

EXHIBIT NO. 104

U. S. S. LEXINGTON

December 7, 1941

LEXINGTON was at sea proceeding as part of Task Force FIVE, ComCruSctFleet (Rear Admiral J. M. Newton) in command, from Pearl Harbor, T.H., to a point bearing 120° distant 400 miles from Midway. Task force FIVE included CHICAGO (Flagship), PORTLAND, ASTORIA, PORTER, DRAYTON, FLUSSER, LINDOR, HAFER, and LEXINGTON. In addition to LEXINGTON Air Group, there was embarked Marine Scouting Squadron 231 (LS 3200-1) under command of Major Clappel for station at Midway. The ship was keeping zone plus 10 $\frac{1}{2}$ time, the 0800 position was latitude $22^{\circ}-45'$ N., longitude $170^{\circ}-45'$ W., course 285 and speed 17 $\frac{1}{2}$ knots.

At 0822 a message was received from Commander-in-Chief Pacific Fleet "Air raid on Pearl. This is no drill!" Commenced zigzagging and prepared to launch combat patrol. At 0900 a message from Commander-in-Chief Pacific Fleet to all ships in Hawaiian waters advised that hostilities with Japan commenced with an air raid on Pearl Harbor.

At 0840 went to general quarters; started raising steam on all boilers, and warping up all units. These were ready at 0950.

At 0912 received Almy 142 to execute WGL against Japan. The Force Commander ordered the force to be prepared to proceed to intercept the enemy. At 0930 launched 6 VP as combat patrol. At 1018 launched 11 VP. A message was intercepted from Commander Task Force EIGHT (Vice Admiral Halsey in EIGHT) to Commander Task Force NINE (Vice Admiral Brown in NINE) and Commander Task Force FIVE to proceed toward rendezvous in latitude $22^{\circ}-00'$ N. Longitude $162^{\circ}-00'$ W.

At 1050 the formation changed course to 102° and the flight of the Marine Scouting Squadron to "down" was cancelled. Aircraft armament and ship ammunition details were put in war readiness. At 1051 launched 15 VSs to search a 360° sector to 165 miles. Results of search negative. At 1218 increased fleet speed to 10 knots. A contact by Radar bearing 269° distant 43 miles was investigated by the combat patrol and identified as a friendly ship.

At 1247 a message from Commander Task Force FIVE advised his present intentions were to rendezvous with Task Force EIGHT at 1330 tomorrow in latitude $21^{\circ}-00'$ N., Longitude $162^{\circ}-00'$ W.

U.S.S. LEXINGTON WAR DIARY

SECRETDecember 7, 1941 (Cont'd)

Maintained combat patrol until dusk. At 1300 launched 17 VSB armed with 500 lb. bombs in search between bearings 043° and 162° to 175 miles. No hostile forces were sighted. Scouts sighted one unmarked and unidentified freighter in Latitude 22°-07' N., Longitude 169°-32' W. on course 280° at estimated speed of 9 knots bearing marks letter "K" on stack with a red barge with blue margin on the bow.

A message from Commander Task Force FIFTEEN to Commander Task Force TWELVE was intercepted which indicated the most probable position of the Japanese raiders was 200 miles south of Pearl at noon possibly withdrawing toward Jaluit at a maximum speed of 27 knots and directed Task Force TWELVE to intercept and destroy them.

At 1630 changed formation course to 210° at 22 knots.

At 1840 (dusk) completed landing all planes. At 1844 formation course was changed to 170°.

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding.

December 8, 1941

Steaming as before as part of Task Force TWELVE under orders to intercept and destroy Japanese raiding force, assumed to be heading toward Jaluit at maximum speed 27 knots, approximate course, 249° (T) from a position 200 miles south of Pearl Harbor.

