

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. FURZE,
Office Manager, Fifth Field,
Haskell Constructors.

HTF:ack

ARMY PEARL HARBOR BOARD EXHIBIT No. 9

HOUSE OF REPRESENTATIVES

COMMITTEE ON MILITARY AFFAIRS

WASHINGTON, D. C.

In Re: Hans Wilhelm Rohl.

STATE OF CALIFORNIA,

County of Los Angeles, ss:

Nils M. Olsen, aged 42 years, married 14 years, owns his own home at 1114 Dolphin Street, San Pedro, California, first being duly sworn, deposes and says:

That I was living at 718 60th Street, Brooklyn, N. Y., when I met H. W. Rohl, in July, 1933, when he employed me as Steward aboard the yacht "Ramona", which he had just purchased in New York. I was introduced to Rohl by Capt. Gudmundsen, the former captain of the Ramona. I worked for Rohl as steward until February, 1936, and the checks were signed by Irma Dickey and bore the printed name of H. W. Rohl. This same custom was followed while I was steward on the Vega. About a year after I was employed I asked Rohl personally for a \$15.00 raise, and he gave it to me—so thenceforth I received \$150.00 per month.

The Ramona sailed from New York, equipped with a new Mackay radio which Rohl installed in New York, and the Mackay operator boarded the vessel there. Mr. and Mrs. Rohl, and his son, Fred, were aboard. We sailed to Guantarramo Bay, where we stopped three or four days while Rohl received treatment for broken ribs at the Naval Hospital—he was injured during a storm in the Caribbean Sea and fell down a companionway. I'm certain we were inspected by Immigration when we left New York. We then stopped at Colon overnight after sailing through the Canal. We then went to Acapulco, Mexico, for fuel and water, and left after several hours. Then we anchored near Coronado Islands, and someone came aboard. I believe it was Mr. Tom Connolly, Rohl's partner. Next we anchored off Catalina Island for a short time, then tied up overnight at Wilmington—at the California Yacht Club. The Captain told us no one could leave the boat that night because we hadn't been cleared by immigration officials. Mr. and Mrs. Rohl nevertheless left the boat that night and returned to their home in Los Angeles. I was present and actually saw them leave, so Mr. Rohl never did clear Immigration, this was on September 3, 1933.

On September 4, 1933, at Fellows and Stewart's Yacht landing, where we tied up that morning at San Pedro, Immigration officers came aboard; there were several inspectors. There were ten men in the crew, and we cleared in about two hours. One Norwegian, Hans Anderson, was an alien, had no papers, and he was eventually deported.

The crew had only signed on for this one cruise, and they were all paid off the next day, September 5th, 1933, except Earle Schetne, who was hired as captain, and myself.

Mrs. Rohl had nothing to do with directing the crew and the operations of both the Ramona and the Vega. All the crew was firmly of the opinion that both boats were Rohl's.

Thereafter the only trips we took were back and forth to Catalina Island from the Fellows and Stewart Pier at San Pedro.

Sometime in 1935 Rohl told me he was bringing a guest aboard, and he instructed me to be particularly courteous and attentive to him. I think it was in the summertime. He boarded the boat, and we went to Catalina and the two men went to Rohl's rock quarry and inspected the rock, which was to be used in constructing the Long Beach Breakwater. Rohl got drunk, but the guest signalled me that he didn't want much to drink, and he remained sober. We

returned to San Pedro the following day. The guest was short, chunky, full face, smooth-shaven, dark brown hair.

On October 1, 1939, I was employed by Rohl as steward on the Vega—having worked in other positions after I left the Ramona in January or February, 1936. On August 13, 1941, I went to Colorado as cook for Rohl and remained until November 20, 1941. Mr. Rohl didn't stay with us all this time. Sometime after September 15, 1941, Rohl left us where we were staying at Caddoa, Colorado, and went to the Hawaiian Islands.

The Vega carried a crew of eight men during most of the time she was running between Newport or San Pedro and the Catalina Islands, before we went to Colorado.

After we returned the Vega remained tied up at the Rohl-Connolly slip near Wilmington, until she went to Honolulu.

Rohl asked me to come to his home late in November, 1941; he had been drinking quite heavily, and was plainly drunk. He said he was about to be made a general, and was going to rent the Vega to the Army Engineers for a dollar a year, and asked me to get his old master, Captain Otto Mathies, offering to pay him \$450.00 per month, and he offered me \$250.00. Accordingly we loaded the boat, Rohl told me to put on plenty of stores, so I did. Eighteen cases of whisky arrived, (4 cases Bourbon, 4 Johnnie Walker, 2 cases Brandy, 8 cases Ballentine), and the man who delivered it stated that it was for Mr. Rohl, so I stored it aboard. Captain George Goldrainer actually signed on as master, and we all signed on for one year, about December 1, 1941, under Hawaiian constructors. We were supposed to leave for Honolulu on December 8, 1941, and at that time Rohl was in the Hawaiian Islands. There was also ten cases of Pabst beer aboard. I am positive the Vega was not armed when we sailed from San Pedro in a convoy, bound for Honolulu to turn the boat over to the Hawaiian Constructors, which, I understood, was in turn to lease it to the Army Engineers. I also bought \$2700.00 worth of new uniforms for the crew at Rohl's direction, from Brown Bros., in San Pedro. The store of supplies amounted to \$3800.91, exclusive of the liquor. The uniforms were later returned to Rohl.

