

in the morning all around the carrier position during the morning and a 150-mile search along the line of the carrier course during the afternoon.

After departure from Pearl Harbor Task Force EIGHT proceeded to the northward from Oahu for search operations in that area.

Task Force ONE returned to port on 5 December.

U. S. S. PENNSYLVANIA, Flagship

Using Oahu based planes the following search was conducted starting in the morning of 9 December:

500-019 500 miles 10 VP
 010-050 500 miles 10 H-15
 000-210 200 miles 15 VEO
 210-000 500 miles 6 VJ-
 and in the afternoon
 330-020 4 Army H-39

The sector to the southwest of Oahu was covered by the LEXINGTON planes as mentioned before.

No contact with enemy or surface forces were made. Numerous submarines were reported, probably many false contacts, but all were attacked by planes.

HEWITT INQUIRY EXHIBIT No. 74

OFFICE OF THE COMMANDANT,
 FOURTEENTH NAVAL DISTRICT,
 Pearl Harbor, T. H., 3 February, 1942.

Confidential

From: Commandant, Fourteenth Naval District.

To: Commander-in-Chief, U. S. Pacific Fleet.

Subject: War Diary for period 7 December to 1 January.

Reference: (a) Conf. desp. 032307 dated 3 January, 1942 from CinCPac to Com14.

Enclosure: (A) Three copies of subject diary.

1. In compliance with reference (a), enclosure (A) is forwarded herewith. This diary has been compiled from the logs and reports submitted by various district activities. In certain instances, reports of individuals have been quoted not because their opinions or remarks are considered of special value, but in order to give an insight to the reactions of the personnel concerned.

C. C. BLOCH.

Confidential

WAR DIARY OF FOURTEENTH NAVAL DISTRICT FOR PERIOD 7 DECEMBER TO 1 JANUARY

INDEX

	Page ¹
1. Preliminary Action on 7 December.....	1-3
2. The Air Raid.....	3-6
3. Sequence and Type of Attacks.....	6
4. Number of Planes Involved.....	7-9
5. Attacks at Kaneohe Bay Naval Air Station and Ewa Field.....	10
6. Damage.....	11-12
7. Public Works Department Activities.....	12-13
8. Action by Yard Fire Department and Yard Craft.....	13
9. Action reported by District Marine Officer.....	13-14
10. Care of Fleet Personnel.....	14-15
11. Medical Department Activities.....	15-16
12. Diary of Industrial Department.....	17-26
13. Notes on Activities of the Base Force Salvage Organization.....	26-27
14. Pearl Harbor Water Area Defense Activities.....	27-28
15. District Material Report.....	28-29
16. Supply Department Activities.....	29-30
17. Communication Activities.....	30-31
18. Port Director's Report.....	31-37
19. Activities of the District Intelligence Office and Office of the Cable and Radio Censor.....	37-38
20. Personnel Office Report.....	38-39
21. Action at Wake.....	39
22. Action at Midway.....	40
23. Action at Johnston.....	40-42
24. Action at Palmyra.....	42-43
25. Actions Against Submarines—Summary of.....	43

¹ Pages referred to are indicated by italic figures enclosed by brackets and refer to pages of original exhibit.

[1] WAR DIARY OF FOURTEENTH NAVAL DISTRICT FOR PERIOD 7 DECEMBER
TO 1 JANUARY

Preliminary Action on 7 December:

The first indication of an enemy force was the sighting of a submarine periscope at 0350 by the U. S. S. CONDOR, engaged in minesweeping close to the entrance buoys of the Pearl Harbor channel.

After verification, the CONDOR reported the situation by blinker to the guard ship, U. S. S. WARD. The submarine was seen to turn inshore and head in a westerly direction toward Barbers Point.

The WARD's log reports that general quarters was sounded at 0408 and search was made for the unidentified submarine. The ship secured from general quarters at 0435 and continued on patrol of the Pearl Harbor entrance.

The initial positive contact occurred at 0637 when the WARD sighted the conning tower and periscope of a submarine apparently headed for Pearl Harbor, trailing the U. S. S. ANTARES.

The WARD started an attack at 0640, bearing down on the submarine while increasing speed from 5 to 25 knots. She opened fire at 0645 with guns 1 and 3, firing one shot from each gun. The first shot, at a range of 100 yards, passed directly over the conning tower. The second shot, fired at a range of 50 yards or [2] less from No. 3 gun, scored a direct hit at the waterline junction of the hull and conning tower. The submarine was observed to heel over to starboard and start to sink and, after running into the WARD's depth charge barrage, went down in 1,200 feet of water. A large amount of oil appeared on the surface where the depth charges exploded.

A despatch by voice transmission was sent to the commandant at 0654 stating: "We have attacked, fired upon and dropped charges upon submarine operating in defensive sea area."

This message was reported delivered to the district duty officer, Lieutenant Commander Harold Kaminski, at 0712. He immediately notified the chief of staff, Captain J. B. Earle, who informed the commandant.

Lieutenant Commander Kaminski notified the duty officer of the Commander-in-Chief, Pacific Fleet, at 0715 and also notified Commander Charles B. Momsen, war plans officer for the district.

The commandant ordered the ready duty destroyer (Monaghan) sent out. At 0737 a despatch was sent to the WARD, asking verification of the report and details of the attack.

Following the WARD'S message and prior to the Japanese air raid, no other reports were received at headquarters to indicate or verify the enemy's presence.

Within a few minutes after the raid started, the commandant arrived at headquarters and took charge. Orders issued were: [3] "Close all navy yard gates to traffic. Have the Captain of the Yard detail fire parties. Notify marines to make all men available to assist in fighting fires. Notify marines to bring in from Salt Lake camp all available marines. Notify yard to flood drydocks. Make arrangements for civilian workmen to be rounded up and brought to the yard to assist in damage control. Notify hospital to establish emergency measures for caring for killed and wounded."

The Air Raid:

The air raid on Pearl Harbor and Hickam Field area started at 0755, according to most observers. Some reports indicate the end of the raid came about 0940, although apparently there were enemy planes active as late as 1130, Captain H. F. Bruns, the district public works officer, stating in his report that the raid lasted until approximately 1130. (NOTE: Residents on Milliau sighted two planes between 1300 and 1400 flying over that island. One crashed and the other flew on West. Presumably these planes had left Oahu after 1200).

