SRH- 320

VARIOUS REPORTS ON

JAPANESE GRAND FLEET MANEUVERS

1927 - 1929

Declassification review of documents in this Special Research History has been coordinated with personnel of the United States Naval Security Group Command UNITED STATES ASIATIC FLEET U.S.S. PITTSBURGH, Flagship.



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Kelenstrutle

Shanghai, China, 9 December, 1927.

From: Che Commander in Chief. To : The Director of Naval Intelligence.

SUBJECT: ORANGE Maneuvers, Information concerning.

1. Forwarded.

2. Comment is requested.

/s/ MARK L BRISTOL.

(One (1) copy and intercepted radio communications inclosed for Director of Communications.)

U. S. S. PITTSBURGH

EMZ : LH

SECRET

Shanghai, China, 28 November, 1927.

From: Lieutenant Commander Ellis M. Zacharias, U. S. Navy. To: The Commander in Chief, U. S. Asiatic Fleet.

SUBJECT: ORANGE Maneuvers, Information desired by the Commander in Chief.

1. There is forwarded herewith a complete analysis and report on the information received during subject maneuvers, and other pertinent facts of interest, together with conclusions and recommendations deemed necessary.

- - As / ELLIS M. ZACHARIAS * * * -



U. S. S. PITTSEURGH

Snanghai, China, 28 November, 1927.

THE ORANGE MANEUVERS AND ANALYSIS OF INFORMATION OBTAINED.

1. During the period of contemplated ORANGE Maneuvers, in which it was understood that the first ten days, O ctober 10-20, would be devoted to individual Fleet tactical maneuvers, and the last ten days, October 20-30, to a war problem, with one of the fleets as the attacking fleet, the radio activities were covered in the following manner:

lst. Phase.

From October 11-13, the U.S.S. CINCINNATI cruised in the area off the southern end of Korea, preparing for and holding full power trials, during which time two operators qualified in ORANGE code were on board. On the night of October 11. shortly after leaving Shanghai, both tactical signals and general traffic were heard. The distance from this area of activities was at least four hundred miles, and signals were of the same high strength that they were throughout all maneuvers. indicating that no restrictions are put on the amount of power used. Interspersed with tactical signals and general traffic in five codes, were reports of enemy submarines in plain language. These reports covered submarines in the Inland Sea, and indicate one of the scenes of activity. Throughout the traffic, tactical calls were used, and of these about sixty were recorded. By means of the addresses in the messages, it will be possible to identify the majority of these.

An attempt was made to obtain compass bearings of all ships and stations, but the result was unsatisfactory due to the lack of development of personnel and materiel and will be covered later.

2nd. Phase.

On October 19, the U.S.S. MARBLE HEAD left Shanghai for Nagasaki where she remained until 26 October, then departing for Kobe, via the Inland Sea where she arrived on 27 October. On 2 November, she proceeded through the Inland Sea for rendezvous off Shanghai.

On this trip, four operators qualified in ORANGE code and the Chief Radioman in charge of them on their usual station, were taken by me for interception work. The MARBLEHEAD's equipment and personnel were placed at my disposal, except one receiver used to guard the 315 KCS traffic. This was later eliminated while in ORANGE waters and the guard was kept on high frequency.

(1)

Upon leaving Shanghai and throughout the trip until the conclusion of maneuvers, the qualified operators were kept on two receivers, one for waves up to 2400 meters, and the other for waves above 2400 meters. They were required to stand watch and watch for twelve hours during the day and at night one receiver was manned. The ship's force were used for a continuous watch on the high frequency, the radio compass, and the 315 KCS traffic.

It was found that the ship's operators were of no use whatever either on the radio compass or for identifying incoming traffic, for without a knowledge of the ORANGE code and procedure, they could not identify and record the call signs. It was then necessary to use a qualified operator on the radio compass as much as he could be spared from copying traffic which was heavy and continuous. With a qualified operator it was comparatively easy to identify calls and obtain good bearings with the radio compass, but it was found, when several bearings were taken on known shore stations and plotted, that an error of as much as ten degrees was introduced, on account of the variation of the wave length of the sending station from that wave length for which the compass was calibrated. It is believed that this error can be eliminated by obtaining a calibration curve for every thousand meters wave length.

It will be noted that the traffic of this Phase is divided into three sections: (1) that copied by the intermediate and high wave receiver from the day after the departure from Shanghai until the day after the maneuvers, O ctober 10-26; (2) traffic by low wave receiver and radio compass for the same period; (3) traffic from after maneuvers until contact with ORANGE stations was lost. October 27 to November 3. In the first section, which contains over one hundred pages of traffic, will be found the most valuable data, including all codes and the majority of the tactical call signs used. Section two contains additional call signs not obtained in Section one, and also shows some of those calls on which compass bearings were taken, Section three is valuable in that it shows the length of time and extent that tactical calls were used after the conclusion of the maneuvers, and also contains a considerable number of tactical calls not heard during the maneuvers.

On each page of the above traffic will be found such comment and notations as was thought necessary to emphasize and clarify the record, and at the same time the unimportant plain language messages were translated in part to assist in elimination during collation.

In connection with the unimportant plain language traffic, it is desired to invite attention to the fact that the kind of incoming traffic is unknown to the operator, which made it necessary for me to spend as much time as possible in the Radio room and compass house, watching the traffic as it was being copied, and advising the operator when he was receiving useless plain text messages or commercial traffic. This would make it highly advisable to have a language expert present in order to eliminate useless work in future operations.

2. In addition to the general discussion above, it is believed desirable to invite attention to the following comments on general ORANGE procedure:

Tactical calls appear to be allocated alphabetically and numbrically according to types. Addresses, which always precede the body of the message, appear to be parts of the names of the ships or stations to which addressed, and this will afford an easy method of identifying the tactical cells. Additional syllables in addresses indicate various departments, as: KA, Commanding Officer, CHI, Commandant. Appended to the record of traffic are complete lists of calls heard during both Phases.

The traffic of the first Phase indicate that before the maneuvers, the ships worked in groups for tuning and that the majority of the tuning of the red fleet was done on IN. A plain language message stated that the Flagship was the only one who had a wave meter, therefore IN is assumed to be the Flagship. This was later corroborated by the work of IN with units.

There ware many instances of unit commanders making calls to units and in some cases these acknowledged individually.

In code, all letters are usually repeated once, depending upon audibility. Even then reception in some cases seemed to be generally poor, necessitating repeats as many as four times. Sending is rapid and fairly good, but we are able to copy everything without difficulty, in many cases where their operators had to call for repeats.

There is much conversation between operators and calls are not answered readily, which indicates that the operators fail to keep on the proper frequencies, or that calibration is poor. In calling, the operators seem to use that as an opportunity for practicing sending, as they send calls an unusual length of time. There seems to be much unnecessary calling to find out if there is any traffic, and this occurred even during the maneuvers. It will be noted that AU and others run through a whole list of tactical calls to tell them there is no traffic. There were several cases of stations calling and signing off with tactical calls and when no answerewas received, the same stations then shifted to international calls and signatures which identify both tactical calls.

It was found that the greatest distance tacticals were picked up was about four hundred miles, which occurred during the first phase, when some of the ships were believed to be stibl at Kure.

The range of wave lengths used throughout was comparatively small, almost everything being sent by ships on 2000 to 3000 meters, and by shore stations on 6000 to 9000 meters, each sending within its own range.

Just prior to or during the preliminary maneuvers, the ships spent much time trying to tune at 2800 meters on IN.

All transmission was on Continuous Wave, and it was only seldom that spark set was heard.

No high frequency was used during the maneuvers, and a close watch was kept for this over a wide area of the low waves. Three ORANGE stations using High Frequency were heard, but the messages were purely commercial.

Attention is invited to the large group of International calls made by certain stations. Their part in the maneuvers could not be determined, but there is undoubtedly some connection which can be worked out after tactical calls are identified.

In all cases where code was used for what appears to be position reports, it is noted that the number of words used is twenty-eight (28), which will probably reveal a block system of reporting positions.

It is believed that all codes used during the maneuvers were copied and further that sufficient traffic was received in these to effect the breaking of them.

There appeared no attempt whatever to maintain Radio Silence, and, on the other hand, there was a tremendous amount of traffic at all times, in many cases causing interference on their predetermined wave length, but it was evident that this was not an attempt at interference.

A track of our own ships during both Phases has been kept, together with a complete record of all compass bearings taken, but on accout of error introduced as explained above, it is not believed that these records will he of much use in identifying the call signs of ships, and should be kept for comparison with future work. However, a copy will be made and forwarded for what information they might give.

Plain text messages indicate that during the maneuvers, two airplanes were sent out, one from the MUTSU and one from the NAGATO, both with destination Yokosuka. All vessels were instructed to keep a close lookout for them. Other traffic sent out reported the loss of the dirigible and the death of Princess Fushimi, but there was no general press sent during the maneuvers.

The maneuvers were concluded on 25 October, a few days earlier than expected. The order for the suspension of the maneuvers was sent in plain language, as was orders for vessels to proceed to home yards in order to clean up and prepare for the Fleet Review, which indicates that there was sufficient time to bring about the fine appearance which the ships presented at the review. In a conversation with Admiral Nomura, he stated that extremely heavy weather was experienced during the last half of the maneuvers, and was particularly herd on the destroyers and submarines. This probably accounts for the shortening of the maneuvers by two or three days.

3. While the Fleet was Hokohama an unusual opportunity was afforded for close observation of the outside of all ships present, and the following features, which will undoubtedly be covered by the Naval Attache', were noted:

All vessels still use large bird cage aerials, the cruisers using four for main antennae, and battleships two.Auxiliary aerials are both forward and aft on cruisers, and forward on battleships.

There were practically no insulators used on stays. In a few cases single insulators were used on topmasts.

Only a few ships have radio compasses, and those visible consisted of small open coils on top of a special deck house about six feet high.

All ships presented a fine appearance. Some of the older battleships have completed modernization.

On all battleships the range finders are not within the turrets, but on top of the roof at the rear, in a special low housing, with operator standing inside turret. These were usually located on turrets number two and three.

The large ships have four to six anti-aircraft guns, cruisers have two to four, and in addition have on the stern what is believed to be an anti-aircraft machine gun, all of which were kept elevated about fifty degrees. The breech of the gun is about eight feet from the deck, and is too high for a depth charge gun, which it resembles. Only a few of the cruisers carry airplane launching gear -- all old type, with a runway pivoted on one side lacing with another runway on top of a turret. There were no catapults, which makes it necessary for the plane to take off with its own speed.

