

(II) Yes, that is true up to the present, but may increase since more will be inducted in January.

(J) Thank you very much.

(H) Not at all. I'm sorry I couldn't be of much use.

(J) Oh no, that was fine. Best regards to your wife.

(H) Wait a moment please?

(J) Thank you.

(J) Off phone.

[Handwritten in margin:] Tried to raise Tokyo again.

HEWITT INQUIRY EXHIBIT No. 40

TWO REPORTS, SUBJECT JAPANESE CONSULATE, HONOLULU— ESPIONAGE ACTIVITIES.

UNITED STATES NAVAL INTELLIGENCE SERVICE

INVESTIGATION REPORT

Confidential

Subject: JAPANESE CONSULATE, HONOLULU—Espionage Activities

Report made at: Honolulu, T. H., 14th Naval District Date: 9 Feb., 1942

Report made by: Lt. George P. Kimball, USNR, and Lt. (jg) W. B. Stephenson, USNR

Period covered: 5 Dec., 1941—9 Feb., 1942. Status of Case: Pending in 14ND.

Origin of Case: Receipt by DIO-14ND of various encrypted messages sent by Japanese Consul General, Honolulu, to Foreign Office, Tokyo, and Japanese Ambassador, Washington.

Character of Investigation: Espionage.

Enclosures: (See first page of details)

References:

Copy to: ONI (5) 14ND (3)
CinCPac (1)
Com14 (1)
FBI-Hon (2)
MID-HD (2)

Source File No.: 14ND #54A ONI File No.:

Synopsis.—On 3 December, 1941, the Japanese Consul General, Honolulu, transmitted by encrypted despatch to Tokyo a system of signalling by lights, cloths, fires, and radio (presumably to communicate with Japanese ships at sea, near the Hawaiian Islands), which signals would be used to announce the departure of U. S. Naval units from Pearl Harbor. The system was conceived, and submitted to the Consulate, by Otto KUEHN, a German subject and ex-officer of the Germany Navy. Evidence indicates all observation and reporting of ship dispositions and movements at Pearl Harbor was done by Consulate attaches or contacts (including, in at least one instance, KUEHN).

Other than suspicious lights (not conforming to the signal system) seen at night on the island of Maui, subsequent to 7 December, 1941, no evidence has been found that KUEHN's signal system ever was employed.

The decoded body of the despatch of 3 December gave the sender's name as FUJII and the addressee as Chief of Third Section, Naval General Staff. Efforts to identify FUJII have so far been unavailing.

KUEHN, who has been in custodial detention since 8 December, 1941, will be charged with espionage and be tried by the Military Commission.

DEDUCTIONS: Japanese naval espionage in Honolulu prior to 7 December, 1941, was carried on by Consulate attaches and contacts, among whom was Otto KUEHN, a German subject.

Approved.

I. H. MAYFIELD
Captain, U. S. Navy
District Intelligence Officer.

[1]

WBS/zw

Subject: JAPANESE CONSULATE, HONOLULU—Espionage Activities

References:

- (a) ONI Information Card, Subject MR. AND MRS. KOEHN, 2-13-39.
- (b) Com 14 Conf. Ltr. to CNO (DNI), Subject GERMAN LOTTERY, 4-21-39.
- (c) 14ND Suspect List, copy to ONI, 7-29-40.
- (d) 13ND Investigation Report, Subject LT. CMDR. SADATOMO OKADA, IJN, 5-1-41.
- (e) DIO-14ND Conf. Ltr. to R. L. Shivers, FBI, Honolulu (copy to ONI), 5-31-41.
- (f) 12ND Investigation Report, Subject LT. CMDR. SADATOMO OKADA, IJN, 7-17-41.
- (g) 14ND Investigation Report, Subject TAKAICHI SAKAI, 2-3-42.
- (h) 14ND Investigation Report, Subject KANAYE SAHARA, 2-3-42.
- (i) 14ND Investigation Report, Subject KIMIE DOUE, 2-3-42.
- (j) 14ND Investigation Report, Subject RICHARD MASAYUKI KOTOSHI-RODO, 2-8-42.

Enclosures:

- (A) Table Showing Numbers of Battleships, Heavy Cruisers, Light Cruisers, Aircraft Carriers, Submarines, Destroyers, and Destroyer-Type Vessels in Pearl Harbor, at 0800 and 1800 22-30 November, 1941.
- (B) Table of Number and Movement of Ships in Pearl Harbor, by Types, at Various Times between 0600 and 1800, 28 November, 1941.

1. On the morning of 5 December, 1941, a thoroughly reliable confidential informant furnished the District Intelligence Officer with copies of certain commercial communications sent and received by Japanese Consul General Nagao KITA, of Honolulu, during the period, 1-4 December, 1941. These messages were despatch traffic between Tokyo and Honolulu and Washington and Honolulu, that is, between Consul General KITA and Ambassador Kichisaburo NOMURA, in Washington, and Foreign Minister Shigenori TOGO, in Tokyo.

2. Preliminary evaluation of the importance of the messages was impossible to make, inasmuch as they were in code or cipher. They were, however, the first of such messages ever made available to this office, and for that reason deemed very important.

[2] 3. Efforts to determine the meaning of such messages were commenced immediately, but this task was not completed until the morning of 11 December. When the meaning of the messages was determined, the District Intelligence Officer, acting upon orders from Rear Admiral C. C. Bloch, USN, Commandant, Fourteenth Naval District, immediately conferred with Lieutenant Colonel George W. Bicknell, assistant chief of staff for G-2, Hawaiian Department, in charge of the Army Contact Office, Honolulu, and Mr. Robert L. Shivers, special agent in charge, Honolulu field office, Federal Bureau of Investigation, with regard thereto. (Meanwhile, arrangements to secure copies of other commercial radiograms and cablegrams to and from the Japanese Consulate, Honolulu, were effected.)

4. The following message, despatched by Consul General KITA to Foreign Minister TOGO, on 3 December, 1941, was the basis of subsequent extensive investigation by the three intelligence agencies:

From: Kita

To: Foreign Minister, Tokyo

(Secret military message No. — by Chief of Consulate's Code)

To: Chief of Third Section, Naval General Staff.

From: Fujii

Re signals I wish to simplify communications as follows:

(1) Code (following 3 section 8 line table) battle force, including scouting force, are about to put to sea—

- 1. Several aircraft carriers plan to put to sea.
- 2. All battle force has sailed first to third dates inclusive.
- 3. Several aircraft carriers have sailed first to third.
- 4. All aircraft carriers have sailed first to third.
- 5. All battle force has sailed fourth to sixth dates inclusive.
- 6. Several aircraft carriers have sailed fourth to sixth.
- 7. All aircraft carriers have sailed fourth to sixth.
- 8.

(2) Signal

1. Light in Lanikai beach house at night—One light from 8 pm to 9 pm indicates "1", from 9 pm to 10 pm indicates "2". The below signals until midnight, in order, indicate "3" and "4". Two lights, according to the time, indicate "5", "6", "7", "8".

—When not in accordance with (lights) above one full automobile headlight and one half light indicate "1", "2", "3", "4". Two full lights indicate "5", "6", "7", "8".

2. On the Lanikai coast during daytime from 8 am until noon every hour one piece linen cloth (sheet) indicates "1", "2", "3", "4". Two pieces linen cloth indicate "5", "6", "7", "8".

3. In Lanikai bay during daytime in front of harbor (offing) a star boat with one star on sail indicates "1", "2", "3", "4", a star and "III" indicates "5", "6", "7", "8".

4. Light in dormer window of Kalama house from 7 pm to 1 am every hour indicates "3", "4", "5", "6", "7", "8".

5. "KGMB want ads" advertisements 9:45 am—

(a) A Chinese rug, etc., for sale—apply P. O. Box 1476, indicates "3" or "6".

(b) A complete chicken farm, etc., apply as above, indicates "4" or "7".

(c) Beauty operator wanted—same—indicates "5" or "8".

In the event that in accordance with one of three items written above from Oahu a signal or radio message is impossible or Maui Island at a point located between the lower road six miles north of Kula Sanitarium and Haleakala road which can be watch from the sea to the southwest and southeast of Maui, until the receipt of the signal "Exex" this (the following) will be repeated for several days: A small fire on the high peak—7 pm to 8 pm indicates "3" or "6"; 8 pm to 9 pm indicates "4" or "7"; 9 pm to 10 pm indicates "5" or "8".

[4] 5. At the aforementioned conference of representatives of the three intelligence agencies, the following preliminary evaluation of the message of 3 December was made:

1. That no one named FUJII, was connected with the Japanese Consulate, Honolulu; but, that FUJII might be a code name or word employed by the Consulate or by some member of its staff, or by some person reporting to the Japanese Navy Ministry through the Consulate.

2. That the "Lanikai beach house" referred to was not readily identifiable, there being many beach houses at Lanikai, Oahu.

3. That the "dormer window of Kalama house" probably referred to a window of this type in the home of Otto KUEHN, a Class "A" German suspect, of Kalama, Oahu, who was put in custodial detention on 8 December, 1941.

4. That the method of signalling set up in the above despatch may have been used prior to the Japanese attack on Oahu, 7 December, and thereafter still might be used, to indicate the movements of United States fleet units from Pearl Harbor.

In an attempt to determine whether the signals referred to in the despatch of 3 December were used prior to the attack, and to detect any further use of such signals, the three intelligence agencies assumed the following tasks:

1. The Federal Bureau of Investigation, Honolulu, was to send two or more agents to Kalama, Oahu, to stay there and gather all possible pertinent information regarding signalling from "dormer window of Kalama house". (The Federal Bureau of Investigation at that time had a pending investigation on Otto KUEHN and members of this family.)

2. The Military Intelligence Division was to maintain a watch at Kalama and Lanikai for a display of lights, display of cloths, or star boats with the indicated markings.

[5] 3. The District Intelligence Office was to send two or more agents to Lanikai, Oahu, to stay there and gather all pertinent information regarding signalling from a "Lanikai beach house"; and, in addition, to conduct an appropriate investigation in the vicinity of Kula Sanitarium and Haleakala, island of Maui.

6. In execution of part of its agreed task, this office sent Agents Joseph P. McCarthy, Fred H. Paoa, and Albert K. Kai to Lanikai on the afternoon of 11 December. On the following morning, an officer messenger flew to Wailuku, Maui, with full instructions for Lieutenant (jg) Morris Adelson, USNR, Branch Intelligence Officer, Zone III, Fourteenth Naval District, to investigate the case there.

