

SRH- 319

VARIOUS REPORTS ON
JAPANESE GRAND FLEET MANEUVERS

1937

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NAVAL OPERATIONS, NAVY DEPARTMENT

ATTACHE'S REPORT

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From NA/Tokyo Date Mar. 10, 1937 Serial No. 54 File No 997-700
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Press and daily location of ship report.

Subject Japan Navy - Operations Movements
(Nation reported on) (Index title as per index sheet) (Subtitle)

Reference _____

BRIEF.—(The review, indexing, and distribution of reports by O. N. I. will be greatly expedited if a brief summary of the contents is entered in this space. Mention leading geographical, personal, or political names, and the gist of the report.)

~~Confidential~~
 Quarterly Report of Naval Activities.
 (1 December 1936 - 28 February 1937).

~~Confidential~~

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Director	A-B-C-D-E B-1, B-2, B-3, B-4, B-10, B-11, B-12, B-13, B-14, B-15, B-16					Monograph	Archives	Budget	C. N. O.	Gen'l Board	War College	M. I. D.	Navy	Ord.	T. & D.	C. & R.	Eng.	S. & A.	M. & S.	Aer.	U. S. M. C.	H. O.
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Report No. 54.
Japan.
March 10, 1937.

900 - Navy. ~~Confidential~~
907 - Operations.
700 - Movements.

Quarterly Report of Naval Activities - 1 Dec. 1936 - 28 Feb. 1937.

There follows a quarterly summary of the activities of the Japanese Fleets and Naval Stations for the first quarter of the operating year 1937:

COMBINED FLEET.
December 1936.

On 1 December the new fleet organization went into effect simultaneously with extensive personnel changes. All units remained in home ports. Crews were granted leave and liberty, and routine overhauls and repairs were made.

January 1937.

Vessels of the Combined Fleet remained in home ports with the following exceptions: On 28 January Crudiv. eight, Kinu (flag), Hatori and Yura proceeded to Terashima Channel. On 30 January aircraft carrier Ryujo and one destroyer, Yayoi arrived at Ariake Bay. In neither of these cases was any explanation published for these movements. During the latter part of the month Task Squadron Twelve, Second Fleet, consisting of minelayer, Okinoshima (flag), seaplane tender Kamoi, and Desdiv 28 departed for "operation grounds", an undetermined area outside of Japanese waters.

February.

On 3 February Admiral Nagano, retiring Navy Minister, assumed command over the Combined Fleet and First Fleet in succession to Vice Admiral Yonai in his flagship, Mutsu, and by the following day all units departed from home ports for Kyushu waters. By 7 February the Fleets had assembled, the First Fleet at Ariake Bay, the Second at Sukumo Bay after the Commander in Chief had given instructions to the various unit commanders for the commencement of the first period of training.

Shortly after arrival fleet aircraft were sent ashore to bases in southern Kyushu. Prior to starting on scheduled practices an air parade of Combined Fleet aircraft was held at Shibushi, Ariake Bay.

On 16 February the First Fleet moved to Kagoshima Bay, the Second to Beppu, and on 22 February the First Fleet moved to Sukumo Bay, the Second to Ariake Bay.

Although no reports on fleet activities were received during this month it was apparent that the customary individual ship drills were carried out in gunnery and torpedo practices. Although the fleets moved frequently from one base to another it is believed that this was done only for the sake of familiarization with different localities and conditions.

THIRD FLEET.

In general, the unsettled conditions prevailing along the entire length of the China coast during the last quarter of training year 1936 (see report No. 314-36) subsided to a marked degree.

Following the assumption of command over the Fleet by Vice Admiral Hasegawa, former Navy Vice Minister, the concentration of forces and landing party at Tsingtao (see report No. 309-36) was gradually withdrawn as conditions in the city became tranquil. On 18-19 December cruisers Nagara and Kuma were recalled from China to Sasebo and Kuro respectively. On 21 December Desdiv 22 was likewise recalled to Sasebo. The landing party was withdrawn in stages from 15 December to complete withdrawal by 23 December.

Subsequently it is believed that the Third Fleet operated in accordance with its prescribed schedule, no further untoward incident taking place in China. Flagship Idzumo, during January, made a cruise over the entire length of the China coast. Among the ports of call were included Shanghai, Keelung, Foochow, Amoy, Bako, Swatow, Canton and Takao.