Only one plane was seen in the whole fleet, that aboard one of the cruisers.

None of the battleships appeared to have space for plane stowage.

Some cruisers have stowage space for one plane on a stand forward, but no launching gear.

The new airplane carrier AKAGI was of special interest, and a simple sketch is appended. No planes were visible. The entire upper works are inclosed by irregular metal sheeting, except at the stem, where there was space and booms for hoisting planes aboard, and overhead railway cranes are fitted for handling the planes. The flying deck extends about four-fifths of the length of the ship, with no obstruction whatever on this deck. No arresting gear was visible. Along the edges of this deck there appear to be on each side about seven compressed air tanks distributed throughout its length, probably for arresting. A second deck or platform, the full width of the ship and heavily supported, extends from the forward end of the flying deck to half the remaining distance to the bow. Its height is about halfway between the main deck and the flying deck. No gear whatever was on this deck. The third deck. which is probably for catapult work, extends all the way to the bow. Wide doors fitted on the forward end of the superstructure, which stops at the forward end of the flying deck. opens the whole forward end of this superstructure, affording a take-off, possibly from far back into the superstructure. The elevators to the flying deck were not visible. Guns visible were three 8" in each side aft and two A.A. Guns forward. There were no gun ports in the superstructure or elsewhere. The only lighting through the sides of the superstructure were two rows of small port holes. The smoke pipes protruded from the starboard side near the forward end of the flying deck and ended well below it. The after pipe, about eight feet in diameter, turned up; the forward pipe, about twenty feet long and eight feet wide, turned down. Deither aerials nor radio compass were visible.

The new submarines I (pronouced E) type, carried two five-inch guns placed halfway between the conning tower and bow and stern respectively. The conning tower, while quite large, did not seem to be sufficiently large for an airplane stowage. Much labor seems to have been spent on the fish tail

type of stern. Periscopes were large and substantial, as were the aerials and fittings for same.

GENERAL OBSERVATIONS ON THE ATTITUDE OF THE JAPANESE TOWARDS US.

During the past year I have had occasion to observe the attitude of Japanese officers during official calls and various contacts made, and have noticed a marked change during that period. In September, 1926, in Tokyo, with both officials and civilians whom I had known intimately before, there was a cold politeness, which I attributed to the immigration bill. In December, 1926, in Manila, on the occasion of the visit of the Midshipmen's Practice Squadron, both the Consular officials and the Naval officers were highly indifferent, a tremendous contrast to the same conditions three years before. Of course, the 1926 Squadron entered Manila just two days after the death of the Emperor, but even this would not cause them to forget a shade of politeness. In Shanghai during the first five months of 1927 the same attitude prevailed on all occasions of contact, but in June, 1927, the attitude seemed to fall away, invitations were forthcoming, and a desire for intership visits was expressed. This change was so marked that I was forced to look for a motive. In Tokyo, in Ocother, 1927, the same change was noted, and the whole atmosphere seemed much freer than the previous year. At the Navy Department, Admiral Nomora, the Vice Chief of the Naval General Staff, stated that he was extremely glad that the MARBLEHEAD had visited his country and hoped that more would follow. He said his Government is extremely anxious to return the extreme hospitality extending to their training squadron in America. When asked, he stated that foreign ships would be invited to the Coronation in November, 1927, at which time they would hold another Fleet Review.

The business of foreign concerns in Japan is decreasing, and some of the business men feel that the day of the Foreign business man in Japan is ended, that is, the importers whose agencies are being taken over by Japanese firms. Some concerns are either selling out, or are incorporating with Japanese. One method of freezing out is the system of discrediting a concern with the Japanese People, to which there is no recourse and which at the same time is extremely effective.

PATROLS. It appears that the Japanese authorities do not desire to have patrols landed from Foreign Men of war. However, it is evident that a policy on this subject has not yet been determined, and disseminated by the Home Office. The Naval Attacne' requested a decision on the subject from the Home Office, and their reply was that no patrol was necessary, as the police could handle anything

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that might come up. But before this information could be transmitted to the Commanding Officer of the MARBLEHEAD, he made the same request to the Chief of Police at Kobe, and was informed that the patrol could be landed, but without clubs, the uniform being belts, leggings, and arm bands.

PILOTS, Inland Sea. It was found that a pilot was most desirable through the Inland Sea, on account of the congestion of traffic, and swift currents at several "hairpin" turns throughout the trip.

CONCLUSIONS.

That this trip has been highly successful, both in the tremendous amount of code material obtained, and in the information obtained with which future operations can be made more successful.

That the efficiency of ORANGE radio is at a stage comparable to that in our service some years ago, when the supervision and control of operators was still out of hand.

That it is possible to copy all ORANGE traffic as well as, or better than they do themselves.

That the well-known policy of directing operations from Tokyo, and the resulting lack of indoctrination among subordinates, will make radio silence impossible, as was demonstrated in the recent maneuvers.

That the systems of codes, tactical calls, and addresses used throughout, will not allow for radical changes without seriously retarding and disrupting their communications.

That with proper radio compas calibration and specially qualified operators to man them, it will be possible to track their vessels at great distances.

That no attempt at interference was made during the maneuvers.

That no high frequency was used during the maneuvers.

RECOMMENDATIONS .

That an attempt be made to cover all future maneuvers with one or more ships and shore stations. To facilitate this the Naval Attache', Tokyo, might keep the Commander in Chief informed of prospective maneuvers.

That in order to provide sufficient qualified personnel for the future, some incentive for learning the ORANGE code should be provided, either in the form of extra compensation, as in the case of Gun Captains, Gun Pointers, Mess Cooks, or coxswains of boats, or offering periodic advancement of those remaining on the duty, irrespective of complement of station to which attached. The necessity for periodic advancement or monetary reward is necessary, because the man specializes, and endangers his future general work by serving in this work.

That the radio officers of all vessels on this Station be required to offer, oversee, and carry out the instruction of those operators who wish to qualify.

That the Fleet Flagship prepare and send out to vessels on the Station necessary copies of the code and forms of procedure.

That all vessels fitted with Radio Compass be required to calibrate on wave lengths of every thousand meters, preferrably at the Naval Station, Cavits, and that such calibration be made under conditions as would exist at the time of interception work, that is, all receiving antennae closed.

That, in view of the fact that the operator is not familiar with the content of the incoming traffic, someone qualified in the language be present to assist in directing the work, and, if possible, one who is familiar with cryptanalysis.

October 30, 1927. 1240

On this day, the occasion of the termination of the Grand Maneuvers, the following Imperial Rescript is herewith announced. It is to be transmitted to all forces under the Command of those addressed.

IMPERIAL' RESCRIPT

It has pleased me to supervise the Grand Maneuvers in person from the beginning. The close application of all has been noticed. The hoped for objective has been attained. It has pleased me immensely to see the ardent manner in which our fleet has similated wartime conditions. The military spirit is superb. The students under training, the secretaries, and the military men, each and every one has performed his duty magnificently.

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-	<i>0.3</i>					
	Air f	0708;-		4		
	4		(carrier) (aircref	t tender)		
	•	Mamiya	(with 2)	Hiro planes)		
	Auxil	iaries:-	ble N-3.	* *	· · · · ·	- 1 A
	2 Viele		ma (oiler)	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
	Mine :	force	i (oiler)	4		
	6	th mine swee	per divis	ion:- Uranan	i, Ayana	ni, Kikuzuki,
		Sterni	ship Kikus	ki, Nagatsul ni Maru (con	madeere	d) (544 tons)
		M	Bisan	Maru "		(337 tons)
-	Attac	hed:-	layer - Ka	tBUFIKI.		
		Karas	ald (subma	rine tender)	
•	3	rā āestroye	nimakase.	1- Nadazaze,	Shiokaz	e, lakaze,
		Katsu	ra, Kayeie	(destroyer	в).	**
	Force	s at 0-mami.		aft tender)		
		Komab	ashi (suba	arine tende:	r, no sub	marines)
	17	th destroye	r division	:- Enoki, Na	ara, Yama	baze, Umikaze.
• • •			Re	I Fleet		
Thir		er-in-Chief Flagship-Yan	19		hief Vic	Yamashiro. e Admiral
	end divi	ision:- Yama	shiro (fl	ag-Admiral N		Tamamoto.
	6th *	1- Hire	to (flag-	Rear Admiral	N. Omin	ato), 01.
	7th # 8th #.	t- Nato	ri (flag-	g-Rear Admin	M. Ando). Hagara, Send
Th	ird dest:	royer squad	ma:- (Tam	s-flag-Rear	Admiral 1	R. Takahashi).
	13th div: 15th *	ision:- Hos.	4, 2, 0, Hagi, 3	s. usaki, Tsute		
	18th "	:- Tok	tsukaze,	Icokaze, Hen	akaze, A	natsukaze.
	Special	troyer squad	32, 31,	84.		
FOI	1st div.	ston: - Nog	IZO. Numek	aze. Homika:	ze, No. 1	
	2nd *	:- Yakı	ize, Okika	ze, Minekaze	, sawaka	20.
	4th " 9th "	- Hoka	Ize, Hakaz	e, Akikaze, eyaki, Tsaba	ki.	
Th	ird subm	arine squad:	mn:- (Kit	agami-flag)		
	15th div: 22nd "	ision:- Ro-	15, 14, 16	:		
	25th "	- Ro-	29, 30, 31	. 32.		
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	Sheet No. 4.
	Fourth submarine squadron: - (Kiso-flagship). 6th division: - Ro-57, 58, 59.
	14th M t- Ro-26, 27, 28.
1	16th " :- Ro-19, 17, 18. Air force:-
	Akagi (aircraft carrier).
	Auxiliaries:- Hayatomo (oiler)
	Sunosaki (oiler)
	Muroto (collier) Mine force:-
	1st mine sweeper division:- Nos. 1, 2, 3, 4.
	Attached:- Otomari (ice-breaker), based on Yokosuka,
	Submarines based on Yokosuka:-
	5th division: - Ro-20, 21, 22.
	First Period - October 11th to 19th incl.
	Meneuvers ordered started Oct. 11th at 0800 by signal from Admiral Suzuki in Mutsu. All navy yards and stations place
da o	on mobilization status.
	First fleet (blue) at Tokuyama. Second fleet (blue) at Tokuyama.
	Third fleet (red) at Ariake Bay.
	Temporary air bases established at Oita (near Beppu), at Saiki and at Tomeya in the Goto Islands.
	Yokosuka Area - First Period - Oct. 11th to 19th incl. October 11th, 12th and 13th - 5th submarine division and
	3rd destroyer division operated at Tateyama near entrance to
	Tokyo Bay. Live mines were planted at the entrance of Yokosuka
or ferring a start in enorised part interface	harbor.
	. Oct. 74th - Night air attack on Yokosuka.
	Attacking force - 15 planes from Kasumigaura.
	Defending force ; 30 planes from Oppana, anti-airon
1	batteries of ships and shore batteries.
1	Operations- started 1800, naval station and town of Yokosuka were darkened. Searchlights used.
	Planes dropped flares and simulated a bomb
	and gas attack. Defending forces used gas makks. Operations ended at 2200.
	Oct-17+-
	An attempt to mine entrence to Tokyo Bay. Attacking force - 3rd destroyer division; mine
	layers Enoshima, Ninoshima, Kurozaki; planes
1	from Oppama.