7. At Lanikai, the agents of this office early determined that of the more than seventy houses and cottages fronting on the ocean, only two had clothes lines on the premises that could be used for displaying the arranged signals, and that one of the two houses having a clothes line so usable was owned by Otto KUEHN, whose Kalama home with the dormer window already has been mentioned. Under a pretext, Agents McCarthy, Paoa, and Kai interviewed all available residents of the Lanikai area who lived on lots adjacent to the beach. It was determined that Otto KUEHN had no connection with the residents of the Lanikai beach house he owns, other than as their landlord. All star boats in the Lanikai area were found beached, and it was determined that none of them answered the description of the sailboat mentioned in the despatch of 3 December.

8. Upon the return of the agents of this office from Lanikai on 19 December, the following memorandum was submitted to the District Intelligence Officer by Agent McCarthy:

"In compliance with instructions, Agents Paoa, Kai and the writer proceeded to Lanikai on December 11, 1941, and remained until the evening of December 19.

"Over this period of time a complete and thorough canvass was made of all residences on the beach at Lanikai and all others adjacent thereto that might possibly been used by anyone sending the type [6] of signals reported. It was immediately learned that Otto KUEHN owns a house on the beach at Lanikai, this being the fifth house from the junction of Lanikai and Kailua. It was determined that this house is occupied by Lieutenants Chapman and Stuppy and their wives. Lieutenants Chapman and Stuppy are attached to Schofield Hospital.

"Mrs. Stuppy, when interviewed, advised that they had occupied "Kuehn's house for a month and left there to take another house in Lanikai on December 15. Mrs. Stuppy stated that during her residence there she did not have any communication with Kuehn's family nor did any members of this family put in their appearance at Lanikai to her knowledge.

"All of the people interviewed during the course of this investigation reported that they observed no signals nor any activity that appeared to be suspicious or could be interpreted as signaling. This statement is made with the exception of the information received from Mrs. R. C. Waldron whose house is the second house from the Kailua junction, who reported that at 6:45 A. M. on the morning of December 7, 1941, a Japanese, carrying a fishing pole, was observed running on the beach towards Kailua. Shortly after he left, a red flare was seen to have been sent from the vicinity of the beach near the Waldron residence. Mr. and Mrs. Waldron were unable to describe the Japanese referred to or to furnish any additional information concerning his identity.

"The inquiries made generally among the people residing in Lanikai, over the period of this investigation, were confined primarily to suspicious activity on the part of anyone for the period from December 1 to 7, 1941. The inquiries related generally to the possible signaling with flares or lights at night time and the presence of sail boats off the beach during the day time. Over this period, and for the three weeks preceding December 1, the waters off Lanikai were too rough for sailing and it was generally stated by the persons interviewed, most of whom are boat enthusiasts, that no star boats or other types of sailing vessels were seen near this beach over this period. [7] It was pointed out by many of the residents that, had a sail boat of any description appeared in this rough weather, these residents, being interested in sailing vessels, would have remarked upon the presence of a boat off shore in this type of weather and would have remembered the presence of this boat and probably could have recalled the name of the owner.

"Because of the nature of the other signals reported that could have been used in daylight hours questions, it was felt, could not be particularly asked concerning these signals without endangering the source of the information. However, in travelling about the vicinity of Lanikai, over this period, all residences were examined carefully for the purpose of attempting to determine from what residence the other day time signals might have been given. The Kuehn residence could have been used for all signals described except for the signalling with automobile headlights. A residence owned and occupied since Thanksgiving by Judson Roblee, which is back from the beach about 300 yards on a hillside, could have been used as a location from which to give all of the signals described. Mr. Roblee is the manager of the Edward R. Bacon Company. Inquiry generally concerning the Roblees resulted in the information that they

are a very reputable family and should be held above suspicion in this case. Mr. Roblee is well known to Lieutenant (jg) G. P. Kimball of this office.

"During the course of this investigation, the agents had access to, and the use of, the home of Mr. Arthur Powlison. This house is set on a cliff extending over the Lanikai road and from which can be had a view of all of Lanikai.

"During the period of time consumed by this investigation, a watch was kept for signals and for other suspicious activity from this vantage point without results. During the interviews, generally, those persons interviewed, who were found to be reputable, were advised to be on the alert for suspicious activity in this vicinity and requested to report any information considered worthy of further attention to this office."

[8] 9. In a general report of activities on the island of Maui, dated 9 December, 1941 (which report, due to poor mail service following the outbreak of war, did not reach this office until 13 December), Lieutenant Adelson told of the following incident:

"Only one incident of a number of reports received, indicated suspected espionage activities. The following is a resume of the reported incident.

"Mr. Earl Kraft reported that on 8 December, 1941, at about 2045, while he was spending the night at the Kula Sanatorium, visiting Dr. Sanders, he was telephoned from the hospital to investigate the cause of frequent flashing of a light in the vicinity of the water tank, while a total blackout was in progress. Mr. Kraft proceeded to the vicinity of the water tank, and upon his arrival the person flashing this light disappeared in the bushes. At the approximate time this took place a report was also received that flashes of light were coming from a room in the hospital in the Kula Sanatorium occupied by Shigeo FURUKAWA, who is subject of a recent confidential investigation by the DIO and this office. It will be noted that HAMADA and MATSUDA, who visited FURUKAWA recently at Kulu (DIO-Z/3-#3), have already been picked up here as enemy aliens. Colonel Lyman and Major Cruckshank, of Maui Headquarters, have been advised of the incident and have also been given all information available here, in regard to FURUKAWA. This matter was referred to them for appropriate action. Following our report to Army authorities this day, FURUKAWA subsequently has made an attempt to commit suicide by drinking an excess amount of Listerine. While FURUKAWA is in the isolation ward, because of his attempted suicide, no military orders have been issued to place him in custody, as an enemy alien."

This report was considered very significant because of the fact that an investigation of Shigeo FURUKAWA was begun by this office shortly before the outbreak of war because of the latter's possible connection with Lieutenant Commander Sadatomo OKADA, IJN, among whose effects was found, in the summer of [9] 1941, FURUKAWA's name. (References (d) and (f).)

10. On 20 December, by officer messenger, the District Intelligence Officer received from Lieutenant Adelson the following report, dated 19 December, regarding investigation of the Haleakula and Kula Sanitarium region:

"Every night since 12 December, 1941, this area has been under surveillance from nightfall to past midnight—actual observation of the area being conducted personally with the assistance of Lt. Hansen, H. E. Anderson (Fish and Game Warden), a member of Fleet Reserve, and Police Officers Albert Wong, Louis Fernandez and Chas. Ledward.

"In addition the VJ3 Squadron and the Maui Range is keeping the designated point and its area under surveillance from their tower stations and are keeping this office advised.

"On the night of 14 December, 1941, the reporting officer in company with Mr. Anderson from their observation post noted the following lights and fire which were interpreted as signals:

"At 8:25 p. m. a strong blue light was seen on and off every few seconds in the PUUNENE area. In answer, a strong blue light was seen on and off in the MALAAEA BAY vicinity. Both lights went off and a definite fire signal was observed on the Island of Kahoolawe. This fire last 3 minutes. At 8:40 p. m. the light at Puunene came on again and in response the light at Malaaea Bay came on again. Both then went out.

"Police Officers Wong and Ledward also observed the above but placed the fire in the channel between Kahoolawe and Lanai instead of on Kahoolawe.

"Col. Lyman has been kept advised and particular stress laid on the Kahoolawe fire signal seen.

"Kahoolawe as far as is known is uninhabited. On an average of once a week a sampan—"Maise C", owned by one of the Baldwins and captained by an [10] allen Japanese (Y. Yamauchi) has made a trip to the island—

where Baldwin keeps some horses. Since hostilities with Japan, Mr. Baldwin has requested Col. Lyman's permission to send the "Maisie C" to Kahoolawe. Col. Lyman advised Mr. Baldwin that he would permit the trip to be made under armed guard. In view of the fire signal angle, Col. Lyman will notify this office if and when the "Maisie C" is ready to go and we will make a search of the boat and also arrange for a thorough search of the island.

"Numerous reports on lights and signals from various points on the island have been received by Police, Provisional Police, Army, and Navy. This has added to confusion as many of these reports when checked were found to have been carelessly put on or to be made by patrol cars.

"However, there is one such report of interest: On the night of 11 December, 1941, (one day prior to receipt of reference (a) /referring to the District Intelligence Officer's letter of 11 December directing Lieutenant Adelson to investigate this case on Maui/, Provisional Police patrolling the Kula area investigated a report of light signals coming from a point almost the same as the one we have the information on. Upon investigation by Provisional Police, the person signalling was scared away and heard to scurry through the shrubbery. On 10 December, 1941, Provisional Police had received a similar report but could not locate anyone at the point. There is a strong possibility that this incident may have been connected with the information we have, and if such is the case, our suspect has been scared away or else using another point."

11. On 18 January, 1942, the District Intelligence Officer received a further report regarding FURUKAWA, from Lieutenant Adelson, which is quoted, in part:

"... Miss Marie Dupont, a ward girl, who observed the light was interviewed.

[11] "Miss Dupont stated that at about 2130 on the night of 8 December 1941, she saw flashes of light in the subject's room, 401-B. The subject was sole occupant of the room. At about the same time she also observed a strong light flashing in the vicinity of the water tank on the Kula Sanatorium grounds. Subject's room faces the mountain and is in line of vision with the water tank. A check was made of the subject's room and matches were found. Subject was questioned by Miss Dupont about the matches and he stated that he had lit them to see what the time was. Subject does not smoke. Miss Dupont did not actually see subject light any matches."

12. Meanwhile, Lieutenant Adelson was instructed to investigate fully the activities of Shigeo FURUKAWA since the latter's hospitalization at Kula Sanitarium. Lieutenant Adelson's findings will be set forth in a separate report being prepared on FURUKAWA.

13. On 30 December, this office received information that Morima MARUYAMA, who lives at Kailua, Oahu, T. H. (in an area between Kalama and Lanikai, but very proximate to the latter), was of doubtful loyalty and lived in a house high on a hill from where signalling to a ship at sea might be facilitated. After advising the other investigative agencies, the District Intelligence Officer, on 30 December, sent Agent Kai to Kailua with instructions to investigate MARUYAMA to determine whether signals had been seen emanating from his house, and also to investigate the portion of Kailua immediately contiguous to Lanikai.

14. On 2 January, 1942, Agent Kai returned from Kailua and reported, as to MARUYAMA, that "while this Subject's home is strategically situated and could have been used as a location from which to send signals, or as an observation point, no evidence has been secured to indicate any subversive activity on the part of Subject or to indicate that he would engage in such activities." Agent Kai also reported that no evidence was found to indicate that any other person in the area covered (about twenty houses) had engaged in any signalling to ships at sea.

15. It was learned from a highly confidential source that the full name of the sender of the Consulate's aforementioned message of 3 December probably is Ichio FUJII.

