

EXHIBIT NO. 100

Cincpac File No.

UNITED STATES PACIFIC FLEET
U. S. S. PENNSYLVANIA, Flagship

December 8, 1941.

REPORT OF PRISONER NUMBER ONE

Detailed information concerning this report will be submitted today. Preliminary report indicates the prisoner a Japanese Sub-Lieutenant, aged twenty-four years. Was pulled out of the water off Ballows Field this morning. Was taken prisoner by the Army and is held at Fort Shafter by Colonel Fielder. The officer refused to talk concerning the enemy's composition or disposition and at the present time the only information present is as follows:

1. He swam ashore from a reef one mile off Ballows Field.
2. He and another officer were the only members of a two-man submarine. The reason for his capture was that he was sneaking up on what he thought to be a capital ship and in order to navigate he had to open the hatch of the submarine - whereupon water came into the hatch and swamped the motor. He thereupon drifted upon the reef. This officer was Captain and Navigator. The other officer has not been recovered. Information indicates that there are more of these small submarines in the vicinity and that they were brought here from some type of a mother ship. The prisoner did state that he had to navigate a distance of a hundred miles before running aground upon the reef. At the time of his capture the officer wore a stop watch around his neck which stopped running at 0210. It is not known whether this is OCT or LGT. Although he did not give the enemy's forces or disposition he stated that so far as he knew the attack was a disappointment in that they expected a paralyzing blow to our fleet.
3. In accordance with the samurai code this prisoner has requested that he only be allowed to commit suicide.

It is evident that the officer appreciated the treatment afforded him by the naval questioners to that of the Army, and it is felt that with proper handling, further information might be derived from this officer.

Respectfully,

E. T. LAYTON.

C. Intel

FOURTEENTH NAVAL DISTRICT

District Intelligence Office
Sixth Floor, Young Hotel
Honolulu, Hawaii

CIC/MB

December 8, 1941

MEMORANDUM FOR: Fleet Intelligence Officer

1. Young, adult Japanese male--muscular build, brown black hair--apparently in perfect health. Gave his age as 24, sub-lieutenant in the Japanese Navy and a graduate of the Imperial Naval Academy.

2. He was without clothing of any kind, and seated in a chair wrapped in an army blanket. Before questioning was started it was learned that this prisoner was taken on the beach at Bellows Field. That he had swum ashore and had around his neck, on a lanyard, a watch which had salt water inside of it. The watch was stopped at 2:00. The watch was inscribed on the reverse in Japanese characters--translated as follows: "Watch 2ND class, Type 1, Navy #296. Movement No. 9960171." This man stated that he was an officer of the Japanese Navy, and gave his name as KAZUO KURAHAKI of Okayama Prefecture. He had been one of a crew of two in a submarine which had run ashore on a reef approximately one mile off Bellows Field. He stated that he was the commanding officer of the submarine and the navigator and that his shipmate was the engineer--entire crew consisted of himself and the shipmate. He admitted that the submarine was of a small type which operated from a mother ship but refused to give the name or tonnage of the mother ship or the distance at sea of his disembarkation from the mother ship. When questioned as to whether the submarine was diesel or electric propelled he refused to answer. He stated that he had navigated "more than a hundred miles" when rescued in the distance was as much as one hundred miles. No such credence should not be placed in this answer as he obviously realized he was being pumped. He stated that he wished to commit suicide and had not hesitated at the time of landing on shore because of the possibility of his remaining of making his escape and rejoining the Japanese Navy. He stated that he had now been disgraced and did not want his name or his ship's identification sent back to Japan. When complimented on the success of his naval comrades had made their attack, he stated that it had been much less successful than they had anticipated. He expressed surprise at this and he was asked what they originally expected to accomplish, he replied, in effect, a knock-out blow to your Navy.

3. He stated that off Bellows Field this morning he had been a prisoner on a capital ship but that the darkness was so complete that he was forced to open his conning tower and stand in

C. Intel.

December 8, 1941

in the open hatch while running half submerged towards his target. As a result of the maneuver in the choppy sea, he shipped a great deal of water down the hatch which crippled his motor and this motor failure resulted, of course, in the loss of control of the submarine and his being dashed into a reef over one mile from Bellows Field. He and his fellow officer stripped, dived into the ocean and attempted to swim ashore. He stated that he last saw his shipmate in the heavy surf. He admitted the possibility that the Navy might examine the submarine, which had run on the reef (because he was not aware that Naval planes had subsequently bombed and sunk his submarine). He stated that there were no papers in the submarine and admitted that this type of submarine represented essentially a sort of enlarged variation of a one man torpedo. He stated "My greatest mistake was being captured. This is the first time I have failed. Please do not advise Japan about this. Please Kill me." During the course of this questioning, which was begun by the aid of two competent interpreters, it developed that this young officer had some knowledge of English, which he at first did not disclose. Later on he explained his inexperience in this language by saying that, while in the middle school, he had studied Mr. Tan, but in the academy, in expectation of duty in the China Seas, he had selected Chinese.

4. A drawing of a petty officer's Nav, Pilot's insignia was made by him and he explained the significance of the various details of this device.

5. There remains the possibility, if the Naval authorities so desire, that this submarine may yet be located and raised for examination of mechanical details, etc.

U. S. S. C.


C. L. L. L.

In Reply
Refer To:

SUBMARINE SQUADRON FOUR
U. S. S. ARGONAUT, Flagship
Submarine Base, Pearl Harbor, T. H.

December 8, 1941

C-O-N-F-I-D-E-N-T-I-A-L

MEMORANDUM: Fleet Intelligence Officer.

Subject: Investigation of Japanese Submarine Aground in
Wai'analo Bay.

1. The submarine when first sighted was about six hundred yards from the beach, off the end of the run-way at Bellows Field. At the time of my arrival at the Field, three Navy Utility planes were engaged in dropping what appeared to be either twenty-five or fifty pound bombs, the bombs being dropped in pairs. No direct hits were made and out of about twelve bombs dropped six appeared to land within fifty feet of the submarine. After the bombing the submarine did not appear to have been damaged or to have altered its position.

2. The pilot who first sighted the submarine was interviewed and stated that when he picked it up there was a large oil slick around its stern, also its position had not changed any since the first sighting of it.

3. The operations officer at Bellows Field sent me up in a plane to get a clear view of the submarine and I was able to come within one hundred feet of it. The color was dull black with no distinguishing marks, between thirty and forty feet in length, and about four feet in breadth. There was a small periscope projecting about three feet from what appeared to be periscope shears. The contour followed the general line of all submarines and there was a basket like projection on the bow. At the time, the submarine was down by the stern with the bow and periscope shears coming out of water from time to time due to the action of the waves. Judging from the location of the bomb hits on the coral bottom, which could be seen from the plane, the submarine appeared to be drifting in towards the beach.

4. It is believed that with the minimum amount of effort, the submarine can be towed in and beached.

R. L. Rutter
R. L. RUTTER,
Lieutenant, U.S. Navy.

C. Intel.

C O P Y

To a Commanding Officer:

From Japanese Naval Officer
KAZUO SAKAMAKI

I thank you for the kindly visit of yesterday. Now I will write down your requests of yesterday in Japanese. Please pardon my poor writing and composition.

1. BRIEF PERSONAL HISTORY

In August 1940 I was graduated from the Naval Academy and became a midshipman. In April of this year I was commissioned a sub-lieutenant in the navy, my present rank.

2. RECORD OF BATTLE

Your honorable "have" country instituted an economic blockade of Japan, a "have not" country, refusing to sell us oil, cotton and the like, until we had no choice but national collapse. Because of this we began diplomatic negotiations with your country, but these ended in failure. Therefore, with a friend, I set out for Pearl Harbor with the purpose of sinking a battleship, but due to an accident, although we were able to reach the mouth of the harbor by creeping underneath your bombs falling like rain, since the accident was fatal to the submarine, we determined to proceed without hesitation on the surface of the water, and diving into the harbor, and climbing the gang-way ladder, opened to sea; to the deck and die simultaneously with blowing up the enemy warship just as in olden times, during the Mongol invasion, our Taira Kawanoe lowered the mast and boarded the enemy ship with it. However, because of the accident suffered at the harbor mouth, we struck a reef which given ten seconds we would have safely cleared. My first stratagem had failed. With this difference of ten seconds the fate was decided and one of the warships of your country was saved.

Seeing the success of our sister submarines and the splendid achievements of our air force, I left the mouth of the harbor, compelled to do so due to my submarine being disabled. Later, finally being unable to do anything with the submarine, I swam through the ocean and reached an enemy airport. Due to my exhaustion, I was captured without having time to even fight. And thus my sad fate began.

Due entirely to my inexpert navigation and strategy, my honor as a soldier has fallen to the ground. Thus I betrayed the expectations of our 100,000,000 (people) and became a sad prisoner of war disloyal to my country.

C. Intel.

5. The talk I had with an understanding naval officer in the home of an army man in "Honolulu" was very pleasant. Because I thought about the trouble I would cause your country later on, and because I was unable to endure my shame, committing suicide or being shot to death became impossible, and thus began my sad life as a prisoner of war. Now that this misfortune has come to a pass, I have started the life a peaceful Japanese naval officer abiding by the rules of international law.

In olden times, Hakui and Shukuei of China, refusing to eat millet of a foreign land, went into the mountains and ate grass (?) until they starved, but I, since I began eating your country's bread, have thought what a cause for shame and sorrow it is.

Although I have caused you much annoyance, I have done things right along according to righteousness. However, such incidents as that which happened yesterday which is from the standpoint of your country a sad thing has been continued. My righteousness has made scores of men of your country with tears all day long, with their arms pointed at me and made them afraid, but as a result of this, I must face a death which to me is not too pleasing.

My willingness to die need not be mentioned; to be killed by one of your bullets of your country shall make me very happy. I pray for your country's lasting military success.

An uprighteous pistol has been aimed at me. This is my end. Good-bye.

4. To the Japanese people, especially to officers like ourselves, becoming a prisoner of war is inexorable. Of course, whether or not there is a record of the incident or not, I will commit suicide upon my return to my native land. Even though we are unarmed, to die with both and fight to the last is the Japanese spirit.

I pray that my death will atone for all my failures and I pray that my spirit will be enshrined at the Yasakuni Shrine.

Please forward the following to the Japanese Navy Department.

LETTER

With the death of the Emperor of the Japanese Empire, I am a patriotic citizen of the Japanese Empire. I arrived at a place where I could not return to my native land. I have no other choice but to die. I am unable to resist this opportunity, or being a prisoner of war, I am unable to die after fighting. I am a Japanese citizen. In the very beginning, I am an officer of the Japanese Navy.

Imperial Majesty,

(1941), 14th day (Mont. Mitchell)

Mazuo Akaraki

Naval Sub-lieutenant

E. Intel

POEM COMPOSED AMONG THE ENEMY (ON THE UNFORTUNATE DAY THAT I
BECAME A PRISONER OF WAR)

When cherry blossoms fall,
Let them fall!
Drenched are the its branches and leaves
With the sorrow of today!

5. I like best "DOWN THE TORPEDO" and "AMONG THE SHOTS THROUGH THE MARJARET". I experienced all these things in this current battle which is the goal of all naval men's ambition, and I manifested the Yamato Damshii (Japanese spirit). Last night, again scores of bayonets and missiles were pointed at me from the front door and from the window and from above my head. However, righteousness won. And although as a result of this a regrettable situation came about, I hope that all would be forgiven with my death. On the eve of my "fairly death" lamenting the many sacrifices of your country due to my "call of righteousness", I earnestly hope that this will be clearly understood, that supreme desire and joy in dying as a soldier by your country's bullets.

I appreciate your many kindness shown me up to now, and I pray for your success in the war.

Respectfully,

Kasuo Sakasaki

C O P Y

C. Intel

EXHIBIT NO. 101

U. S. Form No. 1
Rev. 1-22-41

Page 1 of 1

UNITED STATES SHIP

MINNESOTA

Monday

24

November

1941

ZONE DESCRIPTION Plus 10'

REMARKS

0 - 4

Moored starboard side to berth B-3, Navy Yard, Pearl Harbor, T.H., with 12 mainline lines, 5 wire breasts and 2 wire cables. Receiving fresh water and telephone services from the dock. No. 4 boiler steaming for auxiliary purposes. SOP is Cincinac in Submarine Base; SOPA is Cominbat for in this vessel. Ships present are various units of U.S. Pacific Fleet. O115 the following men reported aboard after having completed temporary duty as shore patrol in the Honolulu area FALL, F.R., B.M.1c, U.S.N.; FERRERA, R., B.M.1c, U.S.N.; GANNON, G.E., A.M.1c, U.S.N., and BARNARD, A.L., B.M.2c, U.S.N. 0850 SANFORD, F.L., Fra, U.S.N.C. reported on board A.O.L. since 0100 this date, a period of 1 hour, 50 minutes. Made P.A.L. by order of Commanding Officer.

E. E. DeGarno

E. E. DEGARNO, Ensign, U.S.N.

4 - 8

Moored as before. WOOLSTONHURST, R., Pfc, U.S.N.C. was arrested by civil police at 0230 for creating a disturbance and returned to the ship at 0440. Made P.A.L. by order of Commanding Officer. Patrol officer's report to follow. 0545 received on board for use in the general mess the following provisions: from Dairymen's Association, Ltd., 70 gallons fresh milk. Inspected as to quantity by Ensign R.O. Byrnside, U.S.N. and as to quality by Lieut(jg) D.F. Lighter, (A.O.), U.S.N. 0630 ALTMAN, F.W., A.M.1c, VE-6, returned on board A.O.L. since 0100 this date, a period of about 5 hours and 30 minutes. Made a P.A.L. by order of the Commanding Officer.

F. Shine

F. SHINE, 1st. Lieutenant, U.S.N.C.

8 - 12

Moored as before. 0800 Mustered crew on stations. Absentees: CAROL, E.R., Sea.2c, U.S.N. A.O.L. from 0100, 7 November 1941; and STACEY, T.L., Sea.2c, U.S.N., A.O.L. from 0100, 6 November 1941. 0800 received YO-44 alongside to port. 0830 commenced fueling (gasoline) from YO-44. Draft forward 24' 10", aft 22' 5". 0831 commenced fueling from Yard lines. SEAGULL underway. 1025 UTAI underway and standing out. 1025 discontinued fueling gasoline, having received 50,500 gallons, 100 octane aviation gasoline. 1043 YO-44 cast off. 1100 pursuant to orders of Commanding Officer, ARIZONA, CHAMBER, G.W., 295 42 54, A.O.N.3c, U.S.N. reported aboard for duty. 1125 held quarters for physical drill. 1140 pursuant to orders of the Commanding Officer, Ensign R.C. Glassman, U.S.N.R. returned aboard with Camp Andrews recreation party. Held daily visual examination of all magazines and smokeless powder samples. Conditions normal.

W. W. Keim

W. W. KEIM, Ensign, U.S.N.

12 - 16

Moored as before. 1250 pursuant to the orders of the Commanding Officer, the following men left the ship with orders to report to the senior patrol officer at Old Navy Yard, Honolulu, T.H. for temporary duty as shore patrol: LINDSEY, H.Z., 237 02 26, A.M.1c, U.S.N.; LUCAS, T.W., 207 00 92, A.M.1c, U.S.N.; JASESON, J.A., 259 30 13, A.M.1c, U.S.N.; KEINIGER, A., 385 79 62, S. 1c, U.S.N. 1300 HURLEY, H.D., S.C.3c, U.S.N. was transferred to the U.S. Naval Hospital, Pearl Harbor, T.H. Diagnosis: anemia, recurrent, after operation, Nemida bilateral #009. 1300 HETZEL reported "Lion Jack" at starboard main yard arm. 1310 PROCTON underway. 1325 CURTIS underway. 1350 OWBY standing in. 1435 completed fueling. Received 8,911.61 lbs. fuel. Ship's draft fwd. 26' 9.5", aft 26' 11".

A. N. Kelly

A. N. KELLY, Lieut(jg), U.S.N.

Approved:

J. J. ...
J. J. ...
Captain, U.S. NAVY,
Commanding.

Examined:

H. W. ...
H. W. ...
Lieut-Commandr., U.S.N., Passenger.

1163

Page

ADDITIONAL SHEET

U. S. S.

USS KANE

Date 20 MAY 1941

13 - 16

Reported as before. 1300 ARTHUR, A.L., P.O. 20, U.S.N. and FERRIS, R., U.S.N. left the ship on temporary shore patrol duty in Honolulu, T.H., 1315 and followed by left the ship to report to the LEXINGTON for duty: DAY, W.L., A.S.N.; BROWN, H.F., A.S.N.; ROBEY, W., P.O. 30, U.S.N.; ROOPER, H., P.O. 30, U.S.N.; WALKER, W., P.O. 30, U.S.N.; BRIDGES, J.W., P.O. 30, U.S.N.; CROFT, J.W., P.O. 30, U.S.N.; LARSEN, W., Sea. 20, U.S.N.; MCCOY, W., Sea. 20, U.S.N.; FLISTER, W., Sea. 20, U.S.N.; SMITH, W., Sea. 20, U.S.N. 1400 Ensign E. W. Campbell, E-4(9), U.S.N. reported on board for duty. The following men reported on board for duty: BRAD, W.F., Sea. 10, U.S.N.; JULIA, L.L., AS, U.S.N.; HOOVER, W.C., Bag. 10, U.S.N.; HARRISON, G., Sea. 20, U.S.N.; RAINY, G., Sea. 20, U.S.N.; HEDDING, T., Sea. 20, U.S.N.; ROBINSON, W.J., Sea. 20, U.S.N.; TRATNER, W.E., P.O. 30, U.S.N.; WATSON, J.E., P.O. 30, U.S.N.; SCHMIDT, L.H., P.O. 30, U.S.N.; FLEMING, L.G., AS, U.S.N.; WILSON, J.W., A.S.N., U.S.N.

J. C. ROYER

J. C. ROYER, Ensign, U.S.N.

13 - 20

Reported as before. At 1625 the following men reported on board for duty in accordance with the airbat for serial 8101 of November 13, 1941: DeLONG, R.H., 356 50 35, Sea. 20, U.S.N.; FORD, T.W., 356 49 19, Sea. 20, U.S.N.; FLOYD, W.C., 356 49 33, Sea. 20, U.S.N.; GALLON, W., 348 92 54, Sea. 20, U.S.N.; GISH, E.W., 356 62 72, Sea. 20, U.S.N.; GARTNER, W.C., 372 28 40, Sea. 20, U.S.N.; McCORMICK, J.L., 356 63 31, Sea. 20, U.S.N.; MILLER, F.F., 337 58 00, Sea. 20, U.S.N.; PETERSON, G., 356 98 95, Sea. 20, U.S.N.; SCHULTZ, H.L., 395 52 25, Sea. 20, U.S.N. (for duty in connection with the flight allowance); TRIPLETT, L.H., 393 52 31, Sea. 20, U.S.N.; MITCHELL, G.B., 395 90 36, Sea. 20, U.S.N.; WOLF, F.C., 306 03 52, Sea. 20, U.S.N. Records and accounts received on board. 1630 received on board for use in the general mess the following stores, inspected as to quality by Lieut(jg) D.F. Lightower, (MC), U.S.N. and as to quantity by Acting Pay Clerk J. E. Whitener, U.S.N. from Dairymen's Association, Ltd., Honolulu, T.H., 60 gallons buttermilk, 70 gallons grade "A" milk; from Chun Loon, Ltd., Honolulu, T.H., 800 lbs. grapefruit, 1600 lbs. lemons, 2666 lbs. oranges, 3852 lbs. cabbages, 210 lbs. cucumbers, 3079 lbs. tomatoes; from Standard Brands, Honolulu, T.H., 500 lbs. yeast; from M. Otani Co., Honolulu, T.H., 15 lbs. frozen shrimp, 200 lbs. halibut, 400 lbs. red snapper; from Tai Ming Co., Honolulu, T.H., 1452 lbs. lettuce, 1000 lbs. pineapples, 400 lbs. carrots, 727 lbs. papayas; from Chun Chong Co., Honolulu, T.H., 445 lbs. green beans, 525 lbs. potatoes, yam, 3550 lbs. celery, 745 lbs. cauliflower, 25 lbs. parsley, and 4200 lbs. apples.

S. C. STRONG, Lieutenant, U.S.N.

13 - 24

Reported as before.

E. B. MOTT

E. B. MOTT, Lieutenant, U.S.N.

Approved:

W. E. RYLE

Lieut. Comm'r., U.S.N.

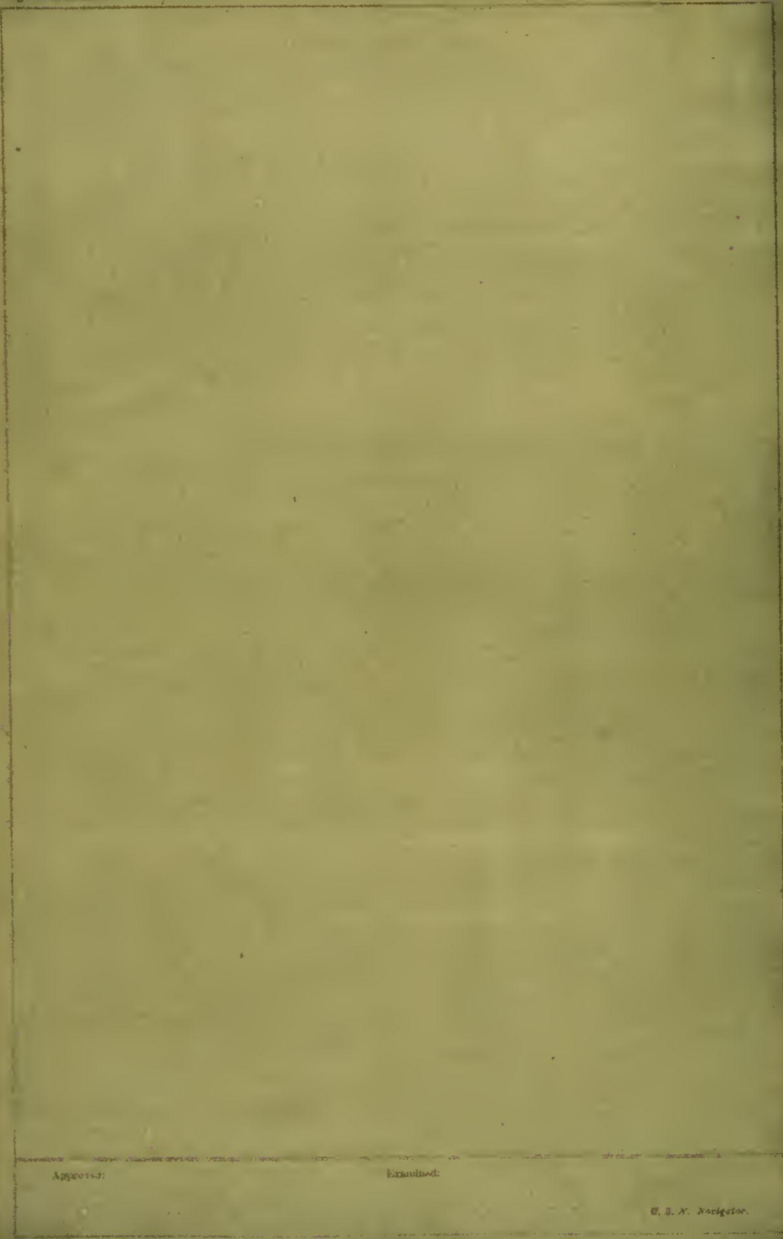
Readied:

W. E. RYLE

Lieut. Comm'r., U.S.N.

(This report prepared in accordance with instructions, mostly with Reg. 1300)

Page 3162.



Approved:

Examined:

U. S. N. Inspector.

(This page to be sent to Bureau of Navigation monthly.)

2028 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

N. War. 68
 (Mar. 1957)

Page 166

LOG OF THE UNITED STATES SHIP

ENTERPRISE

CV6

(Class)

(Classification Transfer)

At Navy Yard, Pearl Harbor, T.H. to

Wednesday 26 November 1941

PASSEGE

(Day)

(Date)

(Month)

ZONE DESCRIPTION plus 10'

G. D. MURRAY,

Captain, U. S. Navy, Commanding.

Hour	All Barometric Pressure Reduced to Sea Level	BY REVD.		BY LOG	Course (P. C.)	WIND		BAROMETER		TEMPERATURE				CLOUDS			SEA			
		Natural	Therm.			Direction	Speed	At Sea	At Yr.	Air	Deck	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Force	Motion	Appearance	Direction	Force
		Mag.	Mag.			Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.	Mag.
1						NE	7	2991		71.67		BC	ou	NE	5	20				
2						NE	5	2991		71.67		BC	ou	NE	5	20				
3						NE	5	2990		70.67		BC	ou	NE	5	20				
4						NE	5	2989		70.66		BC	ou	NE	5	20				
5						NE	5	2990		71.67		C	ci ou	NE	9	25				
6						NE	3	2990		70.66		C	ci ou	NE	9	25				
7						NE	2	2990		70.67		C	ci ou	NE	7	30				
8						NE	4	2991		73.70		BC	ou	NE	2	30				
9						Cal'm		2993		73.70		BC	ou	NE	1	30				
10						ENE	2	2993		73.71		BC	ou	NE	1	30				
11						E	5	2992		71.72		BC	ou	NE	1	30				
12						E	8	2989		73.73		BC	ou	N	3	30				

Latitude	Received	0
Longitude	Expended	104
	On hand	35,179
Latitude	Received	0
Longitude	Expended	42,500
	On hand	47,889
Latitude	Received	146,875
Longitude	Expended	
	On hand	
Current	Set	BEFORE LEAVING PORT
	Drift	Drift for'd
		Drift aft.
Compass	STANDARD MAG. COMPASS	AFTER LEAVING PORT
	Compass No. 54994	Drift for'd
	S. B. 228-30	Drift aft.
	Error 11° 40' E	MAGNETIC TEMPERATURES
	Variation 11° 15' E	Maximum 59°
	Deviation 0° 25' E	Minimum 67°
		NORMAL

DRILLS AND EXERCISES	
Drills	Exercises
1	Morning
2	Afternoon
3	
4	
5	
6	
7	
8	
9	

P.M.	WIND	BAROMETER	TEMPERATURE	CLOUDS	SEA
13	MOORED	S 8 2987	82.72	BC ou SW	4 30
14		S 8 2986	82.72	BC ou SW	4 30
15		S 5 2986	82.73	BC a ou W	5 30
16		S 5 2986	82.73	BC ci ou W	5 30
17		SSW 4 2987	82.73	BC ci ou W	4 30
18		SSW 5 2988	81.73	C st ou W	7 25
19		SSW 5 2990	80.75	C st ou W	7 20
20		SSW 8 2991	79.72	C st ou W	7 25
21		SSW 3 2991	79.73	C st ou W	8 25
22		SW 2 2992	79.72	C st ou W	6 25
23		SW 3 2992	78.72	C st ou W	7 25
24		SW 6 2992	78.71	C st ou W	6 25

NUMBERED RUM DATA—SERIALIZED					
1	2	3	4	5	6
Run No. (Serial)					
Time to submerge					
Greatest depth					

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ADDITIONAL SHEET

U. S. ENTERPRISE

Date 29 November 1941

12 - 15 (Continued)

of Commanding Officer, LEWINGTON, the following named men reported aboard for duty. Transportation and temporary duty on LEWINGTON in connection with general court martial is completed. SCAGLEY, J.H., 231 90 74, Sea.2c, U.S.N., and COGGER, W.F., 222 29 04, Sea.2c, U.S.N.

M. T. Leonard

M. T. LEONARD, Lieut(jg), U.S.N.

16 - 20

Recorded as before. 1656 SADDEN underway. 1700 received on board for use in general mess the following fresh provisions: from Garden Co., Ltd.; Honolulu, T.H., 275 lbs. fruit mix. Inspected as to quantity by Acting Pay Clerk J. H. Wittener, U.S.N. and as to quality by Lieut(jg) D.P. Hightower, (MC), U.S.N. 1800 FLUSSER and MAHAN standing in. 1825 DRAYTON standing in.

J. C. Roper

J. C. ROOPER, Ensign, U.S.N.

20 - 24

Recorded as before. 2205 HOLDERBY, R.L., B.M.2c, U.S.N. was returned to the ship by the beach guard under charges of creating a disturbance, fighting at the Fleet Landing. Charges to follow. Made prisoner at large by order of the Commanding Officer. 2230 KING, R.B., P.M.2c, U.S.N. reported aboard upon completion of seven days leave, on time.

A. H. Berndtson

A. H. BERNDTSON, Ensign, U.S.N.

J. D. ...
J. D. ...

RECORDED

R. W. HUBLE
R. W. HUBLE,
Lieut-Comdr., U.S.N.

Approved:

Examined:

B. E. H. Hartgering

(This page to be sent to Bureau of Navigation monthly.)

FD-101
Rev. 1-22-41

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UNITED STATES SHIP ENTERPRISE Wednesday 26 November 1941

ZONE DESCRIPTION plus 108

REMARKS

0 - 4

Moored starboard side to berth B-3, Navy Yard, Pearl Harbor, T.H., with 12 manila lines, 5 wire breasts, and 2 wire cables. Receiving fresh water and telephone service from the dock. No. 4 boiler in use for auxiliary purposes. Ships present, various units of the U.S. Fleet, district and yard craft. SOPA is on airboat for in this vessel. SCP is CineFac at the Submarine Base. 0215 the following named men reported aboard upon completion of temporary duty with the shore patrol in Honolulu, T.H.: CANNON, C.B., A.M.M.2c, U.S.N.; BARNARD, A.L., Jr., B.M.2c, U.S.N.; BALL, F.R., B.M.1c, U.S.N. and FERREIRA, R., B.M.1c, U.S.N.

A. H. Bernatson
A. H. BERNATSON, Ensign, U.S.N.

4 - 8

Moored as before. 0620 received on board for use in general mess the following provisions from Dairymen's Association, Ltd., Honolulu, T.H., inspected as to quantity by Acting Pay Clerk E. R. Whitener, U.S.N. and as to quality by Lieut(jg) D.F. Lightower, (MC), U.S.N., 70 gallons grade "A" milk, 65 gallons ice cream. 0720 Lieutenant Commander A. I. Malstrom returned from three days leave. Lieut(jg) W. S. Stewart returned from nine days leave. 0740 SCILEY underway.

