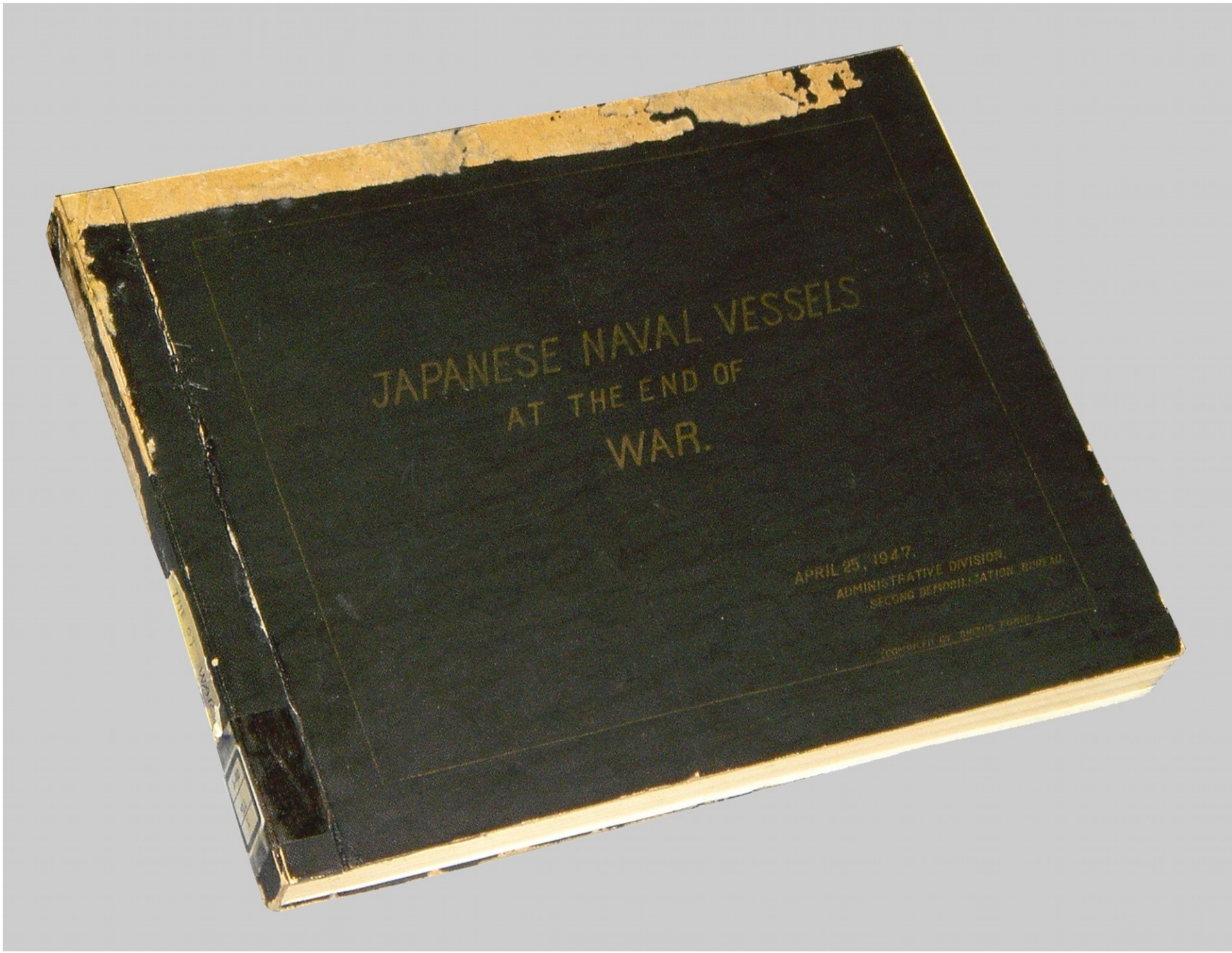
ＨＰ「海軍砲術学校」公開史料



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JAPANESE NAVAL VESSELS

AT THE END OF

WAR.

APRIL 25, 1947.

ADMINISTRATIVE DIVISION,
SECOND DEMOBILIZATION BUREAU.

COMPILED BY SHIZUO FUKUI

昭和二十二年 九月四日

造修課でGHQに報告の為作製した
の一部記念として贈呈する。

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INTRODUCTIONS.

THE OBJECT OF THIS LITTLE BOOK HAS BEEN TO PRESENT IN A VERY SIMPLE FORM A RECORD OF ALL THE COMBATANT VESSELS AND THE REPRESENTATIVE MINOR MISCELLANEOUS VESSELS INCLUSIVE OF SPECIAL ATTACK CRAFTS OF THE EX-IMPERIAL JAPANESE NAVY AT THE TERMINATION OF THE WAR. SOME ARMY CRAFTS WHICH HAD MORE OR LESS COMBATANT VALUES HAD BEEN ALSO INCLUDED.

THE AIM HAS BEEN TO KEEP AS CLEAR OF TECHNICALITIES AS POSSIBLE IN ORDER THAT IT MAY BE EXTENSIVELY AND EASILY UNDERSTOOD BY THE AUTHORITIES OF THE ALLIED NAVIES ENGAGING IN THE DISPOSITIONS OF THE EX-JAPANESE NAVAL VESSELS.

OWING TO THE LACK OF THE OFFICIAL DATA WHICH HAVE BEEN BURNT OUT AT THE END OF WAR THE PRESENT EXPLANATIONS HAVE BEEN MADE ENTIRELY THROUGH THE PRIVATE RECORDS AND OTHERS OF THE OFFICIALS OF THE EX-JAPANESE NAVY AND TO SOME EXTENT PRESUMPTIVELY THROUGH THEIR MEMORIES. THE COMPILER, THEREFORE, IS RESPONSIBLE FOR ANY ERRORS THUS OCCURRED.

ADMINISTRATIVE DIVISION, SECOND DEMOBILIZATION BUREAU.

APRIL 25, 1947.

COMPILER SHIZUO FUKUI,
EX-CONSTRUCTOR LIEUTENANT-COMMANDER.

本冊子ハ連合国軍最高司令部ノ旧日本海軍艦艇処理上ノ参考ニ資スルタメ第二復員局総務部（造修課）ニ於テ調製シタモノデアル。
旧海軍艦艇ニ関スル諸資料ハ大部分終戦前後ニ焼失等ノタメ亡失シ正式記録トシテハ殆ド残ツテオラズ、本冊子ハ旧艦政本部関係者ノ個人記録、及ビ記憶、推定等ヲ基トシテ纏メタモノデアルカラ其ノ内容ニハ過誤ナキヲ保シ難イ。従ツテモシ内容ニ誤ガアラバ其ノ編者個人ノ責任ニ帰スベキデアル。
本書ハ其ノ目的上戦争中亡失シタ艦艇ニ就テハ特殊ノ例外以外ニハ記載シテイナイ。

昭和二十二年四月二十五日、　第二復員局総務部。
〔編者、復員事務官　福井静夫、〕

REMARKS AND EXPLANATIONS OF TERMS USED IN THIS VOLUME.

REMARKS:

(1) IN THIS VOLUME FOLLOWING VESSELS ARE INCLUDED:

a. ALL VESSELS ABOVE MINOR COMBATANT SHIPS(TOKUMU-TEI) i e. ABOVE MOTOR TORPEDO BOATS EXISTED AT THE END OF WAR OR THOUGH LOST DURING THE WAR STILL IN THE LIST OF COMBATANT VESSELS,

b. ALL VESSELS ABOVE MINOR COMBATANT SHIPS WHICH WERE UNDER CONSTRUCTION OR ABANDONED IN-COMPLETELY AT THE END OF WAR.

c. ALL SUBMARINES POSSESSED BY OUR NAVY DURING THE WAR, INCLUSIVE OF THOSE UNDER CONSTRUCTIONS OR INCOMPLETE AT THE END OF WAR.

d. ALL TYPES OF MISCELLANEOUS VESSELS, EXCLUSIVE OF FLOATING DOCKS & SOME OTHER PONTOONS WITHOUT PROPELLING MACHINERIES. PRINCIPAL MISCELLANEOUS CRAFTS EXISTED AT THE OUTBREAK OF WAR BUT UNKNOWN AT THE END OF WAR ARE ALSO DESCRIBED.

e. SOME CONVERTED SHIPS POSSESSED BY THE NAVY DURING THE WAR WHICH HAD SERVED IN SIMILAR WAY AS IN PROPER NAVAL VESSELS, INCL. THOSE IN-COMPLETED AT THE END OF WAR.

f. SPECIAL ATTACK CRAFTS INCLUSIVE OF MIDGET SUBMARINES AND SOME AMPHIBIOUS CRAFTS.

g. OBSOLETE NAVAL VESSELS WHICH HAD BEEN STRICKEN OUT OF THE ACTIVE LIST BUT STILL AFLOAT AT THE END OF WAR.

h. SOME SPECIAL VESSELS AND CRAFTS OWNED BY THE ARMY OR OWNED BY CIVILIANS BUT CONTROLLED BY THE ARMY.

(2) THE MARK * MEANS THAT THIS SHIP IS UNMOVABLE, SEVERELY DAMAGED SUNKEN AGROUNDED OR DISABLED BUT STILL IN THE ACTIVE LIST AT THE END OF WAR. VESSELS SUNK OR AGROUNDED AFTER THE WAR ARE ALSO MARKED BY *.

(3) NAME OF SHIP PUT IN PARENTHESES ( ) ARE OF IN-COMPLETED OR UNDER CONSTRUCTION AT THE END OF WAR. IN SOME CASES SHIPS LAID DOWN & SCRAPPED ON THE STOCKS DURING THE WAR ARE ALSO SHOWN IN PARENTHESES.

(4) ALL SKETCHES ILLUSTRATED IN EACH PAGE ARE DRAWN IN VARIOUS SCALES. IT IS IMPOSSIBLE TO COMPARE THE SIZE OR DIMENSIONS OF EACH SHIPS BY THESE SKETCHES, BUT IN INDIVIDUAL SKETCHES THE PROPORTIONS OF ANY PART OF THE VESSEL ARE DRAWN ALMOST ACCURATELY.

(5) SPECIAL ACCOMMODATIONS ERECTED FOR THE SERVICE OF REPATRIATION AFTER THE WAR ARE NOT ILLUSTRATED.

(6) IN EACH CASE THE DIMENSIONS, PARTICULARS AND SKETCHES ARE THOSE AT THE END OF WAR OR NEAREST POSSIBLE TIME DURING THE HOSTILITIES. EVERY RECONSTRUCTION MODERNIZATION AND ALTERATION, ESPECIALLY THOSE OF ORDNANCE ARMAMENTS ARE SHOWN IN EACH SKETCH AND DESCRIPTION AS POSSIBLY AS THE COMPILER CAN

(7) THERE MUST BE MANY GRAMMATICAL ERRORS AND MIS-SPELLINGS IN THIS VOLUME OWING TO THE COMPILERS INEXPERIENCES IN ENGLISH. THE COMPILER IS WISHING FOR THE USER OF THIS VOLUME THAT THEY ARE KINDLY ENOUGH TO DECIPHER THESE ERRORS.

EXPLANATIONS:

(1) DISPLACEMENT. TRIAL DISPLACEMENT IS SHOWN UNLESS OTHERWISE STATED. IN SOME OLD SHIPS OR CAPTURED VESSELS THE STANDARD OR NORMAL DISPLACEMENT IS SHOWN.

TRIAL DISPT. ALL THE RECENT JAPANESE WARSHIPS HAD BEEN DESIGNED IN THE TRIAL CONDITIONS. THE DISPT IN THIS CASE COVERS CONDITION OF VESSEL FULLY EQUIPPED AND READY FOR SEA, WITH 2/3 FULL SUPPLY OF STORES AND FUEL, AND WITH FULL SUPPLY OF AMMUNITION. THIS CONDITION IS ALMOST THE SAME TO THE NORMAL CONDITION IN THE U.S.NAVY.

NORMAL DISPT. OLD JAPANESE WARSHIPS WERE DESIGNED IN THE NORMAL CONDITIONS. THE DISPT. IN THIS CASE COVERS CONDITION OF VESSEL FULLY EQUIPPED AND READY FOR SEA, BUT WITH 1/4 FULL SUPPLY OF FUEL, WITHOUT RESERVE FEED WATER, 1/2 ~ 2/3 OF STORES, AND WITH 3/4 ~ 1/2 FULL SUPPLY OF AMMUNITION. THIS CONDITION IS CORRESPONDING TO THE NORMAL CONDITION IN THE BRITISH NAVY.

STANDARD DISPT. AS REGULATED BY THE WASHINGTON NAVAL TREATY.

THE TRIAL DISPT. IS SHOWN IN METRIC TONS. IN OTHER CASES ENGLISH TONS.

(2) DIMENSIONS. DIMENSIONS ARE SHOWN IN METERS UNLESS OTHERWISE INDICATED.

LENGTH ON WATER-LINE, LENGTH BETWEEN PARPENDICULARS, BREADTH AND DRAFT ARE CORRESPONDING TO THE SAME CONDITIONS AS IN DISPLACEMENTS.

BREADTH IS SHOWN IN MAXIMUM BREATH UNDER WATER-LINE DRAFT IS SHOWN IN MEAN DRAFT UNLESS OTHERWISE STATED.

(3) SPEED SHOWN IN KNOTS IN METRIC UNIT IN RECENT SHIPS. IN OLD SHIPS, IN WHICH DISPT. ARE SHOWN IN NORMAL OR STANDARD CONDITIONS, SPEED IS SHOWN IN ENGLISH SEA MILES.

(4) RADIUS OF ACTION. IN SOME CASES ONLY STATED AS "RADIUS". SHOWN IN MILES – KNOTS, WHICH MEANS THAT THE RADIUS OF ACTION OF A SHIP IS --- MILES AT THE SPEED OF --- KNOTS.

(5) FUEL. UNLESS OTHERWISE STATED AS COAL, GASOLINE AND ETC. THE FUEL IS OF OIL (HEAVY OIL.)

(6) ENGINE. TURBINE, DIESEL AND RECIPROCATING ENGINE ARE SHOWN, THEIR TYPES ARE NOT SHOWN.

(7) BOILER. ONLY NUMBERS OF BOILERS ARE SHOWN.

(8) IN SUBMARINES:

(a) DISPT., SPEED, S.H.P. & RADIUS OF ACTION ARE SHOWN BOTH IN SURFACE AND IN SUBMERGED CONDITIONS AS A RULE. SURFACE CONDITION IS IN NUMERATOR, AND SUBMERGED CONDITION IS IN DENOMINATOR. (SURFACE/SUBMERGED.)

(b) SURFACE DISPLACEMENT IS SHOWN IN NORMAL STANDARD CONDITION UNLESS OTHERWISE INDICATED, IN WHICH A SUBMARINE CAN SUBMERGE B. FLOODING MERELY ALL MAIN TANKS.

(c) DEPTH IS MEASURED FROM KEEL LINE TO TOP OF SUPER STRUCTURE AT SIDE AMIDSHIPS, NOT INCLUDED THE DEPTH OF BALLAST KEELS.

(d) DRAFT IS MEAN DRAFT, WHICH IS MEASURED FROM BOTTOM OF BALLAST KEELS.

ABBREVIATIONS:

L_{OA}	LENGTH OVER ALL.
L_{PP}	" BETWEEN PARPENDICULARS.
L_{WL}	" ON WATER LINE.
B	MAXIMUM BREADTH BELOW WATER LINE.
D	DEPTH FROM KEEL LINE TO UPPER DECK AT SIDES AMIDSHIPS. (IN SUBMARINES, TO TOP OF SUPER-STRUCTURE AT SIDES)
d	MEAN DRAFT, EXCLUSIVE OF BALLAST KEELS.
DISPT.	DISPLACEMENT IN TONS.
STAND'D	STANDARD.
SUB.	SUBMARINE.
G.T.	GROSS TONNAGE.
D.W.	DEAD WEIGHT.
S.H.P.	SHAFT HORSE POWER.
B.H.P.	BRAKE " " .
I.H.P.	INDICATED " " .
N.H.P.	NOMINAL " " .
R.H.P.	REGISTERED " " .
R.P.M.	ROTATION PER MINUTE.
H.A.	HIGH ANGLE GUNS.
M.G.	MACHINE GUNS.
T.M.	TRENCH MORTARS.
CAL.	CALIBRE.
T.T.	TORPEDO TUBES.
D.C.	DEPTH CHARGES.
S.L.	SEARCH LIGHTS.
C.L.	CENTER LINE OF SHIP.
S.	STARBOARD SIDE.
P.	PORT SIDE.
P. & S.	PORT & STARBOARD SIDES; OR EACH SIDE.
U.D.	UPPER DECK.
S.B.	SHIPBUILDING COMPANY.
N.Y.	NAVY YARD.

DATES ARE ABBREVIATED SUCH AS "25/2/'47", WHICH MEANS "ON FEBRUARY 2ND, 1947." (DAY/MONTH/YEAR.)

SYMBOLS:

	GUNS OR MACHINE GUNS IN SINGLE, TWIN OR TRIPLE MOUNTINGS RESPECTIVELY.
	TORPEDO TUBES IN TWIN, TRIPLE OR QUADRUPLE MOUNTINGS RESPECTIVELY.
	MACHINE GUNS.
	RADIO LOCATERS, TYPE 21.
	" " , " 22. (FOR ANTI-VESSELS.)
	" " , " 13. (FOR ANTI-AIRCRAFT)
	RADIO DETECTORS. (FITTED IN ALL COMBATANT VESSELS.)
	SEARCH LIGHTS.
	RANGE FINDERS.
	DEPTH CHARGE ON RAILS.
	" " ON DROPPING GEARS.
	DEPTH CHARGE THROWERS.
	" " LOADING GEARS.
	PARAVANES.
	CATAPULTS.
	GALLEY CHIMNEYS.

(艦艇,特務艦艇類別等級)

CLASSIFICATIONS OF JAPANESE NAVAL VESSELS.

CLASSIFICATIONS	(JAPANESE, LITERAL TRANSLATIONS)	SYMBOLS USED IN JAPANESE NAVY.	CORRESPONDING AMERICAN CLASSIFICATIONS	
A. COMBATANT SHIPS.	(KANTEI, NAVAL SHIPS & BOATS)			
1. MAJOR COMBATANT SHIPS	(GUNKAN, WARSHIPS)			
BATTLESHIPS	(SEN-KAN, BATTLESHIPS)	B	BATTLESHIPS	BB
CRUISERS, 1ST CLASS	(ITTŌ JUNYŌ-KAN, 1ST CLASS CRUISERS)	C^a	HEAVY CRUISERS	CA
" , 2ND CLASS	(NITŌ " , 2ND CLASS ")	C^b	LIGHT CRUISERS	CL
AIRCRAFT CARRIERS	(KŌKŪ BOKAN, MOTHER SHIP FOR AIRCRAFT)	A	AIRCRAFT CARRIERS	CV
SEAPLANE TENDERS	(SUIJŌKI BOKAN, MOTHER SHIP FOR SEAPLANE)	A^S	SEAPLANE TENDERS	AV
SUBMARINE DEPOT SHIPS	(SENSUI BOKAN, MOTHER SHIP FOR SUBMARINE)	D^S_P	SUBMARINE TENDERS	AS
MINE LAYERS	(FUSETSU-KAN, MINE LAYERS)	M (m IN NET LAYERS)	MINE LAYERS. CM (CN IN NET LAYERS)	
TRAINING BATTLESHIPS	(RENSHŌ SEN-KAN, TRAINING BATTLESHIPS)		AUXILIARIES-MISCELLANEOUS	AG
TRAINING CRUISERS	(RENSHŌ JUNYŌ-KAN, TRAINING CRUISERS)		LIGHT CRUISERS	CL
2. DESTROYERS, 1ST CLASS	(ITTŌ KUCHIKU-KAN, 1ST CLASS DESTROYERS)	d^1 } d	DESTROYERS	DD
" , 2ND CLASS	(NITŌ " , 2ND CLASS ")	d^2 } d		
3. SUBMARINES, 1ST CLASS	(ITTŌ SENSUI-KAN, 1ST CLASS SUBMARINES)	S^1 } d	SUBMARINES	SS.
" , 2ND CLASS	(NITŌ " , 2ND CLASS ")	S^2 } d		
4. GUN BOATS	(HŌ-KAN, GUN BOATS)	G (RG IN RIVER GUNBOATS)	GUNBOATS	PG (PR IN RIVER GUNBOATS
5. ESCORTS	(KAIBŌ-KAN, COAST DEFENCE SHIPS)	CD	ESCORTS	DE
6. TRANSPORTS, 1ST CLASS.	(ITTŌ YUSŌ-KAN, 1ST CLASS TRANSPORTS)	T^1 } T	TRANSPORTS	APD
" , 2ND CLASS.	(NITŌ " , 2ND CLASS ")	T^2 } T		
7. TORPEDO BOATS	(SUIRAI-TEI, TORPEDO BOATS)	t	TORPEDO BOATS	TB
8. MINE SWEEPERS.	(SŌKAI-TEI, MINE SWEEPERS)	w	MINE SWEEPERS	AM
9. SUBMARINE CHASERS.	(KUSEN-TEI, SUBMARINE CHASERS)	Ch	SUBMARINE CHASERS	PC
10. LIGHT MINE LAYERS.	(FUSETSU-TEI, MINE LAYING BOATS)	M	LIGHT MINE LAYERS	CMc
11. PATROL BOATS.	(SHŌKAI-TEI, PATROL BOATS)	P	PATROL BOATS	PB

NOTES: (1) CRUISERS, 1ST CLASS ..... ARMED WITH GUNS ABOVE 15.5 cm (6.1") IN CALIBER.
" , 2ND CLASS ..... " " " BELOW " (") " "

(2) DESTROYERS, 1ST CLASS ..... ABOVE 1,000 TONS STANDARD DISPT.
" , 2ND CLASS ..... BELOW " " " " .

(3) SUBMARINES, 1ST CLASS ..... ABOVE " " " " .
" 2ND CLASS ..... BELOW " " " " .

(4) TRANSPORTS, 1ST CLASS ..... ABOVE " " " " .
" 2ND CLASS ..... BELOW " " " " .

CLASSIFICATIONS	(JAPANESE, LITERAL TRANSLATIONS)	SYMBOLS USED IN JAPANESE NAVY.	CORRESPONDING AMERICAN CLASSIFICATIONS	
B. SPECIAL SERVICE VESSELS	(TOKUMU-KANTEI, SPECIAL SERVICE SHIPS & BOATS)		AUXILIARIES.	
1. SPECIAL SERVICE SHIPS	(TOKUMU-KAN, SPECIAL SERVICE SHIPS)			
REPAIR SHIPS	(KŌSAKU-KAN, FACTORY SHIPS)	R	REPAIR SHIPS	AR
TRANSPORT SHIPS	(UNSŌ-KAN, TRANSPORT SHIPS)	T	AUXILIARIES.— AF, AC, AO, AE, AK, AP	
OILERS	(KYŪYU-KAN, OIL SUPPLY SHIPS)	To	OILERS	AO
COLLIERS	(KYŪTAN-KAN, COAL SUPPLY SHIPS)	Tc	COLLIERS	AC
AMMUNITION SHIPS	(KYŪHEI-KAN, AMMUNITIONS SUPPLY SHIPS)	Ta	AMMUNITION SHIPS	AE
SUPPLY SHIPS	(KYŪRYŌ-KAN, PROVITION SUPPLY SHIPS)	Tp	STORESHIPS, CARGO SHIPS & ETC.	AF, AK.
ICE BREAKERS	(SAIHYŌ-KAN, ICE BREAKERS)	J	AUXILIARIES - MISCELLANEOUS	AG.
SURVEYING SHIPS	(SOKURYŌ-KAN, SURVEYING SHIPS)	Sy	AUXILIARIES - MISCELLANEOUS	AG.
TARGET SHIPS	(HYŌTEKI-KAN, TARGET SHIPS)		AUXILIARIES — MISCELLANEOUS	AG.
TRAINING SHIPS	(RENSHŪ TOKUMU-KAN, TRAINING SPECIAL SERVICE SHIPS)		AUXILIARIES — MISCELLANEOUS	AG.
2. MINOR SPECIAL SERVICE SHIPS	(TOKUMU-TEI, SPECIAL SERVICE BOATS)			
AUXILIARY MINE LAYERS	(FUSETSU TOKUMU-TEI, MINE LAYING SPECIAL SERVICE BOATS.)	aM	AUXILIARY MINE LAYERS.	AMc
AUXILIARY PATROL BOATS	(SHŌKAI " , PATROL " " " .)	aP	LIGHT PATROLS	PCS
AUXILIARY SUBMARINE CHASERS	(KUSEN " , SUBMARINE CHASING " " " .)	aCh	AUXILIARY SUBMARINE CHASERS	SCS
AUXILIARY MINE SWEEPERS	(SŌKAI " , MINE SWEEPING " " " .)	aW	AUXILIARY MINE SWEEPERS	AMc
LIGHT ESCORTS	(KAIBŌ-TEI, COAST DEFENCE BOATS.)			PCE
CABLE LAYERS	(DENRAN FUSETSU-TEI, CABLE LAYERS.)	Cl		
MOTOR TORPEDO BOATS	(GYORAI-TEI, TORPEDO BOATS.)	h	MOTOR TORPEDO BOATS	PT
C. MISCELLANEOUS VESSELS.	(ZATSUEKI-SEN, MISCELLANEOUS SERVICE VESSELS.)		DISTRICT CRAFTS	
SALVAGE & TUG BOATS	(KYŪNAN-SEN KEN EISEN, SALVAGE & TUG BOATS.)	Sy	OCEAN-GOING TUGS	AT, ATR
TUGS	(EI-SEN, TUG BOATS)		HARBOR TUGS	YT.
TUG & COMMUNICATION SHIPS.	(EI-SEN KEN KŌTSŪ-SEN, TUG & COMMUNICATION SHIPS.)		FERRY BOATS	YFB
COMMUNICATION SHIPS.	(KŌTSŪ-SEN, COMMUNICATION SHIPS.)		FERRY BOATS & LAUNCHES	YFB
AIRCRAFT RESCUE SHIPS	(HIKŌKI KYŪNAN-SEN, AIRCRAFT RESCUE SHIPS.)		SEAPLANE WRECKING DERRICKS SEAPLANE TENDERS, SMALL	YSD AVP
MOTOR BOATS	(NAIKA-TEI, MOTOR BOATS)			
ADMIRAL GALLEY	(CHŌKAN-TEI, ADMIRAL'S BOATS)			
MOTOR LAUNCHES	(NAIKA RANCHI, MOTOR LAUNCHES)			
CUTTERS	(KATTĀ, CUTTERS)			
MOTOR TEMMAS	(NAIKA TEMMA-SEN MOTOR TEMMAS)			
TEMMAS	(TEMMA-SEN TEMMAS)			

CLASSIFICATIONS	(JAPANESE, LITERAL TRANSLATIONS)	SYMBOLS USED IN JAPANESE NAVY	CORRESPONDING AMERICAN CLASSIFICATIONS	
FREIGHTERS	(UNKA-SEN, CARGO CARRYING SHIPS)			
SHARAN TYPE	(SHARAN-GATA, SHARAN TYPE)		OPEN LIGHTERS	YC
DARUMA "	(DARUMA-", DARUMA ")			
DAMPEI "	(DAMPEI-", DAMPEI ")			
SPECIAL " (LANDING CRAFTS)	(TOKU- ", SPECIAL ")			
AIRCRAFT FREIGHTERS	(HIKŌKI UNPAN-SEN, AIRCRAFT CARRYING SHIPS)		COVERED LIGHTERS	YF
TORPEDO FREIGHTERS	(GYŌRAI " , TORPEDO " ")			
PROVISION SUPPLY BOATS	(RYŌSHOKU HAIKYŪ-SEN, PROVISION SUPPLY SHIPS)			
CARGO FREIGHTERS	(YUSŌ-SEN, TRANSPORT SHIPS.)		CARGO SHIPS	AK
WATER CARRIERS	(SUI-SEN OR MIZU-BUNE, WATER SHIPS.)		WATER BARGES	YW
FUEL OIL CARRIERS	(JŪYU-SEN, HEAVY OIL SHIPS.)		FUEL OIL BARGES,	YO
GASOLINE CARRIERS	(KEISHITSUYU-SEN, GASOLINE SHIPS.)		FUEL OIL BARGES	YO
LUBRICATING OIL CARRIERS	(JUNKOTSUYU-SEN, LUBRICATING OIL SHIPS.)			
FLOATING CRANES	(KIJUKI-SEN, CRANE SHIPS.)		FLOATING DERRICKS	YD
FLOATING DOCKS	(UKI-SENKYŌ, FLOATING DOCKS.)		FLOATING DRY DOCK	ARD
DREDGERS	(SHUNSETSU-SEN, DREDGING SHIPS.)		DREDGES	YM
SLUDGE LIGHTERS	(DOROUKE-SEN, SLUDGE REMOVAL SHIPS.)		SLUDGE REMOVAL BARGES	YSR
ROCK CRASHERS	(GANSAI-SEN, ROCK CRASHING SHIPS.)		FLOATING PILE DRIVERS	YPD
TORPEDO TESTING BARGES	(KYŌ-SEN, BRIDGE SHIPS.)		TORPEDO TESTING BARGES	YTT
TARGETS.	(HYŌTEKI-SEN, TARGET SHIPS.)			
SURVEYING SHIPS.	(SOKURYŌ-SEN, SURVEYING SHIPS.)			
SURVEYING LAUNCHES.	(SOKURYŌ-TEI, " BOATS.)			
POWER SUPPLY BOATS.	(DŌRYOKU-SEN, POWER SHIPS.)		MOTORTUGS, FLOATING WORKSHOPS.	YMT, YR
GARBAGE LIGHTERS.	(CHIRI-SEN, GARBAGE SHIPS.)		GARBAGE LIGHTERS	YG
FIRE BOATS.	(SHŌKA-TEI, FIRE EXTINGUISHING BOATS.)			
OCEAN OBSERVATION SHIPS	(KAIYŌ KANSOKU-SEN, OCEAN OBSERVATION SHIPS.)			
SURVEYING & OCEAN OBSERVATION SHIPS	(SOKURYŌ KEN KAIYŌ KANSOKU-SEN, SURVEYING & OCEAN OBSERVATION SHIPS.)			
COMMUNICATION & OCEAN OBSERVATION SHIPS.	(KŌTSŪ-SEN KEN KAIYŌ KANSOKU-SEN, COMMUNICATION & OCEAN OBSERVATION SHIPS.)			
TRAINING SHIPS	(RENSHŪ-SEN OR -TEI, TRAINING SHIPS.)			
REPAIR SHIPS.	(KŌSAKU-SEN, FACTORY SHIPS.)		REPAIR SHIPS	AR
DIVERGING BOATS FOR SALVAGE WORKS.	(SENSUI SAGYŌ-SEN, SUBMARINE WORKING BOATS.)			
TORPEDO LAUNCHES	(RAI-TEI, TORPEDO BOATS.)		MOTOR TORPEDO BOATS	PT

LIST OF BUILDERS FOR NAVAL VESSELS IN JAPAN:

◇ BUILDER OF SHIPS ABOVE HEAVY CRUISERS.
○ BUILDER OF SUBMARINES.

NAVY YARDS: NAME		LOCATION	KIND OF VESSELS BUILT.
◇,○ YOKOSUKA NAVY YARD	横須賀	YOKOSUKA, KANAGAWA PREF.	BATTLE SHIPS, AIRCRAFT CARRIERS, CRUISERS, DESTROYERS, SUBMARINES & ETC.
◇ ○ KURE NAVY YARD	呉	KURE, HIROSHIMA PREF.	Do
○ SASEBO NAVY YARD	佐世保	SASEBO, NAGASAKI PRF.	ALL TYPES OF SHIPS BELOW LIGHT CRUISERS INCLUDING SUBMARINES
MAIZURU NAVY YARD	舞鶴	MAIZURU, KYOTO PREF.	" " " " " DESTROYERS EXCLUDING SUBMARINES.
ŌMINATO REPAIRS SECTION	大湊	ŌMINATO, AOMORI PREF.	SMALL MISCELLANEOUS CRAFTS
CHINKAI REPAIRS SECTION	鎮海	CHINKAI, KOREA	Do
MAKŌ REPAIRS SECTION	馬公	MAKŌ, PESCADORES ISLS.	Do
No 2 REPAIRS SECTION		HONGKONG	MINE SWEEPERS & SMALL CRAFTS.
No 101 REPAIRS SECTION		SELETAR & KEPPEL, SINGPR.	SMALL MISCELLANEOUS CRAFTS INCLUDING MOTOR TORPEDO BOATS.
No 102 REPAIRS SECTION		SOERABAYA, JAVA	MINOR COMBATANT VESSELS & ETC.
Do		BATAVIA, "	Do
No 103 REPAIRS SECTION		CAVITE, MANILA	SMALL MISCELLANEOUS VESSELS & ETC.

PRIVATE YARDS:			
FUJINAGATA SHIPBUILDING CO	藤永田	ŌSAKA.	BELOW DESTROYERS.
HAKODATE DOCK CO	函館	HAKODATE, HOKKAIDŌ.	SUB. CHASERS & MISCELLANEOUS CRAFTS.
HARIMA SHIPBUILDING CO	播磨	AIOI, HYŌGO PREF.	BELOW MINELAYERS & ESCORTS, INCLUDING LARGE OILERS.
HITACHI SHIPBUILDING CO.	日立		
INNOSHIMA SHIPYARD	因島	HABU, HIROSHIMA PREF.	SUB. CHASERS & LIGHT MINE LAYER.
MUKAIJIMA SHIPYARD	向島	MUKAIJIMA, "	ESCORTS, TRANSPORTS.
SAKURAJIMA SHIPYARD	櫻島	ŌSAKA	ESCORTS & MINOR VESSELS.
ISHIKAWAJIMA HEAVY INDUSTRIAL CO	石川島	TŌKYŌ	BELOW DESTROYERS, INCLUDING MINE LAYER.
KAWAMINAMI INDUSTRIAL CO	川南		
KŌYAKIJIMA SHIPYARD	香焼島	KŌYAKIJIMA, NAGASAKI PREF.	SUB. CHASERS & CARGO SHIP
URANOSAKI SHIPYARD.	浦ノ崎	YAMASHIRO, SAGA PREF.	TRANSPORTS & LIGHT ESCORTS.
KAWASAKI HEAVY INDUSTRIAL CO	川崎		
◇,○ SHIPBUILDING WORKS	艦船	KŌBE	BATTLESHIPS, AIRCRAFT CARRIERS, SUBS. & ALL TYPES OF NAVAL VESSELS.
○ SENSHŪ WORKS	造船	TANAGAWA ŌSAKA PREF.	SUBMARINES, ESCORTS.
KYŌWA SHIPBUILDING CO	協和	ŌSAKA	ESTABLISHED & CLOSED DURING WAR. ESCORTS LAID DOW BUT NOT COMPLETED

	NAME		LOCATION	KIND OF VESSELS BUILT.
	MITSUBISHI HEAVY INDUSTRIAL Co 三菱			
○	KŌBE SHIPYARD	神戸	KŌBE	SUBMARINES. ESCORTS & SMALLER CRAFTS.
◇	NAGASAKI SHIPYARD	長崎	NAGASAKI	BATTLESHIPS, AIRCRAFT CARRIERS & ALL TYPES OF NAVAL VESSELS, EXCL. SUBS.
	SHIMONOSEKI SHIPYARD (EX. HIKOSHIMA SY.)	下関	SHIMONOSEKI, YAMAGUCHI PREF.	AUX. MINE SWEEPERS & SMALLER CRAFTS.
	YOKOHAMA SHIPYARD (EX. YOKOHAMA DOCK Co)	横浜	YOKOHAMA	BELOW LIGHT CRUISERS INCL. AN AIRCRAFT CARRIER.
	MITSUI SHIPBUILDING Co	三井		
○	TAMANO SHIPYARD (Ex. TAMA SY.)		TAMANO, OKAYAMA PREF.	ESCORTS & MINOR COMBATTANT VESSELS, SUBMARINES.
	SONE SHIPYARD (EX. TAKECHI)	竹内	SONE, HYŌGO PREF.	CONCRETE SHIPS (MISCELANNEOUS VESSELS.)
	NAMURA SHIPBUILDING Co	名村	ŌSAKA	AUX. MINE SWEEPERS
	NANIWA DOCK Co	浪速	〃	ESCORTS, AUX. MINE SWEEPERS, SUB. CHASERS
	NIHONKAI DOCK INDUSTRIAL Co (JAPAN SEA DOCK IND. Co)	日本海	TOYAMA, TOYAMA PREF.	ESCORTS.
	NIIGATA IRON WORKS	新潟	NIIGATA, NIIGATA PREF.	ESCORTS, SUB. CHASERS & ETC,
	ŌSAKA SHIPBUILDING Co	大阪	ŌSAKA	TRANSPORTS, AIRCRAFT RESCUE SHIPS.
	NIPPON STEEL PIPE Co	日本鋼管		
	TSURUMI SHIPYARD	鶴見	YOKOHAMA	BELOW ESCORTS, INCLUDING AN AIRCRAFT CARRIER.
	SANOYASU DOCK Co	佐野安	ŌSAKA	AUX. MINE SWEEPERS.
	UCHIDA SHIPBUILDING Co	内田	YOKOHAMA.	SEVERAL AUX. MINE LAYERS. (CLOSED ABOUT 25 YEARS AGO)
	URAGA DOCK Co	浦賀		
	URAGA SHIPYARD		YOKOSUKA, KANAGAWA PREF.	BELOW LIGHT CRUISERS.
	BUILDERS OF WOODEN COMBATANT VESSELS:			
	YOKOHAMA YACHT Co	横浜ヨット		
	TSURUMI WORKS	鶴見	YOKOHAMA	MOTOR TORPEDO BOATS MOTOR BOATS & LAUNCHES.
	CHŌSHI WORKS	銚子	CHŌSHI, CHIBA PREF.	Do
	FUKUOKA SHIPBUILDING & IRON WORKS Co	福岡	FUKUOKA, FUKUOKA PREF.	AUX. SUB. CHASERS, AUX. PATROL BOATS & SMALL MISCELLANEOUS VESSELS.
	FUKUSHIMA SHIPBUILDING Co.	福島	MATSUE, SHIMANE PREF.	Do
	FUNAYA SHIPBUILDING Co	船矢	HAKODATE, HOKKAIDŌ	Do
	GŌRIKI SHIPBUILDING Co	強力	USUYAMADA, MIE PREF.	Do
	HAYASHIKANE HEAVY INDUSTRIAL Co	林兼	SHIMONOSEKI, YAMAGUCHI PREF.	Do
	ICHIKAWA SHIPBUILDING Co	市川	USUYAMADA, MIE PREF.	Do
	JINEN SHIPBUILDING & IRON WORKS Co	自然	MOJI, FUKUOKA PREF.	Do
	KOYANAGI SHIPBUILDING Co	小柳	SHIZUOKA, SHIZUOKA PREF.	Do
	MIHO SHIPBUILDING Co	三保	SHIMIZU, SHIZUOKA PREF.	Do
	MURAKAMI SHIPBUILDING Co	村上	ISHINOMAKI, MIYAGI PREF.	Do

NAME		LOCATION	KIND OF VESSELS BUILT.
NISHII SHIPBUILDING Co	西井	UJIYAMADA, MIE PREF.	AUX. SUB. CHASERS, AUX. PATROL BOATS & SMALL MISCELLANEOUS VESSELS
SAGA SHIPBUILDING & IRON WORKS Co	佐賀	TAKAOKA, TOYAMA PREF.	Do
SHIKOKU DOCK INDUSTRIAL Co	四国	TAKAMATSU, KAGAWA PREF.	Do
TOKUSHIMA SHIPBUILDING Co	徳島	TOKUSHIMA, TOKUSHIMA PREF.	Do
YAMANISHI SHIPBUILDING & IRON WORKS Co	山西	ISHINOMAKI, MIYAGI PREF.	Do
YONAGO SHIPBUILDING Co	米子	YONAGO, TOTTORI PREF.	Do

BUILDERS OF SMALL MISCELLANEOUS VESSELS; (ALMOST EVERY YARD MENTIONED ABOVE HAD BUILT ALSO SMALL MISCELLANEOUS VELLELS.)

CHŌSEN HEAVY INDUSTRIAL Co (KOREAN HEAVY INDUSTRIAL Co)	朝鮮重工	FUSAN, KOREA.	TUGS & ETC.
HITACHI SHIPBUILDING Co	日立		
KANAGAWA SHIPYARD	神奈川	YOKOHAMA.	Do
HŌRAI SHIPBUILDING Co	蓬莱	ŌSAKA.	AIRCRAFT RESCUE SHIPS & ETC.
KANAZASHI SHIPBUILDING Co	金指	SHIMIZU, SHIZUOKA PREF.	TUGS & ETC.
KŌCHI SHIPBUILDING Co	高知	KŌCHI, KŌCHI PREF.	WATER CARRIERS & ETC.
KYŪSHŪ SHIPBUILDING Co	九州		
WAKAMATSU WORKS	若松	WAKAMATSU, FUKUOKA PREF.	SMALL CRAFTS.
HYŪGA WORKS	日向	KADOKAWA, MIYAZAKI PREF.	TUGS (MINE LAYER TYPE)
MAEDA SHIPBUILDING Co	前田	ŌSAKA.	TUGS & ETC.
NAKAMURA SHIPBUILDING Co	中村	MATSUE, SHIMANE PREF.	AIRCRAFT RESCUE SHIPS, TUGS & ETC.
SAIZAKI DOCK Co	曽崎	SAIZAKI, HIROSHIMA PREF.	WATER CARRIERS & ETC.
TŌHOKU DOCK Co	東北	SHIOGAMA, MIYAGI PREF.	TUGS & ETC.
TŌKAI SHIPBUILDING Co	東海	IHARA, SHIZUOKA PREF.	WATER CARRIERS & ETC.
UJINA SHIPBUILDING Co	宇品	HIROSHIMA	TUGS (MINE LAYER TYPE), AIRCRAFT RESCUE SHIPS, TUGS & ETC.

MANY OTHER SMALL YARDS ALSO BUILT SMALL CRAFTS SUCH AS MOTOR TORPEDO BOATS, LANDING CRAFTS MOTOR LAUNCHES & ETC.

BUILDERS OF ARMY SPECIAL CRAFTS;

M SHIPS ---------- INNOSHIMA, HITACHI SHIPBUILDING Co

LARGE LANDING SHIPS ---- HARIMA; TAMANO; URAGA.

SPECIAL CRANE SHIP ---- ISHIKAWAJIMA.

S B. BOATS ---------- MUKAIJIMA, HITACHI SHIPBUILDING Co; ŌSAKA SHIPBUILDING Co; SANOYASU DOCK Co; URANOSAKI, KAWAMINAMI INDUSTRIAL Co

E.S. SHIPS. ---------- AMAGASAKI DOCK Co (ŌSAKA); FUJINAGATA SHIPBUILDING Co; HARIMA SHIPBUILDING Co; WAMPOA DOOK (HONGKONG); ŌHARA SHIPBUILDING Co (ŌSAKA); SANKŌ SHIPBUILDING Co (ŌSAKA); URABE SHIPBUILDING Co (ŌSAKA)

SUBMARINE TRANSPORTS ------ ANDŌ IRON WORKS (TOKYO); CHŌSEN MACHINE Co (JINSEN, KOREA); KASADO WORKS, HITACHI S.B. Co (KUDAMATSU, YAMAGUCHI RREF.)

HIGH SPEED BOATS & LANDING CRAFTS ---- UJINA ARMY YARD (HIROSHIMA); YOKOHAMA YACHT Co (YOKOHAMA); NANGOKU SPECIAL SHIPBUILDING Co (TOKYO); NIPPON S.B Co (YOKOHAMA); ŌHARA S.B. Co (ŌSAKA); MAEDA S.B. Co (ŌSAKA); KAWASAKI VEHICLES Co & SEVERAL OTHERS.

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SPECIAL NOTES:

1. MAJORITY OF THE VESSELS WHICH HAVE BEEN IN SERVICE OF REPATRIATION TRANSPORTATION AFTER THE WAR ARE NOW BEING KEPT AT SEVERAL PORTS AS LAID-UP RESERVE VESSELS, OF WHICH SUMMARY TABLES ARE SHOWN AT THE END OF THIS VOLUME. (VIDE P. 218)
2. THOUGH THE TRIAL DISPLACEMENT IS WIDELY ADOPTED IN THIS VOLUME, THE STANDARD DISPLACEMENT IS SHOWN FOR THE READERS INFORMATION IN THE PAGES OF INDEX (P. 220) IN PARENTHESES. AS IT IS MOST DIFFICULT TO KNOW THE ACTUAL STANDARD DISPLACEMENT IN EACH VESSEL, THE COMPLIER HAS TRIED TO SHOW IT AT THE TIME OF DESIGN OR RECONSTRUCTION. IN SOME CASES SUCH AS BATTLESHIPS SOME OTHER COMBATANT VESSELS AND ALL TYPES OF MISCELLANEOUS VESSELS THE DISPLACEMENTS IN THIS KIND ARE SHOWN PRESUMPTIVELY AND NOT FROM ANY OFFICIAL DATA.

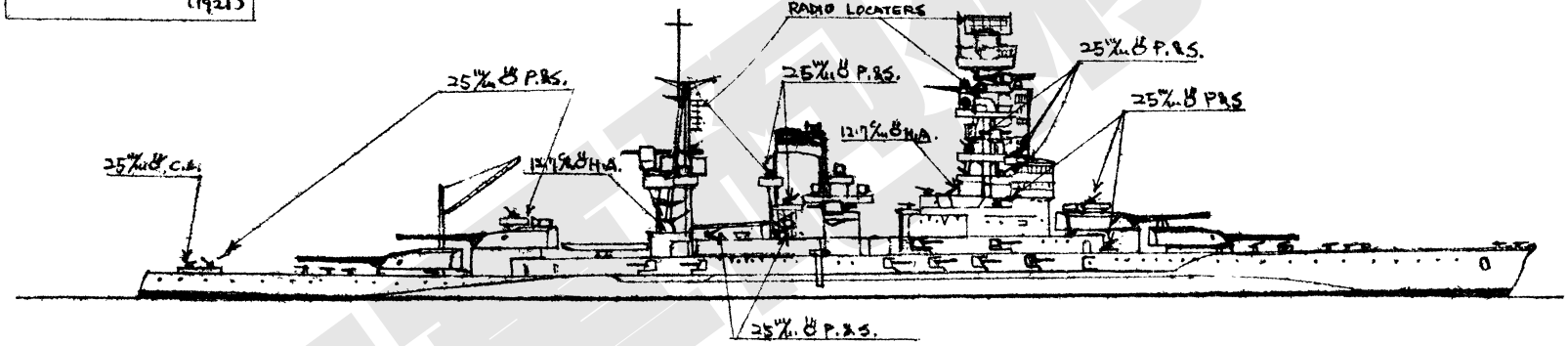
BATTLESHIP
(SEN-KAN)
NAGATO TYPE:
NAGATO

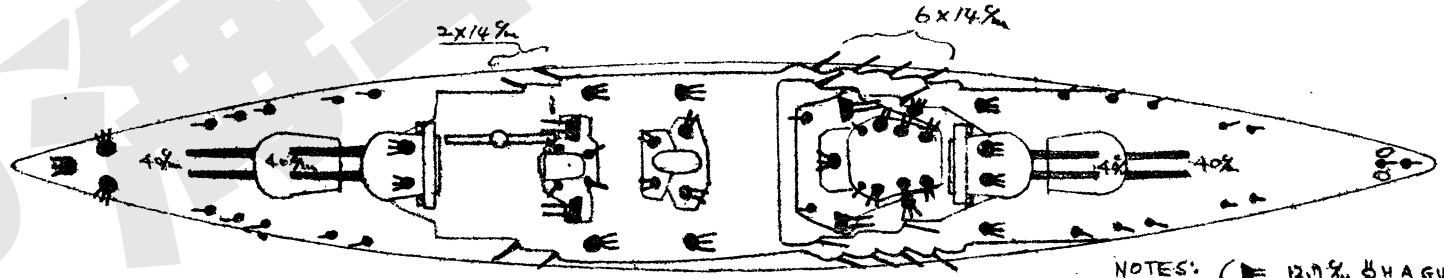
Lpp	201.168 (LOA 224.942)
LWL	221.071
B	34.595
d	9.494
DISPT.	43,581 TONS.
SPEED	24.98 KNOTS

ENGINES	4 TURBINES
BOILERS	10
S.H.P.	82,300

ARMAMENTS
- 4 40㌢ GUNS
- 16 14㌢ GUNS
- 4 12.7㌢ H.A. GUNS.
- 16 25㍉ M.G
- 10 〃 〃
- 30 〃 〃
- 3 PLANES WITH 1 CATAPULT.

BUILDERS:
NAGATO KURE (1920)
MUTSU ···· YOKOSUKA (1921)





NOTES: 12.7㌢ H A GUNS, 25㍉ M.G, 〃 〃, 〃 〃

NOTES: SHE WAS COMPLETELY MODERNIZED IN 1936. LENGTH & BREADTH INCREASED, PROTECTION MUCH STRENGTHENED. JUST BEFORE THE WAR AN ADDITIONAL ARMOUR FITTED TO THE BARBETTES. THE BULGES AT THE SIDES ARE VERY CONSIDERABLY.
SHE WAS DAMAGED SLIGHTY BY BOMBING AT THE BATTLE OF PHILIPPINES. AFTER THAT OPERATION SHE WAS AT YOKOSUKA. SHE WAS MOORED THERE TILL THE END OF THE WAR, AS THE SHORTAGE OF OIL FUEL MADE HER COMMISSION IMPOSSIBLE. HER MAIN MAST & FUNNEL REMOVED FOR CAMOUFLAGING. SHE WAS BOMBED AND DAMAGED AGAIN 18 7/'45. TRANSFERRED TO U.S.N FOR THE ATOMIC BOMB EXPERIMENTS.
SISTER SHIP MUTSU LOST BY THE EXPLOSION OF MAGAZINES AT HASHIRA JIMA, NEAR KURE, 8/6/'43.

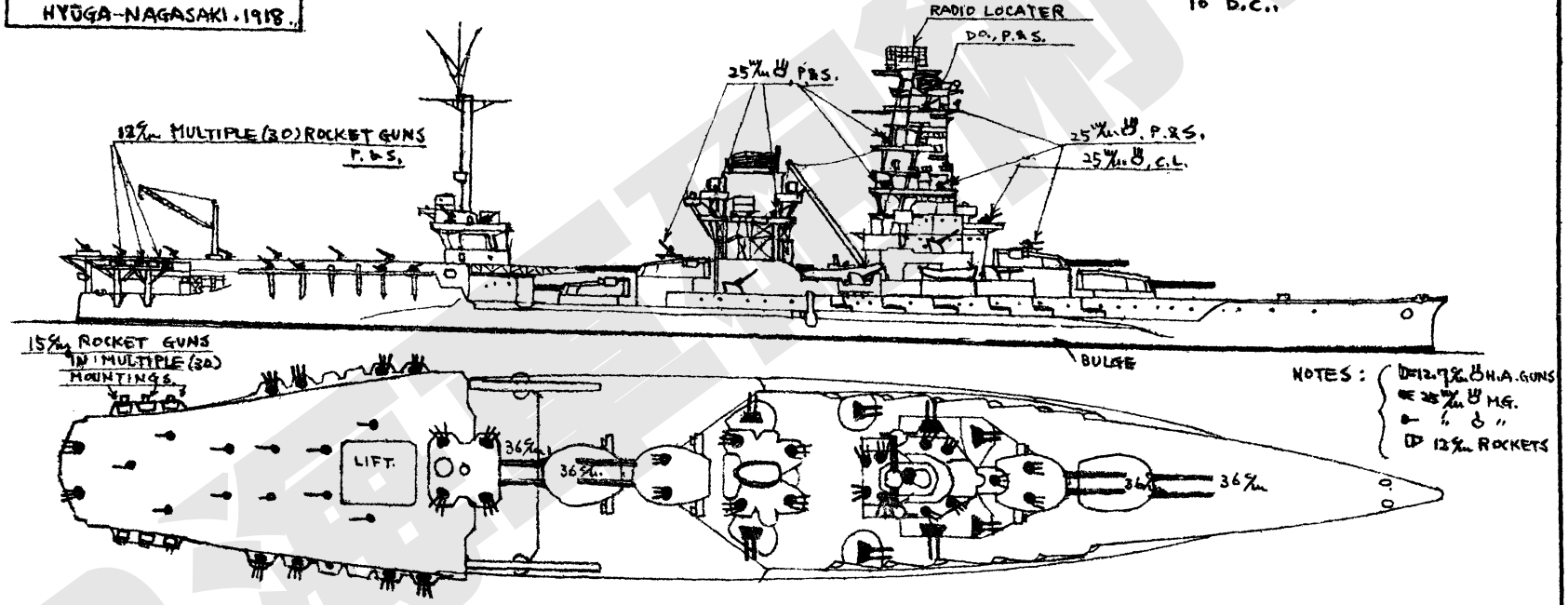
BATTLESHIPS
[SEN-KAN]
ISE TYPE:
*ISE, *HYŪGA

L_{PP}	195M.07
L_{WL}	213.36
B	33.83
d	9.03
DISPT.	38,676 TONS
SPEED	25.3 KNOTS

ENGINES	4 TURBINES
BOILERS	8
S.H.P.	80,825

ARMAMENTS
- 4 36cm ⊕ GUNS
- 8 12.7cm ⊕ H.A. GUNS
- 31 25mm ⊕ M.G.
- 11 " ♂ "
- 6 12cm MULTIPLE (30) ROCKET GUNS.
- 22 PLANES WITH 2 CATAPULTS, 10 D.C.

BUILDERS:
ISE ··· KAWASAKI. 1917
HYŪGA-NAGASAKI. 1918.



NOTES: THEY WERE BUILT IN 1917 & 1918 RESPECTIVELY. MODIFIED FUSŌ CLASS WITH 12×36cm GUNS. RECONSTRUCTED IN 1937. BULGES FITTED. PROTECTIONS INCREASED, LENGTH INCREASED. AFTER TURRET OF HYŪGA EXPLODED IN TRAINING IN 1942. AFTER THE BATTLE OF MIDWAY IN JUNE, 1942, THEY WERE AGAIN RECONSTRUCTED AS AIRCRAFT-BATTLESHIPS, COMPLETED IN SEPT., 1943, AT KURE & SASEBO RESP. X & Y TURRETS REMOVED & HANGER WAS ERECTED THERE. 2 CATAPULTS FITTED. THE SECONDARY GUNS OF 14cm REMOVED. H.A. GUNS & M.G. INCREASED. DESIGNED TO CARRY 22 BOARD PLANES, BUT ACTUALLY MOUNTED WITH ZUIUN-SEA-PLANES. ALL PLANES CAN BE CATAPULTED WITHIN ABOUT 20 MINUTES. PLANES MOUNTED ON PLANE DECK & IN HANGER. 1 AEROPLANE LIFT FITTED. FUSŌ & YAMASHIRO WERE PROJECTED TO RECONSTRUCT IN SIMILAR WAY, BUT OWING TO THE PROGRESS OF THE WAR THIS WAS ABANDONED. ISE & HYŪGA WERE NEVER USED AS AIRCRAFT VESSELS, AS THE SHORTAGE OF PLANE PRODUCTION CANNOT PERMIT IT. THEY TOOK PART AT THE BATTLE OF PHILIPPINES IN OCT., 1944 WITH NO PLANES ON BOARD. THEY WERE SLIGHTLY DAMAGED BY BOMBING AT THAT BATTLE. JUST AFTER THAT BATTLE CATAPULTS REMOVED TO CLEAR THE ARK OF FIRE OF THE P & Q TURRETS. THEY RETURNED TO KURE IN FEB., 1945. THEY WERE BOMBED AT KURE, 19/3/45. FLYING DECK & HANGER

BATTLESHIP
(SEN-KAN)
KONGŌ TYPE:
* HARUNA

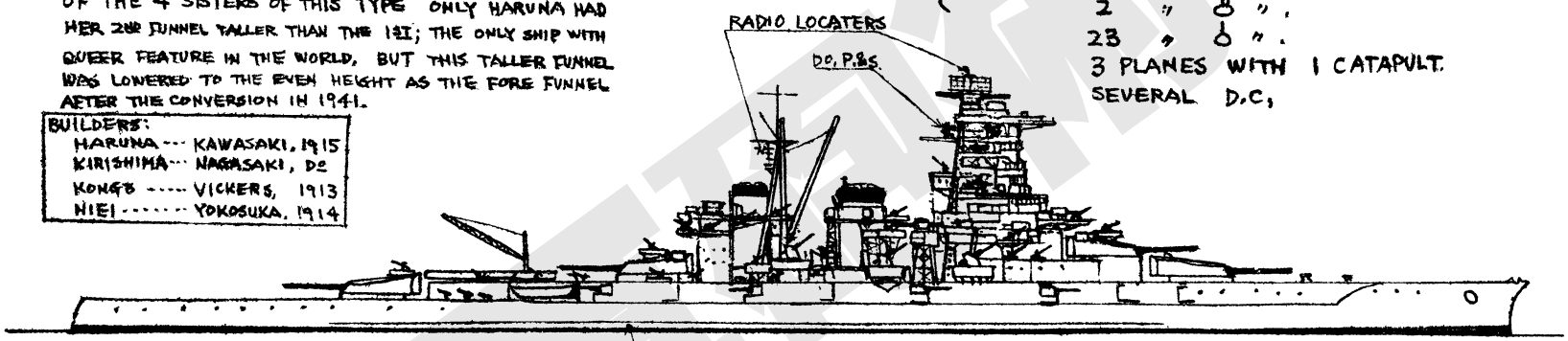
HARUNA & HER SISTERS WERE ORIGINALLY CLASSIFIED AS BATTLE CRUISERS, THEY RE-CLASSIFIED AS B.S. IN 1930.

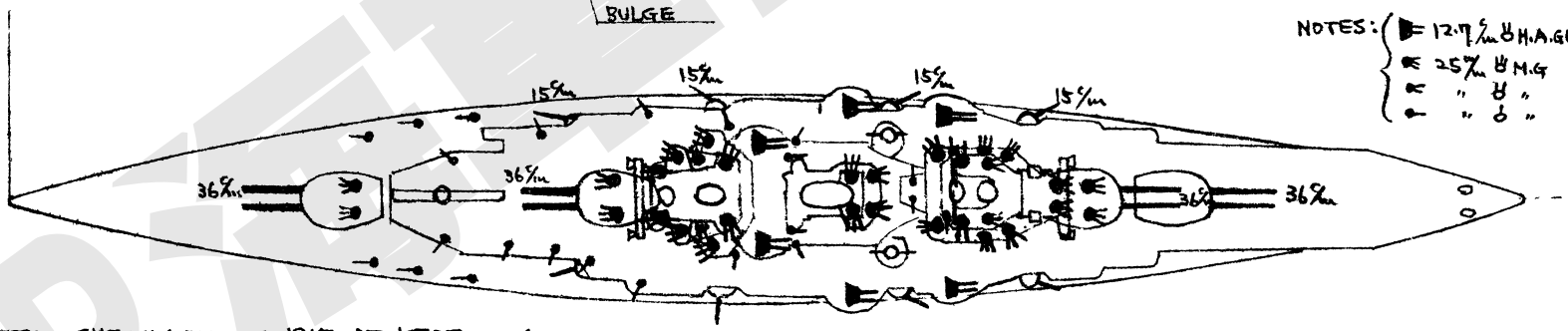
L_{pp}	199.^{M}187 (L_{OA} 222.468)
L_{WL}	219.611
B	31.023
d	9.780
DISPT.	37,033 TONS
SPEED.	30.5 KNOTS
ENGINES	4 TURBINES
BOILERS	11
S.H.P.	136,000

ARMAMENTS
- 4 36㌢m 連 GUNS
- 8 15㌢m 砲 GUNS
- 6 12.7㌢m 連 H.A.GUNS.
- 30 25㍉m 連 M.G.
- 2 〃 連 〃.
- 28 〃 砲 〃.
- 3 PLANES WITH 1 CATAPULT.
- SEVERAL D.C,

OF THE 4 SISTERS OF THIS TYPE ONLY HARUNA HAD HER 2ND FUNNEL TALLER THAN THE 1ST; THE ONLY SHIP WITH QUEER FEATURE IN THE WORLD. BUT THIS TALLER FUNNEL WAS LOWERED TO THE EVEN HEIGHT AS THE FORE FUNNEL AFTER THE CONVERSION IN 1941.

BUILDERS:
- HARUNA --- KAWASAKI, 1915
- KIRISHIMA --- NAGASAKI, DO
- KONGŌ ----- VICKERS, 1913
- HIEI ------ YOKOSUKA, 1914





NOTES: SHE WAS BUILT IN 1915 AT KŌBE. 4 SHIPS OF THIS TYPE WERE BUILT, THE FIRST OF THEM, THE KONGŌ, WAS COMPLETED IN 1913 AT VICKERS. THEY ARE ALMOST SISTERS TO H.M.S. TIGER, BUT SLIGHTLY SLOWER SPEED AND LARGER CALIBRE. ORIGINALLY THEY HAD 3 FUNNELS. BETWEEN 1924 ~ 1930 THEY WERE RECONSTRUCTED, BOILERS REPLACED BY OIL BURNING, BULGES FITTED, MAST MODERNIZED, THE 2ND FUNNEL REMOVED. ONLY THE HIYEI WAS RECLASSIFIED AS TRAINING BATTLESHIP OWING TO THE LONDON TREATY. SINCE 1934, THEY WERE AGAIN RECONSTRUCTED, (1934 IN HARUNA). LENGTH INCREASED, BOILERS & ENGINES REPLACED, A 10^{M} RANGE FINDER FITTED ON TOP OF BRIDGE, SPEED INCREASED FROM 26 TO 30 KNOTS. (75,000 SHP. TO 136,000 SHP.) HARUNA WAS SLIGHTLY DAMAGED AT MARIANA, JUNE 1944. AFTER THE BATTLE OF PHILIPPINES SHE CAME BACK AT KURE, WHERE SHE WAS MOORED IDLE. SHE WAS DAMAGED BY BOMB, 19/3/45 AGAIN BOMBED BY B-29. FINALLY SHE WAS SEVERELY DAMAGED AND BOTTOMED 29/7/'45. 3 SISTERS, HIEI, KONGŌ & KIRISHIMA LOST DURING THE WAR.

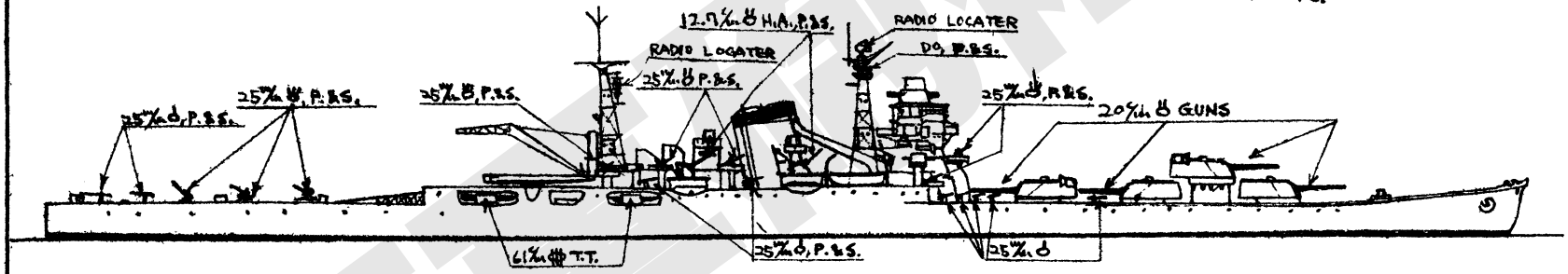
CRUISER
(JUNYŌ-KAN)
TONE TYPE:
*TONE

L_{PP}	190.300 (LoA 201.600)
L_{WL}	198.750
B	19.400
d	6.480
DISPT.	14,070
SPEED	35.86 KNOTS

ENGINES	4 TURBINES
BOILERS	8
S. H. P.	152,200

ARMAMENTS
- 5 20㎝ 連 GUNS.
- 4 12.7㎝ 連 H.A. GUNS
- 12 25㎜ 連 M.G.
- 4 〃 連 〃
- 18 〃 単 〃
- 4 61㎝ 艦 T.T. WITH 24 TORPEDOES
- SEVERAL D.C.
- 6 PLANES WITH 2 CATAPULTS.

BUILDER.
TONE ····· NAGASAKI, 1938
CHIKUMA ·· DO., 1939



NOTES: THE MOST POWERFUL & SUCCESSFUL HEAVY CRUISER IN THE JAPANESE NAVY. THE DESIGN WAS MODIFIED FROM THE MOGAMI TYPE. OWING THE LACK OF STABILITY & STRENGTH OF THE MOGAMIS THE SHIP WAS MODIFIED IN THESE POINTS WHICH INCREASE HER DISPLACEMENTS. THOUGH QUITE THE SAME AS IN MOGAMIS IN RESPECT OF THE MACHINERIES SHE IS VERY DISTINCTIVE IN SEVERAL POINTS, i.e. (1) Nº OF TURRETS REDUCED TO 4 FROM 5 OF THE MOGAMI TYPE. ALL OF THEM PLACED FORWARD. 3 OF WHICH ARRANGED AS IN MYŌKŌ TYPE, BUT THE 4TH ONE PLACED FACING TO THE BRIDGE. THIS ARRANGEMENTS ARE DUE TO MAKE EASY AND QUICKLY TO CHANGE THE TARGET FROM PORT TO STARB'D. (2) THE QUARTER DECK IS USED AS AERODPLANE PLATFORM. 6 RECONNAISSANCE PLANES CAN BE CARRIED BUT AFTER THE BATTLE OF PHILIPPINES ONLY 2 OF THEM CARRIED, AND 4 連 M.G. ADDED. (3) TORPEDO TUBES PLACED RATHER AFT COMPARED WITH MOGAMIS, WHICH INTENDED TO AVOID THE DAMAGE TO THE BRIDGE WHEN TORPEDOES EXPLOD. (4) BULGES ARE OF INTERNAL ONE AS IN H.M.S. NELSON. ORIGINALLY DESIGNED TO CARRY 15.5㎝連 TURRETS, BUT SUBSTITUTED BY 20㎝連 IN COURSE OF CONSTRUCTION. THE LACK OF THE Nº 5 TURRET MADE HER LIVING QUARTERS VERY COMFORTABLE. IN ANY RESPECT THE MOST SUCCESSFUL DESIGN.

SHE WAS SLIGHTLY DAMAGED AT THE ACTION IN RABOUL, NOV. 1943 & AT THE BATTLE OF PHILIPPINES, OCT. 1944. AGAIN DAMAGED AT KURE, 19/3/45. FINALLY SEVERELY DAMAGED AT EDAUCHI, NEAR KURE, 27/7/'45 AND BOTTOMED. SISTER SHIP CHIKUMA WAS SUNK AT THE EAST OF LEYTE BY BOMBING AND GUNFIRE, 25/10/'44.

BOTH SHIPS BUILT AT NAGASAKI. THEY WERE CLASSIFIED AS SECOND CLASS CRUISER BECAUSE HER ARMAMENTS AS ORIGINALLY DESIGNED WAS 15.5㎝ CAL. (UNDER 20㎝)

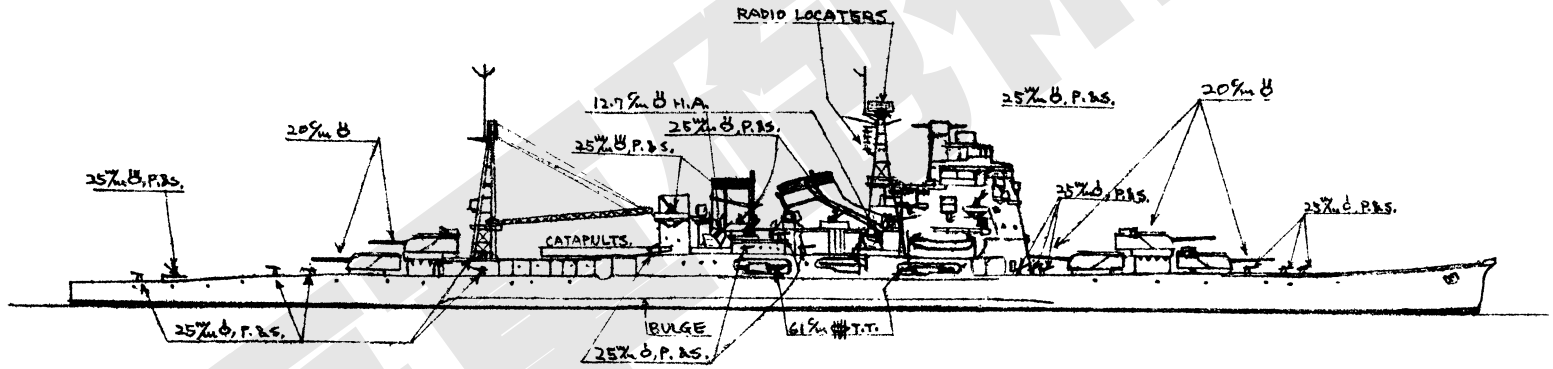
CRUISER
[JUNYŌ-KAN]
TAKAO TYPE:
* TAKAO

L_{PP}	192.M02 (LOA 203.76)
L_{WL}	201.72
B	20.73
d	6.32
DISPT.	14,838 TONS
SPEED	34.3 KNOTS.

ENGINES	4 TURBINES
BOILERS	12 BOILERS
S. H. P.	133,100

ARMAMENTS
- 5 20 cm ♂ GUNS
- 4, 12.7 cm ♂ H.A. GUNS
- 6 25 mm ♂ M.G.
- 6 〃 ♂ 〃
- 30 〃 ♂ 〃
- 4 61 cm ⊕ T.T. WITH 24 TORPEDOES
- SEVERAL D.C.
- 3 PLANES WITH 2 CATAPULTS.

BUILDERS:
- TAKAO ··· YOKOSUKA, 1932
- ATAGO ··· KURE, 〃
- CHŌKAI ··· NAGASAKI, 〃
- MAYA ··· KAWASAKI, 〃



NOTES: MODIFIED MYŌKŌ TYPE. SHE WAS RECONSTRUCTED IN 1939 AT MAIZURU (HULL & FITTGS.) & YOKOSUKA (ARMAMENTS) MAIN MAST WAS SHIFTED AS ABOVE, WHICH ORIGINALLY PLACED JUST ABAFT THE 2ND FUNNEL, TO IMPROVE CATAPULT & AEROPLANE ARRANGEMENTS. BRIDGE, TORPEDO TUBES RECONSTRUCTED. BULGES FITTED TO MAINTAIN STABILITY & FREEB'D.

HER THREE SISTERS, ATAGO, CHŌKAI & MAYA WERE LOST N THE PHILIPPINE WATERS IN OCT., 1944. TAKAO WAS DAMAGED BY SUB. SIMULTANEOUSLY, BUT SHE COULD RETURN TO SINGAPORE WITH MUCH DAMAGES. SINCE THEN, SHE WAS MOORED AT SELETAR.

SHE WAS SCUTTLED BY BRITISH NAVY AT MALACCA STRAIT, 21/10/'46.

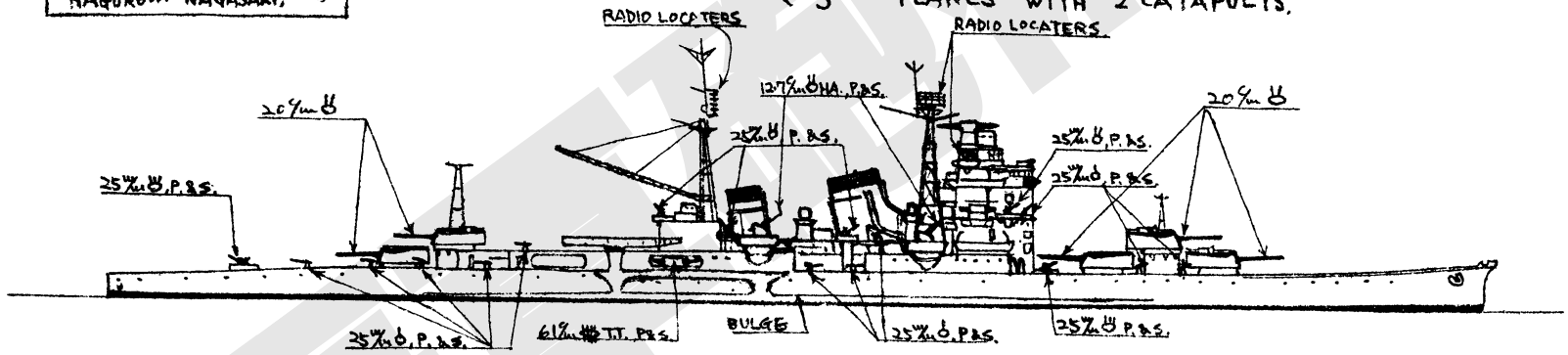
CRUISER
(JUNYŌ-KAN)
MYŌKŌ TYPE:
*MYŌKŌ.

L_{pp}	192.M 024 (L_{OA} 203.759)	ENGINES	4 TURBINES
L_{WL}	198.240	BOILERS	12
B	20,726	S.H.P.	130,250
d	6.320		
DISPT.	14,984 TONS		
SPEED.	33.8 KNOTS		

ARMAMENTS

5	20㎝ 連 GUNS
4	12.7㎝ 連 H.A. GUNS.
4	25㎜ 連 M.G.
8	" 連 "
24	" 単 "
2	61㎝ 連 T.T. WITH 16 TORPEDOES, SEVERAL D.C.
3	PLANES WITH 2 CATAPULTS.

BUILDERS:
MYŌKO --- YOKOSUKA, 1929
NACHI --- KURE, 1928
ASHIGARA --- KAWASAKI, 1929
HAGURO --- NAGASAKI, "



NOTES: 4 SHIPS OF THIS TYPE WERE BUILT. THEY WERE RECONSTRUCTED 2 TIMES, RESP.
AT ONE TIME THEY HAD 4 QUADRUPLE TUBES, BUT 2 OF THEM REMOVED.
HER 3 SISTERS, ASHIGARA, HAGURO & NACHI WERE LOST IN THE WAR.
MYŌKŌ WAS TORPEDOED BY A SUB. OFF ST. JACQUES PT., HER STERN WAS CUT OFF.
UNDER EMERGENCY REPAIRS SHE STAYED AT SINGAPORE TILL THE END OF THE WAR.
SHE WAS SCUTTLED BY BRITISH NAVY AT MALACCA STRAIT, 8/7/'46.

CRUISER
[JUNYŌ-KAN]
AOBA TYPE:

* AOBA

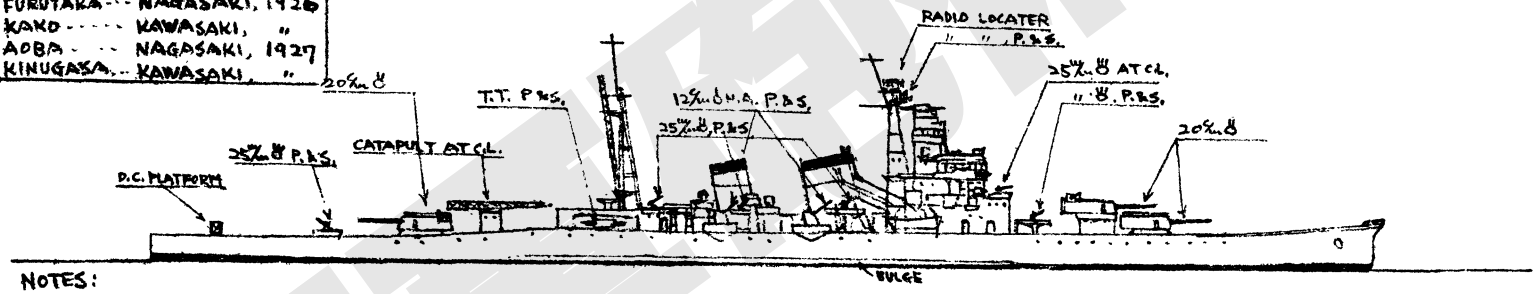
L_{pp}	176.78 (LOA 185.17)
L_{WL}	181.36
B	17.6
d	5.7
DISPT	10,822 TONS
SPEED	33.4 KNOTS

ENGINES	4 TURBINES
BOILERS	12
S.H.P.	102,000

ARMAMENTS
- 3 20㎝ 連 GUNS
- 4 12㎝ 高 H.A. GUNS
- 5 25㎜ 連 M.G.
- 6 〃 高 〃
- ABOUT 10~15 25㎜ 高 M.G.
- 2 61㎝ 連 T.T. WITH 16 TORPEDOES
- 2 PLANES
- ABOUT 24~30 D.C.

3 SISTERS, KAKO, FURUTAKA & KINUGASA LOST DURING THE WAR.

BUILDERS:
FURUTAKA --- NAGASAKI, 1926
KAKO ----- KAWASAKI, 〃
AOBA --- NAGASAKI, 1927
KINUGASA -- KAWASAKI, 〃



NOTES:

SHE WAS RECONSTRUCTED AT SASEBO IN 1940. MAIN GUNS SUBSTITUTED BY NEW MODEL. T.T. ON MAIN DK. REMOVED & 2 QUADRUPLE ONES PLACED ON U.D. BULGES FITTED. THOUGH SMALL & INFERIOR IN HER ARMAMENTS COMPARED WITH 10,000 TONNER TREATY CRUISERS, SHE IS VERY HANDY AND WELL-BALANCED VESSEL. SHE STRUCK ABOUT 20~30 SHELLS OF 15㎝~20㎝ GUNS AT THE BATTLE OFF SAVO IS., SOLOMONS, IN 12/10/1942. SHE WAS REPAIRED AT KURE EXCEPT THE AFT 20㎝ TURRET, WHICH WAS THEN NOT MOUNTED BECAUCE THE PERIOD OF REPAIR REQUIRED BY THE FLEET AUTHORITIES WAS INSUFFICIENT TO REFIT IT. SOON AFTER HER RECOMMISSION IN THE SOUTH-EAST SEA FLEET, SHE WAS AGAIN DAMAGED AT MÖWE, NEAR KABIENG, NEW IRELAND. A BOMB FROM ENEMY PLANE STRUCK HER AT THE MAIN DK OVER E/R., 3/4/'43. HER STARB'D FOREWARD ENGINE ROOM WAS SEVERELY DAMAGED & SHE WAS ON FIRE. HER 2 TORPEDOES IN T.T. EXPLODED, THIS CAUSED HER GREAT DAMAGES, AND SHE WAS FINALLY STRANDED ON SHORE AND BOTTOMED; U.D. ABAFT AFT TURRET WAS IMMERSED. SALVAGED & REFLOATED, SHE WAS AGAIN REPAIRED AT KURE. THE DAMAGED ENGINES WERE REPAIRED BY EMERGENCY METHODS, SO SHE COULD ONLY 28~30 KNOTS AFTER THIS REPAIRS. THE AFT 20㎝ GUNS WERE REMOUNTED; M.G. & RADIO LOCATER FITTED. SHE TOOK PART IN THE BATTLE OF PHILIPPINES, A TORPEDO STRUCK HER AT THE STARB'D ENGINE ROOMS, OFF THE MANILA BAY. AFTER THE TEMPORALY REPAIRS AT CAVITE (WHERE SHE WAS AGAIN SLIGHTLY DAMAGED BY NEAREST 90MBS) & KEELUNG, SHE CAME BACK TO KURE. BUT HER REPAIRS ABANDONED, SHE WAS MOORED IDLE IN THE HARBOR.
SHE WAS BOMBED, SEVERELY DAMAGED, STERN PART ALMOST CUT OFF, 24~28/7/'45. (BOTTOMED)

CRUISERS
(JUNYŌ-KAN)

IZUMO TYPE:

*IZUMO, *IWATE

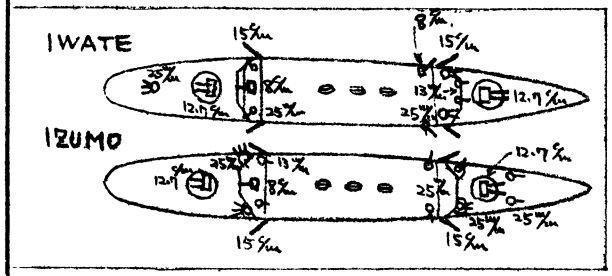
L_{pp}	121M92	ENGINES	2 RECIPROCATING
B	20.93	BOILERS	6
d	7.39	H.P.	7,000
DISPT	9,180 TONS STANDARD	FUEL.	COAL.
SPEED	16.0 KNOTS		

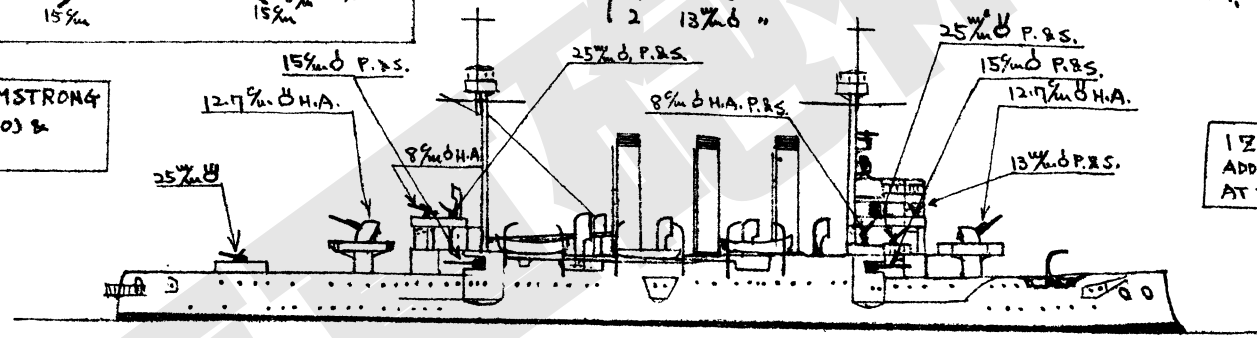
SINCE 1921 THEY WERE CLASSIFIED AS COAST DEFENCE SHIPS (KAIBŌ-KAN). RECLASSIFIED AS 1ST. CLASS CRUISERS JULY, 1942.

ARMAMENTS

4 15㎝/40 GUNS IN CASEMATES.
2 12.7㎝/40 H.A. GUNS.
AND FURTHER

[IWATE]	[IZUMO]
3 8㎝/40 H.A. GUNS	1 8㎝/40 H.A. GUNS.
1 25㎜/60 M.G.	2 25㎜/60 M.G.
2 " /60 "	2 " /60 "
2 " /40 "	4 " /40 " & 2 13㎜/40 M.G.
2 13㎜/40 "	





BUILT BY ARMSTRONG IN 1900 (IZUMO) & 1901 (IWATE).

IZUMO HAD A ADDITIONAL DERRICK BOOM AT THE FOREMAST.

NOTES: OLD ENGLISH MADE ARMOURED CRUISER. FOR A LONG TIME THEY WERE USED AS TRAINING SHIPS FOR CADETS & MIDSHIPMEN. ORIGINAL SPEED WAS 20.75 KNOTS WITH 14,700 H.P., BUT REDUCED TO 16 KNOTS WITH 7,000 H.P. ACTUALLY THEY COULD ONLY REACH 12 KNOTS RECENTLY.

IZUMO WAS STATIONED AT SHANGHAI AS THE FLAGSHIP OF THE CHINA FLEET. SHE RETURNED HOME IN THE LATE OF 1943 & SINCE SHE SERVED WITH IWATE AS TRAINING SHIP FOR THE NAVAL COLLEGE AT EDAJIMA. ORIGINALLY HAD 4 x 20㎝ GUNS IN TWIN TURRETS & 14 x 15㎝ GUNS IN CASEMATES, BUT THE SECONDARY GUNS REMOVED BEFORE WAR EXCEPT 4 OF THEM. FINALLY IN THE SUMMER OF 1944 AN ORDER WAS MADE TO REPLACE THEIR 20㎝ GUNS BY 12.7㎝/40 H.A. GUNS AND TO ADD 2 x 25㎜/60, 2 x 25㎜/40, 2 x 25㎜/40 M.G. THIS MODERNIZATION WAS MADE IN SPRING OF 1945. BUT M.G WERE FITTED ACTUALLY AS SHOWN ABOVE IN ORDER TO HASTEN THE WORKS. MASTS WERE SIMULTANEOUSLY SHORTENED. COMPASS BRIDGE REFITTED TO MEET TRAINING.

* IDUMO CAPSIZED BY BOMBING NEAR KURE, 24/7/'45.
* IWATE FLOODED & BOTTOMED BY BOMBING THOUGH THE DAMAGE WAS SLIGHT, 24/7/'45, NEAR KURE REFLOATED · AND BEING SCRAPPED AT KURE.

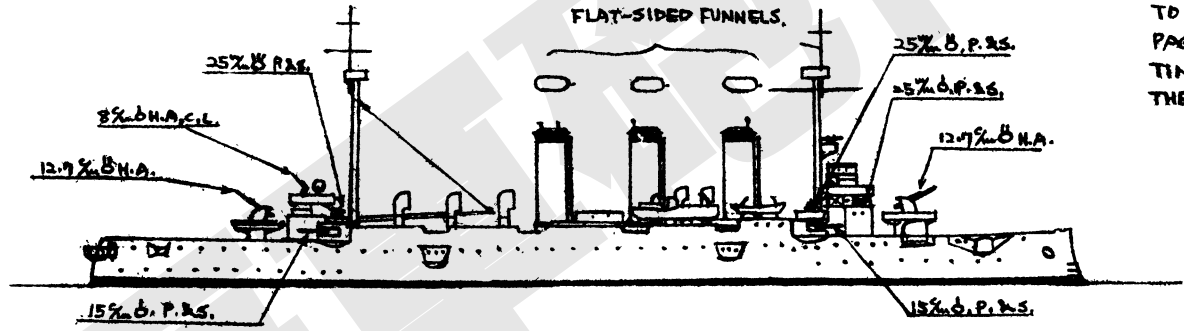
CRUISER
(JUNYŌ-KAN)
YAKUMO

Lpp	124.M66
B	19.58
d	7.24
DISPT.	10,493 TONS
SPEED	16.0 KNOTS.
(STAND'D. DISPT.	9,010 TONS)

ENGINES	2 RECIPROCATINGS
BOILERS	6
H.P.	7,000
FUEL	COAL

ARMAMENTS
- 4 15 c/m ♂ GUNS IN CASEMATES.
- 2 12.7 c/m ♂ H.A. GUNS
- 1 8 c/m ♂ H.A. GUN
- 2 25 m/m ♂ M.G.
- 2 " ♂ "
- 2 " ♂ "

SINCE 1921 SHE WAS CLASSIFIED AS COAST DEFENCE SHIP (KAIBŌ-KAN) RECLASSIFIED AS 1ST CLASS CRUISER JULY, 1942.



IN APPEARANCE VERY SIMILAR TO IZUMO TYPE IN PREVIOUS PAGE, BUT CAN BE EASILY DISTINGUISHED FROM IZUMO'S IN THE FOLLOWING POINTS:—
(1) SHORT & FLAT FUNNELS
(2) MASTS PLACED MORE CLOSER TO THE ENDS.

NOTES: OIL GERMAN BUILT ARMOURED CRUISER. COMPLETED IN 1900 BY VULCAN WERFT, STETTIN. FOR A LONG TIME SHE HAD BEEN USED AS TRAINING SHIP FOR CADETS & MIDSHIPMEN. ORIGINAL SPEED WAS 20 KNOTS WITH 15,500 H.P. BUT ONLY 9 KNOTS AT BEST AT PRESENT.

DURING THE WAR SHE HAD BEEN IN INLAND SEA BELONGING TO THE KURE NAVAL STATION, USED AS TRAINING SHIP. AFTER WAR SHE SERVED AS REPATRIATION SHIP, BUT WITHDRAWN FROM REPATRIATION LIST, 19/6/'46, & TRANSFERRED TO THE HOME MINISTRY, 15/7/'46. NOW BEING SCRAPPED AT MAIZURU.

SHE WAS ORIGINALLY ARMED WITH 2 x 20 c/m ♂ TURRETS, 12 x 15 c/m ♂ GUNS, 4 x 8 c/m & 1 x 8 c/m ♂ H.A. GUNS. BUT AS TRAING SHIP ONLY 2 x 20 c/m ♂ & 4 x 15 c/m ♂ REMAINED DURING WAR. IN WHICH THE 20 c/m TURRETS REMOVED & REPLACED BY 2 x 12.7 c/m ♂ H.A. GUNS & M.G. MENTIONED AS ABOVE IN JAN. ~ FEB. 1945. MASTS ALSO SHORTENED SIMULTANEOUSLY.

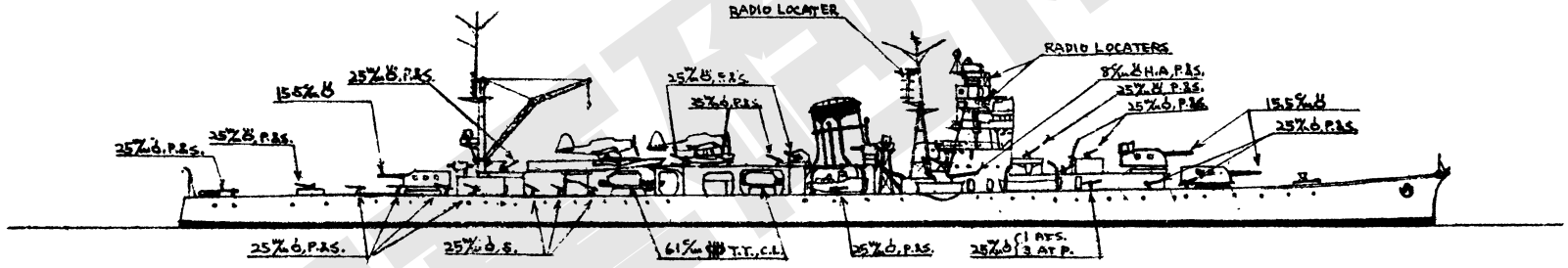
CRUISER
(JUNYŌ-KAN)
AGANO TYPE:
SAKAWA

L_{pp}	162.000 M
L_{OA}	174.500
L_{WL}	172.000
B	15.200
d	5.630
DISPT	7,710 TONS
SPEED	35 KNOTS

ENGINES	4 TURBINES
BOILERS	6
S.H.P.	100,000

ARMAMENTS.

3	15.5 cm 連 GUNS
2	8 cm 連 H.A. GUNS (NEW MODEL OF LONG CALIBRE.)
10	25 mm 連 M.G.
31	" 単 "
2	61 cm 四連 T.T. WITH 16 TORPEDOES.
18	D.C.
2	PLANES WITH 1 CATAPULT.



NOTES: SHE WAS BUILT AT SASEBO, COMPLETED 30/11/'44, NEVER IN ACTUAL OPERATIONS. DESIGNED TO SERVE AS FLAGSHIP FOR DESTROYER SQUARDRON. A TYPICAL LIGHT CRUISER OF MEDIUM SIZE WITH LIGHT ARMAMENTS & PROTECTION. SHE WAS A MODERN EDITION OF OLD 5,500 TONNERS WITH SLIGHTLY INCREASED DISPLACEMENT. RADIUS OF ACTION IS 6,300 MILES AT 18 KNOTS. 2 SETS OF TORPEDO TUBES AT THE CENTRE LINE AMIDSHIPS WITH QUICK-MOUNTING GEARS AS IN ORDINALLY JAPANESE DESTROYERS. POLE MAIN MAST IS PECULIAR FEATURE FOR OUR NAVAL VESSELS 2 PLANES CAN BE CARRIED, 1 ON THE CATAPULT & ANOTHER ON THE PLATFORM BEYOND CATAPULT PREPARED FOR THAT PURPOSE. SHE HAS BULBOUS BOW.

SAKAWA IS THE LAST UNIT OF THE 4 AGANO CLASS CRUISERS; THE OTHER 3, i.e. AGANO, NOSHIRO & YAHAGI SANK DURING WAR. (BUILDERS: AGANO, YAHAGI & SAKAWA --- SASEBO, NOSHIRO --- YOKOSUKA)

SINCE THE SPRING OF 1945 SHE WAS MOORED AT MAIZURU CAMOUFLAGED. ALMOST NO DAMAGES AT THE END OF WAR. AFTER THE WAR SHE WAS TEMPORALILY USED AS A REPATRIATION SHIP, & WAS TAKEN OVER BY THE U.S. NAVY FOR THE GUINEA PIG AT BIKINI.

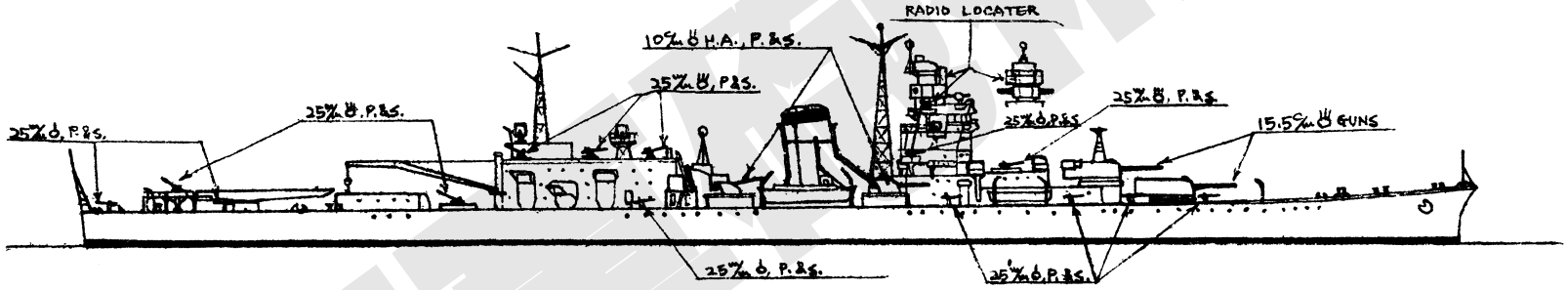
WAR LOSSES: AGANO (SANK NEAR TRUCK, 17/2/'44), NOSHIRO (MINDORO ISL., 26/10/'44), YAHAGI (EAST CHINA SEA, 7/4/'45)

CRUISER
(JUNYŌ-KAN)
*ŌYODO

L_{pp}	180.000 M
L_{OA}	192.000
L_{WL}	189.000
B	16.600
d	6.100
DISPT.	10,470 TONS
SPEED	35 KNOTS

ENGINES	4 TURBINES
BOILERS	6
S.H.P.	110,000

ARMAMENTS
- 2 15.5㎝ 連 GUNS
- 4 10㎝ 60 CAL. 連 H.A.GUNS.
- 12 25㎜ 連 M.G.
- 14~16 〃 単 〃
- SEVERAL D.C.
- 2 PLANES WITH 1 CATAPULT.



NOTES: SHE WAS BUILT BY THE KURE NAVY YARD, COMPLETED, 28/2/'43. ONE SISTER SHIP WAS PROJECTED BUT NOT LAID DOWN. SHE HAS BULBOUS BOW, FLUSH DECK WITH SHEER ONLY AT BOW. SHE WAS INTENDED TO SERVE AS A FLAG SHIP TO SUBMARINE SQUADRON. NO GUNS ON THE QUARTER DECK. LARGE HANGER WAS ERECTED ABAFT FUNNEL. A LARGE CATAPULT WAS FITTED ON THE QUARTER DECK. SHE WAS ACCOMMODATED FOR 6 RECONNAISSANCE SEAPLANES OF VERY HIGH SPEED. HER RADIUS OF ACTION WAS VERY LARGE. (10,600 MILES AT 18 KNOTS.) BUT THE SHORTAGE OF AEROPLANE PRODUCTION COULD NOT SUPPLY HER ENOUGH PLANES WHICH WERE PECULIAR IN TYPE. FINALLY THE SPECIAL CATAPULT WAS REMOVED & REPLACED BY A NORMAL TYPE WITH ONLY 2 PLANES. AND HER HANGER WAS RECONSTRUCTED AS FLEET HEADQUARTERS ACCOMMODATIONS IN THE SPRING OF 1944 AT YOKOSUKA. THEN SHE BECAME THE FLAGSHIP OF THE COMBINED FLEET. HER CATAPULT WAS AGAIN REMOVED & THE AFTERMOST 連 M.G. WERE LOWERED ON THE UPPER DECK.

SHE WAS SLIGHTLY DAMAGED BY BOMBING AT THE BATTLE IN PHILIPPINE WATERS IN 1944. SHE CAME BACK HOME IN FEB. 1945. DAMAGED SEVERELY BY AT LEAST 5 DIRECT HITS & SOME NEAREST ONES AT THE BOMBING TO KURE NAVAL STATION, 19/3/'45. HER FUNNEL, BOILERS & THE PORT ENGINES SEVERELY DAMAGED AND HER MOVABILITY WAS ALMOST LOST. (SHE COULD ONLY NAVIGATE IN CALM SEA BELOW 12 KNOTS, ONLY TEMPORARILY REPAIRED AT OUTSIDE PLATINGS.) SHE WAS MOORED IDLE AT EDAUCHI, NEAR KURE, UNTIL JULY '45, WHEN SHE WAS AGAIN BOMBED & CAPSIZED. (24~28/7/'45.)

CRUISER
(JUNYŌ-KAN)
KUMA TYPE:
KITAKAMI

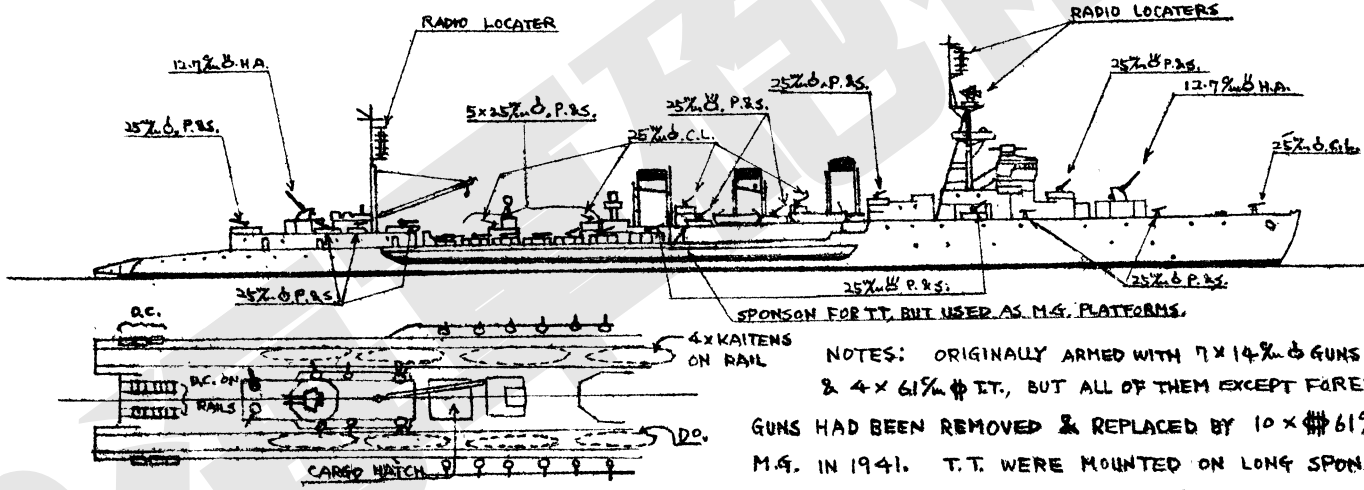
L_{WL}	158.M50 (L_{pp} 152.M4)	ENGINES	2 TURBINES
B	14.40 (BMax. 17.45)	BOILERS	12
d	5.60	S.H.P.	35,110
DISPT.	7,041		
SPEED	23 KNOTS.		

ARMAMENTS:
- 2 — 12.7㎝ H.A. GUNS
- 12 — 25㎜ M.G.
- 31 — 〃 〃
- 8 — KAITENS
- 18 — D.C.

ORIGINALLY 4 TURBINES WITH 90,000 S.HP & 36 KNOTS.

SISTERS: ŌI, KISO, KUMA, TAMA. & SLIGHTLY MODIFIED TYPES: KINU, YURA, NAGARA, ABUKUMA, ISUZU, NATORI & 3 BOATS OF SENDAI, NAKA, JINTSŪ. ..... ALL LOST DURING WAR.

BUILDERS: KITAKAMI (SASEBO, COMPLETED 1921)
OTHER BOATS: SASEBO, NAGASAKI, KAWASAKI, URAGA, YOKOHAMA. ALL COMPLETED BETWEEN 31/8/'20 ~ 30/11/'25.



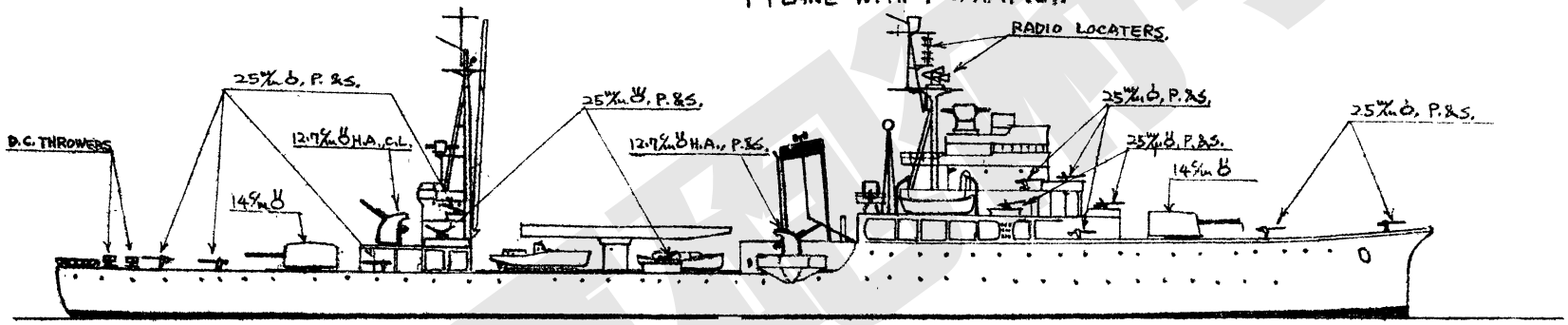
NOTES: ORIGINALLY ARMED WITH 7×14㎝ GUNS, 2×8㎝ H.A. GUNS & 4×61㎝ T.T., BUT ALL OF THEM EXCEPT FOREWARD 4×14㎝ GUNS HAD BEEN REMOVED & REPLACED BY 10×61㎝ T.T. & 4×25㎜ M.G. IN 1941. T.T. WERE MOUNTED ON LONG SPONSONS FITTED ALONG U.D. IN EACH SIDE. DURING 1942~'43 8 T.T. REMOVED & SEVERAL 25㎜ M.G. FITTED. ALSO SEVERAL 14M DAIHATSU (LANDING CRAFTS) MOUNTED ON DECK. SHE WAS TORPEDOES IN 1944 & REPAIRED & RECONSTRUCTED AS KAITEN (HUMAN TORPEDOES) CARRIERS AT SASEBO. COMPLETED IN DEC. 1944. ONLY 2 ENGINES REPAIRED, ONLY 23 KNOTS CAN ATTAINED. INNER SHAFTS REMOVED. ARMAMENTS REMOUNTED AS SHOWN ABOVE. CARGO HOLD WAS INSTALLED AT AFT ENGINE ROOM. 20 TON HEAVY CRANE WHICH WAS REMOVED FROM SEAPLANE TENDER CHITOSE WAS FITTED. CAN CARRY 8 KAITENS 4 IN EACH SIDE OF U.D. ON RAILS, WHICH CAN BE LAUNCHED BY MEANS OF WINCH FROM HER STERN WITHIN ABOUT 8 MINUTES. SPECIAL OVERHANG WAS FITTED FOR THAT PURPOSE. SHE WAS AGAIN DAMAGED NEAR KURE BY NEAREST BOMBS, 24/7/'45. BOTH ENGINES DAMAGED. AFTER WAR SHE WAS MOORED AT KAGOSHIMA AS A REPAIR SHIP FOR REPATRIATION SHIPS. WITHDRAWN FROM REPATRIATION LIST, 10/8/'46. TRANSFERRED TO HOME MINISTRY, 21/9/'46. NOW BEING SCRAPPED AT NAGASAKI.

TRAINING CRUISER
(RENSHŪ JUNYŌ-KAN)
KATORI TYPE:
KASHIMA

L_{WL}	129.M770 (LOA 133.500)	ENGINES	2 TURBINES & 2 DIESELS.
B	16.600	BOILERS	3
d	5.750	S. H. P.	8,000 (4,400 TURBINES, 3600 DIESELS)
DISPT.	6,280 TONS		
SPEED	18 KNOTS		

ARMAMENTS:
- 2 14 c/m ♉ GUNS
- 3 12.7 c/m ♉ H.A. GUNS
- 4 25 m/m ♉ M.G.
- 4 " ♉ "
- 18 " ♉ "
- 100 D.C. (2 RAILS & 4 THROWERS)
- 1 PLANE WITH 1 CATAPULT.

ONE MORE SHIP OF THIS TYPE, TO BE NAMED AS KASHIWARA WAS LAID DOWN AT YOKOHAMA 23/8/'41. BUT SHE WAS SCRAPPED ON THE STOCKS BEFORE WAR TO MAKE ROOM FOR OTHER SHIPS.



NOTES:- 2 SHIPS OF THIS TYPE, TE KATORI & THE KASHIMA, WERE BUILT UNDER THE 3RD REPLENISHMENT PROGRAM OF 1937. THE 3RD SHIP, THE KASHII UNDER THE 4TH PROGRAM OF 1939. THEY WERE INTENDED FOR TRAINING PURPOSES ONLY. FOR THESE PURPOSES, THEY WERE EQUIPPED WITH BOTH TURBINES & DIESELS, MANY KIND OF WEAPONS. ORIGINALLY ARMED WITH 2 x 14 c/m ♉ GUNS, 1 x 12.7 c/m ♉ H.A. GUN, 2 x 25 m/m ♉ M.G & 2 x 45 c/m ⌀ T.T. 1 SEAPLANE & A CATAPULT ALSO CARRIED. THE LIVING ACCOMMODATIONS FOR OFFICERS & MEN, MIDSHIPMEN & CADETS (INCL. THOSE OF HEADQUARTERS) ARE VERY COMPLETE & LUXURY FOR JAPANESE MEN-OF-WAR. FITTED FOR FOREIGN CRUISE. ACCOMMODATED AS FLAGSHIP. FOR THE ECONOMICAL REASONS A DERRICK INSTEAD OF ELECTRICAL CRANE EQUIPPED. AND OF RATHER SLOW IN SPEED. THUS, THEY WERE IN ANY RESPECT NOT ORDINARY COMBATANT SHIPS. BUT OWING TO THE LACK OF DEPOT SHIPS, THEY WERE ENLISTED IN THE COMBINED FLEET JUST BEFORE THE WAR. KASHIMA WAS SERVED AS FLAGSHIP OF THE 4TH FLEET, STATIONED AT TRUCK BY THE END OF 1943. THEN SHE CAME BACK HOME & SERVED AS TRAINING SHIP FOR THE NAVAL COLLEGE OF EDAJIMA AGAIN. IN EARLY 1945, SHE WAS RECONSTRUCTED AS FLAGSHIP FOR ANTI-SUB. SQUARDRON ON CHINA COAST. T.T. REMOVED & REPLACED BY ♉ H.A. GUNS. M.G. ADDED. ABOUT 100 D.C. CARRIED ON QUARTER DECK AT STERN & IN D.C. STOWAGE AT EX. ADMIRAL'S CABIN. D.C. STOWAGES WERE PROTECTED BY CONCRETE SHE HAD BEEN IN REPATRIATION SERVICE AFTER WAR UNTIL 15/11/'46, WHEN SHE WAS REMOVED FROM LIST. TRANSFERRED TO HOME MINISTRY, 26/11/'46. NOW BEING SCRAPPED AT KŌYAKIJIMA, NEAR NAGASAKI.

SISER SHIP KATORI WAS AT TRUCK AS FLAGSHIP OF 6TH FLEET. (SUB. FLEET) SUNK BY BOMBING AT TRUCK, 17/2/'44.

3RD SHIP KASHII WAS FLAGSHIP OF THE 1ST SOUTHSEA FLEET, STATIOND AT SELETAR, UNTIL END OF 1944, WHEN SHE RETURNED HOME, SERVED AS TRAINING SHIP. BUT SHE RECONSTRUCTED IN SIMILAR WAY AS IN KASHIMA FOR THE FLAGSHIP OF ESCORT FLEET. IN 1944. SHE CARRIED 300 D.C. KASHII SUNK BY BOMBING ON COAST OF INDO-CHINA, 12/1/'45.

AIRCRAFT CARRIERS

(KŌKŪ-BOKAN)

UNRYŪ TYPE:

RATSURAGI.

*AMAGI. (KASAGI) (IKOMA), *(ASO)

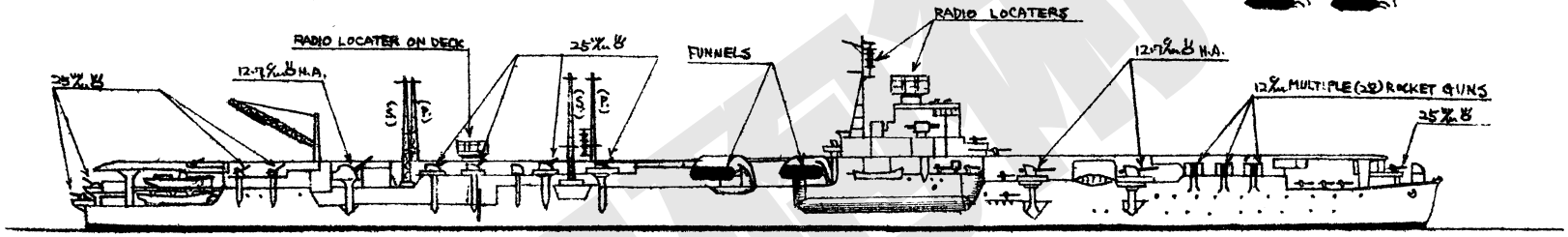
	KATSURAGI, ASO	OTHERS
Lwl	223M000	223.M000
B	22.000	22.000
d	7.770	7.860
DISPT.	20,200 TONS	20,450 TONS
SPEED	32 KNOTS	34 KNOTS

	KATSURAGI ASO	OTHERS
ENGINES	4 TURBINES	Do
BOILERS	8	8
S.H.P.	104,000	152,000

ARMAMENTS (KATSURAGI)
- 6 12.7㎝ 連 H.A. GUNS
- 6 12㎝ MULTIPLE (28) ROCKET GUNS
- 22 25㎜ 連 M.G.
- 23 〃 单 〃

AEROPLANES 57 + 7 RESERVE
- FIGHTERS 12 + 3 RESERVE
- TORPEDO BOMBERS 18 + 2 〃
- RECONNAISSANCES 27 + 2 〃

KASAGI HAS HEXAGONAL FUNNELS.



NOTES: THEY ARE MODIFIED HIRYŪ TYPE WITH ONLY 2 AIRCRAFT LIFTS AGAINST 3 IN HIRYŪ, & WITH SLIGHT SIMPLIFIED CONSTRUCTIONS. BUILT UNDER THE 5TH REPLENISHMENT PROGRAM OF 1942. (FIRST BOAT OF THIS TYPE, THE UNRYŪ UNDER THE EMERGENCY WAR PROGRAM OF 1941.) 7 MORE SHIPS PROJECTED BUT NOT LAID DOWN. KATSURAGI WAS COMPLETED 15/10/'44 AT KURE. AMAGI 10/8/'44 AT NAGASAKI. THEY NEVER TOOK PART IN FLEET ACTION. ENGAGED MERELY IN TRANSPORTATION TO SOUTHERN AREAS DURING WAR. BOTH SHIPS MOORED AT KURE IN CAMOUFLAGED CONDITIONS ALL SHIPS ARMED WITH 6×12.7㎝ 連 H.A. GUNS, 6 MULTIPLE ROCKET GUNS, BUT THE NUMBERS OF 連 & 单 M.G. OF 25㎜ VARY BY SHIPS. ALL SHIPS EXCEPT UNRYŪ & AMAGI HAVE OR WILL HAVE KNUCKLED STRUTS FOR H.A. GUNS & M.G. AT OUTBOARD. KATSURAGI & ASO HAVE DESTROYER TYPE ENGINES (SAME AS IN DESTROYER TYPE B.) WITH ONLY 10,400 SHP & 32 KNOTS IN SPEED. RADIUS OF ACTION IN ALL SHIPS 8,000 MILES AT 18 KNOTS. (KASAGI IS 10,000 MILES AT SAME SPEED.)

KATSURAGI. BOMBED AT FLYING DECK AT KURE, 27/7/'45. REPATRIATION SERVICE AFTER WAR. WITHDRAWN FROM LIST 15/11/'46. TRANSFERRED TO HOME MINISTRY, 20/11/'46. NOW BEING SCRAPPED AT SAKURAJIMA, ŌSAKA.

*AMAGI BOMBED & SLIGHTLY DAMAGED AT KURE, 19/3/'45. SINCE THEN MOORED IDLE WITH KATSURAGI AT KURE IN CAMOUFLAGED CONDITIONS. AGAIN BOMBED & CAPSIZED, 27/7/'45.

(KASAGI). LAUNCHED AT NAGASAKI, 19/10/'44. FITTED OUT AT SASEBO. WORK STOPPED 1/4/'45. (ALMOST READY FOR TRIALS)

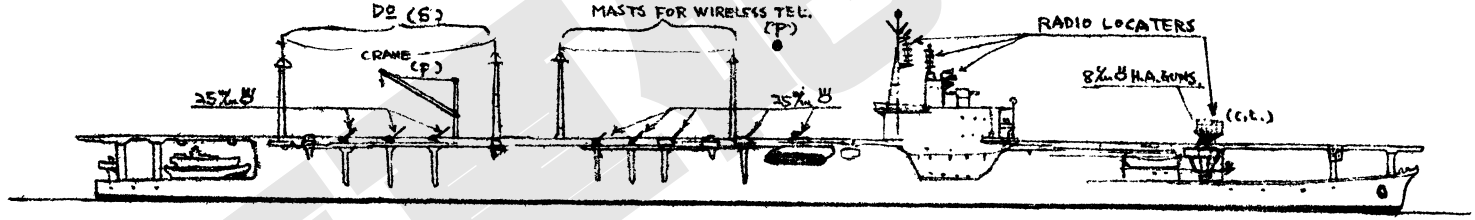
(IKOMA). LAUNCHED AT KAWASAKI, 17/11/'44. WORK STOPPED & MOORED NEAR SHŌDO-JIMA, INLAND SEA. DAMAGED BY BOMBING. SCRAPPING AT TAMANO.

*(ASO) LAUNCHED 1/11/'44, AT KURE. WORK STOPPED. MOORED NEAR KURE & USED AS EXPERIMENTAL TARGET FOR "KAMIKAZE" PLANES. DAMAGED & BOTTOMED.

WAR LOSSES: UNRYŪ (COMPLETED AT YOKOSUKA, 6/8/'44) SUNK BY U.S.S. REDFISH IN EAST CHINA SEA, 19/12/'44.
HIRYŪ & SORYŪ SUNK AT MIDWAY, 6/6/'42.

AIRCRAFT CARRIER
[KŌKŪ-BOKAN]
(IBUKI)

L_{pp}	187M800 (LOA 200.600)	ENGINES	2 TURBINES
L_{WL}	198.350	BOILERS	4
B	21.200	S.H.P.	72,000
d	6.310		
DISPT.	14,800 TONS		
SPEED	29.0 KNOTS	ARMAMENTS	2 8㎝ H.A. GUNS (NEW MODEL) 16 25㎜ H.G 4 12㎝ MULTIPLE (30) ROCKET GUNS 30 D.C. 27 PLANES (12 BOMBERS & 15 FIGHTERS)



NOTES: SHE WAS BUILT UNDER THE EMERGENCY PROGRAM OF 1941 AS A CRUISER OF MODIFIED MOGAMI TYPE. LAID DOWN IN APR. 1942 AT KURE AND LAUNCHED IN MAY 1943. JUST AFTER HER LAUNCH HER CONSTRUCTION STOPPED IN ORDER TO BUILD MORE CARRIERS. SHE WAS MOORED IN KURE FOR ABOUT HALF AN YEAR, DURING WHICH PERIOD HER RECONSTRUCTION WAS DISCUSSED SEVERAL TIMES. AT SOME CASE THE CONVERSION TO A FAST OIL TANKER WAS IN CONSIDERATION, BUT FINALLY DETERMINED TO AN AEROPLANE CARRIER. SHE WAS TOWED BY SUB. DEPOT SHIP JINGEI TO SASEBO IN NOV. 1943, WHERE HER CONVERSION STARTED. Nº OF BOILERS REDUCED FROM 8 TO 4, THE SPACES UTILIZED AS FUEL OIL TANKS. INNER SHAFTS AND AFT ENGINES NOT INSTALLED, THUS HER SPEED WAS REDUCED FROM 35 TO 29 KNOTS.
IN TOTAL 27 PLANES TO BE CARRIED (12 BOMBERS & 15 FIGHTERS), OF WHICH 10 FIGHTERS TO BE CARRIED ON THE FLYING-OFF DECK. SINGLE HANGER & 2 AIRCRAFT LIFTS. BRIDGE AT STARB'D SIDE
SHE WAS AT FIRST TO BE COMPLETED IN THE EARLY SPRING OF 1945, BUT DELAYED TO BE IN AUG. IN ABOUT MARCH OF THAT YEAR HER CONSTRUCTION AGAIN STOPPED AS THE YARD WAS INTENDED TO BUILT IN A HURRY A LARGE NUMBERS OF SMALL SUBS & SPECIAL ATTACK WEAPONS. SHE WAS MOORED AT EBISU BAY OF SASEBO AT THE END OF WAR. SHE WILL BE SCRAPPED IN A SHORT TIME.
ANOTHER SISTER SHIP (CRUISER) WAS LAID DOWN IN JUNE, 1942, AT NAGASAKI. BUT SHORTLY AFTER LAYING DOWN SHE WAS SCRAPPED AND CARRIER AMAGI WAS BUILT IN PLACE OF HER.

AIRCRAFT CARRIER

(KŌKŪ-BOKAN)

JUNYŌ TYPE:

*JUNYŌ

EX KASHIWARA MARU

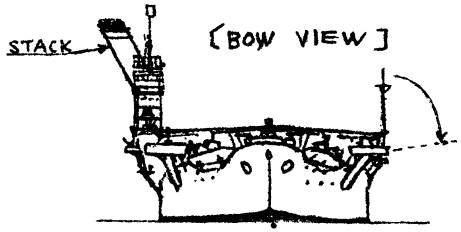
JUNYŌ MEANS "SWIFT HAWK."

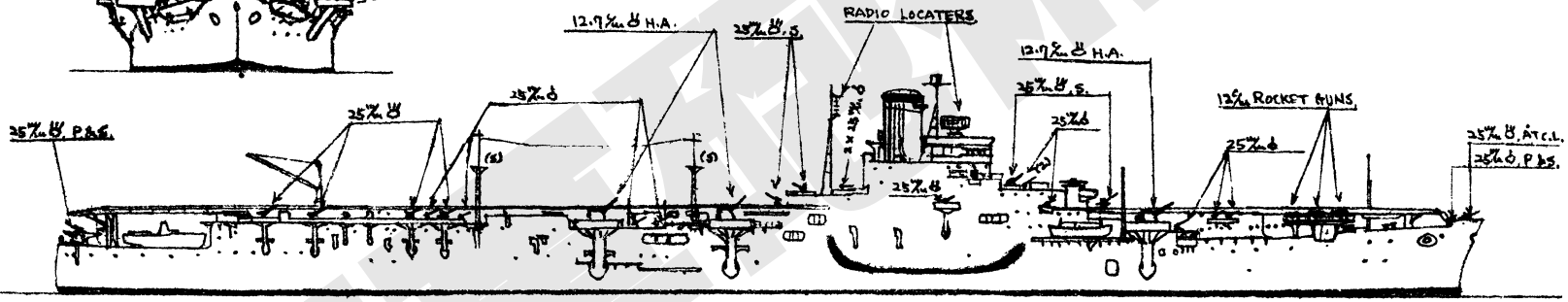
Lpp	206M00
Lwl	215.30
B	26.70
d	8.02
DISPT.	26,949 TONS
SPEED	25.5 KNOTS

ENGINES	2 TURBINES
BOILERS	6 (4 KANPONS & 2 CYRINDRICALS)
S.H.P.	56,250

ARMAMENTS

- 6 12.7㎝ 連 H.A. GUNS
- 15 25㎜ 連 M.G.
- 2 " 单 "
- 27 " 单 "
- 6 12㎝ MULTIPLE(28) ROCKET GUNS.
- 53 PLANES (12 O-FIGHTERS, 18 99-TORPEDO BOMBERS, 18 99-BOMBERS & 5 RESERVE PLANES)





NOTES: SHE WAS LAID DOWN AT NAGASAKI IN 1939 AS A TRANS-PACIFIC LINER KASHIWARA MARU OF THE N.Y.K. LINE WITH 27,000 G/T & 24 KNOTS SPEED. SHE WAS PURCHASED BY THE NAVY IN AUTUMN OF 1940 WHEN SHE WAS STILL ON THE BUILDING BERTH. SUPER-STRUCTURES REMOVED AND HANGERS ERECTED, LIGHT PROTECTION OF 25㎜ DUCOL STEEL WAS FITTED OUTSIDE HER PLATING ALONG THE VITAL PARTS. BOILERS REPLACED, SO THAT HER SPEED INCREASED BY ABOUT 1.5 KNOTS. HER RECONSTRUCTION WAS SO COMPLETELY, THAT SHE REMAINS NO MERCHANT SHIP FIGURES EXCEPT THE FORM OF STEM & STERN. THE FIRST JAPANESE CARRIER WITH FUNNEL ON ISLAND STRUCTURE. SHE WAS COMPLETED IN MAY 1942. SHE TOOK PART THE BATTLE OFF SANTA CRUZ, 26/10/42. TORPEDOED AT STERN IN SUMMER, 1943, OFF BUNGO STRAIT. AFTER THE REPAIR AT KURE SHE HAD BEEN ENGAGED IN TRANSPORTATION TO SOUTNERN AREAS TILL THE BATTLE OFF MARIANAS, AT THAT BATTLE SHE WAS STRUCK BY A BOMB AT HER FUNNEL, WHICH WAS CRASHED AT THE TOP, AFTER THIS OPERATION SHE WAS REFITTED AT KURE, M.G. ADDED & CONCRETE PROTECTION WAS FITTED AT HER GASOLINE TANKS. ALL HER COMBUSTIONABLE FITTINGS & EQUIPMENTS REMOVED OR SUBSTITUTED. ROCKET GUNS FITTED. SHE WAS TORPEDOED BY SUB. OFF NAGASAKI, 9/12/'44. DURING HER REPAIRS AT SASEBO, SHE WAS CONDEMNED TO RESERVE SERVICE & MOORED IDLE TILL THE END OF THE WAR. NOW UNDER SCRAPPING AT SASEBO.

SISTER SHIP HIYŌ (Ex. N.Y.K. LINER IZUMO MARU) WAS ALSO PURCHASED WHEN SHE WAS ON THE STOCKS AT KŌBE. COMPLETED IN JULY, 1942. SHE SUNK AT THE BATTLE OF MARIANA, 20/6/'44.

AIRCRAFT CARRIER
(KŌKŪ-BOKAN)

*KAIYŌ

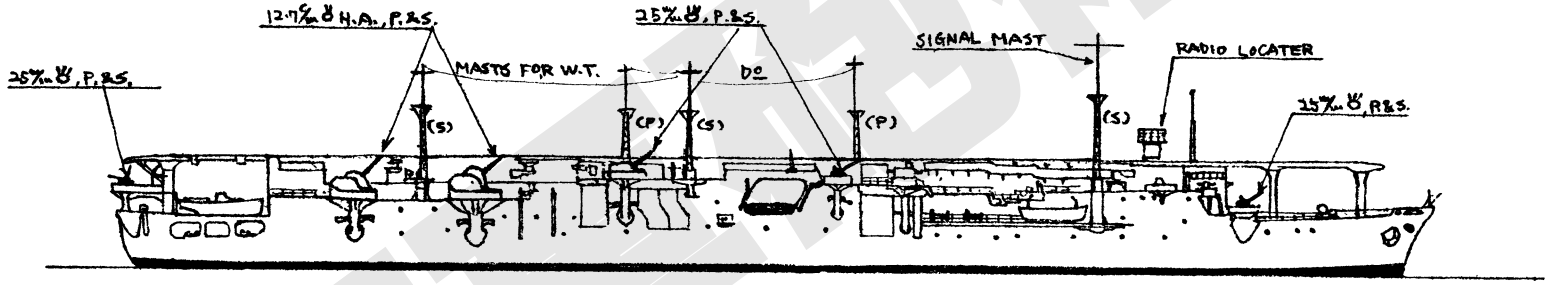
EX. ARGENTINA MARU.

KAIYŌ MEANS "SEA HAWK."

L_{PP}	155.000 (LOA 166.360)
L_{WL}	159.700
B	21.000
d	8.04
DISPT.	16,748 TONS
SPEED	23.8 KNOTS

ENGINES	2 TURBINES
BOILERS	4
S.H.P.	52,510

ARMAMENTS.
- 4 12.7㎝ H.A. GUNS
- 8 25㎜ M.G.
- ABOUT 20 〃 〃
- 8 D.C.
- 24 PLANES (18 FIGHTERS & 6 BOMBERS)



NOTES: SHE WAS EX. O.S.K. LINER ARGENTINA MARU OF 12,755 TONS GROSS & 21.5 KNOTS WITH DIESEL ENGINES. CONVERTED TO CARRIER AT NAGASAKI, COMPLETED NOV. 1943. DIESEL ENGINES WERE REPLACED BY TURBINES, BY WHICH SPEED INCREASED ABOUT 2¹ KNOTS. NEARLY 3,200 TONS BALLAST OF WATER, OIL & SHINGLES WERE LOADED. FLYING OFF DECK IS HIGHER THAN ORDINARY CARRIERS COMPARED WITH LENGTH.

SHE HAD BEEN ENGAGED IN CONVOY ESCORTING & TRANSPORTATION FOR SOUTHERN AREAS. IN EARLY 1945 SHE BECAME TRAINING CARRIER IN THE INLAND SEA, USED FOR THE TRAINING OF FLYING OFF OR LANDING AND SPECIALLY FOR THE TARGET OF THE KAMIKAZE PLANES. SHE WAS SLIGHTLY DAMAGED AT KURE HARBOR ON 19/3/'45. AFTER THAT AIR RAID SHE WAS MOORED CAMOUFLAGED AT THE SHORE OF NŌMI JIMA, NEAR KURE. SHE THEN SAILED NEAR BEPPU, WHERE SHE WAS BOMBED, SEVERELY DAMAGED AND BOTTOMED ON 24/7/'45.

SISTER SHIP (O.S.K. LINER) BRASIL MARU WAS ALSO PROJECTED TO A CARRIER IN THE SAME WAY, BUT SHE WAS SUNK BY SUB. BEFORE CONVERSION WHILE SERVING AS NAVAL TRANSPORT.

THERE WERE ALSO 4 MORE ESCORT CARRIERS IN THE JAPANESE NAVY, i.e. TAIYŌ (Ex. N.Y.K. LINER KASUGA MARU), UNYŌ (Do YAWATA MARU), CHŪYŌ (Do NITTA MARU) & SHINYŌ (Ex. NORDDEUTSHER LLOYD LINER SCHARNHORST). ALL OF THEM LOST DURING WAR BY SUB. ALL OF THEM WERE OFFICIALLY RATED AS TAIYŌ TYPE, BUT KAIYŌ & SHINYŌ WERE PRACTICALLY NOT SISTERS TO THEM.

AIRCRAFT CARRIER

〔KŌKŪ BOKAN〕

*RYŪHŌ

SHE IS OFFICIALLY OF ZUIHŌ CLASS, BUT PRACTICALLY SHE IS NOT A SISTER TO ZUIHŌ.

EX. TAIGEI.

L_{PP}	197.300 (LOA 215.650)
L_{WL}	212.074
B	19.784
	20.00 MAX. ABOVE W.L.
d	6.644
DISPT.	15,221 TONS
SPEED	26.2 KNOTS

ENGINES	2 TURBINES
BOILERS	4
S.H.P.	52,000

ARMAMENTS.

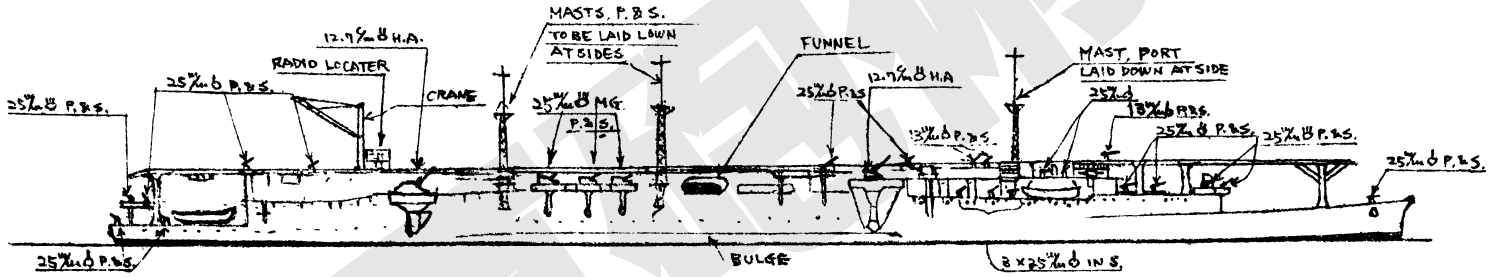
4	12.7㎝ 連 H.A. GUNS
10	25㎜ 連 M.G.
4	〃 連 〃
23	〃 单 〃
6	13㎜ 单 〃
6	D.C.
31	PLANES

FOLLOWING ARMAMENTS ADDED, BUT THE POSITIONS UNCERTAIN.

6	12㎝ MULTIPLE (28) ROCKET GUNS. (3 IN EACH SIDE)
1	25㎜ 单 M.G. } TEMPORALILY
12	13㎜ 单 〃 } MOUNTED

BUILDER: YOKOSUKA.

	COMPLETED	RECONSTRUCTION BEGUN	RECONSTRUCTION COMPLETED
RYŪHŌ (EX. TAIGEI)	31/3/1934	18/12/'41	28/11/'42
SHŌHŌ (EX. TSURUGIZAKI)	15/1/1939	1/'41	26/1/'42
ZUIHŌ (EX. TAKASAKI)		1/'40	27/12/'40



NOTES: THIS SHIP WAS BUILT UNDER THE REPLACEMENT PROGRAM OF 1933 AS THE SUB. DEPOT SHIP TAIGEI. HER CONSTRUCTION TOOK PART OF THE NAVAL MANEUVER HELD THAT YEAR, AND SHE WAS LAUNCHED ONLY 7 MONTHS AFTER LAID DOWN AT THE YOKOSUKA NAVAL YARD. ELECTRIC WELDING WAS VERY WIDELY ADOPTED IN THE HULL, WHICH CAUSED MUCH DEFLECTION AT BOW & STERN. SHE WAS CUT DOWN IN DOCK TO REMOVE DEFLECTION AND RESIDUAL STRESS. ORIGINALLY SHE WAS A MOTOR WARSHIP WITH 8 DIESELS COUPLED BY VULCAN HYDRAULIC GEARS. SHE WAS CONVERTED TO CARRIER IN 1942. DIESELS WERE REPLACED BY 2 SETS OF TURBINES & 4 BOILERS, SPEED INCREASED FROM 20 TO 26 KNOTS.

AFTER HER COMPLETION AS SUB. DEPOT SHIP SHE WAS FOUND WEAK IN STRUCTURE, UNSUFFICIENT IN STABILITY, SO SHE WAS EXTENSIVELY STRENGTHENED BY DOUBLING PLATES, AND BULGES WERE FITTED TO INCREASE STABILITY.

DURING HER RECONSTRUCTION TO CARRIER AT YOKOSUKA, SHE WAS HIT BY BOMBS AT THE FIRST AMERICAN AIR RAID ON 18/4/'42. SOON AFTER HER COMPLETION AS CARRIER SHE WAS AGAIN DAMAGED BY A TORPEDO. SHE TOOK THE PART IN THE BATTLES OF MARIANA (JUNE 1944) & PHILIPPINES. (OCT. 1944)

SHE WAS SEVERELY DAMAGED BY BOMBING, 19/3/'45 AT KURE. ALMOST WHOLE PART ABOVE U.D. WAS BURNT OUT & SHE WAS COMPLETELY LOST HER VALUES AS A CARRIER.