The district supply officer, Captain John J. Gaffney, reported the final attack was over by 0940. His summary follows:

"The heavy pall of smoke from burning fuel oil afforded not only a point of aim for the dive bombing attack which came about 0920 but somewhat obscured vision. A seaplane hangar was on [4] fire at Ford Island and the floating drydock with the SHAW appeared to be burning. The all directional bombing attack came shortly after the NEVADA cleared the dredge opposite Fox-1 where three hits halted the NEVADA in the channel. She dropped one anchor, backed on it, came over in the direction of the floating dock and finally moved over to Waipio Point. A hit in Drydock No. 1 struck the DOWNES and another

hit of a smaller bomb was made on the PENNSYLVANIA. The Japanese pressed home the dive bombing well under 600 feet. Wing and fuselage marking were clearly visible. Their maneuverings to avoid collisions were noteworthy. The attack concentrated over the NEVADA which was underway in the channel and evidently every effort was directed toward sinking her in the channel. This attack was over by 0940. . . ."

First Lieutenant J. S. O'Halloran, duty officer, 3rd Defense Battalion, F. M. F., stated in his report: "At about 0940, after about one hour and 45 minutes after the attack started, the air was clear of enemy aircraft."

Commander Harry R. Hayes, USN (Ret.), directed by Captain C. C. Baughman, captain of the yard, to a station on the signal tower to handle, insofar as possible, the movements of ships and other craft in the harbor, stated: "The attack on the NEVADA apparently ended the raid on Pearl Harbor, but for some time enemy aircraft were observed bombing Hickam Field. . . ."

[5] Captain Baughman, in a summary of events obtained from personnel under him, stated that at 0855 the NEVADA got underway and stood down South Channel. This summary further reported that at "0910 enemy dive bombers attacked Hickam Field, the PENNSYLVANIA, CASSIN, DOWNES, SHAW and NEVADA, the last named ship being in the South Channel opposite YFD-2 (the floating drydock). The three destroyers were set on fire and minor damage was inflicted on the PENNSYLVANIA. The NEVADA was badly damaged and lost way, and with the assistance of tugs was grounded on Waipio peninsula southeast of Beckoning Point."

The captain of the yard's summary placed the end of the raid at 0920.

In line with some observations that the air raid occurred in three waves of planes is the report of Russel B. Smith, radioman 3rd class, in the U.S.S. NEVADA, who was later assigned to duty at the Lualualei radio station. Smith was blown from his ship during the attack in the south channel and swam ashore.

His report follows in part:

"I proceeded to the bridge during the lull after the first attack. From there the ARIZONA was plainly visible, a mass of flames. Her after turrets and mainmast were all that could be seen, the rest was a mass of flames. We cast off lines and started to get underway. As we passed the battle line, I saw the OKLAHOMA completely capsized and the rest of the damaged battleships, some burning fiercely. There were several other ships underway in the harbor.

[6] "As we neared the floating drydock the second attack began. Our anti-aircraft guns again went into action. Suddenly there was a deafening roar. Smoke and debris was flying everywhere. Shortly after another bomb struck, setting the ship on fire.

"The next thing I remember is the cold water hitting me in the face. I was near the drydock, which was burning fiercely, and quite a distance from shore. The life preserver that I had securely strapped on was gone. After reaching shore, I and several other men who had swam ashore started for the naval hospital. At this time the third attack came but the Jap planes were kept off by the antiaircraft fire."

Sequence and Type of Attacks:

Reports received by the commandant indicate the following sequence of attack:

1. Attack on the naval air station, Ford Island, and Hickam Field. This started about 0755 and consisted of dive bombing and strafing.
2. Attack on major units of the fleet, launched by torpedo plane and dive bombers and accompanied by strafing.
3. Attack on area by horizontal bombing from high altitude. This is reported to have occurred about 0815.
4. A second high altitude bombing attack apparently carried out immediately before the final intensive dive bombing attack and after a lull of approximately 15 minutes in the raid.
5. Dive bombing and strafing attack launched about 0910.

[7] *Number of Planes Involved:*

Reports indicate that approximately 150 planes attacked army and navy activities on Oahu.

Marine corps observers reported that approximately 30 planes participated in the first attack on Pearl Harbor. Other reports stated that up to 50 planes engaged in the initial attack on the Pearl Harbor area, including approximately 20 torpedo planes.

Personnel on the signal tower estimated 30 dive bombers took part in the final intensive bombing attack. The smallest estimate was 18.

On the high altitude bombing, reports of the number of planes observed varied from five to 18, and altitudes were estimated 10,000 and 16,000 feet.

Between 0745 and 0800 an estimated total of 75 planes were sighted by personnel at Lualualei radio station, approaching the station from the west and turning sharply in the direction of Pearl Harbor and Barbers Point upon reaching a position near the shore line. One observer stated that he counted 75 planes. These planes returned on this course some time later, observers reported.

W. L. Waltrous, chief radioman, stated that about 0745 he observed a large flight of planes proceeding toward Pearl Harbor. "Upon reaching a point directly abeam of the radio station, it appeared that a formation of 15 to 20 planes detached themselves from the main flight and turned left. They proceeded [8] directly over the radio station at an altitude of approximately 2,000 feet, in the general direction of Wheeler field."

An observe at the Lualualei naval ammunition depot, according to a report submitted by Captain J. S. Dowell, inspector of ordnance in charge, stated:

"Near 0800 while motorized patrol was being relieved I counted 25 bombers in groups of five flying very high. They proceeded straight over the mountains on the Nanakuli side of the depot headed in the direction of Pearl Harbor. There were also two units of fighter planes, about five in each. They were flying lower than the bombers, about the height of the mountains, in a straight line one behind the other. One group headed for Pohakea pass toward Schofield; the other circled over the depot near the mountains and then headed over Ponakea pass."

Captain Dowell also reported that at West Loch "at 0850, enemy planes were observed leaving Pearl Harbor evidently en route to Ewa mooring mast, passing close to West Loch. Planes observed were approximately 60 to 70 in number . . ."

The officer in charge at Camp Andrews, Nanakuli, reported a flight of 64 planes passed over the camp about 0730 headed toward Pearl Harbor.

Other observations of plane approaches were submitted as follows:

Lieutenant Commander R. B. Norris, C-V(L), then an [9] employee of RCA Communications, Inc., at Kahuku radio station, reported that "at approximately 0740 . . . I observed a group of planes flying at very high altitude approach Kahuku Point in a course from north due south. It is estimated that 20 or 22 planes were in this group . . . Low clouds made it impossible to see the entire group at any one moment . . . The planes were soon out of visible range but still heading due south after passing over the radio station."

A civilian at Mokuleia reported observing a flight of 32 planes coming in over water from the direction of Kahuku Point between 0800 and 0815 and heading directly towards Schofield. Observer reported that the count of 32 was verified by a resident of Waialua.

A man on duty at the direction finder unit at Lualualei reported that he observed "Several formations" at about 0900 heading toward Pearl Harbor from the northwest. "There were at least 55 planes that I was able to count, flying in groups of fives . . . Their height was such that it was almost impossible to see them."

According to this observer, another group of seven, flying at the same altitude but further out from the other groups, turned seaward and circled back over land, heading over the reservation in the direction of Wheeler field.