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copies of former issue for page 3, etc., and their extremt, the page of the second secon	Oct. 17 - continued:- <u>Defending force</u> - 5th submarine division, plus planes from Oppema and Otomari (an ice-breaker, simulating large cruiser). Operations - No details known.
pons.	Oct. 18:-
eir car	Day air attack on Yokosuka. Attacking forces - Planes from Oppama
and th	Defending forces - Planes from Oppama, anti-aircraft
etc.,	batteries of ships and shore stations. Operations - Started at 1400. Planes simulated bomb as
page 2	gas attack. Special preparations were made to count act gas. Operations ended at 1510
the for	
mer Is	Kure Area - Pirst meriod - Oct. 11th to 19th. Oct. 11:-
port and use up old	 (1) Oil tanks and coal depot camouflaged. City placed under martial law. Anti-submarine nets laid. (2) At 0800 a mine force under Rear Admiral Tachi consisting of 6th mine sweeper division, plus Bisan Maru and Kikusui Maru left for operations in the Bungo Channel. Planes from Hiro left to establish temporary base at Saiki.
d any	Oct. 12:- Vice Admiral Taniguchi (Commander in Chief of Kare
for original and carbons of page 1 of any re-	area) left to inspect the defenses of Tokuyama. Oct. 14:-
d jo su	(1) Day air attack on Kure.
carbo	Attacking forces: - 6 planes from Saiki. Defending forces: - Anti-aircraft batteries of ships
al and	and shore batteries.
origin	Operations:- Started at 0910. Planes simulated box and gas attack from altitude of 2000 meters. Gas
lot	make used. Fire fighting and hospital forces exerci- Bombs assumed to have hit railroad station, reservoi:
	radio station in town of Yakuyama, back of Kure, and
	oil tanks at Hitonose and Akitsuki. Ended at 0940. (2) Night mine sweeping operation against Kure
	combined with submarine attack.
	Attacking forces:- (Rear Admiral Tachi) 6th mine sweeper division; mine layers Washizaki, Kurokami,
	Bisan Maru, Kikusui Maru; submarine tender Karasaki;
	one division of submarines. Defending forces: - Local defenses.
	Operations:- Started about 1800. Ended 2100.
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	Sheet No. 6.
	. ,
-	Kure Area - First Period - Oct. 11 to 19th, continued
print	Oct. 15:- (1) Navel hospital exercise at receiving 160
this re	injured from incoming vessel. (2) Night air attack on Kure.
ples of rbous.	Attecking forces - 6 planes from Saiki.
belr ca	Defending forces - Anti-aircraft batteries of ship and shore batteries.
and th	Operations - started 1830. Haval station and town
u revi	of Kure darkened. Planes simulated bomb and gattack operation. Ended 2030.
ns bee page 2	Oct. 16-17:-
ue for	Mine force described above under Oct. 11th (2) moved to Bungo Channel and operating with air for
nat bo	from Saiki and Oita, mined the Bungo Channel.
g form	Oct. 18-19:- Sam Kure naval barracks embarked en
copies	carried out a landing near Bigata, west of Miro.
This reprint differs from previous issue in that the O. M. I. routing form at bottom has been revised. Use copies of this reprint for original and earbours of page 1 of any report and use up old copies of former issue for page 2, etc., and their carbours.	Sasebo Area - First Period - Oct. 11 to 19. Oct. 12:-
and us	. Night operations of naval forces against Saseb
ue in t report	in conjunction with a land attack following an assumed landing.
any r	Attacking forces - detachment from Red fleet at
previo ge 1 ol	Ariake Bay and one battalion from Sasebo naval barracks.
s of pa	Defending forces - local defense forces, includin
differs	shore batteries. Operations - started at 1900, ended about midnigh
eprint I and	
This r origina	Oct. 13:- (1) Day air attack on Sasebo.
for	Attaching forces - seeplanes from temporary air base in Goto Islands.
	Defending forces - Auti-eircraft batteries of shi
	and shore batteries on Mount Injima. Operations - started at 0900. Planes simulated
	bomb and gas attack, ended at 1030.
	(2) Similar air attack was carried out on the night of Oct. 13. Naval station and town of Sase
	were darkened. Planes used flares. Shore defens
	searchlights. Defense was especially organized t counteract effect of gas attack.
	Oct. 14:-
	Battalians from Sasebo naval barracks were exercised in heavy marching order and field
	maneuvers.
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	. 15:-	st period	- Oct. 11t	h to 19th	- continued.
f Oct Oct Cot Dot	rom Sasebo. (2) Night tarting at . 16:- Battalion mura with 4 tarted at 0 . 17:-	air attac 1920 S which ha planes fr 530. ay air att on Goto Is	ek of Oct. ad landed a com Goto Is cack and at	13th repe t Matsuba lands. 0 El00 nig	ra attacked perations ht air attack
t Oct	t 0712. (2) The t heoreticall ut. . 19:-	raining an y demaged ttack of (ip Shikish and emerge	ima enter ney dry d	ttack ended ed port ooking carrie First period
	Amy-Navy			- Pirst	period
orthem coas	d the contined at Takun nland Sea.	laud of Sh guous wate a and proc A landing	nikoka betw ers of the coeded west g was effec	een Takun Inland Se ward unde ted at La	a end a. A convoy (prescort
At			st destroye	r Bquadro	n)
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	Tsurumi Bizan Ma Kikusui Motor li	ru (cha Maru " ghters for	artered ste	nmer)	,
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	Shoot Lo. S.
	Defending forces (black)
	28th doctroyer division
	27th " " " Jingoi (submorine tender)
-	26th submarino division
arbon	Planes from Saiki
heir ci	Land forces from 11th Army division 3 battalions mountain artillery
and th	1 " engineers
etc., e	1 cavalry squadron
go 2,	l radio company. Operations
for pa	Oct. Il:-
2210	. Started 0800. Black land forces were concentrate
mer	near Matsuyana. Of the Black forces afloat, the Jinged and 26th submarine division were at Mitsugahama, the
of for	27 the destroyer division was at Kanekawa and the 28th
ples	destroyer division at Asaki-wan. The Green naval forme
old c	concentrated in Awa-shima. Green troops were embarked
dno	at Takuma. Oct. 12:-
port and use up old copies of former issue for page 2, etc., and their exchons.	Green convoy got under way, destination Gunchu,
out a	near Matsuyama. Convoy was attacked by submarines in
ik rep	Kurushima-Channel. Oct. 13:-
of ar	0120 convoy was attacked by Black destroyers and
ogud	siroraft. The landing was made under moke screen
lo si	between 0230 and daylight of the 13th at Gunchu. The manguvre was officially ended at 0740. The
arbor	operations were witnessed by Admiral Suzuki, Chief of
and o	Nevel General Staff and General Uyshara, Member of the
original and carbons of page 1 of any re-	Eilitary Council.
for or	Operations of Blue Fleet - 1st period, Oct. 11. to 19.
	it the evening of the ner more Oat 17 the first and
	At the opening of the meneuvre, Oct. 11, the first and second fleets (Blue) were concentrated at Tokuyama.
	Oct. 11 to 13:-
	The first destroyer squadron and first
	submarine squadron with the aircraft tender Notoro and special service vessels were operating in the joint Army-
	Navy maneuvres off Shikoku. The Hosho was at Tokuyama
	making practice flights and air reconnaissance. The
1	second submarine squadron was operating in the Sea of Izo and the Bungo Channel.
	Oct. 14:-
	Blue fleet left Tokuyana and proceeded through
	Blue fleet left Tokuyama and proceeded through the Bungo Channel for tactical exercises.
	Blue fleet left Tokuyama and proceeded through the Bungo Channel for tactical exercises. Oct. 15:-
	Blue fleet left Tokuyama and proceeded through the Bungo Channel for tactical exercises. Oct. 15:- First destroyer squadron made a night attack of
	Blue fleet left Tokuyama and proceeded through the Bungo Channel for tactical exercises. Oct. 15:- First destroyer squadron made a night attack of First destroyer squadron made a night attack of

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	Sheet No. 9
·0	Oct. 16 to 18:-
	Dot. 19:-
	Blue fleet returned to Fokuyana.
	Operations of Rod Fleet - 1st period, Oct. 11 to 19.
fleet	At the opening of the man cuvres, Oct. 11th, the third (Red) was concentrated at Ariake Bay.
t i	Oct. 12:- Detachment of Red fleet participated in attack on Sasebo.
	Oct. 13:- Red fleet left Ariake Bay for tectical
	exercises. Oct. 14:-
R	Exercised in night torpedo attack.
	Oct. 15:- Returned to Ariake Bay.
	Oct. 16:- At 0430 Red destroyers and submarines ope
	ating with 15 planes from the Abagi mede an attack o the Red fleet at anchor in Ariske Bay. Operations ended at 0700
5	Oct. 17-18:- At Ariake Bay fueling.
	Oct. 19:-
	. Red fleet left Ariake Bay in following on to take up position to the south for maneuvres of second period:-
	0600 - 4th submarine soundron with Muroto and Sunosaki (ollers).
	0945 - 3rd destroyor squadron.
	1800 - Main body of Red fleet, with remaining cruisers, destroyers, submarines and
	special service ships.
	periods - Oct. 11 to 24.
follow	During the first and second periods (Oct. 11 to 24), the wing vessels were operating at O-mami-Oshima, based on Kont 17th destroyer division
	Mine layers - Ketsuriki
	Submarine tender - Komabashi Aircraft tender - Wakemiya
in mir	During both periods these vessels carried out exercises ne laying, mine sweeping and air reconnaissance.
Remailing of	perm beier avs for sam is 0. N. L. Chen's deridations of the varies copies on all copies. Dres derida armed the desidencies of the regy interded for the particular deviations as satirist. -C-D-E-F-G-H-I graph File Unical Depra- Gen't, War graph Califord C
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sheet No. 10

Casualties.