THERE WERE 2 ALMOST SIMILAR SHIPS IN OUR NAVY; SHŌHŌ (EX. TSURUGIZAKI) & ZUIHŌ (EX. TAKASAKI). BOTH CONVERTED FROM SUB. DEPOT SHIPS. (ZUIHŌ WAS CONVERTED DURING HER CONSTRUCTION) BOTH SHIPS LOST DURING THE WAR.

AIRCRAFT CARRIER
[KŌKŪ-BOKAN]
HOSHŌ

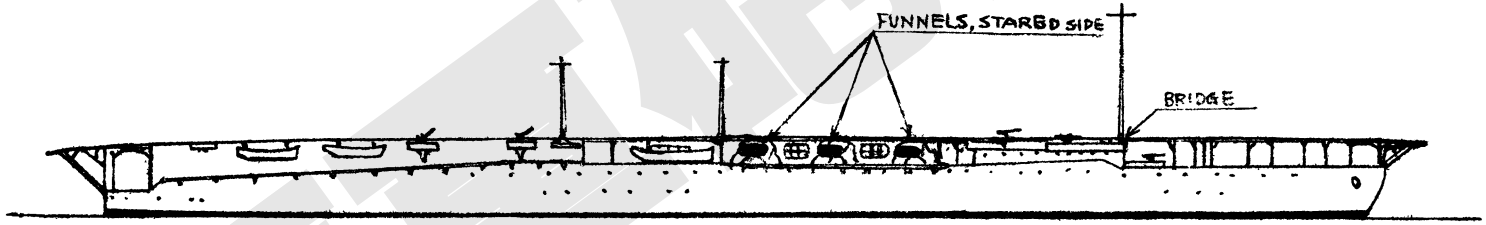
L_{pp}	155M45
L_{WL}	165.00
$B_{MAX.}$	18.00 (BWL 14.67)
d	6.20
DISPT.	ABOUT 10,500 TONS
SPEED	25 KNOTS

ENGINES	2 TURBINES
BOILERS	8
S.H.P.	30,000

ARMAMENTS. ORIGINALLY ARMED WITH 4×14㎝ 6 GUNS & 2×8㎝ 6 H.A. GUNS. AT THE OUTBREAK OF THE WAR H.A. GUNS WERE REPLACED BY 4×25㎜ 3 M.G. DURING THE WAR 14㎝ 6 GUNS REMOVED & SEVERAL 25㎜ 3 OR 6 M.G. ADDED. SHE HAD ONLY 3×25㎜ 3 M.G. AT THE END OF WAR. ALSO SEVERAL D.C.

Nº OF PLANES CARRIED: (DESIGNED)

BOMBERS	6 + 4 RESERVE
FIGHTERS	5 + 2 "
RECONNAISSANCES	4 + 0 "
	15 + 6 RESERVE



NOTES: SHE IS THE FIRST AIRCRAFT CARRIER BUILT FOR THIS PURPOSE IN THE WORLD. BUILT BY ASANO SHIPBUILDING CO OF TSURUMI (NOW TSURUMI WORKS OF JAPAN STEEL PIPE CO), FITTED OUT AT YOKOSUKA NAVY YARD. COMPLETED 27/12/1922. EQUIPPED WITH POWERFUL SPERRY GYRO STABILIZER. WHEN COMPLETED SHE HAD A ISLAND STRUCTURE & TRIPOD MAST, BUT THESE HAVE BEEN REMOVED. FUNNELS WERE AT FIRST HINGED TYPE & CAN STAND UP OR FELL DOWN OUTBOARD BY MECHANISM OF GEARS. BUT THEY WERE FIXED & RECONSTRUCTED TO BEND SOMEWHAT DOWNWARDS.
SHE WAS USED FOR TRAINING PURPOSE SINCE 1942 SHE HAD BEEN STAYED ALMOST IN INLAND SEA. FLYING DECK WAS LENGTHENED AS LONG AS POSSIBLE IN THE END OF 1944. SHE TOOK PART IN THE OPERATIONS OF MIDWAY, JUNE 1942.
SHE HAD BEEN IN REPATRIATION SERVICE AFTER WAR. FLYING DECK AT BOW WAS REMOVED TO CLEAR THE VISIBILITY FROM BRIDGE.
SHE WAS WITHDRAWN FROM REPATRIATION LIST 16/8/46. TRANSFERRED TO THE HOME MINISTRY 31/8/46.
NOW SHE IS UNDER SCRAPPING WORK AT ŌSAKA.

SEAPLANE TENDER

[SUIJŌKI BOKAN]

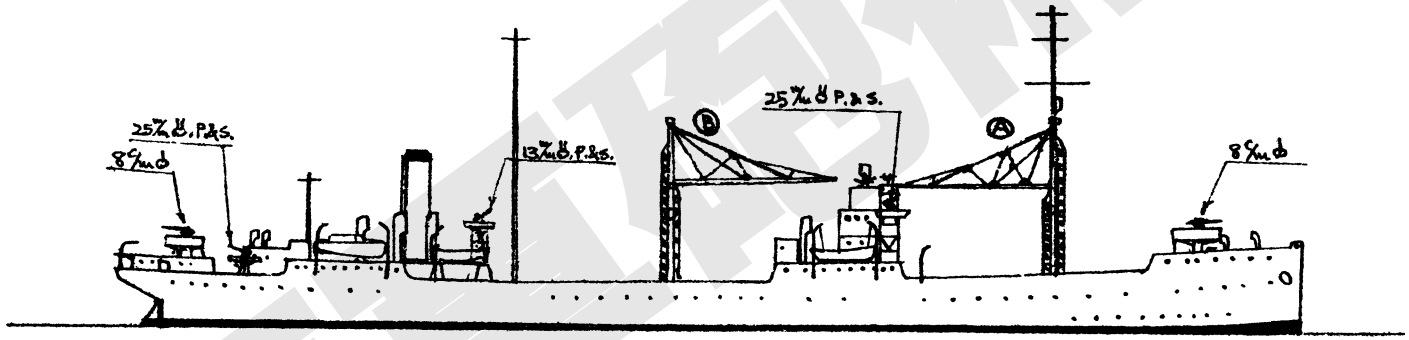
*NOTORO

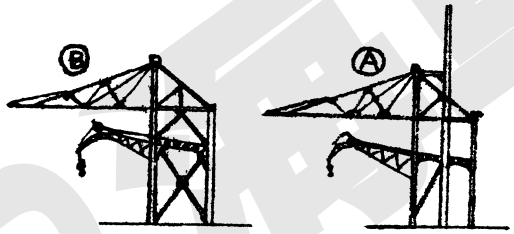
ORIGINALLY RATED AS SHIRETOKO TYPE OF OILERS.

L_{PP}	138.88 M
B	17.68
d	8.08
DISPT.	14,050 TONS STANDARD
SPEED	12.0 KNOTS.

ENGINES	1 RECIPROCATING.
BOILERS	4
FUEL	OIL & COAL
S.H.P.	5,850

ARMAMENTS
- 2 8 c/m ⌀ GUNS.
- 4 25 m/m ⌀ M.G.
- 2 13 m/m ⌀ 〃.





[FOREWARD VIEWS OF CRANES]

NOTES: SHE WAS BUILT IN 1920 AS A SPECIAL SERVICE SHIP (OIL TANKER) BY LLOYD RULE. SISTER SHIP TO HAYATO & ERIMO. ORIGINALLY THERE WERE 10 BOATS OF THIS CLASS. ALL OTHERS LOST IN THE WAR. SHE WAS CONVERTED TO A SEAPLANE TENDER ABOUT 1924. SHE WAS ACCOMMODATED FOR 8 SEAPLANES, 2 OF WHICH IN RESERVE. PLATFORM FOR PLANE WAS ERECTED OVER FORE & AFT WELL. WOODEN AWNINGS COVERED OVER IT AT THE LEVEL OF COMPASS BRIDGE. TWEEN DECKS FITTED TO ACCOMMODATE LIVING QUARTERS AND RIGGING SHOPS. CRANES FITTED AS ABOVE SKETCH.

SHE WAS SERVED AS OIL TANKER AT THE EARLY PERIOD OF THIS WAR AND THE COVERS FOR PLANES REMOVED BUT CRANES REMAINED.

SHE WAS TWICE TIMES TORPEDOED BY SUB. WHILE UNDER REPAIRS AT SELETAR NAVAL BASE AT SINGAPORE SHE WAS BOMBED AND SEVERELY DAMAGED, 5/11/'44. SINCE THEN SHE WAS USED AS A FLOATING OIL TANK THERE TILL THE END OF THIS WAR.

BUILDER: KAWASAKI.

SUBMARINE DEPOT SHIP

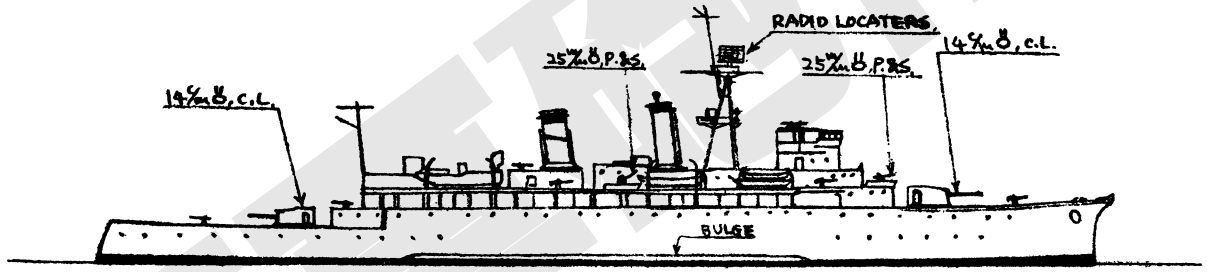
(SENSUI-BOKAN)

JINGEI TYPE:

CHŌGEI

21

L_{pp}	115M.82	ENGINES	2 TURBINES
B	16.15	BOILERS	6
d	6.91	S.H.P.	7,000
DISPT.	5,160 TONS STANDARD	ARMAMENTS	2 14㎝ 8 GUNS
SPEED	16 KNOTS		4 25㎜ 8 M.G.
			10 " 6 "
			SEVERAL D.C.



NOTES: SHE IS THE FIRST JAPANESE SUBMARINE DEPOT SHIP DESIGNED FOR THAT PURPOSE. COMPLETED AT NAGASAKI, 2/8/'24. BULGES WERE FITTED TO INCREASE INITIAL STABILITY. FOR MANY YEARS SHE WAS IN THE COMBINED FLEET AS FLAGSHIP FOR SUB. SQUARDRON. DESPATCHED TO SOUTHERN WATERS AT THE EARLY PERIOD OF WAR. CAME BACK HOME IN THE END OF 1943. THEN SHE SERVED AS A FLAGSHIP FOR THE TRAINING SUB. SQUARDRON IN INLAND SEA BUT SOMETIMES ENGAGED IN TRANSPORTATION SERVICE FOR SOUTHERN AREAS. MASTS SHORTENED IN 1944. SHE WAS BOMBED NEAR MAIZURU, 30/7/'45. BRIDGE CRASHED BY A DIRECT HIT OF BOMB. AFTER WAR SHE WAS REPAIRED & IN REPATRIATION SERVICE. WITHDRAWN FROM REPATRIATION SERVICE, 15/8/'46. TRANSFERRED TO HOME MINISTRY, 7/9/'46. NOW BEING SCRAPPED AT MUKAIJIMA, NEAR ONOMICHI.

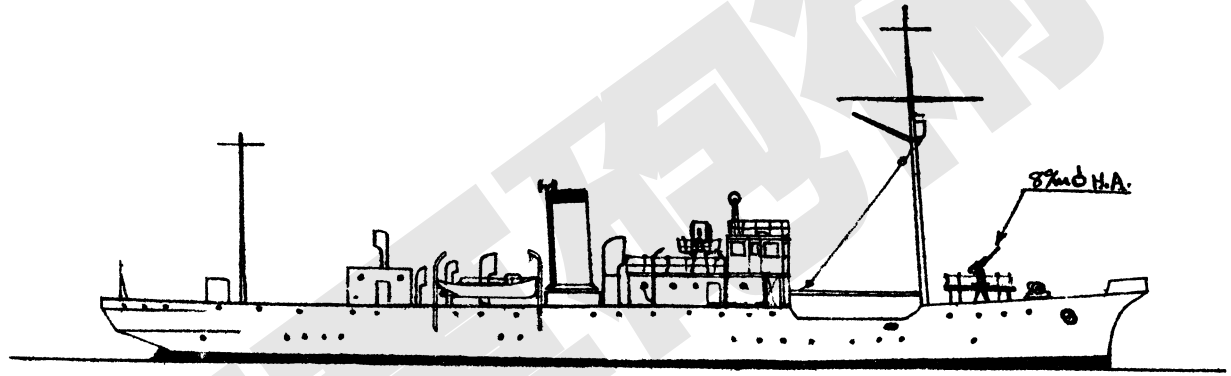
A SISTER SHIP JINGEI, BUILT BY NAGASAKI IN 1923, SUNK BY SUB. NEAR AMAMI ISLAND, 10/10/'44.

SUBMARINE DEPOT SHIP

*KOMAHASHI

L_{pp}	64.M.01
B	10.67
d	3.86
DISPT.	1,125 TONS STANDARD
SPEED	13.9 KNOTS.

ENGINES	2 DIESELS
S.H.P.	1,200
ARMAMENTS	1 8㎝ ó H.A. SEVERAL M.G. & D.C.



NOTES: SHE WAS COMPLETED AT SASEBO, 20/1/1914. ORIGINALLY CLASSIFIED AS MISCELLANEOUS VESSEL & CALLED AS KOMAHASHI MARU. CLASSIFIED IN COMBATANT SHIP, NAMED AS KOMAHASHI, 16/8/'14. (CONVERTED AS SUB. TENDER) CLASSIFIED AS TORPEDO DEPOT SHIP IN 1920, SUBMARINE DEPOT SHIP IN 1924. AS FIPST COMPLETED SHE HAD F'CL & BRIDGE DECK ONLY. BRIDGE DECK WAS LENGTHENED TO THE STERN TO PROVIDE MORE LIVING QUARTERS AS DEPOT SHIP. SHE HAD BEEN SERVED BEFORE THE WAR AS SURVEYING SHIP. 2 BOILERS & RECIPROCATING ENGINES REMOVED & REPLACED BY 2 SETS OF IKEGAI DIESELS ABOUT 8~9 YEARS BEFORE THE WAR. SHE WAS CLASSIFIED AS SURVEYING SHIP, SPECIAL SERVICE SHIP. 20/7/'42. AGAIN SUB. DEPOT SHIP DURING THE WAR.

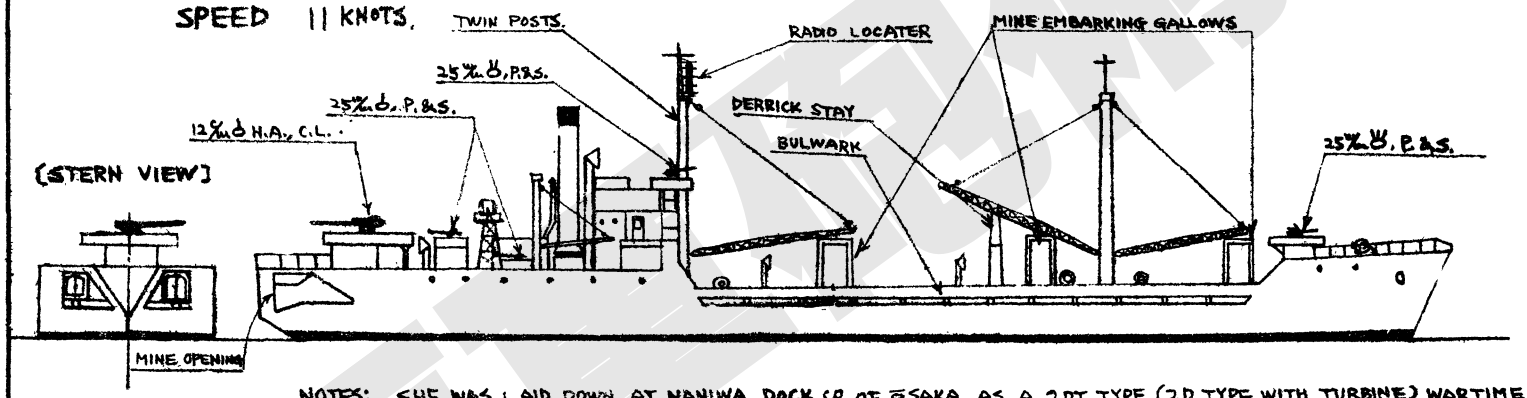
SHE WAS BOMBED & BOTTOMED AT OWASE, MIE PREF., 28/7/'45. DECKS ABOVE WATER.

MINE LAYER
[FUSETSU-KAN]
MINOO

LWL.	86.M25
LPP.	85.00
B	13.42
D	7.20
d	5.85 (FULL LOAD)
DISPT.	3,224 TONS STANDARD
D°	5,200 TONS FULL LOAD.
D.W	3,850 TONS.
G.T.	2,300 TONS
SPEED	11 KNOTS.

ENGINE	1 TURBINE
BOILER	1 CYLINDRICAL
S. H. P.	1,200

ARMAMENTS.
- 1 12 cm ♂ H.A. GUN
- 2 25 mm ♂ M.G.
- 2 " ♂ "
- 4 " ♂ "
- 24 D.C. WITH 2 RAILS & 2 THROWERS.
- 380 MINES



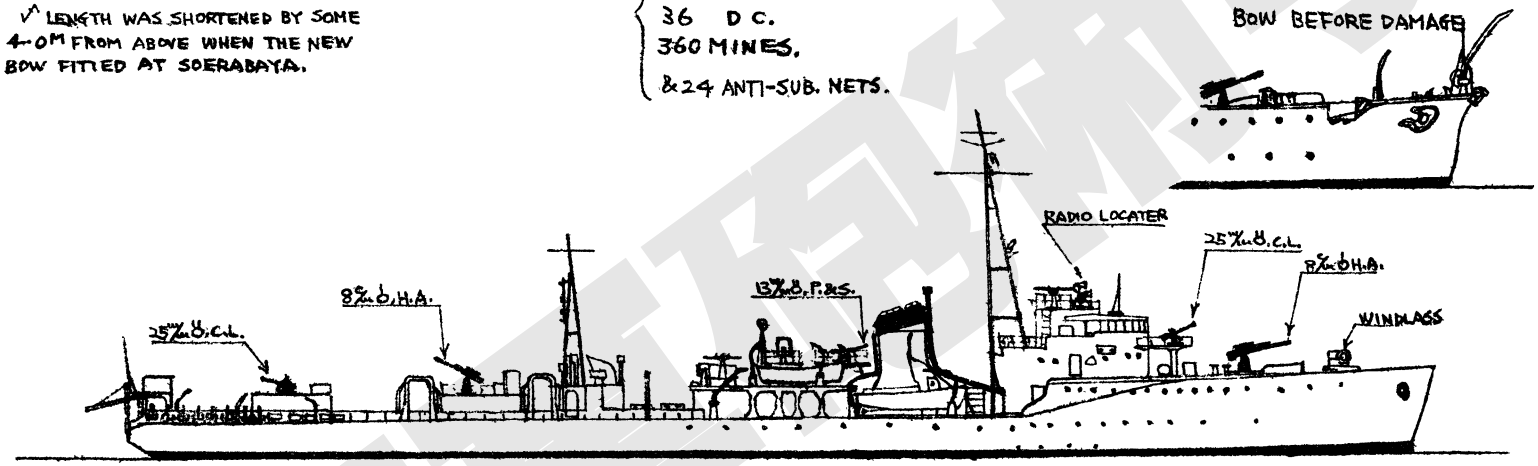
NOTES: SHE WAS LAID DOWN AT NANIWA DOCK CO OF ŌSAKA AS A 2DT TYPE (2D TYPE WITH TURBINE) WARTIME STANDARD TRAMPER. JUST AFTER THE LAYING DOWN SHE WAS PURCHASED BY THE NAVY AND HER CONSTRUCTION WAS PROCEEDED AS A MINE LAYER. BULKHEADS WERE ADDED TO MACHINERY SPACE TO SUBDIVIDE BOILER & ENGINE ROOMS, AND IN HOLD. STEEL DECK ALSO ADDED AT HOLD TO PROVIDE LIVING QUARTERS. HOLDS USED AS MINE STORAGES. MINE LAYING RAILS ON EACH SIDE OF U.D. IN ALL OTHER RESPECTS SHE IS QUITE SIMILAR TO THE ORDINARY 2D TYPE STEAMER. DERRICKS & THEIR POSTS FITTED IN ORDER TO USE AS TRANSPORT WHEN NOT USED AS LAYER. SHE IS OF THE MOST SIMPLE DESIGN OF HULL WITH NO SHEERS & CAMBERS TO DECKS. FLAT COUNTER STERN. STRAIGHT STEM. SHE WAS INTENDED TO LAY MINES IN THE VISINITY OF HOME. AS THE MAJORITY OF OUR MINE LAYERS & LIGHT MINE LAYERS WERE LOST OR DAMAGED, HER CONSTRUCTION WAS VERY MUCH HURRIED UP, BUT OWING TO THE INSUFFICIENT SUPPLY OF MATERIALS, HER COMPLETION WAS DELAYED TO 5/8/'45, SO THAT SHE WAS NEVER USED IN LAYING OPERATIONS. SHE IS THE ONLY SHIP EQUIPPED WITH TYPE 5 HYDROPHONE. COMPLETED WITH COAL BURNING BOILER, BUT ALTERED TO OIL BURNING AFTER WAR. SERVED IN REPATRIATION DUTIES. NOW UNDER SCRAPPING WORK AT URABE SHIPBUILDING CO (TAGUMA WORKS) IN INNOSHIMA, HIROSHIMA PREF.
ONE MORE SISTER WAS LAID DOWN AT THE SAME BUILDER, 1/2/'45, BUT HER CONSTRUCTION WAS STOPPED DURING THE SPRING OF 1945. ANOTHER TRAMPER EIJŌ MARU OF 2DRS TYPE (2D TYPE WITH RECIPROCATING ENGINE), BUILT BY KIANGNAN DOCK AT SHANGHAI, WAS CHARTERED BY THE NAVY & RECONSTRUCTED AS LAYER IN SIMILAR WAY, COMMISSIONED IN APR. 1945 IN KURE. SHE IS PRACTICALLY SISTER SHIP TO MINOO; SUNK BY THE END OF WAR.

MINE LAYER
[FUSETSU-KAN]
NET LAYER
[KYŪSETSUMŌ-KAN]
HATSUTAKA TYPE:
WAKATAKA

L_{OA}	^90M.900
L_{PP}	^82.500
L_{WL}	^86.500
B	11.300
d	4.000
DISPT.	1,890 TONS
SPEED	20.0 KNOTS.

^ LENGTH WAS SHORTENED BY SOME 4.0M FROM ABOVE WHEN THE NEW BOW FITTED AT SOERABAYA.

ENGINES	2 TURBINES
BOILERS	3, MIXED BURNING
S. H. P.	6,000
FUEL	OIL & COAL
ARMAMENTS	2 8㎝ H.A. GUNS 2 25㎜ M.G 2 13㎜ 36 D.C. 360 MINES, & 24 ANTI-SUB. NETS.



NOTES. SHE WAS BUILT BY THE HARIMA S.B. CO., COMPLETED 30/11/41. 2 SISTERS THE HATSUTAKA & THE AOTAKA WERE ALSO BUILT BY THE SAME YARD BEFORE HER. COMPLETED 3/10/39 & 30/6/40 RESPECTIVELY. BUT SHE WAS ARMED WITH 2×8㎝ H.A. GUNS INSTEAD OF 2×40㎜ M.G. IN THE HATSUTAKA & AOTAKA. VERY HANDY BOAT. USED FOR MINE & NET LAYING, CONVOY ESCORTING & TRANSPORTING. RADIUS OF ACTION IS 3,000 MILES AT 14 KNOTS. SHE HAD BEEN STATIONED AT DUTCH EAST INDIES OR NEW GUINEA WATERS DURING THE WAR. SHE WAS TORPEDOED AT BOW BY A SUB. IN THE END OF 1944. REPAIRED AT SOERABAYA, AGAIN DAMAGED AT MINOR SUNDA BY SUB., BOW WAS CUT OFF JUST BEFORE THE FOREWARD 8㎝ GUN, 27/3/'45. REPAIRED IN A HURRY AT SOERABAYA. SIMPLE BOW WAS FITTED. WINDLASS FOR A MERCHANT SHIP WAS FITTED ON THE FORECASTLE DECK. LENGTH WAS SHORTENED BY SOME 5~6 METERS. SHE CAME BACK HOME AFTER THE WAR & SINCE MARCH OF 1946 SHE HAD BEEN IN REPATRIATION SERVICE TO BE SCRAPPED SHORTLY.

WAR LOSSES:

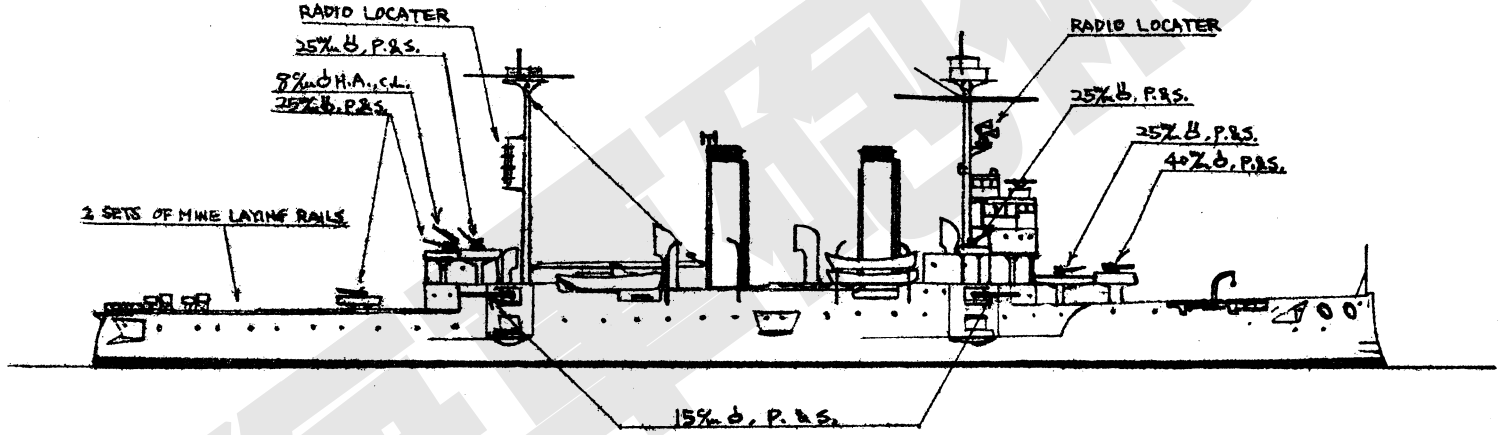
HATSUTAKA SUNK BY SUB. AT MALAYAN COAST, 16/5/'45.
AOTAKA " " ", OFF NORTHERN COAST OF BORNEO, 26/9/'44.

MINE LAYER
(FUSETSU-KAN)
*TOKIWA

L_{pp}	124M.36
B	20.45
d	7.74
DISPT.	9,240 TONS STAND'D.
SPEED	21.25 KNOTS. (ONLY ABOUT 12 KNOTS IN HER DECLINING YEARS.)

ENGINES	2 RECIPROCATINGS
BOILERS	8
I.H.P.	18,000
FUEL	COAL

ARMAMENTS
- 4 15㎝/50 GUNS
- 1 8㎝/40 H.A.GUN
- 2 40㎜/60 M.G.
- 10 25㎜/60 M.G.
- ABOUT 10~15 25㎜/60 M.G.
- 80 D.C.
- ABOUT 200~300 MINES



NOTES: SHE IS AN OLD ARMOURED CRUISER COMPLETED BY ARMSTRONG IN 1899. ENGAGED IN RUSSO-JAPANESE WAR & WORLD WAR I. ORIGINALLY ARMED WITH 2×20㎝/45 TURRETS, 14×15㎝/50 GUNS, 10×8㎝/40 GUNS. IN 1921 SHE WAS RECLASSIFIED AS 1ST. CLASS COAST DEFENCE SHIP, IN 1922 MINE LAYER. THE AFTER 20㎝ TURRET REMOVED, MINE LAYING RAILS EQUIPPED, 2 SETS ON UPPER DECK AND 2 SETS ON MAIN DECK. SINCE ABOUT 1930 SHE WAS IN RESERVE AT SASEBO. IN 1940 SHE WAS AGAIN COMMISSIONED AS TRAINING LAYER AND JOINED IN FLEET. SINCE 1941 SHE WAS STATIONED IN THE MANDATED ISLANDS. SHE CAME BACK HOME DURING THE WAR. BY THE END OF THE WAR SHE WAS SERVED IN LAYING MINES IN TSUSHIMA STRAIT & ETC. MINED IN MAY 1945, REPAIRED AT MAIZURU. AGAIN DAMAGED SEVERELY & STRANDED NEAR OMINATO, 9/8/'45. (DIRECTLY HITTED BY BOMB AT ENGINE ROOM.)

(HER FOREWARD 20㎝/45 TURRET WAS REMOVED AT HER RECOMMISSION IN 1940.)

SISTER SHIP ASAMA RATED AS TRAINING SHIP.

DESTROYERS, TYPE B

(KUCHIKU-KAN, OTSU-GATA)

AKIZUKI TYPE:

*SUZUZUKI, *FUYUTSUKI
HARUTSUKI, YOIZUKI,
NATSUZUKI. HANAZUKI.

L_{PP}	126.M000 (LOA 134.200)	ENGINES	2 TURBINES.
L_{WL}	132.000	BOILERS	3
B	11.600	S.H.P.	52,000
D	7.050		
d	4.150		
DISPT.	3,485 TONS		
SPEED	33 KNOTS.		

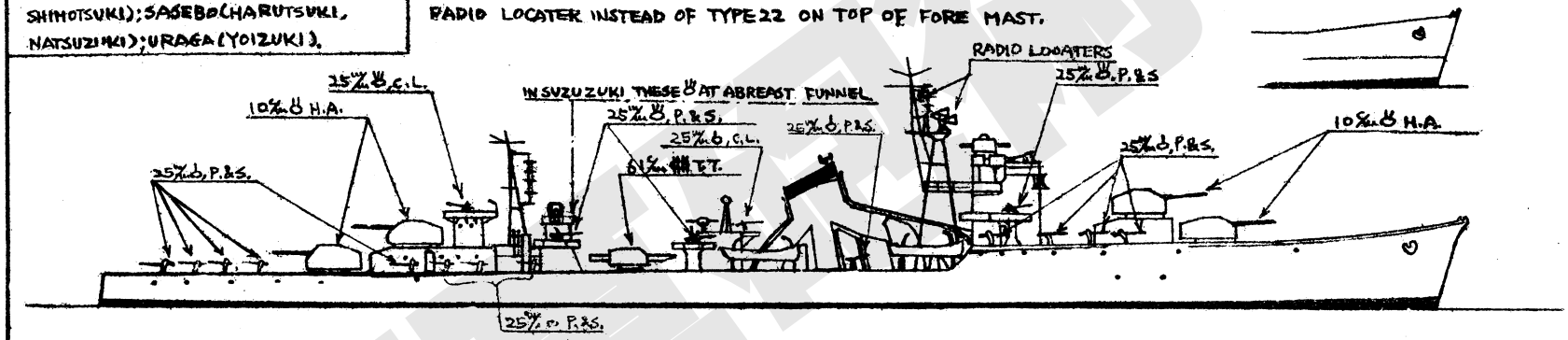
ARMAMENTS:
- 4 — 10cm 連 H.A. GUNS (60 CAL.)
- 5~7 — 25mm 連 M.G.
- 25~30 — " 単 "
- 1 — 61cm 四連 T.T.
- 8 — TORPEDOES.
- 72 — D.C. (34 IN SUZUZUKI)

SOME BOATS HAVING NO 連 M.G. AT THE SIDES OF BRIDGE.

SOME HAVE TYPE 21 RADIO LOCATER INSTEAD OF TYPE 22 ON TOP OF FORE MAST.

BUILDERS: MAIZURU (AKIZUKI, HATSUZUKI, FUYUTSUKI, HANAZUKI); NAGASAKI (TERUZUKI, SUZUZUKI, NITZUKI, WAKAZUKI, SHIMOTSUKI); SASEBO (HARUTSUKI, NATSUZUKI); URAGA (YOIZUKI).

SUZUZUKI & FUYUTSUKI



NOTES: THIS TYPE OF SUPER DESTROYERS WAS PROJECTED AS ANTI-AIRCRAFT VESSELS FOR BATTLESHIP SQUARDRONS. 12 SHIPS COMPLETED. 1 SHIP *UNDER CONSTRUCTION. WITH NEW TYPE OF 60 CAL. 連 H.A. GUNS OF HIGH MUZZLE VELOCITY. (SAME ONE AS IN CRUISER 矢矧.) RATHER SLOW IN SPEED AS DESTROYERS BUT THEY PROVED VERY SUCCESSFUL BOATS. FUYUTSUKI & SUZUZUKI WERE DAMAGED AT BOW BY TORPEDOES, SO THEY HAVE STRAIGHT BOWS OF SIMPLE CONSTRUCTION.

THE DAMAGE OF SUZUZUKI OFF BUNGO STRAIT, 16/1/'44 WAS VERY SEVERE. BOW WAS CUT DOWN AT BRIDGE, STERN ALSO CUT DOWN ABAFT PROPELLERS. SHE WAS NOTHING BUT A LARGE BLOCK OF SCRAP STEEL. BUT AS HER MACHINERIES WERE NOT DAMAGED, SHE WAS REPAIRED ONLY WITHIN ABOUT 3 MONTHS IN DOCK AT KURE. HER W.T. BULKHEAD WAS WONDERFULLY EFFECTIVE.

HARUTSUKI, YOIZUKI, NATSUZUKI, HANAZUKI REPATRIATION SERVICE. YOIZUKI MOORED AT 大竹 AS HOTEL SHIP SINCE JAN. '47.

*SUZUZUKI. IN JAN 1944 SEVERELY DAMAGED BY 2 TORPEDOES OFF BUNGO STRAIGHT. AGAIN DAMAGED OFF TOI PT., 7/4/'45. MOORED AT SASEBO SINCE THE END OF WAR IN DAMAGED CONDITION.

*FUYUTSUKI. 2 TIMES DAMAGED AT BOW BY TORPEDOES DURING WAR. MINED AT MOJI, 20/8/'45. STERN CUT OFF. USED AS REPAIR SHIP AT HAKATA FOR REPATRIATION SHIPS, SINCE THE END OF WAR.

(MICHITSUKI) LAID DOWN AT SASEBO, 3/1/'45. WORK STOPPED IN MARCH '45 ON THE STOCKS.

(KIYOTSUKI), (大月), (HAZUKI) & 23 MORE BOATS PROJECTED BUT NOT LAID DOWN.

WAR LOSSES: AKIZUKI, TERUZUKI, HATSUZUKI, NITZUKI, WAKAZUKI, SHIMOZUKI ---- LOST IN SOLOMONS, PHILIPPINE WATERS OR SOUTH CHINA SEA

DESTROYERS, TYPE D

(KUCHIKU-KAN, TEI-GATA)

MATSU TYPE:

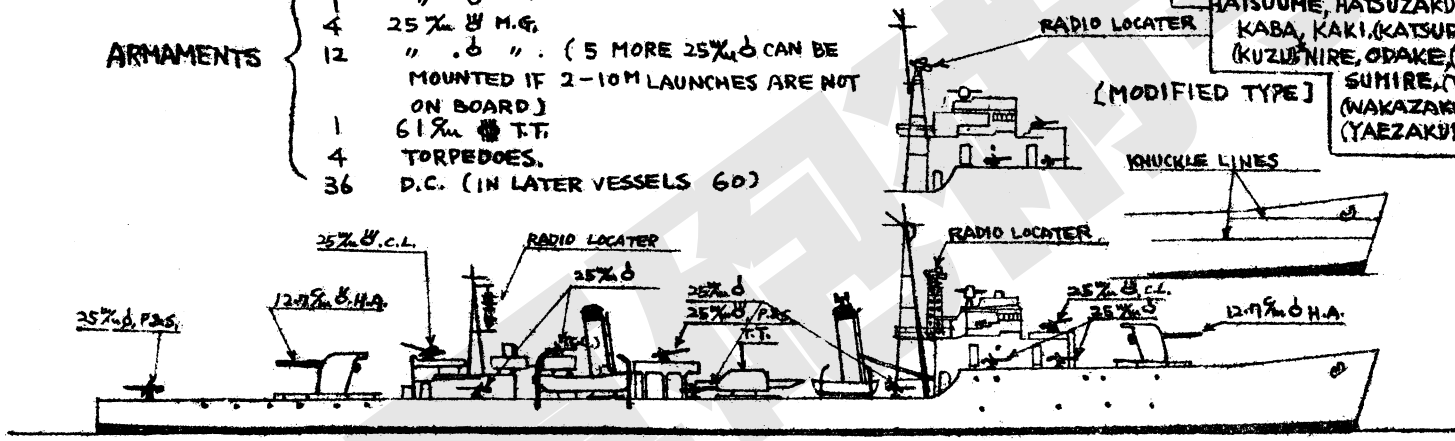
MODIFIED MATSU TYPE:

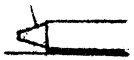
MATSU TYPE: KAEDE, KASHI, KAYA, KEYAKI, KIRI, MAKI, NARA, SUGI, TAKE, TSUBAKI, YANAGI.

MODIFIED TYPE: (AZUSA, ENOKI, HAGI, HATSUUME, HATSUZAKURA, (HISHI), KABA, KAKI, (KATSURA) KUSUNOKI, (KUZU) NIRE, ODAKE, (SAKAKI), SHII, SUMIRE, (TOCHI), TSUTA, (WAKAZAKURA), (YADAKE), (YAEZAKURA).

L_{PP}	92M.150 (L_{OA} 100.000)
L_{WL}	98.000
B	9.350
d	3.30 (3.37 IN MODIFIED TYPE.)
DISPT.	1,530 TONS (1,580 TONS IN MODIFIED TYPE)
SPEED	27.8 KNOTS.
ENGINES	2 TURBINES
BOILERS	2
S.H.P.	19,000

ARMAMENTS
- 1 12.7㎝ 連 H.A GUNS
- 1 〃 〃 〃
- 4 25㎜ 連 M.G.
- 12 〃 〃 〃 . (5 MORE 25㎜ CAN BE MOUNTED IF 2-10M LAUNCHES ARE NOT ON BOARD)
- 1 61㎝ 連 T.T.
- 4 TORPEDOES.
- 36 D.C. (IN LATER VESSELS 60)





TAKE & SEVERAL OTHER SHIPS OF THIS TYPE HAVE SPECIAL OVERHANG AT THE STERN TO CARRY & DROP A KAITEN TORPEDO AS IN NAMIKAZE IN THE LATER PAGE.

NOTES: AS THE RESULT OF THE BATTLES OF SOLOMONS THE DESTROYER LOSSES WERE VERY HEAVY, AND IT WAS URGENTLY NEEDED TO REPLENISH THEIR NUMBERS. THE FIRST BOAT OF THIS CLASS WAS LAID DOWN AT MAIZURU IN AUG. 1943 AND COMPLETED IN APR. 1944. THOUGH THEY ARE COMPARATIVELY SLOW IN SPEED AS DESTROYERS, THEY WERE SUCCESSFUL DESIGN. THE FIRST ADOPTION OF THE SEPARATION OF BOILER ROOMS (BOILER ROOM—ENGINE ROOM—BOILER ROOM—ENGINE ROOM) IN OUR DESTROYER DESIGN SHOWED ITS VALUES AT THE MANY OCCASIONS WHEN THE BOATS OF THIS TYPE CAME BACK HOME IN THEIR OWN POWER UNDER THE DAMAGED CONDITIONS. THE ORDNANCE ARMAMENTS ARE ANTI-AIR WEAPONS ONLY. AS ORIGINALLY PROJECTED THEY WERE TO CARRY 1 SET OF SEXTUPLE 53㎝ T.T., BUT THIS WAS ABANDONNED AND A QUADRUPLE 61㎝ T.T. WAS ACTUALLY MOUNTED. ABOUT 16 BOATS OF THIS TYPE HAD BEEN BUILT AT MAIZURU, YOKOSUKA & FUJINAGATA S.B.Co., WHEN THE MODIFIED TYPE OF MORE SIMPLE CONSTRUCTION WAS ADOPTED. THEY HAVE NO SHEER EXCEPT AT THE BOW, NO CAMBER AND NO TUMBLE HOME, AND WITH FLAT PLATED STERN. IN TOTAL 32 BOATS OF THIS TYPE COMPLETED, 9 UNDER CONSTRUCTION BUT SINCE MARCH 1945 THE WORK HAVE BEEN STOPPED AND SEVERAL OF THEM ON THE STOCK WERE SCRAPPED IN ORDER TO BUILT SMALL SUBMARINES OR SPECIAL ATTACK WEAPONS. 100 MORE SHIPS PROJECTED, BUT NOT LAID DOWN. ONLY 1 BOAT (NASHI) BUILT AT KAWASAKI, KOBE.

PERIOD NEEDED FOR CONSTRUCTION ABOUT 5 TO 9 MONTHS. MODIFIED TYPE WAS EQUIPPED WITH TYPE 4 HYDROPHONE WITH 80 SOUND RECEIVING UNITS, WHICH CAUSED THEIR BOTTOM BULGED OUT AT THE PART BELOW №1 連 M.G.

MODIFIED TYPE IS ENTIRELY BUILT OF MILD STEEL IN THE NULL, WHICH CAUSED THE INCREASE OF DISPT. ABOUT 50 TONS.

MATSU TYPE:

TAKE, KIRI, SUGI, MAKI, KASHI, KAYA, KAEDE, KEYAKI ---------- REPATRIATION SERVICE.

*NARA — MINED UNMOVABLE AT SHIMONOSEKI, 30/6/'45. NOW MOORED AT MOJI.

*YANAGI — CUT OFF AT THE STERN BY BOMBING & STRANDED AT ASHIZAKI, ŌMINATO, 14/7/'45.

*TSUBAKI — BOMBED AT MACHINERY ROOMS IN THE INLAND SEA, 24/7/'45. TOWED TO KURE. NOW AT KURE.

WAR LOSSES: MATSU, UME, MOMO, KUWA, MOMI, HINOKI, ---- LOST IN PHILIPPINE WATERS, FORMOSA & NEAR BONIN ISL.
SAKURA --- MINED & SUNK IN ŌSAKA, 11/7/'45.

MODIFIED MATSU TYPE:

KAKI, KABA, TSUTA, SUMIRE, KUSUNOKI, HATSUZAKURA, SHII, ODAKE, HAGI, HATSUUME
---------- REPATRIATION SERVICE.

*NIRE — BOMBED AT MACHINERY ROOMS AT KURE, 22/6/'45. NOW MOORED THERE IN DISABLED CONDITION.

*ENOKI — SUNK AT OBAMA, FUKUI PREF., 24/7/'45. ONLY BOW ABOVE WATER.

(YAEZAKURA) — UNDER CONSTRUCTION AT YOKOSUKA. BOMBED & CAPSIZED, HULL CUT OFF, 18/7/'45. (LAUNCHED 17/3/'45)

(YADAKE) — " " " " . NOW MOORED AT NAGAURA, YOKOSUKA. (LAUNCHED ?/5/'45)

(TOCHI) — " " " MAIZURU. (LAUNCHED 28/5/'45)

(KATSURA) — " " " FUJINAGATA S.B. CO., ŌSAKA. (LAUNCHED 23/6/'45)

(KUZU), (AZUSA), (SAKAKI) — LAID DOWN AT YOKOSUKA, BUT WORK HAD BEEN STOPPED.

(HISHI) — " " MAIZURU, " " " " " .

(WAKAZAKURA) — " " FUJINAGATA, " " " " " .

WAR LOSSES: TACHIBANA --- BOMBED & SUNK AT HAKODATE, 14/7/'45.
NASHI ------ BOMBED & SUNK NEAR HEIGUN ISL., INLAND SEA, 28/7/'45.

NOTES: ALL SHIPS OF THIS CLASS ARE NAMED AFTER TREES OR PLANTS AS IN SECOND CLASS DESTROYERS, THOUGH THEY ARE FIRST CLASS. (ABOVE 1,000 TONS DISPT.)

DESTROYER, TYPE A

(KUCHIKU-KAN, KŌ-GATA)

KAGERŌ TYPE:

YUKIKAZE

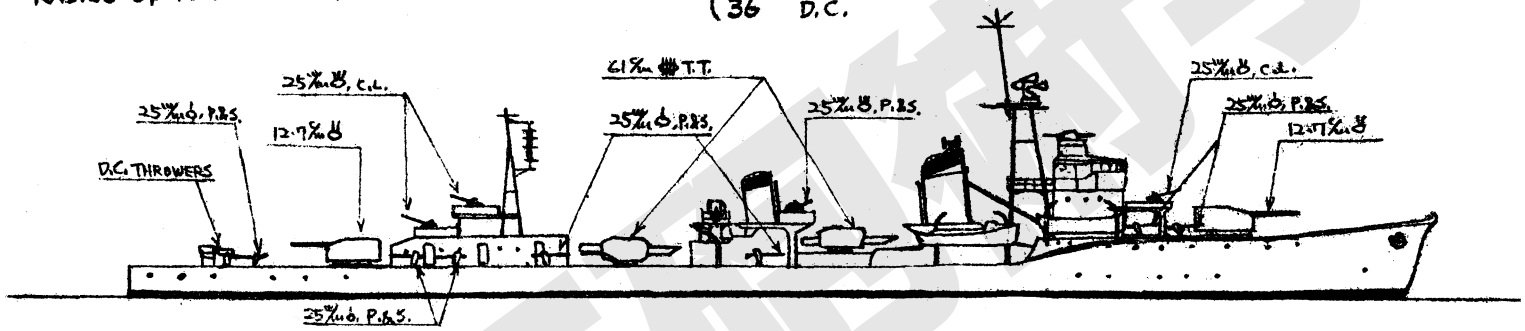
L_{PP} 111.M000 (L_{OA} 118.500)
L_{WL} 116.200
B 10.800
d 3.758
DISPT. 2,490 TONS
SPEED 35.0 KNOTS

ENGINES 2 TURBINES
BOILERS 3
S. H. P. 52,000

ARMAMENTS
- 2 — 12.7㎝ 連 GUNS
- 4 — 25㎜ 連 M.G.
- 1 — " 単 "
- 10 — " 単 "
- 4 — 13㎜ 単 "
- 2 — 61㎝ 四 T.T. WITH 16 TORPEDOES
- 36 — D.C.

ORIGINALLY ARMED WITH 3×12.7㎝ 連 GUNS, BUT THE 2ND ONE (SUPERPOSED ABAFT MAIN MAST) WAS REMOVED & REPLACED BY 2×25㎜ 連 M.G. DURING WAR.

RADIUS OF ACTION 5,000 MILES AT 18 KNOTS.



NOTES: SHE IS THE ONLY SURVIVOR OF THE KAGERŌ TYPE. (MODIFIED ASASHIO TYPE.) 18 BOATS OF THIS TYPE HAD BEEN BUILT BETWEEN 1939~1941. THEY WERE THE STANDARD TYPE OF THE RECENT JAPANESE DESTROYERS. MANY BOATS OF THIS CLASS WERE FITTED MORE M.G. DURING WAR REMOVING THE 2ND TURRET.

YUKIKAZE WAS COMPLETED AT SASEBO IN 1940. DAMAGED SLIGHTLY BY BOMBING AT MIYAZU, NEAR MAIZURU, 30/7/'45. BUT SHE WAS REPAIRED & SERVED AS REPATRIATION SHIP AFTER WAR.

WAR LOSSES: KAGERŌ, KUROSHIO, OYASHIO ------ SUNK AT THE SAME TIME BY MINES AT SOLOMONS, 8/5/'43.
HAYASHIO, HATSUKAZE, TOKITSUKAZE, ARASHIO, HAGIKAZE ----- SUNK AT SOLOMONS ON SOUTH-EAST NEW GUINEA WATERS.
SHIRANUI, NOWAKI ------- SUNK AT PHILIPPINES. ISOKAZE, HAMAKAZE ----- SUNK OFF AMAMI ISLS, 7/4/'45.
NATSUSHIO, TANIKAZE ------ " " DUTCH EAST INDIES. MAIKAZE ------ " AT TRUCK.
AMATSUKAZE ------ " " CHINA COAST.
URAKAZE ------ " " FORMOSA.

BUILDERS; MAIZURU(5), SASEBO(2), URAGA(5), FUJINAGATA(5), KAWASAKI (1),

OTHER TYPES OF DESTROYER, TYPE A:

ASASHIO TYPE: 10 BOATS (ASASHIO, MICHISHIO, ŌSHIO, ARASHIO, YAMAGUMO, ASAGUMO, MINEGUMO, NATSUGUMO, KASUMI, ARARE.) BUILT IN 1937~'39. SOMEWHAT SLOWER SPEED, SMALLER RADIUS OF ACTION. ALL LOST DURING WAR.

YŪGUMO TYPE: 20 BOATS (YŪGUMO, AKIGUMO, MAKIGUMO, KAZAGUMO, NAGANAMI, MAKINAMI, TAKANAMI, ŌNAMI, KIYONAMI, TAMANAMI, SUZUNAMI, FUJINAMI, HAYANAMI, HAMANAMI, OKINAMI, KISHINAMI, ASASHIMO, HAYASHIMO, AKISHIMO, KIYOSHIMO) BUILT IN 1941~'44. MODIFIED KAGERŌ TYPE. ALL LOST DURING WAR. 16 MORE BOATS OF THIS TYPE PROJECTED, BUT NOT LAID DOWN. THEY WERE TO BE NAMED AS FOLLOWING: UMIGIRI, YAMAGIRI, TANIGIRI, KAWAGIRI, TAEKAZE, KIYOKAZE, SATOKAZE, MURAKAZE & ETC.

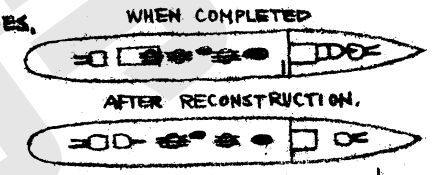
DESTROYER
[KUCHIKU-KAN]
HATSUHARU TYPE.
*HATSUSHIMO

L pp	103.500 M (LOA 109.500)
L WL	105.500
B	10.000
d	3.499
DISPT.	2,060 TONS
SPEED	33.3 KNOTS

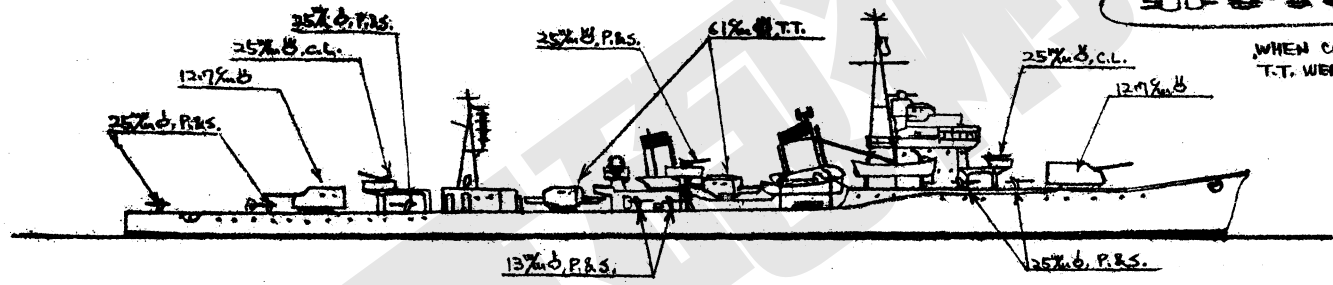
ENGINES	2 TURBINES
BOILERS	3
S. H. P.	42,000

ARMAMENTS
- 2 12.7 cm ⊘ GUNS
- 3 25 mm ⊘ M.G.
- 1 " ⊘ "
- 10 " ⊘ "
- 4 13 mm ⊘ "
- 2 61 cm ⊕ T.T. WITH 9 TORPEDOES.
- 36 D.C.

ARIAKE & YŪGURE OF THIS TYPE PROJECTED TO MOUNT 3 x 12.7 cm ⊘ GUNS, BUT RECONSTRUCTED AS HATSUHARU. THEY CARRIED ⊕ T.T.



WHEN COMPLETED ⊘ & 3RD T.T. WERE SUPERPOSED.



NOTES: HATSUHARU TYPE WAS MODIFIED FROM THE SPECIAL TYPE WITH SMALLER DISPT., BUT WITH ALMOST SAME ARMAMENTS. AS FIRST COMPLETED THEY CARRIED 2 x 12.7 cm ⊘, 1 x 12.7 cm ⊘ GUNS & 3 x 61 cm ⊕ T.T. THE QUICK LOADING APPARATUS FOR THE RESERVE TORPEDOES WAS AT FIRST ADOPTED IN THIS TYPE. DESIGNED DISPT. WAS 1,680 TONS & SPEED WAS 36.5 KNOTS. BUT THEY REACHED MORE THAN 37.5 KNOTS ON TRIALS. SOON AFTER THE COMPLETION OF THE FIRST BOAT OF THIS TYPE, THEY WERE FOUND BAD IN STABILITY AS THE RESULT OF THE CAPSIZING OF THE TORPEDO BOAT TOMOZURU IN MARCH 1934. THEY WERE SUBSEQUENTLY RECONSTRUCTED. No 2 TURRET (⊘) BEFORE BRIDGE WAS SHIFTED ABAFT MAIN MAST & No 3 T.T. REMOVED. BRIDGE REPLACED BY LIGHTER, SMALLER ONE, BALLAST LOADED. THEY WERE AGAIN RECONSTRUCTED IN 1936 ~ 1937, HULL STRENGTHENED. DISPT. WAS THUS INCREASED TO 2,060 TONS, SPEED REDUCED TO ONLY 33.3 KNOTS. THEY HAVE FLARES ALMOST THROUGH THE LENGTH. 2ND FUNNEL PLACED SOMEWHAT ON PORTSIDE. (OWING TO THE TORPEDO STOWAGE.) DURING THE WAR THE 2ND TURRET WAS REMOVED & REPLACED BY 25 mm ⊘ M.G.

*HATSUSHIMO MINED AT MIYAZU, NEAR MAIZURU, 30/7/'45. SEVERELY DAMAGED & SUNK. FOREWARD PART OF HULL ABOVE WATER.

WAR LOSSES: HATSUHARU, WAKABA---- SUNK IN PHILIPPINE WATERS. NENOHI---- SUNK IN ALEUTIANS. ARIAKE, YŪGURE --- SUNK OFF SHORTLAND & NEW BR TAIN ISLS.

BUILDERS: SASEBO(2), MAIZURU(1), URAGA(2), KAWASAKI(1).

THERE WERE ALSO 10 BOATS OF THE SLIGHTLY MODIFIED HATSUHARU TYPE. (i.e. SHIRATSUYU TYPE: SHIRATSUYU, SHIGURE, MURASAME, YŪDACHI, HARUSAME, SAMIDARE, KAWAKAZE, UMIKAZE, YAMAKAZE, SUZUKAZE). BUILT BETWEEN 1936 ~ 1937. THEY CARRIED 2 x 61 cm ⊕ T.T. IN OTHER POINTS SAME AS HATSUHARUS. THEY ALL LOST DURING THE WAR.

DESTROYERS (KUCHIKU-KAN)

FUBUKI TYPE:

*USHIO, HIBIKI

THIS TYPE IS CALLED AS SPECIAL TYPE. (TOKU-GATA)

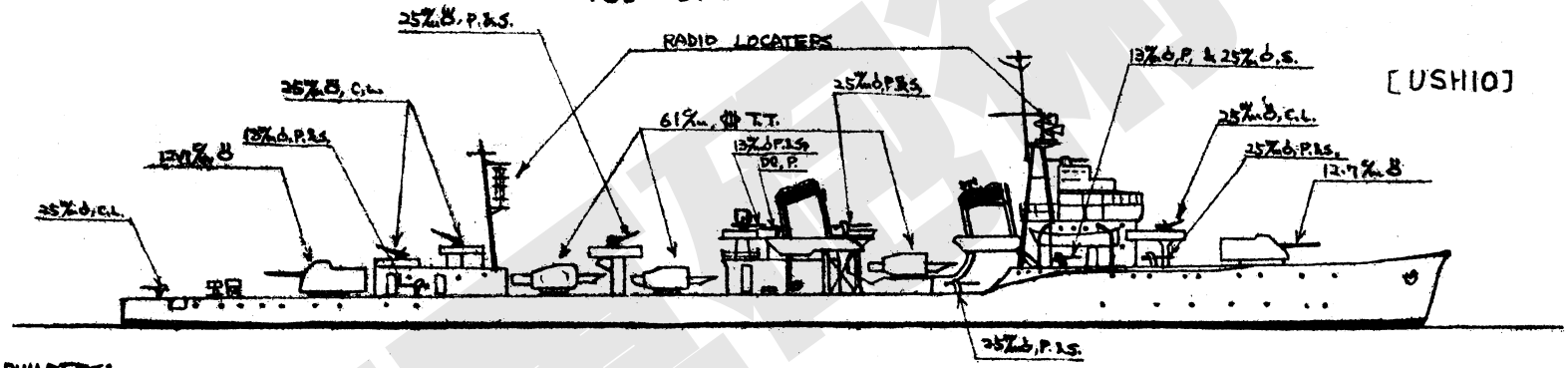
L_{WL}	115.300 M
L_{PP}	112.000
L_{OA}	118.500
B	10.360
d	3.200
DISPT.	2,300 TONS
SPEED	34 KNOTS

ENGINES 2 TURBINES

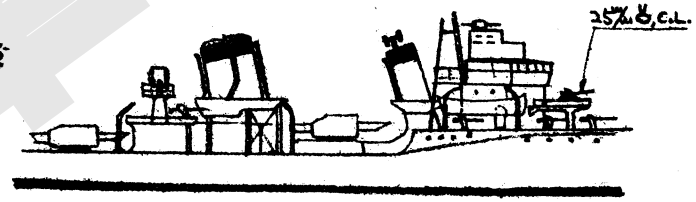
BOILERS 4 IN USHIO
3 IN HIBIKI

S. H. P. 50,000

ARMAMENTS
- 2 12.7 cm/40 GUNS
- 4 25 mm/60 M.G.
- 1 " " "
- 8 " " " IN USHIO, 14 IN HIBIKI
- 6 13 mm/60 " IN USHIO, 0 IN HIBIKI.
- 3 61 cm ⊕ T.T. WITH 15 TORPEDOES.
- 36 D.C.



[USHIO]



[HIBIKI]

BUILDERS:

MAIZURU	6 BOATS	FUJINAGATA	5 BOATS
SASEBO	5 "	ISHIKAWAJIMA	2 "
YOKOHAMA	1 "	URAGA	5 "

NOTES: DESIGNED AS 1,980 TONS DISPT. 37 KNOTS SPEED. RECONSTRUCTED TO IMPROVE STABILITY AND STRENGTH OF HULL. BALLAST LOADED, BALLAST KEEL FITTED, BRIDGE & FUNNELS LOWERED, BETWEEN 1935~1937. FIRST DESTROYERS CARRYING TURRETS. 24 BOATS OF THIS TYPE WERE BUILT BETWEEN 1928~1933, OF WHICH MIYUKI SUNK BY COLLISION IN 1934. THE LASTEST 4 BOATS OF THIS TYPE (HIBIKI, IKAZUCHI, INAZUMA & AKATSUKI) HAVE 3 BOILERS ONLY. DURING WAR, 2ND TURRET (SUPERPOSED ON THE 3RD) WAS REMOVED & REPLACED BY 2-25mm/60.

HIBIKI REPATRIATION SERVICE. SHE WAS MINED AT INLAND SEA, 29/3/'45. REPAIRED AT KURE.

*USHIO BOMBED & DAMAGED AT MANILA BAY, 14/11/'44. MOORED SINCE THE END OF WAR AT YOKOSUKA. ENGINES DAMAGED.

WAR LOSSES: FUBUKI, SHIRAYUKI, HATSUYUKI, MURAKUMO, SHINONOME, USUGUMO, SHIRAKUMO, ISONAMI, URANAMI, AYANAMI, SHIKINAMI, ASAGIRI, YUGIRI, SAGIRI, AMAGIRI, OBORO, AKEBONO, SAZANAMI, AKATSUKI, INAZUMA, IKAZUCHI.

DESTROYERS

(KUCHIKU-KAN)

KAMIKAZE TYPE:

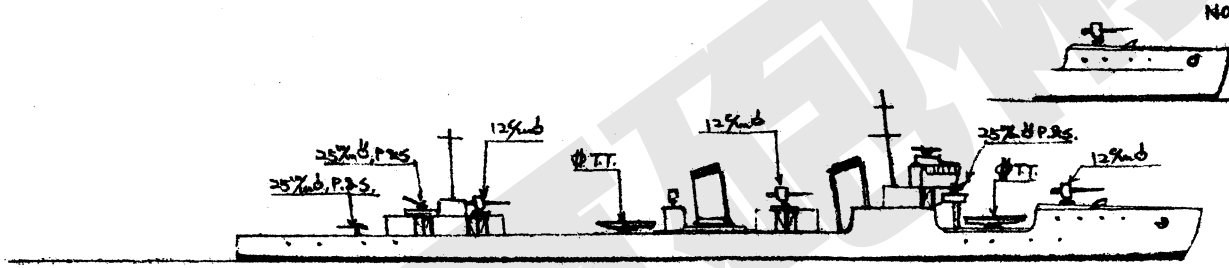
*KAMIKAZE, *HARUKAZE

L_{WL}	99.80 M
B	9.10
d	2.90
DISPT.	1,270 TONS STANDARD
SPEED	37.25 KNOTS WHEN COMPLETED

ENGINES	2 TURBINES.
BOILERS	4
S.H.P.	38 500
ARMAMENTS	3 12 cm ♂ GUNS 4 25 mm ♂ M.G. 2 " ♂ " 2 53 cm ⌀ T.T. 18 D.C.

FUNNELS RAISED BEFORE WAR TO EQUIPT RAIN-PROOF TOP.

NOTES: HARUKAZE LOST HER BOW BY THE EXPLOSION OF MINE OFF SOERABAYA IN OCT., 1942. SIMPLE BOW WAS FITTED AT KURE IN 1943.



NOTES: KAMIKAZE TYPE IS MODIFIED MINEKAZE TYPE. 9 BOATS OF THIS TYPE BUILT, OF WHICH 7 LOST DURING THE WAR. ORIGINALLY ARMED WITH 4 12 cm ♂ GUNS & 3 53 cm ⌀ T.T. BUT SOME OF THEM REMOVED & REPLACED BY 25 mm ♂ M.G THOUGH THEY WERE OLD & SPEED MUCH DECREASED, THEY WERE USED FOR ESCORTING OR TRANSPORTATION DURING THE WAR.

* KAMIKAZE USED FOR REPATRIATION SERVICE BUT RUN ASHORE NEAR OMAEZAKI, SHIZUOKA PREF. 7/6/'46. RESCUE WORK ABANDONED.

* HARUKAZE SEVERELY DAMAGED BY MINE OFF SOERABAYA, 1943. REFITTED AT KURE AFTER COMING BACK WITH FALSE BOW (FITTED AT SOERABAYA) IN JUNE 1943. AGAIN MINED, 4/11/44, & BOMBED, 21/1/'45 AT MAKŌ. CAME BACK SASEBO. NOW AT SASEBO MOORED.

WAR LOSSES: ASAKAZE, MATSUKAZE, HATAKAZE, OITE, HAYATE, ASANAGI, YŪNAGI.

BUILDERS MAIZURU, SASEBO, NAGASAKI, URAGA, ISHIKAWAJIMA, FUJINAGATA. (1922 ~ 1925)

3 BOATS OF THE MINEKAZE TYPE WERE ACTUALLY BELONGED TO THIS TYPE IN THE ARRANGEMENT OF GUNS. (NOKAZE, NAMIKAZE, NUMAKAZE)

12 BOATS OF MUTSUKI TYPE ARE THE MODIFIED KAMIKAZES WITH 2 61 cm ⌀ T.T. & DOUBLE CURVED BOWS. ( ) THEY WERE ALL LOST DURING WAR.

MUTSUKI TYPE: MUTSUKI, KISARAGI, YAYOI, UZUKI, SATSUKI, MINATSUKI, FUMITSUKI, NAGATSUKI, KIKUZUKI, MIKAZUKI, MOCHIZUKI, YŪZUKI. (BUILT IN 1925 ~ 1927)

DESTROYERS (KUCHIKU-KAN)

MINEKAZE TYPE:

NAMIKAZE, SHIOKAZE

*SAWAKAZE, YŪKAZE

(A) NAMIKAZE & SHIOKAZE

L_{WL}	99.80 M
B	8.90
d	3.40
DISPT.	1,'100 TONS
SPEED	ABOUT 28 KNOTS (28.4 KNOTS IN SHIOKAZE)

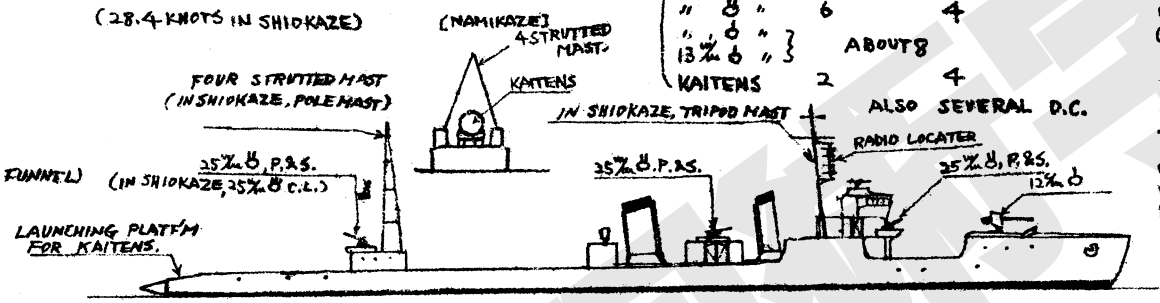
ENGINES	2 TURBINES
BOILERS	3
S.H.P.	22,000

ARMAMENTS

	NAMIKAZE	SHIOKAZE
12.7cm ö GUN	1	1
25mm ö M.G.	0	1
" ö "	6	4
" " ö "		
13mm ö "		ABOUT 8
KAITENS	2	4

ALSO SEVERAL D.C.

IN SHIOKAZE, THE No 1 B.R. (BOILER REMOVED) WAS USED AS FUEL OIL TANK TO INCREASE RADIUS OF ACTION. FOR THIS PURPOSE 11 BODIES OF KAITEN TYPE 4 (WHICH WERE UNDER CONSTRUCTION AT KURE BUT WORK ABANDONNED) WERE INSTALLED IN THIS ROOM. (TOTAL CAPACITIES 50 TONS)



NOTES: NAMIKAZE WAS DAMAGED IN NORTHERN WATERS IN 1944 & REPAIRED AT MAIZURU. AT THIS TIME SHE WAS RECOMMISSIONED AS KAITEN (HUMAN TORPEDO) CARRIER. 2 KAITENS CAN BE CARRIED ON QUARTER DECK AT CENTER LINE IN TANDEM. STERN WAS CUT OFF & RAKED DOWN, SPECIAL OVERHANG FITTED. THE 1ST. BOILER REMOVED WITH HALF OF THE FORWARD FUNNEL. SHIOKAZE ALSO RECONSTRUCTED AFTER COMING BACK TO KURE IN FEB. 1945. SHE CARRIES 4 KAITENS, 2 IN EACH SIDE OF U.D.

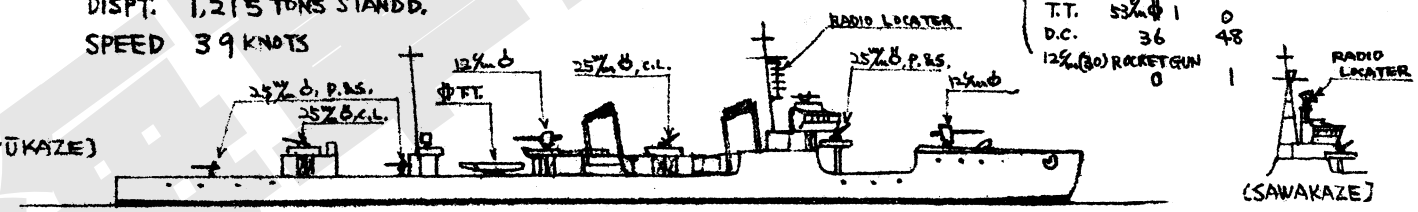
(B) SAWAKAZE & YŪKAZE

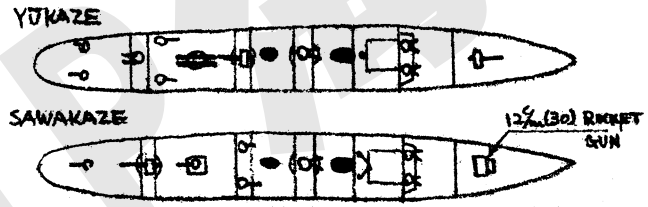
L_{WL}	99.80 M
B	8.90
d	2.90
DISPT.	1,215 TONS STAND'D.
SPEED	39 KNOTS

ENGINES	2 TURBINES
BOILERS	4
S.H.P.	38,500

ARMAMENTS

	YUKAZE	SAWAKAZE
12.5cm ö GUN	2	1
25mm ö M.G.	4	3
" ö "	4	4
T.T. 53cm ⊕	1	0
D.C.	36	48
12cm (30) ROCKET GUN	0	1







NOTES: SAWAKAZE WAS CONVERTED AS AIRCRAFT RESCUE & COMMUNICATION BOAT BEFORE WAR, STATIONED AT TATEYAMA. OWING TO HER OLD AGE HER SPEED WAS ONLY BELOW 16 KNOTS. DURING WAR SHE WAS USED AS PATROL & COASTAL ESCORT. WITHOUT ANY T.T. YŪKAZE WAS USED IN VARIOUS AREAS AS ESCORT & OTHER PURPOSES.

NAMIKAZE, SHIOKAZE — REPATRIATION SERVICE.
SAWAKAZE — MOORED AT YOKOSUKA SINCE THE END OF WAR, OBSOLETE.
YŪKAZE — REPATRIATION SERVICE

NOTES: 15 BOATS OF MINEKAZE TYPE HAD BEEN BUILT IN 1920~1922. (MINEKAZE, SAWAKAZE, OKIKAZE, YAKAZE, HAKAZE, SHIOKAZE, AKIKAZE, YUKAZE TACHIKAZE, HOKAZE, NOKAZE, NAMIKAZE, NUMAKAZE, SHIMAKAZE NADAKAZE) THEY WERE ARMED WITH 4 12.5cm GUNS & 3 53cm ⊕ T.T. WITH 39 KNOTS. THE DESIGNED DISPT. OF 1270 TONS WERE INCREASED TO ABOUT 1,500 TONS IN THEIR LATER AGES.

YAKAZE OF THIS TYPE WAS RECLASSIFIED AS TARGET SHIP. 2 OTHER SHIPS, SHIMAKAZE & NADAKAZE WERE RECLASSIFIED AS PATROL BOATS. NOKAZE, NAMIKAZE, NUMAKAZE DIFFERED FROM OTHER BOATS IN THE ARRANGEMENTS OF GUNS, & SAME AS KAMIKAZES. ALL BOATS EXCEPT 4 ABOVE MENTIONED WERE LOST IN WAR. BUILDERS, MAIZURU & NAGASAKI.

DESTROYERS
(KUCHIKU-KAN)

WAKATAKE TYPE:
*ASAGAO

KURI TYPE:
*HASU, *KURI

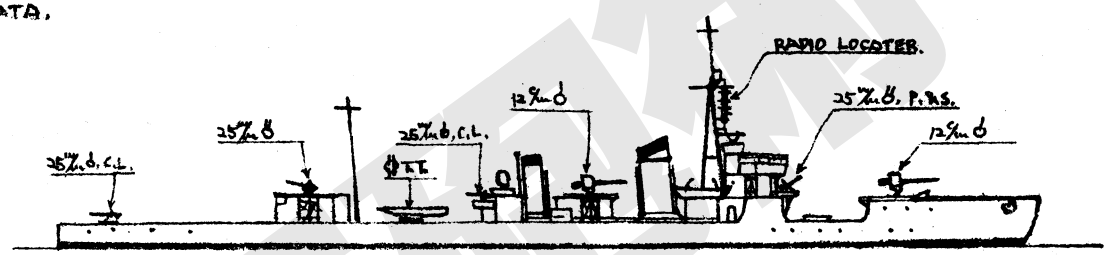
	WAKATAKE TYPE	KURI TYPE
L WL.	85.M344	85.M344
B	8.080	7.935
d	2.510	2.438
DISPT. (STAND'D)	820 TONS	770 TONS
SPEED.	36 KNOTS	36 KNOTS.

OWING TO RECONSTRUCTIONS & BALLASTS, THEIR DISPT. INCREASED TO ABOUT 1,200 TONS AT TRIAL CONDT.

ENGINES 2 TURBINES
BOILERS 3
S.H.P. 21,500

ARMAMENTS
- 2 — 12㎝ cal. GUNS
- 3 — 25㎜ cal. M.G.
- 2 — " cal. "
- 1 — 53㎝ ⊕ T.T. (ASAGAO ONLY)
- 48 — D.C.

BUILDERS: KURE, ISHIKAWAJIMA, URAGA, KAWASAKI, FUJINAGATA.



NOTES: 21 SHIPS OF KURI TYPE WERE BUILT BETWEEN 1919~1923. (MOMI, KAYA, NIRE, KURI, NASHI, TAKE, KAKI, TSUGA, KIKU, ADI, HAGI, SUSUKI, FUJI, TSUTA, ASHI, HISHI, HASU, SUMIRE, YOMOGI, WARABI, TADE) THEY WERE ARMED WITH 3 12㎝ cal. GUNS & 2 53㎝ ⊕ T.T. WARABI SUNK BY COLLISION WITH CRUISER JINTSU IN 1927. MOMI WAS STRIKEN OUT OF THE ACTIVE LIST IN 1932 AND THEN USED AS EXPERIMENTAL BOAT AT YOKOSUKA WITHOUT BOILERS & ENGINES. KIKU, ADI, HAGI, SUSUKI, TSUTA, FUJI, HISHI, YOMOGI, TADE, WERE RECLASSIFIED AS PATROL BOATS IN 1939 AND RENAMED AS PATROL BOAT Nos 31~39 RESPECTIVELY.
NIRE (RENAMED AS TOMARIURA No 2 DURING WAR), ASHI (Do TOMARIURA No 2), KAKI (Do ŌSU), SUMIRE (Do MITAKA) & TAKE WERE AT THE SAME TIME RECLASSIFIED AS TRAINING SHIPS. (MISCELLANEOUS VESSELS)
SOME OF THEM HAD THE FORWARD FUNNEL RAISED WITH RAIN-PROOF TOP. ALSO SOME OF THE BOATS RECLASSIFIED AS PATROL BOATS HAD THE 2ND FUNNEL REMOVED. IN EVERY BOATS OF PATROL CRAFT THE 3RD BOILER WAS KEPT WITHOUT USE AND COULD ONLY ABOUT 18 KNOTS)

WAKATAKE TYPE IS SLIGHTLY MODIFIED KURIS WITH ABOUT 50 TONS INCREASE OF DISPT. THERE WERE 8 BOATS OF THIS TYPE. (WAKATAKE, KURETAKE, SANAE, SAWARABI, ASAGAO, YŪGAO, FUYŪ, KARUKAYA) BUILT IN 1922~1924. SAWARABI WAS CAPSIZED AND SUNK OFF FORMOSA DURING HEAVY SEAS IN 1932. YŪGAO WAS RECLASSIFIED AS PATROL BOAT. (PATROL BOAT No 46) BY THE DISASTER OF SAWARABI (AND ALSO BY TORPEDO BOAT TOMOZURU IN 1944) ALL TYPES OF JAPANESE SMALL CRAFTS WERE PROVED INSUFFICIENT IN STABILITY AND RECONDITIONING IN STABILITY WAS TAKEN PLACE.
DURING WAR THEY WERE USED FOR ESCORTING, TRANSPORTATION. SOME BOATS OF THE PATROL CATEGORY HAD THEIR STERNS RECONSTRUCTED TO CARRY ON BOARD & LAUNCH A 14M DAIHATSU BOAT, (FOR LANDING OPERATIONS) JUST BEFORE THE WAR.

*HASU — REPATRIATION SERVICE. (MOORED AT SASEBO). OUT OF SERVICE SINCE LAST SPRING. MOORING AT SASEBO.
*KURI — MINED & SUNK AT FUSAN, 8/10/45. FOREWARD PART ABOVE WATER.
*ASAGAO — MINED UNMOVABLE & SUNK AT YOSHIMI, NEAR SHIMONOSEKI, 22/8/45.
*PATROL BOAT No 34 (EX. SUSUKI) — DAMAGED SEVERELY IN 1943, REPAIRED AT TRUCK IN 1944. SINCE THEN SHE NEVER USED.
Do No 36 (EX. FUJI) — AT SOERABAYA AT THE END OF WAR. TRANSFERRED TO DUTCH NAVY AT BATAVIA, JULY 1946.

WAR LOSSES: TSUGA, WAKATAKE, KURETAKE, FUYŪ, KARUKAYA, SANAE, PATROL BOAT No 31 (EX. KIKU), 35 (TSUTA), 38 (YOMOGI) 39 (TADE), 46 (YŪGAO)
PATROL B. 32 (ADI) & 33 (HAGI) WERE RUN ASHORE TO LAND MARINES AT WAKE ISL., 23/12/'41. DAMAGED & ABANDONED.
Do 37 (HISHI) WAS DAMAGED BY 3 TORPEDOES DURING LANDING OPERATIONS TO BALIKPAPAN, 23/1/'42. SHE WAS STRIKEN FROM LIST BUT SHE HAD BEEN AFLOAT FOR A GOOD LONG TIME THERE.

SUBMARINES
(SENSUI-KAN)
I 400 TYPE.

I 400, 401, 402
(404), (405)

THIS TYPE IS ALSO CALLED AS "SUBMARINE, SPECIAL". (SEN-TOKU)

L_{pp}	116.M000
L_{oA}	122.000
L_{WL}	120.100
B	12.000
D	9.200
d	7.020

DISPT. 5,222.8/6,560 TONS

SPEED 18.7/6.5 KNOTS

ENGINES 4 DIESELS WITH 2 SETS OF VULCAN HYDRAULIC COUPLINGS

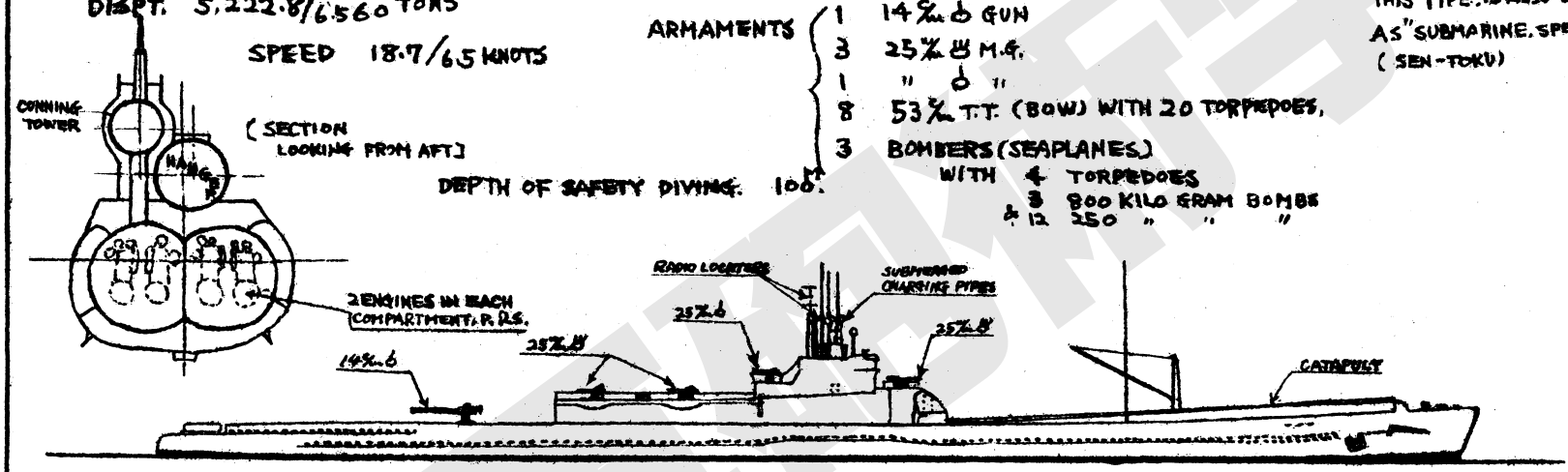
NO OF SHAFTS 2

S.H.P. 7,700/2,400

RADIUS 30,000-16 / 60-3 OR 39,500-14 MILES-KNOTS

ARMAMENTS
- 1 14㎝ L GUN
- 3 25㎜ M.G.
- 1 " L "
- 8 53㎝ T.T. (BOW) WITH 20 TORPEDOES,
- 3 BOMBERS (SEAPLANES) WITH 4 TORPEDOES, 3 800 KILO GRAM BOMBS & 12 250 " " "

DEPTH OF SAFETY DIVING: 100.M



NOTES: THIS TYPE OF SUBMARINES IS THE LARGEST ONE EVER BUILT IN THE WORLD. PROJECTED UNDER THE 1942 ESTIMATES. (5TH. RE-) PLENISHMENT PROGRAM.) 18 BOATS PROJECTED, OF WHICH ONLY 5 LAID DOWN. ORIGINALLY DESIGNED TO CARRY 2 BOMBERS WITH 4,550 TONS DISPT. PLAN ALTERED & DISPT. INCREASED TO 5,222.8 TONS TO CARRY 3 PLANES. LARGE HANGERS AT AMIDSHIPS, LONG CATAPULT IN FORE DECK. BRIDGE & CONNING TOWER PLACED PORT SIDE. LARGE RADIUS OF ACTION. SPECTACLE-SHAPED INNER HULL TO OBTAIN ADAQUATE BREADTH FOR STABILITY IN A LIMITED DRAFT. COMPLEMENTS ARE 144 OFFICERS & MEN. IN SOME BOATS, DUMMY FUNNELS WERE FITTED TEMPORALIRY BEHIND BRIDGE FOR CAMOUFLAGING PURPOSES WHEN IN INLAND SEA IN 1945. THEY WERE OPERATING WITH SOME I 13 CLASS BOATS IN PACIFIC TO ATTACK ULITHI ISL. AT THE TERMINATION OF WAR.

I 400 COMPLETED AT KURE, 30/12/'44. AT YOKOSUKA AT THE END OF WAR.

401 " " SASEBO, 8/1/'45. " " " " " " " "

402 " " " 24/7/'45 DAMAGED SLIGHTLY BY BOMBING AT KURE, 11/8/'45. SAILED FROM KURE TO SASEBO AFTER WAR. SUNK BY ALLIED FORCES OFF GOTŌ ISL. (OFF SASEBO), 1/4/'46.

(404) LAUNCED AT KURE, 7/7/'44. ALMOST COMPLETED BY THE END OF WAR. BUT WORK WAS STOPPED & MOORED OUTSIDE KURE. BOMBED & SUNK THERE, 28/7/'45.

(405) LAID DOWN AT KAWASAKI, 27/9/'44. WORK STOPPED ON THE STOCKS.

SUBMARINES.

[SENSUI-KAN]

I 13 TYPE:

*I 13. 14, (15), *(1)

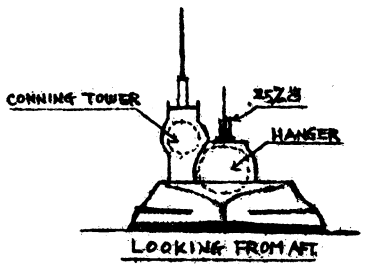
THIS TYPE IS ALSO CALLED AS MODIFIED TYPE A. (TYPE KAI-KŌ)

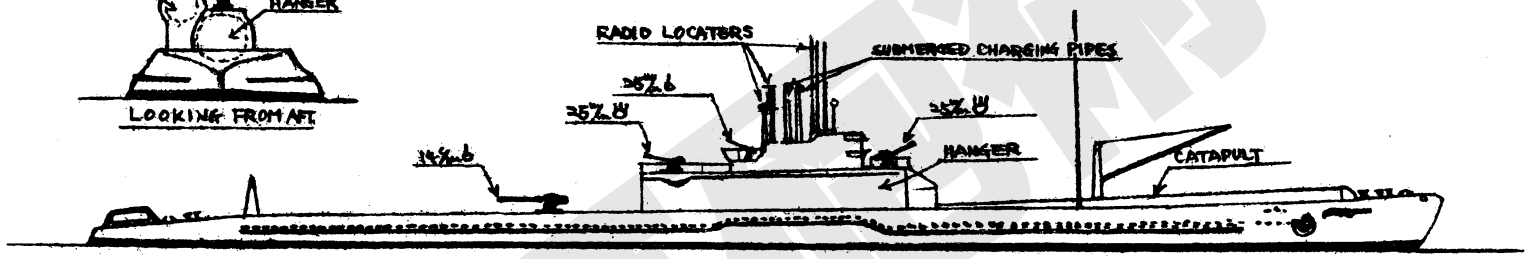
L_{OA}	113.700 M
L_{PP}	108.400
B	11.700
d	5.890
DISPT.	3,603.7 TONS
SPEED	16.7/5.5 KNOTS

ENGINES	2 DIESELS.
S.H.P.	4,400/600
RADIUS	21,000-16/60-3 MILES-KNOTS

ARMAMENTS
- 1 14 c/m ♂ GUN
- 2 25 m/m ♅ M.G.
- 1 " ♂ "
- 6 53 c/m T.T. (BOW) WITH 12 TORPEDOES
- 2 SEAPLANES (ATTACK BOMBERS)

DEPTH OF SAFETY DIVING. 100 M.





NOTES: ORIGINALLY PROJECTED AS SISTERS TO I 9 TYPE, BUT PLAN ALTERED AS SUB. SEAPLANE CARRIERS. TO MAKE UP THE INSUFFICIENT NUMERS OF I 400 TYPE. HULL IS ALMOST SIMILAR TO I 12. 2 SEAPLANES CAN BE CARRIED, CATAPULT, HANGER, CRANE FITTED. NO OF TORPEDOES DECREASED TO 12 FROM 18 IN I 12 TO CARRY BOMBS & AIRCRAFT TORPEDOES. BULGES FITTED AT OUTER HULL TO MAINTAIN FREEB'D & RESERVED BUOYANCY.

I 13 BUILT UDER EMERGENCY WAR PROGRAM OF 1941. OTHER 3 SISTERS UNDER THE 5TH. REPLENISHMENT PROGRAM OF 1942.

*I 13 BUILT BY KAWASAKI, COMPLETED, 16/12/'44. LOST IN MID-PACIFIC IN WAY TO ATTACK ULTHI ISL. JULY~ AUG. 1945. REMOVED FROM LIST AFTER WAR.

14 BUILT BY KAWASAKI, COMPLETED, 14/3/'45. AT YOKOSUKA AFTER WAR.

(15) " " " , LAUNCHED 12/4/'44. } NOT COMPLETED.

*(I) " " " , " . 10/6/'44. }

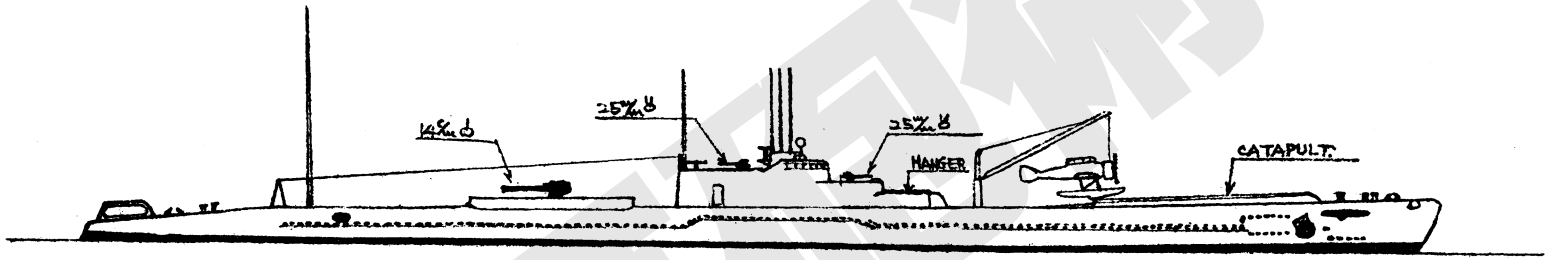
I 1 SANK BY STORM ON 18/9/'45.

SUBMARINES, TYPE A. (SENSUI-KAN, KŌ-GATA)

I 9 TYPE:

Lpp	108.M400
LOA	113 700
LWL	112.000
B	9.550
D	8.255
d	5.360 (I 12; 5.390)
DISPT.	2,919/4,149 TONS, (I 12; 2,933.5/4,172 TONS)
SPEED	23.5/8 KNOTS. (I 12: 18.0/6.2 KNOTS)
ENGINES	2 DIESELS.
S.H.P.	12,400/2,400 (I 12: 5,209/1,200)
RADIUS.	16,000-16/6-3 MILES-KNOTS. (I 12: 22,000-16/15-3 MILES-KNOTS.)
ARMAMENTS	1 14㎝ d GUN 2 25㎜ M.G. 6 53㎝ T.T. (BOW) WITH 18 TORPEDOES 1 RECONNAISSANCE PLANE

DEPTH OF SAFETY DIVING 100M



NOTES: MODIFIED TYPE OF I 7 WITH CATAPULT FOREWARD OF BRIDGE & 1 HANGER PLACED JUST FOREWARD OF CONNING TOWER. IN GENERAL ARRANGEMENTS ALMOST SIMILAR TO I 15 TYPE. (TYPE B) FITTED AS FLAGSHIP TO SUB. SQUADRON. 4 BOATS OF THIS TYPE WERE BUILT, I 9 & 10 UNDER THE 3RR REPLENISHMENT PROGRAM OF 1937, I 11 UNDER THE 4TH. PROGRAM OF 1939 & I 12 UNDER THE EMERGENCY WAR PROGRAM OF 1941. I 13 TYPE IN THE PREVIOUS PAGE WERE DESIGNED AS SISTER BOATS TO THIS TYPE, BUT ITS DESIGN ALTERED. I 12 IS QUITE SIMILAR IN APPEARANCE, BUT EQUIPPED WITH SMALLER ENGINES & WITH INCREASED RADIUS OF ACTION.
ALL BOATS OF THIS TYPE SANK DURING WAR.

WAR LOSSES:

I 9	COMPLETED AT KURE, 13/2/'41.	LOST IN ALEUTIAN WATERS IN MAY~JUNE 1943.
10	" " KAWASAKI, 31/10/'41.	SANK OFF SAIPAN, JULY 1944.
11	" " " , 16/5/'42.	" NEAR FUNAFUTI ISL. (ELLICE ISLS.) FEB.~MARCH, 1944.
12	" " " , 25/5/'44.	" " FIJI ISLS., MARCH '45.

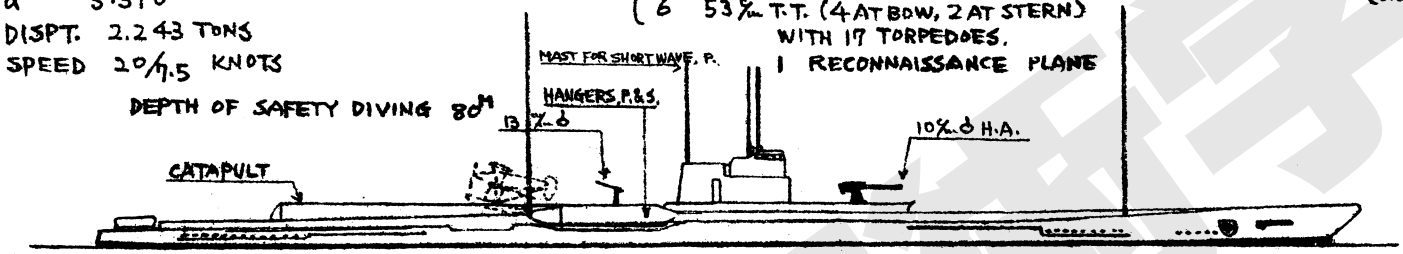
SUBMARINE (SENSUI-KAN) I 6 TYPE:

JUNSEN 2 TYPE" (CRUISER SUB. TYPE 2)

Lpp	92M.100
LoA	98.500
LwL	95.700
B	9.058
D	7.585
d	5.310
DISPT.	2.243 TONS
SPEED	20/7.5 KNOTS

ENGINES 2 DIESELS
S.H.P. 8,000/2,600
RADIUS 20,000-10/60-3 MILES-KNOTS
ARMAMENTS { 1 12.7cm ⌀ H.A.GUN; 1 13mm ⌀ M.G.; 6 53cm T.T. (4 AT BOW, 2 AT STERN) WITH 17 TORPEDOES. 1 RECONNAISSANCE PLANE

DEPTH OF SAFETY DIVING 80M



NOTES: MODIFIED I 1 TYPE OF CRUISER SUBMARINE. ONLY 1 BOAT WAS BUILT. SPEED INCREASED TO 20 KNOTS. THE 1ST. SUBMARINE FITTED WITH CATAPULT IN THE JAPANESE NAVY. ORIGINALLY DESIGNED TO HAVE 2×12.7cm ⌀ H.A.GUNS BUT ACTUALLY ONLY 1 GUN CARRIED.

I6 BUILT BY KAWASAKI. COMPLETED, 15/5/'35. SUNK IN MARIANA WATERS IN JUNE, '43.

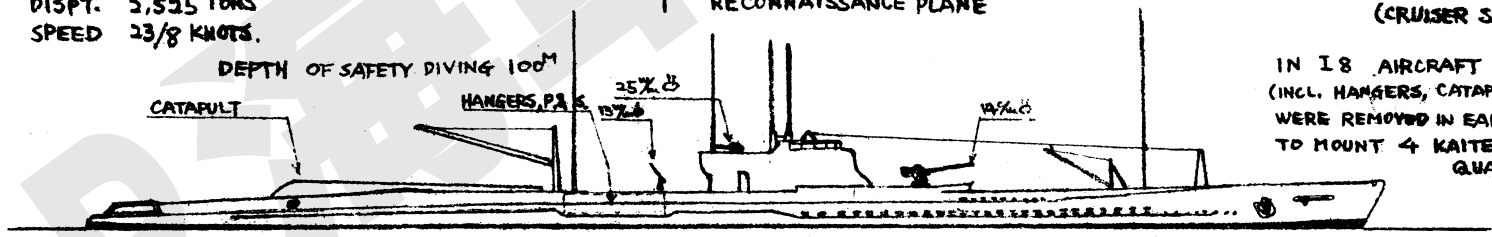
SUBMARINES I 7 TYPE:

THIS TYPE IS ALSO CALLED AS "JUNSEN 3 TYPE". (CRUISER SUB. TYPE 3.)

Lpp	103M.800
LoA	109.300
LwL	106.950
B	9.100
D	7.800
d	5.260
DISPT.	2,525 TONS
SPEED	23/8 KNOTS.

ENGINES 2 DIESELS
S.H.P. 11,200/2,800
RADIUS 14,000-16/60-3 MILES-KNOTS
ARMAMENTS { 1 14cm ⌀ GUNS; 1 25mm ⌀ M.G. & 1 13mm ⌀ M.G.; 6 53cm T.T. (BOW) WITH 20 TORPEDOES. 1 RECONNAISSANCE PLANE

DEPTH OF SAFETY DIVING 100M



IN I8 AIRCRAFT ACCOMMODATIONS (INCL. HANGERS, CATAPULT & DERRICK) WERE REMOVED IN EARLY DAYS OF 1945 TO MOUNT 4 KAITENS ON THE QUARTER DECK.

NOTES: THIS TYPE IS QUITE DIFFERENT FROM I6 (JUNSEN 2 TYPE.) PURE JAPANESE TYPE SUBMARINES. ENLARGED & MODIFIED KAIDAI TYPE, ACCOMMODATED FOR FLAGSHIP (SQUADRON HEADQUARTERS), FITTED WITH CATAPULT & 2 HANGERS, WHICH WERE PLACED BELOW SUPERSTRUCTURES & COULD RISE UP ON IT IF NECESSARY. ORIGINALLY ARMED WITH 2×13mm ⌀ M.G. (NEAR HANGERS), BUT THESE HAD BEEN REPLACED BY 1×25mm ⌀ M.G. (ON BRIDGE) IN 1943. HULL AT BOW WAS PREPARED TO EQUIP 2 MORE T.T.

I 7 BUILT BY KURE, COMPLETED, 31/3/'37. SUNK BY GUNFIRE AT KISKA ISL. MAY~JUNE '43.

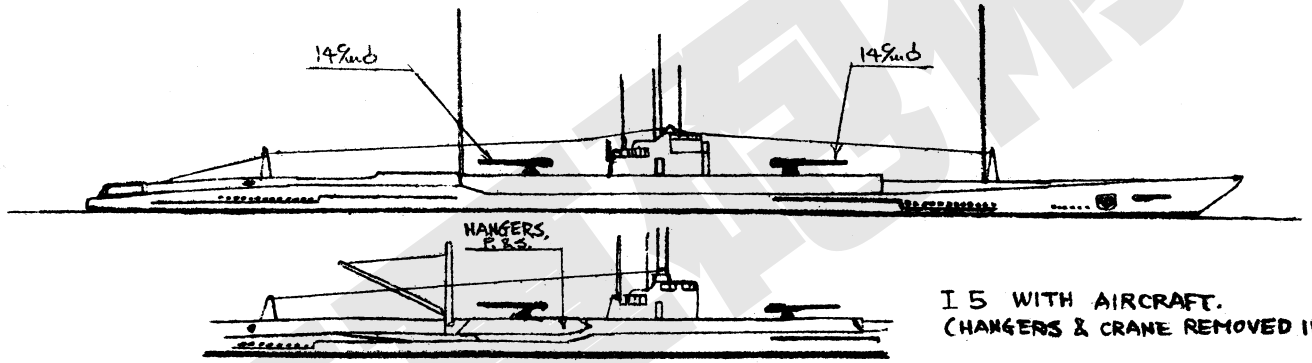
I 8 " " KAWASAKI, " , 15/12/'38. SUNK NEAR OKINAWA, APRIL '45.

SUBMARINES [SENSUI-KAN] I 1 TYPE:

THIS TYPE IS ALSO CALLED AS "JUNSEN 1 TYPE". (CRUISER SUB. TYPE 1.)

Lpp 94.M000
Lwl 93.925 (I5: 94.M060)
Loa 97.500
B 9.228 (I5: 9.058)
d 4.940
D 7.580
DISPT. 2,135/2,791 TONS (IN I5: 2,243/2,921 TONS)
SPEED 18/8 KNOTS

ENGINES 2 DIESELS
S.H.P. 6,000/2,600
RADIUS 17,500-12/60-3 MILES-KNOTS (IN I5 24,000-10/60-3)
ARMAMENTS { 2 14%m/m GUNS
6 53%m T.T. (4 AT BOW, 2 AT STERN) WITH 20 TORPEDOES.



I 5 WITH AIRCRAFT.
(HANGERS & CRANE REMOVED IN 1940)

NOTES: 5 BOATS OF THIS TYPE (I 1~5) WERE BUILT BY KAWASAKI, COMPLETED BETWEEN 10/3/'26~31/7/'32. (I 1~3 IN 1926, I 4 IN '29 & I 5 IN '32.) THEY ARE ALMOST SIMILAR TO EX. GERMAN SUBMARINES OF U 139 TYPE. ARMED WITH 2×14%m/m GUNS. LARGE RADIUS OF ACTION. INNER HULL & CONNING TOWER WERE PROTECTED BY ARMOUR PLATES. I 5 HAD 1 SEAPLANE & HANGERS ABAFT BRIDGE, BUT THESE HAD BEEN REMOVED SINCE 1940. T.T. WERE REPLACED BY MODERN TYPE (TYPE 95) IN 1939~'41. ALL BOATS LOST DURING WAR.

WAR LOSSES:

I 1 SUNK BY GUNFIRE AT GUADALCANAL, JAN. '43.
2 LOST BETWEEN RABAUL~TRUCK, APR.~MAY '44.
3 SUNK BY ACTION AGAINST MOTOR TORPEDO BOAT AT GUADALCANAL, DEC. '42.
4 SUNK OFF NEW IRELAND, JAN. '43.
5 " " MARIANAS, JULY '44.

SUBMARINE, TYPE B
(SENSUI-KAN, OTSU-GATA)

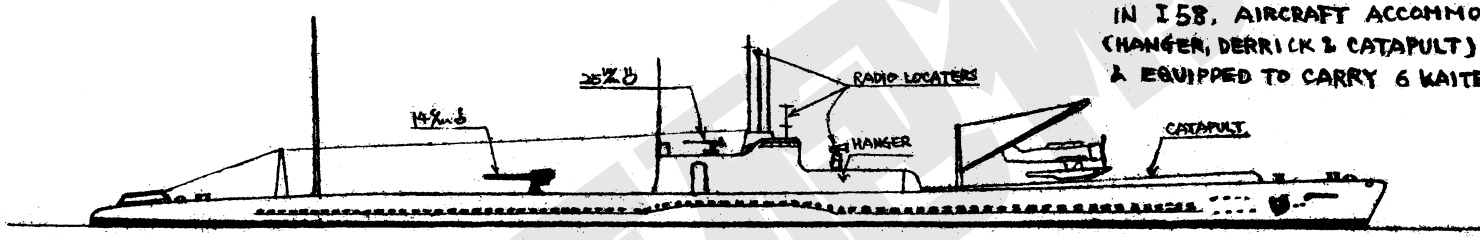
I 54 TYPE:
I 58

Lpp	102M 400
LoA	108. 700
Lwl	106. 920
B	9. 300
D	7. 855
d	5. 190
DISPT.	2,606·8/3,687·5 TONS
SPEED	17.7/6.5

ENGINES 2 DIESELS
S.H.P. 4,700/1,200
RADIUS 21,000 − 16/10 5-3 MILES-KNOTS

ARMAMENTS
- 1 14㎝ 6 GUN
- 1 25㎜ 3 M.G.
- 6 53㎝ T.T. (BOW) WITH 19 TORPEDOES.
- 1 RECONNAISSANCE PLANE WITH CATAPULT

DEPTH OF SAFETY DIVING. 100M



IN I 58, AIRCRAFT ACCOMMODATIONS (HANGER, DERRICK & CATAPULT) WERE REMOVED & EQUIPPED TO CARRY 6 KAITENS AS IN I 36.

NOTES: 21 BOATS OF THIS TYPE WERE PROJECTED (7 UNDER UNDER ADDITIONAL PROGRAM OF 1941 & 14 UNDER THE 5TH REPLENISHMENT PROGRAM OF 1942), OF WHICH ONLY 8 BOATS WERE ACTUALLY BUILT. THEY ARE SIMILAR TO I 15 TYPE, BUT WITH SMALLER ENGINES & INFERIOR SPEED AS IN I 52 TYPE (TYPE C)

I 58 BUILT BY YOKOSUKA, COMPLETED, 7/9/'44. AT SASEBO AT THE END OF WAR. SUNK BY ALLIED FORCES OFF GOTO ISLS, 1/4/'46.

WAR LOSSES:

I 54 BUILT BY YOKOSUKA. COMPLETED. 31/3/'44. SANK, EAST OF PHILIPPINES, NOV. ~ DEC. '44.
56 " " " " 8/6/'44. " SOUTH-EAST OF OKINAWA, APR. ~ MAY '45.

18 BOATS OF THE MODIFIED TYPE (2,800 TONS, 22.4 KNOTS, 1×14㎝ 6 GUN, 1×25㎜ 3 M.G., 8 TT. 16 TORPEDOES & 8 MINES, 1 PLANE) WERE PROJECTED ALSO BY THE 5TH REPLENISHMENT PROGRAM, BUT ALL BOATS WERE NOT LAID DOWN.

SUBMARINE, TYPE C

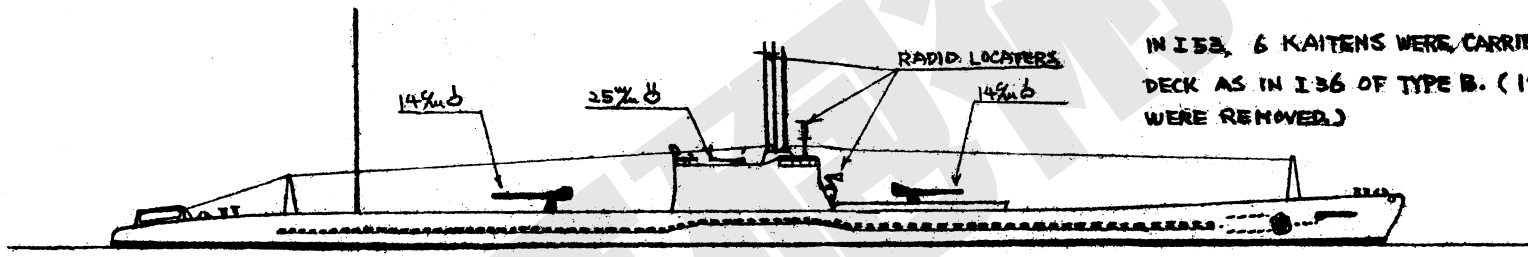
(SENSUI-KAN, HEI-GATA)

I 52 TYPE:

I 53

L_{PP}	102.400 M
L_{OA}	108.700
L_{WL}	106.920
B	9.300
D	7.855
d	5.120
DISPT.	2,563.5/3,644 TONS
SPEED	17.7/6.5 KNOTS

ENGINES	2 DIESELS
S.H.P.	4,700/1,200
RADIUS	21,000-16/105-3 MILES-KNOTS
ARMAMENTS	2 14 cm ⌀ GUNS 1 25 mm ⌀ M.G. 6 53 cm T.T. (BOW) WITH 19 TORPEDOES
DEPTH OF SAFETY DIVING	100 M.



IN I 53, 6 KAITENS WERE CARRIED ON DECK AS IN I 36 OF TYPE B. (14 cm ⌀ GUNS WERE REMOVED.)

NOTES: 5 BOATS OF THIS TYPE WERE PROJECTED UNDER THE ADDITIONAL PROGRAM OF THE EMERGENCY WAR PROGRAM OF 1941, OF WHICH 3 BOATS WERE BUILT. 2 (TO BE BUILT AT KURE) WERE NOT LAID DOWN. PRACTICALLY SISTERS TO I 15 TYPE BUT WITHOUT AIRCRAFT ACCOMMODATIONS & WITH 1 MORE GUN & SMALLER ENGINES. ONLY 17.7 KNOTS ON SURFACE BUT INCREASED RADIUS OF ACTIONS. COMPLEMENTS: 94 OFFICERS & MEN.

I 53 BUILT AT KURE, COMPLETED, 20/2/'44. AT SASEBO AT THE END OF WAR. SUNK BY ALLIED FORCES OFF GOTO ISLS., 1/4/'46.

WAR LOSSES:

I 52 BUILT AT KURE COMPLETED, 18/12/'43. SANK IN ATLANTIC IN AUG. '44.

55. " " " " 20/4/'44. " " MARIANA WATERS, JULY '44.

15 MORE BOATS OF THIS TYPE WERE PROJECTED BY THE 5TH REPLENISHMENT PROGRAM OF 1942, BUT NOT A SINGLE BOAT HAD BEEN LAID DOWN. 28 BOATS OF ANOTHER C TYPE (2756 TONS, 22.4 KNOTS, 1×14 cm ⌀ GUN. 1×25 mm ⌀ M.G., 8 T.T.) ALSO PROJECTED, BUT ABANDONED.

SUBMARINES, TYPE B
(SENSUI-KAN, OTSU-GATA)

I 15 TYPE:

I 36

I 40 TYPE:

Lpp	102.400 M
LoA	108.700
LWL	106.920
B	9.300
D	7.855
d	5.140 (I 40 TYPE: 5.200)
DISPT.	2,581.1/3,653.8 TONS (I 40 TYPE: 2,624/3,699.7 TONS)
SPEED	23.6/8 KNOTS (I 40 TYPE: 23.5/8 KNOTS)

ENGINES 2 DIESELS

S.H.P. 12,400/2,000 (I 40 TYPE: 11,000/2,000)

RADIUS 14,000-16/96-3 MILES-KNOTS.

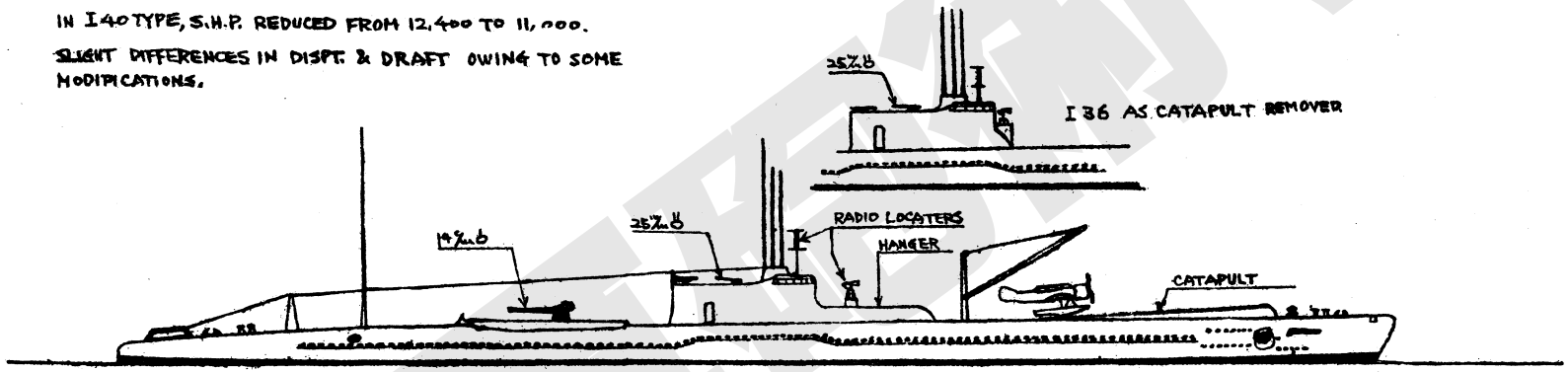
ARMAMENTS
- 1 14 cm ⌀ GUN
- 1 25 mm ⌀ M.G.
- 6 53 cm T.T. WITH 17 TORPEDOES (BOW)
- 1 RECONNAISSANCE PLANE WITH CATAPULT.

DEPTH OF SAFETY DIVING 100 M

DIFFERENCES BETWEEN I 15 TYPE & I 40 TYPE:

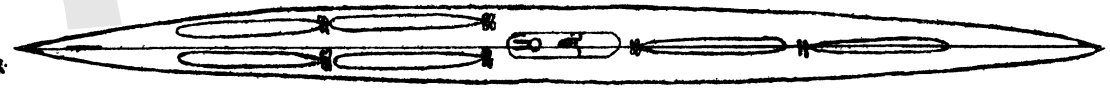
IN I 40 TYPE, S.H.P. REDUCED FROM 12,400 TO 11,000.

SLIGHT DIFFERENCES IN DISPT. & DRAFT OWING TO SOME MODIFICATIONS.



NOTES: THIS TYPE IS THE ENLARGED & IMPROVED EDITION OF THE I 168 TYPE. IN GENERAL ARRANGEMENTS THEY ARE ALMOST SIMILAR TO I 9 TYPE WITH SLIGHTLY SMALLER DISPT. 6 BOATS WERE BUILT UNDER THE 3RD REPLENISHMENT PROGRAM OF 1937, 14 BOATS UNDER THE 4TH PROGRAM OF 1939 & 6 MORE BOATS UNDER THE EMERGENCY WAR PROGRAM OF 1941.
IN SOME BOATS CATAPULT & HANGER WERE REMOVED DURING WAR & A ADDITIONAL 14 cm ⌀ GUN WAS MOUNTED.
SOME BOATS WERE USED AS TRANSPORT, SPECIAL SMALL CRAFTS WERE MOUNTED ON THE QUARTER DECK.
I 36, THE ONLY SURVIVOR OF THIS CLASS, WERE RECONSTRUCTED AS KAITEN (HUMAN TORPEDO) CARRIERS.
THE 1ST. BOAT OF THIS TYPE, THE 15, WAS LAID DOWN AT KURE, 25/1/'38 & COMPLETED, 30/9/'40.

I 36
AS KAITEN CARRIER



6 KAITENS CARRIED ON DECK. I 37 ALSO CARRIED KAITENS. (4 KAITENS)

BUILDERS; KURE (7 BOATS; I 15, 26, 30, 37, 40, 41, 42), YOKOSUKA (6 BOATS; I 17, 23, 29, 31, 36, 44), KAWASAKI (1 BOAT, I 21), MITSUBISHI, KŌBE (5 BOATS: I 19, 25, 28, 33, 35), SASEBO (7 BOATS: I 27, 32, 34, 38, 39, 43, 45)

I 15 TYPE:

I 36 BUILT BY YOKOSUKA, COMPLETED 30/9/'42. AT SASEBO AT THE END OF WAR. SUNK BY ALLIED FORCES OFF GOTO ISLS, 14/4/'46.

WAR LOSSES:

I 15	BUILT BY KURE,	COMPLETED, 30/9/'40.	SANK	SOUTH-EAST OF SOLOMONS, OCT.~DEC. '42.
17	" " YOKOSUKA,	" 24/1/'41.	"	OFF ESPIRITU SANTO ISL., OCT. '43.
19	" " MITSUBISHI, KOBE	" 28/4/'41.	"	" GILBERT ISLS., DEC. '43 ~ FEB. '44.
21	" " KAWASAKI.	" 15/7/'41.	"	" " " " NOV. ~ DEC. '43.
23	" " YOKOSUKA.	" 27/9/'41.	"	NEAR HAWAII, FEB. ~ MARCH '42.
25	" " MITSUBISHI, KOBE.	" 15/10/'41.	"	OFF SAMOA ISLS., OCT. '43.
26	" " KURE.	" 6/11/'41.	"	EAST OF PHILIPPINES, NOV. '44.
27	" " SASEBO	" 24/2/'42.	"	IN INDIAN SEA, MAY '44.
28	" " MITSUBISHI, KOBE.	" 6/2/'42.	"	NORTH OF RABAUL. MAY '42.
29	" " YOKOSUKA.	" 27/2/'42.	"	AT LUZON STRAIT, JULY '44, IN HER WAY TO HOME FROM GERMANY.
30	" " KURE.	" 28/2/'42.	SHE SAILED TO BREST AT THE FIRST TIME SINCE THE OUTBREAK OF THE WAR. IN HER WAY TO HOME SHE TOUCHED A MINE IN SINGAPORE (OFF KEPPEL HARBOR) & SANK, 13/10/'42. A PART OF THE NEW GERMAN WEAPONS SHE CARRIED IN HER HULL WAS LANDED BY SKILLFUL DIVERS. THE SALVAGING OF HER HULL WAS PROJECTED BUT ABANDONED.	
31	BUILT BY YOKOSUKA.	COMPLETED, 30/5/'42.	SANK	OFF KISKA, MAY 43.
32	" " SASEBO.	" 26/4/'42.	"	" MARSHALL ISLS., MARCH~APR. '44.
33	" " MITSUBISHI, KOBE.	" 10/6/'42.	SANK AT TRUCK BY ACCIDENT DURING REPAIRS, OCT. '42. SALVAGED & TOWED TO KURE. REPAIRED & COMPLETED, JUNE '44. AGAIN SANK BY UNKNOWN REASON IN IYO SEA (IN INLAND SEA) ON HER FIRST CRUISE, 13/6/'44.	
34	BUILT BY SASEBO.	COMPLETED, 31/8/'42.	SANK	OFF MALAYA, 13/11/'44.
35	" " MITSUBISHI, KOBE.	" "	"	" GILBERT ISLS.. DEC. '43 ~ JAN. '44.
37	" " KURE.	" 10/3/'43.	"	NEAR PALAU, DEC. '44.
38	" " SASEBO.	" 31/1/'43.	"	EAST OF PHILIPPINES, DEC. '44.
39	" " "	" 22/4/'43.	"	OFF GILBERT ISLS., DEC. '43 ~ FEB. '44.

I 40 TYPE:

I 40	BUILT BY KURE.	COMPLETED 31/7/'43.	SANK	OFF GILBERT ISLS., DEC. '43 ~ FEB. '44.
41	" " " "	" 18/9/'43.	"	EAST OF PHILIPPINES, DEC. '44.
42	" " " "	" 3/11/'43.	"	OFF BISMARCK ISLS. APR. '44.
43	" " SASEBO.	" 5/11/'43.	"	" GILBERT ISLS., MARCH~APRIL '44.
44	" " YOKOSUKA.	" 31/1/'44.	"	SOUTH-EAST OF OKINAWA, MAY '45.
45	" " SASEBO.	" 28/12/'43.	"	EAST OF PHILIPPINES, NOV. '44.

SUBMARINE TYPE C

(SENSUI-KAN, HEI-GATA)

I 16 TYPE:

I 47

OF THE 8 BOATS OF THIS TYPE, THE LAST 3 BOATS (I 46 ~ 48) WERE SLIGHTLY IMPROVED TYPE.

Lpp	103.800 M
LOA	109.300
LWL	106.950
B	9.100
D	7.800
d	5.350
DISPT.	2556.6/3,564 TONS
SPEED	23.6/8 KNOTS (IN I 46~48 23.5/8 KNOTS)

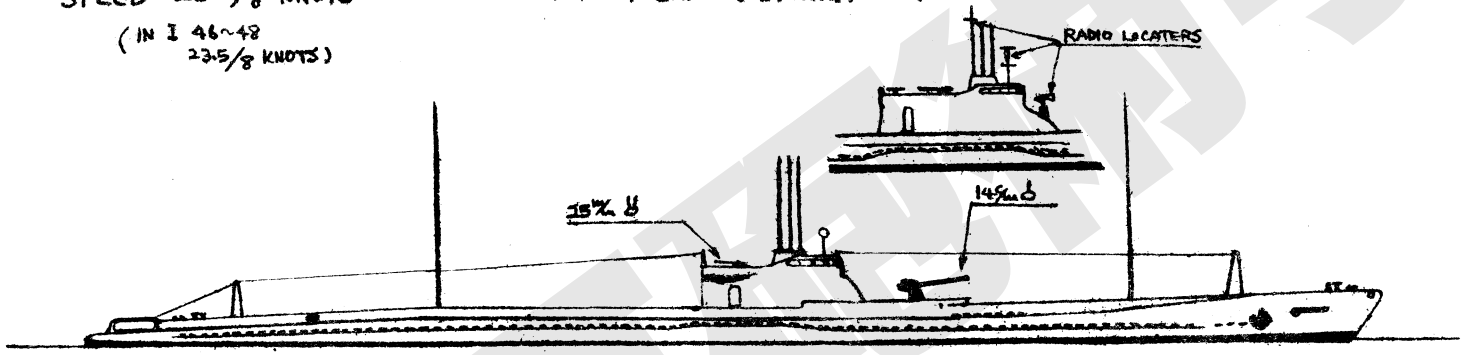
ENGINES 2 DIESELS

S.H.P. 12,400/2,000 (IN I 46~48 11,000/2,000 S.H.P.)

RADIUS 14,000-16/60-3 MILES-KNOTS

ARMAMENTS
- 1 14 cm ♂ GUN.
- 1 25 mm ♂ M.G.
- 8 53 cm T.T. WITH 20 TORPEDOES.

DEPTH OF SAFETY DIVING. 100 M.



NOTES: THIS TYPE IS ALMOST SIMILAR TO I 15 TYPE, BUT WITHOUT AEROPLANE ACCOMMODATIONS & 2 MORE TORPEDO TUBES FITTED. IN APPEARANCE RATHER SISTER BOATS TO I 7 TYPE.

5 BOATS OF THIS TYPE WERE BUILT UNDER THE 3RD REPLENISHMENT PROGRAM OF 1937, 3 BOATS UNDER EMERGENCY PROGRAM OF 1941. ALL BOATS EXCEPT I 47 WERE LOST DURING WAR. IT WAS THESE BOATS, THAT BROUGHT MIDGET SUBMARINES INTO PEARL HARBOR AT THE OUTBREAK OF THE WAR. I 47 WAS ACCOMMODATED TO CARRY KAITENS ON HER DECK.

I 16 TYPE (ALL LOST DURING WAR.)

I 16	BUILT BY	KAWASAKI.	FITTED OUT AT KURE.	COMPLETED, 30/3/'40.	SANK IN SOLOMON WATERS, JUNE '44.
18	" "	SASEBO.	COMPLETED, 31/1/'41.	SANK IN SOLOMONS, FEB. '43.	
20	" "	MITSUBISHI, KŌBE.	" , 26/9/'40.	" NEAR ESPIRITU SANTO ISL., OCT. ~ NOV. '43.	
22	" "	KAWASAKI.	" , 10/3/'41.	" IN SOLOMONS, OCT. ~ NOV. '42.	
24	" "	SASEBO.	" , 31/10/'41.	" IN ALEUTIAN WATERS, JUNE '43.	

I 46 TYPE

I 47	BUILT BY	SASEBO.	COMPLETED, 10/7/'44.	AT SASEBO AT THE END OF WAR.	SUNK BY ALLIED FORCES OFF GOTO ISLS., 1/4/'46.
46	" "	"	" , 29/2/'44.	SANK OFF PHILIPPINES, DEC. '44.	
48	" "	"	" , 5/9/'44.	" NEAR ULTHI ISL., JAN. '45.	

SUBMARINES, TYPE D
[SENSUI-KAN, TEI-GATA]

I 361 TYPE:

*I 363, 366, 367, 369.

TRANSPORT SUBMARINES

L_{PP}	70.500 M
L_{OA}	73.500 M
L_{WL}	73.000 M
B	8.900
D	7.150
d	4.760
DISPT.	1,778.9/2,214.6 TONS
SPEED	13.0/6.5 KNOTS

ENGINES	2 DIESELS
S.H.P.	1,850/1,200
RADIUS	15,000–10/120–3 MILES–KNOTS.
ARMAMENTS	1 14cm/40 GUN 2 25mm/60 M.G. (DISAPPEARING) (OR 1 25mm/60 M.G.)

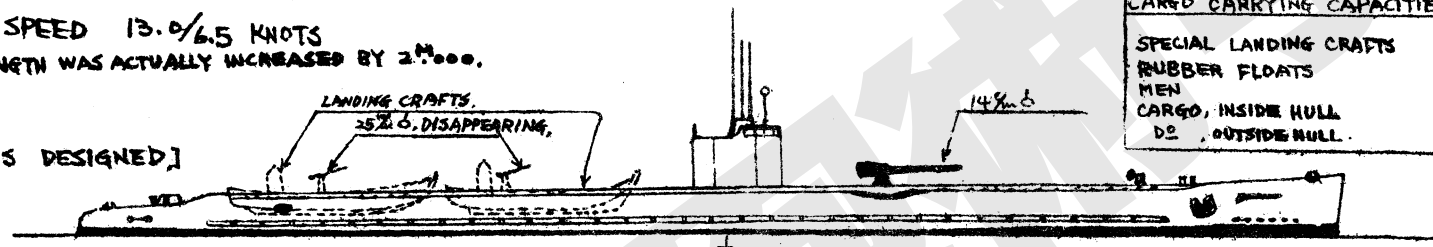
DEPTH OF SAFETY DIVING 75 M

* LENGTH WAS ACTUALLY INCREASED BY 2.000 M.

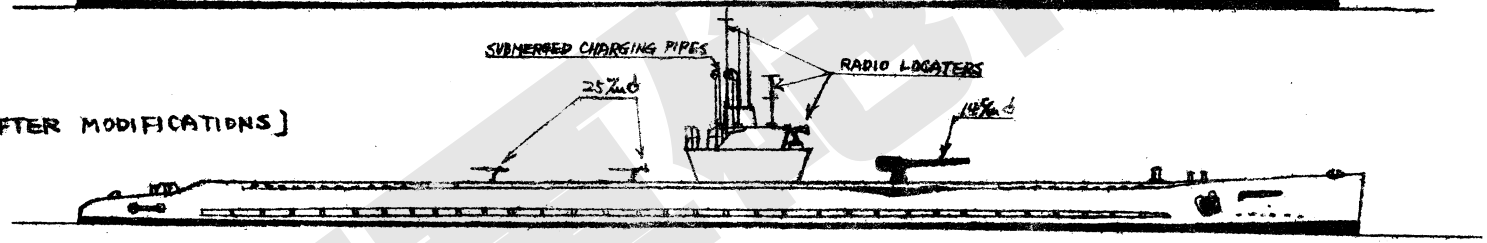
CARGO CARRYING CAPACITIES & ETC.:

SPECIAL LANDING CRAFTS	2
RUBBER FLOATS	4
MEN	110
CARGO, INSIDE HULL	62.5 TONS
DO. OUTSIDE HULL.	20.0 TONS

[AS DESIGNED]



[AFTER MODIFICATIONS]



NOTES: THIS TYPE WAS INTENDED TO TRANSPORT MATERIALS, SUPPLIES, AMMUNITIONS & PERSONNELS. HULL & FITTINGS ARE VERY SIMPLE TO COMPLETE WITHIN SHORT PERIOD. DESIGNED TO CARRY 2 SPECIAL LANDING CRAFTS (LENGTH ABOUT 12~13 M), WHICH ARE SPECIALLY DESIGNED TO RESIST HYDRAULIC PRESSURE WHEN SUBMERGED. ORIGINALLY EQUIPPED WITH 2×53cm T.T. (AT BOW) & CARRIED 2 TORPEDOES, BUT AT THE TRIAL OF THE 1ST BOAT IT WAS FOUND THAT SHE MAKES HIGH BOW WAVES OWING TO THE FULNESS OF HER HULL, SO THAT THE LENGTH WAS INCREASED BY 2 METERS AT THE BOW TORPEDO TUBES WERE REMOVED TO FAIR HER LINES. FORM OF BRIDGE ALSO ALTERED AS SHOWN ABOVE. NO OF COMPLEMENTS: 60 OFFICERS & MEN PLUS 110 MARINES OR SOLDIERS AS LANDING FORCES. SPECIAL ELECTRICAL CARGO UNLOADING GEARS WERE EQUIPPED AT FORE & AFT OF BRIDGE. THESE GEARS ARE SAME TYPE AS EQUIPPED IN THE TRANSPORTS, 1ST. CLASS.

11 BOATS OF THIS TYPE WERE BUILT UNDER THE 5TH REPLENISHMENT PROGRAM OF 1942. THE 1ST BOAT, I 361, WAS LAID DOWN AT KURE, 16/2/'43 & COMPLETED, 25/5/'44. (ACTUALLY THE 1ST COMPLETED BOAT WAS I 362, BUILT BY MITSUBISHI, KOBE, & COMPLETED, 23/5/'44.)

7 BOATS OF THE IMPROVED TYPE WERE PROJECTED UNDER 1943 PROGRAM, OF WHICH 2 COMPLETED & 1 LAID DOWN. THESE BOATS (I 372 TYPE) WERE OFFICIALLY CLASSIFIED AS I 361 TYPE BUT SHOWN AS I 372 TYPE IN THE NEXT PAGE.

(TO BE CONTINUED ON NEXT PAGE.)

I 363, 366, 367 & SEVERAL OTHER BOATS WERE RECONSTRUCTED AS KAITEN CARRIERS IN THE SPRING OF 1945. GUN REMOVED, DECK WAS CLEARED & WIDENED TO MOUNT 5 KAITENS AS SHOWN BELOW.

I 363 & OTHER BOATS AS KAITEN CARRIERS:



*I 363 BUILT BY, KURE. COMPLETED, 8/7/'44. SANK BY MINE OFF MIYAZAKI PREF., 29/10/'45.
366, 367 " " MITSUBISHI, KŌBE. COMPLETED, 3/8/'44 & 15/8/'44 RESP. SUNK BY ALLIED FORCES OFF GOTŌ ISLS., 1/4/'46.
369 " " YOKOSUKA. 9/10/'44. AT YOKOSUKA AT THE END OF WAR. DELIVERED TO ALLIED FORCES.

WAR LOSSES:

361 BUILT BY KURE. COMPLETED, 25/5/'44. SANK IN MID-PACIFIC, APR. ~ JUNE '45.
362 " " MITSUBISHI, KŌBE " , 23/5/'44. " " " , FEB. ~ MARCH '45.
364 " " " . " , 14/6/'44. " " " , OCT. '44.
365 " " YOKOSUKA. " , 1/8/'44. " NEAR TRUCK, DEC. '44.
368 " " " . " , 25/8/'44. " " IWŌ ISL., MARCH '45.
370 " " MITSUBISHI, KŌBE. " , 4/9/'44. " " " " " .
371 " " " . " , 2/10/'44. " NEAR TRUCK, MARCH '45.

BUILDERS: KURE (2); YOKOSUKA (3); MITSUBISHI, KŌBE (6). PERIOD OF CONSTRUCTION: 6.5 ~ 15 MONTHS.

SUBMARINES, TYPE D
[SENSUI-KAN, TEI-GATA]
I 372 TYPE:
*I 372, *373. (374)

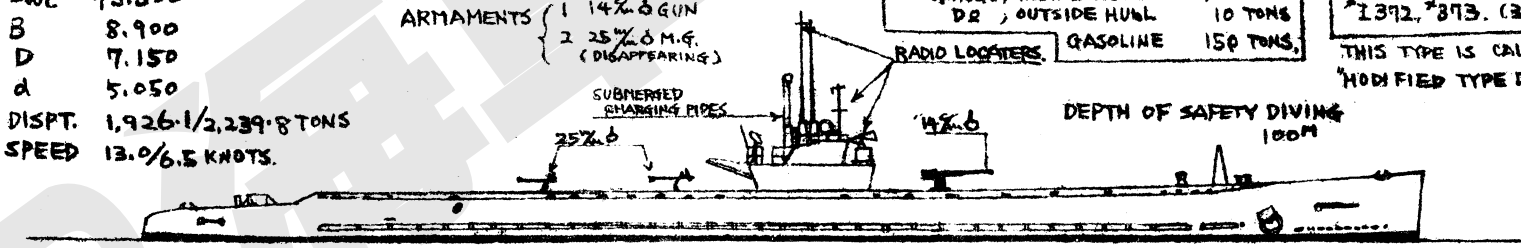
THIS TYPE IS CALLED AS "MODIFIED TYPE D".

Lpp	71.000 M
LOA	74.000
LWL	73.500
B	8.900
D	7.150
d	5.050
DISPT.	1,926.1/2,239.8 TONS
SPEED	13.0/6.5 KNOTS.

ENGINES 2 DIESELS
S.H.P. 1,750/1,200
RADIUS 5,000-13/100-3 MILES-KNOTS.
ARMAMENTS { 1 14 cm ϕ GUN
2 25 mm ϕ M.G. (DISAPPEARING)

CARGO CARRYING CAPACITIES & ETC:

SPECIAL LANDING CRAFT	1
CARGO, INSIDE HULL	100 TONS
DO, OUTSIDE HULL	10 TONS
GASOLINE	150 TONS.



NOTES: THEY ARE OF MODIFIED I 361 TYPE. HULL WAS STRENGTHENED TO DIVE UNTIL 100 M DEPTH CAN CARRY GASOLINE. ORIGINALLY DESIGNED TO HAVE NO GUN & T.T., BUT ARMED WITH 1×14 cm ϕ GUN & 2×MACHINE GUNS. ALSO RECONSTRUCTED AS KAITEN CARRIERS IN THE SIMILAR WAY AS I 361 TYPE. 7 BOATS PROJECTED (ALL BOATS TO BE BUILT AT YOKOSUKA), OF WHICH 2 BOATS COMPLETED & 1 MORE BOAT LAID DOWN BUT HER WORK STOPPED ON THE STOCKS.

*I 372. BUILT BY YOKOSUKA. COMPLETED, 8/11/'44. SANK BY BOMBING AT YOKOSUKA. 1/8/'45.
* 373 " " . " , 14/4/'45. DISAPPEARED IN EAST CHINA SEA. JULY '45. REMOVED FROM LIST. 15/9/'45.
(374) LAID DOWN AT YOKOSUKA, 24/10/'44. WORK STOPPED ON THE STOCKS.

SUBMARINES
(SENSUI-KAN)
I 351 TYPE:

*I 351, *(352)

SUPPLY SUBMARINES.

THIS TYPE IS ALSO CALLED AS SUBMARINE, REPLENISHING. (SEN-HOY).