J. C. Roper
J. C. ROPER, Ensign, U.S.N.

8 - 12

Moored as before. 0800 mustered crew on stations. Absentees: CAROL, E.R., Sea.2c, U.S.N., AOL from 0100, November 7, 1941, and STACEY, T.L., Sea.2c, U.S.N., AOL from 0100 November 6, 1941. 0905 First Lieutenant F. Shine, U.S.N.3, was detached in accordance with Major Gen. Comdt. U.S.M.C. ltr. 05421-1, A-114 MWI of October 1, 1941, to report to Marine Corps Base, San Diego, Calif. 1054 Ensign J. W. Acres, U.S.N., left the ship to report to Combasefor with the following men for duty as harbor patrol: SEAW, J.L., Cox., U.S.N.; BEATTIE, J.G., E.M.2c, U.S.N.; NELSON, A.L., Sea.1c, U.S.N.; FEACOCK, L.R., Gun.3c, U.S.N.; MOODY, A.L., Sea.1c, U.S.N.; NEWMAN, J.W., Sea.1c, U.S.N., and RUEDEGEMEN, E.F., F.2c, U.S.N. Made daily inspection of magazines and smokeless powder samples, condition normal. 1042 the following men left the ship for temporary duty as shore patrol in Honolulu, T.H.: JAMESON, J.A., V.T.1c, U.S.N.; LUTCH, M.E., E.M.2c, U.S.N.; LUCAS, T.L., A.M.M.1c, U.S.N. 1100 Ensign H.B. Roggenburg, U.S.N.R., Ensign J.E. Faulhaber, U.S.N.R. were detached in accordance with BuAev despatch 241318 of November 1941 to report to Commandant 11th. Naval District for temporary duty under instruction. 1135 Ensign J.G. Teas, U.S.N.R., A-V(N), was detached in accordance with Commanding Officer's ltr. CV6/P16-4(10-11t), Serial 1191 of November 19, 1941 to report to Commanding Officer TILFECANOE, FFI West Coast of U.S.

Wm
W. C. STRONG, Lieutenant, U.S.N.

12 - 16

Moored as before. 1300 pursuant to orders of Commanding Officer of Nov. 26, 1941, CV6/P16-4(10-jah), BuAev despatch 241318 of Nov. 1941, Ensign R. W. Carrington, U.S.N.R. was this date detached, with orders to report to Commandant 11th. Naval District, San Diego, California for temporary duty and further transfer to Commandant 18th. Naval District, San Francisco, California for duty, at Armed Guard Center, Treasure Island, California. authorized delay Dec. 15, 1941 to report Comdt. 11. Delay counts as leave. 1315 Cut in degaussing cable. 1322 pursuant orders of Commanding Officer CV6/OL of Nov. 17, 1941, the following men left the ship for temporary duty as shore patrol in Honolulu area: LEINICK, A., 385 79 62, S.K.2c, U.S.N.; GADOMSKI, P., 2c3 22 15, A.M.2c, U.S.N. 1330 FOREMAN stood in. Pursuant to orders of Commanding Officer, U.S.N.T.S., Norfolk, Va. of October 20, 1941, ref. BuAev ltr. Nav-632-FWD-1961 of September 24, 1941, JOBBLE, E.W., 295 82 58, Sea.1c, U.S.N. reported on board with orders to report to Commanding Officer, VS Squadron 8 for duty. Transportation via SUGLER completed. 1345 secured degaussing cable. 1513 LAMSON underway and standing out. 1945 pursuant orders of Commanding Officer, LEXINGTON, CV2/P16-4/24, ref. (a) verbal orders,

(CONTINUED ON ADDITIONAL SHEET)

Approved:

C. D. CURRAN
C. D. CURRAN,
Captain, U.S. Navy,
Commanding.

Examined:

P. W. RUBLE
P. W. RUBLE,
Lieut-Comdr., U.S.N. Ret'd.

(Original (ribbon) copy of this page to be sent to Bureau of Navigation monthly)

M. May, 22
 (Mar., 1941)
 Page 1170

LOG OF THE UNITED STATES SHIP

ENTERPRISE
 (Class)

CY6
 (Identification Number)

At Navy Yard, Pearl Harbor, T. H. O.

Thursday 27 November 1941
 (Date)

ZONE DESCRIPTION ius 103

G. D. MURRAY, Captain, U. S. Navy, Commanding

Hour	All other observations made	BY REEF				BY LOG				Corrected Temp.	WIND		BAROMETER		TEMPERATURE					CLOUDS				SEA	
		Normal	Mean	True	Normal	Normal	Mean	True	Mag. (Correct when)		Direction	Force	Mean	Pressure	Surface Air	W. 500' Surf.	W. 1000' Surf.	W. 2000' Surf.	W. at 1000' alt.	W. at 2000' alt.	W. at 3000' alt.	Form	Motion	Force	Direction
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
1																									
2																									
3																									
4																									
5																									
6																									
7																									
8																									
9																									
10																									
11																									
12																									

Latitude	Received	0
Longitude	Expended	100
	On hand	36,979
Latitude	Deleted	0
Longitude	Received	43,400
	Expended	43,400
	On hand	50,000
Current	BEFORE LEAVING PORT	
	Draft for 6	
	Draft at 1	
GYROCOMPASS IN USE		
Error		
AFTER RE-ENTERING PORT		
Draft for 6		
Draft at 1		
STANDARD MAN COMPASS		
Compass No.		
S. N.		
Error		
Variation		
Deviation		
Normal		

DRILLS AND EXERCISES	
Morning	Afternoon
1	
2	
3	
4	
5	
6	
7	
8	
9	

Hour	Wind	Barometer	Temperature	Clouds	Sea
13	NE 6	2990	82.72	BC CU	NE 2 30
14	NE 6	2990	82.72	BC CU	NE 3 30
15	NE 7	2990	82.72	BC CU	NE 4 30
16	NE 7	2990	82.72	BC CU	NE 4 30
17	NE 10	2990	82.73	BC CU	NE 1 30
18	NE 6	2991	81.73	C	CU
19	NE 4	2992	78.72	C	CU
20	NE 4	2991	78.72	C	CU
21	NE 2	2990	77.72	BC CU	NE 4 20
22	NE 1	2991	77.72	BC CU	NE 1 20
23	NE 1	2991	77.73	BC CU	NE 1 20
24	NE 1	2991	76.71	BC CU	NE 2 30

SUBMERGED BUN DATA - CERMARINE

Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

ADDITIONAL SHEET

U. S. S. SPRINGFIELD

Det. 27 November 1941

18 - 20

Moored as before. 1605 CRAVEN underway, shifting berths. 1613 FANNING underway and standing out to sea. 1625 GRIDLEY underway and standing out. 1650 CHAMBERS underway. 1755 CUBINGS underway. 1745 pursuant to orders of the Commanding Officer dated 27 November 1941 MARTIN, J., Jr., 265 98 09, M.Att.1c, U.S.N. was released from confinement and placed under armed guard for transfer to LEWINGTON, FFT to Naval Prison, Navy Yard, Mare Island, California for confinement. 1900 The following men left the ship with orders to report to the commanding officer, LEWINGTON, FFT to West Coast for re-subsistence leave:

ADAIR, J.M., 337 17 69, C.P.M.1c, (PA), U.S.N.
 MC KEAINE, G.S., 516 31 91, Mus. 1c, U.S.N.
 LEE, F., Jr., 268 29 36, M.Att.1c, U.S.N.
 GREITAS, A.R., 337 02 16, O.M.2c, U.S.N.
 SPENCER, R.L., 262 24 87, Y.1c, U.S.N.
 MESSER, R.E., 272 16 82, A.M.M.2c, U.S.N.
 WADLEY, J.(M), 295 36 50, M.Att.1c, U.S.N.
 JOHNSON, J.L., 295 39 68, S.M.2c, U.S.N.
 BYANS, F.E., 332 01 82, S.F.2c, U.S.N.
 GARD, C.D., 265 77 66, Y.1c, U.S.N.
 ORTEGAL, F.C., 207 21 20, O.M.2c, U.S.N.
 SULLIVAN, W.P., 258 27 21, O.M.M.(AA), U.S.N.
 KENNARD, B.C., 327 01 80, A.M.M.2c, U.S.N.
 PHILLIOTT, J.S., 274 23 06, T.M.2c, U.S.N.
 SPREERIDGE, G.E., 274 31 84, S.K.3c, U.S.N.
 KNIGHT, L.F., 267 12 33, C.W.T. (PA), U.S.N.
 WHITE, W.R., 261 78 52, C.W.T. (PA), U.S.N.
 MC RAE, R.D., 341 60 16, O.M.M. (AA), U.S.N.
 MILLER, R.V., 380 68 23, O.M.M. (PA), U.S.N.
 JENKINS, W.H., 265 82 64, M.Att.1c, U.S.N.
 ARWIN, R.F., 409 39 74, Mdr.1c, U.S.N.
 BURNS, M.S., 268 30 72, S.F.2c, U.S.N.
 FORD, R., 346 28 45, E.M.1c, U.S.N.
 MASTBURN, W.M., 262 28 21, W.T.2c, U.S.N.

The following men left the ship with orders to report to the Commanding Officer, LEWINGTON, FFT as indicated:

MARTIN, J.(M), Jr., 265 98 09, M.Att.1c, U.S.N. to Navy Prison, Hyd, Mare Island for confinement.
 SMITH, W.E., 271 75 36, O.M.1c, U.S.N. to Rec.Sta., San Diego, Calif. FFT to new construction.
 MACDOUGALL, E.J., 207 21 60, Mdr.1c, U.S.N. to LEWINGTON for duty.
 HILL, V.S., 274 21 64, B.M.2c, U.S.N., to Rec.Sta. New York, N.Y. FFT to ATLANTA detail.
 CHASE, E.R., 268 25 02, A.M.M.2c, U.S.N., to N.A.S., San Diego, Calif. for course of instruction.
 STEELE, J.W., 243 75 23, F.C.3c, (M), U.S.N., to MACOMB detail, Boston Mass.
 GIBSEN, W., 410 47 93, F.1c, U.S.N.R., to MACOMB detail, Boston, Mass.
 MILLER, A., 334 21 51, F.1c, U.S.N., to MACOMB detail, Boston, Mass.
 LAMBERT, J., 336 11 16, U.S.N. to MACOMB detail, Boston, Mass.
 LAMBERT, E., 414 06 79, A.S.1c, U.S.N. to Advanced Carrier Group, N.A.S., San Diego, California.
 BRISCOE, G.S., 229 69 54, A.M.1c, U.S.N., to Advanced Carrier Group, N.A.S., San Diego, California.
 Pursuant to the Commanding Officer's orders OVS/R16-4/AM(11-1d) of 27 Nov. 1941 BRISCOE, R.J., Pco, U.S.N.R. left the ship on temporary guard duty to deliver prisoner to LEWINGTON and returned aboard having completed duty at 1956.

W.H. Briggs
 R. E. BRACE, Lieut.(jg), U.S.N.

20 - 21

Moored as before.

G. R. Over
 G. R. OVER, Lieutenant, U.S.N.

Signed:

R. E. Brace
 R. E. BRACE,
 Lieut.-Cmdr., U.S.N. (Retired).

475-172

Approved:

Checked:

D. S. N. Navigator

U. S. N. S.

(This page to be sent to Bureau of Navigation monthly)

UNITED STATES SHIP

Thursday 27 November 1941

ZONE DESCRIPTION *D 102*

REMARKS

0 - 4

Moored starboard side to berth 5-3, Navy Yard, Pearl Harbor, T.H., with 12 manila lines, 5 wire breasts and 2 wire cables. Receiving fresh water and telephone service from the dock. No. 4 boiler in use for auxiliary purposes. Military and medical guard in this ship. Ships present are various units of U.S. Fleet. SOP is CincPac in Submarine Base. SOFA is Comairbatt in this vessel. 0100 the following named men reported aboard having completed temporary duty as shore patrol in Honolulu area, T.H.: LUCAS, J.H., 207 CO 92, A.M.M.1st U.S.N.; MZINICK, A., 385 79 62, S.M.2d, U.S.N.; LEACH, K.E., 357 02 25, M.M.2c, U.S.N.; JACKSON, J.A., 259 30 13, W.T.1c, U.S.N.

M. J. Leonard
M. J. LEONARD, Lieut(jg), U.S.N.

4 - 8

Moored as before. 0630 received on board for use in general mess the following fresh provisions from Daikryer's Association, Ltd., Honolulu, T.H.: 60 gallons buttermilk and 150 lbs. cottage cheese. Inspected as to quantity by Acting Pay Clerk J. M. Whitmer, U.S.N. and as to quality by Lieut(jg) D.P. Lighttower, (MD), U.S.N. 0630 lighted fires under No. 1 boiler.

J. C. Roper
J. C. ROOPER, Ensign, U.S.N.

8 - 12

Moored as before. 0800 mustered crew on stations. Absentees: JACOME, C.L., Sea.2c, U.S.N. AD since 0100, Nov. 7, 1941 and CAROL, E.H., Sea.2c, U.S.N. ADL since 0100, Nov. 6, 1941. 0900 hauled down military and medical guard flags. NEVADA assigned guard duties. The summary court martial of which Lieutenant Commander C.L. Livedahl, U.S.N. is senior member met in the case of ALLEN, R., M.Att.1c, U.S.N. 0945 Tested steering gear. Conditions normal. 0936 secured fires under No. 1 boiler. 1100 Captain's mast was held on the below named men and punishments were awarded as follows: WOLSTENHOLE, R.G., Pvt., U.S.M.C., Disorderly conduct, Punishment 2 weeks restriction. RYAN, S.L., Cox., U.S.S., Disorderly conduct, Punishment Deck Court. 1115 BALL, P.P., H.L.1c, U.S.N. left the ship on temporary duty with the shore patrol in Honolulu, T.H. 1145 Commander O.S. Cass, (MD), U.S.N. returned aboard upon completion of 3 days leave of absence. Daily inspection of smokeless powder samples and magazines made. Conditions normal.

A. H. Rensderson
A. H. RENDERTSON, Ensign, U.S.N.

12 - 16

Moored as before. 1205 commenced receiving 5" ammunition on board. 1219 HALPER, J.S., A.C.M.M., U.S.N. reported on board for duty. 1300 GANNON, C., M.M.2c, U.S.N., BARNHARD, A.L., D.L.2c, U.S.N. and FERRIERA, R., D.L.1c, U.S.N. left the ship on temporary shore patrol duty in Honolulu, T.H. 1320 the summary court martial of which Lieutenant Commander C.L. Livedahl, U.S.N. is senior member, adjourned to await further orders of convening authority. 1400 S.S. LUEBING BURNS underway and standing out. 1500 GRAF, W.G., A.M.M.2c, U.S.N. and FINKLE, E.L., S.L.1c, U.S.N. left the ship to report to Commanding Officer, M.A.S., Pearl Harbor, T.H., FTT to West Coast. 1515 the following men left the ship to report to Commanding Officer, R.A.S., Pearl Harbor, T.H., for temporary duty: RADNIG, R.E. C.M.M., U.S.N., MORGENTHAU, J. M. 1c, U.S.N., SLEMM, J.C., Cox., U.S.N., KASPAR, J.A., Fils, U.S.N., CALLOWAY, V., Sea.2c, U.S.N., REIGHT, J., Sea.1c, U.S.N. and ROSSMAN, D.G., Sea.2c, U.S.N. 1520 DI MEGGIO, V., Sea.2c, U.S.N. reported on board for duty. 1540 completed loading ammunition, having received on board 345 5" - 39 cal. cartridges, 55 5" 58 cal. star shell projectiles, 100 blind loaded and traced 5" 30 cal. projectiles and 164 5" 39 cal. anti-aircraft cannon projectiles. 1635 A.M.A.T underway and standing out.

J. C. Roper
J. C. ROOPER, Ensign, U.S.N.

Approved

Examined

J. C. Roper
J. C. ROOPER, Ensign, U.S.N.

J. C. Roper
J. C. ROOPER, Ensign, U.S.N.

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H. Year 48
(Mar. 1)

Page 117

LOG OF THE UNITED STATES SHIP

ENTERPRISE

CV6

At Navy Yard, Pearl Harbor, T.H. to

Friday 28 November 48

PASSAGE
ZONE DESCRIPTION 104

G. D. MURRAY, Captain, U.S. Navy, Commanding Officer

Hour	BY LOG					WIND	BAROMETER		TEMPERATURE					CLOUDS				SEA	
	BY REVA	BY TRIM	BY WIND	BY TIDE	BY CURRENT		Pressure	Reduction	Air	Surf	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb
1						NE	6	2991	-	75	71	-	BC	cu	N	4	25	-	-
2						NE	6	2991	-	74	69	-	BC	cu	N	4	25	-	-
3						NE	6	2991	-	74	69	-	BC	cu	N	4	25	-	-
4						NE	6	2991	-	74	69	-	BC	cu	N	4	25	-	-
5						NE	3	2990	-	73	69	-	BC	cu	N	1	25	-	-
6						NE	4	2994	-	73	69	-	BC	cu	N	1	25	-	-
7						NE	6	2994	-	73	69	-	BC	cu	N	1	30	-	-
8						NE	5	2995	-	77	69	-	BC	cu	N	1	30	-	-
9	92.9	10.3	7	8		NE	9	2995	-	76	68	-	BC	a cu	N	1	30	1	
10	156.1	17.6	13	1		NE	13	2996	-	77	63	-	BC	a cu	NE	2	30	1	
11	312.5	23.4	21	3		N	13	2994	-	75	63	-	BC	a cu	NE	3	30	1	
12	462.6	14.5	13	2		N	12	2990	-	74	63	-	BC	a cu	NE	2	30	1	

Latitude 21° 2' 30" N
Longitude 158° 18' 30" W

Latitude 21° 26' 30" N
Longitude 158° 18' 30" W

Latitude 21° 23' 15" N
Longitude 158° 43' 30" W

Current
Set
Drift

Gyrocompass in Use
Error 0° 10' E

Standard Mag. Comp. 6
Compass No. 54924
S. N. 258°
Error 12° 10' E
Variation 11° 00' E
Deviation 1° 10' E

Received 0
Expended 104
On hand 35,975

Distilled 0
Received 76,100
Expended 47,915
On hand 172,469

BEFORE LEAVING PORT
Draft for'd 26' 8"
Draft aft 29' 1"

AFTER ENTERING PORT
Draft for'd
Draft aft

MAGNETIC TEMPERATURE:
Maximum 94°
Minimum 69°
Normal

DRILLS AND EXERCISES
Morning
Afternoon
1. Corred Defense
2. Flight Quarters

13	125.9	14.2	13.1	270	NE	17	2998	-	72	66	78	BC	cu	NE	2	30	1	NE
14	130.0	16.0	16.5	270	NE	13	2999	-	73	66	78	BC	cu	NE	3	30	1	NE
15	160.0	16.0	17.0	270	NE	13	2997	-	72	65	78	BC	cu	NE	3	30	1	NE
16	161.9	17.0	16.2	270	NE	20	2995	-	72	65	79	BC	cu	NE	3	30	1	NE
17	160.0	18.0	17.5	270	NE	17	2999	-	72	67	79	C	a cu	NE	7	30	1	NE
18	146.5	17.4	15.6	270	NE	15	2992	-	72	67	79	C	a cu	NE	9	30	1	NE
19	160.0	18.0	17.1	270	NE	9	2994	-	73	67	78	C	a cu	NE	7	25	1	NE
20	160.0	18.0	16.3	270	NE	12	2994	-	73	67	78	C	a cu	NE	8	25	1	NE
21	160.0	18.0	16.0	270	NE	13	2990	-	73	65	78	C	a cu	NE	7	25	1	NE
22	160.0	18.0	17.2	270	NE	15	2991	-	73	65	78	C	a cu	NE	8	25	1	NE
23	160.0	18.0	16.9	270	NE	13	2991	-	72	65	78	C	a cu	NE	8	25	1	NE
24	160.0	18.0	17.1	270	NE	12	2991	-	72	66	78	C	a cu	NE	7	25	1	NE
19	+102	2.3	9.3	270	NE	9	2994	-	73	67	78	C	a cu	NE	7	25	1	NE

SUBMERSIBLE BUOY DATA - JUTM LAINW

Run No. Serial	1	2	3	4	5
Time to submerge					
Greatest depth					

ADDITIONAL SHEET

U S S *THORNTON*

Date 22 November, 19 41

16 - 18

Steaming as before. 1704 changed course into the wind preparatory to launching aircraft. 1708 Landed first plane. 1718 landed last plane. Changed course to 270°T. and pgs, 257°.5 pps, and 256°.5 pps. Changed speed to 18 kts. 1727 darkened ship. Average steam 410. Average rpm 154.1.

G. R. Over

G. R. OVER, Lieutenant, U.S.N.

18 - 20

Steaming as before. 1821 secured boilers No. 1 and No. 2. 1834 cut No. 3 boiler in on main steam line. 1835 sighted Kaula light, bearing 315°, distance about 18 miles. 1900 set clocks back 1/2 hour. 1922 Radar reported plane bearing 004°, distance 16 miles. 1941 Radar reported plane bearing 004°, distance 13 miles. 1958 Radar reported plane bearing 185°, distance 13 miles. Average steam 410. Average rpm 160.

J. O. F. Dorsett

J. O. F. DORSETT, Lieutenant, U.S.N.

20 - 24

Steaming as before. Average steam 410. Average rpm 160.

W. J. Hembury

W. J. HEMBURY, Lieut(jg), U.S.N.

Approved:

[Signature]
Lieutenant, U.S. Navy

[Signature]
R. W. R. L. L.,
Lieut-Comdr., U.S.A. - Navigator.

1176

Approved

Resubmit

U. S. N. Navigator

(This page to be sent to Bureau of Navigation monthly.)

UNITED STATES SHIP ... July 2 ... 1911

ZONE DESCRIPTION ... 118 10 ... REMARKS

4 - ... 5 wire breasts and ... boiler No. 4 in the ...

J.C. Roper

4 - ... 0465 light fires under boilers ... 0465 light fires under boiler No. 4 ...

W. Stewart

- 12 ... 1001 set ... 1001 set ... 1001 set ...

W. Stewart

14 - 16 ... 1312 first ... 1312 first ... 1312 first ...

J.C. Roper

(REPRODUCED BY THE NATIONAL ARCHIVE)

Approved

Examined:

[Signature]

[Signature]

(Original (Hibdon) copy of this page to be sent to Bureau of Navigation monthly)

6. Rev. 40
100-100

Page 1178

LOG OF THE UNITED STATES SHIP

MINERVA

076

Submarine Buoy

AT Midway entry area TO Midway entry area

1941 19 41

ZONE DESCRIPTION Blue II

G. S. TRAY, Captain, U. S. Navy, Commanding.

Hour	BY SURVEY					CYCLES OF CURRENT	WIND		BAROMETER		TEMPERATURE					WIND DIRECTION	CLOUDS				SEA	
	BY FIXES	BY TRANSITS	BY LORAN	BY OTHER METHODS	BY OTHER METHODS		Direction	Force	Reduction	At Sea	On Deck	At Sea	On Deck	At Sea	On Deck		Base	Top	Upper Part	Lower Part	Direction	Force
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
1	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
2	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
3	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
4	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
5	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
6	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
7	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
8	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
9	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
10	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
11	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	
12	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	

1. Latitude 21° 35' 00" N
2. Longitude 159° 01' 15" W

Received 0
Expended 1.04
On hand 34.7

DRILLS AND EXERCISES

1. Latitude 21° 31' 30" N
2. Longitude 159° 01' 45" W

1. Drilled 47.300
2. Received 0
3. Expended 3.35
4. On hand 16.69

Hour	Drill	Remarks
1	Light	...
2
3
4
5
6
7
8
9

3. Latitude 1° 09' 15" N
4. Longitude 157° 00' 45" W

Current: Set ---
Drift ---

Bottom: ---
Draft: ---
Draft aft: ---

Groundswell in Use ---

Area Entered: ---
Draft: ---
Draft aft: ---

Standard Mer. Compass ---

Magnetic Temperature: ---
Maximum ---
Minimum ---

S. M. ---
Error ---
Variation ---
Deviation ---

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
13	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
14	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
15	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
16	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
17	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
18	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
19	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
20	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
21	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
22	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
23	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62
24	150.0	17.0	0	17.0	270	11	202	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62	72	62

SUMMARY OF DATA - OBSERVATIONS

Run No. (Serial)	Time to submerge	Observer's depth

Page 179

ADDITIONAL SHEET

ENTERPRISE

Date: 29 November 1941

16 - 18

Standing as before. 1630 the Summary Court Martial of which Lieutenant W. A. Nelson, U.S.N. is senior member adjourned in the case of FLINT, H.R., U.S.N., to await the action of the convening authority. 1610 Plane made unsuccessful attempt to drop message. 1620 sounded flight quarters. 1652 commenced preparatory to landing aircraft. 1657 first plane landed. 1711 last plane landed; resumed course and speed. 1720 sounded general quarters. Average steer 410. Average rpm 148.7.

J. A. Holmes

J. A. HOLMES, Ensign, U.S.N.

19 - 23

Standing as before. 1885 secured from general quarters. Set condition of readiness three, watch three. Average steer 410. Average rpm 160.0.

G. R. Over

G. R. OVER, Lieutenant, U.S.N.

21 - 24

Standing as before. Average steer 410. Average rpm 160.0.

J. C. F. Dorsett

J. C. F. DORSETT, Lieutenant, U.S.N.

W. J. Lee
Lieut-Commander, U.S.N.

This sheet is to be used for recording observations made by the Log sheet.

80

Approved:

Expired:

U. S. X. Inspector

(This page to be sent to Bureau of Investigation monthly.)

UNITED STATES SHIP

ENTER RISE

Saturday 2 October 1941

ZONE DESCRIPTION Plus 11

REMARKS

0 - 4

Steaming in company with Task Force Eight on course 270°T. and pgc, 25° psc, 257° psc, in cruising disposition 8-V. Standard speed 15 knots. Steaming at 18 knots, 160 rpm, under boilers No. 2, 3, 4, 5, 8 and 9. Fleet course and axis 270°T, fleet speed 18 knots. Plane guards FANNING and ELLET in inner anti-submarine screen 1-A. All vessels steaming darkened. Fleet guide and 30FA in this vessel. Average steam 410. Average rpm 180.0.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

4 - 8

Steaming as before. 0445 lighted fires under No. 6 boiler. 0554 out in No. 6 boiler on main steam line. 0535 steaming at various courses and speeds preparatory to launching aircraft. 0548 launched first plane. 0557 launched last plane. Changed course to 270°T. and pgc. Changed speed to 18 knots. Average steam 410. Average rpm 160.5.

R. Over
R. OVER, Lieutenant, U.S.N.

8 - 12

Steaming as before. 0840 counted flight quarters. 0915 changed course into the wind preparatory to launching aircraft, using various courses and speeds. Approximate course 030°T, approximate speed 17 knots, 151 rpm. 0919 first plane launched. 0920 last plane launched. Came left to course 270°T., 18 knots, 160 rpm. 0924 steadied on course 270°T. Changed course right into the wind preparatory to landing aircraft. Approximate course 030°T. Approximate speed 16 knots, 142 rpm. 0929 first plane landed on board. 0941 changed course left momentarily, waiting for plane to return. 0943 changed course back into wind. 0945 last plane landed on board. Changed course left to join fleet on course 270°T, changed speed to 18 knots, 160 rpm. 0950 steadied on course 370°T. 1000 mustered crew on stations. Absentees: CAROL, E.R., Sea.2c, U.S.N., AGL from 0100, November 7, 1941, and STACEY, T.L., Sea.2c, U.S.N., AGL from 0100, November 6, 1941. Made daily inspection of magazines and smokeless powder samples. Conditions normal. 1151 lighted fires under No. 7 boiler. Average steam 410. Average rpm 158.9.

J. C. F. Dorsett
J. C. F. DORSETT, Lieutenant, U.S.N.

12 - 16

Steaming as before. 1202 lighted fires under boiler No. 1. 1258 flight quarters. 1340 boiler No. 9 secured. 1342 commenced steaming at various courses and speeds to launch and land aircraft. 1402 landed last plane. Changed course to 270°T. and pgc, 25° psc, 255° psc. Changed speed to 18 knots. 1453 MC CALL relieved ELLET on station in inner anti-submarine screen as plane guard. 1500 the summary court martial of which Lieutenant M. A. Nation, U.S.N. is senior member, met in the cases of MILLS, W.F., Sea.2c, U.S.N.; LEARY, I.L., Sea.1c, U.S.N. and FLEET, H.R., Sea.1c, U.S.N. Average steam 410. Average rpm 157.5.

W. J. Hembury
W. J. HEMBURY, Lieut(jg), U.S.N.

(CONTINUED ON ADDITIONAL SHEET)

Approved:

J. A. Holmes
Captain, U.S. Navy,
Commanding.

Examined:

R. W. Rubin
R. W. RUBIN,
Lieut-Comdr., U.S.N.

H. MAY 28
Dist. 1916

Page 1182

LOG OF THE UNITED STATES SHIP

ENTERPRISE

676

AT Pearl Harbor, T.H.

TO Wake Island

Sunday 30 November 1941

ZONE DESCRIPTION Plus 11.

