

J.S.S. Bunker Hill Saved To Fight Again By Valiant Crewmen

WASHINGTON, June 28 (AP)—A Japanese suicide plane, the 3000-ton aircraft carrier Bunker Hill was saved to fight again by a valiant crew of 350 men. The enemy plane skidded off the deck into the water, but its crash had started large fires among the parked planes.

Seconds later a single engine Japanese dive bomber came in from the stern, despite hits from a five-inch shell and many smaller projectiles from the carrier's AA batteries. It dropped a 500-pound bomb which penetrated the after flight deck and exploded in the galley deck just below. The plane crashed on the flight deck just at the base of the island.

Escapes Injury
Admiral Mitscher escaped injury, although three officers and 11 enlisted men of his staff were killed nearby and 20 others were wounded or overcome by smoke. The ship was enveloped immediately in flames and fire and exploding ammunition swept the flight deck. Below, the hangar deck became a furnace of burning gasoline fed by fuel from several fuel lines and exploding ammunition from parked planes. But despite intense heat and suffocating smoke, men stood at their posts to ward off further attacks and fight the flames.

The cruiser Wilkes Barre and the destroyers Stembel, Charles S. Sperry and English moved in to lend a hand.

As thousands of tons of water were poured on the flames, the

weight of the water caused the ship to begin to list, and the flaming gas and oil were forcing the firefighters back against the bulkhead. On lower decks, men were dying of heat and suffocation.

It was then that Capt. George A. Seltz, Coronado, Calif., the Bunker Hill's skipper, decided on the maneuver that meant the difference between life and death for his ship.

Carrier Enters Turn
The destroyers were ordered to stand clear. With the cruiser Wilkes Barre keeping her bow hard against the stricken ship's starboard quarter, the listing carrier went into a wide, sweeping 70-degree turn.

Gradually at first, and then with a roar, tons of water and burning gasoline and oil on the hangar deck sloshed away from the firefighters and poured over the edge of the deck into the sea.

With renewed heart, firefighters resumed their task, and more than four hours after the suicide plane's attack, the fire was under control. Out of danger, the ship was able to proceed under her own power.

The ship's chaplains, Comdr. Abbott Peterson Jr., former pastor of First Unitarian church, (Hills, N. Y., and Lt. Comdr. Robert E. Delaney, former assistant pastor of the Immaculate Conception church, Tuckahoe, N. Y., led volunteers who searched the wreckage all night for those who had died. The next day, with the Bunker Hill still in the battle zone, 352 men were buried at sea.

Describes Scene
ABOARD USS BUNKER HILL, PUGET SOUND NAVY YARD, Bremerton, Wash. (Delayed AP)—"The heat and smoke were so intense that at one time only three out of 15 men in our fire room were on their feet," Chief Watertender Aaron J. Anderson, Salem, Ore., of the war scarred carrier Bunker Hill said about work of the crew below decks.

Smoke poured into the fire room for two hours, Anderson said, with men fighting for their lives while striving to keep the boilers going and water pressure for the fire hoses up.

"We threw water on the men when they passed out," said Anderson, "and then we gave them oxygen or stuck their noses into air lines. I never saw such a fearless bunch in my life. They volunteered for one job after another, never knowing whether or not they were going into a death trap."

Attempts Fall
"One man brought back a fellow who'd been overcome by smoke. We gave him artificial respiration for two hours, but we couldn't get him breathing again."

Chief Electrician's Mate George C. Renken, whose mother, Mrs. W. S. Taylor, lives at Toledo, Ore., was unable to reach his battle station through flames and smoke but helped trapped shipmates to safety. Then he fought fires on the flight deck, where more than 30 planes were blazing.

"Everything happened so quickly, it's hard to recall now just what I did," Renken said when he was interviewed after the flames were put out.

Travel Time Pay Enforcement Tested
PORTLAND, Ore., June 28 (AP)—The government called witnesses today in the labor department's test suit to enforce travel time pay for loggers.

Federal Attorney Dorothy M. Williams, San Francisco, told circuit court yesterday that the Smith Woods Products company, Coquille, Ore., has refused to pay loggers for time spent traveling from the company's Coon Creek camp to the logging site.

The suit, filed by the wage-hour division, department of labor, asks an injunction against the firm to halt alleged violation of the fair labor standards act.

BETTER PAY UP
TROY, N. Y., June 28 (AP)—Troy got back to the Indians August 1 unless the U. S. government comes through with four bolts of calico for each member of the Mohawk tribe of the St. Regis reservation in this state.

The calico represents the annual rent for Troy, set by an old Indian treaty which runs "as long as the sun shines."

BUSINESS MEN FAVOR ROUTE THROUGH TOWN

Strong opinion exists in the business district that the future north-south route of U. S. Highway No. 97 should go through the central part of Klamath Falls, Director John Houston reported to the chamber of commerce directors Wednesday noon.

He said that a route through the business district is favored over a suggested route by way of California avenue. Houston reported for the retail trade bureau of the chamber.

Chamber directors voted, however, to refrain from endorsing any particular local route for highways, pointing out that it has long been a policy of the chamber to work for highway construction in the area and into Klamath Falls, but not to enter any specific local route location questions.

It was pointed out that individuals might well express their opinions to the city planning commission and the highway commission, but that the board preferred to stick to the long-established chamber policy.

No. 97 now passes through the center of the city by way of Ninth street, Main street and Riverside. The discussion related to future routing.

The board reversed its action of last week and went on record in favor of development of a system of airports through a federal aid system on the basis of needs, with the states doing the principal planning work.

The Klamath Board of Realtors suggested to the chamber that it adopt a resolution opposing any additional public housing units here unless an unforeseen emergency arises. This was referred to the housing committee and no action was taken immediately by the board.

The civic affairs committee was instructed to study the problem growing out of a lack of an ambulance for public service in Klamath Falls.

The board adopted a resolution lauding the public service rendered by Mack Hoke, Pendleton, member of the state board of higher education, who died last week.

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