At 0645 launched nine VF (fighter patrol) and sixteen VS Scouts to search a relative sector 084° to 170°, to 315 miles. At 0730 landed 5 VF. At 0832 received message that scout "257" is making a forced landing. At 0840 plane "257", pilot Lieutenant (jg) Hunter, U.S. Navy and passenger, E.W. Lang, R.M. Sc., USN, made a forced landing in the water. Pilot and passenger reported safe in a rubber boat. The

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December 7, 1941 (Cont'd)

account of the search was given at 1400 (T) from the command. DASH was ordered to proceed to the location of the search at best speed in left formation.

At 1415 set course 100° bearing 193° (T) distant 15 miles which was maintained at 1600 when Commander Scouting Force was directed to support Task Force T-11.

At 1600 set course to search area.

A 1600 set course to OTC that second search start at 1130 between bearings 130° and 190° (T) to a distance of 311 miles, pointing out that this covers enemy's speed from assumed position of the 7th between 20 and 27 knots, west of a bearing 17° (T) from Pearl Harbor.

A message from Commander Task Force EIGHT intercepted at 0900 advised that enemy was withdrawn from Pearl Harbor noon yesterday and directed Task Force T-11 to return at reasonable speed toward Pearl Harbor, if contact was not made by 1000.

At 1140 relieve contact patrol.

At 1230 completed landing 10 VS planes of first search group.

At 1230 set course 068° at 15 knots.

At 1245 lost sight of PORTLAND and PORTER bearing 266° (T), PORTLAND being delayed while bombing overdue aircraft.

At 1250 was informed by OTC that CinCpac had ordered search discontinued and retirement toward Pearl.

At 1428 launched two VF combat patrol, fifteen scouts to search for survivors of "237" crash and one VS to act as inner air patrol.

At 1510 launched 4 VS armed with delay-action fuses in 500 lb. bombs for anti-submarine patrol.

At 1550 received a report by Radar from CINCAGO "Many Bandits, bearing 235° (T) distance 30 miles, closing".

UNITED STATES PACIFIC FLEET
AIRCRAFT BATTLE FORCE
U. S. S. LEXINGTON

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SECRET.

December 8, 1941

Went to general quarters. Search crews completed search area available to us at 1300. Search at 1300 last call 10 W.

At 1618 received report that HI-1 had bombed Japanese cruiser and destroyer. HI-11B reported being attacked. Own fighters sent to assist found HI-11B - fighters were fired on by HI-11B but not hit.

At 1740 completed landing all combat patrol, anti-submarine patrol and work net Squadron 700, latter having made unsuccessful search for survivors of 237. Ship took course 068° (T) at 15 knots.

At 1800 INDIANAPOLIS (JTC), CHICAGO, and ASTORIA left the formation at high speed toward 150° (T) and were joined by PORTLAND and PORTER which were in sight to the westward.

Received radio report Johnston Island being attacked by aircraft.

At 2055 the report of attack on Johnston Island was reported as a false alarm.

At 2140 LAMSON, upon orders from LEXINGTON, left formation to join DRAYTON in search of pilot and passenger of 237 in rubber boat. Ships remaining in company were LEXINGTON, KAHAN, and FLUSBER.

FREDERICK C. BERMAN,
Captain, U.S. Navy,
Commanding.

December 9, 1941

INDIANAPOLIS, CHICAGO, ASTORIA, PORTLAND and PORTER were about 25 miles west southwest of LEXINGTON. DRAYTON and LAMSON were searching for survivors of crash of 237 to south southwestward of LEXINGTON. LEXINGTON's course was 070° speed 20 knots.

At 0617 launched 4 VF as combat patrol. Sighted INDIANAPOLIS, CHICAGO, ASTORIA, PORTLAND and PORTER bearing 260°

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SECRETDecember 9, 1941 (Cont'd)

At 0624 launched 16 VSB and 6 VF. Scouts to search a circle to 180 miles radius.

At 0755 INDIA APOLIS and cruisers previously sighted joined LEXINGTON and the force took cruising disposition 12V, course on axis 070°, fleet speed 15 knots, zigzagging.