[12] 16. Confidential Informant J-1, who has been familiar with most of the contacts of the Consulate over a period of several years past, advised that the only FUJII known by him to have been close to the Consulate was Junichi FUJII, a prominent merchant. (It should be noted that the latter sailed from Honolulu for Japan aboard the TAIYO MARU on 5 November, 1941.) Former clerks of the Consulate who were interviewed by representatives of the three intelligence agencies confirmed this fact.

17. The records of the Bureau of Immigration and Naturalization, at Honolulu, were checked and reveal that on 6 June, 1925, one Ichio FUJII arrived at Honolulu, from Japan, board the TAIYO MARU. At a hearing of a special

board of inquiry held at Honolulu, 12 June, 1925, it was found that FUJII was born at Moiliili, Honolulu, T. H., on 1 May, 1908. FUJII stated that he was taken to Japan at the age of seven by his parents, who remained there. FUJII stated that he was a farm laborer. No further record of this Ichio FUJII was found in the immigration records, nor has any clue to his present whereabouts been discovered.

18. Appropriate examination of available indexes and directories with reference to the surname FUJII (or HUZII) and possible variants, FUJIE and FUJI, was made, with negative results. However, investigation of this phase of the case is continuing.

19. On 1 January, 1942, interrogation of certain of the clerks formerly employed at the Japanese Consulate was commenced by representatives of the three investigative agencies: Special Agent F. G. Tillman, Federal Bureau of Investigation; Captain Frank O. Blake, Military Intelligence Division; and, Lieutenant George P. Kimball, District Intelligence Office.

20. These Consulate clerks, who are American citizens of Japanese ancestry, all informed the agents that they considered themselves separated from employment at the Consulate on 7 December, 1941, and did not report for work on Monday, 8 December, 1941. However, none of them had submitted a letter of resignation or otherwise given notice to the Consulate.

[13] 21. The names of the clerks interrogated are as follows:

Miss Kimie DOUE
Takaichi SAKAI
Katsukichi MURAOKA
Richard Masayuki KOTOSHIRODO
Kanaye SAHARA
Hiyoshi SHIGEFUJI

22. Miss DOUE, formerly employed as receptionist and typist at the Consulate, was the first clerical employee interrogated. Details concerning her personal history are set forth in reference (i) and will not be repeated herein. In her position as receptionist, Miss DOUE had a better opportunity to observe visitors to the Consulate than any of the other clerical employees. She appeared to be slightly above the average in intelligence for a Japanese girl of her class, and impressed the agents as being entirely frank and cooperative in answering questions.

23. It was developed in the course of the interrogation of Miss DOUE that Tadasi MORIMURA, one of the secretaries of the Consulate, who had arrived from Japan on 27 March, 1941, for the ostensible purpose of taking charge of the expatriation work at the Consulate, did little or nothing in connection with that work after the first few days following his arrival in Honolulu. Instead, MORIMURA was assigned a desk in the same office with Vice Consul Otojiro OKUDA, where the nature of his work was unknown to Miss DOUE. The expatriation work was done in a different office of the Consulate, and was under the supervision of Kyonosuke YUGE, another secretary. Most of the clerical details of this work were handled by Takaichi SAKAI, one of the clerks above mentioned.

24. Miss DOUE stated that MORIMURA often came to work at about 1100, two hours after the opening of the Consulate, and seldom was at his desk in the afternoon. There was a week in October or November, 1941, when he did not come to work at all. Miss DOUE often saw MORIMURA leave the Consulate in a taxi during office hours between 1000 and 1100 and would not see him again the same day. The staff of the Consulate usually called the proprietor of the Royal Taxi Stand, located at 6 South Vineyard Street, Honolulu (telephone 3299), and it was this stand that MORIMURA customarily called. On other occasions, Miss DOUE saw MORIMURA leave the Consulate during [14] business hours with Richard Masayuki KOTOSHIRODO, one of the aforementioned clerks. Sometimes they would drive away in KOTOSHIRODO's car, and at other times they would use the above mentioned taxi. On several occasions, neither of them came back for the rest of the day.

25. According to Miss DOUE, MORIMURA had a large map of Oahu which he used to spread out on his desk and work on from time to time. Miss DOUE stated that she had seen Japanese characters written in pencil on the map. She had no dealings with MORIMURA other than to deliver mail to his desk.

26. Takaichi SAKAI, whose personal history is set forth in reference (g), also was interrogated on 1 January, 1942. He corroborated what Miss DOUE said about MORIMURA's lack of connection with expatriation matters and his frequent departures from the Consulate during business hours.

27. It was learned from Kanaye SAHARA, whose personal history is set forth in reference (h), that MORIMURA had one finger, either the middle or third, cut off at the first joint. However, SAHARA could not remember which hand it was. SAHARA also corroborated what Miss DOUE had said concerning MORIMURA's departures from the Consulate during business hours, accompanied by KOTOSHIRODO, who often wore an aloha (sport) shirt. On these occasions, they would be gone for the rest of the day. SAHARA stated that he suspected that they went to "important places", and upon being asked what he meant by that, said, "military places". On being asked why he thought they were going to such places, SAHARA said that it was because of the strained relations between the United States and Japan, and also because MORIMURA and KOTOSHIRODO would not make any mention around the Consulate as to where they had been on their trips. SAHARA stated that KOTOSHIRODO had a 1937 Ford sedan which he and MORIMURA often used.

28. SAHARA further stated that he did not know much about MORIMURA's background because he was not listed in the Japanese Foreign Office publication containing the names and biographical data of diplomatic and consular officials. He stated that MORIMURA is 27 or 28 years of age, and if he is a regular member of the consular service, he would have been listed, as he could not have just recently been graduated from college. SAHARA believed that the other three secretaries of the Consulate, Kyonosuke YUGE, Samon TSUKIKAWA, and Kokichi SEKI, were listed in this publication.

[15] 29. SAHARA also informed the agents that MORIMURA and KOTOSHIRODO were on good terms, as SAHARA sometimes saw them joking together as they came into, or left, the office. Asked if he thought this was not strange, in view of the recognized social distinction between secretaries and clerks at the Consulate, SAHARA attempted to explain it by the fact that both were about the same age and seemed to enjoy each other's company.

30. KOTOSHIRODO was interrogated on 3 and 4 January, 1942, and on 9 January, 1942. His personal history is set forth in reference (j), while details of his activities with MORIMURA will be discussed in a subsequent report. In substance, this information is that MORIMURA, often accompanied by KOTOSHIRODO, sometimes in a taxi driven by John Yoshie MIKAMI, subject of reference (k), proprietor of the Royal Taxi Stand, and sometimes in KOTOSHIRODO's car, made frequent trips for the purpose of making observations of military installations and operations. In addition to the trips made with MORIMURA, KOTOSHIRODO made a number of trips for the same purpose, by himself and with MIKAMI, at the direction of MORIMURA. The names and addresses of certain Japanese contacted by MORIMURA were obtained from KOTOSHIRODO, and the joint investigation of these leads also will be covered by a separate report. Signed statements concerning his activities were obtained from KOTOSHIRODO on 4 and 9 January, 1942.

31. From all the clerks interviewed an effort was made to obtain the names of frequent visitors to the Consulate, particularly those who saw the Consul General and the Vice Consul in private. Seven or eight prominent Japanese business and professional men, who have been in custodial detention since 7 December, 1941, were named, including the local managers of the Yokohama Specie and Sumitomo Banks and the Nippon Yusen Kaisha (N. Y. K. Line). According to Miss DOUE, these men would go directly into the office of the Consul General, who often would summon the Vice Consul for a conference. None of the clerks had any idea of the nature of the conversations between these men and the consular officials.

32. Asked if any persons, other than the prominent Japanese referred to above, visited the Consulate on what appeared to be other than routine business, Miss DOUE stated that a man whose nationality she did not know, came and went several times from the Consulate during November, 1941. This man she described as a "haole" (Hawaiian for "white person") [16] and looked somewhat Jewish. Miss DOUE did not know his name. Sometimes this man, the Consul General, and the Vice Consul were locked in the Consul General's private office. The last visit of this man remembered by Miss DOUE was about the end of November, 1941. The man referred to usually came in the morning and sometimes Miss DOUE would see him only when he left the Consulate.

33. On 31 December, 1941, the day before the investigation of the former consular clerks was commenced, Otto KUEHN was brought from detention quarters at the U. S. Immigration Station, Honolulu, to the headquarters of the Federal Bureau of Investigation for questioning by Special Agents J. Sterling Adams and George E. Allen. The interrogation of KUEHN, not having been completed on

31 December, was resumed the following day. While Miss DOUE was being questioned as described above, KUEHN also was under interrogation in a nearby room.

34. When Miss DOUE gave the information mentioned above concerning the unidentified white man who had visited the Consulate during the month of November, Special Agent in Charge R. L. Shivers of the Federal Bureau of Investigation was advised. On the theory that this person might have been KUEHN, Miss DOUE was told by Mr. Shivers that he wanted her to observe a certain person and state afterwards if she had ever seen this person before. Miss DOUE was taken to a stenographer's room and placed at a desk. KUEHN was brought to the door of this room and was engaged in conversation. Miss DOUE immediately recognized KUEHN and placed a sheet of carbon paper over her face so that she could not be recognized by him.

35. After KUEHN was taken back to the room where he was being questioned, Miss DOUE was brought back to the room where her interrogation was being conducted. She was thereupon asked whether she had ever seen the person who had just been shown to her. She answered immediately and with assurance that this was the "haole" she had previously mentioned as having come to the Consulate several times during November. Asked how she knew it was the same man, she stated that she knew by the shape of his head and by his Jewish appearance. Miss DOUE stated that she had seen this man leave the Consulate but had never seen him get into any automobile. However, she stated that on days when he came to the Consulate a tan-colored roadster was seen parked in front of the building. Miss DOUE stated that she thought his visits were peculiar and that she thought he was a "spy".

[17] 36. A short biographical sketch of KUEHN, based upon written statements obtained from him on 1 and 3 January, 1942, by Special Agents Adams and Allen, is submitted for information:

37. KUEHN was born in Berlin, Germany, on 25 December, 1895. In April, 1913, he enlisted as a cadet in the German Navy, serving as a midshipman until captured by the British in January, 1915, and remaining a prisoner of war until December, 1918. In 1920, he married his present wife. From the close of the World War until 1927, KUEHN was employed in various occupations. In 1927, he entered the coffee business and continued in it until 1935, when he came to the United States. However, during the period 1928-1930, he was in the secret police of the German Navy. In 1930, he and his stepson Leopold KUEHN, who was born 6 July, 1911, joined the National Socialist (Nazi) party, but KUEHN claims not to have been active in the party until 1932, when he was considered for a position high in the Gestapo under Heinrich HIMMLER, but which position was given to Reinhold HEYDRICH. Thereafter, KUEHN was twice jailed in Germany, but was released, he says, through the efforts of his wife.