On 4 January a landing force party of 400 officers and men from vessels of the Third Fleet were reviewed in Shanghai by Vice Admiral K. Hasegawa, the Commander in Chief.

NAVAL STATIONS.

Sasebo Naval Station.

The first training of the newly organized Guard and Defense Squadrons was carried out for a period of one week from 15 December in Terashima Channel.

The Defense Squadron held its first individual training practice for a period of one week from 16 February in Terashima Channel.

On 13 January 2500 men from the Training Station and station vessels were reviewed by Vice Admiral K. Shiozawa, the Commander in Chief of the station.

On 8 February over 50 planes attached to air stations under the jurisdiction of the Sasebo Naval Station and Motoro were reviewed in an air parade.

Kure Naval Station.

On 15 January 2200 men in four battalions were reviewed by Vice Admiral T. Kato, Commander in Chief of the station. Over fifty planes from the Kure and Saeki Naval Air Stations were simultaneously reviewed in an air parade.

On 9 February the Defense Squadron carried out a practice referred to in the press as "under water blasting" near Iwai-jima, Iyo-nada. The exact nature of this practice is not known.

On 20 February joint Guard and Defense Squadron exercises were held in an area extending from Hiroshima Bay to Iyo-nada.

Yokosuka Naval Station.

On 14 January over 4000 men were reviewed by Vice Admiral G. Hyakutake, the Commander in Chief of the station. Simultaneously over 100 planes attached to air stations under the jurisdiction of Yokosuka were reviewed in an air parade. The landing force reviewed was reported to have included six machine gun battalions, a mountain-gun unit, a tank unit, and a carrier-pigeon unit.

SECRET

In reply refer to Initials
and No.

OP-20-GX
(2-27)

NAVY DEPARTMENT
OFFICE OF CHIEF OF NAVAL OPERATIONS
WASHINGTON

8 May, 1937.

MEMORANDUM

Reference: (a) NA/Tokyo Confidential Report, Serial No. 54, File No. 907-700, dated 10 March, 1937. Subject - Japan Navy - Operations. Subtitle - Movements.

1. It is evident that the Japanese Naval Ministry is with holding much information relative to Fleet Movements from the press and Naval Attaches.

2. Paragraph 3 of reference (a), COMBINED FLEET - January, 1937, states vessels of the First and Second Fleets remained in port except:

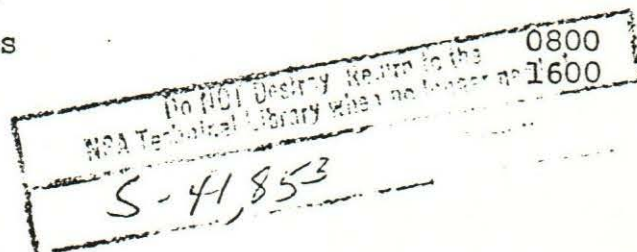
- (1) Crudiv 8 (KINU, NATORI, & YURA) proceeded to Terashima Channel on 28 January.
- (2) RYUJO (CV) and YAYOI (DD-Plane guard) arrived Ariake Bay on 30 January.
- (3) Task Squadron Twelve, OKINOSHIMA (MC) (Flag), KAMOI (AV), and Desdiv 28 (DD-Plane Guards) departed the latter part of January for "undetermined area" outside of Japanese Waters.

3. The Radio Intelligence Organization reports the following movements of Units and vessels of the COMBINED FLEET, less vessels mentioned in (1), (2), & (3), in paragraph 2:

15 January

2nd FLEET Subdiv 29 left port for drills
" " " " returned to port

Page 1



16 January

2nd FLEET	Subdiv 29 (less I-64)	underway for drills off Sasebo	0800
" "	" " " "	returned to port (Sasebo)	1030

18 January

2nd FLEET	HAGURO (CA)	underway off Sasebo for drills	0800
" "	Subdiv 29	underway off Sasebo	0830
" "	" "	returned to port	1415
1st FLEET	Desdiv 30 (less UZUKI)	arrived Sasebo	1715
2nd FLEET	HAGURO (CA)	returned to port (Sasebo)	1800

19 January

1st FLEET	HYUGA (BB)	Kure for Mitsuhama for exercises	0900
" "	UZUKI (DD-Plane guard)	shifts communications from Sasebo to Yokosuka Zones	1400