At 1211 launched 4 VF relief combat patrol and 14 VSB of Bombing Squadron TWO to search a sector from 1230 position bearing 023° to 117° to 180 miles.

At 1230 landed 4 VF of combat patrol, and 12 VSB of first scout group one of which (2917) went over the side to starboard and crashed, sinking immediately in Latitude 19°-00'15" N. Longitude 163°-40.8' W. Pilot Ensign R.J.H. Weinzapfel, U.S.N.R., not recovered. Passenger recovered by U.S.S. FLUSSER.

At 1325 landed last of first search. Results of search negative.

At 1610 landed 14 VSB of second search group. Results of search revealed only one ship; the Coast Guard vessel EXPLORER.

At 1830 landed combat and anti-submarine patrol

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding.

December 10, 1941

Continued steaming, as part of Task Force TWELVE, operating to southwest of OAHU and instructions to intercept and destroy any enemy ship in the vicinity of Pearl Harbor.

At 0130 set all clocks ahead ½ hour to zone plus 10½ time.

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December 10, 1941 (Cont'd)

At 0611 launched 4 VF as combat patrol, 4 VSB as inner air patrol, 10 VSB as search screen 360° (T) to 60 miles; also launched 1 VSB as CIAG.

At 0643 launched 1 VSB of reserve disposition assigned 231 for Ferry to Lowe Field, Guam, T.S.

At 0703 landed 10 VSB and 4 VF.

At 1104 launched 4 VF for combat patrol.

At 1110 fleet course changed to 120° (T).

At 1211 launched 4 VSB as inner air patrol, launched 12 VT to search a circular area of 60 miles radius.

At 1755 landed 10 VSB, planes.

At 1830 Changed fleet course to 270° which was held until midnight.

FREDERICK C. BRAMAN,
Captain, U.S. Navy,
Commanding.

December 11, 1941

Continued as part of Task Force T-11V, operating to southwest of CARL between 100 and 300 miles.

At 0330 DRAGON and LANTERN (separate) took station in anti-submarine screen on LANTERN. The Palau was out of commission due to fault turning device for the antenna.

At 0645 changed fleet course to 000° (T) and at 0415 to 090° (T).

At 0600 launched 4 VSB as inner air patrol.

UNITED STATES PACIFIC FLEET
 AIRCRAFT BATTLE FORCE
 U. S. S. LEXINGTON

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December 11, 1941 (Cont'd)

Albans #149, 150, and 151 were received advising German and Italy had declared war on the United States and that the Navy was to execute WPL 40 against Germany and Italy in addition to Japan.

At 0626 NEOSHO, PHELPS and DesRon ONE less ANVET were sighted bearing 070°. Formation guide was shifted to CHICAGO and fueling disposition "12F" was taken with axis 050 and course 070°.

At 0646 launched 14 VSB for inner and intermediate air patrol, landing the dawn patrol of 4 VSB at 0707.

At 0713 took course 080° and NEOSHO maneuvered to come alongside. The sea was very rough and wind force of 16-20 knots from 060°. A speed of 8 knots on course 085° was taken and, although 4 attempts were made to pass the tow lines, the weather prevented completion. Three times the towrope parted and on the fourth attempt the towing line was parted but the towing block tumbled and could not be righted.

At 1140 orders were received to postpone fueling efforts. NEOSHO cast off towing line and ships separated. Took speed 12 knots. Orders were intercepted from CinCPac to proceed toward Midway pending more favorable weather.

At 1247 launched the relief air patrols, 4 VSB for inner and 10 VSB for intermediate.

At 1321 landed the forenoon patrols (14 VSB) and changed course to 290° (T) at 15 knots.

At 1800 CHICAGO reported sighting two submarines. Increased speed to 22 knots while DEWEY and WORDEN proceeded to investigate.

At 1832 resumed fleet speed.

At 1908 changed fleet course to 000° and at 1920 DEWEY and WORDEN rejoined from the southeast.

