the provisions of the 104th Article of War and paragraph 108, Manual for Court-Martial.

/s/ John W. N. Schulz,
JOHN W. N. SCHULZ,
Brigadier General, U. S. Army,
Commanding.

3rd Ind.

HEADQUARTERS, 398TH ENGINEER REGIMENT, E. U. T. C.,
Camp Claiborne, La., May 19, 1943.

To: Commanding General, Engineer Unit Training Center, Camp Claiborne, Louisiana.

1. Receipt on May 19, 1943, is hereby acknowledged.
2. No appeal is desired.

THEODORE WYMAN, JR.
Colonel, C. E.

incl. 1

ARMY PEARL HARBOR BOARD EXHIBIT No. 48

(Exhibit No. 48 is Map 1 taken from a Japanese submarine and will be found reproduced as Item No. 57, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 49

(Exhibit No. 49 is Map 2 taken from a Japanese submarine and will be found reproduced as Item No. 58, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 50

[1]

WAR DEPARTMENT,
Headquarters Army Pearl Harbor Board,
7 September 1944

Memorandum to: Commanding General, USAFPOA.

Subject: Documentary Evidence.

1. It is requested that you make available to the Board, named by War Department, to ascertain and report the facts relating to the attack made by the Japanese armed forces on the Territory of Hawaii on December 7, 1941, the following documents, to wit:

a. All data in whatever form, relating to the Japanese-American relations received by the Hawaiian Department from the War Department during the period January 1, 1941 to December 7, 1941; including movements of the Japanese armed forces and probable Japanese actions.

b. Similar data received by the Hawaiian Department during the same period from and through the Navy.

c. Similar data received by the Hawaiian Department during the same period from the Federal Bureau of Investigation.

d. All reports relating to Japanese activities, both military and civil, made by G-2 of the Hawaiian Department to the Commanding General, Hawaiian Department, or others for said period, including G-2 summaries.

e. All messages taken from the Japanese Consulate on December 7, 1941, or subsequent to said date.

f. Documents captured from Japanese invading forces on or about December 7, 1941.

g. All correspondence or other writings relating to the alert of June 17, 1940.

h. All orders for close-in reconnaissance by aircraft or other agencies for the period January 1, 1941 to December 7, 1941.

i. Secret report of Colonel Capron describing damage to structures in Honolulu on December 7, 1941.

j. Letter of transmittal to War Department of SOP of November 5, 1941.

k. Report of Colonel Berquist upon his return from school in 1941 in which he discussed air warning service, stations and information centers, and generally the employment of Radar.

[2] l. Memorandum of General Staff asking study of air situation in Hawaii.

m. Pattern of bombings by Japanese.

n. Copy of record of trial against Kuhn in Hawaii.

o. Herron's Field Order #1.

p. Complete file of O.N.I. of message taken by F.B.I. from Hawaii R.C.A. file.

q. Army's A-B lists in 1941.

r. Navy's estimates based on presence of carriers in the Marshalls.

2. It has come to the attention of the Board that an exchange of information by the O. N. I. and G-2, Hawaiian Department was made during said period by means of teletype. Are there any records of these exchanges?

3. Procedure for obtaining the described documents desired to be used as evidence by the Board can be agreed upon.

George Grunert
GEORGE GRUNERT,
*Lieutenant General,
President.*

 ARMY PEARL HARBOR BOARD EXHIBIT No. 50A

[3] (Basic: Memorandum from War Department, Headquarters Army Pearl Harbor Board, dated 7 September 1944, subject: Documentary Evidence)

1st Ind.

RWH/ejl

HEADQUARTERS USAFPOA, APO 95S,
13 September 1944.

To: President, Army Pearl Harbor Board, APO 95S.

1. In compliance with request in basic letter, a search was made of the files of this headquarters for documentary evidence as listed. Items in sub-paragraphs 1 c, d, e, f, p, q, r, and paragraph 2 were sought by Colonel Fielder, AC of S, G-2. The remaining items were sought by Lt Col Hain, Asst AC of S, G-3.

2. Although a thorough search of files was made, the following were not located:

a. Letter of transmittal to War Department of SOP of November 5, 1941. The only written evidence that it *might* have been sent to the War Department was the interstaff routing slip which showed the date of publication as 8 November 1941. Apparently no record was kept because the SOP was classified only "Restricted." (Paragraph 1 j, basic.)

b. Colonel Berquist's report was not found. (Paragraph 1 k, basic.)

c. Memorandum of General Staff asking study of air situation in Hawaii was not found. However, what is believed to be a reply to this memorandum was found. (Paragraph 1 l, basic.)

d. Pattern of bombings by Japanese was not found. (Paragraph 1 m, basic.)

e. Navy's estimates based on presence of carriers in Marshalls was not found; at least none were found with any specific reference to these carriers. (Paragraph 1 r, basic.)

For the Commanding General:

Robert W. Hain,
ROBERT W. HAIN,
Lt. Col., G. S. C.,
Asst. AC of S; G-3.

[1] ARMY PEARL HARBOR BOARD EXHIBIT No. 51

[Copy]

UNITED STATES PACIFIC FLEET,
AND PACIFIC OCEAN AREAS,
HEADQUARTERS OF THE COMMANDER IN CHIEF,
12 September 1944.

[CONFIDENTIAL]

MEMORANDUM

Subject: Japanese Task Force that attacked Pearl Harbor, Summary of information concerning, derived from Prisoners of War and Captured Documents.

References:

- (a) JICPOA Preliminary Interrogation Report #7 of 10 January 1944—FURUKAWA, Masayuki, served with SHOKAKU Air Group during attack on Pearl Harbor.
- (b) ATIS, Sovespac Area Serial Number 230, dated 16 August 1943 report of Interrogation #148; YOKOTA, Shigeki, served aboard KAGA during attack on Pearl Harbor.
- (c) Cincpac Conf. serial 02259 of 23 July 1942 composite interrogation of HIRYU prisoners: K. Aiso (Comdr), H. Nagayama (1st Eng. Off.), Y. Kajishima (2nd Eng. Off), H. Mandai (Eng. PO), S. Turukawa, T. Koga, M. Hidaka, H. Iwasaki, T. Yoda, H. Ueda, N. Hidaka, M. Suzuka, H. Huchikami, M. Yonemura, S. Urakawa, I. Okada, S. Turuda, T. Yanagi, Y. Ochiai, T. Baba, S. Yamada, S. Kameshima, T. Nagatomi, T. Takano, U. Hidaka, J. Todorokihara, S. Nagai, A. Hara, M. Honda, S. Kuriyama, N. Takechi, M. Manaka, K. Hashiguchi, K. Ikeda.
- (d) Preliminary Interrogation of POW Noda, Mitsuharau—Interrogation not yet complete, report to be made in near future.
- (e) Document captured from Japanese plane raised from waters of Pearl Harbor on 9 December—Enclosure A(1) to Cincpac Conf. Serial 079, dated 10 January 1942.
- (f) Track Chart of Japanese Carriers—November 1941 to April 1942; reproduced from Japanese map of Pacific Area, captured at New Georgia early June 1943. Comsopac S-1865, #643. (Copy attached herewith).

ALL TIMES AND DATES UNLESS OTHERWISE SPECIFIED ARE JAPANESE TIMES AND DATES: OUR DECEMBER 7 IS JAPANESE DECEMBER 8; TIME DIFFERENCE BETWEEN TOKYO AND HAWAIIAN TIME WAS FOUR AND ONE HALF HOURS.

1. Prisoner reference (a) states SHOKAKU departed OITA (on BUNGO CHANNEL) 20 November arriving TANKAN BAY, ETOROFU ISLAND about 25

November, departing there 27/28 November taking a northerly route south of the ALEUTIANS and on the night of 5 December turning south, planes flying off at 0200 Japanese time (0630 Hawaiian time) for attack on Pearl Harbor.

[2] 2. Prisoner of war, reference (b), states departed SASEBO about 7 November and arriving TANKAN BAY 20 November, that SORYU arrived 16 November, SHOKAKU and ZUIKAKU 17 November and AKAGI, HIRYU, one cruiser of the TONE Class, HIYEI and KIRISHIMA arriving TANKAN BAY prior 20 November. Also present at TANKAN BAY were three oil tankers, one supply ship, and three submarines. The departure from TANKAN BAY was 1400, 22 November, when they were joined by three submarines. After departure TANKAN their course was east until 4 December, when course was changed to south. After 4 December, the tankers and supply ship were no longer seen. On the night of 7 December speed was increased to 26 knots and submarines proceeded on independent patrols in the vicinity of the Task Force. Planes took off at 0100 Japanese time (0530 Hawaiian time). *Note:* It is believed that this prisoner has confused his departure from the Japanese Empire and TANKAN BAY.

3. A composite of the interrogation of thirty-four prisoners from the HIRYU captured after MIDWAY (reference (c)) states the HIRYU departed 10 November 1941 from SASEBO for rendezvous with the Hawaiian Striking Force consisting of CARDIV ONE, TWO and FIVE (AKAGI, KAGA, SORYU, HIRYU, ZUIKAKU and SHOKAKU); CRUDIV EIGHT (TONE, CHIKUMA); part of BATDIV THREE (HIYEI, KIRISHIMA); and DESRON ONE with the ABUKUMA as flagship, at an anchorage either called TANGAN or TANKAN BAY in the KURILES; possibly on ETOROFU ISLAND. It was stated that this island was barren, without even the vestige of a village. A stop was made at SAEKI for upkeep enroute. Departed TANKAN BAY where they had been at anchor for two or three days on 25 or 26 November with the above Striking Force and carried out the attack on Hawaii on December 8 (MINUS NINE TIME).

4. This prisoner of war (reference (d)), who was confidential clerk on the Staff of Admiral Yamamoto, and who helped write the stencils to mimeograph the order for the war against America and the Hawaiian Striking Force's activities, has stated in effect:

(a) The Striking Force to assemble in home water bases and depart X-16 days (X Day was later set as 8 December, TOKYO TIME), which would be about 22 November as date for departure from home bases.

(b) That this force was to proceed and attack the Pearl Harbor base of the Pacific Fleet by way of TANKAN BAY. The Hawaiian Striking Force was to maintain strict radio silence and receive all traffic via TOKYO Number 1 broadcast.