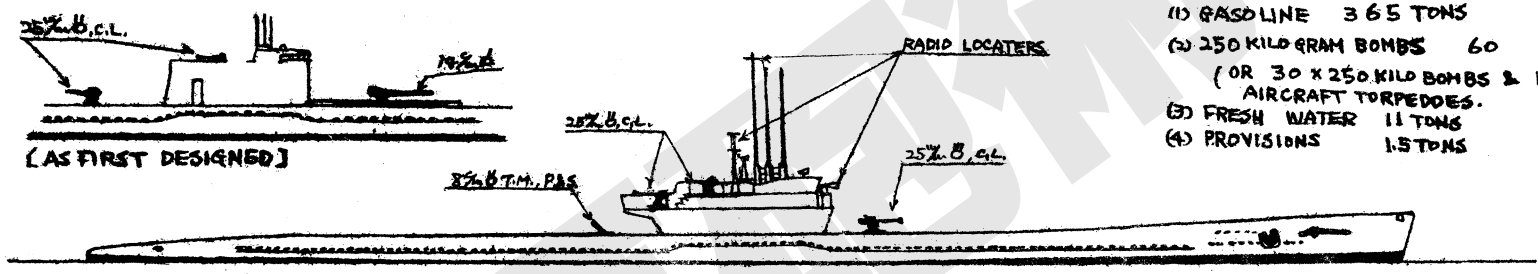
Lpp	107.M000
LOA	111.000
LWL	110.000
B	10.150
D	8.200
d	6.140
DISPT.	3,512·3/4,290 TONS
SPEED	15·8/6.3 KNOTS

ENGINES	2 DIESELS.
S. H.P.	3,700/1,200
RADIUS	13,000-14/100-3 MILES-KNOTS.
ARMAMENTS	2 8㎝ H T.M. 1 25㎜ H M.G. 2 " H " 4 53㎝ T.T. WITH 4 TORPEDOES. (OR 8 TORPEDOES WITH LESS NUMBERS OF BOMBS.)

DEPTH OF SAFETY DIVING 90M

CAPACITY OF REPLENISHMENT:

(1) GASOLINE 365 TONS
(2) 250 KILOGRAM BOMBS 60
(OR 30 × 250 KILO BOMBS & 15 × AIRCRAFT TORPEDOES.)
(3) FRESH WATER 11 TONS
(4) PROVISIONS 1.5 TONS



NOTES: THIS TYPE WAS DESIGNED TO ACT AS OCEAN SUPPLY BASE FOR FLYING BOATS. 365 TONS OF GASOLINE OIL ARE TO BE CARRIED IN GASOLINE TANKS AT THE OUTSIDES OF INNER HULL AT AMIDSHIPS. BOMBS & TORPEDOES FOR FLYING BOATS ALSO CAN BE CARRIED. FITTED WITH GASOLINE SUPPLY GEARS & ACCOMMODATIONS FOR FLYING BOATS FLOATING ON SEA. (CAN FUEL 3 FLYING BOATS AT THE SAME TIME.) Nº OF COMPLEMENTS: 97 OFFICERS & MEN PLUS 13 PERSONS AS FLYING BOAT CREW AS RESERVE. ACCOMMODATED FOR 60 DAYS CRUISE.
ORIGINALLY DESIGNED TO HAVE 1× 14㎝ H GUN (IN FRONT OF BRIDGE), 2×25㎜ H M.G. (ON BRIDGE & ON DECK ABAFT BRIDGE RESP.)
3 BOATS OF THIS TYPE WERE PROJECTED BY THE EMERGENCY WAR PROGRAM (1941), BUT THE 3RD BOAT WAS NOT LAID DOWN.

I 351 COMPLETED AT KURE. 28/1/'45. LOST IN CHINA SEAS, JULY 45. REMOVED FROM LIST. 15/9/'45.
*(352) LAUNCHED " " , 23/4/'44. SUNK BY BOMBING, 22/6/'45, AT KURE, WHEN SHE WAS ALMOST COMPLETED.

SUBMARINES
(SENSUI-KAN)
I 201 TYPE.

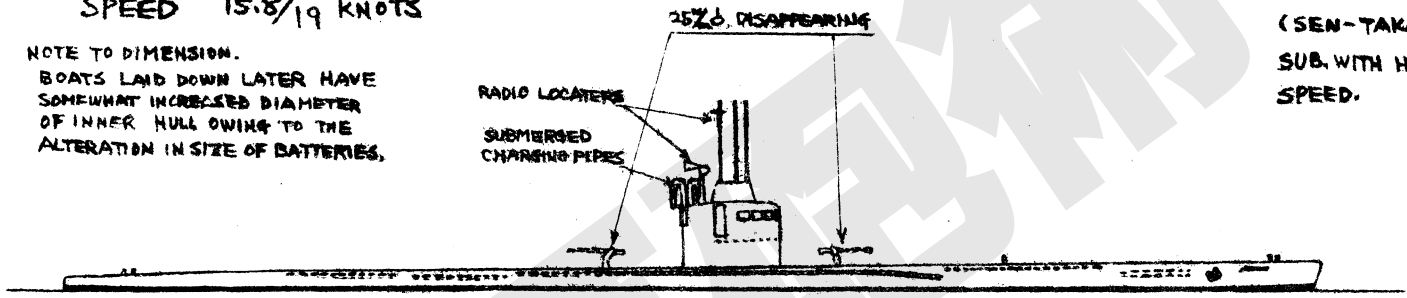
I 201, 202, 203,
*(204), (205), (206)
(207), (208)

L_{PP}	76.000 M
$L_{O.A.}$	79.000
L_{WL}	78.500
B	5.800
D	6.700
d	5.460
DISPT.	1291.2/1450 TONS
SPEED	15.8/19 KNOTS

NOTE TO DIMENSION.
BOATS LAID DOWN LATER HAVE SOMEWHAT INCREASED DIAMETER OF INNER HULL OWING TO THE ALTERATION IN SIZE OF BATTERIES.

ENGINES	2 DIESELS
S.H.P.	2,750/5000
RADIUS	5,800-14/135-3 MILES-KNOTS
ARMAMENTS	2 25 m/m ♂ M.G. 4 53 c/m T.T. (BOW) WITH 10 TORPEDOES
DEPTH OF SAFETY DIVING	110 M

THIS TYPE IS ALSO CALLED AS "SUBMARINE, HIGH," (SEN-TAKA), WHICH MEANS SUB. WITH HIGH SUBMERGED SPEED.



NOTES. THIS TYPE IS THE EPOCH-MAKING ONE IN THE JAPANESE NAVY TO ATTAIN THE HIGHEST SUBMERGED SPEED, HULL & SUPERSTRUCTURES ARE COMPLETELY FAIR. FITTED WITH LARGE MOTORS & POWERFUL BATTERIES. ALSO MAN DIESEL ENGINES WITH COMPARATIVELY LIGHT IN WEIGHT WERE ADOPTED. TO DECREASE THE RESISTANCE THEIR LENGTH IS EXTREMELY LONG COMPARED WITH BREADTH. ELECTRIC WELDING WAS WIDELY ADOPTED IN HULL CONSTRUCTION. THEY WERE BUILT IN SHOPS & ASSEMBLED ON THE STOCKS. ALL BOATS WERE BUILT AT KURE.
ORIGINALLY DESIGNED TO ATTAIN 20 KNOTS AT SUBMERGED CONDITION, BUT THIS WAS DECREASED TO 19 KNOTS. PERFORMANCES IN SUBMERGED CONDITION IS AS FOLLOWING. 55 MINUTES AT TOP SPEED (19 KNOTS), AND THEN 12 HOURS AT 3 KNOTS.
8 BOATS LAID DOWN, OF WHICH 3 COMPLETED BY THE END OF WAR.

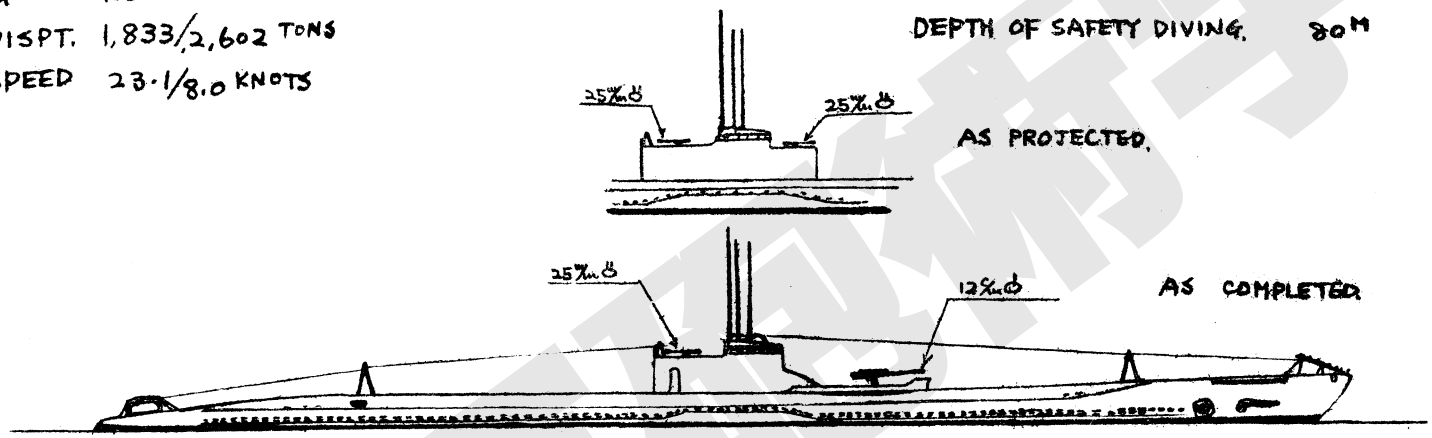
I 201	COMPLETED	2/2/'45.	TRANSFERRED TO U.S.N. AFTER WAR.
203	"	29/5/'45.	" " " " "
202	"	12/2/'45	SUNK BY ALLIED FORCES OFF KŌGO PT. (NEAR SASEBO). 5/4/'46.
(204)	LAUNCHED,	16/12/'44.	90% COMPLETED, BUT SUNK BY BOMBING AT KURE, 22/6/'45.
(205)	"	15/2/'45.	DAMAGED BY DIRECT HIT OF A BOMB AT KURE, 19/3/'45, CAPSIZED IN DRY DOCK. FLOATED &
"	REPAIRED,	ALMOST 80% COMPLETED AT THE END OF WAR.	
(206)	LAUNCHED,	26/3/'45.	
(207) (208)	LAID DOWN, 27/12/'44 & 17/2/'45 RESPECTIVELY. WORK STOPPED ON THE STOCKS IN MARCH, 45.		

SUBMARINE
(SENSUI-KAN)
I 176 TYPE:
* I 179

L_{PP}	98.600 M
L_{OA}	105.500
L_{WL}	102.600
B	8.250
D	7.000
d	4.600
DISPT.	1,833/2,602 TONS
SPEED	23.1/8.0 KNOTS

ENGINES 2 DIESELS
S.H.P. 8,000/1,800
RADIUS 8,000-16/50-5 MILES-KNOTS
ARMAMENTS
- 1 12 cm ⌀ GUN
- 1 25 mm ⌀ M.G
- 6 53 cm T.T. (AT BOW) WITH 12 TORPEDOES

DEPTH OF SAFETY DIVING. 80 M



NOTES: 10 BOATS OF THIS TYPE BUILT UNDER THE 4TH. REPLENISHMENT PROGRAM OF 1939. (I 176 ~ I 185) THEY ARE FLEET SUBMARINES OF KAIDAI TYPE. (MODIFIED I 168 TYPE) ORIGINALLY DESIGNED TO CARRY 2 × 25 mm ⌀ M.G. BUT 1 × 25 mm ⌀ M.G. WAS REPLACED BY A 12 cm ⌀ GUN AS SHOWN ABOVE. NEW TYPE OF T.T. FITTED (TYPE 95).
THE FIRST BOAT OF THIS TYPE, I 176, WAS BUILT AT KURE, LAID DOWN 22/6/'40 & COMPLETED 4/8/'42.
OTHER 9 SISTERS WERE COMPLETED BETWEEN 26/12/'42 ~ 15/10/'43.
ALL BOATS LOST DURING WAR.

WAR LOSSES:

I 176	SUNK AT SOLOMONS, JUNE '44.
177	" NEAR PALAU ISL. NOV. '44.
178	" AT SOLOMONS, AUG. '43.
179	" BY ACCIDENT AT IYO-NADA (IYO SEA), INLAND SEA, 14/7/'43. NOT SALVAGED & ABANDONED. REMOVED FROM LIST, 15/4/'44.
180	SUNK OFF KODIAK ISL., ALASKA, MAY '44.
I 181	SUNK IN NEW GUINEA WATERS, MARCH '44.
182	" IN SOLOMONS, OCT. '43.
183	" IN MID-PACIFIC BY SUB., MAY~JUNE '44.
184	" NEAR SAIPAN, JUNE-JULY '44.
185	" " " , " " ".

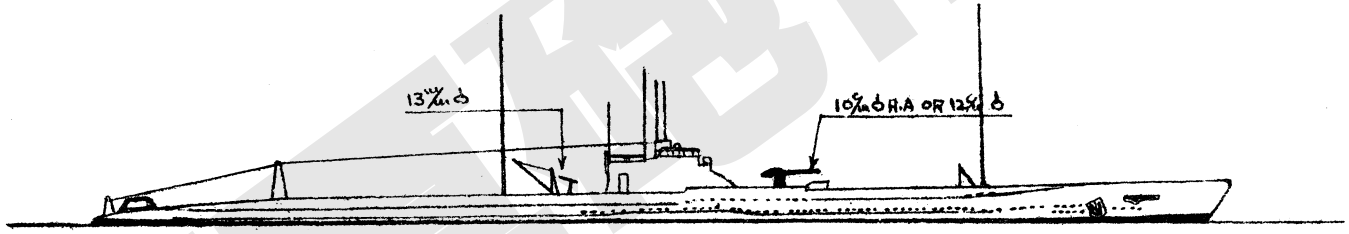
BUILDERS: KURE (2); YOKOSUKA (4); KAWASAKI (3); MITSUBISHI, KŌBE (1).

SUBMARINE (SENSUI-KAN)

I 168 TYPE: *I 169

THIS TYPE IS ALSO CALLED AS "KAIDAI 6 TYPE" (NAVY, LARGE, TYPE 6)

Lpp	98.4M
LoA	104.700 (I 174, 175: 105.0M)
Lwl	102.600
B	8.200
D	7.000
d	4.580 (I 174, 175; 4.630M)
DISPT.	1,785/2,440 TONS (I 174, 175: 1,810/2,564 TONS)
SPEED	23 1/8 KNOTS
ENGINES	2 DIESELS
S.H.P.	9,000/1,800
RADIUS	14,000-10/65-3 MILES-KNOTS. (I 174, 175: 10,000-16/65-3 MILES-KNOTS)
ARMAMENTS	1 10㎝ cal H.A.GUN (I 171~175; 1 12㎝ cal GUN.)
	1 13㎜ cal M.G. (I 174, 175: 1 13㎜ cal M.G.)
	6 53㎝ T.T. (4 AT BOW, 2 AT STERN) WITH 14 TORPEDOES
DEPTH OF SAFETY DIVING.	75M (I 168, 169: 70M)



NOTES: THIS TYPE WAS A IMPROVED KAIDAI 5 TYPE. THE DOUBLE-ACTING, 2-STROKE ENGINES WERE ADOPTED IN THIS CLASS. THEY HAVE FRAMES FITTED OUTSIDE THE PRESSURE HULL. (INNER HULL)

8 BOATS OF THIS TYPE WERE BUILT BETWEEN 31/7/'34 ~ 18/12/'38, OF WHICH LAST 2 BOATS (I 174 & 175) WERE SOMEWHAT IMPROVED TYPE. IN I 174 & 175, A 13㎜ cal M.G. FITTED ON BRIDGE.

ORIGINALLY CALLED AS I 68 ~ 75, BUT RENAMED AS I 168 ~ 175 IN 1942 RESPECTIVELY.

ALL VESSELS LOST DURING WAR.

WAR LOSSES:

I 168	LOST BETWEEN TRUCK-RABAUL, SEPT. '43.	I 172	LOST IN SOLOMONS, OCT.~NOV. '42.
169	SUNK BY ACCIDENT AT TRUCK HARBOR, APR. '44.	173	" " HAWAIIAN WATERS, JAN. '42.
170	LOST IN HAWAIIAN WATERS, 10/12/'41.	174	" " EAST CAROLINE ISLS., APRIL '44.
171	LOST AT BISMARCK. ISLS. MARCH '44.	175	" " MID-PACIFIC, MARCH ~ JUNE '44.

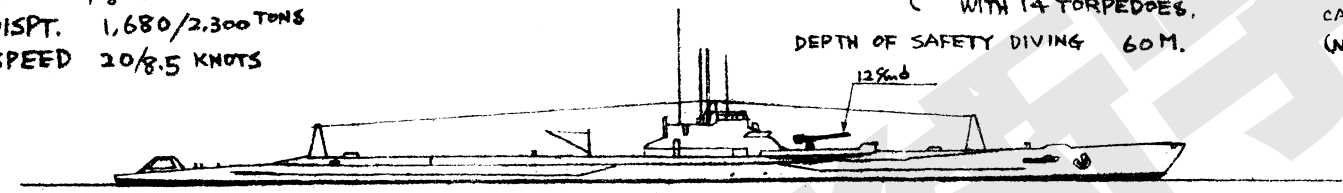
BUILDERS: KURE (1); SASEBO (2); MITSUBISHI, KOBE (3); KAWASAKI (2)

SUBMARINE (SENSUI-KAN) I 161 TYPE: I 162

THIS TYPE IS ALSO CALLED AS "KAIDAI 4 TYPE." (NAVY, LARGE, TYPE 4)

L_{PP}	91.000 M
L_{OA}	97.700
L_{WL}	95.400
B	7.800
D	6.700
d	4.800
DISPT.	1,680/2,300 TONS
SPEED	20/8.5 KNOTS

ENGINES 2 DIESELS
S.H.P. 6,000/1,800
RADIUS 10,800-10/60-3 MILES-KNOTS
ARMAMENTS 1 12㎝ GUN; 6 53㎝ T.T. (4 AT BOW, 2 AT STERN) WITH 14 TORPEDOES.
DEPTH OF SAFETY DIVING 60 M.



NOTES: THEY ARE MODIFIED FROM KAIDAI 3 TYPE IN THE NEXT PAGE. 3 BOATS OF THIS TYPE WERE BUILT. (I 61 & 62 AT MITSUBISHI, KOBE, I 64 AT KURE.) THEY WERE COMPLETED BETWEEN 6/4/'29 ~ 30/8/'30. I 62 & 64 WERE RENAMED AS I 162 & I 164 RESPECTIVELY IN 1942.

I 162 AT SASEBO AFTER WAR. SUNK BY ALLIED FORCES OFF GOTO ISL., 1/4/'45.

WAR LOSS: I 164 SUNK IN SOUTH-EAST OF KYUSHU, MAY '42.

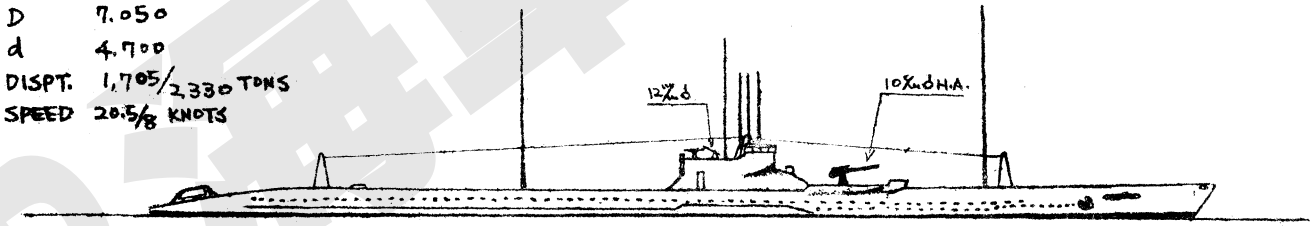
I 61 SUNK BY COLLISION AGAINST A CONVERTED GUNBOAT OFF IKI ISL, 2/10/'41. REFLOATED & SCRAPPED AT SASEBO, FEB. '42.

SUBMARINE I 165 TYPE *I 165

KAIDAI 5 TYPE (NAVY, LARGE, TYPE 5)

L_{PP}	90.500 M
L_{OA}	97.700
L_{WL}	95.400
B	8.200
D	7.050
d	4.700
DISPT.	1,705/2,330 TONS
SPEED	20.5/8 KNOTS

ENGINES 2 DIESELS
S.H.P. 6,000/1,800
RADIUS 10,800-10/60-3 MILES-KNOTS
DEPTH OF SAFETY DIVING 75 M.
ARMAMENTS 1 10㎝ H.A. GUN; 1 12㎝ M.G.; 6 53㎝ T.T. (4 AT BOW, 2 AT STERN) WITH 14 TORPEDOES.



NOTES: THEY WERE MODIFIED FROM KAIDAI 4 TYPE SHOWN ABOVE. 3 BOATS OF THIS TYPE WERE BUILT (I 65 AT KURE, I 66 AT SASEBO & I 67 AT MITSUBISHI, KOBE.) COMPLETED BETWEEN 8/8/'32 ~ 1/12/'32. I 65 & I 66 WERE RENAMED AS I 165 & I 166 IN 1942, RESPECTIVELY. FRAMES FITTED OUTSIDE THE INNER HULL.

*I 165 SUNK IN MID-PACIFIC IN JULY '45, THOUGH SHE WAS STILL IN THE ACTIVE LIST AT THE END OF WAR. (REMOVED FROM LIST, 15/9/'45)

WAR LOSS: I 166 SUNK IN INDIAN OCEAN IN JULY '44.

I 67 DISAPPEARED OFF BONIN ISLS. DURING FLEET MANOEUVERS, 29/8/'40.

GROUP A---I 153, 154, 155, 158
GROUP B---I 156, 157, 159, [60] [63]

SUBMARINES
(SENSUI-KAN)

I 153 TYPE:

I 153, 154, 155, 156, 157, 158, 159

	A	B
L_{PP}	94.488 M (310'-0")	94.000 M
L_{OA}	100.584 (330'-0")	101.000
L_{WL}		98.900
B	7.976 (26'-2")	7.900
D	6.705 (22'-0")	6.700
d	4.827 (15'-10")	4.900

DISPT. 1,800/2,300 TONS
SPEED 20/8 KNOTS.

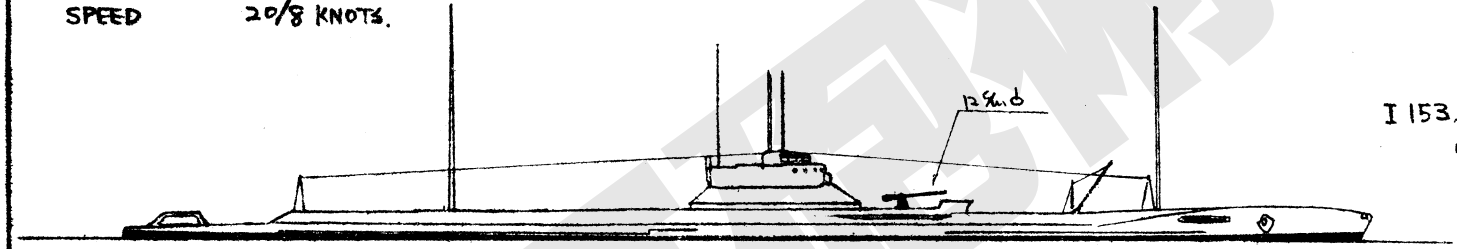
ENGINES 2 DIESELS
S.H.P. 6,800/1,800
RADIUS 10,000-10/90-3 MILES-KNOTS
ARMAMENTS { 1 12 cm ⌀ GUN
8 53 cm T.T. (6 AT BOW, 2 AT STERN) WITH 16 TORPEDOES.

DEPTH OF SAFETY DIVING 60 M

THIS TYPE IS ALSO CALLED AS "KAIDAI 3 TYPE" (NAVY, LARGE, TYPE 3)



I 156, 157 & 159 (I 60 & 63 SIMILAR) GROUP B



I 153, 154, 155 & 158. GROUP A.

NOTES: AS OCEAN-GOING, FLEET SUBMARINES I 51 & I 52 WERE BUILT AT KURE & COMPLETED IN 1924 & 1925 RESPECTIVELY. I 53 TYPE WAS DESIGNED AS MUCH IMPROVED TYPE FROM HER PREDECESSORS. THEY ARE THE FIRST DIESEL SUBMARINES WITH SPEED OF 20 KNOTS ON SURFACE.

ORIGINALLY NAMED AS I 53, 54 & ETC., BUT DURING THE WAR THEY WERE RENAMED AS I 153, I 154 & ETC., RESPECTIVELY. THE 1ST BOAT OF THIS TYPE, I 53 WAS COMPLETED AT KURE, 30/3/'27. THE LAST BOAT, I 59, WAS COMPLETED AT YOKOSUKA, 31/3/'30. THERE ARE SLIGHT DIFFERENCE IN BOW, BRIDGE, SHAPE OF SUPERSTRUCTURES BY SHIPS.

THEY ARE THE PIONEERS OF THE HIGH SPEED, FLEET SUBMARINES WHICH WERE ONE OF THE MOST STRIKING FEATURES OF THE JAPANESE NAVY. THEY WERE USED AS TRAINING SUBMARINES SINCE 1943.

I 153 (EX. I 53), 154 (EX. 54) AT ŌTAKE AS TRAINING SHIPS TO NAVAL SUBMARINE SCHOOL THERE AT THE END OF WAR.

BOTH VESSELS IN THE 4TH. RESERVE (WITHOUT CREW) SINCE, 31/1/'44.

155 (EX. 55) IN THE 4TH RESERVE, 20/7/'45. AT KURE AT THE END OF WAR.

156 (EX. 56), 157 (EX. 57), 158 (EX. 58), 159 (EX. 59) AT SASEBO AFTER WAR. SUNK BY ALLIED FORCES OFF GOTŌ ISL., 1/4/'45.

WAR LOSSES:

I 60 SUNK AT SUNDA STRAIT, JAN. '42.

I 63 WAS SUNK BY COLLISION FROM ANOTHER SUB. AT BUNGO STRAIT, 2/2/'39, AT THE DEPTH OF ABOUT 90 M REFLOATED & SCRAPPED AT KURE IN 1940.

BUILDERS: KURE (4), YOKOSUKA (2), SASEBO (3).

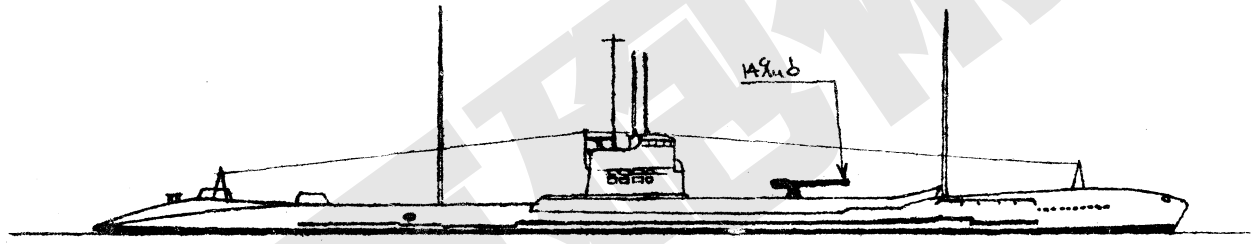
SUBMARINES
(SENSUI-KAN)

I 121 TYPE:

I 121, *122

MINE LAYER TYPE.

LOA	85M.20
B	7.50
d	4.31
DISPT.	1,163 NORMAL / 1,468 TONS (1,142 STAND'D)
SPEED	14.5/17 KNOTS
ENGINES	2 DIESELS
S.H.P.	2,400
RADIUS	10,500-8/40-45 MILES-KNOTS.
ARMAMENTS	1 14cm/6 GUN 4 53cm T.T. (BOW) WITH 12 TORPEDOES 42 MINES



NOTES: THEY ARE THE ONLY MINE-LAYING SUBMARINES IN THE JAPANESE NAVY. THEIR DESIGN WAS MODIFIED FROM THE GERMAN MINE LAYING SUBMARINE OF THE UEII TYPE, OF WHICH ONE BOAT (U 125) WAS DELIVERED TO THE JAPANESE NAVY BY THE VERSAILLE CONFERENCE.
4 BOATS OF THIS TYPE (I 21 ~ 24) WERE BUILT BY KAWASAKI, COMPLETED BETWEEN 31/3/'27 ~ 10/12/'28.
THEY WERE RENAMED AS I 121 ~ 124 IN 1939.
THEY TOOK PART IN THE OPERATIONS AT THE FIRST PERIOD OF THIS WAR, BUT SINCE 1942 ~ 43 THEY WERE USED AS TRAINING BOATS IN THE INLAND SEA.

I 121 (Ex. I21) AT MAIZURU AT THE END OF WAR.
* 122 (Ex. 22) MINED & SUNK NEAR NOTO PENINSULA, 10/6/'45. REMOVED FROM LIST, 15/9/'45.

WAR LOSSES:
I 123 (Ex. 23) SUNK IN SOLOMON WATERS, AUG. ~ SEPT. '42.
124 (Ex. 24) " NEAR PORT DARWIN, JAN. '42.

SUBMARINES
(SENSUI-KAN)

I 501, 502, 503, 504, 505, 506

EX. GERMAN BOATS.

I 503 ARMED WITH 1×10.5㎝ GUN
504 NO ARMAMENTS.
506 TRANSPORT SUBMARINE. ARMED WITH 1×8.8㎝ H.A. GUN.

PARTICULARS & PROFILES WANTED.

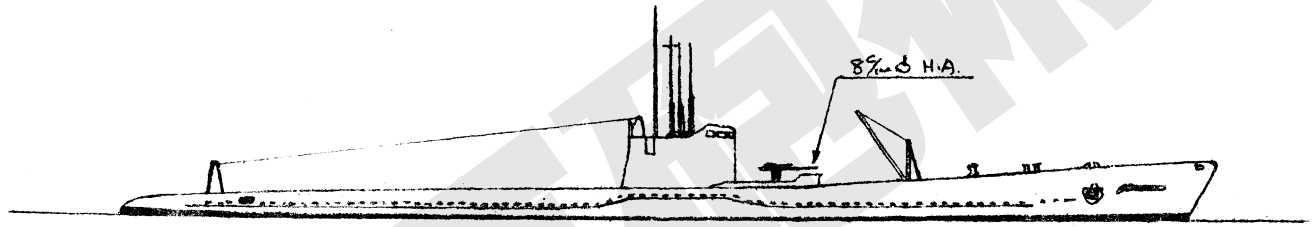
NOTE 6 EX. GERMAN SUBMARINES WERE DETAINED BY THE JAPANESE NAVY AT THE TIME OF GERMAN SURRENDER, MAY '45.

I 501 (EX. U 181)	DETAINED AT SINGAPORE.	ENLISTED, 15/7/45.	AT SINGAPORE AT THE END OF WAR.	DISPT. ABOUT 1,500T.
502 (〃 U 862)	〃 〃 〃	〃 〃 〃	〃 〃 〃 〃 〃 〃	〃 〃 〃
503 (〃 UIT 24)	〃 〃 KŌBE.	〃 〃 〃	〃 KŌBE (MITSUBISHI) 〃 〃 〃	〃 〃 〃
504 (〃 UIT 25)	〃 〃 〃	〃 〃 〃	〃 〃 (KAWASAKI) 〃 〃 〃	〃 〃 〃
505 (〃 U 219)	〃 〃 JACURTA.	〃 〃 〃	〃 JACURTA 〃 〃 〃	〃 〃 〃
506 (〃 U 195)	〃 〃 SOERABAYA.	〃 〃 〃	〃 〃 〃 〃 〃 〃	〃 〃 〃

SUBMARINES
(SENSUI-KAN)
RO 100 TYPE:

L_{PP}	57.M400
L_{OA}	60.900
L_{WL}	59.400
B	6.000
D	4.870
d	3.510
DISPT	601.2/782.1 TONS
SPEED	14.2/8 KNOTS

ENGINES	2 DIESELS
S.H.P.	1,100/760
RADIUS	5,260-12/60-3 MILES-KNOTS
ARMAMENTS	1 8/m δ H.A. GUN 4 53/m T.T. (BOW) WITH 8 TORPEDOES
DEPTH OF SAFETY DIVING	75M.



NOTES: THEY WERE ORIGINALLY INTENDED TO SERVE FOR THE LOCAL DEFENCES OF THE AIRCRAFT BASES AT THE MANDATED ISLANDS AGAINST ENEMY ATTACKS. 9 BOATS WERE BUILT UNDER THE ADDITIONAL PROGRAM OF 1940, 9 MORE BOATS UNDER THE EMERGENCY WAR PROGRAM OF 1941. COMPLETED BETWEEN 23/9/'42 ~ 31/1/'44. MOST OF THEM WERE COMPLETED WITHIN 12 MONTH FROM LAYING DOWN. AS FIRST DESIGNED THEY WERE TO BE ARMED WITH 1x25/8 M G., BUT THIS WAS REPLACED BY 1x8/m δ H.A. GUN DURING CONSTRUCTION.
ALL BOATS OF THIS TYPE HAD BEEN LOST IN THE WAR.

WAR LOSSES:

RO 100 SUNK AT SOLOMONS IN OCT.~NOV. '43.
101 " " " IN OCT. 43.
102 " AT NEW GUINEA WATERS, JUNE '43.
103 " AT SOLOMONS IN AUG.~SEPT. '43.
104, 105, 106. SUNK AT TRUCK OR PALAU, JUNE '44.
107 SUNK NEAR NEW IRELAND, JULY~AUG. '43.
108 " SOUTH OF TRUCK, JUNE '44.
RO 109 SUNK SOUTH-EAST OF OKINAWA, MAY '45.
110 " IN INDIAN SEA, MARCH '44.
111 " SOUTH OF MARIANAS, JUNE~JULY '44.
112, 113 SUNK IN NORTHERN PHILIPPINE WATERS (NEAR BADARINAO), FEB. '45.
114 SUNK OFF SAIPAN, JUNE~JULY '44.
115 " NORTH-WEST OF PHILIPPINES, JAN.~FEB. '45.
116 " SOUTH OF TRUCK, JUNE '44.
117 " SOUTH OF MARIANAS, JUNE~JULY '44.

BUILDERS. KURE (4). KAWASAKI (14).

SUBMARINE
(SENSUI-KAN)
RO 35 TYPE:
RO 50

Lpp	76.500 M
LoA	80.500
LWL	79.000
B	7.050
D	5.700
d	4.020.
DISPT.	1,114.8/1450 TONS,
SPEED	19.7/8 KNOTS

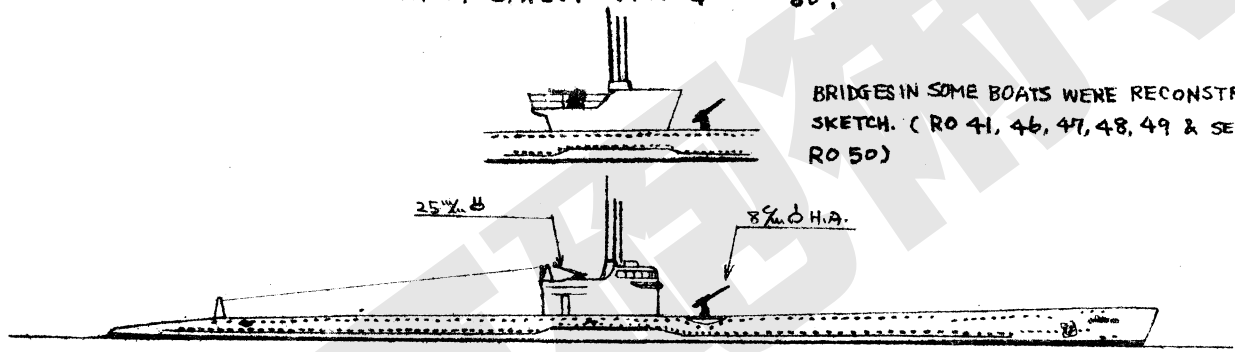
ENGINES 2 DIESELS

S.H.P. 4,200/1,200

RADIUS 5,000 – 16 OR / 11,000 – 12 / 45-5 MILES – KNOTS

ARMAMENTS
- 1 8cm/40 H.A.GUN
- 1 25mm/60 M.G.
- 4 53cm T.T. (BOW) WITH 10 TORPEDOES.

DEPTH OF SAFETY DIVING 80M



BRIDGES IN SOME BOATS WERE RECONSTRUCTED AS LEFT SKETCH. (RO 41, 46, 47, 48, 49 & SEVERAL OTHERS EXCL. RO 50)

NOTES: THEY WERE IMPROVED RO 33 TYPE. DESIGNED TO OPERATE WITH FLEET, TAKING PART IN THE DECISIVE FLEET ACTION, REINFORCING THE KAIDAI (FLEET TYPE) SUBMARINES. THOUGH RATHER SMALL IN SIZE, THEY PROVED MOST SUCCESSFUL TYPE IN THE JAPANESE SUBMARINES. GOOD SEAWORTHINESS, HANDY MANOEUVREBILITY. AS FIRST DESIGNED THEY HAD NO GUNS, BUT A 8cm/40 H.A.GUN WAS ADDED DURING THEIR CONSTRUCTION. TORPEDO ARMAMENTS WERE MUCH IMPROVED FROM RO 33 TYPE BY ADOPTING TYPE 95 T.T. & TORPEDOES. 9 BOATS BUILT UNDER ADDITIONAL PROGRAM OF 1940, 12 BOATS PROJECTED UNDER EMERGENCY WAR PROGRAM OF 1941, OF WHICH 8 BOATS COMPLETED, 4 NOT LAID DOWN. 15 MORE BOATS PROJECTED IN ADDITION TO THE SAID PROGRAM, OF WHICH ONLY 1 BOAT COMPLETED, OTHERS NOT LAID DOWN. 43 MORE BOATS ALSO PROJECTED UNDER 5TH. REPLENISHMENT PROGRAM OF 1942, BUT NOT A SINGLE BOAT LAID DOWN. THE 1ST. BOAT OF THIS TYPE, RO 35 WAS COMPLETED BY MITSUBISHI, KOBE, 31/3/'43. THE LAST BOAT. RO 56 WAS COMPLETED AT TAMANO, 15/11/'44.

RO 50 AT SASEBO AT THE END OF WAR. SUNK BY ALLIED FORCES OFF GOTO ISLS., 1/4/'46.

WAR LOSSES:

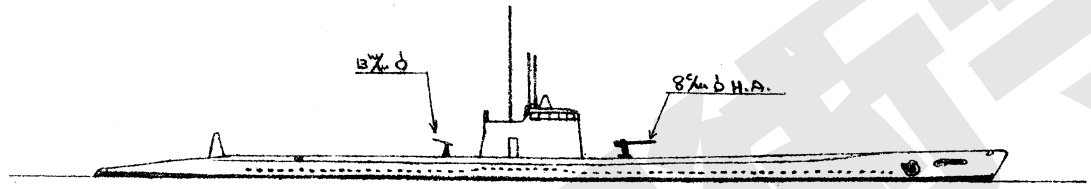
RO 35 SUNK AT SOLOMONS, OCT. '43.	RO 41 SUNK OFF OKINAWA. MARCH '45.	RO 47 SUNK OFF PALAU, NOV. '44.
36 " OFF SAIPAN, JUNE~JULY, '44.	42 " AT MARIANA, JUNE~JULY '44.	48 " OFF SAIPAN, JULY~AUG. '44.
37 " NEAR ESPIRITU SANTO ISL., FEB. '44.	43 " OFF IWO ISL., MARCH '45.	49 " OFF OKINAWA, MAY '45.
38 " NEAR GILBERT ISL., JAN. '44.	44 " OFF SAIPAN, JUNE~JULY '44.	55 " OFF PHILIPPINE, FEB.~MARCH, '45.
39 " OFF MARSHALL ISL., MARCH '44.	45 " OFF TRUCK ISL., MAY '44.	56 " IN MID-PACIFIC, MAY' '45.
40 " IN MANDATED ISLS., " "	46 " OFF OKINAWA, MAY '45.	

BUILDERS: MITSUBISHI, KOBE (10); SASEBO (2); TAMANO (6).

SUBMARINES (SENSUI-KAN)
RO 33 TYPE:

THIS TYPE IS ALSO CALLED AS "KAICHŪ 5 TYPE." (NAVY, MEDIUM, TYPE 5.)

L OA	75.M700	ENGINES	2 DIESELS
L PP	71.500	S.H.P.	3,000
B	6.700	RADIUS	6,000 MILES AT 10 KNOTS
d	3.950	ARMAMENTS	1 8㎝/40 H.A. GUN 1 13㎜/60 M.G. 4 53㎝ T.T. (BOW)
DISPT.	940 TONS		
SPEED	17/7.8 KNOTS		

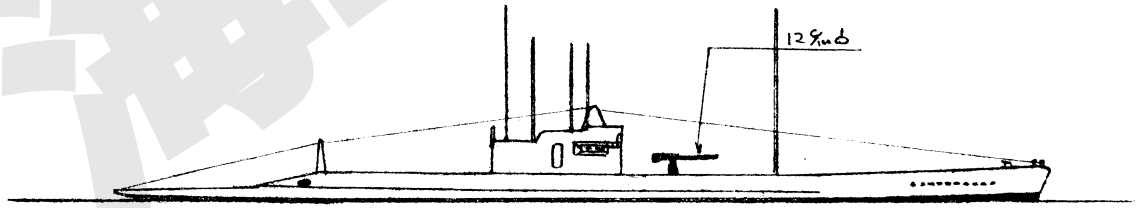


NOTES: 2 BOATS, RO 33 & 34, WERE BUILT AS EXPERIMENTAL BOATS FOR EMERGENCY WAR CONSTRUCTION.
BUILDERS: RO 33 --- KURE. COMPLETED 7/10/'35, RO 34 --- MITSUBISHI, KŌBE, COMPLETED 31/5/'37.
ALL LOST DURING WAR. A SUCCESSFUL TYPE OF SUBMARINE WITH GOOD SEAWORTHINESS.
WAR LOSSES: RO 33 SUNK AT EAST NEW GUINEA, SEPT. '42.
34 " AT SOLOMONS, MAY '43.

SUBMARINES
RO 29 TYPE:
*RO 30, *31, *32

THIS TYPE IS ALSO CALLED AS "TOKUCHŪ TYPE." (SPECIAL MEDIUM TYPE)

LOA	74M.22	ENGINES	2 DIESELS
B	6.12	S.H.P.	1,200
d	3.73	ARMAMENTS	1 12㎝/40 GUN 4 53㎝ T.T. (BOW)
DIST.	655 TONS STAND'D.		
SPEED	13 KNOTS		



NOTES: THIS TYPE IS ALMOST SAME AS RO 26 TYPE (KAICHŪ 4 TYPE), BUT WITH SLOWER SPEED & ARMED WITH LARGER GUN.
4 SHIPS OF THIS TYPE (RO 29 ~ 32) WERE BUILT BY KAWASAKI, COMPLETED BETWEEN 15/9/'23 ~ 10/5/'27. RO 29 WAS REMOVED FROM LIST, 1/4/'36. RO 31 WAS SUNK BY ACCIDENT DURING TRIALS, 21/8/'23. SALVAGED & REPAIRED. HER COMPLETION WAS DELAYED TILL 10/5/'27.
RO 30, 32 STRICKEN FROM LIST, 1/4/'42. MOORED AS TRAINING BOATS AT SUBMARINE SCHOOL, ŌTAKE, AT THE END OF WAR.
31 " " " , 25/5/'45, AT SASEBO AT THE END OF WAR. SUNK BY ALLIED FORCES OFF SASEBO, 5/4/'46.

SUBMARINES.

[SENSUI-KAN]

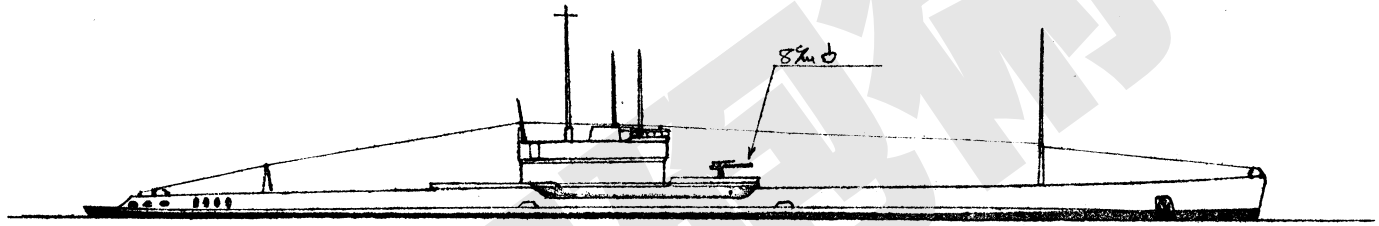
RO 60 TYPE:

RO 62, 63, *64, *67, 68

THIS TYPE IS ALSO CALLED AS L 4 TYPE.

Lpp	74.067 M	(243'-0")
LOA	76.200	(250'-0")
B	7.376	(24'-2 1/2")
D	6.599	(21'-7 3/4")
d	3.77	
DISPT.	996 NORMAL / 1,270 TONS (988 STAND'D)	
SPEED	16.5/9 KNOTS	

ENGINES	2 DIESELS (VICKERS)
S.H.P.	2,400/1,600
RADIUS	5,500 MILES
ARMAMENTS	1 8cm ⌀ GUN 6 53cm T.T. (BOW)



NOTES: ORIGINALLY 9 SHIPS OF THIS TYPE WERE CONSTRUCTED BY MITSUBISHI, KŌBE. COMPLETED BETWEEN 17/9/'23 ~ 28/7/'27. THEY WERE SLIGHTLY MODIFIED BOATS OF THE RO 57 TYPE (L 3 TYPE) IN NEXT PAGE & WERE CALLED AS L 4 TYPE. THE LAST BRITISH TYPE SUBMARINES IN THE JAPANESE NAVY. VERY HANDY BOATS.
EACH BOATS OF THIS TYPE WERE BELONGED TO THE COMBINED FLEET, SEVERAL OF THEM LOST DURING OPERATIONS. SINCE 1942 ~ '43 THEY WERE USED AS TRAINING SUBMARINES IN THE INLAND SEA.

RO 62, 63 AT KURE AT THE END OF WAR.
68 AT MAIZURU AT THE END OF WAR.

*64 MINED & SUNK IN HIROSHIMA BAY, 12/4/'45. OUT OF LIST, 10/8/'45.
*67 OBSOLETE & REMOVED FROM LIST. 20/7/'45. AT SASEBO AT THE END OF WAR.

WAR LOSSES:

RO. 60 AGROUNDED & HULL CUT OFF AT KWAJELIN ISL. (MARSHAL.), 30/12/'41. REMOVED FROM LIST, 15/1/'42.
61, 65 SUNK AT ALEUTIANS, SEPT. '42 & MAY '43 RESPECTIVELY.
66 SUNK BY COLLISION NEAR WAKE ISL., 17/12/'41.

SUBMARINES.

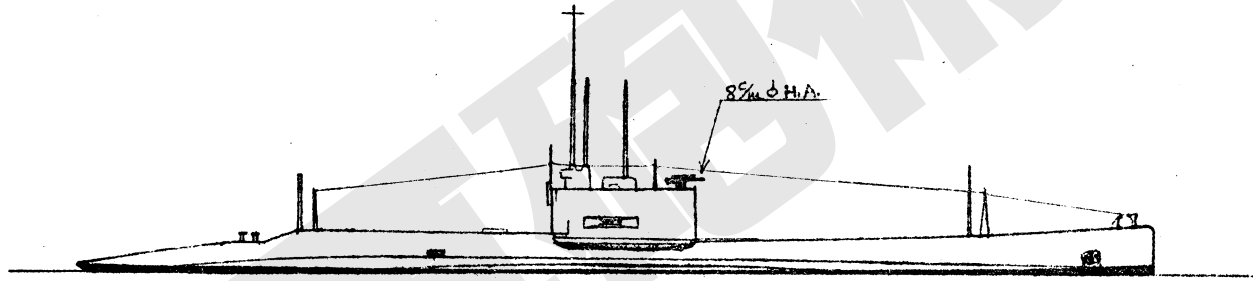
(SENSUI-KAN)

RO 57 TYPE:

RO 57, 58, 59

THIS TYPE IS ALSO CALLED AS L 3 TYPE.

L pp	76.M20
B	7.16
d	3.96
DISPT.	889 TONS STANDARD
SPEED	17/9 KNOTS
ENGINES	2 DIESELS (VICKERS)
S.H.P.	2,400
RADIUS	ABOOT 3,400 MILES AT 14 KNOTS
ARMAMENTS	1 — 8㎝ ö H.A. GUN (SHORT CAL.)
	4 — 53㎝ T.T. (BOW)



NOTES: THEY ARE BRITISH L TYPE MEDIUM-SIZED SUBMARINES & WERE CALLED AS L 3 TYPE IN THE JAPANESE NAVY. AS COASTAL SUBMARINES, THEY ARE HANDY & SUCCESSFUL TYPE.
ALL 3 OF THIS TYPE HAD BEEN SERVED AS TRAINING SHIPS FOR THE NAVAL TORPEDO SCHOOL AT YOKOSUKA FOR MANY YEARS. NO FIGHTING VALUE & OBSOLETE IN THIS WAR.

RO 57 COMPLETED AT MITSUBISHI, KŌBE, 30/7/'22. BELONGED TO THE MIDGET SUB. BASE AT SHŌDO-JIMA, INLANDSEA, AS TRAINING SHIP & HULK AT THE END OF WAR.
58 COMPLETED AT MITSUBISHI, KŌBE, 25/11/'22. AT YOKOSUKA AT THE END OF WAR.
59 " " " , " , 20/3/'23. AT ŌTAKE (SUBMARINE SCHOOL) AT THE END OF WAR.

6 ALMOST SIMILAR SHIPS RO 51~56 (RO 51, 52 ···· L 1 TYPE; RO 53,~56··· L 2 TYPE) WERE BUILT ALSO BY MITSUBISHI, KŌBE, BETWEEN 30/6/'20~ 16/1/'22. THEIR DISPT. WERE 893 TONS. SMALLER BRIDGE. 8㎝. GUN ON THE UPPER DECK. ARMED WITH 6 T.T. (4 AT BOW, 1 AT EACH SIDE OF MIDSHIP.) ALL OF THEM REMOVED FROM LIST BEFORE WAR.

SUBMARINES
(SENSUI-KAN)

RO 500 TYPE:

RO 500

EX. GERMAN U 511

L_{OA}	76.^{M}00
L_{WL}	75.56
B	6.75
d	4.70
DISPT.	1,137 TONS (DESIGNED AS 1,036)
SPEED	17.88/7.0 KNOTS (DESIGNED AS 18/7.25 KNOTS.)

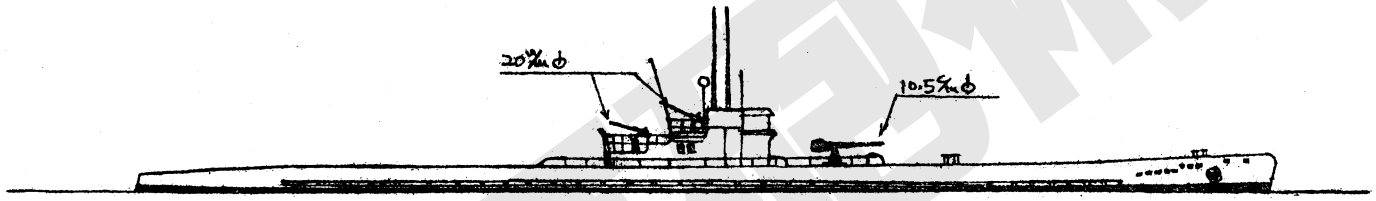
ENGINES 2 · DIESELS

S. H. P. 3,887/1,000 (DESIGNED AS 4,000/1,000)

RADIUS 4,400-18 OR 11,000-12 / 130-2 OR 59-4 MILES-KNOTS

ARMAMENTS
- 1 10.5㎝ φ GUN
- 2 20㎜ φ M.G. (DESIGNED TO CARRY { 1 20㎜ φ M.G. / 1 37㎜ φ M.G.)
- 6 53㎝ T.T. (4 AT BOW & 2 AT STERN) WITH 22 TORPEDOES. (OF WHICH 10 CARRIED ON DECK.)

DEPTH OF SAFETY DIVING. 100M.
(ACTUALLY ABOUT 150^{M}, IN SOME CASES NEARY 200^{M}.)



(TYPE IX C)

NOTES: 2 GERMAN SUBMARINES WERE PURCHASED BY THE JAPANESE NAVY IN 1943 FOR EXPERIMENTAL & RESEARCH PURPOSES. U 511 WAS ENTERED IN KURE BY GERMAN CREW, 7/8/'43. SHE WAS ENLISTED INTO JAPANESE SUBMARINES, 16/9/'43, & NAMED AS RO 500. VERY EXTENSIVE RESEARCH ON CHARACTERISTICS, STRUCTURES & EVERY SORTS OF EQUIPMENTS WERE TAKEN PLACE IN THE INLAND SEA WITH SUCCESS, WHICH RESULTED MANY DEVELOPMENTS IN THE DESIGN OF THE JAPANESE SUBMARINES LAID DOWN IN THE LATER PERIOD OF WAR.

RO 500 LAID DOWN, 21/2/'41. LAUNCHED, 22/9/'41. COMPLETED, 8/12/'41. SHE WAS AT MAIZURU AT THE END OF WAR. SHE HAD BEEN TEMPORARILY CALLED AS SATSUKI №1. (MAY №1.)

WAR LOSS:

RO 501 PURCHASED BY THE JAPANESE NAVY FROM GERMANY. HER COMPLEMENTS WERE CARRIED TO GERMANY FROM JAPAN ON BOARD THE I 8 IN 1943. THEY WERE TRAINED IN GERMANY (AT KIEL) FOR THIS BOAT. SHE WAS LOST ON HER VOYAGE FROM GERMANY TO JAPAN IN ATLANTIC, MAY '44.
SHE WAS ENLISTED, 15/2/'44, & ST STRICKEN 10/10/44.
ALMOST SIMILAR TO RO 500, BUT SHE DIFFERED IN SHAPE OF BRIDGE (LARGER) & FITTED WITH 1 MORE MACHINE GUN & IMPROVED RADIO APPARATUS. SHE WAS TEMPORARILY CALLED AS SATSUKI №2. (MAY №2.)

SUBMARINES
(SENSUI-KAN)

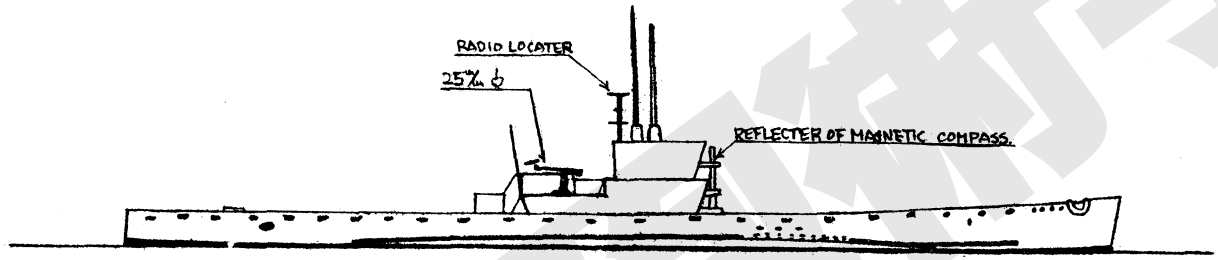
HA 101 TYPE:

HA 101, 102, 103, 104, 105, 106, 107, 108, 109, 111
*(110), (112)

TRANSPORT SUBMARINES.

L_{OA}	44M.500
L_{WL}	44.000
B	6.100
d	4.040
DISPT.	428.9 TONS
SPEED	10/5 KNOTS

ENGINE	1 DIESEL
S.H.P.	400/150
RADIUS	3,000-10/46-2.3 MILES-KNOTS.
ARMAMENT	1 25‰ ⌀ M.G. NO T.T.
DEPTH OF SAFETY DIVING	100M



NOTES: THEY ARE SMALL TRANSPORT SUBMARINES. CARGO CARRYING CAPACITY IS 60 TONS. (103 CUBIC METERS.) FITTED WITH ELECTRICAL CARGO LIFTING GEARS. HULL CONSTRUCTION IS VERY SIMPLE. COMPLEMENTS: 21 OFFICERS & MEN. FITTED FOR 15 DAYS CRUISING. ORIGINALLY PROJECTED TO BUILD ABOUT 100 VESSELS, BUT ACTUALLY 12 BOATS HAD BEEN LAID DOWN, OF WHICH 10 BOATS COMPLETED, 2 BOATS UNDER FITTING OUT AT THE END OF WAR. SOME BOATS COMPLETED WITHIN ABOUT 5 MONTHS FROM LAYING DOWN.

HA 101, 102	AT YOKOSUKA AT THE END OF WAR.		
103	AT SASEBO " " " " " .	SUNK BY ALLIED FORCES NEAR GOTŌ ISL. (OFF SASEBO), 1/4/'46.	
104	AT YOKOSUKA " " " " " .		
105, 106, 107, 108, 109, 111	AT SASEBO " " " " " .	SUNK BY ALLIED FORCES NEAR GOTŌ ISL. (OFF SASEBO), 1/4/'46.	
*(110)	INDER FITTING OUT AT KAWASAKI. (KŌBE.)	ALMOST COMPLETED BUT SUNK BY LEAKAGE AFTER WAR.	
(112)	" " " " MITSUBISHI. (KŌBE)		

BUILDERS: KAWASAKI, SENSHŪ. (5 COMPLETED, 1 UNDER CONSTRUCTION), MITSUBISHI, KŌBE (5 COMPLETED, 1 UNDER CONSTRUCTION.)

Lpp 50.000
LoA 53.000
LWL 44.700
B 4.000
D 4.200
d 3.440
DISPT. 396.7/440 TONS
SPEED 10.5/13 KNOTS

ENGINE 1 DIESEL
S.H.P. 400/1,250
RADIUS 3,000-10/100-2 MILES-KNOTS

ARMAMENTS { 1 7.7㎝ ô M.G.
2 53㎝ T.T. (BOW) WITH 4 TORPEDOES.

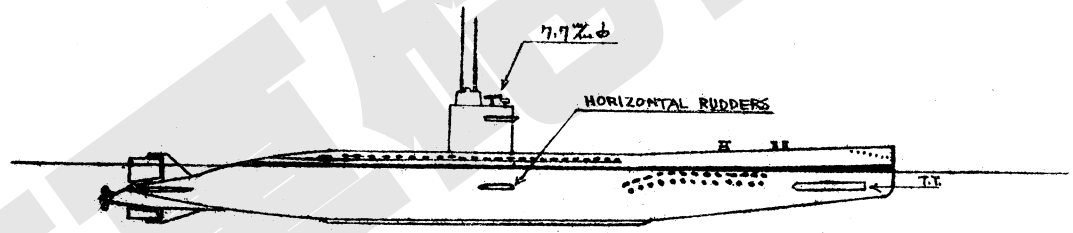
DEPTH OF SAFETY DIVING: 100M

COMPLEMENTS 22
FITTED FOR 15 DAYS CRUISE & SUBMERGING.

SUBMARINES
(SENSUI-KAN)
HA 201 TYPE:

HA 201, 202., 203, 204, 205, *(206), 207, 208, 209, 210, (211), (212), (213), (214), (215), 216. (217), (218), (219), (220), (221), (222), (223), (224), (225), (226), (227), (228), (229), (230), (231), (232), (233), (235), (237), (238), (246),

THIS TYPE IS CALLED AS SEN, SHŌ. (SUB., SMALL)



NOTES: IN THE EARLY DAYS OF 1940, THE NAVAL GENERAL STAFF RESOLVED TO RETREAT THE LANDING OPERATIONS OF ALLIED FORCED ALONG THE COAST OF HONSHŪ. ALL COMBATANT VESSELS WERE ABANDONED, ONLY SMALL CRAFTS INCLUDING SEVERAL SORTS OF SPECIAL ATTACK WEAPONS (SUICIDE CRAFTS) WERE DECIDED TO BE BUILT. THIS TYPE OF SUBMARINES WERE DESIGNED IN A HURRY. A LARGE NUMBERS OF THIS CRAFTS WERE ORDERED TO SASEBO, KAWASAKI (BOTH KŌBE & SENSHŪ WORKS) & MITSUBISHI (KOBE).
THE 1ST. BOAT OF THIS TYPE, THE HA 201 WAS LAID DOWN AT SASEBO, 1/31/'45 & COMPLETED, 31/5/'45. MOST SIMPLE CONSTRUCTION ELECTRIC WELDING WAS EXTENSIVELY ADOPTED IN HULL CONSTRUCTION. THEY WERE BUILT IN BLOCKS IN SHOPS, ASSEMBLED ON THE STOCKS. BESIDES THOSE REPORTED TO HAVE BEEN LAID DOWN MANY MORE BOATS WERE UNDER CONSTRUCTION IN SHOPS IN BLOCKS AT THE END OF WAR. ORIGINALLY PROJECTED TO COMPLETE THESE BOATS 5 AT SASEBO, 4 AT MITSUBISHI & KAWASAKI RESPECTIVELY PER MONTH. (13 BOATS PER MONTH.) BY THE RESULTS OF THE EXPERIMENTS OF THE HA 201, THIS TYPE OF BOATS WAS PROVED VERY SUCCESSFUL.
ABOUT 90 BOATS PROJECTED, OF WHICH 10 COMPLETED BY THE END OF WAR.

BUILDERS. SASEBO. 10 COMPLETED, 9 MORE LAID DOWN.
MITSUBISHI 8 LAID DOWN.
KAWASAKI 10 UNDER CONSTRUCTION.

HA 201,202, COMPLETED AT SASEBO, 31/5/'45. SUNK BY ALLIED FORCES OFF GOTŌ ISL., 1/4/'46.
203 " " " , 26/6/'45. AT SASEBO AT THE END OF WAR.
*204 " " " , 25/6/'45. AGROUNDED AT ABURATSU BAY, MIYAZAKI PREF, 29/10/'45.
205 " " " , 3/7/'45.
*(206) LAUNCHED AT KAWASAKI (SENSHŪ), 10/7/'45. SUNK BY STORM, 25/8/'45.
207 COMPLETED AT SASEBO, 14/8/'45. SUNK BY ALLIED FORCES OFF KŌGO PT. (SASEBO), 5/4/'46.
208 " " " , 4/8/'45. " " " " " GOTŌ ISL., 1/4/'46.
209 " " " , " , AT SHIMONOSEKI AT THE END OF WAR. DELIVERED TO ALLIED FORCES & WAS EXPLODED, 19/11/'45.
210 " " " , 11/8/'45. SUNK BY ALLIED FORCES OFF KŌGO PT., 5/4/'46.
(211) LAID DOWN AT SENSHŪ, 1/4/'45. LAUNCHED, 24/4/'46, FOR DISPOSAL.
(212) LAUNCHED AT KAWASAKI (KŌBE), 26/6/'45.
(213)(214) " " MITSUBISHI, 29/7/'45 & 15/8/'45 RESP.
(215) " " SASEBO, 15/6/'45.
216 COMPLETED " " , 16/8/'45.
(217) LAUNCHED " " , 26/6/'45. } SUNK BY ALLIED FORCES OFF KŌGO PT., 5/4/'45.
(218) " " " , 2/7/'45. AGROUNDED IN SASEBO HARBOR AFTER WAR.
(219) " " " , 12/7/'45. SUNK BY ALLIED FORCES OFF KŌGO PT., 5/4/'45.
(220), (222) LAID DOWN AT SENSHŪ, 10/5/'45 & 15/5/'45 RESPECTIVELY.
(221) LAUNCHED " KAWASAKI (KŌBE), 4/8/'45.
(223) LAID DOWN AT " ("), 1/5/'45.
(224) (225), (226), (227) LAID DOWN AT MITSUBISHI, 7/6/'45, 7/6/'45, 16/6/'45 & 10/7/'45 RESP.
(228) LAUNCHED AT SASEBO, 18/7/'45. SUNK BY ALLIED FORCES OFF KŌGO PT., 5/4/'45,
(229) " " " , 27/7/'45, AGROUNDED IN SASEBO HARBOR AFTER WAR.
(230) LAID DOWN AT SASEBO, 3/7/'45. " " " " " " . (LAUNCHED AFTER WAR.?)
(231), (232) " " " " , 12/7/'45 & 18/7/'45 RESPECTIVELY.
(233), (235) " " " SENSHŪ, 1/6/'45.
(234), (236) JUST BEFORE LAYING DOWN AT KAWASAKI (KOBE)
(237), (238) LAID DOWN AT MITSUBISHI, 10/7/'45 & 1/8/'45 RESPECTIVELY.
(246) LAID DOWN AT SENSHŪ, 13/7/'45.

& FURTHER:

(234), (236) (247), (248), (249), (259), (260), (261), (262), (272), (273), (274), (275). ORDERED TO KAWASAKI, BUT NOT LAID DOWN.
(239), (240), (250), (251), (252), (253), (263), (264), (265), (266), (276), (277), (278), (279), " " MITSUBISHI, " " " "
(241), (242), (243), (244), (245), (254), (255), (256), (257), (258), (267), (268), (269), (270), (280)
ORDERED TO SASEBO. " " " "

GUN BOAT (HŌ-KAN) ATAKA

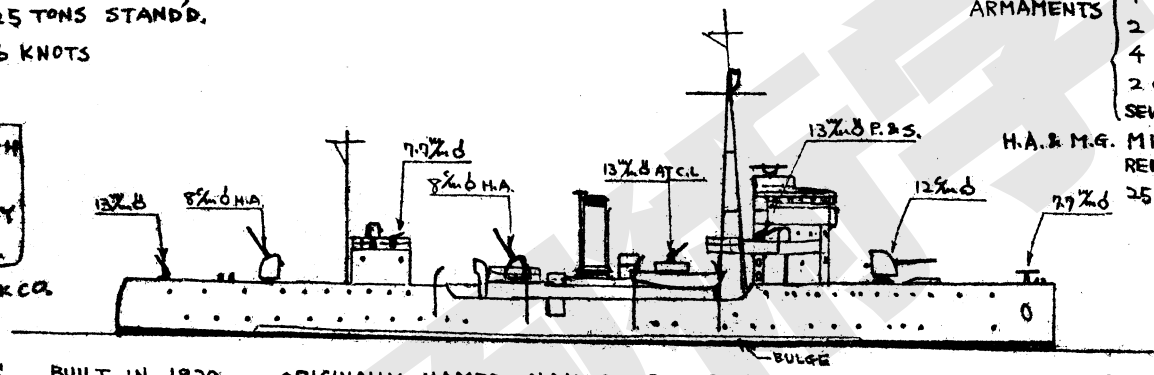
L_{PP}	67.67 M
B	9.78
d	2.35
DISPT.	925 TONS STAND'D.
SPEED	16 KNOTS
ENGINES	2 RECIPROCATINGS.
BOILERS	2
S.H.P.	1,700

ARMAMENTS
- 1 12㎝ō GUN
- 2 8㎝ō H.A.GUNS.
- 4 13㎜ō M.G.
- 2 OR MORE 7.7㎜ō M.G., SEVERAL D.C.

H.A. & M.G. MIGHT BE REPLACED BY 25㎜ō OR ō M.G.

STRAIGHT BOW. HIGH FREEBOARD. QUITE UNLIKE THE ORDINALLY JAPANESE WARSHIPS.

BUILDER: YOKOHAMA DOCK CO.



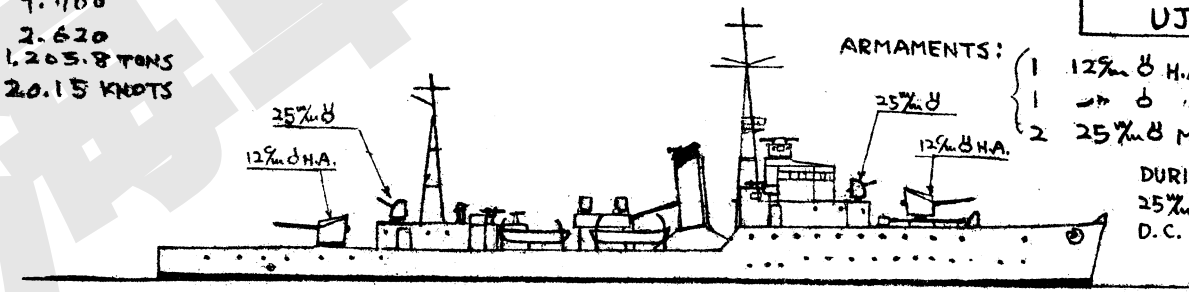
NOTES: BUILT IN 1920. ORIGINALLY NAMED NAKOSO, BUT RENAMED AS ATAKA DURING HER CONSTRUCTION. FITTED AS FLAGSHIP. SHE HAD SERVED FOR LONG TIME AT YANGZE RIVER AS FLAGSHIP. WHEN COMPLETED SHE HAD 2×12㎝ & 2×8㎝ H.A. GUNS AND A TALL POLE FOREMAST WITH FIGHTING TOP FOR M.G. REFITTED AS SHOWN ABOVE IN 1937 AT KURE. SHE WAS USED DURING THE WAR FOR YANGTZE OPERATIONS & CONVOY ESCORT FOR FORMOSA & ETC. BULGE WAS FITTED ON W.L. TO INCREASE STABILITY. STATIONED AT SHANGHAI AT THE END OF WAR.

GUN BOAT, TYPE A (HŌ-KAN, KŌ-GATA) HASHIDATE TYPE: UJI

L_{PP}	76.000 M
L_{OA}	80.500
L_{WL}	78.500
B	9.700
d	2.620
DISPT.	1,205.8 TONS
SPEED	20.15 KNOTS
ENGINES	2 TURBINES
BOILERS	2
S.H.P.	4,600

ARMAMENTS:
- 1 12㎝ō H.A. GUNS
- 1 〃 ō 〃 〃
- 2 25㎜ō M.G.

DURING WAR SEVERAL 25㎜ō OR ō M.G. & D.C. ADDED.



NOTES: BUILT IN 1941 FOR THE SERVICE IN CHINA COAST. SHE IS THE LAST SHIP LISTED AS THE GUN BOAT BUILT IN JAPAN. FITTED AS FLAG SHIP. IN THE GENERAL FEATURES SHE IS SIMILAR TO COAST DEFENCE SHIP OF SHUMUSHU TYPE, BUT MUCH SHALLOWER DRAFT AND INFERIOR RADIUS OF ACTION. (3,460 MILES AT 14 KNOTS.)

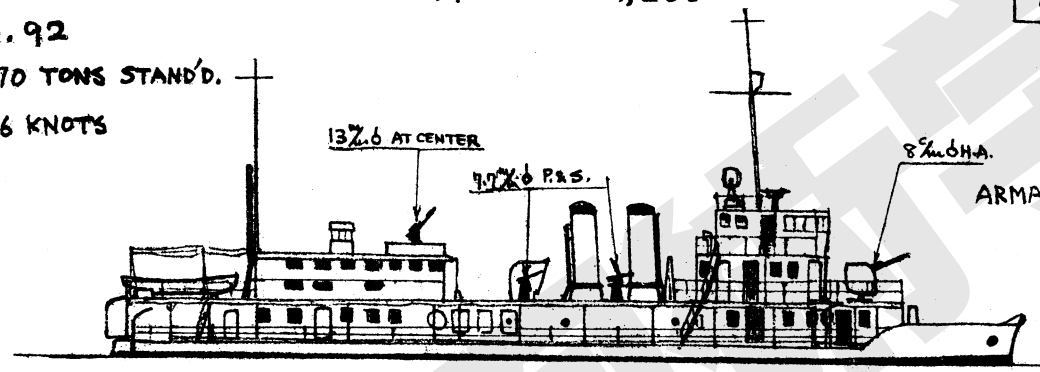
SHE WAS USED DURING WAR FOR COAST PATROL & CONVOY ESCORT. SHE WAS AT SHANGHAI AT THE END OF WAR.

SISTER SHIP HASHIDATE SUNK NEAR THE PRATAS IS. (TUNGSHA IS.), 22/5/44. BY SUB.

BOTH SHIPS BUILT AT SAKURAZIMA WORKS, ŌSAKA.

RIVER GUN BOATS
(KAYŌ HŌ-KAN)
ATAMI TYPE:
ATAMI, FUTAMI.

L_{pp}	45.M30
B	6.30
d	0.92
DISPT.	170 TONS STAND'D.
SPEED	16 KNOTS
ENGINES	2 RECIPROCATING
BOILERS	2
S.H.P.	1,200

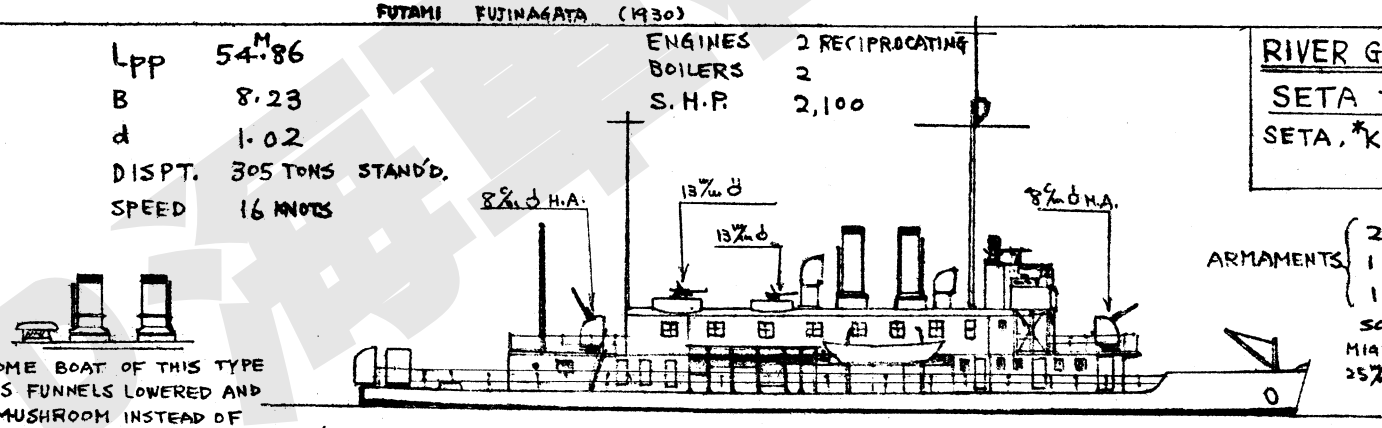


ARMAMENTS: 1 8㎝ H.A. GUN; 1 13㎜ M.G.; 4 7.7㎜ M.G.
SOME OF THEM MIGHT BE REPLACED BY 25㎜ OR 13㎜ (H OR L) M.G.'s DURING THE WAR.

NOTES: THEY WERE DESIGNED BY THE EXPERIENCES OF THE EARLY RWER GUN BOATS, SMALLER EDITION OF THE SETA TYPE. IMPROVED LIVING ACCOMMODATIONS. ANTI-AIR WEAPONS MAY BE STRENGTHENED DURING THE WAR.
THEY WERE STATIONED AT SHANGHAI BEFORE THE END OF THE WAR, THEIR ARMAMENTS HAD BEEN TAKEN OUT AND UTILIZED FOR LAND BATTERIES.
BUILDERS: ATAMI TAMA WORKS (1929)
FUTAMI FUJINAGATA (1930)

RIVER GUN BOATS.
SETA TYPE:-
SETA, *KATATA,

L_{pp}	54.M86
B	8.23
d	1.02
DISPT.	305 TONS STAND'D.
SPEED	16 KNOTS
ENGINES	2 RECIPROCATING
BOILERS	2
S.H.P.	2,100



ARMAMENTS: 2 8㎝ H.A. GUNS; 1 13㎜ H M.G.; 1 " L "
SOME OF ABOVE M.G. MIGHT BE REPLACED BY 25㎜ DURING THE WAR.

SOME BOAT OF THIS TYPE HAS FUNNELS LOWERED AND A MUSHROOM INSTEAD OF COWL-HEADED VENTL.

2 BOATS OF THIS TYPE, HIRA & HOZU SUNK BY BOMBING AT ANKING ON 25/11/'44, AND WERE SCRAPPED THERE IN THE EARLY SPRING OF 1945.

NOTES: ORIGINALLY THERE WERE 4 BOATS OF THIS CLASS. 2 OTHERS (HIRA & HOZU) WERE SEVERELY DAMAGED AND BOTTOMED BY BOMBING AT ANKING BETWEEN NOV. & DEC. 1944. THEY WERE BEYOND REPAIR AND FINALLY SCRAPPED IN THE EARLY DAYS OF 1945.
SETA: AT SHANGHAI AT THE END OF WAR.
*KATATA: DAMAGED AT THE ENGINE ROOM BY BOMBING AT KIUKIANG, 18/12/44. BOTTOMED. SALVAGED & TOWED TO SHANGHAI, WHERE SHE STAYED TILL THE WAR END.
THEIR ARMAMENTS WERE USED AS LAND BATTERIES. BEFORE THE END OF THE WAR.

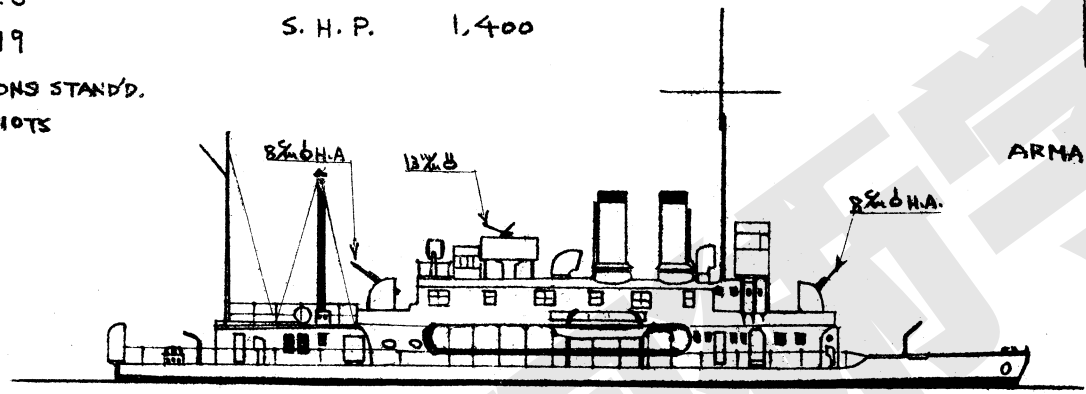
BUILDERS: HIRA, HOZU ····· CONSTRUCTED IN PARTS BY MITSUBISHI, KŌBE. ASSEMBLED BY YANGTSE ENGINEERING CO., HANKOW, 1923.
SETA, KATATA ····· " " " " HARIMA S.B. CO. " " TUNGHWA S.B. CO., SHANGHAI, 1923

RIVER GUN BOAT
(KAYŌ HŌ-KAN)
TOBA

L_{pp}	54M.86
B	8.23
d	0.79
DISPT.	215 TONS STAND'D.
SPEED	15 KNOTS

ENGINES	2 RECIPROCATINGS
BOILERS	2
S.H.P.	1,400

ARMAMENTS { 2 8㎝ H.A. GUNS
1 13㎜ M.G.



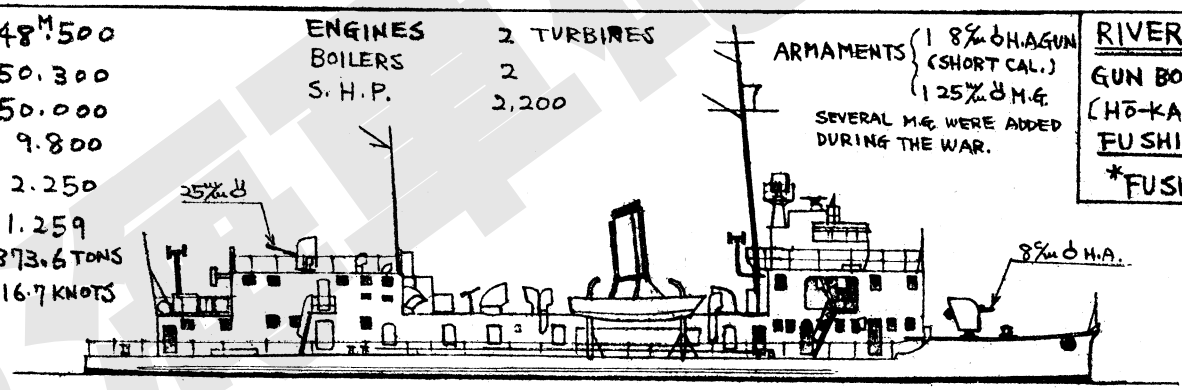
NOTES: SHE WAS BUILT AT SASEBO, COMPLETED IN 1911. AN ADDITIONAL LIVING QUARTER WAS ERECTED ABAFT HER ORIGINAL SUPERSTRUCTURE.
SHE WAS STATIONED AT SHANGHAI AT THE END OF WAR. HER ARMAMENTS HAD BEEN REMOVED FOR LAND BATTERIES.

RIVER GUN BOATS
GUN BOATS, TYPE B
[HŌ-KAN, OTSU-GATA]
FUSHIMI TYPE:
*FUSHIMI, SUMIDA

L_{pp}	48M.500
L_{OA}	50.300
L_{WL}	50.000
B	9.800
D	2.250
d	1.259
DISPT.	373.6 TONS
SPEED	16.7 KNOTS

ENGINES	2 TURBINES
BOILERS	2
S.H.P.	2,200

ARMAMENTS { 1 8㎝ H.A GUN (SHORT CAL.)
1 25㎜ M.G.
SEVERAL M.G. WERE ADDED DURING THE WAR.



NOTES: BOTH SHIPS WERE BUILT BY FUJINAGATA. COMPLETED 15/7/'39 & 31/5/'40 RESPECTIVELY. LATEST RIVER GUN BOATS IN THE JAPANESE NAVY.

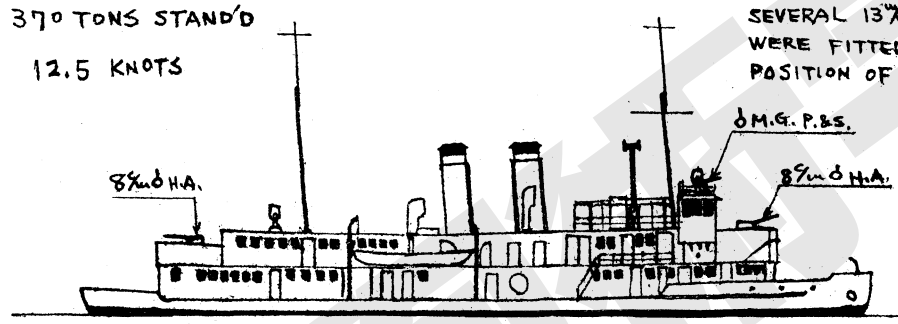
*FUSHIMI BOMBED & BOTTOMED AT ANKING, 29/11/'44. SALVAGED & TOWED TO SHANGHAI FOR REPAIRS. SHE WAS MOORED THERE AT THE END OF WAR.

SUMIDA AT SHANGHAI AT THE END OF WAR. HER ARMAMENTS HAD BEEN REMOVED FOR LAND BATTERIES.

RIVER GUN BOAT
(KAYŌ HŌ-KAN)
TATARA
Ex. U.S.S. WAKE.

L_{WL}	45.8 M (150'-0")
B	8.2 (27'-1")
d	1.6 (5'-1")
DISPT.	370 TONS STAND'D
SPEED	12.5 KNOTS

ENGINES 2 RECIPROCATING S.
BOILERS 2
S.H.P. 1,950
ARMAMENTS 2 8cm/40 H.A. GUNS
SEVERAL 13m/m OR 25m/m 連 OR 単 M.G. WERE FITTED, BUT THE Nº & POSITION OF THEM UNCERTAIN.

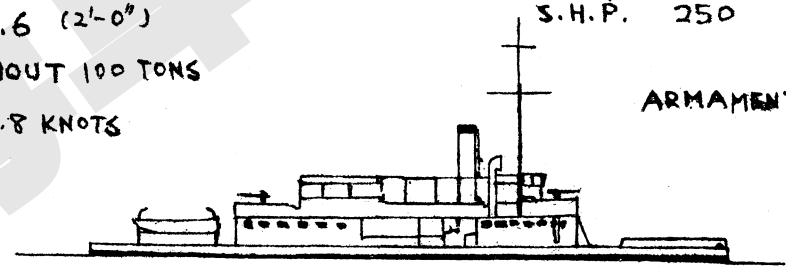


NOTES: EX. U.S.S. WAKE, Ex. GUAM. CAPTURED AT SHANGHAI AT THE OUTBREAK OF THE WAR. SHE WAS STATIONED AT SHANGHAI BEFORE THE END OF THE WAR. HER ARMAMENTS DISMANTLED TO UTILIZE THEM ON LAND BATTERIES.
BUILT BY KIANGNAN DOCK IN 1927.

RIVER GUN BOAT
MAIKO
Ex. PORTUGUESE MACAU

L_{PP}	36.5 M (119'-8")
B	6.0 (19'-9")
d	0.6 (2'-0")
DISPT.	ABOUT 100 TONS
SPEED	11.8 KNOTS

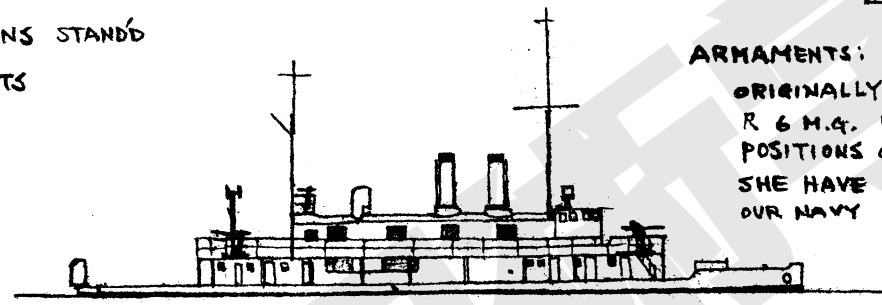
ENGINE RECIPRO,
BOILER 1
S.H.P. 250
ARMAMENTS 2 SMALL GUNS OR M.G. (DETAILS UNKNOWN)



NOTES; EX. PORTUGUESE GUNBOAT MACAU. OLD & SMALL BOAT. SHE WAS PURCHASED BY JAPANESE NAVY IN 1943 AT MACAU. STATIONED AT CANTON AT THE END OF WAR.
BUILT BY YARROW IN 1909.

RIVER GUN BOAT
(KAYŌ HŌ-KAN)
NARUMI
Ex. ERMANNO CARLOTTO.

L_{PP}	48.^{M}8 (160'-0")	ENGINES	2 RECIPROCATINGS.
B	7.5 (24'-6")	BOILERS	2
d	0.7 (2'-3")	S.H.P.	1,100
DISPT.	180 TONS STAND'D		
SPEED	14 KNOTS		

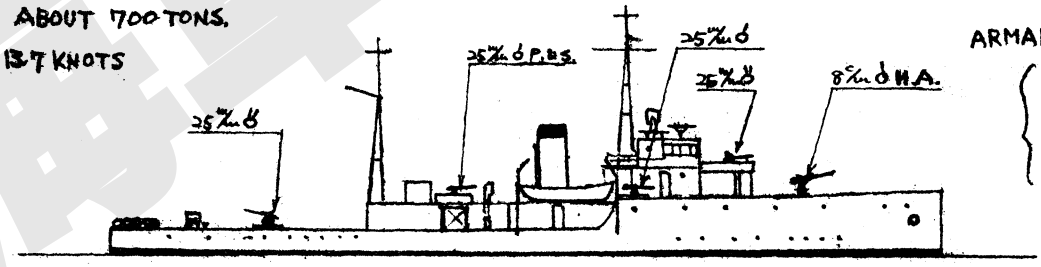


ARMAMENTS:
ORIGINALLY SHE HAD 2-8cm/60 H.A. & 6 M.G. BUT THE NUMBERS & POSITIONS OF GUNS & M.G. AFTER SHE HAVE BEEN TAKEN OVER BY OUR NAVY ARE UNCERTAIN.

NOTES: SHE WAS ITALIAN GUNBOAT ERMANNO CARLOTTE. TAKEN OVER BY THE JAPANESE NAVY IN SEPT. 1943 AT THE TIME OF ITALIAN SURRENDER. RE-COMMISSIONED IN NOV. 1943. SHE WAS AT SHANGHAI AT THE END OF THE WAR. HER ARMAMENTS WERE USED FOR LAND BATTERIES.
BUILT BY SHANGHAI DOCK & ENGINEERING CO, 1921.

GUN BOAT
(HŌ-KAN)
OKITSU
Ex. LEPANTO.

L_{PP}	62.^{M}2 (204')	ENGINES	2
B	8.7 (28'-6")	BOILERS	2
d	2.6 (8'-6")	S.H.P.	1,500
DISPT.	ABOUT 700 TONS.		
SPEED	13.7 KNOTS		



ARMAMENTS
1 8cm/60 H.A. GUN
2 25mm/60 M.G.
4 " " "
36 D.C.

[THIS SKETCH IS NOT CORRECT]

NOTES: SHE WAS ITALIAN MINE LAYER LEPANTO, WHICH WAS SCUTTLED AT SHANGHAI AT THE SURRENDER OF ITALIA, SEPT. 1943. SALVAGED AND REFLOATED. RECOMMISSIONED AS A GUN BOAT IN MARCH, 1944. SHE WAS USED AS A ESCORT. SHE WAS AT CHUSAN ARCH. (EAST CHINA SEA.)
BUILT BY CANT. NAV. RIUNITI, ANCONA, 1929.

ESCORTS, TYPE A.

(KAIBŌ-KAN, KŌ-GATA)

ETOROFU TYPE:

ETOKOFU, OKI, TSUSHIMA, FUKAE, *AMAKUSA, *MANJU, *KANJU, *KASADO.

SHUMUSHU TYPE:

SHUMUSHU, *KUNASHIRI, *HACHIJŌ.

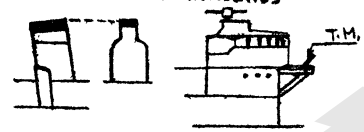
Lpp 72.M500
LOA 77.700
LWL 76.200
B 9.100
d 3.050
DISPT. 1.020 TONS
SPEED 19.7 KNOTS

ENGINES 2 DIESELS
S.H.P. 4.200

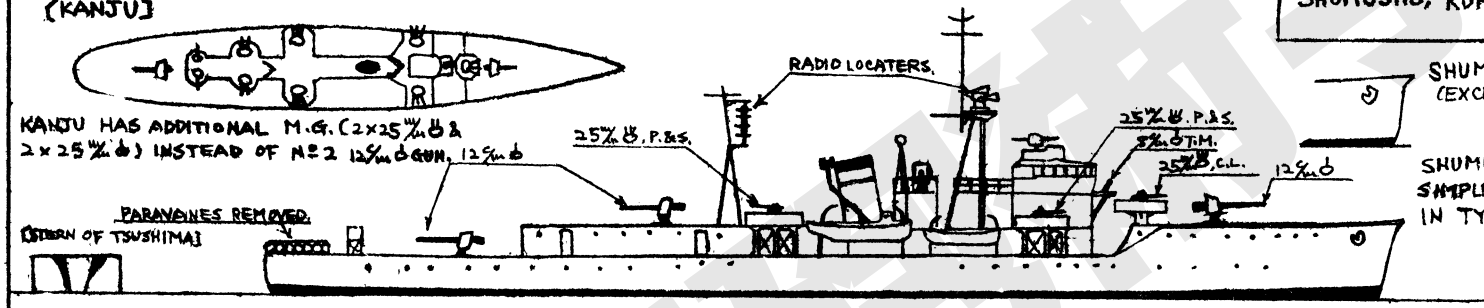
ARMAMENTS
- 3 — 12㎝ GUNS
- *5 — 25㎜ M.G.
- 1 — 8㎝ T.M.
- 60 — D.C.

* ORIGINALLY ARMED WITH 2×25㎜ M.G. ONLY.

SHUMUSHU TYPE (EXCEPT SHUMUSHU)



(KANJU)



NOTES: 4 BOATS OF SHUMUSHU TYPE WERE BUILT IN 1940~'41 AT TAMANO (MITSUI), TSURUMI & SASEBO. THEY WERE DESIGNED FOR COASTAL PATROL, ESCORTING, MINE-SWEEPING & VARIOUS OTHER PURPOSES. THEY WERE ARMED WITH 3×12㎝ GUNS TAKEN OUT FROM OLD DESTROYERS & 2×25㎜ M.G. THE FIRST BOAT OF THIS TYPE, THE SHUMUSHU, WAS COMPLETED AT TAMANO, 30/6/'40. SHE WAS PROVED SUCCESSFUL, AND MANY BOATS OF ETOROFU & OTHER TYPES WERE LAID DOWN SINCE 1942. ORIGINALLY THEY WERE CLASSIFIED AS MAJOR COMBATANT SHIPS (GUN-KAN), BUT RECLASSIFIED FROM GUN-KAN TO THE INDEPENDENT ESCORT (KAIBŌ-KAN) CATEGORIES IN JULY 1942. THOUGH THE JAPANESE WORD "KAIBŌ-KAN" MEANS "COAST DEFENCE SHIPS" AND IN FACT IT WAS OUR PRACTICE TO RECLASSIFY OLD BATTLESHIPS, CRUISERS & OTHER MAJOR COMBATANT CRAFTS WHICH WERE NO MORE IN 1ST. LINE TO "COAST DEFENCE SHIPS" IT IS MORE APPROPRIATE TO TRANSLATE THIS WORD AS "ESCORT", BECAUSE THEY WERE MAINLY USED AS ESCORTS DURING THE WAR. IN MANY SHIPS PARAVANES WERE REMOVED OR NOT MOUNTED DURING CONSTRUCTION, OWING TO THE INCREASED NUMBERS OF D.C. CARRIED. NUMBERS OF M.G. & THEIR POSITIONS VARIED IN SOME BOATS. RADIUS OF ACTION IS 8,000 MILES AT 16 KNOTS. SHUMUSHU TYPE HAD A FUNNEL BULGED ABOUT 5' BELOW THE TOP.

ETOROFU TYPE WAS OFFICIALLY BELONGED TO THE SHUMUSHU TYPE, BUT THEY DIFFER FROM SHUMUSHUS IN THE FOLLOWING POINTS:

(1) SHAPE OF FUNNEL (NOT BULGED), (2) STRAIGHT INCLINED STEM WITH SLIGHT OVERHANG AT TOP, (3) SHAPE OF BRIDGE.

SHUMUSHU & OKI WERE CUT OFF AT BOW BY TORPEDOES. SIMPLE BOWS AS IN TYPE C OF THE ESCORTS WERE FITTED. IN SHUMUSHU, FUNNEL WAS ALSO REPLACED BY NORMAL ONE AS IN ETOROFUS.

TSUSHIMA WAS CUT OFF AT STERN BY COLLISION. NEW STERN WITH FLAT END WAS FITTED AT SINGAPORE IN 1944.

THIS TYPE HAD ORIGINALLY 12 D.C. ONLY. RECONSTRUCTED TO CARRY 24 D.C. SINCE MAY 1942. AGAIN RECONSTRUCTED TO CARRY 60 D.C. SINCE AUTUMN OF 1943. ACOUSTIC LOCATER (UNDER WATER) ALSO FITTED SINCE AUTUMN OF 1942.

14 BOATS OF ETOROFU TYPE WERE COMPLETED BETWEEN MARCH 1943 ~ FEB. 1944, AT TSURUMI, URAGA, SAKURAJIMA & TAMANO.

ESCORT, TYPE A
(KAIBŌ-KAN, KŌ-GATA)

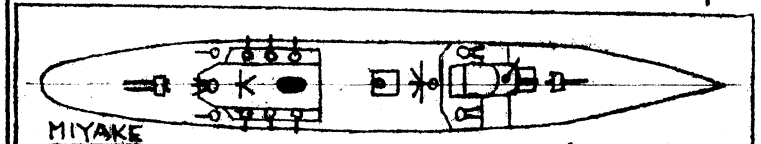
MIKURA TYPE:
*MIYAKE
KURAHASHI
YASHIRO

THIS TYPE IS ALSO CALLED AS TYPE B. (OTSU-GATA).

L_{PP}	72.500 M
L_{OA}	78.770
L_{WL}	77.500
B	9.100
d	3.050
DISPT.	1,020 TONS
SPEED	19.5 KNOTS

ENGINES 2 DIESELS
S.H.P. 4,200

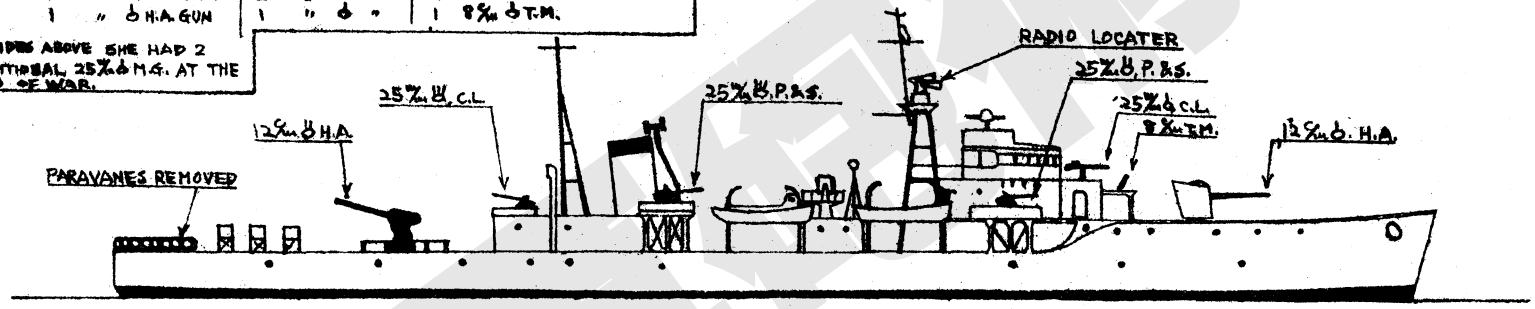
ARMAMENTS
- 1 12 cm ♉ H.A. GUNS
- 1 " ♂ H.A. GUN
- 3 25 mm ♉ M.G.
- 2 " ♉ "
- 1 " ♂ "
- 1 8 cm ♂ T.M.
- 120 D.C.



MIYAKE

1 12 cm ♉ H.A. GUNS	2 25 mm ♉ M.G.	9 25 mm ♂ M.G.
1 " ♂ H.A. GUN	1 " ♂ "	1 8 cm ♂ T.M.

BESIDES ABOVE SHE HAD 2 ADDITIONAL 25 mm ♂ M.G. AT THE END OF WAR.



NOTES: THIS TYPE IS MODIFIED ETOROFUS. BUT IN MANY POINTS THIS TYPE IS MUCH IMPROVED FROM ITS PREDECESSORS. THEY CARRIED H.A. GUNS ONLY. HYDROPHONES & UNDER WATER LOCATER WERE ACCOMMODATED FROM ITS PRELIMINARY DESIGN. ORIGINALLY CARRIED 2 × 25 mm ♉ M.G. ONLY, BUT 3 × 25 mm ♉ & 1 × 25 mm ♂ WERE ADDED AFTER COMMISSION. No OF D.C. CARRIED WERE MUCH INCREASED. PARAVANES WERE REMOVED TO MAKE ROOM FOR D.C. & ITS THROWERS.

IN SOME BOATS AN ADDITIONAL RADIO LOCATER OF TYPE 13 FITTED AT MAIN MAST, WHICH WAS SHIFTED ABOUT 2 METERS FOREWARD TO MAKE ROOM FOR THE 25 mm ♉ M.G. RADIUS OF ACTION IS 5,000 MILES AT 16 KNOTS.

IN MIYAKE THE ARRANGEMENT OF M.G. VARIES FROM OTHER SISTERS OWING TO THE LACK OF ♉ MOUNTINGS TO BE MOUNTED.

IN SEVERAL BOATS OF THIS TYPE ENGAGED IN SPECIAL DUTIES, 4 MORE 25 mm ♂ M.G. WERE ADDED.

8 BOATS OF THIS TYPE WERE COMPLETED BETWEEN OCT. 1943 ~ MAY 1944 AT TSURUMI & SAKURAJIMA. THEY WERE BUILT WITHIN 12 ~ 6 MONTHS.

CHIBURI OF THIS TYPE WAS EQUIPPED WITH TYPE 3 UNDER WATER LOCATERS AT KURE ABOUT MARCH 1944. SHE IS THE FIRST SHIP EQUIPPED WITH THIS LOCATER.

ESCORTS, TYPE A

(KAIBŌ-KAN, KŌ-GATA)

UKURU TYPE:

AMAMI, SHISAKA, HABUTO, UKU, HODAKA, IKINO, KANAWA, HABUSHI, IWŌ, UKURU, SHINNAN, IKUNA, SHIGA, CHIKUBU, KŌZU, *OKINAWA, *AGUNI, *SAKITO, *TAKANE, *KUGA, *IKARA, *INAKI, *DAITŌ, (URUMI), (MUROTSU), (ŌTSU), (TOMOSHIRI).

THIS TYPE IS ALSO CALLED AS MODIFIED TYPE B. (TYPE KAI-OTSU)

Lpp	72.5 M
LoA	78.770
LWL	76.500
B	9.100
d	3.060
DISPT.	1,020 TONS
SPEED	19.5 KNOTS.

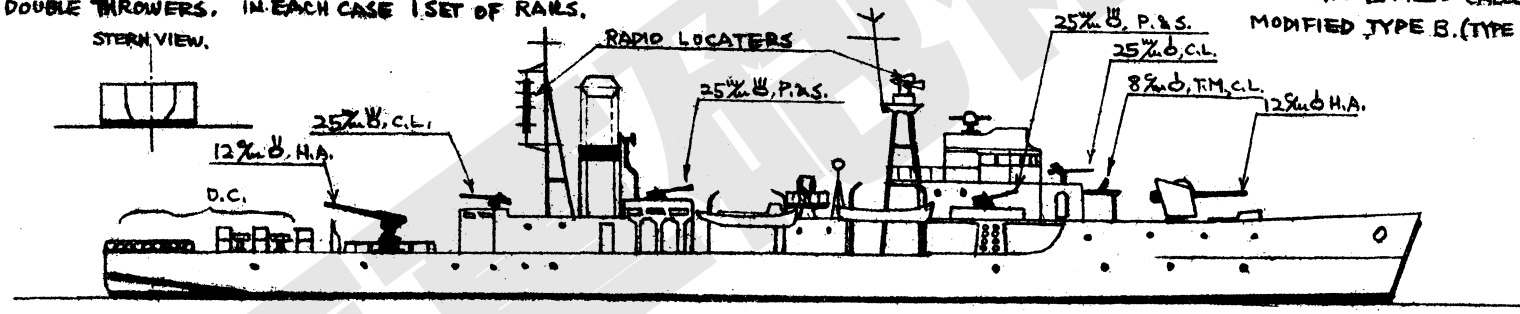
ENGINES 2 DIESELS

S.H.P. 4,200

ARMAMENTS
- 1 12cm H.A. GUNS
- 1 " " " GUN,
- 5 25mm M.G.
- 1 " " "
- 1 8cm T.M.
- 120 D.C.

ORIGINALLY DESIGNED TO CARRY 2×25mm M.G., BUT INCREASED AS SHOWN ABOVE. SOME BOATS HAVE ADDITIONAL 4×25mm M.G. ON QUARTER DK.

DEPTH CHARGE INSTALLATIONS ON QUARTER DECK VARY BY SHIPS.
SOME HAVE 16 THROWERS, WITH ELECTRICAL LIFT FROM D.C. STOWAGE, SOME HAVE 2 SETS OF DOUBLE THROWERS. IN EACH CASE 1 SET OF RAILS.



NOTES: THIS TYPE IS AN IMPROVED & SIMPLIFIED EDITION OF MIKURAS. NO SHEER (STRAIGHT SHEER ONLY AT BOW), NO CAMBER. STRAIGHT STEM & STRAIGHT FLARES AT BOW. STERN IS FLAT. WITH HEXAGONAL FUNNEL.
IN MANY BOATS OF THIS TYPE THE RADIO LOCATER OF TYPE 13 WAS FITTED AT MAIN MAST. (IN SOME BOATS ABAFT MAST, & IN SOME BOATS BEYOND OR ABREAST MAST.) THE BRIDGE HAS NO ROUND-UP. RADIUS OF ACTION: SAME AS MIKURAS.
29 BOATS OF THIS TYPE WAS BUILT, 4 MORE UNDER CONSTRUCTION. THE FIRST BOAT OF THIS TYPE, THE HIBURI, WAS COMPLETED AT SAKURAJIMA, 10/6/'44. AVERAGE PERIOD OF CONSTRUCTION IS ABOUT 4~5 MONTHS. (ONLY 105 DAYS, IN MOKUTO BUILT AT SAKURAJIMA.) ABOUT 109 MORE BOATS PROJECTED, BUT NOT LAID DOWN.

FOLLOWING BOATS WERE OFFICIALLY CLASSIFIED IN MIKURA TYPE, BUT THEY ARE PRACTICALLY UKURU TYPE WITH SLIGHT DIFFERENCES IN D.C. ACCOMMODATIONS: DAITŌ, CHIKUBU, IKUNA, SHISAKA, SAKITO, HABUTO, ŌTSU & TOMOSHIRI.

ESCORT TYPE A

SHUMUSHU TYPE
ETOROFU TYPE
MIKURA TYPE
UKURU TYPE

SHUMUSHU TYPE:

SHUMUSHU. DAMAGED AT MANILA BAY, 25/11/'44. BOW CUT OFF. REPAIRED AT MAIZURU. REPATRIATION SERVICE.

*KUNASHIRI WAS IN REPATRIATION SERVICE. STRANDED AT OMAEZAKI, SHIZUOKA PREF., 4/6/'46. RESCUE WORK ABANDONED. OUT OF LIST AT 25/6/'46.

*HACHIJŌ BOMBED AT KATAOKA BAY, SHUMUSHU ISL., KURIL ISLS., 11/5/'45. SEVERELY DAMAGED & BOW CUT OFF. NOW MOORING DISABLED AT MAIZURU.

WAR LOSS:

ISHIGAKI. SUNK BY SUB. AT KURILS, 31/5/'44.

BUILDERS:

TAMANO WORKS (MITSUI) (2), TSURUMI (1), SASEBO (1).

WHEN COMPLETED. 30/6/'40 ~ 31/3/'41.

ETOROFU TYPE:

ETOROFU, OKI, TSUSHIMA, FUKAE. REPATRIATION SERVICE.

*AMAKUSA SUNK BY BOMBING AT ONAGAWA, MIYAGI PREF., 9/8/'45.

*MANJU SEVERELY DAMAGED BY BOMBING AT HONGKONG, 3/4/'45. HULL CUT OFF AT BRIDGE. AFTER PART AFLOAT AT THE END OF WAR.

*KANJU SUNK BY BOMBING AT GENZAN, KOREA, 15/8/'45.

*KASADO TORPEDOED OFF HOKKAIDŌ, 22/6/'45. BOW CUT OFF. AFTER TEMPORARY REPAIRS AT ŌMINATO, SAILED TO SASEBO, 20/8/'45. NOW MOORING DISABLED AT SASEBO.

WAR LOSS: MATSUWA, SADO, MUTSURE, IKI, WAKAMIYA, HIRADO.

BUILDERS: SAKURAJIMA (4), TAMANO (4), TSURUMI (2), URAGA (4).

WHEN COMPLETED: 25/3/'43 ~ 27/2/'44.

MIKURA TYPE:

KURAHASHI, YASHIRO MINE SWEEPING AFTER THE WAR. NOW LAID UP RESERVE AT YOKOSUKA.

*MIYAKE MINED AT MOJI 21/8/'45. AT KURE DISABLED. LISTED IN REPATRIATION SERVICE, BUT NOT USED.

WAR LOSSES: MIKURA, AWAJI, NOMI, CHIBURI, KUSAGAKI.

BUILDERS: TSURUMI (5), SAKURAJIMA (3)

WHEN COMPLETED: 31/10/'43 ~ 31/5/'44.

UKURU TYPE:

AMAMI, SHISAKA, HABUTO, UKU, HODAKA, IKINO, KANAWA REPATRIATION SERVICE.

HABUSHI IN REPAT. SERVICE, BUT OUT OF USE SINCE THIS SPRING. LAID UP RESERVE AT SASEBO.

IWŌ REPAT. SERVICE AFTER WAR. HOTEL SHIP AT SENZAKI, YAMAGUCHI PREF. SINCE APR. 1946. NOW LAID UP RESERVE AT SASEBO.

SHIGA, KŌZU. MINE SWEEPING SERVICE AFTER WAR. SHIGA TRANSFERRED TO MINISTRY OF TRANSPORTATION. KŌZU IN LAID UP RESERVE AT SASEBO.

UKURU, SHINNAN, IKUNA, CHIKUBU. MINE SWEEPING AFTER WAR. NOW USED AS TENDERS TO MINE SWEEPING DIVISIONS OF SHIMONOSEKI, SASEBO, KŌBE & ŌTAKE, RESPECTIVELY.

*OKINAWA. CAPSIZED BY BOMBING AT MAIZURU, 30/7/'45.

*AGUNI. DAMAGED & BOW CUT OFF 29/5/'45. NOW DISABLED AT MAIZURU.

*SAKITO. MINED AT CHŌKYŪ CHANNEL, 29/6/'45. TEMPORARY REPAIRS AT FUSAN. NOW AT SASEBO.

*TAKANE. DAMAGED BY BOMB AT MAIZURU, 30/7/'45. NOW AT KURE.

*KUGA MINED UNMOVABLE NEAR MAIZURU, 25/6/'45. NOW AT MAIZURU.

*IKARA MINED AT NANAO, ISHIKAWA PREF., 1/8/'45. FINALLY BOTTOMED.

*INAKI BOMBED & SUNK AT HACHINOE, AOMORI PREF., 9/8/'45.

*DAITŌ MINED & SUNK AT EAST PART OF TSUSHIMA STR. 16/11/'45 WHEN ENGAGING IN MINE SWEEPING.

(URUMI), (MUROTSU) UNDER CONSTRUCTION AT URAGA AT THE END OF WAR.

(ŌTSU), (TOMOSHIRI) " " " SAKURAJIMA " " "

ŌTSU WAS BOTTOMED BY BOMBING, 24/7/'45. REFLOATED & ON STOCKS AGAIN.

WAR LOSSES: HIBURI, SHŌNAN, YAKU, KUME, MOKUTO, OGA, DAITŌ, CHIKUBU, IKUNA, SHISAKA, SAKITO, HABUTO, ŌTSU, TOMOSHIRI ARE OFFICIALLY RATTED AS MIKURA TYPE. BUT THEY ARE PRACTICALLY UKURU TYPE ONLY SLIGHT DIFFERENCES IN D.C. ACCOMMODATIONS.

BUILDERS: TSURUMI (4), URAGA (7), SASEBO (4), TAMANO (MITSUI) (5), SAKURAJIMA 9.

WHEN COMPLETED: 10/6/'44 ~ WAR END.

HABUTO BEING MOORED AT ŌTAKE AS HOTEL SHIP SINCE JAN. 1947.

SHIGA TO BE USED AS FERRY BOAT BETWEEN HUSAN (KOREA) AND HAKATA FOR THE USE OF THE 8TH ARMY.

ESCORTS, TYPE C

(KAIBŌ-KAN, HEI-GATA)

VESSELS OF THIS TYPE HAVING ODD NUMBERS.

№1 TYPE:

№ 27, 37, 49, 55, 57, *59, 67, 71, 77, 79, 81, 85, 87, 97, 105, 107, 205, 207, 215, 217, 221, 227, *29, *39, *45, *47, *61, *63, *65, *75, *95, *213, *219, *225, (83), (89), (93), (101), (109), (117), (223), (229), (235)

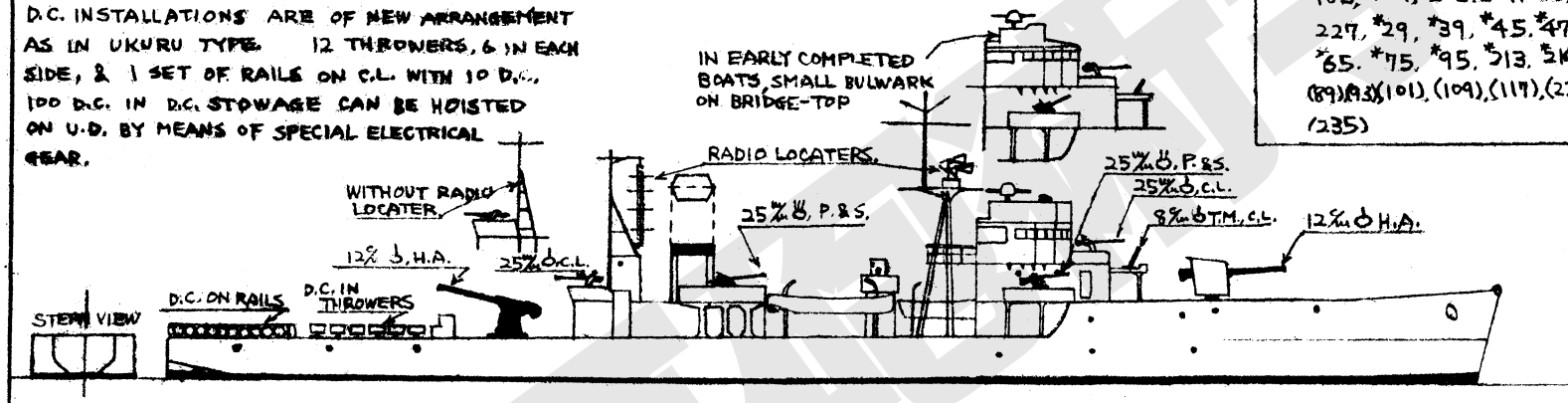
Lpp	63.000 M
LoA	67.500
LWL	66.000
B	8.400
d	2.900
DISPT.	810 TONS
SPEED	16.5 KNOTS.

ENGINES	2 DIESELS
S.H.P.	1,900

ARMAMENTS:
- 2 — 12cm H.A. GUNS
- 2 — 25mm M.G.
- 2 — " "
- 2 — " "
- 1 — 8cm T.M.
- 120 D.C.

ORIGINALLY DESIGNED TO CARRY 2×25mm M.G. ONLY, BUT INCREASED AS SHOWN HERE. SOME BOATS BELONGS TO THE ANTI-SUB. SQUADRON HAVE 4×25mm M.G. IN ADDITION TO THEIR ORDINARY ARMAMENTS.

D.C. INSTALLATIONS ARE OF NEW ARRANGEMENT AS IN UKURU TYPE. 12 THROWERS, 6 IN EACH SIDE, & 1 SET OF RAILS ON C.L. WITH 10 D.C., 100 D.C. IN D.C. STOWAGE CAN BE HOISTED ON U.D. BY MEANS OF SPECIAL ELECTRICAL GEAR.



NOTES: THIS TYPE IS A SMALLER EDITION OF UKURUS, DESIGNED AT THE SAME TIME BUT OF SMALLER DISPT. & SLOWER SPEED. ARMED WITH ONLY 2×12cm H.A. GUNS. RADIUS OF ACTION IS 6,500 MILES AT 14 KNOTS. IN THE SPRING OF 1943, AS THE LOSS OF OUR MERCHANTMEN WAS MUCH INCREASED, IT BECAME MOST NECESSARY TO BUILT MORE ESCORTS. THE SHORTAGE OF MATERIALS & CAPACITIES OF SHIPYARDS CANNOT ALLOW TO BUILD MORE BOATS OF 'A-TYPE', THE DESIGN OF THIS TYPE WAS MADE IN A HURRY. THE 1ST BOAT OF THIS TYPE WAS LAID DOWN AT KŌBE (MITSUBISHI). 15/9/'43, & COMPLETED, 29/2/'44. THE D.C. ARRANGEMENTS WERE MUCH MODIFIED. THEY ARE VERY GOOD OCEAN BOATS WITH ENOUGH STABILITY & SEAWORTHINESS. BUT THEY SUFFERED SOMEWHAT TRIM BY BOW, AND PLUNGED IT INTO WAVES SO THAT AN ADDITIONAL BALLASTS WERE LOADED AT STERN AT THE LATE PERIOD OF WAR. ELECTRIC WELDING IS WIDELY APPLIED. HULL & FITTINGS ARE SIMPLIFIED AS MUCH POSSIBLY AS WE CAN. NO SHEER (ONLY STRAIGHT SHEER AT BOW), NO CAMBER. WITH HEXAGONAL FUNNEL. ABOUT 300 BOATS OF THIS TYPE WERE PROJECTED, OF WHICH 53 BOATS COMPLETED. 3 MORE BOATS COMMISSIONED AFTER WAR FOR REPATRIATION SERVICE. SEVERAL MINOR SHIPYARDS WHICH HAD NO EXPERIENCES OF BUILDING WARSHIPS TOOK PART THE ROLE OF BUILDING THESE CRAFTS.

THOUGH THEIR DESIGNS WERE VERY SIMPLE, THEY WERE FULLY EQUIPPED WITH ANTI-AIR & ANTI-SUB. WEAPONS SUCH AS D.C. & ITS THROWERS, RADIO LOCATERS, UNDER WATER LOCATERS (EQUIPPED WITH 2 SETS OF TYPE 3), HYDROPHONE & ETC.

DIFFERENCES IN APPEARANCES TO UKURU TYPE: (1) LONGER FORECASTLE, (2) SHORTER MAIN MAST, (3) LOWER FUNNEL, (4) SLIGHTLY WIDER CLEARANCE BETWEEN FUNNEL & MAIN MAST, (5) WIDER FLAT-PLATED STERN & (6) INFERIOR RAKING OF STEM.

MANY OF THEM COMPLETED WITHIN 8 MONTHS. SOME BOATS ONLY ABOUT 3 MONTHS.

No 27, 37, 55, 57, 67, 79, 81, 85, 87, 205, 207, 221 ------- REPATRIATION SERVICE.
71, 215, 229, ---------- REPATRIATION SERVICE. OWING TO THE ENGINE TROUBLE OUT OF SERVICE SINCE SPRING OF 1946. LAID UP RESERVE AT YOKOSUKA.
105, 107 ------ ON STOCKS AT TSURUMI AT THE END OF WAR. LAUNCHED JAN. & MARCH 1946, COMMISSIONED APR. & MAY '46 FOR REPATRIATION SERVICE.
49, 77 ------ MINE SWEEPING AFTER WAR. NOW LAID UP RESERVE AT YOKOSUKA.
217 -------- " " " " " " " " SASEBO.
*59 -------- REPATRIATION SERVICE AFTER WAR. SINCE MAY '46 USED AS WORKMEN'S HULK TO THE SALVAGING & SCRAPPING WORK OF THE BOTTOMED BATTLESHIP HYŪGA NEAR KURE. SHE SEVERELY DAMAGED AND SUNK BY COLLISION TO THE SAID BATTLESHIP DURING A STORM, 30/7/'46. REFLOATED & SCRAPPED AT KURE. STRIKEN FROM LIST, 7/9/'46.
97 ---------- COMPLETED AT TSURUMI AFTER WAR FOR REPATRIATION SERVICE SHE HAS BEEN MOORED IDLE AT KURE OWING TO THE ENGINE TROUBLE.
*29 ------- MINED MID-MAY, '45. MAIN ENGINES SEVERELY DAMAGED. UNDER REPAIR AT SASEBO AT THE END OF WAR. NOW AT SASEBO DISABLED.
*45 -------- BOMBED & AGROUND AT OWASE, MIE PREF., 28/7/'45.
*61 ---------- SEVERELY DAMAGED BY BOMBING OFF ST. JAQUES PT. AT SAIGON DISABLED AT THE END OF WAR.
*63 ---------- MINED & SUNK AT NORTHERN BAY, NANAO, ISHIKAWA PREF., 10/8/'45. ONLY BOW ABOVE WATER.
*65 ---------- SUNK BY BOMBING AT MURORAN, 14/7/'45.
*75 --------- MISSING, AFTER SAILED FROM WAKKANAI, NORTHERN HOKKAIDŌ. 23/8/'45.
*95 ---------- MINED & DAMAGED AT YOKOSUKA. 8/7/'45. BEING SCRAPPED AT TSURUMI.
*213 ---------- SUNK AT FUSAN, KOREA, 18/8/'45.
*219 ---------- " NEAR HAKODATE BY BOMBING, 15/7/'45.
*225 ---------- ENGINES TROUBLED AT KURE.
(83) -------- LAID DOWN AT KYŌWA S.B.Co, ŌSAKA. SHE WAS BEING FITTED OUT AT NANIWA S.B.Co, ŌSAKA, AT THE END OF WAR.
(89) ------- ALMOST COMPLETED BUT ENGINES NOT ARRIVED FROM MAKER IN ŌSAKA. MOORING AT NIHONKAI DOCK Co, TOYAMA SINCE JUNE '45.
(93), (101) ---- LAID DOWN AT KYŌWA, ŌSAKA. WORK STOPPED OWING TO THE DISCONTINUANCE OF THE YARD DURING WAR.
(109) ------- " " " NIHONKAI, TOYAMA. SCRAPPED IN THE BUILDING DOCK TO MAKE ROOM FOR MERCHANT SHIP REPAIRS.
(117) ------- " " " TSURIMI. WORK STOPPED ON THE STOCKS.
(233) ------ UNDER FITTING OUT AT KŌBE (MITSUBISHI) AT THE END OF WAR.
(229) ------- LAID DOWN AT ^ ("). WORK STOPPED ON THE STOCKS.
(235) ------- " " " NIGATA. WORK STOPPED ON THE STOCKS.

WAR LOSSES:
No 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 31, 33, 35, 39, 41, 43, 51, 53, 69, 73, (39 & 47 STRIKEN FROM LIST AFTER WAR THOUGH THEY HAD SUNK DURING WAR.)

BUILDERS:
MITSUBISHI, KŌBE (10 + 2 BUILDING); TSURUMI (30 + 1 BUILDING, OF WHICH 3 COMPLETED AFTER WAR.); NIHONKAI DOCK (JAPAN SEA DOCK INDUSTRY Co); TOYAMA (6 + 2 BUILDING, OF WHICH 1 SCRAPPED); MAIZURU (3); NANIWA, ŌSAKA (3 + 1 BUILDING); NIGATA IRON WORKS, NIGATA (4 + 1 BUILDING); KYŌWA S.B.Co. ŌSAKA (3 LAID DOWN, OF WHICH 1 FITTED OUT AT NANIWA AFTER LAUNCH, OTHER 2 STOPPED)

ESCORTS, TYPE D

(KAIBŌ-KAN, TEI-GATA)

VESSELS OF THIS TYPE HAVING EVEN NUMBERS.

Nº2 TYPE:

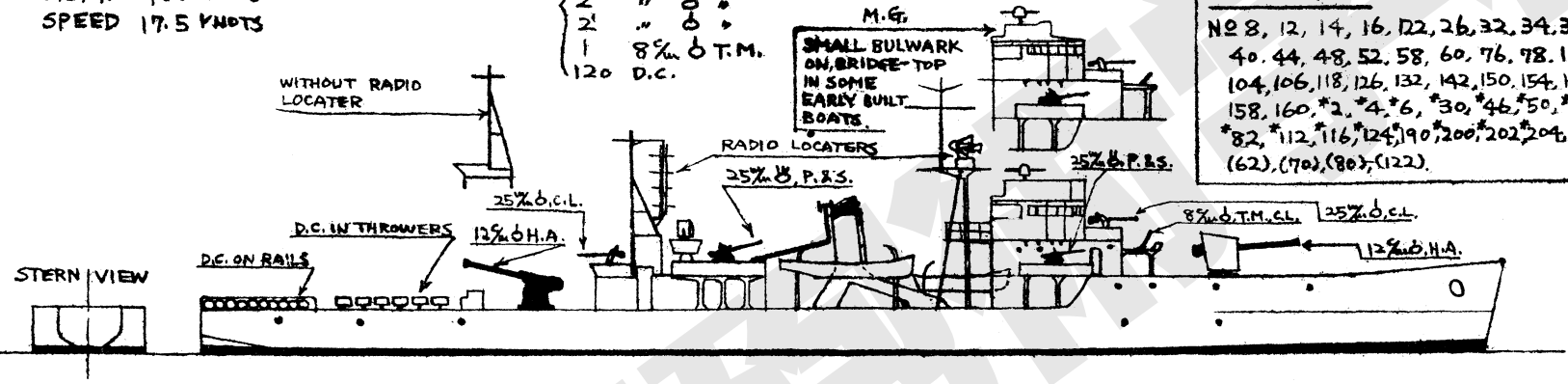
Nº 8, 12, 14, 16, 22, 26, 32, 34, 36, 40, 44, 48, 52, 58, 60, 76, 78, 102, 104, 106, 118, 126, 132, 142, 150, 154, 156, 158, 160, *2, *4, *6, *30, *46, *50, *74, *82, *112, *116, *124, *190, *200, *202, *204, (62), (170), (80), (122).

Lpp	65M.000
LoA	69.500
LwL	68.000
B	8.600
d	3.050
DISPT.	900 TONS
SPEED	17.5 KNOTS

ENGINE 1 TURBINE
BOILERS 2
S.H.P. 2,500

ARMAMENTS
- 2 12cm/40 H.A. GUNS
- 2 25mm/60 M.G.
- 2 " " "
- 2 " " "
- 1 8cm/40 T.M.
- 120 D.C.

ORIGINALLY DESIGNED TO CARRY 2×25mm/60 M.G. ONLY. BUT INCREASED AS SHOWN HERE. SOME BOATS BELONGED TO THE ANTI-SUB. SQUADRON HAD ADDITIONAL 4×25mm/60 M.G.



NOTES: THIS TYPE WAS DESIGNED JUST AFTER THE TYPE C IN JULY 1943. AS THE NEED FOR MORE ESCORTS WAS SO PRESSING AND AS THE CAPACITIES OF DIESEL ENGINE MANUFACTURES WERE LIMITED, THIS TYPE OF TURBINED ESCORTS WAS DESIGNED. THEY ARE ALMOST SAME TYPE TO "C", EXCEPT MACHINERIES. THE DESIGN OF THIS TYPE WAS MADE ONLY WITHIN 1 MONTH. TURBINES EQUIPPED ARE SAME TYPE WHICH ARE ADOPTED IN 2A TYPE WAR-TIME STANDARD CARGO VESSELS. SINGLE PROPELLER. RADIUS OF ACTION IS 4,500 MILES AT 14 KNOTS COMPARED WITH 6,500 MILES IN TYPE C. MAX. SPEED IS 1KNOT HIGHER THAN "C." STANDARD DISPT. IS ALMOST SAME TO "C", BUT OWING TO THE INCREASED CAPACITY OF FUEL OIL, THEIR TRIAL DISPT. ARE 900 TONS, 90 TONS LARGER THAN "C".

ABOUT 200 BOATS OF THIS TYPE WERE PROJECTED, OF WHICH 63 BOATS COMPLETED DURING WAR, 4 COMPLETED AFTER WAR FOR REPATRIATION SERVICE, 4 MORE VESSELS WERE LAID DOWN BUT NOT COMPLETED OR SCRAPPED ON THE STOCKS. IN JAN. 1945 THE DESIGN WAS ALTERED TO MOUNT OR RECONSTRUCTED BOILERS TO COAL BURNING TO VESSELS THEN UNDER CONSTRUCTION OR TO BE LAID DOWN OWING TO THE SHORTAGE OF HEAVY OIL SUPPLY. THE 1ST BOAT OF THIS TYPE WAS LAID DOWN AT YOKOSUKA, 5/10/'43, & COMPLETED, 28/2/'44. MANY BOATS WERE BUILT WITHIN 4~9 MONTHS, SOME BOATS ONLY WITHIN 75 DAYS. IN MUKAIJIMA WORKS OF THE HITACHI SHIPBUILDING CO. NEAR ONOMICHI, SPECIAL BUILDING SYSTEM WAS ADOPTED TO CONSTRUCT THIS TYPE UNDER CONTROL OF KURE NAVY YARD, THE WORK WAS PROGRESSING TO BUILD ONLY WITHIN 70 DAYS IN MARCH 1945, WHEN THE BUILDING PROGRAM WAS ALTERED & THIS TYPE WAS ABANDONED TO MAKE ROOM FOR MIDGET SUBS. IN MUKAIJIMA A WOODEN MODEL IN FULL SIZE WAS CONSTRUCTED ON LAND TO INVESTIGATE AND DETERMINE THE ARRANGEMENTS OF FITTINGS & EQUIPMENTS CORRECTLY & IN DETAIL.

ESCORT Nº 132 (BUILT BY HARIMA) WAS SUFFERED SERIOUS DAMAGE OFF BUNGO STRAIT IN OCT. 1944. A TORPEDO FROM A ENEMY SUB. STRUCK HER AT THE FORE MAGAZINE, WHICH CAUSED A VITAL EXPLOSION. HER HULL WAS CUT OFF AT THE BOILER-FRONT BULKHEAD. FCL DK. BENT OVER UP TO THE HEIGHT OF 20M ABOVE WATER LINE. BRIDGE CRUSHED THE MAST & FALL DOWN ON U.D. AT THE UP-TAKE. HER BULKHEAD WAS EXTRAORDINARY TIGHT, ALMOST NO LEAK TO BOILER ROOM. SHE WAS REPAIRED AT KURE WITHIN ONLY 50 DAYS & IN SERVICE AGAIN.

Nos 8, 14, 16, 32, 34, 36, 44, 52, 60, 106, 118, 126, 150, 158, 160, 192, 194, 196, 198 ---- REPATRIATION SERVICE.
58, 98, 142, ---- UNDER FITTING OUT AT THE END OF WAR. COMMISSIONED AFTER WAR FOR REPATRIATION SERVICE.
*116 ---- COMMISSIONED AFTER WAR FOR REPATRIATION SERVICE. AGROUNDED AT MAKURAZAKI, KAGOSHIMA PREF.
182 ---- REPATRIATION SERVICE. NOT USED SINCE SPRING OF 1946. LAID UP RESERVE AT SASEBO.
12, 22, 26, 40, 48, 76, 102, 104, 154, 156 ---- MINE SWEEPING SERVICE AFTER WAR. OUT OF SWEEPINCE SINCE SUMMER OF 1946. NOW LAID UP RESERVE AT YOKOSUKA (CD. 48, 76), SASEBO (12, 22, 104, 154), MAIZURU (26, 40, 102, 156).
*2 ---- SUNK BY BOMBING AT MAIZURU, 30/7/'45. A PART OF SUPERSTRUCTURES ABOVE WATER.
*4 ---- " " " " TOBA, MIE PREF, 28/7/'45.
*46 ---- " " MINE NEAR MOPPO, SOUTHERN KOREA, 17/8/'45.
*50 ---- TORPEDOED BY SUB. AT WAKAYAMA COAST, 1/5/'45. STERN CUT OFF. UNDER REPAIRS AT ŌSAKA AT THE END OF WAR.
(*62) ---- LAUNCHED & MOORED AT MUKAIJIMA, NEAR ONOMICHI. TOWED TO KURE TO BE COMMISSIONED FOR REPATRIATION SERVICE, 18/12/'45. SUNK BY UNKNOWN LEAKAGE IN KURE HARBOR, 14/1/'46. REFLOATED 27/3/'46.
*74 ---- " " BOMBING AT MURORAN, 14/7/'45.
*124 ---- MINED NEAR FUTAOI ISL. NEAR SHIMONOSEKI, 10/4/'45. MACHINERY ROOMS DAMAGED. UNDER REPAIRS AT NAGASAKI AT THE END OF WAR.
*190 ---- DAMAGED BY BOMBING AT ŌSAKA, 24/7/'45. AT SHIMONOSEKI SINCE THE END OF WAR. (DISABLED)
*200 ---- MINED OUTSIDE MIYAZU BAY, NEAR MAIZURU, 17/5/'45. AT MAIZURU " " " " ". (")
*202 ---- " " MAIZURU HARBOR, 17/5/'45. " SASEBO " " " " ". (")
*204 ---- DISABLED AT SASEBO.
*6 ---- SUNK BY SUB. OFF ERIMO PT., HOKKAIDŌ, 13/8/'45. STRIKEN FROM ACTIVE LIST AFTER WAR.
*30 ---- " " BOMB. AT KII STRAIT, 28/7/'45. " " " " " ".
*82 ---- " " " " NEAR JŌSHIN, NORTHERN KOREA, 19/8/'45. " " " " " ".
*112 ---- " " SUB. IN ANIWA BAY, SOUTHERN SAKHALIN, 18/7/'45. " " " " " ".
(70) ---- LAID DOWN AT MUKAIJIMA. WORK STOPPED IN MARCH 1945. SCRAPPED ON STOCKS TO MAKE ROOM FOR MIDGET SUB.
(80) ---- " " " " " " JUST AFTER LAYING DOWN. " " " " " " " ".
(122) ---- " " " ISHIKAWAJIMA. " " " " " " ". SCRAPPED ON STOCKS.