G. D. MURRAY, Captain, U. S. Navy, Commanding.

Hour	WIND				BAROMETER				TEMPERATURE				CLOUDS				SEA			
	Direction	Force	Speed	Height	Reading	Reduction	Corrected	Time	Deck	Wing	Wing	Wing	Wing	Wing	Wing	Wing	Wing	Wing	Wing	
1	180.0	18	0	16	2	270	NE	23	3009	-	74.65	79	C	oi	ou	12	7	15	1	NE
2	180.0	18	0	16	8	270	NE	24	3009	-	74.65	80	C	oi	ou	NE	8	15	1	NE
3	180.0	18	0	16	5	270	NE	25	3009	-	75.64	80	BC	ou	ou	NE	8	15	1	NE
4	180.0	18	0	16	4	270	NE	19	3009	-	75.64	80	BC	ou	ou	NE	8	15	1	NE
5	180.0	18	0	16	7	270	NE	25	3009	-	75.65	78	BC	st	ou	NE	8	15	1	NE
6	180.0	18	0	16	6	270	NE	26	3007	-	75.65	78	C	st	ou	NE	7	25	4	NE
7	141.8	18	0	14	4	270	ENE	23	3010	-	75.63	79	BC	st	ou	NE	5	25	4	NE
8	180.0	18	0	17	4	270	ENE	25	3012	-	75.64	79	BC	st	ou	NE	5	30	4	NE
9	180.0	18	0	16	5	270	ENE	23	3014	-	75.64	79	BC	oi	st	NE	4	30	4	NE
10	142.4	18	2	15	3	074	ENE	25	3013	-	75.63	79	0	a	st	NE	10	20	4	NE
11	146.7	18	5	15	5	270	ENE	22	3015	-	75.65	78	0	st	ou	NE	10	20	4	NE
12	150.0	18	0	17	1	270	ENE	21	3014	-	75.65	79	0	a	st	NE	10	20	4	NE

Latitude	21° 31' 00" N
Longitude	171° 06' 00" W
Latitude	21° 35' 00" N
Longitude	172° 13' 15" W
Latitude	21° 36' 00" N
Longitude	174° 59' 15" W
Current	Drift
OTROCOMPASS IN USE	0° 9' W
STANDARD MAG. COMPASS	54994
H. H.	259°
Error	11° 51' E
Variation	10° 30' E
Deviation	1° 21' E

DRILLS AND EXERCISES	
Morning	Afternoon
1 Flight Quarters	Flight Quarters
2 General Quarters	General Quarters
3 Flight Quarters	
4	
5	
6	
7	
8	
9	

P.S.	Lat	Long	Time	Wind	Bar	Temp	Cloud	Sea
13	162.0	18	0	17	2	270	ENE	22 3012 - 75.65 78 C st ou NE 8 5 4 NE
14	144.9	16	3	15	2	022	ENE	19 3007 - 75.65 78 C a ou NE 10 25 4 NE
15	138.0	17	8	16	7	270	ENE	16 3008 - 75.66 78 C st ou NE 9 25 4 NE
16	160.0	18	0	17	4	270	ENE	18 3008 - 75.66 78 C st ou NE 8 25 4 NE
17	160.0	18	0	17	4	270	E	21 3009 - 75.66 78 C a ou ENE 7 25 4 NE
18	167.6	18	7	17	2	270	ENE	22 3009 - 75.65 78 C a ou NE 6 25 4 NE
19	224.0	24	6	23	6	270	ENE	25 3011 - 74.66 78 BC a ou ENE 1 25 4 NE
20	224.0	24	6	23	6	270	ENE	21 3012 - 75.67 78 BC a ou ENE 4 25 4 NE
21	224.0	24	6	23	6	270	ENE	19 3013 - 75.67 78 BC st ou ENE 2 25 4 NE
22	224.0	24	6	24	0	270	ENE	22 3013 - 75.67 78 BC ou ENE 2 25 4 NE
23	224.0	24	6	24	1	270	ENE	17 3018 - 75.67 78 BC ou ENE 1 25 4 NE
24	224.0	24	6	24	1	270	ENE	18 3011 - 75.67 77 BC ou ENE 1 25 4 NE

SURVEYED SUN DATA - SUMMARY					
1	2	3	4	5	6
Run No. (Serial)					
Time to submerge					
Greater depth					

Page 1163

ADDITIONAL SHEET

D. A. C. ENTREPRISEDate 30 November, 1941

20 - 24

steaming as before on course 270°T. and psc, Speed 24 knots, 224 rpm.
Average steam 410. average rpm 214.

G. R. C. V. S. R.
G. R. CVSR, Lieutenant, U.S.N.

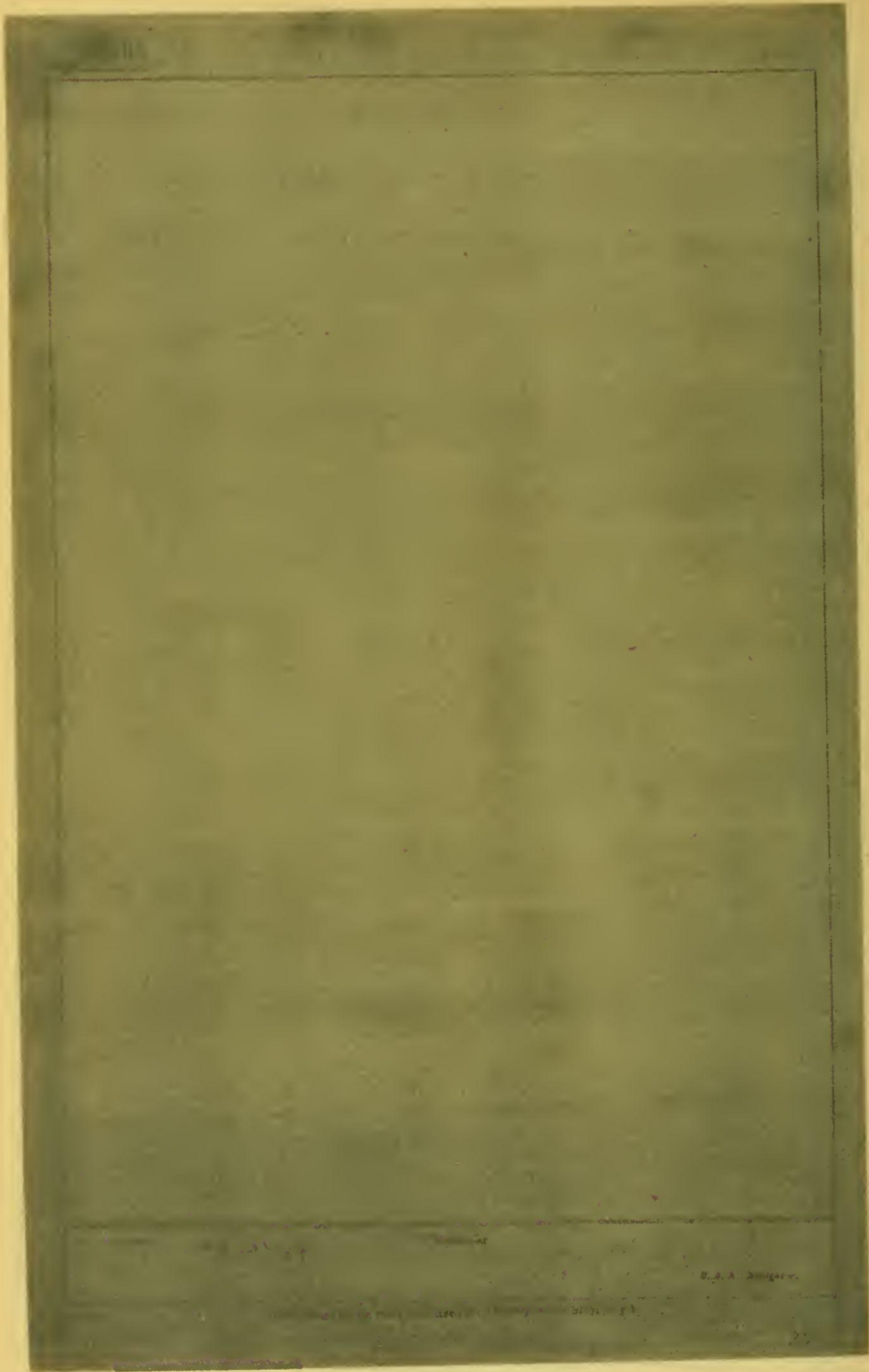
Approved:

G. D. Gray
G. D. GRAY
Captain, U.S.N.,
Commanding

Examined:

R. W. Ruble
R. W. RUBLE,
Lieut-Comdr. U. S. N., Navigator

(This page to be sent to Bureau of Navigation monthly with Log sheets)



U.S.A. ...

...

N. Y. 100

(100-100)

Page 1 of 1

UNITED STATES SHIP

ENTERPRISE

Sunday

30 November

19 41

ZONE DESCRIPTION plus 11

REMARKS

0 - 4

Steaming on course 270°T. and pgo, 255° ptcgo, 258° psc, at 10 knots, in company with Task Force Eight in cruising disposition 8-V (Night), axis 270°T., ENTERPRISE guide. Ships darkened. Boilers Nos. 2, 4, 5, 7, and 8 in use. Boilers Nos. 1, 3, 6, and 9 lighted off and in stand-by status. Standard speed 15 knots. Fire control, ship control and air control in Condition of Readiness III. Material Condition "B" set below second deck. Average steam 410. Average rpm 160.

W. C. Hembury
W. C. HEMBURY, Lieut(jg), U.S.N.

4 - 8

Steaming as before. 0512 sounded flight quarters. 0634 maneuvering preparatory to launching aircraft. 0639 launched first plane. 0645 launched last plane, resumed base course and speed. 0647 secured from general quarters, set Condition of Readiness Three, watch II, in ship and fire control. Average steam 410. Average rpm 155.2.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

8 - 12

Steaming as before. 0930 changed course into the wind preparatory to launching aircraft. Steaming at various speeds. 0944 launched first plane. 0945 launched last plane. 0957 landed first plane. 1006 last plane landed, changed course to 270°T. and pgo, 257°5 psc, 256° ptc. Changed speed to 18 knots, 160 rpm. Made daily inspection of magazines and smokeless powder samples. Conditions found to be normal. Average steam 410. Average rpm 162.5.

E. R. Owen
E. R. OWEN, Lieutenant, U.S.N.

12 - 16

Steaming as before. 1245 sounded flight quarters. 1250 published the findings and sentence in the cases of STINSON, A.D., Sealc, U.S.N. Finding: Guilty. Sentence: Confinement for five days and to lose \$9 a month of his pay for one month; RYMAN, S.L., Cox, U.S.N. Finding: guilty. Sentence: to lose \$20 a month of his pay for a period of one month; SENECLAIR, A.M., S.M.3c, U.S.N. Finding: guilty. Sentence: to lose \$20 of his pay a month for a period of one month; STEVENS, J.C., Sealc, U.S.N. Finding: guilty; Sentence: to be confined for five days and to lose \$9 a month of his pay for a period of one month. 1300 by order of Commanding Officer, STEVENS, J.C., Sealc, U.S.N. and STINSON, A.D., Sealc, U.S.N. were confined for a period of five days in execution of sentence of Deck Court. 1336 changed course right into wind preparing to launch aircraft. Approximate course 062°T. Ave. speed 15 knots. 1342 landed first plane. 1348 landed last plane. Changed speed to 18 knots, 160 rpm. Resumed base course 270°T, 1352 changed course to right into wind preparing to land aircraft. 1358 first plane landed. 1400 last plane landed. Changed speed to 16 knots, 160 rpm. Resumed base course 270°T. Average steam 410. Average rpm 150.7

J. C. F. Dorsett
J. C. F. DORSETT, Lieutenant, U.S.N.

16 - 18

Steaming as before. 1653 Boiler No. 3 cut in on main steam line. 1708 commenced steaming on various courses and speeds to land aircraft. 1725 last plane landed. Changed course to left to 270°T. and pgo, 258° psc, 256° ptcgo. Changed speed to 18 knots. 1735 changed speed to 24 knots. 1740 General quarters. 1750 darkened ship. Average steam 410. Average rpm 163.8.

W. C. Hembury
W. C. HEMBURY, Lieut(jg), U.S.N.

18 - 20

Steaming as before. 1853 secured from General quarters. Set Condition of Readiness III, watch II, ship control and fire control. 1900 set watch for one hour to zone plus 12 time. Average steam 416. Average rpm 160.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

(CONTINUED ON A SEPARATE SHEET)

Approved.

Examined.

G. D. Murray
G. D. MURRAY,
Captain, U.S. Navy,
Commanding.

P. W. F. ...
P. W. F. ...
Lieut-Comdr., U.S.N.

(Original ribbon, copy of this page to be sent to Bureau of Navigation room 114)

LOG OF THE UNITED STATES SHIP

TO (Class) (Date) (Time) (Day) (Month) (Year) 19__

LINE DESCRIPTION (27, a story, Commercial, etc.)

Hour	BY DEPT.	BY LOG	COAST	WIND	BAROMETER	TEMPERATURE				CLOUDS	SEA
						Surf	Air	Water	Wet Bulb		
1											
2											
3											
4											
5											
6											
7											
8											
9											
10											
11											
12											

DRILLS AND EXERCISES

Division	Morning		Evening	
	1	2	3	4
1				
2				
3				
4				
5				
6				
7				
8				
9				

SUBMITTED REPORTS - SUMMARY

No. of Reports	1	2	3	4	5
No. of Reports					
Submitted by					
Submitted on					

Page 118

UNITED STATES SHIP

19

DESCRIPTION

REMARKS

Approved

Examined

D. E. S. [Signature]

Page 1188

LOG OF THE UNITED STATES SHIP

ENTERPRISE

CYS

Operating Area 70

Monday 1 December 1941

ZONE DESCRIPTION 2-1-12

G. D. MURRAY Captain, U.S. Navy Commanding.

Time	Average Barometric Pressure	Wind			Direction of Force	Force in Knots	TEMPERATURE					CLOUDS					SEA			
		Direction	Force	Force			Air	Surface of Water	At Depth	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb
1	30.2	24	5	23	7	270	ESE	17	3011	-	76	68	78	BC	CU	E	1	25	2	N
2	30.2	24	5	23	8	270	ESE	17	3008	-	76	68	78	BC	CU	E	1	25	2	N
3	30.2	24	5	23	8	270	ESE	17	3007	-	76	69	78	BC	CU	E	1	25	2	N
4	30.2	24	5	23	7	270	E	17	3006	-	76	69	78	BC	CU	E	1	25	2	N
5	30.2	24	5	23	8	270	ESE	17	3005	-	77	69	78	BC	CU	E	2	25	2	N
6	30.2	24	5	23	8	270	ESE	17	3004	-	77	68	78	BC	CU	E	4	25	2	N
7	30.2	24	5	23	8	270	ESE	15	3006	-	76	68	78	BC	CU	E	3	25	2	N
8	30.2	24	5	23	8	270	E	16	3008	-	76	68	80	BC	CU	E	2	25	2	N
9	30.2	24	5	23	8	270	E	17	3008	-	76	70	80	BC	CU	E	1	25	2	N
10	30.2	24	5	23	8	270	ESE	16	3008	-	76	71	78	BC	CU	E	1	30	2	N
11	30.2	24	5	23	8	270	ESE	17	3008	-	80	71	80	BC	CU	E	2	25	2	N
12	30.2	24	5	23	8	270	ESE	16	3008	-	80	72	80	BC	CU	E	4	50	2	N

Latitude	31° 37' N	Longitude	179° 53' 30" W
Latitude	31° 50' N	Longitude	179° 55' W
Latitude	31° 25' 30" N	Longitude	179° 17' 30" W
Current	SE 1/2 SW	BEFORE LEAVING PORT	Draft for'd
Gyrocompass	0° 34' E	AFTER ENTERING PORT	Draft aft
STEERING COMPASS	0° 39'	MAXIMUM TEMPERATURE	82°
MINIMUM	11° 26' E	MINIMUM	62°
WIND	10° 02' E		
Deviation	1° 1' E		

DRILLS AND EXERCISES	
Morning	Afternoon
1. Light Quarters	General Quarters
2. General Quarters	
3. General Quarters	
4.	
5.	
6.	
7.	
8.	
9.	

Time	Barometric Pressure	Wind	Direction	Force	Temperature	Clouds	Sea	
13	30.2	7	5	23	8	ESE 9 3005	- 51 72 80 C	CU E 6 30 2 N
14	30.2	7	5	23	8	ESE 15 3008	- 80 71 80 BC	CU E 4 30 2 N
15	30.2	7	5	23	8	ESE 14 3003	- 80 71 80 C	CU E 7 30 2 N
16	30.2	7	5	23	8	ESE 18 3008	- 78 70 80 C	CU E 5 30 2 N
17	30.2	7	5	23	8	ESE 18 3004	- 78 70 78 BC	CU E 4 35 2 N
18	30.2	7	5	23	8	ESE 15 3005	- 78 70 78 BC	CU E 4 35 2 N
19	30.2	7	5	23	8	ESE 18 3004	- 78 71 78 C	CU E 5 35 2 N
20	30.2	7	5	23	8	ESE 17 3007	- 77 71 78 C	CU E 5 35 2 N
21	30.2	7	5	23	8	ESE 17 3008	- 77 71 78 C	CU E 6 35 2 N
22	30.2	7	5	23	8	ESE 18 3009	- 77 72 79 C	CU E 7 35 2 N
23	30.2	7	5	23	8	ESE 18 3009	- 77 72 79 C	CU E 8 35 2 N
24	30.2	7	5	23	8	ESE 18 3008	- 77 72 79 C	CU E 7 35 2 N

SOUNDINGS FROM SATELLOGRAPHY			
Time	Depth	Temperature	Direction
1	100		
2	200		
3	300		
4	400		

118

ADDITIONAL SHEET

U. S. S. ENTERPRISE

Date 1 December 1941

18 - 18

Steaming as before. 1628 changed fleet course to 264°T. and pgs. 352° pro. 250° psc. 1640 sounded flight quarters. 1654 changed course left into wind preparatory to landing aircraft. Approximate course 088°T, approximate speed 13 knots. 1702 first plane landed. 1706 last plane landed. Changed course right to 264°T. Changed speed to 13 knots, 160 r.p.m. 1709 sounded General Quarters. 1716 darkened ship. Cut in degaussing gear for half hour test. 1740 secured the degaussing girdle. Test completed. Average steam 410. Average r.p.m. 160.5.

J. O. F. Barrett
J. O. F. BARRETT, Lieutenant, U.S.N.

18 - 20

Steaming as before. 1817 secured from General Quarters. Set Condition of Readiness III, ship control and fire control. Average steam 410. Average r.p.m. 166.0.

W. C. Hensbury
W. C. HENSBURY, Lieut (jg), U.S.N.

20 - 24

Steaming as before. 2400 date changed to Wednesday, December third, zone description (-) 12. Average steam 410. Average r.p.m. 166.0.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

Approved

W. D. Murray
W. D. MURRAY,
Captain, U.S. Navy,
Commanding.

R. A. ...
R. A. ...
Lieut. ...

Page 118

Approved:

Witness:

B. S. [Signature]

(This page to be sent to Bureau of Navigation)

Page

UNITED STATES SHIP USS BRADY Monday 1 December 1941

DESCRIPTION 12 REMARKS

4 - 3
Steaming darkened in company with Task Force Eight, in special cruising line station 3-V, on course 270°T. and pgc, 255° psc, 255° psc. Standard speed 15 knots, 135 r.p.m., steaming at 24 knots, 224 r.p.m., on boilers Nos. 2, 3, 4, 5, 6, 7 and 8. Fleet course and axis 270°T, fleet speed 24 knots, 224 r.p.m. Line ahead of MC CALL and FA WING in inner anti-submarine screen 1-A. Fleet axis 0°T. and 200°P.A. in this vessel. Task force in condition of readiness. Average steam 410. Average r.p.m. 224.

J. G. F. Dorsett
J. G. F. DORSETT, Lieutenant, U.S.N.

4 - 6
Steaming as before. 0430 flight quarters. 0510 general quarters. 0542 commenced steaming at various courses and speeds to launch aircraft. 0554 landed last plane. Changed course to 370°T. and pgc, 350° psc, 256° psc. Changed speed to 15 knots. 0617 secured from general quarters. Set condition III in anti-aircraft and fire control. Lighted ship. Average steam 410. Average r.p.m. 210.

W. C. Murray
W. C. MURRAY, Lieut(jg), U.S.N.

4 - 14
Steaming as before. 0617 sorted flight quarters. 0616 changed speed to 15 knots, 130 r.p.m. 0831 maneuvering preparatory to launching aircraft. 0858 launched first plane. 0858 launched last plane; changed speed to 24 knots, 224 r.p.m. Changed course to 090°. 0902 changed speed to 15 knots, 133 r.p.m., course 120°T. and pgc. 0905 landed first plane. 0913 landed last plane; changed speed to 7 knots, changed course left to 110°T. and pgc. 0915 preparing to receive MC CALL for fueling. 0938 passed first line to MC CALL. 0945 sort provisions to MC CALL. 0946 commenced fueling MC CALL. 1100 MC CALL cast off. 1100 preparing to receive FA WING for fueling. 1111 passed first line to FA WING. 1130 sort stores to FA WING. 1130 commenced fueling FA WING. 1154 FA WING cast off. 1154 routine daily inspection of all magazines and smokeless powder samples, conditions normal. Average steam 410. Average r.p.m. 104.2

J. A. McKeen
J. A. MCKEEN, Ensign, U.S.N.

4 - 16
Steaming as before, refueling the FA WING on starboard side. 1236 changed course to 085°T. and pgc, 056° psc, and 088° psc. 1239 disconnected forward fuel hose. 1240 towline parted. 1241 FA WING cast off. Total amount of fuel received by FA WING 49,000 gallons. 1303 changed course to 085°T. and pgc. 1304 disconnected towline to BALCH. 1305 passed forward hose to BALCH. 1328 passed provisions to BALCH. 1331 MC CALL hoisted "sakdom" flag. 1351 sorted flight quarters. 1351 MC CALL regained position circling ship. 1447 disconnected after fuel hose. 1448 MC CALL cast off, having received 65,371 gallons fuel oil. 1500 changed course to 110°T. and pgc. 1502 launched first plane. 1505 launched last plane. 1515 first plane landed. 1545 last plane landed. Changed course to 135°T. and pgc, 134° psc, 173° psc. Average steam 410. Average r.p.m. 2310.

H. R. Over
H. R. OVER, Lieutenant, U.S.N.

Approved:

Examined

D. J. Murray
D. J. MURRAY, Ensign, U.S.N.

R. W. Pyle
R. W. PYLE, Lieut-Comdr., U.S.N.

LOG OF THE UNITED STATES SHIP ENTERPRISE 376
(Hull) (Classification Number)

AT Hawaiian Operating Area TO Wednesday 3 December 1941
(Passage) (Date)

TONS DESCRIPTION MIRVIA 12 G. D. MURRAY, Captain, U. S. Navy, Commanding

Hour	Lat	Long	WIND	BAROMETERS	TEMPERATURES						CLOUDS				SEA			
					WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND	WIND
1	186.0	15 8 18 2	264	E	13	3005	-	72	73	73	0	sc	cu	E	9	25	2	E
2	186.0	15 7 17 10	264	E	13	3004	-	72	73	73	0	sc	cu	E	6	25	2	E
3	186.0	15 7 17 7	264	E	13	3003	-	72	73	73	0	sc	cu	E	8	25	2	E
4	186.0	15 7 17 7	264	E	17	3002	-	72	73	73	0	sc	cu	E	7	25	2	E
5	186.0	15 7 17 6	264	E	16	3002	-	72	73	73	0	sc	cu	E	4	25	2	E
6	186.0	15 7 17 6	264	E	12	3003	-	72	73	73	0	sc	cu	E	1	25	1	E
7	186.0	15 7 17 6	264	E	13	3003	-	72	73	73	0	sc	cu	E	1	30	1	E
8	186.0	15 7 17 6	264	E	15	3005	-	72	73	73	0	sc	cu	E	1	30	1	E
9	186.0	15 7 16 9	264	E	11	3010	-	72	73	73	0	sc	cu	NE	2	30	1	E
10	186.0	15 7 16 9	264	E	14	3010	-	72	73	73	0	sc	cu	NE	2	30	1	E
11	186.0	15 7 16 9	264	E	16	3008	-	72	73	73	0	sc	cu	NE	2	30	1	E
12	186.0	15 7 15 2	264	E	14	3008	-	72	73	73	0	sc	cu	NE	2	30	1	E

1 Lat. 21° 00' 45"
 2 Long. 157° 27' 35" W
 3 Lat. 20° 50' 45"
 4 Long. 157° 20' 45" W
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 99 Lat. 20° 34' 45" N
 100 Long. 157° 24' 45" E

Transferred 4.092
 Expended 1.9
 On hand 25.4
 Drift 52.073
 Received 0
 Lost 1.157
 On hand 1,440
 Draft for'd 0
 Draft aft 0
 Draft for'd 0
 Draft aft 0
 Average Sounding 0
 Draft for'd 0
 Draft aft 0
 Maximum Temperature 94°
 Minimum 74°
 Normal

DRILLS AND EXERCISES

Drills	Morning	Afternoon
1	Light Quarters	Flight Quarters
2	General Quarters	Flight Quarters
3		Flight Quarters
4		General Quarters
5		
6		
7		
8		
9		

13	186.0	15 8 15 7	260	E	13	3005	-	62	72	72	0	sc	cu	NE	1	30	1	E
14	186.0	15 8 14 5	264	E	12	3004	-	62	72	72	0	sc	cu	NE	2	30	1	E
15	186.0	15 8 15 0	264	E	14	3004	-	62	72	72	0	sc	cu	NE	2	30	1	E
16	186.0	15 8 14 5	264	E	13	3003	-	60	74	73	0	sc	cu	NE	2	30	1	E
17	186.0	15 8 13 9	264	E	12	3002	-	60	74	73	0	sc	cu	NE	4	30	1	E
18	186.0	15 8 13 9	264	E	20	3004	-	79	72	72	0	sc	cu	NE	2	30	1	E
19	186.0	15 8 12 4	264	E	22	3005	-	77	74	72	0	sc	cu	NE	1	25	1	E
20	186.0	15 8 11 4	264	E	12	3005	-	79	74	72	0	sc	cu	NE	1	20	1	E
21	186.0	15 8 10 7	264	E	12	3005	-	79	74	72	0	sc	cu	NE	1	20	1	E
22	186.0	15 8 9 13	264	E	12	3005	-	79	74	72	0	sc	cu	NE	2	25	2	E
23	186.0	15 8 7 12 3	264	E	12	3005	-	79	74	72	0	sc	cu	NE	2	25	2	E
24	186.0	15 8 7 12 1	264	E	15	3004	-	78	73	72	0	sc	cu	NE	3	23	2	E
25	186.0	15 8 7 12 1	264	E	14	3003	-	79	75	80	0	sc	cu	NE	3	25	2	E

PREPARED FOR DATA - SUBMARINES

Hour	1	2	3	4	5
Sea No. (Serial)					
Time in subways					
Graded depth					

119

ADDITIONAL SHEET

U. S. S. ENTERPRISEDate 3 December 1911

18 - 20

Steaming as before. 1847 secured from General Quarters. Set condition of readiness three, watch four. 1900 set clocks back one hour to 1900 Zone (-111 time. Average steam 410. Average r.p.m. 105.4.

J. O. F. Dorsett
J. O. F. DORSETT, Lieutenant, U.S.N.

20 - 24

Steaming as before. Average steam 410. Average r.p.m. 106.0.

R. W. Lambury
R. W. LAMBURY, Lieutenant, U.S.N.

Approved.

J. O. F. Dorsett
J. O. F. DORSETT,
Captain, U.S. Nav.,
Commanding.

R. W. Lambury
R. W. LAMBURY,
Lieutenant, U.S. Nav.

(This page to be sent to Bureau of Navigation on delivery with Log sheets)

NOV 19 1941

Approved

Tested

D. W. [Signature]

FOR PAGE TO BE SENT TO BUREAU OF INVESTIGATION WASHINGTON

27

Page 1115

UNITED STATES SHIP

YT-1011

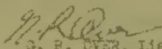
Venezianay 3 December, 1941

1000 HOURS - 1200 HOURS

REMARKS

0 - 4

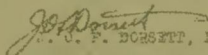
Steering darkened in company with Task Force Eight, except ORTALPTC and ... on special cruising disposition B-V, on course 834°T. and pgc. 254° psc. Standard speed 15 knots, 133 r.p.m. Steaming at 18 knots, 166 r.p.m. ... mile ... 2, 3, 4, 5, 6, 7 and 8 on the line. Fleet course and axis 164°T. Fleet speed 18 knots, 184 r.p.m. Lane guards GRAY and FARMING. Ship in Condition of readiness three. Fleet guide and G.P.C. in this vessel. 0155 sighted NORTH- ... bearing 071°T, approximate distance 10 miles. 0345 ... 0345 ... U.S. ... Average steam 410. Average r.p.m. 166.0.



G. R. OVER, Lieutenant, U.S.N.

4 - 8

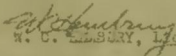
Steering as before. 0500 manned all flight quarter stations. 0535 went to ... quarters. 0550 changed speed to 15 knots, 138 r.p.m. 0559 changed course into the wind to launch aircraft. Approx. course 111°T. and pgc. Approx. speed 18 knots. 0606 launched first plane. 0611 launched last plane. Changed course to right to 284°T. and pgc. Changed speed to 18 knots, 166 r.p.m. 0630 lighted a ip. 0636 secured from general quarters, set condition of readiness ... 0947 shifted steering unit to port unit. Average steam 410. Average r.p.m. 163.3.



J. C. P. BENNETT, Lieutenant, U.S.N.

8 - 12

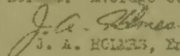
Steering as before. 0855 Flight Quarters. 0935 commenced steaming at various courses and speeds to launch and land aircraft. 1000 last plane landed. Changed course to right to 264°T. and pgc., 254° pscgo, 253° 30' psc. Changed speed to 18 knots. 1015 commenced zigzagging according to plan No. 11. 1021 Changed fleet speed to 18 knots. Changed speed to 15 knots. Made daily inspection of magazines and smokeless powder samples. Conditions normal. Average steam 410. Average r.p.m. 163.3.



W. C. EMSBURY, Lieut (jg), U.S.N.

12 - 18

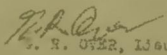
Steering as before. 1210 sighted PBY patrol plane bearing 149°T. 1300 sounded flight quarters. 1300 ceased zigzagging. Changed course right into wind, preparatory to launch aircraft, approx. course 112°T, average speed 19 knots. 1350 launched first plane. 1404 launched last plane. 1411 first plane landed. 1414 last plane landed. Changed course to 314°T. and commenced zigzagging in accordance with plan No. 11, speed 18 knots, 140 r.p.m. Made daily inspection of magazines and smokeless powder samples, conditions normal. Average steam 410. Average r.p.m. 163.3.



J. A. HOLMES, Ensign, U.S.N.

18 - 19

Steering as before. 1713 changed course and speeds preparatory to landing aircraft. 1717 first plane landed. 1727 last plane landed. Changed course to ... and pgc, 254° pscgo, 254° psc. Changed speed to 18 knots. 1740 sounded ... 1740 commenced zigzagging according to Plan No. 2. 1800 ... Average steam 410. Average r.p.m. 163.3.