(c) That deception measures were to be taken in Japan, to give the impression that the Main Force of the Japanese Navy remained in home waters.

5. The composition of the Striking Force (reference (e)), was obtained from a call sign card removed from a Japanese plane salvaged from the waters of Pearl Harbor on 9 December: it showed CARDIV ONE, TWO and [3] FIVE; CRUDIV EIGHT; BATDIV THREE and DESRON ONE as subordinate commands under command of First Air Fleet. These units were also listed by name as: Air craft carriers: AKAGI, KAGA, HIRYU, SORYU, SHOKAKU, ZUIKAKU; Battleships: HIYEI and KIRISHIMA; Heavy Cruisers: TONE and CHIKUMA; Light Cruiser ABUKUMA.

6. The track of Japanese aircraft carriers from November 1941 to April 1942 (reference (f)), shows carriers departing ETOROFU ISLAND east coast near the geographical location of TANKAN BAY on 27 November 1941 and proceeding due east to about longitude 178 west; thence a southeast course to a position roughly north of OAHU arriving December 8, 1941.

SUMMARY

7. With the exception of a difference in dates given by one prisoner of war (paragraph 2), there is an overwhelming weight of evidence that the Japanese Striking Force assembled in home waters during November and departed from BUNGO CHANNEL area about 22 November, proceeding to TANKAN BAY (sometimes called HITOKAPPU BAY). Departing TANKAN BAY on 27 November, this Task Force, consisting of six (6) aircraft carriers, two (2) fast battleships, two (2) heavy cruisers, and one (1) light cruiser and some destroyers,

proceeded on an easterly course (to avoid being sighted by shipping) and then headed for a position to the north of OAHU, arriving there on the early morning of 8 December, Japanese time, or 7 December, Hawaiian Time.

8. TANKAN BAY does not appear on ordinary maps or charts, but does appear in a series of maps of the Japanese Empire in the Japanese National Encyclopedia, in the same position normally shown for HITOKAPPU BAY. It is highly improbable that several prisoners of war in widely separated areas would choose the name of a place unfamiliar to foreigners if they were attempting to give misleading information. It is believed that the track of the Japanese carriers (reference (f)), which shows departure from the BUNGO CHANNEL area (no departure date shown) to ETOROFU ISLAND, and departure therefrom on 27 November, confirms beyond doubt the statements of prisoners.

(Penciled note:)

The foregoing supplements my testimony given on 11 Sept.

/s/ C. H. McMORRIS,
Rear Admiral U. S. N.,
Chief of Joint Staff,
Cincpac and Cincpoa.

(The remaining portion of Exhibit No. 51 is a map reflecting the track of Japanese aircraft carriers—November 1941—April 1942—and will be found reproduced as Item No. 59, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 52

[1] EXHIBIT No. 52 IN EVIDENCE

TERRITORY OF HAWAII,
OFFICE OF THE MILITARY GOVERNOR,
Iolani Palace, Honolulu, T. H., 7 November 1942.

IN THE MATTER OF—THE CONFINEMENT OF BERNARD JULIUS OTTO KUEHN, A PERSON CONVICTED OF VIOLATING SECTIONS 31, AS AMENDED, 32, AND 34, TITLE 50, UNITED STATES CODE ANNOTATED.

ORDER

THE MILITARY GOVERNOR OF THE TERRITORY OF HAWAII:

To: The Provost Marshal, Hawaiian Department, Fort Shafter, T. H.; and, The Warden of The United States Penitentiary, Leavenworth, Kansas.

1. Whereas, the above named Bernard Julius Otto Kuehn, duly was convicted on February 21, 1942, by the Military Commission duly appointed for the Territory of Hawaii by the Military Governor of the Territory of Hawaii, of the following charges, to wit:

Charge 1: Violation of Section 34, Title 50, United States Code Annotated; unlawfully conspiring to transmit information affecting national defense.

Specification: BERNARD JULIUS OTTO KUEHN, OTOJIRO OKUDA and NAGAO KITA, at Honolulu, Island of Oahu, Territory of Hawaii, during the period commencing on or about the 20th day of November, 1941, up to and including the date of the filing of this charge, did conspire, combine, confederate and agree together and with each other and with other persons whose names are unknown, to commit an offense against the United [2] States of America, to wit, the offense of unlawfully and feloniously, with intent and reason to believe that it was to be used to the injury of the United States and to the advantage of a foreign nation, namely Japan, communicating, delivering and transmitting, and attempting to communicate, deliver and transmit, to a foreign government, to wit, the Imperial Japanese Government, documents, codes, sketches, plans, lists and writings relating to the national defense and the movements and positions of the several units of the United States Fleet (Section 32, Title 50, U. S. C.), that is to say that during the period and at the place above set forth BERNARD JULIUS OTTO KUEHN, OTOJIRO OKUDA and NAGAO KITA did conspire, combine, confederate and agree together and with each other and with other persons whose names are unknown, with the intent and reason to believe

that the information to be transmitted relative to national defense was to be used to the injury of the United States and to the advantage of a foreign nation, namely Japan, to communicate, deliver and transmit to a foreign government, namely the Imperial Government of Japan, certain information relative to national defense and to the movements and positions of the several units of the United States Fleet by means of a plan and system of signals which was to be prepared by BERNARD JULIUS OTTO KUEHN and submitted to OTOJIRO OKUDA at the Japanese Consulate at Honolulu, Island of Oahu, Territory of Hawaii, which would give a concise method of transmitting to the Imperial Government of Japan and its naval and military representatives information relative to national defense and the movements and locations of the battle force, scouting fleet, aircraft [3] carriers and other units of the United States Fleet at Pearl Harbor, Island of Oahu, Territory of Hawaii.

That thereafter and during the existence of said conspiracy one or more of said conspirators hereinafter mentioned by name did the following overt acts in furtherance of and to effect the object of said conspiracy aforesaid:

OVERT ACTS

(1) At Honolulu, T. H., on or about the 28th day of November, 1941, BERNARD JULIUS OTTO KUEHN did make a trip to the Navy Yard, Pearl Harbor, Territory of Hawaii.

(2) At Honolulu, T. H., on or about the 29th day of November, 1941, BERNARD JULIUS OTTO KUEHN did prepare a plan for transmittal of information relative to the United States Fleet.

(3) At Honolulu, T. H., on or about the 30th day of November, 1941, BERNARD JULIUS OTTO KUEHN did deliver to OTOJIRO OKUDA at the Japanese Consulate, 1714 Nuuanu Avenue, Honolulu, T. H., a plan for the transmittal of information relative to the movements and positions of the several units of the United States Fleet.

(4) At Honolulu, T. H., on or about the 30th day of November, 1941, OTOJIRO OKUDA advised BERNARD JULIUS OTTO KUEHN at the Japanese Consulate that his plan for transmittal of information relative to the United States Navy was too complicated, and instructed him to prepare a simpler plan.

(5) At Honolulu, T. H., on or about the 1st day of December, 1941, BERNARD JULIUS OTTO KUEHN did prepare a plan for the transmittal of information relative to the movements and positions of the several units of the United States Fleet.

[4] (6) At Honolulu, T. H., on or about the 2nd day of December, 1941, BERNARD JULIUS OTTO KUEHN did deliver to OTOJIRO OKUDA at the Japanese Consulate, 1714 Nuuanu Avenue, Honolulu, T. H., a plan for the transmittal of information relative to the United States Fleet units and their movements.

(7) At Honolulu, T. H., on or about the 2nd day of December, 1941, BERNARD JULIUS OTTO KUEHN did deliver to OTOJIRO OKUDA at the Japanese Consulate, 1714 Nuuanu Avenue, Honolulu, T. H., a list showing the number and type of naval vessels in Pearl Harbor, T. H.

(8) At Honolulu, T. H., on or about the 3rd day of December, 1941, NAGAO KITA did transmit a plan and system of signals previously prepared by BERNARD JULIUS OTTO KUEHN to the Foreign Minister of the Imperial Japanese Government at Tokio, Japan (Section 34, Title 50, U. S. C.)

CHARGE II: Violation of Section 31, as amended, Title 50, United States Code Annotated; unlawfully obtaining information affecting national defense.

Specifications: In that BERNARD JULIUS OTTO KUEHN did, at Pearl Harbor, Island of Oahu, Territory of Hawaii, on or about November 28, 1941, for the purpose of obtaining information respecting the national defense with intent and reason to believe that the information to be obtained was to be used to the injury of the United States and to the advantage of a foreign nation, namely, Japan, unlawfully and feloniously obtain information concerning vessels connected with the national defense, to wit, battleships, aircraft carriers, cruisers, destroyers, submarines, owned and constructed by the United States and under the control of the United States [5] and of its officers and agents, in violation of Section 31, as amended, Title 50, United States Code Annotated.

Charge III: Violation of Section 32, Title 50, United States Code Annotated; unlawfully disclosing information affecting national defense.

Specification: In that BERNARD JULIUS OTTO KUEHN did, at Honolulu, Oahu, Territory of Hawaii, on or about December 2, 1941, with intent and reason to believe that it was to be used to the injury of the United States and to the advantage of a foreign nation, namely, Japan, unlawfully and feloniously communicate, deliver, transmit, and attempt to communicate, deliver and transmit, to a foreign government, namely, The Imperial Government of Japan, and to the military and naval forces within a foreign country, namely, Japan, and to representatives, officers, agents, employees, subjects and citizens thereof, information relating to the national defense of the United States, to wit, information relating to and concerning vessels, to wit, United States battle-ships, aircraft carriers, cruisers, destroyers, and submarines connected with the national defense, at Pearl Harbor, Oahu, Territory of Hawaii, their positions, locations, and movements in violation of Section 32, Title 50, United States Code Annotated.

