



Transmittal

October 15, 2007

TO: The Honorable Carolyn B. Maloney

ATTN: Anna Cielinski

FROM: Julissa Gomez-Granger
Information Research Specialist
Knowledge Services Group
TEL: 7-8981

SUBJECT: News article request

In response to your request for press articles relating to how civilians aided in rescues at Pearl Harbor, we are sending the enclosed material.

Note: This is a partial response to your request. Material on the other parts of your request will be coming to you from other parts of CRS.

Please contact CRS if you need further assistance.

Medals Awarded 62 for Heroism in Action

Letters of Commendation Conferred on 272 Naval Officers, Enlisted Men and Civilians

WASHINGTON, March 14. (U.P.) President Roosevelt, Secretary of the Navy Knox and other Navy officials today awarded 62 medals and 272 letters of commendation to officers, enlisted men and civilians who displayed extraordinary heroism during the Japanese attacks on Pearl Harbor and Wake Island.

Fourteen of the medals were awarded posthumously to such men as Rear Admiral Isaac C. Kidd, Capt. Franklin Van Valkenburgh and Capt. Mervyn S. Bennion. Kidd and Van Valkenburgh died when Kidd's flagship, the U.S.S. Arizona, was destroyed. Bennion also died in action, protesting strongly against being removed from the bridge of his ship although he was mortally wounded.

WOMEN HONORED

Three women received letters of commendation for their bravery: Alice Beckley Spencer, telephone supervisor at Naval Air Station, Kaneohe, Oahu; Mrs. Maria E. Chandler, wife of Lieut. Comdr. W. D. Chandler, and Vera N. Jones, chief telephone operator at the Pearl Harbor Navy Yard.

Miss Spencer, who remained at her switchboard although the building was under enemy fire, was the only person to receive a letter of commendation signed by President Roosevelt. She and Henry R. Danner, a civilian machinist, who was commended by Knox, will receive a medal comparable to the Distinguished Service Medal, when it becomes available for award to civilians.

FLYER HONORED

Mrs. Chandler helped establish and run a field hospital and Miss Jones remained at her post continuously for 24 hours.

Lieut. Clarence E. Dickinson Jr. received the Navy Cross with

Gold Star—equivalent of two Navy Crosses. After Dickinson's plane had been shot down by Japs, he immediately manned another plane for a scouting mission. Later he dived through a hail of anti-aircraft fire to sink a Japanese submarine.

The three men who won the Medal of Honor and lived are Comdr. Cassin Young, who was blown overboard from his ship when the Arizona exploded, climbed back and maneuvered his ship to safety; Lieut. Comdr. Samuel G. Fuqua, who fought fires aboard the Arizona though badly wounded and badly burned, and Machinist D. K. Ross, warrant officer, who remained at his post aboard a ship though blinded. Ross was rescued twice and returned to his station each time. The next day he reclaimed and repaired many badly needed abandoned boats.

SOUTHLAND HEROES

Those receiving Navy Crosses for heroism at Wake Island were Comdr. Winfield S. Cunningham of the Navy and Maj. James P. S. Devereaux, Marine Corps, who were in command of their respective forces.

Southlanders among those awarded the Medal of Honor were:

Capt. Franklin Van Valkenburgh, Long Beach; Comdr. Cassin Young, Coronado; Ensign Herbert C. Jones, Coronado; Chief Boatswain Edwin J. Hill, Long Beach, and Peter Tomich, chief water tender, 363 Brown St., Los Angeles.

Those who received Navy Crosses included Paul J. McMurry, boatswain's mate first class, Long Beach; William R. Roberts, radioman second class, 121 W. 70th St., Los Angeles; Ned B. Curtis, pharmacist's mate second class, San Pedro, and George D. Etchell, chief shipfitter, Long Beach.

CITE 10 CIVILIANS FOR COURAGE AT PEARL HARBOR

Admiral Tells of Brave Work Under Fire.

Washington, D. C., Feb. 6 (AP).—Ten American civilians employed in the supply department of the Pearl Harbor navy yard today were cited for bravery under fire Dec. 7 by Rear Adm. C. C. Bloch, commandant of the 14th naval district.

The outstanding part which each man took in strengthening defenses of the American forces during the Japanese attack was recounted by Adm. Bloch in his citations for each. These follow:

Tai H. Sunn, principal purchasing clerk—"For coolness and bravery thruout the day and night of Sunday, Dec. 7, 1941, transmitting the orders of the district supply officer to all store houses and duty stations under fire and battle conditions. You proved yourself a man of strong determination, dependable nerve, and devoted to your duty."

Delivers 8-Ton Anchors.

Ralph W. Miller Jr., property and supply officer—"For resolute action in delivering necessary stores and material to action stations under enemy fire. Your delivery of two 16,000 pound anchors and reels of heavy wire to the U. S. S. Arizona was a splendid feat worthy of mention. Your dependability was outstanding." [The Arizona was sunk during the attack and the necessity for getting the anchors aboard was not given by Bloch, but possibly the ship was drifting out of control before she went down.]