Oct.	12th - Submarine Ro-62, coming to surface touched another submarine. Periscope damaged.
N	15th - Destroyer Yomogi stripped a turbine and
Ħ	returned to Kure. 16th - Flane from Akagi had forced landing at sea.
	Plane and both pilots lost. 18th - During air attack on Sasebo plane No. 131 fro
	Omura had forced landing in sea due to engine trouble. No fatalities. 23rd - Dirigible N-2 completely wreaked and burned i

- heavy gale.
- 23rd Plane No. 78 operating from Hachijojima made forced landing at sea. Plane lost, pilots rescued.

Second period - Oct. 20-24 incl.

The maneuvre of the second period (Oct. 20-24) which was participated in by the entire Blue and Red fleets is believed to have been based upon two assumptions as follows :-

First Assumption. War exists between the United States (Red) and Japan (Elue). The U.S. Asiatic Fleet has retired to Manila Bay (represented by Yokosuka) and is blocaded there by Elue forces (Japanese). Elue land forces have invested Manila but it is still held by Red.

The Red fleet (United States) with troop convoy and train has seized a base "A" in the South Sea Islands and is proceeding to the relief of Manila (Yokosuka).

Second Assumption. War exists between the United States (Red) and Japan (Blue). The U.S. Asiatic Fleet retired to Manila where it was destroyed or captured. A Blue (Japanese) expeditionary force has occupied Manila.

The Red fleet (United States) has established a base at "B" in the South Sea Islands or in the southern islands of the Philippines and will attempt to bring the Blue main fleet to a decisive engagement before attempting operations to retake Hanila.

Elue (Japanese) Estimate of the Situation - First Assumption.

MISSION. To prevent relief of Manila by Red fleet (United States).

CONTRIBUTING MISSIONS.

(1) To maintain blocade of Manila. (2) To ascertain strength and disposition of enery main fleet.

(3) To destroy enemy convoy and reduce capital ship

Desk A-B-C-D-E-F-G-H-I Mone File His Operations Gen'L War M.LD. Y. &D. Nav. Ord. C. & R. Eng. S. & A. M.&S. Aven U. S. M. & Ord. C. & R. Eng. S. & A. M.&S. Aven W. S. H. O. Director Commander in Chief Commander Attaché at State Justice Inter. Com, Labor Ship Return to Ream Na. 01 Atlantic | Pacific | Asiatic | S.S. S. | European

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	and our main will fail. 1	mission of p herefore Eli		rill:-	f of Manila
	(2) So main body (3) Ma (4) Su longitude (5) Al longitude	r forces pro	e ascertain from base ceed to la ceed to la ceed to la	a movement "A". titude to latitude	of enemy longitude,
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BR	10.0
	Shoet No. 12.
Elu	as (Japanese) Estimate of the Situation - Second Assumption.
MISSI	(ON. To bring Red main fleet to a decisive engagement under conditions favorable to Elue, after reducing Red superior ity in capital ships by day and night attacks by light forces.
CONTR	(1) To ascertain enemy strength and disposition preparatory to attack by main fleet. (2) To reduce enemy superiority in capital ships by destroyer, submarine and air attacks.
	FORCES (RED) Strenth - See Red organization sheet No. 5. Disposition - Red fleet has seized a base at "B" (in South Sea Islands or in the southern islands of the Philipping Red main fleet has left "B", proceeding northward. Red Asiatic fleet has been destroyed or captured at Manila. Probable Intentions - Red main fleet (United States) will attempt to bring Hue (Japanese) main fleet to a decisive engagement as soon as possible.
S	ORCES (ELUE) Strength - See Blue organization sheet No. 2. Disposition - Manila is held by our expeditionary forces plus armored cruiser division, destroyer . Equadron, Submarine squadron, air forces. Blue main fleet at "X" (probably Bonin Islends). Sourses of Action Open to Us - (1) Undertake offensive operations against Red main
I	<pre>fleet. (2) Operate on interior lines and fall back toward main islands of Japan in case of advance of Red fleet to the northward. Decision - By falling back before Red advance, Red will be getting further from their base, and Elue nearer their bases in the Japanese islands. There will be continued opportunity for reduction of Red capital ship superiorit by attack of Elue light forces. The decision therefore (1) Forces holding Manila be prepared for attacks i Red light forces. (2) Scouting force ascertain movement of enemy main body from base "B". (3) Main body proceed to latitude _, longitude (between Bonin Islands and Ryuchu Islands). </pre>
	 (4) Submarine forces proceed to lat. long (5) Air forces proceed to lat long

ISSUED BY OFFICE OF NAVAL INTELLIGENCE, NAVY DEPARTMENT. N. N. I. 96 Revised Nov. 1-21. ATTACHÉ'S REPORT / ANK Forward five copies (original and four earbous): this number is necessary because of the limited personnel in O. N. I. and because of the urgency for quickly Juseminizing information from attaches. These copies will be distributed by O. N. I. as per footnote or elsewhere, according to subject matter. From _____ Dute _____, 19.___ Serial No. 332 Source of information ______ File No. 910-400 (Commence new series sech January first.)
File No. 910-400 (Select proper num from 0. N. I. inc 1 (Select proper number from O. N. I. index.) Source of information Subject ______(Nation reported on.) (Index title as per index sheet.) (Subtitle.) Reference BRIEF.--(The review, indexing, and distribution of reports by O. N. L. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.) Sheet Nc. 13. (6) After location of enemy main body deliver day and night destroyer, submarine and air attacks. (7) Bring enemy main fleet to action after reducing superiority in capital ships. reprin. this copies of t OPERATIONS - October 20-24 (see attached chart) Oct. 20-21 - Red fleet left Ariake Bay at 1800 Oct. 19th, and () proceeded to its initial position. Assuming that:-(1) Red was in initial position at 0600 Oct. 22 (zero hour was at 0800 Oct. 22) TOP. BIND AT 7 t bottom has boon r r issue for page 2, et (2) And that Red fleet speed proceeding to initial position was 12 knots. Then Red covered 720 miles in going from Ariake Bay to its initial position. The circle C-1 is struck from Ariake Bay as a center with a radius of 720 miles. Red was NOT I therefore somewhere on C-1 when the man cuvre started at 0800 - Oct. 22. DO The Flue fleet left Toknyams Oct. 20 and stood out to sea through the Bungo Channel. Elue probably established BINDING MARGIN. differs.rom previous issue in that the 0. N. I. arhours of page 1 of any report and use up old a scouting line from the end of Kyushu, scouting bearing east, distance about 400 miles. Planes from Omura, Sasebo, Saiki and Oita could cover the western end of this scouting line and planes from Hachijojima the eastern end. Blue mine forces mined the Bungo Channel and the straits of Shimonoseki, Maruto and Tomagashima (entrance to the Inland Sea). Oct. 22 - Zero hour 0800 - maneuvre started by order of the Emperor in the Mutsu. Both forces started scouting and screening operations with cruisers, destroyers, submarines and aircraft. Very heavy weather. Dirigible N-3 lost. reprint and s This Oct. 23 - First contact at 1800. Both forces attempted night attacks by destroyers, submarines and aircraft on main Jo Lo · bodies. Oct. 24 - The fleet action started at 0600 and at 0745 the man envre was officially ended by signal from the Mutsu. Upon completion of the man suvres the Blue fleet proceeded to Yokosuka with the Emperor on board Lutsu and arrived there at 1400 - Oct. 25. Assuming:-(1) That the Blue fleet left position of the close of the maneuvres at 1000 - Oct. 24, then it steamed for 28 hours to Yokosuka. (2) That fleet speed was 12 knots (weather was heavy) then the fleet covered 28 times 12 or 336 miles going from secne of final fleet action to Yokosuka. The circle C-2 on which fleet action Desk A-B-C-D-E-F-G-H-I Mono- File His- Opera- Gen'I, War M.L.D. Y. &D. Nar. Ord. C. &R. Eng. S. & A. M.&S. Aere. U.S. H. O. M.C. H. O. Director Commander in Chiel Commander Attaché at State Justice Inter. Com. Labor Ship Return to Room No. Use forms for all copies. Use only forms as supplied by O. N. I. Make all sketches, etc., uniform in size with this form where practical. Submit copies of clipping s, carbons of sketches, etc., where practical. If practicable, submit sketches in suitable styles for blue printing or photostating.

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Sheet No. 14.

therefore occurred is struck from Yokosuka as a centre with radius of 336 miles.

The fleet action started at daylight 0600 -Oct. 24. Red had therefore steamed 46 hours from its initial position. Assuming that Red fleet made good 12 knots per hour, their advance from initial position to point of fleet action was 552 miles. Press reports stated that the fleet action took place about 200 miles south of the Kii Feninsule. Assuming this to be approximately correct, then the initial position of Red is deduced to have been about latitude 20-50 N., longitude 137-30 E on circle C-1 and the fleet action took place about latitude 30-25 N., longitude 136-35 E. on circle C-2. The distance between these two positions is 552 miles.

Analysis of the Maneuvres.

The current naval budget carried an appropriation of ¥5,000,000 for the conduct of these maneuvres. Consequently no expense was spared in the mobilization of forces ashore and aflost and in the exercise at such emergency drills as quick dry docking of ships, protection of civilian population against gas attacks and receiving of large numbers of wounded in naval hospitals. As is characteristic with the Japanese, it was evident that the plans for the maneuvres were worked out in the most minute detail.

Thorough provisions to meet a local attack on their naval bases and large industrial centres was shown in the operations during the first period of the maneuvres. Their peace time organization, unlike ours, provides a considerable active defense force, especially of destroyers and submarines based permanently on their naval bases. These units are not a part of the active fleets.

