

# 1316 CONGRESSIONAL INVESTIGATION PEARL HARBOR ATTACK

2. The Following calls are allocated to units indicated. They may be assigned by the unit Commanded, but when assigned, reports will be made at once to the Department Signal Office.

Department	3174 3175 3176 3177 3178
Navy	3179 3180
Division	3181 3182 3183 3184 3185 3186 3187 3188 3189 3190 3191 3192 3193 3194 3195 3196 3197 3198 3199 3200
H. S. C. A. R.	3201 3202 3203 3204 3205 3206 3207 3208 3209 3210 3211 3212 3213 3214 3215 3216 3217 3218 3219 3220

Transport Air Force	3221 3222 3223 3224 3225 3226 3227 3228 3229 3230 3231 3232 3233 3234 3235 3236 3237 3238 3239 3240 3241 3242 3243 3244 3245 3246 3247 3248 3249 3250 3251 3252 3253 3254 3255 3256 3257 3258 3259 3260 3261 3262 3263 3264 3265 3266 3267 3268 3269 3270 3271 3272 3273 3274 3275 3276 3277 3278 3279 3280 3281 3282 3283 3284 3285 3286 3287 3288 3289 3290 3291 3292 3293 3294 3295 3296 3297 3298 3299 3300
---------------------	--

3. Call signs for Radio Sets, types PCR-104 and PCR-105, will be designated by the Commanding Officer of the unit using such sets.

By order of Rear Admiral BLANCH and Lieutenant Colonel BLIGHT.

J. W. LEWIS,  
Captain, U. S. N.  
Chief of Staff.  
OZARKS

FRANK STAYES,  
Colonel, General Staff Corps,  
Chief of Staff.

H. C. THORNTON,  
Lieut. Colonel, General Staff Corps,  
Asst. Chief of Staff, G. S.

## EXHIBIT No. 54

Op-30C1-AJ  
(SC)N20-12  
Serial 010230

NAVY DEPARTMENT,  
Office of the Chief of Naval Operations,  
February 17, 1941.

Confidential

From: The Chief of Naval Operations.

To: The Commandant, First Naval District.  
The Commandant, Third Naval District.  
The Commandant, Fourth Naval District.  
The Commandant, Fifth Naval District.  
The Commandant, Sixth Naval District.  
The Commandant, Seventh Naval District.  
The Commandant, Eighth Naval District.  
The Commandant, Tenth Naval District.  
The Commandant, Eleventh Naval District.  
The Commandant, Twelfth Naval District.  
The Commandant, Thirteenth Naval District.  
The Commandant, Fourteenth Naval District.  
The Commandant, Fifteenth Naval District.  
The Commandant, Sixteenth Naval District.  
The Commandant, Naval Station, Guantanamo.

Subject: Anti-torpedo baffles for protection against torpedo plane attacks.

1. In previous correspondence the Commandants and local Joint Planning Committees have been requested, where considered necessary, to submit recommendations concerning the employment of nets and booms in their defenses. In nearly all cases the recommendations received were limited to harbor entrances. One of the reasons for this was that the Department, after previously making studies of many harbors, submitted certain proposals for consideration by the Districts, but did not specifically propose any protection against torpedo plane attacks.

2. The Commandants and Local Joint Planning Committees are requested, if they have not already done so, to consider the employment of and to make recommendations concerning anti-torpedo baffles especially for the protection of large and valuable units of the fleet in their respective harbors, and especially at the major fleet bases.

3. In considering the use of A/T baffles, the following limitations, among others, may be borne in mind:

(a) A minimum depth of water of seventy-five feet may be assumed necessary to successfully drop torpedoes from planes. About two hundred yards of torpedo run is necessary before the exploding device is armed, but this may be altered.

(b) There should be ample maneuvering room available for vessels approaching and leaving berths.

(c) Ships should be able to get away on short notice.

(d) Room must be available inside the baffles for tugs fuel oil barges and harbor craft to maneuver alongside individual ships.

(e) Baffles should be clear of cable areas, ferry routes, and channels used by shipping.

(f) Baffles should be sufficient distance from anchored vessels to insure the vessels safety in case a torpedo explodes on striking a baffle.

(g) High land in the vicinity of an anchorage makes a successful airplane attack from the land side most difficult.

(h) Vulnerable areas in the baffles should be so placed as to compel attacking planes to come within effective range of anti-aircraft batteries before they can range their torpedoes.

(i) Availability of shore and ship anti-aircraft protection balloon barrages, and aircraft protection.

(j) Availability of naturally well protected anchorages within a harbor from torpedo plane attack for a number of large ships. Where a large force such as a fleet is based, the installation of satisfactory baffles will be difficult because of congestion.

R. E. INGERSOLL,  
*Acting.*

Copy to:

Cinc, Pacific

Cinc, Atlantic

Cinc, Asiatic

C. ONav. Net Depot, Tiburon

C. O. Nav. Net Depot, Newport

Buord

Op-12

Certified to be a true copy of file copy in CincPac.

Ensign H. E. RORMAN, U. S. N.  
*Secret Mail Officer.*