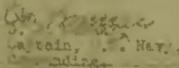


G. R. OVER, Lieutenant, U.S.N.

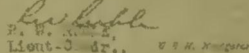
(CONTINUED ON ADJUTANT GENERAL SHEET)

Approved

Examined



Captain, U.S. Navy,
Commanding



P. W. ...
Lieut-Comdr., U.S.N.

Original (Rubbed) copy of this page to be sent to Bureau of Navigation (availability)

Page 1187

ADDITIONAL SHEET

U. S. S. ENTERPRISEDate 3 December, 1941

12 - 16

Steaming as before. 1200 SOLVIN, C.D., Sea.1c, U.S.N. was treated for fracture, comminuted right and left radius, sustained in fall from ladder at No. 1 crane. Admitted to sick list. 1217 Flight Quarters. 1308 ceased zig-zagging. Resumed base course. 084°T. Changed speed to fleet speed 7 knots. 1309 commenced steaming at various courses and speeds to launch and land aircraft. 1323 last plane landed. Commenced zigzagging in accordance with plan No. 2. Changed speed to 20 knots, 186 r.p.m. Changed fleet speed to 18 knots. 1340 commenced steaming at various courses and speeds to land aircraft. 1350 last plane landed. Commenced zigzagging in accordance with plan No. 2. Base course 084°T. and 186. Changed speed to 20 knots, 186 r.p.m., fleet speed 18 knots. 1338 flight quarters. Average steam 410. Average r.p.m. 178.9.

W. C. Kembury
W. C. KEMBURY, Lieut(jg), U.S.N.

16 - 18

Steaming as before. 1600 changed course left to 049°T. 1602 ceased zig-zagging. Resumed base course of 084°T. 1604 commenced landing operations. Various courses and speeds while landing planes. Average course 084°T. Average speed 11 knots. 1608 first plane landed. 1615 last plane landed. 1616 commenced zigzagging in accordance with zigzag plan No. 2. Changed speed to 18 knots, 186 r.p.m. 1640 sounded general quarters. 1647 darkened ship. 1748 secured from general quarters. Set condition of readiness three, watch three, ship control and fire control. 1800 ceased zigzagging. Changed speed to 20 knots, 186 r.p.m. Average steam 410. Average r.p.m. 161.2.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

18 - 20

Steaming as before. Average steam 410. Average r.p.m. 188.0.

G. R. Over
G. R. OVER, Lieutenant, U.S.N.

20 - 24

Steaming as before. 2000 set clocks ahead one hour to zone (-) minus 12 time. Average steam 410. Average r.p.m. 188.6.

J. O. F. Dorsett
J. O. F. DORSETT, Lieutenant, U.S.N.

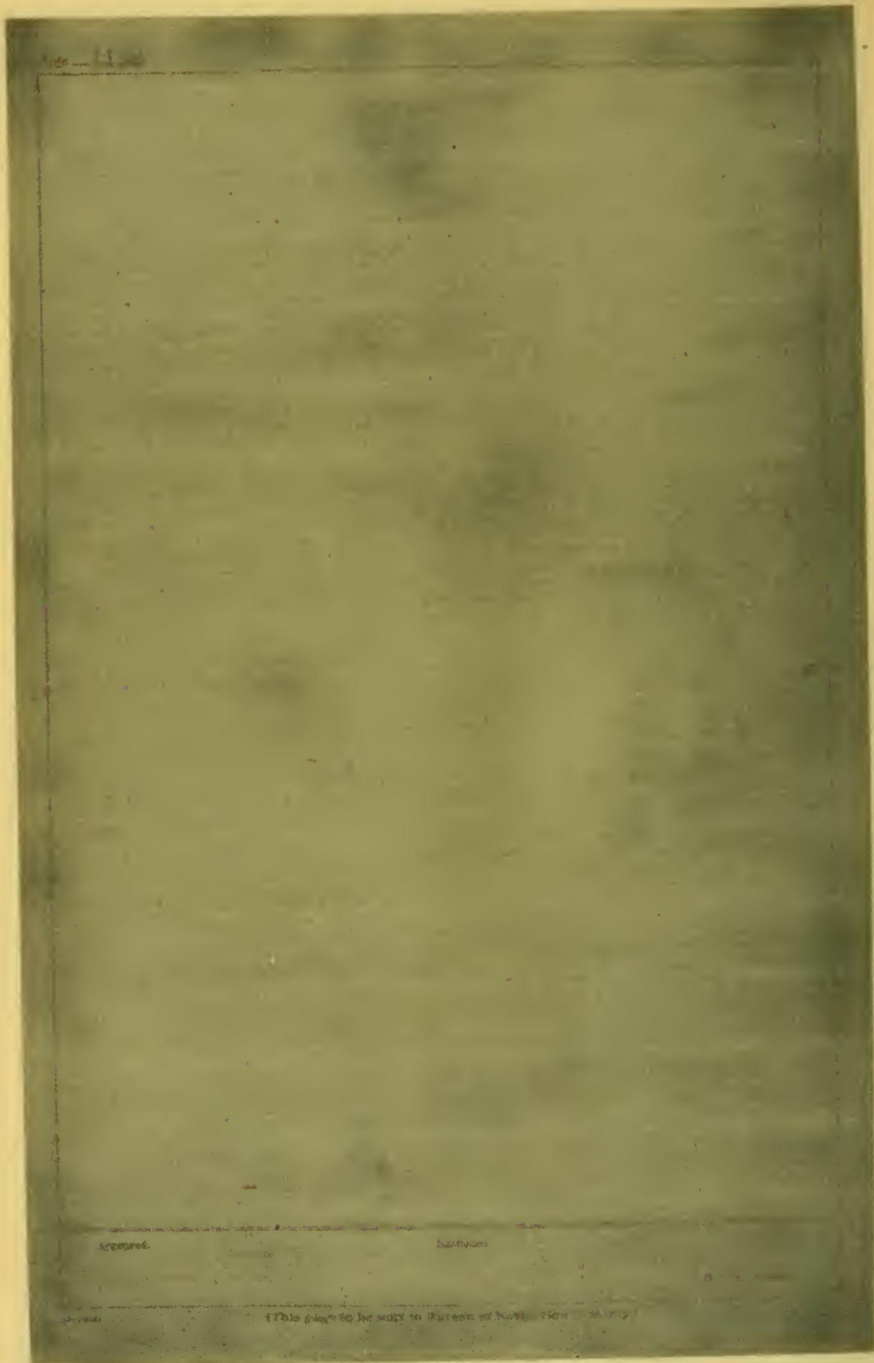
Approved

W. C. Kembury
W. C. KEMBURY,
Captain, U.S. Navy,
Commanding.

Examined

E. W. Kupper
E. W. KUPPER,
Lieut-Comdr., U.S.N., Navigator.

This page to be sent to Bureau of Navigation monthly with Log sheets.



Approved

Subscribed

(This page to be sent to Bureau of Navigation Security)

1200

LOG OF THE UNITED STATES SHIP

ENTERPRISE

CVS

AT Hawaiian Operating Area TO

Friday 5 December 1941

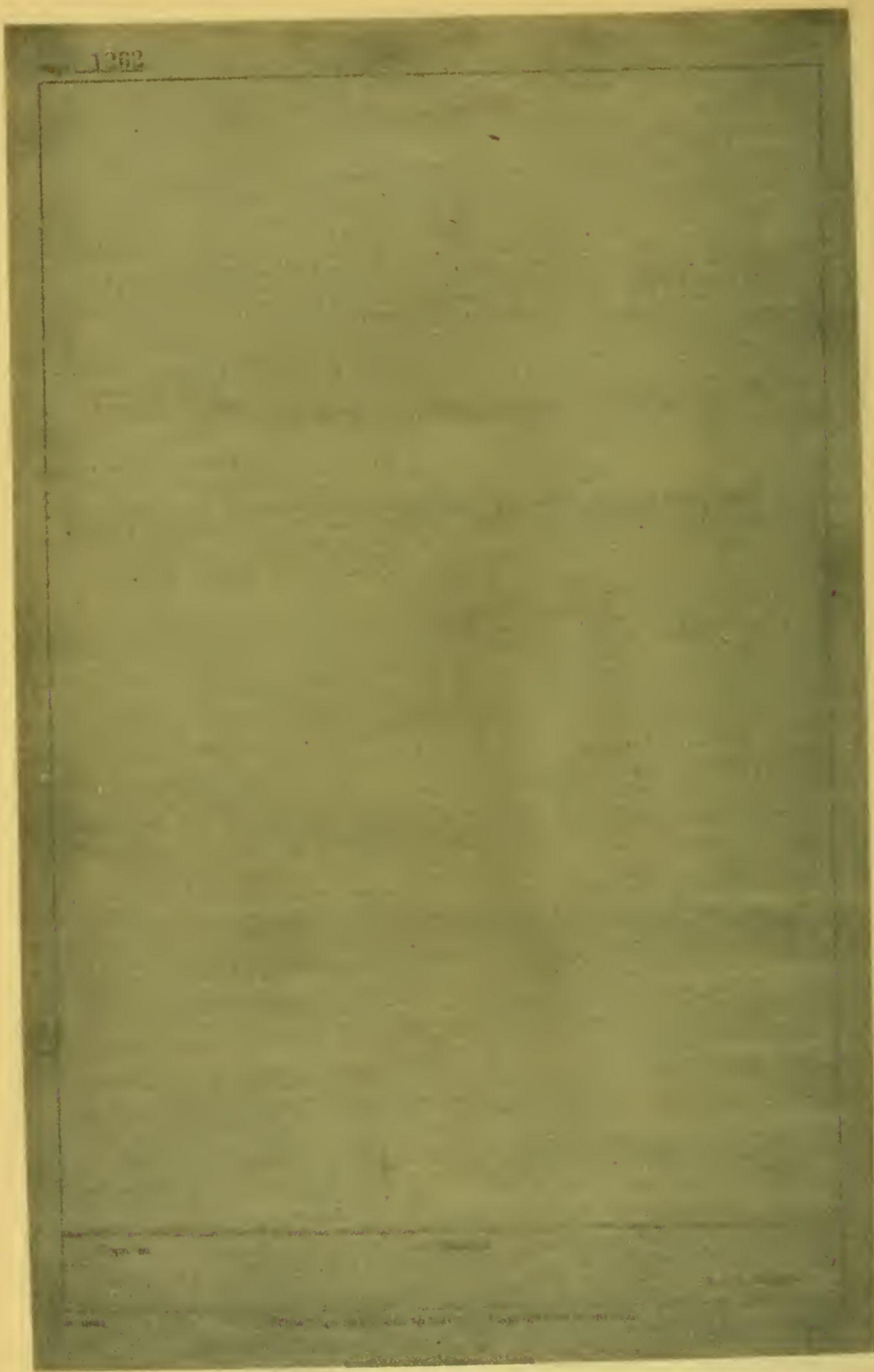
BOAT DESCRIPTION: IRUS 12

G. D. MURRAY

Captain, U. S. Navy, Commanding

Date	Hour	Lat	Long	Wind Dir	Wind Spd	Barometer	TEMPERATURE					Pressure at Surface	CLOUDS				SEA			
							Wet Bulb	Dew Point	Air	Sea	Wet Bulb		Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb	Wet Bulb
1	12.0	01.0	7.1	7	084	E	25	3007	-	77	73	78	0	st	cu	E	5	25	E	N
2	13.0	01.0	7.1	8	084	E	25	3006	-	77	73	78	0	cu	E	5	25	E	N	
3	14.0	01.0	7.1	9	084	E	25	3005	-	77	73	78	0	cu	E	5	25	E	N	
4	15.0	01.0	7.1	10	084	E	25	3004	-	77	73	78	0	cu	E	5	25	E	N	
5	16.0	01.0	7.1	11	084	E	25	3003	-	77	73	78	0	cu	E	5	25	E	N	
6	17.0	01.0	7.1	12	084	E	25	3002	-	77	73	78	0	cu	E	5	25	E	N	
7	18.0	01.0	7.1	13	084	E	25	3001	-	77	73	78	0	cu	E	5	25	E	N	
8	19.0	01.0	7.1	14	084	E	25	3000	-	77	73	78	0	cu	E	5	25	E	N	
9	20.0	01.0	7.1	15	084	E	25	2999	-	77	73	78	0	cu	E	5	25	E	N	
10	21.0	01.0	7.1	16	084	E	25	2998	-	77	73	78	0	cu	E	5	25	E	N	
11	22.0	01.0	7.1	17	084	E	25	2997	-	77	73	78	0	cu	E	5	25	E	N	
12	23.0	01.0	7.1	18	084	E	25	2996	-	77	73	78	0	cu	E	5	25	E	N	
13	24.0	01.0	7.1	19	084	E	25	2995	-	77	73	78	0	cu	E	5	25	E	N	
14	25.0	01.0	7.1	20	084	E	25	2994	-	77	73	78	0	cu	E	5	25	E	N	
15	26.0	01.0	7.1	21	084	E	25	2993	-	77	73	78	0	cu	E	5	25	E	N	
16	27.0	01.0	7.1	22	084	E	25	2992	-	77	73	78	0	cu	E	5	25	E	N	
17	28.0	01.0	7.1	23	084	E	25	2991	-	77	73	78	0	cu	E	5	25	E	N	
18	29.0	01.0	7.1	24	084	E	25	2990	-	77	73	78	0	cu	E	5	25	E	N	
19	30.0	01.0	7.1	25	084	E	25	2989	-	77	73	78	0	cu	E	5	25	E	N	
20	31.0	01.0	7.1	26	084	E	25	2988	-	77	73	78	0	cu	E	5	25	E	N	
21	32.0	01.0	7.1	27	084	E	25	2987	-	77	73	78	0	cu	E	5	25	E	N	
22	33.0	01.0	7.1	28	084	E	25	2986	-	77	73	78	0	cu	E	5	25	E	N	
23	34.0	01.0	7.1	29	084	E	25	2985	-	77	73	78	0	cu	E	5	25	E	N	
24	35.0	01.0	7.1	30	084	E	25	2984	-	77	73	78	0	cu	E	5	25	E	N	
25	36.0	01.0	7.1	31	084	E	25	2983	-	77	73	78	0	cu	E	5	25	E	N	
26	37.0	01.0	7.1	32	084	E	25	2982	-	77	73	78	0	cu	E	5	25	E	N	
27	38.0	01.0	7.1	33	084	E	25	2981	-	77	73	78	0	cu	E	5	25	E	N	
28	39.0	01.0	7.1	34	084	E	25	2980	-	77	73	78	0	cu	E	5	25	E	N	
29	40.0	01.0	7.1	35	084	E	25	2979	-	77	73	78	0	cu	E	5	25	E	N	
30	41.0	01.0	7.1	36	084	E	25	2978	-	77	73	78	0	cu	E	5	25	E	N	
31	42.0	01.0	7.1	37	084	E	25	2977	-	77	73	78	0	cu	E	5	25	E	N	
32	43.0	01.0	7.1	38	084	E	25	2976	-	77	73	78	0	cu	E	5	25	E	N	
33	44.0	01.0	7.1	39	084	E	25	2975	-	77	73	78	0	cu	E	5	25	E	N	
34	45.0	01.0	7.1	40	084	E	25	2974	-	77	73	78	0	cu	E	5	25	E	N	
35	46.0	01.0	7.1	41	084	E	25	2973	-	77	73	78	0	cu	E	5	25	E	N	
36	47.0	01.0	7.1	42	084	E	25	2972	-	77	73	78	0	cu	E	5	25	E	N	
37	48.0	01.0	7.1	43	084	E	25	2971	-	77	73	78	0	cu	E	5	25	E	N	
38	49.0	01.0	7.1	44	084	E	25	2970	-	77	73	78	0	cu	E	5	25	E	N	
39	50.0	01.0	7.1	45	084	E	25	2969	-	77	73	78	0	cu	E	5	25	E	N	
40	51.0	01.0	7.1	46	084	E	25	2968	-	77	73	78	0	cu	E	5	25	E	N	
41	52.0	01.0	7.1	47	084	E	25	2967	-	77	73	78	0	cu	E	5	25	E	N	
42	53.0	01.0	7.1	48	084	E	25	2966	-	77	73	78	0	cu	E	5	25	E	N	
43	54.0	01.0	7.1	49	084	E	25	2965	-	77	73	78	0	cu	E	5	25	E	N	
44	55.0	01.0	7.1	50	084	E	25	2964	-	77	73	78	0	cu	E	5	25	E	N	
45	56.0	01.0	7.1	51	084	E	25	2963	-	77	73	78	0	cu	E	5	25	E	N	
46	57.0	01.0	7.1	52	084	E	25	2962	-	77	73	78	0	cu	E	5	25	E	N	
47	58.0	01.0	7.1	53	084	E	25	2961	-	77	73	78	0	cu	E	5	25	E	N	
48	59.0	01.0	7.1	54	084	E	25	2960	-	77	73	78	0	cu	E	5	25	E	N	
49	60.0	01.0	7.1	55	084	E	25	2959	-	77	73	78	0	cu	E	5	25	E	N	
50	61.0	01.0	7.1	56	084	E	25	2958	-	77	73	78	0	cu	E	5	25	E	N	
51	62.0	01.0	7.1	57	084	E	25	2957	-	77	73	78	0	cu	E	5	25	E	N	
52	63.0	01.0	7.1	58	084	E	25	2956	-	77	73	78	0	cu	E	5	25	E	N	
53	64.0	01.0	7.1	59	084	E	25	2955	-	77	73	78	0	cu	E	5	25	E	N	
54	65.0	01.0	7.1	60	084	E	25	2954	-	77	73	78	0	cu	E	5	25	E	N	
55	66.0	01.0	7.1	61	084	E	25	2953	-	77	73	78	0	cu	E	5	25	E	N	
56	67.0	01.0	7.1	62	084	E	25	2952	-	77	73	78	0	cu	E	5	25	E	N	
57	68.0	01.0	7.1	63	084	E	25	2951	-	77	73	78	0	cu	E	5	25	E	N	
58	69.0	01.0	7.1	64	084	E	25	2950	-	77	73	78	0	cu	E	5	25	E	N	
59	70.0	01.0	7.1	65	084	E	25	2949	-	77	73	78	0	cu	E	5	25	E	N	
60	71.0	01.0	7.1	66	084	E	25	2948	-	77	73	78	0	cu	E	5	25	E	N	
61	72.0	01.0	7.1	67	084	E	25	2947	-	77	73	78	0	cu	E	5	25	E	N	
62	73.0	01.0	7.1	68	084	E	25	2946	-	77	73	78	0	cu	E	5	25	E	N	
63	74.0	01.0	7.1	69	084	E	25	2945	-	77	73	78	0	cu	E	5	25	E	N	
64	75.0	01.0	7.1	70	084	E	25	2944	-	77	73	78	0	cu	E	5	25	E	N	
65	76.0	01.0	7.1	71	084	E	25	2943	-	77	73	78	0	cu	E	5	25	E	N	
66	77.0	01.0	7.1	72	084	E	25	2942	-	77	73	78	0	cu	E	5	25	E	N	
67	78.0	01.0	7.1	73	084	E	25	2941	-	77	73	78	0	cu	E	5	25	E	N	
68	79.0	01.0	7.1	74	084	E	25	2940	-	77	73	78	0	cu	E	5	25	E	N	
69	80.0	01.0	7.1	75	084	E	25	2939	-	77	73	78	0	cu	E	5	25	E	N	
70	81.0	01.0	7.1	76	084	E	25	2938	-	77	73	78	0	cu	E	5	25	E	N	
71	82.0	01.0	7.1	77	084	E	25	2937	-	77	73	78	0	cu	E	5	25	E	N	
72	83.0	01.0	7.1	78	084	E	25	2936	-	77	73	78	0	cu						

1362



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(Mar. 1929)

Page 1-1

UNITED STATES SHIP	ENTERED	Friday	5	December 19 41
ZONE DESCRIPTION	REMARKS			
0 - 4	Steaming on course 084°T. and pgc, 076°36' psc, 079° pstgc, at 20 knots, 186 r.p.m. in company with Task Force Eight in special cruising disposition 9-7 (night), course and axis 084°T. Plane guards FALCON and CRAVEN in inner anti-submarine screen. Boilers Nos. 2, 3, 4, 5, 7, and 8 in use. Ship darkened. Ship control, fire control and air control in condition of readiness III. Condition "L" set below second deck. Average steam 410. Average r.p.m. 186.0			
4 - 8	Steaming as before. C500 sounded flight quarters. 0530 sounded general quarters. C600 changed course into wind to launch aircraft, steaming at various courses and speeds. Approx. course 095°. C605 first plane launched. C618 last plane launched. Changed course to 084°T, speed 20 knots, 186 r.p.m. C635 secured from general quarters. Set condition of readiness III, watch II, ship control and fire control. Lighted ship. Average steam 410. Average r.p.m. 182.7.			
8 - 12	Steaming as before. 0922 steaming on various courses and speeds to launch aircraft. C923 launched first plane. C924 launched last plane. Changed speed to 15 knots, 133 r.p.m. C932 landed first plane. C940 landed last plane. Changed speed to 20 knots, 189 r.p.m. Changed course to 090°T, and pgc, 080° psc, 084° pstc. Made daily visual examination of all magazines and smokeless powder samples. Conditions normal. Made weekly test of magazine and shell room flooding and sprinkling system. Conditions normal. Average steam 410. Average r.p.m. 184.2.			
12 - 16	Steaming as before. 1215 secured degaussing coils. MC BURNEY, U.S.N., 3rd. Division was injured while standing in mess line for dinner, when he fell down unguarded hatch. Diagnosis: Hematoma left shoulder; was admitted to sick bay. 1300 went to flight quarters. 1338 changed speed to 10 knots, 89 r.p.m. Changed course into wind preparatory to launching aircraft. Approximate course 080°T. Approximate speed 10 knots, 89 r.p.m. 1341 launched first plane. 1346 launched last plane. Changed course right to 090°T, and pgc. 1350 changed course left into wind to land air group. Approximate course 080°T. Approximate speed 10 knots, 89 r.p.m. 1353 first plane landed. 1354 last plane landed. Changed course right to 090°T, and pgc. Changed speed to 20 knots, 189 r.p.m. 1413 CRAVEN and DUELLER exchanged stations in disposition. Average steam 410. Average r.p.m. 181.5.			
16 - 18	Steaming as before. 1632 commenced steaming on various courses and at various speeds preparatory to landing aircraft. 1634 first plane landed. 1640 plane 6-5-4 crashed into barrier, no injuries to personnel. 1654 last plane landed. Changed speed to full speed, 20 knots, 189 r.p.m. Changed course to 090°T, and pgc, 080° psc, 084° pstc. 1710 sounded general quarters. 1715 darkened ship. Average steam 410. Average r.p.m. 175.7.			
18 - 20	Steaming as before. 1817 secured from general quarters, set condition of readiness three, watch two. Average steam 410. Average r.p.m. 189.0.			
20 - 24	Steaming as before. Average steam 410. Average r.p.m. 189.0.			

W. C. HEBBURY
W. C. HEBBURY, Lieut(jg), U.S.N.

J. A. HOLMES
J. A. HOLMES, Ensign, U.S.N.

G. R. O'NEAL
G. R. O'NEAL, Lieutenant, U.S.N.

J. B. DORSETT
J. B. DORSETT, Lieutenant, U.S.N.

W. C. HEBBURY
W. C. HEBBURY, Lieut(jg), U.S.N.

J. A. HOLMES
J. A. HOLMES, Ensign, U.S.N.

G. R. O'NEAL
G. R. O'NEAL, Lieutenant, U.S.N.

Approved:

G. D. AURAT
G. D. AURAT,
Captain, U.S. Navy,
Commanding.

Examined:

R. W. ROLLE
R. W. ROLLE,
Lieut-Comdr.,
U.S.N. Navigator.

(Original (ribbon) copy of this page to be sent to Bureau of Navigation monthly)

2066 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

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(Mar., 1926)

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LOG OF THE UNITED STATES SHIP																					
AT PASSAGE <u>—african Operating Area</u> TO <u>Friday 5 December 19 41</u>										576 <small>(Serial No. 1000)</small>											
ZONE DESCRIPTION <u>Plus 12</u>										J. D. MURRAY, Captain, U. S. Navy, Commanding.											
Hour	"ALL HANDS" AT READY TO BOARD	BY REVV.			BY LOG	COLOUR OF SKY	WIND		BAROMETER		TEMPERATURE				WINDS AT SURFACE	CLOUDS				SEA	
		Natural Miles	Tarps	Miles			Dir. Force	Height in Tarps	Reading at Tarps	Air, Dry Bulb	Air, Wet Bulb	Water at Surface	Winds at Surface	Force		Notes	Amount	Direction	Force	Direction	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20		
A.H.																					
1	189.0	21	0	19	3	090	23	3005	-	76	70	79	BC	cu		4	30	1	1/2		
2	189.0	21	0	18	9	090	23	3005	-	76	71	79	BC	cu		3	30	1	1/2		
3	189.0	21	0	19	0	090	23	3005	-	76	71	79	BC	cu		3	30	1	1/2		
4	189.0	21	0	19	1	090	23	3005	-	76	71	79	BC	a cu		4	30	2	1/2		
5	189.0	21	0	19	2	090	23	3002	-	76	71	79	BC	cu		3	30	2	1/2		
6	185.8	20	6	19	1	090	23	3004	-	76	72	79	BC	cu		3	30	2	1/2		
7	189.0	21	0	18	5	090	22	3005	-	77	72	79	BC	cu		3	30	2	1/2		
8	189.0	21	0	19	5	090	25	3005	-	76	72	79	BC	a cu		2	35	2	1/2		
9	170.8	19	0	17	3	090	27	3008	-	79	72	79	BC	st cu		2	10	2	1/2		
10	116.7	13	0	11	6	090	31	3008	-	77	71	79	C	st cu		2	30	2	1/2		
11	116.7	13	1	11	6	Var.	32	3005	-	77	71	79	C	a cu		2	30	2	1/2		
12	150.4	16	9	14	9	090	37	3002	-	78	70	79	BC	a cu		4	35	2	1/2		

# Latitude <u>21° 25' 30" N</u>	Received <u>0</u>	DRILLS AND EXERCISES	
# Longitude <u>174° 09' 45" W</u>	Expended <u>2,102</u>	Morning Afternoon	
	On hand <u>20,153</u>	Division	
# Latitude <u>21° 30' 30" N</u>	# Dist. <u>48,942</u>	1 Flight Quarters Flight Quarters	
# Longitude <u>173° 08' 00" W</u>	Received <u>0</u>	2 General Quarters General Quarters	
	Expended <u>48,899</u>	3 0745 Flight Trs.	
# Latitude <u>21° 29' 50" N</u>	On hand <u>163,357</u>		
# Longitude			
Current			
Drift			
Gyrocompass in Use			
Error	<u>0° 07' N</u>		
Standard Mag. Compass			
Compass No.	<u>54294</u>		
S. H.	<u>079° 30'</u>		
Error	<u>14° 37' E</u>		
Variation	<u>10° 34' E</u>		
Deviation	<u>4° 32' E</u>		
Before Leaving Port			
Draft f'd			
Draft aft			
After Entering Port			
Draft f'd			
Draft aft			
Magnetic Temperatures			
Maximum	<u>89°</u>		
Minimum	<u>25°</u>		
Normal			

P.H.	Hour	Lat	Long	Dir	Force	Bar	Temp	Wind	Clouds	Sea	SUN DATA - SUBMARINES								
											1	2	3	4	5				
13	189.0	21	0	18	9	090	27	3000	-	78	72	79	BC	a cu	2	30	2	1/2	
14	140.7	18	8	14	1	090	25	2998	-	78	73	79	BC	a cu	2	30	2	1/2	
15	189.0	21	0	19	0	090	26	2998	-	78	70	79	BC	a cu	2	30	2	1/2	
16	189.0	21	0	19	0	090	27	2998	-	78	70	79	BC	a cu	2	30	2	1/2	
17	151.0	17	0	15	2	090	25	2998	-	78	70	79	BC	a cu	E	4	35	4	1/2
18	139.4	17	0	16	9	090	30	2998	-	78	68	79	BC	cu	E	1	35	4	1/2
19	189.0	21	0	19	2	090	26	2999	-	78	68	77	BC	cu	E	3	35	4	1/2
20	367	01	33	31	33	090	30	3000	-	78	68	77	BC	cu	E	7	35	4	1/2
21	189.0	21	0	19	1	090	30	3003	-	78	68	77	BC	cu	E	7	35	4	1/2
22	189.0	21	0	19	7	090	31	3003	-	78	68	78	BC	cu	E	7	35	4	1/2
23	189.0	21	0	19	3	090	27	3001	-	78	67	79	BC	cu	E	4	35	4	1/2
24	140.4	15	8	14	1	090	28	3004	-	78	67	79	BC	cu	E	3	35	4	1/2

Run No. (Serial)	Time to submerge	Greatest depth	SUN DATA - SUBMARINES																
			1	2	3	4	5												

N. Nav. 11

(Rev. 1929)

Page 1

UNITED STATES SHIP

AUGUST

Friday

5

December

1941

ZONE DESCRIPTION Plus 10

REMARKS

C - 4

Steaming on course 090°T. and pgc, 00° psc, 083°3 psc. Standard speed 15 knots, 135 r.p.m. Steaming at full speed, 20 knots, 189 r.p.m., under Boilers Nos. 2, 3, 4, 5, 7, and 8; boilers Nos. 1, 6 and 9 available on one hour notice. Enroute to Pearl Harbor, T.H. in company with Task Force Light. Disposition C-V. Comairstation in this vessel, S.O.P.A. and C.T.C.; guide in H.M.S. 1030; steaming darkened. Condition III set in fire control, air control and ship control. 0000 changed time to Zone plus 12. (Changed date to 5 December 1941). Average steam 410. Average r.p.m. 189.0.

