

and distribution system and a radar installation. A total of 270 civilian employees was estimated as necessary for the outlined work.

On December 25, the commandant directed that the resident officer in charge and facilities of the contractors' organization be placed at the disposal of the commanding officer of the air station for necessary defense and protection measures in the present emergency.

The program was to include shelters and protection around key structures.

After taking care of emergency items, the contractors' force [43] was to complete personnel buildings and services. Temporary storage for ammunition, gasoline and other supplies, the runway and all essential items were to be completed at the earliest possible date to permit evacuation of civilian employees and make room for military personnel. The permanent bombproof shelter and communication center were not to be built as originally planned. Scattered splinter proof shelters would be substituted as needed.

The foregoing was altered the following day by a directive that Johnston was to retain the least number of employees—not to exceed 300—to complete the essential defense structures including the runway to 2,500 feet length and to operate mechanical equipment. The least skilled and the nonessential trades would be evacuated first, and the military force would assist with unskilled labor as necessary after evacuation.

Of a total of 307 contractors' employees, 110 were evacuated by the end of the month.

Action at Palmyra:

There was no enemy activity against Palmyra until December 24 when the air station was shelled by a submarine at about 3,000 yards range. Six rounds fired registered one hit on the U. S. Engineer Department Dredge Sacramento, causing only minor damage.

All of the island's batteries were in Condition 1 before the action. The submarine submerged after a five inch shore battery fired two star shells and 12 navy cannon A. P. shells. No hits were observed.

[44] Change of the construction program as required by existing conditions was directed.

Palmyra was to maintain the minimum number of civilian employees—not over 300—needed to complete structures and essential defense measures, operate mechanical equipment as well as the dredge and other plant. The island was to provide a 5,000 foot runway together with emergency defenses.

On December 31, the naval air station reported its radar was in commission.

Summary of Actions Against Submarines:

A total of 52 depth charge attacks on submarine contact were reported by district forces during the period of this diary.

Reports were received from the USS WARD, USS CHIEW, USS SCHLEY, USS COCKATOO and USSG TANEY.

Enemy submarine activity in the operating areas of these forces was materially curtailed, giving some tangible evidence of the effect of the attacks.

HEWITT INQUIRY EXHIBIT No. 75

14TH NAVAL DISTRICT

OFFICE OF COMMANDANT

% Fleet Post Office, SAN FRANCISCO, California

7 JUNE 1945.

C-A12-1/ND14
Serial 03093

Confidential

From: Commandant, Fourteenth Naval District.

To: Admiral H. Kent Hewitt, U. S. Navy.

Subject: War Diaries of 7 December 1941—Extracts from.

Enclosures:

(A) Extract from War Diary, 14ND Naval Base Defense Force.

(B) Extract from War Diary of OinC, Net & Boom Defenses, 14ND.

1282 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

(C) Extract from War Diary of USS CONDOR.

(D) Extract from War Diary of USS WARD.

1. Pursuant to the verbal request of Lieutenant John F. Baecher, USNR, Enclosures (A), (B), (C) and (D) are forwarded herewith.

H. E. Overesch,
H. E. OVERESCH,
Chief of Staff.

(Enclosure A)

EXTRACT FROM WAR DIARY, FOURTEENTH NAVAL DISTRICT NAVAL BASE DEFENSE
FORCE

Sunday, December 7, 1941

- 0654 U. S. S. WARD transmitted the following message to Com14:
"We have attacked, fired upon and dropped depth charges upon a submarine operating in the Defensive Sea Area."
0712 Message decoded and delivered to Duty Officer, Lt. Comdr. Kaminski.
0713 Duty Officer notified Chief of Staff, who notified Commandant.
0715 Duty Officer notified Commander in Chief's Duty Officer.
0718 Duty Officer notified Commander Momsen, War Plans Officer.
0720 Duty Officer notified Ensign Logan to report for duty.
0725 Commander Momsen called Duty Officer and had ready duty destroyer ordered to proceed as soon as possible to the assistance of the WARD.
0735 Honolulu gate ordered closed.
Certified a true copy:

Geo. H. Simpson,
GEO. H. SIMPSON,
Aide to the Commandant, 14th Naval District.

JUNE 6, 1945.

(Enclosure B)

EXTRACT FROM WAR DIARY OF OFFICER IN CHARGE, NET & BOOM DEFENSES,
FOURTEENTH NAVAL DISTRICT. KEPT IN ACCORDANCE WITH DISTRICT ORDER
No. 2-42.

Sunday, December 7, 1941

DUTY OFFICER'S LOG

- 1145 Assumed the duty December 6, 1941.
" Routine duties.
0712 Received despatch from USS WARD . . . "We have attacked, fired upon, and dropped charges upon submarine operating in defensive sea area". Upon receipt of despatch, immediately endeavored to raise Commandant's Aide and could not contact him. Called and contacted CINCPAC duty officer and read him the despatch. Sent message to ready duty DD, USS MAHAN "Get underway immediately and contact USS Ward in defensive sea area". Instructed Communication Office to send copy of the last message to the USS WARD for information. Called Chief of Staff Captain Earle, notifying him of WARD's message. He requested confirmation from WARD. Relayed to WARD.
0720 Called War Plans Officer, Comdr. Momsen, and was ordered to call Ensign Logan. Logan arrived 0725 (approximately).
0725 Received following message from USS WARD "We have intercepted a sampan—we are escorting this sampan into Honolulu—please inform Coast Guard to send cutter for relieve us of sampan".

Certified a true copy:

GEO. H. SIMPSON,
Aide to the Commandant, Fourteenth Naval District.

JUNE 6, 1945.

(Enclosure C)

EXTRACT FROM THE WAR DIARY OF THE USS CONDOR (AMc#14) OF DECEMBER 1941

December 7, 1941

0210-0445 Swept for Magnetic Mines in area off entrance buoys to Pearl Harbor.

0342 Sighted periscope of a submerged submarine. Following diagram illustrates contact:

(The diagram referred to, *supra*, illustrating contact with a Japanese submarine by the USS WARD on 7 December 1941 at 0342 will be found reproduced as Item No. 297, EXHIBITS-ILLUSTRATIONS, Hewitt Inquiry.)