38. In 1935, KUEHN decided to go to Japan to study the Japanese language, and passed through the mainland United States and Honolulu enroute to Japan. In 1936 KUEHN and his family returned to Honolulu where they established permanent residence and subsequently KUEHN returned to Japan for three months' further language study. Upon his return to Honolulu in September, 1936, KUEHN continued the study of the Japanese language. In Honolulu, he engaged in the steel furniture manufacturing business. Friedel KUEHN operated a beauty shop at Kailua and the KUEHNs have owned two homes at Kalama and one at Lanikai. KUEHN's furniture business failed in 1938, his wife's beauty shop brought in only about \$80.00 a month, and they were forced to sell the Kalama home and mortgage the other two residences, one of which usually was rented.

39. From time to time, KUEHN has received considerable sums of money from European sources. He claimed that this money came from the estate of his father and from the liquidation of the coffee business which he had owned. Friedel KUEHN also received money from inherited property in Germany. According to KUEHN, great difficulties were encountered in getting this money out of Germany. Certain of the transfers were said to have been made through a friend in Japan, a Doctor HOMBERG, who is connected with a German steel firm, ROESCHLING STEEL WORKS in Tokyo, who assertedly purchased the [18] German holdings of Friedel KUEHN for \$40,000.00. Part of this consideration was transported in cash by Mrs. KUEHN from Japan to Honolulu in 1940. KUEHN said the amount so received was \$6,000.00, but his wife, who was questioned later, said it was \$9,000.00. In September, 1940, a payment of \$10,000.00 was received from Dr. HOMBERG and was delivered by one KAI, purser of the SS KAMAKURA MARU, an N. Y. K. liner.

40. The following additional information was obtained from KUEHN and is contained in his written statements made on 1 and 3 January, 1942:

41. In July, 1941, after the "freeze order", KUEHN contacted Vice Consul OKUDA at the Japanese Consulate and requested him to send a message to Dr. HOMBERG through a Baron KYOGOKU in Japan, whom KUEHN claims previously to have met on a trip to Japan. According to KUEHN, the message to HOMBERG was in a prearranged private code and the substance of it was a request to send the balance of the \$40,000.00 due Mrs. KUEHN as soon as possible. When OKUDA was hesitant about sending the message, KUEHN informed him that he was acting for the Japanese Government and had an important message for KYOGOKU, a Government official in Tokyo. KUEHN told OKUDA that it was imperative that he receive the money before 29 October, 1941, because of the Treasury Department's foreign funds regulations, and he intentionally gave OKUDA the impression that the money was to come from KYOGOKU as compensation for services rendered the Japanese Government. OKUDA finally agreed to send the message.

42. In his statement of 1 January, 1942, KUEHN had said that he first contacted the Consulate early in November, 1941, to request assistance in sending money to his stepson, Leopold, in Germany, and was informed that the Vice Consul would take the matter up with the Yokohama Specie Bank. However, in his statement of 3 January, 1942, he gave the version above set forth about the message to Dr. HOMBERG in Japan. But, in both versions, KUEHN admitted having made several visits to the Japanese Consulate in November, 1941, and stated that he called in the mornings.

43. It was developed that on his second or third visit, either KUEHN or Consul General KITA suggested that KUEHN could be of assistance in obtaining information concerning United States fleet movements. KUEHN agreed to do what he could, and on or about 28 November, 1941, he drove to the vicinity of Pearl Harbor, where he said he saw very few [19] ships in the harbor. Later, according to KUEHN, he informed the Consulate that there were seven battleships, six cruisers, two aircraft carriers, twenty destroyers and twenty-seven submarines, "or some similar figure in Hawaiian waters." The information which KUEHN stated he furnished the Consulate, as set forth above, can be compared with the figures set forth in enclosures (A) and (B), which were prepared by this office (for the Federal Bureau of Investigation) from data furnished by the Captain of the Yard, Navy Yard, Pearl Harbor. As to the figures admittedly reported by KUEHN, he said "those figures were purely fictitious, as far as I knew."

44. Subsequent to the visit during which information relative to fleet movements was first discussed, the following occurred, as described in KUEHN's statement of 1 January, 1942:

"At that time I made suggestions to them stating that I had a short-wave transmitter and could send messages for them if they so desired and I also outlined a system of signaling that could be used in order to furnish information relative to the types of ships in Pearl Harbor and those that had left. This system of signalling contained fifteen sets of signals. These signals were to have been given by a light in my home at Lanikai or Kalama which could have been seen out at sea by a submarine, as follows: One light between 6 and 7 meant battle fleet in harbor; one light between 7 and 8 meant scouting force in harbor; one light between 8 and 9 meant aircraft carriers in harbor; one light between 9 and 10 meant battle fleet prepared to leave; one light between 10 and 11 meant scouting force prepared to leave; one light between 11 and 12 meant aircraft carriers prepared to leave; one light between 12 and 1 meant battle fleet left between one and two days ago; one light between 1 and 2 meant scouting force left one to two days ago; two lights between 6 and 7 p. m. meant aircraft carriers left one to two days ago; two lights between 7 and 8 p. m. meant battle fleet left three to four days ago; two lights between 8 and 9 p. m. meant scouting force left three to four days ago; two lights between 9 and 10 p. m. meant aircraft carriers left three to four days ago; two lights between 10 and 11 p. m. meant fleet left five to six days ago; two lights between 11 and 12 midnight meant scouting force left five to six days ago; two lights between 12 midnight and 1 a. m. meant aircraft carriers left five to six days ago.

[20] "This same set of signals could have been sent by means of linen on the clothes line at my Lanikai home, one sheet between 6 and 7 a. m. in daylight meaning battle fleet in harbor; one sheet between 7 and 8 a. m. meaning scouting force in harbor; one sheet between 8 and 9 a. m. meaning aircraft carriers in

harbor; one sheet between 9 and 10 a. m. meaning battle fleet prepared to leave; one sheet between 10 and 11 a. m. meaning scouting force prepared to leave; one sheet between 11 a. m. and 12 noon meaning aircraft carriers prepared to leave; one sheet between 12 noon and 1 p. m. meaning battle fleet left one to two days ago; one sheet between 1 p. m. and 2 p. m. meaning scouting force left one to two days ago; two sheets on line between 6 a. m. and 7 a. m. meaning aircraft carriers left one to two days ago; two sheets on line between 7 a. m. and 8 a. m. meaning battle fleet left three to four days ago; two sheets on line between 8 a. m. and 9 a. m. meaning scouting force left three to four days ago; two sheets on line between 9 a. m. and 10 a. m. meaning aircraft carriers left three to four days ago; two sheets on line between 10 a. m. and 11 a. m. meaning battle fleet left five to six days ago; two sheets on line between 11 a. m. and 12 noon meaning scouting force left five to six days ago; two sheets on line between 12 noon and 1 p. m. meaning aircraft carriers left five to six days ago.

"They told me at the time that this system of communication was too complicated and it would be necessary for me to simplify it. I went home. One or two days prior to the time I submitted this first set of signals I had ridden by Pearl Harbor and there were very few boats in the harbor at that time. About three days later I went back to the Consulate with a simplified system of signalling, on what I think was December 2, 1941. This set of signals contained only eight combinations, as follows: No. 1 meaning battle fleet prepared to leave; No. 2 meaning scouting force prepared to leave; No. 3 meaning battle fleet left one to three days ago; No. 4 meaning scouting force left one to three days ago; No. 5 [21] meaning aircraft carriers left one to three days ago; No. 6 meaning battle fleet left four to six days ago; No. 7 meaning scouting force left four to six days ago; No. 8 meaning aircraft carriers left four to six days ago. These signals were to be given as follows from my Lanikai home: One light between 7 and 8 p. m. meaning No. 1; one light between 8 and 9 meaning No. 2; one light between 9 and 10 p. m. meaning No. 3; one light between 10 and 11 p. m. meaning No. 4; two lights between 7 and 8 p. m. meaning No. 5; two lights between 8 and 9 p. m. meaning No. 6, etc. These lights were to have been from a window or automobile lights. The same system could have been used with one piece of linen hung on the line at Lanikai between 8 and 9 a. m., meaning No. 1, one between 9 and 10 a. m. meaning No. 2; one between 10 and 11 a. m. meaning No. 3; one between 11 a. m. and 12 noon meaning No. 4; two pieces between 8 and 9 a. m. meaning No. 5; two pieces between 9 and 10 a. m. meaning No. 6, and so forth. It was also arranged that a light in the skylight at my Kalama home between 7 and 8 p. m. would mean No. 1; one between 8 and 9 p. m. would mean No. 2; one between 9 and 10 p. m. would mean No. 3 and 6; one between 10 and 11 p. m. would mean No. 4 and 7; one between 11 and 12 p. m. (midnight) would mean Nos. 5 and 8.

"It was also arranged that this same system of signalling could have been used with a star boat just off the mouth of Lanikai Beach between certain hours, a star on the sail or a star and a number on the sail meaning corresponding signals as those previously given, according to the time the boat was in that position. I do not recall the exact combinations that were to have been used to indicate each signal.

"It was also arranged that on the KGMB Want-Ads program in the morning the signal could be effected to indicate numbers 3 and 6 if a Chinese rug was advertised for sale, Nos. 4 and 7 if a beauty parlor operator was advertised for; and a third type of advertisement which I do not recall would indicate numbers 5 and 8. It was also arranged that if it was impossible to give this system of signals, [22] a garbage fire on Maui in a certain locality between certain hours would indicate the above number signals, such as a fire between the hours of 9 and 10 p. m. would mean signals 3 and 6, and so forth. In mentioning this latter plan I had in mind a locality previously described to me by a friend, CARL BASLER, where a number of vacant lots are located. I determined the exact locality of this area by reference to a map of Maui which showed the names of the two roads which border that locality and which names were mentioned in my recommended plan as bordering the area wherein the fire signals were to be effected.

"It was also arranged that this same set of signals could be given by short wave radio and arrangements were made that if the Consulate desired to contact me they could do so by sending me a postcard signed "JIMMIE", to my Box No. 1476 at Honolulu.

"This simplified set of signals was taken to the Consulate in an envelope by me about 8:30 in the morning. At the time I went to the Consulate I was

accompanied by my wife, FRIEDEL, and while she remained in the car I went to the door and handed the envelope containing this set of signals and another envelope containing \$500.00, which was to be sent to my son LEOPOLD in Germany, to the Vice Consul whose name I do not recall. I had no conversation with him at this time but went back to my car and drove on into Honolulu.

"I might point out that the plan outlined by me above and that submitted to the Japanese Consulate are probably not identical in every detail with those actually submitted, although the plans outlined above are basically the same as those submitted. Differences will probably appear in connection with the hours stated for the signals to be given.