WAR LOSSES:
Nos 10, 18, 20, 24, 28, 38, 42, 54, 56, 64, 66, 68, 72, 84, 130, 134, 138, 144, 186,

BUILDERS:
YOKOSUKA (6); MITSUBISHI, NAGASAKI (31); ISHIKAWAJIMA (5, OF WHICH 1 COMPLETED AFTER WAR + 1 BUILDING); FUJINAGATA (4, OF WHICH 1 COMPLETED AFTER WAR); KAWASAKI, KŌBE (5); KAWASAKI, SENSHŪ (6, OF WHICH 2 COMPLETED AFTER WAR); HARIMA (10); MUKAIJIMA WORKS OF THE HITACHI S.B. Co, ONOMICHI (3 BUILDING).

TRANSPORTS, 1ST CLASS
[ITTŌ YUSŌ-KAN]
No 1 TYPE:
No 9,* 11, 13, 16, 19,* 20,* 21, (22)

(1ST. CLASS: ABOVE 1,000 TONS DISPT.)

Lpp	89.000 (LOA 96.000)	ENGINE	1 TURBINE
LWL	94.000	BOILERS	2
B	10.200	S.H.P.	9,500
d	3.600		
DISPT.	1,800 TONS		
SPEED	22 KNOTS.	ARMAMENTS	1 — 12.7㎝ 連 H.A. GUNS 3 — 25㎜ 連 M.G. 1 — " 単 " 15 — " 単 " 5 — 13㎜ 単 " 42 — D.C. (1SET OF RAILS AT STERN & 4 DROPPING GEARS AT SIDES)

ORIGINALLY DESIGNED TO CARRY 1 12.7㎝ 連 H.A GUNS, 3 25㎜ 連 M.G, BUT DURING THE CONSTRUCTION OF THE FIRST GROUP OF THIS BOATS, 1 25㎜ 連 & 4 25㎜ 単 M.G WERE ADDED. 11 25㎜ 単 & 5 13㎜ 単 M.G. WERE ADDED AFTERWARDS.

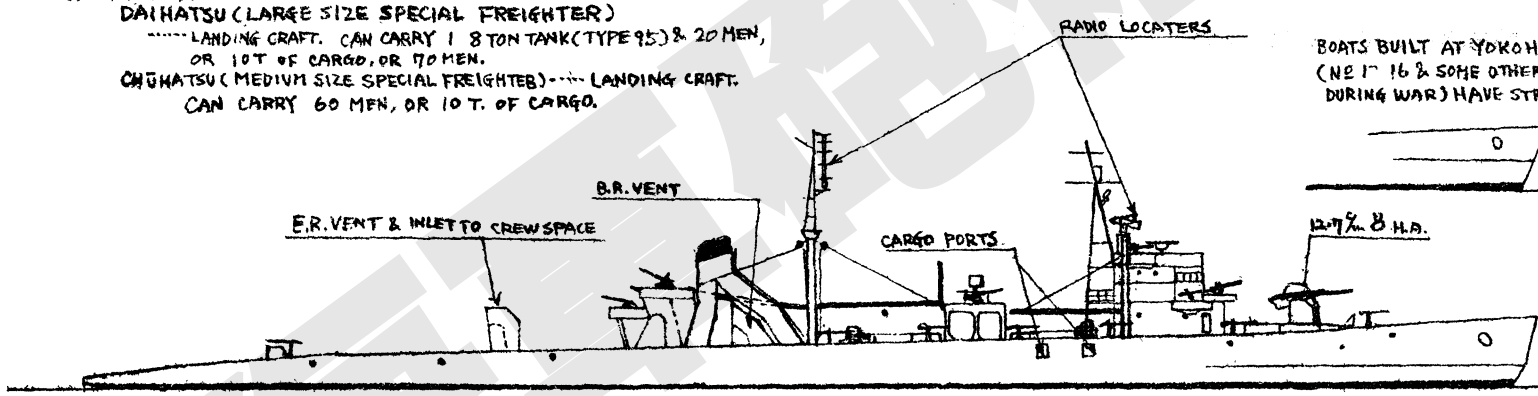
CARRYING CAPACITIES.

CASE 1. 4 × 14ᵐ DAIHATSU BOATS & 260 TONS CARGO.
" 2. 7 × 12.5ᵗ AMPHIBIAN TANKS (TYPE SPECIAL 2), 220T. CARGO.
" 3. 2 × KŌRYŪ MIDGET SUBMARINES & 184 TONS CARGO
" 4. 6 × KAITENS (HUMAN TORPEDOES) & 243 " "

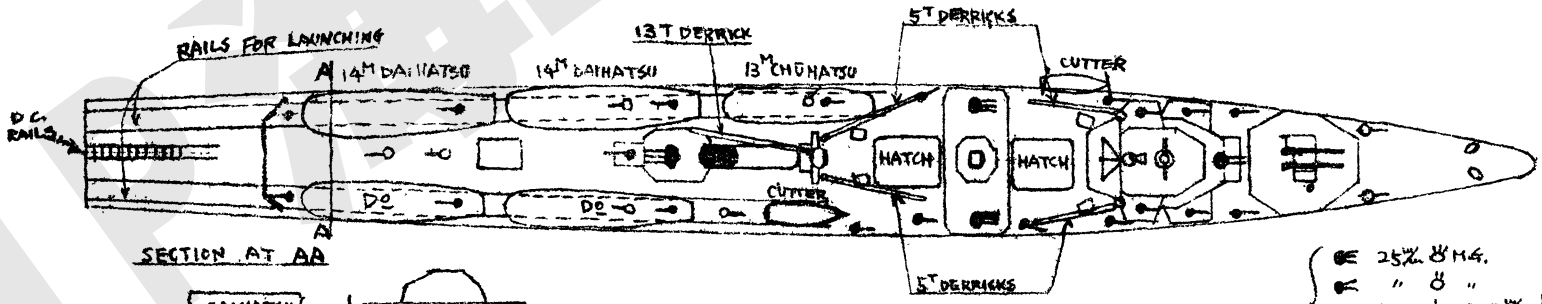
ACTUALLY ABOUT 400~500 TONS CARGO CAN BE CARRIED.
FOR LANDING ABOUT 200~480 MARINES " " " .

IN ADDITION TO ABOVE A 13ᵐ CHŪHATSU BOAT, WHICH IS MOUNTED AS SHIP'S BOAT, CAN BE USED.

NOTES TO ABOVE:
DAIHATSU (LARGE SIZE SPECIAL FREIGHTER) ····· LANDING CRAFT. CAN CARRY 1 8 TON TANK (TYPE 95) & 20 MEN, OR 10 T OF CARGO, OR 70 MEN.
CHŪHATSU (MEDIUM SIZE SPECIAL FREIGHTER) ····· LANDING CRAFT. CAN CARRY 60 MEN, OR 10 T. OF CARGO.



BOATS BUILT AT YOKOHAMA (No 1~ 16 & SOME OTHERS LOST DURING WAR) HAVE STRAIGHT BOWS.



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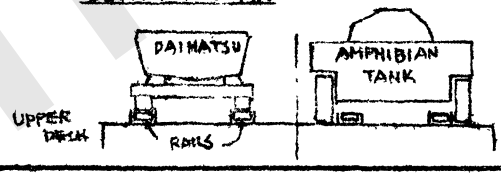


25㎜ 連 M.G.
" 単 "
" 単 OR 13㎜ 単 M.G.
Dº SPARE SEAT.

NOTES: POSITIONS OF 25㎜ 単 AND 13㎜ 単 M.G. ARE INTERCHANGEBLE. SPARE SEATS ARE USED WHEN THEY CANNOT MOUNT IN REGULAR POSITIONS OWING TO DECK CARGOES.

GENERAL NOTES SEE NEXT PAGE.

TRANSPORT, 1SI CLASS

NOTES. AS THE RESULT OF THE BATTLE OF GUADALCANAL & OTHER SOUTHERN AREAS, IT WAS URGENTLY DESIRED TO HAVE HIGH SPEED TRANSPORTS. THIS TYPE OF VESSELS WAS DESIGNED IN JULY~SEPT. 1943. THEY WERE INTENDED TO SUPPLY AMMUNITIONS, FOODS, PERSONNELS, LANDING CRAFTS TO FRONT LINE UNDER ENEMY AIR CONTROLS. THEY WERE ALSO INTENDED TO TAKE PART IN THE AMPHIBIAN LANDING OPERATIONS SO THAT THEY WERE DESIGNED TO CARRY & QUICKLY LAUNCH DAIHATSU CRAFTS & AMPHIBIAN TANKS.

THEY WERE ARMED WITH RATHER POWERFUL WEAPONS OF THIS TYPE OF VESSEL, WITH HIGHER SPEED & FITTED ALSO ALL SORTS OF MODERN WEAPONS SUCH AS RADIO & UNDER WATER LOCATERS, HYDROPHONES, & ETC. AT FIRST THEY WERE TO BE CLASSIFIED AS TRANSPORTS IN SPECIAL SERVICE SHIPS AND COMMONLY KNOWN AS TOKU-TOKU (SPECIAL TYPE OF SPECIAL SERVICE SHIP)

BUT DURING CONSTRUCTION OF THE FIRST GROUP OF THESE VESSELS THEY WERE DETERMINED TO BE RATED IN TRANSPORTS. MINOR COMBATANT VESSELS FROM AUXILIARIES.

THEY WERE BUILT AT KURE & YOKOHAMA (MITSUBISHI). VERY SIMPLE CONSTRUCTION & FITTING OUT. STRAIGHT DECK, WITHOUT SHEER OR CAMBER. U.D. SLOPED DOWN TO STERN WITH 3 KNUCKLES & NO CURVES. 2 SETS OF RAILS FITTED ON IT, STEEL ROLLERS FITTED AT EACH OF THEM. 2 CARGO HOLDS. №1 HOLD HAS 'TWEEN DECK & CARGO PORTS, 2 IN EACH SIDE. SPECIAL ELECTRIC DRIVEN CARGO LIFTING GEAR WAS FITTED IN №2 HOLD AT PORT SIDE.

RADIUS OF ACTION IS 3,900 MILES AT 18 KNOTS. (ACTUALLY REACHED 4,690 MILES AT THE SAME SPEED & 6,470 MILES AT 12 KNOTS.)

BALLAST TANKS FITTED UNDER HOLDS & AT STERN TO CHANGE TRIM OR C.G. DAIHATSU & OTHER CRAFTS MOUNTED ON DECK (EXCEPT IN CASE OF AMPHIBIAN TANKS) WERE TO BE PLACED ON SPECIAL WOODEN CRADLES. AND TO BE LAUNCHED WITH THEM.

SINGLE SCREW. TURNING CIRCLE ONLY WITHIN 800 METERS OWING TO THE SHAPE OF STERN. BUT THE HEEL DURING TURNING RATHER LARGE. (IN SOME BOATS REACHED ABOUT 18 IN THE WORST CONDITION.)

THE FIRST BOAT OF THIS CLASS, №1, WAS LAID DOWN AT YOKOHAMA IN NOV. 1943 & COMPLETED IN MAY. NEXT YEAR. ELECTRIC WELDING WIDELY APPLIED. ABOUT 50 BOATS PROJECTED, OF WHICH 21 COMPLETED. 1 UNDER FITTING OUT AT THE END OF WAR. ALL OTHERS WERE STOPPED IN MAY, '45 DURING CONSTRUCTION IN BLOCKS. (NOT LAID DOWN)

AFTER THE COMPLETION OF THE SEVERAL BOATS, NUMBERS OF M.G. INCREASED, SOME LATER COMPLETED BOATS HAVE TYPE 4 HYDROPHONE WITH 80 SOUND RECEIVING UNITS. (AS IN DESTROYER D) ALSO TYPE 13 RADIO LOCATER WAS FITTED AT MAIN MAST FROM FEB. '45.

THEY CAN CARRY ALSO KŌRYŪ MIDGET SUBS OR KAITEN TORPEDOES. (KŌRYŪ CAN LAUNCH FROM DECK AT THE SPEED HIGHER THAN 12 KNOTS.)

IN KURE, A WOODEN FULL-SIZED MODEL WAS ERECTED ON LAND ALONG FITTING OUT BASIN. DETAILED RESERCH IN ARRANGING EVERY EQUIPMT. & FITTINGS WAS MADE ON IT DURING CONSTRUCTION OF THE 1ST. BOAT.

THE BOATS BUILT AT KURE WERE CONSTRUCTED IN BLOCKS & ASSEMBLED IN BUILDING DOCK. (SAME DOCK WHICH BUILT YAMATO) THE BIGGEST BLOCK (BOW SECTION) WEIGHED MORE THAN 90 TONS.

№ 9, 13, 16, 19 ···· REPATRIATION SERVICE.

*11 ····· BOMBED & BOTTOMED AT LEYTE ISL., 7/12/'44. STRIKEN FROM ACTIVE LIST 30/11/'45.

*20 ···· STRANDED AT KITSUBAI SNO, PESCADORES ISLS, FORMOSA DURING REPATRIATION SERVICE, 25/9/'46. OUT OF LIST 1/11/'46.

*21 ···· SUNK BY BOMB AT TSUWACHI ISL, NEAR KURE, 10/8/'45.

(22) ···· LAUNCHED 25/4/'45. WORK STOPPED AT KURE SINCE JUNE, '45.

WAR LOSSES: № 1 (AT PALAU); 2, 4, 7, 8 (AT BONIN, IWO ISLS, OR ITS ADJACENT SEAS); 3, 5, 6, 10, 12 (PHILIPPINE WATERS); 14, 15, 17, 18, (FORMOSA, OKINAWA OR SOUTH OF KYŪSHŪ)

BUILDERS: KURE (15+1 BUILDING), YOKOHAMA (6). BUILT IN 4~6 MONTHS, (SOME BOATS ONLY 110 DAYS)

MOST OF THEM WERE SHORT LIVED OWING TO THEIR SPECIAL DUTIES. 11 SHIPS SUNK WITHIN 2 MONTHS AFTER COMMISSION, AT LEAST 5~6 OF THEM SUNK IN THEIR FIRST CRUISE TO FRONT LINE.

TRANSPORTS, 2ND CLASS

(NITŌ YUSŌ-KAN)

№ 101 TYPE.

№ 108, 110, *115, 137, 144, *145, 147, *153, 192, *194, (164), (165), (175), (176)

FOLLOWING ARMY BOATS ARE SIMILAR:
SB № 103, 104, 106, 109, 110, 114, 126 & OTHERS.

(2ND. CLASS: BELOW 1,000 TONS DISPT.)

L_{OA}	80.M500
L_{PP}	72.000
L_{WL}	75.000
B	9.100
d	3.130
DISPT.	1,129 TONS
SPEED	16 KNOTS

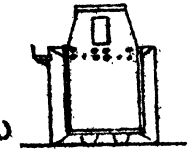
ENGINE 1 TURBINE
BOILERS 2
S. H. P. 2,500

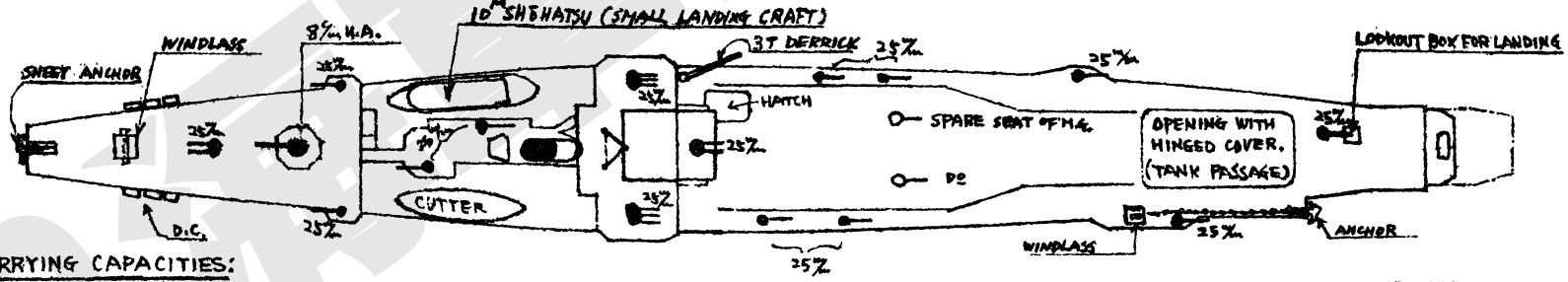
ARMAMENTS
1 8㎝ H.A. GUN
2 25㎜ M.G.
2 " "
11 " "
12 D.C.

ORIGINALLY ONLY 1 8㎝ H.A. & 2 25㎜ M.G.
2 25㎜, 11 25㎜ MG & D.C. WERE ADDED AFTERWARD. (D.C. SINCE MAY 44, M.G SINCE SEPT. 44)

LATEST BOATS (LAID DOWN SINCE JAN. 1945) HAVE COAL BURNING BOILERS. № 147 & SEVERAL OTHERS ALSO CONVERTED TO COAL BURNING. THESE BOATS HAVE RAISED FUNNEL WITH INFERIOR RAKE.



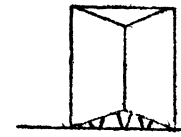




CARRYING CAPACITIES:

CASE 1.	7T LIGHT TANKS (TYPE 95)	14	(8 ON U.D., 6 IN HOLD)
2.	15T MEDIUM " (" 97)	9	(4 " " , 5 " ")
3.	12.5T AMPHIBIAN " (" SPECIAL 2)	7	(4 " " , 3 " ")
4.	28.3T " " (" SPECIAL 3)	5	(3 " " , 2 " ")
5.	22T AMPHIBIAN FREIGHTERS (TYPE SPECIAL 4)	4~5	(2~3 " " , 2 " ")

IN EACH CASES 67.4 TONS OF FUEL (FOR TANKS), AMMUNITIONS, FOODS, FRESH WATER & OTHER PROVISIONS. CAN BE CARRIED. 120 MARINES OR ARMY PERSONNEL ALSO CARRIED IN ROOMS AT EACH SIDE OF HOLD. TOTAL DEAD WEIGHT IS ABOUT 218 TONS. BULLDOZERS, SCRAPERS, TRUCKS, TRACTORS, ROLLERS & ALL KINDS OF MOTOR VEHICLES CAN BE CARRIED. UPPER DECK BEFORE BRIDGE IS CALLED AS TANK DECK, HOLD AS TANK HANGAR.



BOW VIEW OF № 147 & SOME OTHER RE-PATRIATION BOATS. (AFTER RECONSTRUCTION)

GENERAL NOTES SEE NEXT PAGE.

TRANSPORTS, 2ND CLASS

NOTES: SPECIAL SHIPS FOR LANDING OPERATIONS WERE BUILT BY ARMY BEFORE THE WAR. BUT SMALLER VESSELS WERE URGENTLY NEEDED AFTER THE OUTBREAK OF WAR, SO THAT SS BOATS WERE DESIGNED & BUILT SINCE 1942. AFTER THE BATTLE OF GUADALCAL THE NEED FOR MUCH VESSELS VERY INCREASED AND AS THE SS BOATS WERE RATHER COMPLICATED IN CONSTRUCTIONS MUCH SIMPLE BOATS WERE DESIGNED BY NAVY IN EARLY DAYS OF 1943. THIS DESIGN WAS ADOPTED IN SEPT. 1943 AND DECIDED TO BUILT BY NAVY FOR THE USE OF BOTH ARMY & NAVY. THEY WERE CALLED S.B. BOATS. THE BUILDING PROGRAM OF 63 BOATS OF THIS TYPE WAS ORDERED TO KURE & SASEBO NAVY YARD. AS THE NAVY YARDS WERE THEN VERY BUSY IN BUILDING OTHER COMBATANT VESSELS & REPAIRING DAMAGED CRAFTS, 3 MINOR PRIVATE YARDS WERE SELECTED TO BUILT THEM UNDER CONTROL OF THE NAVY YARDS. THUS S.B. BOATS WERE BUILT BY ŌSAKA S.B. CO & MUKAIJIMA WORKS OF HITACHI S.B. CO (NEAR ONOMICHI) UNDER CONTROL OF KURE YARD, AND URANOSAKI WORKS OF KAWANAMI INDUSTRIAL CO (NEAR IMARI, SAGA PREF.) THE FIRST BOAT OF THIS TYPE WAS №149, LAID DOWN 1/11/43 AND COMPLETED 20/2/44 AT MUKAIJIMA. THE FIRST 6 BOATS (2 IN EVERY YARDS) WERE EQUIPPED WITH 3 400HP DIESELS WITH 3 PROPELLERS. (13.4 KNOTS ONLY) ALL OF THEM EXCEPT №149 WHICH WAS RECLASSIFIED AS COMMUNICATION SHIP (VIDE LATER PAGE), SUNK DURING WAR, SO THAT ALL SHIPS EXISTING AT PRESENT ARE TURBINE BOATS. (DIESEL BOATS WERE COMMONLY KNOWN AS SBD, WHEREAS TURBINED BOATS AS SBT.)

SBS ARE PRACTICALLY JAPANESE REPLIES OF L.S.T, WITH SMALLER DISPT. & HIGHER SPEED. IN FACT AT THE DESIGN OF THIS BOAT, LCT (TYPE 159) & OTHER ALLIED LANDING CRAFTS WERE INVESTIGATED. THEY ARE BOX-SHAPED, MOST SIMPLE CONSTRUCTION, INTENDED ONLY TO USE IN SOUTHERN WATERS. THEY WERE NOT FITTED FOR NAVIGATING ROUGH SEAS NEAR JAPAN. AS THEY WERE USED IN JAPANESE WATERS AT THE LAST PERIOD OF WAR, STRENGTHENING WORKS WERE MADE BY SEVERAL TIMES. THEY VIBRATE BY WAVES VERY SEVERELY & IN SOME BOATS HULLS ALMOST BROKE OFF BEFORE RECONSTRUCTION. STILL, THEY ARE VERY HANDY BOATS & AS THEY CAN BE VERY EASILY BUILT WITHIN SHORT TIME, THEY PERFORMED BRILLIANT ROLES DURING WAR FOR TRANSPORTING MATERIALS TO SAIPAN, PALAU, NEW GUINEA BASES, LEYTE & OTHER PHILIPPINE COASTS, IWŌ JIMA, OKINAWA & ETC., BREAKING THROUGH ALLIED AIR & SEA CONTROLS. IN TOTAL 69 BOATS OF THIS TYPE COMPLETED, 6 UNDER CONSTRUCTION AT THE END OF WAR. 16 MORE BOATS ORDERED BUT NOT LAID DOWN. 26 BOATS DELIVERED TO ARMY, OF WHICH 6 WERE REDELIVERED TO NAVY. (2 MORE UNDER CONSTRUCTION FOR ARMY BUT NOT COMPLETED.) IN MUKAIJIMA & ŌSAKA SPECIAL METHODS FOR MASS PRODUCTING THESE CRAFTS WERE ADOPTED. THE AFTER PART OF HULL WAS CONSTRUCTED BEFORE LAYING DOWN AT THE UPPER PART OF STOCKS & SHIFTED JUST AFTER THE LAUNCHING OF THE PREVIOUS SHIP TO THE POSITION OF LAYING DOWN. THEY LAUNCHED BY METHOD OF STEEL ROLLERS. THEY WERE COMPLETED ALMOST WITHIN 2 MONTHS FROM LAYING DOWN AT ŌSAKA & MUKAIJIMA. (ONLY 1 MONTH TO LAUNCH.) FULL-SIZED WOODEN MODELS FOR BOTH SBD & SBT WERE CONSTRUCTED AT MUKAIJIMA AT THE BEGINNING OF THE CONSTRUCTION, TO INVESTIGATE THEIR ARRANGEMENTS OF FITTINGS & EQUIPMENTS.

THEY WERE ORIGINALLY TO BE CLASSIFIED AS MISCELLANEOUS VESSELS, BUT DURING CONSTRUCTION OF THE 1ST. GROUP OF THEM, THEY WERE CONSIDERED VERY IMPORTANT TYPE OF COMBATANT SHIPS. THEY WERE DETERMINED TO BE RATED AS TRANSPORTS OF THE MINOR COMBATANT SHIPS. BUT AS THEIR DISTRIBUTIONS TO NAVY OR ARMY WERE NOT SETTLED FOR A WHILE, THE FIRST SEVERAL BOATS WERE RATED AS CONVERTED TRANSPORTS & USED BY NAVY. IN SUMMER OF 1944 THEIR DISTRIBUTIONS SETTLED & THEY WERE OFFICIALLY CLASSIFIED IN TRANSP'TS. (THEY ARE 2ND CLASS TRANSPORTS OWING TO THEIR DESIGNED DISPT. OF 950T IN SBD & 960T IN SBT.)

4 BALLAST TANKS, OF WHICH 3 BELOW HOLD (105T.) & 1 AFT (34T.)

THEY ARE VERY SIMPLY EQUIPPED, WITHOUT ANY ACCOUSTIC GEARS & RADIO LOCATERS BUT ARMED WITH RATHER MANY MACHINE GUNS. THEIR TURNING CIRCLES WERE SHORT, VERY EASILY HANDLED AT CALM WEATHER. THEY HEEL 2~3° TO STARBOARD SIDE OWING TO THE ANCHOR ARRANGEMENT. THEY SUFFERED INSUFFICIENCY OF POWER OF STEERING ENGINE & RUDDER AREA REDUCED FINALLY. BRIDGE PROTECTED & ENCLOSED BY 14㎜ DUCOL STEEL.

№ 110, 137, 147, 172 --- REPATRIATION SERVICE.

*№ 174 ---- STATIONED AT HAKATA IN DAMAGED CONDITION AS REPAIR SHIP FOR REPATRIATION.

*№ 108 ---- DAMAGED BY BOMB. AT HONGKONG, 16/1/'45. AT HONGKONG AT THE END OF WAR.

*№ 115 --- DAMAGED BY BOMBING AT LUZON STRAIT, 9/2/'45. DISABLED OUT OF LIST 15/9/'45.

№ 131 ---- DAMAGED & BURNT OUT BY AIR RAID AT SAIGON, 13/1/'45. RECLASSIFIED AS COMMUNICATION SHIP, 10/2/'45. (RENAMED KUROSHIO, №1)

№ 144 ---- STATIONED AT SHANGHAI AT THE END OF WAR.

*№ 145 ---- DAMAGED BY BOMB AT AMAMI, 2~4/4/'45 AND SUNK AT ŌSHIMA STRAIT, 3/9/'45. OUT OF LIST 15/9/'45.

№ 149 ---- THE FIRST COMPLETED BOAT IN SB's. DAMAGED OFF ST. JACQUES, PT., 15/1/'45. RECLASSIFIED AS COMMUNICATION SHIP, 10/2/'45. (RENAMED KUROSHIO №2) SHE IS THE ONLY DIESEL BOAT OF THIS TYPE EXISTING AT THE END OF WAR.

*№ 153 --- MINED OFF KANAWA ROCKS, INLAND SEA, 11/8/'45. DISABLED. OUT OF LIST 30/11/'45. MOORING AT KURE.

(№ 164) (165) --- LAID DOWN AT ŌSAKA IN APR. '45. WORK STOPPED

(№ 175), (176) --- LAUNCHED AT URANOSAKI IN APRIL & JUNE, '45. NOT COMPLETED. BOTH SHIPS SUNK BY LEAKAGE AFTER WAR.

WAR LOSSES:

№ 101, 102, 104, 106, 111, 112, 113, 127, 135, 136, 139, 141, 142, 151, 159, 160 ------ SUNK OR DESTROYED AT LEYTE & OTHER PHILIPPINE WATERS.

№ 103, 105, 107, 130, 132, 133, 134, 137, 138, 152, 154, 157 ------ SUNK OR DESTROYED AT IWŌ JIMA, BONIN ISL. & ITS ADJACENT SEAS. (№ 130, 132, 133, 134, 154, 157 AT COAST OF IWŌ JIMA, AGROUNDING OR BOTTOMED.),

№ 128, 150 ---------- SUNK OR DESTROYED AT PALAU & ITS ADJACENT SEAS.

№ 114, 129, 140, 143, 146, 158, 161, 193 ---- SUNK OR DESTROYED AT PESCADORES, CHINA, NEAR KYŪSHŪ, SOUTHERN WATERS & ET.C.

ARMY BOATS:

ARMY BOATS ARE NOT ACCURATELY NAMED. THEY ARE MERELY CALLED AS KIDŌ-TEI (POWER DRIVEN BOATS OR MANOEUVABLE BOATS), BUT MORE COMMONLY CALLED AS SB BOATS (SB-TEI).

SB № 103 (KIDŌ 10368 TEI), 104, 106, 109, 110, 114, 126 ---------- REPATRIATION SERVICE. OF WHICH № 109 & 114 WERE TRANSFERRED TO THE 2ND DEMOBILIZATION BUREAU FOR LAID UP RESERVE AT SASEBO, 26/12/'46.

№ 101, 102, 105, 108 111, 116, 117, 119, 121, 122, 124, ---------- TRANSFERRED TO MINISTRY OF TRANSPORTATION AFTER WAR.

№ 107 ----- SUNK OFF NORTHERN TSUSHIMA, MARCH 1945.

№ 112 ----- AT MUKAIJIMA UNDER REPAIRING AT THE END OF WAR.

№ 113 ----- SUNK BY BOMBING AT INNOSHIMA, 28/7/'45. RE-FLOATED

№ 125 ---- PRESENT CONDITIONS UNKNOWN.

(№ 127), (128) --- UNDER FITTING OUT AT SANOYASU, ŌSAKA, AFTER LAUNCHING AT ŌSAKA S.B.CO., AT THE END OF WAR.

NOTES: 2 BOATS ABOVE DESCRIBED & 4 MORE BOATS (ARMY №s UNKNOWN) WERE RETRANSFERRED TO NAVY, 3 IN OCT. '44 & 3 AT 25/1/'45 & NAMED AS TRANSPORT №s 106, 107, 108, 145, 146 & 149. NAMES OF THE ARMY BOATS HAVE NO CONNECTION WITH THOSE OF THE NAVY, SO THAT, FOR EXAMPLE, SB 110 IS DIFFERENT SHIP TO TRANSPORT № 110 OF THE NAVY.

BUILDERS:

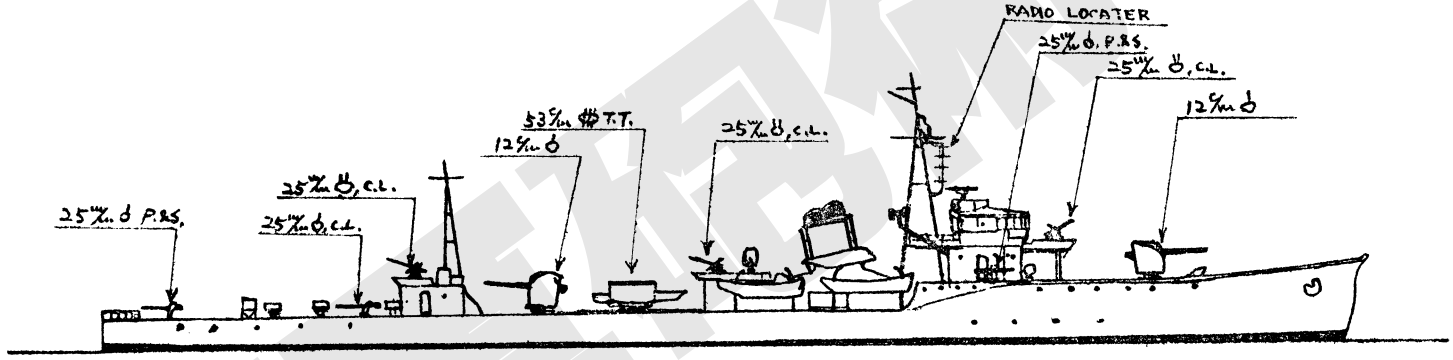
ŌSAKA S.B.CO.	(14 COMPLETED, 2 LAID DOWN FOR NAVY; 10 COMPLETED, 2 LAUNCHED FOR ARMY)
URANOSAKI	(21 COMPLETED, 2 LAUNCHED FOR NAVY; 1 COMPLETED FOR ARMY)
SASEBO	(3 COMPLETED FOR NAVY)
MUKAIJIMA	(11 " " " 9 COMPLETED FOR ARMY.)

TRANSPORTS NO. 101, 102, 127, 128, 149 & 150 ARE DIESEL DRIVEN BOATS.

TORPEDO BOAT
(SUIRAI-TEI)
ŌTORI TYPE:
KIJI

Lpp	85.00 (LoA 88.50)
Lwl	86.80
B	8.18
d	2.86
DISPT.	1,043 TONS
SPEED	30.5 KNOTS.

ENGINES	2 TURBINES
BOILERS	2
S.H.P.	19,000
ARMAMENTS.	2 12㎝ ♂ GUNS
	3 25㎜ ♂♀ M.G.
	5 " ♂ "
	1 53㎝ 艦 T.T.
	3 TORPEDOES
	48 D.C.



NOTES: MODIFIED CHIDORI TYPE. THEIR DESIGN WAS MODIFIED BY THE CAPSIZING OF TOMOZURU. (SEE NEXT PAGE)
ORIGINALLY THIS TYPE WAS ARMED WITH 3×12㎝ ♂ GUNS & 1×40㎜ ♂ M.G. DURING THE WAR (IN 1944) THE 3RD 12㎝ GUN WAS REMOVED TO ADD 25㎜ ♂♀ & ♂ M.G. PARAVANES ALSO REMOVED & D.C. THROWERS ADDED.
THE 12㎝ GUNS OF THIS TYPE WERE OF NEW MODEL WITH 55° ELEVATIONS. THIS TYPE OF GUNS WAS ADOPTED IN MINE SWEEPERS & OTHER SMALL CRAFTS WHICH WERE LAID DOWN LATER.
THIS TYPE IS PRACTICALLY SMALL DESTROYER AND PROVED VERY HANDY & EFFICIET TYPE FOR PATROLING OR ESCORTING. RADIUS OF ACTION IS 4,000 MILES AT 14 KNOTS.
8 BOATS OF THIS TYPE COMPLETED IN 10/10/'36 ~ 20/9/'37. THE HULL WAS STRENGTHENED DURING THE COUBSE OF THEIR CONSTRUCTION OWING TO THE DISASTER OF THE 4TH FLEET, SEPT. 1935. (BOWS OF DESTROYER HATSUYUKI CUT OFF, SEVEBAL OTHER SHIPS DAMAGED DURING HEAVY WEATHER OFF HOKKAIDŌ.)

KIJI REPATRIATION SERVICE.

WAR LOSSES:

ŌTORI, HIYODORI, HAYABUSA, KASASAGI, SAGI, HATO.
KARI .SUNK BY SUB. OFF MACASSAR, 16/7/'45. OUT OF LIST, 30/9/'45.

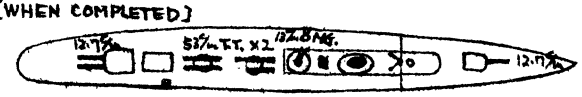
BUILDERS: MAIZURU(1), ISHIKAWAJIMA(2), YOKOHAMA(2), SAKURAJIMA(1), TANANO(1), HARIMA(1).

TORPEDO BOAT
(SUIRAI-TEI)
CHIDORI TYPE:
HATSUKARI

Lpp	77.50 M (LOA 82.00)
Lwl	79.00
B	7.40
d	2.50
DISPT.	ABOUT 770 TONS
SPEED	28 KNOTS

ENGINES	2 TURBINES
BOILERS	2
S.H.P.	11,000
ARMAMENTS	2 12cm/40 GUNS
	2 25mm/60 M.G.
	6 " / "
	1 53cm ⊕ T.T.
	2 TORPEDOES
	48 D.C.

(WHEN COMPLETED)



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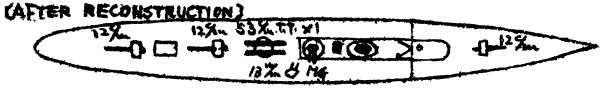
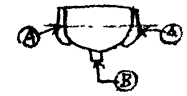


IN EACH SHIPS OF THIS TYPE BULGES(A) WERE FITTED DURING THE COURSE OF CONSTRUCTION TO INCREASE INITIAL STABILITY BUT OWING TO THE CAPSIZING OF TOMOZURU THESE HAD BEEN REMOVED & BALLAST KEEL FITTED.(B).



NOTES: 20 BOATS OF THIS TYPE WERE PROTECTED UNDER THE REPLACEMENT PROGRAMS OF 1931~1934. FIRST 4 BOATS COMPLETED BETWEEN 20/11/33 ~ 15/9/34. THEY WERE DESIGNED TO MAKE UP FOR THE DESTROYERS & EVERY EFFORTS WERE MADE TO MOUNT AS MUCH POSSIBLE ARMAMENTS TO THE LIMITED DISPT. TOMOZURU OF THIS TYPE WAS CAPSIZED OFF SASEBO 12/2/'34. BY THIS DISASTER IT WAS FOUND THEY WERE TOO TOP HEAVY. EXTENSIVE RECONSTRUCTIONS WERE SUBSEQUENTLY TAKEN PLACE TO LOWER THE CENTER OF GRAVITY. ARMAMENTS REDUCED FROM 1×12.7cm/40, 1×12.7cm/60, 2×53cm ⊕ T.T. TO 3×12cm/40 & 1×53cm ⊕ T.T. BRIDGE, MASTS & FUNNEL LOWERED. BALLAST LOADED & BALLAST KEEL OF 600mm FITTED. OUTSIDE PLATINGS SUBSTITUTED BY THICKER ONE TO STRENGTHENING THE HULL. THUS THE DISPT. WAS MUCH INCREASED FROM DESIGNED 560 TONS. TOMOZURU'S DISASTER PROVED THE INSUFFICIENT STABILITY OF THE JAPANESE WARSHIPS, SO THAT RECONSTRUCTIONS WERE MADE TO ALMOST EVERY TYPE OF SHIPS. OTHER 16 SHIPS OF THIS CLASS, WHICH WERE THEN NOT YET LAID DOWN, 8 SHIPS WAS BUILT UNDER MODIFIED DESIGN & 8 ANOTHER BOATS ABANDONED. DURING THE WAR THEY ENGAGED CHIEFLY IN ESCORTING. THE 3RD 12cm/40 & PARAVANES REMOVED & SUBSTITUTED BY 25mm/60 OR /40 M.G.

HATSUKARI AT HONGKONG AT THE END OF WAR.

WAR LOSSES: CHIDORI, MANAZURU, TOMOZURU.

BUILDERS: MAIZURU (CHIDORI & TOMOZURU), FUJINAGATA (MANAZURU & HATSUKARI)

THOUGH THEY WERE RATED AS TORPEDO BOATS, THEY WERE PRACTICALLY SMALLER DESTROYERS OR HIGH SPEED ESCORTS.

MINE SWEEPERS.

(SŌKAI-TEI)

Nº 7 TYPE:

Nº 8.

Nº 19 TYPE:

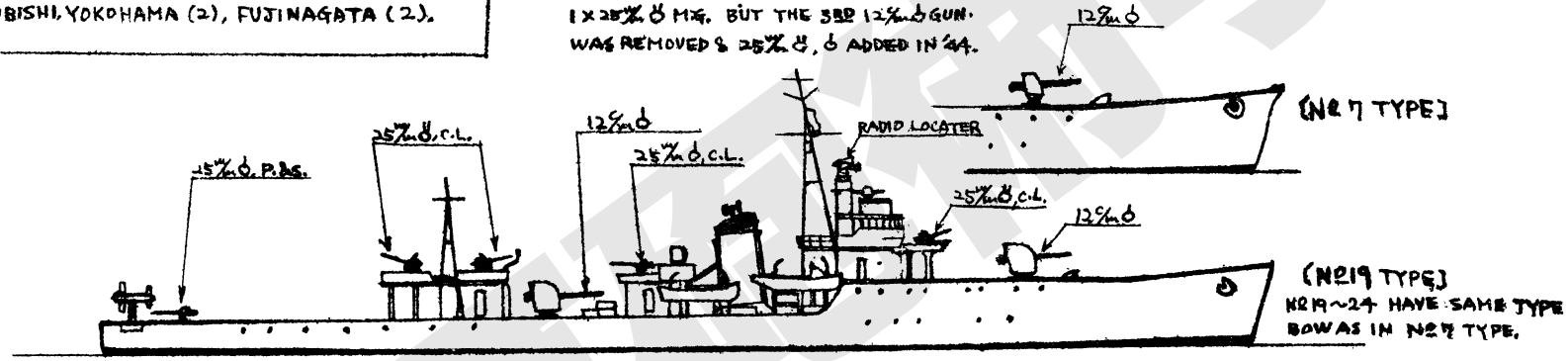
Nº 21, 23, *19, *27, *33, *39, *41

Lpp	67.M300 (LoA 72.500)
LWL	71.300
B	7.850
d	2.600
DISPT.	755 TONS IN Nº19 TYPE 750 " " Nº 7 "
SPEED	20 KNOTS

ENGINES	2 TURBINES
BOILERS	2 MIXED BURNING
S.H.P.	3,850
FUEL	OIL & COAL
ARMAMENTS	2 12 c/m ♂ GUNS 3 25 m/m ♂ M.G. 3 " ♂ " 36 D.C.

BUILDERS: KURE(2), MAIZURU(1), TAMANO, MITSUI (1), URAGA (2), ISHIKAWAJIMA (9) HARIMA (4), MITSUBISHI, YOKOHAMA (2), FUJINAGATA (2).

ORIGINALLY ARMED WITH 3×12 c/m ♂ GUNS & 1×25 m/m ♂ M.G. BUT THE 3RD 12 c/m ♂ GUN WAS REMOVED & 25 m/m ♂, ♂ ADDED IN '44.



NOTES: Nº7 TYPE & Nº 19 TYPE ARE ESSENTIALLY SAME DESIGN. BUT THEY DIFFER SEVERAL POINTS SUCH AS ① SHAPE OF BOW, (2) MODEL OF 12 c/m GUNS. IN SHORT Nº19 TYPE IS SLIGHTLY MODIFIED & SIMPLIFIED ONE WITH 5 TONS INCREASE OF DISPT. RADIUS OF ACTION IS ONLY 2,000 MILES AT 14 KNOTS.

6 SHIPS OF Nº7 TYPE (Nº7 ~ Nº12) WERE BUILT UNDER THE 3RD. REPLENISHMENT PROGRAM OF 1937 & LAID DOWN 27/10/'37 ~ 28/5/'38, COMPLETED 15/12/'38 ~ 15/8/'39. 6 SHIPS OF Nº 19 TYPE (Nº19 ~ 24) WERE BUILT UNDER THE 4TH. REPLENISHMENT PROGRAM OF 1939 & LAID DOWN 17/9/'40 ~ 5/5/'42, COMPLETED 31/5/'41 ~ 31/3/'43. (THEY ARE ALMOST SAME TO Nº7 WITH NEW TYPE OF GUNS.)

28 MORE BOATS WERE PROJECTED UNDER THE EMERGENCY WAR PROGRAM OF 1941 AND YOKOSUKA & KURE NAVY YARDS WERE TO TAKE PART IN BUILDING THEM BUT ACTUALLY 2 BOATS WERE BUILT BY KURE. IN 28 SHIPS OF THIS TYPE (Nº25 ~ Nº52) ONLY 11 SHIPS BUILT. OTHERS ABANDONED BEFORE LAYING DOWN. THE LAST BUILT SHIP OF THIS TYPE IS Nº 41, COMPLETED 17/7/'44.

36 ANOTHER BOATS OF THIS TYPE WERE ALSO PROJECTED UNDER THE MODIFIED 5TH. REPLENISHMENT PROGRAM OF 1942 BY ISHIKAWAJIMA & HARIMA BUT NOT A SINGLE BOAT WAS LAID DOWN. DURING THE FIRST PERIOD OF WAR THEY WERE USED FOR SWEEPING AT LANDING OPERATIONS BUT IN THE LATER PERIOD OF WAR THEY ENGAGED CHIEFLY IN ESCORTING. RADIUS OF ACTION INCREASED BY RECONSTRUCTING BALLAST TANKS TO FUEL OIL TANKS.

Nº8. AT SOERABAYA AT THE END OF WAR. SUNK BY ALLIED FORCES OFF SINGAPORE IN JULY. '46.

21. REPATRIATION SERVICE.

23. MINE SWEEPING AFTER WAR. LAID UP RESERVE AT YOKOSUKA NOW.

*19. COMPLETELY DAMAGED AT APARRI (LUZON) 10/12/'41. OUT OF LIST 30/11/'45.

*Nº27 SUNK BY SUB. OFF TODO PT., IWATE PREF., 10/7/'45. OUT OF LIST 15/9/'45.

*33 BOTTOMED, BOMB. AT ONAGAWA, MIYAGI " ., 9/8/'45. " " " " .

*39. SUNK AT SHŪSHI ISL., SOUTH KOREA. 20/7/'45. " " " " .

*41. GROUND AT HAIKOW, HAINAN ISL., 4/1/'45. " " " " .

WAR LOSSES: Nº 7, 9, 10, 11, 12, 20, 22, 24, 25, 26, 28, 29, 30, 34, 38.

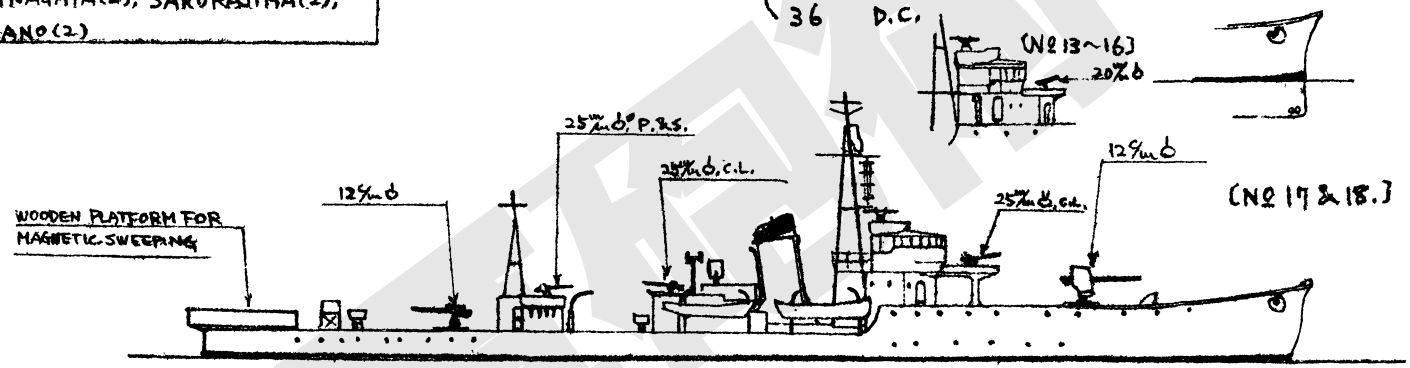
MINESWEEPER No 13 TYPE: *No 17

L_{OA}	72.M50
L_{WL}	70.00
B	7.90
d	2.52
DISPT.	707 TONS
SPEED	19 KNOTS

ENGINES	2 TURBINES
BOILERS	2
S.H.P.	3,200
FUEL	OIL & COAL

ARMAMENTS
- 2 12㎝ GUNS
- 1 25㎜ 連 M.G.
- 3 〃 連 〃
- 36 D.C.

BUILDERS: FUJINAGATA(2), SAKURAJIMA(2), TAMANO(2)



NOTES: OF THE 6 SWEEPERS OF No 13 TYPE, 4 (No 13~16) WERE LAID DOWN 22/12/1931~20/6/1933, COMPLETED 31/8/1933~29/9/1934. THEIR DIMENSIONS ARE: L_{WL} 72.M0, B 8.M2, d 2.M5, 560 TONS DISPT. 3,200 IP., 20 KNOTS WITH 2 SETS OF RECIPROCATING ENGINES. OWING TO THE CAPSIZING OF "TOMOZURU" THEY WERE EXTENSIVELY RECONSTRUCTED: BRIDGE, MASTS, FUNNEL LOWERED, BALLASTS LOADED & BALLAST KEEL FITTED. THUS THE DISPT. INCREASED TO 800 TONS. 2 MORE SHIPS, No 17 & 18, WERE MODIFIED IN DESIGN. THESE 2 UNITS ARE OFTEN CALLED AS No 17 TYPE, THOUGH THEY ARE OFFICIALLY RATED AS No 13 TYPE. THEY DIFFER FROM No 13~16 IN MANY POINTS: DIMENSIONS, DISPT., MAIN ENGINES &.ETC. THEY COMPLETED 15/1/'36~11/4/'36. 4 BOATS, No 13~16, OF THIS TYPE WAS ORIGINALLY ARMED WITH 2×12㎝ 連 GUNS, 2×20㎜ 連 M.G. No 15 HAD HER 20㎜ 連 MG. REPLACED BY SOME 25㎜ 連, DURING 1944. SHE WAS USED AS EXPERIMENTAL BOAT FOR Y-APPARATUS, (MAGNETIC LOCATER AGAINST SUB.) IN 1943~'44. No 17, 18 HAD 1 13㎜ 連 M.G. INSTEAD OF 20㎜ OF THE PREVIOUS BOATS, BUT SUBSTITUTED BY 25㎜ WEAPONS AS SHOWN ABOVE. THESE 2 BOATS WERE RECONSTRUCTED TO EQUIPT SPECIAL MAGNETIC SWEEPING GEARS IN 1944 AT KURE.

* No 17 DAMAGED. DISABLED & MOORED AT SASEBO.

WAR LOSSES: No 13, 14 SUNK AT LANDING OPERATIONS OF TARAKAN, BORNEO, 12/1/'42. OUT OF LIST 30/11/'45.
15 DAMAGED BY SUB. RUN AGROUND & ABANDONED NEAR AMAMI ISL., 5/3/'45.
16, 18 SUNK IN SOUTH SEAS.

MINE SWEEPERS.

[SŌKAI-TEI]

Nº1 TYPE:

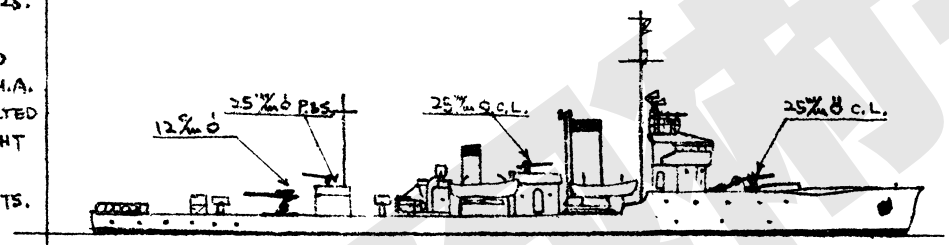
*Nº1, 4

L_{PP}	71.63 M
B	8.03
d	2.29
DISPT.	615 TONS STANDARD
SPEED	20 KNOTS.

ENGINES	2 RECIPROCATING.
BOILERS	3
S.H.P.	3,200
FUEL	COAL & OIL.

ARMAMENTS.
- 1 12 c/m ♂ GUN
- 1 / 25 m/m ♂ M.G.
- 3 " ♂ "
- 36 D.C.

NOTES: THIS TYPE IS THE FIRST SWEEPER IN JAPANESE NAVY SPECIALLY DESIGNED FOR THAT PURPOSE.
Nº1~4 COMPLETED 1923~1925.
Nº5~6. " 1929.
THEY WERE ORIGINALLY ARMED WITH 2x12 c/m ♂ GUNS, 1x8 c/m ♂ H.A. GUN. SOME BOATS RECONSTRUCTED DURING WAR AS SHOWN IN RIGHT SKETCH.
Nº5,6 HAD TRIPOD FORE MASTS.



*Nº1 SUNK BY BOMBING AT YAMADA BAY, IWATE PREF., 10/8/'45. OUT OF LIST 15/9/'45.
4. AT SINGAPORE AT THE END OF WAR. SUNK BY ALLIED FORCES OFF SINGAPORE, JULY 1946. OUT OF LIST 10/8/'46.
*2 SUNK AT THE LANDING OPERATIONS OF BANTAM, JAVA, 1/3/'42. OUT OF LIST 30/11/'45.

WAR LOSSES: Nº 3. 5. 6.

BUILDERS: HARIMA(1), TAMANO(2), SASEBO(1), SAKURAJIMA(2).

MINE SWEEPER

Nº101 TYPE:

Nº102

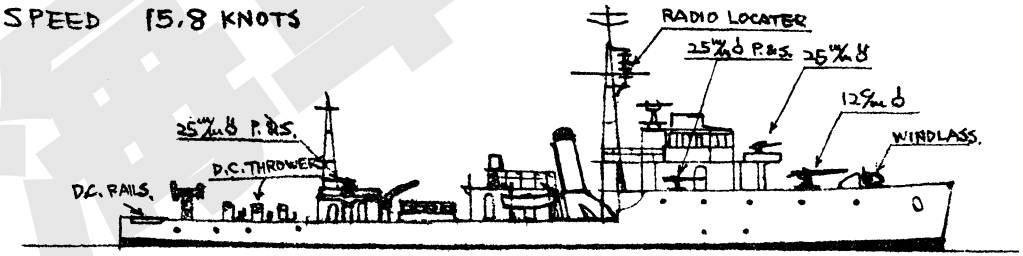
Ex. BRITISH MINE SWEEPER.

L_{WL}	54.102 M
L_{OA}	54.864
B	8.687
d	2.540
DISPT.	678 TONS
SPEED	15.8 KNOTS

ENGINES.	2 RECIPROCATING.
BOILERS	2
S.H.P.	2,200

RADIUS OF ACTION 1,900 MILES AT 15.7 KNOTS

ARMAMENTS
- 1 12 c/m ♂
- 3 25 m/m ♂ M.G.
- 2 " ♂ "
- 36 D.C.



NOTES: DESIGNED BY THE BRITISH NAVY UNDER EMERGENCY WAR PROGRAM. JUST AFTER HER KEEL WAS LAID DOWN AT HONGKONG SHE WAS CAPTURED. HER DESIGN WAS ALTERED BY OUR NAVY AND THE CONSTRUCTION WAS AGAIN SUCCEEDED. SHE WAS LAUNCHED IN MARCH 1943, COMPLETED 28/9/'44. SHE IS RATHER SHORT AND BROAD IN DIMENSIONS COMPARED WITH PROPER JAPANESE WARSHIPS. WINDLASS PLACED ON F'CL. DECK. QUARTER DECK IS WIDE. IN THE GENERAL APPEARANCE SHE IS MUCH ALIKE TO THE ESCORT (TYPE D)

Nº 102 MINE SWEEPING AFTER WAR. NOW LAID UP RESERVE AT YOKOSUKA.

Nº 101 CAPTURED AT THE SAME TIME TO Nº101, AT HONGKONG ON STOCKS. LAUNCHED FEB. 1943, COMPLETED 10/4/'44. SUNK OFF INDO-CHINA BY BOMBING, 12/1/'45.

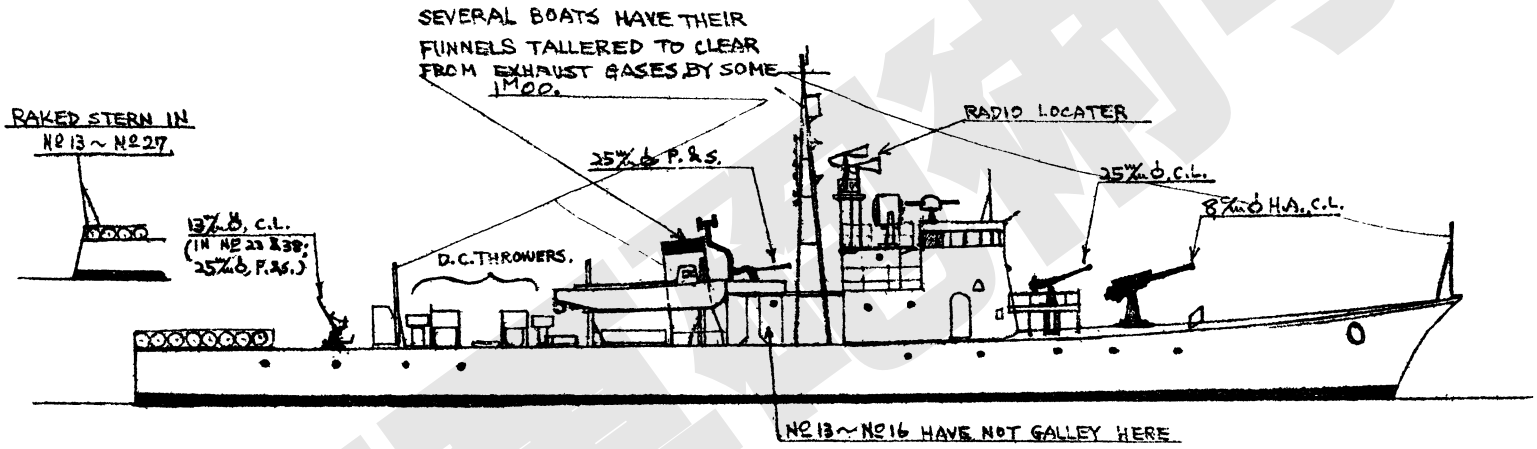
SUBMARINE CHASERS (KUSEN-TEI)

No 13 TYPE:

No *14, 15, 19, 20, 21, 23, *26, *28, *30, *35, 38, 41, *42, *43, 44, 47, *48, 49, *51, *52, 56, 60

$L_{o.A.}$	51M.000
L_{pp}	46.500
L_{WL}	49.000
B	6.700
d	2.695
DISPT.	460 TONS
SPEED	16 KNOTS

ENGINES	2 DIESELS
S.H.P.	1,700
ARMAMENTS	1 — 8cm/25 H.A. GUN 3 — 25mm/60 M.G. 1 — 13mm/93 " 36. D.C.



NOTES: THIS TYPE IS THE STANDARD ONE IN THE JAPANESE SUB. CHASERS. IN MANY POINTS MUCH MODIFIED FROM No 1 & No 4 TYPE CHASERS. DISPT. WAS INCREASED, BUT LENGTH WAS SHORTENED & WITH WIDER BREADTH. CONSIDERABLE SHEER AT BOW. THEIR CLIPPER BOWS ARE PECULIAR FEATURES IN OUR COMBATANT VESSELS. GOOD SEAWORTHINESS FOR THE SMALL DISPT. TURNING CIRCLE IS RATHER SMALL. THEY WERE ORIGINALLY ARMED WITH 1×8cm/25 H.A. GUN & 1×13mm/93 M.G., BUT 3×25mm/60 M.G. WERE ADDED SINCE 1944.

4 BOATS OF THIS TYPE WERE BUILT UNDER THE 4TH REPLENISHMENT PROGRAM OF 1939 (No 13~16), 23 BOATS (No 19~39) UNDER THE ADDITIONAL PROGRAM OF 1940, 19 BOATS (No 40~58) UNDER THE EMERGENCY PROGRAM OF 1941, 3 BOATS (No 60, 61 & 63) UNDER THE 5TH REPLENISHMENT PROGRAM OF 1942. IN TOTAL, 49 BOATS OF THIS TYPE HAD BEEN COMPLETED BETWEEN 15/7/'40~28/10/'44. 28 MORE BOATS (No 59, 62 & OTHERS) WERE PROJECTED, BUT NOT LAID DOWN.

THEY HAD BEEN OPERATED ALMOST IN ANY PART OF SOUTHERN WATERS, JAPANESE COAST & NORTH WATERS IN WHICH OPERATIONS HAD BEEN TAKEN PLACE DURING THE WAR.

№ 13 TYPE:

№ 21, 47, 49, 60 REPATRIATION SERVICE. (OUT OF SERVICE SINCE SPRING OF 1946) LAID UP RESERVE AT SASEBO(№ 21 & 60) YOKOSUKA(№ 49, 60)

38 MINE SWEEPING AFTER WAR.. NOW LAID UP RESERVE AT SASEBO.

*14 BOMBED & BOTTOMED AT OWASE, MIE PREF, 28/7/'45. OUT OF LIST, 30/11/'45.

15 MOORED AT URAGA SINCE END OF WAR.

19, 20 AT KURE AT THE END OF WAR. NOW AT SASEBO.

23 AT TSINGTAO AT THE END OF WAR. OUT OF LIST, 25/10/'45. NOW AT SASEBO.

*26 SUNK AT TSUSHIMA STRAIT, BY BOMBING, 30/7/'45. OUT OF LIST, 15/9/'45.

*28 LOST NEAR KAMIGUIN ISL., PHILIPPINE, 2/2/'45. " " " 30/9/'45.

*30 SUNK BY SUB. NEAR KUCHING, SARAWAK, 24/12/'44. " " " "

*35 " " BOMB., OFF INDO-CHINA COAST. 23/2/'45.

41 AT SINGAPORE AT THE END OF WAR. SUNK BY ALLIED FORCES OFF SINGAPORE IN JULY 1946.

*42 DAMAGED BY BOMBING, 3/8/'45. FINALLY SUNK AT ONAGAWA, MIYAGI PREF. OUT OF LIST, 15/9/'45.

*43 " " " AT KAMURAN BAY. BOTTOMED, 12/1/'45.

44 MOORED AT URAGA SINCE END OF WAR.

*48 SUNK BY BOMBING AT KAMAISHI, 14/7/'45. BOW ABOVE WATER. OUT OF LIST, 15/9/'45.

*51 MOORED AT NAGAURA BAY AT YOKOSUKA. SUNK BY UNKNOWN LEAKAGE 10/12/'45.

*52 DAMAGED & MOORED AT SASEBO SINCE END OF WAR.

56. AT SOERABAYA AT THE END OF WAR.

WAR LOSSES:

№ 13, 16, 17, 18, 22, 24, 25, 27, 29, 31, 32, 33, 34, 36, 37, 39, 40, 45, 46, 50, 53, 54, 55, 57, 58, 61, 63.

BUILDERS:

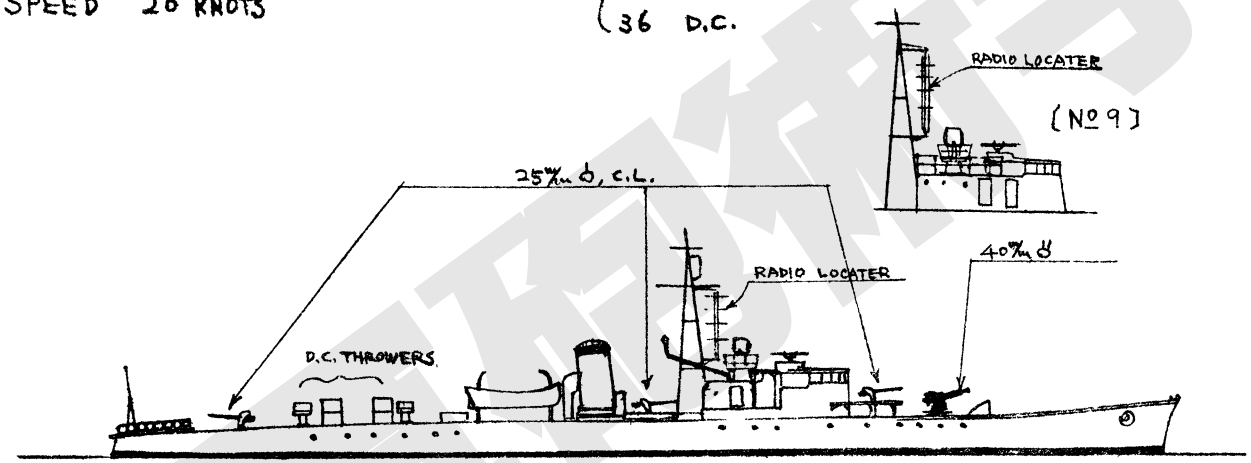
TSURUMI(7), TAMANO(5), SAKURAJIMA(3), ISHIKAWAJIMA(4), HARIMA(5), YOKOHAMA(2), HAKODATE(5), INNOSHIMA(4), KŌYAKIJIMA(4), NIGATA(7), NANIWA(3).

SUBMARINE CHASERS
(KUSEN-TEI)

Nº4 TYPE:

Nº 4, 5, *8, 9 *11, *12

L_{PP}	54.000 M (LOA 56.200)		
L_{WL}	55.500	ENGINES	2 DIESELS
B	5.600	S.H.P.	2,600
d	2.150	ARMAMENTS	1 40mm ⌀ M.G.
DISPT.	309 TONS		3 25mm ⌀ M.G.
SPEED	20 KNOTS		36 D.C.



NOTES: MODIFIED Nº 1 TYPE. THEY ARE ALMOST SIMILAR TO Nº3 BUT DIFFER IN FOLLOWING POINTS: (1) BRIDGE IS LOWER & OF NEW ARRANGEMENTS. (2) CURVED DECK LINE WITH NEGATIVE SHEER AFT. THEY ARE OFFICIALLY CLASSIFIED AS Nº1 TYPE, BUT PRACTICALLY OF DIFFERENT TYPE. THEY WERE OFTEN CALLED AS Nº7 TYPE BECAUSE THE 1ST. BOAT OF THESE SISTERS WAS CHASER Nº7, LAID DOWN 30/10/'37, COMPLETED 15/11/'38 AT TSURUMI. THE LAST BOAT, Nº10, COMPLETED 15/6/'39 AT SAKURAJIMA. THERE WERE 9 BOATS OF THIS TYPE (Nº 4~12). IN STRUCTURE THEY ARE REDUCED DESTROYERS, VERY FINE & DELICATE CONSTRUCTION.

THEY WERE ORIGINALLY ARMED WITH 1 40mm ⌀ M.G. ONLY, BUT 3 25mm ⌀ M.G. WERE ADDED IN 1944~'45.

Nº 4 IT IS INFORMED THAT SHE IS AT SEBU ISL., PHILIPPINE, AFTER WAR.

5 AT JACURTA AT THE END OF WAR. SUNK BY ALLIED FORCES OFF SINGAPORE IN JULY 1946.

*8 SUNK AT MALACCA STRAIT, 4/3/'45, BY GUNFIRE OF SUBS.

9 REPATRIATION SERVICE AFTER WAR. OUT OF COMMISSION SINCE SPRING OF 1946. NOW LAID UP RESERVE AT SASEBO.

*11, *12 DAMAGED SEVERELY & BOTTOMED AT PALAU, 1944, OUT OF LIST 30/9/'45.

WAR LOSSES: Nº7 SUNK, 10° CHANNEL, 11/4/'45. Nº 6, 10 DAMAGED & AGROUND AT PALAU, '44.

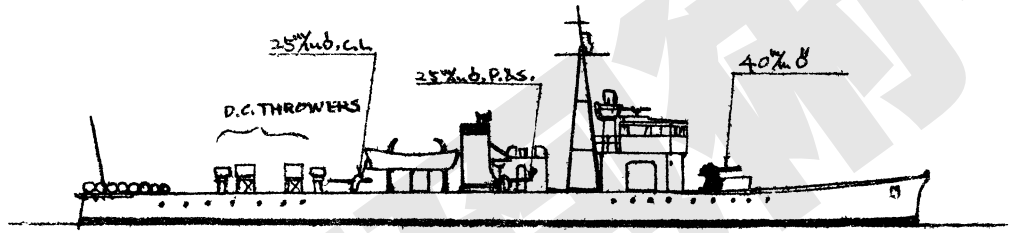
BUILDERS: TSURUMI (3), TAMANO (2), SAKURAJIMA (2), YOKOHAMA (2).

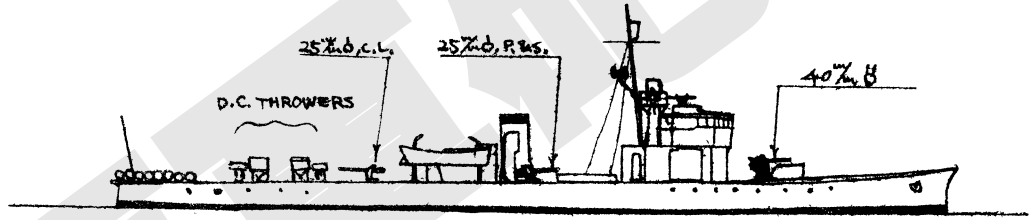
SUBMARINE CHASERS
[KUSEN-TEN]

Nº 1 TYPE:
Nº 1, 3

	Nº 1	Nº 3
L_{WL}	64.000 M	55.000 M
B	5.910	5.600
d	2.094	2.177
DISPT.	376 TONS	285 TONS
SPEED	21.1 KNOTS	20 KNOTS

	Nº 1	Nº 3
ENGINES	2 DIESELS	Dº
S.H.P.	3,400	2,500
ARMAMENTS	1 40 m/m ♂ M.G. 3 25 m/m ♂ M.G. 36 D.C.	Dº





NOTES: Nº1 & Nº2 ARE THE FIRST JAPANESE CHASERS. THEY WERE BUILT BY URAGA & ISHIKAWAJIMA, LAID DOWN JUNE 1933, COMPLETED MARCH 1934. THEY WERE ONLY ABOUT 250 TONS DISPT & WITH 24 KNOTS SPEED. AFTER THE CAPSIZING OF TOMOZURU THEY WERE EXTENSIVELY REFITTED; BALLASTS LOADED, BALLAST KEEL FITTED, DISPT. INCREASED TO 376 TONS, (ACTUALLY REACHED 400 TONS) & SPEED REDUCED TO 21.1 KNOTS. THEY ARE THE SMALLEST CRAFTS FITTED WITH TWIN RUDDERS.

Nº3 IS A SLIGHTLY MODIFIED BOAT WITH SHORTER LENGTH & INFERIOR SPEED. THE DESIGNED DISPT. IS LARGER THAN THAT OF Nº1. WITH SINGLE RUDDER. SLIGHTLY SMALL BRIDGE. SHE WAS LAID DOWN AT TSURUMI IN APR. 1935, COMPLETED OCT. 1936.

Nº1, 2 WERE ORIGINALLY ARMED WITH 1×40 m/m ♂ M.G. & 2×7.7 m/m ♂ M.G. BUT DURING WAR 7.7 m/m ♂ REMOVED & 3×25 m/m ♂ M.G. ADDED. D.C. & ITS THROWERS ALSO ADDED.

Nº3 HAD NO 7.7 m/m M.G. ALSO ADDED BY 3×25 m/m M.G. DURING WAR. RADIUS OF ACTION 1,500 MILES AT 14 KNOTS

Nº 1, 3 AT SOERABAYA AT THE END OF WAR. SUNK BY ALLIED POWERS OFF SINGAPORE IN JULY 1946.

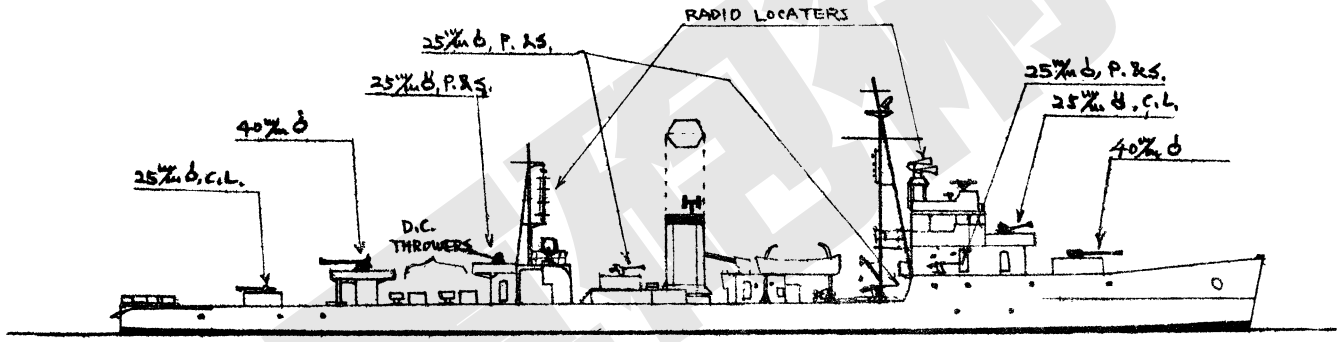
WAR LOSS: Nº2.

LIGHT MINE LAYERS
[FUSETSU-TEI]

KAMISHIMA TYPE:

KAMIJIMA, AWASHIMA

L_{PP}	69.M500 (LOA 74.500)		
L_{WL}	73.300	ENGINES	2 DIESELS
B	7.850	S.H.P.	1,900
d	2.600		
DISPT.	800 TONS	ARMAMENTS	2 40mm ♂ M.G.
SPEED	16.5 KNOTS		3 25mm ♂ M.G.
			7 " ♂ "
			36 D.C.
			120 MINES.



NOTES: AS THE SOKUTEN TYPE LAYERS WERE PROVED VERY SUCCESSFUL BOATS MORE BOATS OF THIS TYPE WERE REQUIRED. BUT THEY WERE RATHER COMPLICATED TO BUILD. A MODIFIED TYPE OF SIMPLE DESIGN WAS ADOPTED TO BUILD. BY THE END OF 1944 MANY LIGHT LAYERS HAD BEEN LOST & IT IS URGENTLY REQUIRED TO LAY MINES ALONG JAPANESE COAST THIS TYPE WAS BUILT IN VERY HURRY. KAMISHIMA & AWASHIMA WERE LAID DOWN AT SASEBO, 20/2/'45. KAMISHIMA WAS COMPLETED 30/7/'45, BUT AWASHIMA WAS STILL UNDER FITTING OUT AT THE END OF WAR. 18 MORE BOATS PROJECTED TO BUILD AT SASEBO & KŌBE (MITSUBISHI), BUT PLAN ALTERED TO CONSTRUCT SMALL SUBMARINES INSTEAD OF THEM.

THEY WERE OF SLOW SPEED COMPARED WITH SOKUTENS. SIMPLE HULL WITHOUT CAMBER & SHEER, (EXCEPT AT BOW) WITH HEXAGONAL SECTIONED STACK. ORIGINALLY DESIGNED TO BE ARMED WITH 2×40mm ♂ M.G (TYPE 5, NEW MODEL), 2×25mm ♂ & 3×25mm ♂ M.G. BUT DURING CONSTRUCTION 1×25mm ♂ & 4×25mm ♂ M.G. WERE ADDED.

AWASHIMA WAS COMPLETED IN APRIL 1946 AS REFATRIATION SHIP.

KAMISHIMA, AWASHIMA REPATRIATION SERVICE

BUILDER: SASEBO.

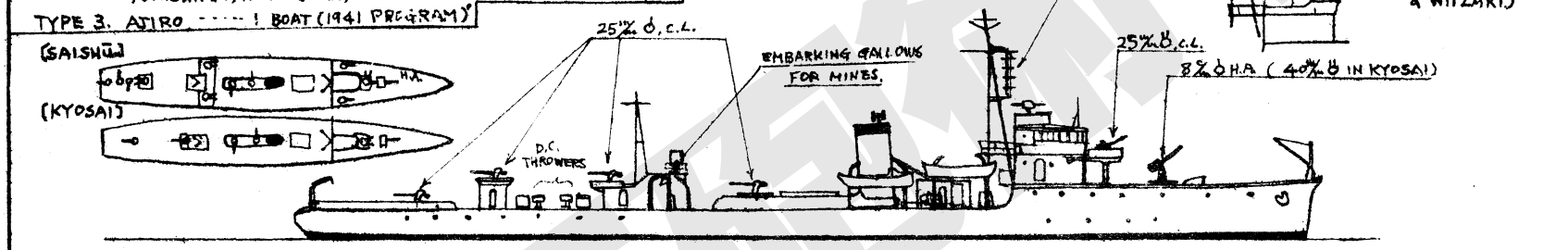
LIGHT MINE LAYERS
(FUSETSU-TEI)

SOKUTEN TYPE:
KYOSAI, SAISHŪ, ISHIZAKI, *NUWAJIMA, *NIIZAKI.

L_{PP}	70.500 (LOA 75.000)
L_{WL}	73.300
B	7.850
d	2.600
DISPT.	750 TONS
SPEED	20 KNOTS

ENGINES	2 DIESELS
S.H.P.	3,600
ARMAMENTS	1 8 cm ♂ H.A. GUN 1 25 mm ♂ M.G. (4 IN SAISHŪ) 4 〃 ♂ 〃 (7 IN SAISHŪ) 36 D.C. 120 MINES, ALSO ACCOMMODATED FOR NET LAYING.

TYPE 1 SOKUTEN, SHIRAKAMI, NARYŪ, KYOSAI, UKISHIMA. ----- 5 BOATS (1937 PROGRAM)
TYPE 2. HIRASHIMA, HŌKO, ISHIZAKI, TAKASHIMA, SAISHŪ, NIIZAKI, YURISHIMA, NUWAJIMA, MAEJIMA --- 9 BOATS (1939 PROGRAM)
TYPE 3. AJIRO ----- 1 BOAT (1941 PROGRAM)



NOTES: AS COASTAL OR LOCAL DEFENCE LAYERS 3 NATSUSHIMA TYPE BOATS WERE COMPLETED IN 1933~1944. DIESEL ENGINES WERE ADOPTED IN 1 BOAT OF THIS TYPE. BY SUCCESS OF THESE CRAFTS, A LARGER & SLIGHTLY FASTER TYPE OF SOKUTENS WAS DESIGNED. 5 BOATS OF SOKUTENS WERE BULT UNDER 3RD REPLENISHMENT PROGRAM OF 1937, 9 BOATS UNDER 4TH PROGRAM OF 1939 (1 MORE BOAT PROJECTED BUT NOT LAID DOWN), 1 BOAT UNDER EMERGENCY WAR PROGRAM OF 1941. (13 MORE BOATS PROJECTED BUT NOT LAID DOWN.) 12 MORE BOATS PROJECTED UNDER 5TH. REPLENISHMENT PROGRAM OF 1940 (ALL OF THEM NOT LAID DOWN.) FIRST 5 BOATS WERE ARMED WITH 1×40 mm ♂ M.G. & 1×13 mm ♂ M.G., BUT IN OTHER SISTERS 1×8 cm ♂ H.A. GUN WAS MOUNTED INSTEAD OF 40 mm M.G. IN 1944 THE 13 mm ♂ WAS REMOVED 1×25 mm ♂, & 4×25 mm ♂ WERE ADDED. AJIRO (ONLY BOAT UNDER 1941 PROGRAM) IS THE LAST COMPLETED BOAT OF THIS TYPE. SHE WAS OF SOMEWHAT MODIFIED DESIGN IN DETAILS, BUT NO DIFFERENCES IN APPEARANCE.

THEY WERE USED IN MINE LAYING, PATROLING & ESCORTING FOR FORMOSA & ETC. IN 1944 BALLAST WATER TANKS WERE REFITTED AS FUEL OIL TANKS & THE ENDURANCES INCREASE TO 4,000 MILES FROM 2,550 MILES AT 14 KNTS (53 TONS FUEL OIL FROM 35 TONS)

THEY WERE VERY HANDY BOATS. MOST SUCCESSFUL DESIGN. NUWAJIMA WAS USED AS EXPERIMENTAL BOAT FOR Y APPARATUS (MAGNETIC LOCATER) & SOUNDING LOCATER IN SEPT. 1943.

KYOSAI, SAISHŪ	REPATRIATION SERVICE.
ISHIZAKI	MINE SWEEPING AFTER WAR. NOW LAID UP RESERVE AT YOKOSUKA.
*NUWAJIMA	BOMBED AT SAEKI, ŌITA PREF. MAY '45. STERN CUT OFF & AGROUND.
*NIIZAKI	USED AS MINE SWEEPER AFTER WAR. MINED & SEVERELY DAMAGED, 4/10/'45. NOW AT MURORAN DISABLED.

WAR LOSSES: SOKUTEN, SHIRAKAMI, NARYŪ, UKISHIMA, HIRASHIMA, HŌKO, TAKASHIMA, YURIJIMA, MAETIMA.

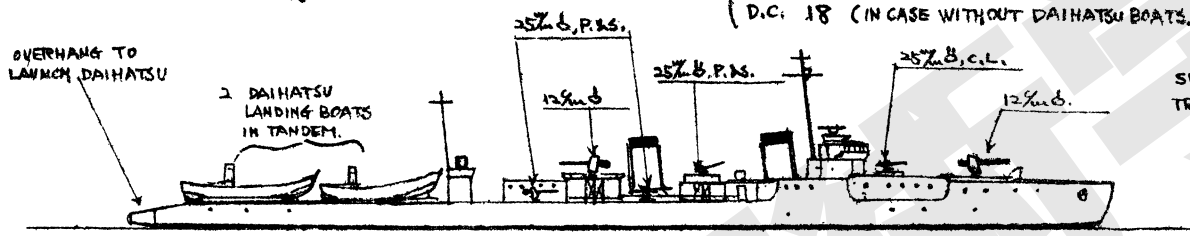
BUILDERS: YOKOHAMA (4), ISHIKAWAJIMA (3), TAMANO (2), TSURUMI (3), SAKURATIMA (2), INNOSHIMA (1).

FOLLOWING BOATS WERE PROJECTED BUT NOT LAID DOWN: MOROSHIMA, ✓KAMISHIMA, SHINOSHIMA, MUSŌ, HAMIZAKI, TERAJIMA, KYOBUN KOSEI, FUTSUTSU, SUGASHIMA, NIIJIMA, HIKOSHIMA, HIMESHIMA, TATESHIMA & ETC. ✓KAMISHIMA WAS NAMED IN OTHER TYPE OF LALERS LATER.

PATROL BOAT
(ISHŌKAI-TEI)
No 1 TYPE:
* No 2

L_{WL} 99.M80
B 8.90
d 2.90
DISPT. 1,270 TONS STAND'D.
SPEED ABOUT 20 KNOTS

ENGINES 2 TURBINES
BOILERS 2 (2 MORE BLRS OUT OF USE)
S.H.P. 19,250
ARMAMENTS
- 2 12㎝ cm GUNS
- 3 25㎜ mm M.G.
- 4 " "
- D.C. 18 (IN CASE WITHOUT DAIHATSU BOATS, 60 D.C. CAN BE CARRIED.)



SHE WAS ACCOMMODATED TO TRANSPORT 250 SOLDIERS.

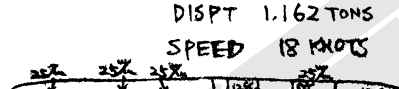
NOTES: SHE IS EX. DESTROYER NADAKAZE OF MINEKAZE TYPE. (VIDE DEST. MINEKAZE TYPE) RECLASSIFIED AS PATROL BOAT IN 1939, WHEN THE 2ND 12㎝ cm GUN & THE 1ST & 3RD ⇔ T.T. REMOVED. JUST BEFORE THE WAR HER STERN WAS RECONSTRUCTED TO CARRY & LAUNCH 2 DAIHATSU BOATS AS IN TRANSPORT, No 1 TYPE. IN 1944, 1×25㎜ mm M.G. (BEFORE BRIDGE) & 4×25㎜ cm WERE ADDED. DURING WAR SHE HAD BEEN ENGAGED IN SEVERAL LANDING OPERATIONS, PATROLING & ESCORTING. SISTER BOAT No 1 (Ex. DESTROYER SHIMAKAZE) WAS LOST NEAR KABIENG, NEW IRELAND, 23/1/'43 BY SUB. THEIR DISPT. WAS MUCH INCREASED FROM THE DESIGNED 1,270T. OWING TO THE BALLAST & ETC. (ABOUT 1700 TONS AT TRIAL CONDITION.)
No 2 WAS SUNK BY SUB NEAR SOERABAYA, 25/7/'45. OUT OF LIST, 30/9/'45.
BOTH SHIPS WERE COMPLETED BY MAIZURU NAVY YARD IN 1920 (No 1) & 1921. (No 2)

PATROL BOATS
No 31 TYPE:
*, No 34, 36

L_{WL} 85.M344 (Lpp 83.82)
B 7.93
d 2.98
DISPT 1,162 TONS
SPEED 18 KNOTS

ENGINES 2 TURBINES
BOILERS 2 (THE 3RD BLR. OUT OF USE)
S.H.P. ABOUT 10,000
ARMAMENTS
- 2 12㎝ cm GUNS
- 1 25㎜ mm M.G.
- 4 " "
- D.C. 18 (IN CASE WITHOUT DAIHATSU, 60 DC CARRIED)

IN No 31, 41
- 2 12㎝ cm GUNS
- 3 25㎜ mm M.G.
- 2 " "
- 60 D.C.



(No 31, 46)
NO DAIHATSU.

IN SOME BOATS, THE AFT FUNNEL REMOVED & FOREWARD ONE HEIGHTENED WITH RAIN-PROOF TOP.

NOTES: THEY WERE EX. DESTROYERS OF KURI TYPE. (VIDE DEST. KURI TYPE) RECLASSIFIED AS PATROLS IN 1939. THEIR 3RD BOILERS WERE KEPT WITHOUT USE. (IN SOME BOATS 2ND FUNNEL REMOVED) NO T.T. No 34~39 WERE RECONSTRUCTED JUST BEFORE THE WAR TO CARRY & LAUNCH 1 DAIHATSU LANDING BOAT. IN 1944 1×25㎜ mm & 4×25㎜ cm M.G. ADDED IN No 34~39. (No 31 & No 46 WERE ADDED BY 3×25㎜ mm & 2×25㎜ cm)
No 46, SUNK 10/11/'44, WAS OF WAKATAKE TYPE (SLIGHTLY DIFFERENT DIMENSIONS)
* No 34 (Ex. SUSUKI) SUNK AT TRUCK 3/9/'44. OUT OF LIST 30/11/'45.
No 36 (* FUJI) AT SOERABAYA AT THE END OF WAR. TRANSFERRED TO DUTCH NAVY AT BATAVIA, JULY 1946.
WAR LOSSES: No 31 (Ex. KIKU) SUNK BY BOMB AT PALAU, 30/3/'44. No 32 (AOI) & No 33 (HAGI) RUN ASHORE TO LAND MARINES (AS THE WAVES HIGH & CANNOT LAUNCH DAIHATSU) AT THE LANDING OPERATIONS AT WAKE, 23/12/'41. DAMAGED & ABANDONED. No 35 (Ex. TSUTA) SUNK BY BOMB AT NEW GUINEA WATERS 2/9/'42. No 37 (Ex. HISHI) WAS DAMAGED BY 3 TORPEDOES AT THE LANDING OPERATIONS OF BALIKPAPAN, 23/1/'42. SHE WAS STRIKEN FROM ACTIVE LIST BUT SHE HAD BEEN AFLOAT FOR A GOOD LONG TIME THERE.
No 38 (Ex. YOMOGI), No 39 (Ex. TADE) & No 49 (Ex. YUGAO OF WAKATAKE TYPE) SUNK BY SUB., 23/4/'43 ~ 25/11/'44.
BUILDERS: KAWASAKI (3), URAGA (2), ISHIKAWAJIMA (3), FUJINAGATA (2). COMPLETED BETWEEN 10/12/'20 ~ 31/5/'24.

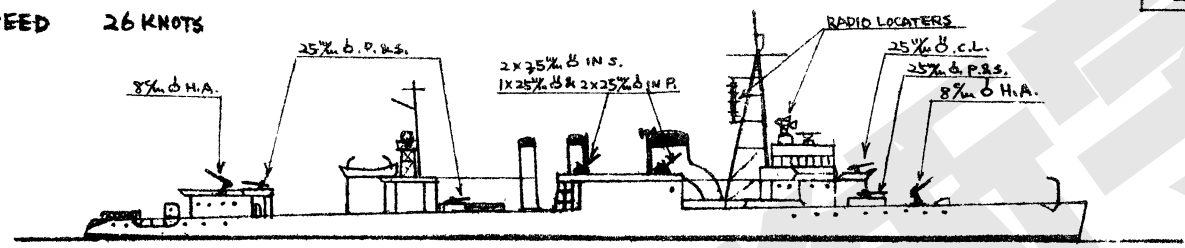
PATROL BOAT
[SHŌKAI-TEI]
Nº 102
EX. U.S.S. STEWART.

L PP	92.39
L WL	94.90
B	9.40
d	3.32
DISPT.	1,539 TONS
SPEED	26 KNOTS

ENGINES 2 TURBINES
BOILERS 4 (3 IN USE)
S.H.P. 28,500

ARMAMENTS
- 2 8 cm ♂ H.A. GUNS
- 4 25 mm ♂ M.G.
- 8 " ♂ "
- 72 D.C.

RADIUS OF ACTION 2,500 MILES AT 12 KNT.



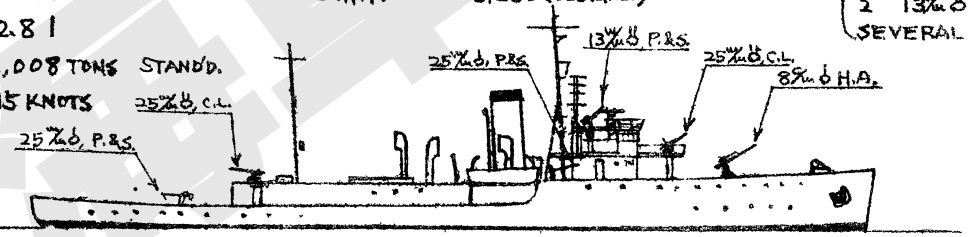
NOTES: SHE WAS BUILT BY CRAMP, PHILADELPHIA AS U.S.S. STEWART. (DD224) COMPLETED IN 1920. DAMAGED AT BANDOENG STRAIT, SHE WENT TO SOERABAYA. SLIPPED OFF HER KEEL BLOCKS & CRASHED OVER ON HER SIDE IN FLOATING DOCK AT SOERABAYA. BOMBED BY JAPANESE PLANES & BY THE SCUTTLING OF THE DOCK, SHE HAD BEEN UNDER WATER FOR ABOUT 1 YEAR. REFLOATED & REPAIRED AS A PATROL BOAT. T.T. & ALL GUNS REMOVED. 2×7.5 cm ♂ H.A. GUNS OF DUTCH ARMY MODEL & 2×12.7 mm ♂ M.G. MOUNTED. FIRST STACK TRUNKED TO THE SECOND IN ORDER NOT TO CONFUSE WITH U.S. DESTROYERS. THOUGH SHE WAS VERY OLD & ALMOST OBSOLETE IN HER HULL & ENGINES, SHE HAD BEEN ENGAGED IN ESCORTING FOR ABOUT 1 YEAR SINCE HER RECOMMISSION AT SOERABAYA, 20/9/'43. BY WONDERFUL SKILL OF HER CREW SHE HAD ACCOMPLISH HER DUTIES AND SUNK OR DAMAGED SEVERAL ALLIED SUBS. SHE CAME TO KURE IN NOV. 1944. HER ARMAMENTS REPLACED AS ABOVE SKETCH. TO LOWER THE C.G. FUNNELS, MASTS LOWERED. FOREMAST WAS REPLACED BY TRIPOD. RADIO LOCATERS FITTED. AS SHE ROLLS HEAVY AMONG WAVES HER BILGE KEELS ENLARGED FROM 280 mm BREADTH TO 480 mm. (AFTER RECONSTRUCTION HER ROLLING PERIOD INCREASED TO 10.9 SECONDS.) SHE WAS BOUND TO SOUTH SEA AGAIN BUT THE LOSS OF PHILIPPINES MADE IT IMPOSSIBLE. SHE WAS AT KURE AT THE END OF WAR. 3 OUT OF 4 BOILERS IN USE. CAN ONLY 26 KNOTS. DELIVERED TO U.S. NAVY AT HIRO BAY, 29/10/'45. SHE REACHED SAN FRANCISCO IN MARCH, '46 VIA GUAM.

PATROL BOAT
*Nº 104
EX. VALK.

L PP.	69.99 M
B	8.98
d	2.81
DISPT.	1,008 TONS STAND'D.
SPEED	15 KNOTS

ENGINES 2 RECIPROCATINGS
BOILERS 2
S.H.P. 3,350 (DESIGNED)

ARMAMENTS
- 1 8 cm ♂ H.A. GUN
- 2 25 mm ♂ M.G.
- 4 " ♂ "
- 2 13 mm ♂ "
- SEVERAL D.C.

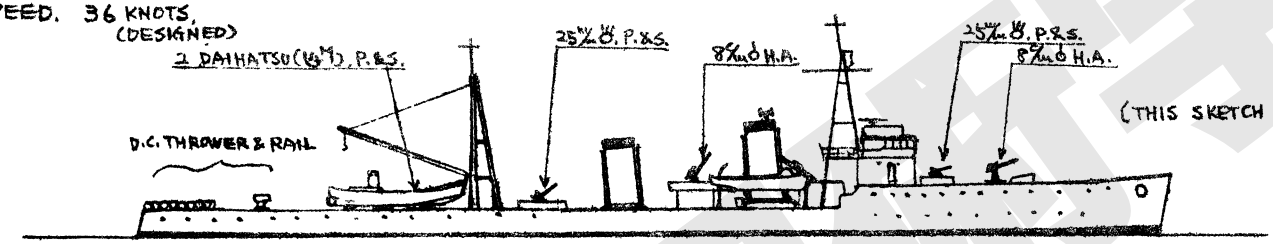


NOTES: EX. DUTCH EAST INDIES "GOVERNMENTS MARINE" VESSEL "VALK". (FOR FISHERY PROTECTION DUTIES.) BY BY FIJENOORD CO., LAUNCHED 19/10/'29. CAPTURED BY JAPANESE NAVY & RECOMMISSIONED 31/1/'44. SHE WAS SUNK BY MINE AT SHIMONOSEKI STRAIT, 24/8/'45.

SISTER SHIP PATROL BOAT Nº 108 (EX. AREND), BUILT AT THE SAME YARD, CAPTURED & SALVAGED AT BATAVIA. SHE SUNK BY BOMBING NEAR POMALA, 29/3/'45.

PATROL BOATS
[SHŌKAI-TEI]
No 106
Ex. BANCKERT.

L_{pp}	98.M00	ENGINES	2 TURBINES	ARMAMENTS	2 8㎝ 高 H.A. GUNS
B	9.50	BOILERS	4		4 25㎜ 単 M.G.
d	3.00	S.H.P.	31,000 (DESIGNED)		24 D.C.
DISPT.	1,316 TONS STAND'D. (DESIGNED)			CAN CARRY 2 14M DAIHATSU LANDING BOATS.	
SPEED.	36 KNOTS, (DESIGNED)				



(THIS SKETCH IS DRAWN PRESUMPTIVELY.)

NOTES: SHE IS EX. DUTCH DESTROYER BANCKERT. (YARROW DESIGN) BUILT BY BURGERHOUTS IN 1930. ORIGINALLY SHE CARRIED 4 × 12㎝ 高 GUNS, 1 × 8㎝ 高 H.A, SEVERAL MACHINE GUNS & 2 × 53㎝ 単 T.T. SHE WAS SUNK AT SOERABAYA IN MARCH, '42. SALVAGED & REFITTED BY JAPANESE NAVY, BUT NOT COMPLETED. PROJECTED TO BE USED FOR PATROLLING, ESCORTING & TRANSPORTING. 2 × 14M DAIHATSU ARE TO BE CARRIED ON DECK. SPEED REDUCED TO ABOUT 26 KNOTS. HER FITTINGS ARMAMENTS ARE NOT MOUNTED. ONLY ENGINES REPAIRED. SHE WAS MOORED WITHOUT COMMISSION AT SOERABAYA AT THE END OF WAR.

PATROL BOAT
No 109
Ex. FAZANT

L_{pp}	47.M95 (L_{OA} 51.15)	ENGINE	1 RECIPROCATING	ARMAMENTS	UNKNOWN.
B	8.38	BOILERS	2		
d	2.81	I.H.P.	525.		
DISPT.	624 TONS				
SPEED	12 KNOTS				

SKETCH WANTED

NOTES: EX. DUTCH PATROL SHIP FAZANT OF THE "GOVERNMENTS MARINE OF THE EAST INDIES. BUILT AT SOERABAYA IN 1930, SHE WAS CAPTURED BY JAPANESE NAVY IN MARCH 1942. RECOMMISSIONED 31/4/45. SHE WAS AT BATAVIA AT THE END OF WAR. DELIVERED TO THE DUTCH NAVY 21/4/46 AT BATAVIA.

SPECIAL SERVICE SHIP
[TOKUMU-KAN]

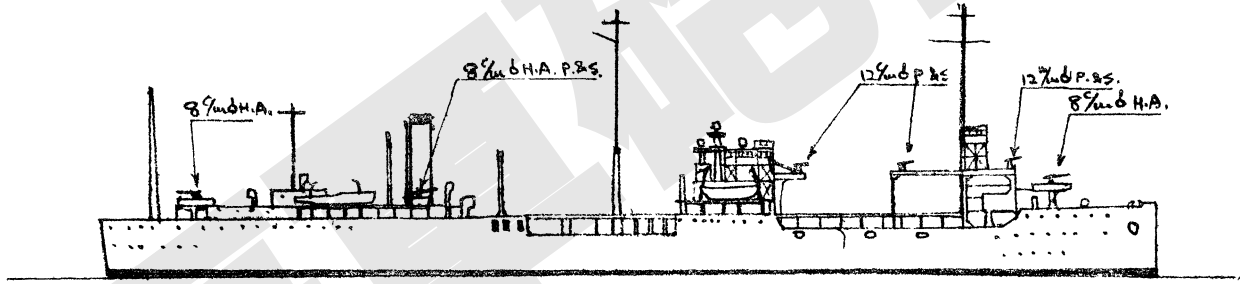
OILER
[KYŪYU-KAN]

*KAMOI

L_{pp}	151.^{M}18
B	20.42
d	8.43
DISPT.	17,000 TONS STAND'D.
SPEED	15.0 KNOTS.

ENGINES	2 SETS OF TURBO ELECTRIC
BOILERS	2
S.H.P.	8,000

ARMAMENTS.
- 4 — 8㎝ 高 H.A. GUNS
- 17 — 12㎝ 高 M.G. AS SEAPLANE TENDER, BUT THESE SHOULD HAVE BEEN REPLACED BY SEVERAL 25㎜ 単.装.高 OR 13㎜ 単.高 M.G. DURING WAR.
- SEVERAL D.C.



NOTES: SHE WAS BUILT BY NEW YORK S.B., CAMDEN, IN 1922, EQUIPPED WITH ELECTRIC PROPULSION SYSTEM. SHE WAS THE ONLY SHIP OF THAT KIND & ACTUALLY THE LATEST FOREIGN BUILT NAVAL VESSEL. AS FIRST COMPLETED THE SPECIAL POSTS OF FRAMING STRUCTURE FOR DERRICKS WAS FITTED BEYOND FUNNEL WHICH WAS A SPECULAR FEATURE OF THIS VESSEL, BUT THIS WAS REMOVED & SHE WAS CONVERTED FOR A SEAPLANE TENDER IN A HURRY AT URAGA AT THE OUTBREAK OF SHANGHAI AFFAIRS IN 1932. AFTER CONVERSION SHE WAS VERY MUCH SIMILAR TO NOTORO, AIRPLANE PLATFORMS & ITS AWNINGS WERE FITTED OVER FORE & AFT WELLS. DERRICKS OF TRIANGULAR SHAPE ALSO FITTED AS IN NOTORO. SHE WAS ACCOMMODATED FOR 22 SEAPLANES FOR TYPE 90. IN ABOUT 1936~1937 SEAPLANE HOISTING APPARATUS WITH MAT & DERRICK WAS FITTED AT THE STERN. ALSO SPECIAL CRANE WHICH HARMONISES WAVE PERIODS WAS PURCHASED FROM GERMANY AND FITTED AT STERN FOR EXPERIMENTAL PURPOSES. IN THE AUTUMN OF 1939 THIS WAS REMOVED AND SINCE JAN, 1940 SHE WAS NO LONGER SEAPLANE TENDER, AWNINGS OVER WELLS REMOVED EXCEPT ONLY A PART ABAFT FORE MAST, AND SHE WAS COMMISSIONED AS A FLYING BOAT TENDER WITH RIGGER SHOPS & LIVING QUARTERS FOR ABOUT 200 MEN OF A FLYING BOAT CORPS. SHE WAS USED AS OILER DURING THE WAR, RE-CLASSIFIED AS OILER.

SHE WAS BOMBED, SEVERELY DAMAGED AND CAUGHT FIRE AND FINALLY BOTTOMED AT HONGKONG, 5/4/45.

SPECIAL SERVICE SHIPS
[TOKUMU-KAN]

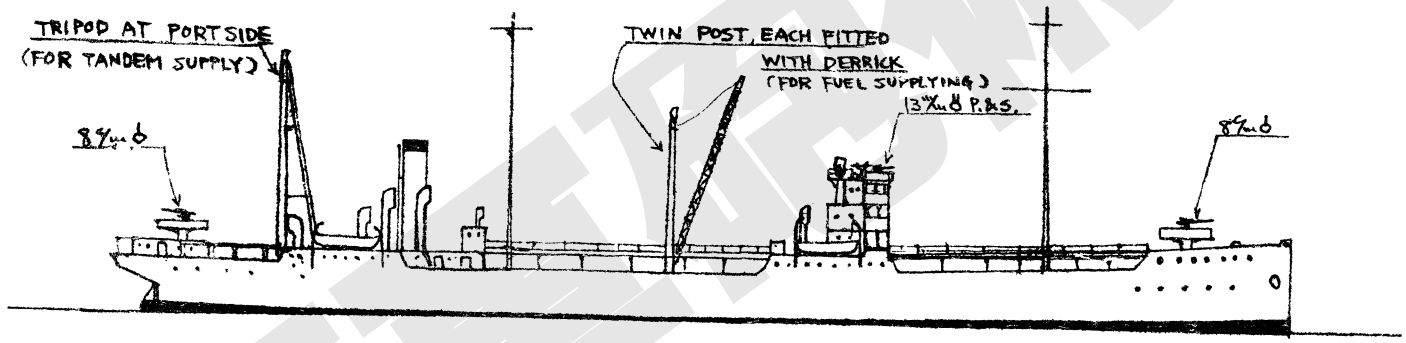
OILERS
[KYŪYU-KAN]

SHIRETOKO TYPE:
*ERIMO

ONDO TYPE:
*HAYATOMO

OFFICIALLY THERE ARE 2 TYPES IN THESE SHIPS, BUT PRACTICALLY NO DIFFERENCES BETWEEN THEM.

L_{PP}	138.68 M	ENGINE	1 RECIPROCATING
B	17.68	BOILERS	4
d	8.08	FUEL	OIL & COAL
DISPT.	14,050 TONS STANDARD	S.H.P.	5,850
SPEED	12.0 KNOTS.	ARMAMENTS	2 8 c/m ♂ GUNS 2 13 m/m ♂ M.G.



NOTES: IN TOTAL 10 SHIPS OF THIS CLASS EXISTED IN OUR NAVY, OF WHICH NOTORO WAS CLASSIFIED AS SEAPLANE TENDER. OTHER 7 SHIPS WERE LOST IN THE WAR. (SATA, TSURUMI, SHIRIYA, IRŌ, ONDO, NARUTO & SHIRETOKO) THEY WERE EQUIPPED FOR FUEL SUPPLYING IN OCEAN.

*HAYATOMO TORPEDOED TWICE TIME BY SUB. ENGINE WAS DAMAGED. USED AS A FLOATING OIL TANK AT SINGAPORE AT THE END OF THE WAR.

*ERIMO SUNK BY SUB. NEAR BILLITON ISL., JAVA SEA, 4/3/'42. SHE WAS STILL IN THE LIST, THOUGH SHE WAS QUITE ABANDONED.

(*SHIRETOKO) BOMBED WHILE UNDER REPAIR IN FLOATING DOCK AT SINGAPORE, 1/2/'45, SUNK WITH THE DOCK. OUT OF LIST 10/4/'45.

*(ONDO) BOMBED AND BOTTOMED AT CAVITE 13/11/'44. OUT OF LIST 20/12/'44.

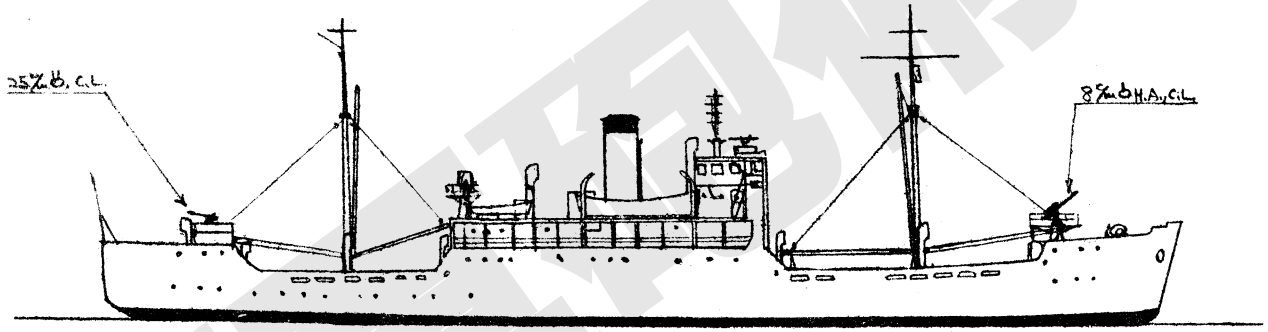
THEY WERE BUILT IN 1920~1924 BY KAWASAKI, YOKOHAMA KURE, YOKOSUKA & ŌSAKA IRON WORKS.

THEY WERE OFFICIALLY RATED AS SHIRETOKO TYPE (SHIRETOKO, ERIMO, NOTORO, SATA, TSURUMI, SHIRIYA, IRŌ) & ONDO TYPE (ONDO, HAYATOMO & NARUTO)

SPECIAL SERVICE SHIP
(TOKUMU-KAN)
CARGO SHIP
(UNSŌ-KAN)
SŌYA
Ex. CHIRYŌ MARU.

L_{PP}	78.M380
B	12.800
D	7.000
d	6.170 AT FULL LOAD CONDT.
	(3.120 AT LIGHT CONDITION.)
G.T.	2,224 TONS
D.W.	3,009 TONS
DISPT.	3,800 TONS STAND'D.
SPEED	12.37 KNOTS

ENGINE	1 RECIPROCATING
BOILERS	2
I. H.P.	1,597
FUEL	COAL
ARMAMENTS	1 8㎝ H.A.GUN
	1 25㎜ M.G.
	10 D.C.



NOTES: SHE WAS LAID DOWN AT KŌYAKIJIMA WORKS OF THE KAWAMINAMI INDUSTRIAL Co FOR U.S.S.R. PURCHASED BY THE BUILDER DURING HER CONSTRUCTION & NAMED AS CHIRYŌ MARU. COMPLETED AT 10/6/'38. REPURCHASED BY THE NAVY & RENAMED AS SŌYA. RECONSTRUCTED AS NAVAL AUXILIARY CRAFT, SPECIALLY EQUIPPED FOR SERVICES IN NORTHERN WATERS. COMMISSIONED AT YOKOSUKA, 4/6/'40.

SHE HAS ORIGINALLY ICE-BREAKING BOW & HER HULL CONSTRUCTION IS STIFFENED FOR NAVIGATING AMONG FROZEN SEA. AS MERCHANT SHIP, SHE HAD 2 SISTERS, THE TENRYŌ MARU & THE MINRYŌ MARU BUILT BY THE SAME COMPANY.

SHE HAD BEEN IN REPATRIATION SERVICE AFTER WAR, BUT TRANSFERRED TO CIVILIAN MERCHANT MARINE COMMITTEE IN SEPT. 1946. NOW USED AS CIVILIAN MERCHANTMAN.

SPECIAL SERVICE SHIPS.
(TOKUMU-KAN)

SUPPLY SHIPS
(KYŪRYŌ-KAN)

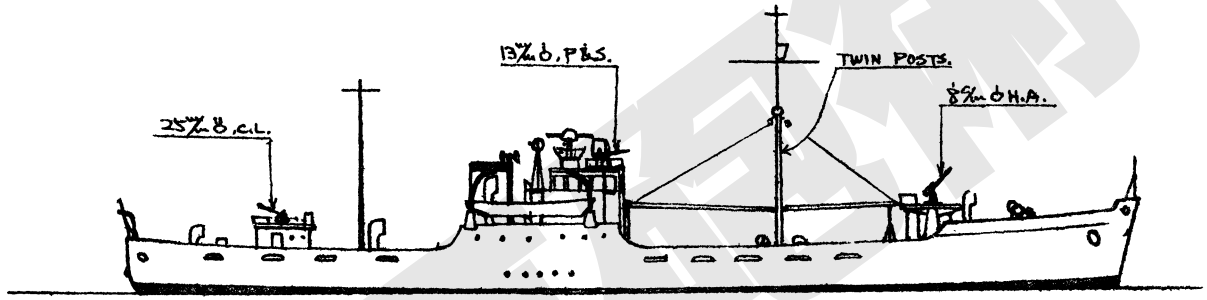
KIZAKI TYPE:

HAYASAKI
SHIRASAKI
ARASAKI

L_{pp}	58.000 M (L_{OA} 62.285)
L_{WL}	59.349
B	9.400
d	3.110
D	5.300
DISPT.	950 TONS
SPEED	15 KNOTS

ENGINES	2 DIESELS
S.H.P.	1,600
ARMAMENTS	1 8cm/40 H.A. GUN 1 25mm/60 M.G. 2 13mm/60 M.G. SEVERAL D.C.

ORIGINALLY HAD 13mm/60 M.G. AFT, BUT THIS WAS REPLACED BY 25mm/60 DURING 1944.



NOTES: AS THE FIRST REFRIGERATING BOATS IN OUR NAVY, 2 SMALL SHIPS WERE PROJECTED & BUILT UNDER 1939 ESTIMATES. THEY WERE NANKAI (640 TONS STAND'D) & NANSHIN. (920 TONS STAND'D) NANKAI WAS COMPLETED 18/3/'41 AT SHIMONOSEKI WORKS OF MITSUBISHI, NANSHIN WAS COMPLETED 30/9/'40 AT SAKURAJIMA. THEY WERE ORIGINALLY CLASSIFIED AS MISCELLANEOUS VESSELS. IN APRIL OF 1942 THEY WERE RECLASSIFIED AS SPECIAL SERVICE SHIPS & RENAMED AS NOZAKI & KINESAKI, RESPT. 3 MORE SHIPS ALSO BUILT AT SAKURAJIMA. (HAYASAKI, SHIRASAKI, ARASAKI; COMPLETED 31/8/'42 ~ 29/5/'43.) THEY CAN CARRY 84.6 TONS OF REFRIGERATED FOODS & 58 TONS OF FRESH WATER. EQUIPPED WITH 2 SETS OF REFRIGERATORS. (TOTAL CAPACITIES ARE 100,000 KILO CAL./HOUR.)

HAYASAKI REPATRIATION SERVICE
SHIRASAKI Dº
ARASAKI Dº

KIZAKI (EX. NANSHIN) SUNK BY BOMBING AT AMAMI ISL., 1/3/'45.

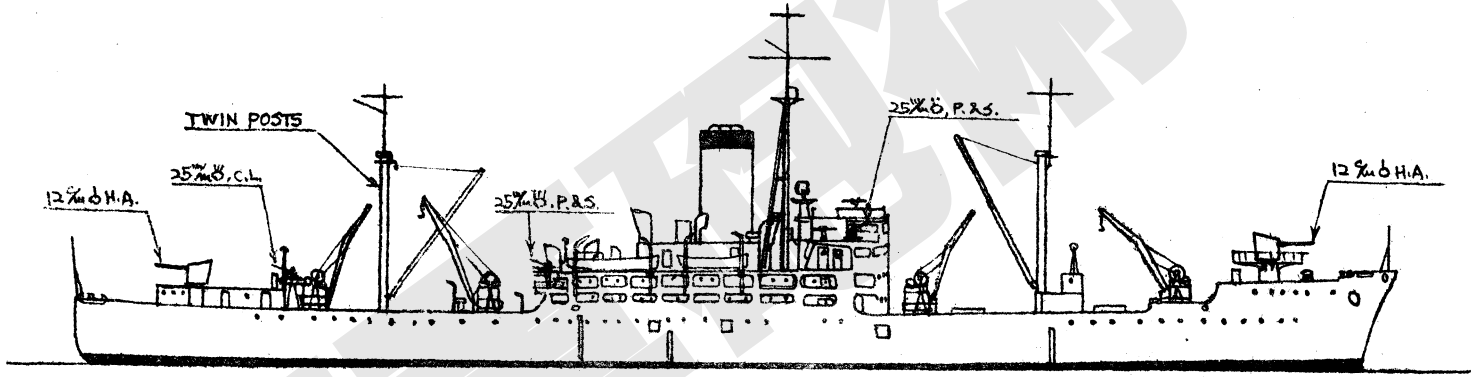
(NOZAKI (EX. NANKAI) OF SMALLER SIZE WAS TORPEDOED BY SUB. & SUNK OFF KAMURAN BAY, 28/12/'44. ONE MORE REFRIGERATED SHIP KURASAKI (EX. MERCHANT SHIP OHA MARU) ALSO PURCHASED & CLASSIFIED AS SPECIAL SERVICE SHIP DURING WAR. SHE SUNK IN SOUTH CHINA SEA, 15/11/'44.)

L_{PP}	142M.500
L_{OA}	152.000
B	19.000
D	12.264
d	6.050
DISPT.	11,100 TONS
SPEED	17.5 KNOTS

ENGINES	2 TURBINES
BOILERS	6
S. H. P.	8,300
FUEL.	OIL & COAL
ARMAMENTS	2 12㎝ 6 H.A. GUNS.
	3. 25㎜ 連 M.G.
	2 〃 〃 〃
	SEVERAL D.C.

SPECIAL SERVICE SHIP
(TOKUMU-KAN)
SUPPLY SHIP
(KYŪRYŌ-KAN)
*IRAKO

100



NOTES: SHE WAS BUILT BY KAWASAKI, COMPLETED 5/12/41. SHE WAS ACCOMMODATED FOR SUPPLYING PROVISIONS FOR FLEETS. EQUIPPED WITH POWERFUL REFRIGERATORS, INSTALLED WITH VARIOUS SHOPS OF CONFECTIONERY & ETC.

SHE WAS BOMBED ON THE COAST OF PHILIPPINES, 24/9/'44. SEVERELY DAMAGED, AGROUNDED & FINALLY ABANDONED. STRICKEN, 30/11/'45.

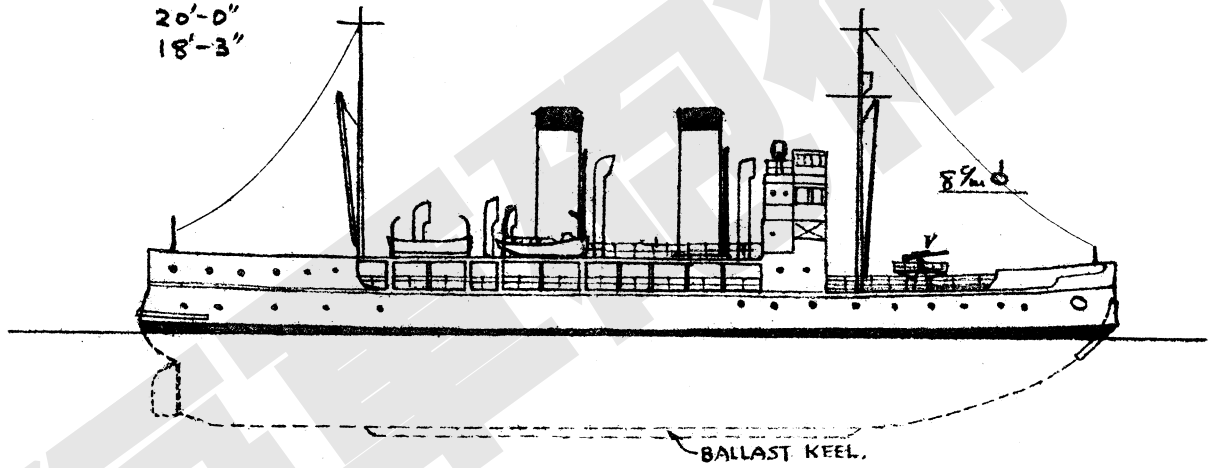
SPECIAL SERVICE SHIP (TOKUMU-KAN)
ICE BREAKER (SAIHYŌ-KAN)
ŌDOMARI

L_{PP}	60M.95
B	15.24
d	6.50
DISPT.	2,330 TONS STAND'D.
SPEED	13.0 KNOTS

ENGINES	2 RECIPROCATINGS
BOILERS	5
I.H.P.	4,000
FUEL	COAL
ARMAMENTS	1 8㎝ ∅ GUN SEVERAL M.G. 〃 D.C.

DIMENSIONS IN FEET:

L_{OA}	ABOUT 211'-0"
L_{PP}	200'-0"
B	50'-0"
D	20'-0"
d	18'-3"



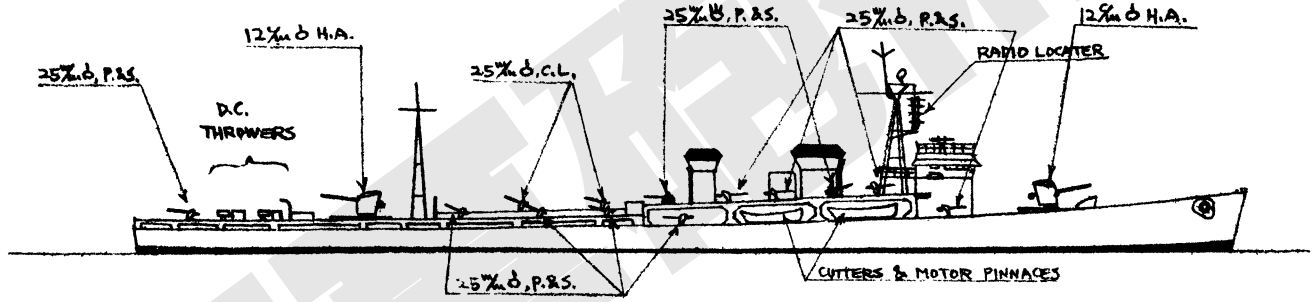
NOTES: SHE IS THE ONLY ICE BREAKER IN THE JAPANESE NAVY. SHE WAS BUILT AT NAGASAKI, COMPLETED 7/11/1921. SOON AFTER HER COMPLETION, POOP DECK ADDED, BOW STIFFENED BY RAM. VERY SHORT LENGTH COMPARED WITH BREADTH & DEPTH. NO BILGE KEELS.
SHE WAS BELONGED TO THE YOKOSUKA NAVAL STATION, BUT SHE SELDOM CAME BACK TO HER MOTHER PORT. SHE ALWAYS SERVED IN PATROLING FISHERY PROTECTION, SALVAGING & OTHER DUTIES IN NORTHERN WATERS. SHE WAS ENLISTED IN REPATRIATION SERVICE BUT OWING TO HER ENGINE TROUBLE SHE WAS STRIKEN FROM REPATRIATION SERVICE & IS MOORED AT TSURUMI IN OBSOLETE CONDITION.

SPECIAL SERVICE SHIPS
[TOKUMU-KAN]
TARGET SHIPS
[HYŌTEKI-KAN]
ŌHAMA TYPE:
*ŌHAMA, *(ŌSASHI)

L_{WL}	118.00 M
B	11.55
d	4.23
DISPT.	3,070 TONS
SPEED	32.5 KNOTS

ENGINES	2 TURBINES
BOILERS	3
S.H.P.	52,000

ARMAMENTS
- 2 12 cm ♂ H.A. GUNS
- 4 25 mm ♂ M.G.
- 20 " ♂ "
- 36 D.C.



NOTES: IMPROVED HAKACHI TYPE. HIGH SPEED TARGET SHIPS FOR THE TRAINING OF BOMBING. ORIGINALLY DESIGNED TO BE ARMED WITH 2×13 mm ♂ M.G & 18 D.C. ONLY WITH 2,950 TONS DISPT. & 33 KNOTS SPEED. ARMAMENTS INCREASED AS SHOWN ABOVE WITH SLIGHT INCREASE OF DISPT. & DECREASE OF SPEED. RADIUS OF ACTION IS 4,000 MILES AT 18 KNOTS. PROTECTED AGAINST TRAINING BOMB AS FOLLOWING: 22 mm DUCOL STEEL ON DECK, 22 mm R.S. AT TOP OF BRIDGE & SUPERSTRUCTURES ABOVE UPPER DECK, 16 mm D.S. AT SIDES OF THEM.

5 BOATS OF THIS TYPE WERE PROJECTED UNDER THE 5TH REPLENISHMENT PROGRAM OF 1942. ONLY 2 BOATS WERE BUILT OR UNDER CONSTRUCTION BY YOKOHAMA (MITSUBISHI) BY THE END OF WAR.

ŌHAMA COMPLETED 10/1/'45. BOMBED, SEVERELY DAMAGED & AGROUND AT ONAGAWA. MIYAGI PREF, 10/8/'45.

*(ŌSASHI) LAUNCHED 16/2/'45. ALMOST COMPLETED. BOTTOMED BY LEAKAGE AFTER WAR IN YOKOHAMA HARBOR.

SPECIAL SERVICE SHIP
[TOKUMU-KAN]

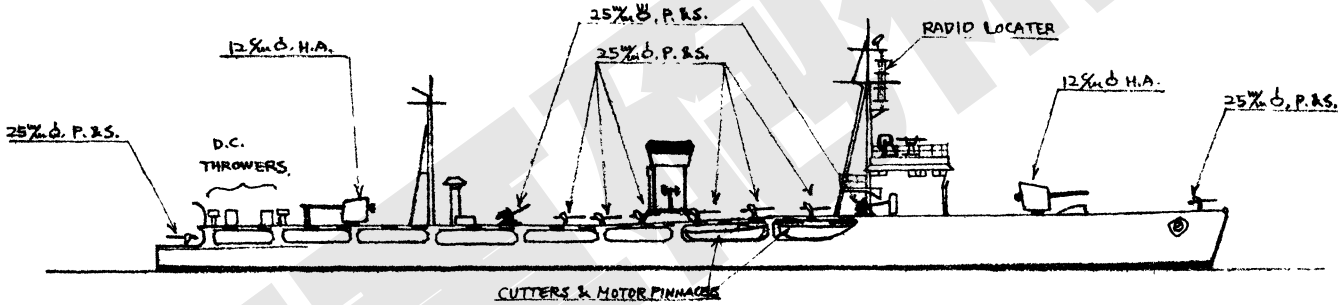
TARGET SHIP
[HYŌTEKI-KAN]

HAKACHI

L_{WL}	92.00 M
B	11.30 "
d	3.81
DISPT.	1,900 TONS
SPEED	19.3 KNOTS

ENGINES	2 TURBINES
BOILERS	2
S. H. P.	4,400

ARMAMENTS
- 2 12 cm ♂ H.A. GUNS
- 4 25 mm ♀ M.G.
- 16 " ♂ "
- 36 D.C.



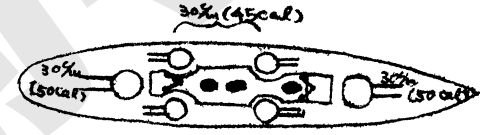
NOTES: SHE IS THE FIRST TARGET SHIP BUILT FOR THAT PURPOSE. PROJECTED UNDER THE EMERGENCY WAR PROGRAM OF 1941, SHE WAS LAID DOWN AT HARIMA, 1/2/'43, COMPLETED 18/11/'43.
SHE WAS ARMED WITH ONLY 2 x 13 mm ♀ M.G. FORE & AFT. IN 1944 ARMAMENTS INCREASED AS SHOWN ABOVE.
IN CASE OF TRAINING, RADIO LOCATERS & OTHER WEAPONS CAN BE DISMANTLED. SHE WAS USED NOT ONLY TRAINING OF BOMBING, BUT ALSO IN ESCORTING. HYDROPHONES & UNDER WATER LOCATER FITTED AFTERWARDS.
RADIUS OF ACTION IS 4,000 MILES AT 14 KNOTS. DECK, FUNNEL, BRIDGE & ETC ARE PROTECTED FROM TRAINING BOMB.
SHE WAS USED AS REPATRIATION SHIP AFTER THE WAR. TO BE SCRAPPED AT FUJINAGATA.

SPECIAL SERVICE SHIP [TOKUMU-KAN]
TARGET SHIP [CHYŌTEKI-KAN]
* SETTSU

L_{WL}	159.M30
L_{pp}	152.40
B	25.45
d	8.38
DISPT.	21,600 TONS
SPEED	18.01 KNOTS

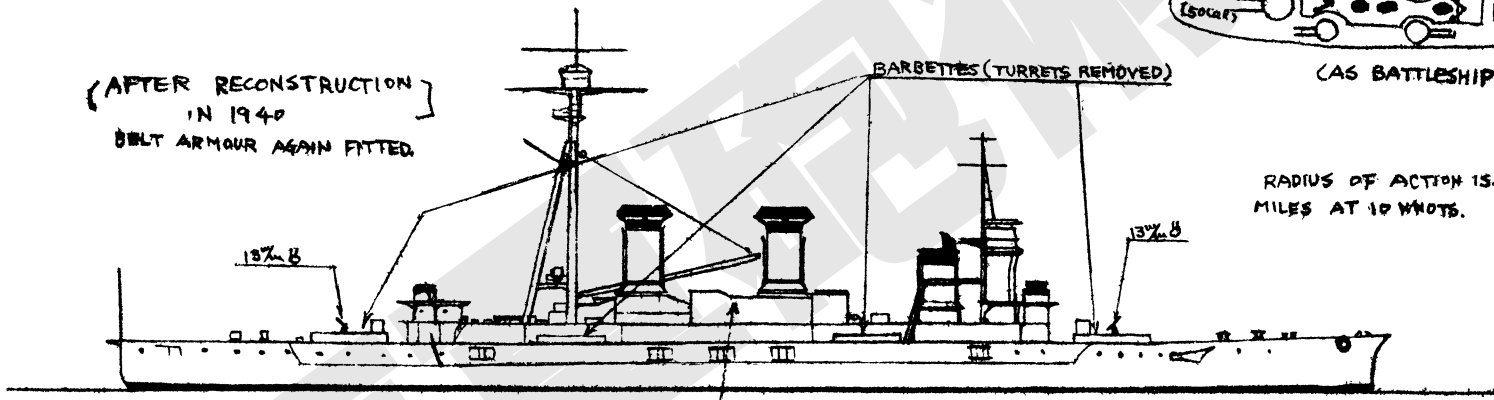
ENGINES	2. TURBINES
BOILERS	8. (4 × MIYABARA, 4 × KAMPON)
S.H.P.	16,000
FUEL.	OIL, COAL
ARMAMENTS	2 13㌢ 8 M.G. SEVERAL D.C.

13㌢ 8 M.G. WERE REPLACED BY SEVERAL 25㌢ 8 IN 1944~1945.



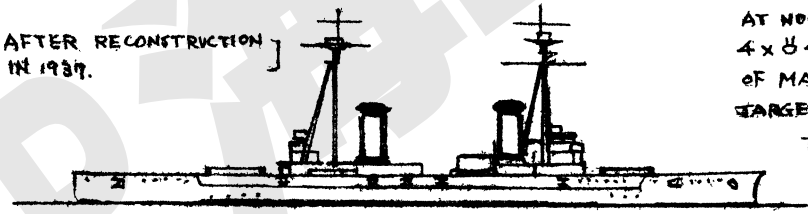
[AS BATTLESHIP]

[AFTER RECONSTRUCTION IN 1940
BELT ARMOUR AGAIN FITTED.



RADIUS OF ACTION IS 2,700 MILES AT 10 KNOTS.

[AFTER RECONSTRUCTION IN 1939.



NOTES: SHE WAS COMPLETED AT KURE IN 1912 AS A BATTLESHIP OF KAWACHI TYPE. THE FIRST TYPE OF DREADNOUGHT IN JAPANESE NAVY. 21,420 TONS AT NORMAL CONDT. 20.5 KNOTS. ARMED WITH 6 × 12" 8 TURRETS (2 × 8 50 CAL & 4 × 8 45 CAL.) & 10 × 15㌢ GUNS. SISTER SHIP KAWACHI SUNK BY EXPLOSION OF MAGAZINE AT TOKUYAMA BAY, 12/7/18. SETTSU WAS RECLASSIFIED AS TARGET SHIP WITHOUT ARMOUR & ARMAMENTS OWING TO THE WASHINGTON TREATY. SHE WAS RECONSTRUCTED AS WIRELESS CONTROLLED TARGET SHIP (CONTROLLED BY DESTROYER YAKAZE) IN 1939 AT KURE. DECK, FUNNELS (2ND FUNNEL REMOVED) BRIDGES WERE PROTECTED BY 20~25㍉ DUCOL STEEL TO RESIST 10㎏ TRAINING BOMB FROM ABOUT 4,000 M HEIGHT. AGAIN RECONSTRUCTED AT KURE IN 1940. SPEED INCREASED FROM 16 KNOTS TO 17.4 KNOTS. SHE WAS USED SINCE 1941 AS A TARGET FOR BOTH BOMBING & FIRING. (FOR TRAINING SHELLS BELOW 20㌢ CALIBRE.) DURING WAR SHE STAYED CHIEFLY IN INLAND SEA, USED FOR BOMBING & TOPPEDOING AS A TARGET. ONLY 2×13㌢ M.G. BUT REPLACED BY SEVERAL 25㌢ 8 M.G. IN 1944. ALSO D.C. ADDED. HYDROPHONE FITTED.

SHE WAS BOMBED NEAR KURE, 24/7/45. BOTTOMED AT TSUKUMO GUT. REFLOATED & BEING SCRAPPED AT KURE.

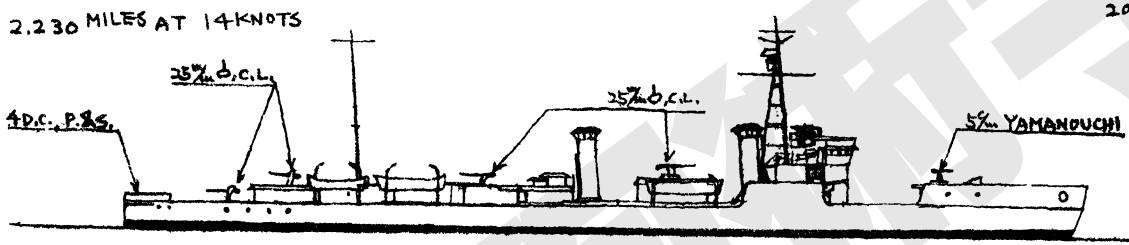
SPECIAL SERVICE SHIP
[TOKUMU-KAN]
TARGET SHIP
[HYŌTEKI-KAN]
*YAKAZE

L_{OA}	102M.565
L_{PP}	97.536
L_{WL}	99.536
B	8.915
D	5.791
d	3.130
DISPT.	1,531 TONS
SPEED.	24 KNOTS

RADIUS 2,230 MILES AT 14 KNOTS

*ENGINES	2 TURBINES
BOILERS	2 (1 MORE BOILER STILL EXISTS, BUT IS OBSOLETE.
S.H.P.	11,261
ARMAMENTS	1 5cm YAMANOUCHI GUN 4 25mm ♂ M.G. 8 D.C.

SHE WAS RECLASSIFIED AS TARGET SHIP FROM DESTR. 20/9/'42.