Submarine when first sighted was approximately 100 feet away on the port bow on a collision course with the CONDOR but turned sharply to the left. The following message was sent by yardarm blinker to the U. S. S. WARD, "Sighted submerged submarine on westerly course, speed 9 knots." About five minutes later the WARD requested by radio further information concerning the submarine. Information concerning the course was given and the WARD continued search while this vessel continued on its assigned mission. The submarine was not sighted again.

Certified a true copy:

GEO. H. SIMPSON,

Aide to the Commandant, Fourteenth Naval District.

[Stamped:] 6 Jun 1945.

(Enclosure D)

EXTRACT FROM WAR DIARY, U. S. S. WARD

December 7, 1941

0 to 4

Steaming singly under boiler #1 and #2 on Channel Entrance patrol off Pearl Harbor, T. H. Maneuvering on various courses and speeds to maintain position with standard speed 15 knots, 187 r. p. m.

0200 U. S. S. CORSSBILL and U. S. S. CONDOR stood out of Pearl Harbor and commenced mine sweeping operations.

4 to 8

0405 Received following visual message from U. S. S. CONDOR: "HAVE SIGHTED SUBMERGED SUBMARINE ON WESTERLY COURSE".

0408 Sounded General Quarters.

0443 Secured from General Quarters.

0520 By radio to U. S. S. CONDOR: "WHAT IS THE DISTANCE OF THE SUBMARINE THAT YOU SIGHTED". By radio from U. S. S. CONDOR: "SUBS COURSE WAS 020 MAGNETIC AND WAS HEAD-ING FOR ENTRANCE BUOYS".

0525 U. S. S. CROSSBILL and U. S. S. CONDOR stood in channel.

0527 By radio to U. S. S. CONDOR: "DO YOU HAVE ANY ADDITIONAL INFORMATION CONCERNING THE SUBMARINE". By radio from U. S. S. CONDOR: "THERE IS NO ADDITIONAL INFORMATION".

0534 By radio to U. S. S. CONDOR: "THANK YOU FOR YOUR REPORT OF SUBMARINE. WE WILL CONTINUE SEARCH. NOTIFY IF YOU RECEIVE ANY FURTHER INFORMATION".

0605 Exchanged calls with U. S. S. ANTARES.

0640 Sighted unidentified submarine 1 point off starboard bow. Sounded General Quarters. All engines ahead full, course 125° T and pgc, 118 psc.

0645 Commenced firing on submarine. Fired two salvos. Observed second salvo to be direct hit on enemy submarine conning tower. Commenced depth charge attack.

0646 Ceased firing and ceased depth charge attack.

1284 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

- 0648 Stopped sampan number 248 (32A453) in vicinity of attack and notified Coast Guard to escort sampan to Honolulu.
- 0654 By radio to Commandant, Fourteenth Naval District: "WE HAVE ATTACKED FIRED UPON AND DROPPED DEPTH CHARGES ON A SUBMARINE OPERATING IN DEFENSIVE SEA AREAS".
- 0703 Established sound contact on enemy submarine. Steaming on various courses and speeds conforming to attack.
- 0705 Commenced depth charge attack.
- 0706 Sighted black oil bubble 300 yards astern. Ceased depth charge attack.

Certified a true copy:

Geo. H. Simpson,
Geo. H. SIMPSON,
Aide to the Commandant, Fourteenth Naval District.

JUNE 6, 1945

OFFICE OF THE COMMANDANT FOURTEENTH NAVAL DISTRICT
AND NAVY YARD, PEARL HARBOR, HAWAII, U. S. A.

ND14/N&B/A16-3/RWO

Confidential

FEBRUARY 14, 1942.

From: The Officer in Charge, Net and Boom Defenses, Fourteenth Naval District.

To: The Commandant, Fourteenth Naval District.

Via: Commander Inshore Patrol, Fourteenth Naval District.

Subject: War Diary of the Officer in Charge, Net and Boom Defenses.

Reference: (a) District Order 2-42.

1. In accordance with the provisions of reference (a), subject War Diary is herewith submitted.

J. H. Hoefer,
J. H. HOEFER,
By direction.

First Endorsement

ND14/ISP/A16-3/RWO

INSHORE PATROL,
FOURTEENTH NAVAL DISTRICT,
February 14, 1942.

From: Commander Inshore Patrol, Fourteenth Naval District.

To: Commandant, Fourteenth Naval District.

1. Forwarded.

J. W. Rogers,
J. W. ROGERS,
By direction.

WAR DIARY OF OFFICER IN CHARGE, NET & BOOM DEFENSES FOURTEENTH NAVAL DISTRICT

Kept in accordance with District Order No. 2-42

Sunday December 7 1941

DUTY OFFICER'S LOG

1145 Assumed the duty December 6, 1941.

" Routine duties.

0712 Received despatch from USS WARD. . . "We have attacked, fired upon, and dropped charges upon submarine operating in defensive sea area". Upon receipt of despatch, immediately endeavored to raise Commandant's Aide and could not contact him. Called and contacted CINCPAC duty officer and read him the despatch. Sent message to ready duty DD, USS MAHAN "Get underway immediately and contact USS WARD in defensive sea area". Instructed Communication Office to send copy of the last message to the USS WARD for information. Called Chief of Staff Captain Earle, notifying him of WARD'S message. He requested confirmation from WARD. Relayed to WARD.