"Following the submission of these latter plans to the Consulate I have had no further contact with any representatives of the Consulate to date, neither have I received any correspondence or telephone messages from such representatives. Apparently [23] no effort was made by the Consulate to carry either of the proposed plans into effect through me.

"I have never been to the Island of Maui nor have I ever seen the island nor purchased any property there. I never had a short-wave transmitter, and my Lanikai Beach house is rented to Army people. I might state that CARL BASLER had no knowledge of my plans submitted to the Japanese Consulate. As a matter of fact I have not seen him or his wife since they departed from Honolulu about September 1941. Further, I have had no correspondence with them except for one letter received from Mrs. BASLER about October, 1941. I rented my Lanikai residence on November 1, 1941, to two couples, one an Army doctor, age about 30, and the other an employee with the Engineers, about the same age, both of whom had been transferred from Schofield Barracks to Kaneohe. I cannot recall the names of these individuals at the present time."

45. In the same statement, KUEHN said that following the arrival of the TATUTA MARU in Honolulu in October, 1941, a Japanese attached to that vessel called at his residence and delivered a package enclosed in cardboard containing \$14,000.00 in \$100.00 bills. The person who made this delivery stated to KUEHN that the package came from Dr. HOMBERG in Japan. But, in his statement of 3 January, 1942, KUEHN described the receipt of the money as follows:

"I did not contact the Consulate again nor did I receive any post card until one afternoon in the very end of October, just after the first Japanese boat came to Honolulu, a young Japanese man came to my home in Kalama and he told my son that he wanted to see me. I was in the back working in my garden. My son came and advised me he was there and I went around. He very brusquely asked me if I was OTTO KUEHN and I said "Yes," and he said, "I have something for you from Dr. HOMBERG," so I took him back to my little garden house where he gave me a package and a letter and I asked him if he had any other information for me and he said no. I opened the letter first and in the letter was a sheet of paper written in English asking if I had a short-wave transmitter and if I would be willing [24] to make a test at a certain stated time which was on a night several nights later, on a certain wave length. This letter was typewritten and had no name on it. He gave me a sheet of paper and an envelope and I wrote on the sheet of paper that I was unable to make the test. I was quite nervous and put it in the envelope and gave it to him. I asked him if he knew what was in the package and he said no. I asked him if he wanted a receipt for the package and he said no, and he then left and I opened the package and counted the money. There were \$14,000.00 in the package, mostly in new \$100.00 bills, some \$20.00 bills. I think that this was a contact KYOGOKU was trying to make with me through this letter. As soon as he left I tore up the sheet of paper asking me to make this radio test and burned it up."

46. It was learned from KOTOSHIRODO that some time in October, 1941, he had been requested by Vice Consul OKUDA to drive MORIMURA and himself to Kailua. At the corner of Kuulei Road and Maluniu Avenue, Kailua, KOTOSHIRODO said that OKUDA directed him to stop the car, which he did, and there MORIMURA got out of the car and commenced walking along Maluniu Avenue in a northwesterly direction. OKUDA directed KOTOSHIRODO to drive several blocks along Kuulei Road and to stop at the corner of Kuulei Road and Kalaheo Avenue. They waited there thirty or forty minutes before MORIMURA reappeared, walking along Kalaheo Avenue from

the direction in which he had disappeared. (It is noted that the places where MORIMURA alighted and later rejoined OKUDA and KOTOSHIRODO are approximately one-half mile from the Kalama residence of Otto KUEHN.) On 4 January, 1942, KOTOSHIRODO directed Special Agent Tillman and Lieutenant Kimball to the places above mentioned, and identified the places.

47. Eberhard KUEHN, age 15, stepson of Otto KUEHN, was interviewed by Special Agents Adams and Allen, and stated to them that an unidentified Japanese had come to see his father between 1600 and 1630 on a Saturday afternoon, on either 18 October or 25 October, 1941. The description he gave of this person is substantially similar to that of MORIMURA. Later, a photograph of MORIMURA was shown to Eberhard KUEHN, who stated that it was very similar to the Japanese who called to see his father in October, and that he believed that it was very likely the same person, but he could not say positively. The same [25] photograph also was shown to Otto KUEHN, who stated that it was quite similar to the Japanese who had delivered the money to him; that he is positive he has seen the person represented in the photograph before, and believed it probably was on the occasion when the money was delivered. However, KUEHN still contended that he was of the belief that the man who had come to see him had been sent by Dr. HOMBERG, and that a Japanese steamer was in port in Honolulu on the day in question. (It should be noted here that the only Japanese liner in port around the time in question was the TATUTA MARU, which arrived in Honolulu from the Orient on 23 October, 1941, and departed for San Francisco the following day.)

48. At no time has KUEHN implicated anyone outside the Consulate, other than himself and the Japanese who delivered the \$14,000.00 to him, in any of the activities above described. Thus far, no evidence has been developed that anyone, other than persons connected with the Consulate, have acted in conjunction with KUEHN.

49. In the plan of the system of signals submitted by KUEHN to the Consulate, as described in KUEHN's statement of 1 January, 1942, and set forth in the despatch sent by Consul General KITA to Foreign Minister TOGO on 3 December, 1941, part of the signals consisted of "KGMB want ads". KGMB are the call letters of the broadcasting station in Honolulu owned and operated by the Hawaiian Broadcasting Company, Limited. The despatch designated the advertisements to be: (a) for the sale of a Chinese rug; (b) for the sale of a complete chicken farm; and, (c) for a beauty operator wanted. Investigation by the Federal Bureau of Investigation has failed to disclose any record of radio advertisements on any KGMB program of the type described, between 24 November and 8 December, 1941. However, it was found that Post Office Box 1476, referred to in the message of 3 December, referred to KUEHN's box at the Honolulu postoffice.

50. Of the original \$14,000.00 cash received by KUEHN, \$5,000.00 in new \$100.00 Federal Reserve Bank of New York notes was found on the person of Mrs. KUEHN, after she was taken into custody on 8 December, 1941. It also was discovered that Mrs. KUEHN had given \$2,000.00, in similar denominations, to her daughter, Mrs. J. Carson MOORE (nee Ruth KUEHN). This money also was recovered by special agents of the Federal Bureau of Investigation. These funds are being traced from their source, the Federal Reserve Bank of New York, to determine [26] the persons or agencies through whom they were transmitted to Honolulu. It has been established by the Federal Bureau of Investigation that these notes were not obtained from, nor cleared through, Honolulu banks.

51. Otto KUEHN and his wife are the subjects of reference (a), being named therein as "Mr. and Mrs. KOEHN". Reference (b) states that KUEHN and his wife had (before 21 April, 1939) been under observation by the District Intelligence Office for a number of months, and that KUEHN was strongly suspected of being an espionage agent for either Japan or Germany, or both.

52. Otto KUEHN was carried on the Fourteenth Naval District records (July, 1940) as a class "A" Nazi suspect. See reference (c). The following information appeared on the suspect card:

"KUEHN, Otto Kailua, Oahu (Occupation) None at present

Formerly (1918) officer in German Navy; cultivates acquaintances among officers in U. S. Navy; at one time received considerable sums of money from European source; frequent trips to Japan; Mrs. KUEHN recently (May, 1940) returned from Japan and reportedly brought back a considerable sum of money with her; has failed in business but owns considerable real estate."

53. The name of Mrs. KUEHN was added to the Fourteenth Naval District Nazi list, as a class "A" suspect, on 31 May, 1941, as shown by reference (e), the pertinent portion of which reads as follows:

"KUEHN, Friedel—Kailua, Oahu. Wife of Otto KUEHN, suspected of being a German agent. Friedel KUEHN is known to be pro-Nazi. Mr. and Mrs. KUEHN are suspected of being 'Mr. and Mrs. Friedel' who are reported as contacts of the local Japanese consulate."

54. The names of "Mr. and Mrs. Friedel" were furnished to the District Intelligence Officer in July, 1940, by a reliable confidential informant who stated that the Friedels had approached the Honolulu Japanese Consulate with the request that certain information of theirs be transmitted to the Japanese Navy. The same confidential informant reported [27] that the consul-general requested the Foreign Office to advise concerning the reliability of the Friedels, and that the Foreign Office replied stating that the Friedels could not be placed, but that any information they furnished should be received and forwarded with an indication that it came from the Friedels. The message further advised that the Japanese Navy was prepared to compensate the Friedels for any information they furnished according to its value.

55. All of the information received from this confidential informant concerning "Mr. and Mrs. Friedel" was transmitted to the Honolulu Field Office of the Federal Bureau of Investigation. An investigation conducted by that agency failed to disclose any "Mr. and Mrs. Friedel" who in any way fitted the meager description furnished by the informant. It was concluded, however, that Otto and Friedel KUEHN might be "Mr. and Mrs. Friedel", but no evidence was obtained prior to the present investigation, indicating that either of the KUEHNS had contacted the Japanese Consulate.

56. The evidence obtained in the investigation, which is set forth in substance in this report, has been given by the Federal Bureau of Investigation to Angus M. Taylor, Jr., United States Attorney for the District of Hawaii, who has prepared charges and specifications charging Otto KUEHN with violation of Sections 34, 31, and 32 of Title 50, U. S. Code. These charges and specifications will be preferred by Captain Eugene V. Slattery, Assistant Judge Advocate General, Hawaiian Department, who will act as trial judge advocate in the prosecution of the case before the Military Commission.

57. Charge No. 1 is based on Section 34 of Title 50, and avers that KUEHN conspired with Consul General KITA and Vice Consul OKUDA on or about 20 November, 1941, to unlawfully communicate, in violation of Section 31, information to the Japanese Government concerning the movements and positions of the United States Fleet, by means of a system of signals prepared by KUEHN, and that in the furtherance of the conspiracy, certain overt acts were committed by KUEHN. These acts include obtaining by visual observation on or about 28 November, 1941, figures as to the number of naval vessels in Pearl Harbor and furnishing the same to the consular officials; and preparing and submitting to the same officials on or about 2 December, 1941, the plan for the system of signals previously described, which plan was transmitted by Consul General KITA to the Japanese Government on or about 3 December, 1941.

[28] 58. Charge No. 2 is based on an alleged violation of Section 31, Title 50, and specifies that KUEHN, on or about 28 November, 1941, for the purpose of obtaining information respecting the national defense, and with intent and reason to believe that the information to be obtained was to be used to the injury of the United States or to the advantage of a foreign nation, namely, Japan, unlawfully obtained information concerning the disposition of United States naval vessels in Pearl Harbor.

59. Charge No. 3 is based on an alleged violation of Section 32 of Title 50, and specifies that on or about 2 December, 1941, KUEHN unlawfully transmitted the information he had obtained concerning naval vessels to the Japanese Government, through the Consulate.