John A. Nemes Jr., foreman laborer—"For bravery and ability in the performance of your many and varied tasks thruout Sunday, Dec. 7, 1941, and Monday, Dec. 8, 1941. You directed labor in exposed positions and under inclement weather conditions, displaying fine leadership. Your devotion to duty in the face of great stress is highly commendable."

Wounded but Works On.

Iver Carlson, Leadingman joiner—"For bravery Sunday, Dec. 7, 1941, in fighting the fire at the floating drydock and the U. S. S. Shaw. When the service ammunition exploded on the bridge of the Shaw, wounding you in the face and right arm, you refused to be evacuated until compelled to withdraw by a commissioned officer of the navy. Your courage and fine example was inspiring to other men and far beyond the call of duty."

Lia C. Hec, senior storekeeper—"For cool assurance in the performance of your many tasks on Dec. 7, 1941, and thruout the night of Sunday and Monday, Dec. 7-8, you stuck to your post of duty under battle con-

hard working, efficient organization. The pace was set which all knew could not be a spurt but which had to be maintained indefinitely following the declaration of war."

During the first few days many men worked virtually twenty-four-hour shifts, eating and sleeping where they could. Some were fed aboard the ships they worked on. Some slept in shops or on ship-board.

"Too much cannot be said of the devotion to duty and the unselfish sacrifices made daily by all naval and civilian personnel of the yard proper, working two shifts of ten and fourteen hours, respectively," the Navy declared. "Working conditions in the muddy and oily debris of salvaged vessels cannot be imagined by any one not personally in touch with such a situation.

Six Ships Quickly Repaired

"The highest tribute must be paid to the untiring and most effective assistance rendered from the beginning by the civilian employees, the engineering staff, and supervisors of the contractors' group of the Pacific naval air bases who were present at Pearl Harbor on and after December 7, 1941. Without the personnel, the engineering skill and the equipment of these contractors, on the site, it would have been wholly impossible to handle successfully a salvage job of the magnitude of that which confronted the yard without the loss of many months of vital time in the rehabilitation of the fleet."

The Navy also reported that "it can be said finally that, had the Japs destroyed the Navy Yard, it might have been a different story."

Among vessels which were quickly repaired, at least to the extent that they were able to get back to United States west coast bases for permanent repairs, the Navy mentioned the cruisers Helena, Raleigh and Honolulu; the seaplane tender Curtiss, and repair ship Vestal, and the destroyer Shaw.

U. S. Consul General in Dakar

The new United States Consul General to French West Africa, Maynard Barnes, "has arrived in Dakar from the United States" with an American "military mission," the Dakar radio said yesterday, according to the Columbia Broadcasting System.

PEARL HARBOR SET RECORD IN REPAIR

Men Began Job Before Bombs
of Japanese Stopped
Falling, Navy Reports

YARD PRODUCTION DOUBLED

Tribute Is Paid to Naval and
Civilian Workers Who Spent
Long Hours on Giant Task

WASHINGTON, Dec. 26 (AP)—The Navy reported today that repair work on ships and shore installations damaged in the Pearl Harbor attack actually started before the enemy bombs stopped falling and that immediately after the disastrous raid the production of the navy yard there was more than doubled.

Several months before the attack which started the war in the Pacific, the Navy frankly said, "Pearl Harbor was not in true fact the 'Gibraltar of the Pacific' which it was alleged to be."

"When the Pacific Fleet began using Pearl Harbor as an operating base in 1940," the Navy resumé continued, "many deficiencies became apparent and immediate steps were begun to remedy the situation. Construction of the more important new facilities, which were so badly needed, was approaching completion on Dec. 7, 1941."

The force of workmen at the yard had been increased sixfold by the time the attack came, but many were wholly inexperienced in marine construction and engineering. This handicap was cited as all the more reason for giving great credit to the yard force for successfully accomplishing "by far the biggest and most difficult job which had ever confronted any navy yard."

Plant Facilities Little Damaged

"Before the heat of the attack had passed and, literally, before the bombs stopped falling," the Navy related, "men not engaged in defense, rescue, or control of damage were busy at their assigned repair tasks or in the survey and planning of damage to be repaired. A quick survey of the Navy Yard itself showed that only minor damage had been done to the plant facilities.

"Officers and men went to work with such zeal and energy that productive output immediately more than doubled in an already

training women to be midwives.

In cooperation with the Red Cross, OCD is recruiting 100,000 women from the ages of 18 to 50 for training as nurses' aides. Already, in these few short months, these girls and women in their smart blue uniforms have become familiar and very welcome figures in hospitals everywhere. Thirty-two thousand of them

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Californian Tells Story of Rickenbacker Rescue

Natives Seeking Flyers First Mistaken for
Japs, Says Officer Lost With Famous Ace

PEARL HARBOR, Nov. 22. (P)—The rescue of Capt. Eddie Rickenbacker and six companions, after more than three weeks at the mercy of weather and waves in tiny rubber rafts on the South Pacific, was recounted in heroic chapters here today.

