



N. Nav. 32. (Aug. 1928)

1311  
NOV 22 1942

# LOG BOOK

OF THE

U. S. S. \_\_\_\_\_

ENTERPRISE \_\_\_\_\_

First \_\_\_\_\_ Rate,

COMMANDED BY

G. D. MURRAY, Captain, \_\_\_\_\_, U. S. Navy,

CARRIER DIVISION TWO \_\_\_\_\_ Division,

Attached to {

CARRIERS, PACIFIC FLEET \_\_\_\_\_ Squadron,

UNITED STATES PACIFIC FLEET \_\_\_\_\_ Fleet,

Commencing \_\_\_\_\_ 1 April \_\_\_\_\_, 19 42 ,

at \_\_\_\_\_ Moored, Pearl Harbor, T.H. \_\_\_\_\_,

and ending \_\_\_\_\_ 30 April \_\_\_\_\_, 19 42 ,

at \_\_\_\_\_ Underway, Pacific Operating Area. \_\_\_\_\_

**LOG OF THE UNITED STATES SHIP** ENTERPRISE CV6  
(Name) (Identification Number)

AT Pacific Operating Area TO Saturday 18 April, 1942  
PASSAGE (Day) (Date) (Month)

ZONE DESCRIPTION minus 10 G. D. MURRAY, Captain, U. S. Navy, Commanding.

| Hour | "ALL SHAFT" AVERAGE REVOLUTIONS | BY REVS.       |        | BY LOG         |        | COURSE (P. C.)<br>Gyro <u>X</u><br>Mag. _____<br>(Indicate which) | WIND      |      | BAROMETER        |                   | TEMPERATURE   |               |                  | WEATHER BY SYMBOLS | CLOUDS |              |        | SEA        |           |              |
|------|---------------------------------|----------------|--------|----------------|--------|---|-----------|------|------------------|-------------------|---------------|---------------|------------------|--------------------|--------|--------------|--------|------------|-----------|--------------|
|      |                                 | NAUTICAL MILES | TENTHS | NAUTICAL MILES | TENTHS |   | DIRECTION | Kts. | HEIGHT IN INCHES | READING AT THREE. | AIR, DRY BULB | AIR, WET BULB | WATER AT SURFACE |                    | FORM   | MOVING FROM— | AMOUNT | VISIBILITY | CONDITION | SWELLS FROM— |
|      | 1                               | 2              | 3      | 4              | 5      | 6   | 7         | 8    | 9                | 10                | 11            | 12            | 13               | 14                 | 15     | 16           | 17     | 18         | 19        | 20           |
| A.M. |                                 |                |        |                |        |   |           |      |                  |                   |               |               |                  |                    |        |              |        |            |           |              |
| 1    | 186.1                           | 20             | 7      | 20             | 2      | 267   | NW        | 28   | 2971             | -                 | 54            | 51            | 57               | OZ                 | st cu  | WNW          | 10     | 3          | 6         | S            |
| 2    | 188.3                           | 20             | 9      | 20             | 2      | 267   | WNW       | 26   | 2973             | -                 | 55            | 51            | 57               | OZ                 | st cu  | WNW          | 10     | 3          | 6         | S            |
| 3    | 189.1                           | 21             | 0      | 18             | 1      | 267   | WNW       | 28   | 2975             | -                 | 57            | 51            | 57               | OZ                 | st cu  | NW           | 10     | 12         | 6         | S            |
| 4    | 188.0                           | 20             | 9      | 15             | 4      | 350   | WNW       | 30   | 2975             | -                 | 55            | 50            | 60               | OZ                 | st cu  | NW           | 10     | 10         | 6         | S            |
| 5    | 190.2                           | 21             | 1      | 15             | 5      | 270   | WNW       | 32   | 2978             | -                 | 55            | 50            | 60               | OZ                 | st cu  | NW           | 10     | 16         | 6         | S            |
| 6    | 178.6                           | 19             | 8      | 15             | 4      | 265   | WNW       | 30   | 2980             | -                 | 49            | 47            | 58               | CZ                 | st cu  | NW           | 9      | 20         | 5         | WNW          |
| 7    | 216.0                           | 23             | 8      | 18             | 1      | 220   | WNW       | 29   | 2985             | -                 | 54            | 48            | 60               | CZ                 | st cu  | NW           | 8      | 20         | 5         | WNW          |
| 8    | 216.0                           | 23             | 8      | 18             | 1      | 270   | WNW       | 26   | 2989             | -                 | 54            | 49            | 60               | OZ                 | st cu  | NW           | 10     | 20         | 5         | WNW          |
| 9    | 152.6                           | 17             | 1      | 11             | 9      | 290   | WNW       | 29   | 2992             | -                 | 51            | 47            | 60               | OP                 | st cu  | NW           | 10     | 18         | 5         | WNW          |
| 10   | 187.0                           | 20             | 8      | 15             | 8      | 090   | WNW       | 24   | 2997             | -                 | 56            | 49            | 60               | OZ                 | st cu  | NW           | 10     | 20         | 5         | WNW          |
| 11   | 235.0                           | 25             | 8      | 19             | 8      | 090   | N         | 25   | 2997             | -                 | 55            | 49            | 62               | CZ                 | st cu  | NW           | 9      | 22         | 6         | WNW          |
| 12   | 181.7                           | 20             | 2      | 14             | 8      | 090   | NNW       | 26   | 2999             | -                 | 51            | 46            | 58               | OZ                 | st cu  | NW           | 10     | 22         | 6         | WNW          |