2. And, whereas, the said Bernard Julius Otto Kuehn duly was sentenced upon said conviction of said charges on said February 21, 1942, by said Military Commission, to be shot to death with musketry;

3. And, whereas, on October 26, 1942, the said sentence duly was approved by the undersigned Military Governor of the Territory of Hawaii but was commuted to [6] confinement at hard labor for fifty (50) years; and whereas it appears necessary to the undersigned, as the said Military Governor of the Territory of Hawaii, that the said Bernard Julius Otto Kuehn be confined in The United States Penitentiary, Leavenworth, Kansas, to serve said sentence as commuted as aforesaid;

4. Now, therefore, you, the said Provost Marshal, Hawaiian Department, Fort Shafter, Territory of Hawaii, hereby are ordered to deliver, or cause to be delivered, the said Bernard Julius Otto Kuehn, to the Warden, The United States Penitentiary, Leavenworth, Kansas, for the purpose of confining him, the said Bernard Julius Otto Kuehn, in the said United States Penitentiary at Leavenworth, Kansas, to satisfy the said sentence of confinement at hard labor for fifty (50) years so imposed by the said Military Governor of the Territory of Hawaii. **HEREOF FAIL NOT.**

THE MILITARY GOVERNOR OF THE TERRITORY OF HAWAII:

To:
The Warden of The United States Penitentiary, Leavenworth, Kansas.

Bernard Julius Otto Kuehn, duly having been convicted and sentenced in the manner and form aforesaid,

You hereby are ordered to receive the said Bernard Julius Otto Kuehn in The United States Penitentiary at Leavenworth, Kansas from the said Provost Marshal, Hawaiian Department, Fort Shafter, Territory of Hawaii, and safely keep and confine him, the said Bernard Julius Otto Kuehn, in the said United States Penitentiary and cause the said sentence of confinement at hard labor for fifty (50) years [7] to be fully executed. **HEREOF FAIL NOT.**

/s/ Delos C. Emmons,
DELOS C. EMMONS,
Lieutenant General, United States Army,
Military Governor of the Territory of Hawaii.

A true copy:

/s/ William R. C. Morrison,
WILLIAM R. C. MORRISON,
Lieutenant Colonel, J. A. G. D.,
Assistant Executive.

[8]

[Copy]

3 DECEMBER, 1941.

#0245(1) "PA"

From: KITA

To: Foreign Minister, Tokyo

(Secret military message No _____) (By Chief of Consulate's Code).

To: Chief of Third Section, Naval General Staff

From: FUJII

Re signals I wish to simplify communications as follows.

1. Code (following 3 section 8 line table)

Battle force, including scouting force, are about to put to sea—

1. Several aircraft carriers plan to put to sea.
2. All Battle force has sailed 1st-3rd dates Inc.
3. Several aircraft carriers have sailed (1st to 3rd).
4. All aircraft carriers have sailed (1st to 3rd).
5. All battle force have sailed, 4th-6th dates Inc.
6. Several aircraft carriers have sailed. (4th to 6th).
7. All aircraft carriers have sailed. (4th to 6th).

2. Signal

Light in Lanikai beach house at night _____

One light from 8 pm to 9 pm indicates "1". From 9 pm to 10 pm indicates "2". The below signals until midnight, in order indicate 3 and 4. Two lights, according to the time, indicate 5, 6, 7, 8.

[9] When not in accordance with (lights) above 1 full automobile headlight and one half light indicate 1, 2, 3, 4. Two full lights indicate 5, 6, 7, 8.

2. On the Lanakai coast during daytime from 8 am until noon every hour 1 piece linen cloth (sheet) indicates 1, 2, 3, 4. Two pieces indicate 5, 6, 7, 8.

3. In Lanakai bay during daytime in front of harbor (Offing) a star boat with one star on sail indicates 1, 2, 3, 4; a star and "III" indicates 5, 6, 7, 8.

4. Light in dormer window of Kalama house from 7 pm to 1 am every hour indicates 3, 4, 5, 6, 7, 8.

5. "KGMB Want Ads" advertisement 9.45 am

(A) A chinese rug etc., for sale—apply P. O. box 1476 indicates 3 or 6.

(B) A complete chicken farm etc., apply as above indicates 4 or 7.

(C) Beauty operator wanted—same—indicates 5 or 8.

In the event that in accordance with one of 3 items written above from Oahu a signal or radio message is impossible or Maui Island at a point located between the lower road six miles north of Kula Sanatorium and Haleakala road which can be watch from the sea to the south west and south east of Maui, until the receipt of the signal "EXEX" this (the following) will be repeated for several days: A small fire on the high peak.

7 pm-8 pm indicates 3 or 6; 8 pm-9 pm indicates 4 or 7; 9 pm-10 pm indicates 5 or 8.

[10]

[Copy]

DECEMBER 5, 1941.

From: KITA

To: Foreign Minister, Tokyo

1. The three battleships mentioned in your X239 of Friday morning, the 5th entered port. They expect to depart port on the 5th.

2. On the same day the LEXINGTON and 5 heavy cruisers departed.

3. The following warships were anchored on the afternoon of the 5th:

8 battleships

3 light cruisers

16 destroyers

Coming in were 4 cruisers of the Honolulu type and 2 destroyers.

[11]

[Copy]

6 DEC 1941.

No. 369

From: KITA

To: Washington-Tokyo

On the evening of the 5th the bb WYOMING (sic!) and one sweeper entered port.

Ships moored on the sixth are as follows:

BB-9

CL-3

DD-17

am-3

Ships in dock

CL-4

DD-2

(CA and CV all -----)

PS—CV cannot be found in the fleet(?)

[12]

[Copy]

3 DECEMBER, 1941.

#0245(1) "PA"

From: KITA

To: Foreign Minister, Tokyo

(Secret military message No.) (By Chief of Consulate's Code).

To: Chief of Third Section, Naval General Staff

From: FUJII

Re signals I wish to simplify communications as follows:

1. Code (following 3 section 8 line table)

Battle force, including scouting force, are about to put to sea—

1. Several aircraft carriers plan to put to sea.
2. All Battle force has sailed 1st-3rd dates Inc.
3. Several aircraft carriers have sailed (1st to 3rd)
4. All aircraft carriers have sailed (1st to 3rd)
5. All battle force have sailed, 4th-6th dates Inc.
6. Several aircraft carriers have sailed. (4th to 6th)
7. All aircraft carriers have sailed. (4th to 6th)

2. Signal

Light in Lanikai beach house at night -----

One light from 8 pm to 9 pm indicates "1". From 9 pm to 10 pm indicates "2". The below signals until midnight, in order indicate 3 and 4. Two lights, according to the time, indicate 5, 6, 7, 8.

When not in accordance with (lights) above 1 full automobile headlight and one half light indicate 1, 2, 3, 4. Two full [13] lights indicate 5, 6, 7, 8.

2. On the Lanakai coast during daytime from 8 am until noon every hour 1 piece linen cloth (sheet) indicates 1, 2, 3, 4. Two pieces indicate 5, 6, 7, 8.

3. In Lanaki bay during daytime in front of harbor (Offing) a star boat with one star on sail indicates 1, 2, 3, 4; a star and "III" indicates 5, 6, 7, 8.

4. Light in dormer window of Kalama house from 7 pm to 1 am every hour indicates 3, 4, 5, 6, 7, 8.

5. "KGMB Want Ads" advertisement 9.45 am

(A) A chinese rug etc., for sale—apply P. O. box 1476 indicates 3 or 6.

(B) A complete chicken farm etc., apply as above indicates 4 or 7.

(C) Beauty operator wanted—same—indicates 5 or 8.

In the event that in accordance with one of 3 items written above from Oahu a signal or radio message is impossible or Maui Island at a point located between the lower road six miles north of Kula Sanatorium and Haleakala road which can be watched from the sea to the south west and south east of Maui, until the receipt of the signal "EXEX" this (the following) will be repeated for several days: A small fire on the high peak.

7 pm-8 pm indicates 3 or 6; 8 pm-9 pm indicates 4 or 7; 9 pm-10 pm indicates 5 or 8.

[14]

TERRITORY OF HAWAII

OFFICE OF THE MILITARY GOVERNOR

Iolani Palace, Honolulu, T. H.

UNITED STATES OF AMERICA *vs* BERNARD JULIUS OTTO KUEHN

The statement of Bernard Julius Otto Kuehn made to the investigating officer, Captain James W. Chapman, Air Corps, at the Immigration Station, located in the City of Honolulu, T. H., was, in effect, as follows:

Mr. Kuehn stated that his previous detailed statements to the investigators for the Federal Bureau of Investigation were substantially true and correct, and that he thoroughly understood his constitutional rights relating to making statements to be used in any trial which might result from the investigation. Mr. Kuehn was at that time again advised of his rights by Captain Chapman.

States that the only reason for his original visit to Japan in about 1936 was to undertake a study of the Japanese language, art, and history, with a view to later serving as an instructor in Japanese art and history. He states that on that trip he met Baron Kycoga who was an official of the Japanese government and that Baron Kycoga on one occasion during his visit to the Japanese Islands, which lasted approximately three months, suggested to him that it would be beneficial both to the Japanese government and to Mr. Kuehn if he could arrange to secure and transmit certain [15] information of a military value to the Japanese government, but he states that he refused to enter into such an agreement with Baron Kycoga. He states that this matter has never been mentioned again by either of them. He thinks that it may be possible that Baron Kycoga may have later contacted the Japanese Consul at Honolulu and suggested that the Consul renew the offer, but that he does not know this to be a fact, nor did any member of the Japanese Consulate ever refer directly to Baron Kycoga.

He says that his wife's son, Leopold Kuehn, is now residing in Berlin, Germany, and occupies some kind of official capacity with the German government. He states that he and his wife had, since 1938 until about June of 1941, sent a small monthly allowance of money to Leopold, together with a customary Christmas present, also in money, and occasional presents of food. He states that because of the so-called "freeze" order of the United States government, effective about last May or June, he was unable to send further money to Leopold. He says that no money has gone forward to him and that about October or the early part of November he and his wife decided to again attempt to send Leopold a Christmas present of \$500 in cash if they could find some convenient way for transmitting the money. He says they first attempted to send this through the Bishop National Bank and that he talked to Mr. Lowe in the bank concerning it, but that Mr. Lowe told him that it was impossible to do so. He says he later had some correspondence with some person or firm in South America and attempted to send the money that way, but that the negotiations fell through. At that time he thought [16] that the only way he could get the money to Germany would be to go to the Japanese Consul and see if the money could be sent, possibly through the Yokahama Specie Bank, and that with this in view he visited Mr. Otojiro Okuda at the Japanese Consulate.