The tale of death, suffering and starvation staved off with the help of raw fish and sea gull was brought to Pearl Harbor from an atoll somewhere in the South Pacific, where the rescued men were first brought to safety and hospital treatment.

One of the little rafts was spotted by Lieut. William F. Eadie, pilot of a searching Navy seaplane, the night of Nov. 11.

TOOK TO LIFE RAFTS

When the big Army plane in which Rickenbacker was flying on an inspection trip for Secretary of War Stimson went down for lack of fuel Oct. 21, the eight men in the plane took to the rubber life rafts.

The three rafts became separated the afternoon of Nov. 9, said Lieut. James C. Whitaker, 41, of Burlingame, Cal. Meanwhile, one of the party, Sergt. Alexander Kaczmarczyk of Torrington, Ct., had died and was buried at sea.

Whitaker said he and his raft companions, Lieut. John J. De Angelis of Nesquehoning, Pa., and Staff Sergeant James Reynolds of Ft. Jones, Cal., sighted land Nov. 11, Wednesday, and they rowed for the island, wondering whether it was occupied by Japanese. When natives approached, he at first feared they were Japs, the flyer said.

SIGHTED FROM PLANE

That same day, but out of sight of Whitaker and his party, Lieut. Eadie with Radioman Lester Soute in his plane, sighted one of the rafts which was occupied only by Capt. William T. Cherry of Abilene, Tex. Cherry had been the pilot of Rickenbacker's plane.

Eadie flew Cherry back to an island base and the next day, acting on information supplied by the rescued man, undertook search for the others.

That night, with the aid of flares, Eadie located Rickenbacker's raft some 40 miles from the island. Rain squalls swept the sea and Eadie was afraid he'd be unable to guide surface ships to the scene, so he landed on the water and attempted rescue with his plane.

LASHED TO WING

Col. Hans C. Adamson of Washington, D.C., was seriously ill, so was put into the cockpit of the plane. Rickenbacker and Private

ditions and issued steel to the salvage parties of stricken ships. Your attention to duty was highly commendable."

"Devotion to Duty Outstanding."

Earl M. Swartz, senior storekeeper—"For courage, endurance, and fine performance of an arduous task in issuing provisions to the United States Pacific fleet under battle conditions. Your driving power, rapid thinking, and resolute action contributed to successful readiness of all district and fleet activities. And your issues of emergency rations to firing points were especially commendable. Your devotion to duty is outstanding."

Joseph E. N. Yee, senior storekeeper—"For courage and efficiency in the performance of your manifold tasks on Sunday, Dec. 7, 1941, and the days and nights immediately following. Your issues of blankets, cots, mattresses, sheets, pillows, canvas, etc., made supply history. Your attention to duty was highly commendable."

On Duty 48 Hours.

Harry Kealoah, assistant storekeeper—"For your determination, energy, initiative, and steadiness under fire thruout Sunday, Dec. 7, 1941, and your enduring pluck in sticking to your duty post for 48 hours without relief at an important issue station. When the regular stockman in charge of clothing, cordage, and related articles was absent, sick, you assumed his duties and gave a splendid account of yourself, and greatly assisted enlisted personnel of the United States navy by your performance of duty."

Fred Kinsey, foreman of the naval fuel depot—"For coolness and forceful bravery in directing the fueling of submarines and light forces for the 72 hours following the action of Dec. 7, 1941, especially commendable was your prompt decision, in absence of orders, to start all fire pumps and pressure all salt water lines. You rendered signal service in transferring four-inch and six-inch suction hose in quantity to stricken ships for salvage work."

Garnett A. King, engineman—"For steadiness and cool thinking while excited people were telephoning erroneous reports of fuel tank explosions Sunday, Dec. 7, 1941. Your suggestion to place lubricating oil in drums on trailers at the Merry Point fuel depot greatly assisted servicing destroyers. The commandant commends your endurance and initiative at your post of duty."

Sunday morning.

Immediately a crew of men was sent to the Oklahoma with acetylene-torch cutters, but after a few hours it was seen that there was danger of fire and extensive smoke if acetylene cutters were used. Julio de Castro then was sent out with a gang using pneumatic cutters, slower but safer.

"When I got to the ship," de Castro said, "I found that the acetylene cutters had pried one hole in the stern, but hadn't cut through to any space they could work in. I took my crew aft, near the hole they had started back there. There were still some indications that men were alive back there.

Drilled Into Water Tank

"We drilled a test hole through—just a small hole. As soon as we got through water started spouting out under a lot of pressure. I tasted it. It was fresh. I knew right away that we'd gone into one of the fresh water tanks—and from what I knew of the ship, I figured this was a good place to get through to the inside.

"It was night then. The [battle-ship] Arizona was still burning—it threw a light on us as we worked. And for about an hour there was anti-aircraft firing all over the place. But we kept on working. If

came out. It was about 11 Monday morning. They'd been in there more than twenty-four hours."