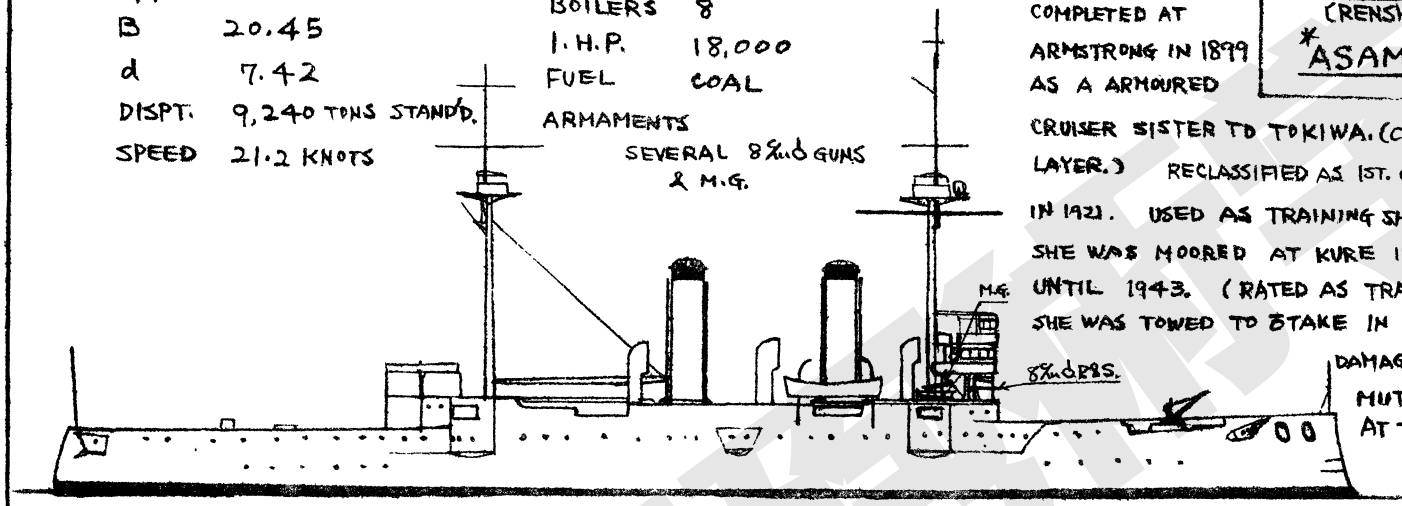
NOTES: SHE WAS COMPLETED AT NAGASAKI AS A DESTROYER OF MINEKAZE TYPE, 19/7/1920. SHE WAS RECONSTRUCTED AS WIRELESS CONTROL BOAT TU SETTSU, BEING HER ARMAMENTS EXCEPT 1~2 12cm ♂ GUNS REMOVED. RECONSTRUCTED AGAIN AS TARGET SHIP FOR BOMBING. DECK, STACKS, BRIDGE & ETC WERE PROTECTED BY DUCOL STEEL AGAINST TRAINING BOMBS. SHE WAS DAMAGED BY COLLISION TO PATROL BOAT No 34 NEAR KABIENG, NEW IRELANDS, 6/3/'43. BOW CUT OFF. AFTER TEMPORALY REPAIRS AT TRUCK REFITTED AT KURE, NEW BOW FITTED. WIRELESS CONTROL INSTALLATIONS WERE REMOVED IN OCT. 1944. SHE WAS BOMBED AT YOKOSUKA, 18/7/'45. FLOODED & BOTTOMED.

SPECIAL SERVICE SHIPS
[TOKUMU-KAN]
TRAINING SHIPS
[RENSHŪ TOKUMU-KAN]
*ASAMA, *KASUGA

ASAMA:

Lpp	124M.36
B	20.45
d	7.42
DISPT.	9,240 TONS STAND'D.
SPEED	21.2 KNOTS

ENGINES	2 RECIPROCATINGS
BOILERS	8
I.H.P.	18,000
FUEL	COAL
ARMAMENTS	SEVERAL 8 cm ⌀ GUNS & M.G.

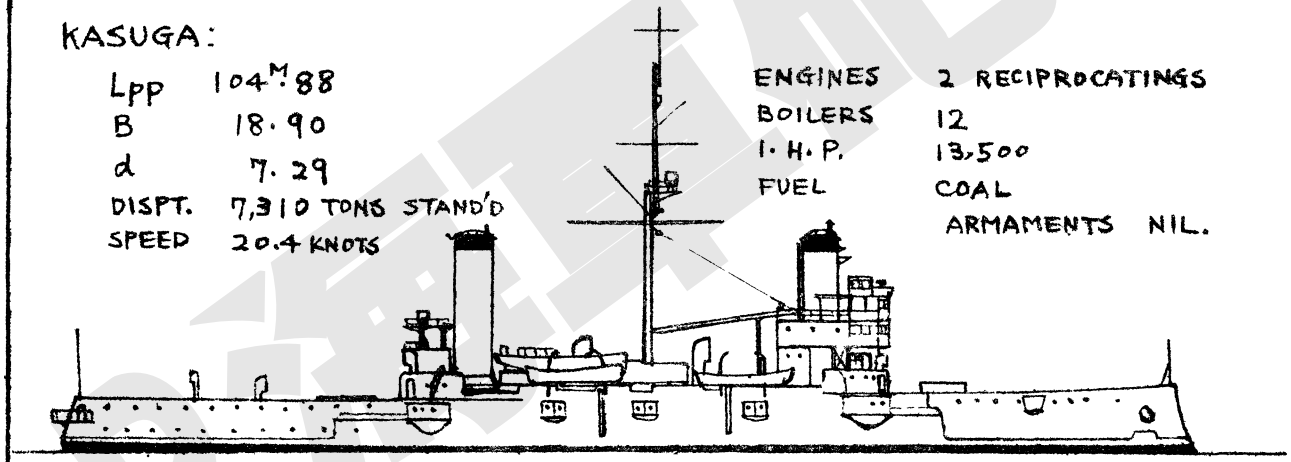


NOTES: SHE WAS COMPLETED AT ARMSTRONG IN 1899 AS A ARMOURED CRUISER SISTER TO TOKIWA. (CLASSIFIED AS MINE LAYER.) RECLASSIFIED AS 1ST. CLASS COAST DEFENCE SHIP IN 1921. USED AS TRAINING SHIP FOR MIDSHIPMEN. SHE WAS MOORED AT KURE IN DISABLED CONDITION UNTIL 1943. (RATED AS TRAINING SHIP IN JULY, 1942) SHE WAS TOWED TO ŌTAKE IN 1944, & TO SHIMONOSEKI. DAMAGED & OBSOLETE AT MUTSURE, NEAR SHIMONOSEKI AT THE END OF WAR.

KASUGA:

Lpp	104M.88
B	18.90
d	7.29
DISPT.	7,310 TONS STAND'D
SPEED	20.4 KNOTS

ENGINES	2 RECIPROCATINGS
BOILERS	12
I.H.P.	13,500
FUEL	COAL
ARMAMENTS	NIL.



NOTES: SHE WAS BUILT BY ANSALDO AS A ARGENTINE ARMOURED CRUISER LIVADAVIA. PURCHASED BY JAPANESE NAVY, 30/12/1903. COMPLETED 7/1/1904. CLASSIFIED AS 1ST. CLASS COAST DEFENCE SHIP IN 1921. ORIGINALLY ARMED WITH 1×25 cm ⌀ TURRET (FORE), 1×20 cm ⌀ TURRET (AFT), 14×15 cm ⌀ GUNS & 8×8 cm ⌀ GUNS. SHE HAD BEEN USED AS SEAMANSHIP TRAINING SHIP SINCE ABOUT 1925. MOORED AS A TRAINING SHIP FOR YOKOSUKA NAVAL BARRACKS SINCE ABOUT 1937. RECLASSIFIED AS TRAINING SHIP, 1/7/'42. SHE WAS USED AS TRAINING SHIP FOR THE SAID NAVAL BARRACKS DURING THE WAR IN OBSOLETE CONDITION. SHE WAS BOTTOMED BY NEAREST BOMB, 18/7/'45, (HEELED TO 60°.) SISTER SHIP NISSIN (EX. ARGENTINE CRUISER MORENO) REMOVED FROM LIST IN 1935. SHE WAS USED AS EXPERIMENTAL TARGET FOR FIRING, BOMBING & UNDER WATER EXPLOSION. CAPSIZED BY DAMAGES CAUSED BY EXPERIMENTS AT KAMEGAKUBI, NEAR KURE. REFLOATED & SCRAPPED AFTERWARDS.

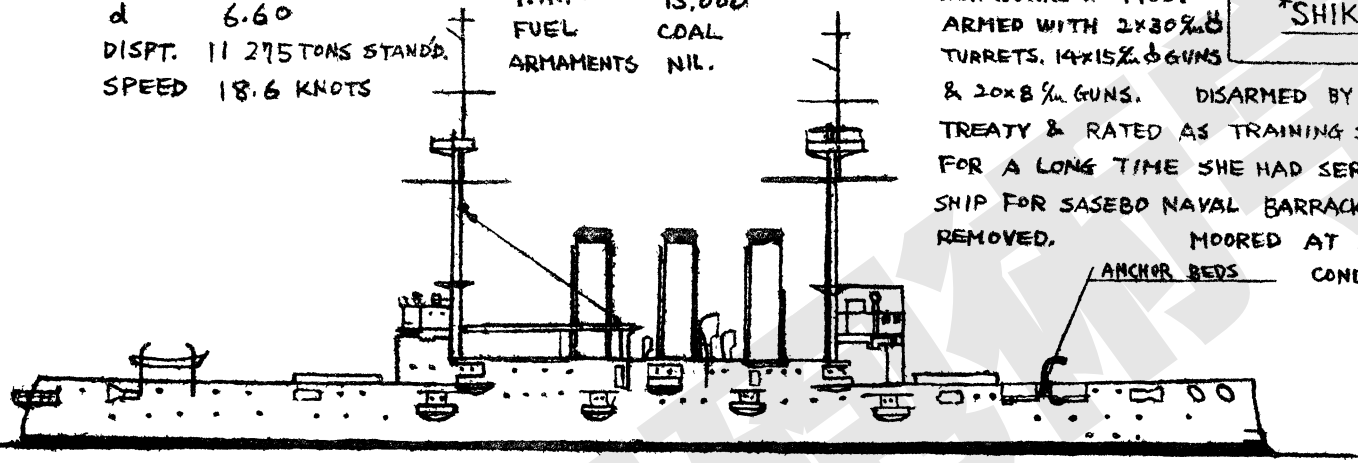
SPECIAL SERVICE SHIPS
(TOKUMU-KAN)
TRAINING SHIPS
(RENSHŪ TOKUMU-KAN)
*SHIKISHIMA, *FUJI

SHIKISHIMA:

L_{pp}	121.M92
B	23.01
d	6.60
DISPT.	11 275 TONS STAND'D.
SPEED	18.6 KNOTS

ENGINES	2 RECIPROCATINGS
BOILERS	25
I.H.P.	15,000
FUEL	COAL
ARMAMENTS	NIL.

NOTES: OIL BATTLESHIP. COMPLETED BY THAMES IRON WORKS IN 1900. ARMED WITH 2×30㌢㍍ TURRETS, 14×15㌢㍍ GUNS & 20×8㌢㍍ GUNS. DISARMED BY THE WASHINGTON TREATY & RATED AS TRAINING SHIP FROM BATTLESHIP. FOR A LONG TIME SHE HAD SERVED AS TRAINING SHIP FOR SASEBO NAVAL BARRACKS. PROPELLERS REMOVED. MOORED AT SASEBO IN DISABLED CONDITION.

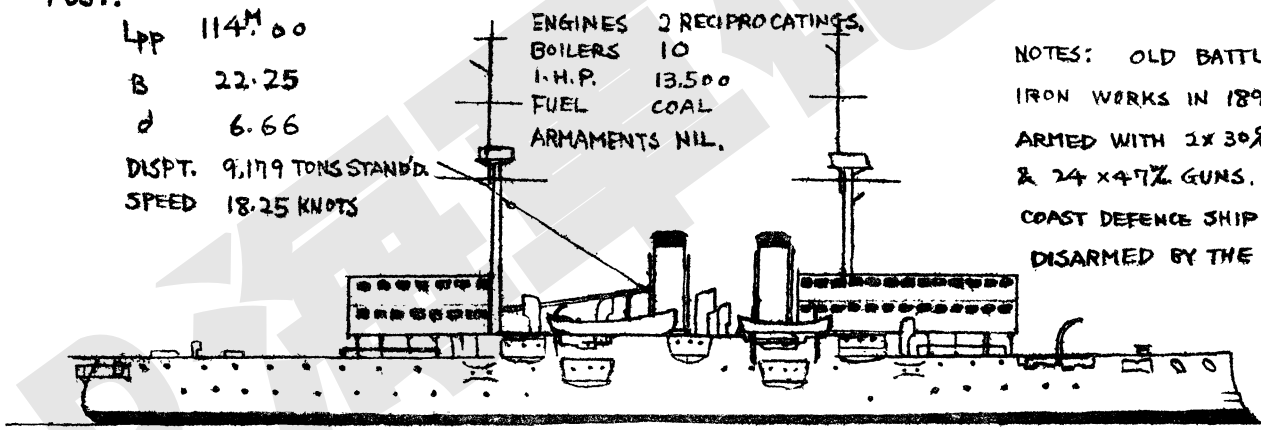


FUJI:

L_{pp}	114.M00
B	22.25
d	6.66
DISPT.	9,179 TONS STAND'D.
SPEED	18.25 KNOTS

ENGINES	2 RECIPROCATINGS.
BOILERS	10
I.H.P.	13,500
FUEL	COAL
ARMAMENTS	NIL.

NOTES: OLD BATTLESHIP. COMPLETED BY THAMES IRON WORKS IN 1897. ARMED WITH 2×30㌢㍍ TURRETS, 10×15㌢㍍ GUNS & 24×47㍉ GUNS. RECLASSIFIED AS 1ST. CLASS COAST DEFENCE SHIP FROM BATTLESHIP IN 1912. DISARMED BY THE WASHINGTON TREATY, RATED AS TRAINING SHIP. SHE WAS USED AS TRAINING SHIP FOR SEAMANSHIP, & STATIONED AT YOKOSUKA. PROPELLERS REMOVED. LECTURE ROOMS OF WOODEN STRUCTURE WERE ERECTED ON UPPER DECK. AFTER THE ESTABLISHMENT OF THE NAVAL NAVIGATION SCHOOL AT YOKOSUKA SHE BELONGED TO THAT SCHOOL AS A TENDER. SHE WAS STILL AFLOAT AT THE END OF WAR AT THE BASIN OF THE SAID SCHOOL BUT CAPSIZED AFTER WAR.



MINOR SPECIAL SERVICE SHIPS
[TOKUMU-TEI]

AUXILIARY MINE LAYERS
(FUSETSU TOKUMU-TEI)

No 1 TYPE:

No 1, 3.

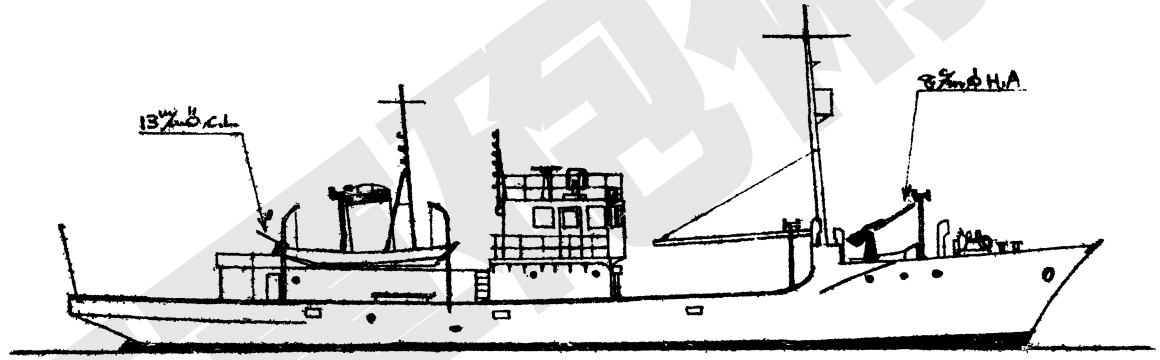
Lpp	31M500
LWL	30.350
LOA	35.105
B	6.500
D	3.100
d	2.433
DISPT.	297 TONS
SPEED	9.5 KNOTS

ENGINE 1 DIESEL

S.H.P. 400

ARMAMENTS
- 1 8cm/40 H.A. GUN
- 1 13mm/76 M.G.
- 40 MINES & 16 D.C.

IT IS SUPPOSED THAT 13mm/76 M.G. HAD BEEN REPLACED BY 25mm M.G. OR SEVERAL 25mm/3 OR 13mm/76 ADDED DURING WAR.



NOTES: THIS WAS DESIGNED IN THE SAME PRINCIPLES AS IN AUX. MINE SWEEPER No 1 TYPE. PROTECTED UNDER THE 1941 ESTIMATES AS MISCELLANEOUS SHIPS. CLASSIFIED AS AUX. LAYER JUST BEFORE LAYING DOWN. COMMONLY KNOWN AS FISHING BOAT TYPE LAYERS. BUILT BY THE CONSTRUCTION RULES FOR FISHING BOATS.
4 BOATS OF THIS TYPE WERE BUILT BY URAGA DOCK. COMPLETED BETWEEN 28/2/'42 ~ 20/8/'42.
ALL BOATS WERE DESPATCHED TO SOUTHERN WATERS. THEY ARE PRACTICALLY SLIGHTLY LARGER TYPE OF 150 TONS LAYERS IN MISCELLANEOUS SHIPS CATEGORY WITH IMPROVED SEAWORTHINESS.

No 1 PRESENT CONDITION UNKNOWN. PERHAPS SHE WAS AT RANGOON OR ANDAMAN WATERS AT THE END OF WAR.

3 AT TRUCK ISL. AT THE END OF WAR.

WAR LOSSES:

No 2 MINED & SUNK OUTSIDE SOERABAYA. 31/12/'42.

4 SUNK BY SUB. AT NICOBAR ISL., 20/11/'44.

MINOR SPECIAL SERVICE SHIPS
[TOKUMU-TEI]

AUXILIARY MINE LAYERS
[FUSETSU TOKUMU-TEI]

ASHIZAKI TYPE:

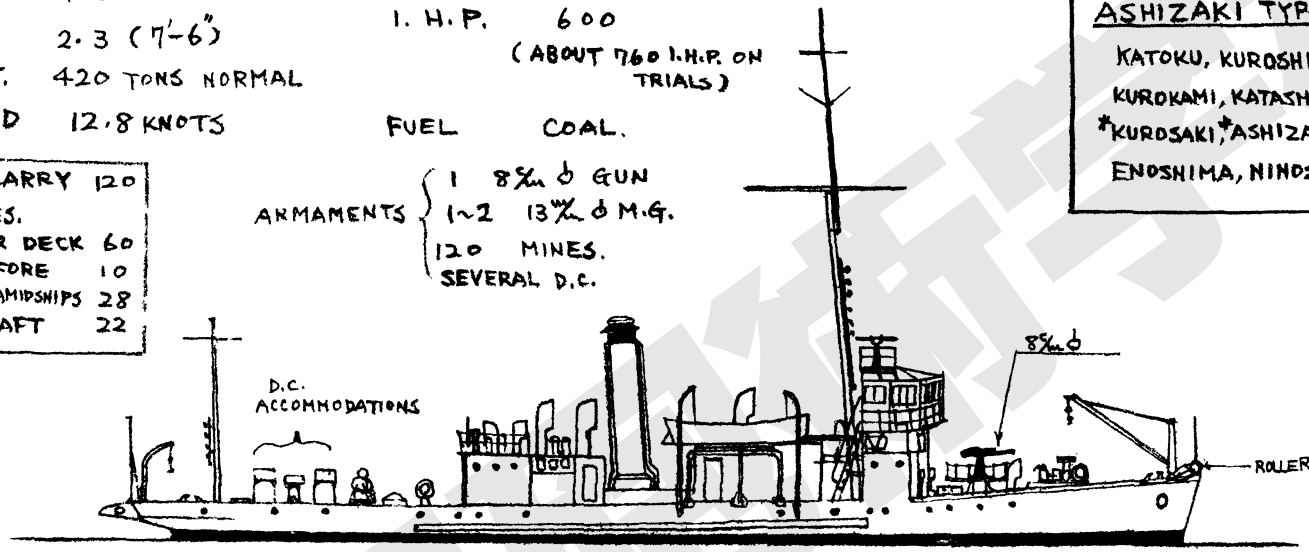
KATOKU, KUROSHIMA, WASHIZAKI
KUROKAMI, KATASHIMA, *ENTŌ,
*KUROSAKI, *ASHIZAKI, *TOSHIMA.
ENOSHIMA, NINOSHIMA.

Lpp	45.7 M (150'-0")
B	7.6 (25'-0")
d	2.3 (7'-6")
DISPT.	420 TONS NORMAL
SPEED	12.8 KNOTS

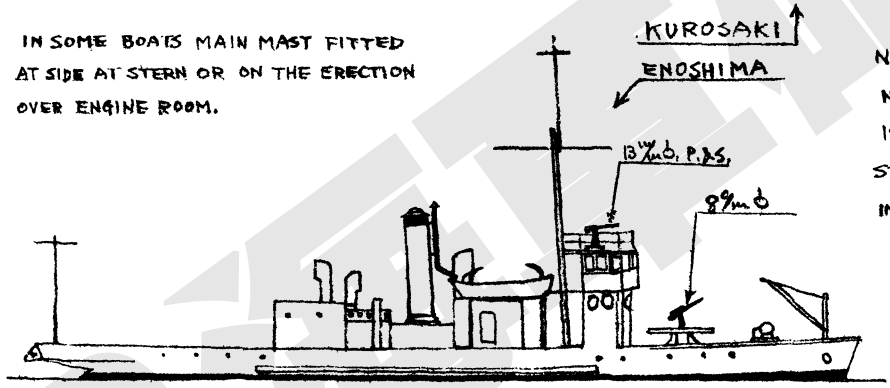
ENGINES 2 RECIPROCATINGS.
BOILER 1
I. H. P. 600
(ABOUT 760 I.H.P. ON TRIALS)
FUEL COAL.

ARMAMENTS
- 1 8 cm ϕ GUN
- 1~2 13 mm ϕ M.G.
- 120 MINES.
- SEVERAL D.C.

DESIGNED TO CARRY	120
MODEL No 4 MINES.	
ON RAILS UPPER DECK	60
MINE STOWAGE, FORE	10
" " , AMIDSHIPS	28
" " , AFT	22



IN SOME BOATS MAIN MAST FITTED AT SIDE AT STERN OR ON THE ERECTION OVER ENGINE ROOM.



NOTES: THEY WERE DESIGNED TO LAY MINES FOR DEFENCE OF NAVAL BASES. 13 BOATS OF THIS TYPE WERE BUILT BETWEEN 1911~1926. 2 EARLIEST UNITS, NATSUSHIMA & SOKUTEN, WERE STRIKEN FROM LIST BEFORE WAR. (THESE NAMES WERE AGAIN ADOPTED IN NEW DIESEL LAYERS OF SOKUTEN TYPE.) 11 BOATS, EXISTED IN LIST AT THE END OF WAR, WERE COMPLETED BETWEEN 1915~1926. ORIGINALLY THEY WERE ARMED WITH 2×8 cm ϕ GUNS PLACED FORE & AFT, BUT THE 2ND GUN REMOVED. IN SOME BOATS 1~2 13 mm ϕ M.G. WERE FITTED ON BRIDGE IN 1944~'45.

KATOKU, KUROSHIMA, WASHIZAKI	REPATRIATION SERVICE. NOW LAID UP RESERVE AT SASEBO.
KUROKAMI, KATASHIMA	MINE SWEEPING AFTER WAR. NOW LAID UP RESERVE AT MAIZURU.
*ENTŌ	BOMBED & AGROUND AT KORYŌ, 15/1/'45. AT TAKAO AT THE END OF WAR.
*KUROSAKI	STRANDED & DISABLED BY STORM NEAR HACHINOE, AOMORI PREF. 18/11/'45.
*ASHIZAKI	" & " BY " AT HAYAKAWA, NIIGATA PREF. 17/11/'45.
*TOSHIMA	SUNK BY BOMBING IN MAIZURU HARBOR, 30/7/'45.
ENOSHIMA	AT BAKŌ OR FORMOSAN WATERS AT THE END OF WAR.
NINOSHIMA.	Do

BUILDERS: MAIZURU (ASHIZAKI, SOKUTEN, KATOKU, ENTŌ, KATASHIMA, ENOSHIMA); SASEBO (TOSHIMA, KUROSHIMA); KURE (KUROKAMI, NINOSHIMA); YOKOSUKA (NATSUSHIMA, WASHIZAKI). UCHIDA D.Y., YOKOHAMA (KUROSAKI)

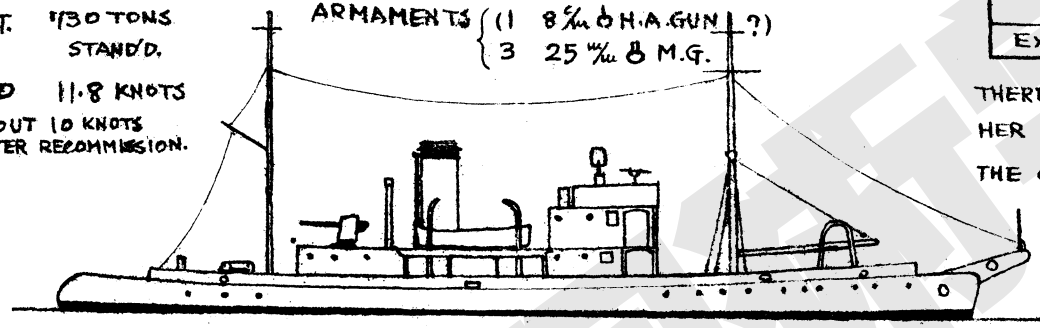
MINOR SPECIAL SERVICE SHIP
(TOKUMU-TEI)

AUXILIARY MINE LAYER
(FUSETSU TOKUMU-TEI)

No 101

EX. BARLIGHT.

L_{pp}	45.72 M	ENGINE	1 RECIPROCATING
B	9.82	BOILERS	2
d	2.89	I.H.P.	850
DISPT.	1130 TONS STAND'D.	ARMAMENTS	(1 8 cm/40 H.A. GUN (?) 3 25 mm/60 M.G.
SPEED	11.8 KNOTS ABOUT 10 KNOTS AFTER RECOMMISSION.		



THERE IS NO AVAILABLE DATA ABOUT HER AFTER JAPANESE POSSESSION, THE CHARACTERISTICS & SKETCH SHOWN HERE ARE UNDER BRITISH FLAG.

NOTES: SHE WAS EX. BRITISH BOOM DEFENCE SHIP BARLIGHT OF THE BARRICADE TYPE. BUILT BY LÜBNITZ, LAUNCHED 10/9/'38. SHE WAS SCUTTLED BY BRITISH NAVY AT THE JAPANESE OCCUPATION OF HONGKONG IN DEC. '41. REFLOATED BY JAPANESE NAVY & CONVERTED AS NET LAYER. COMMISSIONED 20/9/'42. DISPT. INCREASED TO NEARLY 900 TONS.

HER CONDITION AT THE END OF WAR IS UNKNOWN. PERHAPS SHE HAD BEEN DESTROYED AT SAIPAN BY BOMBING, 15/6/44.

CABLE LAYER
(DENRAN FUSETSU-TEI)

*HARUSHIMA

EX. U.S. ARMY CABLE SHIP
COL. G. F. E. HURRISON.

DISPT.	700 TONS	ENGINES	2 RECIPROCATINGS
		BOILERS	2

SKETCH WANTED.

NOTES: SHE WAS CAPTURED AT MARIVELES BAY, PHILIPPINE, IN 1942. REPAIRED AT THE 103 NAVAL REPAIRS SECTION OF CAVITE. COMMISSIONED AT 19/10/'42. ORIGINALLY SHE WAS CLASSIFIED AS CONVERTED CABLE LAYER, NAMED AS HARUSHIMA MARU. RECLASSIFIED AS CABLE LAYER OF THE MINOR SPECIAL SERVICE SHIPS & RENAMED AS HARUSHIMA. 15/7/'43.

SHE WAS BOMBED AT YOKOSUKA. HULL CUT OFF & SANK, 18/7/'45.

NO PARTICULARS ABOUT HER ARE KNOWN.

MINOR SPECIAL SERVICE SHIPS.
(TOKUMU-TEI)

AUXILIARY PATROL BOATS
(SHŌKAI TOKUMU-TEI)

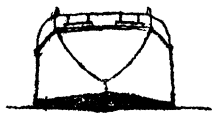
No 1 TYPE:

*No 1, *2, 3, *25, 26, 31, *37, *54, 84, *90, *110, *122, 134, 135, 136, 137, 138, 139, 152, 153, 154, *163, *164, *165, *166, *173, *174, 175, *176, 179, 191, *192

THIS TYPE ALSO CALLED AS AUX. PATROL BOAT, TYPE B. (TYPE OTSU).

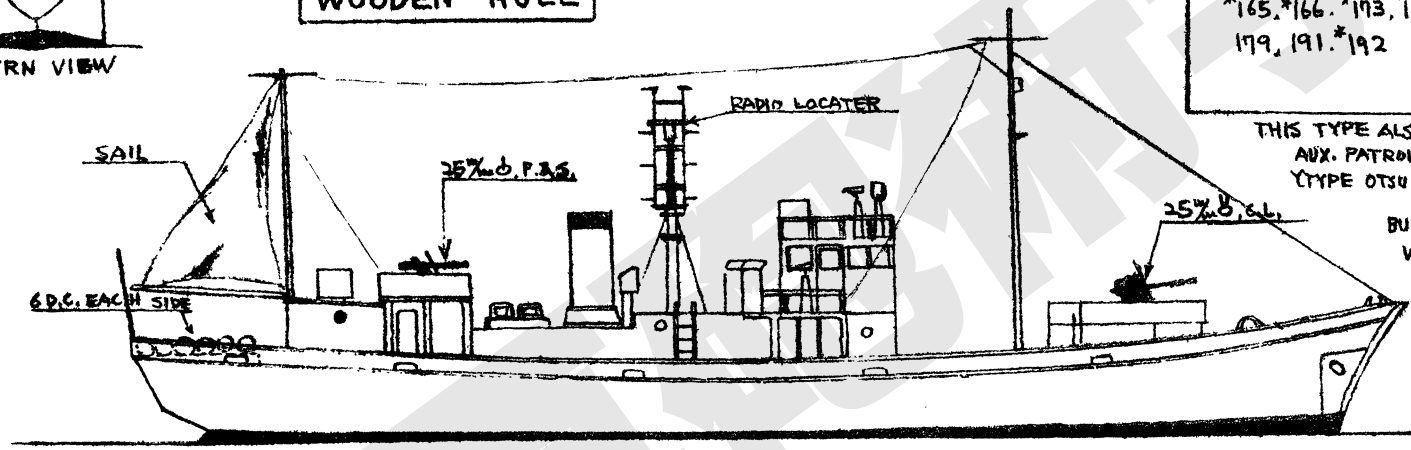
BUILT BY PRIVATE WORKS, ARMED BY NAVY YARDS.

LWL	28.M500	ENGINE	1 DIESEL
Lpp	29.800	S.H.P.	400
B	6.140	ARMAMENTS	1 25%m/m MG.
B	3.250		2 " " "
d	2.350		2 12%m/m ROCKET GUNS.
DISPT.	250 TONS		12 D.C.
SPEED	9 KNOTS		



STERN VIEW

WOODEN HULL





SOME BOATS HAVE FORE MAST ABAFT BRIDGE & THIN FUNNEL.

NOTES: THEY WERE DESIGNED TO SERVE AS OCEAN PATROL BOATS AGAINST TASK FORCES & LANDING FORCES. FOR THIS PURPOSES, A LARGE NUMBER OF FISHING BOATS FROM 70 TONS TO 200 TONS WAS CHARTERED & CONVERTED AS CONVERTED PATROL CRAFTS SINCE 1941. THEY WERE OPERATED SOME 500~700 MILES OFF JAPANESE COAST IN PACIFIC & DID A BRILLIANT SERVICES AT THE FIRST PERIOD OF WAR. AS THEIR LOSSES WERE VERY HEAVY & THERE WERE NO MORE FISHING BOATS SUITABLE FOR THAT SERVICE, 200 BOATS OF THIS TYPE WERE SPECIALLY DESIGNED & PROJECTED UNDER 1943 ESTIMATES. THEY ARE WOODEN BOATS, IN ANY RESPECT THEY ARE FISHING BOATS WITH SOME MILITARY ACCOMMODATE. THEY WERE DESIGNED UNDER THE CONSTRUCTION RULE FOR WOODEN FISHING BOAT. THEY WERE INTENDED TO BE EASILY CONVERTED INTO NORMAL FISHING BOATS WHEN THE WAR IS OVER. BUILT BY 16 MINOR WORKS FOR WOODEN FISHING BOATS. OF 200 CRAFTS ORIGINALLY PROJECTED, ONLY 56 BOATS WERE LAID DOWN OF WHICH 26 COMMISSIONED, 11 DELIVERED TO NAVY BY THE BUILDERS BUT UNDER FITTING OUT FOR ARMAMENTS AT THE NAVY YARDS, 8 UNDER FITTING OUT AT BUILDERS, 11 ON BUILDING STOCKS BY THE END OF WAR. 24 BOATS ABONDONED TO LAYING DOWN DURING PREPARATIONS IN SHOPS, 2/7/45. OTHER 120 BOATS WERE ABANDONED FOR BUILDING AUXILIARY ESCORTS IN THE CLOSE OF 1944. 80 MORE BOATS PROJECTED ON PAPER. THOUGH SMALL IN SIZE THEY HAVE ENOUGH SEAWORTHINESS TO SERVE IN PACIFIC OCEAN ABOUT SEVERAL HUNDREDS MILES OFF COAST.

(CONTINUED ON NEXT PAGE.)

THEY WERE DESIGNED TO BE ARMED WITH 1×25%. ♂ M.G. BUT SOON AFTER THE COMPLETION OF THE 1ST. BOAT. 2×25%. ♂ M.G. ADDED 2×12%. ♂ ROCKET GUNS & 2 TORPEDOES WITH DROPPING GEARS ALSO TO BE FITTED, BUT ACTUALLY FITTED WITH MOUNTINGS ONLY. RADIUS OF ACTION 3,500 MILES. (6 DAYS AT 9 KNOTS & 15 DAYS AT 6 KNOTS) FITTED WITH 1 SET OF TYPE 3 UNDER WATER LOCATER (ACOUSTIC). IN SOME BOATS MAGNESIA CEMENT WAS APPLIED AS BOTTOM PAINTING, BUT THIS WAS NOT SO SUCCESS OWING TO THE TROUBLES & INSUFFICIENT STICKINESS OF THIS CEMENT. (IN SOME BOATS IT PROVED SUCCESS BY THE NEAREST EXPLOSION OF A ACOUSTIC MINE.) ORIGINALLY DESIGNED TO BE FITTED WITH AUXILIARY SAIL WHEN PATROLING, BUT NOT PRACTICALLY UTILIZED. THEY WERE SERVED CHIEFLY IN SWEEPING THE MAGNETIC MINES SINCE APRIL 1945. SOME UNDER FITTING OUT AT NAVY YARDS OR BUILDERS WERE USED AS MINE SWEEPERS AFTER WAR. THE 1ST BOAT OF THIS TYPE, Nº 134 WAS LAID DOWN 25/3/44 AT SHIKOKU, DELIVERED TO NAVY 20/1/45.

Nº 31, 84, 134, 135, 136, ◊137, 138, ♂139, 152, 153, ♂154, 175.
179, 191 ---------- MINE SWEEPING SERVICE AFTER WAR.

*1 ---- PROBABLY AT YOKOSUKA AT THE END OF WAR. (SUNK BY BOMB 18/7/45 ?) -- UNDER INVESTIGATION.

*2 ---- AT YOKOHAMA AT THE END OF WAR. NOW AT KAWASAKI

3 ---- AT YOKOSUKA SINCE THE END OF WAR, NOW CIVILIAN SERVICE.

*25 ---- AT YOSHIMI, NEAR SHIMONOSEKI, DISABLED.

26 ---- AT YOKOSUKA SINCE THE END OF WAR. NOW CIVILIAN SERVICE.

*37 ---- SUNK BY BOMB AT YOKOSUKA, 18/7/45.

*54 ---- AT YOKOSUKA AT THE END OF WAR. SUNK AFTER WAR.

*90 ---- SUNK AT SAKATA, AKITA PREF.

*110 ---- SUNK BY BOMB AT YOKOSUKA, 18/7/45.

*122 ---- DAMAGED " " " " FINALLY SUNK.

*163 ---- MINED & SUNK AT KOGUCHI CHANNEL, NANAO BAY, 22/8/45.

*164 ---- RUN ASHORE AT TANEGASHIMA ISL., 30/5/45. DISABLED.

*165 ---- AT YOKOSUKA AT THE END OF WAR. SUNK AFTER WAR.

*166 ---- SUNK BY BOMB. OFF URUSAKI, 12/8/45.

*193 ---- MINED & SUNK AT WAKAMATSU HARBOR, FUKUOKA PREF., 29/6/45. REFLOATED 18/5/45, NOW FLOODED AT HIKO-SHIMA.

*174 ---- AT TSURUGA(?) AT THE END OF WAR. UNDER INVESTIGATION.

*176 ---- USED AS MINE SWEEPER AFTER WAR. AGROUND BY STORM AT YOSHIMI, NEAR SHIMONOSEKI, 18/4/46, REMOVED FROM LIST, 20/8/46.

*192 --- AT GENZAN(?) AT THE END OF WAR. UNDER INVESTIGATION.

NOTE: ♂ Nº 139 & 154 WERE UNDER ARMING WORKS AT KURE & NOT COMMISSIONED AT THE END OF WAR.

◊ Nº 137 AGROUNDED & DISABLED AT YOSHIMI.

(Nº 4) ALMOST COMPLETED AT YAMANISHI. NOW FOR CIVILIAN SERVICE.

(27) " " " MURAKAMI.

(32) " " " FUNAYA. LAID UP RESERVE AT ŌMINATO SINCE DEC. '44.

(38)(34) ON STOCKS " " .

(38) " " " MIHO.

(55) " " " KOYANAGI. LAUNCHED AFTER WAR. NOW TEMPORARILY USED BY CIVILIAN.

(64) DELIVERED TO NAVY BY SAGA. UNDER ARMING WORKS AT MAIZURU AT THE END OF WAR. NOW MOORED AT MAIZURU.

(65) ALMOST COMPLETED AT SAGA,

(66) ON STOCKS " "

(85), (86) " " " YONAGO. (Nº85 WAS CONVERTED AS CIVILIAN SHIP AFTER WAR, NOW TEMPORARILY USED BY CIVILIAN)

(91), (92). ALMOST COMPLETED AT ICHIKAWA.

(93) ON STOCKS AT ICHIKAWA.

*(111) ALMOST COMPLETED AT NISHII. SUNK BY LEAKAGE AFTER WAR.

(123) " " " GŌRIKI.

(140) " " " SHIKOKU.

(155) " " " FUKUSHIMA.

(156) LAID DOWN BUT KEEL REMOVED FROM STOCKS, FUKUSHIMA.

(177), (178) 177 LAUNCHED, 178 ON STOCKS AT TOKUSHIMA. BURNT OUT BY FIRE CAUSED BY BOMBING, 4/7/45.

(180) ALMOST COMPLETED AT JINEN. SUNK AFTER WAR.

(181) " ON STOCKS " "

(193) " " " FUKUOKA.

BUILDERS: ( ) SHOWS Nº OF SHIPS DELIVERED TO NAVY.
YAMANISHI(3), MURAKAMI(2), FUNAYA(1), MIHO(1), KOYANAGI(1), SAGA(1), YONAGO(1), ICHIKAWA(1), NISHII(1). GŌRIKI(1), SHIKOKU(6), FUKUSHIMA(3), HAYASHIKANE(4). TOKUSHIMA(4). JINEN(1), FUKUOKA(2).

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

AUXILIARY SUB. CHASERS
(KUSEN TOKUMU-TEI)

Nº1 TYPE:

Nº 1, 4, 27, 57, 58, 68, 71, 72, 78, 79, 80, 86, 88, 89, 90, 93, 99, 154, 155, 157, 158, 159, 161, 162, 164, 166, 168, 169, 171, 173, 175, 179, 181, 183, 185, 186, 187, 194, 196, 198, 202, 203, 212, 214, 215, 217, 219, 221, 222, 227, 231, 232, 234, 236, 239, 241, 245, 246, 247, 249, 250,
11, *20, 24, 36, *37, 41, 45, *47, *49, *50, *54, 55, *56, *60, 61, *63, *65, *66, *69, 69, 70, 74, 75, *77, *81, 83, *84, *85, 96, *98, 100, *151, *153, *160, 165, *167, *170, *174, 177, *178, *180, 182, *184, *188, 190 191, *193, *195, 201, *204, 207, *208, *211, 213, *216, *218 220, 223, *225, 226, *228, *229, 238, 242, 243, *248

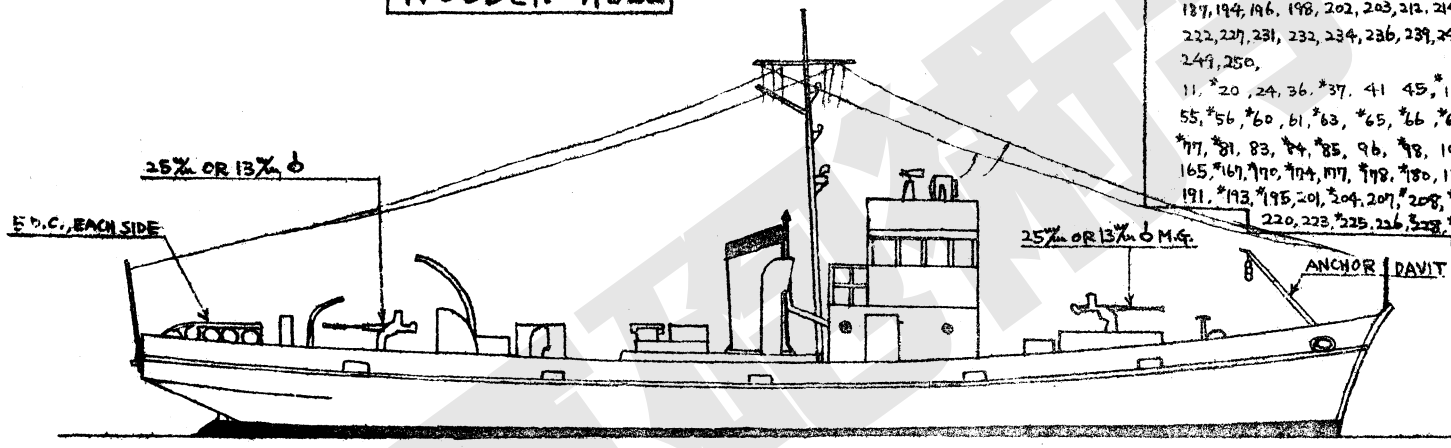
ENGINE 1 DIESEL

S. H. P. 400

ARMAMENTS { 1~2 25㎜ OR 13㎜ ♁ M.G.
22~20 D.C.

Lpp	26M.000
LoA	29.200
B	5.670
D	2.750
d	1.970
DISPT.	135 TONS
SPEED	11 KNOTS.

WOODEN HULL





SOME LATEST COMPLETED BOATS HAVE VERTICAL MAST & FUNNEL COWL HEADS OF CURVELESS TYPE.

NOTES: THE FIRST TWO BOATS OF THIS TYPE WERE BUILT IN 1939~40 AT YOKOSUKA & ICHIKAWA FOR EXPERIMENTAL PURPOSE AS MISCELLANEOUS SHIPS. (CLASSIFIED AS 100 TON TUGS, SUB. CHASER TYPE.) 200 MORE BOATS WERE BUILT UNDER EMERGENCY WAR PROGRAM OF 1941 (100 BOATS) & 1943 ESTIMATES. (100 BOATS). 1 MORE BOAT WAS BUILT & DELIVERED TO THE KARAFUTO (SAI'HALIN) GOVERMENT FOR PATROL & FISHERY PROTECTION DUTIES. 1 ANOTHER BOAT HAD LAID LOWN BUT BURNT OUT ON STOCKS. IN TOTAL 204 BOATS OF THIS TYPE HAD BEEN LAID DOWN, OF WHICH 203 BOATS COMPLETED. THEY WERE BUILT BY MINOR PRIVATE YARDS FOR FISHING BOAT (EXCEPT EXPERIMENTAL BOAT BY YOKOSUKA) & ARMED WITH NAVY YARDS. THOUGH SLOW IN SPEED, THEY WERE PROVED VERY HANDY CRAFTS. DESIGNED FOR HARBOR OR COAST PATROLS, MANY BOATS OF THEM WERE SENT ABROAD BY THEIR OWN POWER. (SOLOMONS, NEW GUINEA, MANDATED ISLS, DUTCH EAST INDIES, MALAYA, PHILIPPINES, CHINA COAST, FORMOSA & KURILS.) THEIR CONSTRUCTION WERE SUBSTITUBED BY LARGER WOODEN PATROLS (AUX. PATROL BOATS) IN SPRING OF 1944. SINCE MARCH 1945 MANY BOATS OF THIS TYPE IN HOME WATERS WERE CONVERTED & USED AS SWEEPERS FOR MAGNETIC & ACOUSTIC MINES. RADIUS OF ACTION IS 1,000 MILES AT 10 KNOTS.

ORIGINALLY ARMED WITH 1×7.7㎜ ♁ M.G. & 22 D.C. BUT IN 1943 7.7㎜ MG WAS SUBSTITUTED BY 1×13㎜ ♁ M.G. 1 MORE 13㎜ ♁ M.G. WAS ADDED TO EACH BOAT FOR OVERSEA DUTIES. IN 1944~'45 THESE 13㎜ ♁ M.G. WERE REPLACED AGAIN BY 25㎜ ♁ M.G. IN SHIPS WHICH CARRY 2× M.G. Nº OF D.C. REDUCED TO 10. FITTED WITH LIGHT UNDER WATER LOCATER (ACOUSTIC) & SIMPLE HYDROPHONE. 4㎜ DUCOL PLATES FITTED AT SIDES & ON DECK OVER ENGINE ROOM, FORE & SIDES OF BRIDGE AS MACHINE GUN PROTECTION. THEY WERE BUILT UNDER CONSTRUCTION RULES FOR WOODEN FISHING BOATS. MORE THAN 80 BOATS OF THIS CLASS WERE USED FOR MINE SWEEPING AFTER WAR. THEY ALSO ADAPTED FOR COMMUNICATION & OTHER PURPOSES.

№ 1, 4, 27, 57, 58, 68, 71, 72, 78, 79, 80, 86, 88, 89, 90, 93, 99, 154, 155, 157, 158, 159, 161, 162, 164, 166, 168, 169, 171, 173, 175, 179, 181, 183, 185, 186 187, 194, 196, 198, 202, 203, 212, 214, 215, 217, 219, 221, 222, 227, 231, 232, 234, 236, 239, 241, 245, 246, 247, 249, 250 ---------- MINE SWEEPING AFTER WAR.

*65 MINE SWEEPING SERVICE AFTER WAR. STRANDED & ABANDONED AT HIRANUMA, 20 MILES NORTH OF HACHINOE, AOMORI PREF.

*81 MINE SWEEPING AFTER WAR. STRANDED AT MATSUSHITA, ISHIKAWA PREF STRIKEN FROM LIST, 1/6/'46.

*194 MINE SWEEPING AFTER WAR. SET ON FIRE & SUNK AT ŌTAKE, HIROSHIMA PREF., 1/9/'46. REMOVED FROM LIST, 20/9/'46.

*180 MINE SWEEPING AFTER WAR. SET ON FIRE AT ŌSAKA & SUNK 25/3/'46.

*184. MINE SWEEPING AFTER WAR. REMOVED FROM LIST, 25/12/'46.

*193. " " " " " " " 5/5/'46.

*218. " " " " REMOVED FROM LIST.

11 AT HONGKONG AT THE END OF WAR.

*20 MINED & AGROUND AT KOBE, 22/7/'45. UNDER REPAIRS AT MITSUBISHI DOCK AT THE END OF WAR.

24 AT HONGKONG AT THE END OF WAR.

36. AT SOERABAYA AT THE END OF WAR. DELIVERED TO BRITISH NAVY AT SINGAPORE, 3/8/'46.

*37 SUNK. 5/7/'45.

41 AT SOERABAYA AT THE END OF WAR. DELIVERED TO BRITISH NAVY AT SINGAPORE. 3/8/'46.

43 RECLASSIFIED TO MISCELLANEOUS VESSEL AS TUG 15/2/'44. RE-NAMED AS OFFICIAL № 1648.

44 RECLASSIFIED TO MISCELLANEOUS VESSEL AS TUG, 15/2/'44. RE-NAMED AS OFFICIAL № 1649.

45 AT SINGAPORE AT THE END OF WAR. USED AS LOCAL TRANSPORT AFTER WAR. DELIVER TO BRITISH NAVY AT SINGAPORE, JULY 1946.

*47. SUNK OFF NEW GUINEA BY AIRCRAFT, 20/3/'44. REMOVED FROM LIST. 1/2/'46.

*49 SUNK AT NIIGATA BY MINE. 23/8/'45. REMOVED FROM LIST, 1/2/'46.

*50 SUNK BY SUB. NEAR SINGAPORE, 9/7/'45.

*№ 54 SUNK BY AIR RAID AT ROTA, MARIANA, 15/6/'44.

55 AT SINGAPORE AT THE END OF WAR. USED AS LOCAL TRANSPORT AFTER WAR. DELIVERED TO BRITISH NAVY AT SINGAPORE, JULY 1946.

*56 SUNK BY AIR RAID AT ROTA, MARIANA, 17/6/'44.

*60 MINED & DAMAGED, MOORED AT SHIMONOSEKI AT THE END OF WAR.

61. AT SINGAPORE AT THE END OF WAR. USED AS LOCAL TRANSPORT AFTER WAR. DELIVERED TO BRITISH NAVY AT SINGAPORE, JULY 1944.

*63 SUNK BY COLLISION NEAR MOPPO, KOREA. 10/6/'45. REMOVED FROM LIST, 30/11/'45.

*66 SUNK BY AIR RAID. 7/8/'45.

*67 DAMAGED & AT URIN AT THE END OF WAR.

69 AT KURE AT THE END OF WAR. DISABLED

70 AT PENANG " " " " "

74, 75 AT KEELUNG, FORMOSA, AT THE END OF WAR.

*77. SUNK BY AIR RAID AT HOROMUSHIRO, KURIL ISLS., 28/8/'45.

83 REMOVED FROM LIST. 30/4/'46. AT BAKŌ AT THE END OF WAR.

*84 SUNK BY AIR RAID AT BANGUEY ISL., BORNEO, 12/11/'44.

*85 " " SUB., AT SAISHŪ STR., KOREA, 8/7/'45. REMOVED FROM LIST, 30/11/'45.

96 REMOVED FROM LIST, 30/4/'46. AT BAKŌ AT THE END OF WAR.

*98 SUNK BY BOMB AT ŌSAKA HARBOR, 24/7/'45. REMOVED FROM LIST 30/11/'45.

100 AT CHINKAN, KOREA, AT THE END OF WAR.

*151 STRANDED & ABANDONED AT FORMOSA, 15/4/'45. REMOVED FROM LIST,

*159. MINED & STRANDED AT NIIGATA. REMOVED FROM LIST. 30/11/'45. 30/4/'46.

*160. DAMAGED & AGROUND AT SHIMONOSEKI. " " " "

165 REMOVED FROM LIST, 30/11/'45.

*167 MINED & SUNK, 15/8/'45. REMOVED FROM LIST 30/11/'45.

*170 DAMAGED & AT TADOTSU, KAGAWA PREF. " " " "

177 REMOVED FROM LIST. 30/4/'46. AT TAKAO AT THE END OF WAR.

*178 DAMAGED & AT SHIMONOSEKI AT THE END OF WAR. REMOVED FROM LIST, 30/11/'45.

182. AT YOKOSUKA AT THE END OF WAR. SINCE MAY 1946 SHE HAS BEEN AT ISHIKAWAJIMA DOCK YARD, TOKYŌ.

*188. MINED & SUNK NEAR SHIMONOSEKI, 2/7/'45. REMOVED FROM LIST 30/11/'45.

190 AT TAKAO, FORMOSA, AT THE END OF WAR.

191 AT HONGKONG " " " " "

*195 MINED & SUNK AT NANAO BAY, ISHIKAWA PREF., 6/6/'45. REFLOATED & UNDER REPAIRS. REMOVED FROM LIST 30/11/'45.

Nº 201	REMOVED FROM LIST. 30/11/'45. BEACHED AT SAISHŪ ISL.
*204	DAMAGED & AT AMOI AT THE END OF WAR.
207	REMOVED FROM LIST. 30/11/'45. AT SAGEBO(?)
*208	DAMAGED & AT SHIMONOSEKI AT THE END OF WAR.
*211	DAMAGED BY BOMB. AT YOKOSUKA, 18/7/'45. FLOODED & AGROUND AT MUJINA BAY, YOKOSUKA.
213	DAMAGED & AT YOKOSUKA AT THE END OF WAR.
*216	BOTTOMED AT SHINCHIKU, FORMOSA AT THE END OF WAR.
220	AT SHANGHAI AT THE END OF WAR.
223	AT KEELUNG " " " " ".
*225	SUNK BY BOMB AT NAGAURA, YOKOSUKA 18/7/'45.
226	MINED AT TOKUYAMA ENGINE DAMAGED. 24/7/'45. SHE WAS AT MOJI AT THE END OF WAR. NOW AT KURE WITHOUT ENGINE
*228	DISABLED AT SASEBO SINCE THE END OF WAR. NOW SUNK.
*229	SEVERELY DAMAGED & CAPSIZED BY BOMBING WHEN SHE WAS IN DRY DOCK AT KURE, 19/3/'45. REFLOATED & UNDER REPAIRS AT PRIVATE WORKS AT KURE AT THE END OF WAR.
238	DAMAGED & AT KEELUNG AT THE END OF WAR.
242	AT GENZAN, KOREA, AT THE END OF WAR. REMOVED FROM LIST. 30/11/'45
243	AT KEELUNG " " " " ". REMOVED FROM LIST, 30/4/'46.
*248	MINED & SUNK AT IKI CHANNEL, 25/1/'46, WHEN SHE WAS IN MINE SWEEPING SERVICE.

THE CONDITIONS & LOCATIONS OF THE FOLLOWING BOATS ARE UNKNOWN, THOUGH THEY WERE IN THE ACTIVE LIST AT THE END OF WAR:

Nº 3	UNDER INVESTIGATION.	(RABAUL?)
7		(SUNK AT BELLA BAY BY MINE, 9/9/'43.?)
35		(TRUCK?)
51		(RABAUL, PROBABLY LOST.)
52		(PALAU, " ")
59		(SINGAPORE, SUNK BY SUB.?)
62		CLOST AT HOLLANDIA?)
152		(TAKAO?)
235		(HONGKONG?)
240		(SHANGHAI?)

WAR LOSSES:

Nº 2, 5, 6, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 25, 26, 28, 29, 30, 31, 32, 33, 34, 38, 39, 40, 42, 46, 48, 53, 64, 73, 76, 82, 87, 91, 92, 94, 95, 97, 156, 163, 172, 176, 189, 192, 197, 199, 200, 205, 206, 209, 210, 224, 230, 233, 237.

FOLLOWING BOATS ARE SISTERS OF THIS TYPE:

OFFICIAL Nº 1182 ····· BUILT AT YOKOSUKA BEFORE WAR AS THE EXPERIMENTAL BOAT. CLASSIFIED AS TUG, MISCELLANEOUS VESSE. SHE WAS AT URAGA AT THE END OF WAR.

OFFICIAL Nº 1183 ···· SISTER TO Nº 1181 ABOVEMENTIONED, BUILT BY ICHIKAWA BEFORE THE WAR. CLASSIFIED AS TUG, MISCELLANEOUS VESSEL. AT URAGA AT THE END OF WAR. NOW LAID UP RESERVE.

OFFICIAL Nº 1648 (EX. AUX. SUB. CHASER Nº 43) RECLASSIFIED FROM AUX. CHASER TO TUG, MISCELLANEOUS VESSEL. BELONGED TO THE ANTI-SUBMARINE SCHOOL AT YOKOSUKA. USED AS LOCAL TRANSPORT AFTER WAR. NOW LAID UP RESERVE.

OFFICIAL Nº 1649 (EX. AUX. SUB. CHASER Nº 44) Dº
SUNK BY FIRE AT URAGA IN APRIL 1946.

EX. AUX. SUB. CHASER Nº 214. (CONSTRUCTION Nº: 2064)
BUILT & COMPLETED AT SHIKOKU. 11/7/'44. TRANSFERED TO THE KARAFUTO (SAKHALIN) GOVERNMENT FOR PATROL & FISHERY PROTECTION DUTIES. THE AUX. SUB. CHASER Nº 214 IN THE NAVY IS THE SUBSTITUTE FOR THE FORMER BOAT BUILT BY SAME YARD.

BUILDERS: FUKUOKA (10), FUKUSHIMA (13), FUNAYA (7) GŌRIKI (12), HAYASHIKANE (20), ICHIKAWA (17), JINEN (12), KOYANAGI (12), MIHO (13), MURAKAMI (8), NISHII (13), SAGA (18) SHIKOKU (21), TOKUSHIMA (8), YAMANISHI (17), YOKOSUKA NAVY YARD (1), YONAGO (6)

ALL BOATS BUILT BY PRIVATE YARDS WERE EQUIPPED WITH ARMAMENTS BY NAVY YARDS OF YOKOSUKA, KURE, SASEBO & MAIZURU.

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

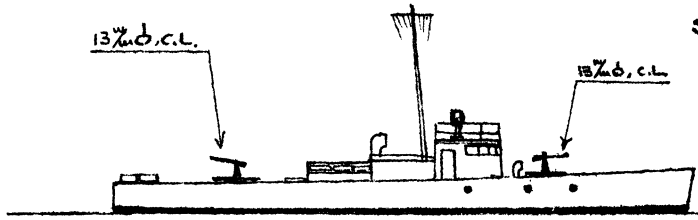
AUXILIARY SUBMARINE CHASERS
(KUSEN TOKUMU-TEI)

№ 103, 104, *105, 106, *107 (108)
*110, *113, *114, 115, *117, 118

NO. 102 TYPE:

№ 104, *110, 118

L 26M 50
B 4.45
d 1.00
DISPT. 51 TONS STAND'D.
(ABOUT 80 TONS AFTER COMMISSION BY JAP. NAVY.)



SPEED 15 KNOTS
(12 KNOTS IN №118)
ENGINES 2 CARMOUTH GASOLINE ENGINES.
S.H.P. 1,000

ARMAMENTS
2 13㍉ b M.G.
4 D.C.

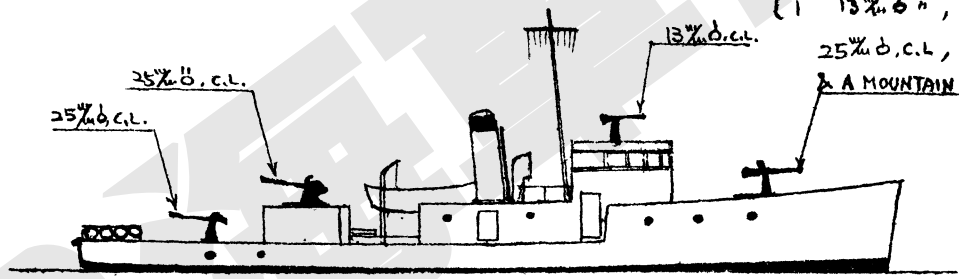
NOTES: IN PROFILE THEY ARE MOTOR TORPEDO BOAT TYPE.
№ 102 & 109 OF THIS TYPE WERE SUNK DURING WAR.
№ 101 & 111, SUNK DURING WAR, ARE SUPPOSED SIMILAR TO THIS TYPE.

№112 TYPE:

*№113

DISPT. ABOUT 180 TONS.
SPEED 13 KNOTS.

ENGINE 1 RECIPROCATING
BOILER 1
I.H.P. 700
ARMAMENTS. 1 MOUNTAIN GUN (OR 1 25㍉ b M.G.)
1 25㍉ b M.G.
1 " b "
1 13㍉ b ", 8 D.C.



NOTES: №112 & 113 ARE SAME TYPE BOATS. SUNK AT THE OCCUPATION OF JAVA, 1942. REFLOATED & REPAIRED BY THE JAPANESE NAVY. EX. DUTCH ANTI-SUBMARINE PATROL BOATS. DISPLACEMENT IS REPORTED 180 TONS, BUT SUPPOSED TO BE 150~180 TONS.
№112 WAS SUNK BY BOMING IN JAVA SEA, ABOUT HALFWAY SOERABAYA-MACASSAR, 4/6/'45.
№113 WAS ALSO SUNK BY SUB. OFF MADURA ISL., 23/6/'45.
BOTH BOATS WERE FITTED WITH HYDROPHONE.
SISTER BOAT №116 SANK AT CAVITE, 13/11/'44.

(TO BE CONTINUED ON NEXT PAGE)

ABOUT 18 SMALL EX. DUTCH CRAFTS WERE CAPTURED, REFLOATED OR BUILT BY THE JAPANESE NAVY AT SOERABAYA, JACURTA OR SOME PLACES IN JAVA. THEY WERE CLASSIFIED AS AUX. SUB. CHASERS THOUGH SOME OF THEM WERE ORIGINALLY RATED AS MINE SWEEPERS OR PATROL BOATS. OUT OF 18 BOATS, 13 WERE SUNK OR SEVERELY DAMAGED DURING THE WAR, 1 BOAT NOT COMMISSIONED UNTIL THE END OF WAR.
THEIR PARTICULARS, INCLUDING DIMENSIONS, ENGINES, GENERAL ARRANGEMENTS, WERE NOT KNOWN ESPECIALLY THEIR PROFILES ARE MOST DIFFICULT TO INVESTIGATE.
THE SKETCHES SHOWN AT LEFTSIDE OF THIS PAGE WERE DRAWN ENTIRELY BY PRESUMPTIONS.

ALL ARTICLES IN THIS & THE FOLLOWING PAGE ARE NOT FROM ANY OFFICIAL SOURCE.

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)
AUXILIARY SUBMARINE CHASERS
(KUSEN-TOKUMU-TEI)
(CONTINUED FROM PREVIOUS PAGE.)

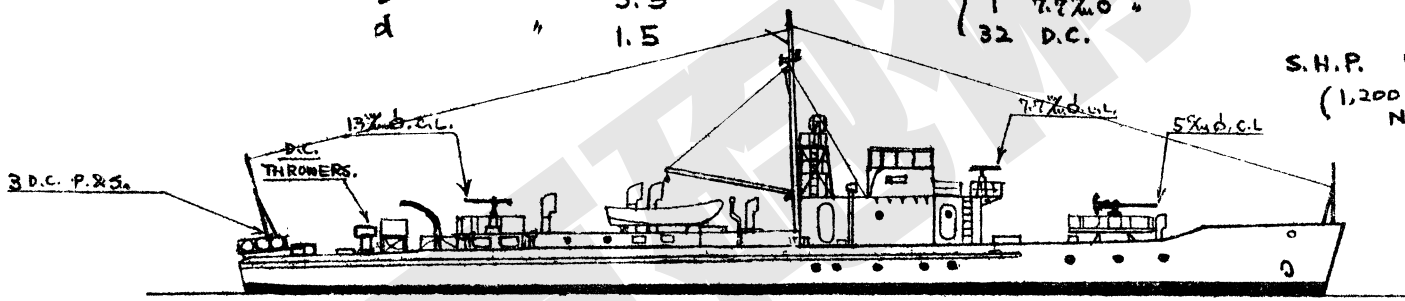
Nº 105 TYPE:

*Nº 105,
106,
*107,
(108),

L OA	ABOUT	44.3 M
L pp	"	42.4
L WL	"	43.0
B	"	5.0
D	"	3.5
d	"	1.5

DISPT. ABOUT 130 TONS
SPEED " 19 KNOTS (16.5 KNOTS IN Nº 106)
ENGINES 4 CARMOUTH IN Nº 105, 3 LORRAINE IN Nº 106, 4 LORRAINE IN Nº 107, 108.
ARMAMENTS { 1 5"/40 GUN (SHORT CAL.)
1 13mm/60 M.G.
1 7.7mm/60 "
32 D.C.

S.H.P. 1,800
(1,200 IN Nº 106)



NOTES: THEY WERE EX. DUTCH PATROL BOATS UNDER CONSTRUCTION AT SOERABAYA NAVY YARD, CAPTURED ON THE STOCKS AT THE OCCUPATION OF THE SAID CITY. THEIR CONSTRUCTIONS HAD BEEN SUCCEEDED BY THE JAPANESE NAVY, LAUNCHED BETWEEN 11/1/'43 ~ 22/4/'43, COMPLETED BETWEEN 25/1/'44 ~ 30/1/'45 EXCEPT Nº 108. WHICH WAS STILL UNDER FITTING-OUT AT THE END OF WAR. EQUIPPED WITH UNDER WATER (ACOUSTIC) LOCATER.

*Nº 105	SUNK BY SUB., OFF SARAWAK, 16/6/'45. SHE WAS STILL IN THE ACTIVE LIST AT THE END OF WAR.
106	AT JACUTA AT THE END OF WAR.
107	BOMBED & HULL CUT OFF DURING CONSTRUCTION. REPAIRED & COMMISSIONED IN JAN. '45. AT JACURTA AT THE END OF WAR.
(108)	BOMBED & SUNK 17/5/'44. REFLOATED & UNDER FITTING-OUT AT THE END OF WAR AT SOERABAJA.

(TO BE CONTINUED ON NEXT PAGE.)

MINOR SPECIAL SERVICE SHIPS.
[TOKUNU-TEI]

AUXILIARY SUBMARINE CHASERS.
(KUSEN TOKUMU-TEI)

(CONTINUED FROM PREVIOUS PAGE.)

Nº 114 TYPE:

*Nº 114, 115, *117.

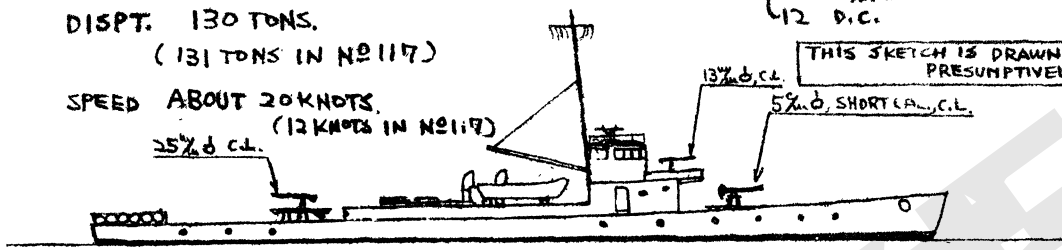
S.H.P. 1500
(320 IN Nº117)

ENGINES 2 GASOLINE ENGINES (1 DIESEL IN Nº117)

ARMAMENTS { 1 5"/40 GUN (SHORT CAL.)
1 25"/60 M.G.
1 13"/60 "
12 D.C.

DISPT. 130 TONS.
(131 TONS IN Nº117)

SPEED ABOUT 20 KNOTS.
(12 KNOTS IN Nº117)



Nº 117 (Ex. BANTAM) BELONGED TO THE AROE CLASS. L 31.^M69. B 5.48, d 2.58
DIESEL. 350 H.P. LAUNCHED IN 1939.

NOTES: Nº114 & 115 ARE SAME TYPE. CAPTURED ON STOCKS AT SOERABAYA NAVY YARD. EX DUTCH PATROL BOATS. Nº 117 IS EX. DUTCH SUB. CHASER BANTAM. ALL BOATS WERE EQUIPPED WITH HYDROPHONE. THEY ARE SUPPOSED TO BE SISTERS OR ALMOST SAME TYPE TO Nº105 IN THE PREVIOUS PAGE. THEIR DISPT. ARE REPORTED 130 TONS, EXCEPT Nº 117 (131 TONS).

SUMMARY TABLE:

NAME OF SHIP	FORMER CLASSIFICT.	BUILT OR COMMISSIONED BY	LAUNCHED	COMPLETED	ENLISTED	CONDITION WHEN CAPTURED	LOCATION AT THE END OF WAR OR SINKING.	DISPT.
Nº 101	SUB. CHASER	(SOERABAYA) 102 REPAIRS SECTION		4/8/'42	10/7/'42	SUNKEN	SUNK BY GUNFIRE IN CELEBES SEA 8/4/'45. REMOVED FROM LIST, 10/7/'45.	67 TONS
102	"	"		6/8/'42	"	"	SUNK. REMOVED FROM LIST. 10/4/'45.	51
103	"	"		31/8/'42	"	"	AT AMBOINA AT THE END OF WAR.	130
104	"	"		30/9/'42	15/10/'42	"	AT JACURTA " " " " " .	51
105	PATROL BOAT	"	11/1/'43	25/1/'44	5/12/'42	UNDER CONSTRUCT. (ON THE STOCKS)	SUNK BY SUB. OFF SARAWAK, BORNEA SEA. 16/6/'45.	130
106	"	"	24/3/'43	2/9/'44	"	"	AT JACURTA AT THE END OF WAR.	"
107	"	"	27/2/'43	?/1/'45	"	"	Dº	"
108	"	"	22/4/'43	NOT COMPLETED	"	"	SUNK BY BOMB, 17/5/'44. REFLOATED & UNDER FITTING OUT.	"
109	SUB. CHASER	"		15/3/'43	20/12/'42	SUNKEN	SUNK BY FIFE AT BALIKPAPAN, 14/8/'43. REMOVED FROM LIST, 15/10/'43.	51
110	"	"		27/9/'43	"	"	SUNK BY AIR RAID AT SABE STRAIT, 5/3/'45.	"
111	PATROL BOAT	"		31/10/'43(?)	"	"	SUNK BY " " AT SOERABAYA, 22/7/'43.	25
112	SUB. CHASER	"		20/12/'42	10/12/'42	"	SUNK BY " " AT JAVA SEA (HALFWAY SOERABAYA-MACASSAR). 4/6/'45	180
113	"	"		17/1/'43	"	"	SUNK BY SUB. OFF MADURA ISL. 23/6/'45. STRICKEN 10/8/'45	"
114	PATROL BOAT	"	30/11/'43	23/6/'44	1/4/'43	UNDER CONSTRT. (ON THE STOCKS)	TORPEDOED BY SUB. SEVERELY DAMAGED OFF BALI ISL., 15/4/'45.	200 (B)
115	"	"	30/11/'43	2/9/'44	"	"	AT SOERABAYA AT THE END OF WAR.	" (B)
116	MINE SWEEPER	"		8/4/'43	"	SUNKEN	SUNK BY BOMB. AT CAVITE, 13/11/'44. REMOVED FROM LIST, 10/1/'45.	180
117 (Ex. BANTAM)	SUB. CHASER	"	1937	10/8/'43	1/7/'43		SUNK BY SUB. OFF NORTH BORNEO 23/7/'45.	200 (B)
118	"	"		15/6/'44(?)	31/7/'44		AT SOERABAYA AT THE END OF WAR.	51

MINOR SPECIAL SERVICE SHIPS [TOKUMU-TEI]

AUXILIARY MINE SWEEPERS

[SŌKAI TOKUMU-TEI]

Nº 1 TYPE:

Nº*3, 5, *6, 7, 9, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22

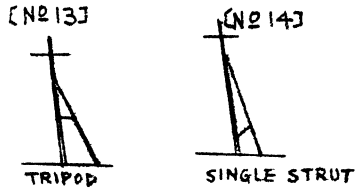
L_{pp}	29.600
B	2.900
D	2.950
d	2.240
DISPT.	222 TONS
SPEED	9.5 KNOTS

ENGINE 1 DIESEL

S.H.P. 300

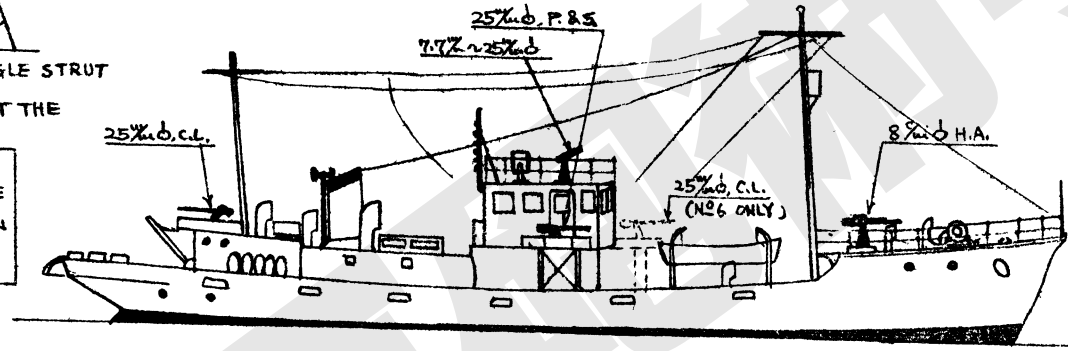
ARMAMENTS
- 1 8 cm ⌀ H.A. GUN (SHORT CAL.)
- 2~4 25 mm ⌀ M.G.
- 6 D.C.

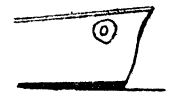
EACH SHIP HAVE A ADDITIONAL 7.7 mm, 13 mm OR 25 mm ⌀ M.G. ON THE COMPASS BRIDGE.
(ORIGINALLY DESIGNED TO CARRY 1×8 cm ⌀ H.A. & 1×7.7 mm ⌀ M.G. ONLY.)



Nº 13, 14 HAVE STRUTS AT THE MAIN MAST.

NOTES:
Nº 11, 12, 13, 14 & 20 HAVE 1×25 mm ⌀ M.G. ABAFT MAIN MAST.





Nº 11, 12, 17~20, 22 HAVE ANCHOR RECESSES AT THE OUTSIDE OF HAWSE PIPES.

NOTES: AS THE EXPERIENCES OF SINO-JAPANESE AFFAIRS, IN WHICH MANY TRAWLERS & OTHER FISHING CRAFTS WERE CONVERTED TO MINE SWEEPERS, THE INCREASED NUMBERS OF THESE CRAFTS WERE REQUIRED TO REPLENISH THE REGULAR SWEEPERS. THIS TYPE OF CRAFT WAS DESIGNED & BUILT UNDER THE ADDITIONAL PROGRAM OF 1940. 6 BOATS (Nº 1~6) WERE BUILT BY SAKURAJIMA & NANIWA & COMPLETED BETWEEN 31/1/'42 ~ 30/10/'42. THEY WERE ORIGINALLY TO BE CLASSIFIED AS MISCELLANEOUS SHIPS, BUT JUST BEFORE LAYING DOWN THEY WERE DETERMINED TO BE RATED AS MINOR SPECIAL SERVICE SHIPS. (TOKUMU TEI OR SMALL AUXILIARIES) THEY WERE ALSO INTENDED AS EXPERIMENTS OF WAR TIME CONSTRUCTION OF MANY SWEEPERS OF FISHING BOAT TYPE. THEY WERE BUILT BY THE CONSTRUCTION RULES OF FISHING BOATS, SO THAT THEY WERE TO BE CONVERTED TO FISHING BOATS IN TIME OF PIECE. THEY ORIGINALLY CALLED AS SWEEPER OF FISHING BOAT TYPE. 16 MORE SISTERS (Nº 7~22) WERE ALSO COMPLETED BY EMERGENCY WAR PROGRAM OF 1941 BETWEEN 30/11/'42 ~ 20/10/'43. VERY CONVENIENT SHIPS. IN GENERAL ARRANGEMENTS & CHARACTERISTICS THEY WERE NOTHING BUT FISHING BOATS. RADIUS OF ACTION 1,700 MILES AT 9.5 KNOTS.

Nº 5 AT TRUCK ISL. AT THE END OF WAR.

7, 9 AT SINGAPORE AT THE END OF WAR. USED AS LOCAL TRANSPORTS AFTER WAR. DELIVERED TO ALLIED FORCES, JULY '46. PAID OFF.

11, 12, 13, 14, 16, 17, 18, 21, 22. MINE SWEEPING SERVICE AFTER WAR. LAID UP RESERVE AT PRESENT AT YOKOSUKA.
Nº 16 ONLY AT SASEBO.

19, 20 REPATRIATION SERVICE. BUT MOORED SINCE SPRING OF 1946. (AT MAIZURU)

15 AT CHINKAI, KOREA. AT THE END OF WAR.

*3 PROBABLY SUNK AT SOERABAYA 24/7/'45, OR AT AMBOINA.

*6 DAMAGED & AGROUND AT YAMADA, IWATE PREF. REFLOATED & NOW TEMPORARILY USED BY CIVILIAN OWNER.

WAR LOSSES:
Nº 1, 2 (AT TURAGI, SOLOMONS); 4 (DILLY, TIMOR); 8, 10 (PHILIPPINES)

BUILDERS: SAKURAJIMA (4); NANIWA (6); SHIMONOSEKI, MITSUBISHI (5); NAMURA (4); SANOYASU (3).

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

AUXILIARY MINE SWEEPERS
(SŌKAI TOKUMU-TEI)

Nº 101, 102, 103, *104, 106, 107

ALL ARTICLES ON THIS PAGE ARE NOT FROM ANY OFFICIAL SOURCE.

Nº 101 TYPE:

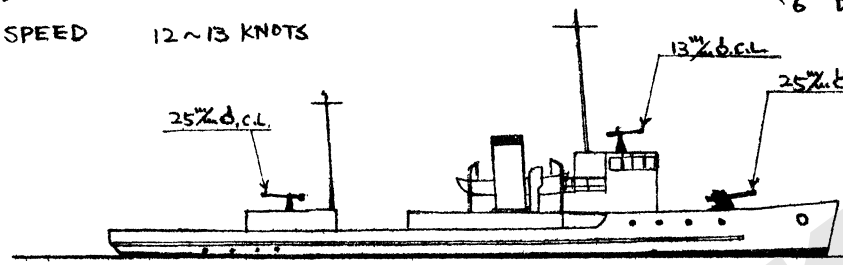
Nº 101, 102, 103

DISPT. 175 TONS

SPEED 12 ~ 13 KNOTS

ENGINE 1 DIESEL
S.H.P. 350

ARMAMENTS
- 1 25mm ⌀ M.G.
- 1 " ⌀ "
- 1 13mm ⌀ "
- 6 D.C.



NOTES: Nº105 WHICH WAS LOST DURING WAR, MUST BE OF THIS TYPE. ALL BOATS OF THIS TYPE WERE CAPTURED ON THE STOCKS. DIMENSIONS & OTHER PARTICULARS MAY BE ALMOST SIMILAR TO Nº 104 DESCRIBED BELOW. EQUIPPED WITH HYDROPHONE.

Nº 104 TYPE:

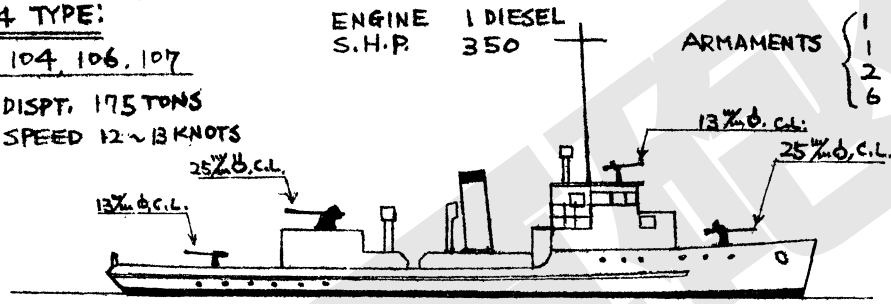
*Nº 104, 106, 107

DISPT. 175 TONS
SPEED 12 ~ 13 KNOTS

ENGINE 1 DIESEL
S.H.P. 350

ARMAMENTS
- 1 25mm ⌀ M.G.
- 1 " ⌀ "
- 2 13mm ⌀ "
- 6 D.C.

EQUIPPED WITH HYDROPHONE.



NOTES: ALL 3 BOATS SALVED & REPAIRED BY THE JAPANESE NAVY. Nº104 & 106 ARE SAME TYPE; Nº107 ALSO SUPPOSED TO BE A SISTER.

7 SMALL EX. DUTCH BOATS WERE CAPTURED, REFLOATED OR BUILT BY THE JAPANESE NAVY AT SOERABAYA, JACURTA OR SOME OTHER PLACES IN JAVA. THEY WERE CLASSIFIED AS AUX. MINE SWEEPERS.

OUT OF 7, 1 BOAT WAS SEVERELY DAMAGED & AGROUNDED, 1 BOAT SANK DURING THE WAR.

THEIR PARTICULARS, INCLUDING DIMENSIONS, ENGINES, GENERAL ARRANGEMENTS, WERE NOT KNOWN. ESPECIALLY THEIR PROFILES ARE MOST DIFFICULT TO INVESTIGATE. THE SKETCHES SHOWN AT LEFT SIDE OF THIS PAGE WERE DRAWN ENTIRELY BY PRESUMPTIONS.

SUMMARY TABLE:

NAME OF SHIP	FORMER CLASSIFICATION	BUILT OR COMMISSIONED BY 102 REPAIRS SECTION (TACURTA)	LAUNCHED	COMPLETED	ENLISTED	CONDITION WHEN CAPTURED	LOCATION AT THE END OF WAR OR SINKING	DISPT.
Nº 101	MINE SWEEPER		17/10/'42	25/6/'43	5/12/'42	UNDER CONSTRUCTN (ON THE STOCKS)	AT SOERABAYA (MINED OFF MADURA ISL., 13/10/'43, REPAIRED.)	175 TONS
102	"	"	"	30/6/'43	"	"	" "	"
103	"	"	20/11/'42	7/5/'43	"	"	AT JACURTA	"
(EX. DJEMBER) 104	PATROL & SWEEPER	102 REPAIRS SECTION		20/2/'43	15/1/'43	SUNKEN	SEVERELY DAMAGED & AGROUNDED BY THE ACTION WITH SUB. OFF BALI ISL.	8/5/'45
105	MINE SWEEPER	"	15/2/'43	31/8/'43	1/4/'43	UNDER CONSTRUCTION (ON THE STOCKS)	SUNK BY SUB. AT JAVA SEA, 25/5/'45. REMOVED FROM LIST, 10/7/'45.	"
106	PATROL & SWEEPER	"		"	"	SUNKEN	AT JUCURTA	"
107	"	"		31/8/'44	"	"	"	"

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

LIGHT ESCORTS, TYPE A

(KAIBŌ-TEI, KŌ-GATA)

No.1 TYPE:

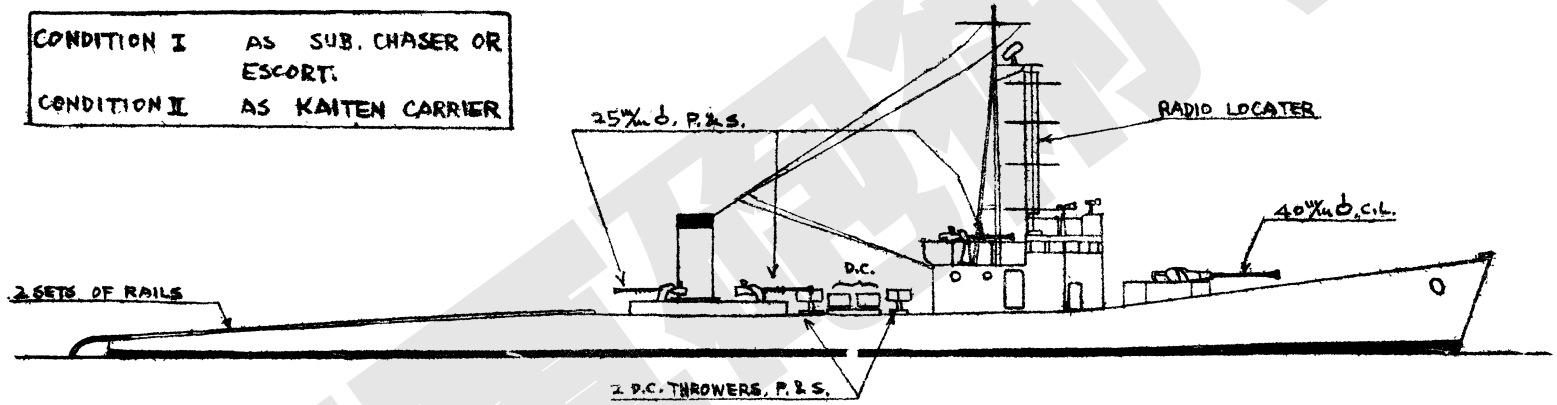
(No.1), (No.2)

Lwl	48.500 (Lpp 46.000)
Loa	51.000
B	5.400
D	3.500
d	2.300 (CONDITION I) / 2.360 (" II)
DISPT.	270.0 TONS (" I) / 282.2 TONS (" II)
SPEED	15 KNOTS (" II)

ENGINES	2 DIESELS
S.H.P.	800
ARMAMENTS	1 40㎜ M.G.*
	6 25㎜ M.G.
	4 D.C. THROWERS.
	60 D.C. (CONDITION I) OR
	4 D.C. (" II)
	2 KAITENS (" II)

* THIS M.G. IS OF NEW MODEL. (TYPE 50

CONDITION I	AS SUB. CHASER OR ESCORT.
CONDITION II	AS KAITEN CARRIER



NOTES: OFFICIALLY CLASSIFIED AS KAIBŌ-TEI. (SMALL COAST DEFENCE SHIPS) THEY WERE INTENTED TO CARRY KAITENS (HUMAN TORPEDOES) TO LOCAL BASES OR ATTACK ENEMY LANDING FORCES. DEPTH CHARGE INSTALLATIONS WERE MODIFIED & STRENGTHENED DURING THEIR DESIGN, SO THAT THEY CAN SERVE AS LOCAL ESCORTS FOR ANTI-SUBMARINE PURPOSES. VERY SIMPLE CONSTRUCTION OF HULL & EQUIPMENTS. THEY ARE TO BE ARMED WITH 40㎜ MACHINE GUN, THE NEWEST MODEL IN ANTI-AIRCRAFT WEAPONS IN JAPANESE NAVY.

ONLY 2 BOATS OF THIS TYPE, No.1 & No.2 WERE LAID DOWN AT URANDSAKI, 15/4/'45 & 25/4/'45 RESP. THEY WERE LAUNCHED IN JUNE BUT NOT COMPLETED BY THE END OF WAR.

(No.1) ALMOST 50% COMPLETED AT URANOSAKI AT THE END OF WAR. SUNK BY LEAKAGE AFTER WAR.
(2) Do Do

2 KAITEN WERE DESIGNED TO CARRY ON QUARTER DECK UPON CRADLES ON RAILS. CAN LAUNCH BY MEANS OF WINCH.

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

LIGHT ESCORTS, TYPE B

(KAIBŌ-TEI, OTSU-GATA)

Nº 101 TYPE:

(Nº 101), (103), (104), (109), (113)
(122), (125), (126), (128), (131)
(132), (133), (137), (138), (139),
(141), (144), (148), (151), (157),

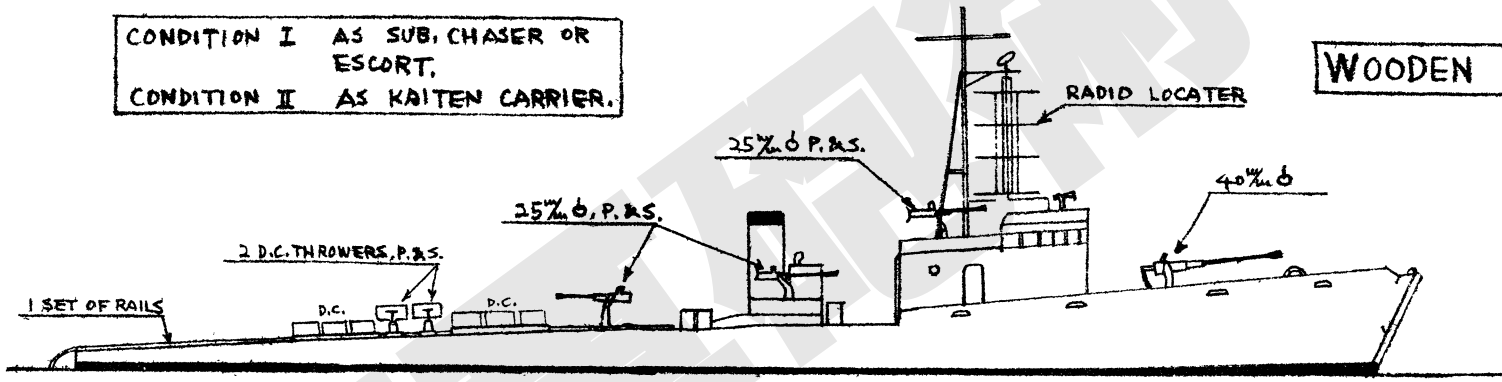
LWL	39M.500 (Lpp 35.000)
LOA	40.250
B	6.090
D	2.950
d	2.43 (CONDITION I) 2.45 (" II)
DISPT.	285 TONS (" I) 290 TONS (" II)
SPEED	12.5 KNOTS (" II)

ENGINES	2 DIESELS
S. H. P.	800
ARMAMENTS	1 ✓40 m/m ⌀ M.G. 6 25 m/m ⌀ M.G. 4 D.C. THROWERS 60 D.C. (CONDITION I) OR 8 D.C. (" II) 1 KAITEN (" II)

✓ THIS M.G. IS OF NEW MODEL. (TYPE 5.)

CONDITION I AS SUB. CHASER OR ESCORT.
CONDITION II AS KAITEN CARRIER.

WOODEN HULL



NOTES: THIS TYPE OF SHIPS IS THE WOODEN EDITION OF Nº 1 TYPE IN THE PREVIOUS PAGE / WITH INCREASED BREADTH & SLOWER SPEED. SAME ARMAMENTS AS IN Nº 1 CLASS BUT CAN CARRY 1 KAITEN ONLY.
AS THE SHORTAGE OF STEEL MATERIALS & INCREASED DEMAND FOR MORE BOATS OF THIS TYPE, THIS TYPE OF WOODEN VESSELS WAS DESIGNED. THEY WERE PROJECTED TO BUILT AT MINOR WOODEN SHIP YARD AS IN AUX. SUB. CHASER Nº 1 TYPE & AUX. PATROL BOATS Nº 1 TYPE. MANY AUX. PATROL BOATS WHICH WERE NOT YET LAID DOWN WERE ABANDONED TO MAKE ROOM FOR THIS TYPE.

THE 1ST BOAT OF THIS TYPE, THE Nº 113 WAS LAID DOWN AT MIHO, 11/2/'45. 21 BOAT WERE LAID DOWN TILL THE END OF WAR, BUT NOT A SINGLE BOAT WAS LAUNCHED.
ABOUT 100 BOATS PROJECTED, OF WHICH 60 BOATS WERE ORDERED. SHIPS LAID DOWN & THEIR BUILDERS ARE:—

(Nº 101)	FUNAYA.	(118), (119)	KOYANAGI.	(131) (132), (133)	SHIKOKU.	(148).	JINEN.
(103) (104)	YAMANISHI	(122)	ICHIKAWA	(137), (138), (139).	TOKUSHIMA.	(151).	EUKUOKA.
(109)	MURAKAMI	(125), (126)	GŌRIKI	(141).	FUKUSHIMA.	(157)	SAGA.
(113)	MIHO	(128)	NISHII.	(144).	HAYASHIKANE.	SHIPS ORDERED TO YONAGO WERE NOT LAID DOWN.	

MINOR SPECIAL SERVICE SHIP
(TOKUMU-TEI)

CABLE LAYER
(DENRAN FUSETSU-TEI)

HASHIMA TYPE:

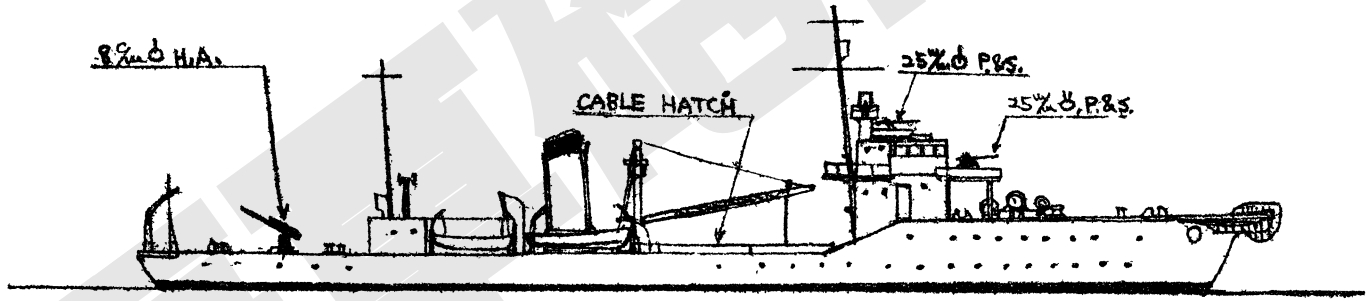
TSURUSHIMA.

L_{WL}	70.000 M (Lpp 68.700)
B	10.800
D	5.830
d	3.530
DISPT.	1,700 TONS
SPEED	14 KNOTS

ENGINES	2 RECIPROCATING
BOILERS	2
S.H.P.	2,300
FUEL	COAL
ARMAMENTS	1 8cm/40 H.A. 2 25mm/60 M.G. 2 " d " SEVERAL D.C.

✓ THERE IS ANOTHER HASHIMA IN JAPANESE NAVY. (SALVAGE & TUG.) HASHIMA, IN THIS CASE, WAS NAMED AFTER THE ISL. IN SAGAMI BAY. (COMMONLY KNOWN AS HATSUSHIMA.) IT WAS PERHAPS A MISTAKE OF NAVAL AUTHORITIES TO CALL HER HASHIMA.

SHE WAS FITTED WITH 1 SET OF MINE-LAYING RAILS AT THE STERN.



NOTES: 4 SHIPS OF THIS TYPE WERE BUILT IN 1940~1941.
ORIGINALLY CLASSIFIED AS MISCELLANEOUS VESSEL BUT ALTERED AS MINOR SPECIAL SERVICE SHIPS. (TOKUMU-TEI) CABLE STORE PLACED AMIDSHIPS.
THREE SISTERS, HASHIMA, ŌTATE AND TATEISHI WERE LOST DURING THE WAR.
TSURUSHIMA IS NOW IN SERVICE OF CABLE LAYING & REPAIRING UNDER THE MINISTRY OF COMMUNICATIONS.

BUILDERS: TSURUSHIMA, HASHIMA ··· KAWASAKI, KOBE.
ŌTATE, TATEISHI ···· HARIMA S.B. Co.

ANOTHER CABLE LAYER NAMED HARUSHIMA VIDE PAGE 110.

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

MOTOR TORPEDO BOATS
(GYORAI-TEI)

TYPE A (KŌ-GATA)

Nº 10 TYPE:
Nº *11 *13, *14 *15, *16, *17, (18), (19)

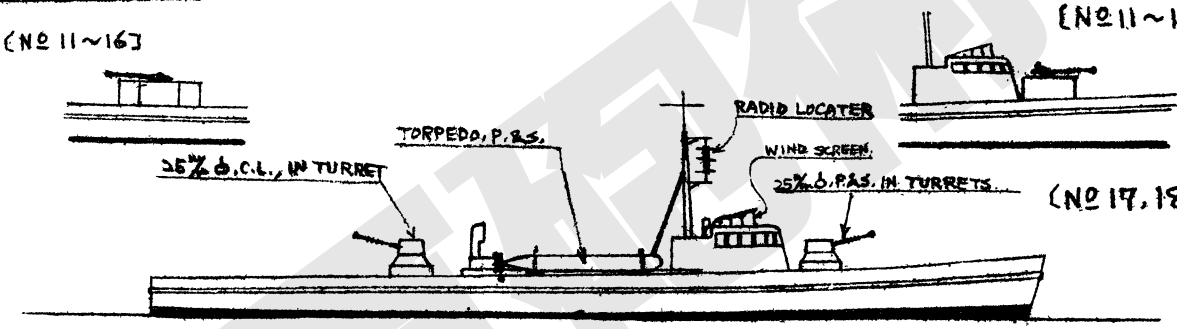
L o.a.	32M.400	ENGINES	4 GASOLINE ENGINES
B	5.00p	S.H.P.	3,600
d	1.109		
DISPT.	84.2 TONS	ARMAMENTS	3 25 m/m ♂ M.G.
SPEED	29 KNOTS		2 ✓ TORPEDOES WITH DROPPING GEARS.
			8 D.C. (IF NO TORPEDOES CARRIED ON BOARD, 12 D.C. CAN BE CARRIED)

✓ DESIGNED TO CARRY 45 c/m TORPEDOES.

Nº 10 WAS ARMED WITH 1 25 m/m ♂ M.G & 4 TORPEDOES.

Nº 19 WAS LAID DOWN IN JUL.~AUG.'44, BUT HER WORK STOPPED. (NOW ON STOCKS AT CHŌSHI.)

WOODEN HULL



NOTES: BUILT UNDER THE EMERGENCY WAR PROGRAM OF 1941. 18 BOATS PROJECTED, OF WHICH 9 BOATS BUILT, 1 BOAT LAID DOWN BUT NOT LAUNCHED. (17 MORE BOATS PROJECTED BUT NOT LAID DOWN.) ALL OF THEM BUILT BY THE YOKOHAMA YACHT Co. (Nº 10, 13 & 16 AT TSURUMI, ALL OTHERS AT CHŌSHI.) THE 1ST BOAT, Nº 10 WAS LAID DOWN 20/7/'42, COMPLETED 20/11/'43. WOODEN HULL. DESIGNED AS A DIVISION-BOAT FOR A MOTOR TORPEDO BOAT DIVISION. (GYORAI-TEI TAI.) Nº 10 HAS TWIN SHAFTS & VULCAN GEARS. ALL OTHERS 4-SHAFTED. 4× MODEL 6. TYPE 71 GASOLINE ENGINES. Nº 10 WAS ARMED BY 1 × 25 m/m ♂ M.G., ALL OTHERS 3 × 25 m/m ♂ M.G. RADIUS OF ACTION IS 340 MILES AT 28 KNOTS OR 1,000 MILES AT 16 KNOTS. COMLEMENTS 18.

Nº 11~16 HAVE MACHINE GUNS DIRECTLY FITTED ON DECK WITH BULWARKS. THEY WERE USED AS PATROL CRAFTS FOR ANTI-SUB. DUTIES. BOATS WHICH COMPLETED LATER HAD 2 ENGINES REMOVED & SERVED FOR PATROL DUTIES WITH SLOWER SPEED.

Nº *11, *14, *17. AT URAGA IN DISABLED CONDITIONS SINCE THE END OF WAR.

*13 SUNK BY FIRE AT URAGA. FEB. 1946.

*15 AT URAGA AT THE END OF WAR. SUNK BY COLLISION AT THAT HARBOR.

*16 DISABLED AT SASEBO. (NOW AGROUNDED.)

(18) RECLASSIFIED AS TORPEDO LAUNCH. IN MISCELLANEOUS VESSEL. RENAMED AS TORPEDO LAUNCH Nº 111 (RAI-TEI Nº 111), 5/3/'45. BELONGED TO THE YOKOSUKA BASE SUBMARINE CORPS. (NOT COMPLETED, STILL ON STOCKS AT CHŌSHI.)

WAR LOSSES: Nº 10 (SUNK AT TRUCK BY AIR RAID, 17/2/'44.) Nº 12 (SUNK BY EXPLOSION OF GASOLINE VAPOUR DURING RAPAIR WORKS AT NAGAURA QUAY, YOKOSUKA, 20/8/'44. SALVAGED BUT ABANDONED.)

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

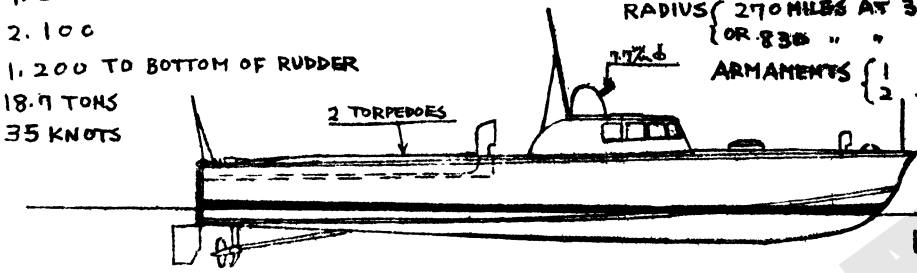
MOTOR TORPEDO BOATS
(GYORAI-TEI)

TYPE B (OTSU-GATA)

*19M EXPERIMENTAL BOAT
(NUMBER NOT GIVEN)

L_{OA}	19M.000
B	4.300
D	2.100
d	1.200 TO BOTTOM OF RUDDER
DISPT.	18.9 TONS
SPEED	35 KNOTS

ENGINES 2 TYPE 94 GASOLINE ENGINES
S.H.P. 1,800
RADIUS { 270 MILES AT 30 KNOTS
{ OR 830 " " 8 "
ARMAMENTS { 1 7.7㎜ M.G
{ 2 45㎝ TORPEDOES



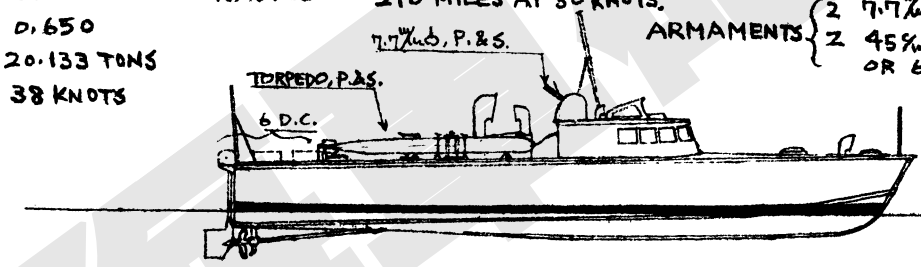
WOODEN HULL V-SHAPED, WITHOUT STEPS.

NOTES; SHE WAS THE FIRST MODERN MOTOR TORPEDO BOAT BUILT IN JAPAN. BUILT BY YOKOHAMA YACHT CO. (TSURUMI) FOR EXPERIMENTAL PURPOSE. COMPLETED IN 1940. EXPERIMENTS WERE TAKEN PLACE AT YOKOSUKA AT THE SAME TIME AS 55 C.M.B. (THORNYCROFT TYPE, CAPTURED FROM CHINA) & 18M M.A.S. (BAGLIETTO TYPE, PURCHASED FROM ITALY). TORPEDOES CAN BE FIRED FROM STERN. FITTED WITH 1×60 HP CRUISING ENGINE. THOUGH SHE WAS CLASSIFIED IN MINOR SPECIAL SERVICE SHIPS. NAME OR NUMBER WAS NOT GIVEN. SHE WAS AT KISARAZU (CHIBA PREF.) SINCE 1943. CONDITION AT THE END OF WAR UN KNOWN. PERHAPS SHE WAS IN DISABLED CONDITION.

MOTOR TORPEDO BOAT
TYPE B (OTSU-GATA)
NO 1 TYPE: (T1 TYPE)
*NO 1

L_{OA}	18M.300
B	4.300
D	2.100
d	0.650
DISPT.	20.133 TONS
SPEED	38 KNOTS

ENGINES 2 TYPE 94, 900 HP, GASOLINE ENGINES
S.H.P. 1,800
RADIUS 210 MILES AT 30 KNOTS.
ARMAMENTS { 2 7.7㎜ M.G.
{ 2 45㎝ TORPEDOES
OR 6 D.C.



COMPLEMENTS 1 OFFICER & 6 MEN.

WOODEN HULL, V-SHAPED, WITHOUT STEPS.

NOTES; THIS TYPE IS THE MODIFIED 19M TYPE ABOVE MENTIONED. BUILT BY THE EXPERIENCES GAINED FROM C.M.B. MAS & THE 19M BOAT. 6 BOATS OF THIS TYPE WERE BUILT UNDER THE 1939 ESTIMATES AS MISCELLANEOUS VESSELS, BUT CLASSIFIED AS MINOR SPECIAL SERVICE SHIPS DURING THEIR CONSTRUCTION. ALL BOATS WERE BUILT BY YOKOHAMA YACHT CO. (TSURUMI), LAID LOWN BETWEEN 6/5/41 ~ 19/6/41 & COMPLETED BETWEEN 25/10/'41 ~ 6/12/'41. EQUIPPED WITH 60 HP CRUISING ENGINE. TORPEDOES CAN BE FIRED BY DROPPING GEARS FITTED AT BOTH SIDES OF SHIP (SAME AS IN MAS.) AT THE TRIAL OF THE EACH BOAT VARIOUS TYPES OF PROPELLERS WERE TESTED.

*NO 1 AT MARSHAL BASE. DAMAGED BY HEAVY WAVES, 14/12/'42, CAME BACK YOKOSUKA FOR REPAIRS. AFTER REPAIRS SHE SERVED AS TRAINING BOAT FOR THE NAVAL TORPEDO SCHOOL AT YOKOSUKA. HER CONDITION AT THE END OF WAR IS UNKNOWN. (PERHAPS DISABLED)

WAR LOSSES: NO 2, NO 3--- SUNK BY AIRCRAFT AT TARAWA ISL. (MARSHAL), 19/9/'43; NO 4---- SUNK BY AIRCRAFT AT WAKE ISL., 24/3/'44; NO 5--- SUNK BY BOMBING AT WAKE IN 1944; NO 6 ALSO SANK AT WAKE IN 1944.

MINOR SPECIAL SERVICE SHIPS [TOKUMU-TEI]

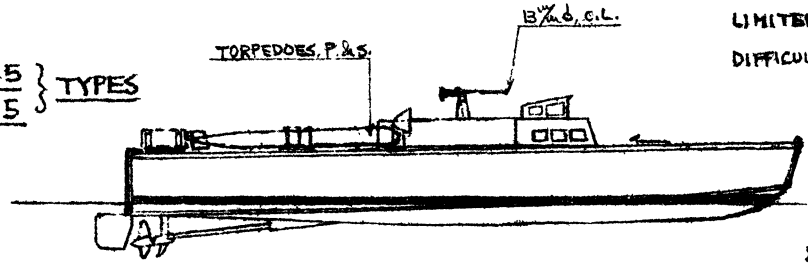
MOTOR TORPEDO BOATS [GYORAI-TEI]

TYPE B [OTSU-GATA]

Nº 151, 201, 241, 301, 411, 468, 469 & 538 TYPES

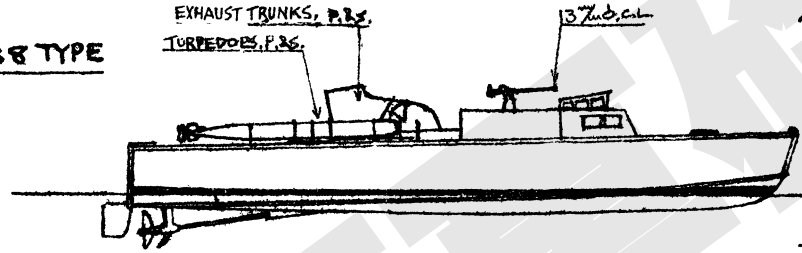
DIMENSIONS & PARTICULARS IN NEXT PAGE.

T25 } TYPES
T35 }



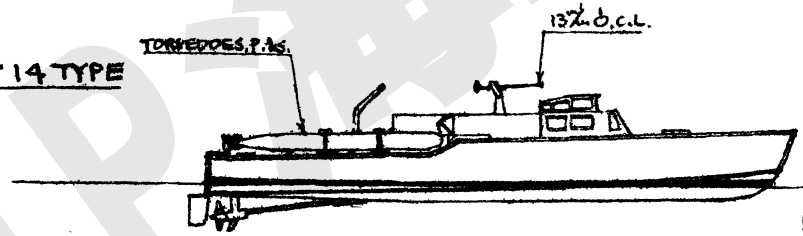
T23, 31, 32, 33, 34 TYPES ARE SIMILAR.

T38 TYPE



T36, 37, 39 TYPES ARE SIMILAR.

T14 TYPE



T15 TYPE IS ALMOST SIMILAR BUT WITH STEP.

NOTES: AS THE STANDARD TYPE OF MOTOR TORPEDO BOATS, THE Nº1 TYPE (DESIGN NUMBER T-1) WAS A SUCCESS ONE. BUT THE PRODUCTION OF ENGINES WAS LIMITED & MOREOVER IT WAS RATHER DIFFICULT TO OPERATE THEM AT FULL POWER, MUCH SIMPLE BOATS HAD BEEN BUILT IN LARGE NUMBERS SINCE SPRING OF 1943 BY EACH NAVY YARDS, SEVERAL PRIVATE WORKS & EVEN BY REPAIR SECTIONS AT HONGKONG, SOERABAYA & SINGAPORE. THEY WERE EQUIPPED WITH VARIOUS TYPES OF AIROPLANE ENGINES & OF INFERIOR IN SPEED & POWER. THOUGH THEY WERE CLASSIFIED IN VARIOUS TYPES SUCH AS Nº 151, 201, 241, 301, 411, 468, 469 & ETC. (DESIGN NUMBER: T23. T25, T31 ~T39) THEY WERE SIMILAR IN SHAPES OF HULL, DIMENSIONS & ARRANGEMENTS. (ONLY DIFFERED IN TYPES OF ENGINES, POWERS & SPEEDS.) BOATS EQUIPPED WITH AIR-COOLING ENGINES HAVE EXHAUST TRUNKS (P. & S.) ON DECK. (AS IN T.38) SOME BOATS ARE OF STEEL HULL, & IN SOME CASES OUTSIDE PLATINGS, DECK & BULKHEAD PLATES ARE CORRUGATED. THEY WERE BUILT IN GREAT NUMBERS BUT OWING TO THE INSUFFICIET PRODUCTION & QUALITY OF ENGINES A GREAT NUMBERS OF THEM HAD BEEN ABANDONED DURING THEIR CONSTRUCTION OR AFTER COMPLETION OF HULLS. SOME OF THEM WERE MOORED IDLE UNTIL THE END OF WAR. SOME BOATS HAD BEEN MANAGED TO COMPLETE & THE INSUFFICIENT RESULTS OF ENGINES MADE THEM VERY SLOW IN SPEED. (12 ~17 KNOTS ONLY.) THESE UNSUCCESSFUL BOATS HAD BEEN STRICKEN FROM LIST OF COMBATANT CATEGORIES & CLASSIFIED AS RAI-TEI (TORPEDO LAUNCHES) RATED IN MISCELLANEOUS VESSELS. (THEY WERE USED FOR LOCAL DEFENCES AS AUXILIARIES TO NORMAL MOTOR TORPEDO BOATS.)

2 OTHER TYPES. THE DESIGN NUMBERS T14 & T15 ARE MODIFIED BOATS WITH SMALLER DIMENSIONS BUT BETTER QUALITIES. THEY HAD BEEN BUILT UNTIL AT THE END OF WAR. IN TOTAL 238 BOATS COMPLETED DURING WAR (ALSO MANY BOATS COMPLETED AS TORPEDO LAUNCHES, BUT THEIR NUMBERS UNKNOWN), OF WHICH ABOUT 48 BOATS LOST DURING WAR. 190 BOATS WERE EXISTED AT THE END OF WAR.

DIMENSIONS & PARTICULARS OF THE MOTOR TORPEDO BOATS, TYPE B. (EMERGENCY WARTIME TYPE.)

DESIGN NUMBERS	T23	T25	T31	T32	T33	T34	T35	T36	T37	T38	T39	T14	T15
TYPES (OFFICIALLY CLASSIFIED)	M.T.B. No 201	M.T.B. No 468 OR No 469	M.T.B. No 208	M.T.B. No 301			M.T.B. No 468 OR No 469	M.T.B. No 411		M.T.B. No 241		M.T.B. No 538	
MATERIAL OF HULL	STEEL OR WOOD	WOOD	STEEL OR WOOD	STEEL OR WOOD	STEEL OR WOOD	WOOD	WOOD	WOOD	STEEL OR WOOD	WOOD	WOOD	WOOD	WOOD
FORM OF HULL	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHAPED	V-SHARED	STEPPED
BUILT SINCE	1943	1943	1943	1943	1943	1943	1943	1943	1943	1943	1943	1944	1944
LOA IN METERS	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	15.000	15.200
B " "	4.300	4.300	4.300	4.300	4.300	4.300	4.300	4.300	4.300	4.300	4.300	3.650	3.800
D " "	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	1.600	1.800
d " "	0.650	0.650	0.733	0.737	0.737	0.729	0.742	0.728	0.740	0.734	0.742	0.621	0.636
DISPT IN TONS	25.440	25.440	24.000	24.200	24.500	24.000	24.500	24.000	24.700	24.300	24.500	14.500	15.000
SPEED IN KNOTS.	17	21.5	20.0	21.5	21.0	27.5	35.0	21.5	25.0	27.5	27.0	33.0	35.0
RADIUS IN MILES —KNOTS	310-14		340-18.5	300-19.5	300-19.5	250-26	290-33	300-21	250-24	220-26	220-25.5		
(◆--AIR COOLING) TYPES OF ENGINES	TYPE 91, 600 HP.	MODEL 6, TYPE 71	HISPANO SUIZA, 450HP	HISPANO SUIZA, 650HP	TYPE 91, 600 HP.	LORRAINE 800HP.	MODEL 6, TYPE 71.	KOTOBUKI, TYPE 3. ◆	MYOJO, TYPE 2. ◆	KINSEI, TYPE 41 ◆	SHINTEN, TYPE 21 ◆	MODEL 6, TYPE 71	MODEL 6, TYPE 71
Nº OF "	1	1	2	2	2	2	2	2	2	2	2	1	1
CRUISING ENGINE	1×80 HP	1×80 HP	NIL (400×2)	NIL (500×2)	NIL (450×2)	NIL (700×2)	NIL (920×2)	NIL (430×2)	NIL (600×2)	NIL (700×2)	NIL (720×2)	NIL	NIL
S.H.P.	450	920	800	1,000	900	1.400	1,840	860	1,200	1,400	1,440	920	920
COMPLEMENTS	7	7	7	7	7	7	7	7	7	7	7	7	7
ARMAMENTS	1×13㎜ M.G. OR 1×25㎜ MG. 2×45㎝ TORPEDOES.						1×25㎜ M.G. 2×45㎝ TORPEDOES.					1×13㎜ OR 25㎜ MG. 2×45㎝ TORPEDOES.	
BUILDERS	YOKOSUKA, KURE, SASEBO & MAIZURU NAVY YARDS. ALSO SEVERAL MINOR PRIVATE FIRMS.											SASEBO, MAIZURU & NAGASAKI	NAGASAKI
NAMES OF BOATS BELONGING TO.	Nº201~207, 401~410, 451~456		Nº208 & SEVERAL BOATS BET. 209~240	Nº301~308 Nº503 & SEVERAL BOATS BET. 500~505			Nº482 & OTHERS ◆	Nº411~450, 490~498,	Nº327 & OTHERS	Nº241~286 457~467 506~528	Nº474 & OTHERS	Nº 538~555 838~900 1001~1008	

THERE ARE ALSO FOLLOWING TYPES, OF WHICH THE CORRESPONDING DESIGN NUMBERS ARE UNKNOWN: Nº151 TYPE (Nº151~165),
◆ Nº 468 TYPE (Nº 468, 484~488) ◆ Nº 469 TYPE (Nº 469, 494~499, 529~537, 801~837)
Nº 468 TYPE & Nº 469 TYPE ARE SUPPOSED TO BE T25 & T35.

(CONTINUED ON NEXT PAGE.)

BUILDERS:

Nº 151 ~ 200	VARIOUS NAVY YARDS.	IN SOME CASES HULLS WERE BUILT BY DISTRICT PRIVATE YARDS. FOR INSTANCE, OKAMOTO SHIPBUILDING CO., KYOEI GUMI CO., HASEGAWA S.B. CO (ALL IN YOKOHAMA) HAD BUILT HULLS ONLY.
Nº 201 ~ 300	YOKOSUKA NAVY YARD, MITSUBISHI, YOKOHAMA	
Nº 301 ~ 400	KURE " " .	
Nº 401 ~ 500	SASEBO " " .	
Nº 501 ~ 600	MAIZURU " " .	
Nº 801 ~ 837	SASEBO " " .	
Nº 838 ~ 850, 871 ~ 900	MITSUBISHI, NAGASAKI.	
Nº 851 ~ 870	SASEBO NAVY YARD.	
Nº 1001 ~ 1008, 1101 ~ 1131	SASEBO, NAGASAKI OR OTHERS.	

THE CONDITIONS & LOCATIONS OF THE 190 BOATS, EXISTED AT THE END OF WAR, ARE NOW UNDER INVESTIGATING. MOST OF THEM ARE NOW SUNKEN, FLOODED, AGROUNDED OR QUITE DISABLED. ONLY FEW BOATS ARE REPAIRED & USED BY THE ADVANCED FORCES. SOME BOATS HAD BEEN SCRAPPED BY THE ALLIED POWERS.

IT IS MOST DIFFICULT TO INVESTIGATE THE INDIVIDUAL NUMBERS OF THE BOATS, BECAUSE NO MARKS & DOCUMENTS ABOUT THE NUMBER OF BOATS IN SOME CASE; QUITE IMPOSSIBLE TO DISTINGUISH THE PROPER NUMBER & NUMBER GIVEN UNOFFICIALLY BY EACH M.T.B. DIVISION OR DEFENCE CORPS TO WHICH THEY BELONGED TO.

WAR LOSSES: NO COMPLETE DATA AVAILABLE. ONLY ABOUT THE FOLLOWING BOATS REPORTED.

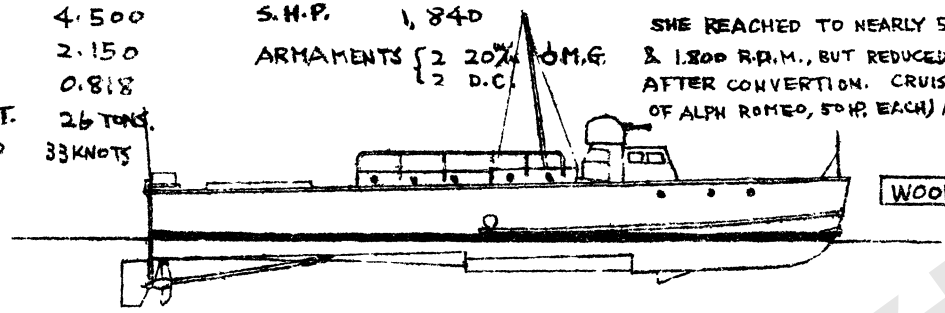
Nº 251	ENGINE TROUBLED & STRICKEN AT KUSHIRO (HOKKAIDO), 11/7/'44.
256	DAMAGED BY BOMBING AT YOKOSUKA, 18/7/'45. DUMP IN SEA BY ALLIED FORCES AFTER WAR.
402	SANK BY BOMBING AT BURMAN BASE, 18/3/'44. (AT BRONG (?) ISL.)
416	" AT PALAU IN JULY ~ SEPT. 1944.
428	LOST AT PALAU IN 1944.
458	SANK BY BOMBING AT BURMAN BASE, 18/3/'44. (AT BRONGKI) ISL.)
482	" " " " SEBU, PHILIPPINE, 14/9/'44.
483	" " " " " " , 12/9/'44.
493	496, 498, 500, 805, 806, 810, 812, 813, 814, 820, 823 SUNK BY AIR RAID AT OKINAWA, 10/10/'44.

NAMES, LOCATIONS & CONDITIONS OF THE M.T.B. NOW EXISTING ARE SHOWN IN LATER PAGES WITH HAYABUSA BOATS.

LOA	18M.000
B	4.500
D	2.150
d	0.818
DISPT.	26 TONS.
SPEED	33 KNOTS

ENGINES 2 ISOTTA FRASCHINI GASOLINE ENGINES
S.H.P. 1,840
ARMAMENTS { 2 20MM O.M.G.
2 D.C.

SHE REACHED TO NEARLY 50 KNOTS AT 2,300 H.P. & 1,800 R.P.M., BUT REDUCED TO 33 KNOTS, 1,840 H.P. AFTER CONVERTION. CRUISING ENGINES (2 SETS OF ALPH ROMEO, 50 H.P. EACH) ALSO REMOVED.



WOODEN HULL
2 STEPPED

MONOR SPECIAL SERVICE SHIP
[TOKUMU-TEI]
MOTOR TORPEDO BOAT
[GYORAI-TEI]
HAYABUSA BOAT
[HAYABUSA-TEI]
No.1 HAYABUSA TYPE:
No.1 HAYABUSA.

HAYABUSA BOATS ARE CALLED SUCH AS "No.1 HAYABUSA BOAT" (1-GO HAYABUSA-TEI) OFFICIALLY.

HAYABUSA MEANS PEREGRINE FALCON.

NOTES: SHE WAS A MAS BOAT, WHICH WAS PURCHASED FROM BAGLIETTO OF ITALY IN 1940 AS A EXPERIMENTAL BOAT. AFTER EXTENSIVE EXPERIMENTS WHICH WERE TAKEN PLACE AT YOKOSUKA IN 1940~1941, SHE WAS RECONSTRUCTED AS HAYABUSA BOAT, NAMED AS HAYABUSA No.1. ALL TORPEDO INSTALLATIONS REMOVED & M.G. ADDED. SHE WAS SENT TO RABAUL IN 1943. HER CONDITION AT THE END OF WAR IS UNKNOWN.

MOTOR TORPEDO BOATS
HAYABUSA BOATS
No.2, 10, 27, 101
HAYABUSA TYPES

NOTES: THOUGH CLASSIFIED AS TORPEDO BOATS, HAYABUSA BOATS WERE ORIGINALLY NOT ARMED WITH TOREDOES. THEIR HULLS & ENGINES WERE SAME AS NORMAL TORPEDO BOATS, TYPE B. BUT THEY WERE ARMED WITH RATHER HEAVY M.G. ARMAMENTS & ALSO WITH SEVERAL D.C. THEY WERE INTENDED TO ESCORT M.T.B. & TO DESTROY ENEMY M.T.B. THEY WERE THUS PROJECTED TO BE INCLUDED IN MOTOR TORPEDO BOATS DIVISIONS; FOR EXAMPLE, A M.T.B. DIVISION WAS CONSTITUTED BY 1 TYPE A (AS DIVISION-BOAT), 12 TYPE B's & 6 HAYABUSAS.

HAYABUSAS WERE BUILT SINCE 1943, AT THE SAME TIME WITH TYPE B. THERE WERE 5 TYPES IN HAYABUSAS; i.e. No.1, 2, 10, 27 & No.101 TYPES. THEIR DESIGN NUMBERS ARE H1, H2, H38, H35 & H61 RESPECTIVELY. TYPE 1 IS THE RE-CONSTRUCTED ITALIAN-BUILT MAS BOAT (ONLY 1 BOAT, MENTIONED ABOVE.) TYPE 2 WAS OFFICIALLY RATED AS TYPE 1, BUT THEY DIFFER IN EVERY POINTS FROM TYPE 1. TYPE 10 (H38) & TYPE 27 (H35) WERE CORRESPONDING TO THE T38 & T35 TYPES OF THE ORDINARY M.T.B. (TYPE B.) HULLS & ENGINES SAME, ONLY DIFFER IN ARMAMENTS. No.101 TYPE (H61) IS THE MOST RECENT ONE, THOUGH SLOW IN SPEED, No.101 TYPE BOATS HAD BEEN BUILT OR UNDER CONSTRUCTION AT THE LAST PERIOD OF WAR.

IN TOTAL 105 HAYABUSA BOATS HAD BEEN BUILT DURING THE WAR, OF WHICH 17 BOATS WERE LOST, 88 BOATS EXISTED AT THE END OF WAR. SOME BOATS HAD BEEN RECLASSIFIED AS TORPEDO LAUNCHES AS IN TYPE B.

BUILDERS:

No.2 ~ 46	YOKOSUKA NAVY YARD.	IN SOME CASES, HULLS WERE BUILT BY DISTRICT PRIVATE YARDS, SUCH AS MATSUO HEAVY INDUSTRIAL CO OF OSAKA & ETC.
No.51 ~ 100	KURE " " .	
No.101 ~ 124	SASEBO " " .	
No.201 ~ 245	KURE " " .	

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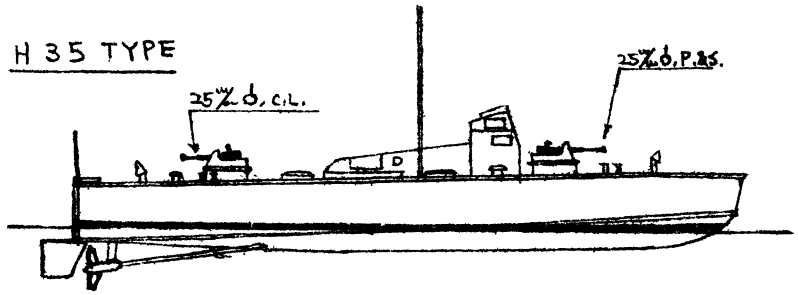
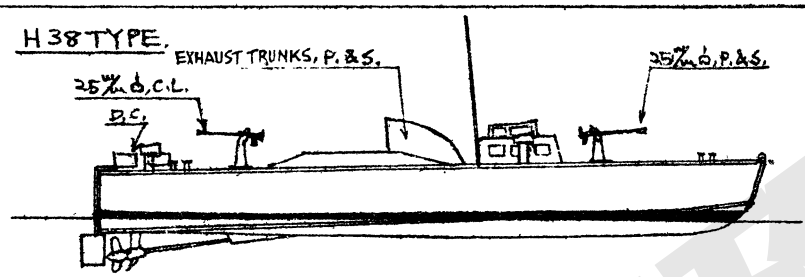
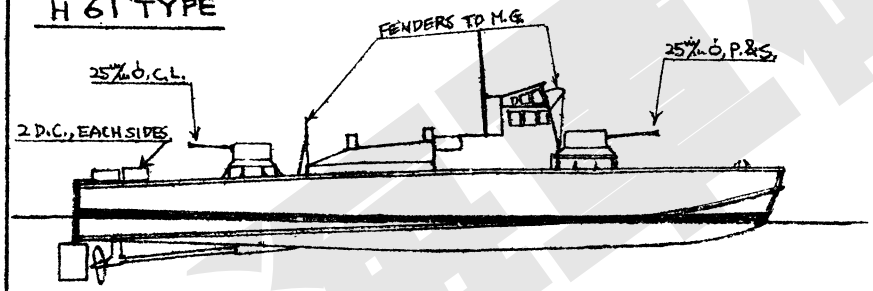
H 35 TYPE



H 38 TYPE.



H 61 TYPE



H 61 & OTHER TYPES OF HAYASABUSA BOATS WERE ARMED BY 2×45㌢㍍ TORPEDOES WITH DROPPING GEARS AT THE LAST PERIOD OF WAR. BOATS THUS ARMED BY TORPEDOES WERE NOTHING BUT A TORPEDO BOATS WITH INCREASED NUMBERS OF M.G.

DIMENSIONS & PARTICULARS OF THE HAYABUSA BOATS

✓ THOUGH OFFICIALLY CLASSIFIED AS №1 TYPE, THE H2 TYPE DIFFERS FROM THE FORMER.

DESIGN NUMBERS	H 2	H35	H38	H61
TYPES (OFFICIALLY CLASSIFIED)	✓HAYABUSA №2	HAYABUSA №27	HAYABUSA №10	HAYABUSA №101
MATERIAL OF HULL	STEEL	WOOD	STEEL	STEEL
FORM OF HULL	1 STEPPED	V-SHAPED	V-SHAPED	V-SHAPED
BUILT SINCE	1943	1943	1943	1944
LoA IN METERS	18.000	18.000	18.000	19.000
B 〃 〃	4.500	4.300	4.300	4.384
D 〃 〃	2.185	2.000	2.000	1.914
d 〃 〃	0.930	0.742	0.734	0.734
DISPT. IN TONS	24.650	25.000	24.800	25.600
SPEED IN KNOTS	33.5	ABOUT 34.0	27.0	17.5
RADIUS IN MILES-KNOTS	140-30	290-33	220-26	
TYPES OF ENGINES (◆··· AIR COOLING)	KASEI, TYPE10◆	MODEL6, TYPE 71.	KINSEI, TYPE 41◆	MODEL10, TYPE 51 (DIESELS)
№　OF 〃	2	2	2	2
CRUISING ENGINE	NIL	NIL	NIL	NIL
S. H. P.	(1,050×2) 2,100	(920×2) 1,840	(700×2) 1,400	600
COMPLEMENTS	8	7	7	7
ARMAMENTS	2×20㍉ò M.G. 2×7.7㍉ò 〃 SEVERAL D.C.	3×25㍉ò M.G. 4× D.C.		
BUILDERS	YOKOSUKA	YOKOSUKA, KURE.	YOKOSUKA, KURE	KURE, SASEBO.
NAMES OF BOATS BELONGING TO	HAYABUSA №2~9	HAYABUSA №27~32, 201, 217.	HAYABUSA №10~26 51~100,	HAYABUSA №33~46, 101~124, 218~245.

THE CONDITIONS & LOCATIONS OF THE HAYABUSA BOATS WHICH EXISTED AT THE END OF WAR ARE NOW UNDER INVESTIGATION. MOST OF THEM ARE NOW SUNKEN, FLOODED, AGROUNDED OR DISABLED. ONLY FEW BOATS ARE REPAIRED & SERVED FOR ALLIED FORCES. IT IS MOST DIFFICULT TO INVESTIGATE EACH OF THEM ON PAPER WITHOUT INSPECTING INDIVIDUAL BOATS.

WAR LOSSES: NO COMPLETE DATA AVAILABLE. ONLY LIMITED BOATS HAD BEEN REPORTED AS IN FOLLOWING.

HAYABUSA, Nº 3,5,7,8 LOST IN RABOUL AREAS.

4 TOWED BY A CONVERTED SHIP FROM TRUCK TO RABOUL. SEVERELY INJURED AT THE SINKING OF THE TOWING SHIP BY A TORPEDO OF SUB. SHE WAS ABANDONED & SUNK BY GUNFIRE FROM A ESCORT SHIP, 12/1/'44.

25 DAMAGED BY HEAVY WAVES AT BONIN ISL., 25/9/'44. SHE WAS SUPPOSED TO HAVE SUNK AT BONIN WATERS IN THE SPRING OF 1945.

28 SANK, AIR RAID, AT YOKOSUKA, 18/7/45.

52,55,61,62,67 SANK, AIR RAID AT SEBU, PHILIPPINES, 12/8/'44.

102 SUPPOSED TO HAVE BEEN SEVERELY DAMAGED AT NAGASAKI, BY BOMB, 1/8/'45.

THOUGH IT IS NOW BEING INVESTIGATED, THE CORRECT NAMES & TYPES OF THE ALL MOTOR TORPEDO BOATS OF TYPE B & HAYABUSA (INCLUSIVE OF THOSE RECLASSIFIED AS TORPEDO LAUNCHES) NOW EXISTING ARE VERY DIFFICULT TO KNOW. OF THE SOME HUNDREDS BOATS EXISTED AT THE END OF WAR ONLY POLLOWINGS ARE REPORTED. BUT THE EDITOR OF THIS VOLUME CANNOT ASSURE ITS ACCURACIES WITHOUT INSPECTING INDIVIDUAL BOATS. BY HIM.

H···· HAYABUSA R··· TORPEDO LAUNCH (RAITEI) ?···· DOUBTFUL, O····· ASSURED TO BE CORRECT.

NAME (Nº)	TYPE	LOCATION & CONDITION.
YOKOSUKA DISTRICTS.		
Nº38 H.	H (H61)	ITŌ,
34 H	H (〃)	URAGA MOORED
35 H	H (〃)	YOKOSUKA, USED BY ALLIED FORCES.
36 H	H (〃)	URAGA, MOORED,
? 2	? B	MISAKI, AGROUNDED. TO BE R?
? 5	? B	〃 , 〃 〃
? 18	? B	URAGA, SUNKEN 〃
? 19	? B	〃 , 〃 〃
? 25	? B	〃 , 〃 〃
? 26	? B	〃 , LANDED 〃
? 27	? B	〃 , SUNKEN , 〃
? 88	? B	〃 , 〃 , 〃
? 89	? B	〃 , 〃 , 〃
?Nº108	? B	URAGA, SUNKEN, TO BE R?
228	? B	〃 , 〃 〃
236	? B	〃 , MOORED, 〃
245	B (T.38)	〃 , SUNKEN,
254	B (〃)	〃 , AGROUNDED,
258	B (〃)	〃 , 〃 ,
?	?	TATEYAMA, 〃 ,
? 3	B	YOKOSUKA, LANDED, SCRAPPED BY U.S.NAVY.
? 4	B	〃 , 〃 , 〃 〃 〃
? 7	B	〃 , 〃 , 〃 〃 〃 (TO BE R.)
225	? B	〃 , 〃 , 〃 〃 〃 (TO BE R.)
239	? B	〃 , 〃 , 〃
256	?	〃 , 〃 〃 〃 〃

(CONTINUED ON NEXT PAGE.)