20 January

2nd FLEET	Comcrudiv 5 in HAGURO (CA)	underway off Sasebo for exercises	0800
" "	Comsubdiv 29 with Subdiv 29	underway off Sasebo for exercises	0830
" "	Comsubdiv 30 with Subdiv 30	underway off Sasebo for exercises	0830
	Plain language message from Commanding Officer UZUKI (DD-plane guard) to Comairron 1 and Comdesdiv 30, says, "Encountered storm early morning 19th. Expect arrive Tateyama at 1300. Position at 0700 175 degrees, 15 miles, from Mae Point."		
1st FLEET	UZUKI	arrived Yokosuka	1420
2nd FLEET	Comsubdiv 29 with Subdiv 29	returned to port (Sasebo)	1530
" "	Comsubdiv 30 with Subdiv 30	returned to port (Sasebo)	1540
" "	Comcrudiv 5 in HAGURO (CA)	Returned to port (Sasebo)	1630

21 January

2nd FLEET	Comairron 2 in KAGA (CV) with SATSUKI (DD-Plane guard)	
	Sasebo for Terashima Channel	0800
1st FLEET	Comairron 1 in HOSHO (CV) Yokosuka for Tateyama	0830
2nd FLEET	Comdesdiv 8 Yokosuka for Tokyo Bay	0830
1st FLEET	HARUNA (BB) Sasebo for Terashima Channel for exercises	0900
2nd FLEET	Comsubron 2 in JINGEI (AS) Sasebo for Terashima Channel	0900
1st FLEET	Comairron 1 in HOSHO (CV) with UZUKI (DD-Plane guard)	
	arrived Tateyama	1500
2nd FLEET	Comsubron 2 in JINGEI (AS) arrived Terashima Channel	1630
" "	Comdesdiv 8 with Desdiv 8 arrived Tateyama	1800
" "	Comdesdiv 7 with Desdiv 7 arrived Tateyama	1900

22 January

2nd FLEET	Comdesdiv 8 with Desdiv 8 Tateyama Bay for Yokosuka	0700
" "	Comdesdiv 7 with Desdiv 7 Tateyama Bay for Yokosuka	0730
1st FLEET	UZUKI (DD-Plane Guard) Yokosuka for Tateyama	0930
" "	HARUNA (BB) Terashima Channel for Sasebo	1000
2nd FLEET	Comsubdiv 29 with Subdiv 29 arrived Sasebo	1530
1st FLEET	HARUNA (BB) arrived Sasebo	1630

23 January

1st FLEET	Comdesron 1 in SENDAI (CL) arrived Sasebo	1630
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25 January

2nd FLEET	Comairron 2 with Airron 2 (less FUMIZUKI, MINAZUKI, DD-Plane Guards) Sasebo for Terashima Channel	0800
	CinC COMBINED FLEETS in MUTSU (BB) underway from Tokyo Bay for YU U YU KU KI	0800
2nd FLEET	Comsubdiv 12 with Subdiv 12 (less I-69) Kure for Hiroshima Bay	0810
" "	Comsubdiv 12 with Subdiv 12 (less I-69) returned to Kure	1700
" "	Comairron 2 with Airron 2 (less FUMIZUKI, MINAZUKI) arrived Terashima Channel	1920

26 January

1st FLEET	Comairron 1 with HOSHO (CV) and UZUKI (DD-Plane Guard)	
"	Tateyama Bay for Yokosuka	1445
"	Comairron 1 with HOSHO (CV) and UZUKI (DD-Plane Guard)	
"	arrived Yokosuka	1654

27 January

2nd Fleet	Comsubdiv 12 with Subdiv 12 (less I-70) Kure for	
	Hiroshima Bay	0810
1 & 2 FLTS	MAMIYA (AF) Yokosuka for Hiroshima bay for drills	0830
2nd FLEET	Comsubdiv 12 with Subdiv 12 (less I-70) returned to Kure	1600
1 & 2 FLTS	MAMIYA (AF) returned to Yokosuka	1800

28 January

2nd FLEET	NACHI (CA) underway off Sasebo for exercises	0830
"	Comsubdiv 12 with Subdiv 12 (less I-70) left port (Kure)	0830
"	Comsubdiv 12 with Subdiv 12 (less I-70) returned to Kure	1620
"	NACHI (CA) returned to Sasebo	1745