Compartment Is Flooded

Now the water was up to the armpits of de Castro and his crew. As they crawled through the hatch, this compartment completely flooded, so they went back to the outside of the hull to look for signs of more trapped sailors.

De Castro cut into an oil tank, which was empty but filled with fumes. With two helpers, he dropped on to the slippery floor, and felt tappings beneath his feet. He cut through there.

Against rising water, fumes and pressure, de Castro cut a small opening into a manhole cover. He clamped on his hands and then moved his fingers slowly, to release the pressure as easily as possible.

Eight more men were saved. They all were naked. One had a broken arm, another a broken finger. A sailor asked de Castro if it was still Sunday. It was then about 3 P. M. Monday.

De Castro and his crew worked the rest of the afternoon searching, but found no more trapped sailors. Meanwhile, however, a crew working near the fire room penetrated 150 feet into the hull and saved five others. Two more, the last to be saved, were released at about 1 A. M. Tuesday.

Workmen Cut Hull to Rescue 32 Trapped on the Oklahoma Dec. 7

Cited for Heroism Under Fire in Releasing Men From Flooding Compartments of Warship Capsized in Pearl Harbor

By ROBERT TRUMBULL

By Telephone to THE NEW YORK TIMES.

HONOLULU, March 24 — How thirty-two sailors trapped in the hull of the capsized battleship Oklahoma at Pearl Harbor on Dec. 7 were saved by navy yard workmen who cut through the steel sides of the ship while under fire was revealed today in official reports to the navy yard commandant.

The civilian workers dug at the Oklahoma's hull with pneumatic tools all day Dec. 7, all that night and all the next day, releasing groups of trapped sailors from pitch-black compartments that were slowly filling with water. The sailors signaled to the rescuers by tapping on the inside of the hull. Many times the rescue crew had to stop work to dodge flying splinters from bursting shells.

The dramatic story is hidden behind the citation given to the twenty civilian workers and one Navy officer involved in the rescue. The citation follows:

"For heroic and most efficient work with utter disregard of personal safety in assisting in the rescue of thirty-two members of the crew of the U. S. S. Oklahoma, which had capsized during the attack on the fleet in Pearl Harbor by Japanese forces on Dec. 7, 1941. It was due to their [the workers'] untiring efforts in face of great hazards that the relief was continued until all known survivors had been released from the hull of that ship."

The Men Who Were Cited

The men cited were John F. Madura, Lawrence V. Jordan, Fred W. Taylor, J. Walter Drapala, Duncan S. Ellis, John K. Rasmussen, Maurice G. Fingle, William K. Mahatula, John M. R. Washlick, Richard A. Goings, Julio de Castro, Thomas M. Hill, Joseph Bulto, Elver E. McCutcheon, Frederick C. Twigger, Alexander M. Smith, Vasco D. Ferreira, Archie R. Ritchette, Paul J. Bakanas, Irving C. Carl and Ensign F. M. P. Sexton.

The Oklahoma capsized early in the first Japanese attack. Some time after the second attack men passing close by the overturned hull in a motor launch thought that they heard sounds of tapping within the ship. One of these men was able to notify officers in the Navy Yard at about 11 o'clock

the fire got too hot we'd flatten out against the hull and hoped nothing would hit us."

De Castro obtained a pump to remove the fresh water from the tank. When the tank had been emptied, he and a couple of other men dropped inside and found a manhole below. De Castro opened the hatch from the inside by drilling a hole in the cover, just big enough to put his arm through. He dropped down onto another deck and found another hatch. He shouted, and heard an answer from sailors on the other side.

"I said, 'Are you all right?'" de Castro recalled. "They said, 'Yeah, so far, but the water seems to be coming up faster in here. It's up to our waists now.'"

Taking directions from de Castro, the sailors opened the hatch from the inside. This required careful timing, because creating these openings inside the ship was changing the pressure of the air against the water in the compartment where the sailors were trapped. It was this pressure that held the water down and saved the sailors from drowning.

Six Sailors Were Saved

It was 6 o'clock Monday morning, Dec. 8, when six sailors came tumbling out of that compartment — came out so fast they knocked de Castro down.

A sailor reported having heard tapping from behind the next bulkhead, so de Castro and a pair of helpers hurried over. The water was rising fast.

"I shouted at the bulkhead," de Castro said, "and a sailor hollered back: 'Hurry up and burn a hole through here—the water's coming up. It's at our waists now. Some of us are hanging on to the overhead in here.'"

"I never knew how slow chipping a hole was. I saw the water rising slowly in the compartment where we were working, and I knew the way we were cutting holes it must be rising on the sailors on the other side.

"When we finally got a hole through, the water was right up to the bottom of it, and the sailors, all naked, were up to their armpits. They tumbled out that hole like a streak of lightning. Eleven men

That night, with the aid of flares, Eadie located Rickenbacker's raft some 40 miles from the island. Rain squalls swept the sea, and Eadie was afraid he'd be unable to guide surface ships to the scene, so he landed on the water and attempted rescue with his plane.