On one of his visits to the Consulate at which the transmission of the money was discussed, he says that Mr. Okuda told him that they would attempt to transmit the money if Mr. Kuehn would agree to secure for them certain information relating to the strength and movements of the United States fleet in Hawaiian waters. He says that he told Mr. Okuda he would secure this information for him but at the time he said this he had no intention of carrying out his promise, but was merely attempting to get Mr. Okuda to take care of the money for him and he felt this was the only way it could be done. He says that Mr. Okuda suggested that he prepare a certain code for the sending of signals by lights from his house in Kalama and also from his beach house with an alternate set of signals by means of hanging a sheet on a clothes line during the daylight hours and with certain other alternate signals. He states that the original code which he submitted was rejected by Mr. Okuda and Mr. Kita of the Japanese Consulate as being too complicated, and that he then prepared a simplified code. He states that he never at any time used any of the signals to transmit any information. He states that the meetings with Mr.

Okuda occurred during the last two or three days of November and the first two or three days of December, 1941.

He states that about the 1st or 2nd of December, 1941, [17] he prepared a list purporting to represent the strength of the United States fleet in Hawaiian waters in various types of ships and that he delivered this list to Mr. Okuda, but he states that the figures used therein were purely fictional except for such general information as he had concerning the size of the fleet from the reading of newspapers and that if any of the figures should be correct, that this is merely a coincidence. He says that he made a trip to Pearl City and, of course, drove along the main highway of Pearl Harbor two or three days before he submitted this list, but that he made no effort at that time to observe or count the number of ships in harbor.

He states that all of the money which he has received from various foreign sources including Holland and Japan represented income from the sale of certain property which he formerly owned in Germany.

/s/ James W. Chapman,
JAMES W. CHAPMAN,
Captain, Air Corps.

FEBRUARY 5, 1942.

[18] HONOLULU, T. H., *January 3, 1941.*

I, Otto Kuehn, make the following voluntary statement to J. Sterling Adams and George E. Allen, whom I know to be Special Agents of the Federal Bureau of Investigation and who have informed me that I cannot be required to make a statement, further that anything I might say can be used against me in court.

In July of 1936, when I made a trip to Japan to study the Japanese language, on a Japanese boat I met a Baron KYOGOKU who was returning from England. KYOGOKU told me that he was one of the old noble Japanese families and was connected with the MITSUI family in Japan. Prior to his return from England, KYOGOKU had spent some time in Germany as well as England and he speaks both English and German fluently. When we left the boat in Yokohama, KYOGOKU asked me my address where I would be stopping and I told him the Imperial Hotel, Tokyo. He then stated that he would see me later on. Two or three days later KYOGOKU called on me at the Imperial Hotel. We spent the entire afternoon together, KYOGOKU showing me around Tokyo and I afterwards invited him for dinner at the Imperial Hotel.

I had previously told KYOGOKU that I had served in the German Navy as an officer during the World War and had recounted some of my experiences to him during that time. While we were eating dinner KYOGOKU began very tactfully to question me as to whether I would from time to time furnish him with information about Honolulu. This information, or [19] whatever I was asked to do, was to be for the Japanese Government. I refused to have anything to do with the idea and KYOGOKU never mentioned the question any more. Although KYOGOKU never again attempted to get me to give information to the Japanese Government, he visited me quite often at the hotel and took me to his castle near Gifu and he also took me cormarent fishing near Gifu. We also went to the theater and some other places and had dinner together on occasions. On all of these occasions KYOGOKU and I were alone with the exception of one time when Mr. SATO, a doctor in one of the Japanese hospitals whom I had previously met in Honolulu through Mr. KUNITOMO, was with me at a time when KYOGOKU called on me and KYOGOKU took us to dinner.

During this time KYOGOKU often told me that if there was any favor or anything that he could do for me, that all I need do was to ask him and he would do it. I left Japan about October, 1936, following about a three months visit. Before leaving Japan I obtained my quota visa for permanent residence in the United States. KYOGOKU went to the boat with me to bid me goodbye and at that time he reminded me that if he could ever do a favor for me he would be willing to do so. From the time we parted and when I returned to Honolulu, I heard nothing from KYOGOKU nor did I communicate with him in any way until 1940, with the possible exception of one Christmas card I received from him in 1936.

In the spring of 1940 my wife made a trip to Japan and returned with about \$6,000.00, which she had obtained from Dr. WILHELM HOMBERG. Following her return to Honolulu and about four weeks later, I received a letter from Dr. HOMBERG [20] advising me that it would be necessary for me to make

some arrangements to get any additional funds out of Japan; that it was becoming too difficult and dangerous for him to do this. About three weeks after receipt of Dr. HOMBERG'S letter, I wrote him suggesting that he contact Baron KYOGOKU, an old friend of mine, and that KYOGOKU could assist us in sending the money from Japan to Honolulu. With this letter I sent a Duden (German) grammar dictionary, similar to a Webster dictionary. At the same time I retained a duplicate dictionary in my possession. In the letter to HOMBERG I explained that in future communications I would use a number code which would indicate the number of the page and the word from the top of the page denoting the word intended, such as if the word "money" appeared on page 210 of the dictionary and was the sixth word down from the top, to indicate the word "money" I would send the numbers "210—6." This letter and its contents, the dictionary, were sent by me from Honolulu through Mr. KAI, purser on the KAMAKURA MARU, whom I had known in the past and who had previously brought presents from HOMBERG to my daughter. This message was sent through Mr. KAI during July, 1940.

I received no further communication from HOMBERG until September, 1940, at which time Mr. KAI telephoned me at my Kalama residence and asked me to meet him in front of the N. Y. K. office in Honolulu. I did so and he gave me a package of money containing \$10,000.00. At the same time Mr. KAI gave me a slip of paper which instructed me not to write to Dr. HOMBERG but rather to address my letters or communications to Baron KYOGOKU at a post office box number in Tokyo.

[21] During July, 1941, shortly after the freeze order went into effect and I was given to understand that each alien must submit a list of all their property, I contacted a Vice Consul at the Japanese Consulate, Honolulu, as Mr. KITA, the Consul, was not there. My purpose in doing so was to send a message to HOMBERG through KYOGOKU in the pre-arranged manner. I had prepared a brief message in the coded form mentioned above which in substance read: "Please send balance as soon as possible." At first the Vice Consul was suspicious and reluctant about sending my message but I explained as follows: I told the Vice Consul I was acting for the Japanese Government and that I had an important message to go through to Baron KYOGOKU, an important official in the Japanese Government at Tokyo. I told the Vice Consul that I needed the money before October 29 so that I could make my statement of property under the Foreign Funds Law and so that I could include this amount in my statement of property holdings as required by the foreign funds division in order that no questions would be asked at a later date relative to my source of income and how I came into possession of these monies. I intentionally gave him the impression that the money I was to get from Baron KYOGOKU was as compensation for services I had rendered for the Japanese Government. The Vice Consul agreed to send my message to KYOGOKU at this time.

After two or three weeks I came back and spoke to the Vice Consul and asked him if he had gotten an answer or any money as yet. He said no, so I again returned about three weeks later and he still said no. At that time I made arrangements with the Vice Consul that when he heard from [22] Japan regarding the money or got an answer that he should send me a post card to my box signed "JIMMIE" and he said for me not to come too often to the Consulate.

I did not contact the Consulate again nor did I receive any post card until one afternoon in the very end of October, just after the first Japanese boat came to Honolulu, a young Japanese man came to my home in Kalama and he told my son that he wanted to see me. I was in the back working in my garden. My son came and advised me he was there and I went around. He very brusquely asked me if I was OTTO KUEHN and I said "Yes," and he said, "I have something for you from Dr. HOMBERG," so I took him back to my little garden house where he gave me a package and a letter and I asked him if he had any other information for me and he said no. I opened the letter first and in the letter was a sheet of paper written in English asking if I had a short-wave transmitter and if I would be willing to make a test at a certain stated time which was on a night several nights later, on a certain wave length. This letter was typewritten and had no name on it. He gave me a sheet of paper and an envelope and I wrote on the sheet of paper that I was unable to make the test. I was quite nervous and put it in the envelope and gave it to him. I asked him if he knew what was in the package and he said no. I asked him if he wanted a receipt for the package and he said no, and he then left and I opened the package and counted the money. There were \$14,000.00 in the package, mostly in new \$100.00 bills, some \$20.00 bills. I think that this was a contact KYOGOKU was trying to make with me through this letter. As soon as he left I tore up the sheet of paper asking me to make this radio [2] test and burned it up.

It was about a week after this, and after the TAIYO MARU had sailed from Honolulu, that I again contacted the Japanese Consulate and talked to the Vice Consul and asked him to send some money to my son, LEOPOLD, in Germany. He said that he did not think it could be done and I suggested that he take it up with the Yokohama Specie Bank and I would come back two or three days later.

I went back and spoke to the Vice Consul about three days later, at which time he asked me what information I could give him about the United States Fleet and how many ships were in the harbor. He also asked me if I knew which part of the Pacific the United States Fleet usually went in on their maneuvers and how long they would be out. I told him that I could tell him how many ships there were in the harbor but that I could not tell him where the fleet was or when it would be back. He suggested that I work out a set of signals so that we could let the Japanese Fleet know how many ships were in the harbor, how many were prepared to leave and how many had already left for Japan. I told him that I could do all this.

I think that sometime between my previous contact and this time when he asked me for information about the fleet and suggested I prepare the set of signals that he had contacted KYOGOKU or someone in Japan about me. He appeared to me to be very glad to have me in his office and to have me do something for him.

About three or four days later I went back to the Japanese Consulate and showed him a set of signals containing [27] fifteen numbers, each one of which was to indicate a certain situation, as to how many ships were in the harbor, how many prepared to leave, how many had left, whether they were battle fleet, scouting fleet or aircraft carriers, exactly as previously told by me to Special Agents Adams and Allen in my statement of January 1, 1942. He told me at this time that the system was too complicated. During this visit KITA was present in the room. I did all of my talking with the Vice Consul who would speak in Japanese with KITA, the Consul, who would in turn speak in Japanese to the Vice Consul and then the Vice Consul would speak with me in English. They said that this system was too complicated and requested me to make a simpler method of signals, which I said I would do.