The fear of air attack, especially with gas, was evidenced by extent of the operations of planes against Yokosuka, Kure and Sasebo during the first period, and the elaborate preparations practised to nulify, as far as possible, the effect of gas.

As in previous grand maneuvres the extent of the actual operations of the opposing fleets against each other was very limited, extending actually over a period of 48 hours from 0800 of Oct. 22 to 0800 of Oct. 24. There has been no evidence either in present or past maneuvres that they have exercised in scouting operations over large areas with the subsequent difficulties in concentration of forces for attack. They inevitably in their maneuvres have planned ahead of time exactly when and where each phase of the operation will occur. In spite of the statement of

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U.S.S. MEMPHIS

SHANGHAI, CHINA.

OCTOBER 17, 1928.

SUGGESTIONS FOR FUTURE USE OF OR ANGE OPERATORS ON

HAVE OPERATORS IN TRAINING THE ENTIRE YEAR COPYING JAPANESE CODE. CONSTANT PRACTICE IS NECESSARY TO COPY HIGH SPEEDS.

COMPASS OPERATORS NEED LESS EXPERIENCE TO RECOGNIZE STATIONS, BUT CONSIDERABLE RADIO COMPASS PRACTICE.

AT LEAST THREE OPERATORS ARE DESIRABLE FOR COPYING CODE AND A LIKE NUMBER TO TAKE BEARINGS. RADIO COMPASS SHOULD BE CALIBRATED ON 140 KCS.

AN OFFICER SHOULD BE AVAILABLE TO SUPERVISE WORK WITH SOME KNOWLEDGE OF JAPANESE AND THE WORK BEING DONE.

ASSIST. ESPECIAL CHARTS TO PLOT THE ROUGH WORK ON WOULD

SEVERAL REGULAR OPERATORS ON EACH SHIPS COULD BE TAUGHT ENOUGH JAPANESE CALLS TO BE OF CONSIDERABLE VALUE AND MORE THAN ONE SHIP COULD TAKE BEARINGS.

OPERATORS SHOULD BE PLACED ON THE SHIPS AS FAR IN ADVANCE OF THE VISIT TO JAPAN AS PRACTICABLE IN ORDER TO FAMILIARIZE THEMSELVES WITH THE SETS, AND COMPASSES TO BE USED.

SSUED BY OFFICE OF NAVAL INTELLIGENCE, NATT DEPAKA. N. 1. 1. 96 Revise Nov. 1-21. TACHÉ'S REPORT ! . (, s); this number is necessary because of the limited pe. These copies will be distributed by O. N. I, as per lootno. of the urgend .O. N. I. and because of the un tisewhere, according to subject mi quickly dis Date Febr. 4, 19 29 Serial No. 23 (Commence new series each January first.)
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	Composition of forces (continued) Blue Fleet, attacking (continued)	
	Auxiliaries - Hirato, flagship (CL) 21st destroyer division - Kiri, Sakura, Tachibana, Kaba 28th "Tade, Yomogi, Hasu.	
	Mamiya (supply ship)	
	Tsurumi (oiler) Notoro (aircraft tender)	
	Asahi (repair ship and submarine salvage ship)	
	Red Fleet defending Commander in Chief, Vice Admiral X. Otani; Kongo, flags)	hip
	Ath division - Kongo (flag-Vice Admiral Utani), Higer	2
	5th " - Kinukasa (flag-Rear Admiral K. Hara), Kako, Furutaka, Aoba	4
	2nd destroyer squadron; Rear Admiral M. Tachi,	
	flagship Natori (CL) 22nd division - Minazuki, Satsuki, Fumitsuki, Nagatsuki.	16
	23rd " - Kikuziki, Mikaziki, Mochizaki, Tuzuki,	0
	29 th " - Asanagi, Cite, Hayate, Tunagi. 30 th " - Kisaragi, Mutsuki, Yayoi, Uzuki.	
	4th destroyer squadron; flagship Magara (CL)	8
	2nd division - Minekaze, Iakaze, Okikaze, Sauaze	
	2nd submarine squadron; Rear Admiral S. Shigeoka; flagship Chogei	8
	7th division - 1-2, 1, 3.	
'	17 th = 1-52, 51 , 18 th = 1-55, 53, 54.	
	4th submarine squadron; Kasuga, flagship.	6
	6th division - Ro-57, 58, 59.	3
	9th = $-1-22$, 21, 23. 25th = $-Ro-30$, 29, 32.	
	Mine force	
	1st mine sweeper division - nos. 1, 2, 3, 4.	
	Katsuriki (mine layer) Fubuki (DD)	
•	Yamashiro (B3) - Chief umpire Admiral K. Suzuki on board.	•
	Shore Defences Commander in Chief, Vice Admiral Y. Yoshikawa	8
	Tokocuka Naval Station and attached units.	

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Operati	ons		
mene	onshu, from Kyushu to avors the fleets asso i Fleet; the Red Flee	were carried out in the Tokyo Bay. Prior to N embled as follows. The ot and assisting forces	Elue Fleet in in Yokosuka.
of t Hons at t	t) was enroute from a he South Sea Islands hu in vicinity of Tok he beginning of the m	was that the Blue Fleet a distant point in the F to attack (raid) the so tyo Bay. To make this d maneuver the Blue Fleet Bonins from its base at	Pacific by way buth coast of lemonstration, proceeded well
diff agai sear and	nced air base at Hach erent stations, provi nst submarines, estab chlights, organized t	Borces (Red Flect) established air ijo-jima, assembled air ded for fixed net and r blished anti-aircraft bache coast for protection barkening the defensive a were established.	coraft from mobile defenses atteries and against fire
beca bein the	act of the light force me so great (or else g accomplished by the moneuver was suddenly	e developed, the losses ees (air and submarine) the stated objective of se contacts and resulti discontinued by order main bodies became engage	apparently the maneuver ang actions) th of Admiral
Casualt	II - Destroyer Shims	kaze collided with the to Yokosuka under their	Yukaze. Both
Oct.	- Deck plane from	o Umura Naval Air Static ed engine trouble near H	on while enrou
	Plane demolished, pi - Seaplane from S	lot escaped injury. Sasebo enroute to Yokosu	ika fell into
oct.	12 - Scaplane attach	shims. Occupants rescur ned to the Red Fleet mad	le a forced
	landing. Hen wore r	mode a formed lending n	icar Zatsu-ura
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Tears producing gas tried by the Japanese Navy.

The following is a translation from the Japanese press on the above mentioned subject:-

"Recently the ships of the first fleet engaged in a moneuver with polonous gas in Bungo Channel. This is the first moneuver of this kind over held by the Jopanese Navy.

"The destroyers Haci and Tsuta, taking edvantage of the wind and running at full speed, fired tear producing cas at the capital forces of the first fleet, which fleet was simulating on attack on Kure."

"The gas fired by the destroyers covered an area measuring about 1500 cubic kilometers, and the ships of the fleet were forced to resort to gas masks." Gas entered the holds of some of the ships, and those ships not provided with air purifiers found trouble with the gas, the personnel being unable to perform their duties property.

"When the opportunity presents, further tests in the use of gas will be carried out,"

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(Tapan Navy- Operations Maneuvors) and reported on (Coder UD) as per index sheet). (Codef UD)

Fall Maneuvers of the Japanese Navy.

According to the Japanese press, the fall maneuvers of the Japanese Navy will be held from October 21 to 31, 1929, in Japan Sea Area from Maidzuru to Tsushima Straits;

The maneuver will be divided into three periods; the first period will be devoted to individual exercises; the second period to joint maneuvers with the Army, 5th division (Hiroshima) and 12th division (Kokura); the third period to a major fleet operation with the red and blue fleets opposing each

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Subject: Combined Army-Mavy Coast Defense Maneuvers.

Hention has been made in: previous reports of a combined army-Havy moneuver to be held this autumn, on the coast of the Japan Sea. It is reported that the soat of this meneuver is Haizuru and will be participated in by the 6th pivision and the 1st Haval Squadron. It is reported also that the railing gun which recently arrived from France will be sold to Maizuru to participate in this maneuver.

This combined Army-Navy and Bailway Department maneuvor is believed to be of considerable importance and careful plans are being made for it by the departments concerned.

> C. Burnett Licut. Colonel, Cavalry, Military Atlache.

Report 10.3994

16 May 1929

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Japanese Naval Activities - September.

During the first three days of September the first fleet moved from Otaru to Hakodate, and the second fleet moved from Ominato to Accori. In the early morning of the 4th both fleets moved from their respective anchorages and effecting a junction at the Pacific entrance of Tsugarul Strait, proceeded out into the Pacific bound for Yokosuka, where the ships arrived on the 7th. Fleet cruising formations were practical encoute and the entrance to Yokosuka was made in the form of an attack on that port.

From the 7th to 21st both flects remained at Yokosuka giving leave and liberty to the crews. On the latter date, the second flect sailed for Hikawa Bay carrying out tactical exercises enroute where they arrived on the 24th, sailing on the 28th for Wakanoura (approach to Kobe) where exercises in effecting a landing in force were carried out during the night of the 29th and early morning of the 30th.

The first fleet sailed from Yokosuka on the 20th, and after spending one day at Yokohma proceeded to Shimizu, from which port they sailed on the night of the 30th bound for Ise Bay. Tactical exercises were carried out enroute.

The fleet aircraft squadron sailed from Yokosuka on the 21st and after taking part in the extensive air maneuver (see report No. 167, 910-100 of 4 Oct. 1929) again sailed from Yokosuka., on the 25th joining the first fleet at Shinizu on the 26th, thereafter moving with the first fleet.

In addition to the maneuvers in which Yokosuka Naval Station took a part, Ominato, Kure, Sasebo and Maidzuru naval stations all conducted independent exercises during the month. The maneuvers conducted by Kure were particularly extensive; being an exercise in the defense of the Bunge Channel, and later of the inner approaches to Kure against attack by surface craft or submarines, by the use of local defense craft alone, principally mine layers and submarines. Both day and night exercises as outlined above were conducted, the following vessels taking part; Myoke, 01, Tenryu, Karasaki, Shiretaka, Katsuriki, 18th destroyer division, 4th, 11th, 14th and 17th submarine divisions and the 6th mine sweeper division.