Because Colonel Adamson was seriously ill he was put into the cockpit of the plane. The 52-year-old Rickenbacker and Pvt. John F. Bartek were lashed to the wing, and Eadie, unable to get his light plane off the water with that load, started the long 40-mile taxiing back to his base.

"That chap who picked up Eddie and Colonel Adamson and then taxied back over the open sea, had what it takes," said Whitaker later, in admiration for Eadie's attempt.

But a boat finally came alongside Eadie's plane and took off Rickenbacker and Bartek. Adamson was too ill to be moved, so Eadie continued his taxiing to the island base.

It was early morning Friday, the

How Rickenbacker Party, Split Up on 3 Rafts, Were Rounded Up by Navy Searchers

By the Associated Press

The Washington Post (1877-1954); Nov 23, 1942; ProQuest Historical Newspapers The Washington Post (1877 - 1991)
pg. 6

How Rickenbacker Party, Split Up on 3 Rafts, Were Rounded Up by Navy Searchers

By the Associated Press

Pearl Harbor, T. H., Nov. 22.—The rescue of Capt. Eddie Rickenbacker and six companions after more than three weeks at the mercy of weather and waves in tiny rubber rafts on the South Pacific, was told in heroic chapters today.

The tale of death, suffering and starvation staved off with the help of raw fish and seagull was carried to Pearl Harbor from an atoll somewhere in the South Pacific, where the rescue men were first brought to safety and hospital treatment.

Col. Hans C. Adamson of Washington, D. C., who was on Rickenbacker's raft, was seriously ill at the time of their rescue but is recovering.

At no time during the ordeal did Rickenbacker doubt that he and his companions would be rescued. The spotting of one of the little rafts by Lieut. William F. Eadie, pilot of a searching Navy seaplane, the night of November 11, was merely a vindication of the famous flier's faith in the Golden Rule, his "own religion."

When the big Army plane in which Rickenbacker was flying on an inspection trip for Secretary of War Stimson went down for lack of fuel October 21, the eight men on the plane took to the rubber life rafts.

Rafts Separated

The three rafts became separated the afternoon of November 9, said Lieut. James C. Whitaker, 41, of Burlingame, Calif. Meanwhile, one of the party, Sergt. Alexander Kaczmarczyk, of Torrington, Conn., had died and was buried at sea.

Whitaker said he and his raft companions, Lieut. John J. De Angells, of Nesquehoning, Pa., and Staff Sergt. James Reynolds, of Fort Jones, Calif., sighted land November 11, Wednesday, and they rowed for the island, wondering whether it was occupied by Japanese.

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Cherry Flown to Base

Eadie flew Cherry back to an island base, and the next day, acting on information supplied by the rescued man, undertook search for the other survivors.

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Meanwhile, Whitaker and his party had spent a cold, wet night on their island but feasting on coconuts. Natives, who had been notified that missing fliers were nearby, sought the men in canoes, and found them.

Thought Native Was Jap

"That native in the first canoe sure looked like a Jap to me," said Whitaker, telling of his first glimpse of the natives. "I thought I'd get a blast of machine-gun fire."

Whitaker was the only man not absolutely in need of hospitalization, after he and his companions were rescued from their island next day by a Navy plane.

"Hello, Eddie, I hear you've been

sick," he said when he shook hands with Rickenbacker at the island hospital.

The 41-year-old Whitaker came ashore unassisted and now is rarin' to go again if the doctors will let him. He was a carpenter's mate in the United States Navy in the last World War, but left the Navy in 1920. He joined the Army Air forces about a year ago.

"I think I'll get in the Marines for the next war," he said.

Whitaker, annoyed at the report the Army had given him up for lost, said: "Why, everybody knows that Eddie always comes back, and I figured that my wife thought the same thing about me."

All the survivors who were hospitalized are recovering and gaining strength, said official advices, but it may be a month before Colonel Adamson is able to travel.

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ON FRIDAY 13TH

It was early morning Friday, the 13th, when Rickenbacker and Bartek finally set foot on land.

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The CD Army Swings Into Full Action

(Continued from Page 14)

example, two or more groups or agencies may work on a salvage or car-sharing program, but if each group and agency follows a separate plan, only waste and confusion can result. This lesson is being learned in more and more communities, and local and other governmental agencies are tending ever more strongly to plan their war programs in close collaboration with the Civilian Defense organization.

This volunteer army is a reservoir of human energy which is drawn upon by nearly every government agency.

Some local defense councils have done their biggest job in supplying volunteers to help rationing boards. In one city the rationing boards were swamped. They put in an emergency request to the Civilian Defense Volunteer Office for 2,500 volunteers in six hours—and got them. It is unusual for Civilian Defense to supply 2,500 volunteers on six hours' notice, but we are anticipating such inevitable needs and are getting ready to meet them.