At 2100 changed course to 290° (T) from 2130 to 2147 received Rader reports of one aircraft which passed to eastward of the force on reported course about 220 at 165 knots.

FREDERICK C. SHERMAN,
 Captain, U.S. Navy,
 Commanding

U.S.S. LEXINGTON WAR DIARY

SECRETDecember 12, 1941

Continued operating as part of Task Force TWELVE in a general southwesterly direction from OAHU, withdrawing toward Midway while seeking suitable weather and sea conditions to refuel the force from NEOSHO.

At 0547 changed fleet course to north.

At 0618 launched 14 VSB to form inner and intermediate air patrols while fueling. Fueling course 050° speed 8 knots. Took radio direction finder bearing on a patrol plane reported landed on the water southwest of Barbers Point. At 0745 ASTORIA and DRAYTON left the formation proceeding toward south southeast. At 0913 CHICAGO commenced refueling from NEOSHO. 1006 launched relief air patrols, 12 VT, and landed first patrols at 1100. At 1151 INDIANAPOLIS reported sighting a torpedo wake, maneuvered to east at flank speed for 9 minutes when resumed station. At 1210 PORTLAND reported sighting a submarine bearing 200° from LEXINGTON. Headed to east at flank speed for 5 minutes to avoid area. A search of areas by destroyers and aircraft failed to locate any submarine. At 1235 attempts to refuel the force were discontinued due to temporary damage to fueling gear when CHICAGO cast off hurriedly upon report of submarine activity.

At 1334 launched relief intermediate and inner air patrols and at 1350 landed second patrol groups. At 1530 PORTER, LAMSON, and MAHAN proceeded toward Pearl Harbor. At 1749 landed all planes (14 VSB) of third air patrol group, the force withdrawing to southward and southwestward. At 2310 course was changed to 135° and at 2335 to 080°.

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding.

UNITED STATES PACIFIC FLEET
AIRCRAFT BATTLE FORCE
U S S LEXINGTON

U. S. S. LEXINGTON WAR DIARY

SECRETDecember 13, 1941

Continued as a unit of Task Force TWELVE operating to southwest of SAMU. Proceeding toward Pearl Harbor at 20 knots.

At 0615 launched 14 V-17 for inner and outer air patrol.

At 1138 commenced launching the air group armed with 500 lb. bombs on V-17, torpedoes on V-17, and 100 lb. bombs on V-17 for ferry to Ford Island, completing launch at 1211.

The LEXINGTON was about to enter the swept channel to the entrance when orders were received not to enter and to remain to southward. The force proceeded southward and westward until 1450 when the approach to enter was commenced at 25 knots.

At 1621 a plane on patrol indicated a submarine about 2 miles to eastward of LEXINGTON. Destroyers dropped 6 depth charges in this area while LEXINGTON continued at 25 knots to entrance.

At 1649 passed entrance buoy to Pearl Harbor, proceeded to berth F-9 where completed moor, port side to at 1853.

At 1930 a submarine alarm in harbor caused some disturbance but logistic refueling, and replenishing gasoline tanks, and victualling continued.

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding

UNITED STATES FLEET CREST
 AIRCRAFT BATTLE FORCE
 LEXINGTON
U.S.S. LEXINGTON (CV-16)

SECRET

December 14, 1941

At 1357 (Lore, 109 10) got underway from berth F-9 , Pearl Harbor to join Task Force ELEVEN under orders to radii Japanese forces in Jaluit Island in order to relieve Japanese pressure on WAKE Island and to cover operations of Task Force CORTLAND (SARATOGA) which was to escort supplies and reinforcements to Wake.