|  |  |                             |           |
|--|--|-----------------------------|-----------|
| Latitude <u>35° 38' 15" N</u><br>Longitude <u>153° 43' 15" E</u>   | Fuel { Received <u>0</u><br>Expended <u>1,405</u><br>On hand <u>33,121</u>                               | <b>DRILLS AND EXERCISES</b> |           |
| Latitude <u>36° 18' 45" N</u><br>Longitude <u>154° 17' 15" E</u>   |  | Morning                     | Afternoon |
| Latitude <u>36° 31' 30" N</u><br>Longitude <u>157° 42' 00" E</u>   | Water { Distilled <u>56,606</u><br>Received <u>0</u><br>Expended <u>57,402</u><br>On hand <u>205,839</u> | Division                    |           |
| Current { Set _____<br>Drift _____   |  | 1                           |           |
| GYROCOMPASS IN USE<br>Error _____  | BEFORE LEAVING PORT<br>Draft for'd _____<br>Draft aft. _____   | 2                           |           |
| STANDARD MAG. COMPASS<br>Compass No. _____<br>S. H. _____<br>Error _____<br>Variation _____<br>Deviation _____ | AFTER ENTERING PORT<br>Draft for'd _____<br>Draft aft. _____   | 3                           |           |
|  | MAGAZINE TEMPERATURES:<br>77° Maximum <u>A-531-M</u><br>61° Minimum <u>D-512-M</u>                       | 4                           |           |
|  | Normal   | 5                           |           |
|  |  | 6                           |           |
|  |  | 7                           |           |
|  |  | 8                           |           |
|  |  | 9                           |           |

|      |  |    |   |    |   |     |     |    |      |   |    |    |    |    |       |     |    |    |   |     |
|------|--|----|---|----|---|-----|-----|----|------|---|----|----|----|----|-------|-----|----|----|---|-----|
| P.M. |  |    |   |    |   |     |     |    |      |   |    |    |    |    |       |     |    |    |   |     |
| 13   | 235.0  | 25 | 8 | 19 | 9 | 090 | NW  | 26 | 3000 | - | 54 | 47 | 56 | CZ | st cu | NW  | 9  | 22 | 5 | WNW |
| 14   | 235.0  | 25 | 8 | 20 | 1 | 090 | NW  | 27 | 3001 | - | 56 | 48 | 60 | CZ | st cu | NW  | 8  | 24 | 5 | WNW |
| 15   | 166.3  | 18 | 6 | 13 | 8 | 320 | NW  | 24 | 3000 | - | 49 | 43 | 58 | CZ | st cu | NW  | 8  | 24 | 5 | WNW |
| 16   | 179.4  | 19 | 9 | 15 | 4 | 090 | NNW | 22 | 3001 | - | 53 | 48 | 58 | CZ | st cu | NW  | 7  | 25 | 5 | WNW |
| 17   | 234.0  | 25 | 7 | 19 | 5 | 090 | WNW | 24 | 3003 | - | 50 | 45 | 58 | CG | st cu | NW  | 8  | 35 | 6 | NW  |
| 18   | 196.5  | 21 | 7 | 16 | 7 | 090 | WNW | 23 | 3004 | - | 51 | 47 | 58 | CG | st cu | NW  | 9  | 35 | 7 | NW  |
| 19   | 234.0  | 25 | 7 | 19 | 5 | 090 | NW  | 24 | 3008 | - | 51 | 49 | 57 | OZ | st cu | NW  | 10 | 25 | 7 | NW  |
| 20   | 234.0  | 25 | 7 | 19 | 3 | 090 | NW  | 23 | 3008 | - | 51 | 51 | 57 | OG | st cu | NW  | 10 | 20 | 7 | NW  |
| 21   | Set Clocks ahead from Zone minus 10 to Zone minus 11 time. |    |   |    |   |     |     |    |      |   |    |    |    |    |       |     |    |    |   |     |
| 22   | 234.0  | 25 | 7 | 19 | 6 | 090 | NW  | 23 | 3010 | - | 50 | 50 | 57 | OG | st cu | NW  | 10 | 20 | 7 | NW  |
| 23   | 234.0  | 25 | 7 | 19 | 7 | 090 | NW  | 20 | 3010 | - | 50 | 50 | 57 | OG | st cu | NNW | 10 | 20 | 7 | NW  |
| 24   | 234.0  | 25 | 7 | 21 | 0 | 090 | NW  | 21 | 3010 | - | 50 | 49 | 54 | OG | stcu  | NNW | 10 | 15 | 7 | NW  |