29 January

2nd FLEET	Comsubdiv 12 with Subdiv 12 (less I-68) left port (Kure)	0800
"	Comsubdiv 12 with Subdiv 12 (less I-68) returned to Kure	1730

30 January

1st FLEET	Comairron 1 with HOSHO (CV) and UZUKI (DD-Plane Guard)	
	Yokosuka for Ariake Bay	1000
2nd FLEET	Comsubdiv 12 with I-68 Kure for Hiroshima Bay	1015
"	Comsubron 2 with Subron 2 (less Subdiv 12) Sasebo for	
	Ariake Bay	1100
"	Comsubdiv 12 with I-68 returned to Kure	1330

31 January

2nd FLEET	Comsubdiv 12 with Subdiv 12 Kure for Ariake Bay	0900
1st FLEET	Comdesdiv 30 with Desdiv 30 (less YAYOI and UZUKI (DD-Plane guards) Sasebo for Ariake Bay	1500
"	Desdivs 2 and 9 shifted communications from Yokosuka to the SENDAI (CL) Zones	2100

4. SUMMARY.

(1) Crudiv 8 (YURA (Flag), KINU, NATORI) did not proceed to Terashima Channel on 28 January. The Light Cruisers or the whole Division made the following moves during January:

20 Jan	KINU Kure for Hiroshima Bay	0900
21 Jan	Comcrudiv 8 with Crudiv 8 (less KINU) arrived Terashima Channel	1800
22 Jan	KINU arrived Kure	1000
23 Jan	Comcrudiv 8 with Crudiv 8 (less KINU) Terashima Channel for Sasebo	0730
30 Jan	Comcrudiv 8 with Crudiv 8 arrived Kushikino anchorage	1800

(2) The RYUJO (CV) and YAYOI (DD-Plane Guard) were in Ariake Bay on 30 January. Their other movements were as follows:

23 Jan	RYUJO Kure for Ariake Bay	0800
" "	YAYOI shifts communications to Sasebo zone (This shift in communication zones, plus the fact that the YAYOI is part of Desdiv 30 (Crash Division for 1st Airron) immediately indicates that the two will be in company shortly).	1000
24 Jan	YAYOI shifts communications from Sasebo to <u>RYUJO zone</u>	1600
" "	RYUJO arrived Ariake Bay	1900
" "	YAYOI arrived Ariake Bay	1900
26 Jan	RYUJO and YAYOI left port (Ariake Bay) for exercises	0800
" "	RYUJO and YAYOI returned to port (Ariake Bay)	1150
27 Jan	RYUJO and YAYOI underway (from Ariake Bay)	0800
" "	RYUJO and YAYOI returned to port (Ariake Bay)	1700
29 Jan	RYUJO and YAYOI underway 0800 and returned (Ariake Bay) at	1700
30 Jan	RYUJO and YAYOI underway 0800 and returned (Ariake Bay) at	1630

(3) Task Squadron Twelve, composed of the OKINOSHIMA (MC) (Flag), KAMOI (AV), and Desdiv 28 (YUNAGI & ASANAGI (DD-Plane Guards)), probably departed on 2 February instead of the last of January. The following movements on this force were intercepted during January:

19 Jan Plain language message from the Executive Officer of the OKINOSHIMA to Commander Ominato Defense Force first gave indication of possible movements by Task Squadron 12. It read as follows: " Inspection by Commandant (Ominato) afternoon of 22nd. Scheduled leave port on 26th."

22 Jan YUNAGI shifts communications from Sasebo to Yokosuka zone 0800

23 Jan Comdesdiv 28 with Desdiv 28 arrived Yokosuka 0730

(On 2 February a NI code (movement report code) was received from Com.Task Sqdn. 12 which probably announced the departure of the Force).