After clearing harbor approach channel, landed all planes of the LEXINGTON Air Group. Available planes included 21 F2A, 32 SB2, and 15 TBD. All planes were on board by 1745 when the ship proceeded to southwestward joining the following ships to form Task Force ELEVEN:

INDIANAPOLIS (ComScoFor, Vice Admiral Wilson Brown, USN, commanding Task Force ELEVEN).
 CHICAGO (ComCruScoFor, Rear Admiral J. H. Newton, USN)
 PORTLAND, MILIPS (ComDesRon ONE), ALBAT (ComDesDiv TWO),
 DEWEY (ComDesDiv ONE), DALY, SAC BROWN, FARRAGUT,
 MORSE, and SAGE, 3LE and the Fleet oil tanker NEOSHO.

The force proceeded to southwestward at 16 knots during the remainder of the night.

FREDERICK C. SHERMAN,
 Captain, U.S. Navy,
 Commanding.

December 15, 1941.

Continued with Task Force ELEVEN to southwestward at 16 knots. During the day an altitude layer air patrol of 6 TBD planes armed with one 500 lb. bomb fused with A.C. fuse. Landed 12 planes at 1700.

FREDERICK C. SHERMAN,
 Captain, U.S. Navy,
 Commanding.

UNITED STATES PACIFIC FLEET
 AIRCRAFT BATTLE FORCE
 U S S LEXINGTON

U. S. S. LEXINGTON WAR DIARY

SECRET

12 December 1941

Continued operating with Task Force EIGHTY proceeding to the southwestward from OMI. Strong wind from northeast with intermittent rain squalls and variable visibility. At 0618 launched 12 VSB to search the semi-circle ahead of the formation to a distance of 100 miles between bearings 180° and 330°.

At 0757 a contact report was received from plane 300, Ensign Whittier pilot, that enemy carrier bore 210° distant 95 miles from the 0745 position of point option. No amplifying reports were received and it was assumed that plane in contact had been shot down. At 0913 launched 10 VF combat patrol and at 0924 launched attack group composed of 15 VSB, 7 VF and 13 VT. At 0937 landed 202 and 203 who reported the course about 205 at very slow speed. Both planes dropped 500 lb. bombs but both missed. The position was Latitude 13°-54' N. Longitude 185°-10' W. Further questioning brought out that there was no anti-aircraft fire that no personnel were sighted and the ship seemed dead in the water. It was then concluded that the object reported was probably a barge loaded with dynamite reported adrift on December 8, 322 miles to windward of the contact. The attack group failed to locate the object, returned and was recovered at 1325. A scouting group of 10 VSB were launched to locate the object previously contacted but were unable to locate it. A fighter combat patrol was maintained until 1345, the 10 VSB were ordered by visual to take intermediate air patrol from 1500 until they were landed at 1700.

Upon contact the NEOBO had been ordered to continue on course 240° at 15 knots while the remainder of the Task Force operated on easterly and southerly courses. A course to rejoin the NEOBO was taken at 20 knots.

FREDERICK C. CHERRY,
 Captain, U. S. Navy,
 Commanding.

U. S. DEPARTMENT OF THE NAVY

SECRETDecember 17, 1941

Continued with Task Force SEVEN proceeding to southwestward to rejoin NEOSHO. At 0623 launched 10 VSB to search the sector between bearings 180° and 320° to 100 miles. At 0830 planes reported by message drop the position of the NEOSHO. The OTC was advised that she bore 211° (T) distant 41 miles. The 10 VSB took up intermediate air patrol.

At 1300 launched 12 VSB to search a 360° sector to 100 miles for the NEOSHO. At 1717 landed the search group which reported no sight of NEOSHO.

FREDERICK C. MERRAN,
Captain, U. S. Navy,
Commanding.