SUBMERGED RUN DATA—SUBMARINES

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

## ADDITIONAL SHEET

U. S. S. ENTERPRISEDate 18 April, 1942

12 - 16

Steaming as before. At 1347 unidentified aircraft reported bearing 020°T., distance 60,000 yards. At 1355 sounded General Quarters. Set Material Condition Afirm. At 1400 plane identified as an SBD. At 1401 unidentified vessel sighted hull down bearing 300° relative. At 1403 planes diving on vessel bearing 290° relative. 1413 NASHVILLE left formation to investigate surface craft bearing 206° relative. At 1422 NASHVILLE opened fire on surface craft bearing 315°T. At 1425 maneuvering preparatory to launching and recovering aircraft. Approximate course 326°T. and pgc; approximate speed 15 knots. At 1430 launched first plane. At 1438 planes commenced dropping bombs on surface craft bearing 357°T., distance three miles. At 1437 launched last plane. At 1444 recovered first plane. At 1503 plane crashed in water bearing 320° relative, distance 9,000 yards. At 1503 recovered last plane. At 1507 changed speed to 15 knots, 139 r.p.m. At 1509 changed course to 300°T. At 1512 NASHVILLE rescued personnel from plane that crashed. At 1515 maneuvering at various speeds on various courses while ships return to formation. At 1518 set Material Condition Baker. At 1520 secured from General Quarters. Set condition of readiness Two. At 1525 steadied on course 090°T. and pgc; speed 22 knots, 206 r.p.m. At 1550 changed speed to 25 knots, 235 r.p.m. NASHVILLE rejoined formation. Average steam 410. Average r.p.m. 203.9.

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

16 - 18

Steaming as before. At 1700 sounded flight quarters. At 1725 commenced maneuvering on various courses and speeds into the wind preparatory to landing aircraft. Average course 315°T., average speed 10 knots. At 1739 last plane landed. At 1742 changed course right to 090°T. and pgc. Changed speed to 25 knots, 235 r.p.m. Average steam 410. Average r.p.m. 215.2.

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

18 - 20

Steaming as before. At 1812 went to General Quarters. Darkened ship. At 1815 set condition Afirm. At 1908 set condition Baker. At 1915 secured from General Quarters, set condition of readiness Two, watch 2. At 0320 this date the following named men were released from confinement until 0800 tomorrow, April 19, 1942 by order of the Commanding Officer: VAN CLEAVE, J.M., Sea.lc, U.S.N.; IVY, T.C., Sea.2c, U.S.N. Average steam 410. Average r.p.m. 234.0.

*J. S. Shilson*  
J. S. SHILSON, Lieutenant, U.S.N.

20 - 24

Steaming as before. At 2000 all clocks were set ahead one hour to Zone minus eleven time. At 2136 boiler No. 2 secured from main steam line. Average steam 410. Average r.p.m. 234.0.

*W. C. Hembury*  
W. C. HEMBURY, Lieutenant, U.S.N.

Approved:

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

Examined:

*R. W. Ruble*  
R. W. RUBLE,  
Commander, U. S. N., Navigator.