4 - 8

Steaming as before. 0430 flight quarters. 0450 general quarters. 0503 sighted light of unidentified vessel bearing 156°T., distant 12 miles. 0535 commenced steaming at various courses and speeds to launch aircraft. 0546 last plane launched. Changed course to 090°T. and pgc, 079°30' psc, 083°30' psc; changed speed to 20 knots, 189 r.p.m. 0603 lighted ship. 0604 secured from general quarters. Set condition of readiness III in ship control and fire control. 0745 flight quarters. Average steam 410. Average r.p.m. 189.2

8 - 12

Steaming as before. 0800 sighted MC CALL bearing 232°T., distance 10 miles. 0846 maneuvering preparatory to launching aircraft. 0850 launched first plane. 0855 entering rain squall; ceased launching planes. 0857 changed course to 090°T. and pgc; changed speed to 20 knots, 181 r.p.m. 0901 maneuvering to resume launching of aircraft. 0904 resumed launching aircraft. 0912 launched last plane; preparing to land air patrol. 0914 first plane landed. 0925 last plane landed. 1015 published findings of Summary Court Martial of which Lieutenant H. A. Nation, U.S.N., is senior member, in case of CHARLES W. SKELTON, C.T., A.S., 3c, U.S.N. Tried for I Neglect of duty; II A.W.O.L. from 0700, 27 October 1941 to 0700 3 November 1941. Sentenced to reduction to next inferior rating and loss of pay amounting to ninety dollars. Payment of sentence of \$90 struck out by Commanding Officer, and approved by Commander aircraft, Battle Force. 1020 sounded flight quarters. 1030 maneuvering to launch aircraft. 1039 launched first plane. 1055 launched last plane; preparing to land aircraft. 1058 recovered first plane; ceased landing to prepare for emergency landing. 1102 made emergency landing. 1120 landed last plane; changed course to 090°T. and pgc; changed speed to 20 knots, 189 r.p.m. Made daily visual examination of magazines and smokeless powder samples. Conditions normal. Average steam 410. Average r.p.m. 136.5

12 - 16

Steaming as before. 1230 FBV sighted bearing 256°T., approximate distance twelve miles. 1305 maneuvering at various courses and speeds preparatory to holding flight operations. 1312 launched first plane. 1315 STEINSON, A.S., Sea. 1c, U.S.N. and STEVENS, J.C., Sea. 1c, U.S.N. were released from confinement by order of the Commanding Officer. 1319 launched last plane. 1327 landed first plane. 1330 landed last plane. Changed course to 090°T. and pgc, 078° psc, 080° psc. Changed speed to 20 knots, 189 r.p.m. 1530 sounded flight quarters. Average steam 410. Average r.p.m. 178.6.

Approved:

J. A. Holmes
J. A. HOLMES, Captain, U.S.N.,
Commanding.

Examined:

G. R. Over
G. R. OVER, Lieutenant, U.S.N.,
Lieut-Comdr., U.S.N. Navigator

(Original ribbon copy of this page to be sent to Bureau of Navigation monthly)

H. Rep. 48
July, 1947

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LOG OF THE UNITED STATES SHIP

ENTERPRISE

CVG

At Hawaiian Operating Area

(Name)

(Identification Number)

PASSAGE TO

Saturday 6 December 1941

ZONE DESCRIPTION plus 11

G. D. MURRAY, Captain, U. S. Navy, Commanding

Hour	All Star Average Down	BY REVS.		BY LOG		Course (P.C.) Oyro	WIND Dir Spd	BAROMETER Bar Hrs	TEMPERATURE				Waves, in Direction	CLOUDS			SEA			
		Natural Wind	Force	Natural Wind	Force				Deck	Air Surf	W. Surf	W. Base		W. Top	W. Base	W. Top	W. Top	W. Top	W. Top	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
1	139.0	15	7	13	7	090	ESE	26	3001	-	76	66	79	BC	a cu	ESE	3	25	4	ESE
2	139.0	15	7	14	1	090	ESE	29	3000	-	75	67	79	C	st cu	ESE	9	25	4	ESE
3	139.0	15	7	14	1	090	E	34	3000	-	75	67	79	BC	a cu	ESE	5	25	4	ESE
4	139.0	15	7	14	0	090	ESE	28	3001	-	75	68	79	BC	a cu	ESE	3	25	4	ESE
5	139.0	15	7	14	1	090	ESE	31	2998	-	75	68	79	C	a cu	ESE	7	25	4	ESE
6	139.0	15	7	13	6	090	ESE	33	3000	-	75	69	78	BC	oc	ESE	6	25	4	ESE
7	139.0	15	7	13	9	090	ESE	29	3001	-	75	69	78	BC	st cu	ESE	4	25	4	ESE
8	139.0	15	7	13	9	090	E	29	3003	-	75	69	75	BC	cu	E	2	30	4	ESE
9	139.0	15	7	14	0	090	E	31	3.04	-	76	69	75	BC	cu	ESE	4	30	4	ESE
10	139.0	15	7	14	0	090	E	28	3005	-	77	68	75	C	cu	ESE	7	25	4	ESE
11	139.0	15	7	13	9	090	ESE	28	3006	-	77	70	75	C	cu	ESE	6	25	4	ESE
12	139.0	15	7	14	0	090	E	26	3005	-	77	69	75	BC	cu	ESE	7	25	4	ESE

1		2		3		4		5		6		7		8		9																											
Latitude	21° 23' 30" N	Longitude	167° 26' 00" W	Received	0	Expended	1,848	On hand	16,307	MORNING		AFTERNOON		1 General Quarters		Flight Quarters																											
Latitude	21° 27' 30" N	Longitude	166° 23' 00" W	Distilled	46,400	Received	0	Expended	51,074	On hand	178,613	2 Flight Quarters		General Quarters																													
Latitude	21° 22' 45" N	Longitude	164° 44' 45" W	Current	Set	Drift	BEFORE LEAVING PORT		Draft for'd		Draft aft.		AFTER ENTERING PORT		Draft for'd		Draft aft.																										
Gyrocompass in Use				Error				0° 10' W				MAGAZINE TEMPERATURES:				Maximum 90°				Minimum 67°																							
STANDARD MAG. COMPASS				Compass No.				54924				S. H.				-072° 30'				Error				12° 20' E				Variation				10° 30' E				Deviation				1° 50' E			
Normal																																											

P.M.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
13	135.3	15	2	13	7	090	ESE	26	3002	-	76	68	79	BC	cu	ESE	4	30	4	ESE				
14	136.4	7	8	6	3	090	ESE	26	3001	-	76	68	79	BC	cu	ESE	4	30	4	ESE				
15	136.0	7	4	4	7	078	ESE	25	2998	-	80	71	79	BC	ci cu	ESE	4	30	4	ESE				
16	136.2	14	3	12	4	093	ESE	27	2998	-	76	68	79	BC	ci cu	ESE	4	30	4	ESE				
17	134.5	12	8	10	2	090	E	28	2999	-	75	66	79	BC	ci cu	ESE	5	25	4	ESE				
18	149.8	16	9	15	0	093	ESE	31	3002	-	75	65	79	BC	ci	ESE	4	25	6	ESE				
19	168.0	18	8	17	0	093	E	32	3001	-	77	66	76	BC	cu	ESE	1	20	6	ESE				
20	168.0	18	8	17	6	093	E	50	3000	-	75	65	76	BC	cu	ESE	1	20	6	ESE				
21	170.6	19	1	7	5	093	ESE	32	3000	-	74	65	77	BC	cu	ESE	4	15	4	ESE				
22	168.0	12	1	16	0	093	ESE	27	3001	-	74	66	76	BC	cu	ESE	4	15	4	ESE				
23	149.1	16	8	15	0	093	ESE	27	3001	-	73	68	77	BC	cu	ESE	4	15	4	ESE				
24	149.0	16	8	15	0	093	ESE	20	3002	-	72	69	76	BC	cu	ESE	4	15	4	ESE				

SUBMERGED SUN DATA—SUBMARINE				
1	2	3	4	5
Run No. (Serial)				
Time to submerge				
Greatest depth				

46

FD-160 (Rev. 12-1-43)
(Mar. 1959)

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UNITED STATES SHIP ENTERPRISE Saturday 6 December 1941

ZONE DESCRIPTION Plus 11

REMARKS

0 - 4

Steaming darkened in company with task force eight in special cruising disposition 9-V on course 090°T. and pgc, 077°35 psc, and 080° psc. Speed 15 knots, 139 r.p.m., using boilers Nos. 2, 3, 4, 5, 7 and 8. Fleet course and axis 090°T, fleet speed 15 knots. Fleet guide, S.C.F.A., and C.T.C. in this vessel. Task force in condition of readiness three. Average steam 410. Average r.p.m. 139.0.

E. R. Over

E. R. OVER, Lieutenant, U.S.N.

4 - 8

Steaming as before. 0525 went to general quarters. 0633 lighted ship; secured from general quarters; set condition three watch four. 0740 shifted steering units. Port unit now in use. Average steam 410. Average r.p.m. 139.0.

J. O. F. Dorsett

J. O. F. DORSETT, Lieutenant, U.S.N.

8 - 12

Steaming as before. 0800 mustered crew on stations. Absentees: CAROL E. R., Sea. 2c, U.S.N., ACL from 0100, November 7, 1941, and STACEY, T.L., Sea. 2c, U.S.N.; ACL from 0100, November 6, 1941. Made daily inspection of magazines and smokeless powder samples, conditions normal. Average steam 410. Average r.p.m. 139.0.

W. C. Hembury

W. C. HEMBURY, Lieut(jg), U.S.N.

12 - 16

Steaming as before. 1200 sounded flight quarters. 1230 maneuvering preparatory to launching aircraft. 1256 launched first plane. 1304 launched last plane. 1340 MC CALL coming alongside starboard side for fueling. 1343 passed first line to MC CALL. 1349 commenced pumping fuel oil to MC CALL. 1448 stopped pumping fuel oil to MC CALL. 1452 MC CALL cast off; all engines ahead standard 15 knots, 139 r.p.m. 1505 maneuvering to regain position in center of formation. 1516 changed course to 093°T. and pgc; all engines ahead 2/3, (10 knots, 83 r.p.m.). 1530 sounded flight quarters. 1532 all engines ahead standard, 15 knots, 139 r.p.m. Average steam 410. Average r.p.m. 99.5.

J. A. Holmes

J. A. HOLMES, Ensign, U.S.N.

16 - 18

Steaming as before. 1627 steaming at various courses and speeds preparatory to landing aircraft. 1635 landed first plane. 1755 changed speed to 15 knots, 139 r.p.m. Changed course to 090°T. 1710 sounded general quarters. Changed course to land aircraft, reduced speed to 7 knots, 66 r.p.m. 1716 first plane landed. 1716 last plane landed. Changed course to 093°T. and pgc. Changed speed to 15 knots. 1719 fleet and ship speed changed to 18 knots, 168 r.p.m. Average steam 410. Average r.p.m. 127.1.

E. R. Over

E. R. OVER, Lieutenant, U.S.N.

18 - 20

Steaming as before. 1818 secured from general quarters; set condition III, watch four. 1835 Stationed fire watch for blowing tubes. Average steam 410. Average r.p.m. 108.0

J. O. F. Dorsett

J. O. F. DORSETT, Lieutenant, U.S.N.

20 - 24

Steaming as before. 2000 changed to Zone plus ten and one-half time. 2200 changed speed to 16 knots, 149 r.p.m. Average steam 410. Average r.p.m. 144.2

W. C. Hembury

W. C. HEMBURY, Lieut(jg), U.S.N.

Approved:

G. J. Murray
G. J. MURRAY,
Captain, U.S. Navy,
Commanding.

Examined:

R. W. Rible
R. W. RIBLE,
Lieut-Comdr., U.S.N., Navigator.

N. Nav. ed

Page 1209

ADDITIONAL SHEET

U. S. S. ENTERPRISEDate 7 December, 1941

16 - 18

Steaming as before. 1610 sighted unknown vessel bearing 071°T, distance 18 miles. 1618 sighted ComTask Force 3, 3-CA, 1 CL and 12 DD's, broad on port bow. 1631 sounded flight quarters. 1640 observed anti-aircraft fire on port beam. 1641 changed course left into wind preparing to launch aircraft, approx. course 061°T., average speed 16 knots. 1642 first plane launched. 1659 last plane launched. 1702 first plane landed. Submarine reported bearing 305°, distance approx. 6,000 yards. Changed course right to 120°T. All engines ahead flank. 1704 changed course left to 090°T. 1706 all engines ahead standard, 15 knots, 139 r.p.m. 1720 sounded general quarters. 1721 set material condition Affirm. Task Force Eight less ENTERPRISE and plane guard DD's joined Task Force Three. 1723 first plane landed. 1726 last plane landed. 1736 resumed landing aircraft. GABLE joined this vessel for screening. 1743 all engines ahead 1/3, 5 knots, 47 r.p.m. 1744 changed course left to avoid tanker. 1747 all engines ahead full, 20 knots, 189 r.p.m. Changed course left to 270°T. Average steam 410. Average r.p.m. 146.9.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

18 - 20

Steaming as before. 1803 commenced steaming at various courses and speeds to land aircraft. 1809 landed one plane. 1810 changed course to 270°T. Changed speed to 12 knots, 1813 changed speed to 15 knots. 1827 secured from General Quarters. Set condition of readiness II. Set material condition Baker. 1904 changed course to 180°T. and pgc. 1921 changed course to 090°T., and pgc. 079°30' pstgc. 1948 planes sighted bearing 200°T, distant 5000 yards. 1951 flight quarters. Average steam 410. Average r.p.m. 181.9.

W. C. Heebury
W. C. HEEBURY, Lieut (jg), U.S.N.

20 - 24

Steaming as before. 2004 turned on lights required for flight operations. 2009 changed course left into the wind to recover aircraft. Steaming at various speeds as necessary. Approx. course 075°T. 2010 turned on breakdown lights. 2017 first plane landed. 2038 6-T-13 crashed into No. 1 barrier, no damage to plane or personnel. 2044 sighted HULL bearing 142.5°T. 2045 HULL joined formation. 2113 last plane landed. Changed speed to 15 knots, 139 r.p.m. 2115 commenced zigzagging according to plan No. 8. 2116 changed speed to 20 knots, 189 r.p.m. 2117 changed speed to 15 knots, 139 r.p.m. 2114 stopped all engines. 2119 changed speed to 15 knots, 139 r.p.m. 2125 turned off running lights. Average steam 410. Average r.p.m. 122.7.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

Approved:

G. D. ...
G. D. ...
Captain, U.S. Navy,
Commanding.

Examined:

R. W. ...
R. W. ...
Lieut-Comdr., U. S. N., Navigator.

16-5555

(This page to be sent to Bureau of Navigation monthly with Log sheets)

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Page 1210

Approved:

Examined:

U. S. N., Navigator.

(This page to be sent to Bureau of Navigation monthly.)

N. Nav. 48
(Mar. 1920)

Page 1211

UNITED STATES SHIP

TACORISE

Sunday

7

December

1941

ZONE DESCRIPTION plus 102

REMARKS

0 - 4

Steaming in company with Task Force 9-V on course 093°T. and pgc, 080°.5 psc, 062° psc, under boilers number 2, 3, 4, 5, 7 and 8, at 16 knots, 149 r.p.m. Fleet course 093°, fleet axis 090, fleet speed 16 knots. Plane guards 12 CALL and DUNLAP in inner-anti submarine screen 1-A. Fleet guide, C.T.C., and S.C.P.A. in this vessel. Task force in condition of readiness three. All vessels of this force steaming darkened. 0315 changed speed and fleet speed to 18 knots, 169 rpm. Average steam 410. Average r.p.m. 152.5.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

04 - 08

Steaming as before. 0415 changed speed to 20 knots, 189 r.p.m. 0525 sounded general quarters. 0612 changed speed to 15 knots, 139 r.p.m. 0615 changed course into the wind preparatory to launching aircraft. 0618 first plane launched. 0622 changed speed to 12 knots. Steaming at various courses and speeds while launching aircraft. 0629 last plane launched. Changed course to 093°T. Changed speed to 20 knots, 169 r.p.m. 0642 secured from general quarters, set condition of readiness three, watch three. 0708 changed speed to 22 knots, 208 r.p.m. 0716 changed speed to 20 knots 189 r.p.m. 0730 changed course to 090°T. and psc, 078° psc, 079°.5 psc. Average steam 410. Average r.p.m. 183.5

G. R. Over
G. R. OVER, Lieutenant, U.S.N.

08 - 12

Steaming into the wind on approx. course 078°. Approximate speed 14 knots, preparatory to launching aircraft. 0800 launched first plane, 0803 launched last plane. 0818 landed first plane. 0819 532 reported ship bearing 320, distant 78 miles. 0822 ship reported bearing 050, distant 25 miles. 0834 last plane landed. 0835 changed course to 000°. Changed speed to 12 knots. 0847 Changed course to approx. course 075 to land aircraft. 0850 first plane landed. 0851 last plane landed. 0855 changed course to 060°T. 0900 On radio orders from SecNav, executed War Plan against Japan in view of unprovoked air raid on Pearl Harbor at 0800 this date. 0904 commenced zigzagging. 0906 changed speed to 15 knots. 0932 sighted smoke bearing 015°T. 0938 BLUE and JARVIS joined formation. 1022 ceased zigzagging. Steadied on course 060°T, approx. to launch aircraft. 1028 launched plane. 1032 changed to course 280°T. 1049 commenced zigzagging. 1055 ceased zigzagging. Changed course to 080°T. to launch aircraft. 1101 launched first plane. 1103 launched last plane. 1126 landed first plane. 1128 landed last plane. 1151 changed course to 090°T, 076° psc, 079°.5 psc. Average steam 410. Average r.p.m. 185.9.

J. O. F. Dorsett
J. O. F. DORSETT, Lieutenant, U.S.N.

12 - 16

Steaming as before. 1229 commenced steaming at various courses and speeds to launch and land aircraft. 1254 last plane landed. 1257 changed course to 120°T and pgc. 1311 changed course to 170°T. and pgc. Changed speed to 20 knots. 1321 changed course to 120°T. and pgc. Changed speed to 15 knots. 1343 commenced steaming at various courses and speeds to launch aircraft. 1347 changed course to 090°T. 1350 changed course to fleet course 120°T. 1358 commenced steaming at various courses and speeds to land aircraft. 1406 last plane landed. Changed course to 090°T. 1414 Changed course to 107°T, 095° 30' psc, 097° 30' psc. 1424 secured from general quarters. Set condition of readiness II, 1506 changed course to 070°T. 1507 commenced steaming on various courses and speeds to launch and land aircraft. 1509 launched last plane. 1526 set material condition Baker. 1532 last plane landed. Changed course to 120°T. and pgc. 1540 changed course to 107°T. and pgc, 095° psc, 093° psc. Average steam 410. Average r.p.m. 141.8.

W. C. Hebury
W. C. HE BURY, Lieut(jg), U.S.N.

Approved:

G. S. ...
G. S. ...
Captain, U.S. Navy,
Commanding.

Examined:

R. W. ...
R. W. ...
Lieut-Commandr.,

U. S. N. Navigator

(Original ribbon) copy of this page to be sent to Bureau of Navigation monthly

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2074 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

U. S. Nav. 43
(Mar. 1917)

Page 1

LOG OF THE UNITED STATES SHIP

USS *Albatross*
(No. 415)

578
Great Britain (Number)

AT PASSAGE Hawaiian operating area TO Honolulu 8 December 1941

ZONE DESCRIPTION Luzon G. D. Lusk, Captain, U. S. Navy, Commanding

Hour	SPEED				Course (True)	WIND		BAROMETER		TEMPERATURE				WINDSPEED (Knots)	CLOUDS				SEA	
	By Log	By Trawl	By Anemometer	By Reel		Direction	Force	Mean	At Base	At Mast	At Deck	At Gun	At Bulkhead		At Stowage	Form	Motion	Amount	Visibility	Condition
1	139.0	15.7	14.5	0	160	31	3000	-	75	70	76	0	0	a cu	1/2	2	25	0	0	
2	139.0	15.7	15.0	0	110	31	3000	-	75	71	76	0	0	a cu	1/2	2	25	0	0	
3	139.0	15.7	15.0	0	100	35	3093	-	75	70	73	0	0	a cu	1/2	2	25	0	0	
4	139.0	15.7	14.4	0	080	35	3099	-	75	70	73	0	0	a cu	1/2	2	25	0	0	
5	137.5	15.5	14.2	0	080	15	3097	-	75	68	77	0	0	a cu	1/2	4	25	4	4	
6	139.4	15.7	14.5	0	086	26	3000	-	76	69	76	0	0	a cu	1/2	4	25	4	4	
7	156.3	17.7	16.0	0	090	30	3001	-	75	70	77	0	0	a cu	1/2	4	25	4	4	
8	137.9	15.6	13.7	0	086	24	3002	-	76	71	77	0	0	a cu	1/2	9	25	4	4	
9	137.9	15.5	14.2	0	080	24	3004	-	76	71	77	0	0	a cu	1/2	8	25	4	4	
10	132.1	15.4	14.2	0	080	17	3006	-	75	70	77	0	0	a cu	1/2	7	25	4	4	
11	137.9	15.6	13.6	0	080	20	3007	-	75	70	77	0	0	a cu	1/2	8	25	4	4	
12	140.6	15.9	14.7	0	080	22	3004	-	76	70	77	0	0	a cu	1/2	5	25	4	4	

Latitude 20° 44' 30" N
Longitude 158° 55' 00" W

Latitude 21° 07' 15" N
Longitude 158° 57' 45" W

Latitude
Longitude

Current Set
Drift

Gyrocompass in Use
Error 0° 04'

Standard Mag. Compass
Compass No. 5424
S. H. 07°
Error 12° 00' E
Variation 1° 17' E
Deviation 0° 45' E

Received 0
Expended 1,615
On hand 11,542

Distilled 42,149
Received 0
Expended 32,460
On hand 192,571

BEFORE LEAVING PORT
Draft for'd 23' 7"
Draft aft 28' 5"

AFTER ENTERING PORT
Draft for'd 23' 7"
Draft aft 28' 5"

MAGAZINE TEMPERATURE:
Maximum 87°
Minimum 79°

Normal

DRILLS AND EXERCISES

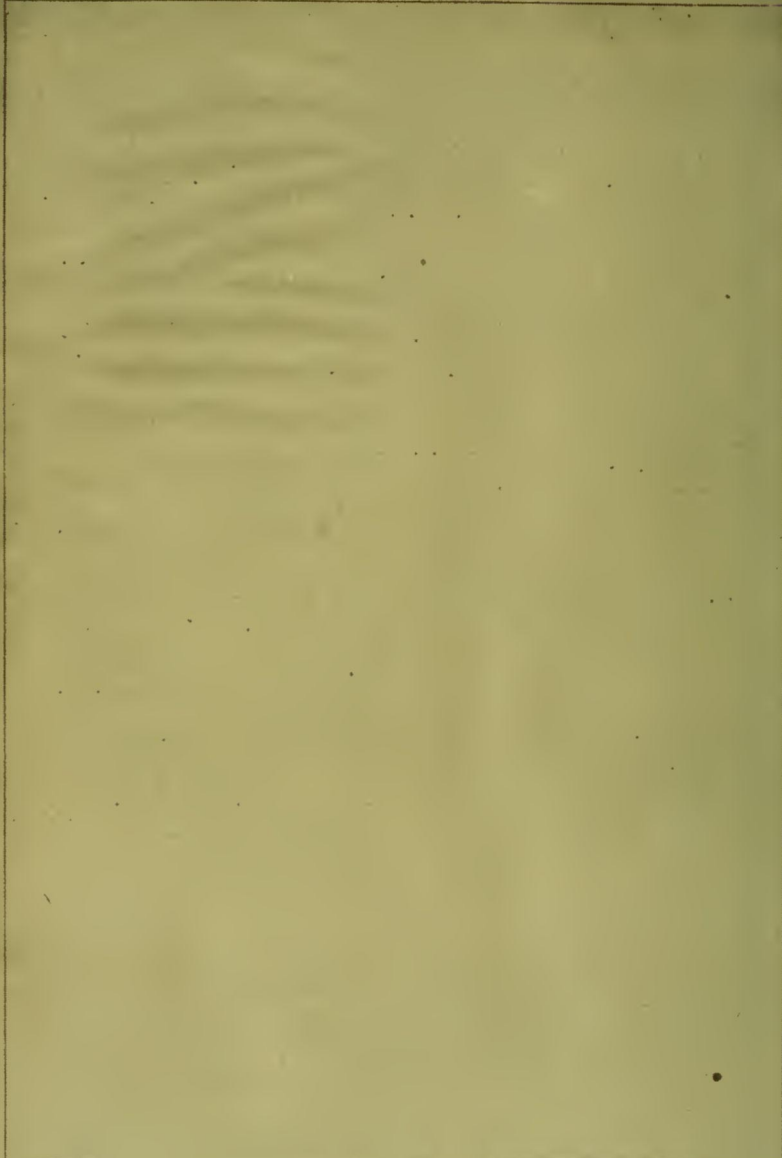
- Morning Afternoon
- 1 Flight quarters
 - 2 General quarters
 - 3 Flight quarters
 - 4 Flight quarters

P.M.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
13	163.9	17.2	16.0	0	077	33	2992	-	76	70	76	0	0	a cu	1/2	8	30	4	25					
14	76.7	5.8	7.7	0	6	26	2993	-	77	69	77	0	0	st cu	1/2	9	30	2	25					
15	115.1	12.9	11.3	0	090	25	2989	-	78	66	77	0	0	st cu	1/2	8	30	2	25					
16	169.0	11.0	10.6	0	055	27	2986	-	75	68	77	0	0	st cu	1/2	9	30	2	25					
17	153.9	17.4	16.5	0	000	13	3000	-	75	66	78	0	0	st cu	1/2	8	30	-	-					
18	34.5	3.8				14	3003	-	75	67	78	0	0	a cu	1/2	7	25	-	-					
19						10	3006	-	75	67		50	0	a cu	1/2	4	25	-	-					
20						12	3009	-	75	67			0	a cu	1/2	7	25	-	-					
21						8	3008	-	75	67			0	a cu	1/2	7	25	-	-					
22						8	3008	-	75	67			0	a cu	1/2	7	25	-	-					
23						8	3008	-	75	67			0	a cu	1/2	8	20	-	-					
24						6	3008	-	75	67			0	a cu	1/2	6	20	-	-					

SUBMERGED RUN DATA - HUPHARINE

Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

Page 1214



Approved:

Examined:

U. S. N. Navigator.

16-50524

(This page to be sent to Bureau of Navigation monthly.)

N. Nav. 13
(Rev. 1927)

Page 13

UNITED STATES SHIP ENTERPRISE Monday 8 December 1941ZONE DESCRIPTION plus 10° REMARKS

0 - 4

Steaming darkened in company with ULL, CRAVEN, MC CALL, and GAMBIE. Zigzagging according to plan No. 6 along base course, 280°T. and pgc, 268° 30' psc, and 265° psc, at 15 knots. Boilers Nos. 1 to 9 inclusive in use. Ship in condition of readiness II, in Material Condition Baker. 0015 ceased zigzagging, resumed base course, 230°T. 0030 changed base course to 190°T. and pgc. 0045 resumed zigzagging according to plan No. 6. 0215 ceased zigzagging and resumed base course 190°T. 0230 changed base course to 100°T. and pgc. 0245 resumed zigzagging according to plan No. 6. Average steam 410. Average r.p.m. 139.0.

4 - 8

Steaming as before. 0405 changed course to 350°T. and pgc, 337° psc, and 336° psc. 0408 changed course right to 110°T. and pgc. 0434 commenced zigzagging according to plan No. 6. 0455 sounded flight quarters. 0515 sounded general quarters. 0516 set Material Condition Affirm. 0545 Task Force E.4 sighted bearing approx. 170°T., distant 10 miles. 0555 changed course left into wind to launch aircraft. Approx. course 086°T. 0557 first plane launched. 0559 last plane launched. Resumed zigzag course. 0605 changed course to right to 120°T., speed 20 knots, 189 r.p.m. and ceased zigzagging. 0610 sighted destroyers bearing 220°T. 0618 sighted destroyer bearing 240°T. 0620 changed course left to 090°T. and pgc, 093° psc, and 079.5° psc. All engines ahead standard, 15 knots, 139 r.p.m. 0622 lighted ship. 0630 secured from General Quarters, set Condition of Readiness Two, watch two. Set Material Condition Baker. 0635 joined Task Force E.4, formed cruising disposition 8-V, fleet course 090°T. and pgc, fleet speed 15 knots, ENTERPRISE guide. 0748 changed course and fleet course to 000°T. and pgc. 0750 out in the DeGaussing gear. 0755 changed course into wind to launch aircraft, approx. course 076°T., approx. speed 14 knots. Average steam 410. Average r.p.m. 142.7.

8 - 12

Steaming as before. 0803 last plane launched. 0834 last plane landed. 0835 changed speed to 12 knots. Changed course to 000°T., 345° psc, 345° psc. 0847 commenced steaming at various courses and speeds to land aircraft. 0851 last plane landed. 0855 changed course to 280°T. and pgc, 268° psc, 269° psc. 0904 commenced zigzagging according to plan No. 2. Changed speed to 15 knots. 0938 BLUE and JARVIS joined formation. 1022 ceased zigzagging. Changed course to 060°T., 049° 30' psc, 049° psc. 1023 commenced steaming at various courses and speeds to launch aircraft. 1032 last plane launched. Changed course to 280°T. and pgc, 268° psc, 269° psc. 1049 commenced zigzagging according to plan No. 2. 1055 changed course to 060°T. 1057 commenced steaming at various courses and speeds to launch aircraft. 1103 launched last plane. 1105 changed course to 060°T. and pgc. 1121 commenced steaming at various courses and speeds to land aircraft. 1128 last plane landed. Changed speed to 15 knots. Changed course to 060°T. and pgc. 1151 changed course to 090°T., 078° psc, 079° 30' psc. Made daily inspection of magazines and smokeless powder samples. Conditions normal. Average steam 410. Average r.p.m. 129.2.

12 - 16

Steaming as before. 1219 commenced zigzagging according to plan No. 2. 1225 all engines ahead full, 20 knots, 189 r.p.m. 1239 ceased zigzagging. Changed course left to 090°T. and pgc. 1241 changed speed to 18 knots, 189 r.p.m. 1247 changed course into wind to launch aircraft. A prox. course 033°T., using various speeds. 1249 first plane launched. 1317 last plane landed. Preparing to stream paravanes, using various speeds. 1413 streamed paravanes, starboard paravane streamed unsatisfactorily. 1422 changed course right into wind to launch and recover aircraft. Approx. course 076°T., using various speeds. 1425 first plane landed. 1444 set Material Condition Affirm. 1447 out in DeGaussing coils.