December 18, 1941

Continued with Task Force SEVEN toward southwestward. At 0618 sighted NEOSHO on the horizon bearing 010°. At 1710 launched 12 VSB to search the western semi-circle between bearings 180° and 360° to 75 miles. At 0700 took course 110° into wind for fueling and at 0800 NEOSHO came alongside starboard side for fueling. At 0920 the search group returned and took up intermediate air patrol. At 1342 launched 13 VSB as intermediate air patrol to search western semi-circle to 100 miles returning 1 hour prior sunset. Flight operations took place while refueling from NEOSHO. At 1638 the NEOSHO cast off having delivered gasoline and fuel oil. The afternoon patrol was landed at 1802. An Ophay report was received that Japanese forces had occupied Makin Island in the Gilbert Island group and that a "Yokohama" seaplane group with 6000 ton AV was based at Rutaritari. Also that Arawa Island may have been occupied; that the Japanese submarine commander was at Jaluit and that the commander of AirRon 24 with CruDiv EIGHT and CarDiv 40 was based at Birik Atoll in the Marshalls.

Received a despatch to the effect that Vice Admiral . . . had assumed temporary command of the Pacific Fleet vice Admiral . . . Kimmel, relieved.

FREDERICK C. MERRAN,
Captain, U. S. Navy,
Commanding.

UNITED STATES PACIFIC FLEET
 AIRCRAFT BATTLE FORCE
 U. S. S. LEXINGTON

U. S. S. LEXINGTON WAR DIARY

SECRET

December 19, 1941

Continued with Task Force ELEVEN to southwestward from Hawaiian Islands. Launched 11 VSB to search the western semi-circle to 100 miles. Thereafter maintained intermediate air patrol. At early daylight took course 100° into wind while PORTLAND and C ICAGO refueled from NEOSHO. At 1300 launched 12 VSB to search the western semi-circle to 100 miles. The radioman of one plane reported sighting what he thought was a strange plane in latitude 7°-50' N, Longitude 170°-50' W. At 1400 zone plus 11 time on course about 255°. This report was unconfirmed by the pilot and was considered unreliable. At 1553 discontinued air patrols and landed all planes. At 2030 refueling of the force having been completed, proceeded to west-southwestward at 17 knots; NEOSHO left formation.

Received warning as to fishing vessels rendering aid to enemy forces, with directions to examine, seize or sink vessels engaging in such activities. A message was received that Task Force EIGHT (ENTERPRISE) left Pearl Harbor at 1000 to proceed to westward of Johnston Island as a support group.

FREDERICK C. SHERMAN,
 Captain, U.S. Navy.
 Commanding.

December 20, 1941

Continued with Task Force ELEVEN proceeding to west southwest for conducting raid on Japanese forces in Marshall and/or Gilbert Islands. At 0618 launched 12 VSB to search to westward between bearings 150° to 330°, to 150 miles, and to act as intermediate air patrol. At 1340 launched afternoon flight to carry out intermediate air patrol and search of the western semi-circle to 150 miles.

At 1600 a message from Commander Task Force ELEVEN indicated his intentions to carry out attack plan "A" at 0500 zone plus 12 time on Monday, 22 December 1941. This involved an attack on Japanese forces at Makin and Tarawa Islands by LEXINGTON Air Group. At 1620 orders were received that present

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mission was cancelled and that present attack orders were no longer in effect. A later despatch advised that CincPac reported strong air reinforcements possibly including two carriers were being sent to the Marshalls; that the possibility of surprise attack by this force was improbable, and that CincPac had directed this force to proceed to a position to support Task Force FOURTEEN (SARATOGA).

The afternoon search group was recovered at 1754. Fleet course was set 350°(T) speed 16 knots at 1738. Changed clocks to zone plus 12 time at 1900.

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding.

December 21, 1941

Continued with Task Force ELEVEN to north-northwestward to reach a position to support Task Force FOURTEEN.

Weather at dawn was unsuitable for extended search. The usual 150 mile search was modified to an intermediate air patrol which was maintained throughout the day.

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding

UNITED STATES PACIFIC FLEET
AIRCRAFT BATTLE FORCE
U. S. S. LEXINGTON
U. S. S. LEXINGTON WAR DIARY

SECRET

December 22, 1941

Continued as before. At 0400 a message from Commander-in-Chief Pacific advised Wake has been attacked by carrier type aircraft at 1300 on December 21. At 0544 fleet course was changed from 325° to 297° and speed was increased to 18 knots. At 0622 twelve VSB were launched to search the western semi-circle to 150 miles, results negative.