[10] *Attacks at Kaneohe Bay Naval Air Station and Ewa Field:*

Almost simultaneously with the raid on Pearl Harbor, the Japanese attacked Kaneohe Bay naval air station. Ewa field at Barbers Point was subjected to enemy strafing.

Commander H. M. Martin, commanding officer of the naval air station, Kaneohe Bay, reported that two attacks were executed at that base.

The initial attack started about 0750, with about a squadron of planes coming down very low in shallow dives and strafing with incendiary bullets. This attack lasted 10 to 15 minutes and was followed after a 25 minute interval by bombing and strafing by another squadron of planes, similar to our BT's. Bombs of 100 pounds were dropped, apparently high explosive in type but some of them probably incendiary because of the resulting fires. The majority of casualties resulted from this attack, the men being struck by machine gun fire and bomb fragments.

Most of the injured personnel were in the squadrons attempting to either launch their planes or trying to save those planes not yet damaged. During this attack which also lasted 10 to 15 minutes, the anti-aircraft fire was considerably augmented by machine guns rigged on the planes and on temporary mounts, and one of the enemy planes was shot down on the station. Another crashed in Kailua bay.

[11] *Damage:*

Captain H. F. Bruns, district public works officer, following a survey after the raid, reported:

"There was no serious damage to any navy shore structures except at Ford Island and Kaneohe. It was plain that ships and planes were the objectives of the attackers. By concentrating even briefly on shore structures the attackers could have caused extensive damage, particularly by an incendiary attack on the oil tanks and other inflammable objects."

With the exception of Hangar No. 6 and its surrounding parking area, very little major damage was done to the naval air station, Pearl Harbor. The hangar was apparently set on fire as a result of a bomb explosion immediately to the east and the resultant explosive action of nearby patrol planes which were ignited by the same explosion. There were about five bomb hits in the vicinity of the hangar, the largest producing a crater approximately 20 feet in diameter and seven feet deep. The northeast quarter of the hangar was badly gutted by fire but relatively minor damage was done to structural steel.

Fresh water service to Ford Island from the navy yard was cut off. The U. S. S. ARIZONA at mooring Pox-7 settled on the 12 inch main, crushing it, and the six inch temporary line to the south end of the island was broken at the navy yard side as a result of bombing. Service was restored by installing a new 16 inch main from Hospital Point.

[12] At the Kaneohe naval air station, Hangar No. 2 was set on fire during the first attack and severe damage resulted, although the structure was deemed salvageable. The seaplane warming up platform was also damaged by bomb hits.

Public Works Department Activities:

Action taken by the public works department at the time of the raid was based on the department's acceptance that its function was to maintain essential services—power, water and communications, to furnish transportation as required, to protect against fires and to remedy structural damage.

In a description of activities of the public works department during the attack, Captain Bruns said:

"As rapidly as officers reported, they were despatched to various locations for specific jobs of surveillance and fire fighting. Civilian workers went to their regular jobs, unless otherwise directed. Sizeable forces were sent to both tank farms. The contractors at Kuahua were quickly organized to meet emergency calls, and men and equipment were despatched to points of need in the navy yard area. Repeated inspections were made to locate possible fires. The drydock contractors organized workers to get the Gantry crane clear of the fire between the drydocks and to make the new drydock ready for service as quickly as possible.

"The public works department through its own and contractors' [13] personnel gave assistance in restoring water main to Ford Island, restoring power and communication services in navy yard, furnishing trucks for the transportation of wounded and for other purposes, withdrawing dredges to prevent blocking of channel, establishing watcher services for administration building, arranging burials and providing graves, and answering distress calls generally."

Action by Yard Fire Department and Yard Craft:

In the navy yard, the fire department was first called to Building 367, near the hospital, to extinguish a fire caused by the crash of a Japanese plane. Later the department answered a call to extinguish the fire in Drydock No. 1 where the CASSIN and DOWNES were burning. The major part of the yard fire fighting equipment was used in controlling this fire and preventing its spread to the PENNSYLVANIA. The fire in the floating drydock was also combatted.

Yard craft engaged in fighting fires on fleet units, assisted in picking up survivors and in getting ships underway.

Action Reported by _____

Immediately upon the first raid by hostile planes, all sentry posts were doubled and the remainder of the command present were alerted. Those alerted stood by under arms under cover as a mobile reserve for emergency employment. These men were soon assigned to various situations.

[14] The defense battalions immediately went into action with anti-aircraft machine guns with telling effect. Two gun batteries were emplaced in the navy yard but were not ready for action until ammunition could be trucked from the naval ammunition depot. They were ready at 1100.

All motor transportation was pooled for general use and was active throughout the day. Among the services rendered was assistance in collecting and hauling casualties from the waterfront to the naval hospital.

One set of barracks (100 man type), the Noncommissioned Officers' Club and the Post Exchange were vacated and prepared for caring for casualties. The medical officers set up an operating and dressing room in the Post Exchange.

The three general messes were thrown open and served food, on a 24 hour basis, to all comers. It is estimated that during the first 24 hours about 6,000 meals were served to civilian workmen of the navy yard. That service was discontinued only after the food supply at the regular established eating places could be replenished.

Care of Fleet Personnel:

At the Yard Receiving Station, immediate steps were taken to account for survivors and emergency hospital units were established in new barrack buildings and Navy Arena. Fleet pooling activity centered at this station. Emergency rations, stores, [15] bedding and clothing were issued to survivors of sunken ships. Preparations were made for serving meals on a 24 hour basis. Rations were prepared and served to over 8,000 personnel.

All available spaces, including the Navy Arena and barracks buildings under construction were converted into emergency living quarters. All chief petty officers' rooms were converted into officers' quarters.

Between December 12 and 31 all housing facilities were occupied to the fullest degree, and an overflow of from 1,500 to 2,500 men was accommodated in the arena, the number varying with the arrival and subsequent assignment to duties of drafts from the mainland.

Medical Department Activities:

The district medical officer, Captain R. E. Stoops, reported 686 non-fatal casualties were received for treatment at regular navy medical department establishments, at civilian establishments and emergency wards established during the crisis.

In the disposition of the dead, utmost care was taken in the matter of identification.

A total of 313 dead were brought to the naval hospital on December 7. The following day, it became evident that the problem of burial would be much greater than originally contemplated. Additional land for a new navy plot was obtained [16] in Oahu cemetery, and a 25 acre site for a new naval cemetery was selected between North and South Halawa streams at Red Hill.

The following is a summary of interments made during the period from December 7 to 31, inclusive:

Service personnel interred at Oahu cemetery_____	328
Service personnel interred at Halawa cemetery_____	204
Service personnel interred at Kaneohe Bay_____	18

550

Japanese service personnel buried total 18.