(CONTINUED ON ADDITIONAL SHEET)

Approved:

J. A. Holmes
J. A. HOLMES,
Captain, U.S. Navy,
Commanding.

Examined:

W. C. Hildbury
W. C. HILDBURY,
Lieut.-Jondr., U.S.N., Navigator.

(Original ribbon copy of this page to be sent to Bureau of Navigation monthly)

2078 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

N. Har. 43
(Rev. 1940)

Page

LOG OF THE UNITED STATES SHIP

AT U.S.S., Pearl Harbor, T... TO

Tuesday 9 December 19 41

ZONE DESCRIPTION Luz 10

G. D. MURRAY

Captain, U.S. Navy, Commanding

Hour	ALL SHIP'S ATTITUDE TOWARDS WIND	BY REEF		BY LOO		CROSS OF CYCLES BY MAG. (When used)	WIND		BAROMETER		TEMPERATURE				CLOUDS				SEA	
		Normal Takes	Normal Takes	Normal Takes	Normal Takes		Direction	Force	At Sea	In Cabin	At Deck	At Mast	At Gun	At Gun	At Gun	At Gun	At Gun	At Gun	At Gun	At Gun
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
1							10	3010		75	67	75	0	cu			10	20		
2							10	3008		74	67	75	0	cu			10	20		
3							10	3006		73	67	75	0	st	cu		10	20		
4							14	3006		73	63	75	0	st	cu		5	25		
5	40.3	4.5			230		14	3003		74	67	75	0	st	cu		5	25		
6	39.4	7.4			154		27	3003		70	56	75	0	st	cu		16	25		
7	152.0	21.0	19.0	0	070		30	3002		71	69	76	0	st	cu		9	25		
8	159.0	21.0	15.0	0	020		31	3004		74	68	74	0	a	cu		9	25		
9	135.1	15.0	18.0	0	060		31	3003		75	69	76	0	a	cu		9	25		
10	142.7	16.5	14.4	4	340		29	3007		75	69	76	0	a	cu		9	25		
11	144.0	16.2	14.5	5	020		32	3004		76	69	76	0	a	cu		9	25		
12	125.7	15.4	13.6	6	020		29	3004		76	70	76	0	a	cu		9	25		

DRILLS AND EXERCISES

# Latitude	20° 20' 30" N	Received	0
# Longitude	157° 27' 45" W	Expended	980
		On hand	10,526
# Latitude	21° 54' 45" N	Distilled	30,787
# Longitude	157° 02' 00" W	Received	0
# Latitude	25° 34' 15" N	Expended	40,716
# Longitude	156° 33' 00" W	On hand	122,622
Current (Net)		BEFORE LEAVING PORT	
(Drift)		Draft for'd	25' 3"
		Draft aft	20' 3"
OTROCOMPAS IN USE		AFTER ENTERING PORT	
Error	1° 56' .5" N	Draft for'd	
		Draft aft	
STANDARD MAG. COMPASS		MAGAZINE TEMPERATURES:	
Compass No.	54524	Maximum	67°
S. H.	075°	Minimum	80°
Error	10° 04' E		
Variation	11° 15' E		
Deviation	1° 11' W		

Division	Morning	Afternoon
1	Torpedo Defense	Flight Quarters
2	General Quarters	
3	Flight Quarters	
4		
5		
6		
7		
8		
9		

P.R.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
13	136.9	15.4	13.1	020	W	10	3001	-	75	67	75	30	a	cu		3	25							
14	142.4	16.0	13.8	020	W	28	3000	-	74	68	75	30	a	cu		4	25							
15	140.1	15.8	13.9	020	W	28	3000	-	74	70	75	30	a	cu		3	25							
16	140.5	15.8	13.9	020	W	28	3001	-	75	70	76	30	a	cu		3	25							
17	130.0	15.6	13.8	020	W	26	3004	-	74	69	76	30	cu		1	25								
18	125.3	14.2	12.3	020	W	26	3004	-	73	65	76	30	cu		1	25								
19	123.0	14.3	12.3	020	W	30	3008	-	73	67	75	30	cu		2	25								
20	126.0	14.3	12.3	020	W	30	3008	-	73	67	75	30	cu		2	25								
21	126.0	14.3	12.2	020	W	33	3011	-	72	67	76	30	a	cu		3	25							
22	126.0	14.3	12.5	020	W	37	3012	-	72	65	76	30	a	cu		1	25							
23	125.0	14.3	12.4	020	W	35	3012	-	73	65	76	30	a	cu		2	25							
24	122.7	14.7	12.8	020	W	33	3013	-	72	64	76	30	a	cu		1	25							

REMEMBERED SUN DATA - SUBMARINES

Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

N. Nav. 48

Page 1111

ADDITIONAL SHEET

U. S. S. ENTERPRISE

Date 9 December 1941

12 - 16

Steaming as before. 1206 ceased zigzagging. Resumed base course 020°T. and pgc. 1224 formed cruising disposition 10V, fleet course 020°T. and pgc, fleet speed 13.5 knots, 126 r.p.m. ENTERPRISE guide. 1226 submarine reported sighted bearing 030°T. 1227 WALKER attacked with two depth charges. 1229 all engines ahead full, 20 knots, 1.9 r.p.m. 1230 all engines ahead full power. 1233 all engines ahead 13.5 knots, 126 r.p.m. 1233 commenced zigzagging according to plan No. 2., speed 15.1 knots, 140 r.p.m. 1315 submarine reported dead ahead. 1316 changed course emergency left to 355°T. All engines ahead full, 20 knots, 189 r.p.m. 1318 all engines ahead emergency. Ceased zigzagging. 1320 changed course left to 020°T. and pgc. All engines ahead standard, 15.1 knots, 140 r.p.m. 1330 commenced zigzagging according to plan No. 2. 1343 MC CALL dropped a depth charge bearing from the ENTERPRISE 159° relative. 1537 sounded flight quarters. Average steam 410. Average r.p.m. 139.9.

W. C. Melbury
W. C. MELBURY, Lieut.(jg), U.S.N.

16 - 18

Steaming as before. 1602 Changed speed to 10 knots, 93 r.p.m. 1605 changed course right into wind to recover aircraft. Approx. course 080°T. 1610 first plane landed. 1612 last plane landed. Changed course left to 340°T. and pgc. Changed speed to 20 knots, 189 r.p.m. 1617 changed speed to 15 knots, 139 r.p.m. 1621 changed course to 335° T. and pgc. 1630 FARMER reported submarine contact. 1631 changed course left emergency to 000°T. Changed speed to 20 knots, 189 r.p.m. 1635 changed course right to 345° T. Changed speed to 15 knots, 139 r.p.m. 1645 returned to base course, 020°T. and pgc. 1655 ceased zigzagging. Steadied on base course 020°T. 1700 Task Force One left formation. Task Force Eight formed special cruising disposition 9-V. 1710 sounded General Quarters. 1711 darkened ship. Average steam 410. Average r.p.m. 131.6.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

18 - 20

Steaming as before. 1812 secured from general quarters, set condition of readiness II. 1823 secured boilers Nos. 2 and 4. 1825 secured boiler No. 9. Average steam 410. Average r.p.m. 126.

W. C. Melbury
W. C. MELBURY, Lieut.(jg), U.S.N.

20 - 24

Steaming as before. 2030 Observed long oil slick close aboard port side. 2052 warning report surface craft bearing 290°T. distance 2.5 miles. 1323 commenced zigzagging according to plan No. 2. Changed speed to 15 knots, 139 r.p.m. Average steam 410. Average r.p.m. 126.9.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

Approved:

G. D. Murray
G. D. MURRAY,
Captain, U.S. Navy,
Commanding.

Examined:

R. W. Noble
R. W. NOBLE,
Lieut.-Comdr., U. S. N., Navigator.

16-100-1

(This page to be sent to Bureau of Navigation monthly with Log sheets)

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Page

Approved:

Examined

E. S. N. Jurgator.

(This page to be sent to Bureau of Navigation monthly.)

N. Nav. 43
(Rev. 1926)

Page 11

UNITED STATES SHIP ENTERPRISE Tuesday 9 December 1941

ZONE DESCRIPTION plus 10^s REMARKS

0 - 4

Moored starboard side to Berth F-9, Pearl Harbor, T.H., with 5 Manila lines, 2 wire cables and 4 breast wires. Boiler No. 2 in use for auxiliary purposes, with boilers on two hours notice. Ships present: various units of the U.S. Fleet. SOFA is Cinclafac at Submarine Base. 0015 commenced fueling ship. Dredge forward 23' 7", aft 28' 5". 0055 commenced receiving gasoline. 0300 started preparations for getting underway. 0315 stopped fueling, amount received 463,000 gallons fuel oil and 61,000 gallons of gasoline. 0353 NEOSHO underway from alongside.

G. R. Over
G. R. OVER, Lieutenant, U.S.N.

4 - 8

Moored as before. 0402 boiler No. 1 cut in on main steam line. 0410 boiler No. 6 cut in on main steam line. 0403 target raft removed from along port side, 0420 underway from berth F-9, Pearl Harbor, T.H., for operations as directed. Boilers No. 1 to No. 9 inclusive in use. Standard speed 15 knots. Captain, Executive Officer, Navigator and pilot on bridge. Captain conning. Material Condition Baker set. 0425 tugs cast off. Commenced steaming on various courses and speeds, conforming to channel to clear harbor. 0520 Torpedo defense. 0551 pilot left ship. 0556 passed entrance channel buoy No. 1 abeam to port. Changed course to 154°T. Changed speed to 20 knots. 0600 changed course to 140°T. 0602 General Quarters. 0625 changed course to 090°T. 0629 lighted ship. 0632 secured from General Quarters. Set condition of readiness II. 0635 changed course to 070°T. 0640 changed course to 160°T. 0646 changed course to 070°T. 0649 changed course to 130°T. 0658 changed course to 070°T. 0727 changed course to 020°T. 0745 Flight quarters. Average steam 410. Average r.p.m. 121.2

H. C. Melbury
H. C. MELBURY, Lieut.(jg), U.S.N.

8 - 12

Steaming as before. 0602 Destroyer on starboard quarter reported a submarine sighted bearing 190° from them. 0615 changed course right into wind to recover aircraft. Approx. course 080°T, steaming at various speeds. 0618 first plane landed. 0820 last plane landed. 0831 formed special cruising disposition 9-7. 0827 changed course, fleet course and fleet axis to 020°T. and pgc. 0837 changed speed to 10 knots, 92 r.p.m. 0838 changed course right into wind to launch aircraft. Various speeds as necessary. Approx. course 077°T. 0840 first plane launched. 0841 last plane launched. 0842 first plane landed. 0917 ceased landing aircraft. Changed speed to 20 knots, 189 r.p.m. Changed course to right to 170°T. and pgc. Submarine contact reported by FALMING. 0919 changed course to left into the wind to resume recovery of planes. 0925 FALMING contact reported false. 0928 last plane landed. Changed speed to 20 knots, 189 r.p.m. Changed course left to 020°T. 0950 GRIDLEY reported submarine contact. Changed course left to 290°T. 0959 changed course left to 015°T. and pgc. 1003 changed course left to 338°T. 1004 FALMING reported sighted torpedo. 1010 changed course right into the wind to launch aircraft. Steaming at various speeds as necessary. Approx. course 081°T. 1016 BALCH reported a submarine on her starboard bow. 1017 BALCH annulled report. 1018 launched first plane. 1019 last plane launched. Changed speed to 20 knots, 189 r.p.m. Returned to base course 020°T. and pgc. 1022 changed course to right into wind to recover aircraft, at various speeds as necessary. Approx. course 083°T. 1027 first plane landed. 1034 observed plane zooming on port beam low to water. Changed speed to 25 knots, 1238 r.p.m. Changed course to right to 175°T. 1041 changed speed to 20 knots. Changed course to right to 210°T. 1042 changed course into the wind to resume recovery of aircraft. 1045 6-3-1 dropped message on deck. 1048 Sky Control reported sighting a white plane (Army bomber) bearing 345°T., distance approx. 20 miles. 1049 first plane landed. 1052 last plane landed. Changed speed to 20 knots, 189 r.p.m., 020°T. and pgc. 1053 changed speed to 15 knots, 139 r.p.m. 1104 changed speed to fleet speed, to 13.5 knots, 126 r.p.m. Commenced zigzagging according to Plan 2. 1107 changed speed to 15 knots, 140 r.p.m. 1150 sighted Task Force One bearing 010°T., distance 14 miles. Average steam 410. Average r.p.m. 139.7.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

Approved:

O. D. Murray
O. D. MURRAY,
Captain, U.S. Navy,
Commanding.

Examined:

R. W. Soble
R. W. SOBLE,
Lieut.-Comdr., U.S. Navy

(Original (ribbon) copy of this page to be sent to Bureau of Navigation monthly)

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2082 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

N. NAV. 13
(Mar. 1907)

Page 1111

LOG OF THE UNITED STATES SHIP

ITCERRIERO
(Name)

376
(Classification Number)

AT Operations, Hawaiian Area TO

Wednesday 10 December 1941
(Day) (Month) (Year)

ZONE DESCRIPTION plus 10

J. J. ... Captain, U. S. Navy, Commanding.

Hour	BY REYS					Current Speed Kts	WIND		BAROMETER			TEMPERATURE			Waves Height ft	CLOUDS			SEA		
	BY NAME		BY LOG		Direction		Force	Reading	At Base	At Deck	At Mast	Air	Surface	Wind		Forecast	Base	Upper	Amount	Direction	Force
	1	2	3	4																	
1	130.0	14	8	13	0	110	10	20	3014	-	70	64	74	0	st cu			10	3	2	
2	130.0	14	7	13	5	200	10	10	3014	-	70	65	74	0	st cu			10	3	2	
3	140.0	15	7	14	0	0	23	3	3012	-	72	64	73	0	sc cu			10	3	2	
4	140.0	15	7	14	0	200	27	3	3012	-	72	65	74	0	sc cu			10	3	2	
5	140.0	15	7	14	0	200	24	3	3011	-	72	64	75	0	sc cu			10	3	2	
6	140.0	15	7	14	0	0	27	3	3011	-	73	62	75	0	sc cu			10	3	2	
7	147.9	16	8	14	0	2.0	24	3	3012	-	73	65	76	0	st cu			10	3	2	
8	141.0	16	0	14	0	020	23	3	3012	-	74	60	76	0	st cu			10	3	2	
9	137.2	15	5	13	4	0	19	3	3013	-	74	65	75	0	st cu			10	3	2	
10	141.1	16	0	15	4	0	29	3	3014	-	74	65	75	0	ci			10	3	2	
11	138.7	15	7	14	0	020	25	3	3014	-	73	66	75	0	sc cu			10	3	2	
12	136.5	15	4	13	5	064	18	3	3014	-	72	66	75	0	sc cu			10	3	2	

Latitude	23° 56' 00" N	Received	11,024
Longitude	157° 07' 00" W	Expended	1,100
		On Land	20,452
Latitude	23° 56' 00" N	Disfilled	20,100
Longitude	157° 07' 45" W	Received	0
Latitude	15° 05' 00" N	Expended	0,100
Longitude	157° 04' 00" W	On Land	79,000

DRILLS AND EXERCISES

Drills	Morning	Afternoon
1	Light Quarters	
2	General Quarters	
3	Condition Alarm	
4	Condition Alarm	
5	Flight Quarters	
6	General Quarters	
7	General Quarters	

Current	0.4	Before Leaving Port	
Draft	12.1	Draft for'd	8
		Draft aft	9
Gyrocompass in Use		After Entering Port	
Error	0° 12' E	Draft for'd	
		Draft aft	
Standard Mag. Compass		Magnetic Temperatures:	
Compass No	5424	Maximum	67
S. H.	000	Minimum	79
Error	1° 00' E		
Variation	1° 00' E		
Deviation	0° 00' E		

Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
13	137.9	16	0	14	0	020	24	3	3011	-	72	65	75	0	sc cu			10	3	2				
14	134.8	17	2	14	0	0	27	3	3011	-	69	65	75	0	sc cu			10	3	2				
15	139.7	16	1	14	5	300	27	3	3010	-	66	67	75	0	sc cu			10	3	2				
16	135.1	19	0	1	2	300	24	3	3011	-	69	66	73	0	sc cu			10	3	2				
17	140.0	20	0	17	4	300	23	3	3010	-	69	67	76	0	sc cu			10	3	2				
18	140.5	1	7	17	4	300	22	3	3014	-	67	67	75	0	sc cu			10	3	2				
19	149.0	1	0	21	0	300	22	3	3017	-	70	66	75	0	sc cu			10	3	2				
20	149.0	1	0	20	0	300	22	3	3017	-	70	65	75	0	sc cu			10	3	2				
21	149.0	1	0	20	0	300	19	3	3018	-	70	65	76	0	sc cu			10	3	2				
22	149.0	1	0	20	3	300	18	3	3021	-	70	64	73	0	sc cu			10	3	2				
23	149.0	1	0	20	1	300	18	3	3021	-	70	64	74	0	sc cu			10	3	2				
24	149.0	1	0	20	1	300	27	3	3020	-	70	64	74	0	sc cu			10	3	2				

PUBLISHED RUN DATA - HOURS					
Run No. (8 full)	1	2	3	4	5
Time to submerge					
Greatest depth					

Page 1-1

ADDITIONAL SHEET

U. S. S. ENTERPRISEDate 10 December, 1941

12 - 16 (Continued)

1358 ceased zigzagging and returned to base course of 300°T. 1400 ELLET reported hydrophone contact of submarine. 1401 changed course left to 320°T. All engines ahead flank, 25 knots. 1404 changed course to 210°T. 1405 came right with hard left rudder to course 300°T. Changed speed to 18 knots. 1414 Changed course and fleet course to 300°T. and fleet speed to 18 knots. 1416 secured from General Quarters. Set condition of readiness Two, watch two. Set Material Condition Baker. 1421 commenced zigzagging according to plan No. 2. All engines ahead full, 20 knots, 169 r.p.m. 1508 surface lookouts aft reported periscope bearing 187°T. All engines ahead flank speed. Changed course right to 270°T. and pgc. 1512 changed course left to 260°T. and pgc. 1520 changed speed to 18 knots, 168 r.p.m. 1522 ceased zigzagging. 1527 changed course right to 020°T. and pgc. 1534 changed course right into wind to recover aircraft. Average course 090°T., using various speeds. 1537 first plane landed. 1543 SALT LAKE CITY, on starboard quarter of ENTERPRISE, sighted submarine bearing 080°T. All engines ahead flank, 25 knots. Changed course left to 045°T. and pgc. SALT LAKE CITY opened fire on submarine. 1551 changed speed to 18 knots, 168 r.p.m. 1552 changed course into wind to recover 6-15. Steaming at various courses and speeds. 1556 6-15 landed. All engines ahead 18 knots, 168 r.p.m. 1558 changed course left to 300°T. Average steam 413.7. Average r.p.m. 164.4.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

16 - 18

Steaming as before. 1600 submarine sighted dead ahead. All engines ahead emergency flank. Changed course left to 235°T. and pgc. 1605 all engines ahead full, 20 knots, 168 r.p.m. 1608 changed course left to 300°T. and pgc. 1623 commenced zigzagging according to plan No. 2. 1640 ceased zigzagging, resumed base course, 300°T. and pgc. Changed speed to 18 knots, 168 r.p.m. 1643 changed fleet axis to 300°T. and pgc. 1700 sounded General Quarters. All engines ahead 4/3, 10 knots, 93 r.p.m. 1703 changed course right into the wind and commenced steaming at various courses and speeds preparatory to recover aircraft. 1706 darkened ship. 1707 sky control reported torpedo 1,000 yards on port beam. All engines ahead emergency flank. Changed course left to 075°T. 1709 set Material Condition Aft. 1710 changed course into the wind to recover aircraft. 1716 first plane landed. 1718 last plane landed. All engines ahead full, 20 knots. Returned to base course 300°T. 1721 changed fleet speed to 20 knots. 1725 MALDEN reported a submarine bearing 150°T. 1726 all engines ahead emergency flank, full right rudder. Came to course 030°T. 1730 GALL fired depth charges, oil came to surface. 1727 commenced zigzagging to avoid submarine. 1729 all engines ahead full, 20 knots, 189 r.p.m. Came left slowly to 300°T. Average steam 417.5. Average r.p.m. 173.2

W. C. Hebbury
W. C. HEBBURY, Lieut.(jg), U.S.N.

18 - 20

Steaming as before. 1811 secured from General Quarters. Set condition of readiness Two, watch two. Set Material Condition Baker. 1850 out No. 4 boiler off the main steam line. 1854 out No. 2 and No. 9 boilers off the main steam line. Average steam 410. Average r.p.m. 189.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

20 - 24

Steaming as before. 2400 changed course and fleet course right to 000°T. and pgc. Changed speed and fleet speed to 16 knots, 168 r.p.m. Average steam 410. Average r.p.m. 189.

W. C. Hebbury
W. C. HEBBURY, Lieut.(jg), U.S.N.

Approved:

J. D. ...
Captain, U.S. Navy,
Commanding.

Examined:

W. C. Hebbury
Lieut.-Commanding, U.S.N. Navigator.

16-10813

(This page to be sent to Bureau of Navigation monthly with Log sheets)

61

Page 1000

Approved:

Examined:

U. S. N. Navigator.

16-10013-4

(This page to be sent to Bureau of Navigation monthly.)

R. No. 43
11/19/41

Page

UNITED STATES SHIP

- T.R. 1135 -

Wednesday 10 December 1941

ZONE DESCRIPTION, plus LV.

REMARKS

0 - 4

Steaming in company with task force High in cruising at position 6-W. Fleet course 040°T. Fleet guide and 1135 in material condition. Standard speed 16 knots. Steaming at 13.5 knots with boilers nos. 2, 3, 5, 7, and 8 in use. Only in condition of readiness II and material condition maker. All ships burned. 0000 changed course to 110°T. and 160, 004°30' psc, 102°30' psc. 0100 changed course to 060°T. and 160, 184° psc, 186° psc. 0109 commenced zigzagging according to plan No. 2. Changed speed to 15.1 knots. Fleet course 050°T, fleet speed 11.5 knots. Average steam 410. Average r.p.m. 134.

W. H. ...
W. H. ... Lieut (jg), U.S.N.

4 - 6

Steaming as before. 0454 sounded flight quarters. 0500 cut in No. 1 and No. 2 boilers in main steam line. 0505 set material condition affirm. 0550 ceased zigzagging. Changed course into wind to launch aircraft. Approx. course 085°T. speed 16 knots. 0538 launched first plane. 0602 last plane launched. 0603 changed course to right to 135°T. 0610 changed course into wind to launch aircraft. Approx. course 060°T, 16 knots, 138 r.p.m. 0616 first plane launched. 0619 06-17 reported submarine at lat. 22° 30' N, longitude 156° 30' W, course 060°T. 0621 last plane launched. 0624 changed course to 200°T. 0626 secured from General Quarters. Set condition of readiness two, watch two. Set condition maker. 0637 1135 reported submarine bearing 020°T. from point of origin, course 060°. 0638 changed speed to 13.5 knots, 146 r.p.m. Changed course left to 20°T. and 160, 377° psc, and 375° psc. 0630 06-17 reported bombing a submarine bearing 090°T. 0637 commenced zigzagging according to plan No. 2. Changed speed to 15 knots. 0730 sounded flight quarters. 0748 submarine contact made by sound by destroyer off screen, port side. 0740 changed course emergency right to 110°T. All engines ahead flank, 15 knots. 0752 all engines ahead full, 20 knots. 0757 changed course left to 020°T. and psc. Changed speed to 13.5 knots, 128 r.p.m. Average steam 410. Average r.p.m. 140.2.

J. A. ...
J. A. ... Ensign, U.S.N.

8 - 12

Steaming as before. 0611 commenced zigzagging according to plan No. 2. 0915 changed course to 045°T. and psc, 035° psc, 021° psc. Changed speed to 20 knots. 0930 changed speed to 13.5 knots. 0933 commenced steaming at various courses and speeds to land aircraft. 1000 last plane landed. Changed speed to 17.5 knots. 1006 commenced steaming at various courses and speeds to land plane. 1013 plane landed. Changed speed to 10.5 knots. Changed course to 045°T. and psc, 1035 commenced zigzagging according to plan No. 2. Changed speed to 15.2 knots. 1147 ceased zigzagging, resumed course 020°T. and psc. 1155 commenced steaming at various courses and speeds to launch aircraft. Made daily inspection of magazines and powder powder cases; conditions normal. Average steam 410. Average r.p.m. 144.2.

W. H. ...
W. H. ... Lieut (jg), U.S.N.

12 - 16

Steaming as before. 1001 last plane landed. Changed speed to 13.5 knots, 140 r.p.m. Changed course left to 050°T and psc. 1006 commenced zigzagging according to plan No. 1. Changed speed to 15 knots, 143 r.p.m. 1325 1135 reported submarine contact by hydrophones. Changed speed to 15 knots. Changed course right to 040°T. 1327 1135 reported torpedo wake a possible 12 minutes and attached with depth charges. 1329 changed speed emergency flank, 10 knots, 137 r.p.m. 1330 changed course left into wind to launch aircraft. Steaming on various courses and speeds as necessary, approx. course 077°T. 1331 sounded General Quarters. 1332 set material condition affirm. 1334 launched first plane. 1336 discontinued launch. Changed speed to 10 knots, 136 r.p.m. Changed course left to 060°T. and psc. 1339 changed speed to 10 knots, 137 r.p.m. 1340 course of 10 knots. 1341 changed speed to 10 knots, 137 r.p.m. 1342 commenced zigzagging. 1350 changed speed to 15 knots, 141 r.p.m. (See TR 1135 1135 1135 1135)

Approved:

Examined:

W. H. ...
W. H. ...
Lieut. jg., U.S.N.

W. H. ...
W. H. ...
Lieut. jg., U.S.N.

(Original ribbon copy of this page to be sent to Bureau of Navigation monthly)

2086 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

N. Nav. 43
(Mar. 1930)

Page _____

LOG OF THE UNITED STATES SHIP

ALBATROSS
(Name)

370

AT Swain's Operating Area TO _____

Thursday 11 September 1941

ZONE DESCRIPTION Plus 10

C. J. MERRILL, Captain, U. S. Navy, Commanding

Hour	ALL SHIP'S APPROXIMATE POSITION	BY REYS			BY LOG	CORRECTION (P. C.)	WIND	BAROMETER	TEMPERATURE				WAVE HGT. BY LOG	CLOUDS				SEA	
		Natural	Mild	Therm.					Normal	Wind	Wet Bulb	Air		Surf	At base of clouds	Form	Waves		Amount
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1	168.3	19	8	17	2	000	33	3020	-	70	63	74	BC	a cu	ESE	2	70	1	SEB
2	168.0	18	6	16	7	000	20	3020	-	69	63	74	BC	a cu	ESE	1	65	1	SEB
3	168.0	18	6	17	5	000	10	3021	-	69	62	73	BC	a cu	ESE	3	70	1	SEB
4	168.0	18	6	17	3	000	20	3021	-	69	62	73	BC	a cu	ESE	1	65	1	SEB
5	168.0	18	6	17	3	000	20	3022	-	69	61	73	BC	a cu	ESE	1	65	1	SEB
6	168.0	18	6	17	2	000	14	3024	-	69	60	74	BC	a cu	ESE	1	65	1	SEB
7	171.5	19	6	16	3	000	20	3030	-	69	61	72	BC	a cu	ESE	2	65	1	SEB
8	176.1	19	6	16	3	106	18	3032	-	70	62	73	BC	a cu	ESE	2	65	1	SEB
9	172.7	19	5	18	7	090	17	3032	-	71	61	73	BC	cu	ESE	1	30	2	SEB
10	171.0	19	1	18	5	090	17	3033	-	71	62	74	BC	a cu	ESE	1	30	2	SEB
11	168.0	18	6	17	2	090	17	3028	-	71	63	73	BC	a cu	ESE	3	30	2	SEB
12	172.5	19	3	18	0	090	16	3029	-	71	63	73	BC	st cu	ESE	9	30	2	SEB

Latitude 27° 17' 15" N
Longitude 156° 51' 45" W

Latitude 27° 31' 45" N
Longitude 157° 40' 30" W

Latitude 27° 09' 10" N
Longitude 156° 15' 15" W

Received 0
Expended 1,677
On hand 18,775

Distilled 35,005
Received 0
Expended 4,441
On hand 164,602

DRILLS AND EXERCISES

Drills	Morning	Afternoon
1	1st Lt Quarters	Flight Quarters
2	General Quarters	General Quarters
3	Condition "A"	Condition "A"
4	Condition "B"	
5	Flight Quarters	
6		
7		
8		

Current Set _____
Drift _____

Gyrocompass in Use
Error 0° 51' E

STANDARD MAG. COMPASS
Compass No. 54356
S. B. 077
Error 13° 51' E
Variation 12° 30' E
Deviation 1° 21' E

BEFORE LEAVING PORT
Draft for'd _____
Draft aft _____

AFTER ENTERING PORT
Draft for'd _____
Draft aft _____

MAGAZINE TEMPERATURES:
Maximum 57°
Minimum 77°

P.R.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
13	164.8	20	5	19	4	090	15	3024	-	70	62	72	BC	st cu	ESE	2	70	1	SEB					
14	176.6	19	7	19	6	090	15	3024	-	72	61	72	BC	ci st	ESE	2	30	1	SEB					
15	176.6	19	7	19	6	090	15	3024	-	71	61	72	BC	a cu	ESE	3	70	1	SEB					
16	171.0	20	1	16	8	090	15	3024	-	71	62	72	BC	a cu	ESE	3	30	1	SEB					
17	175.3	19	6	16	8	101	15	3025	-	70	62	72	BC	a cu	ESE	7	30	1	SEB					
18	172.7	19	8	16	6	090	15	3021	-	69	62	72	BC	a cu	ESE	1	30	1	SEB					
19	163.0	18	6	16	0	090	15	3024	-	69	62	72	BC	a cu	ESE	1	30	1	SEB					
20	168.0	18	6	16	3	090	15	3024	-	68	62	72	BC	a cu	ESE	1	30	1	SEB					
21	168.0	18	6	17	3	090	12	3031	-	68	61	70	B	-	-	-	-	-	-					
22	168.0	18	6	17	9	160	11	3029	-	68	61	70	BC	st cu	ESE	1	30	1	SEB					
23	168.0	18	6	17	3	180	11	3029	-	69	61	70	BC	a cu	ESE	1	30	1	SEB					
24	168.0	18	6	17	4	150	8	3029	-	69	63	70	B	-	-	-	-	-	-					

SUBMERGED SUN DATA—SURMANNERS

Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

ADDITIONAL SHEET

U. S. S.

ENTERPRISE

Date 11 December, 1941

12 - 16

Steaming as before. 1223 commenced maneuvering at various courses and speeds to avoid reported submarine contact. 1229 changed course to 090°T. and ppc. 1231 changed speed to 18 knots. 1236 commenced maneuvering at various courses and speeds to avoid reported submarine contact. 1243 changed course to 090°T. and ppc, 077°psc, 061°pstc. Changed speed to 16.5 knots. 1253 changed speed to 18 knots. 1256 commenced zigzagging according to plan No. 2. 1342 commenced maneuvering at various courses and speeds to avoid reported submarine contact. 1344 changed course to 090°T. and ppc. Changed speed to 18 knots. 1352 commenced zigzagging according to plan No. 2. 1439 commenced maneuvering at various courses and speeds to avoid reported submarine contact. 1443 changed course to 090°T. and ppc. Changed speed to 18 knots. 1448 commenced zigzagging according to plan No. 2. 1451 commenced maneuvering at various courses and speeds to avoid destroyer submarine contact. 1500 changed course to 090°T. and ppc. Changed speed to 18 knots. 1507 commenced zigzagging according to plan No. 2. 1524 unloaded 1.1 in./75 cal. rounds by firing. 1532 commenced maneuvering at various courses and speeds to avoid reported submarine contact. Average steam 410. Average r.p.m. 179.7.