At 0850 a message was received from the Task Force Commander that the Force was directed to retire toward Pearl. Upon the return of the forenoon search group at 1000 the Force changed course to 004° heading for a rendezvous with the force tanker, NEOSHO, and escort WORDEN, in latitude 18°-00' N. longitude 17°-00' W.

A six plane combat patrol was maintained between 1030 and 1400. At 1340 twelve VSB were launched to search the northern semi-circle to 150 miles. These returned and were landed at 1700, results of search: NEOSHO and WORDEN located to ENE.

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding

UNITED STATES PACIFIC FLEET
AIRCRAFT BATTLE FORCE
U. S. S. LEXINGTON

U. S. S. LEXINGTON AIR DATA

SECRET

December 11, 1941

Continued with task force 11.5.2 to northward to rendezvous with Fleet Parker, 11.5.2. At 0610 launched 12 VS for search, first to locate and report 11.5.2, then to cover the northern semi-circle to 100 miles, and on return to search the southern semi-circle to 100 miles. At 0700 NEOSHO joined. Weather being too rough to operate cruiser seaplanes, launched 2 VT as inner air patrol at 0752. Fleet fueling course 080° was set at speed 8 knots. At 0940 NEOSHO approached and by 1030 towline was secured. At 1100 wind having heeled ten degrees left, changed course to 070° to launch and land planes. Launched 8 VS as intermediate and 2 VT as inner air patrol and landed the morning search and patrol group. At 1200 towline to NEOSHO parted due to rough weather. Discontinued efforts to refuel.

At 1310 received report that plane 2216 had crashed about fourteen miles to north of LEXINGTON. Pilot, Lieut. (jg) J. A. Davis, jr., U.S.N. and passenger V. J. Schmidt, R.M.3c., U.S.N., were not seen to leave the plane which sank. Position of crash Latitude 18°-41' N. Longitude 177°-33' W. Accompanying plane on its return reported that 2216 was testing its machine guns by firing into the water on a dive; that apparently on its pull-out, one wing touched the water. The plane went over on its back and sank in a few minutes with no signs of life of its occupants. LEXINGTON with its task force proceeded at full speed to scene of crash, found nothing and regained formation.

At 1400 set Fleet course 080° at speed 8 knots. Launched 8 VS for intermediate and 2 VT for inner air patrol, and at 1440 landed mid air patrols.

At 1640 landed afternoon patrols.

FREDERICK C. SHERMAN,
Captain, U.S. Navy,
Commanding.

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... At 1200 the force took an
 evening course to the south for 4 miles when LALS reported
 searched a low level area ...
 searched a low level area ...
 At 1200 the force took an evening course to the northwesterly for
 4 miles when IRLIS reported searched object located by
 ... Inner air patrol searched area but sighted no
 ... At 1700 ended the afternoon search and patrol
 ...

FREDERICK C. TRAVAN,
 Captain, U. S. Navy,
 ...

U. S. INDENTOR A DE A

SECRETDecember 25, 1941

As before cruising with task force 11, on 25 Dec 1941, 0850 approaching Pearl Harbor. At 0930 set 170° course plus 11 time. At 0644 launched 12 VSB to search a 100 mile area to 100 miles. At 1022 a PBY was sighted 10 miles westward, proceeding from south to north. Aircraft were intermediate air patrol using VP from 1030 to 1700. Search group at 1100. A message from Commander-in-Chief of OpNav was intercepted announcing the arrival of Rear Admiral C. W. Nimitz at Pearl Harbor. At 1543 took evasive action 4 miles north due to a submarine contact reported DEW. At 1830 fleet course was changed to 110°.

FREDERICK C. HILBMAN,
 Captain, U.S. Navy,
 Commanding.