0720 Called War Plans Officer, Comdr. Momsen, and was ordered to call Ensign Logan. Logan arrived 0725 (approximately).

- 0725 Received following message from USS WARD "We have intercepted a sampan—we are escorting this sampan into Honolulu—please inform Coast Guard to send cutter for relieve us of sampan".
- 0726 Called Coast Guard. Could not contact an officer but was informed by Communications Office (14ND) that Coast Guard had received WARD'S second message simultaneously. Comdr. Momsen arrived Operations Office a few minutes after Ensign Logan.
- 9728 Started to call all department heads, after arranging with telephone office to keep lines open.
- 0755 At approximately 0755 (but not later) heard a plane approaching from south. I saw it from southerly lanai of Administration Bldg. and could discern Rising Sun insignia of Japan under the wings. Plane was joined shortly by others with some insignia on it. They were the dive bomber type. Bombs were dropped and the first attack was on. Tried to reach the YNg 17 by telephone. Unable to get through. Continued calling YNg 17 without being able to make contact. Made telephone contact with YNg 17 at approximately 0830 and ordered Ensign Eastman to close the A/T and A/B immediately. About this time there was a slight lull in the attack, followed by a much heavier and concentrated attack, and I believe that it was in this attack that the formations of torpedo planes came in over PEARL HARBOR. It was during this attack that our defensive firing was increasing perceptibly. Noise was deafening. This attack lasted much longer than the first.
- Captain Earle, Chief of Staff, arrived during this second attack. Endeavored to close HONOLULU A/T and A/B. Had considerable difficulty in getting through. Finally, Lt. Ottley's home was called and was informed that he had departed for the Control Station of the HONOLULU Net and Boom. Tried to reach him there without success. During this period the third attack began. Defensive firing exceedingly heavy, bombing likewise.
- The Commandant and his Aide arrived during the third attack. Fires from Hickam Field and 10-10 dock were raging. Everything was obscured by smoke. It was impossible to use the phone during this time because of noise. This attack appeared to me to be the heaviest and longest. After the third attack subsided, contact was made with the Officer in Charge, HONOLULU Net Operating Station, and he was ordered to close the HONOLULU Net and Boom immediately. Was later informed by Mr. Ottley that the Mess Hall at Sand Island had been bombed and one man injured, but that they were still able to operate.
- Capt. Finlay, Senior Coast Guard Officer, had assumed his duties as Captain of the Port (HONOLULU) and was in direct administrative charge of the HONOLULU Net and Boom.
- Commandant's Aide for Aviation arrived during the last attack. There followed a lull, followed by what I considered a relatively light attack.

Shortly thereafter the attacks ceased.

Simultaneously with the events listed above the following occurred on December 1941.

Communications with YNg 17 and the Section Base were out. To become informed of the conditions of the gate vessel, the PEARL HARBOR Net & Boom Operating Crew, and of Net & Boom vessels at the Section Base, Ensign John H. Hofer went to the foregoing and subsequently arranged to have additional weapons, ammunition gas mask and helmets delivered to them.

Enlisted personnel was not adequate for the war time operation of the Net & Boom Defenses. Follow up requests for personnel requirements previously submitted were made to District Personnel Officer.

Study was given to the obtaining of standby winches for the HONOLULU Net & Boom, and for the PEARL HARBOR Net & Boom.

Routine Duties.

H. KAMINSKI
Lt. Comdr. D-V (G) USNR

Monday, December 8, 1941

1. In accordance with previously formulated plans, action was taken to provide war time ordinance, for all Net and Boom Stations and vessels. Requests were made to the District Ordnance Officer.

2. An underwater inspection was requested to made of the Pearl Harbor anti-torpedo net and anti-motorboat boom (by divers to be obtained from ComBaseFor) for the purpose of determining whether the Nets had been directly penetrated or disturbed during or prior to the attack of the 7th. This inspection, conducted on the 12th of December, revealed that the nets had not been penetrated and substantiated the belief that the Japanese submarine known to be in Pearl Harbor, entered in the wake of our own AMc's, Sunday a. m., December 7th.

3. A recommendation was submitted to the Captain of the Yard to cancel the system of visual signals now in effect for denoting the opened and closed status of the Pearl Harbor Net and Boom. This was approved.

Tuesday, December 9, 1941

1. Enlisted personnel urgently needed in Net and Boom operating forces were obtained from the Emergency Fleet Personnel office. Additional personnel requests were submitted to District Personnel office to complete operating forces.

2. The attack of Dec. 7th, re-opened the subject of the unprotected areas existing under the Pearl Harbor Net and Boom. The conventional A/T Net stipulated for this installation by BuOrd extends to a depth of 35' only, and was designed primarily for torpedo protection. There is a section directly under the main gate of approximately 350' ranging in depth from 45' to 82' (dredged for a damaged ship channel), and the possibility of a submarine passing through this section undetected is realized. Pending the receipt of reliable information or directives it is not deemed advisable to make any immediate changes in the Net and Boom. However changes will be made as soon as advisable.

3. The District Ordnance Superintendent advised that two 50 cal. machine guns would shortly be made available for Net and Boom defenses. It is intended to place one on the YNG 17 and one on the YN 47.

Wednesday, December 10, 1941

1. A study was made and action was taken to provide emergency standby opening and closing wires for the Nets and Booms at both Pearl and Honolulu Harbors. This wire will be available for immediate use in case of damage to wire now in use.

2. In view of the questionable reliability of the temporary winches installed for operation of the Nets and Booms at Pearl and Honolulu Harbors. The Bureau of Ordnance was requested by despatch to expedite shipment of the regular Bureau of Yards and Docks winches. In anticipation of the delay expected in the shipping of the regular winches alternate means of opening and closing the gates in case of breakdown were established as follows:—

HONOLULU A/T AND A/B:—PIER 1 WINCH STATION (CLOSING STATION)

Emergency means	{	#1 equipment-----	temporary installation, diesel winch.
		#2 equipment-----	YN47, COCKENCE
		#3 equipment-----	Army truck M

SAND ISLAND WINCH STATION (OPENING STATION)

Emergency means	{	#1 equipment-----	original installation, two diesel winches
		#2 equipment-----	YN47, COCKENCE
		#3 equipment-----	Army tractors M

PEARL HARBOR A/T AND A/B GATE VESSEL (CLOSING) STATION

Emergency means	{	#1 equipment-----	starboard winches
		#2 equipment-----	port winches
		#3 equipment-----	YN56, WAPELLO
		#4 equipment-----	YN2, YN7, YN53

FORT WEAVER WINCH STATION (OPENING)

Emergency means	{	#1 equipment-----	temporarily installed two diesel winches
		#2 equipment-----	YN56, WAPELLO
		#3 equipment-----	YN2, YN7, YN53
		#3 equipment-----	Army tractors M

M Arrangements were made with the Army officers concerned for the use of this equipment in event of a breakdown of equipment temporarily installed.