W. C. HEBURY
W. C. HEBURY, Lieut.(jg), U.S.N.

16 - 18

Steaming as before. 1602 changed speed to 18 knots, 168 r.p.m. 1605 6-B-10 reported contact with aircraft, later reported friendly. 1605 commenced zigzagging according to plan No. 2. 1630 sounded flight quarters. 1640 ceased zigzagging. Steadied on course 125°T. and ppc. 1652 changed fleet speed to 18 knots, 168 r.p.m. 1655 Sounded general quarters. Set material condition Affirm. Changed speed to 23 knots, 218 r.p.m. Changed course into wind to recover aircraft, approx. course 161°T. 1656 first plane landed. 1701 darkened ship. 1705 last plane landed. Changed speed to 18 knots, 168 r.p.m. Changed course to 125°T. 1707 changed course to 090°T. 1735 BALCH and 1803 CALL reported submarine to starboard of 1803 CALL. 1803 CALL attacked with depth charges. Changed speed emergency flank. Commenced zigzagging to avoid possible torpedoes. 1739 returned to base course, 090°T. Changed speed to 18 knots, 168 r.p.m. 1800 secured from General Quarters. Set condition of readiness Two, watch one. Set material condition Baker. Average steam 410. Average r.p.m. 176.5.

J. A. HOLMES
J. A. HOLMES, Ensign, U.S.N.

18 - 20

Steaming as before. 1800 secured from General Quarters. Set Condition of readiness Two and material condition Baker. 1907 secured boilers Nos. 4 and 9. 1918 secured boiler No. 1. Average steam 410. Average r.p.m. 168.

W. C. HEBURY
W. C. HEBURY, Lieut.(jg), U.S.N.

20 - 24

Steaming as before. 2100 changed front of disposition right to 160°T. and ppc, 165°psc and 165°pstc. 2300 changed front of disposition right to 250°T. and ppc, 227°psc, and 235°pstc. Average steam 410. Average r.p.m. 188.

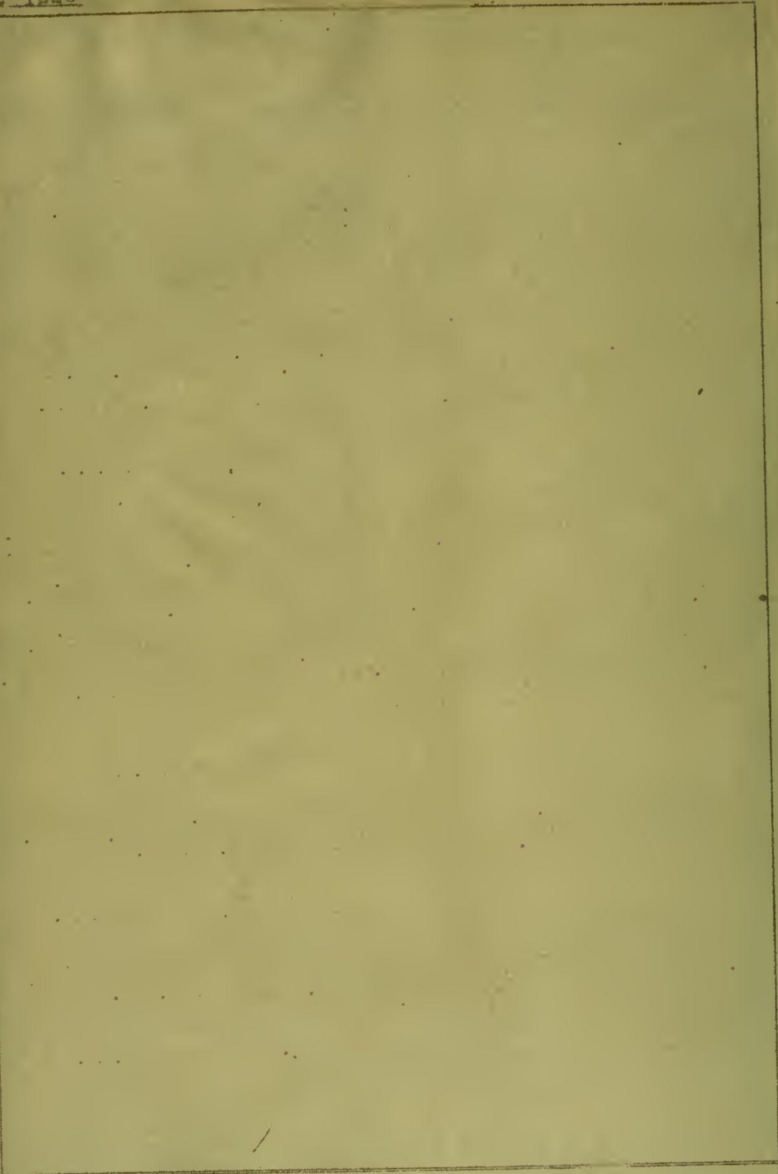
J. A. HOLMES
J. A. HOLMES, Ensign, U.S.N.

Approved:

J. A. Holmes
J. A. HOLMES,
Captain, U.S. Navy,
Commanding.

Examined:

R. W. Noble
R. W. NOBLE,
Lieut.-Commander, U.S.N., Navigator.



Approved:

Examined:

U. S. N. Navigator.

11-5014*

(This page to be sent to Bureau of Navigation monthly.)

66

N. No. 48
(Rev. 1901)

Page 1

UNITED STATES SHIP

SPERRIDGE

Thursday

11

December

1941

ZONE DESCRIPTION 1ND 10.

REMARKS

0 - 4

Steaming; darkened in company with Task Force Night in special cruising disposition 4-V(Night) on course 000°T. and ppc, 345°psc, and 345°psc, on six boilers, Nos. 1, 3, 5, 6, 7 and 8. Boilers Nos. 2, 4, and 9 lighted off in standby status. Steaming at 18 knots, 168 r.p.m. Plane guard DD's J C GILL and GR.V. in inner-anti-submarine screen I-A. Fleet course 000°T. and ppc, fleet axis 300°T. Fleet speed 18 knots, 168 r.p.m. Fleet guide, U.T.S. and S.O.B. in this vessel. Task force in condition of readiness two. 0045 changed fleet axis right to 000°T. 0110 commenced zigzagging according to plan No. 2. Average steam 410. Average r.p.m. 168.1

J. A. Rolles
J. A. ROLLES, Ensign, U.S.N.

4 - 8

Steaming as before. 0510 flight quarters. 0525 boilers Nos. 8 and 9 cut in on main steam line. 0634 boiler No. 4 cut in on main steam line. 0635 General Quarters. 0649 set material Condition alarm. 0610 commenced steaming at various courses and speeds to launch aircraft. 0618 last plane launched. Changed course to 000°T. and ppc. Changed speed to 18 knots. 0632 changed speed to 16.5 knots. 0633 changed course to 300°T. and ppc. 0642 lighted ship. 0643 commenced zigzagging according to plan No. 2. Base course 300°T. Changed speed to 18 knots. 0645 ordered from General Quarters. Set Condition of Readiness II. Set material Condition alarm. 0653 changed course to 210°T. and ppc. Changed to flank speed. 0656 changed course to 300°T. and ppc. Changed speed to 18 knots. Resumed zigzagging. 0758 commenced steaming at various courses and speeds to launch aircraft. Average steam 410. Average r.p.m. 168.4.

W. C. Leebury
W. C. LEEBURY, Lieut.(jg), U.S.N.

8 - 12

Steaming as before. 0804 first plane landed. 0811 last plane landed. Changed speed to 16.5 knots, 154 r.p.m. Changed course to base course, 300°T. and ppc. 0819 changed course right into the wind to recover aircraft. Steaming at various speeds as necessary. Approx. course 090°T. 0824 first plane landed. 0838 last plane landed. 0832 changed speed to 16.5 knots, 154 r.p.m. Changed course left to 300°T. and ppc. 0834 SALT LAKE CITY reported sighting submarine in ~~vicinity~~ base. 0835 changed speed emergency flank. SALT LAKE CITY opened fire on submarine. Changed course left to 082°T. FA 1801 attacked with depth charges. 0838 SALT LAKE CITY reported submarine bearing 175°T. from SALT LAKE CITY. Changed course right to 010°T. 0841 changed speed flank speed, 25 knots, 239 r.p.m. 0843 changed course left to 300°T. and ppc. Changed speed to 16.5 knots, 154 r.p.m. 0850 changed course, fleet course and axis right to 090°T. and ppc. 0901 Torpedo reported from starboard to port twenty yards astern of ship. Changed speed emergency flank. 0903 changed speed flank speed, 25 knots, 238 r.p.m. 0904 changed speed to 16.5 knots, 154 r.p.m. 0911 commenced zigzagging according to plan No. 2. Changed speed to 18 knots, 168 r.p.m. 1034 sounded General Quarters. 1110 ceased zigzagging. Changed course left into wind. Steaming on various courses. Approx. course 115°T. 1115 first plane launched. 1123 last plane launched. Changed speed to 16.5 knots, 154 r.p.m. Changed course left to base course, 190°T. 1134 changed course into wind to recover aircraft. Approx. course 113°T. 1139 first plane landed. 1144 discontinued landing aircraft, waiting for 6-13 to arrive. Changed speed to 16.5 knots, 154 r.p.m. Changed course left to 090°T. 1147 lighted 6-13 and came into wind to recover. Plane recovered on approx. course 103°T. 1154 changed speed to 16.5 knots, 154 r.p.m. Changed course left to 090°T. 1157 commenced zigzagging according to plan No. 2. Changed speed to 18 knots, 168 r.p.m. Average steam 410. Average r.p.m. 171.1.

J. A. Rolles
J. A. ROLLES, Ensign, U.S.N.

(CONTINUED ON ADDITIONAL SHEET)

Approved:

J. A. Rolles
J. A. ROLLES,
Captain, U.S. Navy,
Commanding.

Examined:

W. C. Leebury
W. C. LEEBURY,
Lieut.-Commander, U.S.N., Navigator

(Original ribbon copy of this page to be sent to Bureau of Navigation monthly)

N. MAY 14
1941

Page 1

LOG OF THE UNITED STATES SHIP

AT PASSAGE FROM ... TO ...

14 MAY 1941

ZONE DESCRIPTION ... U.S. ... Captain ...

Hr.	AVG. WIND DIRECTION	BY BEACON		BY SUN	BY STARBUCK	BY GYMNASIUM	W.P.D.	BAROMETER	TEMPERATURE				CLOUDS				SEA
		WIND	TEMP.						WIND	TEMP.	WIND	TEMP.	WIND	TEMP.	WIND	TEMP.	
1	01	19	000														
2	01	17	000														
3	01	17	000														
4	01	17	000														
5	01	17	000														
6	01	17	000														
7	01	17	000														
8	01	17	000														
9	01	17	000														
10	01	17	000														
11	01	17	000														
12	01	17	000														

DRILLS AND EXERCISES

Time	Description	Remarks
1	Drill	
2	Exercise	
3	Drill	
4	Exercise	
5	Drill	
6	Exercise	
7	Drill	
8	Exercise	
9	Drill	
10	Exercise	
11	Drill	
12	Exercise	

<p>Barometer by Log</p> <p>Standard No. ...</p> <p>Checked No. ...</p> <p>W.H. ...</p> <p>Time ...</p> <p>Barometer ...</p> <p>Barometer ...</p>	<p>Barometer by Log</p> <p>Standard No. ...</p> <p>Checked No. ...</p> <p>W.H. ...</p> <p>Time ...</p> <p>Barometer ...</p> <p>Barometer ...</p>
--	--

Hr.	WIND	TEMP.	WIND	TEMP.	WIND	TEMP.	WIND	TEMP.	WIND	TEMP.	WIND	TEMP.
13	01	17	000									
14	01	17	000									
15	01	17	000									
16	01	17	000									
17	01	17	000									
18	01	17	000									
19	01	17	000									
20	01	17	000									
21	01	17	000									
22	01	17	000									
23	01	17	000									
24	01	17	000									

H. W. 14

Page

9

ADDITIONAL SHEET

U. S. S. T. T. T. T. T.

Date 14 DECEMBER 1914

15 - 15

Steaming as before. 1500 sounded flight quarters. 1435 ceased zigzagging, resumed base course 030°T. 1510 changed speed to 18 knots, 1515 r.p.m. 1415 changed course into wind, approx. course 040°T. 1417 landed first plane. 1425 launched last plane as liner and liner under air patrol. Changed speed to 18 knots, 1500 r.p.m. Returned to base course, 050°T. 1435 commenced zigzagging according to plan No. 4. 1438 1-2 reported attacking submerged submarine in Lat. 27° 10' N, Long. 130° 13' W. Sent another plane to aid. 1433 observer recovered liner and intermediate air patrol. 1438 1-2 reported another submarine in the vicinity of one being bombed. 1440 1-2 left formation to aid planes in attacking submarine. 1441 changed course right 30° to 045°T. 1442 1-2 reported 1 having bombed two bombs and 2 at bubbles were visible. 1450 changed course left to 035°T. and p.m. 1452 1-2 reported he believed that the periscope he sighted was a school of small fish, occasionally breaking the surface. 1456 changed course right to 300°T. and p.m. Changed speed to 17.5 knots, 154 r.p.m. 1507 commenced zigzagging according to plan No. 4. Changed speed to 18 knots, 158 r.p.m. Changed fleet speed to 15.5 knots, 112 r.p.m. 1510 GRIBLYN reported sighting a submarine bearing 197° T. and dropped depth charge. Changed speed to flank speed, 25 knots, 138 r.p.m. Changed course right to 015°T. 1521 returned to base course 050°T. Changed speed to 18 knots, 160 r.p.m. 1523 commenced zigzagging according to plan No. 4. 1526 FARMING left formation to order SEAMAN to rejoin. 1533 lane reported a submarine 5,000 yards astern of WALT LAKE CITY. Changed speed emergency flank speed. Changed course left to 035°T. 1537 sky control reported two 500's swooping low over the water astern. 1538 changed speed to 18 knots, 158 r.p.m. Returned to base course, 050°T. 1545 commenced zigzagging according to plan No. 4. Average steam 410. Average r.p.m. 177.4.

J. A. Tolmes
J. A. TOLMES, Ensign, U. S. N.

16 - 16

Steaming as before. 1600 ceased zigzagging. 1603 changed fleet course and axis to 300°T. and p.m. Changed speed and fleet speed to 18 knots, 117 r.p.m. 1615 sounded flight quarters. 1620 all engines ahead full, 18 knots, 160 r.p.m. 1644 commenced maneuvering at various courses and speeds into the wind preparatory to landing aircraft. 1651 landed first plane. 1655 sounded General Quarters. Set Material Condition Alpha. 1657 last plane landed. Changed speed to 18 knots, 168 r.p.m. Changed course left to 300°T. and p.m. 1701 darkened ship. Changed fleet course and axis to 240°T. and p.m. Average steam 410. Average r.p.m. 167.4.

W. C. Bennett
W. C. BENNETT, Lieutenant (Jr.), U. S. N.

16 - 20

Steaming as before. 1803 secured from General Quarters, set condition of readiness two, watch two. Set Material Condition Alpha. 1840 cut No. 1 boiler off the main steam line. 1841 cut No. 4 and No. 9 boiler off the main steam line. Average steam 410. Average r.p.m. 160.

J. A. Tolmes
J. A. TOLMES, Ensign, U. S. N.

20 - 14

Steaming as before. Average steam 410. Average r.p.m. 160.

W. C. Bennett
W. C. BENNETT, Lieutenant (Jr.), U. S. N.

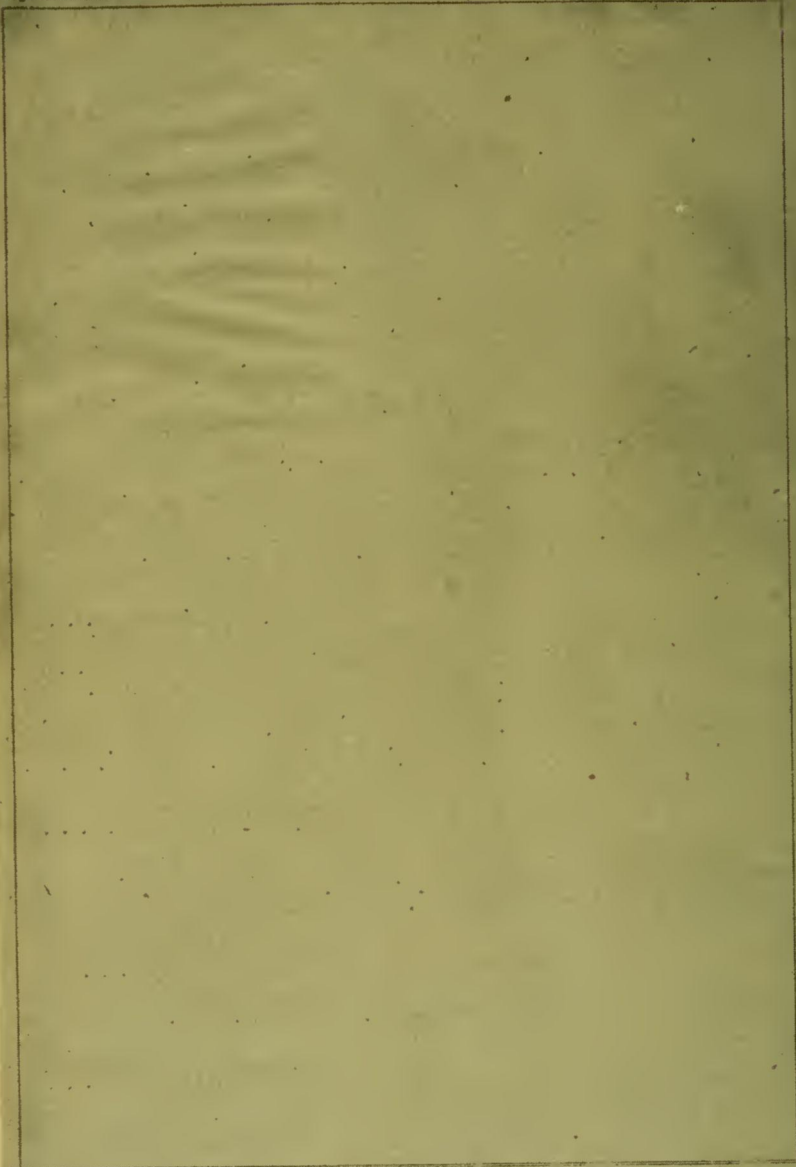
Approved

G. J. ...
Captain, U. S. Navy,
Commanding.

Examined

Lieut-Comdr., U. S. N. Navigator.

Page 1230



Approved:

Examined:

D. S. M., Navigator.

(This page to be sent to Bureau of Navigation monthly.)

70

N. Nav. 12
(Mar. 1941)

Page 127

UNITED STATES SHIP ENTERPRISE Friday 12 December 1941ZONE DESCRIPTION plus 10° REMARKS

0 - 4

Steaming on course 250°T. and pgc, 237°psc, 235°pstgc, in cruising disposition 9-7 in company with Task Force Night. Guide and T.C. in ENTERPRISE. Fleet course and axis 250°T. Steaming at 18 knots, standard speed 15 knots. Boilers Nos. 2, 3, 5, 6, 7 and 8 in use. Ship in Condition of Readiness II and Material Condition Maker. Steaming darkened. 0054 commenced zigzagging according to plan No. 2. Average steam 410. Average r.p.m. 160.

W. S. Hurlbert
W. S. HURLBERT, Lieut.(jg), U.S.N.

4 - 8

Steaming as before. 0520 sounded General Quarters. Set Material Condition firm. 0529 out in No. 1 boiler on the main steam line. 0558 changed course right into the wind to launch aircraft. Steaming at various speeds as necessary. Approx. course 000°T. 0604 first plane launched. 0613 last plane launched. 0614 changed speed to 15 knots, 168 r.p.m. Changed course right to 250°T. and pgc. 0636 commenced zigzagging according to plan No. 2. 0634 BENTON reported a submarine to her starboard. Changed speed to 25 knots, 238 r.p.m. Maneuvering to avoid submarine. Changed course right to 290°T. 0635 changed course to 250°T. 0636 lighted snip. 0637 changed course to 140°T. 0641 returned to base course 250°T. Changed speed to 16 knots, 166 r.p.m. Secured from general quarters. Set Condition of Readiness Two, watch two. Set Material Condition Baker. 0646 commenced zigzagging according to plan No. 2. 0723 ceased zigzagging, resumed base course. 0734 changed front of disposition right to 340°T. and pgc, 327°psc, and 327.5 pstc. 0737 changed front of disposition right to 030°T. and pgc., 016°5 psc, 015° psc. 0745 BENTON reported torpedo wake to her starboard. Emergency flank speed, 238 r.p.m. Changed course to left to 270°T. 0746 changed speed to 16.5 knots, 154 r.p.m. Changed course left to 030°T. and pgc. 0750 made routine shift of steering units. Port unit now in use. Commenced zigzagging according to plan No. 2. Changed speed to 18 knots, 168 r.p.m. Average steam 410. Average r.p.m. 171.9.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

6 - 12

Steaming as before. 0834 commenced steaming at various courses and speeds to avoid reported submarine contact. 0838 changed course to 030°T. and pgc., 016°20' psc, 015° pstgc. Changed speed to 18 knots. 0848 changed course to 080°T. 0850 changed course to 030°T. 0854 commenced maneuvering at various courses and speeds to avoid reported submarine contact. 0902 changed course to 120°T. and pgc. Commenced zigzagging according to plan No. 2. 0919 changed course to 345°T. Changed speed to 25 knots. 0930 changed course to 120°T. and pgc, 107°psc, 108° psc. 0935 commenced zigzagging according to plan No. 2. 0955 ceased zigzagging. Changed course to 030°T. and pgc, 016°30' psc, 017° pstgc. 0957 commenced zigzagging according to plan No. 2. 1001 flight quarters. 1033 commenced steaming at various courses and speeds to avoid reported submarine contact. 1035 changed course to 030°T. and pgc, 016°30' psc, 017° pstgc. Changed speed to 18 knots. 1039 commenced zigzagging according to plan No. 2. 1045 commenced steaming at various courses and speeds to land aircraft. 1052 commenced maneuvering at various courses and speeds to avoid submarine contact. 1058 resumed landing aircraft. Steaming at various courses and speeds. 1114 last plane landed. Changed course to 030°T. Changed speed to 18 knots. 1122 commenced zigzagging according to plan No. 2. 1141 commenced maneuvering at various courses and speeds to avoid reported submarine contact. 1145 changed speed to 16.5 knots. Changed course to 030°T. and pgc. 1151 commenced zigzagging according to plan No. 2. Changed speed to 18 knots. Average steam 410. Average r.p.m. 177.1.

W. S. Hurlbert
W. S. HURLBERT, Lieut.(jg), U.S.N.

(CONTINUED ON ADJUTANT SHEET)

Approved:

G. D. ...
G. D. ...
Lieutenant, U.S. Navy,
Command

Examined:

W. S. Hurlbert
W. S. HURLBERT,
Lieut.-Commandr., U.S.N., Navigator.

(Original (ribbon) copy of this page to be sent to Bureau of Navigation monthly)

11-1011

2094 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

N. Nav. 43

(Rev. 1-10-18)

Page

LOG OF THE UNITED STATES SHIP

USS **THORSE**

276

AT **Passage Hawaiian Operating Area**

TO

Saturday 13 December 41

ZONE DESCRIPTION **Zone 10**

G. D. Day

Captain S. A. V. Commanding

Hour	All Starboard Anemometer Wind	BY REYS		BY LOG		Pressure (if 1 X Obs.)	WIND		BAROMETER					TEMPERATURE				Waves by Direction	CLOUDS				SEA	
		Natural Swells	Trade	Natural Swells	Trade		Direction (true)	Force (kts)	Barometric Inches	Barometric At. Press.	Air, 1st Obs.	Air, 2nd Obs.	Sea at Surface	Waves at Surface	Waves at Surface	Waves at Surface	Waves at Surface		Force	Motion Pitch	Roll	Direction	Force	
1	100.0	18	0	18	0	30.40	1	4	30.23	-	65	01	74	0	st	ou	1	0	1	1	1	1		
2	100.0	18	0	18	0	30.40	1	3	30.22	-	65	00	74	0	st	ou	1	0	1	1	1	1		
3	100.0	18	0	18	1	30.40	1	3	30.20	-	70	01	72	0	st	ou	1	0	1	1	1	1		
4	100.0	18	0	18	6	30.40	1	3	30.20	-	70	00	74	0	st	ou	1	0	1	1	1	1		
5	100.0	18	0	18	2	30.40	1	3	30.19	-	70	01	74	0	st	ou	1	0	1	1	1	1		
6	100.0	18	0	18	0	30.40	1	7	30.18	-	70	02	74	0	st	ou	1	0	1	1	1	1		
7	100.3	17	5	18	7	30.40	1	5	30.20	-	70	01	74	0	st	ou	1	0	1	1	1	1		
8	105.6	17	5	18	5	30.40	1	10	30.22	-	71	02	74	0	st	ou	1	0	1	1	1	1		
9	150.0	10	0	17	7	30.40	1	5	30.22	-	70	01	74	0	st	ou	1	0	1	1	1	1		
10	150.0	16	9	17	6	30.40	1	7	30.22	-	71	02	74	0	st	ou	1	0	1	1	1	1		
11	200.5	22	2	21	1	30.40	1	5	30.21	-	71	01	74	0	st	ou	1	0	1	1	1	1		
12	174.8	19	4	18	6	30.40	1	5	30.19	-	70	02	74	0	st	ou	1	0	1	1	1	1		

Latitude $5^{\circ} 4' 36'' N$
 Longitude $156^{\circ} 45' 30'' W$

Latitude $25^{\circ} 55' 45'' N$
 Longitude $156^{\circ} 25' 00'' W$

Latitude $27^{\circ} 09' 00'' N$
 Longitude $157^{\circ} 24' 00'' W$

Received 0
 Expended 13:21
 On hand 15,985

Distilled 3,904
 Received 0
 Expended 3,869
 On hand 169,558

DRILLS AND EXERCISES

Morning Afternoon

- General quarters
- Condition alarm
- Condition alert
- Flight quarters

BEFORE LEAVING PORT
 Draft for'd
 Draft aft

AFTER ENTERING PORT
 Draft for'd
 Draft aft

MAXIMUM TEMPERATURES:
 Maximum 46°
 Minimum 76°

Normal

13	100.9	19	0	16	8	30.00	N	9	30.14	-	71	01	72	0	st	ou	1	0	1	1	1	1
14	100.0	18	0	16	5	30.00	N	8	30.14	-	71	02	70	0	st	ou	1	0	1	1	1	1
15	170.3	19	3	15	4	30.00	N	10	30.14	-	69	00	70	0	st	ou	1	0	1	1	1	1
16	160.5	0	9	20	0	30.00	N	10	30.13	-	70	01	71	0	st	ou	1	0	1	1	1	1
17	150.0	17	6	18	1	30.00	N	15	30.13	-	69	01	71	0	st	ou	1	0	1	1	1	1
18	140.0	18	1	15	2	30.00	N	15	30.13	-	70	01	71	0	st	ou	1	0	1	1	1	1
19	130.0	18	7	14	0	30.00	N	19	30.14	-	69	01	71	0	st	ou	1	0	1	1	1	1
20	130.0	15	7	14	0	30.00	N	19	30.13	-	70	03	71	0	st	ou	1	0	1	1	1	1
21	130.0	15	7	14	0	30.00	N	12	30.12	-	69	04	72	0	st	ou	1	0	1	1	1	1
22	130.0	15	7	14	0	30.00	N	10	30.12	-	69	01	71	0	st	ou	1	0	1	1	1	1
23	130.0	15	7	14	4	30.00	N	19	30.10	-	69	04	71	0	st	ou	1	0	1	1	1	1
24	130.0	15	7	14	2	30.00	N	15	30.10	-	67	03	71	30	cu	rb	1	0	1	1	1	1

SUBMERSIBLE BUOY DATA—SUBMARINES

Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

U. S. Navy

Page

ADDITIONAL SHEET

U. S. S. *Albatross*

Date 10 October 1911

10 - 10

Started as before. 1000 started flight at 10:00. 1000 started at 10:00, reached base course. Changed speed to 12.5 knots, 101 R. ...
... and flight speed to 10 knots, 100 R. ...
... recover aircraft. Approx. course ...
... 1000 ...
... 1000 ...
... 1000 ...
... 1000 ...
... 1000 ...

J. L. Holmes
U. S. N. Aviator

10 - 20

Started as before. 1000 started ...
... readiness ...
... 1000 ...
... 1000 ...

W. H. ...
U. S. N. Aviator

20 - 14

Started at ... 1000 ... 1000 ...