Rationing brings other jobs for volunteer workers. When meat is rationed to two and a half pounds a week, we will want to know how best to use that meat—and how to prepare it so as to retain its maximum food value. As we ration more food here, volunteers in Civilian Defense must be ready to answer the many demands our people are bound to make for information about food values.

VOLUNTEERS in many States are working hard to make every community healthier in wartime than it was before Dec. 7. In Indiana they are conducting classes in nutrition in ninety-one counties in the State. Over 4,000 women are in regular attendance at these classes, learning how to cook more health-giving meals for their families. The program is well under way and before the end of the year virtually every person in Indiana will benefit from it. These volunteers in nutrition are not "replacing" absent doctors and nurses, but by improving community health they are helping to hold the fort till the doctors and nurses come home. Their work will have to be greatly expanded to meet the new demands which will be put upon them as more and more foods are rationed.

The necessity of having a healthier community than ever before in the face of serious losses of doctors and trained nurses is one of the cruelest contradictions which developments since Dec. 7 have forced upon us. Civilian Defense volunteers are solving the contradiction by making health surveys, arranging mass immunization for diphtheria and smallpox, and taking training as nurses' aides. Right now the public health officer in one county in West Virginia is

have completed over 200 hours of training and ward practice. You see them making beds, taking temperatures and respiration counts, serving meals, and in a hundred ways extending extra pairs of hands trained to relieve regular nurses for more specialized work.

THESE are only a few of the civilian war services which the workers in the Citizens Service Corps are performing. We have gone far since last Dec. 7, but these are jobs which in the last analysis cannot be done except with the full cooperation of every family and every person in the United States.

Civilian defense is already organized by region, State, county and town. But abroad this war is being fought block by block, and this is how we must fight it here in America. The war may not be won on the home front. But we can do much here to help win it if we fight hard and well.

OCD is encouraging local defense councils to develop a type of organization which, if promoted here, can bring every family in America into the fight. This is the block plan.

The key person in this organization is the block leader. It is his responsibility to enlist every one of the families in his neighborhood into active participation in civilian war services. He explains the need for the salvage or car sharing, answers the family's questions, and tells them

how and when to act. He is the line officer. Each family is a squad and each block a battalion in the war of the home front.

This plan works. In Chicago, where it has been put into operation, 1,000,000 persons have been enrolled for civilian war services. In every one of the city's 1,500 blocks, leaders chosen from all occupations and walks of life—retired Army officers, college athletes, police captains, business men—are obtaining splendid cooperation from their neighbors. Nine specific civilian war activities, including salvage, conservation, nutrition and defense savings, are under way in each block.

There is hardly anything that civilians can do to help win the war that cannot be carried out through the block plan. Surveys by block leaders can determine the number of spare rooms available for incoming war workers, the number of children needing day care and the number of children, mothers, old and sick who would have to be taken care of in case of emergency.

The block leaders can also make surveys to find out the number of women available for training and placement in war industries, the number of people available for emergency farm labor and the number able to join in share-a-car plans, when council committees ask for this information.

In Syracuse, N. Y., within a single week, leaders devoted



A volunteer on duty at a child health station.

some 18,386 hours to interviewing 27,500 families. This amount of time would require a force of 2,398 workmen, each putting in an eight-hour day. If paid for at the rate of 50 cents an hour, it would involve a labor cost of \$9,193. As a matter of fact, these 18,000 hours of volunteer labor cost the defense council of Syracuse only \$28.50—which was the total cost of mimeographed material, record cards and every other cent of expenditure for the project.

The local defense council,

through the block plan, should reach every possible source of manpower — women, Negroes, young people, old people—to do these war jobs. No group can be overlooked. The local defense council can and should act as a reservoir of human energy upon which the government can call to carry out any task which can help speed our victory in this war.

It is not only a defensive force, it is the greatest civilian offensive army ever organized in the history of our country.

trend toward using a higher percentage of fire bombs in relation to the total bomb load.

The OCD has long recognized fire as the chief enemy. Now as the anniversary of Dec. 7 draws near, \$57,000,000 worth of emergency fire-fighting equipment is either in process of manufacture or has already been delivered to coastal and strategic areas throughout the country. To use this equipment, we have enrolled and are training 600,000 auxiliary firemen in emergency fire-fighting units.

These volunteer firemen, like the volun-

are educating their families and neighbors in prevention and so are cutting down the number of fires. They answer calls and help regular firemen to keep small fires from spreading.

In the city of Chicago, where the training of auxiliaries is well under way, education of trainees and the indirect education of their families and friends has brought about a reduction of 27 per cent in the number of fires during the past four months in comparison with the number during the same period of last year. And what is perhaps more important is that in the same period there has been

plasma bank in Honolulu was put to immediate use, and since the organization for receiving donors was already well established, so many donors were accepted that no man wounded in the battle of Pearl Harbor lost his life for lack of emergency stores of blood. In Honolulu that day, 2,400 doctors, nurses, nurses aides, stretcher bearers and other members of emergency medical units went into action to save lives. Each of these 2,400 workers had received the full training prescribed by the United States Office of Civilian Defense.