A. J. Detzer

ISSUED BY THE INTELLIGENCE DIVISION, OFFICE OF CHIEF OF
NAVAL OPERATIONS, NAVY DEPARTMENT

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From NA/Tokyo Date August 23 1937 Serial No. 229 File No. 105-100
(Commence new series each January first) (Select proper number from O. N. I. Index)

Source of information Reliable

Subject Japan Political Spheres of Influence
(Nation reported on) (Index this as per index sheet) (Subtitle)
Policy

Reference _____

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Japanese Naval Visit to Netherlands East Indies

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Report No. 229-37
Japan
August 23, 1937

100 - Political
105 - Spheres of Influence
100 - Policy

~~CONFIDENTIAL~~

Japanese Naval Visit to the Netherlands East Indies

According to reliable information, the Japanese minelayer OKINOSHIMA made a cruise to the Netherlands East Indies during the early part of 1937:

<u>Fort</u>	<u>Arrive</u>	<u>Depart</u>
Menado	21 February	24 February
Ambon	23 February	1 March
Dobo	2 March	5 March
Boela	6 March	8 March
Manokwari	9 March	12 March

Aboard the Okinoshima (as passengers) were: a representative of the Japanese Foreign Office, Mr. Takazo Toko (a member of the Third Section of the Department of European-Asiatic Affairs), Captain Yasuo Inoue (a Sub-section Chief attached to the Naval General Staff), a Commander Kobayashi ("Intelligence Section, Naval General Staff" --- no Commander Kobayashi listed in Navy Register), and two other Naval officers who were not carried on the list of officers and passengers submitted upon the arrival of the Okinoshima at the above ports.

Oddly enough, the visit of the Okinoshima was made at the very opportune time when the Netherlands Government had in progress legal machinery to designate certain of the above ports as "closed". Throughout the stay of the Okinoshima in Netherlands East Indian territorial waters it was "accompanied" by the Netherlands East Indies sloop SOEMBA (1459 tons) which carried a Rear Admiral.

The above Rear Admiral, in his report, stressed that, while the relations between the personnel of the Okinoshima and the Soemba were extremely pleasant, in view of the below listed acts and incidents, in the future such "visits" be discouraged and kept to the absolute minimum:

While in Menado, the Japanese took soundings and carried out extensive photography, especially of the harbor and approaches and the oil installations.

At Dobo, a group of officers evinced considerable interest in the strength and disposition of the police and constabulary forces there. A request was made by this group to inspect the radio station there, which was refused. The medical officer of the Okinoshima collected various (shore) water samples. While in Dobo an incident that may or may not have been considered important occurred. The captain of a pearling boat (Seicho Maru No. 8) a Mr. Tsujiichi Yoshida, whose case (brawling) was then pending, attempted to start a physical altercation with the Netherlands resident Naval officer. The captain of the Okinoshima, Commander Onoda (listed in 1937 Navy Register as Staff, Second Fleet) requested the resident officer's permission for the Okinoshima to take Yoshida with them upon their departure. This request was repeated again on the day of the departure of the Okinoshima.

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- 2 -

At Boela the Japanese visitors evinced great interest in the details and figures of oil production and requested samples. Both requests were refused. A party of Japanese officers were permitted to make a "visit" to the oil installations. Here the two Japanese Naval officers who were not carried on the list of officers submitted, acted suspiciously, avoiding contact with the local Netherlands East Indies officials and set off on a "hunting trip". (These officers were under constant surveillance). According to the informant, the oil facilities of this port have been kept quite secret and the authorities there were surprised at the extensive knowledge of their facilities by the Japanese.

The Okinoshima had made a request to be allowed to continue to use 31.10 meters for communications even though in Netherlands East Indian waters. This was granted with the proviso that no other wave lengths be used for transmission. Most of the Okinoshima's transmissions were, however, on other wave lengths and on several occasions the Okinoshima called a "secret address". For obvious reasons no mention was made of the Okinoshima's transgression of the communication agreement.

COMMENT:

The cruise of the Okinoshima to Netherlands East Indian waters and the characteristic Japanese "snooping" indulged in is considered as illuminating in view of Japan's Southward Advance program (See HA/Tokyo Report No. 108-37 of April 17th). The presence as passengers aboard the Okinoshima of the representatives of the Foreign Office and the Naval General Staff indicates more than a little interest in the ports visited. The conclusion drawn by the Netherlands Admiral is considered as representative of the official Netherlands East Indian opinion.

No news of the Okinoshima's visit appeared in the Japanese press at any time. It is assumed from the above that the Netherlands East Indies (particularly the Navy there) were carrying out surveillance of the Japanese activities and radio interception work.

The former is brought out by the statement of the informant that on a previous occasion during the visit of a Japanese Army officer (attached to the General Staff) to Balikpapan, he received 54 visitors during his four hour stay there and that the officials there were very pleased as it gave them new information and checked old information on the 54 "suspects".