60. No evidence has thus far been discovered by any of the three investigative agencies which have handled the various phases of this case which would establish as a fact that any attempt was made, either before or after 7 December, 1941, to put into actual operation the system of signals prepared by KUEHN for the Consul General and submitted by the latter to Tokyo. However, efforts still are being made to obtain such evidence, if it exists, and to determine what other person or persons, if any, may have been implicated in such activities.

61. (Other messages despatched by the Consul General, both in the period, 1-4 December, 1941, and at other times, as the same have been received by this

office and have been resolved into plain language, will be discussed in a report supplementary to this one, and bearing the same subject title.)

Pending—14ND.

6 February, 1942

ENCLOSURE (A): Table showing numbers of battleships, heavy cruisers, light cruisers, aircraft carriers, submarines, destroyers, and destroyer-type vessels in Pearl Harbor, at 0800 and 1800, 22-30 November 1941

Date	Time	Types of Ships								
		BBs	CAs	CLs	CVs	SSs	DDs	DMs	AVDs	(#)
11/22-----	0800	3	6	1	1	4	21	8	2	31
	1800	3	6	1	1	4	22	8	2	32
11/23-----	0800	3	6	1	1	4	22	8	2	32
	1800	3	6	1	1	4	22	4	2	28
11/24-----	0800	3	6	1	1	4	21	4	1	26
	1800	3	6	1	1	4	21	4	2	27
11/25-----	0800	3	6	1	1	4	24	5	2	31
	1800	3	10	1	2	4	26	8	3	37
11/26-----	0800	3	10	1	2	4	24	8	2	34
	1800	3	11	1	2	4	23	8	3	34
11/27-----	0800	3	11	1	2	4	23	8	3	34
	1800	3	11	1	2	4	28	8	3	39
11/28-----	0800	1	8	0	2	4	11	4	3	18
	1800	6	8	5	1	2	26	4	3	33
11/29-----	0800	6	7	6	1	2	24	4	3	31
	1800	6	7	5	1	2	26	4	3	33
11/30-----	0800	5	7	5	1	2	25	4	3	32
	1800	5	7	5	1	2	26	4	3	33

Key: BB—battleship; CA—heavy cruiser; CL—light cruiser; CV—aircraft carrier; SS—submarine; DD—destroyer; DM—light mine layer (destroyer type); AVD—seaplane tender (destroyer type).

(#)—Total of destroyer type craft. DMs and AVDs were built as destroyers and converted to their present use. To the untrained eye, they would appear as destroyers.

ENCLOSURE (B): Table of number and movement of ships in Pearl Harbor, by types, at various times between 0600 and 1800, 28 November, 1941

BATTLESHIPS (BBS)

0600—At moorings (ARIZONA, NEVADA, OKLAHOMA)----- 3
 0658—NEVADA underway----- 3
 0705—ARIZONA underway----- 3
 0748—NEVADA cleared----- 2
 0801—ARIZONA cleared----- 1
 1045—PENNSYLVANIA entered----- 2
 1053—CALIFORNIA entered----- 3
 1102—MARYLAND entered----- 4
 1110—TENNESSEE entered----- 5
 1123—WEST VIRGINIA entered----- 6
 1155—PENNSYLVANIA moored----- 6
 1210—CALIFORNIA moored----- 6
 1232—MARYLAND moored----- 6
 1240—TENNESSEE moored----- 6
 1306—WEST VIRGINIA moored----- 6
 1547—UTAH moored (#)----- 7
 1648—UTAH moored (#)----- 7
 1800—At moorings----- 7

HEAVY CRUISERS (CAS)

0600—At moorings----- 11
 0625—NORTHAMPTON underway----- 11
 0632—CHESTER underway----- 11
 0640—SALT LAKE CITY underway----- 11
 0718—NORTHAMPTON cleared----- 10

HEAVY CRUISERS (CAS)—continued

0727—CHESTER cleared----- 9
 0735—SALT LAKE CITY cleared----- 8
 LIGHT CRUISERS (CLS)
 0600—Underway in harbor (DETROIT)----- 1
 0637—DETROIT cleared----- 0
 1138—HELENA entered----- 1
 1131—HONOLULU entered----- 2
 1148—ST LOUIS entered----- 3
 1200—PHOENIX entered----- 4
 1212—RALEIGH entered----- 5
 1250—HELENA moored----- 5
 1300—HONOLULU moored----- 5
 1300—RALEIGH moored----- 5
 1305—PHOENIX moored----- 5
 1328—ST. LOUIS moored----- 5
 1350—DETROIT entered----- 6
 1510—DETROIT moored----- 6
 1800—At moorings----- 6

AIRCRAFT CARRIERS (CVS)

0600—At moorings (LEXINGTON, ENTERPRISE)----- 2
 0735—ENTERPRISE underway----- 2

(#) The UTAH was commissioned as a battleship, but later demilitarized and used as a target ship. To the untrained observer, she might appear to be a battleship.

926 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

ENCLOSURE (B); *Table of number and movement of ships in Pearl Harbor, by types, at various times between 0600 and 1800, 28 November, 1941*—Continued

AIRCRAFT CARRIERS (CVS)—continued		DESTROYERS (DDS)—continued	
0838—ENTERPRISE cleared	1	1300—MONAGHAN entered	21
1800—At moorings	1	1308—TUCKER entered	22
		1318—CONYNGHAM moored	22
		1330—FARRAGUT entered	23
		1333—CASE entered	24
		1336—MacDONOUGH entered	25
		1340—PHELPS entered	26
		1345—CASSIN moored	26
		1350—ALYWIN moored	26
		1350—REID moored	26
		1407—DOWNES moored	26
		1412—TUCKER moored	26
		1425—WORDON moored	26
		1435—DALE moored	26
		1440—CASE moored	26
		1446—MONAGHAN moored	26
		1446—HULL moored	26
		1459—DEWEY moored	26
		1459—FARRAGUT moored	26
		1515—PHELPS moored	26
		1530—MacDONOUGH moored	26
		1800—At moorings	26
		MINESWEEPERS (DMS)	
		0600—At moorings	8
		0610—GAMBLE underway	8
		0612—MONTGOMERY underway	8
		0615—BREESE underway	8
		0625—RAMSAY underway	8
		0652—GAMBLE cleared	7
		0655—MONTGOMERY cleared	6
		0657—BREESE cleared	5
		0700—RAMSAY cleared	4
		1800—At moorings	4
		SEAPLANE TENDERS (AVDS)	
		0600—At moorings	3
		1800—At moorings	3

UNITED STATES NAVAL INTELLIGENCE SERVICE

INVESTIGATION REPORT

Confidential

Subject: JAPANESE CONSULATE, HONOLULU—Espionage Activities.

Report made at: Honolulu, T. H., 14th Naval District. Date: 14 Feb. 1942.

Report made by: Lieutenant (jg) W. B. Stephenson, USNR.

Period covered: 5 Dec., 1941 to 14 Feb., 1942. Status of Case: Pending.

Origin of Case: Receipt by DIO-14ND of various encrypted messages sent by Japanese Consul General, Honolulu, to Foreign Office, Tokyo, and Japanese Ambassador, Washington.

Character of Investigation: Espionage.

Enclosures: (A) Copies of miscellaneous despatches from Japanese Consul General, Honolulu, to Tokyo and to other Consuls, concerning military and naval subjects.

Copy to: ONI (5) 14ND (3)
CinCPac (1)
Com 14 (1)
FBI-Hon (2)
MID-HD (2)

Source File No.: 14 ND #54A. ONI File No.:

Synopsis: During the period 3-6 December, 1941, the Japanese Consul General, Honolulu, reported to Tokyo, by despatch, the entry and departure of Naval vessels at Pearl Harbor. There is no evidence at hand to show reporting of such

facts by despatch prior to 3 December, nor has any message been found which ordered the Consulate so to report starting on 3 December.

Messages further reported in detail as to the numbers of Naval vessels in Pearl Harbor on 5 and 6 December, 1941. Reports were accurate as to the number of battleships and aircraft carriers, not so accurate as to cruisers, and very inaccurate as to destroyers.

Percentage of error in reporting indicates reports probably were based on data gathered by untrained observers stationed at some distance outside the Navy Yard. There is no evidence to indicate that anyone inside the Navy Yard was engaged in this espionage activity.

The despatch of 1248, 6 December, indicated knowledge that anti-torpedo nets were not being used to protect battleships moored in Pearl Harbor.

Deductions: Despatches of 3-6 December, 1941, while relatively inaccurate in many details, apprised Japan of the number of battleships in Pearl Harbor, absence of aircraft carriers therefrom, and the non-use of anti-torpedo nets to protect battleships in the harbor.

Approved: I. H. MAYFIELD,
Captain, U. S. Navy,
District Intelligence Officer.

[1] Subject: JAPANESE CONSULATE, HONOLULU—Espionage Activities.

References:

- (a) 14ND Investigation Report, same subject, 2-9-42.
 - (b) 14ND Investigation Report, Subject RICHARD MASAYUKI KOTOSHIRODO, 2-8-42.
 - (c) 14ND Investigation Report, Subject JOHN YOSHIE MIKAMI, 2-6-42.
1. This report is a continuation of, and an enlargement upon, reference (a). It is concerned chiefly with (a) the substance of certain naval intelligence transmitted by despatch from the Japanese Consul General, Honolulu, to Tokyo, and (b) the accuracy of the data transmitted.
 2. Copies of some, but not all, of the encrypted despatches of the Japanese Consulate, Honolulu, dating back to March, 1941, were made available to the District Intelligence Office and to the Honolulu field office of the Federal Bureau of Investigation by reliable confidential informants. Only such of those communications that refer to military or naval subjects will be discussed in this report. As stated in reference (a), copies of the despatches hereinafter discussed were received by the District Intelligence Officer, from a highly confidential source, on 5 December, 1941, but were in code or cipher and could not be evaluated immediately. The plain meaning of the despatches was not learned until 11 December, 1941.
 3. For the sake of clarity, it is stated at the outset that evidence gathered to date indicates that intelligence concerning United States vessels in Pearl Harbor, and their entry and departure therefrom, was gained by the simple expedient of observing ships in the harbor from points of vantage outside the Navy Yard. From reference (a), it appears that such fact-gathering was directed either by Vice Consul Otojiro OKUDA or Tadasi MORIMURA, a secretary at the Consulate; that MORIMURA personally made many trips to the vicinity of Pearl Harbor, with Richard Masayuki KOTOSHIRODO, a Consulate clerk, subject of reference (b), and with John Yoshie MIKAMI, a trusted taxi driver, subject of reference (c), who is at present in custodial detention; that MORIMURA personally did most of the known observing of Pearl Harbor, and contacting observers who lived in that vicinity; and, that Otto KUEHN, prominently mentioned in reference (a), who admitted making up a signal system for the Consulate to use to convey information (presumably to Japanese ships off the shores of the Hawaiian Islands), at least once visited the Pearl Harbor [2] area for the purpose of determining the number of ships there and reporting his findings to the Consulate. The *modus operandi* of MORIMURA and other Consulate observers and contacts will be set forth in detail in a report to follow.
 4. On 3 December, 1941, Consul General Nagao KITA sent the following despatch to the Foreign Office, Tokyo:

Wyoming and two seaplane tenders departed third.