On Tuesday, December 2, 1941, I went back and took them two envelopes, one containing the money to be sent to my son and the other containing the simplified system of signals as described by me in my previous statement to Special Agents Adams and Allen dated January 1, 1942, and also I had written at this time some information as to the number and various types of ships in Hawaiian waters, as also set forth in that statement. I handed these two envelopes to the Vice Consul and he asked me to come in and said he would like to talk with me but I told him that it was all written out and there was no need to and turned around and went back to my car and went on into town.

[25] I have read the above statement consisting of five pages and certify that the same is true to the best of my knowledge and belief.

/s/ Otto Kuehn.
OTTO KUEHN.

WITNESSES:

/s/ J. Sterling Adams,
J. STERLING ADAMS,
Special Agent.
/s/ George E. Allen,
GEORGE E. ALLEN,
Special Agent.

*Federal Bureau of Investigation, United States Department of Justice,
Honolulu, T. H.*

[26]

HONOLULU, T. H., January 1, 1942.

I, OTTO KUEHN, make the following statement to J. STERLING ADAMS and GEORGE E. ALLEN, Special Agents of the Federal Bureau of Investigation, knowing same to be such. No threats, inducements or promises of any kind have been made to me. I make this statement freely and voluntarily, of my own free will.

I, OTTO KUEHN, was born on July 25, 1895, at Berlin, Germany. In April, 1913, I enlisted in the German Navy, as a Cadet, on the training cruiser, HERTHA, at Flensburg, Germany. After serving my training period, I was a midshipman on the German cruiser, BLUCHER, on which I served in the war until January 24, 1915, at which time I was captured by the British following a naval engagement in which the BLUCHER was sunk. I remained in a British camp, as a

prisoner of war, until January of 1918, at which time, during an exchange of prisoners, I was sent to Holland, where I remained for the duration of the war. Following the armistice, I returned to Berlin and studied architecture for three months. Following this, I again entered naval service, as a lieutenant aboard the WITTELSBACH, the mother ship of a minesweeper flotilla. I continued this navy service for an additional six months, following which I was released and placed in the Naval Reserve Corps. I then took up the study of medicine at the University of Berlin and at the University of Munich, continuing this for a period of one and one half years. During this time, 1920, I married my present wife, FRIEDEL, in Munich. Shortly before my marriage, [27] I purchased a 500-ton sail freighter, which operated between Finland and Rotterdam. My father had previously left me an inheritance of about \$50,000 cash, as well as a number of houses and government bonds. The sail freighter, known as the "ANTARES," ran on a reef, after which I sold the boat for about \$2,000.00.

In about 1921, I began working in Berlin with "SEIMENS," a machinery concern engaged in the manufacture of heavy motors, etc. I continued in this employment, serving as plant protection man, for about one year, following which I entered training with the same company to learn the business, and continued in this up until 1923. I then operated a manufacturing and distributing business of sparkling water and lemonade in Stettin, Germany, operating less than a year. Afterward, I returned to Berlin and was employed as an inspector with "POMMERSCHE MEIEREIEIEN", which business consisted in dairy products, etc. I continued in this work up until 1928, but before discontinuing this employment, about 1927, I entered into the coffee importing business in Berlin in partnership with one OVERBACK. My position was Sales Manager, and I continued the operation of the same business up until my departure from Germany in 1935. My first contact with the Nazi Party was attendance at a meeting called by HITLER in Kiel, Germany, in 1930. HITLER spoke at the meeting, which I attended with my son, LEOPOLD. Following the meeting, and on that same day, I enlisted as a member of the Nazi Party, and influenced my son to join the party also at the same time. I did not become active in the party until 1932, when Mr. SUNKEL, district leader of the [28] party at Kiel, advised me to go with REINHOLD HEYDRICH to Munich and to see a person, name unrecalled, who later became chief of police at Munich, about securing a job with the party. SUNKEL brought HEYDRICH by my home, and HEYDRICH and I took the night train, together, to Munich, after my having advanced HEYDRICH about a one-hundred-mark loan. Upon reaching Munich, HEYDRICH and I went to the City Hall Restaurant, to have a cup of coffee. HEYDRICH excused himself, stating he was going to see the person to whom SUNKEL had referred us, the party who later became chief of police at Munich, and it later developed he was given a position by this person, which turned out later to be chief of the German Gestapo system, working under HEINRICH HIMMLER, the head of the entire German police. At the time SUNKEL had sent us both to meet with this individual in Munich, he had indicated one or more positions were open and it is quite possible the position given to HEYDRICH was the one I, too, was being considered for. If such a position had been offered me at that time, I would unhesitatingly have accepted it.

HEYDRICH returned after about four hours to the City Hall Restaurant, where I was waiting in the company of the individual, whose name I have forgotten, who later became chief of police in Munich, and I accompanied them to HEINRICH HIMMLER's home, where I spoke with HIMMLER for maybe half an hour regarding Communism and the means which should be adopted in order to eradicate it from Germany, following which HEYDRICH came to me and said that HIMMLER did not like me and it would be best for me to return to Berlin, which I did. Shortly after that, I received word from SUNKEL that I was to be [29] assigned to work in Altona, Germany, for the party, as an investigator for the party to determine the identity of those individuals who were Communists and ascertain who was pro-Nazi in the Altona Police Department and residents of that vicinity. I engaged in this occupation for about six months, toward the end of which time I made a report on the chief of police in Altona, who was a party member, to the effect that he was immoral in his private life, and shortly thereafter, following some other minor troubles, I was advised that my services were no longer required, so I returned to Berlin and my coffee business.

While in Berlin, a Jewish friend of mine, PAULSSEN, came to my home and some individuals notified the party of this occurrence. They then told me to leave the Nazi Party, and I was later arrested by the police when I went to the office of a Nazi Party official to request a hearing. I was held by the police for two weeks, then placed in a concentration camp for four weeks. During this time I was not questioned. OTTO STRASSER was in this same concentration camp. During the time I was confined to the camp, my wife, FRIEDEL, and son, LEOPOLD, and Mr. BRUCKER were working for me among members of the party and I was released. At that time my son, LEOPOLD, was a stormtrooper in the party and my wife was working for the Nazi Welfare Department. About three months later, I was again arrested by the police on a charge of having attended a meeting between HITLER and VON PAPEN at Coeln, and having taken pictures of this meeting and made a report of it. I was taken into the German courts and proved my alibi that I had never been in Coeln during this time, and was released. [30] All of this occurred during the year 1933.

I returned to my coffee business but business was constantly going down and down and it was impossible for me to obtain reorders and additional business, as I was no longer a member of the Nazi Party, and during the year 1934 I wrote several articles for the newspapers and magazines on the Far East, their culture and politics, and in April, 1935, I decided to go to the Orient in order to study the Japanese language. I sailed from Bremen, Germany, in April of 1935, on the SS STUTTGART. I arrived in New York, where I stayed for six days, took a train across the country to San Francisco, where I went to the German Consulate and asked for the names of some German individuals in Honolulu whom I could contact. They gave me the name of Dr. ARTHUR HOERMANN. I sailed from San Francisco on the TATUTA MARU, in company of my wife, who had been with me since I left Germany. The balance of my family had remained in Germany. On reaching Honolulu, I got in touch with Dr. HOERMANN, and he advised that I stay at the Brookland Hotel in Honolulu. I stayed there for three weeks, and then sailed to Japan, on the ASAMA MARU, with my wife. Upon reaching Japan, we went from Yokohama to Tokyo, to the Imperial Hotel, where I contacted Professor HISAMATSU, of the Imperial University, relative to the study of the Japanese language. My wife and I traveled on to Shanghai then, and she continued on to Germany. I did not start to study the Japanese language at this time, but returned to Honolulu on the CHICHIBU MARU.

My original idea in wanting to learn the Japanese language was so that I could return to Germany and teach in the universities there. I had originally planned that my wife [31] and children would stay in Germany. However, when I decided to come to Honolulu to study the language, we thought it best that she and the children join me here.

When I returned to Honolulu, I again stayed at the Brookland Hotel in 1935, until March of 1936. During this time I was joined by my daughter, RUTH KUEHN, and son, EBERHARD KUEHN, in December of 1935. During the time I resided at the Brookland Hotel, I met a Lieutenant KENNEDY, a submarine officer in the United States Navy. I also met FRANCESCO LOMBARDO during this time. Lieutenant KENNEDY introduced me to Lieutenant NEW, also a United States Navy submarine officer, who he stated wanted to learn to speak the German language. Lieutenant NEW also introduced me to a Lieutenant Commander DURGIN. Both Lieutenant NEW and DURGIN were interested in obtaining a job as Assistant Naval Attache in Berlin. Lieutenant Commander DURGIN received the appointment. I also met SPENCER WARNER, a Commander at the Naval Air Station, Pearl Harbor, during 1936. In March of 1936, I rented a home at 2369 East Manoa Road, Honolulu, T. H., and moved there with my daughter, RUTH, and son, EBERHARD, and was joined by my wife, FRIEDEL, and son, HANS, in April of 1936. During this time I was studying the Japanese language at the University of Hawaii.

During May 1936, I rented a home at Lanikai Beach from a Mr. GRUNE. About June, 1936, I made a trip to Tokyo, to continue my Japanese language studies, and during the time I was gone my family moved to the Lanikai Beach home permanently. I returned to Honolulu from Tokyo, where I had studied at the Japanese language school for three months, about September, [32] 1936. I continued my Japanese language studies at the Japanese language School in Kailua, under Mr. IKENO, the principal of that school. He gave me private tutoring at his home.

During 1936 and 1937, I met a Major RODNEY ROBERTS, of the 64th Coast Artillery, and through him I met Major HART, of the Quartermaster's Corps. I had also met a Lieutenant HARALD LINDSAY, a submarine officer of the United States Navy, at the Brookland Hotel. These individuals visited me at my home on various occasions. I was also friendly with ARTHUR LUHR, a dentist in Honolulu, and Mr. VAN ORT, and Mr. EINDHOVEN. I also met CARL BASLER, about 1938, through my children's taking music lessons from his wife. During 1938, I purchased the Modern Steel Furniture Company, which I operated for eight or nine months, which I finally turned over to a trustee after losing about \$15,000.00. The only other employment I have had in Honolulu Iron Works, June 1941, when I went to work as a freight checker for the Honolulu Iron Works, which job I held for six weeks and quit as the work was too hard. I have since attempted to obtain a position with HAROLD CASTLE, through FRANZ MAHN of the Hawaiian Trust Company, with no success.