NAME (Nº)	TYPE	LOCATION & CONDITION
KURE DISTRICTS.		
? Nº 41 H	? H	KURE, DAMAGED. TO BE R.?
223 H	H (H61)	? AT HIRAO AT THE END OF WAR.
2 BOATS	? H	KŌCHI, USED BY ALLIED FORCES.
2 BOATS	? H	" , DAMAGED.
2 BOATS	? H	SUSAKI. " .
232	? B	KOMATSUJIMA, " . TO BE H?
233	? B	NARUTO, SUNKEN. TO BE H?
?	?	SAKANO. "
2 BOATS	? B	KŌCHI, "
?	? B	KURE, USED BY ALLIED FORCES.
3 BOATS.	? B	HIRAO, " " " " .
SASEBO DISTRICTS.		
? Nº 46 H	? H (T38 or H48)	SAEKI, SUNKEN. TO BE R?
106 H	H (H61)	FURUE, KAGOSHIMA PREF., USED BY ALLIED FORCES.
? 113 H	? H (T14)	ŌMURA BAY, AGROUNDED. TO BE Nº 858. TYPE B. (T14)
O 222 H	O H (H61)	FUKAE, ŌITA PREF., AFLOAT.
3 BOATS	? H	HOSOJIMA, MIYAZAKI PREF. SUNKEN OR DAMAGED.
? 35	B	SASEBO, SUNKEN, TO BE R?
? 67	B	" " " " ?
? 68	B	" , SUPPOSED TO HAVE SUNK. " ?
O 549	O B (T14)	NAGOYA, SAGA PREF. SUNKEN OR AGROUNDED.
O 869~877	O B (T14)	
O 879	O B (T14)	NOBEOKA, SUNKEN.
O 882	O B (T14)	KADOKAWA, DAMAGED.
883	O B (T14)	SAEKI, SUNKEN.
1113	O B (T25 or T35)	SASEBO, AGROUNDED.
?	B	" SUNKEN.
?	B	ŌITA, DAMAGED.
3 BOATS	B	SAKURAJIMA, KAGOSHIMA BAY. SUNKEN.
2 BOATS	B	HOSOJIMA, MIYAZAKI PREF. "
8 BOATS	B h	ABURATSU, " " , SUNKEN OR AGROUNDED.

NAME (Nº)	TYPE	LOCATION & CONDITION
MAIZURU DISTRICTS		
Nº 83	? B (T33)	MAIZURU, USED BY ALLIED FORCES. TO BE R.
84	? B (")	" , LANDED. "
85	? B (")	" , " . "
86	? B (")	" , " , "
ŌMINATO DISTRICTS.		
O Nº 10 H	O H	ŌMINATO, OBSOLETE. (HULL REPAIRABLE)
O 11 H	O H	" , DAMAGED.
O 19 H	O H	" , "
O 20 H	O H	" , "
O 241	O B (T38)	" , "
O 246	O B (")	" , "
O 247	O B (")	" , " (HULL REPAIRABLE)
O 249	O B (")	" , "
O 250	O B (")	" , "
ŌSAKA DISTRICTS.		
?	H	ŌSAKA, NOT COMPLETED.
3 BOATS	H	SUNKEN OR UNDER CONSTRUCTION.
?	H	TOBA, MIE PREF. SUNKEN.
?	H	" , " .
? Nº 219	? B	" , " , DAMAGED.
? 220	? B	" , " , "
? 222	? B	" , " , "
? 223	? B	" , " . DISAPPEARED BY TIDAL WAVE, 2/11/'46.

MINOR SPECIAL SERVICE SHIPS
(TOKUMU-TEI)

MOTOR TORPEDO BOATS
(GYORAI-TEI)

No 100 TYPE:

No 100, 101, 102, 103, 104, 105
106, 107, 108, 110, 111, 119
120.

Ex. DUTCH MOTOR TORPEDO BOATS

L oA	18.M600
B	3.800
D	1.150
d	0.7001
DISPT.	19.216 TONS FULL (13.120 TONS LIGHT)
SPEED	33.25 KNOTS

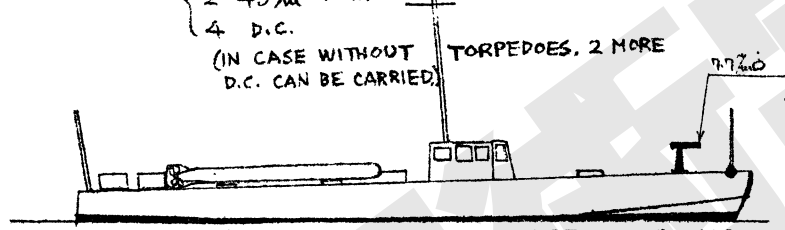
ENGINES 3 GASOLINE ENGINES. (LORRAINE)
(CARMOUTH ENGINES IN No 116.)

S.H.P. 1,350

RADIUS OF ACTION 310 MILES AT 30 KNOTS OR
370 " " 18 "

ARMAMENTS
- 1 7.7%m/m M.G. (LOUIS)
- 2 45%m TORPEDOES WITH DROPPING GEARS.
- 4 D.C.

(IN CASE WITHOUT D.C. CAN BE CARRIED.) TORPEDOES, 2 MORE



(THIS SKETCH IS DRAWN PRESUMPTIVELY.)

NOTES: SOME 20 MOTOR TORPEDO BOATS WERE CAPTURED AT JAVA. MOST OF THEM WERE SUNK OR UNDER CONSTRUCTION AT SOERABAYA AT THE OCCUPATION OF THAT CITY, MARCH 1942. SOME BOATS WERE CAPTURED IN MATERIALS & ENGINES & ERECTED BY OUR NAVY THERE. HULL IS STAINLESS STEEL.
LATER COMPLETED BOATS (SINCE 1944) ARE ONLY BELOW 20 KNOTS IN SPEED, BUT ARMED WITH 13%m/m OR 25%m/m M.G.

No 101 COMPLETED 26/8/'42. EXISTENCE & CONDITION AT THE END OF WAR UNKNOWN. (BELONGED TO THE TORPEDO SCHOOL AT YOKOSUKA.)
100, √102, 103, 104, 105, 106, 107, 108, Do

OTHER BOATS:

NAME	COMPLETED	ENLISTED	CONDITION WHEN CAPTURED	LOCATION AT THE END OF WAR OR SINKING
No 109	9/10/'43	10/12/'42	SUNKEN	SANK DURING WAR. STRICKEN, 10/4/'45.
110	〃	〃	〃	UNKNOWN.
111	6/5/'43	〃	〃	
112	〃	〃	〃	SANK AT LAE, EAST NEW GUINEA BY BOMBING, 2/8/'43. STRICKEN, 30/4/'44.
113	〃	〃	〃	SEVERELY DAMAGED AT LAE BY BOMBING, 2/8/'43.
115	〃	1/4/'43	〃	SANK BY EXPLOSION OF GASOLINE AT RABAUL, 26/9/'43, STRICKEN, 30/4/'44.
116	〃	〃	〃	SANK IN RABOUL AREAS. STRICKEN, 10/12/'44.
117	〃	〃	〃	Do Do, 10/2/'44.
118	13/10/'43	1/9/'43		UNKNOWN
119		15/11/'44		
120	?	〃		

√ IT IS REPORTED THAT No 102 WAS SEVERELY DAMAGED BY A DIRECT HIT OF BOMB AT NAGASAKI, 1/8/'45. BUT THIS REPORT IS DOUBTFUL.

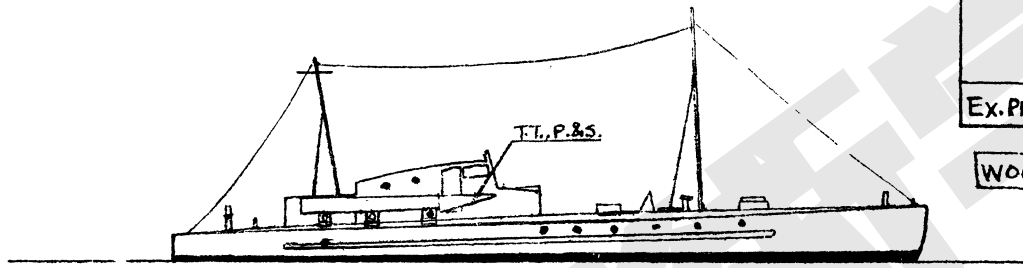
LOA	20M.000
B	4.000
D	2.500
d	1.100
DISPT.	40 TONS
SPEED	39 KNOTS

ENGINES 3 THORNYCROFT GASOLINE ENGINES.
S. H. P. 1.800
ARMAMENTS { 2 13㎜ φ M.G.
{ 2 45㎝ φ TT. WITH 2. TORPEDOES.

MINOR SPECIAL SERVICE SHIP.
(TOKUMU-TEI)
MOTOR TORPEDO BOAT
(GYORAI-TEI)
Nº 114

EX. PHILIPPINE Q III

WOODEN HULL

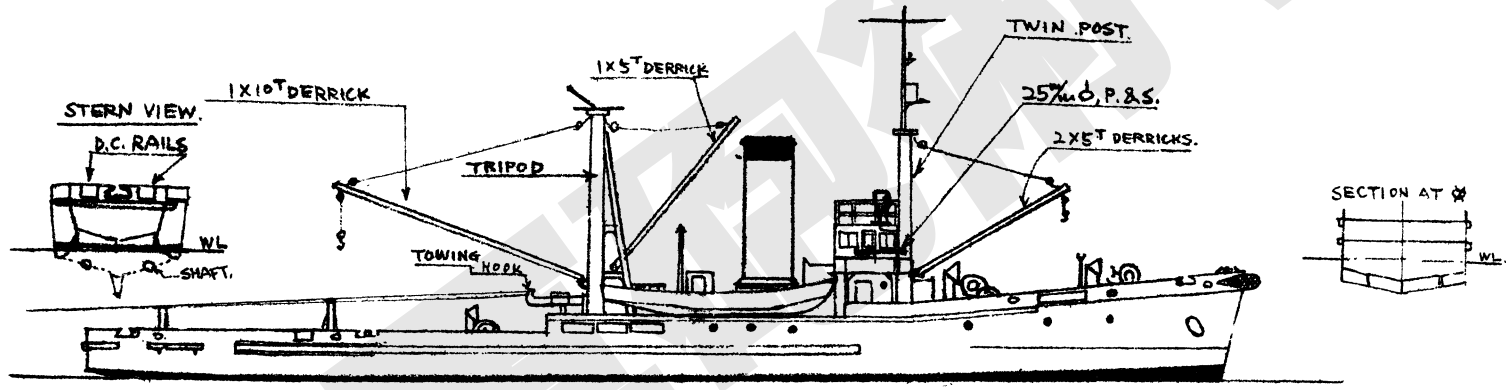


NOTES: SHE WAS BUILT BY THORNYCROFT IN 1939 FOR THE PHILIPPINE GOVERNMENT WITH HER 2 SISTERS. SHE IS MODIFIED & ENLARGED TYPE OF C.M.B. CAPTURED AT CAVITE AT THE OCCUPATION OF PHILIPPINE IN 1942. REFLOATED & REPAIRED, COMPLETED 12/4/'43.
HER EXISTENCE & CONDITION AT THE END OF WAR ARE UNKNOWN. PERHAPS SHE SANK IN PHILIPPINE WATERS IN THE LAST STAGE OF WAR, THOUGH SHE WAS STILL IN THE ACTIVE LIST.

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)
SALVAGE & TUG BOATS
(KYŪNAN-SEN KEN EI-SEN)
800 TONS TYPE.
MIURA TYPE:
MIURA, YUMIHARI,
(HANASHIMA)

Lwl	51.M880 (Loa 53.500)
Lpp	49.000
B	9.500
d	3.460
DISPT.	883.1 TONS
SPEED	11.98 KNOTS

ENGINES	2 RECIPROCATINGS
BOILERS	2
I.H.P.	2,200
FUEL	COAL & OIL
ARMAMENTS	2 25㍉ 6 M.G.
	6 D.C.



NOTES: MODIFIED OJIMA TYPE. VERY SIMPLE CONSTRUCTION OF HULL. ALMOST BOX-SHAPED SHIPS IN THE SECTION. NO BILGE KEELS. LAID DOWN AT SHIMONOSEKI WORKS OF MITSUBISHI BETWEEN 5/5/'44 ~ 28/10/'43, MIURA COMPLETED 25/12/'44, YUMIHARI 12/3/'45, & HANASHIMA ALMOST COMPLETED 31/3/'45 BUT NOT DELIVERED TO THE NAVY TILL THE END OF THE WAR. 2 HOLDS FORE & AFT. EQUIPPED WITH 2×1,000 TONS SALVAGE PUMPS, AN AIR COMPRESSOR, 3 STEAM PUMPS FROM 200 ~ 500 TONS, 3 PUMPS FROM 300 ~ 700 TON DRIVEN BY PETROL ENGINES & ETC. HAVING SEVERAL MACHINE TOOLS & A WORKSHOP, 1×12M TEMMA & 1×12M DIVERS BOAT WERE MOUNTED. VERY POWERFUL SALVAGE TUGS FOR COASTWISE SERVICE.

MIURA AT KURE AT THE END OF WAR. } USED FOR CIVILIAN SERVICE AFTER WAR.
YUMIHARI " HAKATA " " " " "
(HANASHIMA) NOT DELIVERED TO THE NAVY. PERHAPS RECONSTRUCTED FOR CIVILIAN SERVICE AFTER WAR.

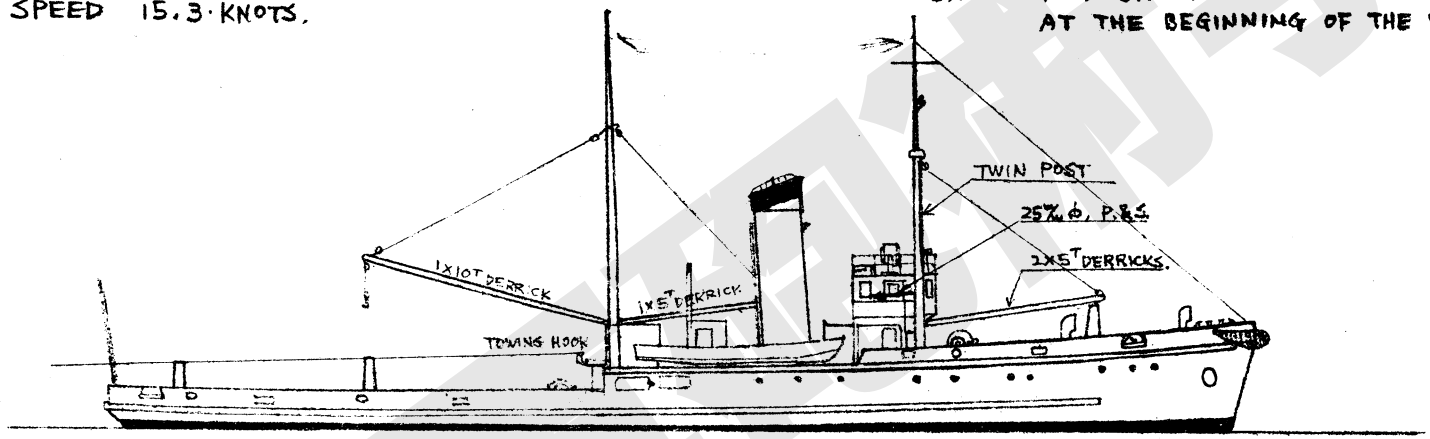
YUMIHARI IS THE 2ND SHIP BEARING THIS NAME, THE FIRST YUMIHARI IS THE CAPTURED P. & O. STEAMER MATA HARI. SHE WAS A 1,000 TON PASSENGER BOAT, USED AS COMMUNICATION SHIP BETWEEN SASEBO — TSINGTAO & ETC. SHE WAS RENAMED AS NICHIRIN MARU & SUNK IN EAST CHINA SEA BY BOMBING, 2/3/'45.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)
SALVAGE & TUG BOAT
(KYŪNAN-SEN KEN EI-SEN)
800 TONS TYPE:
OJIMA TYPE:
TATEGAMI

Lpp	49.M000
LoA	53.500
B	9.500
D	4.800
d	3.300
DISPT.	812 TONS
SPEED	15.3 KNOTS.

ENGINES	2 RECIPROCATINGS
BOILERS	2
I. H. P.	2,200
FUEL	COAL
ARMAMENTS	2 25㎜ φ M.G.
	6 D.C.

ARMED WITH 1×13㎜ 8 M.G. ON BRIDGE AT THE BEGINNING OF THE WAR.



NOTES: 3 BOATS OF THIS TYPE WERE BUILT BETWEEN 1936~1940. THE TATEGAMI & NAGAURA WERE BUILT BY HABIMA COMPLSTUD 25/1/37 & 31/10/'40 RESPECTIVELY. THE OTIMA WAS BUILT BY MAIZURU, COMPLETED IN 1941. POWERFUL & HANDY SALVAGE TUGS. EQUIPPED WITH SALVAGE PUMPS & COMPRESSORS, ETC. MACHINE TOOLS & WINCHES ALSO FITTED. IN DIMENSIONS & PARTICULARS THIS TYPE IS ALMOST SIMILAR TO MIURA TYPE.

TATSUGANI BUILT BY HARIMA. COMPLETED, 25/1/37. AT SASEBO AT THE END OF WAR. USED BY A SALVAGE COMPANY FOR CIVILIAN SERVICE AFTER WAR.

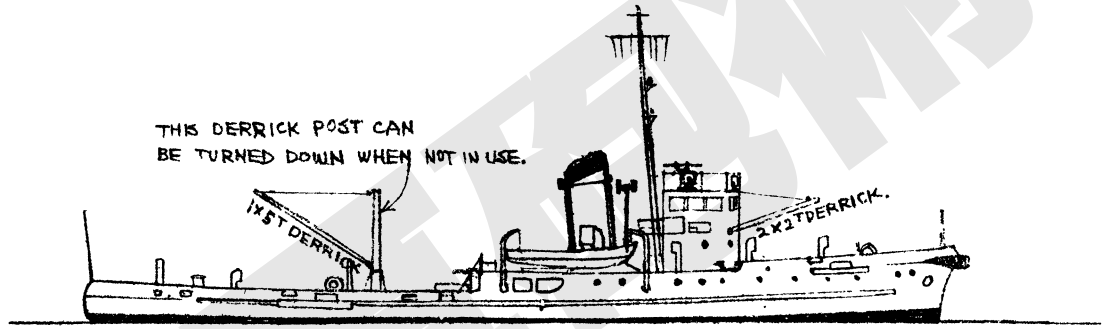
WAR LOSSES:

OJIMA BUILT BY MAIZURU. SUNK BY EXPLOSION AT TRUCK ISL., 7/10/'43, WHEN SHE WAS SALVAGING THE KINUNAWA MARU WHICH WAS CAUGHT BY FIRE.

NAGAURA SUNK BY GUNFIRE WHEN AT ACTION AGAINST 5 ALLIED DESTROYERS, WEST OF NEW IRELAND, 22/2/'44.

MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
SALVAGE & TUG BOAT
(KYŪNAN-SEN KEN EI-SEN]
600 TONS TYPE:
HASHIMA TYPE:
FUTAGAMI

Lpp	40.M000	ENGINES	2 RECIPROCATINGS
L.o.A.	43.800	BOILERS	2
B	8.800	I. H. P.	2,200
D	4.300	FUEL	COAL
d	3.100		
DISPT.	625 TONS	ARMAMENTS	SEVERAL M.G. & D.C.
SPEED	14.5 KNOTS		



NOTES: 3 BOATS OF THIS TYPE WERE BUILT BETWEEN 1937~1940. THEY WERE POWERFUL COASTWISE TUGS EQUIPPED WITH SALVAGE PUMPS & ETC.

FUTAGAMI BUILT BY HARIMA. COMPLETED 30/4/'39. SHE HAD BEEN BELONGED TO THE KURE HARBORMASTERS OFFICE BEFORE WAR. AT TRUCK ISL. DURING WAR. SUPPOSED TO BE IN GOOD CONDITION AFTER WAR.

HASHIMA BUILT BY HARIMA,, COMPLETED, 27/5/'38. HER LOCATION & CONDITION UNKNOWN. PERHAPS SHE SANK DURING WAR. (SHE BELONGED TO THE YOKOSUKA HARBORMASTER'S OFFICE BEFORE WAR.)

HASHIMA WAS NAMED AFTER A SMALL ISL. IN YOKOSUKA NAVAL PORT.

WAR LOSS:

KASASHIMA SANK AT FORMOSA STRAIT BY BOMBING. 25/1/'44.

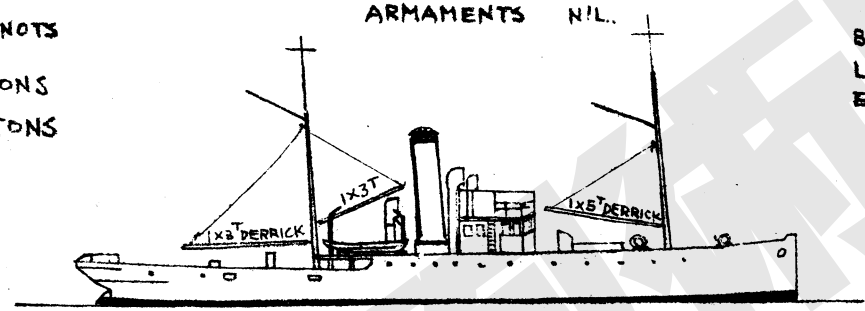
NOTES TO HASHIMA: THERE WAS ANOTHER HASHIMA IN THE JAPANESE NAVY. SHE WAS A CABLE LAYER THOUGH THEY ARE SAME IN ROMAN SPELLING, THEY DIFFER IN JAPANESE LETTERS. PERHAPS IT WAS A CARELESS MISTAKE OF NAVAL AUTHORITIES TO NAME 2 SHIPS IN SAME PRONUNCIATION. THERE IS ANOTHER EXAMPLE OF SUCH NAMES IN JAPANESE NAVY, i.e. OLD BATTLESHIP (TRAINING SHIP) FUJI & OLD DESTROYER FUJI. (THE LATER WAS RECLASSIFIED AS PATROL BOAT, RENAMED PATROL BOAT No 36.) IN THIS CASE FUJI MEANS WISTERIA IN DESTROYER & THE FAMOUS MOUNTAIN IN TRAINING SHIP.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)
SALVAGE & TUG BOAT
(KYŪNAN-SEN KEN EI-SEN)
KURIHASHI

L_{OA}	190'-0"
L_{PP}	182'-6"
B	30'-2"
D	16'-9"
d	11'-9"
DISPT	1,040 TONS
SPEED	12.5 KNOTS
G/T	592 TONS
N/T	164 TONS

ENGINE	1 RECIPROCATING
BOILERS	2
I. H. P.	1,600
FUEL	COAL
ARMAMENTS	NIL.

BUILDER: HELSINGORS IRON WORKS.
LAUNCHED: 24/12/1897
EXTENSIVELY REFITTED: 1939.



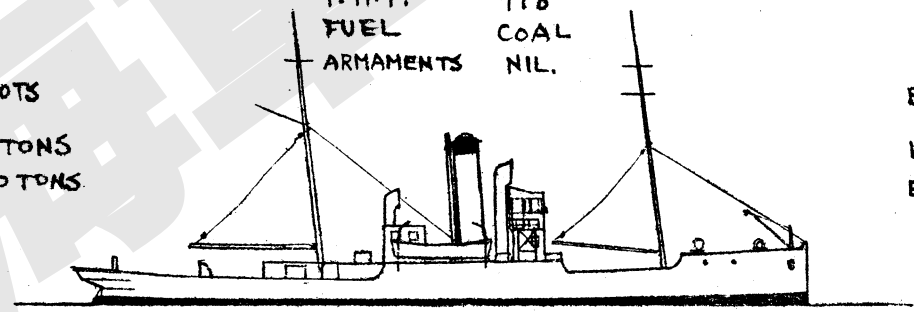
NOTES: SHE WAS EX. SWEDISH SHIP HERAKLES. BUILT AT HELSINGOR IN 1897. PURCHASED BY JAPANESE NAVY 21/5/1905. FOR A LONG TIME SHE BELONGED TO THE YOKOSUKA HARBORMASTER'S OFFICE AS SALVAGE BOAT. COMMONLY USED AS LOCAL TRANSPORT BETWEEN YOKOSUKA & SHIMODA NAVAL HOSPITAL & ETC. COMPLETELY REFITTED IN 1939 AT YOKOSUKA. SHE WAS USED AS TRANSPORT IN COMMUNICATION DUTIES AS REPATRIATION SHIP AFTER THE WAR. REMOVED FROM REPATRIATION LIST, 15/12/'46. NOW MOORED AT URAGA.

SALVAGE & TUG BOAT
YODOBASHI

L_{OA}	165'-0"
L_{PP}	159'-0"
B	27'-9"
D	15'-8"
d	12'-6"
DISPT.	870
SPEED	11.8 KNOTS
G/T	518.912 TONS
N/T	458.640 TONS

ENGINE	1 RECIPROCATING
BOILERS	2
I. H. P.	718
FUEL	COAL
ARMAMENTS	NIL.

BUILDER: MOTALA MEKAMISKA VERKSTEDS AKTIEBOLOG.
LAUNCHED: 1890
EXTENSIVELY REFITTED: 1939.



NOTES: OLD SHIP REFLOATED AT PORT ARTHUR IN OCT. 1907. FOR A LONG TIME SHE BELONGED TO THE SASEBO HARBOR MASTERS' OFFICE, BUT TRANSFERRED TO ŌMINATO SEVERAL YEARS BEFORE THE WAR.
SHE IS NOW OPERATING AS SALVAGE SHIP BY CIVILIANS IN ŌMINATO OR ITS NEIBOURING WATERS. HULL & MACHINERIES OBSOLETE.
DIFFERENCES IN APPEARANCE FROM KURIHASHI: MUCH RAKED MASTS FUNNEL ALMOST SAME DISTANCE FROM BOTH MASTS, SHAPE OF BRIDGE & ETC.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)

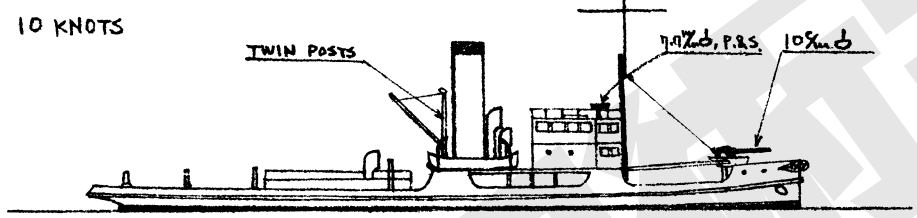
SALVAGE & TUG BOAT
(KYŪNAN-SEN KEN EI-SEN)

KURUSHIMA

EX. CHRISTINE MOLLER.

Lpp	48.800
B	11.000
DEPTH	5.650
d	4.650
DISPT.	ABOUT 1,000 TONS
G.T.	800 TONS
SPEED	ABOUT 10 KNOTS

ENGINES	2 RECIPROCATING.
BOILERS	2
N. H. P.	758
ARMAMENTS	1 10㎝ 6 GUN (ENGLISH MODEL) 2 7.7㎜ 6 M.G. 4 D.C.



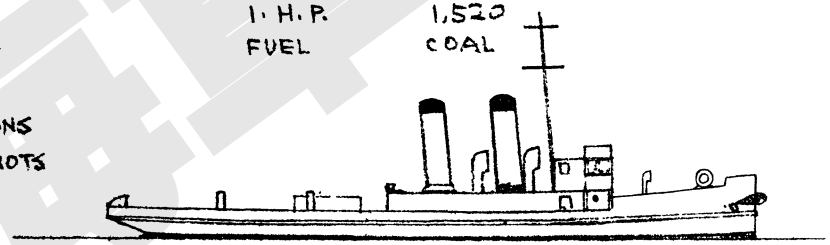
NOTES: SHE IS EX. BRITISH SALVAGE TUG CHRISTINE MOLLER (EX. TITANIA, EX. BAIKAL) OF THE MOLLERS & TOWAGES CO OF SHANGHAI. CAPTURED BY JAPANESE NAVY AT SHANGHAI, 8/12/'41. STATIONED AT SINGAPORE DURING THE WAR. ARMED THERE AS SHOWN ABOVE. ENLISTED IN MISCELLANEOUS VESSEL, 6/5/'42.
SHE WAS BUILT BY SHANGHAI D.&E. CO IN 1917. SHE WAS AT SINGAPORE AT THE END OF WAR.

SALVAGE & TUG BOAT

Nº4 SASEBO

L o.a.	44.19
L p.p.	42.672
B	8.229
D	4.407
d	3.086
DISPT.	597 TONS
SPEED	13.6 KNOTS

ENGINES	2 RECIPROCATING
BOILERS	2
I. H. P.	1,520
FUEL	COAL



THIS SKETCH IS DRAWN PRESUMPTIVELY.

NOTES: SHE WAS BUILT IN 1914. ONE OF THE EARLIEST SALVAGE TUGS IN THE JAPANESE NAVY. BELONGED TO THE SASEBO HARBORMASTER'S OFFICE. SHE IS NOW AT SASEBO, READY FOR THE SERVICE OF THE ALLIED FORCES THERE.
A SISTER BOAT Nº 5 KURE, BELONGED TO THE KURE HARBORMASTER'S OFFICE, WAS ARMED BY 1×13㎜ 6 M.G. THERE IN 1938 & SAILED TO CHINA FOR THE SERVICE OF YANGTZE RIVER. NOTHING HAD BEEN HEARD ABOUT HER SINCE THEN.
Nº4 SASEBO IS THE ONLY 2 FUNNELED TUG IN THE JAPANESE NAVY EXISTED AT THE END OF WAR.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

TUGS

[EI-SEN]

130 TONS TYPE (SUB. CHASER TYPE):

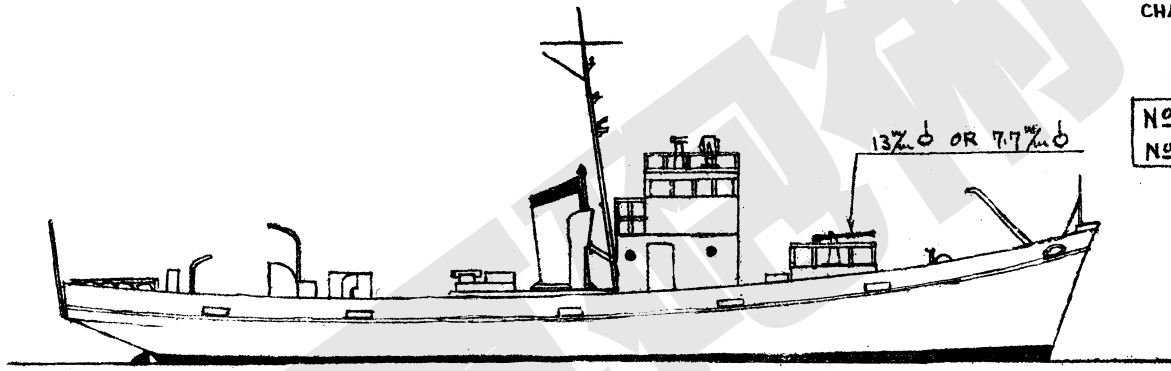
OFFICIAL NUMBERS:
№ 1182, 1183,
1648, 1649

Lpp	26M000
B	5.500
d	1.910
DISPT.	126 TONS
SPEED	11 KNOTS
ENGINE	1 DIESEL
S.H.P.	400
ARMAMENTS	1 13㎜ OR 7.7㎜ M.G. 18 D.C.

№ 1648 & №1649 ARE EX. AUX. SUB. CHASER № 43 & 44 RESPECTIVELY.

VIDE THE PAGES OF AUX. SUB. CHASER № 1 TYPE.

WOODEN HULL



№ 1648 --- Ex. AUX. SUB. CHASER 43
№ 1649 --- Ex. " " " 44.

NOTES: № 1182 & 1183 WERE LAID DOWN IN AUTUMN OF 1939. COMPLETED IN JAN.~FEB. 1940 AT YOKOSUKA. (№1183 WERE BUILT BY ICHIKAWA, BUT ARMED AT YOKOSUKA). THOUGH THEY WERE CLASSIFIED AS MISCELLANEOUS VESSELS (OFFICIALLY AS 100 TON TUG — SUB. CHASER TYPE.) THEY ARE BUILT AS EXPERIMENTAL BOATS FOR SMALL WOODEN CHASERS WHICH WILL BE BUILT IN LARGE NUMERS IN CASE OF WAR. PRACTICALLY THEY ARE PIONEERS OF AUX. SUB. CHASER № 1 TYPE, BUT WITH SLIGHT DIFFERENCES IN DIMENSIONS & DISPT. AS FIRST COMPLETED THEY WERE SHEATHED BY COPPER PLATES OVER BOTTOM.

№ 1648 & 1649 ARE EX. AUX. SUB. CHASER № 43 & 44 RESPECTIVELY. THEY ARE OF AUX. SUB. CHASER № 1 TYPE. № 1648 WAS COMPLETED BY MIHO, 5/8/'43, COMMISSIONED AT YOKOSUKA. 24/8/'43. № 1649 WAS WAS COMPLETED BY KOYANAGI, 25/8/'43, COMMISSIONED AT YOKOSUKA. 15/9/'43. BOTH SHIPS WERE RECLASSIFIED AS TUGS (130 TON TYPE — SUB. CHASER TYPE.), 15/2/'44. № 1181 & 1182 WERE BELONGED TO THE YOKOSUKA NAVAL DEFENCE CORPS, № 1648 & 1649 TO THE ANTI-SUBMARINE SCHOOL AT YOKOSUKA.

№ 1182. AT URAGA AT THE END OF WAR. DISABLED CONDITION IN MAY, 1946.
1183. " " " " " " " . LAID UP RESERVE AT YOKOSUKA. TEMPORARILY USED FOR CIVILIAN SERVICE.
1648. USED AS COMMUNICATION BOAT AT URAGA AFTER WAR. NOW LAID UP RESERVE AT YOKOSUKA.
1649. AT URAGA AT THE END OF WAR. SUNK BY FIRE AT URAGA HARBOR, APRIL 1946.

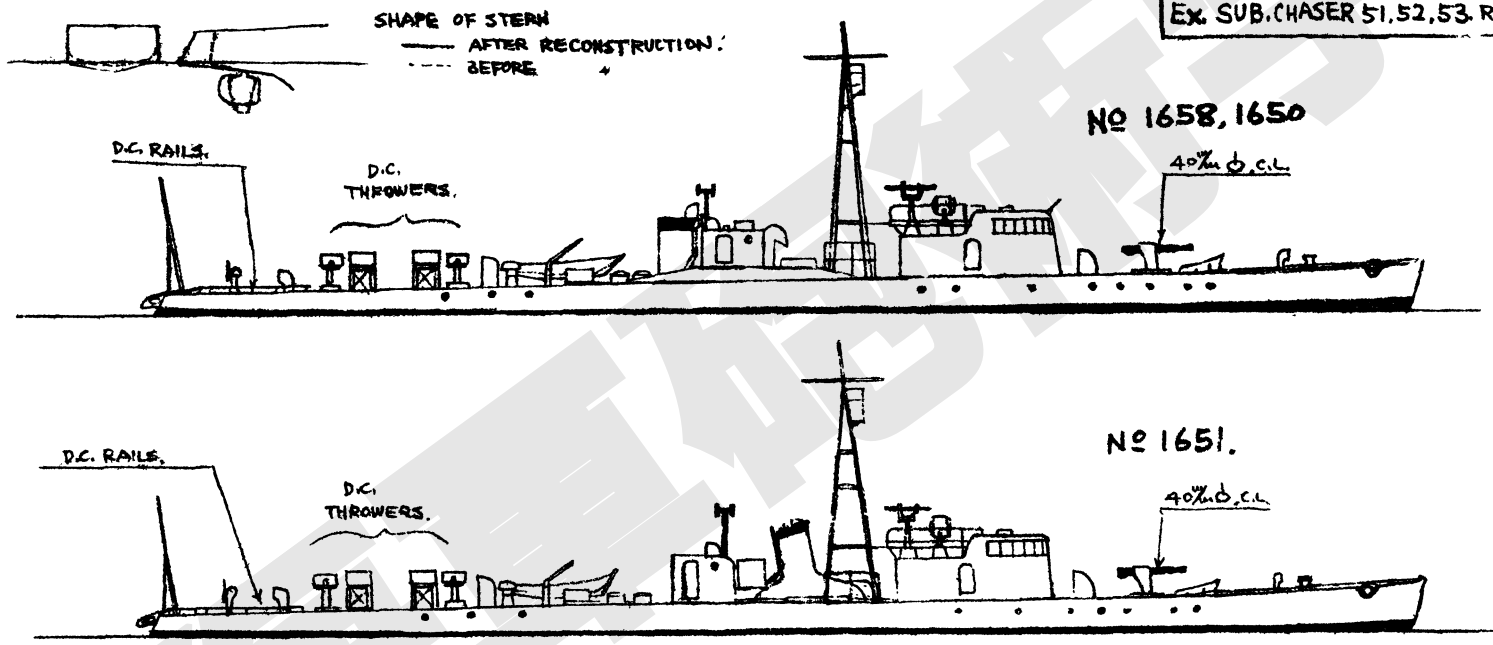
MISCELLANEOUS VESSELS.
[ZATSUEKI-SEN]
TUGS
[EI-SEN]
175 TONS TYPE (SUB. CHASER TYPE):

OFFICIAL NUMBERS:
Nº 1658, 1650, *1651

Ex. SUB. CHASER 51, 52, 53. RESP.

	Nº 1658, 1650	Nº 1651
LWL	44.M50	Dº
B	4.90	Dº
d	1.70	1.75
DISPT.	175 TONS	180 TONS
SPEED	23 KNOTS	Dº

	Nº 1658, 1650	Nº 1651
ENGINES	2 DIESELS	2 TURBINES
BOILERS	NIL.	2
S.H.P.	3,000	Dº
ARMAMENTS	1 40%m/m M.G. 20~30 D.C.	



NOTES: THEY WERE BUILT UNDER THE 1934 PROGRAM AS SUB. CHASER Nº 51~53. EQUIPPED WITH 2×1,500 HP M.A.N. DIESELS IN Nº 51 & 52, & BOILERS OF HIGH TEMPERATURE & HIGH PRESSURE STEAM FOR EXPERIMENT. VERY SMALL BOATS BUT IN POINT OF HULL CONSTRUCTION, THEY ARE OF VERY COMPLEX DESIGN. ACTUALLY MINIATURE DESTROYERS. WHEN FIRST COMPLETED THEY PROVED INSUFFICIENT IN TURNING QUALITY. THUS THE ALTERATIONS IN SIZE OF STERN & RUDDER WERE TAKEN PLACE WITH MUCH SUCCESS. LENGTH INCREASED BY 1 M. KNUCKLES FITTED AT WATER LINE AT STERN, WHICH BECAME GENERAL FEATURES OF JAPANESE HIGH SPEED WARSHIPS COMPLETED LATER. IN Nº 51 & 52, (DIESEL BOATS) STACKS ARE SHORT, FREEBD LOW. THUS THEY LOOKED AS IF SUBMARINES AFLOATING. IN Nº 53 (TORBINE BOAT) STACK PLACED ON STARBOARD SIDE, NOT ON C.L. OF SHIP. THEY WERE RECLASSIFIED AS AUX. SUB. CHASER RENAMED AS Nº 251~253 RESPECTIVELY IN 1942.

Nº 1658 (EX. AUX. SUB. CHASER Nº 251, EX. SUB. CHASER Nº 51), BUILT BY TSURUMI. COMPLETED 30/9/'37, CLASSIFIED AS TUG 28/8/44.
1650 (EX. " " " Nº 252, EX. " " Nº 52), " " " 25/7/'39. " " " 15/2/'44.
1651 (EX. " " " Nº 253, EX. " " Nº 53), " " SAKURAJIMA. " 31/10/'37. " " " " } RELONGED TO ANTI-SUB. SCHOOL AT YOKOSUKA.

ALL 3 BOATS AT URAGA AT THE END OF WAR. Nº 1651 SUNK AT URAGA HARBOR BY UNKNOWN LEAKAGE IN AUG. 1946.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

TUGS
[EI-SEN]

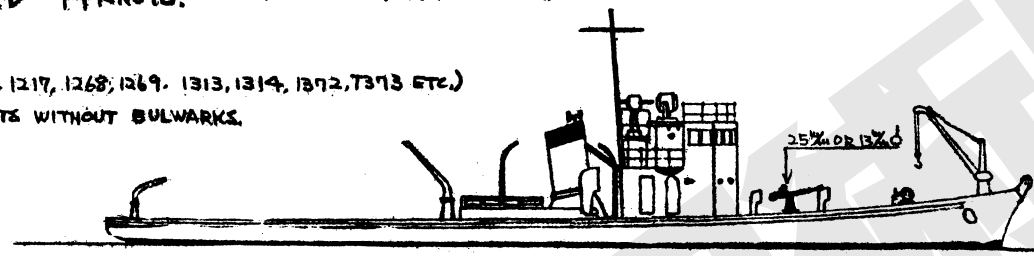
150 TONS TYPE (MINE LAYER TYPE):

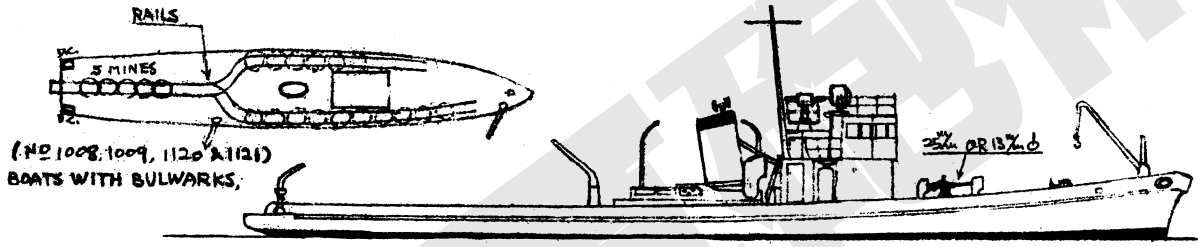
OFFICIAL NUMBERS:
№1008, 1009, *1120, 1121,
1216, 1217, *1268 1269,
1313, 1314, 1372, 1373
& SEVERAL OTHERS

Lpp	36.M600 (LOA 38.500)	ENGINES	2 DIESELS
LWL	36.800	S.H.P.	800
B	5.600		
D	2.800		
d	1.820		
DISPT.	180 TONS		
SPEED	14 KNOTS.		

ARMAMENTS. 5 MINES OR 14 D.C. (DESIGNED.)
IN SOME BOATS 1 13㎜ OR 25㎜ M.G. WAS FITTED DURING WAR.
ABOUT 15 ADDITIONAL MINES CAN BE CARRIED.
RADIUS OF ACTION 1,180 MILES AT 14 KNOTS.

(№ 1216, 1217, 1268, 1269, 1313, 1314, 1372, T373 ETC.)
BOATS WITHOUT BULWARKS.





(№ 1008, 1009, 1120 & 1121)
BOATS WITH BULWARKS.

2 MORE BOATS THE HŌKOKU №13 & 14, BUILT BY YOKOHAMA (MITSUBISHI) & COMPLETED IN 1939, HAD NO OFFICIAL NUMBERS. THEY WERE BUILT BY CONTRIBUTIONS OF CIVILIANS. THEIR PRESENT CONDITIONS UNKNOWN.

NOTES: ABOUT 20 BOATS OF THIS TYPE HAD BEEN BUILT SINCE 1938. THEY ARE MODIFIED & DIESEL EDITIONS OF THE 100 TON OR 150 TON MINE LAYING TUGS OF RECIPROCATING ENGINES. THOUGH CLASSIFIED AS TUGS, THEY ARE ESSENCIALLY NOT TUGS, BUT COASTWISE OR HARBOR LAYERS, DESIGNED SPECIALLY FOR LOCAL DEFENCE. DESIGNED TO CARRY ONLY 5~7 MINES ON QUARTER DECK BUT PRACTICALLY 20~30 MINES CAN BE CARRIED. VERY HANDY BOATS. USED ALSO FOR COMMUNICATION & OTHER PURPOSES. THEY WERE BELONGED TO THE DEFENCE CORPS. OFFICIALLY RATED AS 150 TON TYPE BUT ACTUALLY THEY DISPLACE 180 TONS ON TRIAL CONDITION. SOME EARLY BOATS FITTED WITH BULWARKS ALL OVER THE LENGTH. BUT THESE HAD NOT BEEN FITTED IN LATER BOATS TO CLEAR THE DECK FROM WAVES. SOME BOATS EQUIPTED WITH TYPE 22 RADID LOCATER OR SEVERAL D.C.

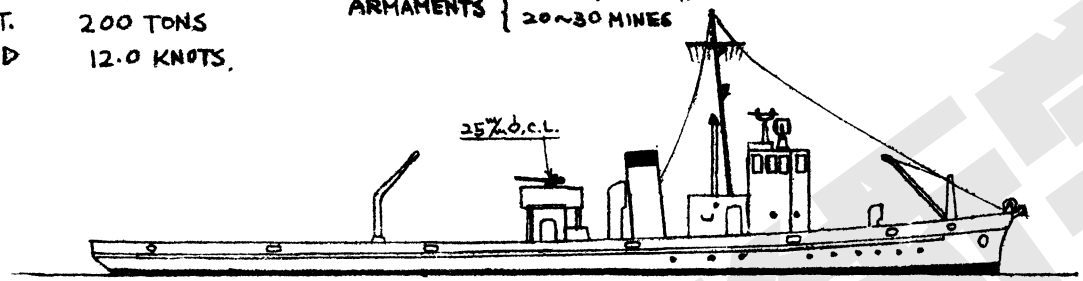
№ 1008 AT SHIMONOSEKI DISABLED.
1009 MINE SWEEPING SERVICE AFTER WAR AT ŌMINATO. SAILED TO FUSAN & DELIVERED TO ALLIED FORCES, FEB. 1947.
*1120 MINED AT YOSHIMI, NEAR SHIMONOSEKI, 28/3/45. ENGINES DAMAGED.
1121 LOCAL TRANSPORTATION & MINE SWEEPING AT MAIZURU AFTER WAR. TO BE DELIVERED TO ALLIED FORCES AT FUSAN.
1216 MINE SWEEPING AT ŌTAKE AFTER WAR. TO BE DELIVERED AS ABOVE.
1217 " " " MAIZURU " " . UNDER REFIT AS COMMUNICATION BOAT FOR 8TH ARMY. TO BE DELIVERED AS ABOVE.
1269 COMMUNICATION BOAT AFTER WAR AT URAGA. DE

№ 1313, 1314, 1372, 1373, LOCAL COMMUNICATION AFTER WAR AT URAGA. DELIVERED TO THE ALLIED FORCES AT FUSAN.
HŌKOKU № 13 & №14. BUILT AT YOKOHAMA IN 1939. EXISTENCE & LOCATIONS UNKNOWN.
*№ 1268 DISABLED AT SAEKI, ŌITA PREF. (?)
3 MORE BOATS (NAMES NOT YET GIVEN) UNDER CONSTRUCTION AT HYŪGA WORKS, KYUSHŪ S.B. CO., KADOKAWA, MIYAZAKI PREF. OF WHICH 1ST BOAT ALMOST COMPLETED. 2 OTHERS 80% & 40% RESPECTIVELY.
BUILDERS: YOKOHAMA, MITSUBISHI (2); KŌBE, MITSUBISHI (4); UJINA (7~8); FUJINAGATA (2); KADOKAWA (3 NOT COMPLETED).

№ 1008, 1120 ALSO TO BE DELIVERED TO ALLIED FORCE AFTER REFIT. ALL OF THEM ON ALLIED HANDS ENGAGING OR TO BE ENGAGED IN COAST GUARD SERVICE AT KOREA.

L.O.A.	41.M800	ENGINES	2 DIESELS
B	6.000	S.H.P.	520
d	2.400	ARMAMENTS	1 25 m/m ϕ M.G. 20~30 MINES
DISPT.	200 TONS		
SPEED	12.0 KNOTS.		

MISCELLANEOUS VESSEL.
[ZATSUEKI-SEN]
TUG
[EI-SEN]
200 TONS TYPE (MINELAYER TYPE):
OFFICIAL NUMBER:
No 879



NOTES: SHE WAS COMPLETED IN AUG. 1934. PRACTICALLY SHE IS SAME TYPE TO THE 150 TON AIRCRAFT RESCUE SHIPS. SHE SERVED FOR THE DEFENCE OF BUNGO CHANNEL BELONGING TO THE SAEKI DEFENCE CORPS DURING THE WAR. MINE SWEEPING SERVICE AFTER WAR. NOW AT ŌTAKE, HIROSHIMA PREF.

MINE LAYING RAILS FITTED ON UPPER DECK AS IN 150 TON LAYERS IN THE PREVIOUS PAGE.

HP海軍砲術学校

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

TUGS
[TEI-SEN]

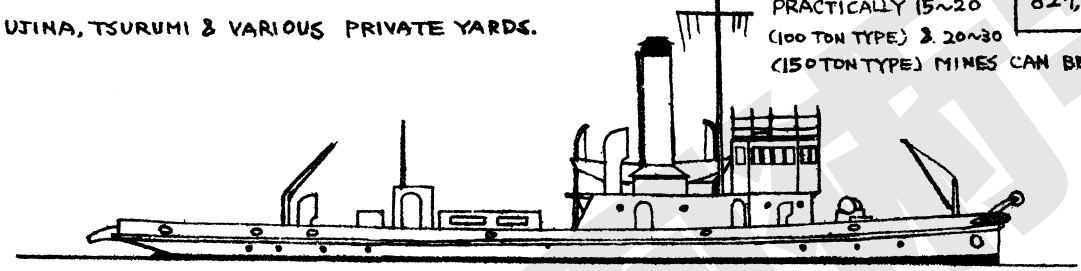
100 TONS TYPE [MINE LAYER TYPE]:
150 TONS TYPE [Dº]:
OFFICIAL NUMBERS:
Nº 690, *709, *710, 740, 777, 778, 800, 827, 904 & SEVERAL OTHERS.

	100 TON TYPE	150 TON TYPE
Lpp	28M.000	36M.000
B	5.400	6.000
d	1.650	1.544
DISPT.	ABOUT 100 TONS	ABOUT 150 TONS
SPEED	12 KNOTS	12 KNOTS

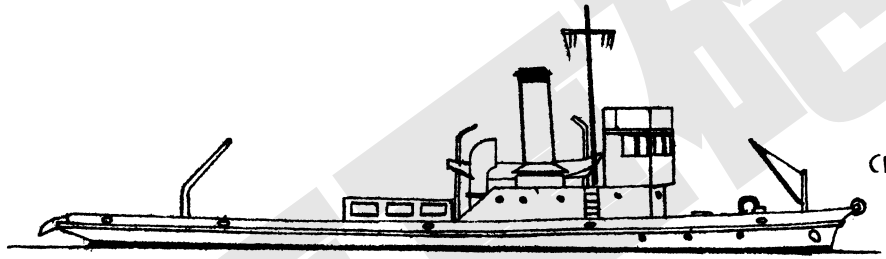
	100 TON TYPE	150 TON TYPE
ENGINES	2 RECIPRO.	2 RECIPRO.
BOILER	1	1
I.H.P.	300	450
FUEL	COAL	COAL
MINES	↗ 5	↗ 7

BUILDERS: UJINA, TSURUMI & VARIOUS PRIVATE YARDS.

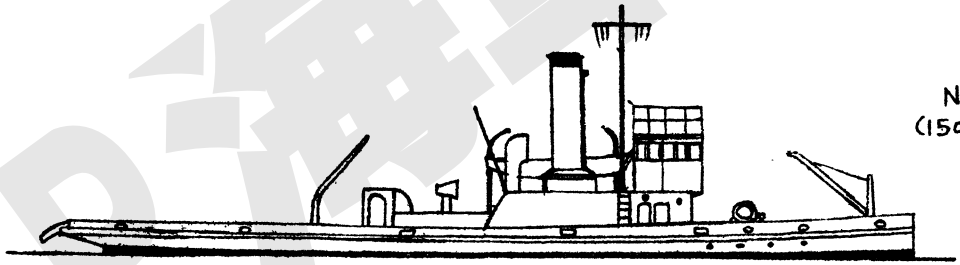
PRACTICALLY 15~20 (100 TON TYPE) & 20~30 (150 TON TYPE) MINES CAN BE CARRIED.



Nº 709
(150 TON TYPE)



Nº 690
(100 TON TYPE)



Nº 740
(150 TON TYPE)

SOME 150 TONNERS (Nº 827 & OTHERS) HAVE CLIPPER STEM LIKE Nº 690.

NOTES: ABOUT 20~30 BOATS WITH RECIPRO. ENGINES WERE BUILT FOR MINE LAYING PURPOSES FOR THE DEFENCE OF NAVAL BASES. THEY WERE PRACTICALLY TUG BOATS IN THE FORM OF HULL, BUT WITH MINE LAYING RAILS & DAVITS ON THE UPPER DECK. SOME 2~5 BOATS WERE BELONGED TO EACH DEFENCE CORPS SUCH AS YOKOSUKA, SAEKI, SASEBO, MAIZURU, ŌMINATO & ETC. OR NAVY YARDS FOR THE EXPERIMENTAL PURPOSE. RAILS ARE FITTED AS IN DIESEL LAYERS IN THE PREVIOUS PAGES. THEY ARE THE SMALLER EDITIONS OF ASHIZAKI TYPE OF AUX. MINE LAYERS AS CONTRASTED THE DIESEL LAYERS AGAINST SOKUTEN TYPE OF LIGHT MINE LAYERS.

100 TON TYPE:

Nº 690	COMMUNICATION BOAT AT URAGA AFTER WAR.
777	MINE SWEEPING SERVICE AT SASEBO " " .
778	" " " " ŌMINATO " " .
800	AT SASEBO AT THE END OF WAR.
904	AT KURE " " " " "

150 TON TYPE:

*Nº 709	AGROUNDED AT MERA, CHIBA PREF.
*710	- " YOSHIMI YAMAGUCHI PREF.
740	AT URAGA FOR REPATRIATION SERVICE.
827	AT KOBE. MINE SWEEPING AFTER WAR.

2 MORE BOATS COMPLETED BY UJINA IN 1938. THEIR EXISTENCE UNKNOWN.
THERE MAY BE ABOUT 10~20 BOATS OF THESE TYPES NOW EXISTING.

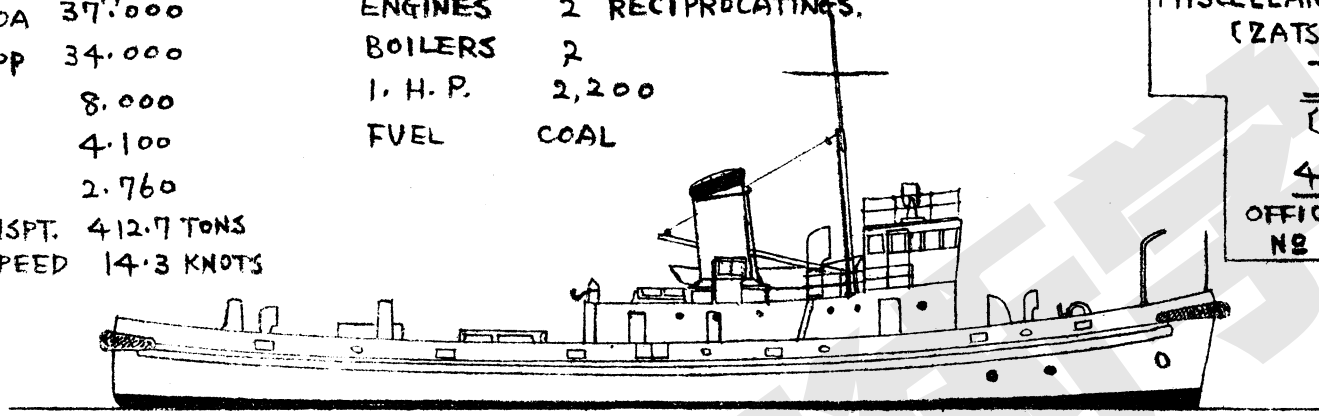
MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

TUGS
[EI-SEN]

400 TONS TYPE.

OFFICIAL NUMBERS:
№ 1481, 1482

L_{OA}	37.000 M	ENGINES	2 RECIPROCATINGS.
L_{PP}	34.000	BOILERS	2
B	8.000	I. H. P.	2,200
D	4.100	FUEL	COAL
d	2.760		
DISPT.	412.7 TONS		
SPEED	14.3 KNOTS		



NOTES: ONLY 2 BOATS OF THIS TYPE WERE BUILT BY HARIMA, COMPLETED 11/11/'42 & 27/4/'43 RESPECTIVELY. THEY WERE BELONGED TO THE KURE HARBORMASTER'S OFFICE DURING WAR. POWERFUL STEAM HARBOR TUGS.

№ 1481
1482
} AT KURE, USED BY ALLIED FORCES AFTER WAR.

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

TUGS
(EI-SEN)

300 TONS TYPE:

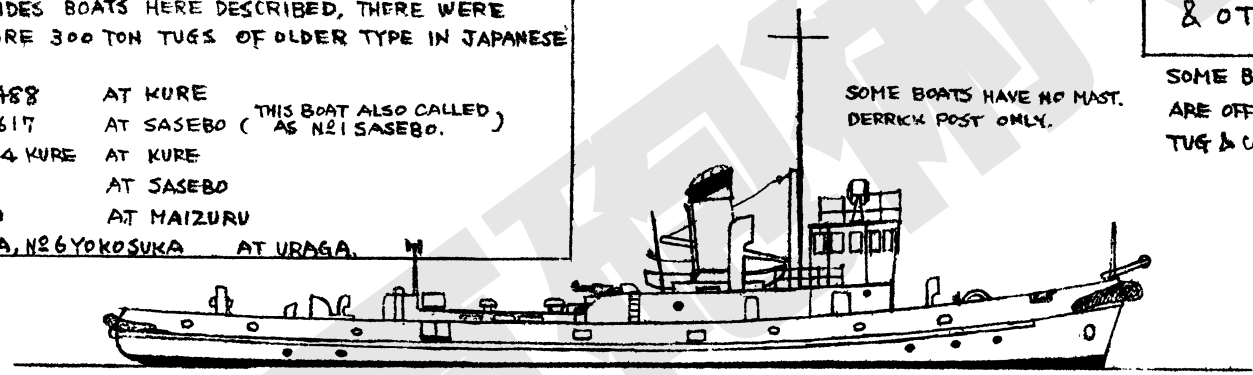
OFFICIAL NUMBERS:
1026, 1027, 1129, 1131, 1150, 1310, 1311, 1312, 1330, 1543, 1647, & OTHERS.

SOME BOATS ABOVE LISTED ARE OFFICIALLY CLASSIFIED AS TUG & COMMUNICATION BOATS.

L_{PP}	34.M000	ENGINES	2 RECIPROCATINGS
L_{OA}	37.000	BOILERS	2
B	7.000	I. H. P.	800
D	3.500	FUEL	COAL
d	2.460		
DISPT.	300 TONS		
SPEED	12 KNOTS		

NOTES: BESIDES BOATS HERE DESCRIBED, THERE WERE SEVERAL MORE 300 TON TUGS OF OLDER TYPE IN JAPANESE NAVY. i.e.:

OFFICIAL Nº 488	AT KURE
Nº 617	AT SASEBO (THIS BOAT ALSO CALLED AS Nº1 SASEBO.)
Nº3 KURE & Nº4 KURE	AT KURE
Nº2 SASEBO	AT SASEBO
Nº3 MAIZURU	AT MAIZURU
Nº4 YOKOSUKA, Nº6 YOKOSUKA	AT URAGA.



SOME BOATS HAVE NO MAST. DERRICK POST ONLY.

NOTES: IN TOTAL ABOUT 15 BOATS OF THIS TYPE WERE BUILT SINCE 1939. POWERFUL & HANDY HARBOR TUGS. THEY WERE BELONGED TO THE HARBORMASTER'S OFFICES OR NAVY YARDS AT YOKOSUKA, KURE, SASEBO, MAIZURU & ETC. THEY ARE EQUIPPED WITH SALVAGE PUMPS. SMALL DIFFERENCES IN APPEARANCES & IN ARRANGEMENTS IN EACH OF THEM BY BUILDERS. FASHION PLATED BOW, CRUISER STERN, STACK OF OVAL SECTION & RAKED BRIDGE FRONT ARE THE PHYSICAL CHARACTERISTICS FROM OLD BOATS OF SAME DIMENSIONS. THEY DISPLACE 290~330 TONS, 800~820 IHP. & 11.6~12.7 KNOTS IN SPEED. SOME BOATS ARE 35 METERS IN L_{PP}.

Nº 1026	AT KURE
1027	AT MAIZURU
1129, 1131	AT KURE, ENGINES TROUBLED IN SEPT. 1946.
1150	AT SASEBO
1543	AT SHIBAYAMA, HYOGO PREF. IN SEPT. 1946.
1647	CALLED AS Nº9 SASEBO. TRANSFERRED TO HOME MINISTRY, 9/12/'46, FOR THE USE OF CIVILIAN SERVICE.

Nº 841, 1310, 1311, 1312, 1330 } PRESENT LOCATIONS & CONDITIONS UNKNOWN.

SEVERAL MORE BOATS MAY BE EXISTING.

BUILDERS: SHIMONOSEKI, MITSUBISHI (Nº1647 & AN ONOTHER BOAT); UJINA (Nº1310, 1311, 1312, 1543); FUJINAGATA (2 BOATS); SAKURAJIMA (3 BOATS) & OTHERS

MISCELLANEOUS VESSELS (ZATSUEKI-SEN)

TUGS (EI-SEN)

150 TONS TYPE:

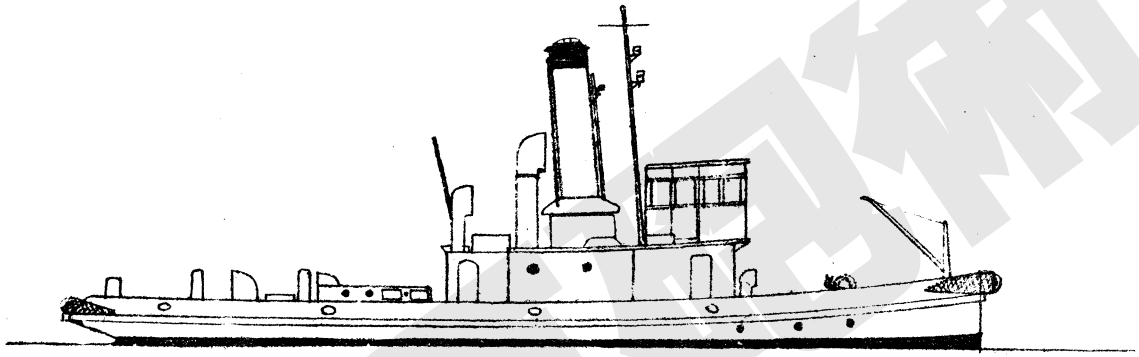
Lpp	25.M000
LoA	26.500
B	5.900
D	3.200
d	2.156
DISPT.	150 TONS
SPEED	10 KNOTS

ENGINE 1 RECIPROCATING
BOILER 1~2
I. H. P. 400

ARMAMENTS NIL.

BOATS BELOW MENTIONED WERE COMPLETED SINCE 1932 BY HARIMA; UJINA; HAKODATE; TŌHOKU DOCK; MATSUE I.W., KANEZASHI; NIIGATA; KOREAN HEAVY INDUST. CO., PUSAN, & ETC.

OFFICIAL NUMBERS:
№ 789, 829, 880, 926, 942, 960, 983, 996, 1002, 1003, 1029, 1030, 1031, 1033, 1103, 1152, 1153, 1156, *1181, 1343, 1344, 1455, 1546, 1609, 3324, & OLDER BOATS № 453, 483, 509, 519, 564, 598, 667, 676, 705 & OTHERS.



NOTES: THEY ARE THE STANDARD & MOST POPULAR HARBOR TUGS IN THE JAPANESE NAVY. SLIGHT DIFFERENCES AMONG THEM BY BUILDERS. SOME OF THEM WERE CLASSIFIED AS TUG & COMMUNICATION SHIPS. USED FOR COMMUNICATION & OTHER MISCELLANEOUS PURPOSES ALSO.

OFFICIAL NUMBERS (BELONGED TO; PRESENT LOCATION)

№ 789 (KURE NAVY YARD; KURE)
829 (MAIZURU H.O; MAIZURU)
880 (? ; ?)
926 (ŌMINATO; ŌMINATO)
942 (KURE H.O; KURE)
960 (YOKOSUKA N.Y.; YOKOSUKA)
983 (KURE H.O; KURE)
996 (SASEBO H.O; SASEBO, TRANSFERRED TO HOME MINISTRY, 9/12/'46)
1002 (YOKOSUKA H.O; ?)
1003 (SASEBO H.O; ")
1029 (? ; USED BY TŌYŌ SALVAGE CO., ŌSAKA)
1030 (TOKUYAMA H.O; TOKUYAMA)
1031 (MAIZURU H.O; MAIZURU)
1033 (SASEBO S.D.; SASEBO, TRANSFERRED TO HOME MINISTRY, 9/12/'46.)
1152 (KURE H.O; KURE)
1153 (SASEBO N.B.; SASEBO AREA.)
1156 (SASEBO H.O.; NAGASAKI)
*1181 (? ; KAGOSHIMA, DAMAGED BY BOMBING.)
1103 (SASEBO H.O.; SASEBO.)
1343 (SASEBO N.Y.; ")
1344 (YOKOSUKA A.A.; YOKOSUKA.)
1455 (? ; YOKOSUKA)
1546 (KURE S.D.; KURE)
1609 (SASEBO H.O.; SASEBO, TRANSFERRED TO HOME MINISTRY, 9/12/'46.)
3324 (KURE N.Y.; KURE.)

ABBREVIATIONS: ——
N.Y.··· NAVY YARD H.O.··· HARBORMASTER'S OFFICE.
S.D.··· STORE DEPARTMENT. N.B.··· NAVAL BARRACKS.
A.A ··· AERONAUTICAL RESERCH ARSENAL.

SOME 30 ~50 MORE BOATS WERE BUILT, SOME OF THEY MAY BE STILL EXISTING, BUT LOCATIONS UNKNOWN.

THERE WERE SOME OLDER 150 TONNERS IN JAPANESE NAVY. WITH ALMOST SIMILAR DIMENSIONS & APPEARANCES. AMONG THEM FOLLOWING BOATS WERE EXISTING: № 453, 483 (NAGASAKI), 509 (SASEBO), 519 (TOKUYAMA), 564 (KURE), 598 (SASEBO), 667 (KURE), 676 (SASEBO), 705 (MAIZURU), & OTHERS.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

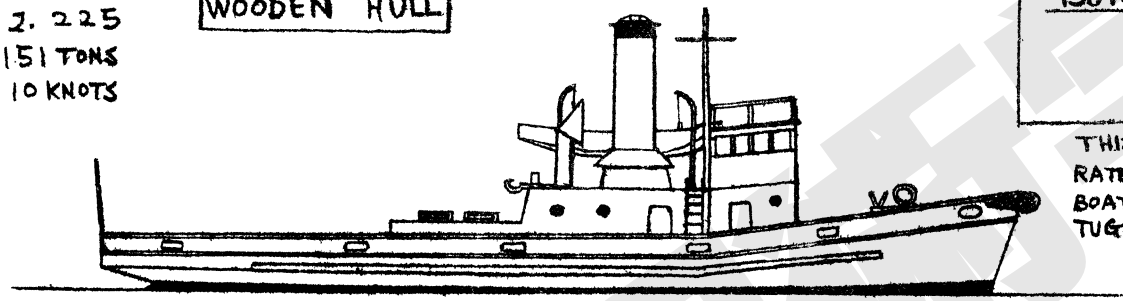
TUGS (EI-SEN)

150 TONS (WOODEN) TYPE:

L_{PP}	24.000
L_{WL}	22.450
B	6.230
D	3.200
d	2.225
DISPT.	151 TONS
SPEED	10 KNOTS

ENGINE 1 RECIPROCATING
BOILER 1
I. H. P. 400

WOODEN HULL



THIS TYPE WAS OFFICIALLY RATED AS TUG & COMMUNICATION BOAT, BUT THEY ARE PRACTICALLY TUGS.

NOTES: SINCE 1944 SEVERAL BOATS OF THIS TYPE OF WOODEN HULL HAD BEEN BUILT BY VARIOUS MINOR YARDS. VERY SIMPLE CONSTRUCTION, WITH KNUCKLED BILGE TURNS, NO BILGE KEELS. WITHOUT CAMBER. UPPER DECK IS STRAIGHT. DESIGNED TO SERVE AS HARBOR TUGS & FERRY BOATS. THEIR TOTAL NUMBERS BUILT & THEIR PRESENT CONDITIONS ARE UNKNOWN.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

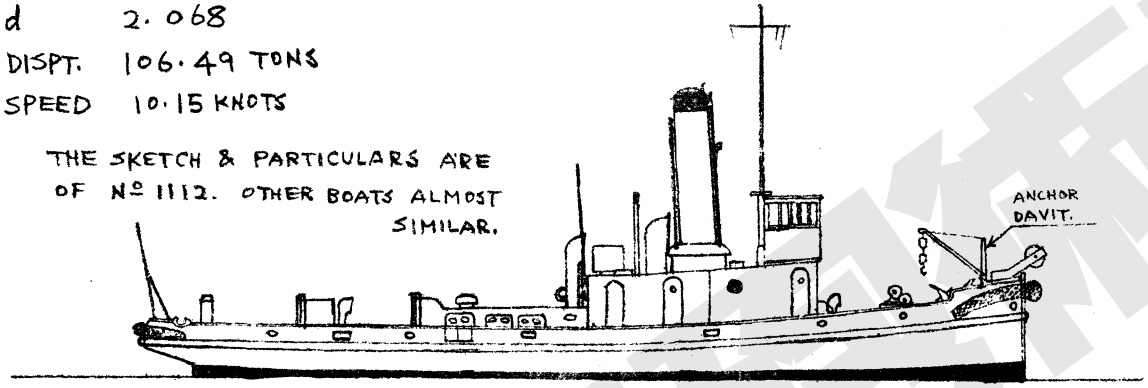
TUGS
[EI-SEN]

100 TONS TYPE:

OFFICIAL NUMBERS:
№ 770, 801, 816, 818,
832, 871, 888, 943,
1036, 1112, 1113, 1273,
1274, 1351, 1547, 1548
& MANY OTHERS.

L_{PP}	21.500 M	ENGINE	1 RECIPROCATING
L_{OA}	23.250	BOILER	1
B	5.400	I. H. P.	240 (277 ON TRIAL)
D	2.700	ARMAMENTS	NIL.
d	2.068		
DISPT.	106.49 TONS		
SPEED	10.15 KNOTS		

THE SKETCH & PARTICULARS ARE OF № 1112. OTHER BOATS ALMOST SIMILAR.



NOTES: THEY ARE THE STANDARD & MOST POPULAR HARBOR TUGS IN THE JAPANESE NAVY. SLIGHT DIFFERENCES AMONG THEM BY BUILDERS. SOME OF THEM WERE CLASSIFIED AS TUG & COMMUNICATION SHIPS. USED FOR TRAFFIC & OTHER MISCELLANEOUS PURPOSES ALSO. THERE WERE ABOUT 100~150 BOATS OF THIS TYPE IN THE NAVY. SOME OF THEM HAD 2 ENGINES.

OFFICIAL NUMBERS.		PRESENT LOCATIONS
№	770	MAIZURU
	801	ŌMINATO
	816	SASEBO
	818	KURE
	832	SASEBO
	871	YOKOSUKA
	888	MAIZURU
	943	SASEBO
	1036	
№	1112	TOKUYAMA
	1113	ŌTAKE
	1273	MAIZURU
	1274	〃
	1351	〃
	1547	AT KURE IN 1945 (DURING WAR.)
	1548	〃 (〃)

ALSO MORE THAN 100 BOATS WERE BUILT, OF WHICH SOME 50 BOATS ARE SUPPOSED TO BE EXISTING. (INCL. SUNK OR AGROUNDED)

BUILDERS: SAKURAJIMA, UJINA, MAEDA, KANAGAWA WORKS (HITACHI S.B. Co.), KOREAN HEAVY INDUSTRIAL Co. (PUSAN), HARIMA & ETC.

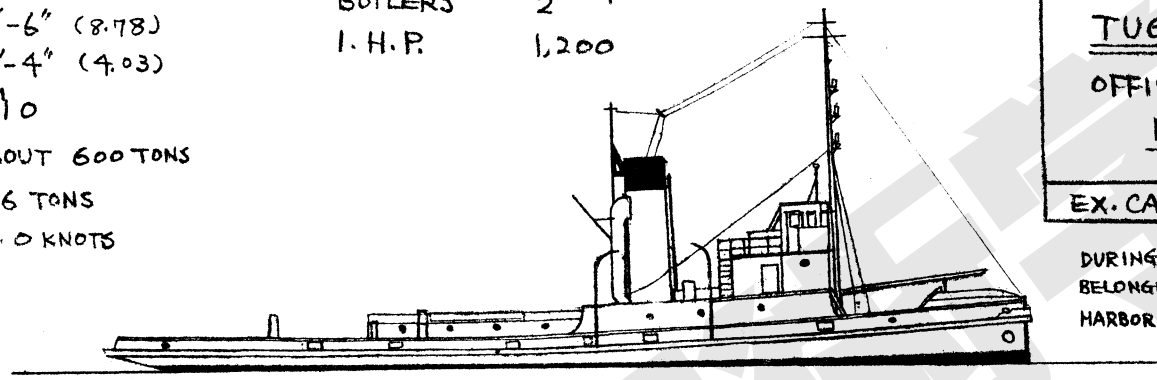
MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
TUG [EI-SEN]
OFFICIAL NUMBER:
№ 1447 (№1 AMOI MARU)

EX. CARMEN MOLLER.

DURING THE WAR SHE HAD BEEN BELONGED TO THE MAIZURU HARBORMASTER'S OFFICE.

Lpp	140′-0″ (LoA 44.M96)
B	26′-6″ (8.78)
D	12′-4″ (4.03)
d	3.M10
DISPT.	ABOUT 600 TONS
G.T.	366 TONS
SPEED	11.0 KNOTS

ENGINES	2 RECIPROCATINGS
BOILERS	2
I.H.P.	1,200



NOTES: SHE IS EX. BRITISH SALVAGE TUG CARMEN MOLLER OF THE MOLLERS TOWAGES LD., SHANGHAI, CAPTURED AT 10/12/'41 AT AMOI. BUILT BY TAIKOO DOCK & ENG. CO, HONG KONG IN 1911. ENLISTED 23/6/'42 AS TUG. OFFICIALLY NAMED AS № 1447, BUT SHE WAS MORE COMMONLY KNOWN AS №1 AMOI MARU.
SHE WAS AT OMINATO AT THE END OF WAR, USED BY C.M.M.C. AT YOKOHAMA SINCE AUTUMN OF 1946.

TUG
OFFICIAL NUMBER:
№ 1448 (№2 AMOI MARU)

Ex. READY MOLLER.

DURING THE WAR SHE HAD BEEN BELONGED TO THE MAIZURU NAVAL TRANSPORTATION DEPT.

Lpp	119′-6″ (LoA 38.M04)
B	25′-1″ (8.15)
D	8′-2″ (2.49)
d	1.M90
G.T.	268.3 TONS

ENGINE	RECIPROCATING
BOILERS	
REGISTERED H.P.	65

SKETCH WANTED.

NOTES: SHE IS EX. BRITISH SMALL TRAMPER READY MOLLER (EX. READY 38) OF THE MOLLERS TOWAGES LD., SHANGHAI, CAPTURED OFF AMOI, 19/12/'41. BUILT BY R. CRAGGS & SONS, MIDDLESBRO IN 1896. AFT ENGINE SHIP.
HER PRESENT CONDITION IS UNKNOWN.

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

TUGS

POWER SUPPLY BOATS:

OFFICIAL NUMBERS: 3496, 6388, 6389, 6390, 6391, 6741 & OTHERS.

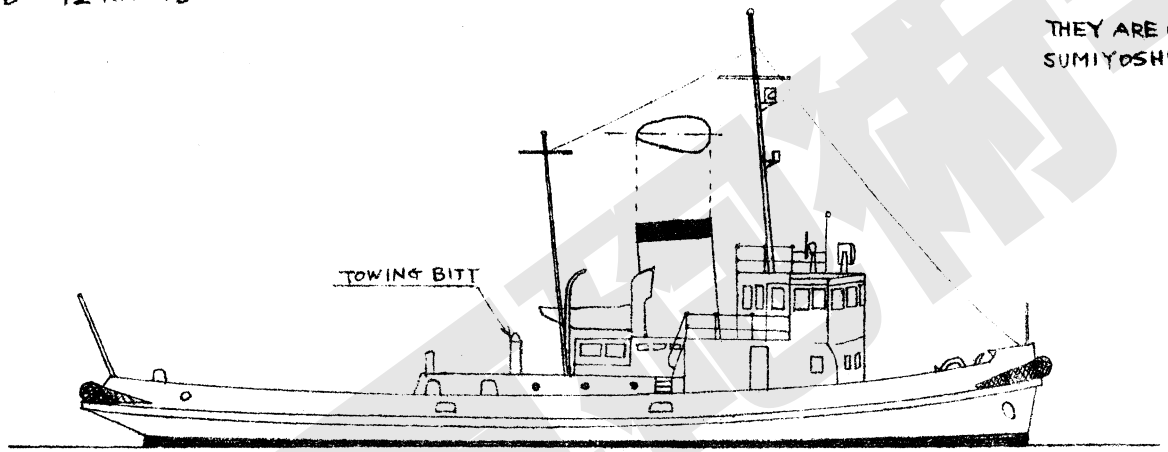
THEY ARE COMMONLY KNOWN AS SUMIYOSHI MARU TYPE.

L_{OA}	28.760
L_{PP}	26.500
B	7.000
D	3.200
d	2.700
DISPT.	292 TONS
G.T.	150 TONS
SPEED	12 KNOTS

ENGINES 2 DIESELS

S.H.P. 700

ARMAMENT NIL.



NOTES: FIRST BOAT OF THIS TYPE, THE SUMIYOSHI MARU WAS COMPLETED BY KAWASAKI IN AUG. 1936. FOR THE OWN COMPANY FOR SERVICE AS HARBOR TUG AT KOBE. SHE WAS CHARTERED BY THE NAVY AT THE OUTBREAK OF SINO-JAPANESE CONFLICT & SAILED FOR CHINA. SHE DID A BRILLIANT SERVICE AT YANGTZE RIVER. SEVERAL MORE BOATS WERE BUILT BY THE SAME COMPANY FOR THE NAVY YARDS. FURTHIER 5 BOATS WERE COMPLETED ALSO IN THE SAME YARD BETWEEN 24/7/'43 ~ 8/7/'44. VERY CONVENIENT & SUCCESSFUL CRAFTS. DIESEL-ELECTRIC DRIVE. EQUIPPED WITH POWERFUL MOTOR GENERATORS & PNEUMATIC COMPRESSOR. CAN SUPPLY BOTH D.C. & A.C. CURRENT (400KVA A.C. GENERATOR & 220V, 130 KW D.C. GENERATOR), COMPRESSED AIR (800 CUB. METER PER HOUR, 8 kg/cm^2).

№ 3496	AT KURE NAVY YARD AT THE END OF WAR.	NOW USED BY B.C.O.F. AT KURE.
№ 6390	AT YOKOSUKA " " " " " " " .	NOW DISABLED AT YOKOSUKA.
1 BOAT	AT TRUCK ISL. " " " " " " .	

OFFICIAL NUMBERS: 6388 (COMPLETED, 24/7/'43), 6389 (11/11/'43), 6390 (2/4/'44), 6391 (8/7/'44), 6741 (14/12/'43)
3496 (LAUNCHED '39), 3498 (COMPLETED, 1/4/40.)

Lpp	33M.000
Lwl	33.000
LoA	36.000
B	6.850
D	3.250
d	2.021
DISPT.	238 TONS (244 TONS FULL)
SPEED	10.915 KNOTS

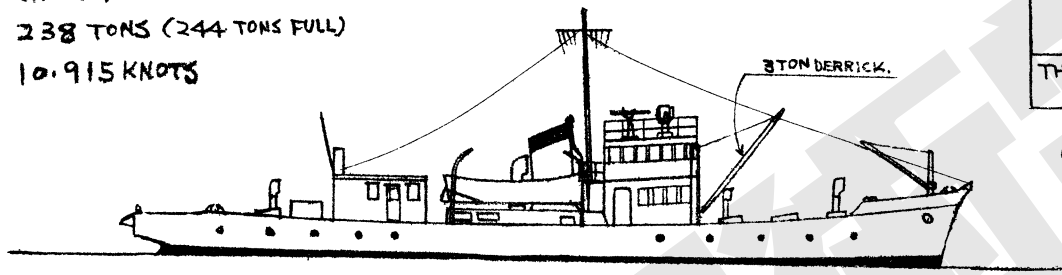
ENGINE	1 DIESEL
S.H.P.	400
ARMAMENTS	NIL.

BUILT BY THE CONSTRUCTION RULES FOR MERCHANT SHIPS.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)
TUG & COMMUNICATION SHIP
(EI-SEN KEN KŌTSŪ-SEN)
250 TONS TYPE:
OFFICIAL NUMBER:
№ 1434

THIS BOAT IS UNOFFICIALLY CALLED AS FUJI MARU

SHE IS THE ONLY BOAT AS CLASSIFIED IN 250 TON TUG.



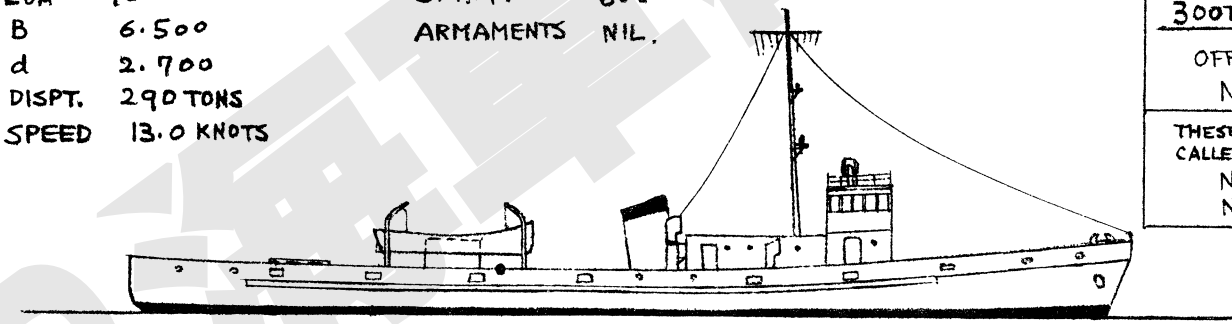
NOTES: SHE WAS BUILT BY SHIMONOSEKI WORKS, MITSUBISHI. COMPLETED 15/3/'42. SPECIALLY DESIGNED FOR EXPERIMENTS & INVESTIGATIONS OF ACOUSTIC APPARATUS. THOUGH CLASSIFIED AS TUG CATEGORIES SHE IS IN ANY WAY A TUG BOAT. BELONGED TO THE ACOUSTIC RESEARCH SECTION, NAVAL TECHNICAL RESEARCH DEPARTMENT AT NUMAZU, SHIZUOKA PREF. FITTED WITH FRESH WATER TANK FOR ACOUSTIC INVESTIGATION AT BOTTOM. ALSO FITTED FOR MINE LAYING RAILS AT STERN BUT WITHOUT MINE STORAGE ARRANGEMENTS. LOCAL COMMUNICATION SERVICE AT URAGA AFTER WAR. RADIUS OF ACTION 1490 MILES AT 10.6 KTS

Lpp	43M.000
LoA	46.000
B	6.500
d	2.700
DISPT.	290 TONS
SPEED	13.0 KNOTS

ENGINES	2 DIESELS.
S.H.P.	800
ARMAMENTS	NIL.

TUG & COMMUNICATION SHIPS
300 TONS (DIESEL) TYPE:
OFFICIAL NUMBERS:
№ 1544, 1545.

THESE BOATS ARE UNOFFICIALLY CALLED AS:—
№ 1544 --- TATEHŌ MARU
№ 1545 --- ATADA MARU.



NOTES: THEY WERE BUILT BY SHIMONOSEKI WORKS, MITSUBISHI. № 1544 COMPLETED, 5/6/'43. № 1545, 30/6/'43. IN DIMENSIONS & PARTICULARS, THEY ARE RATHER SIMILAR TO 300 TON TYPE AIRCRAFT RESCUE BOATS. BUT THEY DIFFER FROM THE LATER IN FOLLOWING POINTS: (1) SHEER AT AFT, (2) LOWER FUNNEL SPACED MORE AFT, (3) WITHOUT CRANE AT STERN BUT WITH CUTTER DAVITS ON QUARTER DECK AT EACH SIDE.

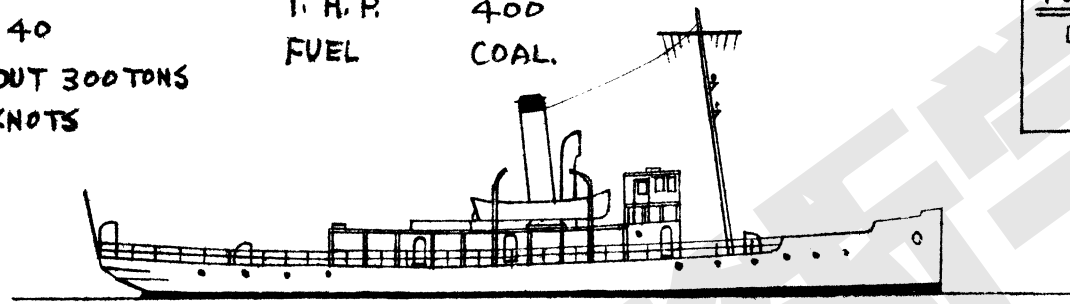
№ 1544. BELONGED TO THE TATEYAMA GUNNERY SCHOOL DURING WAR. AT YOKOSUKA DISABLED SINCE THE END OF WAR. DAMAGED AT BRIDGE BY FIRE.

№ 1545. BELONGED TO THE SUBMARINE SCHOOL AT ŌTAKE, HIROSHIMA PREF. LOCAL TRANSPORT AS REPATRIATION BOAT BETWEEN SASEBO & KAGOSHIMA AFTER WAR. TRANSFERRED TO CIVILIAN MERCHANT MARINE COMMITTEE.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)
TUG & COMMUNICATION SHIP
(EI-SEN KEN KŌTSŪ-SEN)
MAIZURU

L_{pp} 35.940
B 6.240
D 3.940
DISPT. ABOUT 300 TONS
SPEED 8 KNOTS

ENGINE 1 RECIPROCATING
BOILERS 2
I. H. P. 400
FUEL COAL.

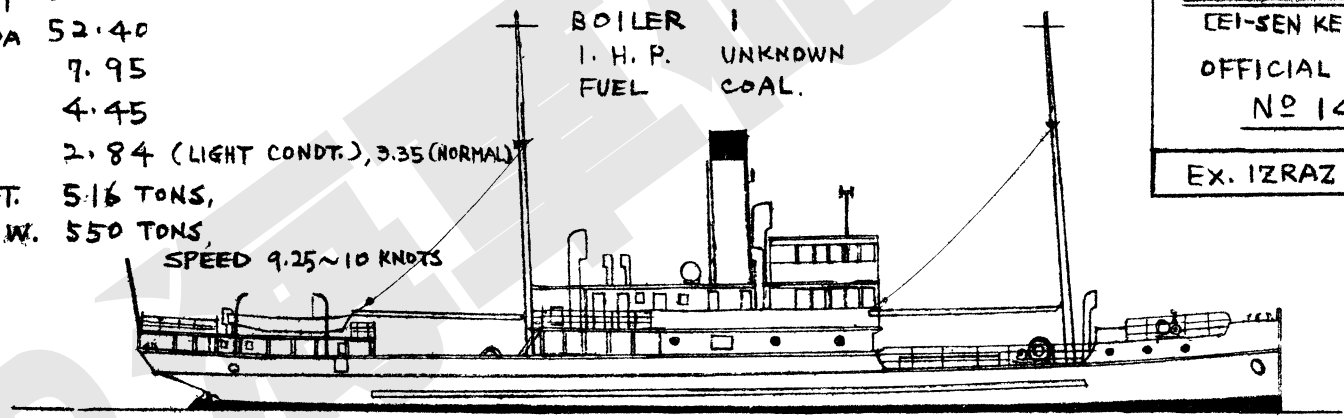


NOTES: SHE IS OLD FOREIGN-BUILT PASSENGER & LOCAL TRANSPORTATION SHIP. ACQUIRED BY JAPANESE NAVY AT THE TIME OF RUSSO-JAPANESE WAR IN 1905. FOR A LONG TIME SHE HAD BEEN STATIONED AT MAIZURU. THEN SHE SERVED AS TRAINING & COMMUNICATION SHIP AT THE NAVAL COLLEGE OF EDAJIMA.
SHE WAS AT KURE AT THE END OF WAR. UNDER REPAIRS AT NAMURA S.B. Co, ŌSAKA IN FEB. '47.

TUG & COMMUNICATION SHIP
(EI-SEN KEN KŌTSU-SEN)
OFFICIAL NUMBER:
Nº 1449 (Nº3 AMOI MARU)
Ex. IZRAZ VISAJAZ

L_{pp} 50.00
L_{OA} 52.40
B 7.95
D 4.45
d 2.84 (LIGHT CONDT.), 3.35 (NORMAL)
G.T. 516 TONS,
D.W. 550 TONS,
SPEED 9.25~10 KNOTS

ENGINE 1 RECIPROCATING
BOILER 1
I. H. P. UNKNOWN
FUEL COAL.

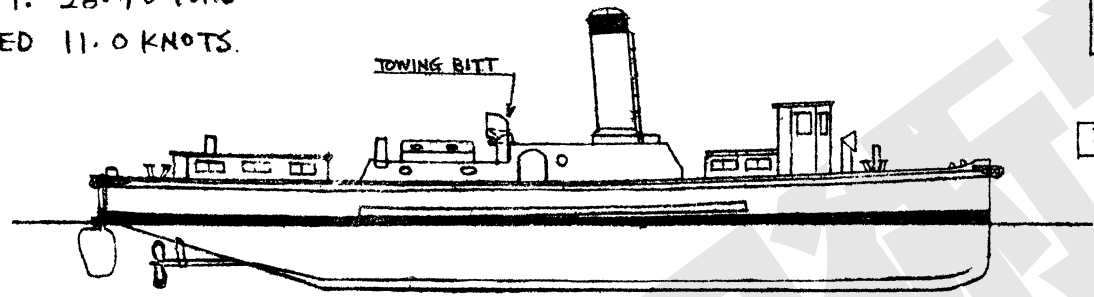


NOTES: SHE IS EX. PANAMAN PASSENGER & CARGO SHIP IZRAZ VISAJAZ, CAPTURED IN SOUTH CHINA AT THE OUTBREAK OF THE WAR. BUILT AT NEWCASTLE, LAUNCHED IN 1885 & COMPLETED IN 1886. HER ORIGINAL NAME IS SUPPOSED TO BE ILLAROO. CLASSIFIED AS TUG & COMMUNICATION SHIP, 23/6/'42, NAMED AS Nº 1449, BUT MORE COMMONLY SHE WAS CALLED AS Nº 3 AMOI MARU. BELONGED TO THE MAIZURU NAVAL TRANSPORTATION DEPT. AT THE LATER PERIOD OF WAR. SHE WAS AT MAIZURU AT THE END OF WAR. USED BY CIVILIAN OWNER AFTER WAR. NOW BELONGING TO THE C.M.M.C.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]
TUG & COMMUNICATION SHIPS
[EI-SEN KEN KOTSU-SEN]
20 TONS TYPE

$L_{o.a.}$ 17.M000
L_{pp} 17.000
B 3.450
D 1.700
d 1.135
DISPT. 26.70 TONS
SPEED 11.0 KNOTS.

ENGINE 1 RECIPROCATING
BOILER 1
I. H. P. 200
FUEL COAL



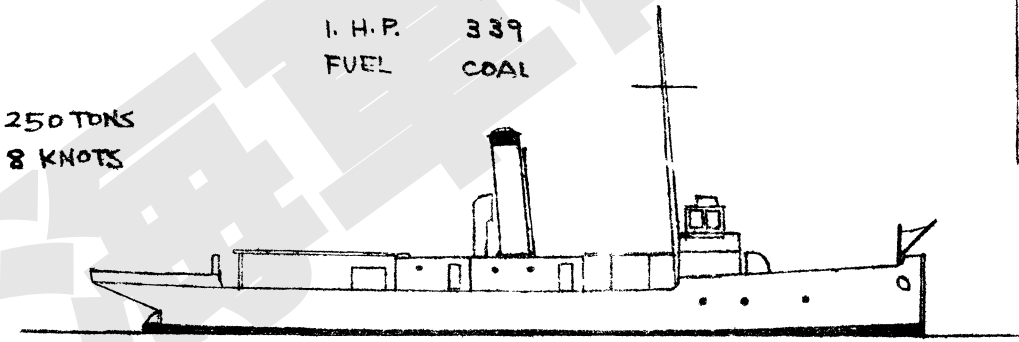
WOODEN HULL

NOTES: MOST TYPICAL & COMMON HARBOR COMMUNICATION BOATS. ALSO USED FOR TOWING SMALL BARGES & PONTOONS. MANY BOATS WERE EXISTED AT EVERY NAVAL STATION & BASE AT THE END OF WAR.

TUG & COMMUNICATION SHIPS.
[EI-SEN KEN KOTSŪ-SEN]
NO 1 KURE

ENGINE 1 RECIPROCATING
I. H. P. 339
FUEL COAL

DISPT. 250 TONS
SPEED 8 KNOTS



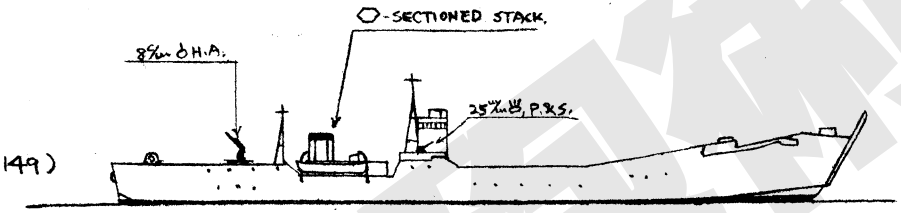
NOTES: OLD COMMUNICATION BOAT FOR HARBOR SERVICE. BELONGED TO THE KURE NAVY YARD DURING WAR. NOW BELONGED TO THE HARIMA S.B. CO AT KURE.
IN APPEARANCE, SHE IS RATHER SIMILAR TO THE MAIZURU IN THE PREVIOUS PAGE.

	№1 KUROSHIO	№2 KUROSHIO
LWL	75M000	Dº
B	9.100	Dº
d	2.830	2.800
DISPT.	960TONS	950TONS
SPEED	16 KNOTS	13.5 KNOTS.

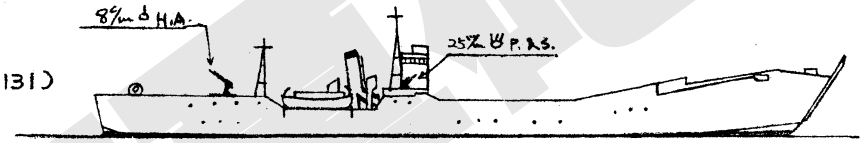
	№1 KUROSHIO	№2 KUROSHIO
ENGINES	2 TURBINES	3 DIESELS
BOILERS	2	NIL
S.H.P.	2,500	1,200
Nº OF SHAFTS	2	3
ARMAMENTS.	1 8㎝ d H.A GUN 2 25㎜ 単 M.G. 12 D.C.	

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)
COMMUNICATION SHIPS.
(KŌTSU-SEN)
№1 KUROSHIO
№2 KUROSHIO

THEY ARE BELONGING TO THE TRANSPORT №101 TYPE.



№2 KUROSHIO
(EX. TRANSPORT №149)



№1 KUROSHIO
(EX. TRANSPORT №131)

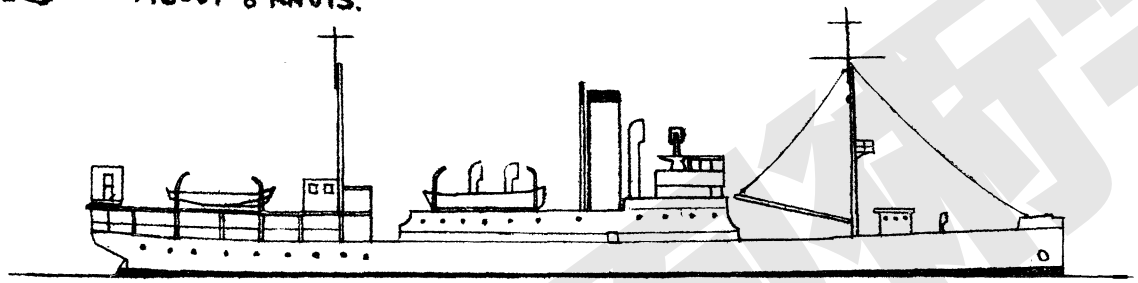
№2. KUROSHIO (EX. TRANSPORT №149) WAS THE FIRST S.B. BOAT. SHE CARRIED SEVERAL AMPHIBIAN TANKS TO SAIPAN IN APR., 1944.
OF 63 S.B. BOATS, №101, 102 (BUILT BY ŌSAKA), №127, 128 (BY URANOSAKI) & №149, 150 (BY MUKAIJIMA) WERE DIESEL BOATS & OFTEN CALLED AS SBD.

NOTES: BOTH SHIPS ARE OF №101 TYPE TRANSPORTS. (№1 KUROSHIO WAS №131, №2 KUROSHIO WAS №149). DIMENSIONS & OTHER ITEMS ARE SAME AS IN №101 TYPE TRANSPORTS. BUT BOTH SHIPS ARE COMPLETED EARLY & AS SOON AS THEY COMPLETED THEY DESPATCHED OVERSEA STATIONS, SO THAT THE MODIFICATIONS & RECONSTRUCTIONS MADE TO THE OTHER BOATS OF THIS TYPE ARE NOT MADE TO THEM. THUS THE DISPT. & DRAFT OF THESE 2 BOATS ARE INFERIOR TO OTHERS.
№2 KUROSHIO (EX. TRANSPORT №149) IS THE FIRST BOAT OF ALL S.B'S (2ND CL. TRANSPORTS) SHE WAS LAID DOWN AT MUKAIJIMA AS THE TYPE BOAT OF S.B., 1/11/43. COMPLETED 20/2/44. ONLY FIRST 6 BOATS OF THE 69 SB'S COMPLETED HAD DIESEL ENGINES, 3 SHAFTED, 13.5 KNOTS IN SPEED, 3,000 MILES RADIUS AT TOP SPEED, & AS THE SPACE OF BOILERS ARE UTILIZED AS LIVING QUARTERS 320 MEN CAN BE CARRIED IN ADDITION TO 90 OFFICERS & MEN AS HER CREW. OF THE 6 DIESEL BOATS, ONLY №149 EXISTED AT THE END OF WAR. SHE WAS DAMAGED OFF ST. JAQUES PT., 15/1/45. AS HER COMPLETE REPAIRS WERE IMPOSSIBLE AT SOUTHERN AREAS, SHE WAS REMOVED FROM COMBATANT CATEGORIE & RATED AS COMMUNICATION SHIP, 10/2/45.
№1 KUROSHIO (EX. TRANSPORT №131) WAS COMPLETED AT URANOSAKI, 24/6/44. DAMAGED BY FIRE CAUSED BY BOMING AT SAIGON, 13/1/45. ALSO RECLASSIFIED AS COMMUNICATION SHIP AT SAME DATE.
BOTH SHIPS WERE SAIGON AT THE END OF WAR.

MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
COMMUNICATION SHIP
*KŌSAI

L_{OA}	67M.000
B	9.000
d	
DISPT.	1,118 TONS
SPEED	ABOUT 8 KNOTS.

ENGINE 2 RECIPROCATINGS.
BOILERS 2
I. H. P.
FUEL COAL.
ARMAMENTS NIL.



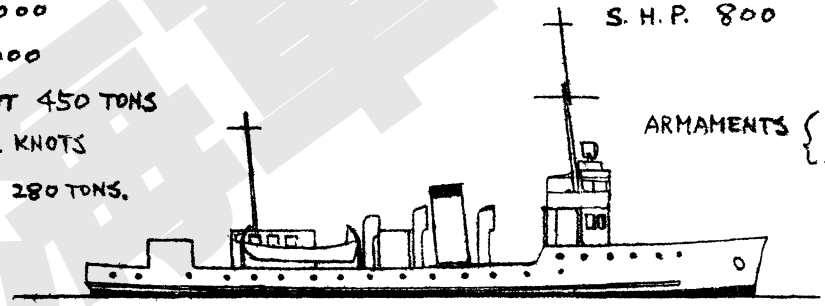
NOTES: SHE IS AN OLD CARGO & PASSENGER BOAT, LAUNCHED 8/11/1904. OWNED BY KOREAN GOVERNMENT. PURCHASED BY NAVY IN ABOUT 1910. BELONGED TO THE SASEBO HARBORMASTER'S OFFICE. FOR A LONG TIME SHE WAS USED AS FERRY BOAT BETWEEN SASEBO & CHINKAI, ETC. REPATRIATION SERVICE AFTER THE WAR.
~~SHE WAS~~ GROUNDED AT ŌMAEZAKI, SHIZUOKA PREF., ~~14/5/48~~ ENROUTE ~~FROM~~ ŌSAKA TO YOKOSUKA. SALVAGING ABANDONED.

COMMUNICATION SHIPS.

BUNSEI [Ex. WEN SING, 文星]
UNSEI [Ex. YUNG SING, 運星]

L	43M.500
B	7.000
d	2.000
DISPT.	ABOUT 450 TONS
SPEED	12 KNOTS
G.T.	ABOUT 280 TONS.

ENGINE 1 DIESEL
S. H. P. 800
ARMAMENTS { 2 13㎜ d M.G.
SEVERAL D.C.



NOTES: BOTH SHIPS ARE EX. CHINESE CUSTOM CRUISERS WEN SING (BUNSEI) & YUN SING (UNSEI) CAPTURED IN SINO-JAPANESE AFFAIRS.

BUNSEI SERVED AS TENDER TO MINE SWEEPING CRAFTS & SMALLER GUN BOATS FOR YANGTZE-KIANG. NOTHING HAS BEEN HEARD ABOUT HER SINCE 1941.

UNSEI USED IN SURVEYING OF YANGTZE-KIANG. DURING THE WAR SHE WAS USED AS LOCAL TRANSPORT BETWEEN SHANGHAI & HOME PORTS. REFITTED AT KURE IN 1944. BELONGED TO ŌSAKA NAVAL TRANSPORTATION DEPARTMENT. USED AS PASSENGER BOAT BETWEEN KŌBE & SUNOMOTO AFTER WAR.

MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
COMMUNICATION SHIP
[KŌTSŪ-SEN]
*ASUKA

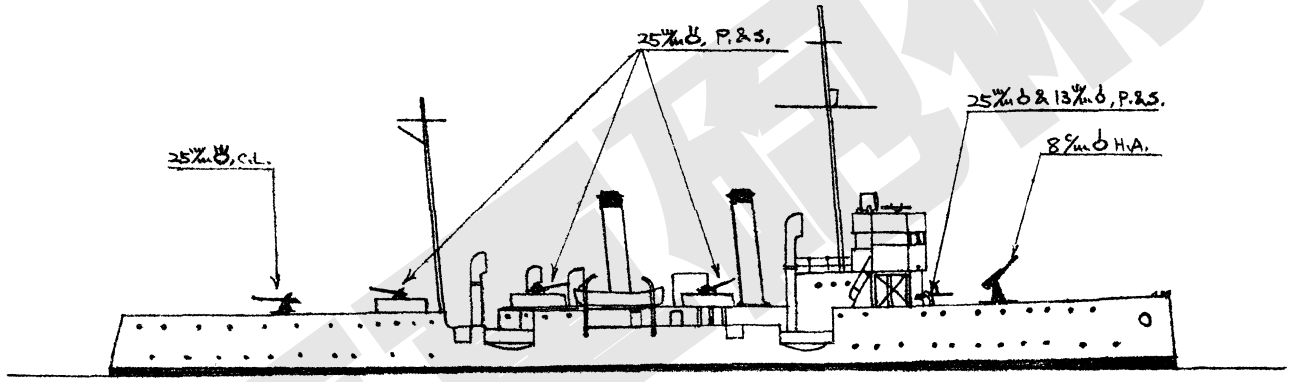
EX. YUNG CHIEN, 永健

L_{pp}	62.M500
B	9.000
d	3.500
DISPT.	860 TONS STANDARD
SPEED	13 KNOTS.

TRIAL DISPT. IS 1,039 TONS.

ENGINES.	2 RECIPROCATINGS
BOILERS	
I.H.P.	1,400
FUEL	COAL

ARMAMENTS:
- 1 8 c/m ♂ H.A. GUN
- 1 25 m/m ♀ M.G.
- 6 " ♀ "
- 1 " ♂ "
- 1 13 m/m ♂ M.G.
- 2 7.7 m/m ♂ "



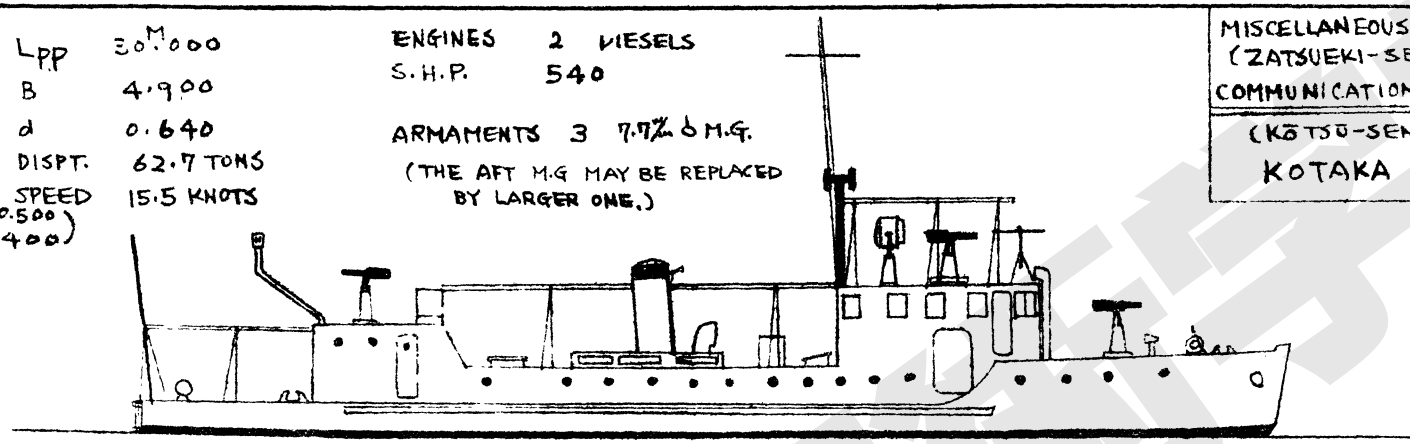
NOTES: SHE WAS LAUNCHED AT KIANGNANG DOCK, SHANGHAI, IN 1915 AS CHINESE GUN BOAT YUNG CHIEN. ORIGINALLY ARMED WITH 1 x 10 c/m ♂, 1 x 8 c/m ♂ & 4 x 5 c/m ♂ GUNS. CAPTURED BY THE JAPANE NAVY IN 1937. SHE HAD BEEN SERVED AS CONVERTED TORPEDO DEPOT SHIP UNTIL 1940. BELONGED TO SHANGHAI HARBORMASTERS OFFICE & RECONSTRUCTED AS ANTI-AIRCRAET PATROL BOAT IN 1945. SOON AFTER HER RECOMMISSION, SHE WAS BOMBED BY B-29 & SUNK NEAR THE ENTRANCE OF THE HWANGPOO RIVER, 7/5/'45. UPPER DECK ABOVE WATER.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)
COMMUNICATION SHIP
(KŌTSŪ-SEN)
KOTAKA

L_{PP}	30.M000
B	4.900
d	0.640
DISPT.	62.7 TONS
SPEED	15.5 KNOTS
(L_{OA}	30.500
D	1.400)

ENGINES 2 DIESELS
S.H.P. 540

ARMAMENTS 3 7.7㎜ 6 M.G.
(THE AFT M.G MAY BE REPLACED BY LARGER ONE.)



NOTES: SHE WAS DESIGNED FOR THE SERVICE OF UPPER YANGTZE OR ITS TRIBUTARIES. BUUT & COMPLETED BY TAMANO WORKS OF MITSUI, 11/1/30. TRANSPORTED ON BOARD THE SPECIAL SERVICE SHIP SEITS TO SHANGHAI.
SHE WAS THE SMALLEST GUN BOAT IN JAPANESE NAVY. VERY CONVENIENT PATROL BOAT.
HER LOCATION & CONDITION AT THE END OF WAR UNKNOWN.

(HER PARTICULARS & HOISTING ARRANGEMENT ON BOARD H.I.J.M.S. SEITS WERE FULLY EXPRESSED IN THE JOURNAL OF THE SOCIETY OF NAVAL ARCHITECTS OF JAPAN: VOL. 48, OCT. 1931.)

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

AIRCRAFT RESCUE SHIPS
(HIKOKI KYŪNAN-SEN)

200 TONS (WOODEN) TYPE:

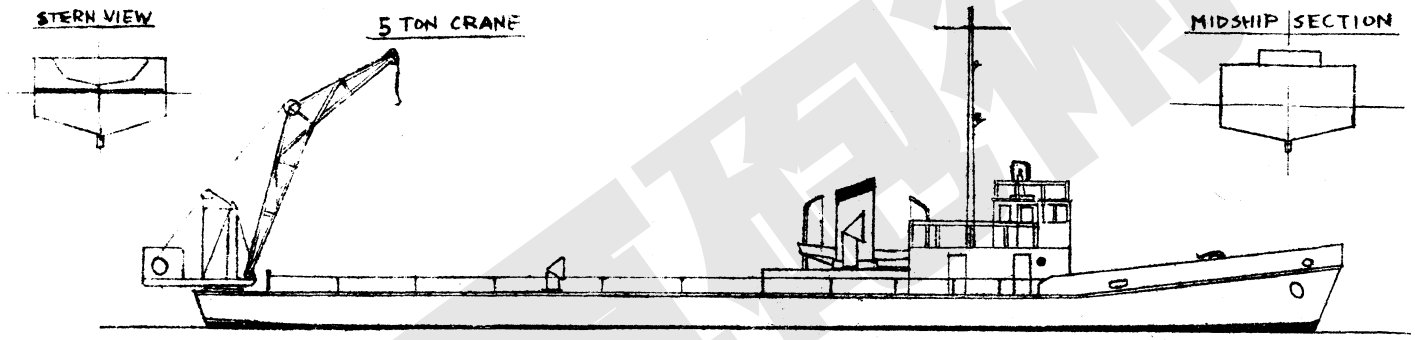
CONTRACT NUMBERS:
(№ 3127), (3128), (3129), (3130), (3131), (3132), (3133), (3134), (3135), (3136).

L_{pp}	35.500
L_{WL}	35.900 (L_{OA} 37.300)
B	6.300
D	3.250
d	2.240
DISPT	211 TONS
SPEED	12 KNOTS

ENGINE 1 DIESEL
S.H.P. 400
ARMAMENT NIL

EQUIPPED WITH 5 TON ELECTRIC CRANE AT STERN. CAN CARRY 1 SEAPLANE.

WOODEN HULL



NOTES: IN 1944, OWING TO THE SHORTAGE OF STEEL MATERIALS, A NUMBER OF WOODEN BOATS OF THIS TYPE WAS PROJECTED. THEY WERE SMALLER DISPT. COMPARED WITH 300 TON STEEL BOATS, & WITH INFERIOR SPEED. SINGLE SCREW. CAN CARRY ONLY 1 PLANE. VERY SIMPLE CONSTRUCTION OF HULL WITH NO CAMBER, NO SHEER. BULWARKS ONLY AT BOW. BOX-SHAPED HULL WITH KNUCKLS AT BILGE TURN & WITHOUT BILGE KEELS.
NOT A SINGLE BOAT COMPLETED BY THE END OF WAR. MAGNESIA CEMENT WAS TO BE APPLIED ON BOTTOM AS COVERING.
THEIR OFFICIAL NUMBERS WERE UNSETTLED. CONTRACT NUMBERS ARE AS FOLLOWING.

(№ 3127), (3128) LAID DOWN AT SHIKOKU, 10/11/'44 & 16/12/'44 RESPECTIVELY.
(3129), (3130) " " " JINEN, 12/12/'44. & 13/4/'45 " .
(3131), (3132) " " " FUNAYA, 10/1/'45 & 30/4/'45 " .
(3133), (3134) UNDER CONSTRUCTION AT FUKUOKA, WORK HAD NOT PROGRESSED BY THE END OF WAR.
(3135) " " " YONAGO, " " " " " " " " .
(3136) " " " SHIKOKU. " " " " " " " " " " .

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

AIRCRAFT RESCUE SHIPS
[HIKŌKI KYŪNAN-SEN]

300 TONS TYPE:

OFFICIAL NUMBERS:
№1165(3), 1332, *1333, *1335, 1336, *1337 1338, 1339, 1341, 1440, 1535, 1536, 1538, (1539), *1540, *1579 & OTHERS.

L_{pp}	43.000
L_{WL}	45.000 (L_{OA} 46.500)
B	6.800
D	3.550
d	2.250
DISPT.	296 TONS
SPEED	14 KNOTS

ENGINES 2 DIESELS.
S.H.P. 800

ARMAMENT NIL.

EQUIPPED WITH 5 TON ELECTRIC CRANE AT STERN. CAN CARRY 2 SEAPLANES.

IN SOME BOATS A 13㎜ ó OR 25㎜ ó M.G. WAS MOUNTED ON PLATFORM ABAFT FUNNEL. SOME D.C. ALSO CARRIED.

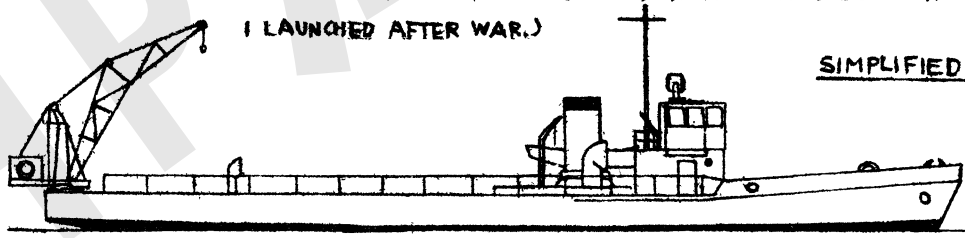
NOTES TO A BOAT NOW AT SASEBO, WHICH IS REPORTED AS №1165:
THOUGH OFFICIALLY REPORTED AS №1165, IT IS CLEAR THAT SHE IS NOT №1165, BUT HER REAL № IS UNKNOWN. SUPPOSED TO BE MORE THAN 1500



BOATS UNDER CONSTRUCTION AT NAKAMURA, ŌSAKA & OTHER WORKS (№1, №2 SHIMANE MARU, ETC.) HAVE SIMPLIFIED HULLS. THEY HAVE NO BULWARKS EXCEPT BOW, THEIR STERNS ARE FLAT. (VIDE BELOW SKETCH.)

NOTES: SOME 30 BOATS OF THIS TYPE HAD BEEN COMPLETED OR UNDER CONSTRUCTION SINCE 1940. THEY ARE THE STANDARD TYPE OF AIRCRAFT RESCUE SHIP IN JAPANESE NAVY. THE DESIGN WAS MODIFIED FROM 200 TON. TYPE. BETTER SEAWORTHINESS. VERY HANDY & CONVENIENT BOATS. THEY BELONGED TO EACH FLYING CORPS. THEY WERE SERVED IN AIRCRAFT RESCUE WORKS, AIRCRAFT TRANSPORTATION, ALSO USED AS LOCAL COMMUNICATION BOATS OR TORPEDO CARRIERS. (IN THIS CASE ABOUT 8 TORPEDOES CARRIED ON DECK.)

BUILDERS: ISHIKAWAJIMA (3 COMPLETED, 1 ON THE STOCKS); UJINA (4 COMPLETED, 1 NOT LAID DOWN); KAWASAKI (4 COMPLETED); ŌSAKA S.B.Co (2 ON THE STOCKS); HŌRAI S.B.Co (1 ON THE STOCKS); NAKAMURA S.B.Co (2 ON THE STOCKS, OF WHICH 1 LAUNCHED AFTER WAR.)



SIMPLIFIED TYPE: FLAT STERN. NO CAMBER. NO BULWARK & SHEER EXCEPT BOW. KNUCKLED HULL. FUNNEL & MAST ARE VERTICAL.

№1165(3) & BOATS UNDER CONSTRUCTION AT NAKAMURA, ŌSAKA & HŌRAI WORKS BELONG TO THIS TYPE.

(TO BE CONTINUED ON NEXT PAGE.)

OFFICIAL NUMBER	BUILDER	COMPLETED	BELONGED TO	PRESENT CONDITION & LOCATION
No 1165 (?)			CHINKAI FLYING CORPS	AT SASEBO SINCE THE END OF WAR. (THE No OF THIS BOAT IS MISTAKEN, BECAUSE No 1165 IS THE NAME GIVEN TO 25T MOTOR BOAT (GUNBOAT.)
1332 (AKEBONO MARU)	ISHIKAWAJIMA	12/12/'40	CHITOSE " "	AT MURORAN AT THE END OF WAR. TOWED TO HAKODATE. NOW USED BY R.T.O. AT HAKODATE.
*1333 (No2 SAIKAI MARU)	"	"	SEIKAI " "	AT ŌITA AT THE END OF WAR. NOW MOORED IN DISABLED CONDITION. (BOTTOMED.)
1334				EXISTENCE & CONDITION UNKNOWN.
*1335			IBUSUKI " "	BEACHED AT ŌNEJIMA, KAGOSHIMA BAY.
1336 (USA MARU)			USA " "	USED AS PASSG BOAT BETW. KŌCHI – KYŪSHŪ AFTER WAR. USED BY BRITISH FORCES NOW.
*1337				AT KŌBE AT THE END OF WAR. DAMAGED BY STORM, 18/9/'45. NOW USED AS PONTOON THERE.
1338	ISHIKAWAJIMA	7/2/'41		AT KOMATSUJIMA, TOKUSHIMA PREF, DISABLED.
1339	"	17/3/'41	CHITOSE " "	AT MURORAN SINCE THE END OF WAR. FITTINGS DIVERTED TO No 1332.
1340				EXISTENCE & CONDITION UNKNOWN.
1341				AT YOKOSUKA SINCE THE END OF WAR.
1440	UJINA	24/4/'42		EXISTENCE & CONDITION UNKNOWN.
1535			KUSHIMOTO " "	AT KATSUURA, WAKAYAMA PREF., UNDER REPAIRS BY CIVILIAN COMPANY, JULY '46.
* 1536	UJINA	31/3/'43	SAEKI " "	BEACHED AT ŌITA.
1537				EXISTENCE & CONDITION UNKNOWN.
1538				AT KOMATSUJIMA, TOKUSHIMA PREF., USED AS PASSENGER BOAT, JULY '46.
(1539)	ISHIKAWAJIMA			LAID DOWN, 17/5/'43. WORK STOPPED ON STOCKS.
1540	UJINA	10/2/'44		AT OKAYAMA, MARCH '47. USED BY B.C.O.F. (CALLED AS SUNNING HILL.)
* 1579			TARUMI " "	AT UMIGATA, KAGOSHIMA BAY, DISABLED.
NUMBER NOT GIVEN	UJINA	2/8/'46		UNDER CONSTRUCTION AT THE END OF WAR. COMMISSIONED FOR BRITISH FORCES.
2 BOATS	ŌSAKA S.B. Co			LAID DOWN MARCH '42~'43. WORK STOPPED ON STOCKS SINCE SEPT. '43.
1 BOAT	HŌRAI			UNDER CONSTRUCTION. ON STOCKS AT HŌRAI, ŌSAKA, AT THE END OF WAR.
1 "	UJINA			ORDERED. NOT LAID DOWN.
2 BOATS	NAKAMURA			ON STOCKS AT NAKAMURA, MATSUE, AT THE END OF WAR. 1 OF WHICH LAUNCHED AFTER WAR. UNOFFICIALLY CALLED AS No 1 & No 2 SHIMANE MARU.
SEVERAL MORE BOATS STILL EXISTING. THEIR OFFICIAL NUMBERS UNKNOWN. (SOME OF THEM ARE SUPPOSED IDENTICAL BOATS ABOVE MENSIONED AS EXISTENCE UNKNOWN.)				
UNOFFICIALLY CALLED AS:				
*TARUMI MARU			TARUMI FLYING CORPS	AT SASEBO SINCE THE END OF WAR. FLOODED & BEACHED.
ŌI MARU			ŌI " "	AT SHIMIZU, SHIZUOKA PREF NOW DISABLED. MOORED AT MIHO S.B. Co.
* SAIKAI MARU			SAIKAI " "	AT SAKAI, TOTTORI PREF., AT THE END OF WAR. AGROUNDED AT UPPURUI, SHIMANE PREF., LAST AUTUMN.
ŌTAKA MARU			ŌTAKA " "	AT TADOTSU, KAGAWA PREF., AT THE END OF WAR. REPAIRED AT IMNOSHIMA & USED BY BRITISH FORCES AT KŌCHI AS PATROL BOAT.
HAKATA MARU			HAKATA " "	AT SHIMONOSEKI AT THE END OF WAR. REPAIRED & USED BY BRITISH FORCES SINCE NOV. '46.
NAME UNKNOWN			TOYOHASHI " "	REPAIRED AT NAGOYA S.B. Co AFTER WAR. USED BY ALLIED FORCES AT YOKOHAMA AREA.
* " "				SUNK BY BOMBING AT SUKUMO BAY, KŌCHI PREF., MAY 1945.

4 BOATS WERE BUILT BY KAWASAKI, COMPLETED 10/11/'40, 10/2/'41, 10/3/'41, 24/12/'42 RESPECTIVELY. THEIR OFFICIAL NUMBERS UNKNOWN, BUT SUPPOSED TO BE CORRESPONDING SOME OF ABOVE MENTIONED.

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

AIRCRAFT RESCUE SHIPS
(HIKŌKI KYŪNAN-SEN)

200 TONS TYPE:

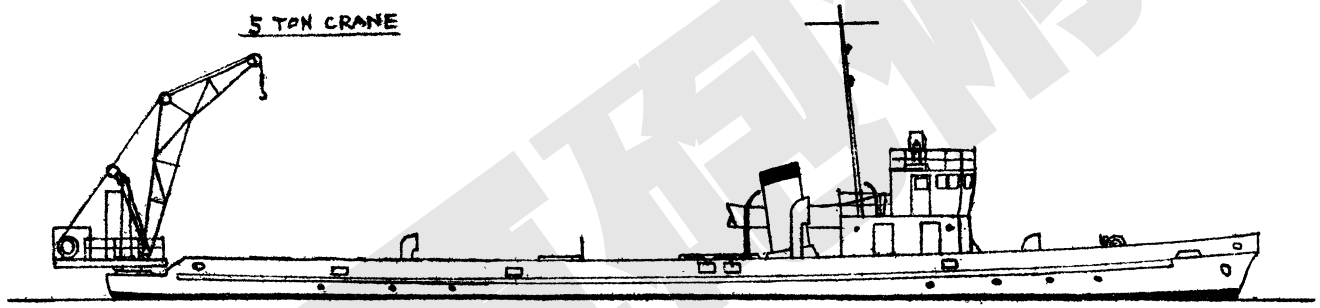
OFFICIAL NUMBERS:
1089, 1090, 1091 & OTHERS

Lpp	37.500 M
Lwl	39.500 (LoA 41.000)
B	5.900
D	3.100
d	1.935
DISPT.	189 TONS
SPEED	14 KNOTS

ENGINES 2 DIESELS
S.H.P. 800
ARMAMENT NIL.

EQUIPPED WITH 5 TON ELECTRIC CRANE AT STERN. CAN CARRY 2 SEAPLANES.

IN SOME BOATS A 13㎜ō OR 25㎜ō M.G. WAS MOUNTED ON PLATFORM ABAFT FUNNEL. ALSO SEVERAL D.C. CARRIED.



NOTES: SOME 5~8 BOATS OF THIS TYPE HAD BEEN BUILT BETWEEN 1939~1941. BY THE SATISFACTORY RESULTS OF 150 TON RESCUE SHIPS IN THE NEXT PAGE, A SLIGHTLY MODIFIED TYPE OF BETTER SEAWORTHINESS, HIGHER SPEED & INCREASED CAPACITY OF CRANE (5 TONS COMPAIRED WITH 3 TONS IN THE 150 TONNERS) WAS DESIGNED. THESE BOATS ARE ALMOST SIMILAR TO 300 TON TYPE IN PREVIOUS PAGE.

No. 1090	BUILT BY TSURUMI,	COMPLETED 15/8/'39.	USED BY ALLIED FORCES AT GAMAGŌRI, AICHI PREF. (CALLED AS ANDORELIA.)
1089	〃	〃 20/9/'39	PRESENT CONDITIONS OR EXISTENCES UNKNOWN.
1091	〃	〃 26/12/'39	
?	BUILT BY SAKURAJIMA	〃 4/12/'40	
?	〃	〃 20/1/'41.	

YŪ MARU BELONGED TO USA FLYING CORPS. NOW AGROUNDED & DISABLED AT OITA. PERHAPS SHE IS ONE OF THE BOATS ABOVE DESCRIBED, THOUGH HER OFFICIAL NUMBER IS NOT KNOWN.

TATEYAMA MARU BELONGED TO TATEYAMA FLYING CORPS. AT TATEYAMA, CHIBA PREF, AT THE END OF WAR. TOWED TO URAGA IN JAN. 1947. OFFICIAL NUMBER UNKNOWN. SHE MAY BE ONE OF THE ABOVE DESCRIBED BOATS.

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

AIRCRAFT RESCUE SHIPS

(HIKŌKI KYŪNAN-SEN)

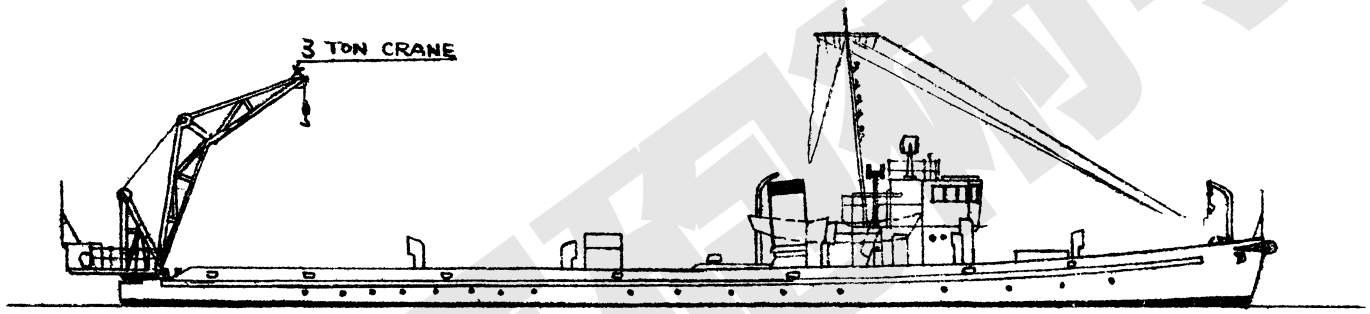
150 TONS TYPE:

OFFICIAL NUMBERS:
*№ 929, 930, *932
& SEVERAL OTHERS.

L_{OA}	40.000 M
L_{PP}	38.200
L_{WL}	39.000
B	5.400
D	2.800
d	1.500
DISPT.	165 TONS
SPEED	13 KNOTS.

ENGINES 2 DIESELS
S. H. P. 520
ARMAMENT NIL.

EQUIPPED WITH 3 TONS ELECTRIC CRANE AT STERN.
CAN CARRY 2 SEAPLANES.



NOTES: THIS TYPE IS MUCH IMPROVED FROM THE 150 TONNERS WHICH ARE SHOWN IN THE NEXT PAGE. *VERY SUCCESSFUL BOATS. ABOUT 5 BOATS OF THIS TYPE WERE BUILT BETWEEN 1936~1937. IT IS SAID THAT THEY WERE IN SOME DEGREE IMITATED TO THE 125FT. PATROL BOATS OF THE U.S. COAST GUARD. FITTED WITH 3 TON CRANE AT STERN. 2 PLANES CAN BE CARRIED ON THE QUARTER DECK. FUNNEL PLACED RATHER FORWARD TO MAKE ROOM FOR PLANES ON THE DECK.

OFFICIAL NUMBERS	BUILDERS	COMPLETED	BELONGED TO	PRESENT CONDITION & LOCATION.
*№ 929	SAKURAJIMA	20/9/'36	KISARAZU FLYING CORPS	AT TŌKYŌ AT THE END OF WAR. SANK OFF SHIBAURA (TŌKYŌ) AFTER WAR.
930	HARIMA.	29/9/'36	CHINKAI 〃 〃	AT HAKATA. REPATRIATION SERVICE.
931	TSURUMI	2/11/'36		EXISTENCE & CONDITION UNKNOWN.
* 932	UJINA	30/6/'36	KANOYA 〃 〃	AGROUNDED & DISABLED AT UMIGATA, KAGOSHIMA PREF.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]
AIRCRAFT RESCUE SHIPS
[HIKŌKI KYŪNAN-SEN]
150 TONS TYPES

OFFICIAL NUMBERS:
*№870, *887, *901, 902
& SEVERAL OTHERS.

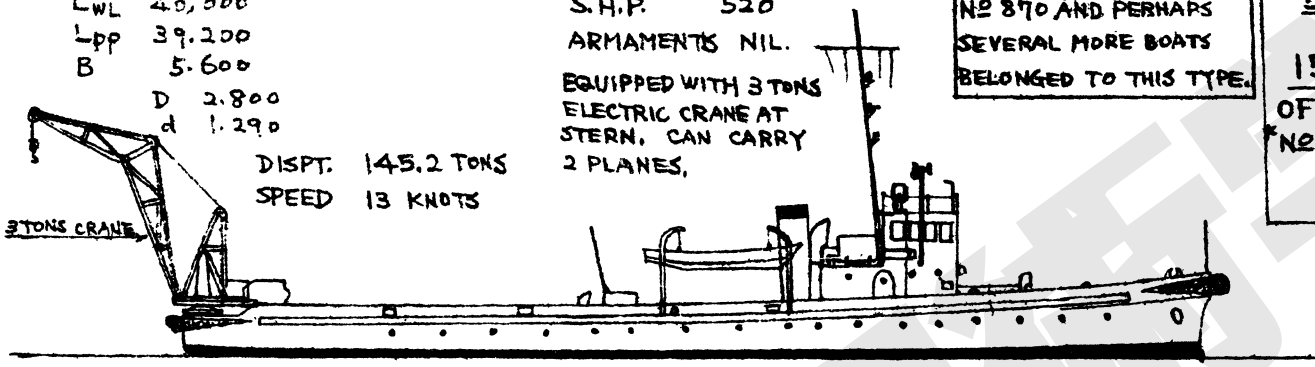
№870 TYPE: [ORDERED IN 1933]

L_{OA} 41.M000
L_{WL} 40.000
L_{pp} 39.200
B 5.600
D 2.800
d 1.290

DISPT. 145.2 TONS
SPEED 13 KNOTS

ENGINES 2 DIESELS.
S.H.P. 520
ARMAMENTS NIL.
EQUIPPED WITH 3 TONS ELECTRIC CRANE AT STERN. CAN CARRY 2 PLANES.

№870 AND PERHAPS SEVERAL MORE BOATS BELONGED TO THIS TYPE.



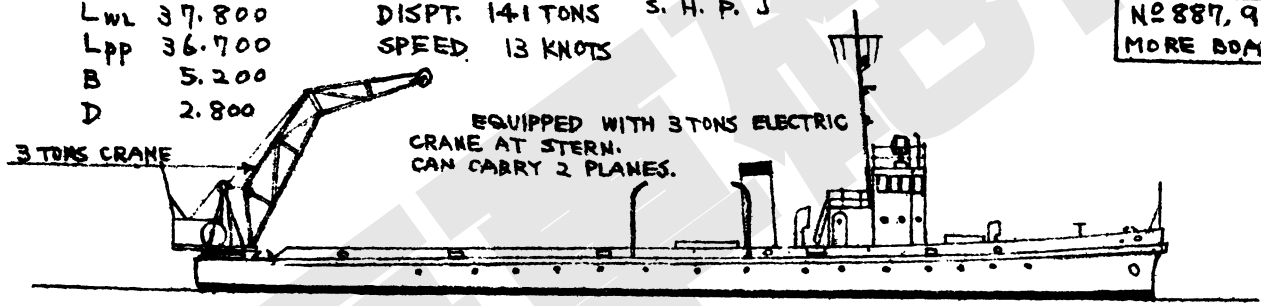
№887 TYPE: [ORDERED 1934]

L_{OA} 38.M500
L_{WL} 37.800
L_{pp} 36.700
B 5.200
D 2.800
d 1.700

DISPT. 141 TONS
SPEED 13 KNOTS

ENGINES } SAME AS ABOVE
S.H.P. }

№887, 901, 902 (& PERHAPS SEVERAL MORE BOATS) BELONGED TO THIS TYPE.