(It should be noted that the messages consistently refer to the WYOMING, where obviously the UTAH was intended.) An examination of copies of the Navy Yard, Pearl Harbor, entry and departure log for 22 November to 7 December, 1941 (hereinafter referred to as "operational data"), shows the above

despatch to have been wholly in error. The UTAH cleared Pearl Harbor on 1 December, at 1208, and did not return until 1555, 5 December. The seaplane tenders CURTISS and THORNTON also left Pearl Harbor on 1 December, clearing at 1628 and 1712, respectively, and also returned to the harbor on 5 December, entering at 1408 and 1410, respectively. The operational data further reveals that no battleships cleared the harbor on 3 December (so there was no departure of a vessel that might reasonably have been mistaken for the UTAH), and that no seaplane tenders left Pearl Harbor that day.

5. On 4 December, at 1657, the following despatch was sent to Foreign Minister TOGO by the local Consulate:

USS Honolulu arrived 1300/4th

From the operational data aforementioned, it was determined that the USS HONOLULU entered Pearl Harbor at 1131, and secured at berth B-21 at 1300, on 28 November, 1941. She did not move from that berth before the Japanese attack of 7 December. Furthermore, no cruisers of the HONOLULU type either entered or cleared the harbor on 4 December. The only cruiser movements at Pearl Harbor during the period 1-6 December, 1941, were the departure of the CHICAGO, PORTLAND, ASTORIA, INDIANAPOLIS, and MINNEAPOLIS, between 0718, 5 December, and the arrival of the DETROIT, at 0947, 5 December.

6. Obviously in response to a request from Tokyo for the same (which request has not yet been found in the traffic to the Consulate), the following message was sent by [5] Consul General KITA at 1804 on 5 December:

The three battleships mentioned in your X239 of Friday morning, the fifth, entered port. They expect to depart port on the eighth. On the same day the LEXINGTON and five heavy cruisers departed. The following warships were anchored on the afternoon of the fifth: 8 battleships; 3 light cruisers; 16 destroyers. Coming in were 4 cruisers of the Honolulu type and 2 destroyers.

The first sentence of the message evidently refers to Battleship Division One (ARIZONA, NEVADA, and OKLAHOMA), which entered Pearl Harbor between 0856 and 0931, 5 December. The District Intelligence Officer has been informed by the Fleet Intelligence Officer that Battleship Division One was NOT scheduled to sail on 8 December, 1941, as reported in the second sentence of the despatch to Tokyo.

7. The foregoing message, in its third sentence, correctly set forth the facts. The LEXINGTON cleared Pearl Harbor at 0810, 5 December, in company with the five heavy cruisers before mentioned, which cleared between 0718 and 0735, the same morning.

8. After the arrival of Battleship Division One on the morning of 5 December, and up until the time of the Japanese air attack on 7 December, there were eight battleships moored in Pearl Harbor: PENNSYLVANIA, CALIFORNIA, MARYLAND, TENNESSEE, WEST VIRGINIA, ARIZONA, NEVADA, and OKLAHOMA. The information reported to Tokyo on 5 December in this regard was, therefore, correct.

9. The statement in the foregoing message, that there were (only) three light cruisers in the harbor on the afternoon of 5 December reported only half of the vessels of that type in Pearl Harbor, which were the HONOLULU, HELENA, ST. LOUIS, PHOENIX, RALEIGH, and DETROIT. In addition to light cruisers, the heavy cruisers NEW ORLEANS and SAN FRANCISCO were in the harbor all that afternoon, but were not reported in the despatch.

10. As shown by the operational data, at 0800 on 5 December, 1941, there were twenty-one destroyers in Pearl Harbor. Six more arrived, and none departed, before 1200 the same day, making a total of twenty-seven moored (or underway in the harbor, proceeding to moorings) at noon. [4] One destroyer cleared the harbor at 1539, but re-entered at 1612. Therefore, at all times on the afternoon of 5 December, there were at least twenty-six destroyers in Pearl Harbor.

11. Assuming that the Consulate's observer or observers might not have been able to distinguish between destroyers (including DLs) and ex-destroyers now used as minelayers, mine sweepers, or seaplane tenders, the following facts as to all destroyer-type ships are presented: At 0800, on 5 December, 1941, there were twenty-eight destroyers and destroyer-type vessels moored in Pearl Harbor. Between 0800 and 1200, the same day, six DDs, four DMs, and two DMSs entered, and there were no departures of those types, bringing to two the total of destroyers and ex-destroyers in the harbor at 1200. Subsequent departures, between 1200 and 1800, varied the number of such vessels in the harbor between a minimum of forty and a maximum of forty-three.

12. The last sentence of the above message of 5 December, to the effect that four cruisers of the HONOLULU class and two destroyers were coming in that afternoon, is not supported by the facts. On the afternoon of 5 December, the four HONOLULU class cruisers already named were in the harbor, and had been there since 28 November, 1941. No cruisers of that class did come in, or were coming in, on the afternoon mentioned. Furthermore, after the arrival of the DETROIT on the morning of 5 December, there were no further arrivals of cruisers of any class until after the Japanese attack. As to destroyers, four destroyer-type vessels entered the harbor on 5 December, at 1310, 1408, 1431, and at 1612.

13. On 6 December, 1941, Consul General KITA received the following despatch from Foreign Minister TOGO, which is inserted here merely as a matter of interest:

Please inform us immediately of any rumors of the movements of warships after the fourth.

There has not yet been found in the Consulate traffic any indication as to when the Consulate received orders to report by despatch on United States fleet movements. It is noted from the data at hand that such reporting by despatch was not indulged in prior to 3 December, 1941.

14. At 1801 on 6 December, 1941, the Consulate [5] placed the following message for transmission to Tokyo and Washington:

On the evening of the fifth the battleship WYOMING and one sweeper entered port. Ships moored on the sixth are as follows: 9 battleships; 3 light cruisers; 17 destroyers; 3 mine sweepers. Ships in dock: 4 light cruisers; 2 destroyers. (CA and CV ALL —) PS—CV cannot be found in the fleet.

The first sentence of the foregoing message is supported by the following facts: The UTAH (again mistakenly referred to as the WYOMING) entered Pearl Harbor at 1555 on 5 December, preceded by the SUNNADIN at 1530.

15. As to the number of battleships in Pearl Harbor on 6 December, the following are the true facts: If the UTAH be counted as a battleship (as it should be in this situation, where the Consul consistently referred to it as the WYOMING), there were nine battleships in the harbor, as reported.

16. Cruisers in the harbor at that time were two heavy cruisers, the NEW ORLEANS and SAN FRANCISCO, and six light cruisers, the HONOLULU, HELENA, ST. LOUIS, PHOENIX, RALEIGH, and DETROIT.

17. In this message, as in that of 5 December regarding the number of vessels in Pearl Harbor, there is a considerable variance between the number of destroyers reported to be in the harbor, and the number actually there. As of 0800, 6 December, there were twenty-seven destroyers moored in Pearl Harbor. Two more destroyers entered at 1115 and 1132, respectively, one cleared at 1300, and there were no further destroyer movements that day. Therefore, a total of twenty-nine destroyers were in Pearl Harbor from and after 1300 on 6 December, as compared with a total of nineteen reported in the despatch quoted above. In addition, there were other destroyer-type craft present in the harbor that day—four high-speed mine sweepers (DMSs), eight minelayers (DMs), and three seaplane tenders (AVDs)—which to the untrained observer might have appeared also to be destroyers.

18. As noted in the preceding paragraph, there were four mine sweepers in Pearl Harbor all day on 6 December. In addition, the BOGGS (DMS) entered at 0830, cleared at 0920, [6] entered again at 1540, and cleared again at 1625. This is to be compared with the reported three mine sweepers in the harbor.

19. It is believed that the report to Tokyo of 6 December, where the terms "moored" and "in dock" were used, meant to differentiate between ships at moorings and those berthed at docks (and not to distinguish between ships in drydock and those not in drydock). From Navy Yard operational data, it was determined that only eight battleships (counting the UTAH as such) were at moorings on that afternoon. The ninth battleship, the PENNSYLVANIA, was in Drydock #1. As to cruisers, it is noted that three light cruisers were moored, as reported in the despatch, while three other light cruisers and the two heavy cruisers were at docks. The approximate data as to destroyers was: nineteen at moorings, five at docks, and three in drydocks.

20. The postscript to the above despatch is thought to mean not that there were no aircraft carriers in the fleet, but that there were none in the portion of the fleet at Pearl Harbor at the time of last observation. Such was the fact, the last carrier, the LEXINGTON, having sailed on 5 December.

21. Another despatch of 6 December, delivered for transmission to Tokyo at 1248, was called for by a previous message from Tokyo (which also has not yet been found in the Consulate traffic):

Referring to last paragraph of your No. 123:

1. The Army ordered several hundred balloons for training at Camp Davis, N. C., on the American mainland. They considered (at that time) the practicability of their employment in the defense of Hawaii and Panama. Investigation of the vicinity of Pearl Harbor reveals no locations selected for their use or any preparations for construction moorings. No evidence of training or personnel preparations were seen. It is concluded that their installation would be difficult. Even if they were actually provided they would interfere with operations at nearby Hickam Field, Ewa Field, and Ford Island. The whole matter seems to have been dropped.

2. Am continuing in detail the investigation of the non-use of nets for torpedo defense of battleships and will report further.

[7] Information as to the accuracy of the first paragraph of the above despatch is not readily available to this office and, because that portion of the message is not relevant to the general subject-matter of this report, no further comment thereon is offered.

22. The second paragraph of the message above suggests the following facts which, however, it has been impossible so far to verify: (a) That the local Consulate (and through it, Tokyo) knew that anti-torpedo nets were not being used to protect battleships in Pearl Harbor; and (b) that a prior report on the subject had been made by the Consul General to Tokyo, or that the above despatch was called for by a request from Tokyo (which, however, has not yet been found in the Consulate traffic), or both.

23. That the Japanese Consulate was interested in reporting not only the movements of United States Naval vessels, but also those of American merchantmen and British men o'war, is shown by the two despatches immediately following.

24. At 1718, 3 December, 1941, Consul General KITA despatched the following message to Tokyo, information copy to Japanese Consul, San Francisco:

Urgent report. Military naval transport (name unknown) departed for the mainland on second. Lurline arrived from San Francisco on third.