The destroyers Eurahamo and Mechicuki, which were in collision in early July, completed repair at Kure, the former joining her division at Milawa Bay on the 24th while the latter joined up on the 29th off Wakanoura. The gunbeat Ataka completed her annual overhaul at Sacebo, sailing on the 9th, joining the first foreign service equadron at Shinghai on the 11th.

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During the exercises off Wakanoura on the night of the 29th the submarine I-54 was in collision with the submarine tender Chogei. The bow of the submarine was badly damaged but she was able to proceed to Wakanoura where after some repairs she was able to proceed slowly under her own power for Kuro. The damage to the Chogei was practically negligable.

Of the seven tankers in an active status, all continued active during the month; two returning with dil from Oha, one being enroute home from San Pedro, one being at San Pedro. and one being enroute home from Tarakan.

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Japanese Navy Air Manouver.

The nest extensive air manouver yet held by the Japanese Navy was scheduled to start on September 21st, but due to unfavorable weather conditions was postponed until the 25rd. In preparation for the manuaver the air forces of the Yokosuka air station was auguented by three recommissions, type 15 londplanes and six pursuit, type landplanes from Orara; four recommissions, type 14 scaplanes and two f type 1925 patrol planes and eight recommissions type 14 scaplanes from Kasunigaura. The Omura and Sasebo planes took off from their respective stations about 7 a.m. Sept. 19th, the Omura pursuit planes atopping at Hiroshima for fuel while all the Sasebo planes stopped at Fukae (near Kobe) and after refueling proceeded to Yokosuka. One of the F type planes was delayed at Fukae but proceeded to Yokosuka later. The three type 1.4 land reconnaissance planes from Omura rade a non-stop flight to Yokosuka. All planes including those from Kasunigaura had errived at Yokosuka air station including those from Kasumigaura had arrived at Yokosuka air station by 5 pane Sept. 19th. The distance by eir from Omura and Sasebo to Yokosuka is approximately 590 miles and the time consumed until all planes had arrived at Yokosuka about 10 hours.

Assumptions and Objective.

The moneuvor was based on the following assurptions:-

1. A powerful encry striking force has soized the Bonin Islands as an advanced base, is then advancing northward with the object of delivering a strong air attack on Yokosuka and the Tokyo-Yokohana industrial district.

2. The Japanese air force, concentrated at Yokosuka and using Hachio-jina as an advanced base has been entrusted with the mission of preventing the energy direraft free getting here their attacks, and destroying the energy air force by destroying the attacking carriers.

The maneuver itself was divided into two separate and distinct maneuvers (a) a doylight attack and (b) a night attack both based on the above ascumptions.

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Composition of Forces. Attacking force - Rear Admiral S. Takahashi, cornading. Akagi, Hosbo, Rotoro, 4th destroyer division (Hakaze, Akikaze Tachikaze, Hokazo.

Planes carried on carriers of attacking force carposed attaoking force. Type 10 pursuit plane -Type 15 reconnaissance plane -16

Total planes

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ATTACHIES REPORT M

Composition of Forace, continued Defense forea - Near Admiral Konee. Yth destroyer division (Sakaki, Sugi, Kashita, Eatsu), anti-aircraft shore batteries, shore defense corps and all planes based on Yokesuka air station, as follows:-Type 10 pursuit (landplanes) 14 Type 15 torpede and berbing (landplanes) 11 Type 14 reconnetesance (scuplanes) 20 Type 15 F patrol planes (flying beats) 6 Total 51 Supremo director (chief umpire) Vice Admiral Yamamoto (Commander in chief, Yokosuka Haval Station).

Upon receipt of the signal to start the nancuver at 1 pars. Sopt. 23rd, the defense forces promptly sent up several squadrons of planes for patrolling the defensive area. At about 2.50 pars, however, energy forces of 12 light bending planes guarded by pursuit planes were discovered close to Yekosuka, and these planes flying at an altitude of 500 rotors succeeded in dropping bombs and doing minor demage to the air station and naval station at Yekosuka doing minor damage to the air station and naval station at Yokosuka-before they were driven off by the 14 pursuit planes of the defense forces. About 4 p.m. a defense recommissance plane reported by wireless sighting the carriers Alagi and Hosho off the Seven Islands of Izu. Upon receipt of this report a strong banbing squadron immediately took the air at Yokosuka and was able to doliver an attack on the carriers with such offect that both ships were declared sunk. Shortly afterwards the Hotore was discovered off the Izu peninsula and was soon sunk by banbs. At 11.40 p.m. this phase of the maneuver was declared finished.

All forces were now declared to be intent as at the start of the maneuver, and at 2 a.m. Sopt. 24th the signal to start the second phase of the maneuver was given. Upon receipt of the signal the defense forces innodiately organized an air patrol extending 60 miles to semward from Yokosuka. In spite of this patrol however, three of the energy light bombers were, under cover of deriness, enabled to deliver an attack on Yokosuka air, station before being finally driven off. Just at dawn a sequence of 9 energy planes were discovered over the Boso perimetal heading for Tokyo, the defense planes immediately gave battles. While this battle was in progress mother squadron of 9 energy planes, flying very high, appeared over Yokosuka and succeeded in dropping bombs with considerable effect before being chased off. At 7 a.m. the order to and the manuver was given. Was civen.

From the above it would appear, that the daylight attack was completely unsuccessful and that the defense forces fully attained all their objectives in proventing my serious attack in li in finally dostroying all enery aircraft carriers. In the night N. C.

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attack however, the attacking forces enjoyed some measure of success in that despite all defense proparations a fairly effective attack was delivered on Yokosuka and their carriers were unnolected.

It is of interest to note that during the entire randover there was not a single accident and no forced Landings thus denoting a very creditable grount of shill on the part of Japanese navel aviators in both day and night combat flying.

The flight of the Sasebo and Grana planes to Yokosika on the 19th gives an indication of the facility with which all units of the Japanese Haval Air Force may be concentrated at any one of their major air stations.

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×	Activities of Japanese Navy - Dec. 1, 1928 to Nov. 30, 1929.
Use copies of this reprint their curbons.	There is submitted herewith an analysis of the movement of the Japanese Navy and the employment of the main forces of the Japanese Navy during the operating year 1929 (December 1, 1928 to
of this	November 30, 1929).
e coplas	This report contains:-
BINDING MARGIN. DO NOT BIND AT TOP. This reptact differ scom ges veloue have in that the 0. N. I. rouling form at boltom has been revised. Us original and earboars of page 1 of any report and use up old copies of formes tasse for page 3, see, and that	 (1) A short aummary of special points stressed in the operations of the naval establishment. (2) A month by month summary of operations. (3) An analytical table of operations showing the type of operation and the total amount of time spent in each operation, including amount of time underway, in port, and in overhaul. (4) A list of 32 vessels which did not move during the operating year. (5) A list of 78 vessels which steamed a total of 1,000 miles or less. (6) State of readiness for war of Japanese naval vessels indicated by (4) and (5) above. (7) Summary of movements of oil tankers and conclusions as to probable maximum number of voyages possible per tanker per year to the North Saghalien oil fields. (8) List of naval vessels under construction on Nov. 50, 1929. (10) Total mileage steamed by each vessel or unit of the combined fleet. (11) A tabular analysis of the average annual mileage and time underway of the average ship of each class of vessel.
for o	October both stressed aircraft. The maneuvers of each naval statio stressed aircraft. The flights to Saipan and Keelung were tests of aircraft operations covering the Mandate Islands and Formosa. (2) Radio communication, particularly radio silence and
	(3) Use of submarines operating independently egainst an attacking fleet and tests of ability of I class submarines to be solf supporting when operating from detached island bases as in the Loo Choo and Mandate Islands.
,	(4) Curtailed activities of vessels other than those of the combined fleet, particularly after the advent of the new "Economy Covernment" in July.
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account	(5) Both maneuvers were stopped short of completion of of bad weather - both maneuvers were in the Japan Sea are
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rate. 1	(6) Continuation of the comparatively high accident In every month that any considerable operating was done on
or more	serious or near serious accidents occurred, principally
collisic	ons. The Japanese press attributes this high accident rat
	fact that Japanese naval maneuvers and exercises more near a actual war conditions than is the case with other navies
	Logical explanation would seem to be that this high accide
rate is	due to the marked lack of sea experience of Japanese
	ing officers as compared with their United States and contemporaries.
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Navy wer	From 1st to 10th practically all vessels of the Japan re assembled off Yokohama where they were reviewed by the
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Sheet No. 3.

CHRONOLOGICAL SURMARY OF OPERATIONS, continued April 1929

On the 1st the Fleet Aircraft Squadrons were organized and joined the fleet at Dairen on the 8th. The two Fleets cruising as separate tactical units continued their cruise to North China ports. From 19th to 22nd the two fleets engaged in a war game featuring the use of aircraft, but the war problem was interrupted by bad weather and both fleets arrived at Sasebo on 22nd. On the 24th the units of the two fleets started dispersing to their home ports where most of the vessels had arrived by the 26th. During this month a *Communication* maneuver and a minor maneuver by the Yokosuka Naval District was held.

May 1929

lst to 31st liberty, leave, overhaul. The ships and some of the men which reenforced the First Foreign Service Squadron in March were withdrawn from Chinese waters and returned to Japan. A military aircraft flight was made from Yokosuka to Saipan and return and two submarines made independent cruises along the Loo Choo Islands to Keelung and return/

June 1929

This month saw the commencement of the second period of fleet training, both fleets being assembled by June 3rd and carrying out individual fleet tactical exercises and conducting advanced battle practices. 300 men were withdrawn from the navel landing forces ashore at points along the Yangtse River valley.

July 1929

During the first week in July all vessels of the fleet assembled at Saiki Bay and under the tactical command of the Commander in Chief of the First Fleet sailed from Saiki Bay on a cruise south around the island of Kyushu arriving at Yuya Bay on the 24th where fleet gunnery exercises were conducted till the Slst. Tactical exercises were conducted enroute.

August 1929

During this month the Combined Fleet continued to act as a tactical unit carrying out tactical exercises as the fleet moved north along the Japan Sea coast to Hakodate and Otaru where the fleet arrived at the end of the month.

Septembor 1929

During the first week of this month the Combined Fleet moved south from the Makodate area and arrived at Yokosuka on the 19th. From the 7th to 20th all vessels remained at Yokosuka fueling, loading supplies and granting leave and liberty to the crews. On the 21st the fleet separated, the First Fleet going to Ise Bay and the Second Fleet to Wakanoura from where they operated for the remainder of the month. During this month every naval station except Bako and Chinkai held independent maneuvers.

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	(Commence new series (Select proper number each January first.) from 0. N. I. Index.)
	Subject
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	BRIEF(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)
	Sheet No. 4.
	CHRONOLOGICAL SUMMARY OF OPERATIONS, continued
	October. 1929
	From 1st to 9th the two fleets continued operating as in September and on 10th the units dispersed to their home port
	and were assigned to organizations for the coming fleet maneuvers.
1	• On 21st the opposing floots assembled and completed their organi- zation; 21st to 24th being spent in individual training, the
(maneuvers taking place from 25th to 28th. Bad weather again
TOP.	adversely effected the maneuver which was terminated principally on that account. All ships assembled at Haidzuru by the end of
AT 1	the month. The 24th destroyer division (Lomo, Yanagi, Kashi,
	Hinoki) was withdrawn from Chinese waters.
BIND	November 1929 Home ports, leave, liverty, overhaul.
L LON	Home ports, reave, rivervy, overhade.
	OPERATIONS (A) Days
DO	(1) Vessels composing first and second fleets
IN.	dispersed to their home ports, inactive, overhaul, rest, etc. Very few and very short movements of
MARGIN	individual ships Total 148
	(3)
DNIGN	(1) First and Second Fleets assembled as such but their various units assembled separately engaged
IQN	in training for gum, torpedo and mine exercises 16 (2) As above, unit tactical training at sea 16
ξ.	(2) As above, unit tactical training at sea 16 (3) As above, in port, inactive, fueling,
	visits to ports during coronation 9
	Total (B)41
	(c)
	(1) First and Second fleets assembled but separately engaged in gun, torpedo and mining
	exercises 10
	 (2) As above, unit tactical training at sea (3) As above, in port, inactive, fueling,
	visits to forcign ports 40
	Total (C)
	(D) (1) Combined fleet assembled, engaged in gun
	(2) As above, tactical training at sea 36
	(3) As above, in port, inactive, fueling,
	repairs, etc. 55
	Total (D)103
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	· Individual traini Individual ships	in port .		9	1.1	
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C	1st and 2nd fleet Combined Fleet un	s in port		48	1	
.	Combined Fleet in	port		55		
2			Total	365		
E Re	capitulation (2)			140	*	
× .	Navy Yard overhau		•	148		
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Sheet No. 6.	
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essels with a total annual mileage of less than 1000	AND INCOME AND ADDRESS OF TAXABLE PARTY.
Battleships :Aircraft carrier :Destroyers	-
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A consideration of the above list gives a fairly accurate picture of the actual operating status of ships of the Japanese Navy. It shows that of the 275 vessels of all classes listed in this report, 197 were actively operated throughout the year. An indication of the readiness for war and the rapidity of mobilization is the fact that only 32 vessels are listed as not having moved. A consideration of the above factors leads inevitably to the conclusion that so far as personnel and upkeep are concerned, practically every ship of the Japanese Navy is maintained in a state of immediate readiness for war.

MOVILLENT OF TANKERS

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Seven tankers were kept in active operation during the year; eloven round trips each being made to the oil fields of Borneo, California and Northern Saghalien. A further consideration of the individual movements of the tankers leads to the conclusion that about three round trips per tanker to Oha is about the maximum possible in view of the short operating season and with the present loading facilities. It should be further noted that this maximum is not possible if any of the tankers are to be operated to other oil fields and on other duties as is indicated by the fact that during the period of this report five tankers each made two round trips and one tanker made one round trip to Oha.

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		Sheet No. 7.
		NEW VESSELS PLACED IN COMMISSION Light cruisers Mine layer Submarines Myoko Shirataka I-56 Ashigara Destroyers I-61 Haguro Hatsuyuki Gunboats Miyuki Atani Nurakumo
	BIND AT TOP.	Uranami <u>VESSELS UNDER CONSTRUCTION NOVEMBER 30, 1929</u> . <u>Licht cruisers Destroyers Submarines</u> <u>Takao</u> %Ayanami %I-4 Atago %Shikinami I-5 Chokai %Asagiri %I-57 Haya Yugiri %I-59
	IN. DO NOT	Mine layer Anagiri %1-60 %Itsukushima Sagiri %1-62 -Gunboat %1-64 %Futami 1-66 1-67 % - Indicates ship has been launched.
	MARGIN.	The following table gives the total mileage steamed by vessels of the Combined Fleet during the operating year 1929.
	DNIGN	Battleships Cruisers Yamashiro 12,521 Aoba 13,237 Yura 13,397 Hyuga 12,091 Furutaka 13,387 Yura 13,397 Mutsu 12,656 *Jintsu 12,995 13,387 Yura 13,397 Battlecruisers Kako 13,387 Yura 13,397 Yura 13,397 Haruna 12,315 *Kinu 13,339 Yura 13,237 Hiyei 12,947 Kinukasa 13,237 Yura 13,237
		Nagara 13,862 Natori 11,942 * -, Indicates destroyer squadron flag- ships.
		Destroyers 11th division - 4 boats 45,479 (Hatsuyuki and Miyuki did not join up until April and July) 12th " - 4 boats 43,782 (Murakarno out of commission most
		13th " - 4 boats 62,074
		15th " - 4 boats 57,715 16th " - 4 boats 61,414 23rd " - 4 boats 48,646 (Mochizuki laid up 25 mos. due
	X.	27th " - 4 boats 43,636 4th " - 3 boats 56,310 (part of aircraft squadron. Crganized in April).
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ISSUED BY OFFICE OF NAVAL INTELLIGENCE, NAVY DEPARTMENT. N. N. I. 96 Revised Nov. 1-21. ATTACHÉ'S REPORT LANK Forward first copies (origin: and four eachors): this number is necessary because of the finited personnel in O. N. I. and because of the incency tor quickly disseminating information from attachas. These copies will be distributed by O. N. I. as per footnate or elsewhere, according to subject matter. From _____ Date _____, 19____ Serial No. 22 (Commonce new series each January first.) File No. 910-700 ((Select proper number from O. N. I. index.) Source of information Subject (Nation reported on.) (Index title as per Index sheet.) (Subtitle.) Reference BREF.-(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.) Sheet No. 9. :No. :No.of :No.of :Average :Total No.:Total :ves- :ves- :vessels:number :days :nilea Class of vessel reprint :mileage isels :sels :under- :of :of average Use copies of this :01 :in an :way :vessels :vessel :average :class:oper- :1 or :underway:was :vessel :ating :days :during :underway (:status:during :year ٠ TOP. :year 1 : . : : 75 has been r Battleships 6 6 5 4 10195 1 1 : . BIND A' t bottom has by : 1 : 1 Battlecruisers 4 2 3 2 80 12631 1 : : : 1 Armored cruisers 7 4 5 3 108 23036 : : 1 : NOT Storm at 1 1 . Light cruisers 30 72 DO N routing f : 22 28 17 12051 : 3 : : : : Destroyers :105 95 105 58 72 11953 : : : : MARGIN. : : : : Submarines 61 44 45 25 70 9016 : : : : 1 : : : 1 Gunboats 12 12 12 8 51 5875 : : 1 1 . : BINDING 1 m previous Issue it page 1 of any repo 1 1 Submarine tenders: 3 4 3 60 8258 1 : 1 -Airplane carriers: : : : 3 79 aaircraft tenders: 4 11500 5 4 differs 1 : : 2 Mine layers 3 54 6822 : 4 : 3 This reprint : 1 1 : 12 6 43 5776 12 12 Mine sweepers : : : : : . . . 7 35017 Oilers 12 7 7 167 • : or : ; : : : : 3 4 3 122 22830 Colliers 4 : : : : : 1 : . : . 9 6 6 12227 Miscollancous 4 116 : :

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Japanese Minor Fall Maneuvers, 1929

OBJECTIVE

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The principal objectives of the maneuver were:-

(1) Study of tactics as affected by aircraft and

poison gas. (2) Study and test of means of defense of cities and coast line against air raids in which poison gas is used.

(3) Test of methods of embarking, transporting and landing in the face of opposition by an Army Force.
(4) Test of mobilization of aircraft and establishment of temporary air bases for Army and Navy.
(5) Test of joint operation of Army and Navy aircraft in breaking up air raids and in scouting off the

coast. (6) Study of the tactical characteristics of the new 10,000 ton cruisers of the NACHI class.
(7) Study of use of mines, mine sweeping and offensive and defensive use of submarines.

COMPOSITION OF FORCES

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<u>BLUE FORCE - afloat</u> at Chinkai; Commander in Chief Admiral N. Taniguchi (Mutsu, flagship) 1st Division - Mutsu (flag, Adm. Taniguchi), Yamashiro, Hyuga 4th Bivision - Haruna (flag, Vice Adm. M. Osumi), Hiyei 5th Bivision - Kinukasa (flag, Vice Adm. W. Ugawa) Kako, Furutaka, Aoba 2nd Destroyer squadron - Kinu (flag, Rear Adm.I. Okamoto) 11th Dest. Div. - Hatsuyuki, Miyuki, Shirayuki, Fubuki 12th " - Shinonome, Eurakumo, Usugumo, Shirakumo (3 BB) Hyuga 2 8C) (4 CL 1 GL

Shirakumo 23rd " Mochizuki, Kikuzuki, Kikazuki, Yuzuki 12 DD)

<u>lst Submarine Squadron</u> - Jingei (flag, Rear Adm. S. Omoto) 26th Sub. Div. - Ro-60, 61, 62. 27th " - Ro-65, 66, 67.

2nd: Submarine, Squadron - Chogei (flag, Rear Adm.N. Shigeoka) 7th Sub. Div. - I-1, 2. 18th " " - I-55, 54, 53. 19th " " - I-58, 56. 7 55

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Sheet No. 2.

COMPOSITION OF FORCES, continued. BLUEFFORCE, continued

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Aircraft Squadrons - Akagi, flag (Capt. T. Yamamoto) Akagi, Hosho, Notoro 4th destroyer division - Tachikaze, Hokaze, Hakaze, 3 AV Akikaze 4 DD

BLUE FORCE at Fukuoka CONVOY AND ESCORT. (at Fukuoka) STA division -- Yure (flag - Rear Adm. H. Fujita) Natori, Nagara 1st DESTROYER SQUADRON - Jintsu, flag (Rear Adm. 3 CL H. Ichimura) 1 CL 15th Dest. Div.-Wakatake, Kuretake, Sonaye, Sawarabi 15th " -Hagi, Tsuta, Fuji, Susuki 16th " -Yugao, Fuyo, Karukaya, Asageo 27th " -Ashi, Hishi, Sumire

15 DD Mine layers - Tokiwa, Shirataka 2 141

lst Minesweeper division - Nos. 1, 2, 3, 4, 5, 6 6 15

In addition to the above the following ships were attached to the Blue Force :-

3 Tankers - Sate, Naruto, Tsurumi. 1 Collier - Seito. 1 Supply ship - Mamiya.

5 Small trensports.

BLUE ARMY - Lieut. General Kanayama, Commanding. 12th Army Division (Infantry) to embark at Fukuoka.

RED FORCE - afloat at Maidzuru; Commander in Chief Vice Admiral R. Nakamura (Nagato, flagship). 6th division (temporary) - Nagato (flag -Vice Adm. Nakamura) Nachi, Ashigara, 1 BB S CL Haguro 7th division - Isuzu (flag), Tama, 01 3 CL <u>3rd DESTROVER SOULDRON</u> - Tenryu (fleg) 18th Dest. Div. - Hamakaze, Tokitsukaze, Amatsukaze, Isokaze, 3rd." - Nadakaze, Yukaze, Shiokaze, 1 CL

Shimakaza - Kiri, Sakura, Tachibana, Kaba 12 00

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COMPOSITION OF FORCES, continued

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RED FORCE, continued

<u>SUBWARINE SQUADRON</u> - Karasaki (flag)

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In addition to the above the following ships were attached to the Red Force :-

2 destroyers - Katsura, Kayede.

Aviation Force - Two squadrons scaplanes based at Lake Shimil

<u>RED ARMY</u> - Lieut. General Kawada, Commanding. 5th Army Division (Infantry); Field artillery units of Shimonoseki Defense area; Yokkaichi Air Regiment.

PLAN OF OPERATIONS

BIUE OBJECT - to safely escort and insure the effective landing of a powerful Army along the north coast of Japan and insure the subsequent maintenance of that Army.

BLUE PLAN - in order to attain the above objective the following plan was evolved:-

(1) Blotzde of Red Base Maidzuru by submarines to prevent egress of Red Fleet, until after Blue Army had effected a landing and consolidated its shore positions.

(2) Prior to landing of Blue Army to destroy by aircraft the Red air bases to give Blue certain air supremacy.

(5) Air raids over Red base Maidzuru as a feint to impression that Maidzuru was the object of attack.

(4) After successful lending of Blue Army, the powerful Blue Fleet to search out and destroy or closely blockade the Red Fleet.

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PLAN OF OPERATIONS, continued.

<u>RED_OBJECT</u> - prevent the effective landing of the Blue Army.

RED PLANE

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(1) To carry on a campaign of attrition against the Blue convoy and fleet, especially the troop transports by means of submarines and night destroyer attacks.

(2) To prepare defenses at all likely landing places along the coast.

(3) By careful radio tracking determine as far in advance as possible the particular point on the coast which is Blue's immediate objective:

(4) To carefully conserve all sea and air forces until Blue is engaged in the operations of landing troops, then deliver a combined air and sea attack against the Blue forces depending on the Red Army to slow up Blue's landing sufficiently for this purpose.

OPERATIONS

Under the general plen, the maneuver was roughly divided into three periods, namely (1) Oct. 21-25, individual practice; Oct. 24-27, joint maneuver with the Army; (3) Oct. 28-31, general fleet action and critique.

On Oct. 21st the main force of the Blue Fleet was assembled at the Blue base, Chinkai; the Blue escort and convoy were assembled at Fukuoka. The Red main force was assembled at Maidzuru, and the Red Army started concentrating

During the first period Red was energetically engaged in establishing radio compass stations along the coast establishing a seaplane base at Lake Shinji, and an Army air base at Tottori, meanwhile engaging in drills designed as defense against air attacks in which gas is used and in various drills designed to protect the civil population and important centers against air raids.

The Blue forces remained quiet during the first period, except that during the afternoon and night of Oct. 25rd the Blue Army embarked at Fukuoka. During the embarkation great activity was shown by the Blue escort, which evidently, expected an attack, in anti-submarine and anti-aircraft defense preparations; the anticipated Red attack did not, materialize however, and the embarkation of the Blue Army was completed on schedule and without incident. Early on the morning of Oct. 24th, the Blue convoy and escort put to sea proceeding out of Hakata Bay through a swept channel cleared by the first mine sweeper division. On the night of Oct. 23rd

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the Kinut and the Second Destroyer Squadron, less the 12th division (Blue) sailed from Chinkai about the same time that Red forces consisting of the destroyers Katsura and Kayede and the submarine tender Karaseki with the entire Third Submarine Squadron seiled from Maidzuru. On the early morning of the 24th Blue forces consisting of the 5th division, the First and Second Submarine squadrons with the tenders Jingel and Chogei; the Aircraft Souadrons sailed from Chinkai. The remainder of the Red light forces consisting of the 7th division and the Tenryu with the Third Destroyer Squadron also put to sea on the morning of the 24th.

About 5 p.m. on the 24th Red submarines located and made contact with the Blue convoy to the southwest of Oki Islands and a sharp fight ensued in which the Red forces were finally driven off but only after one Blue troop transport had been badly damaged. On the afternoon of the 24th Blue Aircraft scouts appeared over Maidzuru, Tottori, Miho Bay and other points along the coast but were eventually dirven off by Red air forces.

Under cover of darkness during the night of the 24th, the Blue aircraft carriers had approached close to the coast off Tottori and on the early morning of the 25th, in spite of high wind and rain were able to launch their planes in two simultaneous air attacks, the principal air attack in which about 40 Blue planes took part was directed against the Red army air base at Tottori and the Red Navy air base at Shinji Lake. This attack was delivered with such effect that the Red Army air base at Tottori was entirely destroyed, together with the Red Army planes, while the Red Navy base at Shinji Lake was badly demaged. While this air attack was in progress 8 Blue bombers delivered a gas and bomb attack on the Red base at Haidzoru, little damage was done however. As a result of these operations by Blue aircraft air supremacy was definitely assured to Blue.

On the early morning of the 25th the Blue 4th division sailed from Chinkai. The Red Admiral who was apparently well informed of Blue movements by his radio compass stations then attempted to get to sea with his main force, the 6th division, only to find that Blue submarines had him bottled up in Maidzuruand he had to recall some of his light forces to clear away this menace before he was finally able to get to set, late on the afternoon of the 25th.

During this period the Red Army was busily engaged in defense preparations against the expected Blue landing. Army headquarters were established at the city of Matsuye and the forces were busily engaged in establishing look-out stations along the coast, preparing defense earthmorks adjacent to all likely -

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OPERATIONS, continued

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Lending beaches, while the approaches to those beaches were mined by small mine laying craft from Maidzuru. Barbed wire entanglements were also erected along these beaches and field artillery emplace-ments prepared in positions to command the landing areas. In carrying out these operations however, the Red Army was considerably hampered by Blue air raids and Blue aircraft observation.

About midnight of the 25th, the Blue main body and convoy approached the coast off Miho Bay and commenced mine sweeping operations with a view # effecting a landing. The Blue Force was undiscovered by Red until the early morning of the 26th when both sides opened fire; the Blue heavy ships gradually moving in shore covering the operations of their mine sweepers and light craft. Covering the operations of their mine sweepers and light craft. There was a strong northeast wind accompanied by rain and a heavy sea making air craft operations impossible by either side. At 0800 Blue attempted to land troops but this was found impossible due to the heavy seas. The Blue ships remained in position however, and maintained a heavy fire on the Red shore positions until at 1140 the maneuver was ordered suspended. At 1500 the wind having veered to the northwest the seas in Miho Bay moderated and the maneuver was resumed and Blue was considered to have effected a lending in force on the beach under dover of a smoke screen. Actually however, it was so rough that only a small force of Actually however, it was so rough that only a small force of infantry was actually landed on the beach, the remainder of the Blue Army landing at the port of Sakai. At 1600 the order to end the maneuver was issued.

Upon completion of the maneuver the Red forces returned to Maidzuru while the Blue Force, including the 1st division which sailed from Chinkai on the 26th assembled off Oki Islands and then proceeded to Maidzuru where they arrived on the afternoon of the 27th.

CASUALTERS

Oct. 20th - Type 14 seaplane on its way to Kunda Bay From Matsuye; due to heavy rain; lost its way and landed off Fukul Province. Due to rough sea plane was destroyed; but crew (I officer and 2 men) were rescued.
Oct. 24th - Reconnaissance seaplane belonging to Furutaka made forced landing at see. The plane; undamaged; was recovered Crewisare.
Oct. 25th - During battle over Maidzuru a type 14 reconnaissance plane crashed in Kunda Bay. Fontoons badly damaged; crew escaped injury.
Oct. 25th - Type 14 reconnaissance plane based on Lake Shinji made forced landing on a farm; plane demolished; orew: unin tured.

uninjured

Oct. 25th - Type: 15 reconnaissance seaplane while flying over sea off Hinosaki fell in flemes. Remnants of plane found; the orew: (one officer and one man); missing.

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COMMENT

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Sheet No. 7.

From the above it would appear that Blue attained all its objectives but was prevented from effecting an actual landing on the beach at Miho Bay by weather conditions. The following points are of especial interest:-

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(1) By clever use of air force and submarines the Blue main force and convoy were given almost entire freedom of action.

(2) The Blue first division did not sail from Chinkai until daylight of the 26th and hence was never actually engaged.

(3) The Blue plan worked perfectly but seemed incapable of change to meet unforseen conditions - Blue had planned to land at Mino Bay and when unforseen weather conditions made such a landing impossible either lacked the initiative or ability to alter his plan so as to effect a landing at some other point; Kizuki for instance which would be protected from the prevailing north to northeast wind.

(4) - (3) above may be partly explained by the fact that the Blue Commander in Chief, Admiral Taniguchi, was not present at the actual scane of operations and that in the absence of his senior the Blue active Commander, vice Admiral Osumi, either lacked the initiative to change or feared to assume the responsibility involved in altering the plan of his senior.

(5) The planned third period of the maneuver.

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