

ONI 208-J Supplement No. 2 FAR-EASTERN SMALL CRAFT

- Contents
- Minor Combatant Warship Types
 - Merchant Ships under 1,000 Gross Tons
 - Passenger Vessels
 - Cargo Vessels
 - Barges
 - Fishing Vessels
 - Utility Vessels
 - Native Craft, by Geographic Areas

A complete statistical index of all Far-Eastern Small Craft is issued in an accompanying CONFIDENTIAL booklet.

Scale Specialties Announces the release of the **FIRST** in its CD-Rom History Series – “*Merchant & Military Vessels of World War II Reviewed*”. Start your collection of the first of this new series of RE-presentations of contemporary military history of the Second World War.

A RE-presentation of

**ONI 208-J - Supplement 2
Far Eastern Small Craft**

Merchant & Military Vessels of World War II Reviewed
Vol. I
Norman E. Harms

and

**ONI 223M -
Merchant Ship Shapes**

ISBN: 0-944539-03-3

MERCHANT SHIP SHAPES

For Official Use Only

ONI 223M — Division of Naval Intelligence—Meritorian and Characteristics Section

INTRODUCTION

The preservation of history is a task which should be undertaken not only by those individuals who wear the mantle of “historian” as granted by formal education or more importantly, by actual utilization of methods directed towards this goal as a conscious action, but rather by *all* who are aware of the vital importance these actions represent in the present, then for the future and thereby the past. Knowledge and understanding go hand in hand, with the latter being the sum of the former. A multitude of other aspects makes up the understanding and awareness portions of the total knowledge “package”. It is not our intention to analyze these portions in detail, rather this compact overview is offered as the briefest outline to illustrate the primal concept for this series of **re**-presentations.

Infrequently is the casual historian/researcher afforded the opportunity to view copies of, or if vested with extreme luck, the original documents themselves dealing with his or her area of interest. Much is dependent upon the subject matter and era being covered. If for instance the subject area deals with military history and of recent vintage, any number of additional obstacles may have to be overcome, not the least of which is security classifications. Then too, access to certain documents may be restricted to individuals who by their past work in that particular field of research and reporting have established credentials which of themselves declare and demonstrate that individual’s fitness to pursue additional work in the historical field chosen (others as well fall into this classification but it is not necessary to examine these allied fields of endeavor). Naturally, not everyone with an interest can qualify for such credentials. Document preservation is another factor that may limit availability to the general public members. As originally issued, these documents were not intended for an unlimited lifespan but are dependent on practical physical matters related to the chemistry found in the composition of the paper and ink used in the production of the subject matter. Time is a relentless predator for many things, people for one, and especially their history if not properly preserved. A clock is always running but can it be stopped or if not stopped, slowed?

The answer to that question is a definite yes! With the rapid advancement in technology, methods and procedures have been drastically changed and improvements within these fields themselves continually appear. Some twelve years previous, the publishers sought assistance in the preservation of original Second World War documents from the famed Huntington Library located in southern California. The art and document holdings of this institution are impressive and as befitting such an establishment, the Library features a fully qualified staff of specialists who handle preservation of the collection as a whole, and workshop areas within the library where undertakings of this nature may be conducted. Preservation methods are numerous and individually directed at specific topics, books, art work and so forth. In regards to books and paper presentations the enemy is the acid used in the production of the printed or written medium and in the paper itself. In general the attack plan is to arrest the acid decomposition in total. This features the application of a deacidifier and then removing the article from general atmospheric contamination, i.e. encapsulation of the article in mylar protective coatings. This treatment can grant an additional one hundred years plus to the life of the specimen but utilization, depending on the specifics of the individual item, can be greatly restricted. A book, for instance, could be preserved in such a manner but if each page were encapsulated the book proper would be destroyed in the process. Less dramatic procedures would ensure the book against destruction of this nature while trying to save the information, but could not provide this extension to its lifespan. In fact, these circumstances are not new within the history of mankind as a whole but it will be found that older books in particular are re-presentations of yet older works, and the preservation process is extremely low-tech in its application of copying over.

If the reader is unfamiliar with what an acidified page looks like, we are sure you have seen pages in a book which are yellowed or various shades of brown around the outer edges. This represents the area in which the acid in paper is reacting with the surrounding air. It is not necessary for the book to be old in actual chronological age, although this is the more normal case, rather it is dependent upon the of type paper used and how quickly it will react with the air. We are sure if you check your library you will be able to find books, which are merely young, as time goes, yet possess this discoloration in preliminary stages. During the course of many phases of research we have conducted within the National Archives, original documents have been found which frankly should not have survived the fifty plus years since they were produced. On the opposite side of the coin we have viewed material which has literally fallen apart and been practically reduced to dust within the confines of the folders in which they were originally placed for storage. Can we expect procedures of the modern day to overcome these technical drawbacks? Food for thought to be sure, for taken to a higher level of perspective, what about our civilization and records would survive just the general passage of time as a whole?