Of our service personnel, 293 were unidentified, but at least some of these were expected to be identified following receipt of Forms "N" in their cases at the Navy Department.

Casualties among Fourteenth Naval District personnel.

	Officers		Enlisted men	
	Dead	Wounded	Dead	Wounded
Navy Yard.....		1		3
Naval Air Station, Pearl Harbor.....		7		43
Naval Air Station, Kaneohe.....			1	4
Naval Ammunition Depot.....				10
Naval Hospital.....			1	1
Total.....	0	8	2	61

A total of 273 casualty patients were evacuated to the mainland.

[17] *Diary of Industrial Department:*

December 7, 1941.—The following vessels were at the Navy Yard, Pearl Harbor, on this date in berths indicated:

Vessel	Berth	Severe damage	Vessel	Berth	Severe damage
USS SOTOYOMO.....	Docked YFD-2.	Yes	YSD-27.....	B-11.....	No
USS SHAW.....	DD-1.....	Yes	YW-10.....	B-11.....	No
USS DOWNES.....	DD-1.....	Yes	USS RAMAPO.....	B-12.....	No
USS CASSIN.....	DD-1.....	Yes	[18] USS RIGEL.....	B-13.....	No
USS PENNSYLVANIA.....	DD-1.....	No	YO-447.....	B-14.....	No
USS CACHALOT.....	B-1.....	No	USS TRACY.....	B-15.....	No
USS HELENA.....	B-2.....	No	USS PREBLE.....	B-15.....	No
USS OGLALA.....	B-3.....	Sunk near end 1010	USS CUMMINGS.....	B-15.....	No
			YO-43.....	B-15-16.....	No
			USS NEW ORLEANS.....	B-16.....	No
USS TERN.....	End 1010.....	No	USS SAN FRANCISCO.....	B-17.....	No
YO-30.....	End 1010.....	No	USS PRUITT.....	B-18.....	No
USS ARGONNE.....	4.....	No	USS SICARD.....	B-18.....	No
150-ton Floating Crane.....	5.....	No	USS ONTARIO.....	B-18.....	No
USS SACRAMENTO.....	6.....	No	USS SCHLEY.....	B-20.....	No
USS MUGFORD.....	B-6.....	No	USS GREBE.....	B-20.....	No
USS JARVIS.....	B-6.....	No	USS HONOLULU.....	B-21.....	No
USS SWAN.....	Marine Railway.....	No	USS ST. LOUIS.....	B-21.....	No
YT-3.....	B-9.....	No	USS BAGLEY.....	End East Quay Pier.....	No

The following named vessels left the Navy Yard on this date:

USS ST. LOUIS	USS RAMAPO
USS CUMMINGS	USS SWAN
USS JARVIS	USS TERN
USS MUGFORD	

[19] *December 8, 1941.*—Yard forces initiated repairs to damages caused in the December 7th raid, and assisted in restoring a supply of fresh water to Ford Island, both fresh water pipe lines to Ford Island having been destroyed. Arrangements were made for Yard Public Works organization and equipment to assist to the fullest practicable extent in ships' salvage operations.

USS ALLEN arrived at B-6.

December 9, 1941.—Emergency electrical supply from Navy Yard power plant was furnished to Hickam Field and the Section Base. Made preliminary survey for air raid requirements for Yard personnel. Construction begun for shelters by personnel of Shop 70 and contractors' force. Sandbags placed for protection of office personnel, electric power transformer substations and communication centers.

December 10, 1941.—USS ALLEN departed.

USS CROW departed.

USS MARYLAND arrived.

YO-43 departed.

USS SWAN arrived.

The USS HELENA was docked in DD-2. This is the first vessel docked in this new dock which was completed approximately one year in advance of the contract date.

[20] *December 11, 1941.*—USS SWAN departed.

December 12, 1941.—New 25-ton crane was moved from erection tracks to permanent rails, around DD-2.

USS PENNSYLVANIA departed.

USS AYLWIN arrived, docked on Marine Railway, undocked and departed.

USS NARWHAL arrived.

December 13, 1941.—USS NEW ORLEANS departed.

USS SACRAMENTO departed.

YC-477 departed.

USS HONOLULU docked in DD-1.

USS DOLPHIN arrived, docked in Marine Railway.

USS McDONOUGH arrived.

USS PHELPS arrived.

USS THORNTON arrived.

USS INDIANAPOLIS arrived.

December 14, 1941.—USS DOLPHIN undocked and departed.

USS SAN FRANCISCO departed.

[21] USS HOVEY arrived and departed.

USS CHANDLER arrived and departed.

December 15, 1941.—USS MUGFORD arrived and docked in Marine Railway.

December 16, 1941.—USS MUGFORD undocked and departed.

USS TENNESSEE arrived.

USS KAULA arrived.

Night inspection made of exterior lighting and shop blackout conditions by Admiral Furlong, the Captain of the Yard, the Manager, and the Production Officer.

December 17, 1941.—Repairs to crane rail on east side of DD #1 and to 15-ton crane were completed. Received permission from Commanding Officer, Hickam Field, to use area in Hickam Field between Hickam Gate and main Yard Gate for stowage.

USS SOUTHARD arrived and docked on Marine Railway.

December 18, 1941.—USS SOUTHARD undocked and departed.

USS CRELE departed.

Contractors started work in earnest on DD #4.

YSD-27 completed and placed in service.

[22] *December 19, 1941.*—New 25-ton traveling crane at Repair Basin completed.

USS SHAW docked on Marine Railway.

USS CURTISS arrived.

USS MONAGHAN arrived and departed.

USS BREESE arrived and departed.

USS SEMINOLE arrived and departed.

December 20, 1941.—Work begun to repair and place into operation the 1,000,000 gallon concrete underground reservoir in rear of Administration Building at present unused.

USS SCHLEY departed.

USS CHANDLER arrived and departed.

USS CRAVEN arrived.

USS PENNSYLVANIA departed. This vessel had re-entered the Yard on 12 December, 1941.

USS MARYLAND departed.

USS TENNESSEE departed.

Yard help requested by Base Force salvage party on USS CASSIN, DOWNES and OGLALA.

December 21, 1941.—Yard Public Works initiated work at Coaling Basin to provide space for inflammables.

[23] USS CHEW arrived.

USS RAIL arrived.

Base Force took over salvage work on USS OGLALA and NEVADA.

Draft of workmen from mainland received via USS LURLINE.

	Help-ers	Journey-men		Help-ers	Journey-men
Blacksmiths.....	3	1	Riggers.....	2	0
Electricians.....	3	4	Sheetmetal worker.....	14	5
Machinists.....	11	9	Shipfiter.....	5	6
Molder.....	1	0	Welder, Elec.....	0	4
Pipefitters.....	2	2			

and 88 classified laborers—total, 167 men.

December 22, 1941.—USS CHEW departed.