NOTES: THESE TYPES OF THE 150 TONNERS ARE MODIFIED FROM 100 TONNERS IN THE NEXT PAGE WITH INCREASED LENGTH & BETTER LIVING ACCOMMODATIONS. №870 & HER SISTERS ARE LONGER TYPE THAN THE OTHERS. THERE WERE ALSO SEVERAL DIFFERENCES BY SHIPS OF THESE TYPES IN THE SHAPE OF BRIDGE & TYPE & MODEL OF THE CRANE.
THOUGH DESIGNED TO DISPLACE 150 TONS, THEY DISPLACE ONLY 140~146 TONS.
THESE BOATS WERE ORIGINALLY CLASSIFIED AS 150 TONS TUG & COMMUNICATION BOATS. SEVERAL BOATS OF THESE TYPES HAD BEEN BUILT BETWEEN 1933 TO 1935 BY SEVERAL PRIVATE YARDS, OF WHICH THE FOLLOWING BOATS ARE EXISTING.

OFFICIAL NUMBERS	BUILDER	COMPLETED	BELONGED TO	PRESENT CONDITION & LOCATION.
*№870	TSURUMI	1934	YOKOSUKA FLYING CORPS.	AT SANGAWA, CHIBA. DISABLED.
*887	HARIMA	24/10/'35	SAIKAI " " .	AGROUNDED AT MATOGAHAMA, BEPPU, ŌITA PREF. UNOFFICIALLY CALLED AS №3 SAIKAI MARU.
902			ŌMURA " " .	AT SASEBO AREA. USED BY ALLIED FORCES.
901	MITSUBISHI, YOKOHAMA	30/6/'35		SANK AT TAKASU, NEAR KURE, ALONGSIDE THE BOTTOMED SHIP IZUMO. REFLOATED 27/5/47 & NOW AT KURE.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

AIRCRAFT RESCUE SHIPS
[HIKŌKI KYŪNAN-SEN]

100 TONS TYPE:

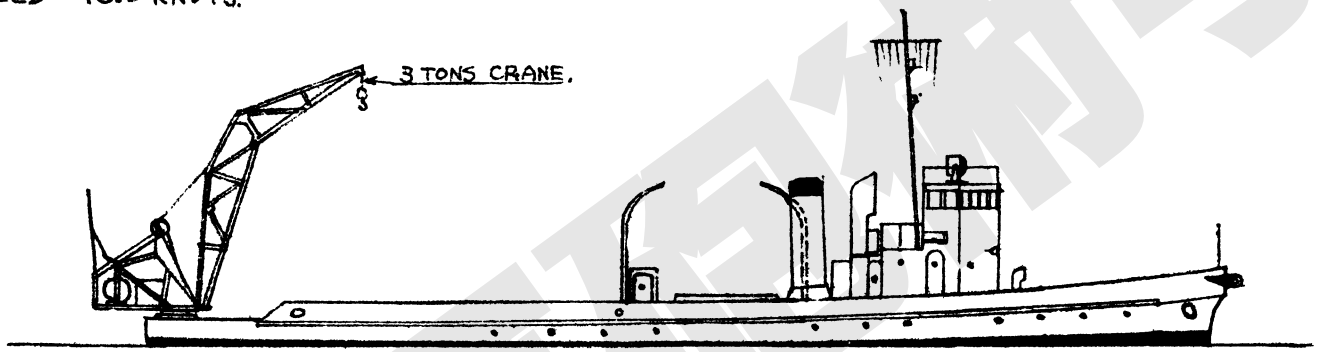
OFFICIAL NUMBERS:
*No 872, 873 & SEVERAL OTHERS.

L_{OA} 35.M50c
L_{PP} 33.M750
B 5.210
D 2.850
d 1.532

DISPT. 120·528 TONS
SPEED 13.0 KNOTS.

ENGINES 2 DIESELS
S. H. P. 520
ARMAMENTS NIL.

EQUIPPED WITH 3 TONS ELECTRIC CRANE AT STERN.
CAN CARRY 1 SEAPLANE.



NOTES: THEY WERE ORIGINALLY CLASSIFIED AS 100 TONS TYPE TUG & COMMUNICATION SHIPS, BUT THEY ARE PRACTICALLY PIONEERS OF THE AIRCRAFT RESCUE SHIPS IN THE JAPANESE NAVY. AS THE JAPANESE NAVAL AIR FORCES EXPANDED SINCE ABOUT 1930, THE NEED OF RESCUING PLANES ON SEA MUCH INCREASED. SEVERAL BOATS OF THIS CLASS WERE BUILT SINCE 1933. THEY WERE THE FIRST DIESEL DRIVEN EFFECTIVE SMALL CRAFTS IN THE JAPANESE NAVY. FITTED WITH 3 TONS CRANE AT STERN. 1 SEAPLANE CAN BE CARRIED ON THE QUARTER DECK. THEY WERE BELONGED TO EACH NAVAL COASTAL FLYING CORPS & SERVED FOR PLANE RESCUE WORKS, LOCAL TRANSPORTATION OF PERSONNEL & TORPEDOES. VERY HANDY CRAFTS. DESIGNED DISPT. IS 120·528 TONS & OF 13 KNOTS SPEED, THEY ACTUALLY DISPLACED ONLY 117·5 TONS & REACHED TO 13·9 KNOTS IN SPEED.

SEVERAL BOATS OF THIS TYPE HAD BEEN BUILT, OF WHICH ONLY 2 BOATS ARE KNOWN AT PRESENT.

*No 872 BELONGED TO THE ŌMINATO FLYING CORPS. DAMAGED BY AIR RAID. NOW AT ŌMINATO DISABLED.

873 BUILT BY MITSUBISHI, YOKOHAMA. COMPLETED 31/3/34. BELONGED TO THE SASEBO FLYING CORPS. USED BY THE ALLIED FORCES AT THE SASEBO AREA FOR PATROL & OTHER DUTIES.

MISCELLANEOUS VESSELS.
(ZATSUEKI-SEN)

MOTOR BOATS
(NAIKA-TEI)

25 TONS TYPE (GUN BOAT TYPE):
(HŌ-TEI GATA)

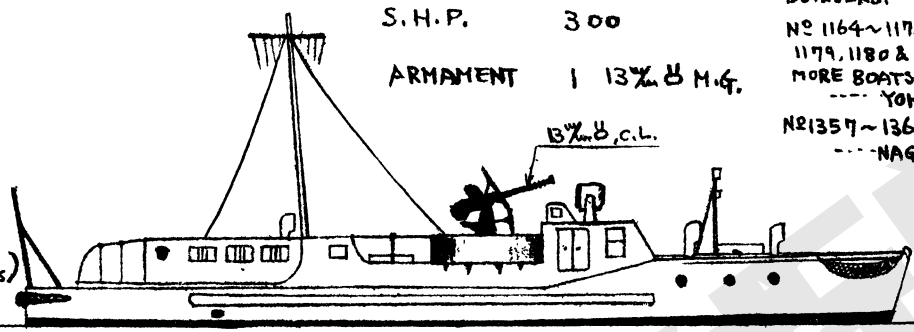
OFFICIAL NUMBERS:
Nº 1164~1173, 1179, 1180, 1357~1366 & OTHERS.

LWL	17M.700
LOA	18.000
B	3.500
D	1.500
d	0.700
DISPT.	26 TONS
SPEED	11 KNOTS

(EACH BOAT REACHED 12.0~12.5 KNOTS ON TRIALS)

ENGINES 2 DIESELS
S.H.P. 300
ARMAMENT 1 13m/m ♂ M.G.

BUILDERS:
Nº 1164~1173, 1179, 1180 & 2 MORE BOATS ---- YOKOSUKO
Nº 1357~1366 ---- NAGASAKI



NOTES: SOME 70~80 BOATS OF THIS CRAFT HAD BEEN BUILT BETWEEN 1940~1944 AT THE NAVY YARD OF YOKOSUKA (20 BOATS) SASEBO (7 BOATS), UJINA (ABOUT 20 BOATS), NAGASAKI (10 BOATS) & ETC. THEY WERE SPECIALLY DESIGNED AS RIVER OR CREEK GUNBOATS FOR CHINA. SHALLOW DRAFT. 2 PROPELLERS IN RECESSES AT STERN.  VERY USEFUL PATROL BOATS. PROTECTED FROM MACHINE GUN ATTACK BY 5m/m DUCOL STEEL AT SIDES OF WHEEL HOUSE & ENGINE ROOM, 4m/m D.S. ON DECK OVER ENGINES. RADIUS OF ACTION 400 MILES AT 12KNOTS. ALL WELDED HULL. EQUIPPED WITH MAGAZINE, WIRELESS TEL. ROOM, CREW SPACE & OFFICER'S ROOM. MANY OF THEM HAD SERVED IN KWANGTUNG WATERS & YANGTZE. SOME BOATS ATTACHED TO SINGAPORE OR SEVERAL SOUTHERN STATIONS FOR COMMUNICATION, HARBOR & ANTI-SUB. PATROL DUTIES, EQUIPPED WITH SEVERAL D.C. LATER COMPLETED BOATS WERE IN SERVICE OF HOME STATIONS AS COMMUNICATION BOATS. SEVERAL BOATS MUST BE STILL EXISTING.

MOTOR BOATS

15 METERS TYPE:
(GUN BOAT TYPE):

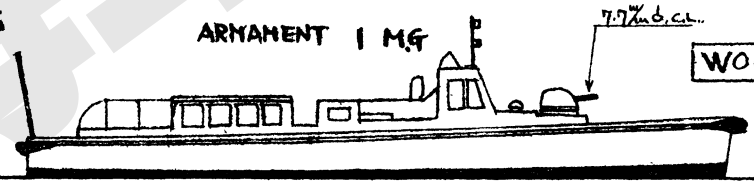
OFFICIAL NUMBERS:
Nº 1085, 1086, 1087, 1088 & OTHERS.

LOA	15M.000
B	3.300
D	1.500
d	0.600
DISPT.	ABOUT 10 TONS
SPEED	ABOUT 11 KNOTS

ENGINES 2 BUDA 60 HP ENGINES
OR
1 HISPANO SUIZA OR LORRAINE AERIAL ENGINE
S.H.P. 120
ARMAMENT 1 M.G.

BUILDERS: YOKOHAMA YACHT Co & SUMIDAGAWA S.B. Co OF TŌKYŌ.

WOODEN HULL



NOTES: FOR THE OPERATIONS IN CHINA CREEKS, SMALL WOODEN MOTOR BOATS OF GUN BOAT TYPE WERE BUILT IN 1938~1939. SOME 38 BOATS WERE BUILT IN 1938. 17 BOATS WERE EQUIPPED WITH 2× BUDA 60 HP ENGINES. THE REST WERE EQUIPPED WITH HISPANO SUIZA OR LORRAINE ENGINE OF 120 HP. (AIRCRAFT ENGINE) OF WHICH 3 BOATS WERE ARMED WITH 1×12m/m ♂ M.G. ABAFT WHEEL HOUSE & THE REST WERE ARMED WITH 1×7.7m/m ♂ M.G. BEFORE IT. 7.7m/m ♂ M.G. IS AIRCRAFT TYPE. (TURRET TYPE.) BUT ACTUALLY MANY OF THEM WERE FITTED WITH NORMAL TYPE OF M.G. SOME OF THEM WERE SUPPOSED TO BE EXISTING AT THE END OF WAR IN CHINESE STATIONS. OFFICIAL NUMBERS TO EACH OF THEM UNKNOWN.

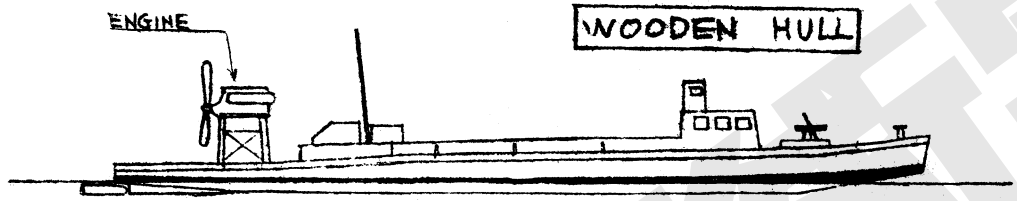
MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

MOTOR BOATS
[NAIKA-TEI]
SPECIAL TYPE:
(GUNBOAT TYPE)

L OA 19M.000 ENGINE 1 AIRCRAFT ENGINE

DISPT. ABOUT 10 TONS ARMAMENT 1 7.7mm ⌀ M.G.

SPEED 19 KNOTS



NOTES: ABOUT 48 BOATS OF THIS TYPE WERE BUILT BEFORE 1938 FOR THE OPERATIONS OF CHINESE CREEKS. THEY WERE SOMEWHAT IMPROVED FROM THE SMALL, SHALLOW-DRAFTED RIVER SIGHTSEEING CRAFTS USED IN THE RIVER KUMANO, WAKAYAMA PREF.

OFFICIAL NUMBERS: No 3537 & OTHERS.

BUILDERS: YOKOSUKA NAVY YARD & SMALL DISTRICT FIRMS AT SHINGŪ, WAKAYAMA PREF.

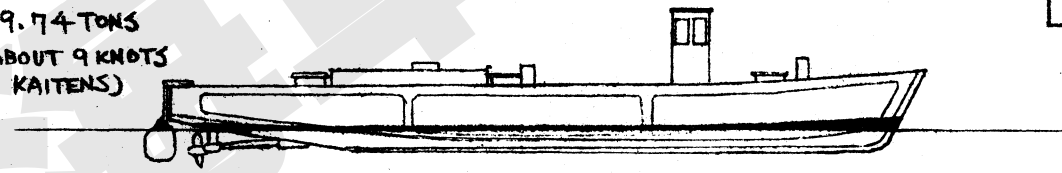
SOME OF THEM WERE SUPPOSED TO BE EXISTING IN THE CHINESE STATIONS AT THE END OF WAR.

MOTOR BOATS

15M WORKING BOATS
[15M SAGYŌ-TEI]

L OA	15M.000
B	3.300
D	1.600
d	0.540
DISPT.	9.74 TONS
SPEED	ABOUT 9 KNOTS (WITHOUT KAITENS)

ENGINE 1 PETROL ENGINE
S.H.P. 80



NOTES: THIS TYPE WAS SPECIALLY INTENDED FOR TRAINING & PICKING UP FIRED KAITENS. 2 KAITENS CAN BE MOORED ALONGSIDE THESE BOATS. ALSO USED FOR TRANSPORTING KAITENS. RADIUS OF ACTION WITH 2 KAITENS ALONGSIDE IS ABOUT 50 MILES. 20 BOATS BUILT AT KURE JAN. ~ JUNE '45. SOME 50~80 SISTERS WERE BUILT OR UNDER CONSTRUCTION BY VARIOUS OTHER NAVY YARDS & PRIVATE FIRMS AT THE END OF WAR.

VERY SIMPLE CONSTRUCTION OF HULL, TEMMA-FORMED, NO CAMBER & SHEER, BUT STOUT CONSTRUCTED.

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

MOTOR BOATS
(NAIKA-TEI)

Ex. C.M.B.

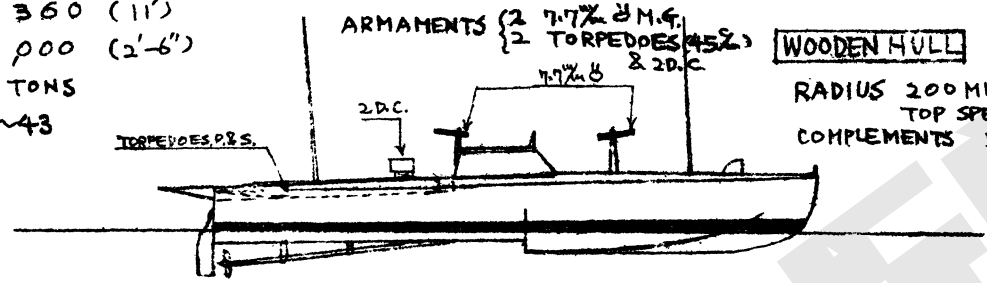
OFFICIAL NUMBERS:
№ 1149 &
1 MORE BOAT.

LOA	16.M764 (55′)
B	3.360 (11′)
d	1.000 (2′-6″)
DISPT.	14 TONS
SPEED	40~43

ENGINES 2 GASOLINE ENGINES.
S.H.P. 1,000
ARMAMENTS { 2 7.7㎜ M.G.
2 TORPEDOES (45㎝) & 2 D.C.

WOODEN HULL

RADIUS 200 MILES AT TOP SPEED.
COMPLEMENTS 5



NOTES: IN THE YEAR ABOUT 1920~1922, 4 BOATS OF THE 55′ TYPE C.M.B. (COASTAL MOTOR BOATS) WERE PURCHASED BY OUR NAVY FROM THORNYCROFT. ✓1~2 OF THEM WERE KEPT AT THE NAVAL MACHINISTS' SCHOOL (YOKOSUKA) FOR EDUCATIONAL PURPOSES UNTIL ABOUT 1938. (NOTHING HAS BEEN HEARD ABOUT THEM FROM THAT TIME ON.) 1 BOAT WERE USED BY TORDEDO DEPARTMENT OF THE KURE NAVY YARD AS TORPEDO CHASER & COMMUNICATION BOAT. 1 MORE BOAT WAS CAPTURED AT CANTON IN 1938 & WAS BROUGHT TO YOKOSUKA. AFTER EXPERIMENTS IN 1939 SHE WAS BELONGED TO THE TORPEDO SCHOOL THERE UNTIL 1944.

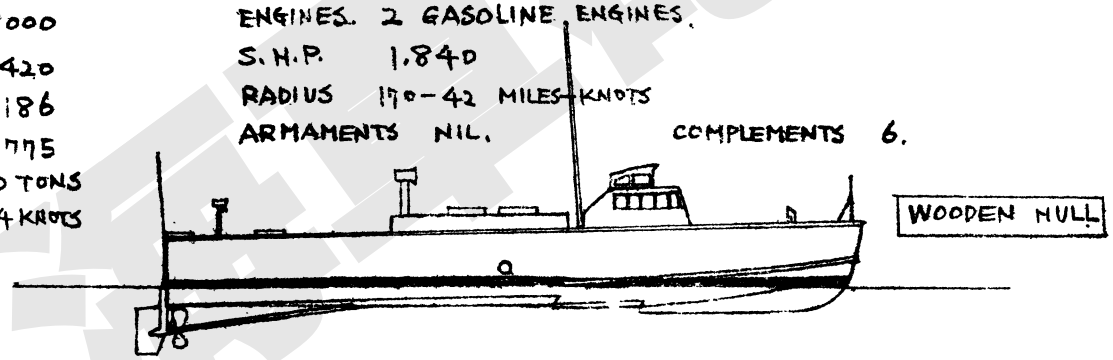
№ 1149 AT KURE AT THE END OF WAR.
№ UNKNOWN " YOKOSUKA UNTIL 1944. } NO ARMAMENTS.
(✓ 1 OF WHICH WAS №618)

MOTOR BOATS
(NAIKA-TEI)
18M TORPEDO CHASERS
(MODIFIED MAS TYPE)

LOA	18M.000
B	4.420
D	2.186
d	0.775
DISPT.	20 TONS
SPEED	44 KNOTS

ENGINES. 2 GASOLINE ENGINES.
S.H.P. 1,840
RADIUS 170-42 MILES-KNOTS
ARMAMENTS NIL.
COMPLEMENTS 6.

WOODEN HULL



NOTES: THIS TYPE IS COMMONLY KNOWN AS 18 METER TORPEDO CHASERS. THEY ARE MODIFIED MAS TYPE, WHICH WAS PURCHASED IN 1939 FROM BAGLIETTO AND AFTER EXPERIMENTS AT YOKOSUKA, RECONSTRUCTED & RENAMED AS HAYABUSA №1. 3 BOATS OF THIS TYPE WERE BUILT BY THE CHŌSHI WORKS OF THE YOKOHAMA YACHT CO IN DEC. 1944 & BELONGED TO THE 2ND SPECIAL ATTACK DIVISION AT KURE FOR THE CHASING & TRAINING PURPOSES TO KAITENS. THOUGH THEY WERE NOT ARMED THEY COULD BE EASILY CONVERTED TO MOTOR TORPEDO BOATS.
THEIR LOCATIONS AT THE END OF WAR ARE UNKNOWN. (PERHAPS NEAR KURE.)

MISCELLANEOUS (VESSELS (ZAISUEKI-SEN)

MOTOR BOATS (NAIKA-TEI)

SHIPS' BOATS (KANSAI-TEI)

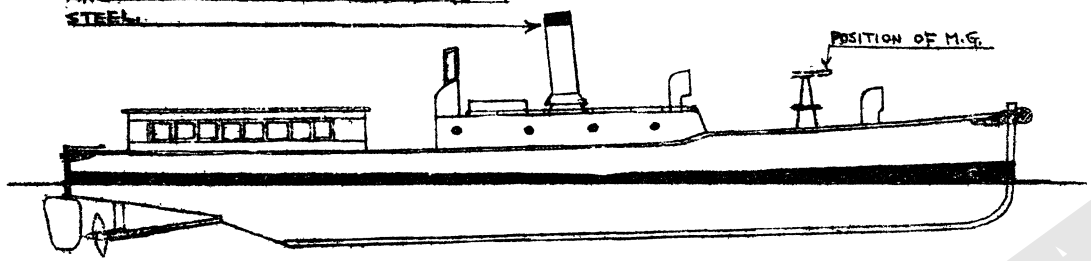
- A. 17M TYPE (VEDETTE-BOATS; KANSAI SUIRAI-TEI)
- B. 15M TYPE
- C. 12M TYPE
- D. 11M TYPE
- E 9M TYPE
- F 7.5M TYPE
- G. 6M TYPE

DIMENSIONS & PARTICULARS IN THE NEXT PAGE.

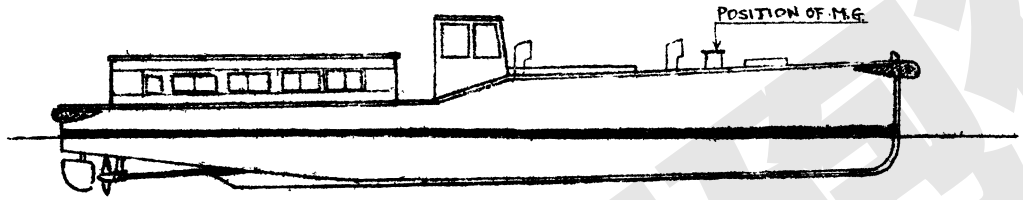
WOODEN HULL

A. 17M TYPE (VEDETTE-BOATS).

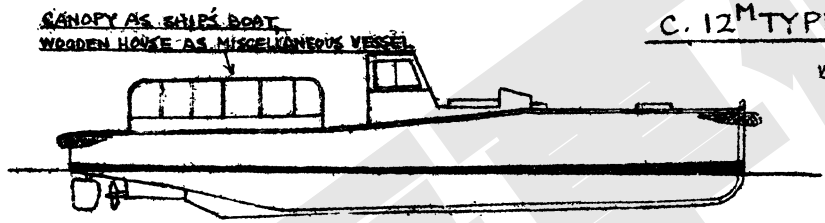
IN BOATS BUILT BEFORE 1940 THE FUNNELS ARE MADE OF BRASS. OTHER BOATS OF STEEL.



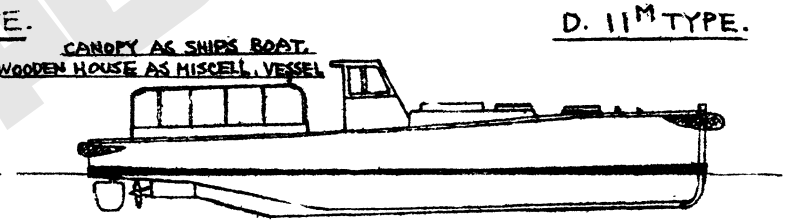
B. 15M TYPE.



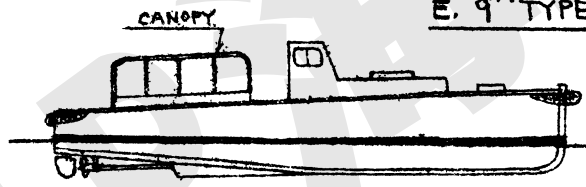
C. 12M TYPE.



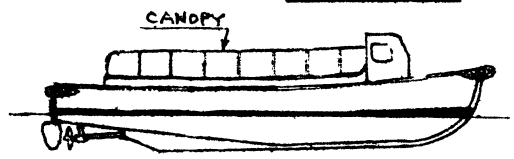
D. 11M TYPE.



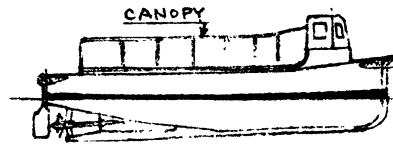
E. 9M TYPE.



F. 7.5M TYPE.



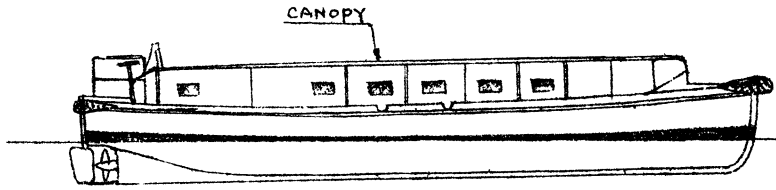
G. 6M TYPE



NOTES: ALL BOATS ILLUSTRATED ABOVE ARE ORIGINALLY INTENDED FOR SHIPS BOATS. IN SOME CASES THEY WERE BELONGED TO SCHOOLS, BARRACKS, DEFENCE & FLYING CORPS. AND OTHER FORCES OR OFFICES ASHORE FOR TRAFFIC PURPOSES. IN THE LATER CASES THEY WERE CLASSIFIED AS MISCELLANEOUS VESSELS WITH RESPECTIVE OFFICIAL NUMBERS.

IN 11M, 9M & 6M TYPE, BOATS BUILT DURING WAR ARE OF SIMPLIFIED FORM OF HULL WITH KNUCKLES AT BILGES. ()

OTHER BOATS ARE NORMAL TYPE OF HULL. ()



BOATS BELONGED TO FORCES, SCHOOLS OR OFFICES ASHORE ARE CLASSIFIED AS MISCELLANEOUS VESSELS WITH THEIR OWN OFFICIAL NUMBERS.

MISCELLANEOUS VESSELS (ZATSUEKI-SEN)

MOTOR LAUNCHES

(NAIKA RANCHI)

SHIP'S BOATS (KANSAI-TEI)

12M TYPE

WOODEN HULL

PARTICULARS OF THE STANDARD TYPE SHIP'S BOATS.

TYPES	VEDETTES,	MOTOR BOATS							MOTOR LAUNCHES			
	17M	15M	15M ADMIRAL'S GALLEY	12M	11M	9M	7.5M	6M	12M	11M	9M	8M
L OA IN METERS	17.000	15.000	15.000	12.000	11.000	9.000	7.500	6.000	12.000	11.000	9.000	8.000
B "	3.300	3.000	3.000	2.800	2.700	2.300	2.100	1.900	3.000	2.800	2.500	2.300
D "	1.700	1.780	1.780	1.600	1.400	1.350	1.030	0.900	1.200	1.200	1.000	0.900
d LIGHT "	0.910	0.646	0.646	0.617	0.615	0.508	0.540	0.485	0.548	0.595	0.540	0.455
d FULL "	1.110	0.742	0.742	0.715	0.690	0.610	0.706	0.640	0.805	0.810	0.700	0.600
DISPT. LIGHT IN TONS	15.900	9.400	9.400	5.420	4.420	3.150	2.065	1.300	5.120	4.320	3.240	2.080
DISPT. FULL IN TONS	23.400	12.300	12.300	7.740	6.390	4.720	3.828	2.528	11.803	8.583	5.423	3.901
SPEED IN KNOTS	10.5	13.5	13.5	10.5	11.0	8.0	7.5	6.5	7.0	7.0	8.0	6.5
ENGINES.	1 DIESEL	1 PETROL	1 PETROL	1 PETROL	1 PETROL	1 PETROL	1 PETROL	1 PETROL	1 PETROL	1 PETROL	1 PETROL	1 PETROL
B. H. P.	150	160	160	80	60	30	30	10	30	30	30	10
FUEL CAPACITY IN TONS NORMAL	1.000	?	?	?	0.220	0.083	?	0.028	?	?	?	?
Nº OF COMPLEMENTS FULL	100	45	45	35	30	25	23	20	50	45	35	30
Nº OF COMPLEMENTS FULL	100	45	45	35	30	25	23	20	110	70	35	30
ARMAMENTS (IN CASE OF NECESSITY)	1 7.7%o M.G. & 4 D.C.	1 7.7%o M.G. 2 D.C.	1 7.7%o M.G. 2 D.C.	1 7.7%o M.G. 2 D.C.	2 D.C.	NIL	NIL	NIL	NIL	NIL	NIL	NIL
TYPES OF SHIPS ON WHICH THEY ARE CARRIED.	BATTLESHIPS	ABOVE HEAVY CRUISERS	FLEET FLAG-SHIPS ABOVE HEAVY CRUISER	ABOVE HEAVY CRUISERS	LIGHT CRUISERS	LIGHT CRUISERS	SMALL MAJOR COMBATANT SHIPS & DESTROYERS	DESTROYERS, ESCORTS & MINOR COMBATANT SHIPS	ABOVE LIGHT CRUISERS	ABOVE LIGHT CRUISERS	SMALL COMBATANT SHIPS	
NOTES	IN SOME CASES 2 80HP PETROL ENGINES				IN SOME CASES, 20HP DIESEL EQUIPPED	IN SOME CASES 20HP ENGINE EQUIPPED						

NOTES: DURING THE WAR SOME SIMPLE CONSTRUCTION OF HULL WAS ADOPTED IN 11M, 9M & 6M MOTOR BOATS. THEY DIFFER IN DISPT. & DRAFTS FROM ORIGINAL TYPES ABOVE SHOWN, BUT IN OTHER POINTS QUITE SIMILAR.

SOME 12M & 11M MOTOR BOATS WERE ACCOMMODATED FOR ADMIRAL'S SERVICE, WITH WOODEN HOUSES INSTEAD OF CANOPY ARRANGEMENTS IN NORMAL TYPES.

THERE WERE STILL VARIOUS TYPES OF MOTOR BOATS, MOTOR TENMAS, MOTOR JUNKS, MOTOR LAUNCHES & SUPPLY BOATS BESIDES ABOVE MENTIONED IN THE NAVY.

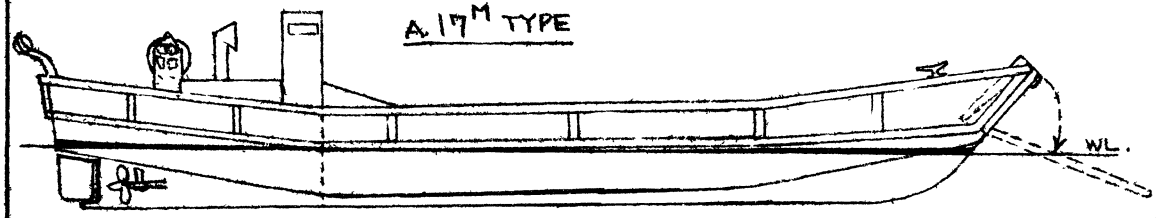
MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

FREIGHTERS, SPECIAL TYPE

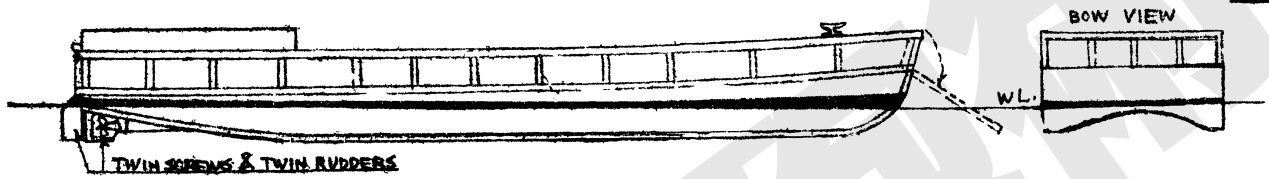
(TOKU-GATA UNKA-SEN)

A. 17M TYPE (TOKU DAI-HATSU)
B. 15M WOODEN TYPE (MOKU DAI-HATSU)
C. 14M TYPE (DAI-HATSU)
D. 13M TYPE (CHŪ-HATSU)
E. 10M TYPE (SHŌ-HATSU)

A. 17M TYPE

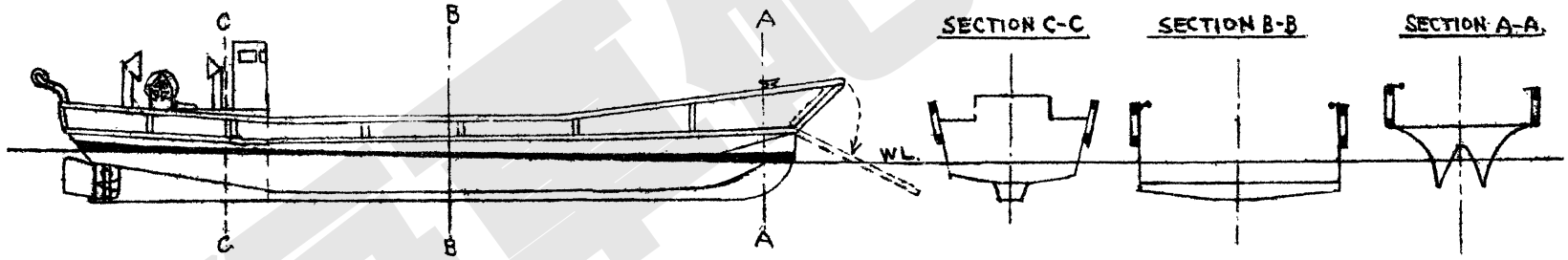


B. 15M WOODEN TYPE



DIMENSIONS & PARTICULARS IN THE NEXT PAGE.

C. 14M TYPE





14M TYPE AS GUNBOAT FOR CHINA CREEKS.



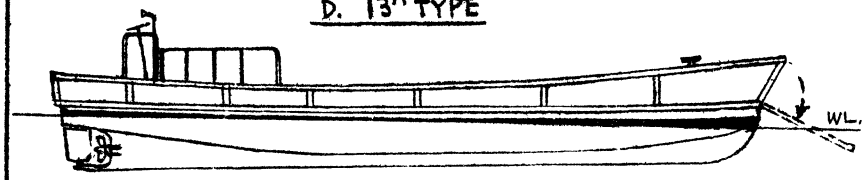
14M TYPE AS ANTI-SUB. PATROL BOAT.



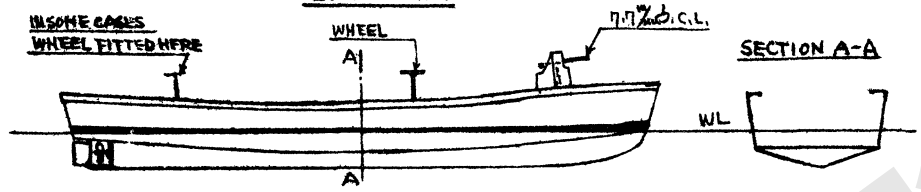
14M TYPE AS TORPEDO BOAT.

NOTES: 14M TYPE FREIGHTERS WERE AT FIRST ADOPTED BY THE JAPANESE ARMY & ARE PERHAPS THE FIRST & THE MOST SUCCESSFUL SMALL LANDING CRAFTS IN THE WORLD. THEY ARE COMMONLY KNOWN AS DAI-HATSU, WHICH MEANS "LARGE ENGINED BOATS". NUMEROUS BOATS OF THIS TYPE HAD BEEN BUILT SINCE ABOUT 1935 BY NAVY YARDS, PRINCIPAL & MINOR SHIPYARDS, EVEN BY SEVERAL IRON WORKS, VEHICLES WORKS & BRIDGE BUILDERS DURING WAR. THEY WERE USED IN MANY PURPOSES SUCH AS LANDING, TRANSPORTING, TRAFFIC & HARBOR COMMUNICATIONS. IN SOME CASES THEY WERE RECONSTRUCTED AS SMALL GUN BOATS FOR CHINA CREEKS (DURING SINO-JAPANESE CONFLICT) OR ARMED ANTI-SUB. PATROL BOATS FOR SOUTHERN STATIONS SUCH AS PENANG (IN 1941). SOME BOATS WERE EQUIPPED WITH WOODEN FRAMES FOR TORPEDO DROPPING & SERVED AS TORPEDO CRAFTS SINCE 1943 FOR SOLOMONS & OTHER SOUTHERN WATERS. 17M TYPE WAS BUILT FOR CARRYING MEDIUM TANK SINCE 1943. 15M WOODEN TYPE WAS DESIGNED FOR SAVING STEEL MATERIALS BUT IT WAS PROVED TOO WEAK FOR OPERATIONS.

D. 13M TYPE



E. 10M TYPE



13M TYPE IS ALMOST SAME AS 14M TYPE BUT SLIGHTLY SMALLER IN DIMENSIONS. USED AS SHIPS' BOATS FOR AIRCRAFT CARRIERS, 1ST. CLASS TRANSPORTS & ETC.

10M TYPE IS RATHER MOTOR-LAUNCH TYPE, USED ALSO AS SHIPS' BOATS FOR CRUISERS, DESTROYERS, 2ND CLASS TRANSPORTS & ETC.

ALL CRAFTS WHEN NOT MOUNTED ON SHIP AS SHIPS' BOATS WERE CLASSIFIED AS MISCELLANEOUS VESSELS, HAVING THEIR OWN OFFICIAL NUMBERS.

THERE WERE SEVERAL TYPES OWING TO THE DIFFERENCE OF ENGINES IN 14M & 17M BOATS.

IN 17M TYPE A (2 ARMY 60 HP DIESELS), AB (2 HIGH SPEED 60 HP DIESELS), B_1 (1 MODEL 6, TYPE 51 B DIESEL, 150 HP), B_2 (2 DO.),
IN 14M TYPE A (1 " " "), AB (1 " " " "), B (1 NAVY 80 HP PETROL ENGINE), C (2 AUTOMOBILE 40 HP GASOLINE ENGINES), D (1 HIGH SPEED 80 HP DIESEL), E (1 MODEL 6, TYPE 51 B DIESEL, 150 HP)

SMALL LANDING CRAFTS OWNED BY ARMY WERE ALMOST THE SAME AS IN NAVAL BOATS, BUT THERE WERE SLIGHT DIFFERENCES IN SHAPES & DIMENSIONS OF RUDDERS, PROPELLERS & SEVERAL FITTINGS.

TYPES	17M (SPECIAL LARGE; TOKU DAI-HATSU)	15M WOODEN (MOKU DAI-HATSU)	14M (LARGE; DAI-HATSU)	13M (MEDIUM; CHŪ-HATSU)	10M (SMALL; SHŌ-HATSU)
MATERIALS OF HULL, SHAPE OF HULL,	STEEL, WITH HINGED GATE AT BOW	WOOD, WITH HINGED GATE AT BOW	STEEL, WITH HINGED GATE AT BOW	STEEL, WITH HINGED GATE AT BOW	STEEL, MOTOR BOAT TYPE
$L_{OA} \times B \times D$ IN METER	17.600×3.700×1.750	15.000×3.600×1.690	14.600×3.350×1.520	13.000×2.900×1.500	10.600×2.440×1.300
d (TRIAL CONDT.) "	0.998(A), 0.981(B),	0.552	0.728(A), 0.783(AB), 0.744(B,D), 0.744(C), 0.770(E)	0.780	0.580
DISPT. (") IN TONS	32.600(A), 37.200(B),	17.000	20.000(A), 20.200(AB), 20.500(B,D), 20.680(C), 21.400(E).	15.500	6.520
SPEED IN KNOTS	8(A), 10(B_2)	8.0 (9.5)	9.5(A,AB), 8.0(B,C,D), 8.5(E)	8.0	9.5
ENGINES	1 DIESEL (B_1), 2 DIESELS (A, AB, B_2)	2 GASOLINE ENGINES	1 DIESEL (A,AB,D,E), 1 PETROL (B), 2 GASOLINE (C)	1 PETROL ENGINE	1 PETROL ENGINE.
S.H.P.	120(A,AB), 150(B_1), 300(B_2)	80	60(A,AB), 80(B,D), 80(C), 150(E)	60	60
RADIUS OF ACTION MILES — KNOTS	150-8 (A), 300-10(B_2)	70-8	100-9.5(A,AB), 50-8(B,C,D), 50-8.5(E)	70-8	60-9.5
ARMAMENTS AS FREIGHTERS	1 13㎜ 6 M.G.	2 7.7㎜ 6 M.G.	2 7.7㎜ 6 M.G. OR {1 13㎜ 6 M.G., 2 TORPEDOES}	1 7.7㎜ 6 M.G. OR 1 13㎜ 6 M.G.	1 7.7㎜ 6 M.G.
ARMAMENTS WHEN ARMED	3 25㎜ 6 MG, 2 TORPEDOES		3 25㎜ 6 MG OR 1 25㎜ 6 M.G.		
COMPLEMENTS	6 AS FREIGHTER, 13 WHEN ARMED	6	6 AS FREIGHTER, 12 WHEN ARMED	6	5
CARGOES PERSONNELS ONLY	100 (10 TONS)	80 (8 TONS)	70 (7 TONS)	60 (6 TONS)	35 (3.5 TONS)
CARGOES GENERAL CARGO ONLY	16 TONS	8 TONS	10 TONS	10 TONS	3.3 TONS
CARGOES TANK	1 MEDIUM TANK (15.6 TONS)		1 LIGHT TANK (7.4 TONS) & 20 PERSONNELS		
CORRESPONDING MILITARY SYMBOLS	N-LB-D		LB-D		SB-C

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

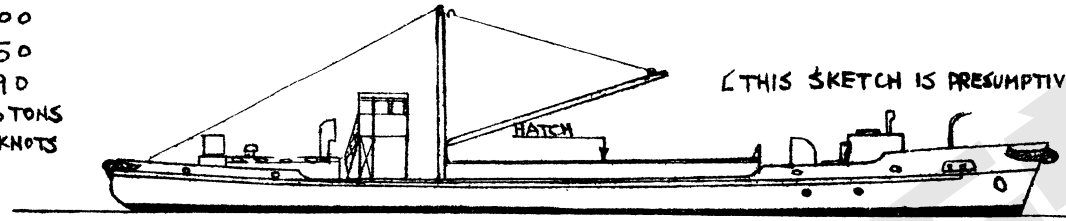
TORPEDO FREIGHTERS
[GYORAI UNPAN-SEN]

150 TONS TYPE:

OFFICIAL NUMBERS:
№3161, 3162, 3248, 4980

Lpp 29.M000
LOA 30.700
B 6.000
D 2.550
d 1.590
DISPT. 156 TONS
SPEED 10 KNOTS

ENGINE 1 DIESEL
S.H.P. 200



[THIS SKETCH IS PRESUMPTIVE]

NOTES: THEY WERE USED IN CARRYING TORPEDOES BY THE NAVY YARDS & STORE DEPARTMENTS, SEVERAL BOATS OF THIS TYPE WERE BUILT SINCE 1936 BY UJINA, SAKURAJIMA & ETC.

№ 3161 & 3162 BUILT BY UJINA, COMPLETED IN 1937. SLIGHTLY SMALLER IN DIMENSIONS. (Lpp 24.M5, 150 IP.)
№ 3161 IS NOW AT KURE. LOCATION OF № 3162 IS UNKNOWN

3243 BUILT BY SAKURAJIMA, COMPLETED IN 1938. PRESENT LOCATION IS UNKNOWN.
4980 AT KURE.

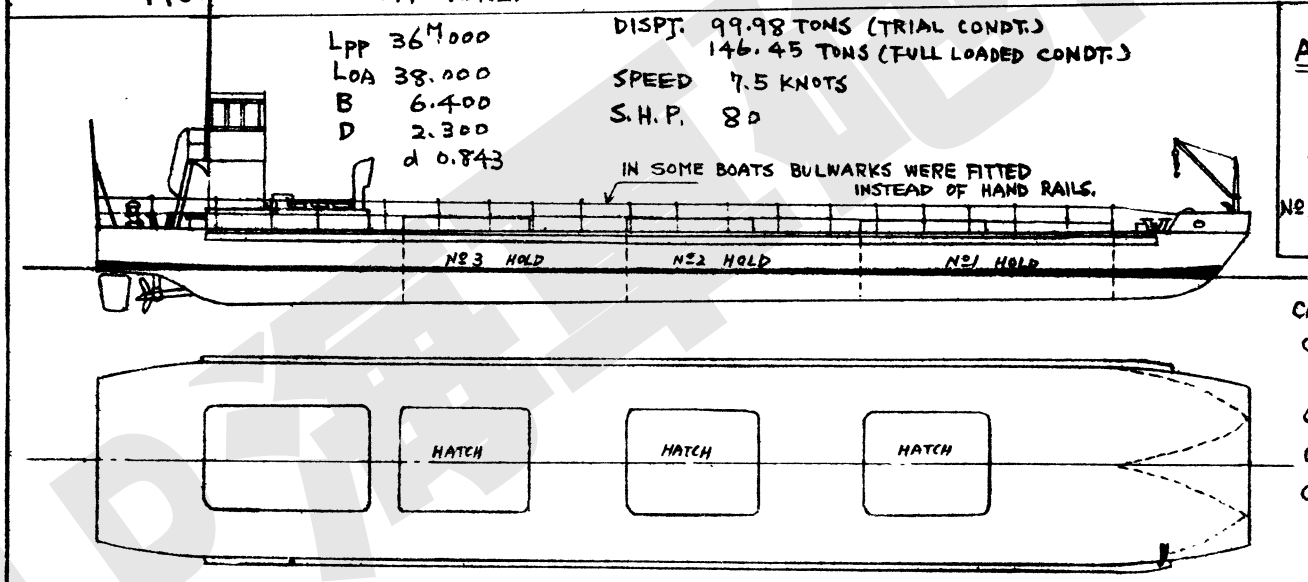
AIRCRAFT FREIGHTERS
(HIKŌKI UNPAN-SEN)

100 TONS TYPE:

OFFICIAL NUMBERS:
№3780, 3932, 3933, 3934, & 4943

Lpp 36.M000
LOA 38.000
B 6.400
D 2.300
d 0.843

DISPT. 99.98 TONS (TRIAL CONDT.)
146.45 TONS (FULL LOADED CONDT.)
SPEED 7.5 KNOTS
S.H.P. 80



CARRYING CAPACITIES:
CASE 1. { 2×AIRCRAFTS & 3×800 KILOGRAM BOMBS.
CASE 2. 18×800 K/G. BOMBS.
CASE 3. 430×60 K/G BOMBS.
CASE 4 { 380×60 K/G BOMBS & 18×800 K/G BOMBS.

NOTES: THEY WERE BUILT SINCE 1939 FOR CARRYING AIRCRAFTS & BOMBS IN HARBOR. THE FORM OF BOW IS SIMILAR TO THE SPECIAL TYPE FREIGHTERS (DAIHATSU, LANDING CRAFTS) TO MAKE THE DECK AREA AS WIDE AS POSSIBLE.

№ 3780 BUILT BY SAKURAJIMA, COMPLETED IN 1939. AT YOKOSUKA AT PRESENT.
3932, 3933, 3934 BUILT BY UJINA, COMPLETED IN 1941. № 3932 & 3933 ARE AT YOKOSUKA & SASEBO, RESPECTIVELY. № 3934 UNKNOWN.
4943. LARGER BOAT (200 TONS) WITH 2 DIESELS. (160 SHP.) NOW AT SASEBO.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

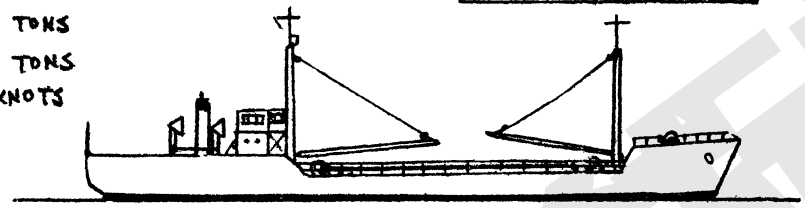
CARGO FREIGHTERS
(YUSŌ-SEN)

Nº1	TAKECHI
Nº2	Dº
Nº3	Dº
Nº4	Dº

Lpp	60.M 0
B	12.2
d	5.0
DISPT.	1,200 TONS
G.T.	840 TONS
D.W.	1,100 TONS
SPEED	8.5 KNOTS

ENGINE	1 DIESEL
S. H. P.	800

CONCRETE HULL



[PARTICULARS & SKETCH ARE PRESUMPTIVE]

NOTES: THEY ARE CONCRETE CARGO SHIPS OF 840 TONS G/T. ALL BUILT BY SONE WORKS OF THE MITSUI SHIPBUILDING Cº, HYŌGO PREF. (EX TAKECHI S.B. Cº) Nº1 & Nº2 COMPLETED IN 1944, Nº3 & Nº4 IN 1945. THEY WERE USED IN TRANSPORTING COALS, STEEL MATERIALS & MISCELLANEOUS GOODS IN INLAND SEA. BELONGED TO THE KURE NAVY YARD & ŌSAKA NAVAL TRANSPORTATION DEPARTMENT. USED FOR CIVILIAN PURPOSES AFTER WAR, SOME OF THEM DISABLED BY ENGINE TROUBLES.

2 MORE BOATS OF THIS TYPE WERE UNDER CONSTRUCTION AT SONE. NOW ABANDONED ON STOCKS OWING TO THE LACK OF MATERIALS.

Nº1	TAKECHI	AT KURE AFTER WAR. ENGINE TROUBLED.
Nº2	"	USED BY O.S.K. AFTER WAR.
Nº3	"	PRESENT LOCATION & CONDITION UNKNOWN.
Nº4	"	AGROUNDED AT PRESENT AT KŌBE. (SANKŌ S.B. Cº) WITHOUT ENGINE.

CARGO FREIGHTERS

*YURAGAWA

LoA	64.M 4
B	8.93
d	4.3
DISPT	919 TONS
SPEED	11 KNOTS

ENGINE	1 RECIPROCATING
BOILERS	2
I.H.P	625
FUEL	COAL.

SKETCH WANTED.

NOTES: SHE IS AN OLD RUSSIAN PASSENGER SHIP BREA(?) SERVED BETWEEN DAIREN & PORT ARTHUR, WAS CARTURED, REFLOATED AT PORT ARTHUR AT THE RUSSO-JAPANESE WAR. FOR A LONG TIME SHE HAD BEEN SERVED AS TRAINING SHIP AT THE NAVAL ENGINEER'S SCHOOL AT MAIZURU. SHE WAS RECONSTRUCTED AS CARGO FREIGHTERS IN 1944 FOR THE SERVICE OF TRANSPORTING COAL OR STEEL MATERIALS FROM NORTHERN KYŪSHŪ AREAS. SHE WAS REPORTED TO HAVE SUNK AT THE ENTRANCE OF THE MAIZURU BAY SHORTLY BEFORE THE END OF WAR.

ONE MORE SHIP NIKOGAWA, ALMOST SISTER TO YURAGAWA, WHICH WAS ALSO CAPTURED AT PORT ARTHUR AT THE SAME WAR WAS STRICKEN BEFORE THE WAR.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]

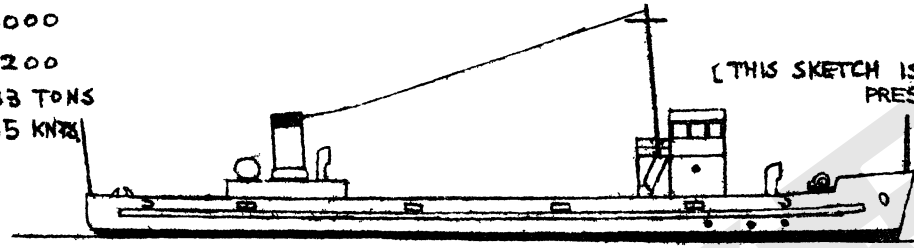
WATER CARRIERS

[SUI-SEN]

150 TONS TYPE:

OFFICIAL NUMBERS:
No 3773 & SEVERAL OTHERS

LOA	27.M400	ENGINE	1 DIESEL
Lpp	26.000	S.H.P.	100
B	5.700		
D	3.000		
d	2.200		
DISPT.	233 TONS		
SPEED	7.5 KNTS.		



[THIS SKETCH IS DRAWN PRESUMPTIVE.]

WATER CARRYING CAPACITIES:
150 TONS.

NOTES: IN 1940 2 BOATS OF THIS TYPE WERE BUILT AT YOKOSUKA. ALSO SEVERAL MORE BOATS WERE BUILT BY ŌHINATO, SAIZAKI DOCK, KŌCHI S.B. CO., ISHIWARA S.B. CO (SHIMONOSEKI) & ETC.

SEVERAL OF THEM WERE AT YOKOSUKA, KURE & OTHER STATIONS AT THE END OF WAR.

THEIR OFFICIAL NUMBERS ARE UNCERTAIN.

HP海軍艦船史料

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

FUEL OIL CARRIERS
(JŪYU-SEN)

OFFICIAL NUMBERS:
№ 3128, 3827, 3998,
3999, 4000 & OTHERS.

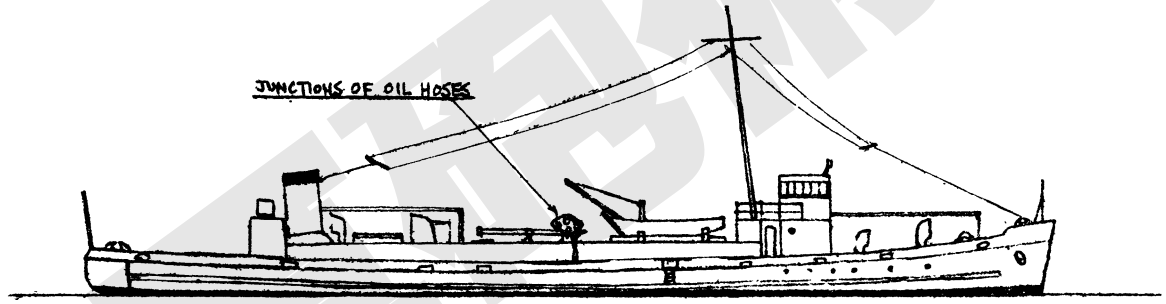
500 TONS TYPE

L_{WL}	$45^{M}700$
L_{pp}	45.000
B	9.500
D	5.000
d	3.400
DISPT.	906 TONS
SPEED	11 KNOTS

ENGINE 1 DIESEL.

S.H.P. 850

OIL CARRYING CAPACITY 500 TONS.



NOTES: SEVERAL BOATS OF THIS TYPE WERE BUILT SINCE 1934 AT UJINA S.B.CO. HIROSHIMA, & FUJINAGATA, ŌSAKA. THEY WERE BELONGED TO THE NAVAL STORE DEPARTMENTS AT THE NAVAL STATIONS.

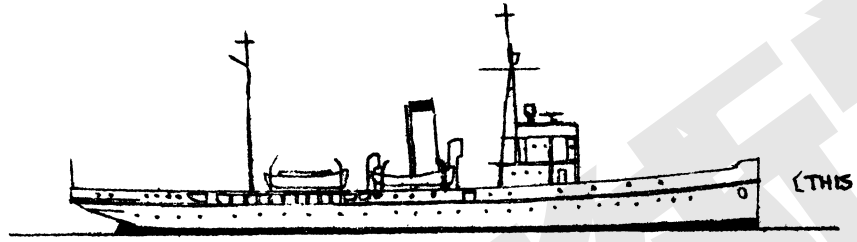
№ 3128	AT SHINGŪ BEACH, WAKAYAMA PREF. AT THE END OF WAR. HULL & ENGINE DAMAGED
3827	AT KURE AT THE END OF WAR. NOW USED BY CIVILIAN OWNER AT SASEBO.
3999	AT ŌSAKA (FUJINAGATA) UNDER REPAIRS IN FEB. '47.
3998, 4000	PRESENT CONDITIONS UNKNOWN. ONE BOAT NOW AT YOKOSUKA IS SUPPOSED TO BE №4000.

MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
SURVEYING SHIP
[SOKURYŌ-SEN]
CHŌYŌ

EX. TYDEMAN

Lpp 68.M88
B 9.75
d 3.35
DISPT. 1,160 TONS STANDARD
SPEED 10 KNOTS

ENGINES 2 DIESELS
S.H.P. 700
ARMAMENTS. SEVERAL M.G. & D.C.



[THIS SKETCH IS DRAWN PRESUMPTIVELY.]

NOTES: SHE IS EX. DUTCH SURVEYING SHIP TYDEMAN. LAUNCHED IN 1916 AT SOERABAYA D.Y. SUNK AT TJILATJAP, JAVA. CAPTURED BY JAPANESE NAVY, REFLOATED & REPAIRED AS SURVEYING SHIP AGAIN. REFLOATED, 25/3/'44. ENLISTED 20/6/'44. NOT COMPLETED TILL THE END OF WAR. AT JACURTA MOORED. ORIGINALLY SHE HAD LARGE SUPERSTRUCTURES. BUT THESE HAD BEEN REMOVED TO IMPROVE STABILITY. FORE MAST BEFORE BRIDGE REMOVED & A TRIPOD MAST FITTED ABAFT IT. THUS, HER APPEARANCE QUITE CHANGED FROM DUTCH SHIP.

SURVEYING &
OCEAN OBSERVATION SHIP
(SOKURYŌ SEN KEN KAIYŌ KANSOKU-SEN)
HŌYŌ

EX. POLLUX

Lpp 55.M62
B 9.51
d 3.04
DISPT. 946 TONS STANDARD
SPEED 12 KNOTS

ENGINE 1 REC PROCATING
BOILER 2
I.H.P. 550

SKETCH WANTED

NOTES: SHE IS EX. DUTCH LIGHTHOUSE SERVICE SHIP POLLUX, LAUNCHED AT AMSTERDAM IN 1922. SUNK AT SOERABAYA. REFLOATED, 13/2/'43. AT FIRST SHE WAS NAMED AS HŌRAI MARU, TO BE CONTROLLED BY BOARD OF SHIPPING (KAIMUIN). RENAMED AS HŌYŌ & ENLISTED IN MISCELLANEOUS VESSEL, 20/6/'44. SHE WAS DAMAGED BY MINE, UNDER REPAIRS AT SOERABAYA AT THE END OF WAR.

MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
SURVEYING SHIP

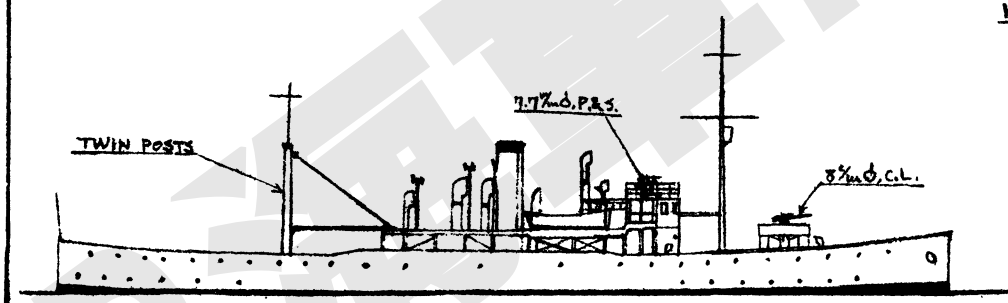
HAYŌ

Ex. POYANG 鄱陽

SKETCH WANTED.

NOTES: SHE IS EX. CHINESE PATROL CRAFT POYANG, CAPTURED IN THE SINO-JAPANESE AFFAIRS, CLASSIFIED AS SURVEYING SHIP, 15/3/1940. HER EXISTENCE, CONDITION & LOCATIONS AT THE END OF WAR UNKNOWN.

SPECIAL NOTES: THERE WAS ANOTHER SURVEYING SHIP IN MISCELLANEOUS CATEGORIE, WHICH SUNK DURING THE WAR.



HEIYŌ (EX. BRITISH SURVEYING SHIP HERALD)
SHE WAS AGROUNDED AT SELETAR, CAPTURED BY THE JAPANESE NAVY AT THE TIME OF OCCUPATION OF SINGAPORE. ALL OF HER FITTINGS & EQUIPMENTS EVEN SCUTTLES HAD BEEN REMOVED. FLOODED ALL OVER HER LENGTH. REFLOATED IN JAN. 1943. REPAIRED AS SURVEYING SHIP AGAIN. NAMED AS HEIRYŪ MARU. COMMISSIONED 10/10/43. RENAMED AS HEIYŌ & ENLISTED IN MISCELLANEOUS VESSEL, 20/6/'44. MINED & SUNK IN JAVA SEA, 14/11/'44.

SHE WAS BUILT BY BLYTH S.B. Co., LAUNCHED IN 1918, AS ONE OF THE RACEHORSE CLASS MINE SWEEPERS. ORIGINALLY NAMED AS MERRY HAMPTON, RENAMED AS HERALD & RECLASSIFIED IN SERVEYING VESSELS AFTER THE WORLD WAR I.

L_{pp}	$84^{M}.30$	ENGINE	1 RECIPROCATING	AFTER RECOMMISSION AS JAPANESE SHIP, 11 KNOTS OF SPEED ATTAINED, THOUGH HER ORIGINAL SPEED WAS 17 KNOTS.
B	10.68	BOILERS	4	
d	3.66	I.H.P.	2,500	ARMED WITH 1×8㎝ GUN, 2×7.7㎜ M.G. & SEVERAL D.C.
DISPT.	1,320 TONS STANDARD.			

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)
OCEAN OBSERVATION SHIPS
(KAIYŌ, KANSOKU-SEN)
No 4 KAIYŌ
No 5 KAIYŌ

L_{pp}	34.000 M
L_{OA}	37.000
B	6.850
D	3.250
d	2.350
DISPT	277 TONS
SPEED	11 KNOTS

ENGINE 1 DESEL

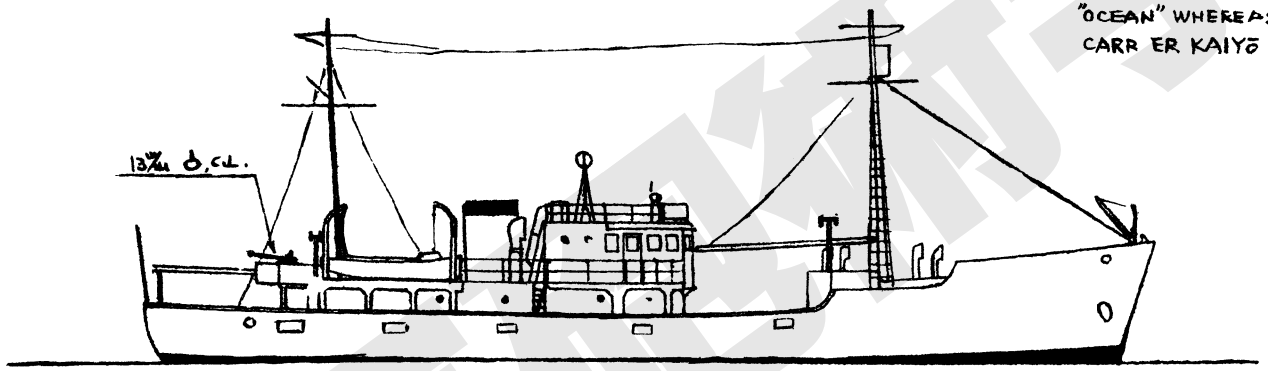
S.H.P. 400

ARMAMENTS. SEVEROL 6 M.G.

IN No 4 KAIYŌ { 3 13㎜ M.G. / 2 7.7㎜ }

ALSO SEVERAL D.C.

KAIYŌ IN THESE SHIPS MEANS "OCEAN" WHEREAS THE AIRCRAFT CARR ER KAIYŌ MEANS "SEA HAWK."



NOTES: 6 BOATS OF THIS TYPE (No 1 ~ No 6 KAIYŌS) WERE BUILT BY SHIMONOSEK WORKS OF MITSUBISHI. (EX. HIROSHIMA YARD.) No 1 & No 2 COMPLETED IN 1939, No 3 & No 4 IN 1942, No 5 & No 6 IN 1943. THEY WERE SPECIALLY BUILT FOR HYDROGRAPHIC RESEARCH, & BELONGED TO THE HYDROGRAPHIC DEPARTMENT. TRAWLER TYPE HULL. RADIUS OF ACTION IS 7,000 MILES AT 10 KNOTS. SPEED REACHED TO 11.3 KNOTS ~ 11.7 KNOTS ON TRIALS.

No 4 KAIYŌ IN SERVICE FOR HYDROGRAPHIC RESERCH AFTER WAR. (OPERATED BY HYDROGRAPHIC DEPT.)

No 5 AT URAGA AT THE END OF WAR NOW MOORED THERE IN DISABLED CONDITION. (ENGINE TROUBLED.)

WAR LOSSES:

No 1	KAIYŌ	SUNK BY SUB. NEAR SOERABAYA. 15/10/'44.
No 2	〃	〃 〃 BOMBING IN CELEBES SEA, 21/11/'44.
No 3	〃	SAILED FROM SHIMODA, SHIZUOKA PREF, IN SUMMER OF 1944. DISAPPEARED.
No 6	〃	SUNK BY SUB. OFF MUROTO PT KŌCHI PREF. 31/10/'44.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)

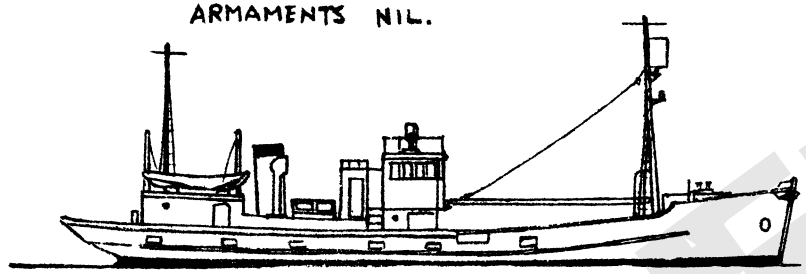
COMMUNICATION &
OCEAN OBSERVATION SHIP
(KŌTSŪ-SEN KEN KAIYŌ KANSOKU-SEN)

Nº 1 TENKAI

EX. NISHIZU MARU.

Lpp	27.M000
B	5.800
d	
DISPT.	150 TONS
G.T.	97 TONS
SPEED	8.0 KNOTS

ENGINE 1 DIESEL
S.H.P. 225
ARMAMENTS NIL.



NOTES: SHE WAS BUILT BY SHIMONOSEKI WORKS OF MITSUBISHI AS A CIVILIAN FISHING BOAT NISHIZU MARU. LAUNCHED IN SEPT. 1939. PURCHASED BY NAVY & RENAMED AS Nº 1 TENKAI. USED FOR METEOROLOGICAL OBSERVATIONS. NOW SHE SERVES UNDER CONTROL OF THE HYDROGRAPHIC DEPARTMENT.

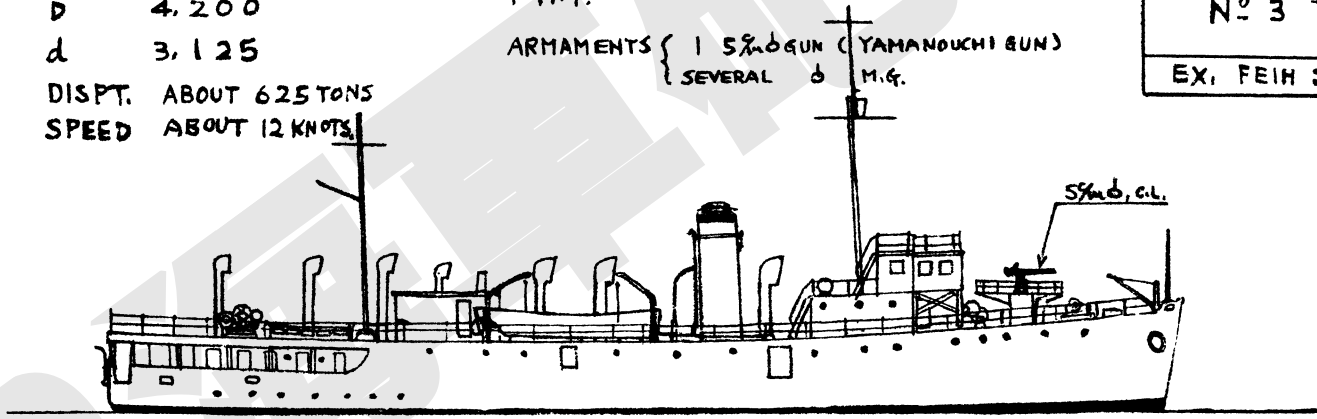
COMMUNICATION &
OCEAN OBSERVATION SHIP

Nº 3 TENKAI

EX. FEIH SING 飛星

Lpp	42.7600
B	7.700
D	4.200
d	3.125
DISPT.	ABOUT 625 TONS
SPEED	ABOUT 12 KNOTS

ENGINES 2 RECIPROCATINGS
BOILERS 2
I.H.P.
ARMAMENTS { 1 5cm ϕ GUN (YAMANOUCHI GUN)
SEVERAL ϕ M.G.



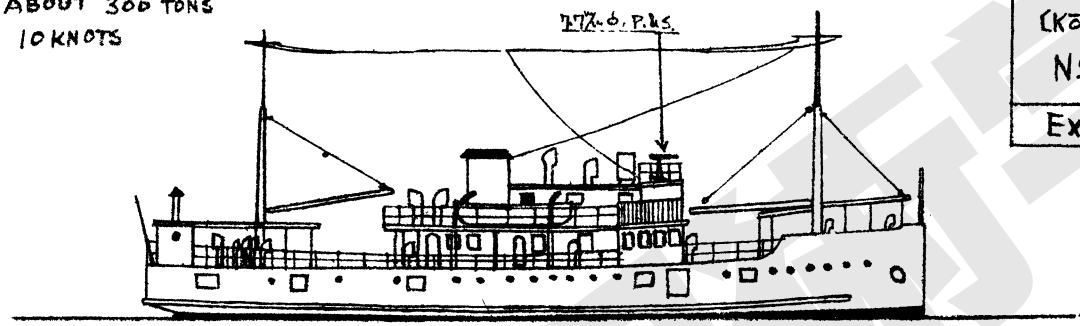
NOTES: SHE IS EX. FEIH SING, A PATROL BOAT OF HARBOR POLICE AT HONGKONG. CAPTURED AT THE OCCUPATION OF HONGKONG BY THE JAPANESE NAVY. G.T. IS ABOUT 450 TONS. REPAIRED AT HONGKONG. LISTED AS MISCELLANEOUS VESSEL 10/10/'42. SHE WAS CONVERTED AS TRAINING SHIP IN NOV. 1943. AT YOKOHAMA AT THE END OF WAR AS A TRAINING SHIP FOR THE YOKOHAMA HARBOR GUARD CORPS. SHE IS IN SERVICE OF CIVILIAN PURPOSE BY THE CIVILIAN MERCHANT MARINE COMMITTEE AFTER THE WAR.

MISCELLANEOUS VESSEL (ZATSUEKI-SEN)
COMMUNICATION & OCEAN OBSERVATION SHIP.
(KŌTSŪ-SEN KEN KAIYŌ KANSOKU-SEN)
Nº5 TENKAI
Ex. PLAU KIJANG

Lpp 35M.000
B 7.800
D 4.800
DISPT. ABOUT 400 TONS
G.T. ABOUT 300 TONS
SPEED 10 KNOTS

ENGINE 1 DIESEL
S.H.P.

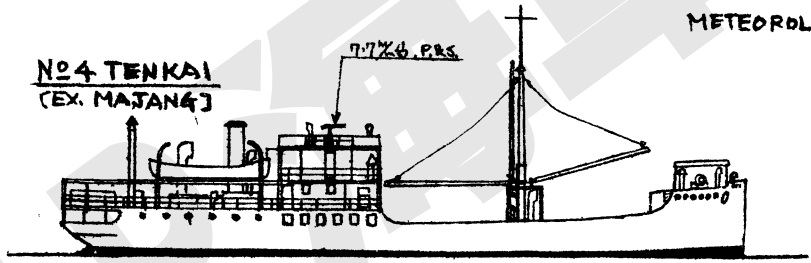
ARMAMENTS { 2 7.7%m/m M.G.
4. D.C.



NOTES: SHE IS Ex.COASTAL PASSENGER BOAT PLAU KIJANG, BUILT IN 1936 BY THE TAIKOO DOCK, HONGKONG. SCUTTLED AT THE Nº2 DOCK OF THE KING'S DOCK, SINGAPORE. CAPTURED, SALVAGED & REPAIRED BY JAPANESE NAVY. COMMISSIONED AS LOCAL FERRY & PATROL BOAT, NAMED AS KISSHŌ MARU. RENAMED AS Nº5 TENKAI, CLASSIFIED AS COMMUNICATION & OCEAN OBSERVATION SHIP. FITTED FOR METEOROLOGICAL RESEARCHES. USED AS LOCAL TRANSPORT & FOR OBSERVATION IN INDIAN OCEAN & OTHER SOUTHERN WATERS. SHE WAS AT SINGAPORE AT THE END OF WAR. USED FOR LOCAL TRANSPORT AFTER WAR. DELIVERED TO BRITISH FORCE IN SPRING OF 1946. (THIS REPORT IS DOUBTFUL.)

SPECIAL NOTES: THERE WERE 2 MORE METEORDLOGICAL RESEARCH BOATS IN THE JAPANESE NAVY, i.e. Nº2 & Nº4 TENKAI. Nº2 TENKAI WAS COMPLETED BY MIHO S.B. Co (SHIMIZU, SHIZUOKA PREF), 26/1/'43. SHE WAS A CIVILIAN BOAT, PURCHASED BY NAVY WHEN SHE WAS ON THE STOCKS. SHE WAS LOST BETWEEN RABAUL – TRUCK WHEN ENGAGING IN THE METEOROLOGICAL OBSERVATIONS, IN JUNE, 1943.

Nº4 TENKAI (EX. MAJANG)



Nº4 TENKAI WAS A DUTCH CARGO BOAT MATANG, CAPTURED AT SINGAPORE AT THE OCCUPATION OF THAT CITY. SHE WAS NAMED AS NIKŌ MARU & USED FOR A WHILE AS TRANSPORT. RENAMED AS Nº4 TENKAI & CLASSIFIED AS COMMUNICATION & OCEAN OBSERVATION SHIP. SHE WAS TEMPORARILY USED AS CABLE LAYER IN THE VICINITY OF SINGAPORE. SHE WAS FITTED WITH ADDITIONAL OIL TANKS (40 TONS CAPACITY) IN HER HOLD, TOTALLING HER OIL ABOUT 50 TONS. RADIUS OF ACTION INCREASED TO 3,000 MILES. SHE WAS SUNK BY BOMBING AT BALABAK ISL., NORTH OF BORNEO, IN THE END OF 1944.

	BUILDER	WHEN COMPLETED	Lpp×B×D×d	DISPT.	G.T.	SPEED	SIP	ENGINE	ARMAMENTS
Nº2 TENKAI	MIHO.	26/1/'43	45M.5×8.5×4.3×3.45	1,200T (FULL)	490T	11KNOTS	550	1×DIESEL	SEVERAL M.G. & D.C.
Nº4 Dº	N.V. SCHPS "DE MAAS" SLIKKERVEER	1928.	51.06×8.16×4.3×2.87	ABOUT 1,200 (FULL)	536	10	122 (NHP)	Dº	Dº

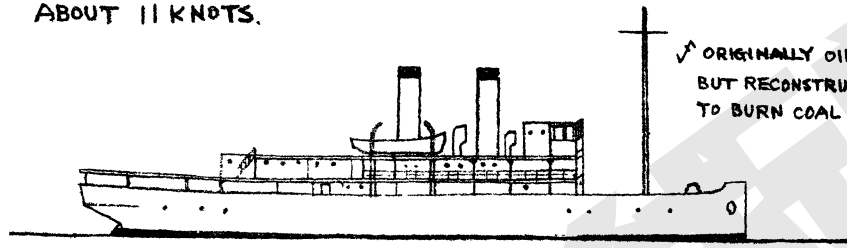
MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)

TRAINING SHIP
(RENSHŪ-SEN)

TSUKUMO

EX. EDITH MOLLER

Lpp	50.M300	ENGINE	1 RECIPROCATING.
B	8.850	BOILERS	2
D	4.880	N.H.P.	127
G.T.	645 TONS	FUEL	✓COAL
SPEED	ABOUT 11 KNOTS.		



✓ ORIGINALLY OIL FUEL, BUT RECONSTRUCTED TO BURN COAL DURING WAR.

SHE WAS NAMED AS No4 AMOI MARU TEMPORARILY AFTER SHE WAS CAPTURED.

NOTES: SHE IS EX. BRITISH PASSENGER FERRY EDITH MOLLER (EX. ILOILO, EX. SUGBO) OF THE MOLLERS & TOWAGES Co, SHANGHAI. BUILT BY J. & K. SMIT'S SCHEEPSWRVN, KINDERDIJK IN 1898. CAPTURED AT SOUTH CHINA, 10/12/'41. ENLISTED IN TRAINING SHIP, 28/9/'42. SHE HAD BEEN SERVED AS TRAINING SHIP FOR THE NAVAL COLLEGE DURING THE WAR. VERY BAD IN STABILITY. LOADED WITH SHINGLE BALLASTS. SHE SERVED AS LOCAL TRANSPORT AFTER WAR. TRANSFERRED TO CIVILIAN MERCHANT MARINE COMMITTEE. NOW AT KURE OUT OF SERVICE.

TRAINING SHIP

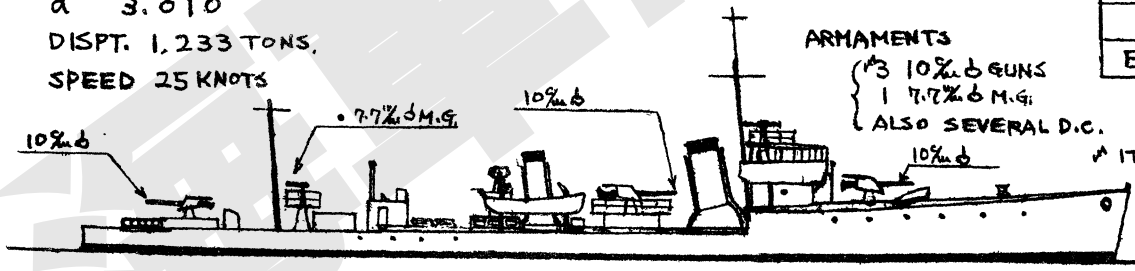
SPECIAL TRAINING BOAT No1

(TOKU 1 GŌ RENSHŪ-TEI)

EX. THRACIAN.

Lpp	80.M790	ENGINES	2 TURBINES
B	8.170	BOILERS	2 (1 MORE BOILER OUT OF USE.)
d	3.010	S.H.P.	ABOUT 10,000
DISPT.	1,233 TONS.		
SPEED	25 KNOTS		

ARMAMENTS
- ✓3 10cm/m d GUNS
- 1 7.7cm/m d M.G.
- ALSO SEVERAL D.C.



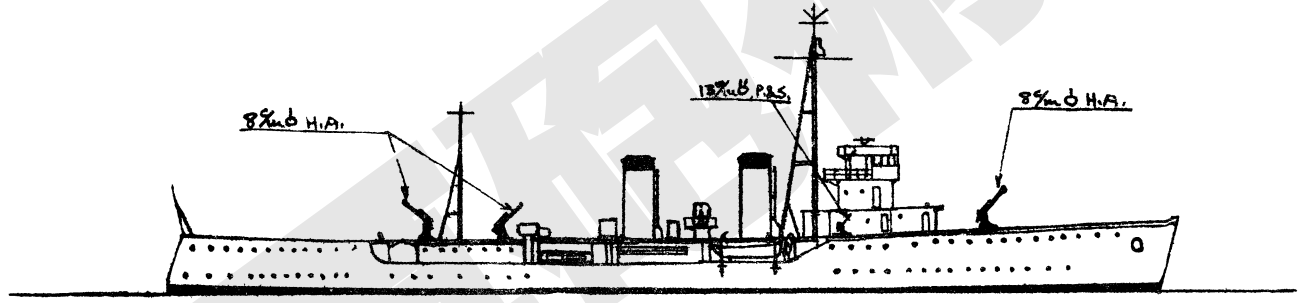
✓ IT IS SUPPOSED THAT SOME GUNS REMOVED & REPLACED BY SEVERAL 25cm/m OR 13cm/m d M.G.

NOTES: SHE IS EX. BRITISH DESTROYER THRACIAN (D 86), BUILT BY HAWTHORN LESLIE, COMPLETED 1/4/'23. ORIGINALLY ARMED WITH 3 × 10cm/m d GUNS & 2 × 53cm/m ⌀ T.T. SHE RUN AGROUND AT ABERDEEN BEACH, HONGKONG. CAPTURED BY THE JAPANESE NAVY AT THE OCCUPATION OF THAT CITY, DEC. 1941. DAMAGED AT BOTTOM & FOREWARD COMPARTMENTS BEFORE BOILER ROOM WERE FLOODED. SALVAGED & REFLOATED. ALL ARMAMENTS & A BOILER DISABLED, REPAIRED AT HONGKONG & CAN REACH 25 KNOTS WITH 2 BOILERS. CLASSIFIED AS PATROL BOAT, 10/7/'42, NAMED AS PATROL BOAT No101, COMPLETED. 25/11/'42. CAME TO YOKOSUKA. SEVERAL H.A. GUNS & MACHINE GUNS FITTED THERE. RECLASSIFIED AS MISCELLANEOUS VESSEL, 15/3/'44. & RENAMED AS SPECIAL TRAINING BOAT No1, BELONGED TO THE NAVAL TORPEDO SCHOOL. USED FOR PATROLLING, EXPERIMENTAL & TRAINING PURPOSES. FITTED WITH NEWEST MODEL OF RADIO LOCATER FOR EXPERIMENT. SHE WAS AT YOKOSUKA AT THE END OF WAR. DELIVERED TO THE ALLIED FORCES.

MISCELLANEOUS VESSEL
(ZATSUEKI-SEN)
TRAINING SHIP
(RENSHŪ-SEN)
ATADA

EX. YAT SEN, 逸仙

Lpp	78.M200	ENGINES	2 RECIPROCATINGS
B	10.500	BOILERS	3
d	3.411	I.H.P.	2,800
DISPT.	1,520 TONS	FUEL	COAL
SPEED	16 KNOTS	ARMAMENTS	3 8㎝ cal H.A. GUNS 2 13㎜ cal M.G.



NOTES: SHE IS EX-CHINESE CRUISER YAT SEN, BUILT BY KIANGNAN DOCK AT SHANGHAI IN 1930. SHE WAS BOMBED BY OUR PLANES AT THE LOWER YANGTZE NEAR NANKING, 25/9/'37. SHE WAS STRANDED & CAPSIZED BY 70° TO PORT SIDE. SALVAGED & AFLOATED. SHE CAME TO KURE VIA SASEBO, 12/5/'38. REPAIRED & RECONSTRUCTED AS A TRAINING SHIP FOR CADETS OF THE NAVAL COLLEGE OF EDAJIMA TO REPLACE OLD GUNBOAT CHIHAYA. SHE WAS ORIGINALLY ARMED WITH 1×15㎝ cal GUN (ON FORECASTLE, DUTCH MODEL), 1×14㎝ cal GUN (AT QUARTER DECK, JAPANESE MODEL) & 4×8㎝ cal H.A. GUNS AT C.L. MASTS, BRIDGE REPLACED BY NEW ONE, CONNING TOWER REMOVED, & POOP DECK FITTED TO GIVE LIVING QUARTERS FOR CADETS. SO HER APPEARANCE QUITELY CHANGED TO JAPANESE STYLE.
REFITTED AT HARIMA AFTER WAR. COMPLETED 30/7/'46. SAILED TO SHANGHAI & DELIVERED TO CHINESE NAVY, 25/8/'46

(SHE WAS ORIGINALLY PROJECTED TO BE CLASSIFIED AS SPECIAL SERVICE SHIP, BUT ACTUALLY AS MISCELLANEOUS VESSEL. ENLISTED, 25/7/'39.)

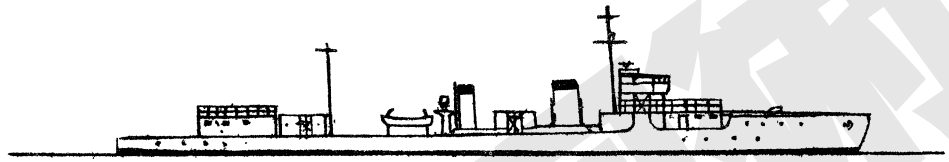
LWL	85M.344
B	7.935
d	2.438
DISPT.	770 TONS STANDARD
SPEED	12~14 KNOTS.

ENGINES	2 TURBINES
BOILERS	✓ 3
S.H.P.	21,500
FUEL	COAL

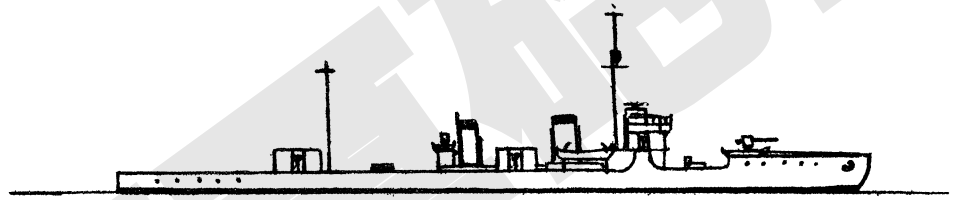
✓ ONLY 2 BOILERS USED

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)
TRAINING SHIPS
(RENSHŪ-SEN)
*ŌSU, MITAKA, *EX. TAKE
No 1 TOMARIURA,
*No 2 TOMARIURA.

EX. DESTROYERS.



ŌSU, MITAKA



EX. TAKE
No 1 TOMARIURA
No 2 "

NOTES: THESE 5 BOATS ARE OLD 2ND CLASS DESTROYERS OF KURI TYPE. REMOVED FROM DESTROYERS & RECLASSIFIED AS TRAINING SHIPS, MISCELLANEOUS VESSELS IN 1939. No 1 & No 2 TOMARIURA (EX. NIRE & ASHI, RENAMED 15/12/'44 RESPECTIVELY) WERE BELONGED TO THE NAVAL NAVIGATION SCHOOL AT YOKOSUKA, ŌSU & MITAKA (EX. KAKI & SUMIRE, RENAMED 23/2/'45 RESPECTIVELY) WERE SERVED AS TRAINING BOATS FOR NAVAL COLLEGE. THE LATER 2 BOATS WERE USED CHIEFLY IN CRUISING IN INLAND SEA NEAR KURE TAKE WAS BELONGED TO THE SASEBO NAVAL BARRACKS, BUT SHE WAS BROUGHT OUT TO MAIZURU AS A TRAINING BOAT OF MAIZURU NAVAL BARRACKS IN THE SPRING OF 1944. THEY WERE ARMED WITH 1~2x12cm ♂ GUNS & IN SOME BOATS 1x 53cm ⌀ T.T. REMAINED. ŌSU & MITAKA WERE RECONSTRUCTED AT KURE IN 1944. ALL ARMAMENTS REMOVED & WOODEN HOUSES FOR CADETS ERECTED ON DECK.

NAMES	FORMER NAMES	BUILDERS	DATE OF COMPLETION	BELONGING TO	PRESENT CONDITIONS
*ŌSU	KAKI	URAGA	8/8/1920	NAVAL COLLEGE, EDATIMA	AGROUNDED AT WASHIBE, EDAJIMA, SINCE THE END OF WAR.
MITAKA	SUMIRE	ISHIKAWAJIMA	31/3/'23	Do	AT EDAUCHI BAY, DISABLED, AT THE END OF WAR. NOW AT KURE.
*EX. TAKE	—	KAWASAKI	25/12/'19	NAVAL BARRACKS, MAIZURU.	AT MAIZURU " , SINCE THE END OF WAR..
No 1 TOMARIURA	NIRE	KURE	31/3/'20	NAVIGATION SCHOOL, YOKOSUKA	AT YOKOSUKA " , " " " " "
*No 2 Do	ASHI	KAWASAKI	29/10/'21	Do	AT No 2 KAIHO, ENTRANCE OF TOKYŌ BAY, AGROUNDED & DISABLED.

MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
REPAIR SHIP
[KŌSAKU-SEN]
*HITONOSE

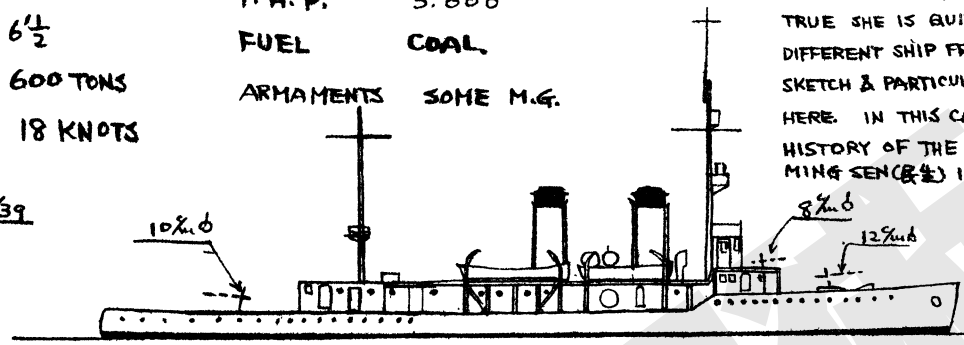
Ex. MING SEN (民生)?

Lpp 210'
B 27'
d 6½
DISPT. 600 TONS
SPEED 18 KNOTS

ENGINES 2 RECIPROCATINGS
BOILERS
I.H.P. 3.600
FUEL COAL
ARMAMENTS SOME M.G.

HITONOSE IS OFFICIALLY REPORTED THAT SHE WAS MING SEN(民生). IF IT IS TRUE SHE IS QUITE DIFFERENT SHIP FROM THE SKETCH & PARTICULARS SHOWN HERE. IN THIS CASE, THE HISTORY OF THE REFLOATED MING SEN(民生) IS UNKNOWN.

ENLISTED 27/12/'39



ORIGINALLY ARMED WITH 1×12㎝d, 1×10㎝d, 1×8㎝d & 2×SMALLER GUNS AS CHINESE SHIP. (SHOWN IN DOTTED LINE IN THIS SKETCH.)

NOTES: SHE IS EX. CHINESE GUNBOAT MING SEN, BUILT BY KIANGNAN DOCK, SHANGHAI IN 1931. AGROUNDED BY BOMBING NEAR HANKOW, CAPTURED 16/11/'38. REFLOATED IN MAY~JULY, 1939. RENAMED AS HITONOSE, BELONGED TO THE 1ST NAVAL REPAIRS SECTION, SHANGHAI. SUNK BY COLLISION AT HWANGSHIHKANG. YANGTZE RIVER. >1/12/'44. SHE WAS REFLOATED & ON THE WAY TO SHANGHAI AGAIN MINED & SUNK.

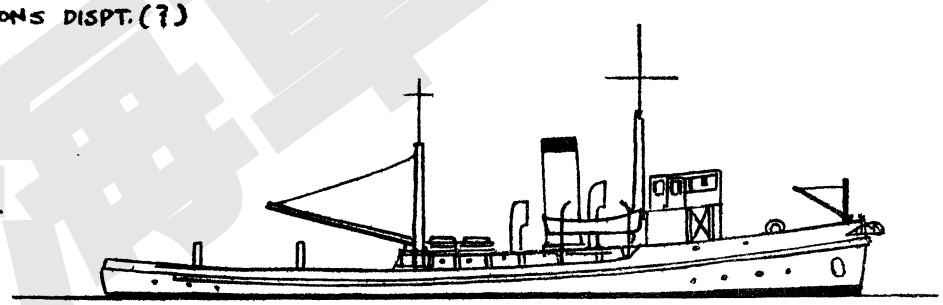
REPAIR SHIP
*HAYASE

Ex. CHIN KIANG (鎮江)

DIMENSIONS UNKNOWN.

ABOUT 800 TONS DISPT.(?)

ENLISTED 25/10/'38



THIS SKETCH IS DRAWN ENTIRELY PRESUMPTIVELY. SHE MAY BE PERHAPS SALVAGE TUG TYPE IN APPEARANCE WITH 1~2 DERRICK POSTS.

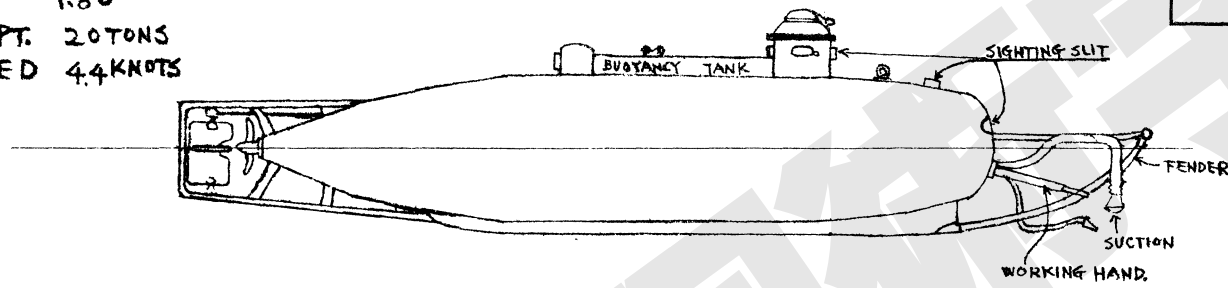
NOTES: CAPTURED CHINESE SHIP. USED BY THE 1ST NAVAL REPAIRS SECTION AS SALVAGE & REPAIR SHIP ON THE YANGTZE RIVER. SHE WAS BOMBED AT ENGINE ROOM AT KIUKIANG, 20/9/'43. HER LOCATION & EXISTENCE AT THE END OF WAR IS UNKNOWN.

MISCELLANEOUS VESSELS
(ZATSUEKI-SEN)

DIVERGING BOATS
FOR SALVAGE WORKS.
(SENSUI SAGYŌ-SEN)

L o.a. ABOUT 12.8 M (INCL. FENDER & PROPELLER GUARD.)
L o.a. (HULL ONLY) ABOUT 9.8 M
B 1.85
D 1.85
d 1.80
DISPT. 20 TONS
SPEED 4.4 KNOTS

ENGINES 2 16HP MOTORS.
(1 IN RESERVE)
S.H.P. 16
MAX. DEPTH OF SUBMERGING 200 M.



NOTES: IN 1935 A SMALL DIVERGING BOAT WAS BUILT AT MITSUBISHI, YOKOHAMA, BY ORDER OF A CIVILIAN (NAMED NISHIMURA) FOR GATHERING CORALS IN MANDATED ISLS. BUT SHE WAS NOT USED FOR PRACTICAL GATHERING OWING TO SOME INSUFFICIENT QUALITIES. AT THE DISASTER OF SUBMARINE I 63, WHICH SANK BY COLLISION IN BUNGO STRAIT 2/2/'39, THIS BOAT WAS USED FOR SEARCHING THE LOCATION OF SUNKEN SUB. SEVERAL BOATS OF IMPROVED DESIGN WERE BUILT IN A HURRY AT KURE FOR THE SALVAGING WORK OF THIS SUB. 1~2 BOATS WERE STILL EXISTED AT KURE NAVY YARD AT THE END OF WAR.

TORPEDO LAUNCHES
(RAI-TEI)

"RAI-TEI" MEANS EXPLOSIVE (OR TORPEDO) BOATS.

MANY EMERGENCY WAR-TIME MOTOR TORPEDO BOATS (INCLUSIVE OF HAYABUSA BOATS) HAD BEEN RECLASSIFIED AS MISCELLANEOUS VESSELS FROM MINOR COMBATANT SHIPS AFTER THEIR COMMISSION OR DURING CONSTRUCTION OWING TO THE LESS EFFICIENCY OF ENGINES, THEY WERE CONSIDERED USELESS AS FIRST LINE TORPEDO CRAFTS BUT TO HAVE SOME VALUES IN LOCAL DEFENCE OR COMMUNICATION SERVICES. THOUGH SLOW IN SPEED THEY HAD ALMOST SAME ARMAMENTS AS IN NORMAL MOTOR TORPEDO BOATS. THEY HAD THEIR OWN NAMES (NUMBERS) AS MISCELLANEOUS CRAFTS SUCH AS RAI-TEI №101 ETC.

SEE THE PAGES OF MOTOR TORPEDO BOATS.

MISCELLANEOUS VESSEL (ZATSUEKI-SEN) UNCLASSIFIED

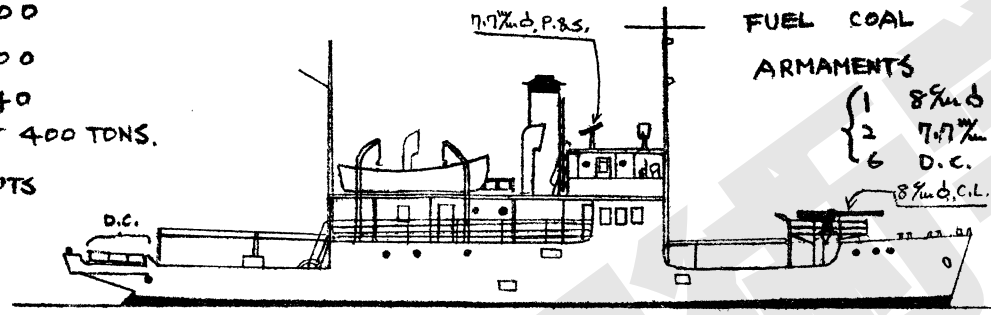
SUIKEI Nº 21 (SINGAPORE) (ANTI-SUB. PATROL BOAT)

L_{PP}	38M.500
L_{OA}	42.000
B	6.500
D	3.000
d	2.440
DISPT.	ABOUT 400 TONS.
SPEED	9 KNOTS

ENGINE 1 RECIPROCATING
BOILER 2
I.H.P. ABOUT 400

FUEL COAL

ARMAMENTS
1 8㎝/40 GUN (50 CAL.)
2 7.7㎜/40 M.G
6 D.C.



SHE WAS NOT OFFICIALLY NAMED, BUT COMMONLY CALLED AS "SUIKEI Nº21" IN SINGAPORE BASE, WHICH MEANS "HARBOR DEFENCE DIVISION Nº21."

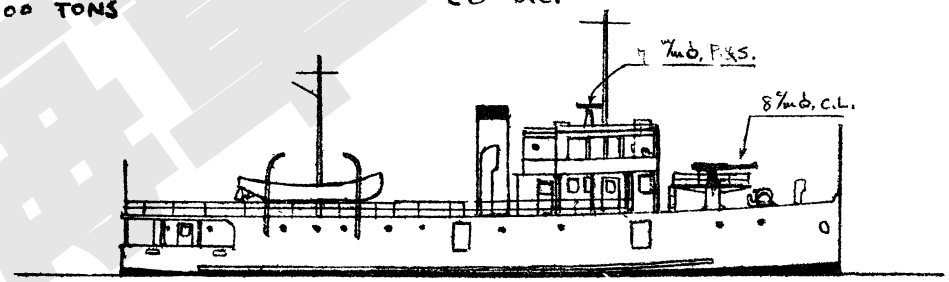
NOTES: SHE WAS BRITISH CONVERTED MINE LAYER & PATROL BOAT. CAPTURED AT SINGAPORE AT THE OCCUPATION OF THAT BASE. USED AS ANTI-SUB. PATROL BOAT. BELONGED TO THE HARBOR DEFENCE DIVISION OF THE 10TH SPECIAL BASE CORPS AT SINGAPORE. SPECIAL APPARATUS OF ANTI-ACOUSTIC MINE WAS FITTED AT BOW BY BRITISH, BUT THIS WAS REMOVED. HER EXISTENCE AT THE END OF WAR UNKNOWN.

UNCLASSIFIED

SUIKEI Nº 22 (SINGAPORE) (ANTI-SUB. PATROL BOAT)

DIMENSIONS	UNKNOWN
DISPT.	ABOUT 300 TONS
SPEED	8 KNOTS

ARMAMENTS
1 8㎝/40 GUN
2 7.7㎜/40 M.G
6 D.C.



OFFICIAL NAME NOT GIVEN TO THIS BOAT. COMMONLY CALLED AS ABOVE IN SINGAPORE. OFTEN CALLED AS "KIRI MARU."

NOTE: SHE WAS SCUTTLED IN DOCK AT KEPPEL, SINGAPORE. CAPTURED BY JAPANESE NAVY. SHE WAS UNDER RECONSTRUCTION AS PATROL BOAT BY BRITISH NAVY AT THE TIME OF OCCUPATION OF THAT CITY. EX. KELENA, A COASTWISE PASSENGER FERRY BOAT. REFITTED AS ANTI-SUB. PATROL BOAT BY OUR NAVY, BELONGED TO THE HARBOR DEFENCE DIVISION OF THE 10TH SPECIAL BASE CORPS, SINGAPORE.

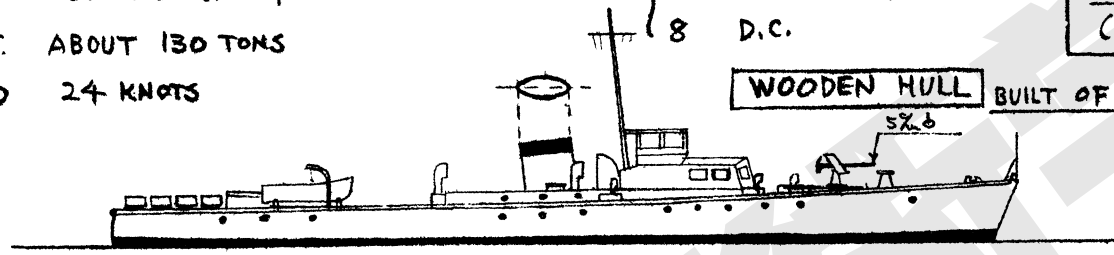
SHE WENT TO PENANG IN MARCH, 1943. HER EXISTENCE AT THE END OF WAR UNKNOWN.

MISCELLANEOUS VESSELS
[ZATSUEKI-SEN]
UNCLASSIFIED
No 102, No 111 (SINGAPORE BASE)
(ANTI-SUB. PATROL BOAT)

LOA 34.M100 (112'-0")
B 5.430 (17'-10")
D 3.220 (10'-7")
DISPT. ABOUT 130 TONS
SPEED 24 KNOTS

ENGINES 2 GASOLINE ENGINES
ARMAMENTS { 1 5 cm ⌀ GUN } 1 14 mm ⌀ M.G. IN No 111.
2 7.7 mm ⌀ M.G.
8 D.C.

WOODEN HULL BUILT OF PLYWOOD.



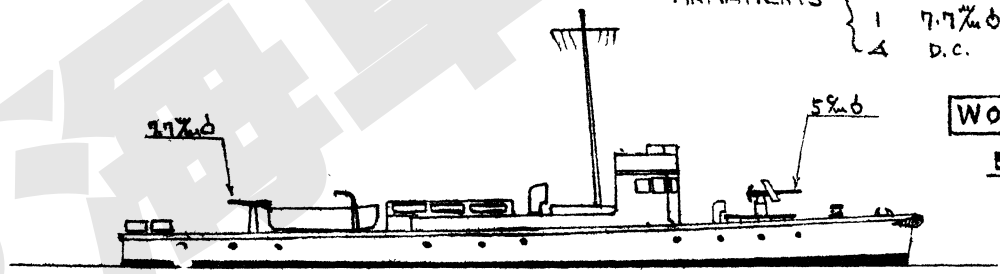
NOTES: THEY ARE EX. BRITISH MOTOR LAUNCHES. (FOR ANTI-SUB. SERVICE.) No 102 WAS CAPTURED NEAR SINGAPORE AT THE OCCUPATION OF THAT CITY. No 111 & AN ONOTHER BOAT WERE UNDER CONSTRUCTION ON THE STOCKS OF THE KING'S DOCK AT KEPPEL, SINGAPORE. (THEIR HULLS ALMOST COMPLETED IN 50% & 20% WHEN CAPTURED. No 111 WAS LAUNCHED, 5/5/'43. ANOTHER BOAT ALSO PROJECTED TO COMPLETE IN THE SAME WAY, BUT WHETHER LAUNCHED OR NOT UNKNOWN. ORIGINALLY ARMED WITH 12 x D.C., BUT ONLY 8 D.C. CARRIED IN JAPANESE HAND. DESIGNED SPEED IS 24 KNOTS, BUT ONLY 18 KNOTS COULD REACHED. THEY BELONGED TO THE 10TH SPECIAL BASE CORPS OF SINGAPORE DURING WAR. USED AS PATROL BOATS & OFTEN AS PILOT BOATS. No 102 WAS CALLED AS SUIKEI No 12 (HARBOR DEFENCE DIVISION No 12) UNTIL MARCH '43. THEIR EXISTENCES AT THE END OF WAR ARE UNKNOWN.

UNCLASSIFIED.
No 101 (SINGAPORE BASE)
(ANTI-SUB. PATROL BOAT)

DISPT. ABOUT 50 TONS
SPEED ABOUT 13 KNOTS

ENGINES 2 GASOLINE ENGINES
ARMAMENTS { 1 5 cm ⌀ GUN
1 7.7 mm ⌀ M.G.
4 D.C.

WOODEN HULL
BUILT OF PLYWOOD.



NOTES: EX. BRITISH MOTOR LAUNCH. (FOR PATROL SERVICE.) SHE WAS CAPTURED NEAR SINGAPORE AT THE OCCUPATION OF THAT BASE. SHE WAS AT FIRST CALLED AS SUIKEI No 11 (HARBOR DEFENCE DIVISION No 11) UNTIL MARCH '43. WHEN SHE WAS RENAMED AS No 101. VERY HANDY & CONVENIENT BOAT FOR PATROL & PILOT BOAT FOR SINGAPORE ENTRANCE & ITS STRAIT. HER EXISTENCE AT THE END OF WAR IS UNKNOWN.
3 SIMILAR BOATS UNDER CONSTRUCTION WERE ALSO CAPTURED AT KING'S DOCK (ON THE EASTERN BERTH), SINGAPORE. (ONLY FRAMES ERECTED.) THEY WERE DISMANTLED IN 1942 TO MAKE ROOM FOR 200 TON WOODEN CARGO BOATS.

MISCELLANEOUS VESSEL
[ZATSUEKI-SEN]
UNCLASSIFIED

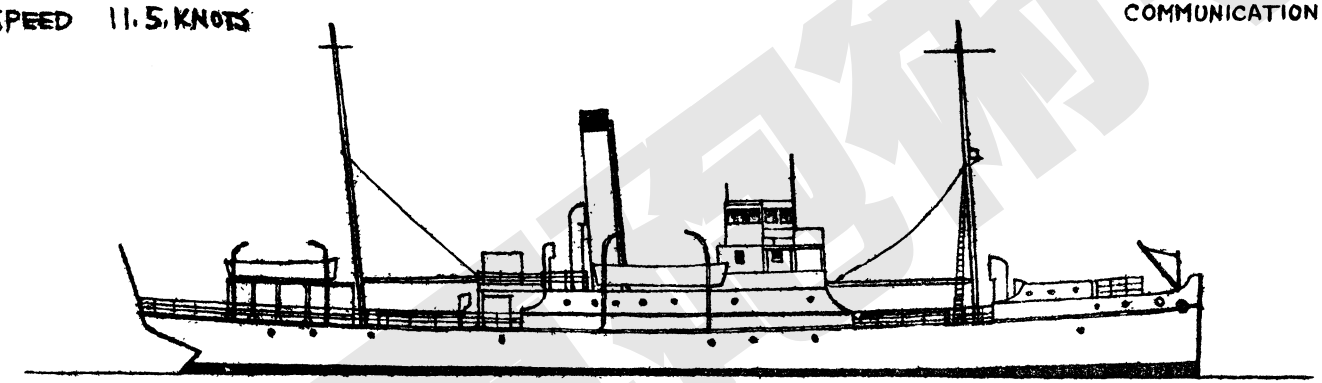
RYŪHEI

186/2

L_{pp}	54.86 M
B	8.23
d_{FULL}	4.72
d_{LIGHT}	2.74
G.T.	725 TONS
N.T.	405 TONS
D.T.	576 TONS
SPEED	11.5 KNOTS

ENGINE	1 RECIPROCATING
BOILERS	2
I.H.P.	550
FUEL	COAL

SPECIAL NOTE:
SHE WAS OFFICIALLY A CHARTERED STEAMER, NOT A MISCELLANEOUS VESSEL THOUGH USED AS COMMUNICATION PURPOSES.



NOTES: SHE IS EX RYŪHEI MARU. OWNED BY THE DAIREN KISEN KAISHA. BUILT IN 1910 AT SAKURAJIMA, ŌSAKA.
USED BY THE NAVY FOR COMMUNICATION & TRAFFIC DUTIES DURING WAR.
REPATRIATION SERVICE AFTER WAR, RETURNED TO THE FORMER OWNER IN 1945. NOW USED BY C.M.M.C.

CONVERTED GUNBOATS
(TOKUSETSU HŌ-KAN)
NANKAI TYPE:
*NANKAI, (NANSHIN)

EX DUTCH MINE LAYERS.

L_{OA}	ABOUT	85M5
L_{PP}	〃	77.2
B	〃	11
D	〃	8.0
d	〃	3.8
DISPT.	〃	2,400 TONS
SPEED	18 KNOTS.	

ENGINES 2 DIESELS
S.H.P. 4,800

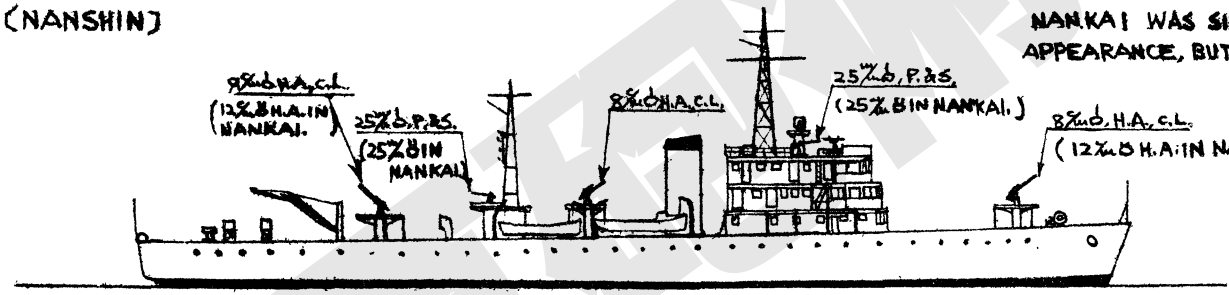
ARMAMENTS.	NANKAI	NANSHIN
	2 12㎝/8 H.A.GUNS	3 8㎝/6 H.A.GUNS.
	4 25㎜/8 M.G.	4 25㎜/6 M.G.
	SEVERAL D.C.	SEVERAL D.C.

FITTED FOR MINE LAYING.

NANKAI MEANS "SOUTHSEA."
NANSHIN MEANS "ADVANCE TO THE SOUTH"

NANSHIN IS SHOWN IN THIS SKETCH.
NANKAI WAS SIMILAR IN APPEARANCE, BUT DIFFERED IN ARMAMENTS.

(NANSHIN)



NOTES: THEY WERE EX DUTCH MINE LAYERS WHICH WERE UNDER CONSTRUCTION AT THE SOERABAYA DOCKYARD ON THE BUILDING SLIPS, THEY WERE CAPTURED BY THE JAPANESE NAVY AT THE OCCUPATION OF THAT BASE, MARCH '42. THOUGH THEY WERE CLASSIFIED BY THE JAPANESE NAVY AS CONVERTED GUNBOATS, THEY WERE PRACTICALLY NAVAL COMBATANT VESSELS.
FITTED FOR MINE LAYING, EQUIPPED WITH 2 SETS OF MINE LAYING RAILS ON UPPER DECK.
BOTH SHIPS WERE BUILT BY THE 102 NAVAL REPAIR SECTION. (SOERABAYA)
THEIR BRIDGES WERE QUITE DIFFERENT IN SHAPES FROM THE ORDINARY JAPANESE NAVAL VESSELS & VERY SIMILAR TO THOSE OF PASSENGER SHIPS. THEIR STERNS WERE FLAT.

*NANKAI (EX. REGULUS) LAUNCHED 21/5/'43. COMPLETED 7/6/'44. TORPEDOED BY SUB. MAGAZINE EXPLODED & SANK, 150 MILES WEST OF SOERABAYA, 16/7/'45. STRICKEN 30/7/'45.

(NANSHIN) LAUNCHED IN 1943. SHE HAD NOT BEEN COMPLETED BY THE END OF WAR, BEING DIVERTED HER RUDDERS & FITTINGS TO OTHER DAMAGED SHIPS.

THERE HAD BEEN ANOTHER CONVERTED GUNBOAT OF THE PRACTICAL COMBATANT SHIP CATEGORY IN THE JAPANESE NAVY DURING WAR. SHE WAS THE NANYŌ. (EX. TEN SHING, 振星: SHE WAS CAPTURED & REFLOATED AT HONGKONG. COMMISSIONED 2/3/'43, DISPT. ABOUT 1,200 TONS. SHE SANK BY BOMBING OFF FUCHOW (FORMOSAN STRAIT) · 23/12/'43.

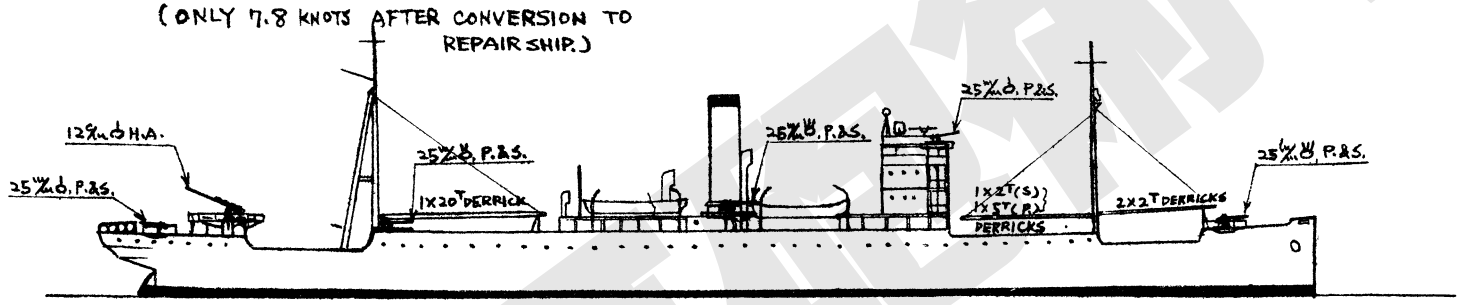
CONVERTED CARGO SHIP
(TOKUSETSU UNSŌ-KAN)
*HAKUSA
EX. FU SING 福星

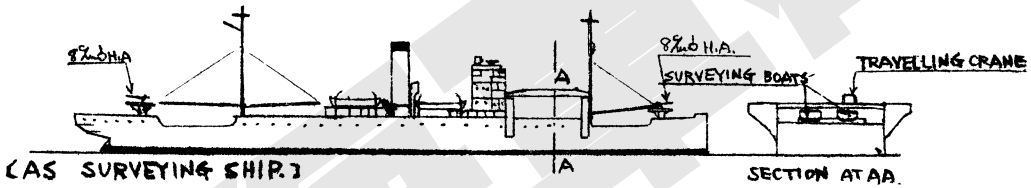
L_{PP}	112.M 774
L_{OA}	116.591
L_{WL}	112.205
B	15.589
D	7.669
d	4.936
DISPT.	6,799 TONS. (G.T. 3,841 TONS)
SPEED.	11.37 KNOTS. (ONLY 7.8 KNOTS AFTER CONVERSION TO REPAIR SHIP.)

ENGINE 1 RESIPROCATING

I.H.P. 1,831

ARMAMENTS
- 1 12㎝ H.A.GUN
- 4 25㎜ M.G.
- 2 " "
- 4 " "
- 8 D.C.





(AS SURVEYING SHIP.) SECTION AT AA.

NOTES: SHE WAS CHINESE CUSTOMS CRUISER FU SING, CAPTURED AT THE OUTBREAK OF SINO-JAPANESE CONFLICT IN 1937. ENLISTED AS CONVERTED SURVEYING SHIP, 20/2/'38. ORIGINALLY USED AS SURVEYING SHIP. REPAIRED AT YOKOHAMA, COMMISSIONED IN APRIL, 1938. SHE HAD BEEN SERVED IN SURVEYING UNTIL 1944, WHEN SHE WAS RECONSTRUCTED AT KURE & RECLASSIFIED AS CONVERTED REPAIR SHIP. COMPLETED, 25/9/'44.

SHE SAILED TO SINGAPORE & AGAIN RECLASSIFIED AS CONVERTED CARGO SHIP, 10/3/'45. ACCOMMODATIONS FOR REPAIRING WERE REMOVED & SINCE APRIL 1945, SHE HAD BEEN SERVED AS TRANSPORT IN SOUTHERN WATERS. ONE SET OF TWIN POSTS WITH 2X2T DERRICKS WAS FITTED AT MAIN MAST. (TRIPOD MAST.)

SHE WAS SUNK BY SUB. AT THE SOUTH END OF COCHIN-CHINA, 8/6/45, ENROUTE TO SAIGON FROM SINGAPORE.

BUILDER: W. GRAY Co, WEST HARTLEPOOL, ENGLAND, LAUNCHED IN 1914.

CONVERTED SHIPS

SPECIAL OIL TANKERS

(OIL TANKER & ESCORT CARRIERS)

SPECIAL ITL TYPE:

*SHIMANE MARU

*ŌTAKIZAN MARU

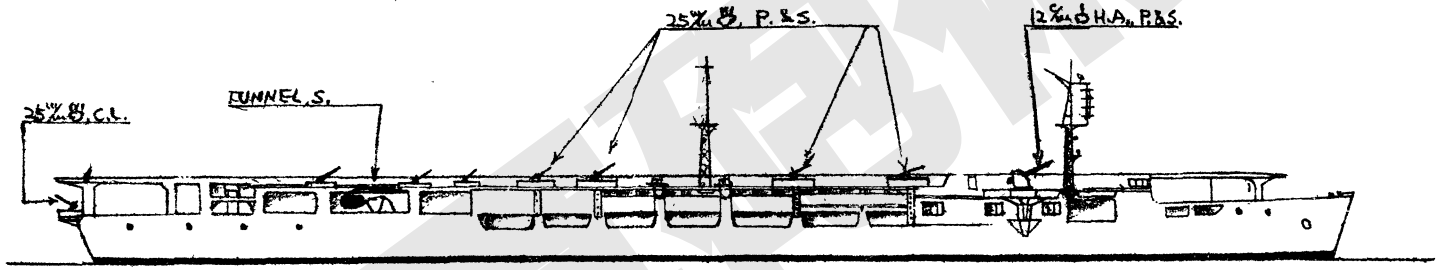
Lpp	153.000 M
LoA	160.500
B	20.000
D	11.500
d_{FULL}	9.100
DISPT.	20,469 TONS FULL
G.T.	10,000 TONS.
D.W.	14,500 TONS
SPEED	18.5 KNOTS (15 KNOTS AT SERVICE)

RADIUS OF ACTION 10,000 MILES AT 15 KNOTS.

ENGINE	1 TURBINE
BOILERS	2
S.H.P.	8,600

ARMAMENTS:
- 2 12 cm ⌀ H.A. GUNS
- 9 25 mm ⌀ M.G.
- 23 " ⌀ "
- 16 D.C.
- 10 PLANES.

SHIMANE MARU ---- ISHIWARA STEAMSHIP CO.
ŌTAKIZAN MARU ---- M. B.K.



NOTES: THEY ARE WARTIME STANDARD VESSELS OF ITL TYPE (THE 1ST. TANKER, LARGE) BUILT AS OIL TANKERS FOR CIVILIAN COMPANIES & TO BE CHARTERED BY THE NAVY. SPECIALLY INTENDED TO CARRY PLANES FOR ESCORTING CONVOY. HULL & MACHINERIES ARE SAME AS ORDINARY ITL TANKERS, BUT HANGER & FLYING-OFF DECK ERECTED ON DECK WITH A AIRCRAFT ELEVATOR. No OF M.G. INCREASED FROM ORDINARY TANKERS. THEY WERE CALLED AS SPECIAL ITL TYPE. 4 SHIPS OF THIS TYPE PROJECTED, OF WHICH 2 SHIPS COMPLETED OR ALMOST COMPLETED.

*SHIMANE MARU. LAUNCHED BY KAWASAKI, 17/12/'44. ALMOST COMPLETED IN FEB. '45 WHEN SHE WAS ABANDONED & PROJECTED TO RECONSTRUCT AS CARGO SHIP (COAL BURNING) RECONSTRUCTION ALSO ABANDONED & TOOK REFUGE IN SHIDO, NEAR TAKAMATSU, WHERE SHE WAS BOMBED. SEVERELY DAMAGED, HULL ALMOST, BROKEN BY DIRECT HITS & BOTTOMED. SHE IS THE 10TH ITL TANKER BUILT BY KAWASAKI.

*ŌTAKIZAN MARU LAUNCHED BY KAWASAKI, 14/1/'45. WORK STOPPED AFTER LAUNCHING & UNDER RECONSTRUCTION TO A CARGO SHIP (COAL BURNING) ALMOST 70% COMPLETED BY THE END OF WAR. CHAIN CUT OFF BY STORM, DRIFTED & TOUCH A MINE, SUNK OFF KŌBE, 25/8/'45. THE 12TH ITL TANKER OF KAWAKI.

2 MORE SHIPS (14TH & 16TH ITL TANKER OF KAWASAKI) WERE ALSO PROJECTED IN THE SAME WAY. 1 OF WHICH WERE RECONSTRUCTED ON STOCKS FOR CARGO SHIP (COAL BURNING), & ANOTHER SHIP WERE CEASED TO BUILT.

1 MORE SHIP OF 3TL TYPE (THE 3RD. TANKER, LARGE) WAS TO BE BUILT AS IN SHIMANE MARU AT NAGASAKI, BUT NOT LAID DOWN.

CONVERTED SHIPS
SPECIAL OIL TANKERS
[OIL TANKER & ESCORT CARRIERS]

SPECIAL 2TL TYPE:

*YAMASHIO MARU.
(CHIGUSA MARU)

YAMASHIO MARU--YAMASHITA LINE
CHIGUSA MARU--- N.Y.K.

Lpp.	148.M000
LOA	157.430
B	20.400
D	12.000
d FULL	9.000
DISPT.	22,048 TONS FULL
G.T.	10,000 TONS
D.W.	16,000 TONS.
SPEED	15 KNOTS (13 KNOTS AT SERVICE)

ENGINE	1 TURBINE
BOILERS	2
S.H.P.	5,000

ARMAMENTS.
- 2~4 75% OR 100% ♂ H.A. GUNS.
- SEVERAL 25% ♂ & ♀ M.G.
- ABOUT 10~20 PLANES.

RADIUS OF ACTION 8,000 MILES AT 13 KNOTS.



NOTES: THEY WERE 2TL (2ND TANKER, LARGE) TYPE WARTIME STANDARD SHIPS. BUILT AS OIL TANKERS FOR CIVILIAN COMPANY & TO BE CHARTERED BY ARMY. ALMOST SAME TYPE & SAME PURPOSE AS 1TL TYPE IN THE PREVIOUS PAGE. CONSTRUCTION OF HULL MUCH SIMPLIFIED FROM 1TL TYPE.

*YAMASHIO MARU COMPLETED AT YOKOHAMA IN JAN. 1945. JUST AFTER HER COMPLETION, SHE WAS PROJECTED TO RECONSTRUCT AS CARGO SH 2 (COAL BURNING.) BUT WORK ABANDONED & MOORED IDLE IN YOKOHAMA HARBOR. DAMAGED BY BOMB. & BOTTOMED IN THAT HARBOR. UNDER SCRAPPING WORKS NOW. SHE IS THE 5TH 2TL TANKER BUILT BY THAT-CO.

(CHIGUSA MARU) SISTER TO YAMASHIO MARU. LAID DOWN AT YOKOHAMA, 11/9/'44, WORK STOPPED ON THE STOCKS. PROJECTED TO REBUILT AS CARGO SHIP (COAL BURNING) IN FEB. '45. NOT LAUNCHED TILL THE END OF WAR. (LAUNCHED IN AUTUMN '46.)

DISABLED SHIPS
(HAI-KAN)

*DISABLED SHIP No 10
* Do No 11
* Do No 12
* Do No 13

NEW HIRATO (ESCORT), YAHAGI (CRUISER) & TSUSHIMA (ESCORT) WERE COMMISSIONED DURING WAR. THE FORMER 2 VESSELS LOST IN THE WAR.

(No 11, 12)

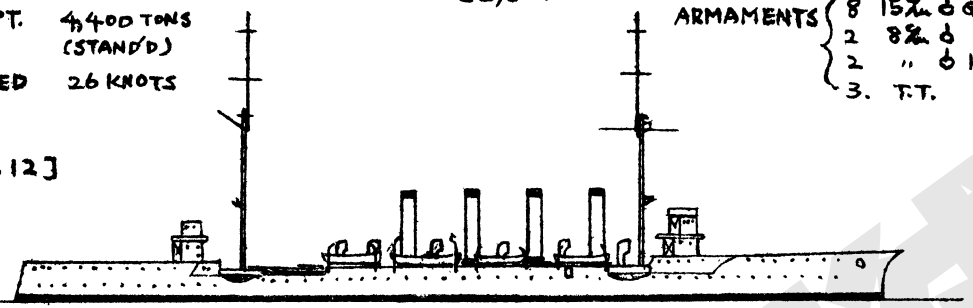
Lpp.	134.11 M
B	14.15
d	5.03
DISPT.	4,400 TONS (STAND'D)
SPEED	26 KNOTS

ENGINES { 2 CURTIS TURBINES IN HIRATO / 4 PARSONS " " YAHAGI

BOILERS 16

S.H.P. 22,500

ARMAMENTS { 8 15cm ⌀ GUNS / 2 8cm ⌀ " / 2 " ⌀ H.A. GUNS / 3. T.T.



No 11 (EX. CRUISER HIRATO)

No 12 (" " YAHAGI)

BOTH SHIPS WERE BUILT BY KAWASAKI (COMPLETED, 17/6/1912) & MITSUBISHI, NAGASAKI (" , 27/7/1912) RESPECTIVELY.

(No 10)

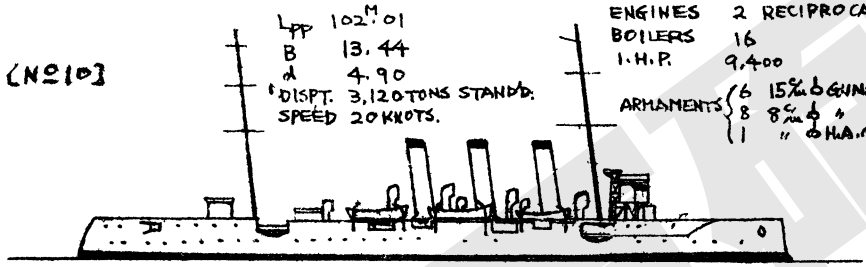
Lpp	102.01 M
B	13.44
d	4.90
DISPT.	3,120 TONS STAND'D.
SPEED	20 KNOTS.

ENGINES 2 RECIPROCATINGS

BOILERS 16

I.H.P. 9,400

ARMAMENTS { 6 15cm ⌀ GUNS / 8 8cm ⌀ " / 1 " ⌀ H.A. GUN



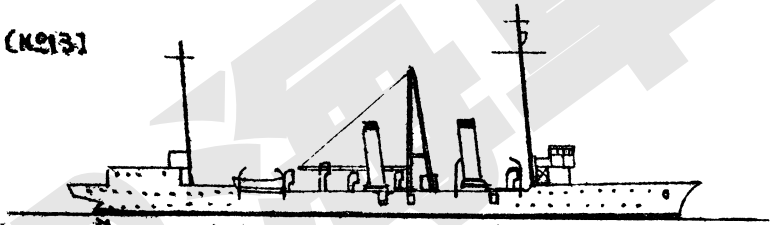
No 11: STRICKEN 1/4/'40. USED AS TRAINING SHIP AT KURE. BUT BROUGHT OUT TO IWAKUNI DURING WAR. HEELED & BOTTOMED AFTER WAR.

No 12: STRICKEN 1/4/'40. USED AS TRAINING SHIP AT EDAJIMA. BROUGHT OUT TO ŌTAKE, (FOR SUB. SCHOOL) IN 1944. SOME OF THEIR FUNNELS & MASTS HAD BEEN REMOVED.

No 10 (EX. COAST DEFENCE SHIP TSUSHIMA, EX. CRUISER.)

BUILT AT KURE. COMPLETED, 14/2/1904. STRICKEN 1/4/'39. USED AS TRAINING SHIP AT THE YOKOSUKA NAVAL BARRACKS SINCE 1939. SHE IS SAID TO BE AT YOKOSUKA AT THE END OF WAR, BUT HER LOCATION UNKNOWN. PERHAPS SHE SANK DURING WAR.

(No 13)



Lpp	85.34 M
B	9.78
d	3.35

DISPT. 1,320 TONS STAND'D

SPEED 22 KNOTS WHEN NEW.

ENGINES. 2 RECIPROCATINGS.

BOILERS 4

I.H.P. 6,500

ARMAMENTS 2 8cm GUNS.

No 13 (EX. GUNBOAT YODO, EX. DESPATCH SHIP.)

BUILT BY KAWASAKI, COMPLETED 8/4/1908. ORIGINALLY SHE WAS A DESPATCH SHIP (OR TORPEDO GUNBOAT), ARMED WITH 2 × 12cm ⌀ GUNS, 4 × 8cm ⌀ GUNS & 2 × T.T.

USED AS SURVEYING SHIP SINCE ABOUT 1927~1928. DERRICK WITH TRIPOD STRUTS WAS FITTED BETWEEN FUNNELS & A HOUSE WAS ERECTED ON POOP DECK. STRICKEN, 1/4/'40. MOORED AT IWAKUNI IN THE WAR, BUT BROUGHT OUT TO HIKARI (NEAR TOKUYAMA, YAMAGUCHI PREF.) IN THE LAST PERIOD OF WAR.

DISABLED SHIPS
(HAI-KAN)
DISABLED DESTROYERS:

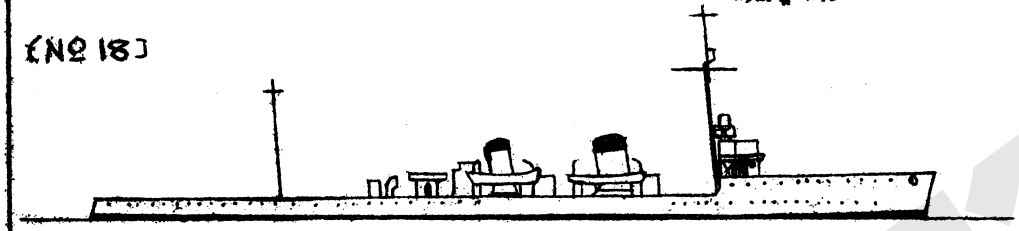
* DISABLED DESTROYER Nº 18
*Dº Nº 19
*EX. YANAGI.

THE NEW URAKAZE & TANIKAZE WERE LOST DURING WAR. (VIDE P.29) ALSO NEW YANAGI WERE SEVERELY DAMAGED. (VIDE P.28)

Lpp 83.M90
B 8.41
d 2.44
DISPT. 810 TONS STAND'D.
SPEED 28 KNOTS

ENGINES 2 TURBINES.
BOILERS 3
S.H.P. 22,000
ARMAMENTS { 1 12cm/40 GUN, 4 8cm/40 GUNS, 2 53cm ⊕ T.T.

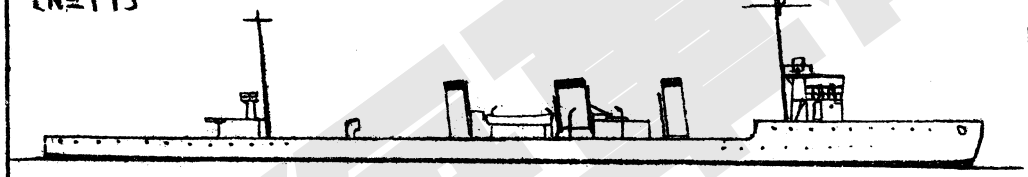
(Nº 18)



Lpp 97.M54
B 8.84
d 2.83
DISPT. 1,180 TONS STAND'D.
SPEED 34 KNOTS

ENGINES 2 TURBINES
BOILERS 4
S.H.P. 34,000
ARMAMENTS { 3 12cm/40 GUNS, 2 53cm ⊕ T.T.