Scenes of disaster like that at Pearl

zens Service Corps, 6,000,000 strong. These volunteer battalions are sent out by local defense councils to work on all the different drives and programs so necessary to the winning of this war.

A duty of civilian defense, as set forth in the executive order, is to assist other agencies "in carrying out their war programs by mobilizing and making available * * * the services of the civilian population." This same obligation is incurred by local defense councils, or war councils as they are called in some places. In any community, for *(Continued on Page 27)*

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The CD Army Swings Into Full Action

By James M. Landis, Director U.S. Office of Civilian Defense

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The CD Army Swings Into Full Action

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Civilian fliers on submarine patrol, firefighters, blood donors and air wardens are among those who have mobilized to protect the home front. James M. Landis tells the story.

OUT over the coast today, almost a year after the Japs flew in over Pearl Harbor, many little planes are flying with the big blimps and bombers and Coast Guard ships. From many a coastal base, single-motored land planes are heading out over the water.

Unheralded, unpublicized, these little planes are the volunteers in the battle of transportation. They are private planes, flown by their owners, but they are out there hunting for subs, with nothing to buoy them up in case of engine failure. They are the Civil Air Patrol. Sailors on freighters take off their shirts and wave to the little "putt-putts" as they pass over, grateful for the protection against the steel sharks of the Nazis.

Being civilians, they don't need to adhere to military age limits. "My shop foreman," reports the commander of one CAP patrol base, "is 73, saw service in the Spanish War, repaired Army aircraft in 1917-18 and is the oldest aircraft and engine mechanic in the United States."

The CAP pilot is a volunteer in Civilian Defense. He receives no salary—only a per diem allowance for expenses while on active duty and a minimum hourly rental for his plane. He is one of 60,000 small and large business men, garage mechanics, farmers, flying grandfathers, kids who haven't shaved yet, who began the week before Pearl Harbor to make up the pilots and ground crews of the CAP—a branch of the OCD. They have been organized into Wings in each of the forty-eight States and they fly on important missions from a thousand airports throughout the land.

The CAP pilot is an aerial home guardsman. He prepares against possible enemy attack and he acts in any emergency that may strike locally. When the Mississippi and the Missouri Rivers overflowed their banks this Fall, he flew over the flood, carrying doctors and emergency medical equipment, spotting marooned persons and directing their rescue by radio.

The CAP flier conducts mock air raids to show cities what the real thing would be like. The CAP pilot flies for the Army. He flies thousands of ocean miles on patrol and thousands of land miles on important courier service.

A few weeks ago a Detroit factory working on rush Army contracts came to a halt. The assembly line had stopped for lack of vital bearings. A CAP pilot flew the bearings from Jamestown, N. Y., and production was resumed in a few hours. Again, a load of urgently needed parts was coming up from the South by truck. The factory was waiting. CAP pilots flew to meet the truck, transferred the valuable load, and flew it on to the impatient workmen on the assembly line.

THE Civil Air Patrol is only one branch developed by the Office of Civilian Defense to meet the needs and dangers of war. The worst of these dangers to the civilian population in wartime is fire. Between 80 and 90 per cent of all destruction and damage consequent to aerial bombing of England has been caused by this weapon. There is now a



Ready for attack — Auxiliary firemen practice fighting a blaze from incendiaries.

teer pilots in Civil Air Patrol, are not wasting time waiting for the enemy to strike. These firemen know that today every fire, even in a home, is as dangerous as a saboteur, destroying electrical equipment, telephone wires and irreplaceable critical materials. These auxiliaries

a decrease of 51 per cent in the number of extra alarms—which means that small fires have been checked before they could spread and become uncontrollable.

On Dec. 7, when the first demand was put upon a Civilian Defense group, it was remarkably ready. The civilian blood

Harbor are being enacted all over the world. When high explosive bombs fall, as many as 60 per cent of the casualties may be killed outright or die soon after. Many of those who survive require prompt transportation to hospitals. Handling of persons suffering from crushing injuries, severe fractures, hemorrhage, burns and shock requires personnel trained to follow predetermined procedures.

Here in the United States proper, we hope we may never be bombed. But one thing proved conclusively at Pearl Harbor is that it is far better to pay the price of time and money for an adequate civilian defense organization which is never used than not to have it when emergency strikes.

A TOWN which knows the value of such preparedness is Provincetown, Mass. The Citizens Defense Corps of Provincetown had an honest-to-goodness test one morning last June when a boatload of shivering survivors were brought in from a torpedoed ship. Instantly, organized civilians sprang into action. First-aiders bandaged injured seamen, air raid wardens detoured main street traffic, and canteen workers served 500 meals, 1,000 cups of coffee and 250 sandwiches. Blankets yanked from village beds were wrapped around the soaked seamen. Dry clothes and warm beds awaited them. Doctors and nurses took them in hand. This volunteer service meant a thirty-two-hour stretch of unbroken duty on the part of the ordinary business men, laborers, fishermen, farmers, school teachers and doctors who man the protective organization of the Cape Cod community.