USS BOGGS arrived.

USS NARWHAL departed.

December 23, 1941.—USS BOGGS departed.

USS WARD arrived.

USS TROUT arrived.

USS RALEIGH arrived.

[24] USS THORNTON departed.

USS SONOMA arrived.

December 24, 1941.—USS SHAW undocked from Marine Railway.

USS CACHALOT departed.

December 25, 1941.—Rear Admiral William R. Furlong, USN, assumed duties as Commandant of the Navy Yard, Pearl Harbor, and assistant to the district commandant, in accordance with competent orders.

USS TRACY docked on Marine Railway.

USS HOPKINS arrived.

USS PHOENIX arrived.

USS WARD departed.

December 26, 1941.—USS SCHLEY arrived.

USS NARWHAL arrived.

YF-24C arrived.

December 27, 1941.—USS CURTISS departed.

December 28, 1941.—USS CRAVEN departed.

[25] USS HOPKINS departed.

USS ALLEN arrived.

The 50-ton floating derrick Haviside was damaged, a hole being punched in her bottom by projection from the CALIFORNIA, alongside which she was working.

December 29, 1941.—Work completed on inflammable storage at Coal Basin.

USS FARRAGUT arrived.

USS RENHAM arrived.

USS ELLET arrived.

USS COCKATOO arrived.

December 30, 1941.—USS PHOENIX departed.

USS CHEW arrived.

USS FARRAGUT departed.

USS SALT LAKE CITY arrived.

December 31, 1941.—USS HELENA undocked from DD #2.

During this month the Yard force has been engaged for twenty-four hours each day in herculean efforts to salvage materials and repair vessels and their units damaged during the raid of 7 December. In addition, the regular work load has been properly [26] carried on and expedited wherever possible. Arrivals of vessels entered in this diary indicate arrivals for work to be accomplished; departures indicate completion of the work and release of availability. Base Force Salvage parties, the Mobile Repair Unit and the Navy Yard have pulled together to accomplish a common result.

Authenticated—

/s/ C. S. GILLETTE,
Captain U. S. N.

Notes on activities of the Base Force Salvage organization:

Base Force Salvage was organized under the Commander base force with Commander J. M. Steel, USN, officer-in-charge. Senior Salvage Engineer, Lieutenant Commander C. L. Curtis, USNR, was in immediate charge of salvage operations.

A temporary office was established, north of Building No. 129, and the first vessels assigned to this unit for salvage were the USS CASEIN, DORNES, SHAW and OGLALA.

Both the MARYLAND and TENNESSEE were delivered to the Navy Yard and study and preparation were made for ultimate salvage of the CALIFORNIA, UTAH, WEST VIRGINIA, ARIZONA, OKLAHOMA, the floating drydock and a Japanese submarine off Ford Island.

On December 17, the USS VESTAL was floated and the USS RALEIGH was ready for delivery to the yard. Removal of equipment from the [27] WEST VIRGINIA was underway. The OGLALA and NEVADA were surveyed for refloating and this work started.

On December 18 pumping operations and repair work were started on YFD-2.

On December 23, the organization had seven diving units in operation. The Mobile Repair Unit consisting of more than 20 officers and 1,000 men reported for duty this date.

Pearl Harbor water area defense activities:

Captain H. D. Bode, USN, reported for duty as Assistant to the Captain of the Yard on December 10 and was assigned as defense officer in connection with defenses of the Pearl Harbor water area.

A study was made of defense requirements with view to immediate and rapid procurement of defensive material. A Pearl Harbor inner harbor patrol was put in operation. Arrangements were made for use of motor torpedo boats and ready attack destroyer in the harbor patrol organization, and for regular routine sweeping of the harbor by special equipment (magnetic and acoustic). Plan for harbor patrol was established by Naval Base Defense Order No. 11, dated December 26, 1941.

Arrangements were made to expedite the manufacture of antitorpedo nets of yard design. Installation of Light Indicator Net was started and this was placed in operation December 27. Establish [28] ment of 16 observation stations for mine watch was outlined and a start was made on installation of temporary control lines for range entrance lights and outer channel buoys.

Manufacture of special type floating solid steel curtain of interlocking pile sheeting was completed for Drydock No. 2 and cofferdam of Drydock No. 3.

District Material Report:

A total of 31 small yachts and sampans were acquired during the period of 7 December to 31 December 1941 for use as district craft. Such craft have been assigned to Commander Inshore Patrol for inshore patrol, Captain of the Yard for harbor patrol and Commander Base Force for salvage and supply facilities.

The following eight vessels were partially converted during this period: C. G. 400, C. G. 403, XYP-161, XYP-166, XYP-155, C. G. 196, XYP-157 and XYP-14-14.

During the period of this report the shipyard and drydock facilities of the Inter-Island Drydock Co., Ltd., the Hawaiian Tuna Packers, Ltd., and Young Brothers, Ltd., have been available to the district for the repair and conversion of district craft. The Hawaiian Tuna Packers, Ltd., shipyard has experienced some labor shortage which has limited the facilities to the conversion program of sampans with deferment of small contractors tugs and barges. No improvement in this labor condition is likely as long [29] as other defense contracts are in progress. The work load and productive force at the Inter-Island Drydock Co., Ltd., is satisfactory. Drydock facilities at Young Brothers, Ltd., are in use. The size of the dock and lack of repair facilities limits the availability for other craft.

Supply Department Activities:

After the attack on the fleet, arrangements were made to distribute food and clothing to certain focal points, namely: Ford Island, for the crews of certain battleships, to the Arena, the Receiving Station, the Officers' Club, the Marine Barracks and the Naval Hospital.

The first week of the war was a period of continuous demand for emergency issues of clothing, food, mattresses, blankets, ordnance material, lumber, sand bags, flash lights, batteries and innumerable ship materials. Issues and deliveries of these items were expedited, but a firm check on the requiring activities was made to justify quantities requisitioned.

Replenishment and augmentation of all critical items were immediately started after the outbreak of war. Shipments of fresh and dry provisions, steel, clothing,

lumber, cots, helmets, small arms, burlap sand bags, bedding, salvage gear, etc., were requested of the west coast yards and the Navy Department.

[30] At the end of the first week, practically all of the business of the supply department had been returned to normal, although accelerated, channels of supply.

Communication Activities:

First action taken was the transmission of air raid warning by NPM on all of its circuits, done immediately by direction of the District Communication Officer who was notified of the raid by the communication watch officer at the navy yard.

The high power TAW transmitter at Lualualei had been shut down by previous arrangement to repair radio towers and shift the general power transformers. This transmitter was restored to full commission with power from the Hawaiian Electric Co., by 0949. The high frequency transmitters were placed on auxiliary operation without interruption.