Thursday, December 11, 1941

1. Commander Base Force designated staff officer Lieutenant Commander RAINES to assist in the preparation of tentative plans, and also in the installation for aerial torpedo net protection of ships, berths, and drydocks in Pearl Harbor. Working in cooperation with the Public Works Department, improvised materials were envisioned as being temporarily necessary for this work. Arrangements were made to obtain sheet piling, re-inforcing rods welded to fencing, and target rafts to augment the relatively meagre quantity of regular A/T nets and appurtenances now available at the Net Depot. Work commenced on this project and the wire fencing separating Pearl Harbor Navy Yard was removed for this purpose.

2. The baffle in front of the YNg 17, which serves as torpedo protection for that part of the Pearl Harbor A/T and A/B which otherwise would be unprotected, was moved in closer to the YNg 17, in view of the data received regarding the midget Japanese submarine which washed ashore at Waimanolo Bay.

3. Action was taken to provide a direct phone from the YNg 17 to the Captain of the Yard's office.

Friday, December 12, 1941

1. A study was made of the feasibility of manufacturing torpedo net grommets in the Navy Yard, so as to make available as soon as possible the large amount of net that will be needed for protection of capital ships in Pearl Harbor. To this end a canvass was made of the following local firms with the intention of securing whatever wire could be used for this job: Honolulu Iron Works; Theo H. Davies & Co. Ltd., Oahu Junk Co., American Factors, and the local utility companies. Samples of some of this wire that could be obtained were delivered to the District Chemical laboratory for measuring tensile strength and ascertaining chemical composition. Reports received later revealed that this wire would be unsatisfactory for the job, it being much too low in carbon content to afford suitable wire for manufacturing A/A net grommets.

2. Plans were made to lower the inner A/T and A/B net at Pearl to within 2 feet of the bottom of the channel. This is to be done as soon as additional net is received from the mainland.

Saturday, December 13, 1941

1. Detailed soundings and the taking of profile data was completed for the Pearl Harbor A/T and A/B for the purpose of providing working information as to how to best lower the nets to protect the space created by the dredging of the damaged ship channel. The problem is attributable to the fact that the depths of water under the nets when in a closed position is greater than the depths of water under the nets when in an open position. This condition prohibits the lengthening of all the nets to the deepest depths because if this were done, the nets would then become fouled on the bottom when opened because of the lesser depths existing as stated afore. To overcome this problem a recommendation was made to fill in, with dredged materials, the hole directly under the center of the net to a depth of approximately 45'. This recommendation was opposed because of the lesser depths which would then exist in the damaged ship channel. A further study is being made of the afore problem.

Sunday, December 14, 1941

1. Plans were made to install a light indicator net at the site of the old anti-boat log boom in Pearl Harbor channel. Operating personnel, officers and men, equipment and supplies, were arranged for.

2. The Bureau of Ordnance was despatched to ship by Clipper material needed for this installation.

Monday, December 14, 1941

1. Work continued on the organization of the Light Indicator Net Station.

2. Captain Bode, U.S.N., assisting the Captain of the Yard, discussed plans for protecting ships, berths, and drydocks in Pearl Harbor. A study will be made of materials needed, and BuOrd will be despatched to ship same as soon as possible.

1288 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

Tuesday, December 16, 1941

1. In preparation for the installation of the Light Indicator Net, the old anti-boat log boom was removed to the Net Depot quay wall and later stored ashore.

2. An inspection was made of part of the midget Japanese submarine now at the Submarine Base. Available information indicates that it would be extremely precarious, if not impossible, for an underwater craft of this type to directly penetrate or even go under the Pearl Harbor A/T and A/B when the gate was closed, without advertising its presence.

Wednesday, December 17 1941

1. Routine administration.

Thursday, December 18 1941

1. In consonance with ONI reports relative to attempted attacks on British Net and Boom Defenses, consideration was given to the installing of large searchlights at Net and Boom stations. Approval was granted by BuShips to install 12" searchlights on the YNg 17 and at the Honolulu Net Operating Station. This will be done at once.

Friday, December 19, 1941

1. Installation plans were completed for the Light Indicator Net. The Net Depot will commence assembling the Net today, using these plans for reference.

2. Arrangements were made to equip the YN 7 with electric power transmission wire so as to enable her to supply current to the YNg 17 in event of power failure in the gate vessel.

Saturday, December 20, 1941

1. Routine Administration.

Sunday, December 21, 1941

1. The ground moorings for the Indicator Net were layed this date.

2. Indicator Net panels were assembled and brailled up to conform to bottom soundings. This Net will be installed December 22 and December 23rd. Indicator floats were shipped by clipper.

Monday, December 22, 1941

1. Routine Administration.

Tuesday, December 23, 1941

1. Study is being made of the practicability of installing a Light Indicator Net to the seaward (balk) line (main gate section) of the Pearl Harbor A/T and A/B. If the study reveals this expediency to be practical, then the opening now afforded by the damaged ship channel to attacking underwater craft will be closed. This study is being conducted in conjunction with the study of the feasibility and advisability of installing an anti-submarine net at the entrance to Pearl Harbor channel.

Wednesday, December 24, 1941

1. Routine Administration.

Thursday, December 25, 1941

1. Routine Administration.

Friday, December 26, 1941

1. Routine Administration.

Saturday, December 27, 1941

1. In accordance with District policy, Net and Boom vessels completed strip ship plans.

Sunday, December 28, 1941

1. In light of expanded Net and Boom operations, a complete revision of Net and Boom enlisted personnel was submitted to District Personnel Officer for forwarding to the Bureau of Navigation.

Monday, December 29, 1941

1. Routine Administration.

Tuesday, December 30, 1941

1. Routine Administration.

Wednesday, December 31, 1941

1. Routine Administration.

U. S. S. WARD,
Hawaiian Area, February 4, 1942.

DD139/A12-1 (870)

Confidential

From: Commanding Officer.

To: Commandant, 14th Naval District.

Subject: War Diary.

Reference: (a) District Order No. 2-42, Jan. 5, 1942.

Enclosure: (A) War Diary of U. S. S. WARD for month of December, 1941.

1. In accordance with instructions contained in Reference (a) there is submitted herewith War Diary of the U. S. S. WARD, in triplicate, for the month of December, 1941.

W. W. OUTERBRIDGE.

WAR DIARY

December 7, 1941

0 to 4:

Steaming singly under boiler #1 and #2 on Channel Entrance Patrol off Pearl Harbor, T. H. Maneuvering on various courses and speeds to maintain position with standard speed 15 knots, 137 r. p. m.

