

Mr. HOFFMAN. Yes, those are the islands. I had some of my own men go down and look them off my field. They were building temporary coral runways as stepping-stones all the way down to [337] Australia.

Mr. KADROS. 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. HOWMAN (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. BRYSON. Do you know whether it was completed in advance of schedule?

Mr. HOWMAN. That I would not know, sir.

Mr. HANSON. 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 climate 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 ual 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 Feld, 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 }
- 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 that 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 our 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.

PJL: 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 I 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 \$2,614.74, 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 28, 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. 3

HOUSE OF REPRESENTATIVES

COMMITTEE ON MILITARY AFFAIRS

WASHINGTON, D. C.

In Re: Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

County of Los Angeles, ss:

Xils M. Olson, 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 06th Street, Brooklyn, N. Y., when I met H. W. Rohl, in July, 1933, when he employed me as Steward aboard the yacht "Hansona", which he had just purchased in New York. I was introduced to Rohl by Capt. Gudmundsen, the former captain of the Hansona. 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. The 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 thereafter I received \$150.00 per month.

The Hansona 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 compass-burway. 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 ran 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 Pelagos and Stewart's Yacht mooring, 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 staved on for this one cruise, and they were all paid off the next day, September 5th, 1933, except Earle Scholme, who was hired as captain, and myself.

Mrs. Rohl had nothing to do with directing the crew and the operations of both the Hansona 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 Pelagos and Stewart Pier at San Pedro.

Sometime in 1933 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 sparry 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