Radio communication and radio control between the navy yard, radio Wailupe and Lualualei, and from the Commander-in-Chief, Pacific Fleet, to Lualualei were established by low power sets so that there was no serious interruption of radio communications on any circuit from the Fourteenth Naval District.

There were many cases of interruptions to telephone communications caused by damage to cables.

[31] All radio control activities were transferred from Radio Wailupe into bombproof building No. 2 and Radio Wahiawa by December 17 without interruption of communications.

The activities of the District Combat Intelligence Unit at Radio Heeia have been transferred to Radio Wailupe pending further transfer to Radio Wahiawa.

Additional telephone facilities have been installed to meet the sudden increase of demand and to provide alternate communication channels.

Arrangements for emergency communications, using auxiliary power units and facilities of the commercial communication companies, have been completed.

Two telephone trunks and one teletype circuit between the Harbor Control Post and Aliamanu Crater were completed by January 1, 1942, and the laying of a 100 pair cable to connect the navy yard and the Salt Lake area was underway at maximum speed.

Port Director's Report:

The following Army, Navy, N. T. S., and commercial vessel movements were effected:

December 7, 1941:

S. S. JAGERSFONTEIN arrived Honolulu 0930.

U. S. S. ANTARES arrived Honolulu at 0945.

U. S. S. NAVAJO arrived Honolulu at 1400.

[32] December 8, 1941:

S. S. MANINI arrived at 0700 from Vancouver. B. C.

S. S. PAT DOHENY (TKR) arrived Honolulu at 0730.

S. S. MALAMA arrived Honolulu at 0830 from Pacific Coast.

S. S. HALEAKALA arrived Honolulu at 1630 from Hlckam.

December 9, 1941:

S. S. LANSING arrived Honolulu at 0730 from New Guinea.

U. S. S. ANTARES shifted from Honolulu to Pearl Harbor at 0935.

S. S. MAKAWELI arrived Honolulu at 1425 from Pacific Coast.

December 10, 1941:

U. S. S. ROBIN arrived Honolulu at 1100 from Palmyra.

U. S. S. ROBIN shifted from Honolulu to Pearl Harbor at 1245

S. S. WEIMEA arrived Honolulu at 1245 from San Francisco.

S. S. ROSEVILLE (Norwegian) arrived Honolulu at 1530 from Los Angeles Harbor.

U. S. C. & Geodetic Survey EXPLORER arrived Honolulu at 1545 from sea.

S. S. PRUSA arrived Honolulu at 1800 from Manila.

December 11, 1941:

S. S. MAUNALEI arrived Honolulu 1155 from San Francisco.

S. S. ROYAL T. FRANK arrived Honolulu at 1915 from sea.

December 12, 1941:

S. S. PORTLAND arrived Honolulu at 1400 from Pacific Coast.

S. S. HALEAKALA sailed Honolulu at 1145 for Kahului.

S. S. HALEAKALA arrived Honolulu at 1330 from sea.

S. S. ADMIRAL CHASE arrived Honolulu 1500 from Vancouver, B. C.

December 13, 1941:

- S. S. LANSING sailed Honolulu at 1300 for Vancouver, B. C.
- S. S. PYRO sailed Honolulu at 1300 for Pacific Coast.
- S. S. HALEAKALA sailed Honolulu at 1830 for Kahului.
- S. S. COAST MERCHANT arrived Honolulu at 1400 from Pacific Coast.
- U. S. S. REGULUS arrived Honolulu at 1000 from Midway Island.

December 14, 1941:

- S. S. HAWAII sailed from Honolulu at 1600 for Port Allen.
- S. S. HALEAKALA arrived Kahului at 0600 from Honolulu.
- [33] 0615 report received that U. S. S. TREVOR was standing by torpedoed merchantman. Position 043° true 29 miles from Makapu Point.
- 0615 report received that S. S. PYRO attacked but not damaged at 0350 by submarine. Position 334° true 85 miles from Barbers Point.
- 0645—U. S. S. TREVOR reported picking up survivors from Norwegian steamer HEOUGH.
- 0850—U. S. S. TREVOR reported standing in Honolulu, berth Pier 6, with HEOUGH survivors.

December 15, 1941:

- S. S. HALHAKALA sailed from Kahului at 0500 for Christmas Is.
- S. S. CASTOR sailed from Pearl Harbor at 0830 for Honolulu.
- S. S. CASTOR arrived Honolulu at 1228 from Pearl Harbor.
- S. S. HAWAII arrived Port Allen at 0600 from Honolulu.
- U. S. A. T. IRVIN L. HUNT arrived Honolulu at 1242 from Manila.

December 16, 1941:

- S. S. HAWAII sailed from Port Allen at 1600 for Honolulu.
- S. S. MANINI sailed from Honolulu at 1200 for Wellington, New Zealand.
- S. S. MALAMA sailed from Honolulu at 1200 for Wellington, New Zealand.
- S. S. RUSA sailed from Honolulu at 1200 for Panama Canal.
- S. S. PAT DOHENEY sailed from Honolulu at 1200 for Pacific Coast.
- S. S. MAKAWELI sailed from Honolulu at 1760 for Kahului.
- S. S. ADMIRAL CHASE sailed Honolulu at 1200 for Sydney, Australia.
- S. S. PERMANENTE sailed Honolulu at 1200 for Pacific Coast.
- U. S. S. KAULA arrived Honolulu at 0900 from Palmyra Island.
- S. S. HUMUULA arrived Honolulu at 0900 from Christmas Island.
- U. S. A. T. N. L. SCOTT arrived Honolulu at 1600 from Manila, P. I.
- S. S. PRES. COOLIDGE arrived Honolulu at 1600 from Manila, P. I.
- S. S. STEELMAKER arrived Honolulu at (?) from Pacific Coast.

December 17, 1941:

- S. S. MAUNALEI sailed Honolulu at 1730 for Kahului.
- S. S. MALIKO sailed Kahului at 1900 for Hilo.
- S. S. HAWAII arrived Honolulu 0730 from Port Allen.
- S. S. MAKAWELI arrived Kahului at 130 from Honolulu.

[34] December 18, 1941:

- U. S. S. CASTOR sailed Honolulu at 1430 for Pacific Coast.
- U. S. S. JUPITER sailed Pearl Harbor at 1430 for Pacific Coast.
- S. S. MEMPHIS CITY sailed Hilo at 2000 for Pacific Coast.
- S. S. HUALALAI sailed Hilo at 1700 for Pacific Coast.
- U. S. S. SEPULGA arrived Pearl Harbor at 1100 from Pacific Coast.
- S. S. MAUNALEI arrived Kahului at 0600 from Honolulu.
- S. S. MALIKO arrived Hilo at 0600 from Kahului.
- S. S. LAKE FRANCIS arrived Honolulu at 0922 from Christmas Is.