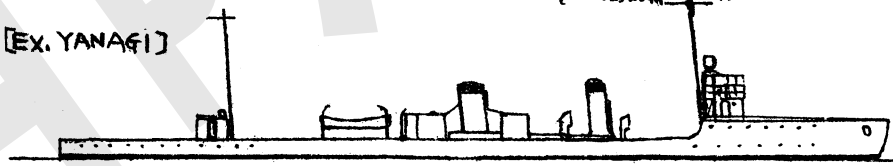
(Nº 19)



Lpp 83.M83
B 7.72
d 2.36
DISPT. 755 TONS STAND'D
SPEED 31.5 KNOTS

ENGINES 2 TURBINES
BOILERS 4
S.H.P. 16,000
ARMAMENTS { 3 12cm/40 GUNS, 2 45cm ⊕ T.T.

[EX. YANAGI]



Nº18 (EX. URAKAZE)

BUILT BY YARROW. COMPLETED 14/9/1915. SHE HAD BEEN SERVED IN CHINA STATIONS FOR A LONG TIME. THE FIRST JAPANESE DESTROYER MOUNTED WITH 53cm T.T. & EQUIPPED FOR OIL FUEL ONLY. ORIGINALLY DESIGNED TO HAVE DIESEL ENGINE FOR CRUISING, BUT THIS WAS ABANDONED. REACHED TO 30.26 KNOTS ON TRIALS. STRICKEN, 1/7/'36. MOORED ALONGSIDE THE TRAINING SHIP KASUGA AT THE YOKOSUKA NAVAL BARRACKS. SANK BY BOMBING 18/7/'45.

Nº 19 (EX. TANIKAZE.)

BUILT AT MAIZURU. COMPLETED, 30/1/1919. ORIGINALLY ARMED WITH 3 × 53cm ⊕ T.T. BUT REPLACED BY 2 × 53cm ⊕ T.T. STRICKEN, 1/4/1935. ALL SUPERSTRUCTURES INCL. ALL FUNNELS REMOVED. USED AS BREAKWATER FOR KURE NAVY YARD. AT DAINYD (OUTSIDE KURE) KAITEN TESTING STATION AS BREAKWATER SINCE THE END OF 1944.

EX. YANAGI. (MOMO TYPE)

BUILT BY SASEBO. COMPLETED, 5/5/1917. THE FIRST JAPANESE DESTROYER EQUIPPED WITH ⊕ T.T. STRICKEN, 1/4/1940. FORE FUNNEL REMOVED. USED AS TRAINING HULK AT SASEBO.

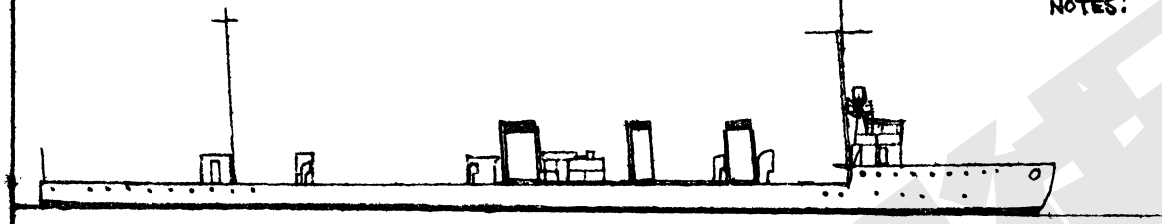
DISABLED SHIPS
[HAI-KAN]
DISABLED DESTROYERS:

*DISABLED DESTROYER No 20

EX. TOKITSUKAZE

L_{PP}	94.M49	ENGINES	3 TURBINES
B	8.53	BOILERS	5
d	2.83	S.H.P.	27,000
DISPT	1105 TONS STAND'D.	ARMAMENTS	4 12cm/45 GUNS 3 45cm/Φ T.T.
SPEED	34 KNOTS.		

THE NEW TOKITSUKAZE WAS LOST DURING WAR.



NOTES:

BUILT BY KAWASAKI, COMPLETED, 31/5/1917.
STRICKEN, 1/4/1935.
USED AS TRAINING HULK AT THE NAVAL COLLEGE AT EDAJIMA.
SANK BY LEAKAGE AFTER WAR.

HP海軍砲術研究会

DISABLED SHIPS
(HAI-KAN)

DISABLED SUBMARINES:

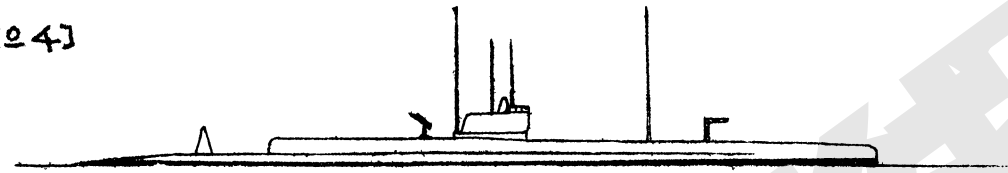
* DISABLED SUBMARINE No 4
* Ex. RO 30
* Do 31
* Do 32

LOA 70M.10
B 6.12
d 3.70
DISPT. 735 TONS STAND'D.
SPEED 17 KNOTS

ENGINES 2 DIESELS
S.H.P. 2,600

ARMAMENTS { 1 8 cm ♂ H.A. GUN (SHORT CAL.)
6 45 cm T.T.

[No 4]



No 4 (EX. RO 18) KAI CHŪ 3 TYPE (NAVY, MEDIUM TYPE 3) BUILT BY. KURE. COMPLETED, 15/12/1921.
STRICKEN, 1/4/1936 AT TOKUYAMA, MOORED AS HULK.

Ex. RO 30 31, 32 [VIDE P 57]

	BUILDER	COMPLETED	STRICKEN	LOCATION AT THE END OF WAR.
RO 30	KAWASAKI	29/4/1924	1/4/1942	AT ŌTAKE (TRAINING BOAT FOR SUBMARINE SCHOOL)
31	"	10/5/1927	25/5/1945	" SASEBO, SUNK BY ALLIED FORCES, 5/4/'46.
32	"	31/5/1924	1/4/1942	" ŌTAKE (TRAINING BOAT FOR SUBMARINE SCHOOL)

HP海軍砲術学校

MIDGET SUBMARINES
(SPECIAL ATTACK CRAFTS)
A-TARGETS
(KŌ-HYŌTEKI)

A SHORT HISTORY OF THE MIDGET SUBMARINES IN THE JAPANESE NAVY.

IN ABOUT 1934 2 MIDGET SUBMARINES WERE BUILT BY THE KURE NAVY YARD FOR EXPERIMENT. THEY WERE INTENTED TO TAKE PART IN THE DECISIVE FLEET ACTIONS AS AUXILIARY WEAPONS CARRIED ON BOARD THE CHITOSE TYPE SEAPLANE TENDERS IN THE HANGER. THESE 2 BOATS WERE TORPEDO-SHAPED & WITHOUT CONNING TOWERS. AS THE RESULT OF EXPERIMENTS A SMALL CONNING TOWER WAS FITTED TO EACH OF THEM. THEY WERE CALLED AS A-TARGETS (A-HYŌTEKI) FOR CONFIDENTIAL PURPOSES.

AGAIN IN 1936, FURTHER 2 UNITS WERE ALSO BUILT BY KURE. THEY WERE CALLED AS KŌ-HYŌTEKI. (IN ENGLISH, SAME MEANING TO A-TARGETS) A PUSH-OFF EXPERIMENT FROM THE CHITOSE WAS TAKEN PLACE WITH SUCCESS IN 1939. BY THE RESULT OF THIS EXPERIMENT. THIS TYPE OF MIDGET SUBMARINES WERE BUILT IN LARGE NUMBERS AT KURE. THEIR CONSTRUCTIONS WERE KEPT IN A STRICT SECRET. SPECIAL BRANCH FACTORY OF THE KURE NAVY YARD WAS ERECTED & COMPLETED IN 1940 AT ŌURAZAKI, OUTSIDE KURE HARBOR, TO BUILT OR ERECT THESE CRAFTS. IN SUMMER OF 1941, SEAPLANE TENDER CHIYODA. SISTER TO CHITOSE, WAS ALSO RECONSTRUCTED AS MIDGET SUB. CARRIER AT. KURE TO CARRY 12 BOATS IN HER HANGER & TO LAUNCH THEM THROUGH HINGED DOORS AT THE STERN. BY THE RESULT OF THE PUSH-OFF EXPERIMENTS FROM CHIYODA (ONLY 2 TARGETS TOOK PART IN THIS TEST.). IT WAS ASSUMED THAT THE 12 TARGETS, IF CARRIED IN THE HANGER, WILL BE LAUNCHED WITHIN 17 MINUTES UNDER THE IDEAL CONDITIONS. (OPERATED BY TRAINED PERSONNEL IN CALM SEA.)

AT THE OUTBREAK OF THIS WAR 5 BOATS OF THIS TYPE WERE CARRIED ON BOARD THE I 16 TYPE SUBMARINES TO ATTACK PEARL HARBOR.

IN THE SPRING OF 1942. IT WAS PROJECTED TO USE THESE TARGETS FOR LOCAL DEFENCES. A SLIP FOR THESE BOATS WAS PREPARED AT KISKA I&L. IN THE SUMMER OF THE SAME YEAR.

BY THE EXPERIENCE OF THE TARGETS, IT WAS FOUND THAT THEY ARE UNSUITABLE FOR LOCAL DEFENCES, BECAUSE THEY HAVE SMALL RADIUS OF ACTIONS & ESPECIALLY THEY HAVE NO SELF-CHARGING ACCOMMODATIONS. AN IMPROVED TYPE WAS THEREFORE DESIGNED. AN EXPERIMENTAL TARGET OF THE IMPROVED DESIGN WAS LAID DOWN IN AUTUMN OF 1942 & COMPLETED IN JAN.~FEB. 1943. SHE WAS IMPROVED FROM FORMER SISTERS IN THE FOLLOWING POINTS:—

(1) LENGTH WAS INCREASED BY 1M (2) DISPT WAS INCREASED BY 4 TONS (3) MAX. DIAMETER OF HULL WAS INCREASED FROM 1M850 IN THE FORMER TO 1M880. (4) THUS SHE WAS ABLE TO BE EQUIPPED WITH ONE 40 H.P., 25 KW. GENERATOR FOR CHARGING HER BATTERIES. (18 HOURS NEEDED FOR CHARGING.) (5) RADIUS OF ACTION ABOVE WATER WAS ATTAINED TO 350 MILES AT 6.5 KNOTS. (6) COMPLEMENTS INCREASED TO 3 PERSONS INCLUDING 1 ENGINEER. THIS EXPERIMENTAL BOAT WAS CALLED AS TYPE B (OTSU-GATA) AGAINST THE FORMER BOATS TO BE CALLED AS A TYPE. (KŌ-GATA).

AS THE RESULT OF THE EXPERIMENTS BY B TYPE, WHICH WAS CONCLUDED IN JUNE 1943, MUCH IMPROVED TARGETS WERE DESIRED BY THE OPERATION FORCES. THE IMPROVED TARGETS DESIRED BY AUTHORITIES SHOULD BE EQUIPPED WITH FOLLOWING QUALITIES: (1) MUCH MORE POWERFUL DIESEL GENERATOR TO REDUCE THE HOURS NEEDED FOR CHARGING. (2) SEAWORTHINESS & RADIUS OF ACTION IN EMERGED (ABOVE WATER) CONDITION MUST BE INCREASED. (3) BETTER LIVING QUALITIES FOR CREW. AND TO SATISFY THESE REQUIREMENTS IT WAS INEVITABLE THAT THESE MODIFIED BOATS WOULD HAVE

REDUCED SPEED IN SUBMERGED CONDITIONS.

BY THIS TIME ABOUT 15 TARGETS OF THE TYPE B WERE BUILT OR UNDER CONSTRUCTION. THESE BOATS WERE LAID DOWN BEFORE THE EXPERIMENTS OF THE 1ST. BOAT WAS OVER. THESE BOATS WERE CALLED AS TYPE C. (HEI-GATA.)

MUCH IMPROVED TYPE ABOVE MENTIONED WAS THUS DESIGNED. THIS TYPE IS THE D TYPE (TEI-GATA), WHICH WAS CALLED AS KŌRYŪ IN THE LATER PERIOD OF WAR.

NUMBER OF TARGETS OF TYPE A, B, C.

TYPE A	№1 ～ №44	THE 1ST. 2 TARGETS BUILT IN ABOUT 1934 HAD NO NUMBERS. THE 2ND 2 UNITS BUILT IN 1936 ARE CALLED AS №1 & №2 RESPECTIVELY.
TYPE B	№45	(EXPERIMENTAL TARGET.)
TYPE A	№46 ～ №61(?)	DURING THE CONSTRUCTION & EXPERIMENTS OF №45, TYPE B, TARGETS OF TYPE A WERE BUILT CONTINUOUSLY.)
TYPE C	№62(?) ～ ABOUT 15 TARGETS.	

THE SPEED OF THE 1ST UNITS, WHICH HAD NO NUMBERS, WERE 24 KNOTS. (SUBMERGED.) №1 & 2 (TYPE A) WERE 23 KNOTS. BUT THE SPEED WAS GRADUALLY DECREASED OWING TO THE SEVERAL FITTINGS FITTED TO THE HULL. (FOR EXAMPLE, JUMPING WIRES & PROPELLER GUARDS WERE FITTED AFTER THE OUTBREAK OF THE WAR.) ALL OF THEM WERE ARMED WITH 2×45㎝ TORPEDO TUBES WITH 2 TORPEDOES. T.T. IN EARLY BOATS WERE FLOODABLE TYPE, BUT CAPS WERE FITTED TO EACH OF T.T. IN BOATS OPERATED TO PEARL HARBOR (IN ALL BOATS BUILT DURING WAR THESE CAPS WERE FITTED.) BOATS SPECIALLY PROJECTED TO ATTACK ENEMY BASES (i.e. PEARL HARBOR. DIEGO SUAREZ, SYDNEY & ETC. WERE ALSO FITTED WITH GUARDS TO T.T.)

TARGETS OF TYPE D (KNOWN AS KŌRYŪS) WERE THUS STARTED TO DESIGN IN DEC. 1943. THE 1ST BOAT WAS LAID DOWN IN JUNE 1944, COMPLETED IN JAN. 1945. SHE WAS PROVED UTMOST SUCCESS BY THE EXPERIMENTS HELD IN WESTERN INLAND SEA. A GREAT NUMBERS OF THIS TYPE WERE THEN STARTED TO BUILT NOT ONLY BY KURE NAVY YARD, BUT ALSO BY SEVERAL OTHER NAVY YARDS & PRIVATE FIRMS.

THE MIDGET SUBMARINES WERE CALLED IN SEVERAL DIFFERENT NAMES IN ORDER TO KEEP SECRET OF THEIR EXISTENCE & PARTICULARS. THESE ANONYMITIES ARE AS FOLLOWING: (1) A-TARGET (A-HYŌTEKI), (2) A TARGET (KŌ-HYŌTEKI), (3) H-METAL FITTINGS (H-KANAMONO), (4) M-METAL FITTINGS (M-KANAMONO), (5) ① SHIP (MARU-ICHI SHIP; ㊀-GŌ-SEN), (6) ANTI-SUBMARINE BOMBING TARGET (TAISEN BAKUGEKI-HYŌTEKI), (7) MODEL TB (TB-MODEL), (8) MODEL B (B-MODEL), & FINALLY (9) KŌRYŪ FOR TYPE D.

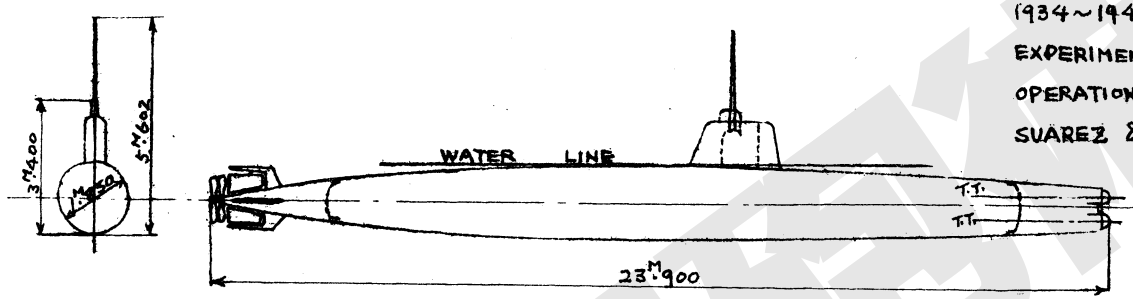
A-TARGETS
(KŌ-HYŌTEKI)
TYPE A (KŌ-GATA)
TYPE C (HEI-GATA)

TYPE A (KŌ-GATA)

L.O.A 23M.900
B 1.850
D 1..850
DISPT. 46 TONS (SUBMERGED)
SPEED 19 KNOTS (〃)

ENGINE NIL (BATTERIES & ELECTRIC MOTOR ONLY.)
RADIUS ABOUT 50 MINUTES AT 19 KNOTS (SUBMERGED)
ARMAMENTS 2 45cm T.T. WITH 2 TORPEDOES.
COMPLEMENTS 2

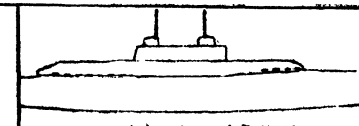
NOTES: ABOUT 62 BOATS WERE BUILT AT KURE BETWEEN 1934~1943. (№1~44, №46~61(?) & 2 EXPERIMENTAL BOATS.) THEY TOOK PART THE OPERATIONS TO PEARL HARBOR, SYDNEY, DIEGO SUAREZ & USED FOR LOCAL DEFENCES IN SOLOMONS. ALEUTIAN ISL. & SOME OTHER PLACES IN PACIFIC. CARRIED BY SEAPLANE TENDERS OF CHITOSE TYPE & IN SOME CASES BY SUBMARINES.

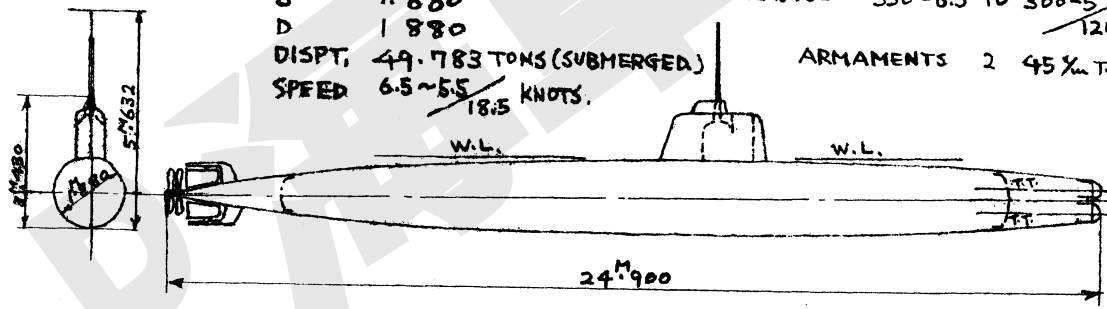


TYPE B (OTSU-GATA)
TYPE C (HEI-GATA)

L.O.A 24M.900
B 1.880
D 1 880
DISPT. 49.783 TONS (SUBMERGED)
SPEED 6.5~5.5/18.5 KNOTS.

ENGINE 1 DIESEL GENERATOR
S.H.P. 40 (GENERATOR)/600 (ELECTRIC MOTOR)
RADIUS 350~6.5 TO 300~5/120~4 MILES-KNOTS.
ARMAMENTS 2 45cm T.T. WITH 2 TORPEDOES.


TRAINING TARGETS



NOTES: THIS TYPE WAS IMPROVED FROM TYPE A IN ENDURANCES & FITTED WITH 1 × 40 HP, 25 KW MOTOR GENERATOR TO CHARGE BATTERIES WITHIN 18 HOURS. DESIGNED FOR LOCAL DEFENCES. SPEED VARIES BY BOATS FROM 6.5 TO 5.5 KNOTS OWING TO THE APPENDAGES SUCH AS GUARDS TO T.T. & ETC. ABOUT 16 BOATS WERE BUILT AT KURE BETWEEN 1942~1945 (№45, №62~76(?)) ONLY 1 BOAT №45, WHICH WAS BUILT EXPERIMENTALLY, WAS CALLED AS TYPE B. ALL OTHERS AS TYPE C. RADIUS OF ACTION IN SUBMERGED CONDITION AT THE TOP SPEED OF 18.5 KNOTS IS 55 MINUTES. COMPLEMENTS 8. THEY WERE USED FOR LOCAL DEFENCES IN PHILIPPINE WATERS (STATIONED AT SEBU & ETC.), OKINAWA & SEVERAL OTHER PARTS. TRANSPORTED CHIEFLY ON BOARD THE 1ST. CLASS TRANSPORTS FOR OVERSEA STATIONS. SOME BOAT HAVE LARGE CONNING TOWER & EQUIPPED WITH 2 PERISCOPES FOR TRAINING PURPOSES.

MIDGET SUBMARINES (SPECIAL ATTACK CRAFTS)

A-TARGETS (KŌ-HYŌTEKI)

KŌRYŪ S (TYPE D) 蚊龍 (TEI-GATA)

KŌRYŪ IS THE NAME SPECIALLY GIVEN TO TYPE D, WHICH MEANS DRAGON WITH SCALES.

L_{OA} 26.M150
B 2.040
D 2.040

DISPT. 59.682 TONS (SUBMERGED CONDT.)

SPEED 8.0/16.0 KNOTS

ARMAMENTS 2 45cm T.T. WITH 2 TORPEDOES.

ENGINE 1, DIESEL GENERATOR

S.H.P 150 (GENERATOR) ~~500~~ (ELECTRIC MOTOR)

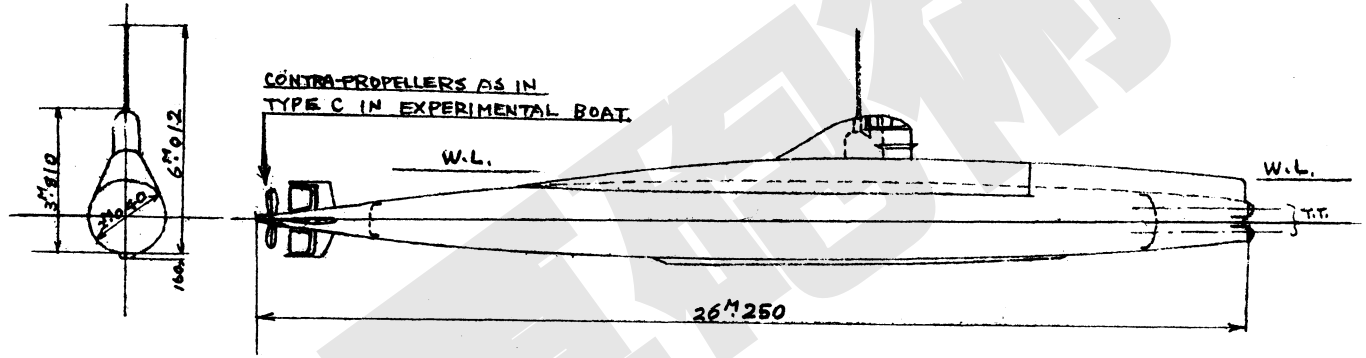
RADIUS. EMERGED CONDT.: 1,000 MILES AT 8 KNOTS

SUBMERGED CONDT.: 40 MINUTES AT 16 KNOTS, AND THEN 50 HOURS AT 2.5 KNOTS.

DEPTH OF SAFETY DIVING. 100M

FUEL 4.5 TONS, HEAVY OIL.

COMPLEMENTS 5



NOTES: THE FIRST & EXPERIMENTAL BOAT OF THIS TYPE WAS LAID DOWN IN JUNE 1944 & COMPLETED IN JAN. 1945. MUCH IMPROVED FROM TYPE C. EQUIPPED WITH 1×150 HP, 100KW MOTOR GENERATOR TO CHARGE BATTERIES IN 8 HOURS. SUBMERGED SPEED WAS DECREASED TO 16 KNOTS OWING TO THE SOMEWHAT INFERIOR CAPACITIES OF BATTERIES. SHE WAS PROVED VERY HANDY BOATS AND MANY BOATS OF THIS TYPE WERE DECIDED TO BE BUILT NOT ONLY AT KURE, BUT ALSO BY SEVERAL NAVY YARDS & PRIVATE WORKS. THEIR CONSTRUCTIONS & PROPELLERS WERE MODIFIED FROM THE EXPERIMENTAL BOAT TO SUIT WITH THE MASS PRODUCTION. ORIGINALLY IT WAS PROJECTED TO COMPLETE 570 BOATS BY THE END OF SEPT. '45. (180 BOATS PER MONTH AFTER SEPT. '45.) BUT THE ACTUAL PRODUCTION WAS MUCH DECREASED OWING TO THE DAMAGES BY BOMBING OF B-29. ONLY ABOUT 110 BOATS WERE COMPLETED & MANY MORE BOATS WERE UNDER CONSTRUCTION AT THE END OF WAR.

BUILDERS: (No BUILT. + No UNDER CONSTRUCTION)					
KURE.	ABOUT 60 + ABOUT 100	MITSUBISHI, NAGASAKI	8 + 69	KAWASAKI	0 + 47
MAIZURU	14 + " 50	" , KŌBE	0 + 17	NIIGATA	0 + ABOUT 12
TAMANO	ABOUT 30 + " 50	" , YOKOHAMA	0 + 32	HARIMA	0 + 39
		YOKOSUKA	6 + ABOUT 50	HITACHI, MUKAIJIMA	2 + ABOUT 30

ORIGINALLY PROJECTED TO COMPLETE 540 BOATS TILL THE END OF SEPT. '45. BUT IN FACT THE PRODUCTION WAS MUCH DELAYED OWING TO THE DAMAGES OF SHOPS BY AIR RAIDS.

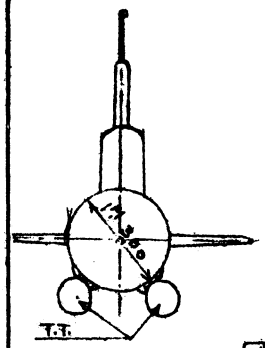
MIDGET SUBMARINES (SPECIAL ATTACK CRAFTS)

KAIRYŪS

海龍

KAIRYŪ MEANS "DRAGON IN SEA."

(FRONT VIEW)



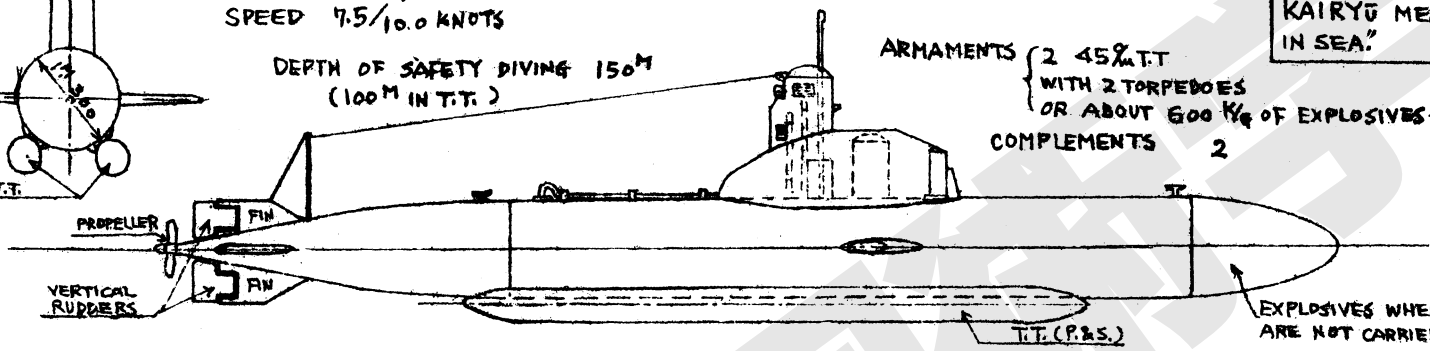
L_{OA} 17.M280
B ABOUT 3.450 (INCL. FINS)
B 1.300 (EXCL. FINS)
D 1.300
DISPT. 19.238/19.268 TONS
SPEED 7.5/10.0 KNOTS

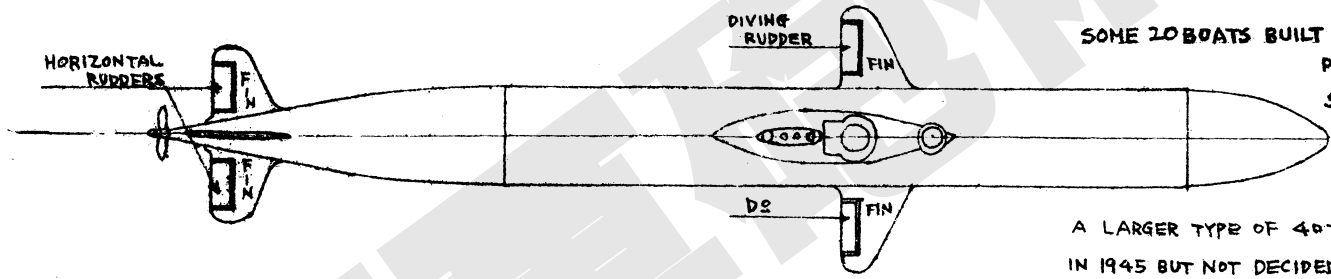
ENGINE 1 ISUZU AUTOMOBILE ENGINE.
S.H.P. { 85 (FULL POWER, 30 MINUTES) OR 65 (CRUISING) / 80 (FULL POWER, 30 MINUTES)
RADIUS 450-5.0/36-3.0 MILES-KNOTS.

DEPTH OF SAFETY DIVING 150M (100M IN T.T.)

ARMAMENTS { 2 45cm T.T WITH 2 TORPEDOES OR ABOUT 600 K/G OF EXPLOSIVES

COMPLEMENTS 2





SOME 20 BOATS BUILT SPECIALLY FOR TRAINING PURPOSES HAVE ENLARGED SURERSTRICTURE WITH 2 PERISCOPES.

A LARGER TYPE OF 40 TONS DISPT. WAS DESIGNED IN 1945 BUT NOT DECIDED TO BUILD.

NOTES: MIDGET SUBMARINE WITH WINGS WAS BUILT EXPERIMENTALLY AT THE ŌURAZAKI WORKS OF THE KURE NAVY YARD IN 1943 & WAS NAMED AS S-METAL FITTINGS (S-KANAMONO). AGAIN IN 1944 AN A-TARGET (TYPE A) WAS FITTED WITH FINS EXPERIMENTALLY. MUCH SMALLER ONE WAS THEN DESIGNED BY AN ENGINEER OFFICER & CONSTRUCTED EXPERIMENTALLY AT THE NAVAL REPAIR SCHOOL (YOKOSUKA) IN 1944. IT WAS CALLED AS SS-METAL FITTINGS. (SS-KANAMONO.) THIS MIDGET SUB. WAS ADOPTED FORMALLY & MANY CRAFTS OF SAME TYPE WERE BUILT IN MASS PRODUCTION SINCE THE BEGINNING OF 1945 NOT ONLY BY THE REPAIR SCHOOL BUT ALSO MANY OTHER YARDS. THEY WERE NAMED AS KAIRYŪS. THE PRODUCTION OF KAIRYUS KEPT PACE WITH THAT OF KŌRYŪS THEY ARE ALMOST SAME TO KŌRYŪ IN THEIR STRATEGICAL PURPOSES, BUT THEY WERE INTENDED TO SERVE MORE LOCALLY OWING TO THE INFERIOR SPEED & RADIUS OF ACTION.

AS THE PRODUCTION OF TORPEDOES COULD NOT SUPPLY ENOUGH WEAPONS TO EACH OF THEM. SOME BOATS WERE FITTED WITH EXPLOSIVES AT THE HEAD OF THE HULL INSTEAD OF HAVING TORPEDO TUBES BELOW HULL. SOME BOATS WHICH WAS UNDER CONSTRUCTION AT THE END OF WAR HAD SOMEWHAT INCREASED LENGTH OF HULL TO MOUNT DIFFERENT TYPES OF ENGINES.

ABOUT 250 BOATS HAD BEEN COMPLETED OR NEARLY COMPLETED UNTIL THE END OF WAR, OF WHICH 207 BY YOKOSUKA. (INCL. 20 TRAINING BOATS.)

BUILDERS. (BUILT + UNDER CONSTRUCTION): YOKOSUKA (207 + ABOUT 30); YOKOHAMA, MITSUBISHI (0+35); URAGA (0+ABOUT 50); HAKODATE (0+41); SAKURAJIMA (0+4); KASADO WORKS, HITACHI S.B.CO (6+2); FUJINAGATA (0+10); ŌSAKA S.B. CO (0+ABOUT 10); INNOSHIMA (0+ABOUT 5); URANOSAKI (0+ABOUT 10) HAYASHIKANE (0+ABOUT 10) & NAVAL REPAIR SCHOOL. ORIGINALLY PROJECTED TO COMPLETE ABOUT 760 BOATS TILL THE END OF SEPT '45 & IN FACT MANY MORE BOATS WERE PREPAIRED TO BE LAID DOWN AT THE VARIOUS YARDS MENTIONED ABOVE.

SPECIAL ATTACK CRAFTS

KAITENS

(HUMAN-TORPEDOES)

回天

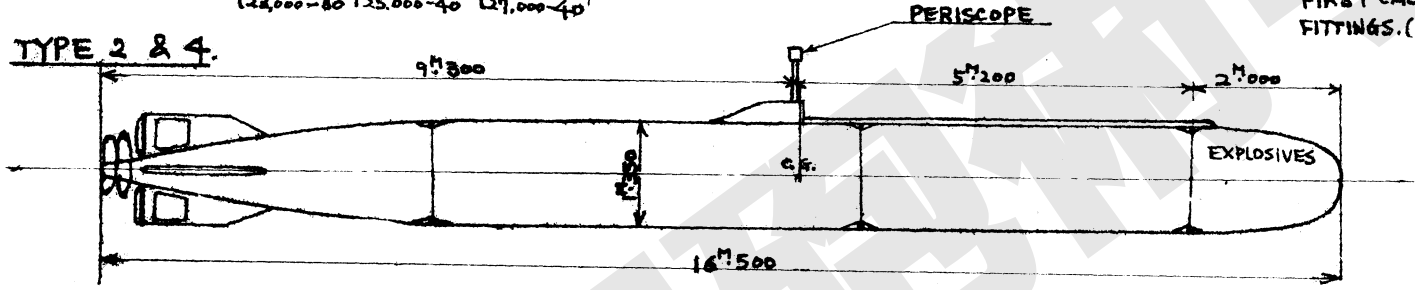
KAITEN MEANS "TREMENDOUS"

	TYPE 1	TYPE 2	TYPE 4
LOA	14M750	16M500	
B	1.000	1.350	
D	1.000	1.350	
d	1.000	1.350	
DISPT.	8.3 TONS	18.370 TONS	18.170 TONS
MAX. SPEED	30 KNOTS	40 KNOTS	40 KNOTS
RADIUS (METER / KNOTS)	78,000-12 43,000-20 22,000-30	83,000-20 50,000-30 25,000-40	62,000-20 38,000-30 27,000-40

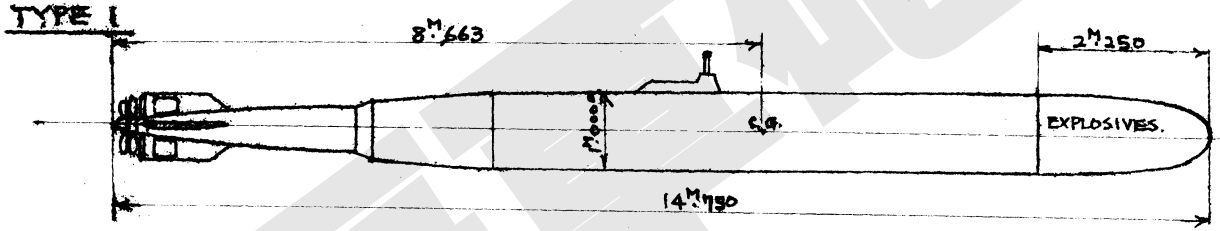
	TYPE 1	TYPE 2	TYPE 4
POWER OR ENGINE	SAME AS TYPE 93 TORPEDO	1 No 6 ENGINE	1 No 6 ENGINE
FUEL	PETROLEUM & OXYGEN.	H_2O_2 (HYDROGEN PEROXIDE.) N_2H_4 (HYDRAZINE.)	PETROLEUM & OXYGEN.
WEIGHT OF EXPLOSIVES. (TONS)	1.550	1.550	1.800
COMPLEMENTS	1	2	2
S.H.P.	550	1,500	1.500

FOR THE PURPOSES OF KEEPING SECRET OF THEIR EXISTENCE & PARTICULARS, THEY WERE AT FIRST CALLED AS ⑥ METAL FITTINGS. (MARU-ROKU KANAMONO)

TYPE 2 & 4.



TYPE 1



NOTES: IN THE SPRING OF 1944 AS THE PROGRESS OF THE BATTLE BECOME GRADUALLY UNFAVOURABLE FOR OUR NAVY A SUICIDE TORPEDO CONTROLLED BY A MAN WAS PROPOSED BY YOUNG OFFICERS OF THE LINE. TYPE 1 OF THE KAITEN WAS THUS DECIDED TO BE BUILT BY KURE NAVY YARD. THIS IS PRACTICALLY LARGE TORPEDO WITH MUCH EXPLOSIVES & WITH AIR CHAMBER & ENGINE OF THE TYPE 93 TORPEDO. A SMALL HATCH WAS PROVIDED UNDER THE HULL, SO THAT THE CREW CAN BE ESCAPED AS SOON AS HE FIX THE HELM JUST BEFORE IT CRASH INTO A TARGET, BUT IN LATER BUILT ONE THIS HATCH WAS ABANDONED & IT BECAME LITERALLY SUICIDE TORPEDO. A LARGER TYPE WITH MORE EXPLOSIVES WAS ALSO DESIGNED. (TYPE 4) AT THE SAME TYPE, NEW TYPE OF ENGINE DRIVING BY PEROXIDE OF HYDROGEN WAS DESIGNED TO REPLACE ORDINARY ENGINE OF TYPE 93 TORPEDO. THE DESIGN, PRODUCTION & EXPERIMENTS OF THIS ENGINE TOGETHER WITH THE PRODUCTION OF H_2O_2 & HYDRAZINE SOLUTION WERE PERFORMED IN DESPERATE EFFORTS. IN THE SPRING OF 1945, ONLY 10 MONTHS FROM ITS START, THE 1ST KAITEN EQUIPPED WITH NEW ENGINE WAS BUILT & PROVED SUCCESS. (TYPE 2) BUT THE LACK OF CAPACITIES TO BUILT MORE TORPEDOES OF TYPE 2 & 4, ONLY LIMITED NUMBERS OF THEM HAD BEEN BUILT UNTIL THE END OF WAR. TYPE 1 WAS BUILT IN GREAT NUMBERS & CARRIED BY SUBMARINES TO ATTACK ENEMY BASES OR FLEET. THEY WERE ALSO INTENDED FOR COASTAL DEFENCES. MORE THAN 400 KAITENS (MAJORITY OF THEM ARE TYPE 1.) HAD BEEN BUILT, MANY MORE WERE UNDER CONSTRUCTION AT THE END OF WAR. (MANY HULLS OF TYPE 2 & 4 HAD BEEN BUILT AT KURE & ETC., BUT OWING TO THE CHANGE OF DESIGN & DELAYED PRODUCTION OF ENGINES THESE HAD BEEN ABOLISHED.)

BUILDERS: KURE, YOKOSUKA & HIKARI NAVY YARDS.

SHINYŌ WAS FIRST CALLED AS ④ BOAT. (MARU-YON-BOATS; ④-TEI)

SPECIAL ATTACK CRAFTS
SHINYŌS 震洋
[SMALL MOTOR BOATS WITH EXPLOSIVES.]

SHINYŌ MEANS "OCEAN VIBRATOR."

SHINYŌS ARE SMALL MOTOR BOATS EQUIPPED WITH AUTOMOBILE ENGINES & EXPLOSIVES, CONTROLLED BY 1~2 MEN TO CRASH INTO ENEMY VESSELS. THEY ARE INTENDED FOR COASTAL DEFENCES. IN THE STRATEGICAL PURPOSES THEY ARE RATHER SIMILAR TO F.L. BOATS (REMOTE CONTROLLED BOATS), WHICH WEBE BUILT IN GERMANY DURING WORLD WAR I. THEY WERE DESIGNED IN 1944. A LARGE NUMBERS OF THESE CRAFTS WERE BUILT BY VARIOUS NAVY YARDS & PRIVATE YARDS INCLUDING SOME MOTOR CAR WORKS. SOME OF THEM WERE SENT TO PHILIPPINES, & TO SOUTHERN AREAS. THEY TOOK PART IN THE BATTLES OF IWŌ ISL. OKINAWA & ETC. BY THE EXPERIENCES IN THESE BATTLES ANTI-BOOM DEVICES WERE ADDED SINCE SPRING OF 1945 AT STEM & PROPELLER TO JUMP OVER BOOMS WHICH WILL BE DROPPED FROM DECK OF THE TARGET. TYPE 5 OF THESE CRAFTS WERE INTENDED FOR LEADERS OF THE DIVISIONS. IN TYPE 5. 1×13㎜ M.G. WAS FITTED, & IN SOME CASES IN ALL TYPES WOODEN ROCKET GUNS (2×12㎝) WITH ONLY 1 PROJECTILE TO EACH OF THEM WERE ADDED. IN SOME BOATS A ROCKET TORPEDO WAS EQUIPPED INSTEAD OF EXPLOSIVES, BUT THIS WEAPONS WERE NOT ADOPTED FORMALLY. (EXPERIMENTS ONLY.) THE DRIVERS SEAT IS ENOUGH AET SO THAT HE CAN ESCAPE FROM SEAT INTO WATER AS SOON AS HE FIX THE HELM JUST BEFORE IT CRASH INTO A TARGET.

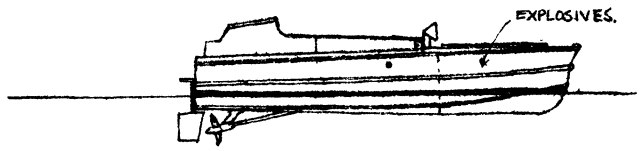
THESE CRAFTS WERE SUPPOSED INFERIOR TO KAITENS IN GETTING CHANCE OF ATTACK OWING TO THEIR SPEED & EXPOSURED AREAS, STILL THEY WERE BUILT IN LARGE NUMBERS UNTIL THE END OF WAR BECAUSE THEY WERE RATHER EASY TO BUILD IN POINTS OF MATERIALS & ENGINES. (ABOUT 400~600 BOATS PER MONTH.)

ABOUT 6,200 BOATS WERE COMPLETED.

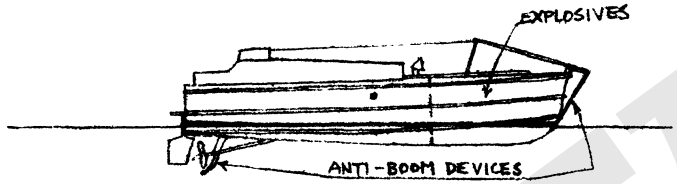
BUILDERS: KURE; MAIZURU; ŌMINATO; TSURUMI & YOKOHAMA WORKS OF NIPPON S.B.CO; KIMURA WORKS; KANAGAWA SHIPS CO; NIPPON SHARYŌ (VEHICLES) CO; NAGASAKI. MITSUBISHI; YOKOHAMA YACHT; KARIYA WORKS OF TOYODA MOTOR CAR CO; NIPPONKAI (JAPAN SEA) DOCK & SEVERAL OTHERS.

ALSO THE №1 (SHANGHAI), №101 (SINGAPORE), №102 (SOERABAYA & JACURTA) NAVAL REPAIR SECTIONS HAD BUILT MANY BOATS OF THIS TYPE. THEY HAVE VARIOUS TYPES OF ENGINES & SPEED VARIES FROM 18~28 KNOTS.

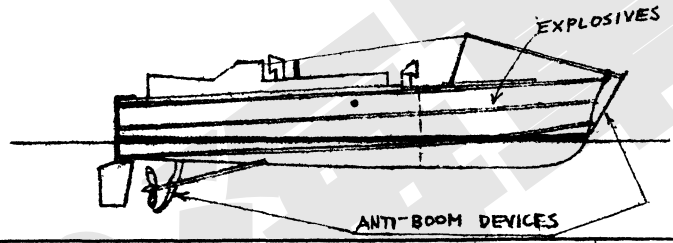
TYPE 1. (IMPROVED №1)



TYPE 1, (IMPROVED №4)



TYPE 5.



ITEMS	TYPE 1.	TYPE 1 IMPRVD №1	TYPE 1 IMPRVD №4	TYPE 5
MATERIAL OF HULL	STEEL OR WOOD	WOOD	WOOD	WOOD
LOA	6.M000	5.M100	5.M400	6.M500
B	1.670	1.670	1.670	1.860
D	0.785	0.785	0.785	0.785
d	0.330	0.330	0.334	0.360
DISPT.	1.350 TONS	1.350 TONS	1.400 TONS	2.150 TONS

ITEMS	TYPE 1	TYPE 1 IMPRVD №1.	TYPE 1. IMPRVD №4	TYPE 5
SPEED.	26 KNOTS	26 KNOTS	20 KNOTS	28 KNOTS
ENGINES.	1 AUTOMOBILE ENGINE			2 AUTOMOBILE ENGINES.
S.H.P.	67	67	62	134
RADIUS OF ACTION (MILES-KNOTS)	105-26 OR 125-18	105-26 OR 125-18	125-20 OR 130-12	115-28 OR 125-18
№OF CREW	1	1	1	2
ARMAMENTS	250 K/G EXPLOSIVES & 2 12㎝ ROCKET GURS WITH 2 SHELLS			250 EXPLSV. 2 12㎝ O.R.G. 1 13㎜ H.G.

AMPHIBIOUS CRAFTS.

SPECIAL TYPE MOTOR BOATS.

[NAIKA-TEI, TOKU-GATA]

MOTOR BOATS, TYPE 2 SPECIAL:

[TOKU 2 SHIKI NAIKA-TEI]

(AMPHIBIAN TANKS)

LOA 7M.500

B 2M.800

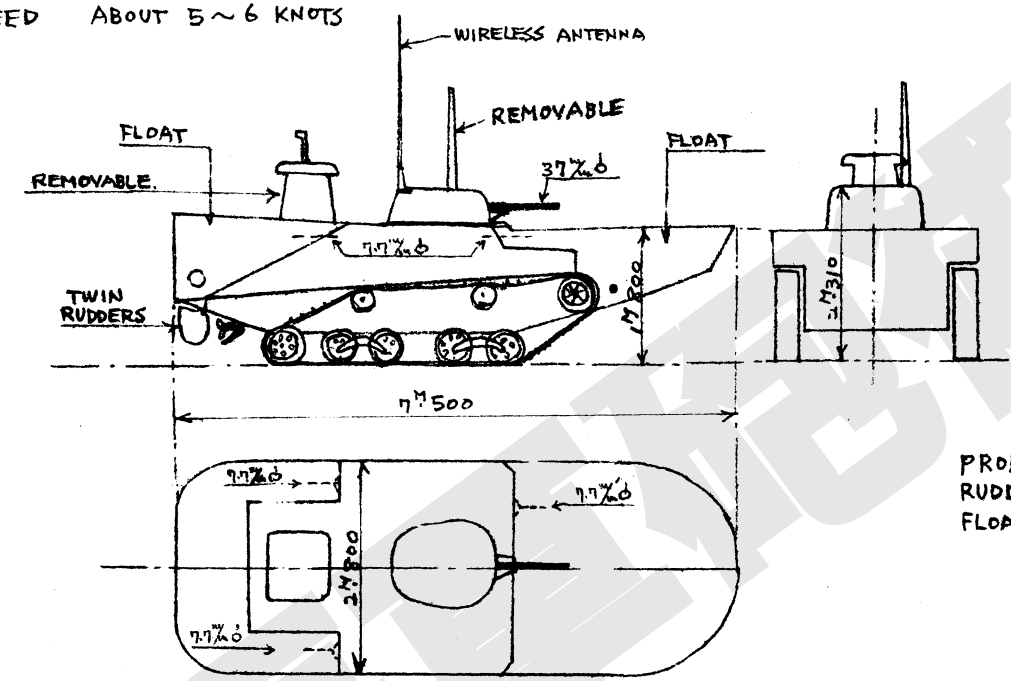
D (FROM BOTTOM OF CATERPILLER TO DECK.) 1.800

DISPT. 12.5 TONS

SPEED ABOUT 5 ~ 6 KNOTS

ENGINES 2 TANK ENGINES

ARMAMENTS { 1 37 m/m ⌀ GUN
3 7.7 m/m ⌀ M.G.



PROPELLERS ---- FIXED
RUDDERS ---- HOISTABLE
FLOATS ------ REMOVABLE

NOTES: THEY WERE THE MOST COMMON AMPHIBIAN TANKS IN THE JAPANESE NAVY. ABOUT 200 ~ 300 OF THIS TYPE WERE SUPPOSED TO HAVE BEEN BUILT. SLIGHTLY PROTECTED SMALL TANKS. THEY WERE SENT TO RABAUL, SAIPAN, PALAU & SEVERAL PLACES IN THE PACIFIC BY THE 2ND CLASS TRANSPORTS & OTHER CARGO SHIPS. SOME OF THEM WERE AT YOKOSUKA & SEVERAL OTHER PLACES IN HOME AT THE END OF WAR.

BUILDER: MITSUBISHI TANK FACTORY.

HP海軍砲術学校

AMPHIBIOUS CRAFTS
SPECIAL TYPE MOTOR BOATS
(NAIKA-TEI, TOKU-GATA)

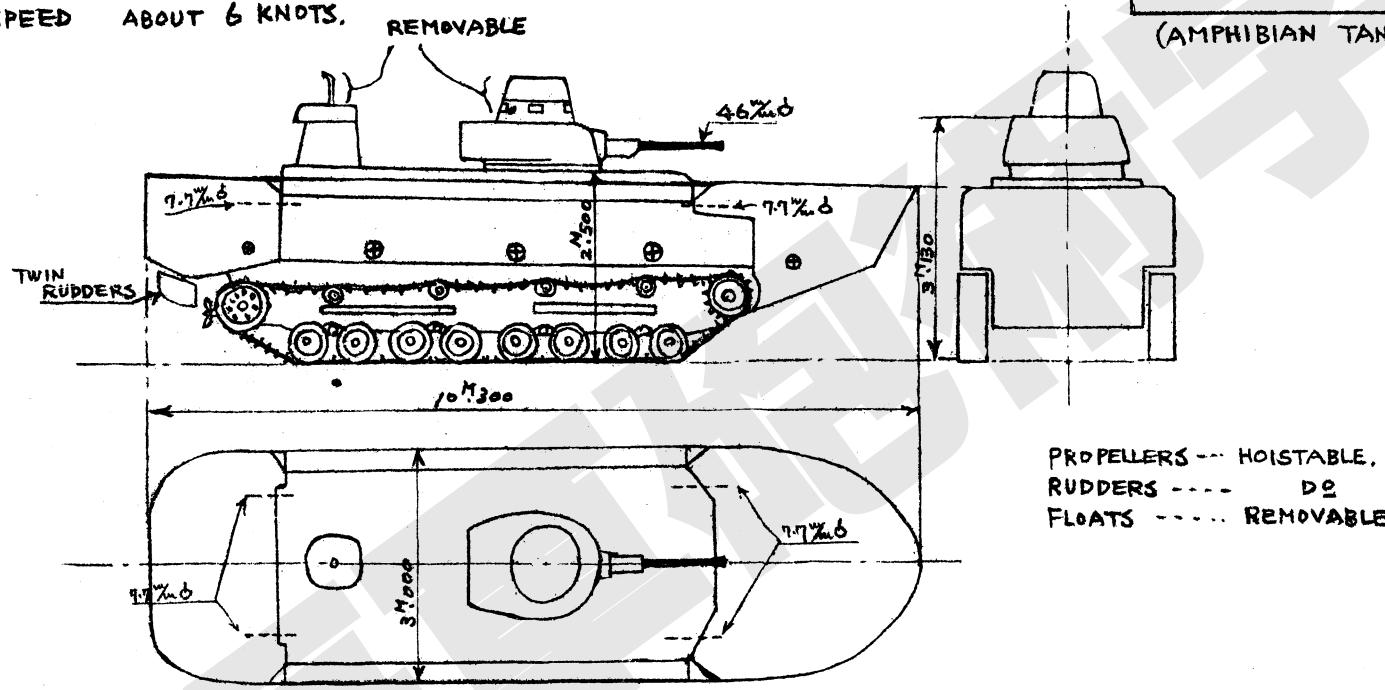
MOTOR BOATS, TYPE 3 SPECIAL:
(TOKU 3 SHIKI NAIKA-TEI)

(AMPHIBIAN TANKS.)

LOA 10M300
B 3.000
D (FROM BOTTOM OF CATERPILLAR TO DECK.
DISPT. 28.3 TONS
SPEED ABOUT 6 KNOTS.

ENGINES 2 TANK ENGINES

ARMAMENTS { 1 46㎜/㎝ GUN
2~4 7.7㎜/㎝ M.G.



PROPELLERS --- HOISTABLE.
RUDDERS ---- DO
FLOATS ----- REMOVABLE

NOTES: THIS TYPE IS MUCH IMPROVED FROM TYPE 2 SPECIAL IN THE NEXT PAGE. PROTECTION(ARMOR) & ARMAMENT WERE MORE EFFECTIVE. THEY ARE DESIGNED TO RESIST WATER PRESSURES & CAN BE CARRIED ON DECK OF SUBMARINE. THE FIRST BOAT WAS COMPLETED IN DEC. 1943. SPECIAL EXPERIMENTS WAS TAKEN PLACE BY MODEL OF THE 2ND CLASS TRANSPORT PREPARED AT NASAKE ISL. NEAR KURE IN JAN. '44. IN ERERY RESPECT THIS TYPE WAS PROVED SUCCESS. BUT THE SHORTAGE OF MATERIALS & ESPECIALY THE CONVERTION OF TANK FACTORIES TO AIROPLANE MANUFACTURING COULD NOT ALLOW TO CONTNUE THE MANUFACTURING OF THESE CRAFTS. ONLY FEW BOATS OF THIS TYPE WERE BUILT AND THEY NEVER USED IN OPERATIONS.

BUILDER: MITSUBISHI TANK FACTORY.

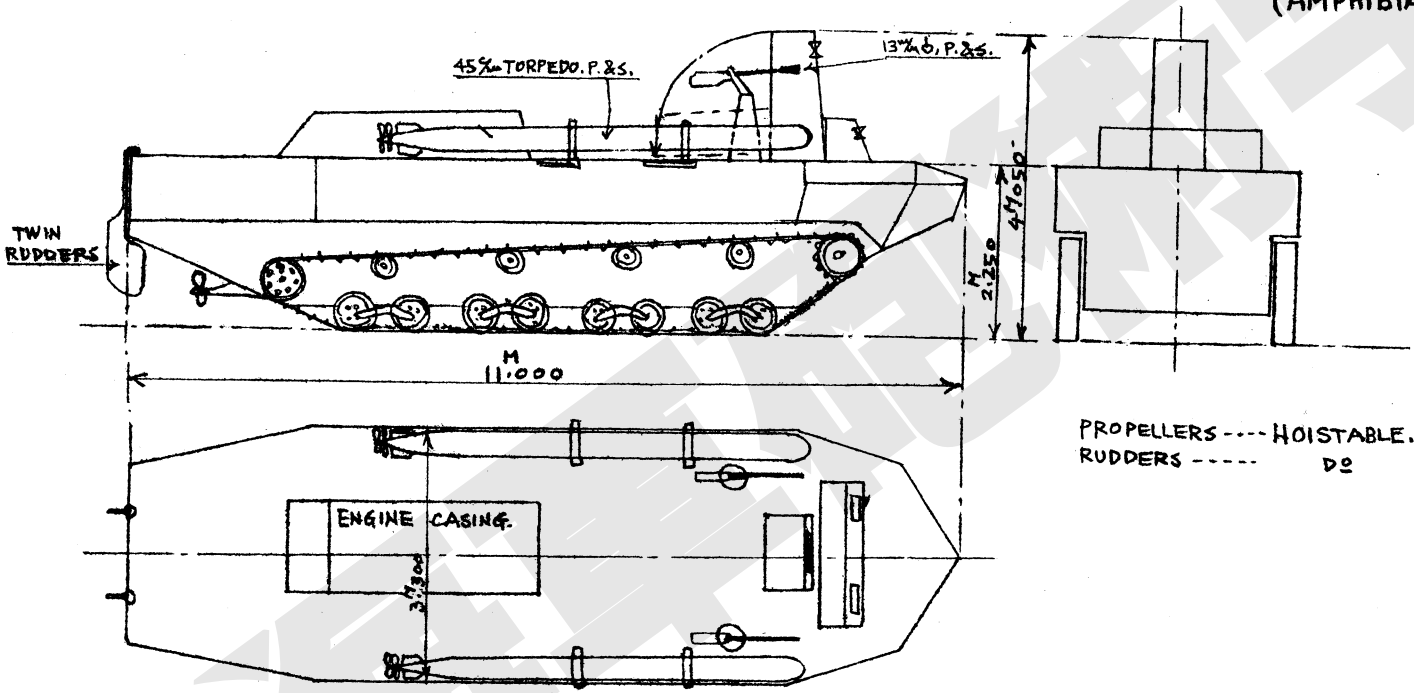
SOME BOATS OF THIS TYPE WERE AT YOKOSUKA & OTHER PLACES AT THE END OF WAR.
(THE DIMENSIONS OF HATCH, GATE & HOLD OF THE 2ND CLASS TRANSPORT WERE DECIDED BY THIS TYPE OF TANKS.)

AMPHIBIOUS CRAFTS
SPECIAL TYPE MOTOR BOATS
[NAIKA-TEI, TOKU-GATA]
MOTOR BOATS, TYPE 4 SPECIAL,
[TOKU 4 SHIKI NAIKA-TEI]

(AMPHIBIAN FREIGHTERS)

L_{OA} 11.000 M
B 3.300
D (FROM BOTTOM OF CATERPILLER TO DECK.) 2.250
DISPT. 19.0 ~ 22.0 TONS
SPEED ABOUT 5 KNOTS

ENGINES 2 TANK ENGINES
ARMAMENTS { 2 13mm/m d. M.G.
2 TORPEDOES WITH DROPPING GEARS.



PROPELLERS ---- HOISTABLE.
RUDDERS ----- DO

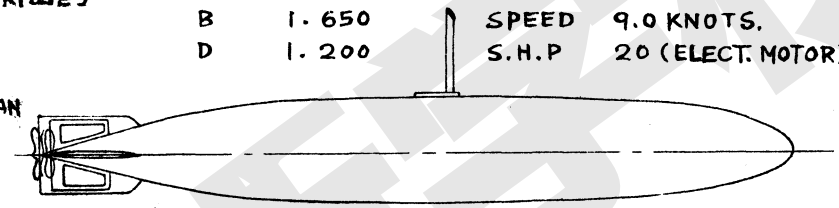
NOTES: BY THE EXPERIENCES OF THE BATTLES OF SOLOMON ISLS. THE AMPHIBIAN FREIGHTERS WERE DESIRED TO BE SHELTERED FROM ATTACKS OF THE ENEMY PLANES BECAUSE THE LOSS OF DAIHATSU CRAFTS WERE VERY HEAVY. THIS TYPE OF SPECIAL CRAFTS WAS THUS DESIGNED TO CARRY ABOUT 10 TONS OF CARGOES. BUT THE LACK OF MATERIALS COULD ONLY BUILD 18 BOATS OF THIS TYPE. BUT BY THE TIME OF THE COMPLETION OF THE 1ST. BOAT DESIGNS WERE ALTERED TO CONVERT THEM AS LOCAL DEFENCE CRAFTS ARMED WITH TORPEDOES. THE EXPERIMENTS WERE TAKEN PLANCE IN MID-MARCH, 1944 NEAR KURE. THEY WERE PROVED UNSUCCESSFUL AS TORPEDO CRAFTS OWING TO THEIR LOW SPEED. THEY WERE NOT USED IN OPERATIONS. ENGINES WERE COVERED BY WATER-TIGHT PRESSURE BOX IN ORDER TO BE CARRIED ON BOARD SUBMARINES.

VARIOUS TYPES OF SMALL SPECIAL CRAFTS

A. SHINKAI (SHINKAI MEANS "SEA VIBRATOR") 震海

DESIGNED IN THE SPRING OF 1944, COMPLETED IN AUG. '44 AT ŌURAZAKI WORKS, KURE NAVY YARD. (ONLY 1 CRAFT FOR EXPERIMENTAL PURPOSE)

LOA	12.M500	DISPT.	ABOUT 11.5 TONS
B	1.650	SPEED	9.0 KNOTS.
D	1.200	S.H.P	20 (ELECT. MOTOR)



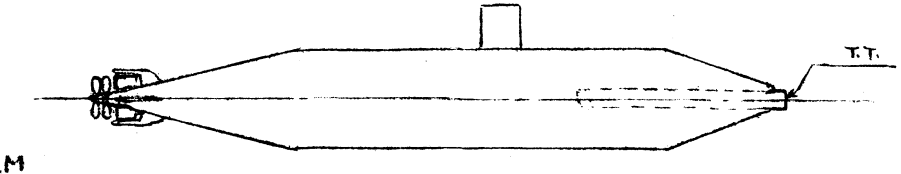
LENGH OVER ALL 12.M5 OVAL SHAPED HULL. (◯-SECTIONED) SPEED ABOUT 9 KNOTS. CREW 2. ABOUT 1.0 TONS EXPLOSIVES AT THE HEAD. INTENDED TO ATTACK VESSELS LYING AT ANCHOR IN AN ATHOLL. DRAFT CAN BE LIGHTENED BY BLOWING TANKS TO ENABLE HER PASSING OVER SHALLOW WATER. CONTROLLED BY ELECTRIC BATTERIES. WAR HEAD (EXPLOSIVES) IS DETACHABLE TO BRING INTO CONTACT WITH THE BOTTOM OF ENEMY SHIP. (AS THE CONTACT MECHANISM BOTH MAGNETIC & SUCKER DEVICES WERE CONSIDERED BUT NOT ACTUALLY CARRIED OUT.) SHE WAS PROVED HUM HANDED & NOT SUCCESSFUL. THOUGH ADOPTED AS SPECIAL ATTACK WEAPON NO SISTERS WERE CONSTRUCTED. THIS EXPERIMENTAL CRAFT WAS ABANDONED AT ŌURAZAKI. HER EXISTENCE AT THE END OF WAR IS UNKNOWN. SHE WAS ORIGINALLY NAMED AS ⑨-METAL FITTINGS. (MARU-KYŪ METAL FITTINGS; ⑨-KANAMONO.)

B. M-METAL FITTINGS. (M-KANAMONO)

SHE IS ALMOST SIMILAR TO MIDGET SUB. OF TYPE C (HEI-GATA, KŌ-HYŌTEKI), BUT WITHOUT T.T. CAN CARRY 4 ACOUSTIC OR MAGNETIC MINES. INTENDED FOR ATTACKING ENEMY BASES. SHE CAN CRAWL OVER THE BOTTOM OF THE SEA. ONLY 1 BOAT WAS BUILT EXPERIMENTALLY AT ŌURAZAKI. NEVER USED IN ACTUAL SERVICE. HER EXISTENCE AT THE END OF WAR IS UNKNOWN.

C. U-METAL FITTINGS. (U-KANAMONO)

ABOUT 14 CRAFTS OF THIS TYPE WERE BUILT AT KURE IN THE SPRING ~ SUMMER OF 1944. FOR LOCAL DEFENCES. ARMED WITH 1 T.T. WITH A TORPEDO. COMPLEMENTS: 2 MEN. THEY WERE DRIVEN BY AIR CHAMBERS OF TORPEDOES ATTACHED AT THEIR STERNS. ONLY 3 KNOTS. VERY LIMITED RADIUS OF ACTION. CAN NOT BE SUBMERGED. (ONLY IMMERSED CONDITION) NO PERISCOPE. CONTROLLED FROM A SMALL CHAMER ERECTED ON HULL. NOT A SINGLE BOAT WAS USED IN PRACTICAL SERVICES. SOME OF THEM WERE SUPPOSED TO BE EXISTING IN KURE AREAS AT THE END OF WAR.



D. S-METAL FITTINGS (S-KANAMONO)

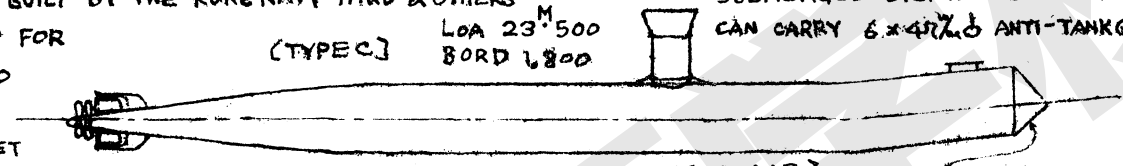
ONLY 1 CRAFT OF THIS TYPE WAS BUILT AT ŌURAZAKI IN 1943~44. SHE IS THE PREDECESSOR OF KAIRYŪS. WITH FINS AT BOTH SIDES OF HULL. NOTHING HAS BEEN HEARD OF HER SINCE 1945.

E. SPECIAL TYPE CARGO CARRYING PIPES. (TOKUGATA UNKA-TŌ OR TOKU UN-TŌ)

TYPE A.B.C:
SUBMERGED DISPT. 43.9 TONS.
CAN CARRY 6×47㎜ ANTI-TANK GUNS.

SOME 50~70 BOATS OF THIS TYPE WERE BUILT BY THE KURE NAVY YARD & OTHERS IN 1942~43. THEY WERE INTENDED FOR SUPPLYING AMMUNITIONS & PROVISIONS TO SOLOMON BASES.

(TYPE C) LOA 23.M500 BORD 1.800



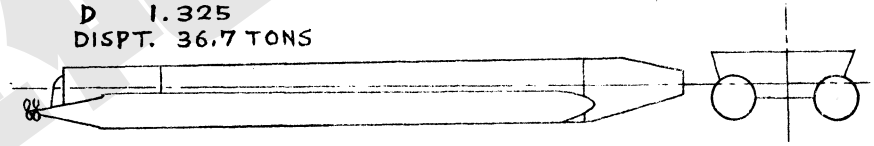
(DRIVEN BY COMPRESSED AIR)

IN APPEARANCE THEY RESEMBLED THE MIDGET SUBMARINES CLOSELY BUT THEY HAD NO ARMAMENTS & WERE DRIVEN BY AIR CHAMBERS OF TORPEDOES. (DIMENSIONS ARE SMALLER THAN MIDGET SUB. OF TYPE A.) LIMITED RADIUS OF ACTION. CONTROLLED BY 1~2 MEN. STEERING WHEEL IS FITTED ON SMALL SUPERSTRUCTURE ON HULL. CANNOT SUBMERGE. (IMMERSED CONDT. ONLY.) THEY WERE TO BE CARRIED ON DECK OF A SUBMARINE TO THE VICINITY OF THE DESTINATION. CARGO CARRYING CAPACITIES WERE ONLY ABOUT 8~10 TONS. SOME OF THEM WERE USED IN SOLOMONS IN SUPPLY OPERATIONS. THEY COULD BE USED ONLY 1 TIME & AFTER UNLOADING CARGOES TO A SHORE THEY WERE ABANDONED & WERE SUNK IN ORDER TO KEEP FROM THE ENEMY THAT A SUPPYING WAS OVER. SEVERAL OF THEM WERE KEPT IN OBSOLETE CONDITION AT ŌURAZAKI AT THE END OF WAR.

F. CANNON CARRYING PIPES. (UNHŌ-TŌ)

LOA 21.M450
B 4.350
D 1.325
DISPT. 36.7 TONS

D/W 15TONS.

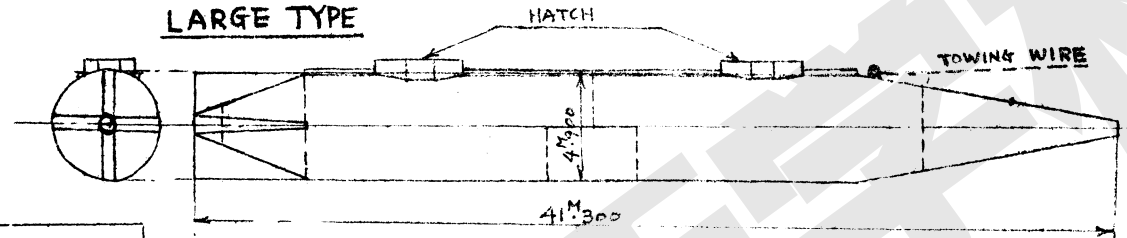


SEVERAL CRAFTS OF THIS TYPE WERE DESIGNED & BUILT BY KURE NAVY YARD AT THE SAME TIME & FOR THE SAME PURPOSES. CAN CARRY 2×20㎝. HEAVY GUNS OR 4×FIELD GUNS. 2 AIR CHAMBERS OF TORPEDOES WERE UTILIZED AS DRIVING DEVICES. BOX-SHAPED RAFT. CARRIED ON BOARD THE 1ST CLASS SUBMARINES. SOME BOATS WERE SENT TO SOLOMONS & JOINED ACTUAL OPERATIONS. CAN BE SHIPPED IN 3 SECTIONS. SEVERAL BOATS WERE EXISTED AT YOKOSUKA, KURE & ETC. AT THE END OF WAR.

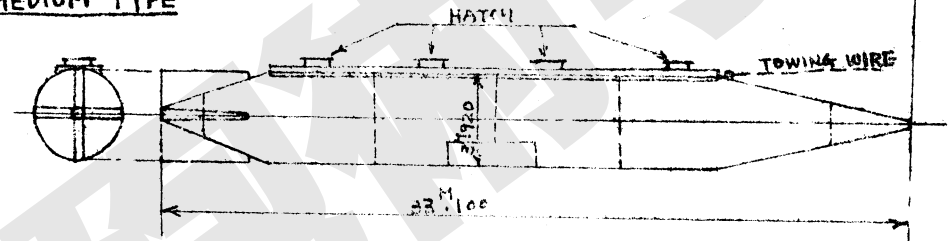
G CARGO CARRYING PIPES. (UNKA-TŌ)

(1) LARGE TYPE
(2) MEDIUM TYPE
(3) SMALL TYPE

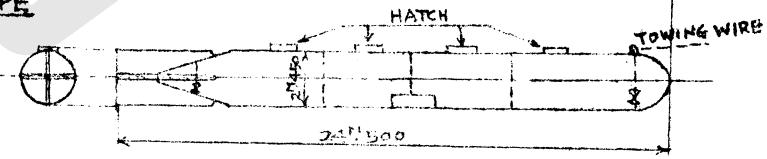
LARGE TYPE



MEDIUM TYPE



SMALL TYPE



	LARGE	MEDIUM	SMALL
LOA	41M300	33M100	24M500
B	4.900	3.920	2.450
D	4.900	3.920	2.450
DISPT.	544 TONS	280 TONS	88.5 TONS
RESERVE BUOYANCY	1.5 TONS	1.2 TONS	1.2 TONS
DEAD WEIGHT	375 TONS	185 TONS	58 TONS
CARGO CAPACITY IN CUBIC METERS	375 CUB.M	185 CUB.M.	58 CUB.M
COLLAPSING DEPTH	120M	150M	55M
PROPELLING DEVICES	NIL		

NOTES: FOR SUPPLYING AMMUNITIONS OR PROVISIONS TO ISLANDS OF THE FIRST LINE ACROSS THE SEA UNDER ENEMY AIR CONTROL, THE SPECIAL TYPE CARGO CARRYING PIPES WERE BUILT IN 1942. BUT THE NEED FOR MUCH LARGER ONE WITH INCREASED CARGO CAPACITIES WAS BECOMING MORE URGENT IN THE SPRING OF 1943. THREE TYPES OF THIS CATEGORIE WERE THUS PROJECTED. THEIR PARTICULARS & PROFILES ARE AS SHOWN ABOVE. 2 CRAFTS OF LARGE TYPE WERE COMPLETED AT KURE IN MAY, '43. (BUILT WITHIN 1 MONTH) THE EXPERIMENTS WERE TAKEN PLACE IN THE INLAND SEA TOWED BY I37 (LARGE SUB.) THE PIPE (THEY WERE COMMONLY KNOWN IN OUR NAVY AS TŌ) COULD SUBMERGE AT THE SPEED HIGHER THAN 3 KNOTS, AND HER WAKE WAS COMPLETELY DISAPPEARED ON THE SURFACE OF SEA AT THE SPEED OF 4~5 KNOTS. (DEPTH OF SUBMERGING ABOUT 30 M; TRIM BY BOW ABOUT 3°) BY THE SUCCESS OF THIS EXPERIMENTS IT WAS TO BE BOUND FOR ALEUTIANS, BUT AS THE JAPANESE FORCES THERE WERE ANNIHILATED, THE PLAN WAS ALTERED & FINALLY THE PYPE №1 WAS TOWED TO RABOUL IN AUTUMN OF '43. FOLLOWING THE LARGE PYPES, SEVERAL UNITS OF MEDIUM & SMALL TYPES, SOME 10~20 IN NUMBER EACH, WERE BUILT BY KURE NAVY YARD IN SUCCESSION. THEY WERE ALSO INTENDED TO BE TOWED BY SUB. SPECIAL TOWING DEVICES INCL. BITTS, GUIDES FOR WIRE & ELECTRICAL DEPTH INDICATER WERE EQUIPPED TO THE TOWING SUBMARINE.
IN EACH TYPE OF PYPES, THERE WERE ADJUSTING TANKS FORE & AFT (FOR TRIM & BUOYANCY.) & THE HULL WAS DIVIDED INTO 4 COMPARTMENTS. (ONLY 2 IN LARGE TYPE.) ALSO AIR RESERVOIRS WERE ACCOMMODATED IN SMALL TYPE. SOME OF THEM WERE USED CHIEFLY IN SOLOMON WATERS. THEY WERE RATHER DIFFICULT IN ADJUSTING RESERVE BUOYANCY & TRIM, ENOUGH TRAINING WAS REQUIRED IN HANDLING THEM. THOUGH COMPLETED, MAJORITY OF THEM HAD BEEN KEPT IDLE IN HOME WATERS. SOME OF THEM WERE AT KURE & OTHER PORTS AT THE END OF WAR.

Lpp	142M.000
LOA	152.700
B (AT U.D.)	19.577
D	12.000 (TO U.D.)
d	7.000
G.T.	9,500 TONS
SPEED	19 KNOTS.
(DISPT.	11,360 TONS IN SETTSU MARU.)

ENGINES	2 TURBINES
BOILERS	4 (3 WATER TUBE BLRS & 1 CYLINDRICAL DONKEY BLR.)
S. H. P.	10,000
ARMAMENT	6~8 75mm OR 100mm H.A. GUNS 2 T.M. SEVERAL 25mm ⊔ & ⌀ M.G. ABOUT 15~20 PLANES (NO PLANES IN TYPE A)

No OF LANDING CRAFTS CARRIED:
14M TYPE (DAIHATSU) × 13
& 17M TYPE (TOKU DAIHATSU) × 12 } 25 BOATS.

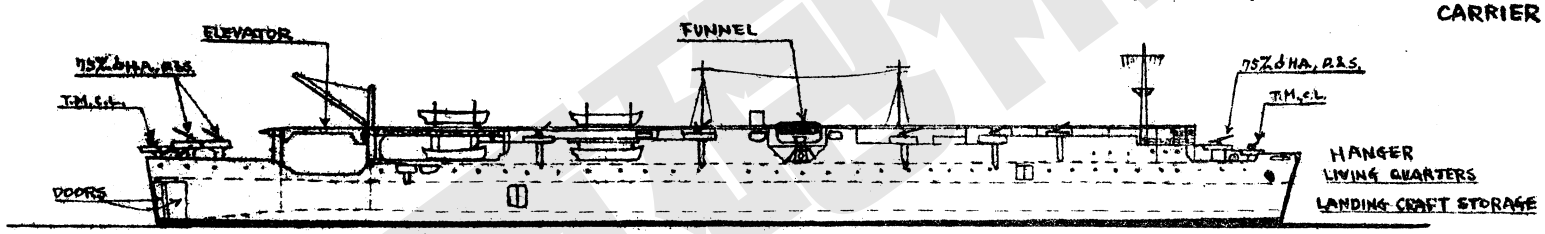
MILITARY SPECIAL SHIPS

M SHIPS

KUMANO MARU (FOR AIRCRAFT & LANDING CRAFT)
SETTSU MARU (FOR LANDING CRAFT)
*HYŪGA MARU (")
*KIBITSU MARU (")
(TOKITSU MARU)

TYPE A (KŌ-GATA): SETTSU, HYŪGA & KIBITSU.
" C (HEI-GATA): KUMANO.

"KUMANO MARU" (TYPE C)
AS AIRCRAFT & LANDING CRAFT CARRIER



NOTES: AS THE SPECIAL SHIP FOR LANDING CRAFT, THE SHINSHŪ MARU WAS BUILT BEFORE WAR AT HARIMA. SEVERAL MORE UNITS OF THE IMPROVED TYPE WERE ALSO COMPLETED BEFORE 1944. IN 1942 FURTHER SEVERAL SHIPS WERE PROJECTED TO BE BUILT FOR THE ARMY AS WARTIME SPECIAL TYPE STANDARD VESSELS UNDER CONTROL OF NAVAL TECHNICAL DEPARTMENT. THEY WERE CALLED AS M SHIPS. 3RD SHIP OF THIS TYPE, THE KUMANO MARU IS A AIRCRAFT & LANDING CRAFT CARRIER. FLYING DECK WAS FITTED. UPPER HOLD WAS INTENDED FOR PLANES & LOWER HOLD FOR LANDING CRAFTS. (DAIHATSU BOATS.) LANDING CRAFTS COULD BE LAUNCHED ON RAILS FITTED ON THE 2ND DECK THROUGH HINGED GATE AT STERN. IN APPEARANCE SHE IS RATHER SIMILAR TO THE NAVAL AIRCRAFT CARRIER KAIYŌ.

KUMANO MARU. BUILT BY INNOSHIMA. COMPLETED, 31/3/'45. REPATRIATION SERVICE AFTER WAR BY CIVILIAN MERCHANT MARINE COMMITTEE. TO BE USED AS BREAKWATER AT HACHIJŌ ISL. (OFF TOKYŌ BAY.)

SETTSU MARU BUILT BY INNOSHIMA. COMPLETED, 15/1/'45 CONVERTED TO CARGO SHIP (COAL BURNING) JUST AFTER HER COMPLETION. USED AS REPATRIATION SHIP AFTER WAR. SPEED REDUCED TO 12 KNOTS WITH 2,700 H.P.

*HYŪGA MARU. BUILT BY INNOSHIMA. COMPLETED 15/11/'44. AGROUNDED & SET ON FIRE OUTSIDE HAKATA HARBOR, 30/5/'45.

*KIBITSU MARU " " " . " , 29/12/'43, AGROUNDED NEAR KŌBE IN 1945.

(TOKITSU MARU) " " " . LAID DOWN, 19/10/'44. WORK STOPPED ON THE STOCKS IN MARCH. '45. LAUNCHED, 2/5/'46.

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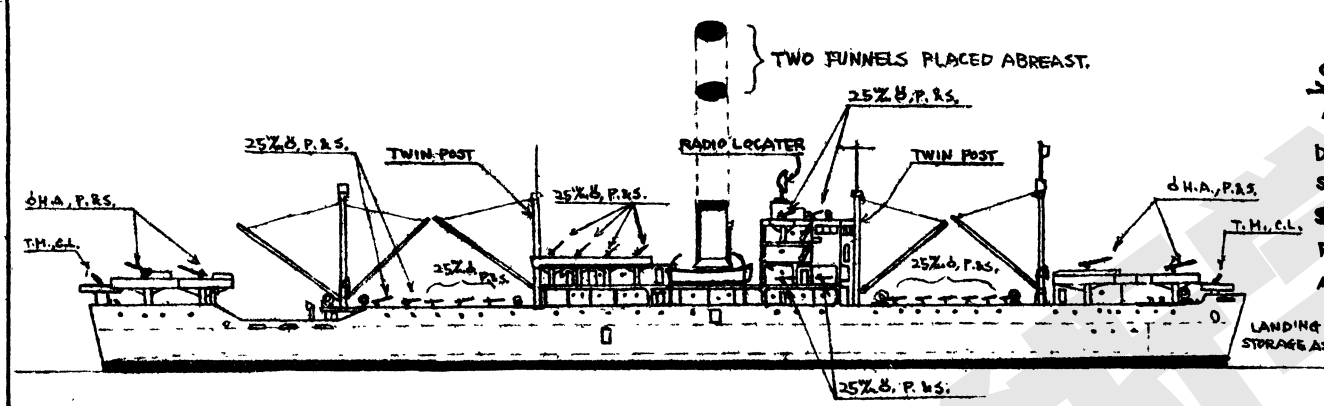
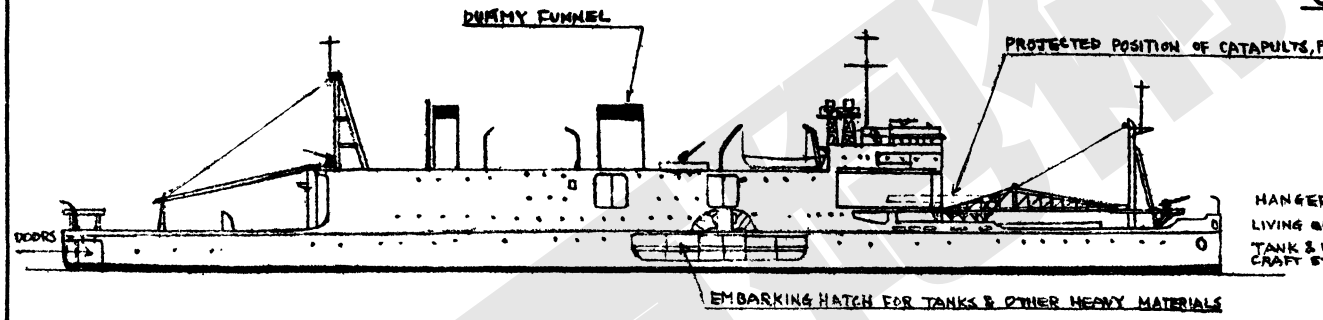


SETTSU MARU (TYPE A)

AS CARGO SHIP

DIMENSIONS	AS IN PREVIOUS PAGE.
SPEED	12 KNOTS
S.H.P.	2,700
FUEL	COAL
ARMAMENTS	8 75%ö H.A. GUNS. 20 25%ö M.G. 20 " ö " 2 T.M.

LANDING CRAFT STORAGE AS TWEEN DK. CARGO SPACE.

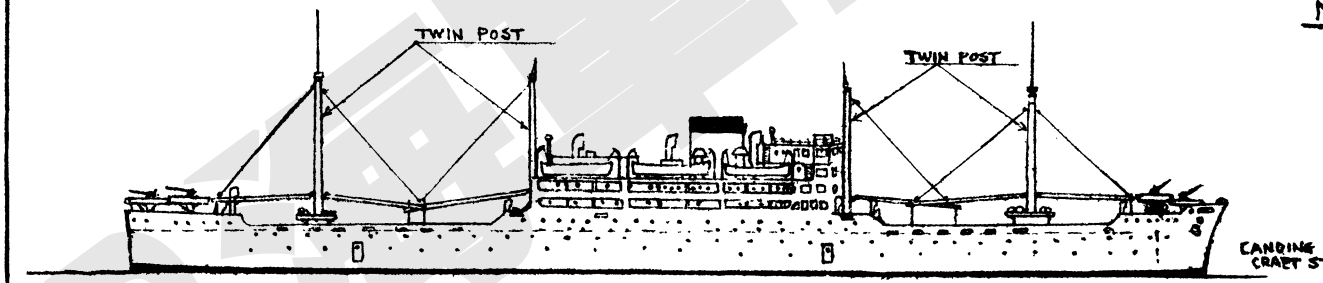


SHINSHŪ MARU (TYPE MT)

Lpp	150.000 M
B	22.000
D	12.000
G.T.	8,160
SPEED	19 KNOTS, 2 TURBINES,

HANGER
LIVING QUARTERS
TANK & LANDING CRAFT STORAGE

ARMAMENTS 5~8 75%ö GUNS
- SEVERAL ö M.G.
- ABOUT 20 PLANES
- ABOUT 20 LANDING CRAFTS.



MAYASAN MARU

Lpp	140.000 M
B	19.000
D	11.800
d FULL	7.046
G.T.	9,433 (DISP. 11,910 TONS, D.W. 4,617 TONS)
ENGINES	2 DIESELS.
S.H.P.	10,800
SPEED	20.8 KNOTS.

LANDING CRAFT STORAGE

ARMAMENTS
- SEVERAL 75%ö GUNS
- " 20% ö M.G.
- ABOUT 20 LANDING CRAFTS.

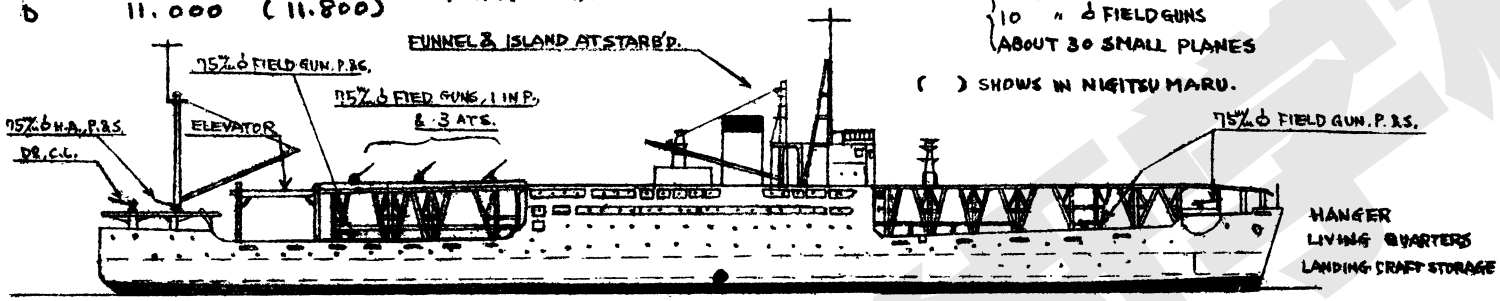
NOTES: SHINSHŪ MARU : BUILT BY HARIMA IN ABOUT 1934~1935. THE FIRST MILITARY SPECIAL SHIP FOR LANDING OPERATIONS. SHE WAS QUITE WARSHIP TYPE IN APPEARANCE, EXCEPT STEM & RUDDER. ORIGINALLY DESIGNED AS AIRCRAFT & LANDING CRAFT CARRIER. AIRCRAFT HANGER IN SUPPERSTRUCTURE WITH 2 CATAPULTS AT EACH SIDE OF BRIDGE. (ACTUALLY CATAPULTS WERE NOT FITTED.) LANDING CRAFT (DAI-HATSU) STORAGE AT TWEEN DECK SPACE WITH LARGE HATCH & HEAVY CRANE AT BOW, EMBARKING HATCHES AT EACH SIDE AT MIDSHIP, DOORS AT STERN WHICH CAN DISEMBARK FULLY LOADED LANDING CRAFTS. HER EXISTENCE WAS VERY SEVERELY KEPT SECRET. VERY BAD IN STABILITY. BALLASTS LOADED. PROTECTED LONGITUDINAL BHD FOR TORPEDO PROTECTION FITTED AT MAIZURU NAVY YARD. SHE WAS USED IN SEVERAL LANDING OPERATIONS DURING SINO-JAPANESE CONFLICT. FOR CAMOUFLAGING

AKITSU MARU

L_{pp} 152.M000 (140.M000) G.T. 9,191 TONS (9,547) SPEED 20 KNOTS
B 19.000 (19.000) ENGINES 2 TURBINES
D 11.000 (11.800) N.H.P. 7,100

ARMAMENTS { 2 75㎜ H.A.GUNS
10 〃 FIELD GUNS
ABOUT 30 SMALL PLANES

( ) SHOWS IN NIGITSU MARU.



PURPOSE, A DUMMY FUNNEL WAS FITTED TO DISGUISE AS NAVAL SUB. DEPOT SHIP TAIGEI. BUT THE DUMMY FUNNEL WAS REMOVED IN THE WAR. SHE TOOK PART IN THE LANDING OPERATION OF BANTAM BAY, JAVA, 1/3/'42, TORPEDOES & SUNK. REFLOATED & AFTER TEMPORARY REPAIRS AT SINGAPORE SHE CAME BACK HOME IN 1943. SHE SUNK OFF TAKAO, FORMOSA, 3/1/'44.
SHE WAS SOMETIMES CALLED AS RYUJŌ MARU OR FUSŌ MARU FOR KEEPING THE SECRETS ABOUT HER EXISTENCE & TOTAL NUMERS OF THE SPECIAL CRAFTS.

MAYASAN MARU TYPE: 2 SHIPS OF THIS TYPE MAYASAN MARU & TAMATSU MARU WERE LAID DOWN AT TAMANO IN FEB. 1941 & OCT. 1942, COMPLETED IN DEC. 1942 & JAN. 1944 RESPECTIVELY. THEY BELONGED TO MITSUI LINE & O.S.K., FITTED AS LANDING CRAFT CARRIERS, THEY WERE INTENDED TO SERVE AS CIVILIAN CARGO SHIPS IN PEACE TIME. IN APPEARANCE ALMOST SIMILAR TO ORDINARY CARGO SHIPS.

MAYASAN MARU SUNK IN EAST CHINA SEA, 17/11/'44.
TAMATSU MARU 〃 " SOUTH 〃 〃 (OFF NORTHERN LUZON), BY SUB., 19/8/'44.

ONE MORE SHIP OF THIS CATEGORY WITH LESS DIMENSIONS (L_{pp} 121.M950, B 16.M000, D 10.M100, TURBINE, 17.5 KNOTS) WAS BUILT BY URAGA. SHE WAS NAMED AS TAKATSU MARU (BELONGED TO YAMASHITA STEAMSHIP CO.), COMPLETED IN JAN. 1944. SUNK BY BOMBING AT ORMOC BAY, LEYTE, 10/11/'44.

AKITSU MARU TYPE: 2 SHIPS OF THIS TYPE, AKITSU MARU & NIGITSU MARU WERE LAID DOWN AT HARIMA IN NOV. 1939 & JUNE 1941, COMPLETED IN JAN. 1942 & MARCH 1943 RESPECTIVELY. THEY BELONGED TO NIPPON KAIUN CO. ORIGINALLY DESIGNED AS LANDING CRAFT CARRIER IN CARGO SHIP TYPE, BUT FLYING OFF DECK FITTED. FUNNEL PLACED ON DECK AT STARBOARD SIDE. AKITSU MARU WAS PROJECTED TO RECONSTRUCT IN MAY '44. FLYING DECK TO BE ALTERED & DERRICK POST AT STERN TO BE REMOVED, SO AS TO LAND PLANES. ARMAMENTS ALSO TO BE ALTERED TO CARRY 3 × 75㎜ H.A. GUNS, 4 × 75㎜ FIELD GUNS & 8 × 20㎜ M.G. & 60 D.C. IN SPECIAL CASES 8 × MEDIUM-SIZED PLANES COULD BE CARRIED

AKITSU MARU SUNK BY SUB. IN KOREAN STRAIT, 17/11/'44.
NIGITSU MARU 〃 〃 〃, OFF RASA ISL., 12/1/'44.

MILITARY SPECIAL SHIPS

ES SHIPS

S.S. No 1 TYPE:

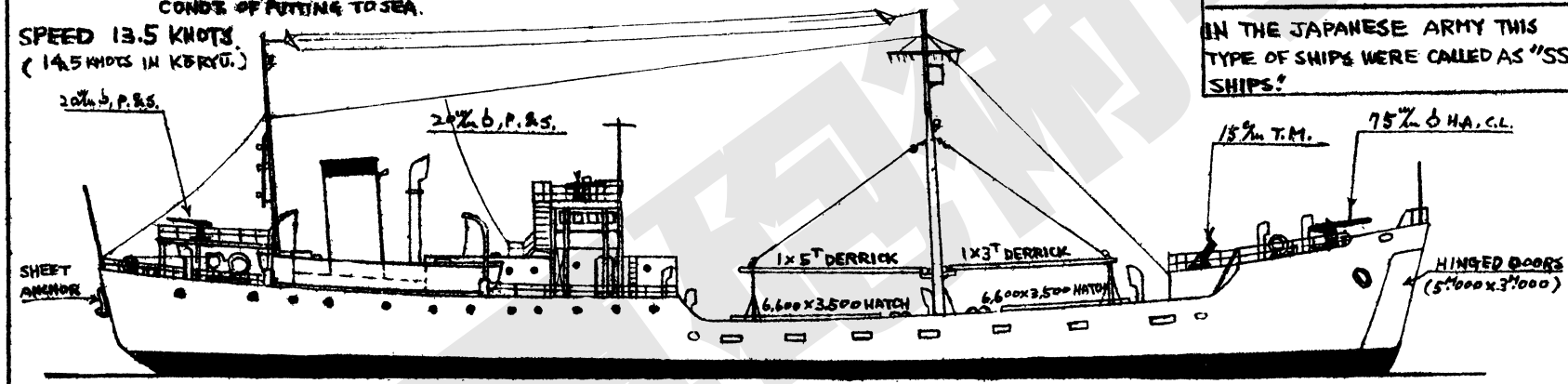
KŌRYŪ MARU, BANRYŪ MARU, S.S. No 7, 12, *13, *16, 18, 19, 20, 21, *23 & OTHERS.

IN THE JAPANESE ARMY THIS TYPE OF SHIPS WERE CALLED AS "SS SHIPS."

L_{pp}	59.000 (L_{oa} 63.020)	ENGINES	2. DIESELS
B	9.600	S.H.P.	1,100
D	4.600		
d_{FULL}	4.000 (4.237 IN BANRYŪ MARU)	ARMAMENTS	1 75 m/m ϕ H.A. GUN 1 15 c/m T.M. 4 20 m/m ϕ M.G. 4 7.7 m/m ϕ " SEVERAL D.C.
d_{LIGHT}	2.800		
D.W.	630 TONS (783.7T IN BANRYŪ)		
G.T.	730 TONS (780T IN BANRYŪ, 641T IN KŌRYŪ.)		
DISPT.	948 TONS AT THE CONDT. OF PUTTING TO SEA.		

THE 20 m/m ϕ M.G. WERE SUBSTITUTED BY SEVERAL 25 m/m ϕ M.G. IN THE LATER VESSELS.

SPEED 13.5 KNOTS (14.5 KNOTS IN KŌRYŪ.)



SOME BOATS WHICH COMPLETED LATER OR UNDER CONSTRUCTION AT THE END OF WAR HAVE MUCH SIMPLIFIED HULLS WITH NO SHEER, NO CAMBER & WITH FLAT STERNS.

NOTES: THIS TYPE OF SPECIAL LANDING CRAFTS IS PRACTICALLY JAPANESE EDITION OF L.S.T., DESIGNED TO CARRY TANKS, MOTOR VEHICLES & SOLDIERS TO SAND BEACH, RUNNING ARGOUND & OPENING THE HINGED GATE AT BOW. THEY WERE ALSO INTENDED TO SERVE AS NORMAL COASTAL CARGO BOATS IN TIME OF PEACE. THEIR APPEARANCE IS VERY CLOSELY RESEMBLED TO ORDINARY CARGO BOATS OF AFT ENGINE TIPE OR OCEAN-GOING DIESEL TRAWLERS, EXPECTING TO HIDE THEIR SPECIAL DUTIES. HINGED DOORS AT BOW OPENED, SLIDING FRAME-WORK-FLAT MOVING FOREWARD, MAKING BRIDGE FOR TANKS, THE TANKS CAN LAND BY THEIR OWN POWER ON BEACH. CAN CARRY 4×15 TON MEDIUM TANKS (TYPE 97), 1×MOTOR TRUCK & 170 ARMY SOLDIERS. (TANKS & TRUCK IN HOLD, SOLDIERS AT EACH SIDE OF HOLD.) 2×CARGO HATCHES (6.600×3.500 EACH), DERRICKS OF 3T & 5T FITTED. THEIR HULLS STRENGTHENED FOR ICE-BREAKING. BOTTOM PLATINGS AT BOW ARE 12 m/m IN THICKNESS. AT THE EXPERIMENT HELD IN NORTHERN WATERS IN 1943, A SHIP OF THIS TYPE COULD NAVIGATE IN ICY WATERS (THICKNESS OF ICL ABOUT 50~60 m/m) IN 5~6 HOURS. ACCOMMODATED WITH STEAM HEATER AT HOLD. RADIUS OF ACTION IS 2,000 MILES AT 12 KNOTS.

THE 1ST SHIP (EXPERIMENTAL SHIP) KŌRYŪ MARU" & 2ND SHIP "BANRYŪ MARU" WERE COMPLETED BY HARIMA 10/4/'42 & 31/7/'43 RESPECTIVELY. (KŌRYŪ MARU IS SMALLER) OTHER BOATS WERE BUILT UNDER CONTROL OF NAVY AS WARTIME STANDARD SHIPS, & CALLED AS "ES" SHIPS THOUGH THEY WERE COMMONLY CALLED BY ARMY AS "SS" SHIPS. ABOUT 23~25 BOATS COMPLETED. SEVERAL BOATS NOT COMPLETED OR SCRAPPED DURING WAR.

KŌRYŪ MARU — BUILT BY HARIMA AS EXPERIMENTAL SHIP. } THE EXISTENCE & CONDITIONS AT THE END OF WAR UNKNOWN.
BANRYŪ MARU — 〃 〃 〃 IN JULY, '43. } IT IS SUPPOSED THAT THEY WERE RENAMED & CONTAINED BELOW MENTIONED.

S.S. Nº 7. (KIDŌ 7-GŌ TEI), 12, 18, 19 — USED AS REPATRIATION SHIPS AFTER WAR BY CIVILIAN MERCHANT MARINE COMMITTEE. TRANSFERRED TO THE 2ND DEMOBILIZATION BUREAU IN DEC. 1946. NOW LAID UP RESERVE AT SASEBO.

*Nº 13 — DISABLED & AGROUNDED AT MOJI SINCE THE END OF WAR.

*Nº 16 — SUNK AT YOSHIMI, NEAR SHIMONOSEKI. NOW AT MOJI DISABLED.

Nº 20 — AGROUNDED NEAR SHŌDO-JIMA, INLAND SEA, 20/5/'45. SUNK BY STORM, 17/9/'45, WHEN SHE WAS UNDER REPAIRS AT HARIMA. REFLOATED & CONVERTED AS CARGO SHIP. ENGINES REPLACED BY RECIPRO. (COAL BURNING.) COMPLETED IN JULY, 1946. NOW AT HARIMA, KEPT BY THE SAID COMPANY.

Nº 21 — SUNK BY BOMBING AT ŌSAKA, 1/6/'45. REFLOATED TO SERVE AS CARGO SHIP. NOW KEPT AT ŌSAKA BY SANKŌ STEAMSHIP CO.

*Nº 23 — SUNK BY BOMBING AT THE COAST OF ASAMUSHI, NEAR AOMORI, 8/8/'45.

1 BOAT (NAME NOT GIVEN) — COMPLETED AT SANKŌ, ŌSAKA, 15/4/'45. DOORS & SPECIAL GEARS AT BOW NOT FITTED. USED AS NORMAL CARGO SHIP BY ARMY.

(Dº) (Dº) — LAID DOWN AT ŌHARA, ŌSAKA, 10/3/'44. NOT LAUNCHED, DAMAGED BY BOMBING.

Dº (Dº) — LAID DOWN AT KOWLOON, HONGKONG, JAN. '44. COMPLETED, JAN. 45 USED AS LOCAL TRANSPORT. CONDITION AT THE END OF WAR IS UNCERTAIN.

(3 BOATS) — LAID DOWN AT KOWLOON. NOT COMPLETED.

(1 BOAT) — BUILT BY SANKŌ S.B. CO., ŌSAKA. (LAID DOWN 5/6/'44, LAUNCHED IN NOV. '44.) BOMBED & DAMAGED, 1/6/'45. UNDER REPAIRS AT FUJINAGATA AT THE END OF WAR.

*Nº 11 — EXISTENCE & PRESENT CONDITION UNKNOWN.

*1 BOAT (NAME UNKNOWN) — SUNK AT SHIRANOE, NEAR MOJI. SUPPOSED THAT SHE IS Nº 11 ABOVE MENTIONED. (?)

WAR LOSSES:

Nº 1 (SUNK BY BOMB. AT LINGAYEN, 13/1/'45.)
Nº 2 (〃 〃 〃 AT SEBU ISL., 13/9/'44.)
Nº 3 (〃 〃 SUB. OFF MANOKOUWARI, NEW GUINEA, 27/3/'44.)
Nº 4 (SUNK IN PHILIPPINE WATERS.)
Nº 5. (〃 BY BOMB. NEAR MASUBATE ISL., PHILIPPINE, 30/11/'44.)
Nº 6 (〃 〃 〃 . 〃 MINDORO ISL., 〃 , 4/12/'44.)
Nº 8 (SUNK IN SOUTHERN AREAS.)
Nº 9 (〃 BY BOMB. NEAR MINDORO ISL., PHILIPPINE, 4/12/'44.)
Nº 10 (SUNK IN SOUTHERN AREAS.)
Nº 14 (〃 〃 〃 〃 .)
Nº 15 (〃 〃 〃 〃 .)
Nº 17 (SUNK BY BOMB. PERHAPS OFF DAIREN, 5/6/'45.)

BUILDERS: HARIMA (2); URABE (3); AMAGASAKI S.B.CO, ŌSAKA, (5); SANKŌ S.B. CO, ŌSAKA (6 COMPLETED, 1 UNDER FITTING OUT AT FUJINAGATA.); FUJINAGATA (4), HONGKONG (1 COMPLETED, 3 NOT COMPLETED.); ŌHARA (1 BOAT LAID DOWN BUT NOT COMPLETED.)

MILITARY SPECIAL SHIPS

SB BOATS

(S.B.-SEN)

SB No 101 TYPE

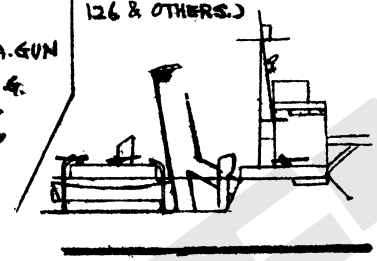
No 101, 102, 103, 104, 105, 106, 108, 109, 110, 111, 112, 114, 116, 117, 119, 121, 122, 124, 125, 126, (127), (128), *107, *113.

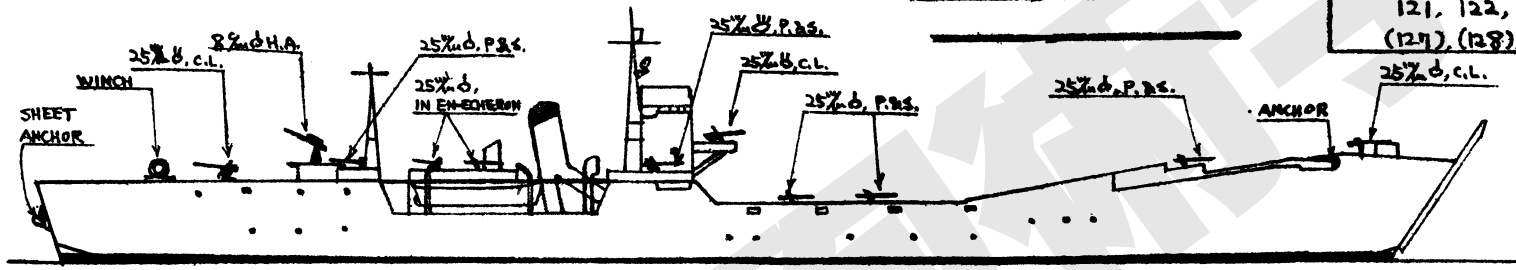
Lpp	72.M000
LWL	75.000
B	9.100
d	3.130
DISPT.	1,129 TONS
SPEED	16 KNOTS

ENGINE	1 TURBINE
BOILERS	2
S.H.P.	2,500

ARMAMENTS
- 1 8%ω ♂ H.A. GUN
- 2 25%ω ♂ M.G.
- 2 " ♂ "
- 11 " ♂ "
- 12 D.C.

SOME BOATS HAD BEEN CONVERTED TO COAL BURNING AND FUNNELS WERE TALLERED AS BELOW. (No 101, 105, 108, 113, 126 & OTHERS.)





NOTES: THEY ARE QUITE SIMILAR TO THE 2ND CLASS TRANSPORTS, No 101 TYPE. GENENAL NOTES ARE DESCRIBED IN PAGES OF THE NAVAL VESSELS. 26 BOATS DELIVERED TO ARMY, OF WHICH 6 WERE RETURNED TO THE NAVY AGAIN. SOME BOATS SERVED IN PHILIPPINE WATERS, BUT MAJORITY OF THEM WERE ENGAGED IN COASTAL SERVICE BETWEEN YOKOHAMA TO IZU ISLS, HAKATA TO FUSAN OB ISLS, IN KOREAN CHANNEL & ETC. ONLY USED IN TRANSPORTING SOLDIERS, CEMENT, AMMUNITIONS & ETC. TANKS WERE ACTUALLY NOT CARRIED BY THEM. OWING TO THE INSUFFICIENT SKILL OF THE MILITARY CREWS THEY COULD SELDOM ACT IN THE FRONT LINE.

SB No 109, 114 REPATRIATION SERVICE BY CIVILIAN MERCHANT MARINE COMMITTEE AFTER WAR. TRANSFERRED TO THE 2ND DEMOBILIZATION BUREAU AS LAID UP RESERVE SHIPS AT SASEBO, 26/12/'46.

No 101, 103, 104, 105, 106, 108, 110, 111, 116, 117, 119, 121, 122, 124, 126. TRANSFERRED AFTER WAR TO C.M.M.C. AS REPATRIAT. SHIPS, BUT NOT USED & NOW KEPT BY 2ND DEMOBILIZATION BUREAU. No 101 (LAID UP RESERVE AT KURE), 103 (MOJI), 104 (KOKURA), 105 (MOJI), 106 (KAGOSHIMA), 108 (KURE), 110 (BOILER BURST OUT & DISABLED IN OCT. 1945. SINCE THEN AT HAKATA), 111 (WESTERN MAIZURU BAY), 116 (HAKATA), 117 (HAKATA), 119 (W. MAIZURU), 121 (NANAO, ISHIKAWA PREF.), 122 (W. MAIZURU), 124 (W. MAIZURU), 126 (AT INNOSHIMA SINCE THE END OF WAR. NOW AT KURE.)

No 102 TRANSFERRED TO MINISTRY OF TRANSPORTATION AFTER WAR. PRESENT LOCATION UNKNOWN.

* No 107 SUNK OFF NORTHERN TSUSHIMA IN MARCH '45.

No 112 AT MUKAIJIMA UNDER REPAIRS AT THE END OF WAR. PRESENT CONDITION UNKNOWN.

* No 113 SUNK BY BOMBING AT INNOSHIMA 28/7/'45. REFLOATED & MOORED THERE. TO BE SCRAPPED.

No 125 PRESENT LOCATION UNKNOWN.

(No 127), (128) UNDER FITTING OUT AT SANOYASU, ŌSAKA, AT THE END OF WAR. NOW MOORED THERE.

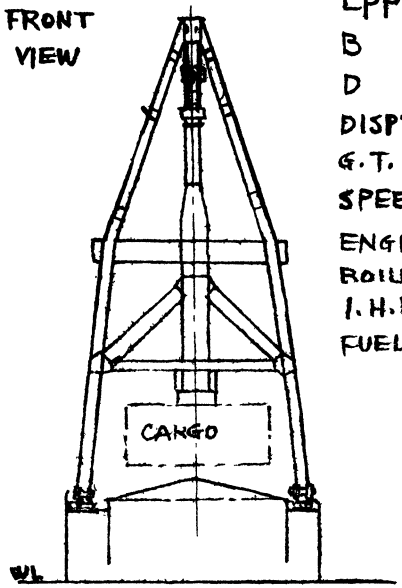
NOTES: AS THERE WERE ONLY 20 BOATS DELIVERED TO ARMY (EXCL. THOSE RETURNED TO NAVY), IT IS CLEAR THAT AT LEAST 2 BOATS ABOVE DESCRIBED ARE PRACTICALLY NOT EXISTED IN ARMY LIST. IT IS SUPPOSED THAT THERE MUST BE ERRORS IN THE LIST PREPARED BY ARMY AFTER WAR.

MILITARY SPECIAL SHIP

CRANE SHIP

SEISHŪ MARU

FRONT VIEW



Lpp : 61.M000
B 15.250
D 5.270 , d 2.M785
DISPT. ABOUT 2,035TONS
G.T. 〃 1,300 TONS
SPEED 9 KNOTS (10.2 KNOTS ON TRIALS)
ENGINE 1 RECIPROCATING
BOILERS 2
I.H.P. 1,400
FUEL COAL

NOTES: SHE IS A SPECIAL VESSEL DESIGNED TO CARRY 30㎝ 〃 TURRET FROM CAPITAL SHIPS WHICH WERE DISARMED BY WASHINGTON NAVAL TREATY TO A COASTAL FORTRESS. BUILT BY ISHIKAWAJIMA, LAUNCHED IN 1926. LIFTING CAPACITY: 150 TONS. RADIUS OF ACTION: 1,500 MILES AT 9 KNOTS. FITTED WITH TRIPPLE RUDDERS.
SHE HAD BEEN IN SOUTHERN AREAS DURING THE WAR, SERVED SEVERAL SALVAGE WORKS. AT SINGAPORE AT THE END OF WAR. TRANSFERRED TO BRITISH FORCES IN MARCH 1946, SAILED TO HONGKONG. AGROUNDED AT HONGKONG BY STORM, JULY '46.

MILITARY SHIP.

TRANSPORT

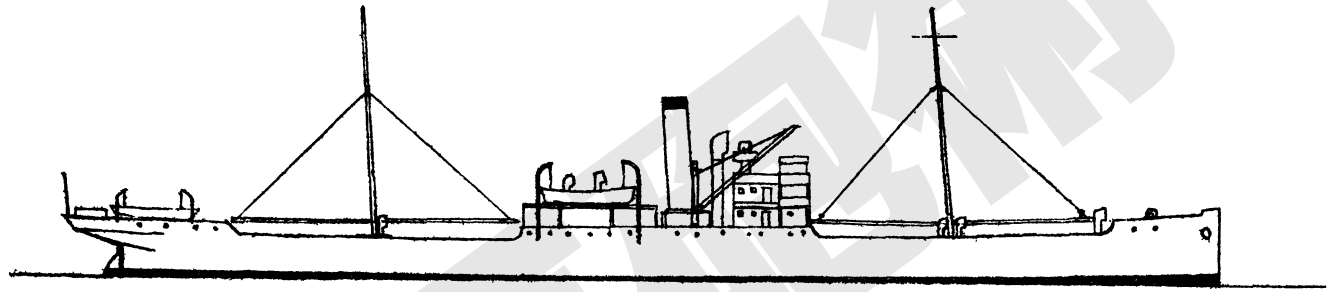
*TAKASAKI MARU

213
1
2

L_{pp}	375′-0″
B	47′-11″
d	15′-9″
DISPT.	5,181 TONS STAND'D.
SPEED	10 KNOTS

ENGINE	1 RECIPROCATING
BOILERS	2
I.H.P.	1,850
FUEL	COAL

ARMAMENTS NIL.
(SHE WAS ARMED WITH 2×8㎝ GUNS AS NAVAL SHIP.



NOTES: SHE IS EX. BRITISH CARGO SHIP ROSERY(?), BUILT BY ROBERT DUNCAN AT GRASGOW, LAUNCHED IN APR. 1902. USED BY RUSSIANS & CAPTURED AT THE RUSSO-JAPANESE WAR. NAMED AS TAKASAKI, CLASSIFIED AS NAVAL TRANSPORT, 1/9/1905. SINCE THEN SHE HAD BEEN SERVED AS NAVAL SPECIAL SERVICE SHIP UNTIL ABOUT 1928, WHEN SHE WAS FOUND NON-EFFECTIVE & MOORED AT KURE. STRICKEN 1/4/1932. TRANSFERRED TO THE ARMY, 27/2/ 33.
DURING THE WAR SHE WAS USED AS HULK AT UJINA, HIROSHIMA. SHE WAS USED AS TARGET FOR THE EXPERIMENTS OF THE (ND)-BOAT WHICH IS DESCRIBED IN P. 215. BY THE EXPLOSION OF THIS EXPERIMENTS SHE CAPSIZED & SANK AT UJINA, IN DEC. '44.

MILITARY SMALL CRAFTS

NUMEROUS SMALL CRAFTS OF VARIOUS TYPES & SIZES WERE POSSESSED BY THE ARMY AT THE END OF WAR, OF WHICH SOME REPRESENTATIVE CRAFTS WITH SOME COMBATANT VALUES ARE DESCRIBED HERE.

A. LANDING CRAFTS.

(1) SMALL TYPE (SHŌ-HATSU OR SB-C BOATS) QUITE SIMILAR TO THE 10M SPECIAL TYPE FREIGHTERS OF THE NAVY.
L OA 10M.600; B 2M.440; D 1M.300; ARMED WITH 1×7.7㎜ 6 M.G. FORM OF HULL: 

(2) LARGE TYPE (DAI-HATSU OR LB-D BOATS) QUITE SIMILAR TO THE 14M SPECIAL TYPE FREIGHTERS OF THE NAVY.
L OA 14M.600; B 3M.350; D 1M.520; 2×7.7㎜ 6 M.G. ARE MOUNTED IN CASE OF NEED. FORM OF HULL: 
CAN CARRY 1 LIGHT TANK OR 10 TONS OF CARGO. 2 ELBOWS ARE FITTED ON BOTTOM AT BOW. HINGED DOOR AT BOW.
MOST TYPICAL & PERHAPS THE PIONEER OF THE SMALL LANDING CRAFTS IN THE WORLD.

(3) LARGE TYPE WOODEN HULL. (MOKU DAI-HATSU) QUITE SIMILAR TO THE 15M SPECIAL TYPE FREIGHTERS (WOODEN) OF THE NAVY.
L OA 15M.000; B 3M.600; D 1M.600; 2×7.7㎜ 6 M.G. ARE MOUNTED IN CASE OF NEED. FORM OF HULL: 
WOODEN EDITION OF THE NORMAL LARGE TYPE. BUILT OF PLYWOOD.

(4) SPECIAL LARGE TYPE. (TOKU DAI-HATSU OR N-LB-D BOATS) QUITE SIMILAR TO THE 17M SPECIAL TYPE FREIGHTERS OF THE NAVY.
L OA 17M.600; B 3M.700; D 1M.750; 2×7.7㎜ 6 M.G. ARE MOUNTED IN CASE OF NEED. FORM OF HULL: 
CAN CARRY 1 MEDIUM TANK OR 16 TONS CARGOES. SLIGHTLY ENLARGED EDITION OF THE LARGE TYPE. SIMILAR IN CONSTRUCTION, ARRANGEMENTS & PROFILES.

B. ESCORTING BOATS FOR LANDING CRAFTS.

(1) ARMOURED BOATS (AB BOATS; AB-TEI)
L OA ABOUT 17M; EQUIPPED WITH 300 HP NIIGATA DIESEL; SPEED 13 KNOTS; ALL WELDED HULL. PROTECTED BY 6㎜ SPECIAL STEEL OVER ENGINE ROOM & OTHER VITAL PARTS. FORM OF HULL: 
ARMED WITH 1~2×7.7㎜ 6 M.G. TURRET FOR M.G AT BOW. USED IN CHINA CREEKS.
1 BOAT OF THIS TYPE WAS AT YOKOHAMA (YOKOHAMA, MITSUBISHI) AT THE END OF WAR.

(2) GUNBOATS (FIGHTING BOATS; SENTŌ-TEI OR SEHA-TEI (せハ))
DRIVEN BY 150 HP DIESEL; SPEED 11 KNOTS; ARMED WITH SEVERAL M.G. MUCH SMALLER THAN ARMOURED BOATS DESCRIBED ABOVE.

[3] HIGH SPEED BOATS [COMMONLY CALLED AS MOTOR TORPEDO BOATS; GYORAI-TEI OR KARO-TEI (カロ)]

CORRESPONDING TO THE MOTOR TORPEDO BOATS OF THE NAVY BUT WITHOUT TORPEDOES. THERE WERE SEVERAL TYPES IN THIS CATEGORY.

LOA 18M000; 2×800HP AIRCRAFT ENGINES (WATER COOLING); DESIGNED SPEED 37.3 KNOTS; DISPT. ABOUT 18 TONS; ARMED WITH 1×37m/m ⌀ M.G., 1×20m/m ⌀ M.G. & 4× D.C. (WEIGHT 100K/G), NO TORPEDOES CARRIED; BUILT OF PLYWOOD. (ONLY 1 BOAT BUILT OF WOOD. ABOUT 30 BOATS WERE BUILT BEFORE 1945 BY YOKOHAMA YACHT (TSURUMI), NANGOKU SPECIAL S.B. Co, NIPPON S.B. Co (YOKOHAMA), KAWASAKI VEHICLES Co & ETC.
IN 1945 SEVERAL MORE BOATS WITH 2×600HP AIR COOLING ENGINES WERE LAID DOWN OF WHICH 3 BOATS WERE UNDER CONSTRUCTION AT NIPPON S.B. Co. 1 BOAT COMPLETED BY YOKOHAMA YACHT. (TSURUMI).

1 SPECIAL BOAT (AIR PROPULSION) WITH 2×600HP ENGINES WAS BUILT EXPERIMENTALLY BY YOKOHAMA YACHT (TSURUMI). SPEED ATTAINED ABOUT 20 KNOTS.

C. SPECIAL ATTACK CRAFTS. [LINKING-UP BOATS; RENRAKU-TEI.]

THE FOLLOWING TYPES WERE OFFICIALLY CLASSIFIED AS LINKING-UP BOATS, BUT THEY ARE MAINLY INTENDED TO ATTACK ENEMY TRANSPORTS BY DEPTH CHARGES. IN DIMENSIONS, GENERAL PARTICULARS & APPEARANCES THEY ARE ALMOST SAME AS THE SHINYŌS BOATS OF THE NAVY

[1] TYPE (N1) [MARU-NI BOATS; (に)-TEI]

LOA 5M600; DISPT. 1.6 TONS; 1×80HP GASOLINE ENGINE RECONSTRUCTED FROM 60HP AUTOMOBILE ENGINE; SPEED 25 KNOTS; ARMED WITH 1× D.C. (200 K/G IN WEIGHT.) ALMOST SIMILAR TO SHINYŌS IN THE NAVY BUT THEY DIFFER IN ARMAMENT. THEY ARE TO DASH TO THE ENEMY SHIPS, DROP DEPTH CHARGES & TURN BACK, EXPECTING TO GIVE THE ENEMY AN SERIOUS UNDER WATER DAMAGES. SOME BOATS OF THIS TYPE TOOK PART IN THE BATTLE OF LINGAYEN AT THE AMERICAN LANDING. BUILT SINCE SUMMER OF 1944 CHIEFLY BY VARIOUS WORRS IN KWANSAI AREAS. (ŌSAKA & KŌBE).

[2] TYPE K [K TYPED BOATS; K-GATA-TEI]

LOA 5M500; DISPT. 1.2 TONS; SPEED 30 KNOTS; ALMOST SAME TO TYPE (N1) BUT THEY DIFFER IN SHAPE OF HULL. ARMAMENTS SAME AS (N1). BUILT CHIEFLY BY VARIOUS WORKS IN KWANTŌ AREAS. (TŌKYŌ & YOKOHAMA.)

ABOUT 3,000 BOATS OF TYPE (N1) & K HAD BEEN BUILT DURING THE WAR. SOME BOATS WERE ACTUALLY USED AT THE BATTLES OF PHILIPPINES, OKINAWA & ETC.

(3) ROCKET BOATS.

IN (NI) & K TYPE THE SPEED IS RATHER SLOW & THEY SOMETIMES FAILED IN ATTACKING ENEMY SHIPS, SO THE HIGHER BOATS WITH ROCKET APPARATUS HAD BEEN BUILT AT THE LAST STAGE OF WAR. 2~3 BOATS WER BUI EXPERIMENTALLY. THEY CAN CRUISE WITH THE SAME ENGINES AS IN (NI) BOATS & CAN DASH TO THE TARGET BY ROCKET PROPULSION. (BY POWDER) THEY REACHED UP TO THE SPEED OF 50~60 KNOTS IN ONLY 30 MINUTES.

D. SPECIAL ATTACK CRAFT [ROCKET SUBMARINE]

(SE) BOAT. [MARU-SE BOAT; (SE)-TEI]

THIS IS A MIDGET SUBMARINE DRIVEN BY ROCKET DEVICES WITH A SINGLE CREW. AS A POWER OF PROPULSION, HYDROGEN PEROXIDE & HYDRAZINE WERE ADOPTED. SPEED: 15/20 KNOTS. DESIGNED TO BE ARMED WITH 2x BATTERY TORPEDOES WHICH WERE UNDER EXPERIMENTS BY THE NAVY. ONLY 1 BOAT WAS BUILT EXPERIMENTARY BY KAWASAKI VEHICLES CO. SHE WAS AT YOKOHAMA (NIPPON S.B. CO) AT THE END OF WAR.

E TRANSPORTING CRAFTS [YUSŌ-TEI]

(1) HIGH SPEED BOATS, TYPE I [I-GŌ KŌSOKU-TEI]

L.O.A. 33M.000; B 5M.000; D 2M.000; DISPT. 80 TONS AT FULL LOADED CONDITION; 3 x 800 HP WATER COOLING GASOLINE ENGINES; SPEED ABOUT 23 KNOTS; BUILT OF PLYWOOD. IN PARTICULARS RATHER SIMILAR TO THE MOTOR TORPEDO BOATS, TYPE A OF THE NAVY. ARMED WITH 1 x 20㎜φ M.G. (IN SOME CASES 1x37㎜φ M.G. OR SOME ADDITIONAL M.G.), SEVERAL D.C. WITHOUT TORPEDOES. ABOUT 23 TONS OF CARGOES IN A HOLD BEFORE ENGINE ROOM. 1 x 10M SMALL TYPE LANDING CRAFT (SHŌ-HATSU) WAS MOUNTED ON THE QUARTER DECK, WHICH SLOPES DOWN LIKE THE 1ST CLASS TRANSPORTS IN THE NAVY TO LAUNCH HER.
USED FOR SUBMARINE CHASING RATHER THAN TRANSPORTING. ABOUT 60 BOATS HAD BEEN COMPLETED BETWEEN 1944~45.

BUILDERS: YOKOHAMA YACHT; NANGOKU SPECIAL S.B. CO; NIPPON S.B. CO (TSURUMI & YOKOHAMA); MAEDA S.B. CO (ŌSAKA); ŌHARA S.B. CO (ŌSAKA); MITSUBISHI (NAGASAKI); KIMINAMI VEHICLES CO & UJINA ARMY YARD (HIROSHIMA).

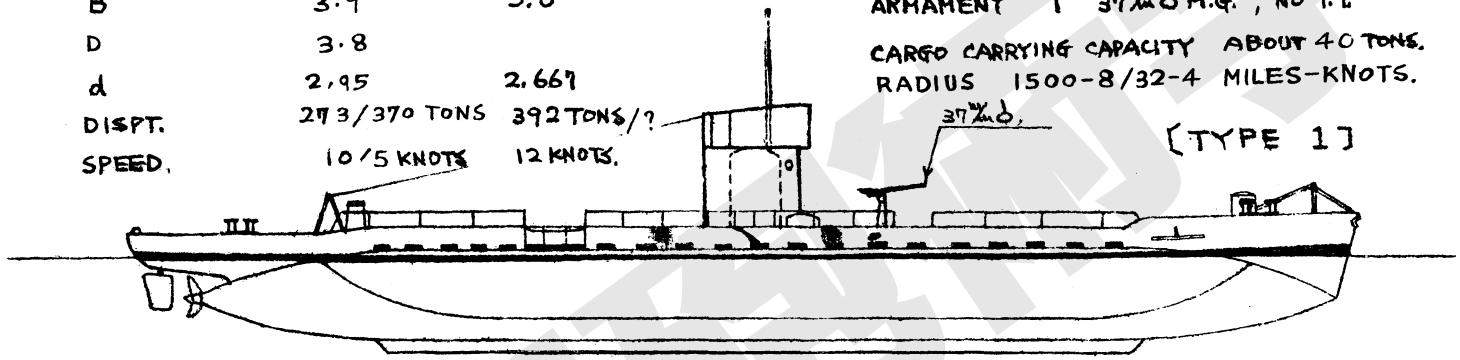
(2) SMALL TRANSPORTS.

MANY SMALL WOODEN TRANSPORTS HAD BEEN BUILT BY SMALL LOCAL WORKS AT YAIZU, SHIZUOKA PREF DURING THE WAR. THEY ARE QUITE SIMILAR TO THE ORDINARY COASTAL FISHING BOATS. EQUIPPED WITH 2 x 150 HP TANK ENGINES. ABOUT 12 KNOTS WAS ATTAINED. USED IN TRANSPORTING MATERIALS TO HACHIJŌ ISL. & ETC. IN THE LAST STAGE OF WAR.

[3] TRANSPORT SUBMARINES; ㊙ BOATS (MARU-YU BOATS; ㊙-TEI)

	TYPE 1	TYPE 2
L_{OA}	40.9 M	49.0 M
L_{PP}	39.5	
B	3.9	5.0
D	3.8	
d	2.95	2.667
DISPT.	273/370 TONS	392 TONS/?
SPEED.	10/5 KNOTS	12 KNOTS.

	TYPE 1	TYPE 2
ENGINES	1 DIESEL	2 DIESELS
S.H.P.	400/75	700
ARMAMENT	1 37㎜ô M.G., NO T.T.	
CARGO CARRYING CAPACITY	ABOUT 40 TONS.	
RADIUS	1500-8/32-4 MILES-KNOTS.	



(TYPE 1. SAFETY DIVERGING DEPTH 100M.
COMPLEMENTS 13.)

NOTES: THEY WERE THE ARMY EDITIONS OF THE HA101 TYPE TRANSPORT SUBMARINES IN THE NAVY. DESIGNED BY AN ARMY OFFICER, THEY WERE MORE SIMPLE IN CONSTRUCTION & SMALLER IN DIMENSIONS THAN HA101'S.

THERE WERE 2 TYPES IN THESE BOATS. TYPE 2 WAS SOMEWHAT LARGER & IMPROVED TYPE THAN TYPE 1.

ABOUT 30 BOATS HAD BEEN BUILT BETWEEN 1943~1945, OF WHICH SEVERAL BOATS HAD BEEN LOST OR MISSED DURING WAR. THE FIRST BOAT OF TYPE 2 WAS LAUNCHED IN NOV. '44 & COMPLETED IN MARCH '45.

BOATS OF THE TYPE 1 WERE USED IN TRANSPORTING OPERATIONS FOR BONIN & HACHIJŌ ISLS. SOME OF THEM TOOK PART IN THE OPERATION TO LEYTE ISL.

[TYPE 1.] THE EXPERIMENTAL BOAT, №1, WAS BUILT AT KASADO, LAID DOWN 23/6/'43 & LAUNCHED 16/10/'43.

*№10, *12 AT KUCHINOTSU, SHIMABARA PENINSULA, NAGASAKI PREF., AT THE END OF WAR. SANK THERE BY STORM AFTER WAR. REFLOATED & SCRAPPED.

*№1007, *1011, *1013, *1014. AT MIKURIYA, NORTH MATSUURA PENINSULA, NAGASAKI PREF., AT THE END OF WAR. SANK THERE BY STORM AFTER WAR. REFLOATED & SCRAPPED.

SEVERAL BOATS ARE SUPPOSED TO HAVE SUNK AT IZU, MIURA & BŌSŌ PENINSULA BEFORE OR AFTER THE END OF WAR.

BUILDERS: KASADO WORKS OF THE HITACHI S.B. CO. (KUDAMATSU, YAMAGUCHI PREF.); CHŌSEN MACHINE CO (JINSEN, KOREA); ANDŌ IRON WORKS. (TŌKYŌ) [KASADO ··· №1 & ETC. CHŌSEN ··· №1,001 & ETC. ANDŌ ···· №2,001 & ETC.

LIST OF LAID-UP RESERVE VESSELS NOW BEING KEPT OR TO BE KEPT SHORTLY.

NOTES: ◊---TEMPORARILY USED BY CIVILIAN OWNERS.

1. AT YOKOSUKA.

	EX. REPATRIATION VESSELS & OTHERS	EX. MINE SWEEPING VESSELS.
DESTROYERS. (17)	HANAZUKI, HARUTSUKI, NATSUZUKI, YUKIKAZE, YŪKAZE, NAMIKAZE, SHIOKAZE, HIBIKI, HATSUZAKURA, TAKE, HAGI, TSUTA, KAKI, SUMIRE, KEYAKI, KIRI, KUSUNOKI,	
ESCORTS. (19)	FUKAE, HODAKA, IKINO, SHISAKA, Nº 14, 16, 34, 36, 37, 71, 105, 107,	KŌZU, KURAHASHI, YASHIRO, Nº 48, 49, 76, 77,
TRANSPORTS. (6)	Nº 9, 13, 16, 19, 110, 147,	
MINE SWEEPERS. (2)		Nº 23, 102,
SUBMARINE CHASERS (2)	Nº 47, 49,	
LIGHT MINE LAYERS (3)	KAMISHIMA, KYOSAI,	ISHIZAKI.
AUX. PATROL BOATS. (4)	◊Nº 3, ◊4, ◊26, ◊85.	
AUX. SUB. CHASERS. (16)		Nº 71, 80, 89, 90, 93, 99, 154, 158, 168, 169, 193, 231, 234, 247, 249, 250
AUX. MINE SWEEPER (1)	◊Nº 6	
MISCELLANEOUS VESSELS (3) (SUB. CHASER TYPE)	OFFICIAL NUMBERS: Nº 1182, 1183, 1648.	

2. AT ŌMINATO.

AUX. PATROL BOAT (1) Nº 33

3 AT KURE.

DESTROYER. (1) YOIZUKI. } AS HOTEL SHIP AT ŌTAKE.

ESCORT. (1) HABUTO }

4. AT SASEBO.

DESTROYERS. (5)	ODAKE, KASHI, SUGI, KAEDE, FUYUZUKI.	
MINE LAYER (1)	WAKATAKA.	
ESCORTS. (40)	UKU, KANAWA, TSUSHIMA, ETOROFU, MIYAKE, HABUSHI, IWO, OKI, Nº 8, 27, 32, 44, 52, 55, 57, 58, 60, 78, 79, 106, 118, 126, 132, 142, 150, 192, 194, 196, 198, 215, 221, 227.	UKURU, CHIKUBU, IKUNA, Nº 12, 22, 104, 154, 217.
TRANSPORTS (3)	Nº 137, 172, 174.	

(TO BE CONTINUED ON NEXT PAGE.)

		EX. REPATRIATION VESSELS & OTHERS.	EX. MINE SWEEPING VESSELS.
MINE SWEEPER & LIGHT MINE LAYERS	(2)	SAISHŪ, AWASHIMA.	
AUX. MINE LAYERS	(3)	KATOKU, KUROSHIMA, WASHIZAKI.	
TORPEDO BOAT	(1)	KIJI.	
SUB. CHASERS	(3)	Nº 9, 21.	Nº 38.
AUX. SUB. CHASERS	(16)		Nº 71, 80, 89, 90, 93, 99, 154, 158, 168, 169, 173, 231, 234, 247, 249, 250.
AUX. MINE LAYER	(1)		Nº 16.
SUPPLY SHIPS	(3)	SHIRASAKI, HAYASAKI, ARASAKI.	
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ADDENDA: FOLLOWING EX. ARMY TRANSPORTS (SB) ARE NOW KEPT BY THE 2ND DEMOBILIZATION BUREAU

KURE DISTRICTS. SB Nº 101, 108, 126. (KURE)

SASEBO " . Nº 103, 105 (MOJI), 104 (KOKURA), 106 (KAGOSHIMA); 110, 116, 117 (HAKATA)

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THE FOLLOWING ABBREVIATIONS ARE USED IN THIS INDEX TO DENOTE THE CLASSIFICATION OF THE SHIPS:

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AML. AUXILIARY MINE LAYER. CONV, CONVERTED. GB, GUNBOAT. SAL. TUG. SALVAGE TUG. TR, TRAINING SHIP.
AR, AIRCRAFT RESCUE SHIP. D, DESTROYER. LML LIGHT MINE LAYER. SUP. SUPPLY SHIP.

© STANDARD DISPLACEMENT OR, IN SOME TRANSPORTS & ETC, GROSS TONNAGE IS SHOWN IN PARENTHESES ( ). ©

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