We sailed on February 20, 1942 in the late afternoon, and spent 18 days en route to Honolulu. We first went to the Pearl Harbor Naval Dock, and next day we tied up at Pier 6 or 7, for about three month. The liquor was removed a few days after we arrived, at Mr. Rohl's order—he was there when we landed. Our master received his orders from C. C. Middleton, general superintendent for Hawaiian Constructors. During this three months we did absolutely nothing. What it amounted to was simply a trip to carry 18 cases of whiskey from San Pedro to Pearl Harbor. I wanted to do something, and so did the crew. We all felt that our country was at war, and we wanted to do something to help; but after we docked, not a thing was removed from the vessel except the whiskey, and the whole crew just remained idle for the entire three-month period—and I even complained to Rohl about it. I knew perfectly well that martial law had been proclaimed in the Hawaiian Islands, and that it was strictly against the law for Rohl to bring any liquor ashore.

During the three months we were paid by the Hawaiian Constructors, because although we were actually working for the U. S. Engineers, Rohl told us we should give him a power of attorney so that he could pay us through the Hawaiian Constructors to save time for us, so we all gave him the power of attorney and thereafter received our checks from Hawaiian Constructors.

Rohl, meanwhile, went to Los Angeles, and when he returned I complained to him about the inactivity. He said he could fix it so we could leave without a convoy, and he did, because we left on May 1, 1942, arriving in San Francisco. The next day we sailed for San Pedro, and tied up at our old dock, Rohl-Connolly, Wilmington, May 15, 1942.

The Coast Guard took over the boat, and I left it about June, 1942. After we left Hawaii, our checks came from U. S. Engineers instead of Hawaiian Constructors, and were for the same basic amount.

While in the Hawaiian Islands, anything I got for the vessel was requisitioned from Hawaiian Constructors.

I am now Ship's Cook, first class, U. S. Coast Guard Reserve, attached to Training Station, Catalina Island, Eleventh U. S. Naval District.

(signed) Nils M. Olsen.
NILS M. OLSEN.

This statement taken, and signature witnessed by JOHN H. WEINER, INVESTIGATOR for The Committee On Military Affairs United States House of Representatives.

(signed) John H. Weiner.

JOHN H. WEINER.

Subscribed and Sworn to before me this 19th day of December, 1943, by Nils M. Olsen and John H. Weiner.

FRIEDA SEGEL.

ARMY PEARL HARBOR BOARD EXHIBIT No. 10

OFFICE OF INVESTIGATION,
COMMITTEE ON MILITARY AFFAIRS,
Washington, D. C., April 4, 1944.

INTERVIEW

Present: George H. Moody, H. Ralph Burton.

DEBATOR. May I ask your name?

MOODY. George H. Moody.

Q. During what period were you in Hawaii?

A. I just left there a few weeks ago and I am going back. That is my home. Q. You, at one time, were with the Corps of Engineers?

A. Yes, and then under the Engineer Corps when they changed the designation. I worked there in camp-outage and then Colonel Nurse asked me to come over on this investigation. He is an excellent man and straight as a die. He built Hamilton Field. They finally retired him. He is back in San Francisco now. Of course, when the Engineers started in Honolulu, they took people who wanted jobs so they got a great many crackpots and scoundrels.

Q. That was back in '41?

A. After December 7.

Q. Do you know anything that happened prior to December 7?

A. No, I wasn't involved at all.

Q. Do you know anything about the Hawaiian Constructors?

A. Yes, I was on their payroll and then taken over to the Corps of Engineers payroll later.

[1] Q. Did you have occasion to observe anything about the Hawaiian Constructors?

A. Yes, more or less.

Q. Did you know Hans Wilhelm Rohl or Paul Graf?

A. No, I never met them.

Q. Did you come into sufficient contact to determine whether the Hawaiian Constructors were proceeding rapidly and efficiently as they could?

A. I think they were doing the best they could. I did later come into contact with some purchases—for instance, there was a jackhammer which ordinarily would cost \$90, they paid \$150—they bought pieces of equipment at the most outrageous prices.

Q. Do you refer to the Hawaiian Constructors?

A. I am referring to the Engineers.

Q. Do you remember Col. Theodore Wymer?

A. I know of him. I know where you could find some contracts that I would look into—some I investigated and turned over to Colonel Nurse. It was made with Weaver. Mr. Weaver, himself, was an automobile mechanic. He was set up immediately after the blitz with engineer equipment. He didn't have any of his own. He was paid \$4,800 a month for the pleasure of taking care of repairs plus \$4 an hour for his labor. When we checked the contract, Colonel Nurse told Colonel Wymer that the contract was impossible and would have to be renegotiated. He told him three or four times. Finally he had that renegotiated, making Weaver and Company purchase the equipment and cutting him from \$4 to \$2.50 an hour and cancelled the \$4,800 a month payment. Several months ago Weaver tried to negotiate for \$3.50 an hour. His traveling expenses were \$1,000 a month. Where he could travel I don't know. His bookkeeper and auditing came to \$200 a month. His bookkeeper was his wife. At the time I left, however, his contract had not been renegotiated in his favor.

Q. During what period was this contract made?

A. After December, while Colonel Wymer was still there. Wymer signed the contract, but he was acting under Colonel Wymer.

Q. Was Colonel Wymer ever Colonel Wymer?

A. The man you are talking about was Wymer. Under him was Wymer.