UNITED STATES SHIP ENTERPRISE Saturday 18 April, 1942  
(Day) (Date) (Month)

ZONE DESCRIPTION - 10

## REMARKS

0 - 4

Steaming darkened on fleet course and axis 267°T. and pgc, 266°.5 psc, and 269° pstgc, in company with Task Force 16.5 and 16.2 of Task Force 16, in column with HORNET acting as guide ahead. NORTHAMPTON and VINCINNES on starboard bow and NASHVILLE and SALT LAKE CITY on port bow. Steaming at fleet speed 20 knots, 180 r.p.m., with boilers Nos. 1, 3, 4, 5, 6, 7, and 8 on main steam line and boiler No. 2 and No. 9 on 1 hours notice. O.T.C. and S.O.P.A. in this vessel. This ship set in condition of readiness Two; Material Condition Baker. At 0310 detected two surface vessels bearing 255°T. and pgc, distance 25,000 yards. At 0312 sounded General Quarters. Changed course to 350°T. and pgc. Observed light bearing 335°T., distance 11 miles. At 0316 set Material Condition Afirm. At 0341 surface craft disappeared. At 0348 set condition Baker. At 0349 secured from General Quarters. Average steam 410. Average r.p.m. 187.8.

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

4 - 8

Steaming as before. At 0415 changed course left to 270°T. and pgc. At 0507 commenced maneuvering at various courses and speeds into the wind preparatory to launching aircraft. Average course 315°T.; average speed 15 knots. At 0508 lighted ship. At 0522 launched last plane. Changed course left to 270°T. and pgc. Changed speed to 20 knots, 180 r.p.m. At 0546 changed front of disposition left to 265°T. At 0558 changed course left to 265°T. and pgc. Changed fleet and ships speed to 23 knots, 216 r.p.m. At 0633 changed fleet and ship's course left to 220°T. and pgc. At 0705 sounded flight quarters. At 0744 sighted a ship on the horizon bearing 221°T. At 0747 sounded General Quarters. At 0748 changed course right to 270°T. At 0749 set condition Afirm. At 0754 the NASHVILLE left the formation and attacked the ship bearing 221°T. which was identified as enemy. Average steam 410. Average r.p.m. 200.2.

*J. S. Shilson*  
J. S. SHILSON, Lieutenant, U.S.N.

8 - 12

Steaming as before. At 0803 changed speed to 15 knots, 133 r.p.m. Changed course to 312°T. At 0805 cut in No. 9 boiler. At 0811 cut in No. 2 boiler. At 0817 changed speed to 21 knots, 189 r.p.m. At 0820 lost sight of NASHVILLE bearing 155°T. At 0821 HORNET launched attack group. At 0825 changed course into wind to launch aircraft. Approximate course 325°T. Approximate speed 15 knots. At 0828 launched first plane. At 0834 launched last plane. At 0840 landed first plane. At 0855 landed last plane. Maneuvering to rejoin HORNET. Changed speed to 25 knots. At 0901 changed course into wind to recover aircraft. Approximate course 320°T.; approximate speed 15 knots. At 0906 landed last plane. Changed course to rejoin HORNET. Changed speed to 20 knots. At 0910 changed speed to 15 knots, 133 r.p.m. At 0920 HORNET launched last plane of attack group for attack on Tokyo, Japan. At 0927 changed course to 090°T. At 0929 changed speed to 20 knots, 180 r.p.m. At 0934 steadied on course 090°T. at 25 knots, 235 r.p.m. At 0937 set Material Condition Baker. At 0939 secured from General Quarters. Set condition of readiness Two, watch one. At 1052 flight quarters. At 1103 NASHVILLE sighted on horizon bearing 052°T., distance 22,000 yards. Note: Made daily inspection of magazines and smokeless powder samples. Conditions normal. At 1111 changed course into wind to launch and recover aircraft. Approximate course 335°T. Approximate speed 15 knots. At 1116 launched first plane. At 1127 launched last plane. At 1130 landed first plane. At 1138 landed last plane. Changed course to 090°T. Changed speed to 25 knots, 235 r.p.m. Average steam 410. Average r.p.m. 189.1.

*W. C. Hembury*  
W. C. HEMBURY, Lieutenant, U.S.N.

Approved:

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

Examined:

*R. W. Ruble*  
R. W. RUBLE,  
Commander, U. S. N., Navigator.