December 19, 1941:

- S. S. LAKE FRANCIS sailed Honolulu at 1348 for Pacific Coast.
- S. S. RAMAPO sailed Honolulu at 1300 for Pacific Coast.
- S. S. LILOA sailed Port Allen at 1345 for Pacific Coast.
- S. S. KOHALA sailed Ahukini at 1530 for Pacific Coast.
- U. S. A. T. N. L. SCOTT sailed Honolulu at 1120 for Pacific Coast.
- S. S. PRES. COOLIDGE sailed Honolulu at 1125 for Pacific Coast.
- U. S. S. PROCYON arrived Pearl Harbor at 1045 from Pacific Coast.
- S. S. MAPELE arrived Honolulu at 1000 from New Zealand.
- S. S. ORTOLAN arrived Pearl Harbor at 1700.
- S. S. HUALALAI arrived Honolulu at 1000 from Hilo.

December 20, 1941:

- S. S. JAGERSFONTFIN sailed Honolulu at 1120 for Batvia.
- S. S. MONTGOMERY CITY sailed Honolulu at 1600 for Pacific Coast.
- U. S. A. T. IRVIN L. HUNT sailed Honolulu at 1630 for Pacific Coast.

S. S. MAUNALEI sailed Kahului at 1800 for Hilo.

S. S. MAPELE sailed Honolulu at 1600 for Pacific Coast.

U. S. S. WILLIAM WARD BURROWS arrived Pearl Harbor at 1000 from vicinity Wake Island. Last-port departure Johnston.

December 21, 1941:

S. S. STEELMAKER sailed Honolulu at 1500 for Kahului.

U. S. S. WILLIAM WARD BURROWS sailed Pearl Harbor at 0630 for Honolulu.

S. S. KAILUA sailed Hilo at 1100 for Pacific Coast.

S. S. MALIKO sailed Hilo at 1100 for Pacific Coast.

U. S. S. WILLIAM WARD BURROWS arrived Honolulu at 0800 from Pearl Harbor.

S. S. MAUNALEI arrived Hilo at 0600 for Kahului.

[35] Dawn—30 survivors from S. S. LAHAINA arrived Maui and reported vessel attacked by shell fire from surfaced submarine on afternoon of December 11th. Ship sank December 12th. All the ship's crew cleared the ship; four men died on way to Maui; survivors returned to Oahu December 30, 1941 by plane.

December 22, 1941:

S. S. MAKAWELI sailed Kahului at 0625 for Pacific Coast.

S. S. STEELMAKER arrived Kahului at 0700 from Honolulu.

December 23, 1941:

S. S. MAKUA sailed Honolulu at 1755 from Ahukini.

U. S. S. LITCHFIELD arrived Pearl Harbor 1330 from sea.

December 24, 1941:

S. S. HAWAII sailed Honolulu 0720 for Kaunakakai.

S. S. HAWAII sailed Kaunakakai at 1330 for Kahului.

S. S. STEELMAKER sailed Kahului at 1730 for Hilo.

U. S. S. SUMNER sailed Pearl Harbor at 0800 for sea.

S. S. HUMUULA sailed Honolulu 0832 for sea.

U. S. S. DOLPHIN and 1 destroyer sailed Pearl Harbor for sea at 0930.

U. S. S. ALDEBARAN arrived Pearl Harbor at 1500 from Pacific Coast.

U. S. S. HARRIS arrived Pearl Harbor at 1500 from Pacific Coast.

U. S. S. ABINE arrived Pearl Harbor at 1500 from Pacific Coast.

U. S. A. T. TASKER BLISS arrived Honolulu at 1325 from Pacific Coast.

U. S. S. PLATTE arrived Honolulu at 1330 from Pacific Coast.

S. S. PRES. GARFIELD arrived Honolulu at 1335 from Pacific Coast.

U. S. S. HERCULES arrived Pearl Harbor at 1730 from Pacific Coast.

S. S. HAWAII arrived Kaunakakai at 1130 from Honolulu.

S. S. MAKUA arrived Ahukini at 0730 from Honolulu.

U. S. S. GREYLING and U. S. S. LITCHFIELD arrived Pearl Harbor at 1400 from sea.

December 25, 1941:

U. S. S. PROCYON sailed Pearl Harbor at 0700 for Honolulu.

S. S. HAWAII sailed Kahului at 1657 for Hilo.

U. S. S. PROCYON arrived Honolulu at 0740 from Pearl Harbor.

S. S. STEELMAKER arrived Hilo at 0700 from Kahului.

[36] December 26, 1941:

S. S. LURLINE sailed Honolulu 1045 for Pacific Coast.

S. S. MATSONIA sailed Honolulu at 1015 for Pacific Coast.

S. S. MONTEREY sailed Honolulu at 1038 for Pacific Coast.

U. S. S. SABINE sailed Pearl Harbor at 0642 for Honolulu.

U. S. S. PLATTE sailed Honolulu at 0755 for Pearl Harbor.

S. S. HAMAKUA arrived Honolulu at 0955 from sea.

U. S. S. SABINE arrived at Honolulu at 0755 from Pearl Harbor.

U. S. S. PLATTE arrived Pearl Harbor at 0835 from Honolulu.

S. S. HAWAII arrived Hilo at 0600 from Kahului.

S. S. BIRMINGHAM CITY arrived Honolulu at 1215 from Panama Canal.

December 27, 1941:

S. S. ROYAL T. FRANK sailed Honolulu at 1725 for Port Allen.

S. S. MAKUA sailed Ahukini at 0830 for Kahului.

Twelve (12) survivors picked up off Oahu reported S. S. MANINI torpedoed December 17, 1941, at 1840 A. S. T. (0504 G. C. T. 18 December), position 18°35'N, 156°13'W. Ship sank in six minutes. Two life boats put over. December 29, 1941, 19 more survivors picked up by U. S. S. PATERSON, west of Oahu, making 31 survivors in all.

December 28, 1941 :

- U. S. S. SABINE sailed Honolulu at 1528 for Pacific Coast.
 - U. S. S. NOSHOSH sailed Pearl Harbor at 1600 for sea.
 - U. S. S. CURTISS sailed Pearl Harbor at 1600 for Pacific Coast.
 - S. S. HAWAII sailed Hilo at 1830 for Kahului.
 - S. S. STEELMAKER sailed Hilo at 1830 for Kahului.
 - S. S. ROYAL T. FRANK sailed Port Allen at 1700 for Honolulu.
 - S. S. ROYAL T. FRANK arrived Port Allen at 0700 from Honolulu.
 - S. S. MAKUA arrived Kahului at 0745 from Ahukini.
 - S. S. ARTHUR FOSS and two barges arrived Honolulu at 1500 from Wake Island.
- 1000—thirteen (13) survivors from S. S. PRUSA arrived Honolulu and reported vessel sunk at 0536, 18 December, 1941,—120 miles south of southern point Hawaii. Nine (9) missing.