0200 U. S. S. CROSSBILL and U. S. S. CONDOR stood out of Pearl Harbor and commenced mine sweeping operations.

4 to 8:

0405 Received following visual message from U. S. S. CONDOR: "HAVE SIGHTED SUBMERGED SUBMARINE ON WESTERLY COURSE".

0403 Sounded General Quarters.

0443 Secured from General Quarters.

0520 By radio to U. S. S. CONDOR: "WHAT IS THE DISTANCE OF THE SUBMARINE THAT YOU SIGHTED". By radio from U. S. S. CONDOR: "SUBS COURSE WAS 020 MAGNETIC AND WAS HEADING FOR ENTRANCE BUOYS".

0525 U. S. S. CROSSBILL and U. S. S. CONDOR stood in channel.

0527 By radio to U. S. S. CONDOR: "DO YOU HAVE ANY ADDITIONAL INFORMATION CONCERNING THE SUBMARINE". By radio from U. S. S. CONDOR: "THERE IS NO ADDITIONAL INFORMATION".

0534 By radio to U. S. S. CONDOR: "THANK YOU FOR YOUR REPORT OF SUBMARINE. WE WILL CONTINUE SEARCH. NOTIFY IF YOU RECEIVE ANY FURTHER INFORMATION".

0605 Exchanged calls with U. S. S. ANTARES.

0640 Sighted unidentified submarine 1 point off starboard bow. Sounded General Quarters. All engines ahead full, course 125°T and pgc, 118 psc.

0645 Commenced firing on submarine. Fired two salvos. Observed second salvo to be direct hit on enemy submarine conning tower. Commenced depth charge attack.

0646 Ceased firing and ceased depth charge attack.

Coast Guard to escort sampan to Honolulu.

0648 Stopped sampan number 248 (32A453) in vicinity of attack and notified Coast Guard to escort sampan to Honolulu.

- 0645 By radio to Commandant, Fourteenth Naval District: "WE HAVE ATTACKED FIRED UPON AND DROPPED DEPTH CHARGES ON A SUBMARINE OPERATING IN DEFENSIVE SEA AREAS".
- 0703 Established sound contact on enemy submarine. Steaming on various courses and speeds conforming to attack.
- 0705 Commenced depth charge attack.
- 0706 Sighted black oil bubble 300 yards astern. Ceased depth charge attack.
- 0736 From radio to Commandant Fourteenth Naval District and Coast Guard Station, Honolulu: "WE SIGHTED AND CAPTURED SAMPAN. WE ARE ESCORTING SAMPAN IN TO HONOLULU. PLEASE NOTIFY COAST GUARD TO RELIEVE US OF SAMPAN".
- 0754 Sighted squadrons of enemy planes approaching from Barber's Point heading for Pearl Harbor.
- 0755 Japanese planes commenced bombing attack on Pearl Harbor.

DD139/A16-3/(759)

U. S. S. WARD,
Pearl Harbor, T. H., December 13, 1941.

From: Commanding Officer.

To: Commandant, Fourteenth Naval District.

Via: (1) Commander Destroyer Division EIGHTY.

(2) Commander Inshore Patrol.

Subject: Sinking of a Japanese Submarine by U. S. S. WARD.

1. While patrolling Pearl Harbor Entrance on Sunday, December 7, 1941, the U. S. S. WARD attacked an unidentified submarine in the Restricted Area off the Harbor.

The facts are as follows:

(1) At 0637 the Officer-of-the-deck said, "Captain come on the bridge". A conning tower with periscope of a submarine was visible. She was apparently heading for Pearl Harbor trailing the U. S. S. ANTARES. The ANTARES was standing toward the channel entrance towing a lighter.

(2) At 0640 the attack started. The WARD bore down on the submarine while accelerating from 5 to 25 knots.

(3) At 0645 the WARD opened fire with No. 1 and 3 guns and began dropping depth charges. One shot was fired from each gun. The shot from No. 1 gun missed, passing directly over the conning tower. The shot from No. 3 gun fired at a range of 50 yards or less struck the submarine at the waterline which was the junction of the hull and conning tower. Damage was seen by several members of the crew. This was a square positive hit. There was no evidence of ricochet. The submarine was seen to heel over to starboard. The projectile was not seen to explode outside the hull of the submarine. There was no splash of any size that might result from an explosion or ricochet.

(4) Immediately after being hit the submarine appeared to slow and sink. She ran into our depth charge barrage and appeared to be directly over an exploding charge. The depth charges were set for 100 feet.

(5) The submarine sank in 1200 feet of water and could not be located with supersonic detector. There was a large amount of oil on the surface where the depth charges exploded.

(6) The attack was made at 0645 which was before Pearl Harbor was bombed by Japanese planes.

(7) A dispatch by voice transmission was sent to Commandant, Fourteenth Naval District at 0645 which stated:

"WE HAVE ATTACKED, FIRED UPON, AND DROPPED DEPTH CHARGES ON A SUBMARINE OPERATING IN DEFENSIVE SEA AREAS".

(8) The performance of duty by the officers and men during this attack was in accordance with the traditions of this service.

PERTINENT INFORMATION

Appearance of submarine: Cylindrical tube about 80 feet long with small oval shaped conning tower. It had no deck. It was painted dark green and was covered with moss indicating that it had been at sea for a considerable period.

Behavior during attack: In spite of the five minute run from the time of sighting and time of attack, the submarine apparently did not see or detect the WARD. It was making from 8 to 10 knots and was apparently bent on following the ANTARES into port. Exact distances are not known but at the time of the first shot the range was not more than 100 yards and for the second shot the range was 50 yards or less. The submarine passed very close to our stern.

W. W. OUTERBRIDGE.

DD139/A16-3/(793)

U. S. S. WARD,
Pearl Harbor, T. H., December 23, 1941.

From: Commanding Officer.

To: Commander Destroyer Division EIGHTY.

Subject: Attacks on Submarines, report of.