With regard to the income which I have been able to derive locally, I might state that in 1937 I leased eight acres of land from the Kaneohe Ranch Company, and since have sub-leased seven acres to a Japanese gardner. The other acre I use to raise fruits and vegetables for my own use. I also raise chickens at my Kalama residence, having about 200 at the present time. None of these operations are income-producing. [33] My wife, FRIEDEL operates the Kailua Beauty Shop, from which she derives an average income of approximately \$80.00 a month. This business was originally opened in June, 1940. Other friends I have in Honolulu, not previously mentioned, are as follows: MARIO VALDASTRI, a regular acquaintance, with whom my wife and I frequently play bridge, Dr. E. A. STEPHENS, Kaneohe Territorial Hospital, Kaneohe, Oahu, who prior to his divorce was a frequent visitor in my home, a slight acquaintance with Dr. MARQUIS STEVENS, Dr. and Mrs. ARTHUR HOERMANN, who were close associates up until the past two years, HENRY B. WOLTER, better known to me as HEINE, a neighbor at Lanikai, through whom I first met HEINZ PLOENJES, representative of the Roechling Steel Works, a German firm, stationed in Tokyo, Japan, from whom I have since received some correspondence. Dr. HOMBERG, also a representative of Roechling Steel Works at Tokyo, Japan, first became known to my family through RUTH, who met him in 1937, while en route to Japan on a Japanese vessel. Since that time, Dr. HOMBERG has visited Honolulu on two occasions, once in early 1938, at which time he occupied my Lanikai Beach residence, for two to three weeks, and again in September, 1938, when he stopped over only for a night on his way back to Japan.

Regarding the monies which I have received from time to time from outside sources, I wish to make the following statements: At the time I left Germany in 1935, I was only permitted to carry about ten marks with me. I have been unable since to get any of my monies out of Germany and the other members of my family were also unable to bring out additional funds. About 1918, during the first World War, I had opened a small [34] account in a Rotterdam bank. Afterwards, during the period I owned and operated the sailing freighter ANTARES I deposited funds received from the operation of the vessel in this same bank in Rotterdam. In 1934 my Aunt ELSE SVENDSON, resident in Sweden, transferred to me about \$35,000.00 as my share of the inheritance which I would have received later, which money was deposited in an Amsterdam bank. During the years 1936, 1937 and 1938, I received money transfers totaling about \$30,000.00 from these accounts through the Bishop National Bank, Honolulu. I have been unable to get any additional funds from Holland since 1938. From 1938 to the spring of 1940, I received no additional funds from the outside and as a result was forced to sell one of my wife's homes at Kalama as well as mortgage my wife's other Kalama residence and Lanikai residence. I had previously acquired these three pieces of property during 1937.

In the spring of 1940 my wife, FRIEDL, planned a trip to Japan in order to make arrangements with Dr. HOMBERG of the German steel firm, ROECHLING STEEL WORKS, Tokyo, Japan, for further funds. At that time she borrowed money from the bank on Dr. MAURICE GORDON's signature. My wife made arrangements with Dr. HOMBERG to transfer her property in Germany to him for a consideration of \$40,000.000. However, he was to first have an inquiry made in Germany to determine the value of the property and arrive at the exact figure, but in the meantime he advanced my wife \$6,000.00 on account. She brought the \$6,000.00 in cash with her on her person. Upon reaching Honolulu my wife told me that Dr. HOMBERG had promised to send more money after the lapse of five months.

[35] About five months later, around September, 1940, an additional \$10,000.00 in cash was brought by a Mr. KAI, purser aboard the CHICHIBU MARU from Dr. HOMBERG. My wife had previously made the acquaintance of Mr. KAI while on board the HAKUSA MARU on a trip from Shanghai to Germany in 1936. Mr. KAI, upon reaching Honolulu, telephoned me and then brought the money to my Kalama residence. The money was made up entirely of American currency.

In October, 1941, following the arrival of the TATUTA MARU at Honolulu from Japan, a Japanese employce of this vessel called in person at my Kalama residence and delivered to me a package enclosed in cardboard which contained \$14,000.00 in \$100.00 bills. At the time the package was delivered by this Japanese he remarked that same was from Dr. HOMBERG in Japan. The name of this Japanese is unknown to me and I had not seen him before or since. The money was afterwards given by me to my wife and I do not know where she has it hidden. However, we at no time have deposited these amounts in the banks in Honolulu, except to carry a small account.

During our residence in Hawaii, my step-son, LEOPOLD, has continued to reside and work in the Nazi Party in Berlin, Germany. He presently is employed under GOEBBELS, Minister of Propaganda. There has always been a very close relationship between LEOPOLD and my wife. Therefore she has been insistent on supplying him with foods and a monthly allowance of 50 marks. In the past, shipments of food have been made through FORTRA, INC. in New York City, and the monthly allowance was sent through the Bishop National Bank until June, 1941, when the freezing order went into effect.

[36] I talked to Mr. LOW of the Bishop National Bank several times and asked him if he would help me, if there was any legal way he could send money to my son, so Mr. LOW wrote to New York and got an answer that there was no chance of sending money. Mr. LOW told me the only chance would be to send pesos to a friend in South America and this friend could send the pesos to Germany and we found somebody in South America, whose name I have forgotten, that my wife wrote to but never received an answer in an attempt to transmit money to LEOPOLD via South America.

About the first part of November, 1941, after talking the matter over with my wife, FRIEDEL, I went to the Japanese Consulate at Honolulu and asked them to send money to my son, LEOPOLD, in Germany through the Yokohama Specie Bank. They advised me at this time that they would inquire at the Yokohama Specie Bank to see if this was possible. I spoke to one of the Vice Consuls at this time, his name I do not recall. This was my first visit to the Japanese Consulate since the summer of 1940 when I had been to see a member of the Consulate staff to find if it would be possible to send a large package of food on a Japanese liner to my son, LEOPOLD, in Germany via Japan and Russia. I was advised at this time to make inquiry at the Japanese Chamber of Commerce above the Yokohama Specie Bank, which I did and they informed me that I could send only a one-pound package.

About two or three days after my first visit to the Consulate in November of 1941, I returned and this time I spoke to the man sitting behind the large desk in the back of the room, to the left of the entrance of the Consulate.

[37] He and I went across the hall into the second room on the right from the front of the Consulate. At that time he refused to send any money to my son and I offered to assist him and the Consulate in obtaining information that they might be interested in. He asked me if I knew how many ships were in Hawaiian waters and I told him I could find out. Then I left the Consulate and went home and after three or four days returned to the Japanese Consulate, at which time I spoke to the same man and KITA, the Consul himself, in that same room, the second one on the right from the front of the Consulate. At that time I made suggestions to them stating that I had a short-wave transmitter and could send messages for them if they so desired and I also outlined a system of signalling that could be used in order to furnish information relative to the types of ships in Pearl Harbor and those that had left. This system of signalling contained fifteen sets of signals. These signals were to have been given by a light in my home at Lanakai or Kalama which could have been seen out at sea by a submarine, as follows: One light between 6 and 7 meant battle fleet in harbor; one light between 7 and 8 meant scouting force in harbor; one light between 8 and 9 meant aircraft carriers in harbor; one light between 9 and 10 meant battle fleet prepared to leave; one light between 10 and 11 meant scouting force prepared

to leave; one light between 11 and 12 meant aircraft carriers prepared to leave; one light between 12 and 1 meant battle fleet left between one and two days ago; one light between 1 and 2 meant scouting force left one to two days ago; two lights between 6 and 7 p. m. meant aircraft carriers left one to two days ago; two lights between 7 and 8 p. m. meant [38] battle fleet left three to four days ago; two lights between 8 and 9 p. m. meant scouting force left three to four days ago; two lights between 9 and 10 p. m. meant aircraft carriers left three to four days ago; two lights between 10 and 11 p. m. meant battle fleet left five to six days ago; two lights between 11 and 12 midnight meant scouting force left five to six days ago; two lights between 12 midnight and 1 a. m. meant aircraft carriers left five to six days ago.

This same set of signals could have been sent by means of linen on the clothes line at my Lanakai home, one sheet between 6 and 7 a. m. in daylight meaning battle fleet in harbor; one sheet between 7 and 8 a. m. meaning scouting force in harbor; one sheet between 8 and 9 a. m. meaning aircraft carriers in harbor; one sheet between 9 and 10 a. m. meaning battle fleet prepared to leave; one sheet between 10 and 11 a. m. meaning scouting force prepared to leave; one sheet between 11 a. m. and 12 noon meaning aircraft carriers prepared to leave; one sheet between 12 noon and 1 p. m. meaning battle fleet left one to two days ago; one sheet between 1 p. m. and 2 p. m. meaning scouting force left one to two days ago; two sheets on line between 6 a. m. and 7 a. m. meaning aircraft carriers left one to two days ago; two sheets on line between 7 a. m. and 8 a. m. meaning battle fleet left three to four days ago; two sheets on line between 8 a. m. and 9 a. m. meaning scouting force left three to four days ago; two sheets on line between 9 a. m. and 10 a. m. meaning aircraft carriers left three to four days ago; two sheets on line between 10 a. m. and 11 a. m. meaning battle fleet left five to six days ago; two sheets on line between 11 a. m. and 12 noon meaning [39] meaning scouting force left five to six days ago; two sheets on line between 12 noon and 1 p. m. meaning aircraft carriers left five to six days ago.

They told me at that time that this system of communication was too complicated and it would be necessary for me to simplify it. I went home. One or two days prior to the time I submitted this first set of signals I had ridden by Pearl Harbor and there were very few boats in the harbor at that time. About three days later I went back to the Consulate with a simplified system of signalling, on what I think was December 2, 1941. This set of signals contained only eight combinations, as follows: No. 1 meaning battle fleet prepared to leave; No. 2 meaning scouting force prepared to leave; No. 3 meaning battle fleet left one to three days ago; No. 4 meaning scouting force left one to three days ago; No. 5 meaning aircraft carriers left one to three days ago; No. 6 meaning battle fleet left four to six days ago; No. 7 meaning scouting force left four to six days ago; No. 8 meaning aircraft carriers left four to six days ago.