December 29, 1941 :

- S. S. HAWAII sailed Kahului (Time not available) for Kaunakakai.
- S. S. HAWAII sailed Kaunakakai (Time not available) for Honolulu.
- S. S. HAWAII arrived Kahului at 0700 from Hilo.
- S. S. STEELMAKER arrived Kanului at 0700 from Hilo.
- S. S. ROYAL T. FRANK arrived Honolulu at 0630 from Port Allen.
- S. S. HAWAII arrived Kaunakakai at 1100 from Kahului.

[37] December 30, 1941 :

- U. S. S. HERCULES sailed Pearl Harbor at 0715 for Honolulu.
- S. S. PRES. GARFIELD sailed Honolulu at 1036 for Pacific Coast.
- U. S. A. T. TASKER BLISS sailed Honolulu at 1043 for Pacific Coast.
- U. S. PROCYON sailed Honolulu at 1010 for Pacific Coast.
- U. S. S. HARRIS sailed Pearl Harbor at 0930 for Pacific Coast.
- U. S. S. THRESHER sailed Pearl Harbor at 0930 for sea.
- U. S. S. HERCULES arrived Honolulu at 0830 from Pearl Harbor.
- U. S. S. TRITON arrived Pearl Harbor at 1830 from sea.
- S. S. HAWAII arrived Honolulu at 0715 from Kaunakakai.
- U. S. S. WALNUT (C. G. S.) arrived Honolulu at 0700 from sea.

December 31, 1941 :

- S. S. HAMAKUA sailed Honolulu at 1752 for Nawiliwili.
- S. S. HUALALAI sailed Honolulu at 1743 for Kahului.
- S. S. BIRMINGHAM CITY sailed Honolulu at 1740 for Kahului.
- S. S. NIAGARA arrived Pearl Harbor at 1200 from sea.

/s/ M. R. DEEX.

Activities of District Intelligence Office and Office of the Cable and Radio Censor :
 At 0830 December 7, the order was given to have all Intelligence personnel on active duty report to their stations immediately.

Orders were given to mobilize all Naval Reserve Intelligence personnel and to establish censorship of cable and overseas radio.

Appropriate intelligence reports (including interrogation of Japanese lieutenant captured from small submarine stranded in Waimanalo Bay and examination of various documents and equipment from crashed Japanese planes) have been submitted to proper [38] authorities including the U. S. Pacific Fleet Intelligence Officer, Combat Intelligence Officer, local representatives of the Military Intelligence Division and the Federal Bureau of Investigation, and the Office of Naval Intelligence.

During the period 7 to 31 December, 1941, the District Intelligence Service in collaboration with the local representatives of the Federal Bureau of Investigation and the Military Intelligence Division conducted investigations of many rumors and reports concerning alleged parachutists, signals, lights, poisoned water, unexploded bombs, etc., and assisted the local representatives of the Federal Bureau of Investigation and the Military Intelligence Division in rounding up suspects and collecting unauthorized radios and firearms.

At 1100 December 7, censorship was established and a ban clamped down on all incoming and outgoing cables, radiograms and trans-Pacific telephone calls. On December 8, after rules for censorship and requirements of messages were issued to operating companies and to the Field Censors, regular censorship and release of all traffic were begun at 1300.

Tentative trans-Pacific telephone censorship regulations were issued to the public on December 19.

Personnel Office Report:

The following information on officer and enlisted personnel. [39] is submitted for the period of 7 December to 31 December, 1941:

Officer Personnel

Officers of the Naval Reserve called to active duty in the Fourteenth Naval District -----	44
Officers of the Retired List, USN, called to active duty-----	1
	<hr/>
Officers received in District from mainland for permanent duty-----	45
Officers received in District for temporary duty from Pacific Fleet Pool-----	39
	115
	<hr/>
	154

Enlisted Personnel

Number of new enlistments in Naval Reserve-----	25
Retired men called to active duty-----	3
Fleet Reserves called to active duty-----	0
Naval Reserves called to active duty-----	43
	<hr/>
Total number of enlisted men called to active duty during this period-----	46

Action at Wake:

Enemy activity started with a bombing attack by 24 twin-engined land planes on December 8. Almost daily attacks were made by Japanese aircraft until the island was finally overwhelmed by aerial and surface attack on December 22. A surface raid was also carried out on December 11. Enemy losses reported include one light cruiser, four destroyers, a gunboat, a submarine and more than 12 planes.

[40] Action at Midway:

The only enemy activity against Midway was a surface raid on December 8 in which two cruisers and two destroyers are reported to have participated. Shore batteries registered three 3 inch hits on one of the destroyers and two 5 inch hits on a cruiser. A total of 14 casualties including two dead resulted from enemy shelling.

A curtailment of contract work was proposed under the existing situation and plans made to eliminate projects which would require a long time for completion to a usable stage. It was proposed to stop work temporarily on the submarine base buildings and modify other projects to suit immediate needs. It was further proposed to reduce the contractors' force 50 per cent, leaving a total of 770 workers.

Action at Johnston:

Initial action against Johnston was a star shelling by a submarine on December 12, followed by other surface raids on December 15, 21 and 22. The December 15 raid saw an enemy light cruiser fire 10 salvos at 9,000 yards range. The power house was destroyed and the stills and boilers were badly damaged. Since the enemy ceased fire about 10 minutes after and at a time when the island was well lighted by an oil fire, it was believed that Johnston shore batteries came close to their mark.

[41] A star shelling, probably by a submarine, occurred on December 21, this action ceasing after fire was returned by shore battery. On December 22, a submarine shelled Sand Island and destroyed the CAA homing tower. The 5 inch battery on Johnston fired 10 salvos with each gun at 7,000 yards range before the submarine submerged.

In a directive on December 13, it was specified that a sufficient force of civilians was to be kept at the island to operate all of the power plants and continue with a program as follows: Complete gasoline tanks to a usable stage, complete a runway 2,500 feet in length, construct bachelor officers' quarters and the dispensary, construct temporary magazine as necessary and splinter proof shelters, construct an emergency sewage system and a salt water system, a power plant

and distribution system and a radar installation. A total of 270 civilian employes 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 [42] 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 employes 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 employes—not to exceed 200—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' employes, 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 common A. P. shells. No hits were observed.

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

Palmyra was to maintain the minimum number of civilian employes—not over 250—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 CHEW, USS SCHLEY, USS COCKATOO and USCG 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 EDITION No. 75

14th NAVAL DISTRICT

OFFICE OF COMMANDANT

% Fleet Post Office, SAN FRANCISCO, California

7 JAN 1945.

C-412-1/NDH

Serial 0803

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, 14th Naval Base Defense Force.

(B) Extract from War Diary of Oinc, Net & Boom Defense, 14ND.