The part of the message relating to the arrival of the Matson liner Lurline is correct. However, there is no record of any military or naval transport having left either Honolulu harbor or Pearl Harbor on 2 December, 1941.

25. The Japanese Consulate on the evening of 4 December, 1941, placed the following message for transmission to Tokyo:

On the afternoon of the third a British man of war entered Honolulu and departed early on the fourth. About 110 tons; one stack; and had a four-inch gun fore and aft. Immediately after entering port the crew went ashore and were receiving mail at the British consulate.

[8] Reference was made to the PRINCE ROBERT, a converted Canadian merchantman, which arrived at Honolulu harbor on 3 December, at 1240, and departed at 1220 on 4 December. The registered gross tonnage of the PRINCE ROBERT, as a merchantman, was 6,892. Mr. Harry L. DAWSON, Vice Consul for Great Britain, advised that the PRINCE ROBERT has two stacks, but could give no figures as to her offensive armament. There is nothing of record in the Fourteenth Naval District regarding the vessel's armament or number of stacks. That part of the despatch reporting that the PRINCE ROBERT's crew went ashore and received mail at the British Consulate is correct.

26. The quality of reporting done by the Consulate to Tokyo on 3-6 December, 1941, is considered to have been poor, noticeably in the following particulars:

A. Complete inaccuracy of the despatch of 3 December regarding departure of the WYOMING and two seaplane tenders. (See paragraph 4, above.)

B. Erroneous reference to the UTAH as the WYOMING. (Paragraphs 4, 14.)

C. Complete inaccuracy of the message regarding arrival of the HONOLULU. (Paragraph 5.)

D. Failure entirely to report heavy cruisers (Paragraphs 6, 14), and reporting only half the light cruisers (Paragraphs 6, 9.)

E. Reporting that four cruisers of the HONOLULU class were coming in on 5 December, whereas none arrived. (Paragraph 6.)

F. Large percentage of error in reporting number of destroyers. (Paragraphs 6, 10, 11, 14, 17.)

G. Failure to report that the PENNSYLVANIA was in drydock and not at moorings. (Paragraph 14.)

27. Upon the basis of the foregoing, including references (a), (b), and (c), it is concluded that:

A. There definitely were several observers who reported Pearl Harbor ship movements to the Consulate. This is proved by the admissions of KOTOSHIRODO and MIKAMI, in references (b) and (c), respectively, and by other evidence to be discussed more fully in the next report.

B. The observers were relatively untrained, with the possible exception of MORIMURA, who may be a naval officer. (To date, the evidence fails [9] to show which observers made the accurate reports, and which made the erroneous reports.)

C. Observing was done from a considerable distance. This is concluded chiefly from the fact that the demilitarized UTAH was mistaken for the WYOMING (whereas the latest issue of Jane's *Fighting Ships*, readily available in Honolulu, clearly shows the WYOMING to have guns in her turrets and the UTAH not to have them), and from the fact that all battle-ships were reported on 6 December to have been at moorings, whereas the PENNSYLVANIA was in drydock.

D. Confidential data as to Naval operations was not compromised. This is concluded from the fact that, in general, the data transmitted to Tokyo was surprisingly inaccurate.

28. Other than the despatches above reported, none of a seasonable nature have been found which bear directly on fleet movements. Certain messages, reporting (from newspaper sources, in most instances) such facts as the arrival of an American "goodwill squadron" in Australia and New Zealand, Admiral H. E. Kimmel's trip to and return from Washington, and the passage through Honolulu of personnel and supplies destined for the Burma Road have been collected and are appended hereto in enclosure (A).

Pending.

[1] ENCLOSURE (A): *Copies of miscellaneous despatches from Japanese consul general, Honolulu, to Tokyo and to other consuls, concerning military and naval subjects.*

21 MARCH 1941.

(To Tokyo; by code mail to Washington)

According to despatches from Auckland and Sydney the light cruisers Brooklyn and Savannah, the destroyers Case, Shaw, Cummings, Tucker arrived at Auckland on the 17th; and the heavy cruisers Chicago, Portland, and the destroyers Clark, Cassin, Conyngham, Downs, Reid arrived at Sydney—both groups on a friendly visit. The first group departed from Auckland on the 20th and may return to Pearl Harbor. It is reported that the second group will also go to Brisbane. Today's newspapers report that the above fleet sailed under sealed orders and that although they entered Pago Pago on the 9th and departed there on the 11th, that the final destination was not known by "outsiders" until they arrived. The maintenance of secrecy on this trip was a great success, it was reported.

29 APRIL, 1941

(To Tokyo)

The American Army transport Washington with 2,500 troops and 24,300 tons of military supplies departed New York the 11th and arrived here early the morning of the 26th [2]] via Panama and San Francisco. After unloading 2,000 troops, 12 student pilots, and military stores, 500 troops were embarked and she departed the 27th. It is believed this ship will be employed in transporting troops and evacuating Americans from the Far East.

14 MAY, 1941

(To Tokyo)

With respect to message No. 10 of January 8th for the purpose of reenforcing the local airforce 21 B-17 bombers, under command of Lieutenant General Emons departed San Francisco at 1559 the 13th flying in formation and arrived Hickam Field at 0558 the 14th.

7 JUNE, 1941

(To Tokyo; by code mail to San Francisco, Los Angeles, Seattle)

1. On the fourth received word from Washington that Admiral Kimmel started conversations with the Secretary of the Navy. No extraordinary significance seems to attach to his visit.

2. According to an announcement by Navy Department officials Admiral Kimmel brought plans for sending units [3] of the Fleet back to the mainland for recreation of personnel for short periods. The periods and names of vessels to return were not announced.

13 JUNE 1941

(To Tokyo; by code mail to San Francisco and Manila)

Reference San Francisco MSG #92:

SS President Pierce with about 900 Army men embarked (includes some hundreds of aviation personnel and junior officers) arrived the 11th and sailed the 12th.

26 JUNE 1941

(To Tokyo)

Admiral Kimmel and Captain McMorris returned by Clipper the 25th.

27 JUNE 1941

(To Tokyo)

Chungking—Burma Road—Trucks

28 JUNE 1941

(To Tokyo and Consul, Hongkong)

Daniel Arnstein, Harold Davis, Manco Hellman, transportation [4] managers of prominent eastern U. S. trucking companies will leave on the 28th via clipper for Hong Kong. Their aim will be to inspect the Burma Road from the standpoint of speeding help (to China).

8 JULY, 1941

(To Tokyo and Washington)

A report regarding the Washington report of the Latin Pact of May that American pilots are joining the China air force: The local Chinese Consul General on 10 June enrolled 100 men at his consulate (largely from local air groups). Newspapers reports indicate that the Chinese military attache in Washington (makes arrangements?) furthermore according to English (language) newspapers of the 5th, 200 men have already (Toppa Senn) gone (?). The Chinese Consul General avoids a statement regarding his orders.

15 JULY 1941

(To Tokyo, San Francisco, Washington)

On the evening of the 14th a local broadcasting station broadcast to the effect that at present more than twenty Soviet ships are concentrating on the west coast and [5] loading for Vladivostok with machinery, parts, shoes, high test gasoline, etc., which had previously been released for export to Russia.

26 JULY 1941

(To Washington and Tokyo)

Assistant Secretary of the Navy Forrestal accompanied by Rear Admiral Towers, Chief of the Bureau of Aeronautics, and his aide will leave Alameda in a Navy plane on the 26th and arrive at Pearl Harbor for the purpose of inspect-

ing the U. S. Fleet and naval and military installations. In the same plane, six officials connected with the Treasury Department will arrive for the purpose of handling affairs concerning the freeing of Japanese and Chinese assets here.

2 SEPTEMBER 1941

(To Washington and Tokyo)

On the 2nd an English language paper reported that on the 1st a foreign ship (called a sister ship of the Egyptian ship Zamzam which was recently attacked by German planes, but the name and nationality was not [6] announced) entered port here enroute to the Orient carrying about 50 American aviators and mechanics. Although the group declined to reveal their destination, they are an advance party already assigned to patrol the Burma border and the Burma road, and they have obtained permission to resign from their military duties.

23 SEPTEMBER, 1941

(To Tokyo)

Magruder to Chungking via Manila.

18 NOVEMBER 1941

(To Tokyo)

Capt. Richard M. Jones, etc., Burma road trucks 3000—2 ton trucks.

HEWITT INQUIRY EXHIBIT No. 41

7 JUNE 1945.

I hereby certify that the annexed pages 1-28 are true and correct photostats of original documents on file in Frugac.*

THO. H. DYAN,
Captain, U. S. Navy.

S I S TRANSLATIONS 1200-1220

DIPLOMATIC "KO", "TA" & "LA" SYSTEMS

	Date	Addressee	OR	Next to last code group	Received	Transmitted
First copy	12 1200	TA	105			
	12 1200	TA	106			
	12 1200	TA	107		2204	2103
	12 1200	TA	108	Same	2204	2103
	12 1200	TA	109		2205	2104
	12 1200	TA	110		2205	2105
	12 1200	TA	111		2206	2106
	12 1200	TA	112	Same	2206	2106
	12 1200	TA	113		2207	2107
	12 1200	TA	114		2207	2107
	12 1200	TA	115		2208	2108
	12 1200	TA	116		2208	2108
	12 1200	TA	117		2209	2109
	12 1200	TA	118		2209	2109
	12 1200	TA	119		2210	2110
	12 1200	TA	120		2210	2110
	12 1200	TA	121		2211	2111
	12 1200	TA	122		2211	2111
	12 1200	TA	123		2212	2112
	12 1200	TA	124		2212	2112
	12 1200	TA	125		2213	2113
	12 1200	TA	126		2213	2113
	12 1200	TA	127		2214	2114
	12 1200	TA	128		2214	2114
	12 1200	TA	129		2215	2115
	12 1200	TA	130		2215	2115
	12 1200	TA	131		2216	2116
	12 1200	TA	132		2216	2116
	12 1200	TA	133		2217	2117
	12 1200	TA	134		2217	2117
	12 1200	TA	135		2218	2118
	12 1200	TA	136		2218	2118
	12 1200	TA	137		2219	2119
	12 1200	TA	138		2219	2119
	12 1200	TA	139		2220	2120
	12 1200	TA	140		2220	2120
	12 1200	TA	141		2221	2121
	12 1200	TA	142		2221	2121
	12 1200	TA	143		2222	2122
	12 1200	TA	144		2222	2122
	12 1200	TA	145		2223	2123
	12 1200	TA	146		2223	2123
	12 1200	TA	147		2224	2124
	12 1200	TA	148		2224	2124
	12 1200	TA	149		2225	2125
	12 1200	TA	150		2225	2125

* (Incorporated into Exhibits 56 and 57—June 27, 1945.)