

*Lighting Restrictions.*—For the purposes of reducing sky glow and eliminating fixed shore lights visible from the open sea, orders had been issued by the Dominion Lighting Controller to restrict all lights in coastal areas. These measures were decided upon as a protection against sporadic raids at night from sea-going vessels.

Provision was now made for the extension of these regulations to cover the whole Dominion (with modifications only in remote inland districts) and for total black-out during periods of emergency. Restrictions were also placed upon vehicle headlights, particularly in the coastal and near coastal areas, and provision was made for the complete black-out of certain port facilities.

The implementation of the Lighting Restriction Regulations was a considerable task, and trials which were held periodically throughout the Dominion showed that a reasonable degree of protection had been achieved.

*Fire-fighting.*—In order to meet the possibility of nuisance raids from aircraft catapulted from cruisers, provision had already been made for motor-car patrols carrying bucket pumps, lengths of hose, and sand equipment capable of dealing with the then standard type of incendiary bomb, and also for major patrol units each comprising a truck with four men and enough equipment to provide a one-hose stream. These two branches of the E.P.S. Fire Section were intended to provide the main protection for residential areas where there was the least chance of water-supply breakdown.

The Emergency Fire Service, equipped with trailer pumps, was also formed as an auxiliary to the regular fire brigades for protection of the business areas in the ports and other centres regarded as particularly vulnerable to air attack. This was a uniformed service organized on similar lines to the Territorial Force. At the same time most of the country brigades had formed brigade auxiliaries of two-thirds of the strength of the regular brigades. The cost of pay and equipment for the E.F.S. and uniforms for the brigade auxiliary had been undertaken by the Government, while the E.P.S. authorities provided the costs of their Fire Sections, including a limited amount of equipment.

With the coming of the new threat it was decided to increase the strength of the E.F.S. and the quantity of fire-fighting equipment, and to mobilize the Emergency Fire Service so that at least enough personnel to man the equipment would be available at all times. Plant and equipment were located at suitable action stations dispersed over vulnerable areas. Crews were required to do continuous duty outside working-hours on a roster basis, and a more intensive training schedule was adopted. The mobilization costs were paid by E.P.S. authorities under the Government subsidy scheme.

Throughout the severe emergency period in 1942 a very high standard of keenness and enthusiasm was evidenced, and, having regard to the limitations imposed by the short supply of essential imported equipment, particularly fire hose, a very reasonable standard of efficiency was attained. This was particularly the case in the specialized work of supplying water from static sources which British experience has shown to be the basis of successful fire-fighting under air-raid conditions. Overland operation is seldom required for ordinary fire-fighting and never on the scale required for dealing with air-raid fires. It was therefore necessary to bring the emergency personnel up to a much higher standard of training in this side of the work than is usual with the regular brigades. Arrangements were made for individual sections of the Emergency Fire Service to attend ordinary fires, but owing to the large number of men involved only a limited amount of practical experience could be obtained by the individual members.

*Fire-watching.* While the units specializing in fire-fighting were undergoing intensive training, many tens of thousands of the civilian population in the main centres were doing their part as fire-watchers in city buildings. Under the direction of special building wardens, each building was provided with a roster, comprised mainly of persons working in the building, and sleeping-accommodation was organized so that at all times there were sufficient persons in each building to deal at once with incendiary bombs and resulting incipient fires. All commercial buildings were required to be provided with fire-fighting equipment to a defined standard.

This intensive fire-watching system was applied only to the four main centres. In the secondary centres a system of block patrols was introduced.

*Food Reserves.*—To meet any possibility of essential supplies being cut off in an emergency, central food reserves have been established under the direction of the Food Controller throughout the country, and these are stored at centres selected to facilitate distribution to any point in New Zealand, perishable foods being regularly turned over to prevent deterioration.

*Plans for Evacuation.*—Plans for the safe evacuation of the civil population from vulnerable areas have also been completed and E.P. Services in reception areas have made surveys of resources that would be available should this step be necessary.

*Plans for Denial of Resources to the Enemy.* A comprehensive plan for the denial of resources to the enemy has been drawn up and is in readiness to operate at the direction of the Army, should the necessity arise. This task was taken over by the E.P.S. at the request of the Army authorities, in collaboration with whom the plans have been prepared.

*Plans for Impressment of Motor-vehicles.*—It has been found necessary in war conditions to provide by regulation for the impressment of motor-vehicles for both Army and civil defence requirements. Motor-vehicle Controllers were appointed and Advisory Committees set up. For civil defence purposes it was not necessary to take possession of vehicles, but simply to ensure that they would be available if required in an emergency. It has been found possible to reserve sufficient vehicles whose owners are already in the E.P.S., so that both vehicles and drivers are assured in an emergency.

*Operational Units of the Emergency Precautions Services.*—In order to carry out the many tasks which would require attention in emergency conditions, the personnel of the Emergency Precautions Services are organized in units as follows:—

- (a) The Headquarters Unit consists of the administrative officers and others primarily concerned with the operation of the services as a whole:
- (b) The Wardens Unit collects and classifies local information which might be useful in an emergency and makes personal contact with the civil population located in each area. In an emergency its primary function is to report incidents speedily and accurately. It also assists the Law and Order Unit to control pedestrians and to prevent panic and confusion, and generally assists other units in carrying out their functions: