

Chapter IX The Neutralization of the Indian Ocean

(See Attached Illustrations Nos. 1, 8, 9 and 10) [Omitted]

1. Outline of the Course of the Operation

The Circumstances Leading to the Capture of Burma and Neighboring Strategic Areas

Burma

For the sake of prosecuting a drawn-out war, Burma was not only a vital strategic point which Japan needed for securing the important southern resource areas, but also a vital base [for operations] to cut off the route of support for Chiang [Kai-shek] in China as well as to encourage India to break away from Britain. However, for reasons of [available] army forces before the opening of hostilities, the Burma operation was supposed to be implemented in such a way that first of all air bases in southern Burma were to be captured, and that then the invasion of the whole of Burma should be conducted if the circumstances permitted it after the first stage of the operation was roughly completed.⁽³⁴⁾ On 11 December, the order to seize the air bases in southern Burma was given by Southern Army Commander in Chief General Terauchi Hisaichi to Fifteenth Army Commander Lt. Gen. Iida Shōjirō, who had completed the invasion operation of Thailand.⁽³⁴⁾ On 31 January, the army seized the air base in Moulmein.

Prior to this, on 21 December, Col. Hattori Takushirō, chief of the operations section of the Army General Staff, had visited Southern Army headquarters in Saigon and disclosed a plan to take advantage of the very smooth progress of the war since the opening of hostilities by implementing at this juncture the Burma invasion operation with the Fifteenth Army at a stroke.⁽¹⁸⁰⁾ Against this plan, the Southern Army headquarters had argued that the Army would not be able to execute an invasion operation against the whole of Burma in terms of strength, matériel, etc., and the headquarters and Section Chief Hattori had agreed that the [invasion] operation should for the time being be limited to the capture of the Rangoon area.

On 22 January, IGHQ issued [the order to] capture key areas in Burma by means of IGHQ Army Department Order No. 590,⁽¹⁴⁵⁾ and announced the main points of the Burma operation and the Army-Navy Central Agreement on the Burma Operation by means of IGHQ Army Department Instruction No. 1008.⁽¹⁴⁶⁾ The Navy, too, announced the Army-Navy Central Agreement on the Burma Operation by means of a supplementary volume to IGHQ Navy Department Instruction No. 45.⁽⁴³⁾

The Army-Navy Central Agreement on the Burma Operation (22 January 1942)**I. Mission**

1. The mission of the operation against Burma is to destroy the enemy in Burma, occupy and secure key areas there, as well as to intensify the pressure on China.

II. Forces to be employed

2. The forces to be employed in the operation are as follows:

Army: The Fifteenth Army ([consisting of] two divisions as the core; depending on the situation, further reinforcements of about two divisions are expected).

Navy: Part of the First Southern Expeditionary Fleet

Part of the Combined Fleet

III. Outline of the operation

3. The Fifteenth Army shall advance to the line of the Salween River near Moulmein, prepare for the operations [there], and then capture Rangoon with its main force from the sector along the road connecting Moulmein and Pegu. In order to facilitate the above operation, the army shall endeavor to have one element head for the area near Rangoon by sea from the west coast of southern Burma.
4. After Rangoon and its surrounding areas have been captured, depending on the enemy movements, the necessary forces (by and large two divisions as a norm) shall be diverted to capture key areas near Mandalay and the oilfields near Yenangyaung.
On that occasion, at a time before or after the capture of the above areas, [the Army] shall endeavor to destroy the enemy forces, the Chinese army in particular.
(Directions for the execution of this operation shall be given separately.)
Circumstances permitting, the Army may, after the capture of Rangoon and vicinity, without break conduct the operation against Mandalay and Yenangyaung with the currently employed forces.
5. While continuing their air campaign to destroy the enemy air power in Burma and [the operation to] cut off enemy reinforcements, the Army air units shall closely support the [ground] operations of the Army.
6. The Navy shall cover ([and] escort) the [Army's] maritime deployment and transport operations mentioned in Items 3 and 4, while securing the Army units' maritime lines of communication with their rear.
For this mission, the Navy shall appropriately use the air bases in Thailand and Burma.

IV [Code] name of the operation, etc.

7. The Burma operation shall be called Operation U.
8. For items other than those stipulated in this agreement, one shall refer to the Army-Navy Central Agreement for the Southern Operation.

In accordance with the Imperial Command of 22 January, Southern Army Commander in Chief General Terauchi issued on 9 February the order to the Fifteenth Army to capture key areas in Burma.⁽³⁴⁾

Northern Sumatra

The [operation to] capture northern Sumatra was specified in the Army-Navy Central Agreement on the Southern Operation concluded before the opening of hostilities in such a way that when the Malacca Strait was about to be neutralized after the capture of Singapore, one element of the Twenty-fifth Army should land near Medan from the west coast of the Malay Peninsula at an appropriate moment, seize strategic areas in Aceh, and then taking an opportunity, seize Sabang Island. Also, in Combined Fleet Operation Order Classified No. 1 is-

sued in conformity with this agreement, it was specified that strategic areas in northern Sumatra should be captured after the capture of Singapore. Then, following the smooth progress of the operations, in the Cam Ranh Agreement of 29 December, it was stipulated that capture of northern Sumatra should be scheduled on Day X + 80 (26 February), that the assembly point should be Penang, and that details should be discussed between First Southern Expeditionary Fleet Commander in Chief V. Adm. Ozawa Jisaburō and Twenty-fifth Army Commander Lt. Gen. Yamashita Tomoyuki.

The Andaman Islands

The capture of the Andaman Islands was not included in the plans of IGHQ at the time of the opening of hostilities. This speaks for itself because the Andaman Islands were also not mentioned at all in the Imperial Japanese Navy Operations Policy decided on 5 November 1941, or the Army-Navy Central Agreement on the Southern Operation concluded on the same day. However, in view of the fact that the Andaman Islands were included along with Midway and others as 'areas to be occupied or destroyed as swiftly as the operational situation permits' in the 'areas planned to be occupied or destroyed in stage-two operations' in Combined Fleet Operation Order Classified No. 1 (of 5 November 1941),⁽⁴⁵⁾ the Combined Fleet seems to have recognized the necessity of their capture or destruction at an early stage considering the strategic importance of the islands. Then, along with the progress in the Malaya operation, the defense of Malaya had increased the necessity to advance operational bases onto the line of the archipelagos connecting Sumatra, the Nicobar Islands, the Andaman Islands, and the southwestern point of Burma. Then [the decision] to implement the Burma operation also increased the necessity to secure this line of archipelagos prior to the operation for the sake of the maritime transport operation of reinforcements. Consequently, IGHQ came to consider an operation to capture the Andaman Islands. On 4 February, the head of the 1st Bureau of the Navy General Staff informally informed Admiral Yamamoto Isoroku, commander in chief of the Combined Fleet, of the plan to capture the islands.⁽⁴⁶⁾ On 7 February, [the order to] capture the Andaman Islands was issued by means of IGHQ Navy Department Order No. 15.⁽⁴²⁾

Christmas Island

At the time of the opening of hostilities, neither IGHQ nor the Combined Fleet headquarters had plans to capture Christmas Island during the stage-one operations. Being a small island about 220 nautical miles south of Java in the Indian Ocean, it was a British possession, known for its production of rock phosphate. It was [just] a volcanic island of only twenty-three kilometers at its longest part, but it was equipped with wireless communication facilities and located at a key point on the shipping lanes between India and Australia. Since it was disadvantageous to leave this island uncaptured not only in terms of the subsequent operations to be conducted in the Indian Ocean but also in terms of the defense of the already seized island chain from Sumatra and Java to the Lesser Sunda Islands, the swift capture of the island to set up a lookout base in the Indian Ocean was [considered] necessary. IGHQ [Navy Department] decided to put in motion [an operation to] capture the island immediately after the conquest of Java, and on 14 March gave directions for capturing it to the commander in chief of the Combined Fleet.⁽⁴³⁾ On 15 March, Admiral Yamamoto issued an order

to Southern Task Force Commander V. Adm. Kondō Nobutake to capture the island,⁽¹⁸²⁾ who then ordered Dutch East Indies Unit Commander V. Adm. Takahashi Ibō to execute it. On 18 March, the Dutch East Indies Unit commander announced the outline of the operation by means of Dutch East Indies Order Classified No. 203.⁽⁶²⁾

The Arrangements Between the Army and the Navy, etc.

With the capture of Singapore almost achieved, the staff of the Southern Army [started] from 14 February onwards (Singapore fell on 15 February) preliminary discussions with the staff of the Second Fleet about the [means of] transportation for the northern Sumatra invasion operation (Operation T), the operation to capture the Andaman Islands (Operation D) and the Burma operation (Operation U).⁽³⁰⁾ On 21 February, Southern Army Commander in chief General Terauchi and First Southern Expeditionary Fleet Commander in Chief Vice Admiral Ozawa finally reached an agreement, the contents of which were roughly as follows:⁽³⁴⁾

1. The standard date [to calculate] the implementation date of the operation
 - (1) The operation schedule shall be calculated from the day when the clearing of mines in the Malacca Strait is roughly completed (Day W), which is expected to be by and large at the end of February or the beginning of March.
 - (2) The standard landing date of each operation shall be set as in the following table:

Operation	Operation Code	Standard Landing Date	Notes
Sumatra Operation	Operation T	About early March	
Andaman Operation	Operation D	Around Day W + 20	The availability of naval air units after their advance to Bangkok is a requirement.
Burma Operation	Operation U		
Remarks	The assembly points for Operation U shall be the ports of Singapore and Penang, and the landing point shall be Rangoon.		

2. The transportation [mission] in Operation U (Omitted by the author)
3. The detailed arrangements to be made between the Army and Navy units concerned (Omitted by the author)
4. Security (Omitted by the author)

During this period, the [Army] 38th Division had carried out the Bangka and Palembang operations with the support of naval units; it successfully landed on Bangka on the early morning of 15 February, and in Palembang from 15 to 16 February, and without a break went on to the operation to capture strategic places in southern Sumatra, as previously told. On 17 February, after the Bangka and Palembang operations were for the most part completed, Malaya Unit Commander Vice Admiral Ozawa ordered 9th Base Force Commander R. Adm. Hiraoka Kumeichi to clear the waterways of Singapore and the Malacca Strait.⁽¹¹⁸⁾ The waterways-clearing unit started its operation from 21 February, and completed clearing the waterways of Singapore on 24 February, and the Malacca Strait on 5 March.⁽⁶⁸⁾

The Course Leading to the Implementation of a Carrier Operation in the Indian Ocean

The Surprise Attack Operation on Ceylon

On 14 February, after having studied a surprise attack operation on Ceylon and anticipating that the British fleet would be operating in the said area against [Japan's] operations to capture the Andaman Islands and Burma, the Navy Department of IGHQ and the Combined Fleet headquarters decided to let the Carrier Task Force, which had been incorporated in the Southern Task Force, operate in the Indian Ocean to the east of Ceylon and conduct a surprise attack operation on the island at an appropriate moment (in late March).⁽⁴⁶⁾

On 1 March, the Sixteenth Army landed on both eastern and western Java, and the operations made smooth progress. On 5 March, the chief of staff of the Combined Fleet disclosed the outline of operations for the stage-one, phase-four operations ([to be conducted] from the rough completion of the Java operation until early April), in which he announced the implementation of a carrier operation in the Ceylon area by the Southern Task Force.⁽⁵⁴⁾ Then, following the unconditional surrender of the Dutch East Indies on 9 March, Combined Fleet Commander in Chief Admiral Yamamoto issued an order to Southern Task Force Commander Vice Admiral Kondō to implement the surprise attack operation on Ceylon, the content of which was as follows:⁽⁵³⁾

Combined Fleet Telegraphic Operation Order Classified No. 86

The Southern Task Force commander shall execute the carrier operation in the Ceylon area specified in the following:

1. Mission

To conduct a surprise attack on the enemy fleet in the Ceylon area and destroy it.

2. Date of the operation

From mid-March until early April

3. Participating forces

The force with the Carrier Task Force as the core

The stage-one, phase-four disposition of forces was put in motion as of 10 March.⁽¹⁴¹⁾

The Striking Operation in the Bay of Bengal

Since considerable time to spare was expected between the scheduled completion date of the Andaman Islands capture and the rough date of completion of the capture of [other] southern strategic areas including the Burma operation, Malaya Unit Commander Vice Admiral Ozawa had been planning to seize this opportunity and conduct an operation that would be the crowning operation of the surface unit of the Malaya Unit, by employing as his main force the temporarily incorporated vessels (the *Chōkai*, the 7th Cruiser Division, the 3d Destroyer Squadron and the 4th Carrier Division, which were to be returned to their original units after the rough completion of stage-one operations). Since early February, he had been drawing up a full-scale plan to independently conduct a striking operation by the Malaya Unit in the northern part of the Bay of Bengal, so as to check the British-Indian Army in the Burma theater by threatening the allied supply route from the Indian Ocean to Calcutta through the Bay of Bengal, and on the other hand to crush [any] enemy intentions to make

counterattacks against the Andaman Islands after their capture.⁽³⁸⁾ On having formally been informed of the implementation of the carrier operation in the Ceylon area by the Combined Fleet Order of 9 March, Malaya Unit Commander Vice Admiral Ozawa made a proposal to Southern Task Force Commander Vice Admiral Kondō that a striking operation in the northern part of the Bay of Bengal, which his unit had already been studying, should be implemented in concert with the operation of the Carrier Task Force of the Southern Task Force as long as the situation should permit it.⁽¹⁸¹⁾ Having obtained the approval of Combined Fleet Commander in Chief Admiral Yamamoto for the proposal by the Malaya Unit commander, the Southern Task Force commander announced, on the night of 14 March by means of telegraphic order No. 139, the outline [of actions to be taken] in concert by [the relevant] units. It specified that while continuing its current tasks, the Malaya Unit should conduct a striking operation in the Bay of Bengal to the north of the line connecting Madras (inclusive) [in India] and Babi Island [off Sumatra]*, but that it should not advance to the waters to the west of 85°E longitude until the first air raid by the Carrier Task Force.⁽¹⁸¹⁾

[The Operation to] Capture Burma and Key Areas Nearby Is Put in Motion

After the clearing of the waterways of Singapore on 24 February, the Malaya Unit commander entered the naval port of Seletar in Singapore on the evening of 27 February, leading the *Chōkai* and the *Ayanami*. Following that, the transport convoys that were to participate in the Indian Ocean theater operations began to assemble in Singapore one after another.⁽⁶⁸⁾

The units for the northern Sumatra invasion assembled in Singapore between 27 February and 6 March, left the port of Singapore on 8 March, and mopped up [the enemy in] northern Sumatra by 31 March.⁽⁶⁸⁾ Meanwhile, [the operation] to capture the Andaman Islands was launched on 20 March and completed by the 30th.⁽¹¹⁸⁾ During these operations, they hardly met any major resistance from the enemy.

On 8 March, the Fifteenth Army seized Rangoon. On the previous day, the 7th, Southern Army Commander in Chief General Terauchi had ordered Fifteenth Army Commander Lieutenant General Iida to destroy the enemy in the Mandalay area, while at the same time issuing an order to newly add to the Fifteenth Army the 56th Division (which was no longer needed in the Malaya operation due to the smooth progress in the operation) as well as the 18th Division, which had completed its operations in Malaya.⁽¹⁴⁵⁾ The Navy was supposed to escort the transport convoys of these units. On 19 March, the Burma transport operation was launched with the first transport. [The Navy] escorted a total of 134 transport ships by 28 April and made a huge contribution to the Burma operation. The loss sustained by the Japanese forces in this transport operation was only two (empty) Army transport ships, which were sunk by enemy submarines while returning from Rangoon to Singapore.⁽⁶⁸⁾

On 31 March, the Christmas Island invasion units captured the island as scheduled. In this operation, there were no enemy counterattacks on the ground, but there was an incident with the *Naka*, the flagship of the 4th Destroyer Squadron, which was torpedoed by an enemy submarine while on guard in the surrounding waters of the island, but somehow she managed to return to Bantam Bay.⁽⁵⁶⁾

* The text has *Babié Island*. Since the Action Report of the 5th Carrier Division and that of the *Hiryū* mention Babi Island in one breath with Simeulue Island (off the northwest coast of Sumatra), we assume that *Babié Island* refers to the small Babi Island between Simeulue and Nias.

The Carrier Operation in the Indian Ocean Is Put in Motion

The Carrier Task Force of the Southern Task Force was originally scheduled to leave Staring Bay on 21 March and conduct attacks on Ceylon on 1 April.⁽¹⁰⁰⁾ However, since the return to the Carrier Task Force of the 5th Carrier Division, which had been kept in mainland Japan to be ready against air raids by an enemy striking force, was delayed due to the reports on the air raid on Minami-Torishima [Marcus Island] by an enemy striking force on 4 March and on the appearance of an enemy striking force [on the waters] to the north of Wake Island on 10 March, the schedule [of the carrier operation] was changed on 17 March in such a way that [the Carrier Task Force] should [now] leave Staring Bay on 26 March and attack Ceylon on 4 April. In the meantime, since the *Kaga* of the 1st Carrier Division had earlier touched an uncharted rock at Palau and sustained minor damage to her hull, she was removed from the Carrier Task Force as of 13 March and left Staring Bay on 15 March for Sasebo for repairs (as previously told).⁽¹⁴¹⁾ For about three weeks until their departure on 26 March, the carrier-based aircraft of the 1st and the 2d Carrier Divisions had conducted hard drills at the Kendari base, which had remarkably improved their skills.⁽⁷⁵⁾ On 24 March, the 5th Carrier Division entered Staring Bay, which finished the assembly of the units for the Ceylon attack.⁽¹⁰⁰⁾

On 26 March, the Carrier Task Force of the Southern Task Force left Staring Bay and raided Colombo on 5 April; while delivering a heavy blow to the enemy air power and his ground facilities, it also sank two British heavy cruisers *HMS Cornwall* and *HMS Dorsetshire*. Further on 9 April, it dealt a massive blow to the enemy by an attack on Trincomalee and also sinking the small British aircraft carrier *HMS Hermes*.⁽¹⁴¹⁾

In the meantime, on 1 April, the Malaya Unit Striking Force had left Mergui. On 6 April, after splitting into three units, the force sank a number of [enemy] merchantmen by closing in to the coast of India in the northern part of the Bay of Bengal.⁽¹¹⁹⁾

After achieving the major aims of the Southern Operation, the Combined Fleet shifted to stage-two operations from 10 April onwards,⁽⁵³⁾ and the focus of the operations of the Navy shifted from the previous areas southwest [of Japan, i.e. Southeast Asia] to the east of Honshū.

On 13 April, the Minister of the Navy and the Chief of Naval General Staff sent the following congratulatory telegram to the commanders in chief of the Combined Fleet and the Second Fleet:⁽¹⁴¹⁾

Office of the Navy Minister Telegram Classified No. 183

You have attained great military results in the recent operations in the Indian Ocean by destroying almost all enemy naval vessels, his air power and merchantmen and blowing up his military facilities around the Bay of Bengal and on Ceylon, on which we offer you our congratulations.

2. Clearing the Waterways in the Malacca Strait

(See Illustration No. 52)

Plan of Operations and Preparations

The disposition of forces for this operation was in outline as follows.⁽⁶⁸⁾

1. The operation to clear the waterways of Singapore (as shown in the following table)

Unit	Commander	Forces	Main Tasks
Main Unit	9th Base Force Cdr	<i>Hatsutaka, Eikō-maru, Yū-giri, and 11th Subchaser Div</i>	Support of the minesweeping units
1st Minesweeping Unit		41st Minesweeper Div, 11th Subchaser Div, <i>Otowa-maru, Rumoi-maru</i> , 5 [4?] cutters, 2 large-sized motorized [landing] craft, 9 [4?] or more motor launches	1. Clearing the waterways of Singapore 2. Sweeping the anchorages of Keppel Harbour and the commercial port for mines 3. Clearing the waterways from Keppel Harbour to the main waterway
2d Minesweeping Unit		44th Minesweeper Div Cdr	1. Clearing the waterways of Johor 2. Sweeping the anchorage for the naval port for mines 3. Clearing the waterways from the commercial port to the main waterway
Supply Unit		91st Guard Unit Cdr	Providing supply and guard
Notes	1. The 3d Destroyer Squadron commander shall, when specifically ordered, support the above [mission to] clear the waterways, leading the <i>Sendai</i>, the <i>Amagiri</i>, and the <i>Asagiri</i>. 2. One reconnaissance seaplane of the <i>Chōkai</i> (including 9 service personnel at the Mentok and the Anambas [bases]) shall engage in the clearing of the waterways of Singapore.		

2. The operation to clear the waterways in the Malacca Strait

Unit	Commander	Forces	Main Tasks
Main Unit	9th Base Force Cdr	<i>Hatsutaka</i>	Support of the Minesweeping Unit
Minesweeping Unit		44th Minesweeper Div Cdr	Clearing the waterways in the Malacca Strait and sweeping anchorages for mines
Supply Unit		91st Guard Unit Cdr	Providing supply and guard

At 0800 on 18 February, 9th Base Force Commander Rear Admiral Hiraoka left Palembang leading the *Hatsutaka*, sailed downstream and arrived at the mouth of the [Musi] river at 1500. After having been joined by the *Eikō-maru* and the *Kōryū-maru* off Mentok, he headed for Mapur Island. The *Otowa-maru*, the *Rumoi-maru*, and six auxiliary cutters, too, called off their minesweeping operations by the end of the 18th and headed for Mapur. Following them, the 11th Subchaser Division, the 41st and the 44th Minesweeper Divisions, the *Yūgiri* and the *Nojima-maru* also left Anambas or their own patrol areas on the 19th and headed for Mapur; the main force for the operation to clear the waterways of Singapore assembled at the anchorage to the south of Mapur by 0915 on 20 February.⁽⁶⁸⁾

Clearing of the Waterways Completed

The operation to clear the waterways of Singapore took the following course.⁽⁶⁸⁾

[February]

20th: At 2030, the minesweeping units left Mapur.

21st: Having started sweeping at 1000, the units swept the central waterway, the main waterway to Keppel [Harbour] and the Johor waterway for mines but snagged no mines. At 2030, the minesweeping operation was suspended. In the minesweeping operation, other than making use of the buoys set by the British, [the unit] conducted the operation with a British navy commander (former commander of a minesweeping unit at Singapore) taken prisoner off Mentok, on board of [one of] minesweepers.

22d: At 0800, the minesweeping operation was resumed. The 1st Minesweeping Unit cleared the main waterway to Keppel Harbour, while the 2d Minesweeping Unit the main waterway to the naval port of Seletar. With no mines snagged, [the units] suspended the operation at 2030.

23d: At 0800, the minesweeping operation was resumed. The 41st Minesweeper Division swept the anchorage of the naval port of Seletar for mines, while the 44th Minesweeper Division, the *Otowa-maru*, the *Rumoi-maru* and others swept the anchorages of Keppel Harbour and the commercial port. At 1300, the minesweeping operation at the anchorage of the Seletar naval port was completed with no mines snagged.

24th: At 0800, the minesweeping operation at the anchorages of Keppel Harbour and the commercial port was completed.

25th: Preparations for the minesweeping operation of the waterways in the Malacca Strait. On that day, the 3d Destroyer Squadron swept the areas about sixty nautical miles 120° of the east entrance of the central waterway of Singapore for mines.⁽¹¹⁸⁾ However, no mines were snagged.

The operation to clear the waterways in the Malacca Strait took the following course.⁽⁶⁸⁾

26th: At 0800, the *Hatsutaka*, the 44th Minesweeper Division, Submarine Chaser No. 7 and two cutters left Singapore and at 2040 started the minesweeping of the waterways in the Malacca Strait ([with] the effective width and depth of 1,000 meters and 15 meters respectively). [The unit] disposed of one floating mine.

27th: [The unit] resumed the minesweeping operation at 0730 and suspended it at 2100. At 2200, a reconnaissance seaplane of the *Chōkai*, which had been supporting the minesweeping operation, returned [to the vessel]. It was decided that the aircraft of the *Sagara-maru* should support the minesweeping [operation, replacing the seaplane]. [On that day, the unit] disposed of eight floating mines.

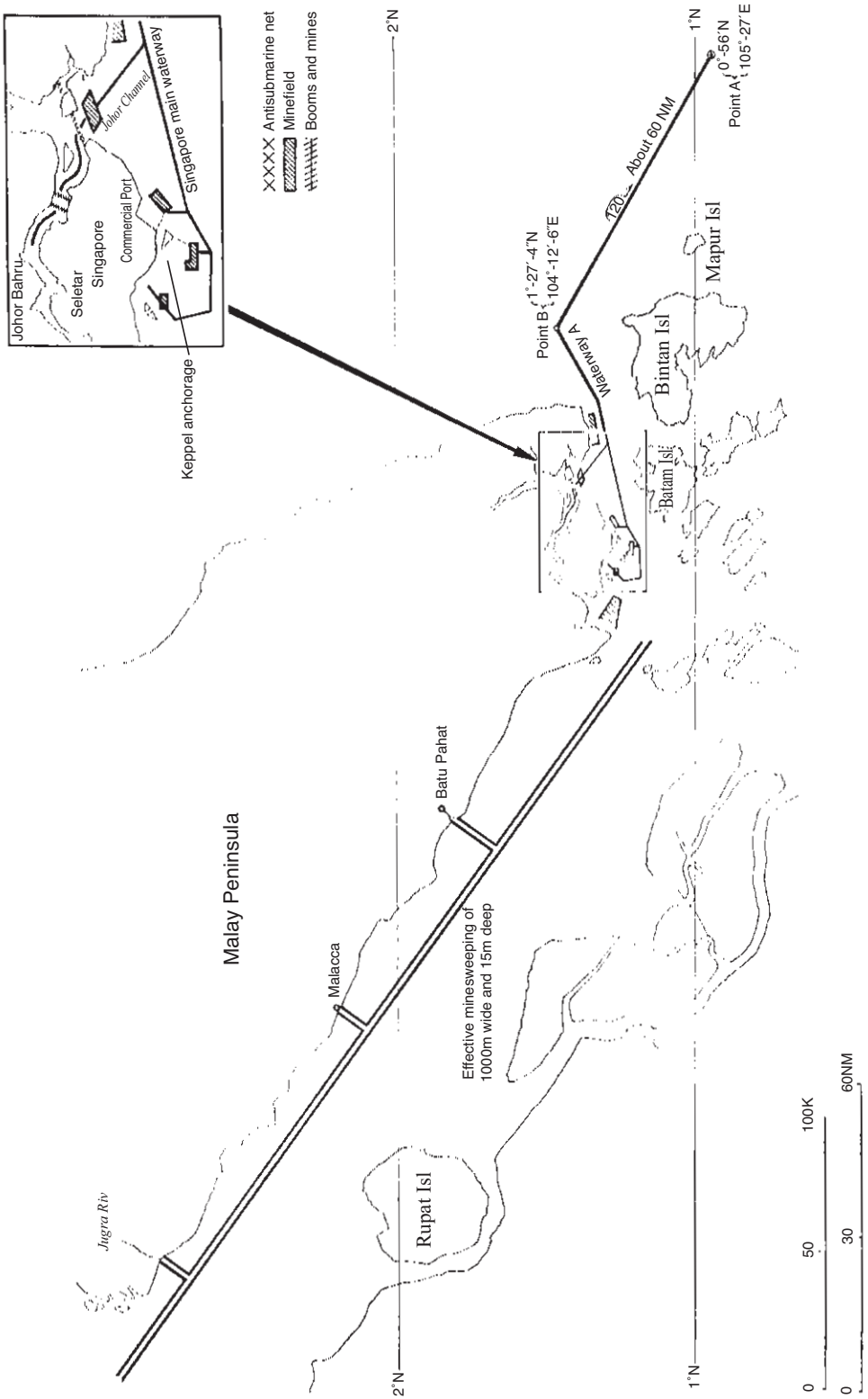


Illustration No. 52 — The Minesweeping of the Waterways of Singapore and in the Malacca Strait (20 February - 5 March, 1942)

28th: [The unit] resumed the minesweeping operation at 0730 and suspended it at 2000, disposing of one floating mine.

March

1st: The minesweeping operation of the waterways in the Malacca Strait was completed.

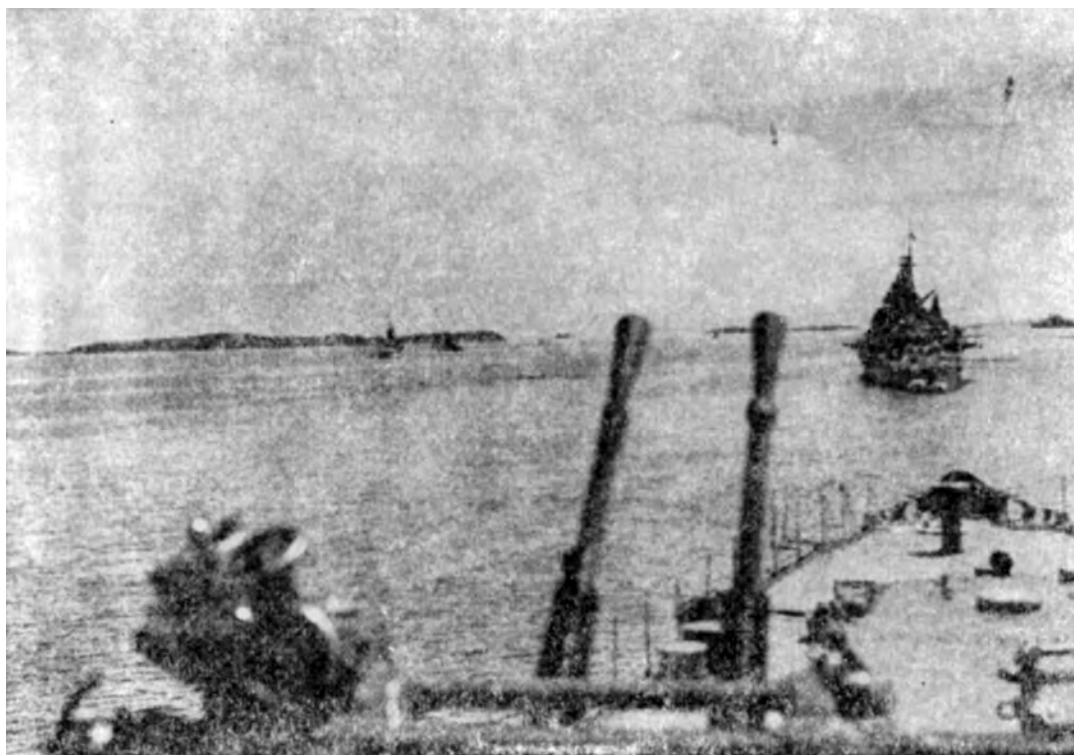
2d: [The unit also] completed the minesweeping of the anchorage at the mouth of the Jugra River and disposed of one floating mine.

3d: [The unit] completed the minesweeping of the anchorage at Malacca.

4th: [The unit] completed the minesweeping of the anchorage at Batu Pahat and disposed of five floating mines.

5th: At 1500 the minesweeping units returned to the naval port of Seletar.

Malaya Unit Commander Vice Admiral Ozawa, who had entered the port of Cap Saint Jacques ([in] French Indochina) leading the *Chōkai* and the *Ayanami* on 19 February after the completion of Operation L, stayed there and directed the overall operation from there. Since the clearing of the waterways of Singapore was completed, he left Cap Saint Jacques at 0800 on 25 February, leading the *Chōkai* and the *Ayanami*, and entered the naval port at Seletar on the evening of the 27th.⁽¹¹⁸⁾ Thereafter, the surface units of the Malaya Unit began to advance one after another to the naval port at Seletar, while the transport convoy [carrying units to] participate in the coming operations in the Indian Ocean also began to assemble one after another at Singapore from 2 March onwards.⁽⁶⁸⁾



Our Fleet Dominating the Naval Port of Singapore

3. The Northern Sumatra Invasion Operation

(See illustration No. 53)

In accordance with the arrangements for Operations T, D and U concluded on 21 February between the [Navy] First Southern Expeditionary fleet and the Southern Army at Saigon, the Twenty-fifth Army commander, the [Army] Third Air Force commander and the commander in chief of the First Southern Expeditionary Fleet made arrangements concerning the operation to capture strategic areas in northern Sumatra at Singapore on 28 February,⁽³⁴⁾ in which they reached an agreement on the following: the mission (to capture key areas in northern Sumatra and swiftly seize naval bases and airfields there, while securing important resource areas), the operation schedule, the landing points and their reconnaissance, the disposition of forces, the embarkation of forces [on the transport ships], the assembly, departure and things to be done [before the departure] of the transport ships, the time and date of the start of the landing and the landing schedule, the distribution of the transport ships and their escort at sea, the air operations, feint operations and diversions, the landing battles, the cover of the landings and support of the disembarkation, the defense facilities at the landing points and landing bases, joint operations between the Army and the Navy after the landing, intelligence, detailed arrangements to be made between the Army and Navy commanders concerned, etc.⁽¹²⁰⁾ In this arrangement, Day W and the date of the landing were set respectively on 2 March and on Day W + 10. Following the arrangement, in the beginning of March, the arrangements for communications in Operation T between the commander in chief of the First Southern Expeditionary Fleet, the Twenty-fifth Army commander and the army Third Air Force commander as well as detailed arrangements between the 3d Destroyer Squadron commander and the commander of the Imperial Guard Infantry Group were concluded.⁽¹²⁰⁾

The Plan of Operations

The Malaya Unit

In accordance with the aforementioned agreement and arrangements between the Army and the Navy, Malaya Unit Commander Vice Admiral Ozawa announced the Malaya Unit's plan of operations for Operations T, D, and U in Singapore on 5 March. Although the whole plan is not extant, part of the plan was as follows.⁽¹¹⁹⁾⁽¹²⁵⁾

1. Mission

In conjunction with the Army, [the unit shall] swiftly capture key places in northern Sumatra and the Andaman Islands, while escorting the Army units for the Burma invasion [operation] from Singapore to Rangoon and facilitate [the operation to] capture Burma.

2. Outline of the operation

- (1) First of all, [the unit] shall capture key places in northern Sumatra to set up a naval air base on Sabang Island.
- (2) Then, [the unit] shall capture key places on the Andaman Islands to set up a naval air base and a base for naval vessels there.
- (3) Almost simultaneously with the operation to capture the Andaman Islands, [the unit] shall escort army transport ships from Singapore (part of them from Penang) to Rangoon and facilitate the Burma invasion operation.

3. The disposition of forces in Operation T (as shown in the following table)

Unit	Commander	Forces	Main Tasks
Main Unit	1st Southern Expeditionary Fleet Cdr in Chief	<i>Chōkai</i> , 7th Cruiser Div, 6 destroyers of 3d Destroyer Sqdn, Mihoro Air Group (Type-96 carrier-based fighter plane unit attached), 40th Air Group, 4th Carrier Div (minus 2d Section), <i>Sagara-maru</i> , <i>Kamikawa-maru</i> and 91st Subchaser Div	1. To support the whole operation 2. [To conduct] air operations
1st Escort Unit		3d Destroyer Sqdn Cdr	1. To escort the units landing along Sabang Bay and at Kutaraja 2. To sweep inside the port of Sabang for mines
2d Escort Unit		9th Special Base Force Cdr	To escort the Labuhanruku and Idi landing units
Penang Base Unit		9th Special Base Force Cdr	1. To provide supplies 2. To defend and guard Penang 3. To protect the [sea] lines of communication
Sabang Base Unit		Sabang Base Unit Cdr	To defend and guard Sabang

Remarks:

1. From 25 February, 1942 onwards, the 9th Base Force became the 9th Special Base Force.
2. The 40th Air Group was formed in Tateyama on 1 February, 1942 and incorporated into the First Southern Expeditionary Fleet as of that day. Its forces consisted of eight carrier-based attack planes and eight carrier-based bombers; the former advanced to Singapore in mid-February and the latter in early April.⁽¹⁸³⁾
3. The *Kamikawa-maru* was removed from the Malaya Unit as of 10 March by means of Southern Task Force Telegraphic Order No. 120; she headed for the areas to the southeast [of Japan, i.e. the western Pacific], as previously told [pp. 499, 506].

The 1st Escort Unit

The outline of operations of the 1st Escort Unit of the Malaya Unit in Operation T was as follows:⁽¹¹⁸⁾

1. Outline of the mission

[The unit] shall escort the transport ships carrying the [Army] Kobayashi Detachment of the Imperial Guard Division ([consisting of] one infantry battalion as the core for [the capture of] Sabang, and two infantry battalions and one field artillery battalion as the core for [the capture

of] the Kutaraja area) as well as the navy unit for the Sabang base from the port of Singapore to northern Sumatra, and disembark them on Sabang Island and in the vicinity of Kutaraja.

2. Disposition of forces

[The unit] shall be divided into the direct escort unit and the minesweeping unit; the former shall be assigned to directly escort the transport ships and support the landing [of forces] under the command of the 1st Escort Unit commander, while the latter shall be assigned to dispose of floating mines in the Malacca Strait and sweep the sailing routes ahead of the transport ships and their anchorages for mines under the command of the 1st Minesweeper Division commander.

3. Outline of actions of both units

(1) On Day W + 6, the direct escort unit shall leave the west Keppel Harbour escorting the eight transport ships carrying the Kobayashi Detachment of the Imperial Guard Division and enter the anchorages of Kutaraja and Sabang around Day W + 10. When the disembarkation is completed, the unit shall return to Penang.

(2) The minesweeping unit shall depart at an appropriate moment on the morning of Day W + 6. After disposing of floating mines in the Malacca Strait, it shall join the transport ships on the evening of Day W + 7. When entering the anchorages, the unit shall [start] sweeping for mines on the sailing routes ahead of the ships as well as in their anchorages from Point Y without [specific] order.

The 2d Escort Unit

Outline of the mission

[The unit] shall escort the main force of the Imperial Guard Division ([consisting of] five infantry battalions, one tank squadron, two field batteries, two trench mortar batteries as the core with two engineer companies and one air unit element) and the Yoshida Detachment ([consisting of] one infantry battalion as the core) from the port of Singapore respectively to Labuhanruku and Idi, and put them ashore.

Disposition of forces

[The unit] shall be divided into Escort Units A, B and the Penang Base Unit. Escort Unit A shall escort the Labuhanruku landing unit under the command of the 9th Special Base Force commander, and Escort Unit B shall escort the Idi landing unit under the command of the captain of the *Shimushu*, while the Sabang Base Unit of the Penang Base Unit shall be assigned to the defense and guarding of Sabang Island after it has been captured by the army unit.

Outline of the actions of the units

1. On Day W + 8, Escort Unit A shall leave the west Keppel Harbour, escorting eight transport ships carrying the main force of the Imperial Guard Division and enter the anchorage of Labuhanruku around 0300 on Day W + 10. When disembarkation is completed, the unit shall return to Penang.
2. On Day W + 7, Escort Unit B shall leave the west Keppel Harbour, escorting two transport ships carrying the [Army] Yoshida Detachment, and enter the anchorage of Idi around 0100 on Day W + 10. When disembarkation is completed, the *Shimushu* shall return to Singapore, escorting the empty ships by way of Labuhanruku, while the 2d Section of the 41st Minesweeper Division shall return to Penang.
3. The Sabang Base Unit shall embark on navy transport ships escorted by the 1st Escort Unit; after the army Kobayashi Detachment has captured Sabang Island, it shall take charge of the defense and guard of the island.

Preparation for the Operations

The units for Operation T assembled in Singapore between 27 February and 6 March.^(114, 150) Meanwhile, since the *Yura*, which had operated in the western Java area, returned to Singapore on the afternoon of the 6th, Malaya Unit Commander Vice Admiral Ozawa incorporated her in the 1st Escort Unit. Also, since it was decided to additionally send a construction unit to Sabang Island, he added another transport ship.⁽⁶³⁾

In the meantime, the Mihoro Air Group and the Type-96 carrier-based fighter plane unit (put under the commander of the Mihoro Air Group) were [still] based in Kuantan, and even after the main force of the 1st Air Unit of the Malaya Unit (the 22d Air Flotilla headquarters, the Genzan Air Group, the main body of the Kanoya Air Group and the Type-0 fighter plane unit of the 22d Air Flotilla) was transferred to the Air Unit of the Southern Task Force to participate in the Java operation, they were kept in the Malaya Unit, and mainly engaged in attacking enemy vessels on the sea near Bangka Island as well as in the Gaspar Strait. On 19 February, the Mihoro Air Group commander was ordered by the Malaya Unit commander to advance about four of its land-based attack planes to Sungai Petani, so as to reconnoiter [enemy] seaplane bases, air bases on the ground as well as port facilities (and [take reconnaissance] photos of key places) on the Andaman and Nicobar Islands, and of Sabang and Kutaraja. He was also given a preparatory order that all aircraft units [under his command] should be advanced to the west coast of Malaya (Sungai Petani or Ayer Tawar) after the [Army's] landing on Java.⁽¹³⁵⁾ Accordingly, four land-based attack planes were advanced to Sungai Petani on the 20th and conducted reconnaissance over the Andaman Islands and northern Sumatra on the 21st, the 22d, the 24th, the 26th and the 28th, but they spotted no enemy.⁽⁷¹⁾ On 5 March, the orders concerning Operations T, D and U were issued by means of Malaya Unit Operation Order Classified No. 18 and the Mihoro Air Group was incorporated in the main unit of the Malaya Unit along with the Type-96 carrier-based fighter plane unit. The units advanced to Penang by the 9th and completed preparations for Operation T.⁽¹³⁵⁾ Meanwhile, the carrier-based attack plane unit of the 40th Air Group arrived in Singapore on 16 February and completed its preparations for Operations T, D and U on 5 March⁽¹⁸⁴⁾ (its carrier-based bomber unit arrived in Singapore in early April). Following them, the *Sagara-maru* entered the port of Penang on 9 March and completed her preparations for Operation T, having her aircraft advance to the seaplane base of Penang.⁽¹²⁵⁾

Landings Made Without Bloodshed

The 1st Escort Unit, the main unit of the Malaya Unit and the 2d Escort Unit left the port of Singapore respectively on 8, 9 and 10 March, and headed toward the landing points, sailing northward in the Malacca Strait.^(114, 118) In the meantime, the air campaign against northern Sumatra was launched on the 9th with an air raid on Sabang Island by the Mihoro Air Group.⁽⁶⁸⁾ From 10 March onwards, the *Sagara-maru*, too, provided the 1st Escort Unit and the convoy with direct escort against [enemy] submarines as well as patrols on the sailing routes ahead of them, employing the aircraft unit at the Penang seaplane base, while the 40th Air Group provided the escort units and the main unit sailing in the southern part of the Malacca Strait with patrols on the sailing routes ahead of them as well as patrols against [enemy] submarines.⁽⁷¹⁾ Before dawn on the 12th, the landing units landed without bloodshed on Sabang Island, in Kutaraja, Labuhanruku and Idi. On the 14th, the 1st and the 2d Escort

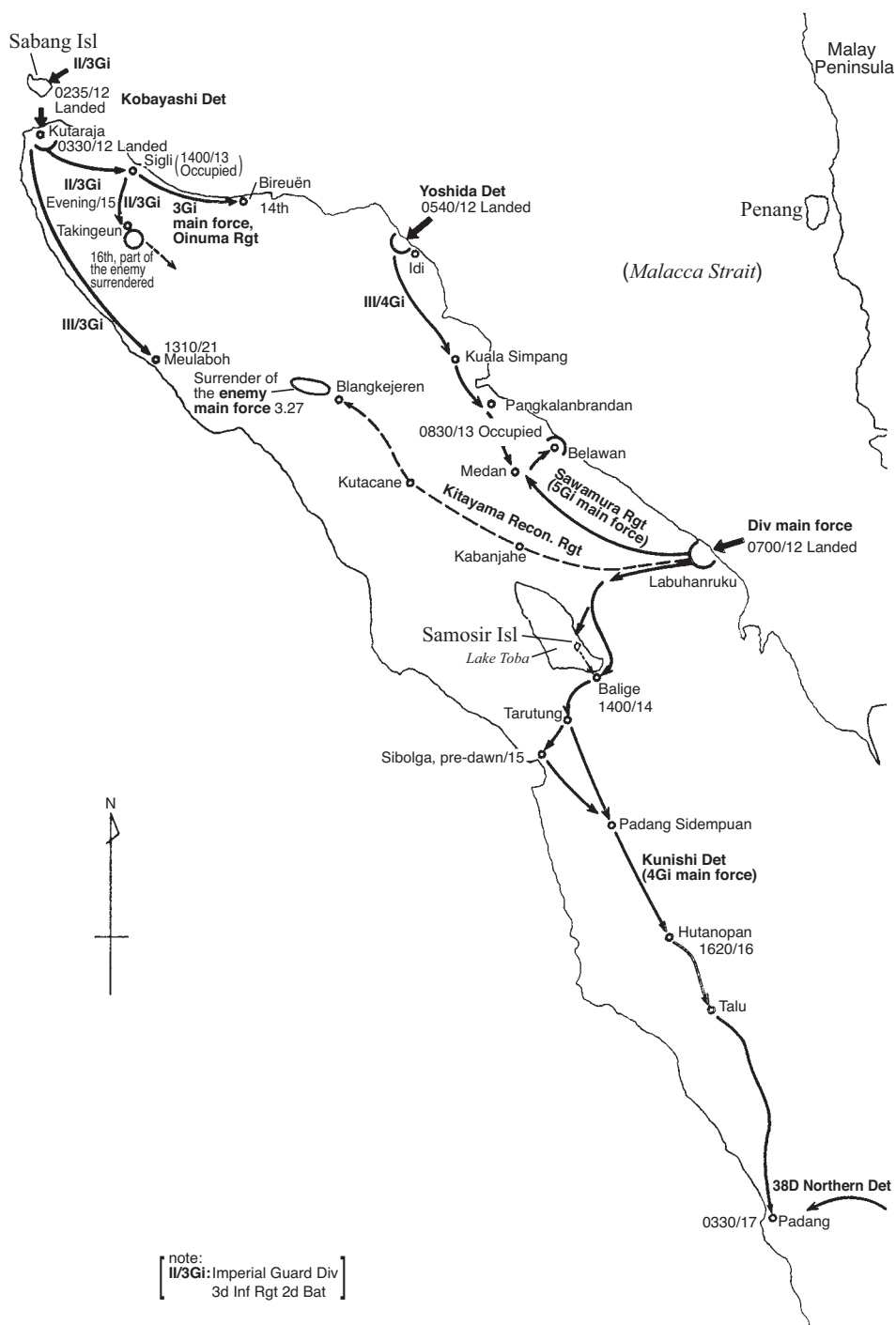


Illustration No. 53 — Rough Sketch of the Course of the Imperial Guard Division's Invasion Operation in Central and Northern Sumatra

Units departed respectively for Penang and Singapore, completed this operation and started preparing for the coming Andaman Islands operation.⁽¹¹⁸⁾ During this period, the Mihoro Air Group conducted bombing attacks on Sabang Island and search missions in the Indian Ocean, while the *Sagara-maru* and the 40th Air Group conducted patrols on the sailing routes ahead of the convoys as well as patrols against [enemy] submarines and neutralized the landing points but spotted no enemy. The surface units encountered no enemy either and [thus] no loss was sustained by our forces.^(71, 118, 125)

The army units operated as shown in *Illustration No. 53*; they mostly completed the clearing of northern Sumatra by around the 21st.⁽¹⁸⁵⁾

4. The Capture of the Andaman Islands

(See *Illustration No. 54*)

In accordance with the arrangement between the Southern Army commander in chief and the commander in chief of the First Southern Expeditionary Fleet, Twenty-fifth Army Commander Lt. Gen. Yamashita Tomoyuki and First Southern Expeditionary Fleet Commander in Chief Vice Admiral Ozawa concluded in Singapore an arrangement for [the operation to] capture the Andaman Islands. The main points of the arrangement were as follows:⁽³⁴⁾

1. Mission

[The units] shall capture key places in the Andaman Islands and swiftly secure naval bases and airfields there.

2. Forces to be employed

(1) Army

Commander: the 56th Infantry Regiment 2d Battalion commander

The 56th Infantry Regiment 2d Battalion

The regimental artillery battery (minus one half) of the 56th Infantry Regiment

One half of the antitank guns of the 56th Infantry Regiment

Other than the above, some medical units, signal units and engineer units

(2) Navy

Detached Unit of the 12th Special Base Force

3. Landing points

The west coast of Ross Island, the sandy beach two kilometers west of Ross Island and others; after that, Havelock, Stewart Sound, Port Cornwallis, etc. shall be seized in succession on request of the Navy.

4. Embarkation, assembly, departure and landing

(1) Embarkation point: the port of Singapore

(2) Assembly point and date of assembly

Assembly point: Penang

Date of assembly: Day W + 18, by when [each vessel] shall sail on their own [to the assembly point]

5. Chain of command

From the assembly at Penang until ordered [otherwise] by specific orders, the army landing units shall come under the command of the navy landing unit commander concerning the operation.

6. Escort at sea

(1) The bulk of the Malaya Unit

(2) One element of the Eleventh Air Fleet ([consisting of] the 22d Air Flotilla as the core)

In accordance with the above arrangement, the 3d Destroyer Squadron commander, the 12th Special Base Force Detached Unit commander and the [army] 56th Infantry Regiment 2d Battalion commander made detailed arrangements on 1 March.⁽¹¹⁸⁾

The Plan of Operations

The Malaya Unit

On 5 March, the Malaya Unit commander gave instructions for the plan of operations of the Malaya Unit concerning Operations T, D and U in Singapore by means of Malaya Unit Operation Order Classified No. 18, in which the disposition of forces of Operations D and U was as shown in the following table:^(68, 118, 119)

Unit		Commander	Forces	Main Tasks
Malaya Unit	Main Unit	1st Southern Expeditionary Fleet Cdr in Chief	<i>Chōkai</i> , 7th Cruiser Div, 1 destroyer div of the 4th [3d?] Destroyer Sqdn, 4th Carrier Div (minus 2d Section), 40th Air Group, <i>Sagara-maru</i> , and <i>San'yō-maru</i>	To support all operations
	1st Escort Unit		3d Destroyer Sqdn (minus 4 [6?] destroyers), (<i>Yura</i>), 1st Minesweeper Div (with Minesweeper No. 5 included), 11th Subchaser Div	To escort the units to capture the Andaman Islands
	2d Escort Unit		9th Special Base Force Cdr <i>Kashii</i> , <i>Hatsutaka</i> , <i>Shimushu</i> , 4 [1?] destroyers of the 3d Destroyer Sqdn, 5th Destroyer Sqdn [Div?]	To escort the transport ships carrying the [army] 56th Div, 18th Div, and the units under the direct control of the army from Singapore (one element from Penang) to Rangoon
	Singapore Base Unit		10th Special Base Force Cdr Bulk of 10th Special Base Force, <i>Asahi</i> , <i>Chōsa-maru</i> , <i>Rumoi-maru</i> , <i>Otowa-maru</i> , 44th Minesweeper Div, 2 large-sized motorized [landing] craft, 6 fishing boats and [some] captured ships	1. To continue the previous tasks 2. To escort the second landing units of Imperial Guard Div from Singapore to Belawan 3. To clear the waterway[s] of Belawan
	Rangoon Base Unit		12th Special Base Force Cdr Main body of 12th Special Base Force (minus Detached Unit), <i>Kari</i> , <i>Nojima-maru</i> , <i>Kōshō-maru</i> , 41st Minesweeper Div, 12th Gunboat Div, 4 large-sized motorized [landing] craft, 12th Subchaser Div [Signal Unit?], and [some] captured ships	To clear waterways from the mouth of the Irrawaddy River to Rangoon and guide and escort the army transport ships

	Unit to Capture the Andaman Islands		Capt Kawasaki Harumi	Detached Unit of the 12th Special Base Force, one element of the 9th Special Base Force, about 1 bn of the [army] 18th Div, led by Capt Hayashi, <i>Kinugasa-maru</i> (Navy), <i>Hirokawa-maru</i> (Army), 4 large-sized motorized [landing] craft and 2 auxiliary cutters	To seize key areas of the Andaman Islands To set up [an] air base. (Although being an army- navy joint operation, the navy commander shall [also] lead the [army] Hayashi Detachment along with the navy unit.)
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Remark: The *San'yō-maru* was removed from the Dutch East Indies Unit and transferred to the Malaya Unit as of 10 March.

The Air Unit of the Southern Task Force

The disposition of forces of the Air Unit of the Southern Task Force in these areas from 5 March onwards was in outline as shown in the following table:⁽¹⁸⁶⁾

Unit	Commander	Forces	Deployment	Main Tasks
Tōkō Air Group Det	Aviation officer, Tōkō Air Group	9 Flying boats	From Ambon to Penang to Port Blair	1. Dutch East Indies Operation (omitted by the author) 2. Burma Operation a) To search and patrol b) To destroy enemy naval vessels
2d Air Raid Unit	23d Air Flotilla Cdr			Omitted by the author
3d Air Raid Unit	22d Air Flotilla Cdr	22d Air Fotilla	From Kuching, Mentok and Gelumbang to Bangkok and Penang	1. Until the rough completion of the Java operation (omitted by the author) 2. Operations against the Andaman Islands and Burma a) To patrol over the Bay of Bengal and the waters southwest of Sumatra b) To destroy the enemy surface power c) Depending on the situation, to destroy the enemy air power
	The rest omitted by the author			

With the surrender of the Dutch East Indies on 9 March, the Air Unit of the Southern Task Force called off most operations in its initial plan of operations in the southwest [of Japan, i.e. southeast Asia]. However, the subsequent operations of the unit still included the following extensive and complex missions.⁽¹⁸⁶⁾

1. To act in concert with the Burma and Andaman operations
2. To support and act in concert with the third carrier operations (the Ceylon operation)
3. To support the operation to capture Christmas Island
4. To support the western New Guinea invasion operation
5. To support the operations against Bataan and Corregidor

Among them, the mission in Burma and the Andamans was as follows.⁽⁷⁵⁾

1. [The Air Unit] shall conduct extensive search missions in the Bay of Bengal with the 3d Air Raid Unit, to be prepared against maneuvers of the enemy surface forces. If they should come for an attack, the unit shall destroy them in cooperation with friendly surface vessels.
2. The army shall take the responsibility for [the air campaign to] destroy enemy air power in Burma; our unit shall not conduct operations other than necessary for self-defense.
3. The guarding of the convoy from the air shall be shared [between the units].

It was also announced that in order to direct Operations U and D, the Eleventh Air Fleet headquarters would shift to Bangkok, and that operations in the Dutch East Indies area should mainly be directed by 23d Air Flotilla Commander R. Adm. Takenaka Ryōzō (commander of the 2d Air Raid Unit).⁽¹⁸⁶⁾ In the meantime, after the raid of a U.S. Striking Force in the Marshall Islands at the end of January, the war situation in the central [south] Pacific and the areas southeast [of Japan, i.e. the west Pacific] had gradually started showing signs of intensification, due to which the 1st Air Group ([of] the 1st Air Raid Unit) under the command of the Air Unit of the Southern Task Force had already been transferred to the South Seas Unit (it had left Ambon on 22 February). At the beginning of March, the land-based air units were reorganized, and further extractions and transfers of forces were ordered one after another.⁽¹⁸⁶⁾ Namely:

As of 5 March: The 21st Air Flotilla headquarters and the Kanoya Air Group were transferred to the Northern Task Force and sent back to mainland [Japan].

As of 10 March: One half of the 3d Air Group ([of] the 23d Air Flotilla) was [also] transferred to the Northern Task Force and sent back to mainland [Japan].

As of 15 March: The Mihoro Air Group and the Type-96 carrier-based fighter plane unit was returned to the 22d Air Flotilla from the Malaya Unit.

On top [of the above], in [the plan of] the reorganization of the Navy air units scheduled to be implemented as of 1 April in preparation for stage-two operations,⁽¹⁸⁷⁾ the fighter plane unit formerly attached to the 22d Air Flotilla headquarters (two squadrons of Type-0 fighter planes dispatched from the 23d Air Flotilla) were supposed to be incorporated into the Kanoya Air Group. Since the Kanoya Air Group was to be transferred to the Northern Task Force, [the incorporation meant that] no fighter plane units would remain deployed in the Indian Ocean area [supposed to be covered] by the Air Unit of the Southern Task Force. Against this decision, on 1 March, Air Unit Commander V. Adm. Tsukahara Nishizō requested that the fighter plane units of the 22d Air Flotilla remain [in the theater], which was narrowly approved, and he barely managed to keep a fighter plane unit (about twenty aircraft in two squadrons) in the Indian Ocean area.⁽¹⁸⁸⁾

The Shift of the Air Units

R. Adm. Matsunaga Sadaichi, commander of the 3d Air Raid Unit (and the 22d Air Flotilla), who had been directing operations in Kuching since 8 February, advanced to Bangkok on 13 March. On 17 March, Air Unit Commander Vice Admiral Tsukahara (commander in chief of the Eleventh Air Fleet) shifted to Bangkok, too.⁽¹⁸⁶⁾ The shift of the air units [in preparation for Operations D and U] was as follows:

The Genzan Air Group

The air group had carried out operations while shifting between the Kuching and Gelumbang [airfields] during the Java invasion operation and [then] conducted search missions in the eastern part of the Indian Ocean from Gelumbang from 3 March onwards. On 7 March, its aircraft unit ([consisting of] twenty-seven Type-96 land-based attack planes) left Gelumbang under the direct command of the commander [of the group] and, by way of Saigon, advanced to Bangkok on the 13th. The remaining six aircraft also completed their advance in Bangkok on the 17th, while [supporting] the shift of the Yamada Unit (a fighter plane unit).⁽²¹⁾

The Yamada Unit (fighter plane unit attached to the 22d Air Flotilla headquarters)

On 24 February, the Yamada Unit, the Type-0 fighter plane unit, had advanced from Kuching to the Mentok base, where it had participated in the western Java invasion operation and chiefly conducted patrols in the air over the convoys with its main [force] while carrying out with one element [air] reconnaissance over Batavia as well as patrols in the air over the anchorage at Patrol. On 15 March, the unit began its shift from the Mentok base and on the 16th, twenty Type-0 fighter planes including the commander's [plane] and three land-based reconnaissance planes completed their advance to Bangkok.⁽¹²⁹⁾

The Mihoro Air Group and Type-96 carrier-based fighter plane unit

Having been put in the main unit of the Malaya Unit, they had stayed on at the Penang base after the northern Sumatra invasion operation and maintained their aircraft ready for use, waiting for the runway extension work on their next advance base at the Sabang airfield to be completed. As of 15 March, they were removed from the Malaya Unit and transferred to the Air Unit, where they returned to [their original unit,] the 22d Air Flotilla, and prepared for Operations D and U.⁽¹⁸⁶⁾

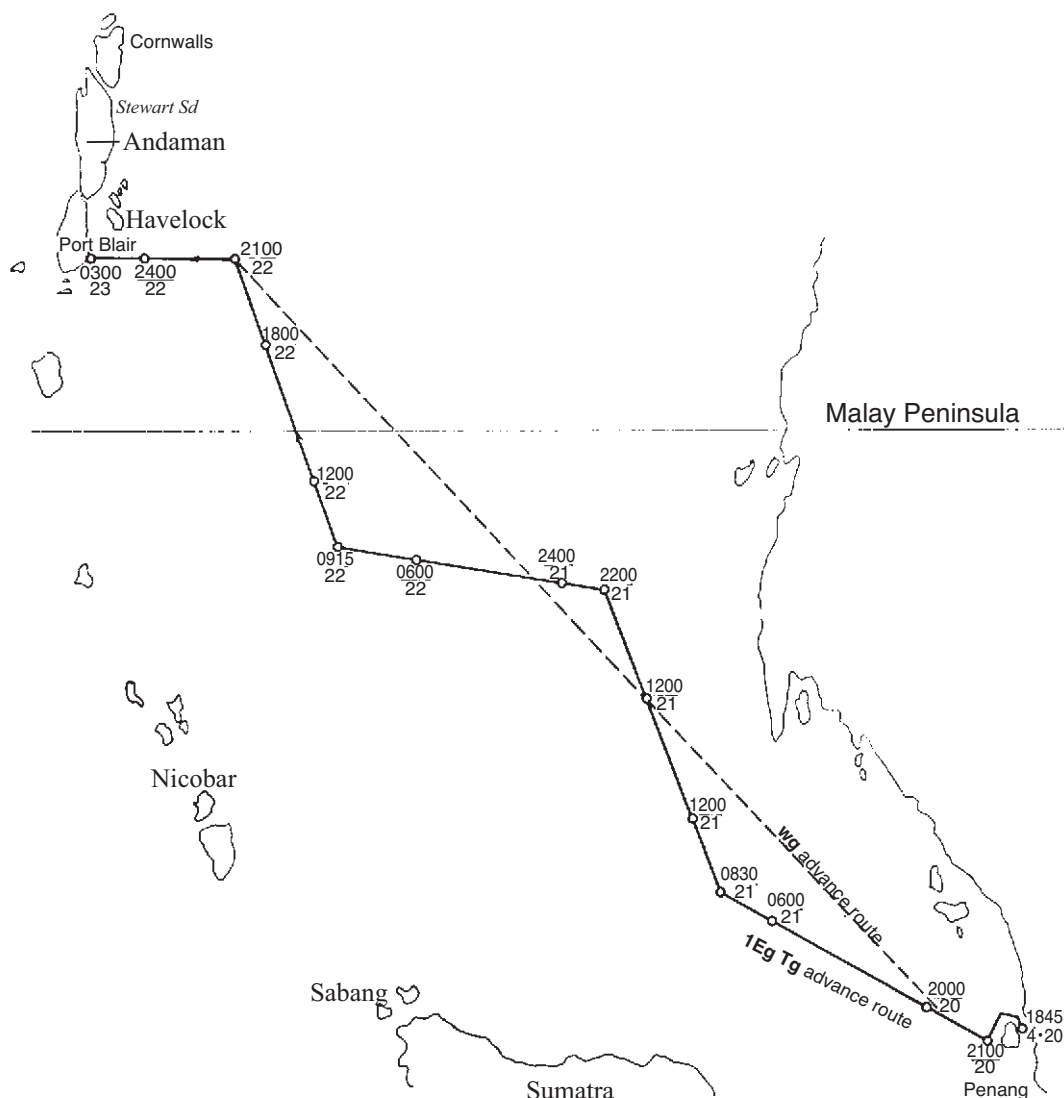
The Tōkō Air Group Detachment

During the Java invasion operation, the Tōkō Air Group had operated with Ambon as its service base and Semau (an island five nautical miles west of Kupang) in Timor as its advance base (to where twelve large flying boats had advanced on 25 February). On 10 March, when the Java invasion operation was mostly completed, in accordance with the (aforementioned [p. 604]) phase-four disposition of forces of the Air Unit of the Southern Task Force, seven Type-97 large flying boats left the Semau base from the 10th onwards and advanced to Penang by the 13th by way of Kendari and Singapore, led by Aviation Officer Cdr. Itō Sukemitsu. After its arrival in Penang, the detachment prepared the base while servicing its aircraft to be ready for the [coming] shift to its next base, Port Blair.⁽¹⁸⁹⁾

The Enemy Garrison Unconditionally Surrenders

At 0800 on 10 March, the Andaman Islands Operation was launched with the departure of the 1st Escort Unit and the 1st Minesweeping Unit from Penang.⁽¹¹⁸⁾

Prior to this, the 22d Air Flotilla (the 3d Air Raid Unit) and the Tōkō Air Group Detachment, which were supposed to act in concert in this operation, had advanced their bases to the bases in Thailand, Malaya and northern Sumatra. The Genzan Air Group and the Mihoro



*Illustration No. 54 — The Operations of the 1st Escort Unit in Operation D
(from 1845 on 20 March until 0300 on 23 March)*

Air Group conducted search missions over the waters about 100 to 150 nautical miles west of the Andaman Islands, [each] employing eight to ten land-based attack planes day after day, the former from Bangkok from 17 March onwards, and the latter [first] from Penang from 18 March onwards and then from Sabang from the 24th onwards. However, they spotted no enemy.⁽⁷¹⁾

At 0400 on the 23d, the transport ships entered the planned anchorage without having encountered the enemy during their sail. At 0630, the invasion unit under the command of Capt. Kawasaki Harumi successfully made a surprise landing on Ross Island, the coast to the south of Atalanta Point and the coast to the west of Snake Island. [The unit] seized the whole area of the southern part of Port Blair on Ross Island as well as the airfield without

meeting resistance from the enemy. Twenty-three British officers and three hundred Indian garrison troops surrendered unconditionally. On that day, based on the information obtained from the inhabitants, a minesweeping operation was carried out in the northern and the southern waterways, in which twenty-three mines were disposed of in the northern waterway, while no mines were snagged in the southern waterway. At 1330, one large [enemy] aircraft flew over Havelock Island, to which the *Isonami* responded and drove it off. At 1900, the disembarkation of the *Hirokawa-maru* was completed.⁽¹¹⁸⁾

At 0100 on the 24th, the *Hirokawa-maru* who had completed disembarkation left for Singapore. On that day, the army units that were to seize strategic places embarked on three large-sized motorized [landing] craft and headed for Havelock Island, escorted by the *Yura* and the 1st Section of the 19th Destroyer Division. However, since there were no airfield or houses, the invasion unit cancelled the landing, and after conducting a reconnaissance in the areas near the eastern entrance of the Andaman Strait, returned to port at 2000. [Meanwhile,] minesweeping was continued and forty-four mines were disposed of. Although one Lockheed aircraft came for a raid at 1420, the *Sendai* drove it off with her guns.⁽¹¹⁸⁾ On that afternoon, seven flying boats of the Tōkō Air Group advanced to Port Blair.⁽¹⁸⁹⁾

From the 25th onwards, the invasion units of Army and Navy [conducted an operation to] clear the Elphinstone and Stewart Sound Islands, and the port of Cornwallis and completed it by the 27th. Meanwhile, having completed disembarkation by the 30th, the transport ships headed back for Penang or Singapore, and completed their operation. In the meantime, since the 3d Destroyer Squadron (minus six destroyers) was assigned as the Guard Unit in the disposition of forces for the Malaya Unit striking operation in the northern part of Bay of Bengal and supposed to advance to the waters to the west of the Andaman Islands, the unit stayed on standby while continuously guarding the area off Port Blair.

During this period, the *Sagara-maru* carried out search missions on the waters in the Port Blair area while supporting the ground operations; after having set up a seaplane base in the port of Port Blair on the 24th and letting the Tōkō Air Group [Detachment] advance its seven large flying boats there, she [also] stayed in Port Blair until the 30th, when she left for Penang in order to participate in Operation U. The 4th Carrier Division carried out search missions in the Port Blair



The Glorious Ceremony of Raising the Naval Flag in Front of the Government House on Ross Island

area and the Bay of Bengal, after which it left the waters of Andaman Islands on the 25th and headed for Mergui to prepare for the Indian Ocean operation.⁽⁷²⁾

After its advance to the [seaplane] base in Port Blair, the Tōkō Air Group Detachment joined the search missions. From the 25th onwards, it carried out search missions day after day on the sea about six hundred nautical miles to the west [of the Andaman Islands] (up to [as far as] about 150 nautical miles from the east coast of India) with three large flying boats, to be ready against counter attacks by enemy naval vessels coming from the west.⁽⁷¹⁾ In order to catch the Lockheed aircraft which had flown over Ross Island for reconnaissance day after day from the landing of the invasion unit on the 23d until the 26th, the Type-0 fighter plane unit attached to the 22d Air Flotilla headquarters, which had been advanced to Bangkok, further advanced to Tavoy on the 29th and carried out patrols in the air over the Andaman Islands for about four consecutive days with a total of ten aircraft, but no enemy raids were spotted thereafter.⁽¹⁴¹⁾

5. The Burma Transport Operation (See Illustrations No. 55 and No. 56)

When the minesweeping in the Malacca Strait was for the most part completed, Malaya Unit Commander Vice Admiral Ozawa had announced on 2 March the plan of operations of the Malaya Unit for Operations T, D and U, as previously told [p. 576, 582; there the date is 5 March]. He specified that almost simultaneously with the capture of the Andaman Islands, the mission was to escort the army transport ships from Singapore (one element of them from Penang) to Rangoon and facilitate the Burma invasion operation. At 0000 on 15 March, the disposition of forces for Operations D and U was put in motion, and on 19 March, the operation to transport [the units for the invasion of] Burma was launched with the first transport (a convoy [consisting of] thirty-two transport ships carrying the [Army] 56th Division).⁽⁶⁸⁾

The Position of the Units Right Before the Launch of the Operation

The position of the [relevant] units right before the launch of the operation was as follows:

Main Unit

The *Chōkai*, the *Murakumo* and the *Ayanami*: Had entered the port of Penang on 14 March after [having participated in] Operation T.

The 7th Cruiser Division, the *Hatsuyuki* and the *Fubuki*: Had entered the port of Singapore on 15 March after [having participated in] Operation T.

The *Shirayuki*: Had entered the port of Singapore on 14 March, after having engaged in the escort of the transport ships carrying the 56th Division from Cap Saint Jacques ([in] French Indochina) to Singapore [ordered] by means of Malaya Unit Telegraphic Operation Order No. 52.

The 4th Carrier Division: Had stayed in Singapore from 5 March onwards, servicing, replenishing and conducting drills.

The 40th Air Group: Was in Singapore, servicing and conducting drills after the completion of Operation T.

The *Sagara-maru*: Arrived in Penang on 15 March after the completion of Operation T; was preparing for Operation D.

The *San'yō-maru*: Had been on standby in Penang since 19 March.

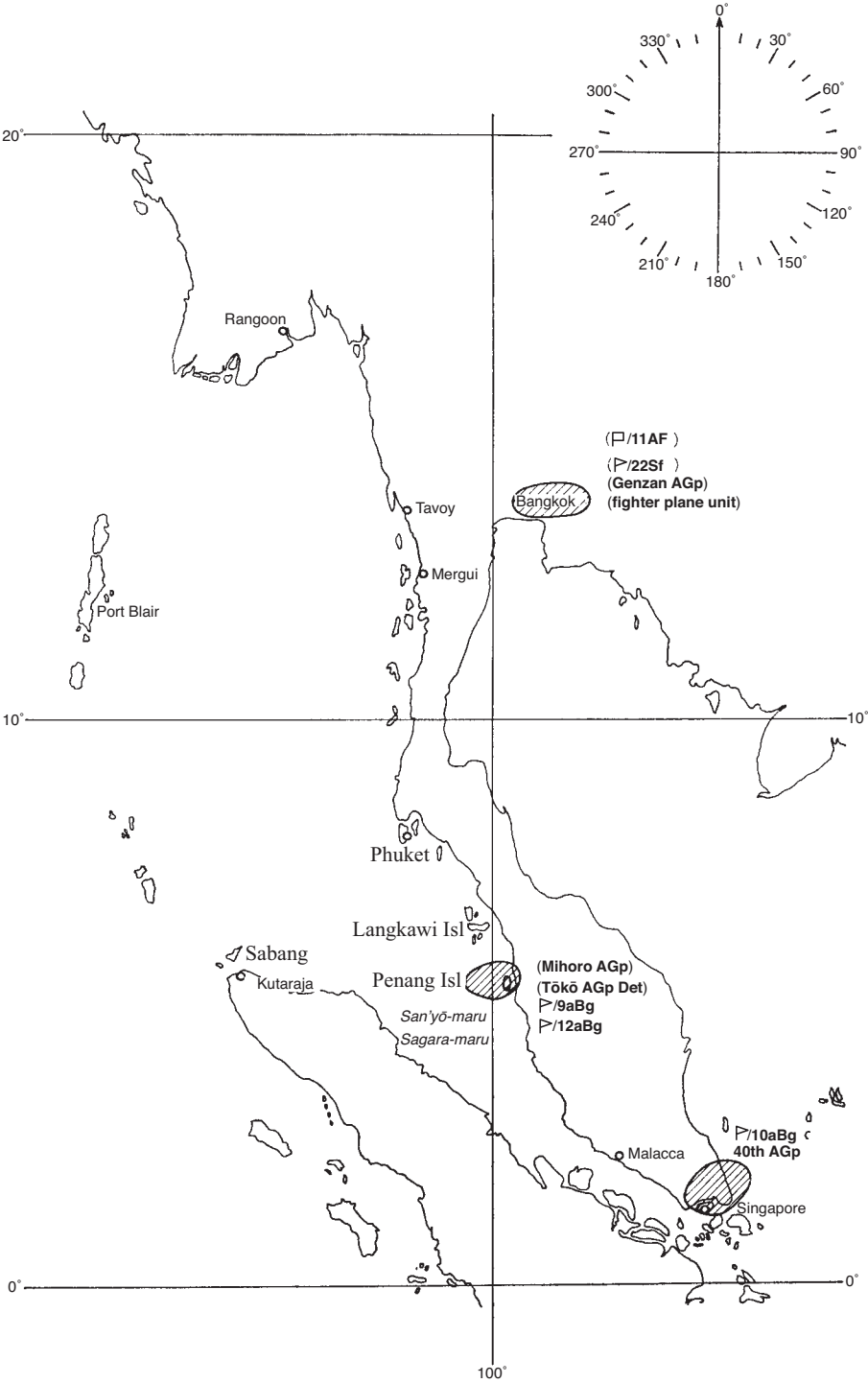


Illustration No. 55 — The Deployment of the Air Forces for Operation U on 19 March
The Air Unit of the Southern Task Force put in parentheses

Second Escort Unit

The *Kashii*: Entered the port of Singapore on 16 March after [having participated in] Operation T and was on standby.

The *Hatsutaka*: Entered the port of Penang on 15 March after [having participated in] Operation T and was on standby.

The *Shimushu*: Entered the port of Singapore on 15 March after [having participated in] Operation T and was on standby.

The 11th Subchaser Division: Entered the port of Penang on 15 March after [having participated in] Operation T and was incorporated in the Penang Base Unit as of 17 March.

The 5th Destroyer Division: After operating in the Bantam Bay area, [its destroyers] entered the port of Singapore one by one between 12 and 14 March, and were on standby.

The *Shikinami*: Entered the port of Singapore on 15 March, after having escorted the transport convoy carrying the 56th Division from Cap Saint Jacques to Singapore, and was on standby.

The Singapore Base Unit (The 10th Special Base Force as the core)

The 10th Special Base Force was formed in Saigon as of 15 January 1942 (with R. Adm. Oku Nobukazu as commander). Having been incorporated in the First Southern Expeditionary Fleet, it advanced to the Seletar naval port on 14 February, and from the beginning of March onward, was in charge of the defense and guarding of assigned sectors in the Singapore area, the protection of [sea] lines of communication, and reconstruction work in the sectors of Singapore assigned to the Navy.

The Rangoon Base Unit (The 12th Special Base Force as the core)

The 12th Special Base Force was formed in Sasebo as of 15 February 1942 (with R. Adm. Ishikawa Shigeru as commander). Having been incorporated in the First Southern Expeditionary Fleet, it advanced first to Singapore from 4 to 5 March, then to Penang on 17 March, and was preparing for advance to Rangoon.

The Air Unit of the Southern Task Force (land-based air unit)

The Genzan Air Group and the Mihoro Air Group had started search missions over the waters to the west of the Andaman Islands respectively from Bangkok from the 17th onwards and from the Penang base from the 18th onwards.

The Transport of More Than Two [Army] Divisions

The Burma Transport Operation was started with the first transport, which was put in motion on 19 March, and was continued until the fourth transport (which was completed on 28 April). During this period of about forty days, the Malaya Unit escorted as many as a total of 134 ships, in which, in addition to the two divisions (the 56th and the 18th Divisions), [the unit also] transported many [army] units under the direct command of the [Twenty-fifth] Army. And by also transporting large quantities of ammunition and matériel as well as equipment, [the Malaya Unit] very much contributed to the Burma operation. During this transport operation, no particular loss was caused by enemy aircraft or submarines and the operation did progress very smoothly.⁽⁶⁸⁾ The only regret was that two army transport ships, the *Yaeyama-maru* [*Yae-maru*] and the *Shunsei-maru* (both empty), returning from Rangoon to Sin-

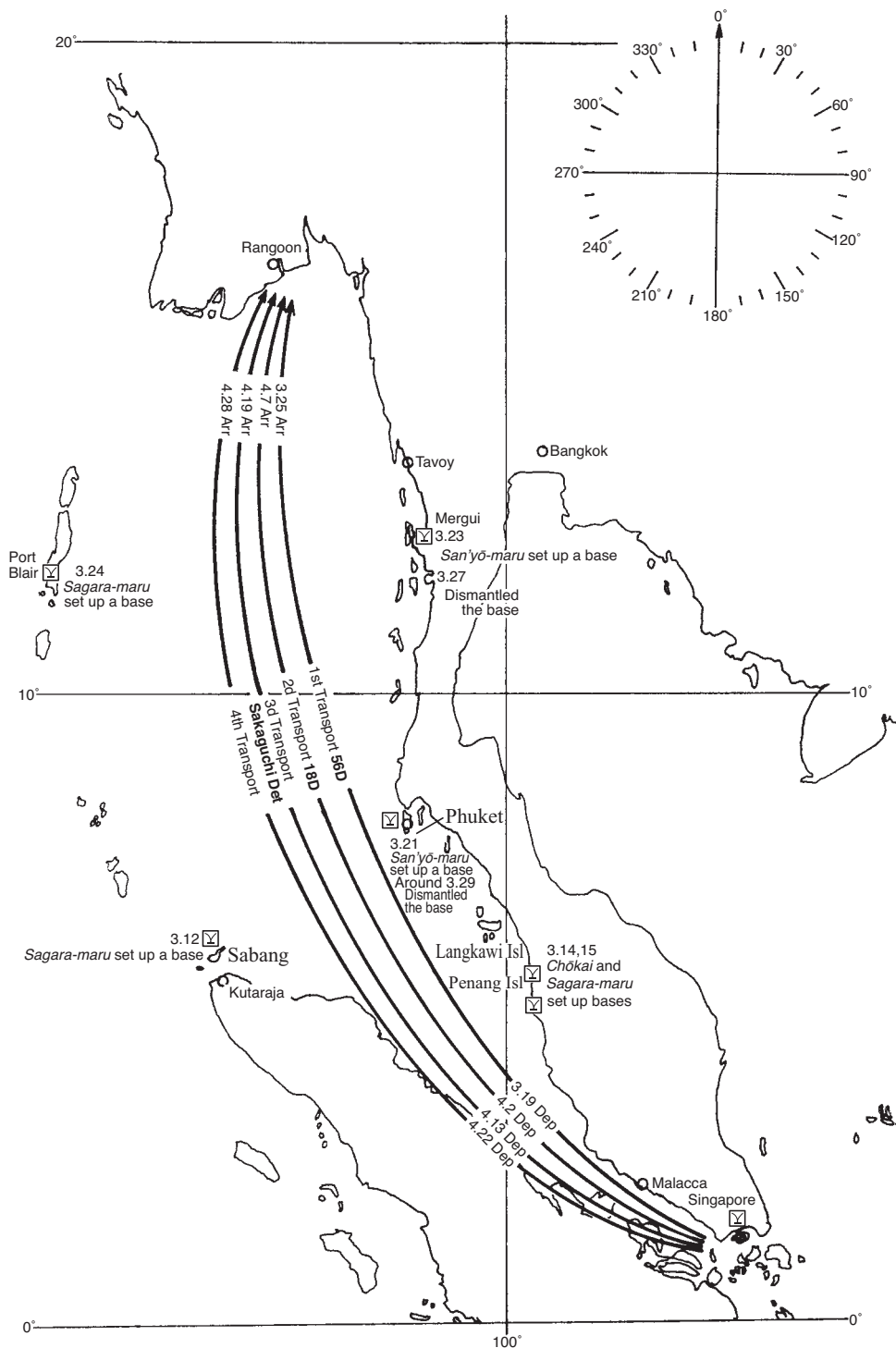


Illustration No. 56 — The Seaplane Bases at the time of Operation U (Malaya Unit)

gapore, were sunk by an enemy submarine attack at about seventy nautical miles northwest of Penang.⁽¹⁹⁰⁾

During this period, the main unit of the Malaya Unit left Penang on 20 March and advanced to the waters to the south of Burma on the 24th to support Operations D and U, after which it left the waters on the 25th for Mergui, where it arrived at 1500 on the 26th.⁽¹¹⁹⁾ Then, in concert with the Ceylon operation of the Carrier Task Force of the Southern Task Force, the Malaya Unit formed a Striking Force of its own, advanced to the northern part of the Bay of Bengal on 6 April and sank a number of enemy merchantmen.⁽¹¹⁹⁾ When the Ceylon operation was completed on 10 April, the disposition of forces for stage-two, phase-one operations was put into effect; the 2d Escort Unit was disbanded, and the Penang Base Unit (the 9th Special Base Force as the core) was formed instead, which turned the escort of the transport convoys [to Burma] into a relay-type of operation between the Singapore Base Unit and the Penang Base Unit, and between the Penang Base Unit and the Rangoon Base Unit.⁽⁵³⁾ In the meantime, the Air Unit of the Southern Task Force carried out search missions in the Bay of Bengal and the Indian Ocean with the land-based attack planes of the Genzan and Mihoro Air Groups as well as the large flying boats of the Tōkō Air Group, while conducting patrols in the air over the Port Blair area (from 30 March until 2 April) with the fighter plane unit, which had been advanced to Tavoy. Moreover, the aircraft of the 40th Air Group, the *Sagara-maru* and the *San'yō-maru*, which had been incorporated into the main unit, were [also] engaged in patrols against enemy submarines as well as on the sailing routes ahead of the convoys, while providing direct escort against enemy submarines and conducting search missions near their sailing routes, but spotted no enemy submarines or naval vessels. It so happened that patrols by aircraft against enemy submarines were not provided in the area about seventy nautical miles northwest of Penang, where at 2315 on 1 April and at 0015 on 2 April two army transport ships were sunk.

6. The Capture of Christmas Island (See Illustration No. 57)

As previously told [p. 568], on 18 March, Dutch East Indies Unit Commander Vice Admiral Takahashi announced the outline of the operation to capture Christmas Island by means of Dutch East Indies Unit Classified Telegram No. 203, which meant that the unit started on preparing for the operation with a landing scheduled for 31 March. The contents of the outline were as follows:⁽⁶²⁾

1. Our unit shall implement the Christmas Island operation in the following way:
 - (1) Mission: To capture Christmas Island and secure the rock phosphate resources
 - (2) Commander: the 16th Cruiser Division commander
 - (3) Forces: the 16th Cruiser Division (minus the *Kinu* and the *Nagara* — note by the author: [consisting] only of the *Natori*), the 4th Destroyer Squadron (minus the 2d, the 24th, the 4th Destroyer Divisions, and minus the 2d Section of the 9th Destroyer Division — note by the author: [consisting] only of the *Naka* and the 1st Section of the 9th Destroyer Division), the detached unit of the 24th Special Base Force, one element of the 21st Special Base Force (including four 12-cm guns, four 8-cm antiaircraft guns and their personnel), the *Kimishima-maru*, the *Kumagawa-maru*, Patrol Boats No. 34 and No. 36 (the time of incorporation shall be given by special order), the *Akebono-maru* and one element of the 102 Construction Unit (about 200 men from Makassar)

- (4) Implementation schedule: [The participating units] shall assemble on the waters northwest of the Bantam anchorage (Batavia) by 28 March and complete replenishment and preparations for the operation. The landing shall be conducted on 31 March.
- (5) The course of action after the invasion: Leaving the ground defense unit and the construction unit behind, the other units shall swiftly withdraw from the site after the disembarkation is completed.
2. When [the operation to] capture Christmas Island is under way, the main unit shall in general advance to the north of the island and support [the capture operation].
3. [All] other units shall continue their current tasks.

On that day and [again] on the 19th, Dutch East Indies Unit Commander Vice Admiral Takahashi took steps to remove the *Nagara* from the Dutch New Guinea invasion unit and incorporate the *Kinu* into that unit instead, while incorporating the *Nagara* into the unit to capture Christmas Island.⁽⁶²⁾ This was done because he had been informally notified that with the revision of the Imperial Navy Wartime Formation as of 10 April, the *Nagara* was to be put into the 10th Destroyer Squadron (the unit [formed to] guard the aircraft carriers). By avoiding her inclusion in the Dutch New Guinea invasion unit, [an operation] that was expected to take a considerably long period from now on, he could include her in the unit to capture Christmas Island, an operation that was to be more or less completed in a short period. He also incorporated the 22d Destroyer Division into the main unit and ordered it to join the main unit as soon as it completed its task of [escorting] the second transport of the Sixteenth Army to Java.⁽¹⁸²⁾

The Plan of Operations

On 25 March at Makassar, Christmas Island Invasion Unit Commander (R. Adm. Hara Kenzaburō, [who had become] 16th Cruiser Division commander since 10 March from being commander of the 5th Destroyer Squadron) announced the plan of operations to capture Christmas Island by means of Dutch East Indies Unit Christmas Island Invasion Unit Order Classified No. 1, the outline of which was as follows:⁽⁶²⁾

1. The Christmas Island invasion unit shall capture Christmas Island, secure the resources of rock phosphate there and as much as possible conduct surveys as to where to set up a ground air base (to be used by fighter planes) as well as to arrange for a quick construction of it.
2. The disposition of forces (as shown in the following table)

Unit		Commander	Forces	Main Tasks
Christmas Island Invasion Unit	Main Unit	16th Cruiser Div Cdr	16th Cruiser Div (minus <i>Kinu</i>)	To direct the operation and support the guarding
	Guard Unit		4th Destroyer Sqdn Cdr <i>Naka</i> , 9th Destroyer Div 1st Section, Patrol Boats Nos. 34 and 36, <i>Kumagata-maru</i> and <i>Kimishima-maru</i>	To escort the transport To guard the anchorages
	Landing Force Unit		Cdr of 24th Special Base Force Detached Unit 24th Special Base Force Detached Unit (a landing force of about 450 men), one element of 21st Special Base Force (about 200 artillery personnel, 4 x 12-cm guns and 4 x 8-cm antiaircraft guns) and one element of 102d Construction Unit (about 200 personnel)	Ground combat of the operation to capture Christmas Island; to set up defense; to conduct a survey of ground air bases and quickly prepare for [their construction]

	Supply Unit		<i>Akebono-maru</i> Superintendent	<i>Akebono-maru</i>	To provide supplies
Note	<i>Amatsukaze</i> shall be put into the Christmas Island invasion unit until 28 March to attend to the escort between Makassar and Bantam Bay.				

3. Time of Departure: At 1900 on 29 March

4. Landing points:

First landing point: Flying Fish Cove Pier No. 3 and the coast nearby (mainly to its southwest)

5. Time of entering [into the anchorage]: At 0700 on 31 March

The *Naka* Torpedoed

At 1700 on 29 March, the 1st Section of the 9th Destroyer Division left Bantam Bay ahead [of the other units] in order to clear enemy submarines off the outer area of Bantam Bay and along the planned sailing route of the invasion unit. Then, at 1900 as scheduled, the main unit ([consisting of] the *Natori* and the *Nagara*), the Guard Unit ([consisting of] the *Naka*, the *Kumagawa-maru* and Patrol Boat No. 34) left the anchorage of Bantam Bay in that order. Without encountering any enemy at all during the sail, the invasion unit reached a point about fifteen nautical miles north of the anchorage [at Flying Fish Cove on Christmas Island] at 0700 on 31 March, and changed its formation to enter into the anchorage.⁽¹²²⁾

At 0708, the *Naka* of the Guard Unit spotted a surfaced enemy submarine at about 12,000 meters 48° on port hand. While immediately ordering the 1st Section of the 9th Destroyer Division to attack her, [the *Naka*] herself closed in, firing [at the submarine] using searchlights, but the enemy rapidly submerged in about one minute. The *Naka* kept rushing towards the enemy. After launching her aircraft at 0718 in order to support the attack on the enemy submarine, reconnoiter the landing point as well as to attack the enemy battery, she carried out an antisubmarine attack (with four depth charges) at 0726 around the point where the enemy submarine had submerged. Meanwhile around 0720, the 16th Cruiser Division also launched the aircraft of the *Natori* and the *Nagara* for the same purpose. While having the transport ships temporarily evacuate to the west of the anchorage, Guard Unit Commander R. Adm. Nishimura Shōji tried hard to detect and intercept the enemy submarine.⁽⁵⁶⁾

The reconnaissance seaplanes, which had been launched from the *Natori*, the *Nagara* and the *Naka*, made some intimidating flyovers over Christmas Island and conducted reconnaissance. At 0747, they first of all made a bombing attack near the houses at the eastern end of Flying Fish Cove and then bombed the enemy battery at Smith Point. In the meantime, at 0754, the *Naka* had reached a point about 9,000 meters from the Smith Point battery, and opened fire (three shells). Since the enemy put up white flags everywhere around 0800, the shelling and bombing was suspended. The transport ships immediately moved on to enter into the anchorage, and at 0910 they completed entering. At 0945, without meeting resistance from the enemy, the landing force successfully made the first landing.⁽⁵⁶⁾

At 0949, while supporting the landing of the landing force, the *Naka* came under attack from an enemy submarine (three torpedoes) at a close range of 1,000 meters. She successfully evaded the attack and immediately counterattacked (with six antisubmarine depth charges). Having spotted bubbles and the welling-up of a large amount of oil, and detecting no echoing

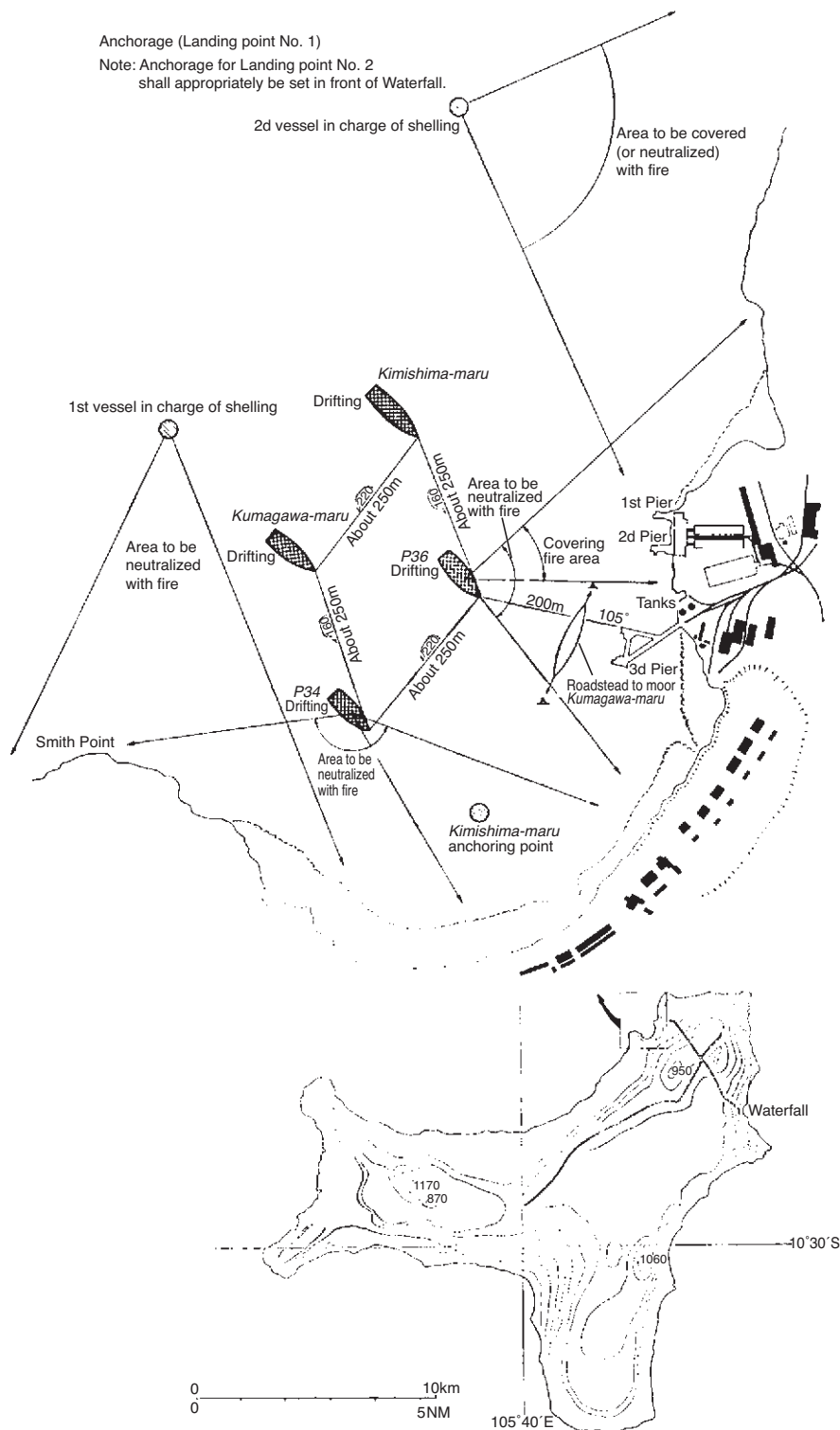
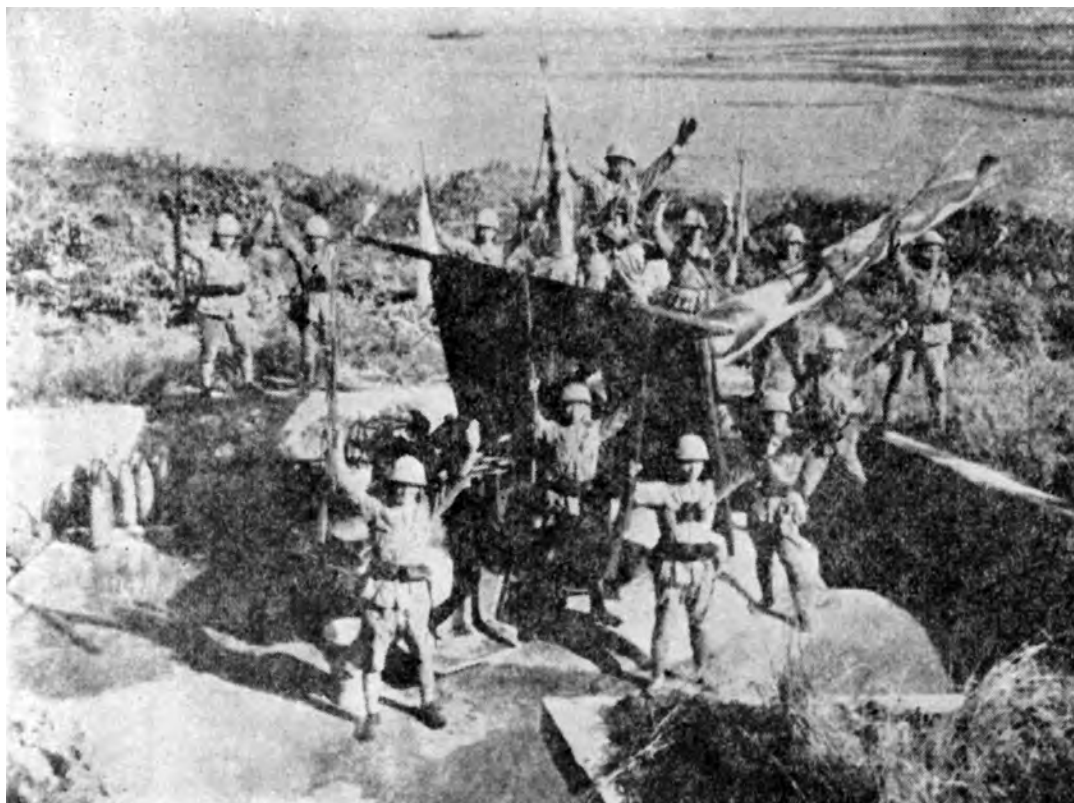


Illustration No. 57 — The Outline of the Capture of Christmas Island

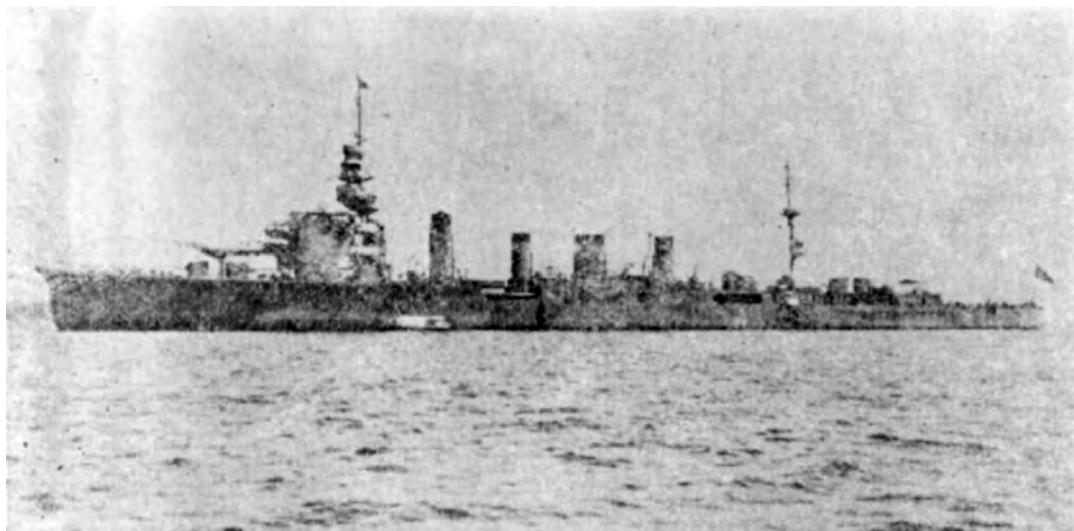


Occupying the Enemy Battery on Christmas Island

sound, she believed that she had sunk the enemy submarine for certain. In the meantime, at 1425, the Landing Force Unit commander reported the results of the clearing of the town as follows:

We have completed the clearing of the town at 1230 as scheduled. It is very calm on the island; all hostile foreigners have been confined. The rest, twenty-seven Indians, have all surrendered. The enemy battery is usable. Although 20,000 tons of rock phosphate is kept in the warehouse, it is impossible to [carry it out of the warehouse] and ship it due to trouble with the generators. Although other things are still under investigation, it seems that there is quite some damage.

The threat of enemy submarines around the anchorage was not gone. While keeping a strict guard against them, Guard Unit Commander Rear Admiral Nishimura accelerated as much as possible the disembarkation of the transport ships. At 2030 on the same day, the *Amatsukaze*, who had been dispatched from the main unit of the Dutch East Indies Unit, arrived [at the site] and immediately engaged in clearing the area of enemy submarines. At 0650 on 1 April, the *Natori* of the main unit spotted a torpedo wake in an area twenty nautical miles north of the anchorage, fired warning shots, but with unknown results. At 1804 on that day, when conducting a patrol by sailing a zigzag course on the waters to the north of the anchorage with the 1st Section of the 9th Destroyer Division as her direct escort, the *Naka* was hit by a torpedo launched by an enemy submarine about 700 meters 70° on her starboard (from



The Cruiser Naka

the center between her and the destroyer escorting her on starboard). Although she had quickly changed course, it was too late; the torpedo hit her amidships on starboard beam in one of her boiler rooms. Her position at that time was 6.3 nautical miles 28° off Smith Point. After quickly projecting one antisubmarine depth charge, the *Naka* tried to come closer to Christmas Island while stemming the flooding and making emergency repairs to the engine. However, she temporarily became unable to operate or communicate. While immediately striving to neutralize the enemy submarine, catch, and destroy her, the 1st Section of the 9th Destroyer Division called the *Amatsukaze* and Patrol Boat No. 34 to the site to provide the *Naka* with an all-around guard.⁽⁵⁶⁾

While drifting and trying to control the damage, the *Naka* spotted a surfaced submarine at 1920 about 6,000 meters on starboard quarter and immediately fired her guns to warn the vessels nearby. Although the [enemy] submarine quickly submerged, all vessels tried hard to detect her, and at 2030, Patrol Boat No. 36 detected her as close as five hundred meters and dropped antisubmarine depth charges. Having spotted the welling-up of a large amount of oil, the patrol boat believed that she had sunk the submarine for certain. In view of the rampant presence of enemy submarines,* 4th Destroyer Squadron Commander Rear Admiral Nishimura decided to leave these dangerous waters by being towed away, and at 2031 he requested the *Natori* (the flagship of the 16th Cruiser Division) patrolling in a neighboring area to tow her. At 2230, escorted by the 1st Section of the 9th Destroyer Division and the *Amatsukaze*, the *Natori* started towing the *Naka* and headed for Bantam Bay. Earlier at 1945, Invasion Unit Commander Rear Admiral Hara had notified the Landing Force Unit commander that in view of the rampant presence of enemy submarines, the unloading should be terminated and that the transport ships should leave [the anchorage] as soon as they were ready. At 2230, without completely unloading part of the matériel, Patrol Boats No. 34 and No. 36 left the anchorage for Bantam Bay, respectively escorting the *Kimishima-maru* and the

* Actually, it was only one submarine, the *USS Seawolf*.

Kumagawa-maru. Forty-two tons of rock phosphate packed in bags had been loaded onto the *Kimishima-maru*.⁽⁵⁶⁾

On receiving the report that the *Naka* had been torpedoed, Dutch East Indies Unit Commander Vice Admiral Takahashi ordered on 2 April the rescue ship *Seiha-maru*, who happened to be in Bantam Bay, to make ready to be dispatched, while giving an order to the 2d Section of the 22d Destroyer Division to hurry to the site to escort the *Naka*. In the meantime, since the *Naka* became able to sail on her own at slow speed [6 knots] or half speed [9 knots], [the dispatch of] the *Seiha-maru* to accompany her was called off; the *Naka* managed to arrive in Bantam Bay at 1245 on 3 April.⁽⁵⁶⁾ With her return, all units for the capture of Christmas Island returned to Bantam Bay, except for the [ground] Guard Unit that was left on site, and the capture operation was completed.

For reference: The operational state of the *Naka* after having been torpedoed

I. Condition of the engines when the torpedo hit

1. State of the engines: The engines were on standby so that speed could be increased to 21 knots in an instant, to 26 knots in ten minutes, and to full speed in one hour.

2. Speed: 12 knots

3. Situation of the engines

(1) The four main [propeller] shafts were in operation

(2) The boilers in use

Boilers Nos. 7, 10, and 11: Type A Boilers

Boiler No. 6: Type B Boiler (a low combustion boiler with a fixed rate of evaporation)

Boilers Nos. 5, 8, 9, and 12: Supplementary boilers

Boilers Nos. 1, 2, 3, and 4 (small boilers): All ready for a quick start (Boiler Rooms Nos. 1 and 2)

(3) Auxiliary equipment

Evaporators Nos. 1 and 2: (At that time, we were in the course of supplying boiler water to the reserve water tanks in Boiler Rooms Nos. 2 and 4 as well as to the main water supply tanks.)

Generator No. 2

Refrigerators Nos. 1 and 2: (In the course of cooling the powder magazine[s] at the fore) Icemaker[s]

(4) State of the piping

Steam pipes and exhaust pipes: [Set to] battle-ready mode

However, the intermediate valve between Auxiliary Steam [Pipes] Nos. 1 and 2 (in Boiler Room No. 2) was open. The interconnection valves between the main steam [pipes which ran] on both sides of the ship were slightly open.

(5) Electric Circuit: Power distribution on alert

II. Situation when the damage was sustained and outline of the course of the damage control

1. After a massive violent shock, the lights in the vessel went out (shut down by the automatic circuit breaker), but the lights were turned on again in about two minutes.

2. After the violent shock, the steam pressure in the main and auxiliary steam pipes rapidly dropped respectively to 16.5 tons (the pressure in [normal] operation: 18 tons) and 13.5 [tons], and the rotation speed [of the shafts] temporarily decreased to the rotation speed for half speed [9 knots].

3. Instantly after the violent shock, the vacuum in the condensers of the front and rear turbines rapidly dropped to about 60-cm [Hg]. Even though both vacuum pumps on [each of] the front and the rear [turbine condensers] were started and the rotation of the circulating pumps

- was increased to almost the maximum, the vacuum in the condenser[s] on starboard did not recover. Since the temperature of the condensate and the temperature of the seawater at the outlet [of the condenser[s]] showed a tendency to rise all the time, we judged that [one of] the condensers on starboard was out of order; we stopped the outer [propeller] shaft on starboard ([operated by] the front turbine), while letting the other three shafts remain in operation. (A later examination revealed that the cause of the vacuum decrease was because heavy oil, which had flowed out by large amounts due to the damage caused on the heavy oil tanks on starboard side, was sucked in [together with the seawater].)
4. When we checked the salinity of the condensate and the main water supply tanks in the engine room[s] about seven minutes after the hit, the increase in salinity was so acute that we cut out the main water supply tanks in the front engine rooms, stopped the [remaining] front turbine, and operated only the two [inner] propeller shafts on the rear turbines.
 5. At that time, the main valves of the feedwater pipes in Boiler Rooms Nos. 1 and 2 were open. Although we immediately closed the main valve of the feedwater pipe in Boiler Room No. 2 when we were hit, we were late in closing the valve in Boiler Room No. 1. Moreover, we were supplying distilled water to the main water supply tanks as well as the reserve water tanks in Boiler Rooms Nos. 2 and 4, and due to the water pressure of [the reserve water tank in] Boiler Room No. 2, which had become full, only the reserve water tank in Boiler Room No. 4 [was left to store the distilled water.] However, due to [the design of] the piping, it was impossible to directly supply water from the reserve water tank in Boiler Room No. 4 to the main water supply tank[s] in the rear engine rooms. [Therefore], we decided to directly conduct the collected distilled water to the main water supply tank[s] in the rear engine rooms. However, by that time, the quantity of the water to be collected had markedly decreased because the evaporators had already drawn in a large amount of heavy oil, which was flowing past the bottom of the ship.
 6. Since [the *Naka*] needed to escape from the waters as soon as possible partly because of the risk that enemy submarines might come [back] for a raid again, we tried hard to keep on operating [the engines] as much as possible, leaving the steam gushing out of Boiler Room No. 1 (due to leaking valves, it was impossible to control the damage unless the main engines were stopped and the boilers were turned off). However, because of the large consumption of boiler water and the marked decrease in the amount of the distilled water collected, the quantity of the water in the main water supply tank[s] in the rear engine rooms decreased minute by minute. At that rate, even if the damage had been [successfully] controlled, the reserve quantity of boiler water necessary to make steam was expected to become insufficient. So, we stopped the engines, turned off all the boilers generating steam ([at] 1845), and started to seal off the damaged auxiliary steam pipes at 1900.
 7. At that time, since the flooding of Boiler Room No. 2 was so rapid and also because of the steam gushing out [of the pipes], it was impossible to close the intermediate valve in Boiler Room No. 2 between Auxiliary Steam [Pipes] Nos. 1 and 2, which ran on both sides of the ship. Therefore, we decided to install blind patches between the [piping] joints in Boiler Room No. 3 to seal off both auxiliary steam pipes on both sides of the ship.
 8. We made makeshift blind patches and tried to install them [between the joints] but the bolts and nuts on the flanges of the auxiliary steam pipes were stuck because of the heat. Moreover, because [the joints] were situated in difficult places to work on, it took a considerably long time [to install them]. We completed [that part of] the damage control work around 2220.
 9. At 2220, as soon as we finished the work to seal off the auxiliary steam [pipes], we conducted a test operation (at 50 [rpm]) with four boilers in Boiler Room No. 4, two rear turbines and both inner propeller shafts. At 2230, [the *Naka*] began to be towed by the *Natori*. After that, while being towed, we kept operating [the rear turbines] so that [the *Naka*] would still sail

by herself at a slow speed [of 6 knots] on her own engines. However, the salinity of the boiler water was so high (unmeasurably so) that it caused boiler priming, which [needed to be blown down and] caused a considerable amount of drain every several minutes. On top of that, since we were not able to get the evaporators working properly (though we had tried to get rid of the heavy oil sucked into the evaporators, it was not easily removed), it became difficult to collect [sufficient] water. Since the quantity of water to be collected [dropped to] one ton per hour, [the water in] the main water supply tanks in the rear engine rooms decreased minute by minute, and at 0355 we could not afford to keep [the turbines] in operation any longer.

10. After that, we decided to [also] install blind patches in the auxiliary [steam] exhaust pipes of Boiler Room No. 1 passing through Boiler Room No. 3 so as to seal them off, and in order to implement it, we turned off Boilers Nos. 10 and 12 at 0408. Earlier, when we tried to start the draft fan in Boiler Room No. 3 to turn on Boilers Nos. 5 and 7, it was impossible to start it up due to the huge [amount of] drain, due to which, for a while Boilers Nos. 9 and 11 became the only operating boilers.
11. At 0440 the towing cable was cut and the work to seal off the auxiliary [steam] exhaust [pipes of Boiler Room No. 1] was also finished. At 0530, the steam evaporation by all boilers in Boiler Room No. 4 [was started]; the draft fan of Boiler Room No. 3 was successfully started up as well; at 0645 Boilers Nos. 5, 7, and 8 were turned on, and by operating them all together [the *Naka* finally] started sailing on her own at about half speed on both inner propeller shafts (with an oil pressure of 6 tons in the burners of each boiler).
12. Although a considerably large quantity of drain came out even after starting the above operation, the salinity gradually decreased by rigorously blowing down [the boilers], while the amount of collected water by the evaporators increased. From around 2000 on the 2d onwards, the water level in the boilers became more or less stable, which enabled us to increase the rotation of the shafts so that [the *Naka*] would be able to sail at a speed of about eleven knots. At 1330 on the 3d, we were finally able to reach the Bantam anchorage.

At 0930 on 3 April, the Christmas Island invasion unit was disbanded when the *Natori*, who had gone ahead, entered into the Bantam anchorage; the units, [which had participated in the operation,] were thereafter [assigned] the following tasks and operations:

1. The 16th Cruiser Division (minus the *Nagara* and the *Kinu*) and the 22d Destroyer Division shall form an escort unit and, staying in the Java area, take charge of guarding the sea as well as the protecting of the [sea] lines of communication in the area along with the 21st Special Base Force.
2. Patrol Boats Nos. 34 and 36 shall be incorporated in the attached unit, and after respectively escorting the *Kimishima-maru* to Surabaya and the *Akebono-maru* to Makassar, [both shall] stay on standby in Makassar.
3. The *Kimishima-maru* and the *Kumagawa-maru* shall act as specified by the commanders of the 21st Special Base Force and the 22d Special Base Force respectively, after which both shall return to mainland [Japan] as soon as possible.
4. The Christmas Island landing unit shall be incorporated into the Java Guard Unit, and assigned to guard the island and secure the resources.

On the morning of 3 April, the Christmas Island Guard Unit completed its preparations for antiaircraft engagements by completing [the set-up of] antiaircraft batteries. (The island was unsuitable for setting up an air base.) Meanwhile on the 6th, the *Naka* left Bantam Bay for Singapore, where she went into dock on 3 May, came out of dock on 2 June, and left Singapore on the 3d to return to Yokosuka on the 12th by way of Magong.⁽⁵⁶⁾

7. The Carrier Operations in the Indian Ocean

Return of the 5th Carrier Division Delayed

As previously told [p. 212], the main force of the Carrier Task Force (minus the 5th Carrier Division, the *Arare* and the *Kagerō*) was transferred to the Southern Task Force on 8 February to implement the 1st and 2d carrier operations (respectively to Port Darwin and to the south of Java). Meanwhile, to be prepared against a [possible] attack by an enemy striking force on the Tokyo area, the 5th Carrier Division was kept on standby in Mikawa Bay as the Combined Fleet's Air Unit, while at the same time engaging in drills.⁽¹⁰⁰⁾

On 3 March, following the decision (of 14 February, as previously told [p. 569]) to conduct a carrier operation in the Indian Ocean, Combined Fleet Commander in Chief Admiral Yamamoto decided to return the 5th Carrier Division to the Carrier Task Force as of the 5th, and in order to be prepared against [possible] enemy air raids on Tokyo, he issued an order to transfer the 21st Air Flotilla (minus the *Tōkō* and the 1st Air Groups) to the Northern Task Force [instead].⁽¹⁰⁰⁾

However, at 0425 on 4 March, about forty enemy carrier aircraft raided Minami-Torishima [Marcus Island], which caused the Combined Fleet commander in chief to temporarily postpone the 5th Carrier Division's return to the Carrier Task Force. On 5 March, he temporarily put the division into the Guard Unit and ordered it to attack the enemy striking force. However, since there was no information on the enemy movements after that, the 5th Carrier Division's temporary transfer to the Guard Unit and its attack on the enemy striking force was called off; it was decided that the division should stay on standby while remaining at its present station.⁽¹⁰⁰⁾

The 5th Carrier Division was relieved from standby duty on 7 March; on 8 March, the division left mainland Japan for Staring Bay to return to the Carrier Task Force. However, [again] at 1830 on 10 March, information came in that radio waves, which presumably belonged to an enemy striking force, had been detected in an area six hundred nautical miles 350° [N] of Ōtorishima (Wake Island), and the Combined Fleet commander in chief judged that the enemy striking force was likely to conduct an air raid on Tokyo. Based on this judgment, Operation Tactics 3 against the U.S. Fleet [p. 49] were put in motion on 11 March, which meant that the 5th Carrier Division was again incorporated into the Guard Unit and assigned to attack the enemy striking force.⁽¹⁰⁰⁾

The 5th Carrier Division on a southward course toward Staring Bay quickly reversed course and headed for an attack on this enemy. On the evening of the 11th, the division commander R. Adm. Hara Chūichi reported his scheduled course of action as follows: "[the division] will advance to an area 120 nautical miles 190° [S] of Minami-Iwo-Jima [South Iwo Jima] at 0600 on the 13th and 300 nautical miles 50° [NE] of Hahajima at 1200 on the 14th."⁽¹⁰⁰⁾ However, as no enemy movements were reported after that, the likelihood grew that the radiolocation [of the enemy] had been faulty. On 12 March, the chief of staff of the Combined Fleet notified the chief of staff of the First Air Fleet that the 5th Carrier Division should be returned to the Carrier Task Force after completing the operation against the [supposed] enemy striking force and that the *Kaga* was scheduled to be returned to mainland Japan for repairs as soon as she was ready. In reply, the chief of staff of the First Air Fleet sent a telegram to the chief of staff of the Combined Fleet on 13 March, saying that the Carrier Task Force was scheduled to leave Staring Bay around 21 March to attack Ceylon around 1 April and



5th Carrier Division
Commander R. Adm.
Hara Chūichi

that since it was difficult to anticipate when the 5th Carrier Division could join the force, the *Kaga* should participate in the Ceylon operation, although her present condition gave concerns about her readiness for action, and if one aircraft carrier needed to be kept on standby in mainland Japan, he wanted it to be one of the carriers of the 5th Carrier Division.⁽¹⁰⁰⁾

Since no enemy movements were reported thereafter, Combined Fleet Commander in Chief Admiral Yamamoto issued an order on 15 March that the 5th Carrier Division should return to the Carrier Task Force. At 1400 on that day, 5th Carrier Division Commander Rear Admiral Hara reported to the chief of staff of the First Air Fleet that the division would leave its area of operations on the 15th, arrive in Yokosuka on the 16th for replenishment, leave there on the 17th and arrive in Staring Bay on the 24th.⁽¹⁰⁰⁾

On 16 March, the chief of staff of the Combined Fleet informally suggested to the chiefs of staff of the First Air Fleet and the Second Fleet that in connection with the delay in the operations of the 5th Carrier Division, one element of the Carrier Task Force should now, if possible, attack and destroy the enemy naval vessels in Port Darwin. In reply, at 2300 on 17 March, the chief of staff of the Second Fleet opposed the suggestion for an attack on Port Darwin on the following grounds: for an attack on Port Darwin one would need to arrange for oil supply ships; since the bulk of the aircraft units of the Carrier Task Force were [currently] dispatched to Kendari for planned maintenance and were [also] earnestly conducting drills according to the [new] directions for attack units that met the revised engagement tactics based on the [latest] lessons of war, it would be difficult to make a sortie before 21 March; if the force were to conduct an attack on Port Darwin, the sortie of the Carrier Task Force from Staring Bay for the 3d carrier operation should be [delayed until] the 28th or later and the attack on Ceylon until 7 April or later; in view of the current condition of the enemy strength, an attack by the 2d Air Raid Unit [on Port Darwin] would be sufficient.⁽¹⁴¹⁾

Meanwhile at 1840 on the 17th, Southern Task Force Commander Vice Admiral Kondō had issued the following orders by means of the Southern Task Force Telegraphic Order No. 145:⁽¹⁴¹⁾

1. The 3d carrier operation of the Southern Task Force shall be called Operation C, the scheduled date of attack shall be called Day C, and Day C shall be scheduled for 5 April.
2. The above name shall be abandoned simultaneously with the completion of the attack.

Combined Fleet Commander in Chief Admiral Yamamoto approved the order, and the attack on Ceylon was set to be carried out on 5 April. According to *The Second World War* by W. Churchill, the allies had information (by breaking codes?) that the [Japanese] attack on Ceylon would be conducted around 1 April. However, they had no chance to know that the attack had been postponed until the 5th, and the British Fleet acted on the premise that the Japanese Fleet would attack Ceylon on 1 April.⁽¹⁷⁸⁾

Meanwhile the *Kaga* was removed from the Carrier Task Force as of 13 March, transferred to the Guard Unit, and left Staring Bay on 15 March for Sasebo.⁽¹⁴¹⁾

The Enemy Movements in the Indian Ocean

I. The outline of the principal telegrams concerning the enemy movements⁽¹⁴¹⁾

IGHQ Navy Staff Classified Telegram No. 974

1. Air Strength

(1) Current numbers (10 March)

The Indian area (including Ceylon): 230 [aircraft]

Burma: 80 [aircraft] (of which 30-40% fighter planes)

(2) Reinforcements (expected to be completed in the beginning of April)

Reinforcements dispatched from North Africa and Middle and Near East: 150 [aircraft]

Reinforcements dispatched from mainland Britain: 100 [aircraft]

Reinforcement in preparation for departure from mainland Britain: 80 [aircraft]

2. Movements of naval vessels (as of early March)

(1) The naval vessels stationed in the Indian Ocean are operating with Colombo, Bombay,

Mombasa (South Africa), Durban (South Africa), etc., as their bases; the main vessels are:

Battleships: *HMS Revenge* (Britain), *HMS Royal Sovereign* (Britain), *HMS Ramillies* (Britain)

Aircraft carriers: *HMS Hermes* (Britain), *HMS Indomitable* (Britain)

Heavy cruisers: *HMS Cornwall* (Britain), *HMS London* (Britain), *HMS Susan* [Sussex?] (Britain), *HMAS Canberra* (Australia)

(2) Major forces expected to be dispatched as reinforcements in the near future

Two battleships

Two aircraft carriers

Intelligence indicates that *HMS King George V* (British battleship) and *HMS Warspite* (British battleship) have been brought to the Indian Ocean and the Australian waters from late February onwards.

II. Prior reconnaissance results of the island of Ceylon⁽¹⁹¹⁾

1. When the reports of the covert reconnaissance by the Submarine Unit and the Air Unit of the Southern Task Force were put together, it turned out that the patrols near the mouth of the ports of Colombo and Trincomalee were very strict, which made it difficult for submarines to approach these places. Moreover, it seems that [the enemy] conducts patrols within a radius of two hundred nautical miles [from Ceylon] with destroyers and gunboats and within a radius of five hundred nautical miles from Ceylon with aircraft.

2. The land-based air units have not yet spotted large enemy vessels in [the port of] Trincomalee or the Bay of Bengal during their reconnaissance.

III. The state of the defense of Colombo

1. Defense

Four 24-cm guns, four or five 14-cm guns; an antisubmarine net has been put up at the mouth of the port and a night-time dummy city has been set up in the northern part [of the town]. [The town] holds a garrison of about 3,000 troops.

2. Major military facilities

The airfield, barracks, batteries, rice storehouses, oil tanks, radio station, arsenals and powder magazines.

IV. The enemy's anticipation of the Japanese operations

1. Britain's anticipation of our Indian invasion operation

(1) A surprise attack on Ceylon by the [Japanese] Navy is anticipated.

(2) Invasions of Colombo, Calcutta, Madras and Bombay may be started within six or seven weeks (before the monsoon season).

2. Foreign telegrams (on 3 April) reported that Ceylon was exposed to the danger of an attack by Japanese forces, but there are no indications that [the enemy] has gotten wind of our plans.

For reference:

According to the "The Greater East Asia War's Lessons of War ([section] Air Operations: The Operations on Ceylon)," the domestic and foreign state of affairs relevant to the Ceylon operation was on page 36 viewed as follows:

India is a treasure house for Britain both in terms of matériel and human [resources], and its attitude affects the fate of Britain.

The Indian people, who have started to harbor doubts about the armed strength of Britain because of our quick and bold southern operation, are showing signs of unrest about [Britain's] perennial oppression and exploitation. Britain has immediately dispatched [Sir Richard Stafford] Cripps, who is leaving no stone unturned to placate people; at the moment, he is negotiating with the Indian National Congress.

It is thought that a carrier operation against Ceylon at this juncture will, combined with the operation in the Bay of Bengal, affect the Anglo-Indian relations in a subtle way and have quite some impact, indeed.

On the other hand, it is expected that our attack on the Indian area will absorb the military strength of the allied forces, and ought to facilitate the operations of the Axis countries on other fronts very much; furthermore, it will facilitate the communication [between the Axis countries] via India when Germany and Italy's operations in the Near East or in North Africa make progress.

The Plan of Operations

The Southern Task Force

On 14 March, Southern Task Force Commander in Chief Vice Admiral Kondō announced the outline of the third carrier operation by means of Telegraphic Order No. 139, the contents of which were as follows:⁽¹⁴¹⁾

The Southern Task Force shall conduct the third carrier operation in the following way: it shall destroy the enemy power in the Ceylon area in a surprise attack, while striving to ensure a perfect escort at sea for [the forces of] the Burma operation.

1. The Carrier Task Force shall at an appropriate moment leave Staring Bay, and advance to Ceylon by way of the waters to the south of Java and to the southwest of Sumatra. In the beginning of April, it shall carry out surprise attacks on enemy vessels ([enemy] air power, naval bases, facilities and so forth) in the area and return to the South China Sea by way of the Malacca Strait.
2. Submarine Unit C shall be assigned to watch and patrol of the waters to the west of Ceylon (a line connecting the Laccadive and Maldive Islands as well as the Chagos Archipelago) and the Bombay area with its main force, while with one element conducting a covert reconnaissance (two days prior to [the day of the] air raids as a standard) and weather reconnaissance (on the day of the air raids) of Colombo, Trincomalee and other places.
3. While continuing its current tasks, the Air Unit shall act in concert with the actions of the Carrier Task Force; it shall conduct reconnaissance over the Cocos and Christmas Islands as well as search missions and neutralization attacks over the waters to the southwest of Sumatra and in the Bay of Bengal.

4. While continuing its current tasks, depending the movements of the enemy, the Malaya Unit shall at an appropriate time start operating in the Bay of Bengal more or less to the north of the line connecting Madras (inclusive) and Babi Island [p. 570, note] at both ends, and act in concert with the Carrier Task Force. However, it shall not advance to the waters to the west of 85°E longitude until the first air raid by the Carrier Task Force.
5. All units other than the above shall continue their current tasks.
6. The main unit ([consisting of] the *Atago* and the 4th Destroyer Division (minus the 2d Section) shall operate appropriately in the Malacca Strait and [near] the Andaman Islands.

The Carrier Task Force of the Southern Task Force

On 19 March, Carrier Task Force Commander V. Adm. Nagumo Chūichi announced the plan of the carrier operations in the Indian Ocean by means of Carrier Task Force Operation Order Classified No. 31, the contents of which were as follows:⁽¹⁹²⁾

1. Enemy movements

When various sources of information are combined, it seems that a British fleet consisting of three battleships, two aircraft carriers, four Class-A cruisers and about eleven Class-B cruisers as its core is operating in the Indian Ocean, and an air power of a total of about five hundred aircraft is deployed in the India area (including Ceylon). It is judged likely that a considerable part of the above [forces] is deployed in the Ceylon area and one part is operating in the Bay of Bengal. Although it seems that an element of the British, Australian, Dutch, and U.S. forces remains in the Australia area, the details are unknown.

2. The movements of our forces

As shown in Southern Task Force Telegraphic Order No. 139 in the separate sheet (Note by the author: as already told)

3. In accordance with Southern Task Force Telegraphic Order No. 139, the Carrier Task Force shall advance to the waters to the south of India, and try to catch and destroy the enemy fleet as well as his air power

4. The disposition of forces (as shown in the following table)

Unit		Commander	Forces	Main Tasks
Air Raid Unit			1st Air Fleet (minus the <i>Kaga</i> and destroyer division(s))	To destroy enemy fleets and air power
Support Unit		3d Battleship Div Cdr	3d Battleship Div and 8th Cruiser Div	To cover the Air Raid Unit To attack enemy fleets
Guard Unit		1st Destroyer Sqdn Cdr	1st Destroyer Sqdn, 17th and 18th Destroyer Divs, <i>Akigumo</i> and 4th Destroyer Div 2d Section	To guard [the units] To attack enemy fleets
Supply Unit	1st Supply Unit	<i>Shinkoku-maru</i> [B] Superintendent	<i>Shinkoku-maru</i> [B], <i>Ken'yō-maru</i> , <i>Nippon-maru</i> , <i>Tōei-maru</i> [A], <i>Kokuyō-maru</i> and <i>Kyokutō-maru</i>	Supply and refueling
	2d Supply Unit	Under direct command	<i>Nichirō-maru</i> , <i>Kyōei-maru</i> No. 2 and <i>Hōkō-maru</i>	

5. The outline of the operations of the units

- (1) The Air Raid Unit, the Support Unit, the Guard Unit and the *Shinkoku-maru* [B] shall leave Staring Bay at 0800 on 26 March and operate as designated in Separate Illustration No. 1 (omitted by the author). At 1000 on 31 March, after having been joined by the *Ken'yō-maru* and the *Nippon-maru* at Point A (9°0'S, 106°0'E), they shall complete the replenishment while sailing up to Point B (1°0'N, 90°0'E). Thereafter, depending on the whereabouts of the enemy fleet, they shall advance to either Points C (8°0'N, 84°0'E), D (6°20'N, 82°40'E) or E (4°40'N, 81°40'E), to resolutely carry out the attack on Ceylon. If no information about the enemy movements is obtained [by the time they reach] Point B, they shall postpone the air raid for one day and have the 8th Cruiser Division advance to conduct a covert reconnaissance of Trincomalee and Colombo with the reconnaissance seaplanes of the division from outside a radius of four hundred nautical miles from enemy territory.

Depending on the movements of the enemy, further air raids shall be repeatedly conducted on the next day. When the attack on the Ceylon area is completed, they shall head for Point F (10°0'N, 95°0'E), while searching for the enemy in the vicinity of the Bay of Bengal. The time to reach Point F shall be set at 1800 on Day C + 3.

- (2) After completing the replenishment around Point B, the 1st Supply Unit (minus the *Tōei-maru* and the *Kokuyō-maru*) shall sail to the area near Point F, and stay [there] on standby.

The *Tōei-maru* [A] shall join at Point F while the *Kokuyō-maru* shall sail to Singapore by Day C + 6.

- (3) The 2d Supply Unit

The *Nichirō-maru* shall stay on standby at Palau. The *Kyōei-maru* No. 2 and the *Hōkō-maru* shall stay on standby at Kure and Yokosuka after servicing the ship [including] the engines.

6. The Air Raid Plans

- (1) When the major part of the enemy fleet is in Trincomalee

- {1} The formation of the air units for air combat

The first formation (with nine aircraft per carrier for the unit that is to take control of the air)

- {2} The [priority of] targets

1st Group: Enemy aircraft carriers, battleships and cruisers in that order.

2d Group: Enemy aircraft carriers, cruisers, battleships and small vessels in that order.

However, the 14th Attack Unit shall [attack] enemy hangar[s] on the airfield.

3d Group: Enemy aircraft in the air as well as on the ground; however, the 6th Air Control Unit shall directly cover the 1st Group.

If the number of enemy target vessels is markedly less than expected, the groups shall appropriately direct their attacks to transport ships or military facilities on the ground.

- {3} The armament

1st Armament: Carrier-based attack planes: No. 80 Mark 5 bombs ([with] Fuse C)

Carrier-based bombers: Type99 No. 25 regular bombs ([with] Fuse C)

2d Armament: Carrier-based attack planes: No.80 regular bombs ([with] Fuse C)

Carrier-based bombers: Type99 No. 25 regular bombs ([with] Fuse C)

3d Armament: Carrier-based attack planes: No. 80 land bombs ([with] Fuse C)

Carrier-based bombers: No. 25 land bombs ([with] Fuse B)

In any case, the airfield attack unit shall carry No. 25 land bombs ([with] Fuse A). The orders for the types of armament shall be given the day before the air raid.

For the period up to the day before the air raid and after it, carrier-based attack planes and bombers shall be prepared respectively with torpedoes and No. 25 land bombs ([with] Fuse A).

Note by the author:

- 1) Fuse A, B and C indicate the delay before detonation.
Fuse A: 0.03 sec.; B: 0.01 sec.; C: 0.02 sec.
- 2) No. 80: 800kg bombs; No. 25: 250kg bombs
- {4} Takeoff times
The first units, [i.e.] the carrier-based attack plane and fighter plane units, are scheduled to take off at 0900, and the second unit, [i.e.] the carrier-based bomber unit, shall take off thirty minutes after the takeoff of the first units.
Note by the author: the local time is four hours behind Japan time.
- {5} The time of assembly and the assembly point after the attacks
The time of assembly: Forty-five minutes after the start of the attack.
The assembly point: Ten nautical miles 90° of Foul Point, at an altitude of 2,000 meters
[Radio] communications: the 1st Attack Unit
- (2) When the bulk of the enemy fleet is in Colombo
The same as under (1) other than the following:
The assembly point after the attack: Ten nautical miles 270° of Galbokka Point
- (3) When the enemy fleet is berthed both in Trincomalee and Colombo
 - {1} The formation of the air units for air combat
The Trincomalee attack unit: The second formation ([with] nine aircraft each of the 1st, the 3d and the 4th Air Control Units)
The Colombo attack unit: The third formation ([with] twelve aircraft each of the 5th and the 6th Air Control Units)
 - {2} The [priority of] targets and the armament
The same as under (1) and (2) other than the following:
Both in the second and the third formations, one element of the carrier-based bombers shall attack enemy airfields there; no direct cover units shall be dispatched from the air control units.
 - {3} Takeoff times
The second formation: 0900
The third formation: 0945
 - {4} The assembly shall be made in the same ways as under (1) and (2), other than the following:
[Radio] communications
The Trincomalee unit: 1st Attack Unit
The Colombo unit: 6th Attack Unit
7. The guard against aircraft as well as submarines of the enemy (note by the author: as shown in the following table)

The day of passing the Ombai Strait	On the day of leaving Staring Bay				Period	
	Antisubmarine Guard		Antiaircraft Guard		Guard Type	Remarks
Antisubmarine guard	Patrol and guarding the route ahead	Ditto	Antisubmarine guard	Type/number of aircraft to be used	Vessel to take charge	
$f^b \times 4$	$f^{sr} / 3 \times 1$	$f^b \times 2$	$f^{sr} \times 4$		8th Cruiser Div	
<i>Sōryū</i>	1st Destroyer Sqdn	<i>Akagi</i>				
1. 2d deployment 2. Hours on guard From 15 minutes before sunrise until 30 minutes before sunset 3. $f^b \times 3$ shall be on 2d standby from 15 minutes after sunset 4. For others, [act] as specified by the 2d Carrier Div cdr	1. Patrol around the mouth of the port until 0900 and guard the route ahead thereafter 2. For others, [act] as specified by the 1st Destroyer Sqdn cdr	1. 1st Deployment 2. Hours on guard From 1100 (or 1130) until 30 minutes before sunset 3. $f^b \times 3$ shall be on 2d standby from 0900 until 15 minutes after sunset	1. 2d Deployment 2. Hours on guard From 0830 to 1130 3. For others, [act] as specified by the 8th Cruiser Div cdr			
				$f^c \times 3$		
$f^c \times 3$						
Each carrier		Each carrier				
1. 2d standby 2. Hours on guard From 15 minutes before sunrise until 15 minutes after sunset	1. 2d standby 2. Hours on guard From sunrise until 15 minutes after sunset					
	On guard against [enemy] submarines The time for [the aircraft on] the <i>Akagi</i> to take off shall be decided with the wind direction and the location of the duty vessel on that day taken into consideration The takeoff time shall be 1100 unless ordered otherwise by special orders					

While conducting air combats	Under sail		The day of passing the Ombai Strait (cont)
	Guarding the route ahead	Antisubmarine guard	
Antisubmarine guard			Guarding the route ahead (cont)
$f^{sr}/2 \times 4$	f^o (or f^b) $\times 2-4$	f^b (or f^o) $\times 2-4$	$f^o \times 2$ (cont)
3d Battleship Div, 8th Cruiser Div	Vessel in charge [of the guard] for the day (one of the vessels from <i>Akagi</i> , <i>Sōryū</i> , <i>Hiryū</i> , <i>Zuikaku</i> , and <i>Shōkaku</i> in turn in that order)		<i>Sōryū</i> (cont)
1. 2d Deployment 2. Hours on guard Shall be started at 15 minutes before sunrise; conducted generally until 1 hour and a half after the receiving of the attack units 3. Spread guard shall be provided ahead of each carrier at the time of takeoff and recovery of aircraft	1. 2d Deployment 2. Hours on guard From 15 minutes before sunrise until 30 minutes before sunset 3. The covering distance [ahead]: 60 nautical miles 4. The task shall be continued if there is time left after the completion of one flight	1. 1st Deployment (depending on enemy movements, 2d Deployment) 2. Hours on guard From 15 minutes before sunrise until 30 minutes before sunset 3. The vessel in charge shall keep her $f^b \times 3$ on 2d standby from 15 minutes before sunrise until 15 minutes after sunset	[Act] as specified by the 2d Carrier Div cdr (cont)
1st Deployment Tactics C			
$f^c \times 9$	$f^c \times 3$		$f^c \times 3$ (cont)
Each carrier	Each carrier		Each carrier (cont)
1. The unit shall take off simultaneously with the aircraft unit taking off in the first place 2. Time to call off the guard (For <i>Akagi</i> and the 2d Carrier Div) 1 hour and 15 minutes before sunset; (for 5th Carrier Div) 30 minutes before sunset	1. 2d standby 2. Hours on guard From 15 minutes before sunrise until 15 minutes after sunset		(cont) 1. 2d standby 2. Hours on guard From 15 minutes before sunrise until 15 minutes after sunset
1. The vessel in charge [of the guard for the day] shall swiftly notify every vessel the times to take over the guard duty against [enemy] submarines	The covering distance ahead to provide guard over the sailing route ahead [of the force] may appropriately be made longer or shorter according to the weather or other conditions.		

While conducting air combats (cont)	
Antisubmarine guard (cont)	
$f^{sr} / 2 \times 4$ (cont)	
3d Battleship Div, 8th Cruiser Div (cont)	
(cont)	
4. The time to start shall be specially ordered considering enemy movements, weathers etc. 5. For others, [act] as specified by the 3d Battleship Div cdr 6. The carrier in charge [of the guard] for the day shall relieve the guard tasks of reconnaissance seaplanes as soon as possible	
1st Deployment Tactics C (cont)	
$f^c \times 9$ (cont)	
Each carrier (cont)	
(cont)	
3. 2d deployment Tactics C shall be implemented from the time of recovery until 30 minutes after sunset 4. Patrolling altitude (meters) a) <i>Akagi</i> : 500-1,500 b) On odd days: 2d Carrier Div: 2,000-2,500 5th Carrier Div: more than 3,000 c) On even days, [2d and 5th Carrier Divs] shall conduct at the opposite altitude each other 5. Scheduled times to change the shifts a) The 1st shift shall take off at the same time with the first units (scheduled at 0900) b) The 2d shift shall take off 2 hours and 45 minutes later (scheduled at 1145). c) The 3d shift shall take off before the recovery of the aircraft units. The 2d shift shall be recovered after all aircraft units have been recovered d) The 4th shift shall take off about 1 hour and a half after all aircraft [units] have been recovered. (The vessel[s] assigned to provide guard against submarines shall launch the guard aircraft simultaneously) e) After that, aircraft on guard shall be changed about every 2 hours and a half.	
(cont)	
2. When 2d deployment Tactics C is implemented, six aircraft on the 2d standby can wait in the hangar	

(Note by the author)

- f^{sr} : Reconnaissance seaplane
 $f^{sr}/2$: Two-seater reconnaissance seaplane
 $f^{sr}/3$: Three-seater reconnaissance seaplane
 f^o : Carrier-based attack plane
 f^b : Carrier based bomber
 f^c : Carrier-based fighter plane

(Remarks)

1. One duty vessel from among the *Akagi*, the *Sōryū*, the *Hiryū*, the *Zuikaku* and the *Shōkaku*, in that order, shall be made the vessel in charge for the day, and the vessels will take turns regardless of whether an aircraft guard is employed or not.
 2. The vacant spaces [in the line] caused by carriers' change of location due to the takeoff and recovery of their aircraft shall be left as they are.
 3. In order to covertly conduct the operations, radio transmissions shall be refrained from.
8. The standby [positions] for guarding against unexpected encounters with the enemy (note by the author: as shown in the following table)

Vessel[s] in Charge	Type and Number of Aircraft	Tasks and Armaments	Standby Preparation	Notes
8th Cruiser Div	2 Type-0 reconnaissance seaplanes	Search, reconnaissance and probing	3d Standby	Upon spotting enemy carrier-based aircraft, [the aircraft shall] follow them without special orders.
3d Battleship Div	4 Reconnaissance seaplanes	Guard against [enemy] submarines	3d Standby	
1st Air Fleet (except for the vessel in charge [of guard duty for the day])	9 Carrier-based bombers per carrier (except for the vessel in charge [of guard duty])	Type99 No. 25 regular bombs ([with] Fuse C)	3d Standby	1. The carriers shall notify each other of who will be the commander of operations for the following day. 2. [Units shall] conduct attacks under the unified command of the senior commanders in the above, unless otherwise specially ordered.

Remarks

1. The starting time will be ordered later.
2. Solo attacks [without support] are allowed to be carried out only when the commander or the captain of the vessel specifically recognizes their necessity.
3. Takeoff of three aircraft for each carrier (except for the one on guard duty for the day) may be ordered when air control units become necessary.
4. Attacks by the carrier-based attack planes [shall be conducted] as specified in Carrier Task Force Signal Order No. 51.
5. If an urgent takeoff of aircraft units should be ordered, the units shall report [back] the time they are able to take off; they shall [also] report it to the vessel carrying the senior commander on board. (End)

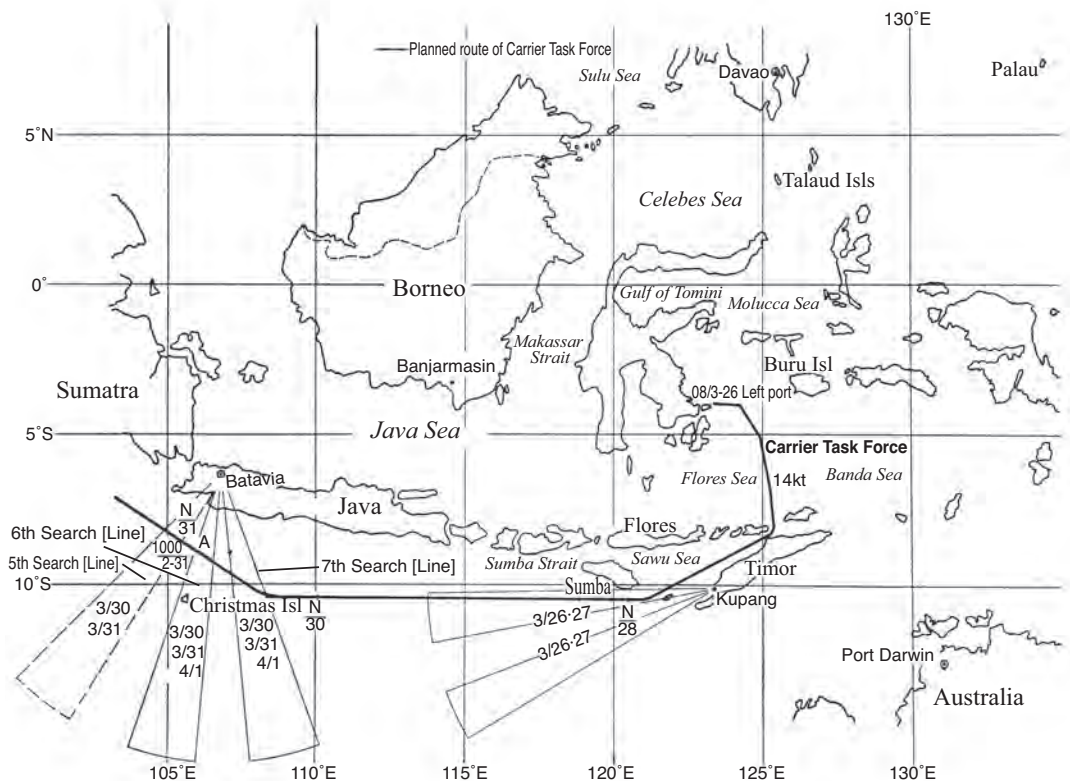


Illustration No. 58 — The Plan for the Search Missions of the Air Unit of the Southern Task Force in Operation C (Part 1)

The Air Unit of the Southern Task Force (See Illustrations Nos. 58, 59, 60 and 61)

By means of Operation Order No. 50, Air Unit Commander Vice Admiral Tsukahara had issued his plan of operations in the Indian Ocean and the Bay of Bengal, which were to be conducted mainly by the 3d Air Raid Unit during the Andaman Islands, Burma and Ceylon operations. However, its main text is no longer extant and the details are unclear. Nevertheless, according to Separate Illustration No. 1 of the order, the search mission was planned as follows⁽¹⁹²⁾ (See Illustrations Nos. 58 and 59). In view of the fact that the search areas [shown in the separate illustration] were relevant to Operations D and U, the order seems to have been issued around 17 March. Then on 21 March, the Air Unit commander issued the following plan of operations for his unit when acting in concert with Operation C of the Carrier Task Force.⁽¹⁴¹⁾ (Southern Task Force Air Unit Classified Telegram No. 918.)

Telegraphic Operation Order No. 77

1. The Southern Task Force shall implement Operation C in accordance with Southern Task Force Telegraphic Order No. 139.
2. The Dutch East Indies Unit shall capture Christmas Island on 31 March in accordance with Dutch East Indies Unit Classified Telegram No. 203.

3. The schedule of operations of the Carrier Task Force is as shown in First Air Fleet Classified Telegram No. 118.
4. While continuing current tasks, all air raid units shall support the above operations in the following way:
 - (a) The 2d Air Raid Unit
 - (1) Shall conduct search missions on the routes ahead of the Carrier Task Force within a radius of six hundred nautical miles from Kupang before its departure.
 - (2) One element of the main body of the Tōkō Air Group shall be dispatched to Batavia (the number of the aircraft [to be dispatched] shall be decided by the 2d Air Raid Unit commander), so as to conduct search missions in the Christmas Island area on 29 and 30 March and in the Cocos Islands area on 31 March and 1 April.
 - (b) The 3d Air Raid Unit
 - (1) On 1 and 2 April, the search area of Sector A shall be [shifted] to an area within six hundred nautical miles between 170° and 280° from Sabang. From 3 April onwards, the search missions in the heretofore areas shall be resumed.
 - (2) Depending on the enemy movements until Day C – 1, the land-based attack plane unit of the Genzan Air Group shall, by a special order, attack enemy naval vessels near Calcutta from base[s] in Rangoon.
 - (c) The Tōkō Air Group Detachment
 - (1) On 1 and 4 April, one element of [the detachment] shall extend [the search distance of] Sector C up to seven hundred nautical miles and, with one element, reconnoiter Trincomalee and, if possible, Palk Bay and Strait.
 - (2) On 2 April, [the detachment] shall conduct a search mission in Sector D, with an [extended] distance of seven hundred nautical miles. ([However,] it shall not approach the area within twenty nautical miles from the shore).
 - (3) On 3 April, [the detachment] shall conduct a search mission in Sector E. However, it shall not advance within twenty nautical miles from the shore.

The Malaya Unit

On having been officially informed that Day C should be set on 5 April by Southern Task Force Telegraphic Order No. 145 on 17 March, Malaya Unit Commander Vice Admiral Ozawa started to work on a detailed plan for his unit's striking operation in the northern part of the Bay of Bengal, which should be conducted in concert with Operation C. We may assume the outline to have been as follows.⁽¹¹⁸⁾ (Malaya Unit Operation Order Classified No. 20.)

1. Mission

While continuing its current tasks, the Malaya Unit shall act in concert with the Carrier Task Force's surprise attack in the Ceylon area (scheduled for 5 April), in accordance with Southern Task Force Telegraphic Order No. 139, timely operate in the Bay of Bengal by and large to the north of a line connecting Madras and the western point of Babi Island [p. 570, note], disrupt enemy sea lines of communication in the Madras and Calcutta areas as well as search for enemy naval vessels, and catch and destroy them.

2. The disposition of forces (as shown in the following table)

Unit		Commander	Forces	Main Tasks
Malaya Unit	Center Unit	1st Southern Expeditionary Fleet cdr in chief	<i>Chōkai</i> , <i>Yura</i> , 4th Carrier Div (minus 2d Section and <i>Shiokaze</i>) 2 destroyers of 20th Destroyer Div	1. To support the entire operation 2. To disrupt [enemy] sea lines of communication and attack enemy naval vessels around the midpoint between Madras and Calcutta
	North Unit		7th Cruiser Div cdr 7th Cruiser Div 1st Section (<i>Kumano</i> and <i>Suzuya</i>) 1 destroyer of 20th Destroyer Div	To disrupt enemy sea lines of communication and attack enemy naval vessels on the waters off Calcutta and southwards
	South Unit		Capt of <i>Mikuma</i> 7th Cruiser Div 2d Section (<i>Mikuma</i> and <i>Mogami</i>) 1 destroyer of 20th Destroyer Div	To disrupt enemy sea lines of communication and attack enemy naval vessels on the waters to the north of Madras
	Supply Unit		Cdr of Destroyer <i>Ayanami</i> <i>Ayanami</i> , <i>Shiokaze</i> and <i>Nichiei-maru</i>	To provide guard for supply ships and conduct replenishment
	Guard Unit		3d Destroyer Sqdn Cdr 3d Destroyer Sqdn (minus 6 destroyers)	To be on standby near the Andaman Islands

3. The outline of the operation

(1) The *Chōkai*, the 7th Cruiser Division, the 4th Carrier Division (minus the 2d Section and the *Shiokaze*), the *Yura* and the 11th Destroyer Division shall leave Mergui on Day C – 3 under the direct command of the Malaya Unit commander and advance into the Bay of Bengal, passing to the north of the Andaman Islands (the 1st route). On the morning of Day C – 2, the 11th Destroyer Division shall separate from the main unit to sail to Port Blair, where it shall come under the command of the 3d Destroyer Squadron commander. The 20th Destroyer Division shall appropriately withdraw from its patrol area near the Andaman Islands from Day C – 2 onwards, and join the main unit on the waters to the west of the islands on the early morning of Day C – 1. The main unit shall reach Point C (16°0'N, 86°40'E) at 2100 on Day C – 1, from where the 1st Section of the 7th Cruiser Division and one destroyer of the 20th Destroyer Division shall form the North Unit, and under the command of the 7th Cruiser Division commander advance to the area of Point D (19°20'N, 87°30'E) around 0900 on Day C, to take charge of disrupting the enemy sea lines of communication as well as catching and destroying enemy naval vessels mainly in the area to the south of Calcutta up to Point E (18°20'N, 85°50'E). Meanwhile, the 2d Section and another destroyer of the 20th Destroyer Division shall form the South Unit, and under the command of the captain of the *Mikuma*, reach Point F (15°30'N, 83°20'N) around 0900 on Day C, to take charge of disrupting the enemy sea lines of communication as well as catching and destroying enemy naval vessels in the area to the north of Madras. The remaining main unit shall become the Center Unit, and under the direct command of the Malaya Unit commander, sail westward almost in the middle between the sailing routes of the North and the South Units, reach the waters southeast of Visakhapatnam, after which it shall appropriately operate on the waters be-

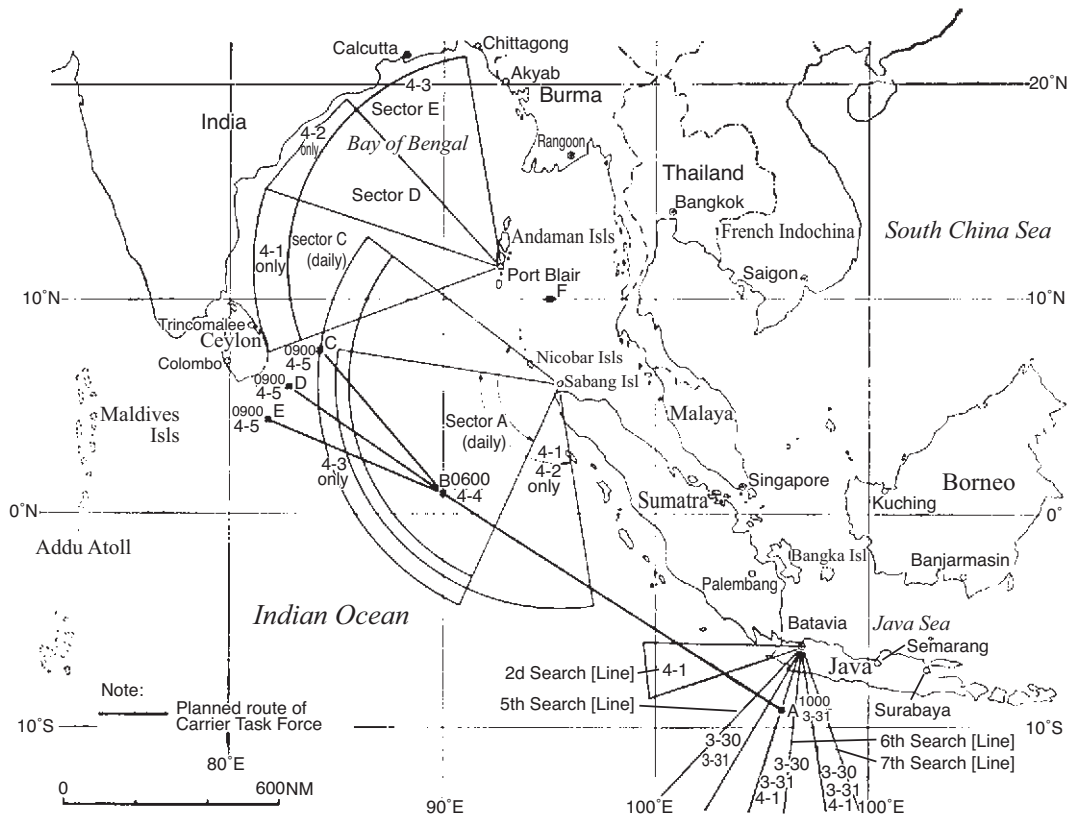


Illustration No. 59 — The Plan for the Search Missions of the Air Unit of the Southern Task Force in Operation C (Part 2)

tween [there] and near Point E to disrupt the enemy sea lines of communication and attack enemy naval vessels.

At 1000 on Day C + 1, the Center, North and South Units shall assemble near Point G (16°30'N, 85°40'E), and return to Penang and Singapore, passing to the south of the Andaman Islands.

- (2) The Guard Unit shall stay on standby near the Andaman Islands. On day C + 2 or later when the 11th Destroyer Division joins the unit, it shall appropriately leave the area and advance to the waters to the west of the Andaman Islands on Day C, to take charge of guarding the rear of the main unit. The operations thereafter shall be ordered by special orders.
- (3) The Supply Unit shall stay on standby on the waters near Port Blair.
- (4) In case the attack of the Carrier Task Force of the Southern Task Force should be postponed to Day C + 1, the Striking Force of the Malaya Unit shall appropriately operate on the waters to the west of the Andaman Islands, and postpone the operations specified in the previous items by one day.

Then, on the 21st, the 20th Destroyer Division commander assigned the following destroyers to be incorporated into the Center, North and South units:

The Center Unit: *Yūgiri* and *Asagiri*
 The North Unit: *Shirakumo*
 The South Unit: *Amagiri*

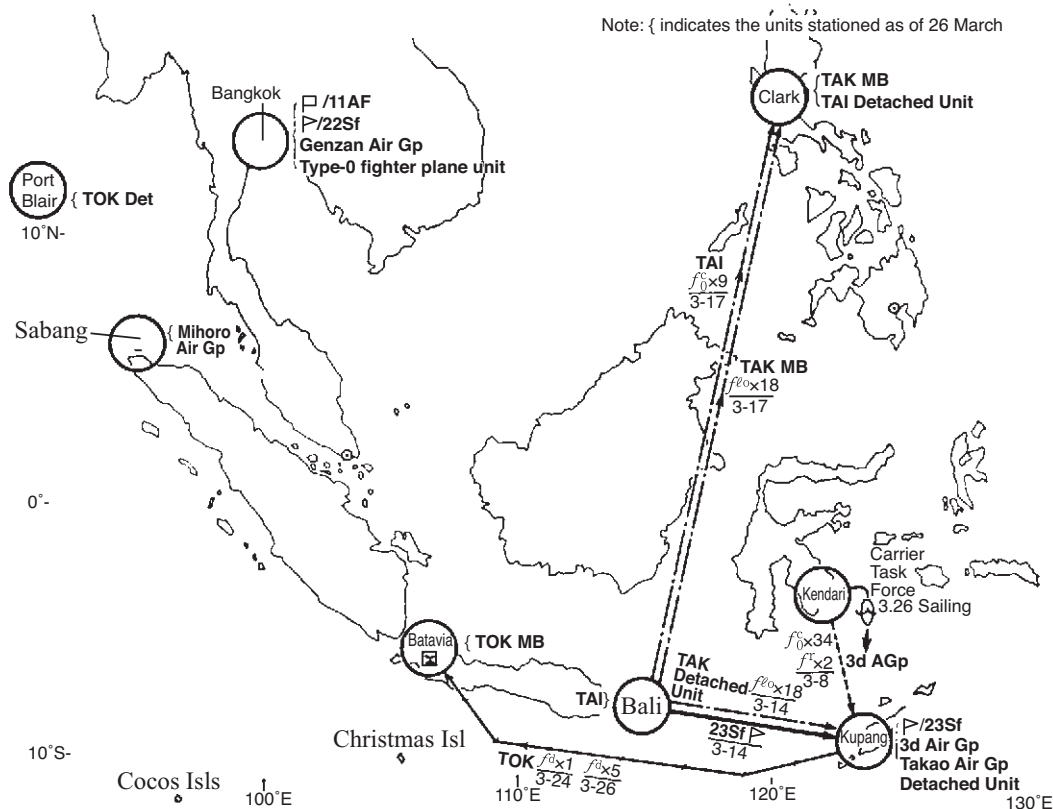


Illustration No. 60 — The Deployment of the Forces of the Air Unit of the Southern Task Force and the Shift of the Bases of the Second Air Raid Unit (as of 26 March)

The Submarine Unit

On 20 March, in accordance with the Southern Task Force Telegraphic Order No. 139, Submarine Unit C Commander R. Adm. Ichioka Hisashi (commander of the 2d Submarine Squadron) issued orders for Submarine Unit C. Although their contents are unclear, we may assume the deployment of the submarines to have been as follows:⁽¹⁹³⁾

1. Submarine I-7 shall conduct air reconnaissance [with her aircraft] over Colombo and Trincomalee two days prior to the air raids.
2. Submarines I-3 and I-2 shall respectively reconnoiter Colombo and Trincomalee and report on the weather there. (The above concerns the 7th Submarine Division.)
3. The 8th Submarine Division (Submarines I-4 and I-6) shall reconnoiter and watch the line [connecting] the Laccadive and the Maldiv Islands and the Chagos Archipelago as well as the area off Bombay, and after the success of the air raids, it shall shift to operations to disrupt the enemy sea lines of communication.

The Launch of the Operation

The Movements of the Air Unit of the Southern Task Force

On 26 March, when Operation C was launched with the Carrier Task Force's departure from Staring Bay, the Air Unit was positioned as follows:

1. Air Unit Commander Vice Admiral Tsukahara was in Bangkok from 17 March onwards, giving directions to the Air Unit concerning the air operations connected to Operations D and U.
2. Rear Admiral Matsunaga, commander of the 3d Air Raid Unit was [also] in Bangkok from 13 March, directing the air operations of the Genzan and Mihoro Air Groups as well as the Type-0 fighter plane unit attached [to the 22d Air Flotilla headquarters] in relation to Operations D and U.
 - (1) The Genzan Air Group, which had been stationed in Bangkok conducting search missions over the Burma Sea and the Andaman Islands with eight land-based attack planes, shifted to search missions in the Bay of Bengal to the north of 270° [W] of Bangkok with four land-based attack planes from 26 March onwards.
 - (2) The Mihoro Air Group, which had been stationed in Sabang conducting search missions within a radius of about six hundred nautical miles from the northwest of Sabang toward the southwestern waters, shifted to search missions over the waters to the west of [Sabang] with five land-based attack planes from 26 March onwards.
3. The Tōkō Air Group Detachment had advanced to the Andaman Islands on the 25th under the direct command of the Air Unit commander, where it carried out search missions over the waters of Sector A up to six hundred nautical miles from Port Blair.
4. The 2d Air Raid Unit (the 23d Air Flotilla and the main body of the Tōkō Air Group) had started its shift from 8 March onwards, took new positions by 17 March and started on its missions.⁽⁷¹⁾
 - (1) The 23d Air Flotilla headquarters advanced to Kupang, and directed the air campaigns mainly in the area to the north of Australia.
 - (2) The main body of the Takao Air Group advanced to Clark Base in mid-March, and engaged in the air operations in the Bataan and Corregidor areas.
 - (3) The unit dispatched from the Takao Air Group ([of] eighteen land-based attack planes) advanced to Kupang on 14 March, and started its attack on the airfield[s] of Port Darwin on 16 March.
 - (4) The 3d Air Group advanced to Kupang from Kendari ([with] thirty-four fighter planes and two land-based reconnaissance planes) on 8 March, whereupon it continued reconnaissance of strategic places to the north of Australia with land-based reconnaissance planes and attacks on these places with Type-0 fighter planes. From the 16th onwards, the group covered the attacks on the area to the north of Australia conducted by the land-based attack planes of the Takao Air Group.
 - (5) On 5 March, with [the start of] the fourth disposition of forces of the Air Unit of the Southern Task Force, the Tōkō Air Group was put under the command of the 2d Air Raid Unit. The group was still kept at the Semau Seaplane Base in Kupang after the completion of the Java operation and conducted search missions and patrols over the Arafura Sea and the waters to the south of Java. By the 25th, eight large flying boats [of the group] had advanced to Port Blair on the Andaman Islands, while its main body advanced to Batavia by the 26th, to be ready for the operations in the Bay of Bengal as well as the Christmas Island invasion operation and the carrier operation in the Indian Ocean.
 - (6) The Tainan Air Group was kept at Denpasar on Bali after the completion of the Java operation, doing maintenance, conducting drills and taking some rest. In late March, nine of its Type-0 fighter planes were transferred to the Philippines with as their main task providing cover for the Takao Air Group's attacks on Corregidor from the 22d onwards. However, with

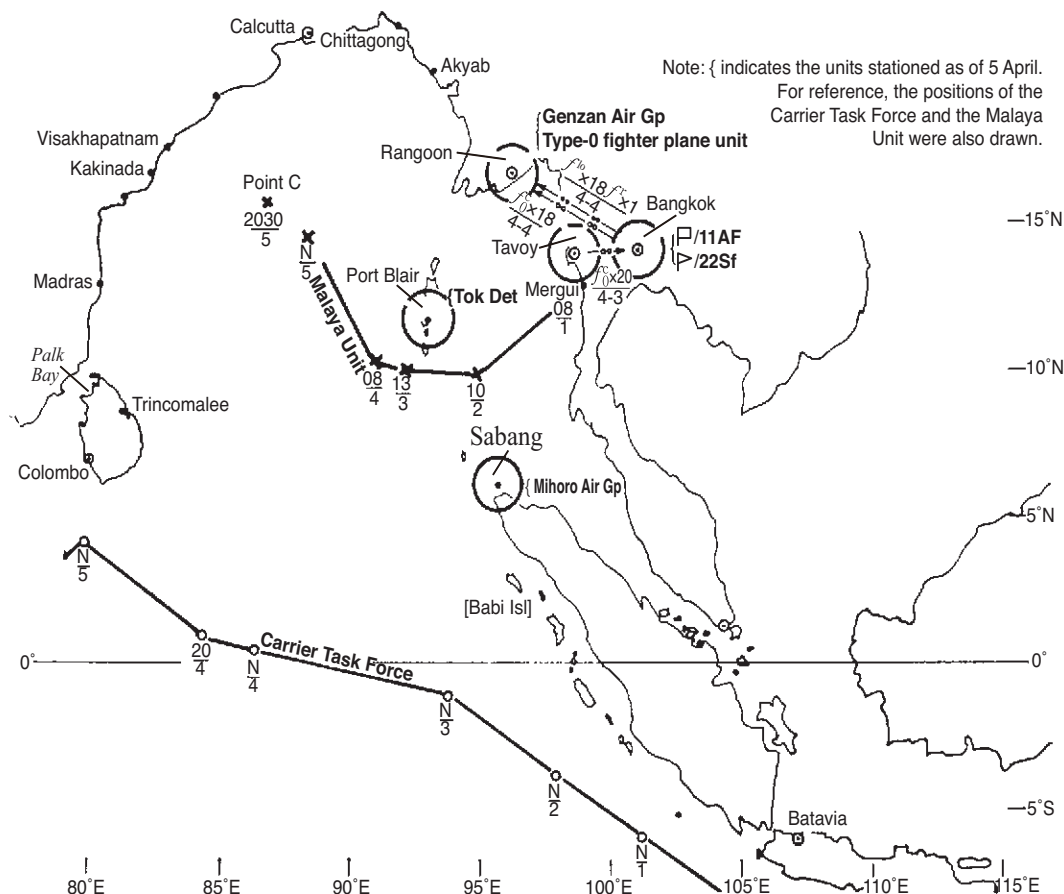


Illustration No. 61 — The Deployment of the Forces of the Air Unit of the Southern Task Force as of 5 April and the Shift of the Bases of the 3d Air Raid Unit

the reorganization of 1 April, the group was incorporated into the 25th Air Flotilla to operate in the theater southeast [of Japan; i.e. southwestern Pacific] under the command of the South Seas Unit commander (Commander in Chief of the Fourth Fleet V. Adm. Inoue Shigeyoshi), due to which the unit was no longer involved in Operation C.

The Movements of Units Other Than the Carrier Task Force as of 31 March

Eleventh Air Fleet headquarters and the 22d Air Flotilla headquarters:

Having completed their advance to Bangkok in mid-March, the Mihoro Air Group, the Genzan Air Group and one element of the Tōkō Air Group were respectively deployed to Sabang, Bangkok (part of the group to Rangoon and Tavoy) and Port Blair, and conducted search and attack missions toward Ceylon and the northern part of the Bay of Bengal.

Submarine Unit (2d Submarine Squadron):

Deployed Submarines I-2, I-3 and I-7 respectively off Trincomalee and off Colombo, and on the waters to the southeast of Ceylon, while deploying Submarines I-4 and I-6 off the west coast of India to watch and guard.

The Main Body of the Southern Task Force:

Was at anchor in the port of Seletar [Singapore], due to depart from the port on the early morning of 2 April.

The Striking Force of the Malaya Unit:

Was at anchor in Mergui (southern part of Burma), due to depart from the port on 1 April.

The Advance of the Carrier Task Force of the Southern Task Force

Under the [overall] cover provided by the Air Unit of the Southern Task Force, the Carrier Task Force left Staring Bay at 0800 on 26 March and sailed toward Ceylon, heavily guarding its sailing route ahead with carrier-based attack planes and guarding itself against enemy submarines with carrier-based attack planes or bombers.

In the meantime, the Christmas Island invasion unit had left Bantam Bay on the 29th and occupied the island on the 31st, the same day that the Carrier Task Force passed the waters one hundred nautical miles to the north of the Island.

On 1 April, an aircraft of the Eleventh Air Fleet reported:^(119, 194) “1005; three enemy merchantmen (10,000-ton class each), and one minesweeper are sailing northward [along] the northwestern coast of Ceylon at eight knots.” “1030: In Palk Bay, no enemy naval vessels or aircraft were spotted other than two [enemy] merchantmen (4,000-ton class) at anchor.” “No enemy aircraft were spotted at the airfield or the seaplane base near Trincomalee, no patrolling aircraft or anti-aircraft fire, either.” [Later] at 2330 on the same day, the flagship of the 2d Submarine Squadron (Submarine I-7) reported that the enemy antisubmarine guard was very strict in the Colombo area. On 2 April, Submarine I-7 again reported that the guard outside the port of Colombo was so strict that it was impossible to reconnoiter the inside of the port; on the situation of incoming and outgoing vessels it reported (one ship on the 2d and another on the 3d) etc. Then at 0000 on the 3d, Submarine I-7 reported that it had called off the air reconnaissance [with her aircraft].⁽¹⁴¹⁾

On 3 April, after having completed its last refueling, the Carrier Task Force dropped the *Ken'yō-maru* and the *Nippon-maru* from the line, and sailed closer toward Ceylon, while tightening its guard. On that day, Carrier Task Force Commander Vice Admiral Nagumo issued an order that the aircraft formation for the attack on Colombo should be the 1st [type] formation (formation details unclear) and the armament the 2d [type] armament, while announcing that if enemy battleships should be spotted at anchor at the time of attack, the force should carry out the second attack with 1st [type] armament on that afternoon or before dawn of the next day. Meanwhile on that day, the commander of the Air Unit of the Southern Task Force ordered the land-based attack planes of the Genzan Air Group as well as one element of the fighter plane unit detached from the Kanoya Air Group and its land-based reconnaissance unit to conduct reconnaissance attacks in the Calcutta and the Akyab areas (from 4 until 7 April).⁽¹⁴¹⁾

At 0840 on 4 April, the Carrier Task Force commander ordered by signal: “Keep a strict guard. Keep the standby fighter planes on 1st standby, but the crews do not need to wait on board their planes.” At 1205, a report from Submarine I-2 was received that the enemy’s guard outside the bay of Trincomalee was very tight. At 1855, the *Hiei* spotted an enemy flying boat to her north and immediately opened fire, also to alert friendly units. Responding

to the alert, Type-0 fighter planes on standby (three from each carrier, except for the *Hiryū*, who launched six, totaling eighteen aircraft) took off from the carriers all at once, and at 1920, they forced the enemy flying boat to make an emergency landing. However, during that time, the enemy aircraft had been monitored sending out messages in the clear that [the Japanese force consisted of] three battleships and one carrier on a 305° [NW] course. Since the enemy aircraft had landed on the water at 1922 due to fire, the *Isokaze* of the Guard Unit immediately approached and took the crew prisoner. The enemy aircraft had probed our fleet for twenty-seven minutes, during which it radioed our movements, which wireless stations at Colombo, Bombay and Aden relayed. At 1945, all Type-0 fighter planes returned. Although the enemy patrol aircraft had been brought down, it became certain through intercepted messages that it had [already] reported our movements.⁽¹⁵⁸⁾ Now that [the enemy] knew [our intentions] because of our reconnaissance, considerably strong counterattacks might be expected, but it was nevertheless decided that the air raid on Colombo should be carried out as scheduled. The formation of the attack units was as shown in the following table:*(75, 191, 192)

	Unit		Commander	Forces	Mission
Colombo Attack Unit	1st Group	1st Attack Unit	Cdr Fuchida Mitsuo	17 Carrier-based attack planes of <i>Akagi</i>	Bombing ground facilities and [enemy] naval vessels
	2d Group	4th Attack Unit		Lt Cdr Kusumi Masashi 18 Carrier-based attack planes of <i>Hiryū</i>	
		3d Attack Unit		Lt Abe Heijirō 18 Carrier-based attack planes of <i>Sōryū</i>	
	7th Group	16th Attack Unit		Lt Sakamoto Akira 19 Carrier-based bombers of <i>Zuikaku</i>	Bombing and strafing enemy naval vessels at anchor and facilities on the onshore airfield
		15th Attack Unit		Lt Cdr Takahashi Kakuichi 19 Carrier-based bombers of <i>Shōkaku</i>	
	9th Group	1st Air Control Unit		Lt Cdr Itaya Shigeru 9 Carrier-based Type-0 fighter planes of <i>Akagi</i>	Direct cover of the 1st and the 2d Parties Destroying enemy aircraft Strafing ground [facilities etc.]
		3d Air Control Unit		Sublt Fujita Iyozō 9 Carrier-based Type-0 fighter planes of <i>Sōryū</i>	
		4th Air Control Unit		Lt Nōno Sumio 9 Carrier-based Type-0 fighter planes of <i>Hiryū</i>	
	10th Group	6th Air Control Unit		Lt Makino Masatoshi 9 Carrier-based Type-0 fighter planes of <i>Zuikaku</i>	Direct cover of the 1st Party and strafing ground [facilities]

* The author bases his account of the attacks on Colombo and Trincomalee mainly on the "Greater East Asia War's Lessons of War," and the "Action Reports" of the 5th Carrier Division and the carrier *Hiryū*. Since we found a number of discrepancies and inconsistencies in the tables and the text that mainly concern the number of planes and the names or ranks of officers involved, we consulted the action reports of the other carriers, which may not have been available to the author at that time, and corrected the text and tables where necessary.

To be ready against the appearance of enemy vessels, carrier-based attack planes and bombers were kept on standby on the decks, of which the formation of the carrier-based bombers was as shown in the next table.

Naval Vessels Attack Unit	11th Attack Unit	Lt Abe Zenji	17 Carrier-based bombers of <i>Akagi</i>	Destroying enemy naval vessels
	13th Attack Unit		18 Carrier-based bombers of <i>Sōryū</i>	
	14th Attack Unit		18 Carrier-based bombers of <i>Hiryū</i>	

For reference: The regular number of the aircraft on each carrier of the 1st, 2d and 5th Carrier Divisions were as shown in the following table (the first number before “/” is the regular number and the latter number is the number of spare aircraft.)⁽¹⁸⁷⁾

Carrier Div	Mothership	Fighter Planes	Bombers	Attack Planes	Total	Grand Total
1st Carrier Div	<i>Akagi</i>	18/3	18/3	27/3	63/9	315/45
2d Carrier Div	<i>Sōryū</i>	18/3	18/3	18/3	54/9	
	<i>Hiryū</i>	18/3	18/3	18/3	54/9	
5th Carrier Div	<i>Shōkaku</i>	18/3	27/3	27/3	72/9	
	<i>Zuikaku</i>	18/3	27/3	27/3	72/9	
Total		90/15	108/15	117/15		

The Air Raid on Colombo; the Sinking of Two [Enemy] Heavy Cruisers ^(75, 100, 141, 158, 191, 192)

The 5th of April; it was fair with a southwestern wind at a velocity of seven meters per second; there was good visibility and sunrise was at 0931. At 0900, the 1st Section of the 3d Battleship Division, the 8th Cruiser Division and the *Abukuma* each launched one of their reconnaissance seaplanes, which headed for search missions over the waters to the west of the Carrier Task Force. Simultaneously, the first units for the attack on Colombo and the aircraft of the direct air escort [of the carriers] began to take off. At 0945, an aircraft of the *Hiryū* in the Attack Unit signaled: “0938: Enemy aircraft spotted. One [enemy] flying boat at forty-three nautical miles 346° of the starting point, on a 180° course.” The enemy flying boat, which had been probing the Carrier Task Force by skillfully making use of the dense clouds, was brought down at 1046 by aircraft of the *Hiryū*’s direct air escort.

Fifty-three Type-97 carrier-based attack planes and thirty-eight Type-99 carrier-based bombers of the units for the attack on Colombo entered the air over Colombo escorted by

thirty-six Type-0 fighter planes, and at 1045, Commander Fuchida, the general commander, gave the "all go." Since the enemy was waiting for them in the air with dozens of Spitfire and Hurricane fighter planes, a fierce air battle broke out right away between [the enemy] and the Japanese fighter planes. In a thirty minutes' engagement, the Japanese Type-0 fighter planes reported having brought down nineteen Spitfires, twenty-one Hurricanes, ten Swordfish (carrying torpedoes) and one Defiant, a total of fifty-one aircraft (of which nine were unconfirmed). The loss sustained by the Japanese fighter planes was one plane that had crashed itself.

During this period, first of all the carrier-based bomber unit started bombing the Colombo airfield, tankers, merchantmen and other targets. However, the weather at that time was very bad, and it was rather difficult to carry out the bombing. After the attack, the unit came under a sudden attack of more than a dozen enemy fighter planes; while it reported having brought down six Hurricanes, five carrier-based bombers of the *Zuikaku* and one carrier-based bomber of the *Shōkaku* crashed themselves. The military gains reported by this bombing attack were four large merchantmen, one small cargo ship and one hangar, which were set ablaze, and one tanker, two hangars and one repair shop, which were blown up. Next, the carrier-based attack plane unit entered the air over Colombo and carried out bombing attacks on ships in the port, piers, naval office[s], barracks and other targets between 1056 and 1113. [The unit] sank or caused damage to several large merchantmen and one small merchantman, while blowing up piers and railways. At 1128, the general commander's aircraft reported: "1118: Would like you to prepare the second sortie. Twenty transport ships spotted in the port. Also, antiaircraft fire on the ground. [Spotted] some enemy aircraft. Dense clouds at an altitude of 1,000 [meters]." Having received this report, Carrier Task Force Commander Vice Admiral Nagumo gave at 1152 the order: "[Ready] the 3d Formation [unit] ([and] six aircraft for each carrier to control the air) with the 3d Armament. [Aircraft] shall be launched after recovering the 2d Formation [unit]." Due to this order, the carrier-based attack plane unit, which had been on standby armed with torpedoes, were made to hastily change them to bombs. After assembling in the air over Point de Galle one after another, the units for the attack on Colombo headed back to the force. At 1233, the Carrier Task Force commander ordered 5th Carrier Division Commander Rear Admiral Hara to launch (an appropriate number of) carrier-based attack planes to form an east-west [guiding] line for returning aircraft at fifty nautical miles to the north of the Carrier Task Force. In accordance with this order, the 5th Carrier Division commander had both carriers launch three carrier-based attack planes each (a total of six aircraft) at 1236, and had them form an east-west [guiding] line for the returning [aircraft], positioning them at a distance of 10 kilometers from each other at fifty nautical miles to the north of the main unit. The attack units returned one after another between 1248 and 1325 (six carrier-based bombers and one carrier-based fighter plane did not return), and the aircraft which had formed the [guiding] line for the returning [aircraft] returned at 1550. In the meantime, at 1300, a Type-94 reconnaissance seaplane of the *Toné*, which was searching for the enemy over the waters to the west of the Carrier Task Force, had spotted vessels that looked like enemy cruisers at 3°1'N, 77°58'E. "Two enemy cruiser-like vessels spotted at 150 nautical miles 268° of the starting point, on a 160° course at twenty knots." On reception of this report, Carrier Task Force Commander Vice Admiral Nagumo immediately had one Type-0 reconnaissance seaplane each of the *Toné* and the *Chikuma* launched for probing and issued the following preparatory order of attack at 1323: "The 3d Formation [unit] shall attack the enemy cruisers. Carrier-based attack planes shall conduct the attack with torpedoes as



HMS Cornwall About to Sink

far as possible." Accordingly, the carrier-based attack planes, which had been in the middle of changing their armament to bombs, were supposed to again replace them with torpedoes. Following that, the commander [successively] issued orders: "1330: Report the available launching time of the 3d Formation [unit] (minus the Air Control Unit);" then, "1350: The 2d Formation [unit] (minus the Air Control Unit) shall stay on standby in the hangar after the takeoff of the 3d Formation [unit] (minus the Air Control Unit). The carrier-based attack planes shall conduct a torpedo attack. Adjust the running depth to three meters." Replying to the Carrier Task Force commander's request to report the available launching time, 5th Carrier Division Commander Rear Admiral Hara reported: (1357): "Ready to launch at 1600."

At 1350, the aircraft of the *Abukuma* reported: "Two [enemy] destroyers sailing at 200 nautical miles 250° of the starting point." At 1418, Carrier Task Force Commander Vice Admiral Nagumo gave the following order for the sortie of the Attack Unit: "The 3d Formation [unit] (minus the Air Control Unit) shall take off at 1500 and attack the enemy cruisers at 235°. They are sailing on a 200° course at twenty-four knots. Any plane that cannot get ready in time follows [when ready]." However, at that time, the aircraft of the *Abukuma* reported that no enemy was spotted [other than the above], and doubt arose that the aircraft of the *Toné* had mistook [enemy] destroyers for cruisers. The captain of the *Abukuma* ordered [his aircraft] to continue the search mission near the enemy just to be sure. At 1427, the Carrier Task Force commander [changed] his order: "The earlier [report of] 'cruisers' was a mistake for 'destroyers.' Only the carrier-based bombers of the 3d Formation [unit] shall take off." Accordingly, seventeen carrier-based bombers of the *Akagi* took off at 1449, which was followed by eighteen carrier-based bombers of the *Hiryū* and eighteen of the *Sōryū* respectively at 1459 and at 1503.



HMS Dorsetshire Capsized and Sinking

At 1455, a Type-0 reconnaissance seaplane of the *Toné*, which had gone probing, spotted the enemy and reported: "1455: Spotted two enemy cruisers at 158 nautical miles 235° of the starting point. Sailing on a 200° course at twenty-six knots." Receiving this, the captain of the *Toné* wirelessly her aircraft: "Confirm the type of the enemy [vessels]. They can be destroyers, can't they?" At 1556, the reply of the aircraft of the *Toné* came in: "1545: Enemy cruisers are *HMS Kent*-class. No other enemy [vessels] are spotted in their vicinity. Visibility 30 nautical miles." Having received this telegram, Carrier Task Force Commander Vice Admiral Nagumo ordered at 1610: "The enemy cruisers are of the *HMS Kent*-class. The 5th Carrier Division shall attack them with about one half of its carrier-based attack planes and bombers," while ordering the aircraft of the *Toné* to guide them. At 1625, 5th Carrier Division Commander Rear Admiral Hara ordered: "The Attack Unit shall take off at 1700. Target: the *Kent*-class cruisers. Attack course 200° [SSW], distance to target 150 nautical miles."

Earlier at 1554, the commander plane of the carrier-based bomber unit (Lt. Cdr. Egusa Takashige) had wirelessly: "Enemy spotted." Then at 1629, he ordered [his unit]: "Go! Assault Tactics No. 2. Bombing direction: 50°. Wind from 230°, velocity six meters [per second]." The carrier-bomber unit skillfully approached the enemy from the direction of the sun, carried out a surprise bombing on the enemy heavy cruisers from 1638 until 1655. Having scored hits with most of the bombs, the unit sank them at 1658. It was a truly superbly executed attack.

Concerning these [attacks], the then British Prime Minister [Sir Winston] Churchill wrote the following in his book *The Second World War*:*

* W. S. Churchill, *The Second World War, Volume IV, The Hinge of Fate, Book I, The Onslaught of Japan, Chapter X, Ceylon and the Bay of Bengal*, p. 160.

Japanese success and power in naval air warfare were formidable. In the Gulf of Siam two of our first-class capital ships had been sunk in a few minutes by torpedo aircraft. Now two important cruisers had also perished by a totally different method of air attack — the dive-bomber. Nothing like this had been seen in the Mediterranean in all our conflicts with the German and Italian Air Forces.

Having received the report of the sinking of the large enemy cruisers, the second sortie unit, which was supposed to take off at 1700, was made to stay on 1st standby at 1702. Then after receiving the report from the aircraft of the *Toné* at 1705, “Advanced fifty nautical miles to the southwest of the enemy cruisers, but no enemy spotted,” the sortie of the unit was called off. All aircraft of the first sortie unit safely returned by 1745, and the attack on that day was wrapped up. Then at 1909, a friendly surface vessel signaled that she had spotted enemy aircraft, which the aircraft directly escorting the carriers in the air had not been able to spot. At 1929, six Type-0 fighter planes of the *Hiryū* took off, spotted two Swordfish, brought down one of them but let the other slip away out of sight in the direction of the sun. No enemy was spotted thereafter, and the engagements for that day were over. At 2158, the staff of the Carrier Task Force signaled the total military gains on the 4th and the 5th to the vessels of the force as follows:

- 1. Brought down two probing PBVs and one Fairey Albacore
- 2. At Colombo
 - (1) Brought down a total of 57 aircraft, of which 9 were not confirmed.
 - Aircraft 19 Spitfires
 - 27 Hurricanes
 - 10 Swordfish (carrying torpedoes)
 - 1 Defiant
 - (2) Set one hangar ablaze and caused damage to two, also caused serious damage to one repair shop.
 - (3) Inflicted serious damage on five large merchantmen, which caught fire, and blew up more than a dozen small merchantmen.
 - (4) Blew up part of the governmental area and pier[s].
- 3. By the probing and under the guidance of the reconnaissance seaplanes, carrier-based bombers instantly sank two *HMS Cumberland*-class large cruisers.
- 4. At Colombo
 - One carrier-based fighter plane of the *Sōryū*, five carrier-based bombers of the *Zuikaku* and one carrier-based bomber of the *Shōkaku* met a heroic end by crashing themselves.

The following table illustrates the on-target rate and the situation of the hits in the attack on [enemy] large cruisers on that day:

Number of Attack Planes	Number of bombs dropped	Number of bombs on target	On-target rate		Notes
<i>Akagi</i> : 17	16	15	94	88	One of the carrier-based bombers of the <i>Akagi</i> did not release its bomb.
<i>Sōryū</i> : 18	18	14	78		
<i>Hiryū</i> : 18	18	17	94		

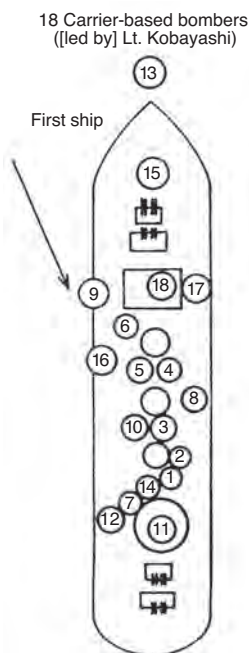


Illustration No. 62 — The Bombing of the [Enemy] Cruisers by the Carrier-based Bombers of the *Hiryū*

The bewildering changes of armament for the carrier-based attack unit, from the initially-planned bombs to torpedoes, and then to bombs and back again to torpedoes, left behind a serious problem. However, only in the 5th Carrier Division's Action Report No. 5, it was mentioned under item three, "The standby situation of the carrier-based attack planes," of the matters that had affected operations. Hidden behind the successful attack on the [enemy] heavy cruisers, it does not seem to have been dealt with as a big problem at that time. However, the same situation occurred later in the Battle of Midway, in which the changes of armament delayed the takeoff of the aircraft and the Japanese carrier group was hit by a surprise attack of enemy dive-bomber units. The attack induced successive explosions of torpedoes loaded on the carrier-based attack planes on deck, leading to the tragedy of losing at one stroke four aircraft carriers (the *Akagi*, the *Kaga*, the *Sōryū* and the *Hiryū*), who had won consecutive victories. The excerpt of "The standby situation of the carrier-based attack planes" in the Action Report of the 5th Carrier Division reads as follows:

In accordance with Carrier Task Force Signal Order No. 75 [sent] at 2303 on the 4th, the carrier-based attack plane units changed their armament from bombs to torpedoes (note by the author: since it had been spotted by a patrolling enemy flying boat on the 4th, the task force had changed its air raid plan), and [the units on] both vessels completed their change of armament by 0630. To be prepared against

an enemy surface vessel attack, the [attack plane] unit was kept on standby in the hangar after the takeoff of the carrier-based bomber unit.

1010: A report came from the Colombo Attack Unit: "A number of enemy merchantmen were spotted in the port. A second sortie is required."

1210: According to the order from the Carrier Task Force commander to "immediately change the armament to bombs (No. 80 land bombs)," [the unit] started changing the armament.

1305: A report came that two large enemy cruisers were spotted. Then,

1323: [Another] order [was issued] "The 3d Formation [unit] shall attack the enemy cruisers. The carrier-based attack plane unit shall change its armament to torpedoes as far as possible," according to which the units in the midst of [fitting bombs] again started putting torpedoes back on. This was followed by:

1415: "The 3d Formation [unit] (minus the Air Control Unit) shall take off at 1500 to attack the enemy cruisers. Any plane that cannot get ready in time, follows [when ready]."

1427: "The cruisers in the earlier [report] were a mistake for destroyers. Only the carrier-based bomber unit of the 3d Formation [unit] shall take off."

1610: On receiving the order that "The enemy cruisers were *HMS Kent*-class. The 5th Carrier Division shall attack them with about one half each of its carrier-based attack planes and bombers."

1625: The order was given: "The Attack Unit shall take off at 1700. The target: the *HMS Kent*-class cruisers. Attack course 200°, distance to target 150 nautical miles."

1656: On receiving the report that the two large cruisers had sunk:

1657: [We ordered,] "Hold the launch for a moment!" after which [we] issued the order to remain on 1st standby.

1720: According to the order of the Carrier Task Force commander, [we] kept the unit on standby in the hangar.

The time required to switch the armament between torpedoes and bombs of the eighteen Type-97 carrier-based attack planes studied by the *Hiryū* was as shown in the following table:^[(75)]

No.	Changes	Time Required (Hour-Min.)	Notes
1	Torpedo → 2 x No. 25 bombs	2:30	Bombs were [already] brought to the hangar, ready to be loaded
2	Torpedo → 1x No. 80 regular bomb	1:30	
3	Torpedo → 1x No. 80 Mark 5 bomb	2:30	
4	Bombs (2x No. 25) → Torpedo (or 1 x No. 80 regular bomb)	2:00	Torpedoes were brought to the hangar, ready to be loaded
5	Bomb (1 x No. 80 regular bomb) → Torpedo	2:00	
6	Bomb (1 x No. 80 Mark 5 bomb) → Torpedo	1:30	

According to the Action Report of the 5th Carrier Division, the situation of the enemy in the attack on the 5th was as follows.

1. The enemy anticipated our attack and deployed several dozens of fighter planes for the defense in the air.
2. The anti-aircraft fire from the ground was very fierce.
3. More than ten twin-engine large bombers and about twenty fighter planes were on the airfield.
4. About thirty large and small merchantmen as well as three destroyers were spotted in and outside the port of Colombo; the merchantmen were all armed.
5. At the time of our attack and pullback, [our unit] came under a considerably fierce attack by more than ten enemy Hurricane fighter planes.
6. In order to attack the Carrier Task Force, the enemy had launched ten aircraft of their torpedo attack [plane] unit (Swordfish).
7. Since two aircraft, which looked like enemy carrier-based biplanes, came to probe us on the evening of the 5th, we suspected the presence of enemy carrier[s] near us.

Thus, the Carrier Task Force successfully completed the attacks on Colombo, pulled back in a southeastern direction, and then sailed north on the waters outside a radius of 450 nautical miles from Ceylon for an attack on Trincomalee. The [enemy] heavy cruisers it had sunk were later identified as the *HMS Dorsetshire* and the *HMS Cornwall*.

The Air Strike on Trincomalee; the Sinking of One Small Aircraft Carrier^(75, 100, 158, 191, 192, 194)

In view of the movements of the heavy enemy cruisers on 5 April, Carrier Task Force Commander Vice Admiral Nagumo judged it very likely that enemy aircraft carrier[s] were deployed in the area; he took a detour around the waters outside a radius of 450 nautical miles from Ceylon and headed for Trincomalee, while particularly tightening his guard. However, except for an enemy flying boat spotted on the 6th at seventy nautical miles 350° [N] of the

Akagi by an aircraft of the *Hiryū* which was on a search mission, no enemy was spotted on [the 6th and] also on the 7th. At 1820 on the 8th, the *Abukuma* spotted at 35,000 meters 260° [W] of her a probing enemy flying boat and opened fire, but she lost sight of it at 1835, and the fighter planes that headed to attack it also let it slip away due to a squall. At 2000 on that day, through intelligence sent by the Takao Signal Unit, the Carrier Task Force learned that the enemy [flying boat] had sent a telegram: "1900: Spotted three battleships and one aircraft carrier on a 350° course at 260 nautical miles 90° [E of us]."

Although the Carrier Task Force learned that it had been spotted by the enemy, it continued to sail toward Trincomalee to attack the place as scheduled. The formation of the units for the Trincomalee attack was as follows:

1. Trincomalee Attack Unit (as shown in the following table)

Unit			Commander	Forces	Tasks (Targets)	
1st Party	1st Group	1st Attack Unit	Cdr Fuchida		18 Carrier-based attack planes of <i>Akagi</i>	Naval arsenal and vicinity
	2d Group	4th Attack Unit		Lt Cdr Kusumi	18 Carrier-based attack planes of <i>Hiryū</i>	Official residence of the commander in chief of Ceylon, barracks to its south, antiaircraft battery
		3d Attack Unit		Lt Abe	18 Carrier-based attack planes of <i>Sōryū</i>	Naval arsenal and vicinity
	3d Group	5th Attack Unit		Lt Ichihara Tatsuo	19 Carrier-based attack planes of <i>Shōkaku</i>	Onshore airfield and the vicinity of the seaplane base
		6th Attack Unit		Lt Cdr Shimazaki Shigekazu	18 Carrier-based attack planes of <i>Zuikaku</i>	Battery and barracks at Flagstaff Point and the area of the naval commander's official residence and the governor's residence to its south
3d Party	1st Air Control Unit			Lt Cdr Itaya	6 Carrier-based Type-0 fighter planes of <i>Akagi</i>	Direct escort of the 1st Party
	3d Air Control Unit			Lt Suganami Masaji	6 Carrier-based Type-0 fighter planes of <i>Sōryū</i>	Control of the air Attack on the seaplane base
	4th Air Control Unit			Sublt Shigematsu Yasuhiro	6 Carrier-based Type-0 fighter planes of <i>Hiryū</i>	
	6th Air Control Unit			Lt Makino	10 Carrier-based Type-0 fighter planes of <i>Zuikaku</i>	Control of the air Attack on the onshore airfield
	5th Air Control Unit			Lt Kaneko Tadashi	10 Carrier-based Type-0 fighter planes of <i>Shōkaku</i>	

2. Unit for Attacking Enemy Vessels

2d Party	11th Attack Unit	Lt Abe	17 Carrier-based bombers of <i>Akagi</i>	In case of attacks on Trincomalee, 1. Surface naval vessels 2. Land targets are the exposed oil tanks
	13th Attack Unit	Lt Cdr Egusa	18 Carrier-based bombers of <i>Sōryū</i>	
	14th Attack Unit	Lt Kobayashi	18 Carrier-based bombers of <i>Hiryū</i>	
	16th Attack Unit	Lt Sakamoto	14 Carrier-based bombers of <i>Zuikaku</i>	
	15th Attack Unit	Lt Cdr Takahashi	18 Carrier-based bombers of <i>Shōkaku</i>	
	1st Air Control Unit	Flight Petty Officer 1st Class Kimura	3 Carrier-based Type-0 fighter planes of <i>Akagi</i>	
	4th Air Control Unit	Chief Flight Warrant Officer Matsuyama Tsugio	3 Carrier-based Type-0 fighter planes of <i>Hiryū</i>	
	3d Air Control Unit	Flight Petty Officer 1st Class Sugiyama	3 Carrier-based Type-0 fighter planes of <i>Sōryū</i>	

At 0645 on 9 April, one Type-0 reconnaissance seaplane of the *Toné* was launched for a covert weather reconnaissance over Trincomalee. Then at 0900, the first sortie unit (the 1st Formation [unit], minus the 2d Party) for Trincomalee took off. The force consisted of ninety-one carrier-based attack planes and thirty-eight Type-0 fighter planes. The aircraft of each carrier for the direct escort in the air as well as the search aircraft of the 3d Battleship Division, the 8th Cruiser Division and the 1st Destroyer Squadron also took off. At 1008, one enemy flying boat probing at a distance of 30,000 meters 80° [E] of the Carrier Task Force was spotted; the aircraft of the *Hiryū* providing direct escort in the air brought it down. At 1020, Commander Fuchida, commander of the units for the Trincomalee attack ordered all units to charge. The carrier-based attack plane units carried out the attacks as designated from 1030 until 1045 and returned at 1230, after inflicting enormous damage to the light cruisers and merchantmen in the port, as well as land facilities, antiaircraft guns and other targets.

The loss sustained by the carrier-based attack plane units in this attack was one carrier-based attack plane, which had crashed itself, two crew members killed on board, one heavily injured and two with minor injuries. Meanwhile, the thirty-eight fighter planes in charge of the direct escort of the units engaged with several dozens of enemy fighter planes; they reported having brought down thirty-nine enemy fighter planes and one reconnaissance seaplane, while setting ablaze to two Hurricanes and one mid-sized plane and one small biplane. In this engagement, the Japanese force lost three Type-0 fighter planes.



The Sinking of the British Aircraft Carrier HMS Hermes

At 1055, right after the units of the Trincomalee attack finished their attack, the third aircraft of the *Haruna* reported: "Spotted the enemy carrier *Hermes* and destroyers, [a total of] three [vessels]. Our position is 155 nautical miles 250° [WSW] of the starting point." At 1100, the Carrier Task Force commander ordered: "Carrier-based bomber units and designated carrier-based fighter planes, get ready for a sortie to attack the carrier." At 1120, the third aircraft of the *Haruna* continued its report: "The enemy, [consisting of] one cruiser and two destroyers, are at 155 nautical miles 270° [W] of the starting point, sailing on a 180° [S] course at twelve knots." At 1143, the Naval Vessel Attack Unit of eighty-five carrier-based bombers and nine Type-0 fighter planes took off. The attack unit (led by Lt. Cdr. Takahashi Kakuichi) spotted an *HMS Hermes*-class carrier at 1330, carried out dive bombings from 1335 until 1350, and sank her at 1355. Without a break, the attack unit went on to attack the destroyers, merchantmen, patrol boats, etc. that were sailing nearby and reported having sunk one destroyer, one patrol boat and two merchantmen. Further, between 1435 and 1447 on its return to the carriers, the unit spotted four Blenheims (the aircraft which had bombed the *Akagi* and *Toné*) and reported having brought down two of them. And again from 1515 and 1540, the unit engaged with nine enemy fighter planes, and reported having brought down seven (two of which unconfirmed) and returned around 1545. In the air engagements with the enemy fighter planes, four carrier-based attack planes and one Type-0 fighter plane crashed themselves.

Almost at the same time with our carrier-based bomber units' attack on the *HMS Hermes*, nine enemy heavy bombers came to attack the Carrier Task Force, and dropped bombs near

the *Akagi* and the *Toné*. Fortunately, no damage was sustained, but the truth was that the Japanese force had not noticed the attack until water columns caused by the bombing shot up, and the *Akagi* had not been able to fire even a single shot. After that, the fighter planes in the air [over the Carrier Task Force] pursued the bombers and reported having brought down five of them. Nevertheless, the unexpected attack of the enemy aircraft [despite the escort aircraft on guard] posed a serious problem for the Carrier Task Force.

Although a total of eighty-five aircraft of the direct escort had guarded the air over the Carrier Task Force, they had not spotted the enemy besides the above-mentioned heavy bombers attacking the force. The loss sustained by the aircraft of the direct escort was one Type-0 fighter plane, which had crashed itself in the air engagement with the enemy heavy bombers.

On 10 April, the Carrier Task Force commander reported the military gains and losses in the attack on Trincomalee as follows (Summary Report of the Actions of the Carrier Task Force No. 9):

1. At 1800 on the 8th, an enemy flying boat was spotted probing us at 450 nautical miles 105° [E] of Trincomalee. We pursued it but let it slip away due to a squall.
2. At 1030 on the 9th, the full force of the carrier-based attack planes and thirty-seven fighter planes attacked Trincomalee, sank two large and one small merchantmen, caused serious damage to one *HMS Leander*-class light cruiser (which probably sank), blew up, set ablaze and mostly destroyed the naval arsenal and its facilities near the piers, antiaircraft batteries, the residence of the commander in chief of Ceylon, three barracks and a group of oil tanks. They also blew up and set ablaze two large hangars on the onshore airfield, which led to huge explosions of the powder magazines, and totally destroyed the facilities of the airfield. In the air engagement, [our force] brought down thirty-eight Hurricanes, two Blenheims, one Supermarine Walrus (the end of three of which not confirmed), strafed one mid-sized and three small-sized aircraft on the ground, which caught fire. The loss sustained was one carrier-based attack plane of the *Hiryū*, which had crashed itself, two crew members killed on the aircraft, one heavily injured and two carrier-based fighter planes of the *Zuikaku* and one of the *Shōkaku* that had crashed themselves.
3. At 1055 on the 9th, a reconnaissance seaplane searching for the enemy on the waters to the east of Ceylon spotted the enemy aircraft carrier *HMS Hermes* and a destroyer sailing southward at a point seventy nautical miles 147° of Trincomalee (within ten nautical miles from the east coast of Ceylon), and probed them. At 1400, the full force of the carrier-based bombers and nine fighter planes attacked them, and sank both of them and [also] sank three large merchantmen sailing on the waters nearby with the remaining forces. Apart from them, the reconnaissance seaplane inflicted damage on another small merchantman. On their return, the carrier-based bomber units engaged with nine Spitfires, and brought down seven of them (two of which unconfirmed). The loss sustained were four carrier-based bombers of the *Sōryū*, which had crashed themselves in the engagement with the Spitfires.
4. At 1016 on the 9th, [our force] brought down one probing enemy flying boat. At 1350, nine enemy Blenheims came for a raid. We brought down seven of them (five of which by the aircraft of the direct escort in the air and the other two by [the aircraft of] the unit, which were on their return from the attack on the *HMS Hermes*). Although the *Akagi* and the *Toné* came under attack, they sustained no damage.
5. Comments
The enemy has been concentrating a considerable air strength for the defense of Ceylon. It is required to take countermeasures.
6. (Omitted by the author)

The following table illustrates the on-target ratio and the hit scores in the attack on the *HMS Hermes* and other targets on that day:

Target	Number of Aircraft in the Attack	Number of Bombs Dropped	Bombs on Target	On-Target Rate		Notes
Aircraft carrier (<i>HMS Hermes</i>)	<i>Akagi</i> : 2	2	2	100	82	
	<i>Hiryū</i> : 11	11	9	82		
	<i>Zuikaku</i> : 14	14	13	93		
	<i>Shōkaku</i> : 18	18	13	72		
Destroyer	<i>Akagi</i> : 12	12	12	100	81	
	<i>Hiryū</i> : 4	4	1	25		
Patrol Boat	<i>Sōryū</i> : 6	6	1	17		
Large merchantmen	<i>Akagi</i> : 3	3	3	100	92	
	<i>Sōryū</i> : 6	6	5	83		
	<i>Hiryū</i> : 3	3	3	100		
Small merchantmen	<i>Sōryū</i> : 6	6	5	83		

“The Greater East Asia War’s Lessons of War ([section] Air Operations: The Operations on Ceylon)” analyzed the reasons for the almost miraculous gains as follows:

1. With fair weather, a slight breeze and a good air stream, the meteorological conditions were favorable for the bombing attack.
2. The commanders gave very appropriate directions and the actions at the time of approaching and attacking the enemy were very skillful.
3. The crews were elite members of intact original units with a strong mental bond. Moreover, their skills had been very much improved by the drills before the sortie (note by the author: the drills conducted at Kendari).
4. The attack units’ raid was a sudden attack by rushing in all at once, which limited the enemy’s evasive actions.

Furthermore, the “Lessons of War” mentioned the power of the No. 25 regular bombs:

Target	Number of Direct Hits	Effects	Notes
<i>HMS Dorsetshire</i> (1st vessel)	31	Sank in 13 min.	Number of aircraft in the attack: 53 No. 25 Regular bombs: 37 No. 25 Land bombs: 16 [Employed] Fuses: C
<i>HMS Cornwall</i> (2d vessel)	15	Sank in 18 min.	
<i>HMS Hermes</i>	37	Sank in several min.	Number of aircraft in the attack: 85 No. 25 Regular bombs: 79 No. 25 Land bombs: 6 [Employed] Fuses: C
The destroyer	13	Sank	
The patrol boat (of 300-ton class)	1	ditto	
Large merchantman (of 7,000-ton class)	6	ditto	
Large merchantman (of 2,000-ton class)	5	ditto	
Small merchantman (of 1,500-ton class)	5	ditto	

After completing the attacks on Trincomalee on the 9th, the Carrier Task Force pulled back to the east, conducted a refueling on the 10th and passed through the Malacca Strait on the morning of the 13th. [Then,] having separated the 5th Carrier Division in the South China Sea on the 14th, the force returned to its original port[s] for docking, servicing, and replenishment. The 5th Carrier Division, after separating [from the Carrier Task Force], headed for Magong to prepare for the subsequent Port Moresby operation. Although the *Kaga* was intended to be employed for the Port Moresby operation, due to the delay in her repairs and the strong demand for reinforcements from the South Seas Unit commander (Fourth Fleet Commander in Chief Vice Admiral Inoue), it was decided to employ the 5th Carrier Division. [The dispatch] seems partly to have been intended to further train the division, because the 5th Carrier Division was the least skilled among the Carrier Task Force. It was arranged that the 5th Carrier Division would be supplemented with as many aircraft as possible from the 1st and the 2d Carrier Divisions.

The Lessons of War Drawn from the [Operations of the] Carrier Task Force in Operation C

According to the Action Report of the *Hiryū*, the lessons of war drawn from the Ceylon operation were as follows:

1. The power of the Type99 No. 25 regular bombs, which we had not been able to examine [after] the air strikes at Hawaii, was fully displayed this time in the attacks on the large British cruisers and *HMS Hermes*.
2. We found that Type98 No. 25 land bombs were effective in neutralizing anti-aircraft guns and machineguns on enemy vessels. In the attack on the large [enemy] cruisers and the carrier, the first three aircraft of each squadron were equipped with land bombs. On impact, the bombs in-

stantly silenced the enemy's antiaircraft fire and facilitated the bombings thereafter. Having the carrier-based bomber unit use the land bombs in simultaneous attacks with both torpedoes and bombs was found effective, too.

3. Concerning the new installation of training rooms with radiosets to maintain communication skills.

In the current situation where crucial operations are usually conducted after having operated for a long period under combat-controlled [conditions for] short wave [communications], it is quite difficult to maintain the communication skills [of the crews]. Therefore, it is very much necessary to newly install handset training rooms in the crew rooms (or a room for that purpose).

4. The need for new aerial cameras

The currently used F-8 cameras are heavy and large, and are very inconvenient to handle within the narrow confines of the reconnaissance seat on small aircraft. [Moreover,] when photos are taken under increased gravity (note by the author: under the influence of centrifugal force) on carrier-based bombers, their shutters are often damaged. Therefore, we want smaller cameras of about $f\ 2.0 \sim f\ 2.8$ equipped with a telephoto lens. We feel that there is an urgent need to use infrared photos in reconnaissance and for the confirmation of military results [particularly] when there is smoke and fog.

5. Although we did not really evaluate the effectiveness of the antiaircraft artillery this time because the firing was, among others, instantaneous and at a great range, the following lessons of war were drawn:

- (1) With the current *Hiryū*-type lookout facilities, it is quite difficult to spot targets at an altitude of 5,000 meters or more. At that time, the Carrier Task Force was sailing ahead in an antiaircraft guard formation, spread out across a large area. Although all vessels were on alert, maintaining 1st patrol stations on each vessel, it turned out that they were not able to spot the enemy bomber unit intruding into the middle of the sailing formation from astern on a parallel course, before the water columns of the bombing against the *Akagi* finally alerted [most of the vessels]. Moreover, the circumstances that the *Akagi* did not start taking evasive actions until several bombs had been dropped and did not fire a single shot, may be said to show that she was too late in spotting the targets and not ready for a prompt artillery exchange. As countermeasures, we need to swiftly equip [the vessels] with radar or sound detection equipment for the antiaircraft watch.

- (2) In antiaircraft artillery engagements, the vessel who spots the targets first shall open fire in order to give warnings to all [friendly] vessels and air control units as well as to promptly show the broad bearings of the target, and do so in the following way regardless of the firing range: Even if [the enemy] is out of range, she shall open fire with one or two of her antiaircraft guns. Depending on the circumstances, if she notices that friendly forces are in danger of being bombed, she shall open fire with all antiaircraft guns and machineguns.

6. In the matter of abbreviated signals, more study and exercise is needed.

Although signals using the abbreviations decided on by the Carrier Task Force were tested in this operation, due to the lack of a proper structure of the abbreviated words as well as a lack of training, they were not fully used. Since signals using abbreviations are quite essential in view of a speedy transmission and a shortening of [the period of] exposing lights at night, it is necessary to take the following measures:

(Measures)

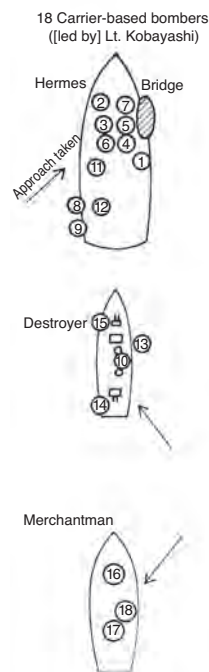


Illustration No. 63 —
The Bombings of the
HMS Hermes and other
vessels by the carrier-
based bomber unit of the
Hiryū

- (1) The number of abbreviated words for signals should be increased so that the words and phrases used by the Carrier Task Force shall be covered as much as possible.
- (2) The abbreviated words for signals should be further edited in a more simplified way so that coding and decoding will be easier.
- (3) The drills for signaling with abbreviated words shall be promoted so that officers as well as the signal personnel shall be well acquainted with them.
7. In order to ensure a speedier reporting of spotted enemy aircraft, we think that it is quite effective to take the following [steps], in combination with the currently used [system of] signals to report the spotting [of the enemy].
 - (1) When all units and vessels operate by spreading out across a wide area of ten to twenty kilometers: gunfire to give warnings
 - (2) When all units and vessels operate by spreading out across an area of twenty kilometers or more: sooty smoke screens (one [screen] for probing aircraft and two or more for aircraft groups of more than several aircraft; these should be spread only by the vessel who spotted the aircraft first) and gunfire to give warnings.
8. The time zone must be added when times are mentioned in the communicated information. An actual example: "At 1045, the station at Ceylon broadcasted an air-raid warning," raises doubts whether the time is local time or [Japan] Standard Time. It will become much clearer if this is communicated as "At 1045 ([Japan] Standard Time), the station at Ceylon ...".
9. It is deemed a must to plan any astern refueling, when sailing on alert, on the leeward side of the carriers. Since the carriers [need to] sail toward the wind at high speed for the takeoff or landing of aircraft, the takeoff and landing operations of aircraft may be obstructed if there are vessels that cannot freely move on the windward side of the carriers.
10. An aircraft carrier needs to keep at least two or more spare sets of anemoscopes and anemometers. Since troubles with electric circuits are expected to occur often when [a carrier] operates for a long period in humid areas, spare sets of anemoscopes and anemometers, which are indispensable for the takeoff and landing operations of aircraft, are required as a precaution against troubles.
11. It is necessary that the facilities of all oilers for astern refueling are made to match, so that smooth refueling can be conducted in whatever combination [of vessels] or with whatever methods. For example, the "slip" [hook, or pelican hook] for the towing cable [jackstay] on the *Nippon-maru* did not match the cable of our vessel; since the cable had to be fastened with strops, its release took time. Moreover, the *Tōei-maru* [A] did not have her onboard [dead] weight [to buffer the tension in the jackstay] with her.

The Action Report of the 5th Carrier Division drew the following lessons of war [from this series of operations].⁽¹⁹¹⁾

The recent attacks on the enemy carrier *HMS Hermes* and the attack on the British cruisers on 5 April have shown that we need to attach greater importance to and conduct more joint exercises between search aircraft and attack plane units. In particular, we need a better coordination between different types of aircraft in cases where reconnaissance seaplanes are employed as search aircraft.

Since better and accurate navigation and reconnaissance by our search aircraft are key elements that will decide the outcome of air operations at sea, we think that it is necessary to conduct drills as often as possible.

The following excerpts from "The Greater East Asia War's Lessons of War ([section] Air Operations: The Operations on Ceylon)" are [also] relevant:

1. In view of the fact that an attack on key enemy places with carriers is very likely to be carried out by assault, we need to take all possible measures to guard the aircraft carriers, keeping in mind their characteristics.

As seen in the example of the present engagements, it is highly likely that attacks against strategic enemy places with carriers, where [the enemy] widely conducts aerial patrols with its land-based air power, come to be carried out by assault.

Therefore, when conducting these kinds of operations, you should obtain as much as possible information on the enemy movements before striving to carry out surprise and destroy attacks, because air operations with carriers against [well-]prepared [enemy] bases are generally disadvantageous unless you are absolutely sure of [being able to successfully conduct] a surprise and destroy attack by hitting the enemy quite unexpectedly. Nevertheless, you need to expect that such an attack may inevitably become an assault, and take all possible measures to guard [the carriers] by concealing yourself by means of your mobility, moreover by limiting simultaneous damage by spreading out, as well as by carefully searching for the enemy.

The present operation was an exceptional example of an operation where [after] a proper evaluation of the movements of the enemy and us, an assault was conducted at a stroke, and the enemy counterattack being blocked, enormous military gains were produced. Nevertheless, when we examine the course of events, we think that more adequate search power needs to be allocated for guarding.

Although there were no critical problems that might have frustrated the operation in the present course of events, we think that the search unit's poor reconnaissance performance, which will be mentioned under a later heading, reduced the enlargement of military gains. ([Subheading] General [Matters] on the Employment of Forces)

2. Since the quality of reconnaissance is a crucial element that decides the outcome of air engagements at sea, more training is needed in view of the actual situation presented by this engagement.

In the attack on the large cruisers on 5 April and the attack on the carrier on 9 April in this operation, it occurred again and again that search aircraft, which had spotted the enemy and probed him, wrongly identified the type of the vessels. As a result, it delayed the operations and reduced the expansion of military gains, as mentioned separately in the account of the course of events. (Note by the author: the separate account of the course of events is omitted — [Subheading] Military Tasks)

3. Each flagship of [the units forming] the Carrier Task Force must at least carry about six to nine high-performance reconnaissance aircraft (experimental 13-*shi* carrier-based bombers).

It may be said that the tragic end of the British probing aircraft in the present carrier operation clearly showed that probing a fleet accompanied by aircraft carriers is most difficult unless [conducted] by high-performance aircraft. That is, in order to ensure [a successful] probing of the enemy and even conduct a forced reconnaissance if necessary to identify the type of vessels, as well as in order to swiftly search designated areas so as to [enable] the conduct of quick and brisk air operations, we deem it most urgent to equip the Carrier Task Force with high-performance reconnaissance aircraft. ([Subheading] Reconnaissance)

4. The ability to look out for and spot [enemy] aircraft coming for a raid at high altitudes must rapidly be improved.

In the raid by the twin-engine heavy enemy bombers on 9 April, the actual situation was that none of the vessels spotted the enemy until just before being bombed from right above their own unit or until just after having been bombed.

We deem it necessary that as well as drills, the following measures are to be taken concerning the [lookout] facilities:

- (1) Enhancing and improving the lookout capacity

- (1) It is necessary to increase the special duty lookout personnel; they should operate at least in two shifts even during engagements.
 - (2) Concerning the improvement of the general capability to spot targets at a vertical angle of more than 30°, wide-angle binoculars rather than those with a high magnification are required for antiaircraft surveillance. (The currently used 20-power binoculars with a view of 3 degrees should preferably be changed to 10 to 15-power binoculars with a view of 15 degrees.)
 - (3) It is necessary that the [information on] targets spotted by the lookouts shall be systematically communicated to the positions who need it.
 - (4) It is necessary to conduct lookout drills when large evasive actions are taken.
 - (5) It is necessary to improve the lookout commanders' knowledge of air engagements in general so that they can make tactical judgments.
- (2) Radar
- It is of immediate necessity to urgently equip every vessel of the Carrier Task Force and part of the aircraft [with radar] and put it to use, even though it is [still] somewhat unsatisfactory in precision.
- (3) Deployment of aerial patrol aircraft
- It is necessary to think about deploying aerial patrol aircraft at times of poor high altitude visibility due to too many clouds, etc. ([Subheading] Air Defense)
5. The power of antiaircraft fire needs to be drastically improved. For this, I deem it necessary to swiftly take measures concerning the following items.
- (1) Armament
- (1) Cruisers and larger vessels
- It is necessary that they be equipped with four groups of machineguns (nine to twelve guns per group) and two groups of antiaircraft guns (six to twelve guns per group) and that two machinegun groups and one or more antiaircraft gun groups can cover [any place] around the vessel.
- (2) Destroyers
- It is necessary that they be equipped with two or more groups of machineguns (six to nine guns per group) and two groups of antiaircraft guns (four guns per group) and that one or more groups of machineguns and antiaircraft guns can cover [any place] around the vessel.
- (2) Fire control
- In view of the present situation in which the accuracy of our [antiaircraft] fire is poor, it is deemed urgently necessary to train competent fire-control officers and improve the necessary fire control instruments. However, for the time being we need to conduct studies and drills on throwing up dense artillery barrages around the targets of [enemy] torpedoes or bombs.
- (3) Facilities
- (1) It is necessary to improve the [antiaircraft] artillery equipment so as to be able to follow enemy [aircraft] speeds of 500 knots.
 - (2) It is necessary to increase the traverse and elevation speeds and also to increase the angles of the antiaircraft fire control equipment as well as of the antiaircraft guns and machineguns.
 - (3) It is better to mix in smoke tracer or light tracer shells so as to show the whereabouts of the enemy to friendly aircraft and facilitate the fire control.
- (4) Antiaircraft formations
- Since the present antiaircraft artillery armament of each vessel is poor, it is necessary to study formations and evasive actions in order to put up effective antiaircraft walls of fire by concentrating the fire of the vessels of a formation. ([Subheading] Air Defense)

6. Establishing a new institution to research air defense

Since air combat and antiaircraft artillery, which are the core of air defense, are closely and inseparably related, and it is impossible to conduct research and drills without aircraft, we deem it necessary, in order to make rapid improvements, to newly establish an air defense research institution that has a close connection with aviation and attach to it an air defense technical arsenal to start a new field in air defense research. ([Subheading] Air Defense)

The Cooperation of the Air Unit of the Southern Task Force (From 26 March to 8 April)

[See also the maps on pp. 612, 615, 616, and 618]

On 26 March, the Carrier Task Force left Staring Bay, and passing through the Ombai Strait advanced to the Indian Ocean on the 27th. On both days, the Air Unit conducted search missions over the northern part of the Bay of Bengal with four land-based attack planes, over Sector C with three large flying boats, and over Sector A with four to five land-based attack planes, but no enemy was spotted.⁽⁷¹⁾ On the 28th, the Carrier Task Force passed the waters to the south of Sumba Island. On that day, the Air Unit conducted search missions over the northern part of the Bay of Bengal with four land-based attack planes, over Sector A with five [of them], and Sector E with three large flying boats. Two of the large flying boats spotted two merchantmen in Sector E, carried out a bombing, and stopped one 3,000-ton-class cargo ship with a near miss. Apart from them, one land-based attack plane carried out a search mission on the sailing route ahead of the Carrier Task Force, but spotted no enemy.⁽⁷¹⁾

On the 29th, the Carrier Task Force sailed westward on the waters to the south of Bali. The Air Unit carried out search missions over the northern part of the Bay of Bengal with four land-based attack planes, over Sector A with five [of them], and over Sector C with three large flying boats. One of the latter scored a hit on a cargo ship. On that day, one land-based reconnaissance aircraft reconnoitered Calcutta and reported fifty merchantmen at anchor.⁽⁷¹⁾ On the 30th, the Carrier Task Force [continued to] sail westward on the waters to the south of Java and passed the midpoint between Java and Christmas Island on the 31st. On both days, the Air Unit carried out search missions over the northern part of the Bay of Bengal with four land-based attack planes, over Sector A with five [of them] and over Sector C with three large flying boats, but spotted no enemy. The [other] three large flying boats also carried out search mission on the waters to the south of Java in concert with the Christmas Island invasion operation. On top of that, in view of an enemy aircraft's reconnaissance over Port Blair, an air patrol by Type-0 fighter planes was also started from the 30th onwards [p. 588].⁽⁷¹⁾

On 1 April, the Carrier Task Force reached the waters to the north of the Cocos Islands, while also the Malaya Unit Striking Force left Mergui. The Air Unit carried out search missions over Sector A with thirteen land-based attack planes and over Sector C with three large flying boats (pressing on to a distance of seven hundred nautical miles). The large flying boat[s] reported the enemy movements as follows:⁽¹¹⁹⁾

1. At 1030 a.m., no enemy vessels or aircraft were spotted other than two merchantmen of 4,000-ton class at anchor in Palk Bay.
2. At 1005 a.m., three 10,000-ton-class merchantmen and one minesweeper escorting them [were spotted] sailing northward off the northeastern end of Ceylon at eight knots.
3. No enemy aircraft was spotted on the airfield or at the seaplane base near Trincomalee. No patrol aircraft was spotted, [either]. No antiaircraft fire. Eight destroyers or larger vessels [were

spotted] inside the port and one destroyer was [spotted] escorting [a] large merchantman outside the bay.

In continuation of the previous day, Type-0 fighter planes patrolled in the air above Port Blair and three large flying boats searched for the enemy in the direction of Christmas Island, but no enemy was spotted.

At noon on the 2d, the Carrier Task Force reached the 3°45'S 97°42'E point. The Air Unit carried out search missions over Sector D (pressing on to a distance of seven hundred nautical miles, but twenty nautical miles short of the shore of India) with three large flying boats, spotted one 10,000t-class and one 8,000t-class merchantmen, and caused damage to both of them with near misses. As on the previous days, the unit conducted search missions over Sector A with thirteen land-based attack planes and a patrol in the air over Port Blair with Type-0 fighter planes. At noon on the 3d, the Carrier Task Force reached the point of 1°17'S 93°34'E. The Air Unit carried out search missions over Sector E (twenty nautical miles short of the shore) with three large flying boats, and reported having spotted thirteen merchantmen, of which they sank one 20,000t-class cargo ship, scored two hits (with 250-kg bombs) on a 7,000t-class cargo ship and caused damage to one 8,000t-class cargo ship with near misses.⁽⁷¹⁾

Also on the same day, search missions over Sector A were conducted with nine land-based attack planes but no enemy was spotted. The twenty Type-0 fighter planes, which had been dispatched to Tavoy for the patrol over Port Blair, returned to Bangkok, and came under the command of the Genzan Air Group commander. On the early morning on that day, there was a small enemy raid over the Andaman Islands by three to four Boeings and one Lockheed [bomber]. Although the raid inflicted minor damage on the Japanese side to the *Yūgiri* by near misses, we brought down one large aircraft with concentrated fire (which will be mentioned later). On the 3d, Air Unit Commander Vice Admiral Tsukahara issued the following order concerning the reconnaissance attack over the Calcutta and[/or] the Akyab areas by means of classified telegram No. 184.⁽¹⁴¹⁾

(Telegraphic Operation Order No. 84)

The 3d Air Raid Unit commander shall conduct reconnaissance attacks over the Calcutta and Akyab areas as designated by him, on top of the following:

1. Forces: The land-based attack plane unit of the Genzan Air Group, one element of the fighter plane unit and land-based reconnaissance aircraft unit dispatched from the Kanoya Air Group
2. Dates: During the period from 4 until 7 April
3. Bases to be used: Rangoon (depending on the situation, Bassein shall also be used)
4. Targets: Enemy naval vessels and aircraft (the Southern Army commander in chief, the Fifteenth Army commander, and the [Army] 5th Air Force commander shall be informed)

At noon on 4 April, the Carrier Task Force reached the 0°13'N 86°16.5'E point. The Air Unit carried out a covert reconnaissance over Trincomalee with one large flying boat, and reported having spotted eight mid-sized or larger merchantmen (one of which was a hospital ship), one large destroyer inside the port and patrol boat[s] outside. The unit also conducted search missions over Sector C up to a distance of seven hundred nautical miles with three large flying boats, and over Sector A with nine land-based attack planes, but no enemy was spotted.⁽¹⁹⁴⁾ In the meantime, twenty-eight land-based attack planes, eighteen Type-0 fighter planes and one land-based reconnaissance aircraft advanced to the Mingaladon airfield of

Rangoon under the command of the Genzan Air Group commander for the attack on Calcutta.⁽⁷¹⁾

On 5 April, the Carrier Task Force attacked Colombo. The Air Unit carried out search missions over Sector C with two large flying boats, over Sector A with nine land-based attack planes, and over the northern part of the Bay of Bengal with three land-based attack planes, while patrolling in the air over Rangoon with Type-0 fighter planes, but no enemy was spotted.⁽⁷¹⁾ On that day, the Malaya Unit Striking Force advanced to the northern part of the Bay of Bengal. On the 6th, the Carrier Task Force of the Southern Task Force pulled back to the east of Ceylon to make preparations for the Trincomalee attack, while on the same day, the Malaya Unit Striking Force cleared the northern part of the Bay of Bengal of enemy naval vessels and merchantmen and attained large military gains. The Air Unit [also] carried out search missions over Sector C with three large flying boats, Sector A with nine land-based attack planes only to spot no enemy. In the meantime, the attack unit against Calcutta* carried out bombing attacks on Calcutta* for about one hour from 1155, and reported the following military gains:⁽⁷¹⁾

1. Bombed the Akyab airfield; all bombs hit the runway and the [airfield] facilities and blew up one large and one small aircraft.
2. Bombed naval vessels in the port and sunk one 2,000t-class minelayer.
3. Strafing by the fighter plane unit set fire to one Hurricane and one DC-3.

In this attack, the enemy antiaircraft artillery was sparse and caused no damage to the Japanese forces.

At noon on 7 April, the Carrier Task Force of the Southern Task Force reached the 0°25'N 88°1'E point, while the Malaya Unit had completed its operation and was heading back to the Nicobar Islands. On that day, the land-based Air Unit did not conduct operations (the reason is unknown; maybe just to avoid being mistaken by the Carrier Task Force for enemy aircraft). The Genzan Air Group and the fighter plane unit of the Kanoya Air group returned from Rangoon to Bangkok.⁽⁷⁵⁾ After reaching the point of 9°49'N 89°53'E at noon on the 8th, the Carrier Task Force changed course to west-northwest and headed for Ceylon to attack Trincomalee. The land-based air unit did not conduct operations on that day, either.

On 9 April, the Carrier Task Force of the Southern Task Force carried out the attack on Trincomalee; it inflicted devastating damage on the naval port facilities and the airfield, and sank *HMS Hermes*. Without conducting operations again on that day, the land-based air unit resumed its search missions over the Indian Ocean from the 10th onwards. On that day, the Combined Fleet shifted to stage-two operations, by which the main theater against the enemy was meant to shift from the area southwest [of Japan] to that to the east [of Japan]. Accordingly, the Eleventh Air Fleet headquarters also moved to Tinian in the Mariana Islands on 18 April.⁽⁷⁵⁾

The Malaya Unit Striking Force Neutralizes the Bay of Bengal (From 1 to 11 April)

At 1400 on 1 April, the Striking Force of the Malaya Unit left Mergui and headed for the waters west of Tavoy. On that day thirteen land-based attack planes of the Mihoro Air Group

* Probably *Akyab* is meant. Both the reports of the units involved and the following report on military gains only mention *Akyab*.

carried out search missions in the areas between 170° and 280° of Sabang up to a distance of six hundred nautical miles but spotted no enemy.⁽¹¹⁹⁾

On 2 April, in order to support Operation C, Southern Task Force Commander Vice Admiral Kondō left the naval port of Seletar for the northern entrance of the Malacca Strait, leading the main body of the Southern Task Force (the *Atago* and the 4th Destroyer Division (minus the 2d Section)). In the evening, the Malaya Unit Striking Force changed course to 270° [W], and headed for the waters between the Andaman and the Nicobar Islands.⁽¹¹⁴⁾ On that day, thirteen land-based attack planes of the Mihoro Air Group again carried out search missions as they had done on the previous day, but spotted no enemy.

On 3 April, the *I-7*, who on the two days prior to the air raid on Ceylon had been assigned to covert air reconnaissance in the Colombo area with her onboard aircraft, reported that it was impossible to conduct the air reconnaissance due to the strict guard of the enemy. From the report, Malaya Unit Striking Force Commander Vice Admiral Ozawa judged it inevitable that the attack by the Carrier Task Force of the Southern Task Force would be postponed for one day, and changed the actions of his striking force in the following way:⁽¹⁸¹⁾

1. The date of attack to be carried out by the Malaya Unit Striking Force shall be postponed for one day.
2. [The unit shall] reverse course at 0413, setting on a 90° [E] course, and then appropriately operate on the waters east of the Nicobar Islands.
3. The search missions by the aircraft of the *Ryūjō* shall be postponed until tomorrow, the 4th.
4. The 11th Destroyer Division's separation from the main unit to sail for Port Blair shall be postponed for one day until tomorrow, the 4th.

Meanwhile at 0645 on that day, three to four Boeings and one Lockheed aircraft came for a raid over the anchorage of the Guard Unit at Port Blair, and bombed it making use of flares. In this attack, due to near misses, the *Yūgiri* sustained minor damage, which, however, did not impair her fighting or sailing [capability]. Fighting back, the Guard Unit brought down by concentrated fire at 0720 one large enemy aircraft which landed in the back part of Mangrove Bay.⁽¹¹⁸⁾

From 0900 onwards, the Malaya Unit Striking Force appropriately operated on the waters to the north of the Nicobar Islands. At 1430, [one of] the flying boats of the Tōkō Air Group, which had carried out search missions in the northern part of the Bay of Bengal on that day, reported: "[Spotted] seven enemy transport ships 120 nautical miles 19° [NNE] of Calcutta, sailing on a 180° [S] course at twelve knots." At 1810 on the 4th, in view of enemy movements, Southern Task Force Air Unit Commander Vice Admiral Tsukahara ordered reconnaissance attacks against the Calcutta and Akyab areas between 4 and 7 April with the land-based attack plane unit of the Genzan Air Group and one element of the fighter plane unit and the land-based reconnaissance plane unit dispatched from the Kanoya Air Group (as previously told).⁽¹⁴¹⁾

On 4 April, after reaching an area about sixty nautical miles southeast of Little Andaman Island, the Malaya Unit Striking Force headed for the Ten Degree Channel, setting on a 270° [W] course. At 0725, the *Yura*, who had sailed to Port Blair for refueling on the previous day, joined the main unit, just passing at 0800 the 11th Destroyer Division which had been separated from the main unit to sail for Port Blair, after incorporation in the Guard Unit. After passing through the Ten Degree Channel, the Malaya Unit Striking Force took a 330° [NW]

course at 0858 and headed for Point C, where the Central Unit, the South Unit and the North Unit would split up [p. 614].⁽¹⁸¹⁾

At 1000, a flying boat of the Tōkō Air Group reported the results of its reconnaissance of Trincomalee: "Eight mid-sized or larger merchantmen (including a hospital ship) and one large destroyer inside the port."⁽¹⁸¹⁾ The *Ryūjō* conducted search missions with four of her carrier-based attack planes in the morning and with three in the afternoon over the designated waters but spotted no enemy. At 2030, the Guard Unit commander left [the waters] off Port Blair, leading the *Sendai*, the 11th Destroyer Division (which had arrived off Port Blair at 1730 and immediately refueled), and the 1st Section of the 19th Destroyer Division, and headed for the waters to the northwest of Port Blair to guard the rear of the main unit.⁽¹¹⁸⁾

At 0300 on 5 April, the main unit took a 320° [NW] course. At 0420, the 20th Destroyer Division (which had left Port Blair on the 3d) joined the unit and started its direct escort. At 0855, three carrier-based attack planes of the *Ryūjō* took off and conducted search missions in the area 120 nautical miles northwest [of the unit] but did not spot any enemy.⁽¹⁸¹⁾ Around that time, the Carrier Task Force of the Southern Task Force had reached a point 180 nautical miles to the south of Colombo, where the first sortie unit against Colombo and the direct air escort unit [of the carriers] were launched. At 1046, the [enemy] Ceylon station issued air-raid warnings to all naval vessels.⁽¹⁴¹⁾ Since the air raid on Colombo was carried out as scheduled, the Malaya Unit Striking Force Commander Vice Admiral Ozawa decided to launch his attack operations also in the Bay of Bengal, and first of all at 1340, ordered the *Ryūjō* to advance ahead of the main unit and conduct search and attack missions.⁽¹⁸¹⁾ She launched ten carrier-based attack planes between 1433 and 1510, which carried out search missions in the area 260 to 280 nautical miles to her northwest. The enemy movements reported by the aircraft of the *Ryūjō* were as shown in the following table:⁽¹¹⁹⁾

Spotted Time	[Spotted] Point	Types and Numbers of Vessels	Course (Speed)	Remarks
1640	18°50'N 86°20'E	Special service vessel (9,000-ton class)		Bombed; 1 x 60-kg bomb scored a direct hit
1705	19°30'N 86°5'E	5 Large merchantmen	240 (8)	
1725	17°50'N 84°14'E	1 Merchantman	220 (10)	
1740	18°10'N 84°30'E	1 Merchantman	40 (8)	
1742	16°52'N 82°45'E	2 Merchantmen	260 (16)	Bombed; 1 caught fire

Judging from these reports on the movements of the enemy that the enemy lines of communication were by and large within thirty nautical miles from the shore, Malaya Unit Striking Force Commander Vice Admiral Ozawa recognized the necessity to change the launching

points for the attacks even closer to the shore; he changed Point E to 17°20'N 83°40'E, along with which, the South Unit and the North Unit also shifted Point F and D closer to the shore. The new Point F was 16°0'N 82°50'E and the new Point D 19°40'N 87°0'E.⁽¹⁸¹⁾ At 2030 on that day the Malaya Unit Striking Force reached the splitting-up point, from where [each unit] respectively started to advance to Points D, E and F from the north. On that day, only one enemy submarine was spotted at 140 nautical miles 255° [WSW] of Sabang in the search missions conducted by nine land-based attack planes of the Mihoro Air Group.⁽¹¹⁴⁾

On 6 April, each unit operated as follows:

The Center Unit reached around Point F at 0856; at 0900, the *Ryūjō* launched four of its carrier-based attack planes to conduct search and attack missions over the area to the south [off the coast of India] and near Visakhapatnam, while the *Chōkai* launched her search aircraft at 0902. After that, the unit acted as shown in *Attached Illustration No. 10* [omitted] and reported the following military gains off Kakinada and Visakhapatnam.⁽¹⁹⁰⁾

1. The *Chōkai*

0944 Sank one British merchantman ([of] 5,000 tons)

1119 Sank one U.S. oiler ([of] 9,000 tons)

1140 Sank one British oiler ([of] 3,000 tons)

Her aircraft conducted bombing and inflicted

serious damage to one cargo ship ([of] 6,000 tons) and

serious damage to one armed merchantman ([of] 4,000 tons)

2. The *Yura* (including the *Ryūjō* and *Yūgiri*)

0955 Sank one Dutch merchantman ([of] 3,000 tons)

1045 Sank one British armed merchantman ([of] 6,000 tons)

1145 Sank one Dutch armed merchantman ([of] 3,000 tons)

3. The aircraft unit of the *Ryūjō*

Sank one large merchantman ([of] 8,000 tons)

Sank one mid-sized merchantman ([of] 5,000 tons)

Inflicted serious damage to

large merchantmen ([of] 10,000 tons)
([of] 9,000 tons)

([of] 7,500 tons)
([of] 6,500 tons)

} setting them to fire or making them unable to sail

Inflicted serious damage to two small merchantmen ([of] 2,000 tons)

Blew up two oil tanks ([at] Coringa)

Blew up two warehouses ([at] Coringa and Visakhapatnam)

[In the meantime,] the South Unit ([consisting of] the 2d Section of the 7th Cruiser Division and the *Amagiri*) neared Point F at 0900 and launched search aircraft. Having first of all spotted two enemy transport ships at 1030, the unit reported the following military gains by that afternoon.

Sank one passenger-cargo ship ([of] 7,000 tons)

Sank two passenger-cargo ships ([of] 6,000 tons)

Sank two passenger-cargo ships ([of] 5,000 tons)

The amount of ammunition used in the [South Unit's] engagements was as follows:⁽¹¹⁴⁾

Mikuma: 120 main gun shells, 22 antiaircraft gun shells, and 5 No. 6 regular bombs

Mogami: 137 main gun shells, 47 antiaircraft gun shells and 4 No. 6 regular bombs

Amagiri: 78 main gun shells and 3 torpedoes

Cap. Soné Akira, then captain of the *Mogami* recalled the engagements of that day as follows:⁽¹⁹⁵⁾

1. No raid or reconnaissance by enemy aircraft was spotted whole day.
2. Even though warnings had been issued [by the enemy] since the previous day due to our successive air raids, a number of merchantmen still operated.
3. Even when fired on at close range, merchantmen do not easily sink when armor-piercing ammunition is used. [However,] once they catch fire, they meet their end fast.
4. Most of the merchantmen were empty and sailing southward.
5. The crew fled on boats one after another, raising sails and heading for the shore; they mostly consisted of Indians, with a sprinkling of white men.
6. In the actual situation, it was difficult to seize [such] ships; particularly the crews fled very fast.
7. In these circumstances, it was impossible to catch them unless we drew very much nearer to the shore.

The North Unit (the 1st Section of the 7th Cruiser Division and the *Shirakumo*) reached the 19°33'N 87°8.5'E point at 0855 and launched [more than] two search aircraft. [They] first of all spotted one transport ship at 0915 and were probing it, when they spotted six transport ships at 0940. Between 0952 and 1150, the unit sank all of them. The amount of ammunition used in these engagements was as follows:

Kumano: 333 main gun shells and 186 antiaircraft gun shells

Suzuya: 190 main gun shells and 64 antiaircraft gun shells

Shirakumo: 200 main gun shells

That is, the average amount of ammunition used to sink one merchantman was about seventy-five 20-cm armor-piercing shells and about sixty-five 12.7-cm regular shells, with an average firing range of 5,000-6,000 meters. When probing the transport convoy during this engagement, the 1st aircraft of the *Kumano* (Lt. Itō Motoé) facilitated our warships' attack by strafing the bridges [of the enemy vessels] from the west so as not to let them draw near to the shore. When returning from the search mission, the aircraft came under a persistent attack from three enemy Hurricanes, which were driven away around 1300 by a brave air fight of the 2d aircraft of the *Suzuya* (a Type-95 reconnaissance seaplane) and the antiaircraft fire from [friendly] vessels. At 1326, the North Unit recovered all its aircraft. Although having sustained as many as nineteen hits, the crew of the 1st aircraft of the *Kumano* was unscathed. Due to the attack by the three [enemy] fighter planes, the North Unit (led by R. Adm. Kurita Takeo) hurriedly withdrew southeastwards, forced to temporarily suspend the operation to destroy the [enemy] sea lines of communication. Since the unit had spotted sooty smoke to its west after having recovered its aircraft, it headed there; sighting one 10,000-ton-class merchantman drifting with fires at her stern, it sank her. With no information coming in on enemy movements after that, the North Unit set a 180° [S] course from 1516 and headed for the rendezvous point [scheduled] for the 7th.⁽¹¹⁹⁾ Meanwhile, the Guard Unit had been operating on

the waters about 250 nautical miles to the northwest of the Andaman Islands to guard the rear of the Malaya Unit Striking Force, but spotted nothing unusual.⁽¹¹⁸⁾

On 7 April, all units first of all headed for the rendezvous point; at 0630 the South Unit joined the Center Unit, which was followed by the North Unit, which joined the Center Unit at 0830, and at 0900 the force took a 140° [SE] course at fifteen knots, heading straight for the Nicobar Islands.⁽¹⁸¹⁾ At 0905, the 20th Destroyer Division left the main unit for the Andaman Islands for refueling. In the meantime, the Guard Unit was about two hundred nautical miles northwest of Port Blair and on its way to join the main unit on the morning of the 8th.⁽¹⁹⁰⁾

At 0800 on 8 April, the main unit reached a point about 150 nautical miles to the west of Port Blair, and having been joined by the Guard Unit, it headed for the Ten Degree Channel.⁽¹⁸¹⁾ The unit searched the channel with four carrier-based attack planes of the *Ryūjō*, but no enemy was spotted. The unit reached the western entrance of the channel at 1600, uneventfully passed through the channel, and at 2115 took a course toward the north entrance of the Malacca Strait at a point about thirty nautical miles north of Car Nicobar Island. Meanwhile, the *Yura* left the main unit at 2300 to head for Penang for refueling.⁽¹⁸¹⁾

At 1200 on 9 April, the Malaya Unit Striking Force reached a point about one hundred nautical miles to the north of Sabang. Joined by the 20th Destroyer Division at 1440, which had completed refueling at Port Blair, the force entered the Malacca Strait in the evening and reached the port of Singapore between 1030 and 1100 on 11 April without problems. Meanwhile at 0915 on the 10th, the *Yura* had entered the port of Penang without problems.⁽¹¹⁴⁾ During this period, the disposition of forces for the stage-two, phase-one operations of the Combined Fleet was put in motion as of 10 April. Accordingly, the *Chōkai* and the 7th Cruiser Division were transferred to the Forward Unit, while the *Ryūjō* and the 3d Destroyer Squadron were put into the main unit. Prior to this, on 7 April, Southern Task Force Commander Vice Admiral Kondō had issued by means of telegraphic order No. 159 the following orders concerning the operations of the units ([and] vessels) of the Southern Task Force at the time of shifting to the new disposition of forces (as of 10 April):⁽⁵³⁾

1. The 7th Cruiser Division, the 3d Destroyer Squadron, the 4th Carrier Division (minus the 2d Section) and the *Chōkai* shall be removed from the Malaya Unit. As soon as having completed their [current] tasks, the above-mentioned units ([and] vessels) shall return to their home ports for maintenance work.

Concerning the sail to mainland Japan, the 7th Cruiser Division commander shall group and control the above-mentioned units ([and] vessels), giving consideration to the guarding and sweeping [operations] against enemy submarines.

2. Having completed their mission in the Carrier Task Force, the 3d Battleship Division (minus the 2d Section) and the 2d Section of the 4th Destroyer Division shall sail to their naval [home] ports for maintenance work. As to the sail to mainland Japan, they shall obey the directions of the Carrier Task Force commander.
3. The *Yura* shall be removed from the Malaya Unit and returned to the 5th Submarine Squadron.
4. The 2d and the 5th Submarine Squadrons shall be removed from the Southern Task Force. Each squadron shall operate as designated by its own commander.
5. The 16th, the 18th and the 2d Destroyer Divisions, the 24th Destroyer Division (minus the *Suzukaze*) and the 11th Seaplane Tender Division (minus the *Mizuho*) shall remain in their current positions until specified otherwise by special orders.
6. The remaining units ([and] vessels) shall be mobilized in accordance with the disposition of forces for the stage-two, phase-one operations.

The *Chōkai*, the 7th Cruiser Division, the 4th Carrier Division (minus the 2d Section), the 3d Destroyer Squadron and the *Yura*, which were removed from the Malaya Unit by these orders, operated as follows:

The *Chōkai*: After the flag of the First Southern Expeditionary Fleet had been transferred to the *Kashii* on the 12th, the *Chōkai* left the port of Singapore together with the 4th Carrier division (minus the 2d Section) on the 13th, and entered the port of Yokosuka on the 22d by way of Cam Ranh Bay.

The 4th Carrier Division (minus the 2d Section): On the 13th, the division left Singapore along with the *Chōkai* [for Japan] by way of Cam Ranh Bay. On its way, it separated from the *Chōkai*, arrived at Hashirajima on the 22d, and entered the port of Kure on the 23d.

The *Sendai*: She left the port of Singapore on the 13th; arriving at Sanya on the 17th and leaving the port on the same day, she entered the port of Sasebo on the 22d.

The 7th Cruiser Division: The division left Singapore on the 13th; arriving in Cam Ranh Bay on the 16th and leaving the port on the same day, it entered the port of Kure on the 22d.

The *Yura*: She left Penang on the 11th and arrived in the temporary anchorage at Malacca on the 12th; she left there on the 13th and entered the port of Sasebo on the 20th.

The aggregate military gains reported by the Malaya Unit in the striking operation in the northern part of the Bay of Bengal were as shown in the following table.⁽¹⁸¹⁾

	[Enemy] Naval Vessels				[Enemy] Facilities	Notes
	Sank		Inflicted Serious Damage			
Center Unit	8	Approx. 42,000 tons	8	Approx. 47,000 tons	Blew up 2 oil tanks Blew up 2 warehouses	All serious damage inflicted to [enemy] naval vessels and the blowing up of facilities were [military] gains attained by aircraft.
North Unit	8	Approx. 66,000 tons				
South Unit	5	Approx. 29,000 tons				
Total	21	Approx. 137,000 tons	8	Approx. 47,000 tons	Blew up 2 oil tanks Blew up 2 warehouses	

On the other hand, the damage sustained by the Japanese forces was very slight, [namely] the 1st aircraft of the *Kumano*, which was marked by nineteen bullets, ([but] repairable on the ship), and some damage to the 3d aircraft of the *Kumano*, which was caused by the gun blast of its own vessel.⁽¹¹⁹⁾

The Reconnaissance of Key [Enemy] Places by the Submarines Proved Difficult

At that time [at the start of the carrier operation in the Indian Ocean], out of Submarine Unit C (consisting of seven submarines of the 2d Submarine Squadron), Submarine *I-1* was returning to Yokosuka, having left Staring Bay on 15 March due to trouble with her starboard engine, which required repair at a naval arsenal, while Submarine *I-5*, who had run aground

at the entrance to Kendari on 28 February, was in the middle of an operation to refloat her. Consequently, [the number of] the submarines, which participated in the third carrier operation in the Indian Ocean was five in the beginning, namely, *I-7*, *I-2*, *I-3*, *I-4* and *I-6*; after having been joined by the *I-5*, who had completed repairs after being refloated, they totaled six submarines. The operations of each of them were as follows:⁽⁶⁰⁾

Submarine *I-7* (with the Submarine Unit C commander on board)

I-7 was supposed to conduct air reconnaissance [with her onboard aircraft] over Colombo and Trincomalee two days before the air raids. At 2330 on the 1st, she sent the following telegram to the 2d Submarine Squadron:⁽¹⁹¹⁾ At 0817 on the 1st, *I-7* came under a bombing attack by an enemy seaplane at a point 180 nautical miles 147° [SE] of Ceylon. Although nearly missed, no damage was caused, because it was dud. Four hours after the bombing, an [enemy] patrol aircraft came to our position. When the communication [signals] from the [enemy] aircraft at night and the reports from the 5th Submarine Squadron are taken into consideration together, we presume that the enemy is trying to clear the sea of submarines at night with his aircraft, taking advantage of current [bright] moonlight. It is necessary to keep a strict watch."

Then at 0000 on 3 April by means of Submarine Unit C Classified Telegram No. 96, she reported the cancellation of the air reconnaissance over Colombo: "The guard within a radius of seventy to eighty nautical miles from the shore southwest of Ceylon is very strict around the clock. Since there will be almost no chance for a launch of the flight operations, *I-7* shall cancel the air reconnaissance over Colombo and take up her designated position." Later at 0740, *I-7* attacked a cargo ship (the British ship *Glenshiel*, 9,415 tons)⁽¹⁰⁰⁾ at 1°0'S 78°11'E, and sank her with two torpedoes and twenty shells.

On 7 April, Submarine Unit C Commander Rear Admiral Ichioka ordered Submarines *I-3* and *I-2* to conduct a weather reconnaissance around their stations in the Trincomalee area. On the 9th, after the completion of the attack on Trincomalee by the Carrier Task Force, the commander issued an order to the unit to withdraw from their stations and return to Singapore by means of Submarine Unit C Telegraphic Operation Order No. 6, and he returned to Singapore at 1600 on the 15th.

Submarine *I-3* (with 7th Submarine Division commander on board)

Submarine *I-3* had left Penang on 28 March and took up her position to reconnoiter and watch Colombo. She made the following reports on enemy movements and the weather:⁽¹⁹⁴⁾

Sent at 2200 on 3 April: "A number of enemy patrol vessels were outside the port of Colombo. Since his guard was very strict, we were not yet able to reconnoiter the inside of the port. [Enemy] ships considered to have departed [from Colombo] were one merchantman, who was sailing south alone at a point seventy nautical miles 220° [SW] of Colombo at 0725 on the 2d, and another, who was sailing westward alone at a point seventy nautical miles 235° [SW] of Colombo at 0130 on the 3d. However, other than them, we have not encountered any naval vessels entering or leaving the port. As for [enemy] aircraft, although one land-based aircraft was spotted at a point 195 nautical miles 135° [SE] of Colombo at 1600 on the 31st, the situation of the [enemy] air patrols is unclear because we remained submerged during the day since then." Then at 0200 on 5 April, the following was sent: "The weather is fine around [here]; the cloud cover is five and its height 1,000 [meters]. A southern wind with a velocity of five meters [per second]. Visibility is good. More clouds are seen near the horizon and lightening is seen sometimes. Almost no changes in the weather in the past two days other than some increase in wind velocity. Our position is fifty nautical miles 240° [WSW] of Colombo." Then at 0400 on 5 April: "Weather and atmospheric conditions were as sent in our Classified Telegram No. 30 (note by the author: the previous telegram). The sea is calm. Our position is thirty-six nautical miles 240° [WSW] of Colombo."

Later at 0540 on the 7th, *I-3* spotted five cargo ships sailing east, one cargo ship sailing westward and one oiler on the waters 100 to 150 nautical miles to the west of Colombo. Although she attacked three of them, she was not able to produce any results, other than scoring fourteen hits on one of them (the British ship *Elmdale*, 4,872 tons) (Consumed ammunition: four torpedoes and thirty-nine shells). Then at 0450 on the 8th, she attacked a cargo ship sailing westward (the British ship *Fultala*, 5,051 tons)⁽¹⁶⁰⁾ about 180 nautical miles west of Colombo and sank her with one torpedo. Having reported the results of her weather reconnaissance at a point one hundred nautical miles west-southwest of Colombo at 0200 and 0400 on the 9th, she withdrew from her patrol area by the order of the Submarine Unit C commander of the 10th, and returned to Singapore on 15 April.

Submarine *I-2*

In order to take up her position to watch [the waters] off Trincomalee, Submarine *I-2* had left Penang at 1200 on 28 March for Trincomalee. At 2130 on 3 April, she sent the following report:⁽¹⁴¹⁾ "Reconnaissance report of Trincomalee: 1. Although we reached a point ten nautical miles outside the port of Trincomalee at 1100 on 3 April, we were not able to approach [the port], being blocked by patrolling enemy vessels. No enemy was spotted around the mouth of the port other than the patrolling vessels. 2. During the period we have watched this area from 31 March onwards, we have spotted no enemy aircraft around sunrise [or sunset] or at night (we remained submerged during daytime). 3. General weather conditions in this area: fair until 1 April; overcast with thin clouds on 2 and 3 April and there was a light rain on the evening of the 3d. However, the weather is generally fine in the morning, and the sea is very calm every day." [Then] at 0400 on 5 April, she [also] sent: "Overcast in the vicinity with a cloud cover of 8 and a height of 1500 [meters]. Southeast wind with a velocity of seven meters [per second]; visibility is good. Generally, in these days, the amount of clouds is small in the morning; it increases in the evening and causes light rains at times. The wind velocity tends to increase a little. Our position is fifty nautical miles 40° [NE] of Trincomalee." [Later,] she reported having sunk a mid-sized cargo ship with two torpedoes at 1020 on the 7th at 6°48'N 82°18'E. Then sending a weather reconnaissance report at 0400 on the 9th at a point sixty nautical miles 100° [E] of Trincomalee, she [also] reported on the enemy movements [at the time of] the air raid on Trincomalee at 2200 [on that day] as follows:⁽¹⁹³⁾ "The enemy movements we witnessed during submerged operations around a point eighty nautical miles (seventeen nautical miles off the shore) 143° [SE] of Trincomalee on the 9th were as follows: 1. The two steamers sailing southward around 1430 were both sunk by the bombing of [our] aircraft. 2. At 1515 to our west, a huge explosion was caused by the bombing of [our] aircraft; a flame shot up to the sky, but disappeared in an instant, which made us presume that the naval vessel had instantly sunk. After withdrawing from her station on 10 April, Submarine *I-2* returned to Singapore on the 15th.

Submarine *I-4* (with the 8th Submarine Division commander on board)

Submarine *I-4* had left Penang at 1200 on 28 March and headed toward her designated position ([in] the vicinity of Eight Degree Channel?). At 1900 on the 6th, she sank a cargo ship (the U.S. ship *Washingtonian*, 6,617 tons) with two torpedoes at the western entrance of the channel. She then reported having inflicted serious damage on a motorized sailing boat (200-ton class) off Colombo at 0400 on the 10th by shelling (fourteen shells); she returned to Singapore at 1800 on the 16th.

Submarine *I-6*

Submarine *I-6* had left Penang at 1600 on 26 March for the Bombay area. At 1835 on the 31st, she reported having sunk one mid-sized cargo ship with two torpedoes to the east of Eight Degree Channel. [Then] at 1714 on 2 April, she sank a cargo ship (the British ship *Clan Ross*, 5,897 tons) off Bombay with three torpedoes, while at 2200 on the 7th, she sank another mid-sized cargo ship (the British ship *Bahadur*, 5,424 tons)⁽¹⁶⁰⁾ with seven torpedoes and eight shells in the same area. Next, in the same area at 1115 on the 10th, she also shelled two 150t-class motorized

sailing boats ([with] sixteen shells). After reporting having sunk them, she withdrew and returned to Singapore at 1600 on 17 April.

Submarine I-5

Having been refloated on 20 March and undergone emergency repairs at Kendari, she hurried to the Ceylon area, leaving there on 25 March. On 8 April, she was ordered to advance to the south of Cape of Comorin [Kanyakumari]. After having carried out patrols in the area, she returned to Singapore at 1800 on 16 April.

The military gains Submarine Unit C had reported between 3 and 10 April were six cargo ships and four motorized sailing boats, who had been sunk, and one cargo ship, on whom serious damage had been inflicted, while no damage was sustained on the Japanese side. In accordance with the stage-two, phase-one disposition of forces, which was put in motion on 10 April, the 2d Submarine Squadron was removed from the Southern Task Force and returned to the Advance Unit; [accordingly,] it left Singapore at 1000 on 21 April for mainland Japan, and entered the port of Yokosuka on 1 May.

Concerning the use of submarines, “The Greater East Asia War’s Lessons of War ([section] Air Operations: The Operations on Ceylon)” says the following:

In reconnoitering enemy movements, one must employ submarines within the limits of their capabilities, without overestimating them.

When launching new operations, the use of submarines is a very effective means in case you decide to try every means available to thoroughly spy on the movements of the enemy. Therefore, as stated in the previous item, it is necessary to deploy submarines at key enemy points (note by the author: Aden, Durban, Cape Town, Bombay and Ceylon), have them directly watch these places along with conducting a timely reconnaissance inside these ports with their aircraft, conduct a sweep of the waters where engagements are anticipated so as to have them try as much as possible to spy on the enemy forces at their locations and in their movements. However, viewed in the light of their performance in this operation, the dispersal of the six submarines of the 2d Submarine Squadron to the various areas of Trincomalee, Colombo, Bombay, the Chagos Archipelago and the Maldive Islands, etc., meant that not only almost nothing was achieved in their reconnaissance let alone their attacks, but that [ironically] their stationing actually deprived [the task force] of the reconnaissance that was supposed to be done and on which it so much depended. In such a situation where no reinforcements of submarines are expected as in this operation, we think that it would have been better if they had rather all been concentrated off Colombo.

Thus, conceptually and fundamentally we cannot expect too much from the current practice of reconnaissance with aircraft carried by submarines. Therefore, we deem it necessary to study as a new concept a method of how to carry along land-based reconnaissance planes or carrier-based reconnaissance aircraft, which are fast and able to return to considerably remote bases or carriers, whose main purpose is to be employed for a single forced photo reconnaissance in on-going operations.

The Distress of Britain (*See Illustration No. 64*)

The situation of Britain, as described by [Captain S.W.] Roskill in his book *The War at Sea 1939-1945*, may be summarized as follows:*

* Vol. II, Chapter I “The Pacific and Indian Oceans,” pp. 22-32.

On 8 March, the First Sea Lord Admiral Pound reported to the prime minister that Ceylon was threatened and that a situation similar to what had happened to Malaya might occur. According to his view, the loss of Ceylon would result in undermining the whole strategic position [of Britain] in the Middle and the Far East. Upon this, the British government newly appointed Admiral [Sir James] Somerville to commander-in-chief of the Eastern Fleet and ordered him to protect Ceylon, employing *HMS Ramillies*, *HMS Royal Sovereign* and as many other naval vessels as possible. Somerville retorted to the First Sea Lord that [the deployment of] only two R-class battleships with fighter planes to directly escort them in the air would just repeat [the tragedy of] the *HMS Prince of Wales* and the *HMS Repulse*.

On his way to his new assignment, the new commander-in-chief [Admiral] Somerville sent a letter to the First Sea Lord in which he described his prospects. "Ceylon is obviously exposed to the danger of being lost. If the Japanese are intending to invade the island with their entire fleet, he could do little against them. If, on the other hand, an attack were made on a smaller scale, the best counter would be to preserve the military strength of the Eastern Fleet."

On 26 March, Admiral Somerville arrived in Colombo, where he assumed command of the Eastern Fleet, replacing former commander-in-chief Admiral [Sir Geoffrey] Layton. His fleet consisted of two large aircraft carriers (*HMS Indomitable* and *HMS Formidable*), one small aircraft carrier (*HMS Hermes*), five battleships (*HMS Warspite*, *HMS Resolution*, *HMS Ramillies*, *HMS Royal Sovereign*, and *HMS Revenge*), two heavy cruisers, five light cruisers (including the Dutch *HNLMS Jacob van Heemskerck*), sixteen destroyers and seven submarines, which on paper were superior forces.* However, the number of attack planes carried by the three carriers was only fifty-seven, and the number of fighter planes was merely thirty-six. Furthermore, there were insufficient shore-based long-range reconnaissance aircraft, and almost no land-based attack plane units. His fleet was outdated, and was not adequately trained. On top of that, the defenses of his main bases, [i.e.] Colombo, Trincomalee and Addu Atoll (the latter of which will be explained later) were very weak.

The former commander-in-chief of the Eastern Fleet Admiral Layton was a renowned admiral and a person of action with a strong will, and one of the officers who had escaped from the successive defeats in Malaya and the Dutch East Indies. Having arrived in mid-January at Ceylon from Batavia, he was newly appointed commander-in-chief of Ceylon with wide powers to command the three forces on the island as well as the civil officers including the governor. Admiral Layton anticipated that Ceylon would come under attack before long, which quickly became a fact.

In the middle of March, [Vice] Admiral Kondō (note: commander of the Southern Task Force) ordered two attacks against India. One was the attack on Ceylon carried out by the Carrier Task Force (consisting of five aircraft carriers, four battleships, three cruisers and eight destroyers) led by Vice Admiral Nagumo, while the other was a sweeping operation in the northern part of the Bay of Bengal conducted by a fleet consisting of one light aircraft carrier, six cruisers and eight destroyers led by Vice Admiral Ozawa (note: commander of the Malaya Unit). It was soon after his arrival at his new post that Admiral Somerville got this information.

Both Admirals Somerville and Layton knew that under such circumstances, it was [too] dangerous to use Colombo and Trincomalee as anchorages for the fleet. Therefore, it was decided to use a secret base at Addu Atoll, the southern end of the Maldives Islands, six hundred nautical miles southwest of Ceylon. Although the island was relatively safe against a surprise attack by an enemy fleet, it totally lacked antiaircraft and antisubmarine defenses. But, fortunately, the Japanese forces did not learn of the base on Addu Atoll.

Intelligence indicated that the attack against Colombo and Trincomalee was to be expected on or around 1 April. [Admiral] Somerville judged that the Japanese attacks would be conducted from the southeast at dawn; planning to destroy the Japanese forces by torpedo** attacks at night by carrier aircraft, he concentrated [his fleet] to the south of Ceylon on the last day of March. However, he tried to avoid being attacked by enemy carrier aircraft; he had been ordered to preserve his fleet. In accordance

* The remark "which on paper were superior forces" is not in Roskill.

** "Torpedo" is not in Roskill.

with his operational plan, six twin-engine reconnaissance seaplanes (Catalinas) of the 205th Squadron of the Royal Air Force (which were all the [search] aircraft available on Ceylon) carried out search missions as far as 420 nautical miles to the south of Ceylon.

The intelligence which reached [him] on 31 March was that the enemy attack would soon be made. On 1 April, the cruiser *HMS Dorsetshire* stopped her refit in Colombo and joined the fleet. On 1 and 2 April, the British fleet conducted search missions and patrolling while sailing eastward by night and westward by day. However, no information on the enemy came in. Late at night on the 2d, Admiral Somerville concluded that either the information of the attack on Ceylon was wrong, or the attack plan had been postponed. Since part of the British fleet required replenishment of fuel and/or fresh water, Admiral Somerville returned to Addu Atoll for replenishment, while dispatching *HMS Dorsetshire* to Colombo [to resume] her refit and *HMS Cornwall* was sent to provide escort for the transport convoy of Australian army troops due to arrive on the 8th. Furthermore, he also dispatched the aircraft carrier *HMS Hermes* and one destroyer to Trincomalee to prepare for the invasion of Madagascar.

On the afternoon of 4 April, the fleet entered the port of Addu Atoll. However, right after that, a report came in from a search aircraft that a superior enemy force had been spotted 360 nautical miles southeast of Ceylon. At that time, the fast division (*HMS Indomitable*, *HMS Formidable*, *HMS Warspite*, *HMS Cornwall*,* *HMS Emerald* and *HMS Enterprise*) was in the middle of refueling, while the slow division (the R-class battleships and the remaining cruisers) could not be ready until the next day. Admiral Somerville decided to let the fast division sail as soon as possible and let the slow division follow in an attempt to conduct a torpedo attack at night to block the enemy's course of retreat.

Since it was impossible to expect support from Somerville's fleet, Admiral Layton, commander-in-chief of Ceylon, sent away the naval vessels at anchor, while strengthening his defenses on his own. The main vessels who escaped were the heavy cruisers *HMS Cornwall* and *HMS Dorsetshire* in Colombo and the carrier *HMS Hermes* in Trincomalee. The attack on Colombo was conducted from 0800 on 5 April (Sunday) with ninety-one bombers and thirty-six fighter planes. Two squadrons of Hurricanes (another squadron was deployed in Trincomalee) as well as two squadrons of Navy Fulmar fighter planes, totaling forty-two aircraft intercepted them, and after a fierce air engagement, brought down many** [enemy] aircraft, although the British forces also lost nineteen fighter planes. Furthermore, six Navy torpedo bombers (Swordfish) had been sent from Trincomalee to conduct torpedo attacks. However, they arrived at the scene in the middle of the air engagement and were all brought down. Fortunately, the damage to the ships at anchor in the port as well as that to the port facilities was relatively slight.

The heavy cruisers *HMS Dorsetshire* and *HMS Cornwall* had left the port late on 4 April to join Somerville's fleet. However, both vessels were spotted by enemy search aircraft on the morning of the 5th, attacked by more than fifty [enemy] bombers on the late*** afternoon of that day and sank in a few minutes. The deadly power of Japanese carrier aircraft was again demonstrated. On the late afternoon of the next day, the 6th, 1,112 survivors of both vessels were rescued by vessels sent by Admiral Somerville. However, 424 officers and men were lost.

Somerville's fleet advanced halfway between Ceylon and Addu Atoll. However, with no information on the enemy reported, he gave up the idea of attacking the enemy and entered the port of Addu Atoll at 1100 on the 8th. Nagumo's Unit also made efforts to spot Somerville's fleet, only to fail. [It was because] the Japanese fleet conducted search missions in the area southeast of Ceylon, whereas Somerville's Fleet was operating [on the waters] far to the west.

After [attacking Colombo], Nagumo's fleet was heading for an attack on Trincomalee. On the afternoon of the 8th, a British search aircraft spotted a large force at four hundred nautical miles to the east of Ceylon. That night, the naval vessels at anchor in Trincomalee were made to evacuate the port. Through this action the carrier *HMS Hermes*, the destroyer *HMAS Vampire*, some merchantmen and naval vessels attached to the fleet retired to the south.

* *HMS Cornwall* had already been sent away.

** The original text only says *seven*.

*** Roskill: *early*.

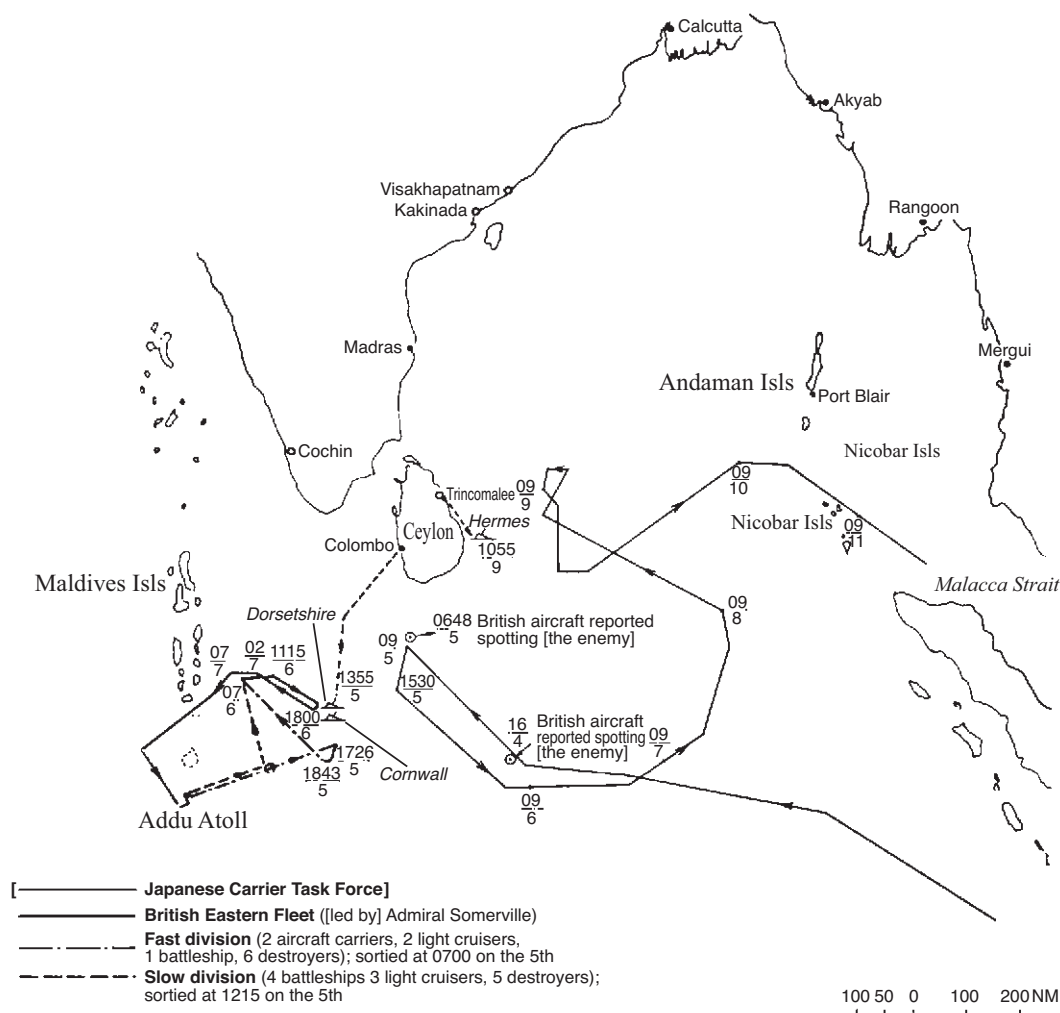


Illustration No. 64 — The Outline of the Actions of the British Eastern Fleet (from 5 till 8 April, 1942)

On the early morning of the 9th, the attack by enemy carrier aircraft took place. The [enemy] strength was almost the same as that employed in the attack on Colombo. However, only twenty-two fighter planes rose to meet them. The enemy attack did huge damage to shore facilities. Nine Blenheims of the 11th Squadron (the entire forces available to fight back) headed for an attack on the enemy carriers, but five of them were lost before scoring any hits.

Having heard that the attack was over, the vessels which had escaped from Trincomalee reversed course at 0900 on the 9th to return to the port. Their position was about sixty-five nautical miles from the base. Unfortunately, this unit was spotted by Japanese search aircraft, came under attack around 1030; the *HMS Hermes* sank [after] having been hit by forty bombs in ten minutes, and the destroyer *HMAS Vampire*, the corvette *HMS Hollyhock* and two transport ships were also sunk. It was fortunate that more than six hundred survivors were rescued by a nearby hospital ship.

Meanwhile, Ozawa's striking force had been running riot in the northern part of the Bay of Bengal, due to which twenty-three merchantmen of a total of 112,312 tons were sunk between 5* and 9 April.

* Roskill: 4.

Japanese submarine units also operated in the waters off the west coast of India, and sank five merchantmen of a total of 32,404 tons in the first ten days of April. The command of the sea as well as the air over the Indian Ocean was completely taken over by the enemy.

On the morning of 7 April, the [British] Admiralty sent an instruction telegram to Admiral Somerville that in such circumstances, the R-class battleships were a liability instead of an asset, and that it would let the commander-in-chief use his own discretion to withdraw the battleships to Africa. On the 8th, Admiral Somerville replied that he agreed to the instruction and had decided to send the slow division to Kilindini in east Africa to have it engage in guarding the sailing routes of convoys in the area, and that he had further decided to keep the fast division in the Indian Ocean to be ready against rapid enemy forces, but would keep it far away from Ceylon.

Fortunately, Japan had not planned to implement large-scale invasion operations in the Indian Ocean. Without pressing home the advantage they had gained in the Indian Ocean, the Japanese forces shifted their main strength to the east; two months later, they entered the decisive battle of Midway, where Nagumo's unit was totally destroyed.

8. The Shift to Stage-Two Operations

As previously mentioned, the Combined Fleet, which had entered stage-one, phase-four operations from 10 March onwards, the day after the fall of Java, decided to shift to stage-two, phase-one operations from 10 April onwards, following the completion of the major part of the Burma operation in early April.⁽¹⁴¹⁾

From the opening of hostilities, the Japanese forces had won victory after victory and their power was reaching its peak, sweeping everything before them. With their morale soaring to high heaven, they felt as if the United States and Britain did not amount to anything. The following gives an outline of the concept of the stage-two operations.

The Grand Plan of Operations of IGHQ [Navy Department]

The Plan of Operations of the Imperial Japanese Navy for Stage-Two Operations⁽¹⁹⁶⁾ ([as of] 15 April 1942) by IGHQ [Navy Department] may be excerpted as follows:

- I. General Policies (Omitted by the author)
- II. Purpose of the Operations
 4. The purpose of the operations of the Imperial [Japanese] Navy is to destroy the enemy fleets and air power in the Pacific and Indian Oceans, secure the necessary strategic places so as to strengthen and establish an undefeatable strategic position of the [Japanese] empire, by which [the Navy] shall bring Britain to submission and crush the morale of the United States.
- III. Missions
 5. [The Navy shall] destroy the British fleet in the Indian Ocean, and in tandem with the progress of the German and Italian operations in west Asia, capture Ceylon as far as the circumstances permit it in conjunction with the Army, so as to cut the communications between Britain and India and secure the cooperation with Germany and Italy.
 6. [The Navy shall] intensify the operations against Australia, particularly those to cut off [the communications between] the United States and Australia, to expedite their submission.
 7. [The Navy shall] keep a strict watch against surprise attacks, particularly air strikes by enemy task forces on mainland Japan, and catch and destroy them.
 8. Against the United States, [the Navy shall] conduct surprise attacks on, destroy or capture their operational bases in the Pacific Ocean as required, by which it shall try to diminish U.S. surface and air power. After the operations in the Indian Ocean and against Australia

are mostly completed, [the Navy shall] search for the U.S. main fleets (including those combined with British forces), coercively draw them into decisive battles and destroy them.

9. At an appropriate moment, the operations against China shall be intensified, and along with the results of the Burma operation, the submission of the Chiang regime shall be expedited.
10. Operational bases in the captured areas shall quickly be prepared and their defenses be strengthened.

IV. Outline of the Operations

11. The disposition of forces in the initial period of stage-two operations shall be as follows:

- (1) The occupied areas in [the area to] the south [of Japan]
The forces consisting of the First, Second, and Third Southern Expeditionary Fleets as the core and one element of the Combined Fleet
- (2) The [equatorial] Pacific Islands and the South Pacific Islands
The forces consisting of the Fourth Fleet and the Eleventh Air Fleet as the core and one element of the Combined Fleet
- (3) The Sea to the east of Japan
The forces consisting of the Fifth Fleet as the core
- (4) The Pacific and the Indian Oceans
A force consisting of the Sixth Fleet as the core and one element of the Combined Fleet
- (5) The Japanese waters
The main force of the Combined Fleet
- (6) The China area
The China Area Fleet

12. The Operations shall be carried out in outline as follows:

- (1) [The forces shall] swiftly search for the British fleet in the Indian Ocean, destroy it and in tandem with the progress of German and Italian operations in west Asia, capture Ceylon as far as the circumstances permit it, so as to cut the communications between Britain and India and secure the cooperation with Germany and Italy.
- (2) Against Australia, [the forces shall] intensify the operations to cut off [its communications] with the United States and Britain, while destroying enemy fleets in the Australian [waters], to expedite its submission.

For that purpose, the following operations shall be conducted.

- {1} The land-based air units and the Carrier Task Force shall smash the enemy power and military facilities in strategic points on the eastern and northern coasts of Australia to contain enemy counter offensives.
- {2} The Carrier Task Force and the submarines shall destroy enemy fleets in the Australian waters, while destroying enemy sea lines of communication.
- {3} In conjunction with the Army, [the forces] shall capture Fiji, Samoa and New Caledonia, prepare air and submarine bases at these points so as to cut off the sea lines of communication as well as air traffic routes between Australia and the United States. However, concerning Samoa, it is possible that the forces shall be withdrawn when after its capture the base facilities have been completely destroyed.
After the China Incident has been settled or the relations with the Soviet [Union] have become less tense, an invasion of Australia may be planned if circumstances should permit it.
- (3) Against the eastern front, the following operations shall be conducted:
 - {1} Midway Island shall be captured with as main intention to make it difficult [for the enemy] to conduct surprise attacks.
 - {2} [To be ready] against enemy surprise attacks, necessary forces shall appropriately be deployed, and patrols shall be conducted. Particularly, [the forces] shall maintain a strict watch against air raids over mainland Japan, strive to find out the intentions of

the enemy beforehand, and catch and destroy him by concentrating our strength at appropriate moments.

- {3} By surprise attacks with submarines and air units [the forces shall] strive to degrade the power of the enemy and destroy his operational bases in the Pacific Ocean, mainly on Hawaii and other places.
- {4} Operational bases on the Aleutian Islands shall be destroyed or captured as soon as possible to contain U.S. intentions of conducting operations from the north Pacific.
- (4) After the operations in the Indian Ocean and the Australia area are roughly completed, [the Navy shall] direct its whole strength toward the eastern front, coercively draw the U.S. main fleets (including those combined with British forces) into decisive battles and destroy them.

For this purpose, when preparations have been completed, the following operations shall be implemented.

- {1} The bases on the periphery of Hawaii (Johnston and Palmyra Atolls, etc.) shall be captured.
- {2} At an opportune moment, large-scale surprise attacks shall be implemented against Hawaii to destroy the enemy air power there.
- {3} While carrying out the above two operations, the bulk of the Combined Fleet shall catch and destroy the surface forces of the enemy to coercively draw the enemy main force into decisive battles as much as possible.
- {4} In connection with the operations in the above items, and if circumstances permit it, [the forces may] capture Hawaii in conjunction with the Army with the intention to destroy the enemy's advance bases, disrupt his commerce, as well as to intensify surprise attacks on strategic places on the west coast of the United States.
- (5) Throughout this period of operations, [the Navy] shall conduct effective commerce disruption warfare in the Indian and Pacific Oceans, while securing the sea lines of communication required for the [Japanese] empire.
- (6) [The Navy] shall rapidly strengthen the defenses of the [equatorial] Pacific Islands as well as the captured areas so as to be prepared against counterattack and recapture operations of the enemy.
- (7) As for China, by enforcing strict naval blockades in the India and Burma areas, conjointly with the Army operations, the submission of the Chiang regime shall be expedited.

The Revision of the Wartime Formation

Since the opening of hostilities, several times partial revisions had been made of the Wartime Formation of the Imperial Japanese Navy; on 1 April [1942], a change in the formation of the Eleventh Air Fleet was implemented in order to enormously strengthen the land-based air unit. Namely, the 24th Air Flotilla, made up by extracting [forces] from the Fourth Fleet, and the newly-organized 25th and the 26th Air Flotillas were added to the [current] 21st, the 22d and the 23d Air Flotillas, which increased [the number of air flotillas] to six. Following that, along with the Combined Fleet's shift to stage-two operations on 10 April, the Wartime Formation was substantially revised. The major changes were the following:⁽¹⁸⁷⁾

- 1. The (newly-built) *Yamato* was incorporated into the 1st Battleship Division.
- 2. The First Air Fleet, which until now was made up of four carrier divisions, ([i.e.] the 1st, the 2d, the 4th, and the 5th Carrier Divisions) with destroyer divisions or destroyers attached to each of them, was changed in such a way that each carrier division only contained carriers and that the newly-formed 10th [Destroyer] Squadron (consisting of one light cruiser and three destroyer

divisions) was incorporated into the fleet instead to take unified [control over the] destroyer divisions (or destroyers) assigned to guard and escort the carriers.

3. The 8th Destroyer Division was removed from the 2d Destroyer Squadron and incorporated into the 4th Destroyer Squadron, while the 24th Destroyer Division was removed from the 4th Destroyer Squadron and incorporated into the 1st Destroyer Squadron. The 17th Destroyer Division was removed from the 1st Destroyer Squadron and incorporated into the 10th [Destroyer] Squadron.
4. The Southwest Area Fleet was newly formed to take command of the current First, Second, and Third Southern Expeditionary Fleets. The commander of the Southwest Area Fleet was concurrently assigned to be the commander in chief of the Second Southern Expeditionary Fleet.
5. In order to strengthen the protection of the sea lines of communication, the 1st and the 2d Surface Escort Units were newly formed, and respectively incorporated into the Southwest Area Fleet and the Fourth Fleet.
6. The 6th Submarine Squadron, which had been attached to the Combined Fleet, was disbanded.

The Main Points of the Outline of the Stage-Two Operations of the Combined Fleet

Based on the plan for stage-two operations of IGHQ, the main points of the operational plan of the Combined Fleet for stage-two was to go ahead with the preparations for the invasions of Port Moresby and Tulagi with one element, and continue to make preparations for the Midway and Aleutians operations with the main force, while keeping an eye on the eastern [front]. The outline of phase-one operations (to be conducted from 10 April till late May) was by and large as follows:⁽¹⁵⁷⁾

1. The main force unit shall primarily stay at anchor on alert in the western part of the Inland Sea, conducting drills and doing maintenance work, while keeping a strict watch on the east front to be prepared against attacks by U.S. striking forces.
2. The Forward Unit and the Carrier Task Force shall stay at anchor on alert in the western part of the Inland Sea (in the southern part of Kyūshū for the carrier aircraft), engaging in drills and maintenance work.
3. The Advance Unit shall operate in the areas near Hawaii, the west coast of the United States, the Aleutians, New Zealand, Australia, South Africa as well as in the Indian Ocean from its main base in the Marshall Islands; watching [enemy] strategic points, it shall conduct attacks on enemy naval vessels, carry out Operation K (note: an operation to reconnoiter (and attack) Hawaii with Type-2 flying boat[s]) and disrupt enemy sea lines of communication, while patrolling the waters to the east of the Honshū with one element. [The unit shall also] support with the major part of the 8th Submarine Squadron the Moresby invasion operation to be conducted by the South Seas Unit.
4. In order to conduct air operations at the east and southeast fronts, the land-based air unit shall deploy by and large four air flotillas (the 21st, the 24th, the 25th and the 26th Air Flotillas) to Honshū, Saipan, Wake Island, the Bismarck Archipelago, the Marshall, Gilbert, and Solomon Islands, and New Guinea, while at the same time engage in Operation K with one element in cooperation with the Advance Unit.
5. The South Seas Unit shall, in conjunction with the Army, capture Port Moresby in early May. After that, the unit shall continue stage-one, phase-four operations, while patrolling and defending the assigned areas and protecting the [friendly sea] lines of communication, in addition to the clearing of the enemy from British New Guinea and the Solomon Islands.

6. The Northern Task Force shall continue stage-one, phase-four operations, while patrolling and defending assigned areas as well as keeping a watch on the Soviets.
7. The former Southern Task Force shall be divided into the East Indies Unit, Malaya Unit, the Philippines Unit and the Surface Escort Unit. They shall continue stage-one, phase-four operations, while strengthening the defense of the occupied strategic areas, clearing enemy remnants, protecting the [friendly sea] lines of communication in their assigned areas as well as conducting air campaigns over the Indian Ocean and against Australia (with the 22d and the 23d Air Flotillas).

The disposition of forces of the Combined Fleet in the stage-two, phase-one operations was in outline as follows:⁽¹⁵⁷⁾

1. The Main Force Unit
 - (1) The Main Unit: the 1st Battleship Division, the 3d Destroyer Squadron (minus one destroyer division) and the 4th Carrier Division (minus the *Shōō*)
 - (2) The Guard Unit: the First Fleet (minus the 3d Battleship Division, the 6th Cruiser Division, the 27th Destroyer Division, and minus the 3d Destroyer Squadron (minus one destroyer division)), the 4th Cruiser Division 2d Section, one element of the First Air Fleet
2. The Forward Unit

The Second Fleet (minus the 4th Cruiser Division 2d Section, the 5th Cruiser Division, the 8th Cruiser Division, and one destroyer division of the 4th Destroyer Squadron), the 3d Battleship Division (minus the 2d Section), the 11th Seaplane Tender Division (minus the *Mizuho*)
3. The Carrier Task Force

The First Air Fleet (minus one element), the 3d Battleship Division 2d Section, the 8th Cruiser Division, one destroyer division of the 4th Destroyer Squadron
4. The Advance Unit

The Sixth Fleet, the 5th Submarine Squadron, the *Chiyoda* and the *Nisshin*
5. The Land-based Air Unit

The Eleventh Air Fleet (minus the 22d Air Flotilla (minus one element) and minus the 23d Air Flotilla and the Tōkō Air Group)
6. The South Sea Unit

The Fourth Fleet, the 6th Cruiser Division, the 5th Cruiser Division (minus the *Nachi*), the 18th Cruiser Division, the *Kaga*, the *Shōō*, the *Mizuho*, the 7th Destroyer Division, the 27th Destroyer Division, the 3d Kure Special Landing Force
7. The Northern Task Force

The Fifth Fleet and the *Nachi*
8. The Southern Task Force

The Southwest Area Fleet, the 22d Air Flotilla (minus the land-based attack plane unit of the Genzan Air Group), the 23d Air Flotilla, the Tōkō Air Group, the 1st and the 3d Yokosuka Special Landing Forces and some patrol boats

That is to say, the Second Fleet Commander in Chief Vice Admiral Kondō, who had been in command of overall operations in the area south [of Japan], was relieved of his command and assigned to become commander of the Forward Unit in the stage-two phase-one disposition of forces. Replacing him, Vice Admiral Takahashi, commander in chief of the Southwest Area Fleet assumed command of the operations in the area southwest [of Japan]. Thus, the focus of the operations of the Japanese Navy shifted to the east of Honshū and the areas southeast [of Japan] away from the southwestern areas as had been the case until then.

On 10 April, Combined Fleet Commander in Chief Admiral Yamamoto issued the following order to put in motion the stage-two, phase-one disposition of forces:⁽¹⁵⁷⁾

Combined Fleet Classified Telegram No. 724

Combined Fleet Telegraphic Order No. 109

The stage-two, phase-one disposition of forces shall be put in motion.

The outline of the disposition is as sent by means of Combined Fleet Classified Telegram No. 694, except that the 5th Carrier Division and the *Kaga* shall switch stations and that the assignment of the 16th Destroyer Division shall remain as it is until late April.

In accordance with this order, the 5th Carrier Division was made to participate in the Port Moresby operation in place of the *Kaga*, as previously told.

The Combined Fleet scheduled stage-two, phase-two operations from late May until about 20 June, in which the capture of strategic places in the Midway and Aleutian Islands areas were planned.

Plan for the Stage-Two, Phase-One Operations of the Southwest Area Fleet

The plan for stage-two, phase-one operations of the Southwest Area Fleet may be presumed to have been as follows:^(182, 190, 197)

1. While keeping a strict watch over the Indian Ocean with the 22d Air Flotilla (minus the land-based attack plane unit of the Genzan Air Group) and with the Tōkō Air group, the Malaya Unit shall continue its operation to transport reinforcements for the Fifteenth Army to Burma, and also take charge of guarding the waters around the seized strategic points, setting up defenses at the main ports and bases, and protecting the sea lines of communication of the assigned areas.
2. While conducting operations to neutralize the [enemy] air power in the northern part of Australia with the 23d Air Flotilla, the East Indies Unit shall continue its operation to clear western New Guinea of the enemy, which was launched at the end of the last month. Along with the above, the unit shall take charge of escorting the transport of rear units of the Sixteenth Army, the defense of the captured strategic areas, as well as the protection of the sea lines of communication in its assigned area, etc. It shall also launch a clearing operation of the Lesser Sunda Islands with one element of its forces at the beginning of May.
3. The Philippines Unit shall, in conjunction with the Army, swiftly seize the enemy stronghold at the mouth of Manila Bay. For this purpose, it shall strive to catch and destroy escaping vessels of the enemy by intensifying the blockade at the mouth of Manila Bay, and in conjunction with the Army, clear the southern islands of the Philippines of the enemy as quickly as possible. The unit shall also take charge of protecting the sea lines of communication in its assigned area, and push forward the preparation of various facilities for the naval bases.
4. The Surface Escort Unit (minus the 22d Destroyer Division) shall, while maintaining close co-operation and communication with other units, take charge of protecting the sea lines of communication in the following sea areas: (Sea areas — omitted by the author).

The outline of the disposition of forces of stage-two, phase-one operations of the Southwest Area Fleet was as follows:⁽¹⁸²⁾

1. The main unit
The *Ashigara* and the 16th Cruiser Division 2d Section
2. The Malaya Unit
The First Southern Expeditionary Fleet, the 22d Air Flotilla (minus one element), and the Tōkō Air Group
3. The East Indies Unit
The Second Southern Expeditionary Fleet, the 23d Air Flotilla, the 11th Seaplane Tender Division (minus the *Mizuho*), the 1st Patrol Boat Division (minus four patrol boats), the 22d Destroyer Division, the 16th Destroyer Division 1st Section, the 1st and the 3d Yokosuka Special Landing Forces
4. The Philippines Unit
The Third Southern Expeditionary Fleet
5. The Surface Escort Unit
The 1st Surface Escort Unit

Of the above, the forces of the 1st Surface Escort Unit were quite meager, as shown in the following:

The 13th Destroyer Division: three *Wakatake*-class (old 2d-class destroyers)
 The 22d Destroyer Division: four *Minazuki*-class (1st-class destroyers)
 The 32d Destroyer Division: three *Asagao*-class (old 2d-class destroyers)
 The (torpedo boats) *Sagi* and *Hayabusa*
 Six auxiliary gunboats (merchantmen with some guns fitted)

It was almost impossible to protect the sailing routes of more than 2,500 nautical miles between Moji and Singapore with such a small force. However, at that time, the losses caused by enemy submarines were unexpectedly small, and since the power of the enemy submarines was rated [also] very low, matters of escort at sea were taken too lightly. The majority [in the Navy] did not recognize that this would become one of the major causes that would prove fatal to Japan in the future.

At 0910 on 10 April, along with the launch of the stage-two, phase-one disposition of forces, Southwest Area Fleet Commander in Chief Vice Admiral Takahashi gave the following instructions to the units under his command by means of Southwest Area Fleet Classified Telegram No. 660:⁽¹⁸²⁾

At this juncture, when stage-one operations are mostly completed, the Southern Task Force has been disbanded and the new Southwest Area Fleet has been formed, I have been assigned the heavy responsibility of commander in chief of this fleet. It is my earnest hope to fulfill my grave responsibility by implementing the right tactics and conducting the right fights at all constituent fleets. In my view, invasion operations are easy whereas long-term holdout operations are difficult. Not to mention that all forces must cooperate and unite, further enhance their strong fighting spirit and preemptively and perfectly block enemy counteroffensives, I hope [all shall] aggressively strive to defeat the enemy by always catching every opportunity, and in view of the characteristics of these operations, further closely cooperate with the Army, giving adequate thought to the real significance of Army-Navy joint operations, and thus without reserve accomplish their missions.