These signals were to be given as follows from my Lanakai home: One light between 7 and 8 p. m. meaning No. 1; one light between 8 and 9 meaning No. 2; one light between 9 and 10 p. m. meaning No. 3; one light between 10 and 11 p. m. meaning No. 4; two lights between 7 and 8 p. m. meaning No. 5; two lights between 8 and 9 p. m. meaning No. 6, etc. These lights were to have been from a window or automobile lights. The same system could have been used with one piece of linen hung on the line at Lanakai between 8 and 9 a. m., meaning No. 1, one between 9 and 10 a. m. meaning No. 2; one between 10 and 11 a. m. [40] meaning No. 3; one between 11 a. m. and 12 noon meaning No. 4; two pieces between 8 and 9 a. m. meaning No. 5; two pieces between 9 and 10 a. m. meaning No. 6, and so forth. It was also arranged that a light in the skylight at my Kalamā home between 7 and 8 p. m. would mean No. 1; one between 8 and 9 p. m. would mean No. 2; one between 9 and 10 p. m. would mean No. 3 and 6; one between 10 and 11 p. m. would mean No. 4 and 7; one between 11 and 12 p. m. (midnight) would mean Nos. 5 and 8.

It was also arranged that this same system of signalling could have been used with a star boat just off the mouth of Lanakai Beach between certain hours, a star on the sail or a star and a number on the sail meaning corresponding signals as those previously given, according to the time the boat was in that position. I do not recall the exact combinations that were to have been used to indicate each signal.

It was also arranged that on the KGMB Want-Ads program in the morning the signal could be effected to indicate numbers 3 and 6 if a Chinese rug was advertised for sale, Nos. 4 and 7 if a beauty parlor operator was advertised for;

and a third type of advertisement which I do not recall would indicate numbers 5 and 8. It was also arranged that if it was impossible to give this system of signals, a garbage fire on Maui in a certain locality between certain hours would indicate the above number signals, such as a fire between the hours of 9 and 10 p. m. would mean signals 3 and 6, and so forth. In mentioning this latter plan I had in mind a locality previously described to me by a friend, CARL BASLER, where a number of vacant lots are located. I determined the exact locality of this area by reference to a [41] map of Maui which showed the names of the two roads which border that locality and which names were mentioned in my recommended plan as bordering the area wherein the fire signals were to be effected.

It was also arranged that this same set of signals could be given by short wave radio and arrangements were made that if the Consulate desired to contact me they could do so by sending me a postcard signed "JIMMIE", to my Box No. 1476 at Honolulu. This simplified set of signals was taken to the Consulate in an envelope by me about 8:30 in the morning. At the time I went to the Consulate I was accompanied by my wife, FRIEDEL, and while she remained in the car I went to the door and handed the envelope containing this set of signals and another envelope containing \$500.00, which was to be sent to my son LEOPOLD in Germany, to the Vice Consul whose name I do not recall. I had no conversation with him at this time but went back to my car and drove on into Honolulu.

I might point out that the plan outlined by me above and that submitted to the Japanese Consulate are probably not identical in every detail with those actually submitted, although the plans outlined above are basically the same as those submitted. Differences will probably appear in connection with the hours stated for the signals to be given.

On the same occasion that I transmitted this simplified system of signalling I had also advised the Consulate that there were seven battleships, six cruisers, two aircraft carriers, forty destroyers and twenty-seven submarines, or some similar figure, in Hawaiian waters. These figures were purely fictitious as far as I knew. This information was submitted in the same [42] envelope as the one containing the latter plans.

Following the submission of these latter plans to the Consulate I have had no further contact with any representatives of the Consulate to date, neither have I received any correspondence or telephone messages from such representatives. Apparently no effort was made by the Consulate to carry either of the proposed plans into effect through me.

I have never been to the Island of Maui nor have I ever seen the island nor purchased any property there. I never had a short-wave transmitter, and my Lanakai Beach house is rented to Army people. I might state that CARL BASLER had no knowledge of my plans submitted to the Japanese Consulate. As a matter of fact I have not seen him or his wife since they departed from Honolulu about September, 1941. Further, I have had no correspondence with them except for one letter received from Mrs. BASLER about October, 1941. I rented my Lanakai residence on November 1, 1941 to two couples, one an Army doctor, age about 30, and the other an employee with the Engineers, about the same age, both of whom had been transferred from Schofield Barracks to Kaneohe. I cannot recall the names of these individuals at the present time.

The above statement consisting of eleven pages has been read by me and I have signed each page individually and I certify the same to be true to the best of my knowledge and belief, [43] and sign the same of my own free will.

/s/ OTTO KUEHN.

Witnesses:

/s/ George E. Allen,
 GEORGE E. ALLEN,
Special Agent.

/s/ J. Sterling Adams,
 J. STERLING ADAMS,

Special Agent, Federal Bureau of Investigation, United States Department of Justice, Honolulu, T. H.

ARMY PEARL HARBOR BOARD EXHIBIT No. 53

LABORATORY REPORT

File #65-33780-697
Lab #60015

Re: HMAR; C. W. Smith; Espionage (G).
Examination requested by: San Francisco
Reference: Letter of October 23, 1941 Appel
Examination requested: Document
Specimens:

The following specimens are all photostatic copies:

- K1 One Informal Entry form No. 557109, in name of Mrs. J. H. Marsman.
- K2 One Baggage Declaration No. 871743, in name of Arthurita Randall.
- K3 One Border Declaration No. 329227, in name of J. H. Marsman.
- K4 One Baggage Declaration No. 871574, in name of Julio Lopez.
- K5 One Baggage Declaration No. 871561, in name of Joseph A. Coppola.
- K6 One Baggage Declaration No. 871652, in name of Paul Bakhar.
- K7 One Baggage Declaration No. 871573, in name of Fruzan U. Kurtz.
- K8 One Baggage Declaration No. 871761, in name of Bliss Wiant.
- K9 One Baggage Declaration No. 871724, in name of P. D. Kielin.
- K10 One Baggage Declaration No. 871751, in name of Rolf Singer.

The conclusion has been reached that specimens Q1 and Q2 in this case were not written by any of the individuals whose known handwritings have been listed as specimens K1 through K3 and K5 through K10 respectively.

For your information the known specimens listed above as K1 through K10 which were submitted by your office now reflect the following identifying Laboratory numbers: K135 through K145 in the case entitled, "Fred Ludwig, et al., Espionage—G." (Bureau File 65-33780). Particular attention is invited to the known handwriting specimen of Julio Lopez, K4, which is now listed as specimen K139 in the "Fred Ludwig" case.

It has been concluded that specimens Q1 and Q2 in the instant case were written by Ulrich Bonder Osten, alias Julio Lopez, K139. It has also been concluded that specimens Q47, Q48, Q56, Q78 and Q79 in the "Fred Ludwig" case were written by Lopez, K139.

However, no conclusion was reached whether the secret ink writing appearing on specimen Q37 was written by Lopez, K139. In this connection, the attention of the New York Field Division is invited to the secret ink writing appearing on specimen Q37. If it is possible to obtain the original of this specimen or at least the original photostatic or photostatic copy of this specimen additional evidence may be developed which will permit advancing a definite conclusion with respect to this specimen. This seems particularly desirable inasmuch as this specimen appears to be signed "Konrad" which may indicate that "Vonder Osten" alias "Lido" was the "Konrad" first referred to in the original information on which the investigation was instituted.

It is also noted that specimen Q101, the passport of Vonder Osten contained an insufficient quantity of writing to be used as the sole known specimen. This is mentioned as it may be desirable to ascertain whether other writings may be proven as known specimens of this subject for purposes of testimony.

For future reference photographic copies of specimens Q1 and Q2 are being forwarded to the New York Field Division.

Henceforth, these specimens, Q1 and Q2, also Q3 in this case, will be identified as specimens Q1173 through Q1175 in the Fred Ludwig case. A photographic copy of specimen K139 will be forwarded to your office in the next several days.

- 1—Bureau
- 2—San Francisco
- 2—New York
- 1—Laboratory

AMERICAN PRESIDENT LINES

New York - California - Orient - Round the World

ON BOARD

A. Honolulu (Island of Oahu)

Strong concentration of troops of all kind. Said to be 40000 Army and as many Navy. Lately arrived: 1500 technicians, more expected. Mainly for Army barracks and fortification MoKapua (see map). Harbor SW MoKapua is being

readied as sea plane base. Barracks for army are being built near Schofield B. (Wheeler Field and west of it, and esp. between Pearl Harbor-Honolulu. Milit. roads are being constructed or are completed (very well) all over island. On side of roads milit. cables are being put in ground. All milit. establishments prohibited for civilians, 57 officers of the F. B. I. are said to be in Oahu alone. Questioning can't be done too openly.—*Army*: seen: 17 Field Art. Regt.—64 searchlight unit (what kind?), land mission troops no number showing. *Navy*: Said to be stationed in Pearl Harbor & rest of islands 150 units of all kinds. Seen in harbor about 50 vessels at least; 5 armoured ships, big (battleships?), Saratoga and other, very small aircraft carrier, the last one outside of harbor, other big one besides Saratoga said to be there.—Seen several units of destroyers (each 4 of them tied to other, slightly higher, outmoded looking ship. Seen destr. No. 372, 383, 374, 375. Couldn't read other numbers.—1 drydock 1000 ft. stationary, other swimming dock of same length said arrived recently. Along east side of harbor (near submarine station) about 80 fuel tanks (20 in diameter—10 in height).—*Airforce*: Nothing to be seen, save a few planes in air. Main bases southwest Pearlharbor, south of Schofield Barracks and for sea planes Mokapu bay. Plenty of auxiliary or emergency fields completed or in construction all over island.—Fortifications: said to be very strong ones everywhere. Seen 2 forts between Waikiki-beach and Honolulu (eastside of Waikiki). Crater of Diamondhead said containing lots of guns, esp. howitzers. Point farthest to right on photo has lookout, said to be main fire-control for guns in craters.—

Evacuation of white women said to be considered on account of many soldiers, that maybe cannot be held under control.—High labor wages: 400—600\$ a month.—

This will be of interest mostly to our yellow allies, are you interested? Might be good idea to despatch observer, if you are. Want me to find somebody? Link in Shanghai has got Honolulu papers (1 morning, 1 evening paper) through me, rather revealing stuff to read!