Technology developed in the late 20th century finds the beginning of the digital age, a process whereby the world and all it contains can be reduced to an almost endless stream of ones and zeroes. The proper application of computer programs will manipulate these ones and zeroes and return to viewing what was actually seen in the original image. Unfortunately, this technology is a two edged sword, in that it enables one to preserve a 50 or 100 year old photograph, but it also allows the unscrupulous to manipulate the data so that it becomes something else in the final output. Due to human nature one can suspect such inroads into this field of endeavor have already been begun. It will become more difficult with the passage of time and increased improvements in the technology itself to enable the individual to determine whether the image is real or manipulated. Additionally, as technology progresses by leaps and bounds it is very easy for data produced utilizing older methodologies to be left behind and become unintelligible to second or third post-generation equipment, both of a hardware and software nature. Such a situation has overtaken portions of the United States space program in that data returned during the early days of this exploration can no longer be read by the computer hardware of the present day. This problem is a result of human error, in that the data was not upgraded as each additional higher level of technology was achieved. It is difficult to know exactly where the technological road will lead, but it is necessary for those involved to be aware of that which has preceded them and what should be preserved for the future.

In the recent publishing past, reprints and facsimile copies of manuals issued by United States government agencies during the Second World War have been offered for public utilization. While the majority of these seem to have faithfully copied all the material present, others excerpted portions and presented these as new factual material. In many cases data taken out of context can only distort the material being presented allowing individuals using such material to reach erroneous conclusions. Further, depending on specific content and chronology, the information could only represent the “then present knowledge” of the period. It is incumbent upon the historian, therefore, to not only preserve and present the materials as originally issued, but to bear in mind that the information preserved indicates what was known at the time, and then his task is to bring the information into the modern perspective. This three-step process, then, is preserve, research, and update.

While it is possible through the application of computer technology to place a fictitious person within the body of motion picture footage creating the illusion of “truth”, those familiar with the events as they transpired are awed by the technological leap in being able to accomplish this daunting task. Some of the initial attempts at the colorization of motion pictures were indeed the baby steps and clearly show they are not exactly what the viewer is watching. Practice makes perfect and now this digital technology is approaching the position of being difficult to tell the difference. Can we believe that dinosaurs and humans interacting in the same place/time? Our best authorities say no. Is it possible that should this material be presented often enough and not questioned by that all inquiring mind, certain individuals lacking an education along these scientific lines could accept that which is presented as fully in place truth? We would expect this capability to only get better and much more sophisticated in the future. Digital truth distortion (which we’ll name “DTD”) will have an impact on future events. The truth will only be known from sources, including those persons most knowledgeable, of the highest integrity that then will constitute a benchmark by which judgments may be made.

Towards establishing these benchmarks it will be necessary to clearly know and thoroughly understand that which existed prior to a given date as well as afterwards. This knowledge and understanding cannot be defined under one set of governing rules, rather it is dependent upon specifics of the individual event being reviewed which, taken as a whole may impact a greater area of interest. One such case that comes readily to mind concerns a photograph purportedly taken during the time of the Pearl Harbor attack, December 7, 1941. The photo in question is probably one of the most dramatic portraying events of the Second World War. It shows the United States battleship *U.S.S. Arizona* at the moment the magazine exploded shooting flames and explosive smoke straight into the air from her funnel. This photo in its black and white format has been used in numerous publications of that contemporary period. Just to judge from this photographic selection must make the viewer subconsciously ask the question “how would they take this picture at exactly the right time?”. As matters evolved, the answer to this question would become self evident during the year 1950 with the release of the well-acclaimed television series “Victory at Sea”. Contained therein is the motion picture film footage depicting the full sequence of events from which this single photographic frame was extracted. While this would seem to answer the initial question, some 10 years after the appearance of the series a “colorized version” appeared in a number of publications beginning to expand and explain the conditions and situations found during the Second World War. But how could this be a true rendering of this most famous photo, yet presented in full color?