1. The following is a summary of attacks made upon submarines by this vessel between the dates of 7 and 17 December, 1941:

Date	Time	Summary	No. of charges
12-7-41	0640	Fired 2 shells at and dropped 4 depth charges on enemy submarine on surface. Sank submarine. See Commanding Officer, U. S. S. WARD Ltr. of 13 December 1941 to Commandant, 14th Naval District.	4
12-7-41	0705	Dropped 5 depth charges on sonic contact. Sighted black oil bubble 300 yards astern after attack.	5
12-7-41	0840	Dropped 2 depth charges on sonic contact. Results unknown.	2
12-7-41	1020	Dropped 3 depth charges on sonic contact. Observed oil on surface. Dropped 2 more depth charges on sonic contact under oil slick. No further contact.	5
12-7-41	1127	Dropped 4 depth charges on sonic contact. Sighted heavy oil slick on surface after attack.	4
12-8-41	0619	Dropped 5 depth charges on sonic contact. Results unknown. Dropped 4 more charges on sonic contact after circling to verify first attack.	9
12-8-41	0655	Dropped 2 depth charges on sonic contact. Observed heavy oil slick on surface.	2
12-8-41	1349	Dropped 4 depth charges on sonic contact. Results unknown.	4
12-9-41	1158	Dropped 6 depth charges on sonic contact indicated by smoke bomb from patrol plane. Circled for second attack. Dropped 6 more charges. Contacts were excellent. Large air bubble came to surface. Heavy oil slick in bombed area was seen. Planes also dropped depth charges.	12
12-10-41	0033	Dropped 4 depth charges on sonic contact. Results unknown.	4
12-10-41	1728	Dropped 6 depth charges on sonic contact. Heavy oil on surface.	6
12-10-41	2115	Dropped 4 depth charges on sonic contact. Results unknown.	4
12-11-41	1514	Dropped 4 depth charges on sonic contact. Results unknown.	4
12-11-41	1547	Dropped 6 depth charges on sonic contact. Considerable oil on surface.	6
12-11-41	1637	Dropped 6 depth charges on plane indication and sonic contact. Heavy oil slick on surface.	6
12-11-41	1920	Dropped 6 depth charges on sonic contact. Results unknown.	6
12-16-41	2042	Dropped 8 depth charges on sonic contact. Seventh charge brought up a large air bubble accompanied with a quantity of oil.	8
12-17-41	1648	Dropped 8 depth charges on patrol plane indication. Results unknown.	8
12-17-41	2012	Dropped 8 depth charges on sonic contact. Contact was made at 1500 yards. Ranging was not stopped in order to listen for screw noises. Bearing was practically steady. Sound operator reported that it might be a surface ship at 800 yards the ship was 15° wide. Contact was clear and positive. Went ahead full speed. At 200 yards slowed to 15 knots. 10 seconds later dropped 8 depth charges at 4 second intervals. Charges set alternately for 50 and 100 feet. The seventh charge sent up a double column of water in a "V" shape which rose 25 feet higher than any other column. All charges exploded. No contact could be made after the attack.	8

/s/ W. W. OUTERBRIDGE.

December 7, 1941

8 to 12:

Steaming as before.

0800 Mustered crew on stations; no absentees. Made daily inspection of magazines and smokeless powder samples; conditions normal.

0809 Sighted oil pool. Under intermittent gunfire from unidentified guns at times during air attack, and bombed several times, no damage being sustained. At one time enemy fighter planes repulsed with machine guns.

0840 Dropped two more depth charges, continuing search with sound gear.

1292 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

- 0901 Various units of U. S. Pacific Fleet commenced standing out of Pearl Harbor.
- 1020 Made attack on enemy submarine, dropping three depth charges.
- 1031 Dropped two depth charges on oil slick.
- 1032 Steering gear jammed hard left.
- 1035 Steering gear repaired.
- 1127 Made contact with enemy submarine on sound gear. Dropped four depth charges. Sighted heavy oil slick on surface.
- 1150 Made depth charge attack; none of charges exploded.
- 12 to 16:
No comment.
- 16 to 20:
No comment.
- 20 to 24:
Steaming as before.
- 2110 Sighted anti-aircraft fire from Pearl Harbor. Sounded General Quarters.
- 2130 Secured from General Quarters.

December 8, 1941

- 9 to 4:
No comment.
- 4 to 8:
Steaming as before.
- 0530 Sounded General Quarters.
- 0610 Established sound contact on enemy submarine. Steaming on various courses and speeds conforming to attack, dropped four depth charges, no evidence of hits scored on enemy submarine.
- 0645 Secured from General Quarters.
- 0645 Established sound contact on enemy submarine and commenced attack, maneuvering on various courses and speeds conforming to attack; dropped two charges.
- 0710 Returned to the position of attack sighted heavy oil slick.
- 0742 Various units of U. S. Pacific Fleet standing out of channel.
- 8 to 12:
No comment.
- 12 to 16:
Steaming as before.
- 1240 U.S.S. ALLEN stood into Pearl Harbor.
- 1349 Made contact on sound gear and attacked, dropping four depth charges.
- 1513 U.S.S. THORNTON escorting U.S.S. TRESKER, stood into Pearl Harbor.
- 16 to 20:
Steaming as before.
- 1648 U.S.S. ENTERPRISE stood in with Destroyer Screen.
- 1710 U.S.S. PERRY stood out.
- 1745 Made contact with submarine, maneuvered for attack, lost contact.
- 20 to 24:
No comment.

December 9, 1941

- 0 to 4:
No comment.
- 4 to 8:
No comment.
- 8 to 12:
Steaming as before. Mustered crew on stations; no absentees. Made daily inspection of magazines and smokeless powder samples; conditions normal.
- 3940 U. S. S. PLUNGER, U. S. S. POMPARO, U. S. S. POLLACK and an unidentified submarine stood into Pearl Harbor.
- 0943 U. S. S. LITCHFIELD stood in.
- 1158 Spotted smoke bomb dropped from plane, sounded general quarters. Made contact with sound gear on object believed to be submarine, maneuvered on various courses and speeds conforming to attack and dropped six depth charges.
- 12 to 16:
All engine ahead full. Made sound contact on enemy submarine, maneuvering on various courses conforming to attack. Dropped 6 depth charges.