Seems to be still better so send somebody to Puerto Rico: Follow passenger, Lt. Cdr., been there in december says about Puerto Rico: Garrison up to now 12,000, of whom 5000 army. Improvements cost up to now \$50 million, expected to cost the double altogether.—Dry dock Isla Grande 670 x 270 feet, access to it not yet made. Air patrols day and night between Miami & British Guyana. *Airforce*: In Isla Grande accomodation in progress for 50 bombers and 100 pursuitships. (Here garrison of 65th Infantry.)—Main Army-airbase: Punta Boringuen (at Mona-Passage), stationed 4000 men and 2000 civil technicians. 1 pursuit and 2 bomber groups.—Auxiliary bases: Juana Diaz (near Ponce), here stationed 36. Pursuit group. 48. Air base Group expected with 2000 men. (In Punta Boringuen stationed now: 24. Airbase Group (formerly Kelly field) and 25. Bombardment group (from Langley Field).—Further auxiliary airbases: Arecibo (between San Juan & Boringuen; Mayaguez on west coast; St. Croix (Virgin Islands).—

Critic: lots of waste, food difficulties feared in case of war (even now 1000 tons of food alone has to be imported *daily*. No air shelters.

New York: Police headquarters for port-control: Barge-office on southernmost point of "Battery."

Munitions and Fuel ships are loaded in three different places from barges (out of quais.) Especially at Gravesend-Bay. Maybe too at New York Foreign Trade Zone (Staten Island), where airplanes, tractors and so forth are being shipped to England. This zone is equipped with "electrical eyes" for safety against spies and sabotage.

Nitrate plant in Hopewell, Virg. (said to be biggest in States) said to be ready for guncotton production in case of necessity.

Smith, please send on to Carl—82, with map & photo. H (illegible)

(The remaining portion of Exhibit No. 53 consists of photostatic copies of an envelope addressed "C. W. Smith, Esq.", a scene at Waikiki, and the reverse side of the indicated envelope. This material will be found reproduced as Items Nos. 60 and 61, EXHIBITS-ILLUSTRATIONS, Army Pearl Harbor Board.)

ARMY PEARL HARBOR BOARD EXHIBIT No. 54
Hawaiian Contracting Co., Ltd.

Appraiser A. J. Roblee

No. Units	ACCO No.	Description	Location	ACCO Price	Area	Gentry	Roblee
1	5	Automobile—Eng. K 2056743—Chevrolet Suburban.	Molili yard.	800.00	16	550.00	600
1	12	Automobile—L 3385045—Ford Coupe.	U. S. E. D. Service.	350.00	3	350.00	300
1	13	Automobile—L 338875—Oldsmobile Coupe.	U. S. E. D. Service.	576.00	16	500.00	500
1	6	Automobile—AB 5043952—Ford Station Wagon.	Island of Maui	500.00	6	300.00	300
1	1	Bender—on flange track wheels—Electric Bar Bender—10 HP.	Haw'n Elec. Co.	500.00	10	500.00	300
1	1	Broom—Road VNC-119—Huff.	Hickam Field.	800.00	2	800.00	800
1	1	Bucket—58 Yd Model 607—AA1761—Clamshell R. N. with digger teeth	Halewa	700.00	13	650.00	700
1	1	Bucket—74 Yd. Model 615—Clamshell R. N. with digger teeth	Wheeler Field	1,200.00	1	700.00	750
1	1	Bucket—1½ Yd. Model 721—Clamshell R. N. with digger teeth	Hialeh Gulch.	1,700.00	1	1,000.00	1,200
1	1	Bucket—2 Yd.—Haywood—Clamshell.	Molili yard.	500.00	3	500.00	500
1	1	Bucket—34 Yd. Model AX—Bucyrus—Erie—Draeline.	Molili Yard	550.00	10	500.00	500
1	1	Bucket—1 Yd. Model AX—Bucyrus—Erie—Draeline.	Molili Yard	750.00	10	750.00	500
1	1	Bucket—1 Yd. Model I—Bucyrus—Erie—Draeline.	Molili Yard	650.00	10	750.00	550
1	1	Bucket—1¼ Yd. Model Y—Bucyrus—Erie—Draeline.	Wheeler Field Shop	900.00	13	900.00	900
1	1	Bucket—1¼ Yd. Model Y—Bucyrus—Erie—Draeline.	Kawailani Quarry	300.00	13	900.00	900
1	1	Bucket—1¼ Yd. Model Y—Bucyrus—Erie—Draeline.	Molili Yard.	900.00	13	500.00	500
1	1	Bucket—1¼ Yd. Model AX—Bucyrus—Erie—Draeline.	Waiale Gulch Quarry	750.00	13	750.00	750
1	1	Bucket—2 Yd. Model AX2—Bucyrus—Erie—Draeline.	Wheeler Field Ammunition Site.	900.00	13	900.00	900
1	1	Bucket—1½ Yd. Model U—Bucyrus—Erie—Draeline.	Molili Yard.	500.00	13	450.00	500
1	1	Bucket—1 Yd. #872—Insley-Norton Dump Concrete.	do	300.00	13	250.00	250
1	16	Bulldozer—Attached to tractor #18—Alcco.	Kawaikual Quarry.	200.00	1	200.00	500
1	23	Bulldozer—Le Tourneau—Angledozer #75.	Island of Maui.	1,000.00	1	1,000.00	1,000
1	8	Compressor—315 GFM—Serial #1122—Zin Ho-on skids—gas. eng	Island of Maui.	500.00	1	600.00	500
1	12	Compressor—360 GFM—Serial #15131—Sullivan—Portable—Diesel Eng.	do	1,000.00	1	1,200.00	1,500
1	14	Compressor—210 GFM—Serial #16926—Sullivan—Portable—Diesel Eng.	Island of Maui	2,500.00	1	2,500.00	2,500
1	11	Crane—2 Yd.—Bucyrus—60 H—Steam.	Wheeler Field Beaching Plant.	15,000.00	1	11,000.00	11,000
1	1	Crane—McMyler—Interstate—Steam.	Molili Yard.	5,000.00	1	5,000.00	5,000
1	1	Crane—Tractor Type—Le Tourneau.	Molili Yard.	1,000.00	1	1,000.00	1,000
1	2	Drilling Machine—Model 33—Bucyrus—Armstrong—Gasoline Eng.	Molili Yard.	2,000.00	1	2,000.00	2,500
1	1	Finisher—Concrete—Model 201—Ord—Gasoline Eng.	Molili Yard.	2,000.00	1	1,800.00	2,000
1	1	Finisher—Concrete—18 Ft—Ord—Gasoline Eng.	Pearl Harbor Dry Dock.	2,000.00	1	1,200.00	1,500
1	3	Finisher—Floor 34 Hp.—Whiteman Electric.	Molili Yard.	350.00	1	350.00	350
1	1	Generator—1½ Kw—Electric Portable.	Molili Yard	235.00	1	150.00	150
1	1	Grader—Road—Drawn Type—Adams—7 Ft.	Kawailani Quarry	200.00	1	250.00	300
1	2	Grader—Road—Drawn Type—Adams—12 Ft.	Molili Yard	600.00	1	500.00	500
1	24	Grader—9½1688—Auto Patrol—12 Diesel	Island of Maui.	6,000.00	1	6,000.00	6,000
1	1	Hammer—Pile #1464—Union Midgett 100 Lb.	Molili Yard.	100.00	1	100.00	150
1	1	Hammer—Pile #30—Ingersoll—Rand 146 Lb.	Molili Yard.	300.00	1	250.00	200
1	1	Hammer—Pile—Vulcan 11,000 Lbs.	Molili Yard.	1,700.00	1	1,600.00	1,600
1	2	Hammer—Pile—9-5-3—McKleanman—Perry 7,000 Lbs.	Pier No. 32.	1,500.00	1	1,500.00	1,500

Hawaii Contracting Co., Ltd.—Continued

No. Units	ACCO No.	Description	Location	ACCO Price	Area	Gentry	Roblee
1	16	Tractor—60 HP—Caterpillar	Zewahapal Quarry	1,000.00	-----	1,000.00	1,000
1	23	Tractor—90 HP Diesel—Caterpillar D-8	Island of Maui	7,500.00	-----	7,500.00	7,500
1	1	Tractor—Est. 20—Bucyrus Erie—Loadmaster	Molihili Yard	2,000.00	-----	2,000.00	2,000
1	2	Trailer—Flat Bed—25 Ton on Solid Rubber Tires	Molihili Yard	2,000.00	-----	2,000.00	2,000
1	3	Trailer—Lumber Wagon	Molihili Yard	200.00	-----	250.00	300
1	8	Tank—775 gal.—on wheels	Molihili Yard	250.00	-----	250.00	250
1	7	Truck 1½ Ton—184283397—Ford Flat Body	Island of Maui	800.00	-----	800.00	800
1	141	Truck—18-2752260—Ford V-8 Pickup	do	350.00	-----	350.00	350
1	142	Truck—52-156544—Ford V-8 Pickup	Kawahapal Quarry	350.00	-----	350.00	350
1	451	Truck—6½ Yd Dump—G. M. C. Diesel	Molihili Yard	7,500.00	-----	7,500.00	7,500
1	19	Truck—Fageol	Wheeler Field Underground Shop	500.00	-----	350.00	300
1	52	Semi-Trailer—Service—Attached to Fageol Truck, No. 19	do	1,000.00	-----	850.00	800
1	5	Wagons—7 to 10 Yd.—Euclid Crawler	Wheeler Field Molihili Yard	10,000.00	-----	10,000.00	10,000
12	-----	Wagons—2 to 2½ Yd.—Watson—Wooden Type	Molihili Yard	1,200.00	-----	600.00	1,000
2	-----	Vibrators—Concrete—Gasoline	do	750.00	-----	750.00	750
				159,085.00	-----	154,500.00	156,150

Approved \$156,411.

• 3/13/42.

KENNEDY, JR.
Col., C. E.,
Contracting Officer.

X

BOSTON PUBLIC LIBRARY



3 9999 06314 063 4