There is no secret within the history of photography as a whole that from the earliest days the colorization of the photo was a quest long sought. Attempts to support this application took many forms, one being the hand-tinting of an individual photograph. Actual research in color film began in the early days of the 20th century, other versions having developed as early as the 1860's. The 20th century however saw both the American Eastman Kodak Co. and Germany's Agfa conducting virtually parallel research and development. Both released their first color film processes in the mid 1930's for commercial consumption. Shortly thereafter, color motion picture film appeared and allowed the recording of such classic motion pictures as *Gone with the Wind* and *The Wizard of Oz* during the late 1930's. More importantly, limited amounts of this color film were initially available for military operations. Not all military actions were covered by combat photographers using color film. Considering the German propaganda ministry's use of motion picture and still photography within its tightly controlled news media field, it is not surprising to find the preponderance of this coverage featuring German military operations. This material was readily presented to the civilian population of Germany and her conquered territories. To a far less degree U.S. presentation of colored motion pictures, while it existed, was not necessarily shown to the public at large. "Movietone News" was still in black and white, and for the overall population the weekly trek to the local motion picture theatre allowed glimpses of the happenings of the world, but normally viewed in a black and white perspective. Did you know, for example, that some of the Doolittle Tokyo Raid photographic footage is in color? And that the famed American Volunteer Group (The Flying Tigers) are also featured in "home movies" taken on color film brought there by at least one of their most famous members, Mr. R. T. Smith.

Evidence of this existence has slowly come to light and been made public through the field of television documentaries. During the late 1980's and through the 1990's various programs were prepared in celebration of the 50th Anniversary of the various events that transpired during the Second World War. Fortunately, several producers had the foresight to re-examine film footage found in various nations' archives, and to their surprise, these events of so long ago were found to be in full, beautiful color. This represents another case of historical fact being placed on the shelf and ignored by that generation of individuals who would have been most knowledgeable concerning its existence. Found by a later generation such material can do nothing but excite the imagination and possibly send one on a quest to search for more. One drawback, however, is the fact that many of the still photographs which had been retained by these respective nationalities have not necessarily been protected in regard to identification and documentation of what facts or occurrences they represent. Therefore, while history is preserved, it is additionally lost, until such time as a historian/researcher can find and identify the specifics as portrayed in the photos. Numerous times we are left with tantalizing images which can only be approximately placed in the overall chronology of history.

To return to Pearl Harbor, however, and the dramatic end of the *U.S.S. Arizona*, if this film existed in color why wasn't it used before in books and publications and motion pictures? As mentioned, the initial mass populous exposure to this piece of history transpired by and through the virtues of television in 1950. Simply put, color television didn't exist until quite some time thereafter, and there was no need, nor cost justification to portray the events in anything but black and white. This also provides an opportunity to view successive petals placed on the historical rose whereby it is far easier to copy in fact than in full something that has already been presented, than it is to examine the same subject in regard to what may have been revealed through subsequent detailed analysis. Fortunately there are always those who do seek the truth and are willing to present what they find. So it is the color film of the explosion of the *Arizona* has been shown more than several times on commercial television, but the significance of the availability of this color footage has not been explained. As a re-examination of available films is being made, more material of this nature will be coming to the forefront. The genie is out of the bottle, so to speak, and deliberate efforts may be directed towards the reclamation of this historic material. It is to be hoped that enough interest will be generated to allow these films to be found, and preserved. Unfortunately due to the nature of the film of that period, the colors themselves have a tendency to destabilize and deteriorate. The similarity could be drawn that like their cousin photographs placed in black and white on nitro-cellulose based film inevitably they too will crumble to dust or become rendered unintelligible.

The material hereinafter depicted represents a totally conscious effort to preserve this historical data in its original form. While it would be far easier to just scan the material and issue on a "well, here it is" basis, the approach taken was far more detailed. Each individual photograph was scanned at high resolution, the levels were then adjusted to bring out the most detail possible – and please note that some of these photographs were blurry reconnaissance and/or hidden camera shots, were either too dark or too light, or grayed out to begin with – thus enabling the preservation of the original material in a far more detailed result. Note that the photographs shown were prints, not the original negatives, therefore disallowing any additional degree

of enhancement to be performed. The printed text was re-typeset to minimize the memory required for the electronic output (CD), with the fonts and styles matched to the originals as closely as possible. Output to a .pdf format allows the individual to use the material in a self-generated printed hard copy. When printed at 100% the gray dashed line will illustrate the original dimension of the manual page. Full-bleed page photographs are shown touching this line. As a point of interest – the cover of the manual measures exactly 6” high by 10” wide, with the individual pages found to be 5.65” high by 9.42” long. It should be noted that the original design criteria by the Office of Naval Intelligence in association with their counterpart in the Army, created these manuals such that they could be easily added to with the addition of new material or conversely, older material corrected by the addition of new individual single sheet pages. Curious to note that the smaller manuals, of the size described above, were held together for the most part by shoelaces, although cases are to be noted wherein two or three-prong metal fasteners were inserted and clamped down. There were also three-ring binders prepared as well, normally each page being three-hole punched. Later in the series we will present material which was found in a specially prepared hard-cover binder capable of holding several hundred sheets of 8.5” x 11” paper (or the standard at the time 8” x 10.5”). The three-ring punch holes have not been duplicated in this presentation but several will be noted on those pages, which include full-bleed photographs in which case the holes will be clearly seen.