1230 Secured from general quarters and resumed patrol in South Western Section of Restricted Area.

16 to 20:

1610 Sounded general quarters in accordance with air raid warning from Commandant, Fourteenth Naval District.

1658 Secured from general quarters.

1740 Sounded general quarters, having contact on sound gear.

1747 Secured from general quarters.

1910 Established contact with enemy submarine. Sounded general quarters.

1916 All stations manned and ready for general quarters.

1943 Lost contact with submarine; secured from general quarters.

20 to 24:

2320 Sounded general quarters; proceeded to position off Ahua Point to investigate report that shore battery was being illuminated by light from small boat off shore.

2345 Completed thorough investigation which revealed nothing, returned to patrol.

2355 Secured from general quarters.

December 10, 1941

0 to 4:

Steaming under boilers number 1 and 2 on various courses and speeds maintaining patrol station in Southwestern Section of Restricted Area, Pearl Harbor, T. H., standard speed 15 knots (184 r. p. m.).

0029 Sounded general quarters.

0033 Commenced depth charge attack on enemy submarine. Steaming on various courses and speeds conforming to attack. Dropped 4 depth charges.

0049 Secured from general quarters and resumed patrol.

0230 Observed U. S. S. TANEY commenced depth charge attack off starboard quarter, distance 700 yards.

0239 U. S. S. TANEY resumed patrol duties.

4 to 8:

No comment.

8 to 12:

No comment.

12 to 16:

No comment.

16 to 20:

1724 Sounded general quarters. Steaming on various courses and speeds conforming to search for enemy submarine.

1725 Definite sound contact established.

1728 Dropped 6 depth charges on contact bearing 188° 2.3 miles from number 1 entrance channel buoy.

1744 Secured from general quarters. Proceeded to investigate surface water at scene of attack and observed heavy oil slick.

20 to 24:

2110 Made contact with submarine; sounded general quarters.

2115 Made attack on submarine, dropping 4 depth charges.

2129 Secured from general quarters.

December 11, 1941

0 to 4:

No comment.

4 to 8:

No comment.

8 to 12:

No comment.

12 to 16:

Moored as before.

1400 Commander Destroyer Division EIGHTY shifted to U. S. S. WARD.

1410 Underway pursuant to Commander Destroyer Division EIGHTY orders, on various courses and speeds conforming with channel for Channel Entrance Patrol. Captain at the Conn, Navigator on the Bridge.

1455 U. S. S. WARD relieved U. S. S. RAMSAY of Channel Entrance Patrol, Pearl Harbor, T. H.

1512 Made contact with submarine. Sounded general quarters.

1294 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

1547 Made attack, dropping 6 depth charges. Inspected slick and found considerable oil in slick caused by attack.

1550 Secured from general quarters.

16 to 20:

1637 Sighted smoke bombs dropped from U. S. Navy patrol bomber. Sounded general quarters. Made contact with sound gear on submerged object. Navy planes dropped depth bombs two points off starboard bow, distance 2000 yards. Made depth charge attack on submerged object, dropping 6 charges. Investigation revealed heavy oil slick on surface.

1815 Secured from general quarters and resumed patrol.

1920 Made sound contact on submerged object. Sounded general quarters. Made depth charge attack, dropping 6 depth charges.

1940 Secured from general quarters.

20 to 24:

No comment.

December 12, 1942

No comment.

December 13, 1942

0 to 4:

Steaming under boilers number 1 and 2, patrolling southwestern section of Prohibited Area off Pearl Harbor, T. H. Various units of U. S. Pacific Fleet, various yard and district craft in vicinity; U. S. S. CHEW patrolling southeastern Prohibited Area. Maneuvering on various courses and speeds maintaining position, with standard speed 15 knots, 182 r. p. m. Ship darkened; condition 2 set.

0220 In accordance with Commandant Fourteenth Naval District dispatch 1236 of December 11, 1941, proceeded to Channel Entrance to search for lighted vessel reported off entrance buoys. Found entrance and surrounding area clear.

0255 Secured from general quarters and resumed patrol.

4 to 8:

0530 Held general quarters.

0640 Secured from general quarters.

0659 Heard propellor sounds on listening gear. Held general quarters.

0706 Secured from general quarters.

0715 U. S. S. WASMUTH, U. S. S. PERRY stood out.

0735 Sighted body of Japanese aviator bearing 220° from channel entrance buoys, 2 miles distant.

0748 Heavy cruiser stood in.

8 to 12:

Steaming as before. Mustered crew on stations; no absentees. Made daily inspection of magazines and smokeless powder samples; conditions normal.

0915 Patrol Torpedo Boat stood out of channel, picked up body of Japanese flyer and stood in Pearl Harbor Channel.

12 to 16:

No comment.

16 to 20:

No comment.

20 to 24:

No comment.

December 14, 1941

0 to 4:

No comment.

4 to 8:

No comment.

8 to 12:

Steaming as before.

0800 Mustered crew on stations; no absentees. Made daily inspection of magazines and smokeless powder samples; conditions normal.

0816 Navy tanker stood in.

0925 Sounded general quarters. Proceeded to East of Channel Entrance Buoys to search for reported submarine.

0958 Discovered body of Japanese Aviator bearing 207°T from Channel Entrance
Buoys, 1¼ miles distant.

1015 Secured from general quarters.

1045 Various destroyers standing out preparatory to a Fleet Sortie

12 to 16:

No comment.

16 to 20:

No comment.

20 to 24:

No comment.

December 15, 1941

No comment.

December 16, 1941

0 to 4:

No comment.

4 to 8:

No comment.

8 to 12:

No comment.

12 to 16:

No comment.

16 to 20:

No comment.

20 to 24:

Steaming as before.

2037 Made sound contact with submarine.

2042 Sounded general quarters. Maneuvers on various courses and speeds conforming with attack, dropped 8 depth charges. Bubble from the seventh charge was large and of a dark color.

2050 Lay to in area of contact but could not renew contact.

2057 Secured from general quarters.

December 17, 1941

0 to 4:

No comment.

4 to 8:

No comment.

8 to 12:

No comment.

12 to 16:

No comment.

Steaming as before.

1635 Sounded general quarters and proceeded to smoke-bomb dropped by plane 4 miles south of Hickam Tower.

1640 Dropped 8 depth charges.

1648 Secured from general quarters.

20 to 24:

2002 Made sonic contact and sounded general quarters. Attacked, dropped 8 depth charges. Location of contact: 3.2 miles, bearing 231°T from Entrance Buoys.