J. L. Holmes
U. S. N. Aviator

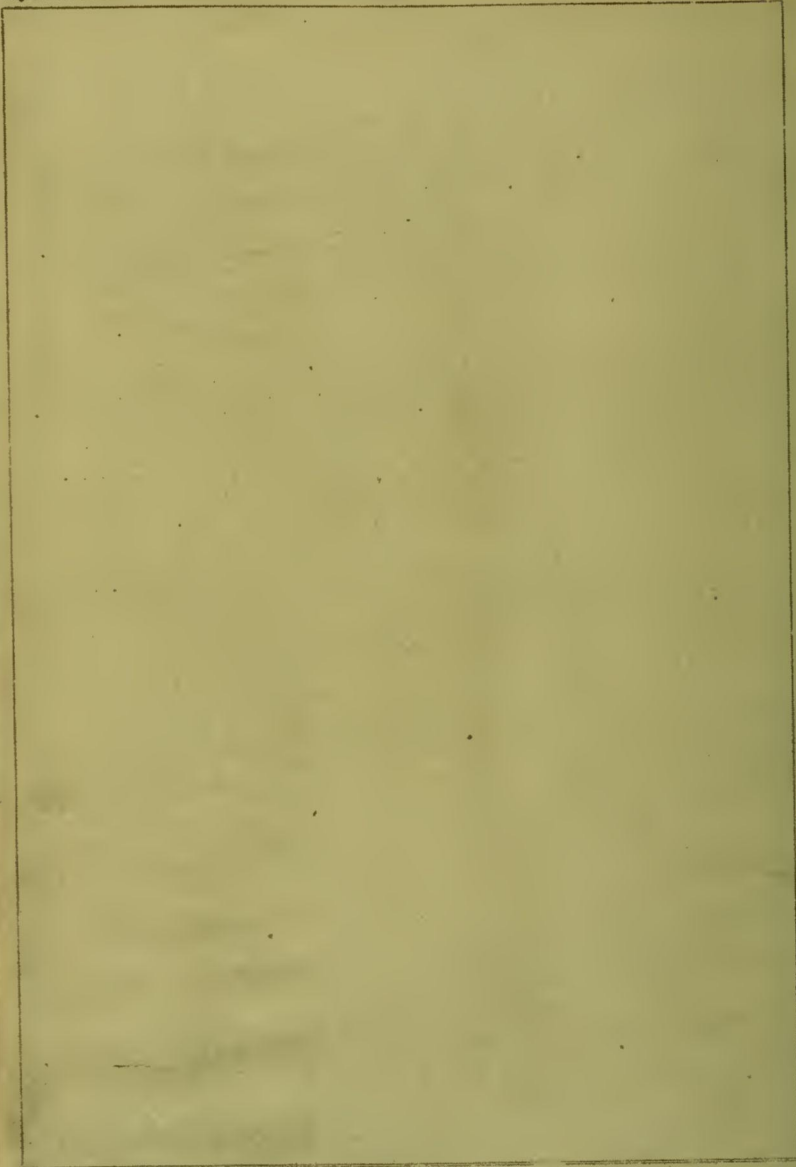
Approved

J. L. Holmes
U. S. N. Aviator

Examined

Richard ...

U. S. N. Aviator



Approved:

Examined:

U. S. N. Navigator.

74

N. Base 48
1065 (Rev)

Page

UNITED STATES SHIP

MITSUBISHI

Saturday

13

December 19 41

ZONE DESCRIPTION plus 10

REMARKS

4 - 4
Steaming underway in company with Task Force Eight in special cruising disposition 8-7 (Night), on course 240°T. and ppc. 227°psc. and 224°psc. at 18 knots, 106 r.p.m., on six boilers Nos. 2, 3, 5, 6, 7 and 8. (Boilers Nos. 2, 4 and 9 in standby condition to be on line in one hour notice). Fleet course and axis 240°T, fleet speed 16 knots. Fleet guide, U.S.C. and U.S.A. in this vessel. Plane guards ED'S BRANN and MC CALL in inner anti-submarine screen 1-1. Task force in condition of readiness two. 0210 commenced zigzagging according to plan No. 2. Average steam 410. Average r.p.m. 166.0.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

4 - 8
Steaming as before. 0508 lighted fires under boiler No. 9. 0514 lighted fires under boiler No. 4. 0520 lighted fires under boiler No. 1. 0535 General Quarters. Set Material Condition firm. 0554 boilers 1 to 9 inclusive on main steam line. 0604 commenced steaming at various courses and speeds to launch aircraft. 0623 launched last plane. Changed course to 080°T. and ppc. Changed speed to 18 knots. 0627 changed course to 240°T. and ppc. 0641 front of disposition changed to 150°T. 0648 lighted ship. 0649 secured from General Quarters. Set Condition of Readiness II, and Material Condition baker. 0657 commenced zigzagging according to plan No. 2. 0755 changed speed to 18 knots. Average steam 410. Average r.p.m. 172.4.

W. H. Hurlbut
W. H. HURLBUT, Lieut (jg), U.S.N.

8 - 12
Steaming as before. 0923 FAHNING and GRIDLEY left formation to investigate probable submarine. 0927 sighted JRS bearing 140°T, crossing from starboard to port. 0934 FAHNING and GRIDLEY rejoined. 0939 BLUNT reported hydrophone indicated submarine in zone one. Changed speed flank, 25 knots, 238 r.p.m. returned to base course 090°T. and ppc. 0948 commenced zigzagging according to plan No. 2. 1002 landed flight quarters. 1032 changed speed to 22 knots, 208 r.p.m. 1933 changed speed to flank speed, 238 r.p.m. 1035 changed course left into wind to recover aircraft. Approx. course 045°T. and ppc, speed 30 knots, 291 r.p.m. 1040 first plane landed. 1047 last plane landed. Changed speed to 18 knots, 168 r.p.m. Changed course slowly to right to base course 090°T. and ppc. 1050 commenced zigzagging according to plan No. 2. 1117 MC CALL reported sighting a submarine in zone two. Changed speed to flank speed, 25 knots, 238 r.p.m. Changed course left to 015°T. and ppc. 1122 changed speed to 18 knots, 168 r.p.m. Changed course right slowly to base course, 090°T. 1126 commenced zigzagging according to plan No. 2. 1149 cruiser plane dropped depth charge bearing 355.3°T., distance approx. 2 miles. Changed course to right to 180°T, speed 25 knots, 238 r.p.m. FAHNING proceeding to investigate. 1152 changed speed to 18 knots, 168 r.p.m. returned to base course 090°T. 1155 plane dropped smoke bomb bearing 352°T. 1156 commenced zigzagging according to plan No. 2. Average steam 410. Average r.p.m. 177.9.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

12 - 16
Steaming as before. 1241 commenced maneuvering at various courses and speeds to avoid reported submarine contact. 1245 changed speed to 16.5 knots. 1247 commenced zigzagging according to plan No. 2. Changed speed to 18 knots. 1251 shifted steering control to conning tower. 1323 shifted steering control to bridge. 1350 Flight quarters. 1403 ceased zigzagging. Changed course to 090°T. and ppc. 1406 commenced steaming at various courses and speeds to launch aircraft. 1418 last plane launched. Changed speed to 18 knots. Changed course to 090°T. and ppc. 075°psc. 075°psc. 1429 commenced zigzagging according to plan No. 2. 1433 ceased zigzagging. 1437 commenced steaming at various courses to conform to movements of cruisers recovering aircraft. 1458 flight quarters. Commenced steaming at various courses and speeds to land plane. 1514 plane landed. Changed speed to 18 knots. Changed course to 090°T. 1524 commenced zigzagging according to plan No. 2. Average steam 410. Average r.p.m. 175.7.

W. H. Hurlbut
W. H. HURLBUT, Lieut (jg), U.S.N.

Approved:

Examined:

J. A. Holmes
J. A. HOLMES,
Captain, U.S. Navy,
Commanding.

W. H. Hurlbut
W. H. HURLBUT,
Lieut.-Jr., U.S. Navy.

(Original ribbon copy of this page to be sent to Bureau of Navigation monthly)

M. Nav. 43
(Rev. 1-28)
Page 106

LOG OF THE UNITED STATES SHIP

ENTERPRISE

776

Hawaiian Operating Area

Monday 14 Dec 1941

AT PASSAGE

ZONE DESCRIPTION plus 10°

G. D. MURRAY, Captain, U. S. Navy, Commanding

Hour	Observed or Estimated Time			Sun. Elev.	Moon. Elev.	Wind	Barometer	Temperature				Waves	Clouds				SEA	
	1	2	3					WIND	Barometer	Air	Surf		Waves	Waves	Waves	Waves	Waves	Waves
1	139.0	15	7	14	3	000	30.10	66	61	71	0	a	cu	10	15	1	1	
2	139.0	15	7	14	4	000	30.10	66	61	71	0	a	cu	10	15	2	1	
3	139.0	15	7	14	6	000	30.06	67	61	71	0	a	cu	10	15	2	1	
4	139.0	15	7	14	7	000	30.07	67	61	71	0	a	cu	10	15	2	1	
5	139.0	15	7	14	5	000	30.01	68	64	70	0	cu	nb	3	20	2	1	
6	139.0	15	7	14	5	000	30.02	68	64	70	0	cu	nb	7	20	2	1	
7	139.0	15	7	14	4	280	30.06	71	64	70	0	cu	nb	3	25	4	1	
8	139.0	15	7	14	4	280	30.07	67	64	70	0	cu	nb	3	25	4	1	
9	139.0	15	7	13	2	280	30.07	68	64	70	0	cu	nb	3	20	6	1	
10	139.0	14	9	13	1	000	30.09	68	61	69	0	a	cu	5	15	5	1	
11	139.0	12	9	11	4	180	30.09	68	58	67	0	a	cu	5	20	6	1	
12	139.0	12	5	10	7	000	30.09	68	58	67	0	a	cu	7	20	6	1	

Latitude 20° 40' 00" N
Longitude 159° 30' 00" W

Latitude 30° 00' 30" N
Longitude 157° 1' 15" W

Latitude 28° 00' 30" N
Longitude 157° 44' 00" W

Received 0
Expended 1,674
On hand 13,411

Distilled 3,100
Received 0
Expended 36,100
On hand 73,000

DRILLS AND EXERCISES

Morning Afternoon

1 General Itrs. General Itrs.
2 Condition of firm Condition of firm
3 Condition of water Condition of water

Current Set
Drift

CYROCOMPASS IN USE
Error 0° 00' 36" E

STANDARD MAG. COMPASS
Compass No. 5494
S. B. 348
Error 14° 15' E
Variation 13° 15' E
Deviation 0° 45' E

BEFORE LEAVING PORT
Draft for'd
Draft aft

AFTER ENTERING PORT
Draft for'd
Draft aft

MACHINE TEMPERATURES:
Maximum 84°
Minimum 76°

Normal

P.L.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
13	112.0	12	5	10	9	340	3006	65	58	67	0	st	cu	9	25	5	1	1	1	1	1	1	1	1	1
14	109.5	12	2	10	6	150	3005	65	57	67	0	st	cu	9	25	5	1	1	1	1	1	1	1	1	1
15	135.7	15	3	14	4	180	3009	65	57	67	0	a	cu	4	25	5	1	1	1	1	1	1	1	1	1
16	148.1	16	5	14	7	160	3011	64	56	67	0	st	cu	9	25	5	1	1	1	1	1	1	1	1	1
17	139.0	15	7	14	8	180	3012	64	58	69	0	st	cu	10	25	5	1	1	1	1	1	1	1	1	1
18	165.0	18	5	17	8	160	3013	65	58	71	0	st	cu	9	25	4	1	1	1	1	1	1	1	1	1
19	166.0	18	8	18	3	180	3020	65	58	72	0	st	cu	10	25	4	1	1	1	1	1	1	1	1	1
20	148.0	16	8	18	6	180	3022	65	58	72	0	st	cu	10	25	4	1	1	1	1	1	1	1	1	1
21	160.0	16	19	19	4	204	3024	65	58	72	0	st	cu	7	25	4	1	1	1	1	1	1	1	1	1
22	168.0	16	17	2	204	3025	64	58	71	0	a	cu	4	25	3	1	1	1	1	1	1	1	1	1	1
23	163.0	16	18	3	204	3025	65	59	72	0	a	cu	4	25	3	1	1	1	1	1	1	1	1	1	1
24	161.0	16	8	18	5	204	3025	65	59	73	0	a	cu	4	25	3	1	1	1	1	1	1	1	1	1

SUBMERGED WAVE DATA—SUBMARINE

Run No. (Serial)	1	2	3	4	5	6
Time to submerge						
Greatest depth						

N. Nav. 46

Page 1237

ADDITIONAL SHEET

U. S. S. ENTERPRISEDate 14 December, 19 41

20 - 24 (Continued)

186° psc, 191°30' pstgc. Average steam 410. Average r.p.m. 168.

W. C. HEMBURY
 W. C. HEMBURY, Lieut(jc), U.S....

Approved:

J. M. ...
 J. M. ...
 Captain, U.S. Nav.,
 Commanding.

Examined:

I. H. RUBLE
 I. H. RUBLE,
 Lieut-Comdr., U. S. N., Auditor.

50-1071

(This page to be sent to Bureau of Navigation monthly with Log sheets)

77

Page 225

Approved:

Examined:

C. S. N., Navigator.

(This page to be sent to Bureau of Navigation monthly.)

14-5055

N. W. 43
(Mar. 1910)

Page

UNITED STATES SHIP ENTERPRISE Sunday 14 December 1911
(Date) (Time) (Month)ZONE DESCRIPTION plus 10 REMARKS

0 - 4

Steaming on course 000°T. and pgc, 346°psc, 347°psc, in company with Task Force Eight in special cruising disposition 9-7. C.T.C. and formation guide, and 3.C.F.A. in ENTERPRISE. Standard speed 15 knots, 139 r.p.m. Steaming at standard speed under boilers Nos. 2, 3, 5, 7, 8. Ship darkened. In condition of readiness Two and Material Condition Baker. Average steam 410. Average r.p.m. 139.

W. C. HEBBURY
W. C. HEBBURY, Lieut(jg), U.S.N.

4 - 8

Steaming as before. 0515 sounded flight quarters. 0540 sounded general quarters. Set Material Condition Affirm. 0632 changed course left to 290°T. and pgc. 0644 executed signal "fuel designated". 0646 lighted ship. 0650 secured from general quarters, set condition of readiness Two, watch two. Set material condition Baker. 0653 commenced zigzagging to hold position on cruisers during fueling preparations. No definite plan used. 0749 changed course into wind to launch aircraft. Approx. course 505°T. speed 15 knots, 139 r.p.m. Average steam 410. Average r.p.m. 139.

J. A. HOLLES
J. A. HOLLES, Ensign, U.S.N.

8 - 12

Steaming as before. 0944 changed speed to 12 knots; 112 r.p.m. 1077 changed course left to 210°T. and pgc, to close SALT LANE CUT for visual signaling. 1115 steaming at various courses to rejoin position ahead of cruisers. Speed 12 knots. 1230 commenced zigzagging to hold position on cruisers during fueling operations. Steaming on various courses at 12 knots. 1200 sounded flight quarters. Made daily inspection of magazines and smokeless powder samples, condition normal. Average steam 410. Average r.p.m. 123.8.

W. C. HEBBURY
W. C. HEBBURY, Lieut(jg), U.S.N.

12 - 16

Steaming as before. 1244 secured No. 9 boiler. 1249 secured No. 1 boiler. 1250 secured No. 9 boiler. 1251 changed course left into the wind to recover aircraft. Approx. course 340°T. and pgc., approx. speed 12 knots, 112 r.p.m. 1252 landed first plane. 1257 DUNLAP, seven miles astern, reported contact with submarine. Ceased landing aircraft. 1258 changed speed to 10 knots, 93 r.p.m. 1302 sent the two remaining airplanes in the air to aid the DUNLAP in attacking reported submarine. 1303 commenced zigzagging. 1305 changed speed to 12 knots, 112 r.p.m. 1331 ceased zigzagging. Changed course left into wind to resume landing aircraft. Approx. course 325°T. approx. speed 12 knots. 1355 resumed landing aircraft. 1359 last plane landed. Changed course right to 065°T. 1347 changed course left to 150°T. 1358 executed signal "cease present exercises". Changed course left to 150°T. and pgc. 1405 formed special cruising disposition 9-V. 1407 changed front of disposition right to 160°T. and pgc, 168°psc, and 167°psc. Changed speed and fleet speed to 15 knots, 139 r.p.m. 1455 secured No. 6 boiler. 1529 changed speed and fleet speed to 16 knots, 168 r.p.m. 1544 changed speed and fleet speed to 15 knots, 139 r.p.m. Average steam 410. Average r.p.m. 125.8.

J. A. HOLLES
J. A. HOLLES, Ensign, U.S.N.

16 - 18

Steaming as before. 1700 general quarters, set condition Affirm. 1704 darkened ship. 1706 changed speed to 18 knots, 168 r.p.m. Average steam 410. Average r.p.m. 152.

W. C. HEBBURY
W. C. HEBBURY, Lieut(jg), U.S.N.

18 - 20

Steaming as before. 1808 secured from general quarters. Set condition of readiness Two, watch two. Set material condition Baker. Average steam 410. Average r.p.m. 168.

J. A. HOLLES
J. A. HOLLES, Ensign, U.S.N.

20 - 24

Steaming as before. 2000 changed course to fleet course, 204°T. and pgc,
(CONTINUED ON ADDITIONAL SHEET)

Approved:

G. D. McMillan
G. D. McMillan,
Captain, U.S. Navy,
Commanding.

Examined:

W. W. RUBLE
W. W. RUBLE,
Lieut-Comdr.,
U. S. N., Navigator.

(Original (ribbon) copy of this page to be sent to Bureau of Navigation monthly)

U. S. Nav. 48
Mar. 1918

Page 1340

LOG OF THE UNITED STATES SHIP

ENTERPRISE
(Name)

376
(Hull Number)

AT Hawaiian Operating Area

TO

Monday 15 December 1918

PASSAGE Zone DESCRIPTION Luzon

G. D. MURRAY

Captain, U. S. Navy, Commanding

Hour	Call Report Time	BY REVL				Course (F. C.)	WIND		BAROMETER		TEMPERATURE				WIND BY Direction	CLOUDS			SEA	
		Natural Wind	Force	Natural Force	Force		Direction	Force	Barometer at Sea	Barometer at Port	W. at Sea	W. at Port	W. at Deck	W. at Mast		Form	Motion Face	Amount	Visibility	Condition
1	166.0	18	8	18	6	204	NE	21	3020	-	66	60	72	0	st	cu	10	25	4	1E
2	166.0	18	8	18	5	204	NE	15	3019	-	66	60	72	0	st	cu	10	25	4	1E
3	166.0	18	8	18	4	204	NE	17	3020	-	66	59	72	0	st	cu	10	25	4	1E
4	166.0	18	8	18	3	204	NE	17	3021	-	67	51	72	0	st	cu	10	25	4	1E
5	166.0	18	8	18	2	204	NE	20	3022	-	66	51	73	0	st	cu	10	25	4	1E
6	166.0	18	8	18	1	204	NE	30	3021	-	66	51	73	0	st	cu	10	25	4	1E
7	170.0	19	1	18	2	204	NE	18	3022	-	66	51	72	0	st	cu	10	25	4	1E
8	159.9	21	1	20	4	204	E	20	3022	-	66	62	73	0	st	cu	10	25	4	1E
9	191.5	21	3	20	3	204	NE	21	3023	-	70	61	74	0	st	cu	10	25	4	1E
10	159.0	21	0	20	3	204	NE	24	3023	-	71	63	74	0	st	cu	10	25	4	1E
11	159.0	17	3	15	2	204	NE	32	3021	-	70	62	74	0	st	cu	10	25	4	1E
12	159.0	21	0	20	2	204	NE	20	3021	-	71	62	74	0	st	cu	10	25	4	1E

Latitude	25° 25' 00" N
Longitude	159° 14' 00" W
Latitude	24° 21' 00" N
Longitude	159° 44' 30" W
Latitude	22° 21' 30" N
Longitude	160° 51' 00" W

Received	0
Expended	1,001
On hand	12,850
Distilled	41,404
Received	0
Expended	33,094
On hand	192,491

DRILLS AND EXERCISES	
Morning	Afternoon
12 General Dutra	General Mtrs.
32 Condition Afirma	Condition Afirma
32 Condition Baker	Condition Baker
4 Flight Mtrs.	
5	
6	
7	
8	
9	

Current	Set Drift
Gyrocompass in Use	Error 0° 03' W
Standard Mag. Compass	Compass No. 54924 S. M. 292° Error 11° 57' E Variation 11° 40' E Deviation 0° 17' W
Magnetic Temperatures:	Maximum 85° Minimum 75°
NORMAL	

Hour	Call Report Time	BY REVL	BY LOG	Course (F. C.)	WIND	BAROMETER	TEMPERATURE	WIND BY Direction	CLOUDS	SEA										
13	169.0	21	0	18	1	169	E	26	3014	-	72	63	74	BC	cu	NE	5	25	4	1E
14	166.5	19	7	19	7	079	NE	30	3014	-	72	63	74	BC	a cu	NE	5	25	4	1E
15	159.9	17	6	10	1	204	NE	23	3011	-	73	64	74	BC	ci	NE	4	25	4	1E
16	184.1	20	5	19	3	215	NE	27	3010	-	74	66	75	BC	st cu	NE	4	25	4	1E
17	189.0	21	0	20	3	215	NE	25	3011	-	73	66	75	C	st cu	NE	9	25	4	1E
18	168.4	18	8	17	8	215	NE	25	3012	-	73	67	75	C	st cu	NE	6	25	4	1E
19	189.0	21	0	20	4	215	NE	23	3016	-	73	67	75	C	st cu	NE	6	25	4	1E
20	189.0	21	0	20	8	215	NE	23	3014	-	72	67	75	C	st cu	NE	6	25	4	1E
21	181.0	20	1	19	5	215	NE	29	3012	-	74	68	76	BC	a cu	NE	1	25	4	1E
22	189.0	21	0	20	5	215	NE	26	3013	-	74	69	76	C	st cu	NE	6	25	4	1E
23	189.0	21	0	19	9	160	NE	23	3012	-	74	68	76	CD	cu nb	NE	9	20	4	1E
24	159.0	21	0	20	5	160	NE	25	3007	-	75	69	76	BC	a cu	NE	3	20	4	1E

SUBMERGED RUN DATA—SUBMARINES					
Run No. (Serial)	1	2	3	4	5
Time to submerge					
Greatest depth					

N. Nav. 44

Page

241

ADDITIONAL SHEET

U. S. S. USSR. 1132Date 15 December, 1941

18 - 18

Steaming as before. 1715 changed course left into wind to recover aircraft. Approx. course 270°T. and speed 12 knots, 112 r.p.m. 1716 sounded General quarters. Set Material Condition Affirm. 1722 first plane landed. 1727 darkened ship. 1731 last plane landed. Changed speed to 18 knots, 136 r.p.m. Changed course right to 215°T. and psc. 1734 changed speed to 20 knots, 149 r.p.m. 1736 changed fleet speed to 20 knots, 149 r.p.m. Average steam 410. Average r.p.m. 176.7.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

18 - 20

Steaming as before. 1828 secured from General quarters, set Condition of readiness two, watch one. Set Material Condition maker. 1906 secured No. 1 boiler. 1929 secured No. 9 boiler. Average steam 410. Average r.p.m. 189.

W. C. Hildrey
W. C. HILDREY, Lieut(jg), U.S.N.

20 - 24

Steaming as before. 2030 FAULTING out sharply across our bow from port to starboard. Stopped engines. Changed course hard right to 240°T. Maneuvering on various courses and various speeds to avoid FAULTING. 2034 returned to base course 215°T. Changed speed to 20 knots, 159 r.p.m. 2200 changed front of disposition to 180°T. and psc, 108°psc, and 155°psc. 2300 changed front of disposition left to 138°T. and psc, 126°psc, and 128°psc. Average steam 410. Average r.p.m. 157.

J. A. Holmes
J. A. HOLMES, Ensign, U.S.N.

Approved:

W. C. Hildrey
W. C. HILDREY,
Lieut(jg), U.S.N.,
Commanding.

Examined:

J. A. Holmes
J. A. HOLMES,
Lieut-Commander, U.S.N., Navigator.

16-5001

(This page to be sent to Bureau of Navigation monthly with Log sheets)

81

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12-1-41

441

Approved:

Examined:

U. S. N. Navigator.

11-10024

(This page to be sent to Bureau of Navigation monthly.)

UNITED STATES G-4P

U.S. SERVICE

Day 15 December 1941

plus 102

REMARKS

... decreased in company with Task Force Eight in special cruising ...
 ... on course 204°T, and ppc, on boilers No. 2, 3, 5, 7 and 8 ...
 ... and 9 in stand-by status to be on the main steam line in ...
 ... Steaming at 18 knots, 168 r.p.m. Fleet course and axis ...
 ... 18 knots, fleet guide, O.T.C. and S.O.P.A. in this vessel. ...
 ... DD's BRHAD and FANNING in inner anti-submarine screen 1-A. Task ...
 ... condition of readiness Two. Average steam 410. Average r.p.m. 168.

J. A. Holmes
 J. A. HOLMES, Ensign, U.S.N.

... 0538 lighted ...
 ... 0540 General quarters. Set Material ...
 ... 0545 commenced steaming at various courses and speeds to launch ...
 ... 0548 last plane. Changed course to 204°T, and ppc. Changed ...
 ... 0554 commenced zigzagging according to plan No. 1. Changed ...
 ... 0557 secured from General Quarters. Set ...
 ... 0742 bridge lost ...
 ... 0743 transformer relay in control circuit. ...
 ... control returned to Bridge. Casualty remedied without affecting ...
 ... Average steam 413. Average r.p.m. 174.5.

W. B. Huey
 W. B. HUEY, Lieut(jg), U.S.N.

... 0830 submarine report intercepted. Did not concern ...
 ... 0952 sounded flight quarters. ...
 ... 1022 launched first plane. 1030 launched last ...
 ... 1044 launched last plane. Changed speed to 20 ...
 ... 1043 changed speed to ...
 ... 1049 changed speed to 20 knots, 189 r.p.m. 1054 commenced ...
 ... 1057 unloaded No. 5, 5" 38 cal. gun through ...
 ... Average steam 416. Average r.p.m. 190.7.

J. A. Holmes
 J. A. HOLMES, Ensign, U.S.N.

... 1403 commenced steaming at various ...
 ... 1404 ceased landing aircraft. ...
 ... 1411 commenced steaming at various courses and ...
 ... 1412 changed course to 204°T, and ppc. Changed ...
 ... 1512 ceased ...
 ... 1520 changed ...
 ... 1525 ...
 ... 1535 changed speed to 20 knots.

Lieut(jg), U.S.N.

W. B. Huey
 W. B. HUEY
 Lieut-Commander, U.S.N.

This page to be sent to Bureau of Navigation monthly

N. No. 28
 (Vol. No.) 143
 Date

LOG OF THE UNITED STATES SHIP

ENTERPRISE

576

AT Hawaii Operating Area

TO

Tuesday 16 December 1941

ZONE DESCRIPTION plus 10°

C. D. MURRAY, Captain *et. J. Wray, Commanding*

Hour	Altitude Actual Miles	HYG. DATA				Correct for D.T.	WIND		BAROMETER		TEMPERATURE				Waves, Ht. Direction	CLOUDS					SEA
		Natural Miles	True Miles	Mean Miles	From Miles		Direction	Force	At Temp.	At Temp.	At Temp.	At Temp.	At Temp.	At Temp.		At Temp.	At Temp.	At Temp.	At Temp.	At Temp.	
1	20	3	19	1	098	SE	31	3004	-	74	67	76	C	SE	CU	NE	9	15	4	NE	
2	0	18	12	0	09	SE	28	3002	-	74	68	76	C	SE	CU	NE	9	15	4	NE	
3	0	18	13	0	098	SE	28	3001	-	74	68	76	C	SE	CU	NE	9	15	4	NE	
4	0	18	13	0	09	SE	27	3003	-	74	68	76	C	SE	CU	NE	9	15	4	NE	
5	0	18	13	0	09	SE	27	3003	-	74	68	76	C	SE	CU	NE	9	15	4	NE	
6	0	17	12	0	094	SE	27	3001	-	75	68	76	C	SE	CU	NE	9	15	4	NE	
7	0	17	12	0	133	SE	22	3003	-	75	68	76	C	SE	CU	NE	10	15	5	NE	
8	0	17	12	0	133	SE	22	3004	-	76	69	77	C	SE	CU	NE	10	15	5	NE	
9	0	17	12	0	133	SE	22	3004	-	76	70	77	C	SE	CU	NE	10	15	5	NE	
10	0	17	12	0	074	SE	23	3010	-	75	67	77	C	SE	CU	NE	10	15	5	NE	
11	0	17	12	0	079	SE	23	3010	-	76	67	76	C	SE	CU	NE	10	15	5	NE	
12	77.7	18	13	0	039	SE	20	3005	-	76	67	75	C	SE	CU	NE	10	15	5	NE	

Latitude 2° 34' 00" N
 Longitude 151° 21' 00" W

Latitude 2° 31' 00" N
 Longitude 151° 11' 00" W

Latitude
 Longitude

Before Leaving Port
 Draft fore
 Draft aft

Before Fueling
 After Returning Port
 Draft fore 24' 3"
 Draft aft 27' 0"

Barometer Max. Compass
 S. N.
 Variation
 Deviation

Received 0
 Expended 1,808
 On hand 10,549

Distilled 31,100
 Received 0
 Expended 32,100
 On hand 74,000

Before Leaving Port
 Draft fore
 Draft aft

Before Fueling
 After Returning Port
 Draft fore 24' 3"
 Draft aft 27' 0"

Maximum Temperature:
 Maximum 85
 Minimum 74
 Normal

DRILLS AND EXERCISES

Morning Afternoon

- 1 Bright Quarters General quarters
- 2 General quarters Condition alarm
- 3 Condition alarm Condition Baker
- 4 Condition Baker Torpedo Defense

Hour	Lat	Long	Dir	Force	Bar	Temp	Cloud	Sea											
13	2 18	15 16	C	049	SE	31	3003	-	76	68	76	C	SE	CU	NE	9	15	4	NE
14	2 18	15 13	0	0	SE	40	3007	-	76	68	76	C	SE	CU	NE	9	15	4	NE
15	2 10	15 11	0	0	SE	3	3008	-	74	64	76	C	SE	CU	NE	9	15	4	NE
16	2 10	15 6	0	0	SE	23	3004	-	74	64	76	C	SE	CU	NE	9	15	4	NE
17	2 10	15 6	0	0	SE	17	3009	-	75	67	76	C	SE	CU	NE	9	15	4	NE
18	2 10	15 6	0	0	SE	18	3009	-	75	66	-	C	SE	CU	NE	9	15	4	NE
19	2 10	15 6	0	0	SE	10	3011	-	75	66	-	C	SE	CU	NE	9	15	4	NE
20	2 10	15 6	0	0	SE	9	3010	-	75	68	-	C	SE	CU	NE	9	15	4	NE
21	2 10	15 6	0	0	SE	7	3010	-	75	68	-	C	SE	CU	NE	9	15	4	NE
22	2 10	15 6	0	0	SE	4	3012	-	75	68	-	C	SE	CU	NE	9	15	4	NE
23	2 10	15 6	0	0	SE	3	3014	-	75	66	-	C	SE	CU	NE	9	15	4	NE
24	2 10	15 6	0	0	SE	3	3013	-	75	66	-	C	SE	CU	NE	9	15	4	NE

SPENCER PEN PALS - STERILIZED

Pen No.	Serial	Time to sterilize	Control depth