Dec. 7 brought the recognition of all these dangers of fire, explosive bombs and sinkings at sea, and the 6,500,000 workers in the protective services of Civilian Defense have trained themselves to deal with them. This is a civilian army of protection as large as the Regular Army of the United States. But the weeks and months following Pearl Harbor also brought other dangers and needs to a civilian population eager to fight a war. We needed to find adequate housing for war workers in towns swollen to two and three times their normal size. Our steel supplies are running low, so we must collect unheard-of quantities of scrap. Since Dec. 7 the Japs have crawled through the jungles of Java and Borneo and taken the source of 90 per cent of our rubber, so that we must share cars and save tires. To fill its needs, the Army must take one out of three doctors and as large a proportion of trained nurses from each community and section of the nation. We must find ways to keep our health in the face of this depletion in the ranks of our civilian medical personnel. We must find the volunteers to serve our rationing boards and to care for the children of mothers who are going to work in war industries.

ANSWERING these wartime demands is a truly gigantic task. To do the job, Civilian Defense has enlisted a second civilian army equal in numbers to the army of protection. It is the army of the Cit-

dropped down to another deck, and a'mighty!"
found another hatch. He shouted and This was the second night of the
heard the sailors answer from the war. The island was blacked out and
other side. no transportation was available, so
He continued: "I said, 'Are you De Castro walked home—five miles.

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Tell Rescue, Under Fire, of 32 Tars Trapped in U. S. Warship

[Copyright: 1942: By the New York Times.]

HONOLULU, Hawaii, March 24.—
The story of how 32 sailors trapped in the capsized battleship Oklahoma at Pearl Harbor on Dec. 7 were saved by a small crew of workmen who cut thru the ship's steel hull while under fire was revealed today.

Official reports to the navy yard commandant disclosed that civilian workmen dug at the Oklahoma's hull with pneumatic tools all Dec. 7 and 8 to release sailors who had been trapped in compartments which were slowly filling with water. Many times the rescue crew had to dodge splinters from bursting shells.

The dramatic story was revealed when the 20 civilian workers and one navy officer involved in the rescue were cited "for heroic and most efficient work, with utter disregard of personal safety," in assisting in the rescue.

Hear Tapping from Hull.

The Oklahoma capsized early in the Japanese attack. Shortly afterward some men passing the ship heard sounds of tapping from the hull and notified naval officers who sent a crew of workmen to the Oklahoma with acetylene cutters. However, these created a fire hazard and Julio De Castro, one of the men cited, was sent to take over the job with a crew using pneumatic cutters.

"When I got to the ship," De Castro related, "I found the acetylene cutters had pierced one hole in the stern, but hadn't cut thru to any space they could work in. I took my crew aft, near the hole they had started back there. There still were some indications that men were alive back there.

"We drilled a test hole thru. As soon as we got thru water started spouting out under a lot of pressure. I tasted it. It was fresh. We had gone into one of the fresh water tanks and I figured this was a good place to get thru to the inside.

Shells Peril Workmen.

"It was night then. The Arizona was still burning—it threw a light on us as we worked. And for about an hour there was anti-aircraft firing all over the place, but we kept on working. If the fire got too hot we'd flatten out against the hull and hope nothing would hit us."

De Castro pumped the fresh water out of the tank and then he and two other men dropped inside and found a manhole.

De Castro opened the hatch,

all' right?' They said, 'Yeah, so far, but the water is coming up faster in here. It's up to our waists now.'

Taking directions from De Castro, the sailors opened the hatch from the inside.

It was 6 a. m. Dec. 8 when six sailors tumbled out of the compartment so fast they knocked De Castro down.

A sailor heard tapping behind the next bulkhead, so De Castro hurried over there.

"I shouted at the bulkhead," De Castro said, "and a sailor hollered back: 'Hurry up and burn a hole thru here—the water's coming up. It's at our waists now. Some of us are hanging on to the overhead in here.'

11 Men Streak Out of Hole.

"I never knew how slow chipping a hole was. I saw the water rising slowly in the compartment where we were working, and I knew it must be rising on the sailors. When we finally got a hole thru the sailors were up to their armpits. They tumbled out like a streak of lightning.

"Eleven men came out. It was about 11 a. m. They had been in there more than 24 hours."

De Castro and his crew went to look for signs of more trapped sailors. Under an oil tank his men cut thru the hull and saved eight more men.

De Castro and his crew searched the rest of the afternoon but found no more sailors. Meanwhile, another crew penetrated 150 feet into the hull and saved five others. The last two were released about 1 a. m. Tuesday, Dec. 9.

De Castro took his gang back to their shop in the navy yard at about 7 p. m. Monday.

How About the Overtime?

"Somebody came up to me while I was changing clothes," De Castro said. "I was all in and hungry and wanted to get home. This guy asks me, 'Why didn't you fill out this overtime slip?'

"I looked at him and said, '—