2025 Secured from general quarters.

December 18, 1941

No comment.

December 19, 1941

No comment.

December 20, 1941

No comment.

December 21, 1941

No comment.

December 22, 1941

No comment.

December 23, 1941

No comment.

December 24, 1941

No comment.

December 25, 1941

No comment.

December 26, 1941

No comment.

December 27, 1941

No comment.

December 28, 1941

No comment.

December 29, 1941

No comment.

December 30, 1941

No comment.

December 31, 1941

No comment.

USS CONDOR AMc #14

December 7, 1941

0210-0445: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor.

0342: Sighted periscope of a submerged submarine. Following diagram illustrates contact:

(The diagram referred to, *supra*, illustrating contact with a Japanese submarine by the USS WARD on 7 December 1941 at 0342, will be found reproduced as Item No. 298, EXHIBITS-ILLUSTRATIONS, Hewitt Inquiry.)

Submarine when first sighted was approximately 100 feet away on the port bow on a collision course with the CONDOR but turned sharply to the left. The following message was sent by yardarm blinker to the U. S. S. WARD, 'Sighted submerged submarine on westerly course, speed 9 knots.' About five minutes later the WARD requested by radio further information concerning the submarine. Information concerning the course was given and the WARD continued search while this vessel continued on its assigned mission. The submarine was not sighted again.

0758: General Quarters Sounded. (Moored at Section Base, Bishops Point.) Two .30 cal. machine guns were rigged and attacking Japanese Planes were fired on with no apparent results. Expended 50 rounds of .30 cal. ammunition.

0943-1015: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor.

1015: A Cruiser of the ST. LOUIS class evidently mistaking the Oropesa float of the CROSSBILL for a submarine turned sharply to the left and commenced firing at said float. In so doing she severed the magnetic cable of this ship approximately 100 yards from the out board end. The following diagram will serve to illustrate the situation:

(The diagram referred to, *supra*, illustrating attack by a U. S. cruiser on a float mistaken for a submarine, will be found reproduced as Item 299, EXHIBITS-ILLUSTRATIONS, Hewitt Inquiry.)

1205-1230: Swept for Moored Mines in area off entrance bouys to Pearl Harbor.

2110: General Quarters Sounded. (Moored at side to Berth #12 Navy Yard, Pearl Harbor.) Expended 50 rounds .30 cal. ammunition.

2140: Secured from General Quarters.

2400: No casualties to Personnel.

December 8, 1941

0435: Sounded General Quarters. Air Raid Alarm. (Moored port side to Berth #12 Navy Yard, Pearl Harbor.)

0703: Secured from General Quarters. No action.

1010-1105: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor and in the channel to the Net.

December 9, 1941

- 1600: Sounded General Quarters. Standing by for an air raid. (Moored port side to USS COCKATOO, Section Base, Bishops Point)
1815: Secured from General Quarters. No Action.

December 10, 1941

- 0401: Sounded General Quarters. Air raid Alarm. (Moored port side to USS COCKATOO, Section Base, Bishops Point)
0520: Secured from General Quarters. No Action.
0721-0905: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

December 11, 1941

- 0705-0905: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

December 12, 1941

- 0325: Sounded General Quarters. Air raid Alarm. (Moored port side to USS COCKATOO, Section Base, Bishops Point)
0421: Secured from General Quarter. No Action.
0732-1025: Swept for Magnetic Mines in area off entrance bouys to Honolulu and in channel to the Net.

December 20, 1941

- 0642-0900: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

December 21, 1941

- 0648-0855: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.
0927-1050: Swept for Magnetic Mines in area off entrance Bouys to Pearl Harbor.
1350: Sounded General Quarters. Air raid Alarm. (Moored port side to USS REEDBIRD at Section Base, Bishops Point)
1412: Secured from General Quarters. No Action.

December 22, 1941

- 0632-0830: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to Net.
0905-1155: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor and in the channel to Net.

December 23, 1941

- 0705-1035: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor and in the channel to Net.

December 24, 1941

- 0710-1055: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

December 25, 1941

- 0655-1058: Swept for Magnetic Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

December 26, 1941

- 0623-0930: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

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December 27, 1941

0628-0915: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

December 28, 1941

0618-1015: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

December 29, 1941

0623-0925: Swept for Moored Mines off entrance bouys to Pearl Harbor and in the channel to the Net.

December 30, 1941

0618-1036: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to Net.

December 31, 1941

0623-1038: Swept for Moored Mines in area off entrance bouys to Pearl Harbor and in channel to the Net.

W. A. Wisler,
W. A. WISLER,
Commanding.
Sn

HEWITT INQUIRY EXHIBIT No. 76

UNITED STATES PACIFIC FLEET,
U. S. S. PENNSYLVANIA, Battleship,
c/o Fleet Post Office, Pearl Harbor, T. H., Jan. 4, 1942.

Circular File No.
A16 3/FH/(11)
Serial 040
Confidential

First Reference on Com. 14 CA12-1/A16-3/ND14 (04531) of Dec. 30, 1941.

From: Commander-in-Chief, United States Pacific Fleet.
To: Commandant Fourteenth Naval District.
Subject: Report on Battle of Pearl Harbor, 7 December, 1941.

1. Returned.

2. The statement contained in paragraph 3 of enclosure (A) to the basic letter, regarding the CONQUER's sighting a periscope, at 0650, while sweeping off the channel entrance bouys, is information not previously reported to the Commander-in-Chief, United States Pacific Fleet. It is requested that the report be confirmed, if possible, and the Commander-in-Chief, United States Pacific Fleet, advised what action if any was taken to inform either the Commandant or the Commander-in-Chief, United States Pacific Fleet, in this case.

3. Return of all papers is requested.

C. W. NIMITZ.

C-A12 1/ND14
(074)

Confidential

JANUARY 7, 1942

Second and
Com 14 C-A12-1/A16-3/
MD14(04531) of Dec. 30 1941.

From: Commandant, Fourteenth Naval District.
To: Commander-in-Chief, United States Pacific Fleet.
Subject: Report on battle of Pearl Harbor, 7 December 1941.

1. Returned.