We have made every effort to provide you with as complete and accurate portrayal of the original data sources as we can. As a casual note, this presentation has been classified and emphasized as being a “**RE**-presentation”. This is to say it is NOT an exact duplication of the original by means of mechanical or electronic copy methods, but rather a complete new production using today’s state of the art technology along with no small amount of human endeavor. Every effort has been extended to insure 100% duplication in its exact form, however, in the event errors should be detected, it can be blamed upon the Mark I Eyeball (that is to say strictly human error on the part of the author and proofreaders).

It will be found in reviewing the *Native Craft, by Geographic Areas* portion of *ONI 208-J* the reader should also be aware of pre-1950 geography, and bear this in mind when viewing the information. Some of the areas mentioned have long ceased to exist by these names, i.e., Netherlands East Indies. In regard to area geographical information and native craft, it may be said that the name has changed, but the majority of these vessels remain as they have been in their original form; or if you wish, a rose is a rose is a rose... Modern versions of these vessels may be seen in the National Geographic Magazines. If they look the same, that fact should indicate the amount of technological infringement into basic common and good design.

A special note – the following fonts have been placed in a file on this CD in case the reader’s system does not have them: Times New Roman, Helvetica, and Century Schoolbook. Although .pdf is a universal format, the readability is somewhat dependent upon what is on the user’s system. **For Mac users, this file format should be readable**

This “**RE**-presentation” has been designed to be enjoyed on your computer screen and as such will allow you to view most of the illustrations at larger than life (original) size, sometimes an aid and sometimes not. With the material placed on a CD-Rom, the life span of the data will reach the one hundred year mark and by that time represent a full time span since original issue of 155 years. The condensation of volumes of material on to a single CD-Rom lessens the need for acres of storage area in your private library, which must be considered a definite plus for the serious researcher. As a personal observation, however, the author feels it would be well appreciated to have his research library electronically available to ease the bulging wall of the library and ease and enhance the ability of data retrieval and then to print the information out for specific, individual custom use. Further consider that other doors of opportunity are opened with this data format such as the ability to easily transport the data between various locations and share not only the information but also the multitude of questions some of these pieces can uncover. History is never quite finished and just when you think matters have been cast in bronze other pieces of a puzzle may appear. What we have attempted to begin with this work is to preserve some of the pieces of the puzzle, a formal point of beginning which might not survive the ravages of time and those individuals to whom history is but a word and refuse to learn from the past. Ignorance survives on its own accord and doesn’t have to be placed on a plastic disc to add to its longevity.

The majority of the items, which will be found in this series, are from the author’s private collection, unless indicated otherwise. These books and manuals have been gathered over the course of some forty-five years of serious collecting and the information gleaned from these original sources have been used in several of the author’s numerous other publications prepared over the years as well. Both the copies of ONI 208-J and ONI 223M, initiating this new series, were part of a true treasure trove given as a present some thirty years ago. While I am indebted to the individual who provided me with the books and other documents, I do

not know who that individual is. More correctly I should say was. This individual passed away prior to my receipt and my understanding was that this transfer was made at his specific wish with the material being made available through a mutual friend, Mr. Robert, "Bob", Camp of Lido Isle, Newport Beach, CA. The only string attached was that this was an anonymous gift; I was not to know who the donor was. Bob Camp was a man of his word and all he would say was that the message was, "Give these to Norm, he'll do something good with them." It may have taken awhile to find the proper thing to do, but at least the wealth of information derived from the past has now been given to a larger audience in the present, of which you dear reader are members.

This and the volumes to come are part of the Scale Specialties "Aries" series, specifically devoted to the preservation of original historical materials. "A+R+I+E+S" stands for "Archival Research In Existing Studies" and was begun after several trips to the National Archives had uncovered material not necessarily known to the outer world beyond their doors. Many such tidbits have been found, each contributing yet a small part, but a part which goes further to explain or fill in detail previously unknown or just overlooked. Does it expand the overall picture? Possibly not but it does, and has, added to the illumination in which the overall is viewed. This is not to say something cannot be discovered which had not been known (and by "known" is meant disseminated throughout historical circles). As a point of fact, this publication will be found to shed some additional light on a small part of the puzzle dealing with Japanese Army submarines, previous material having been lumped into the general classification of "no additional information is available". The first "ARIES" book, *HARD LESSONS, Vol. 1, U.S. Naval Campaigns in the Pacific Theater – Feb. '42 – Feb. '43*" (Scale Specialties, 1987), offered the distillations of many combat reports dealing with those initial naval operations and battles, a composite first hand telling but combined with the lessons derived after analysis of the command level staff. Definitely material not necessarily found in standard history text. The second volume will be released in our new CD-Rom format.

A final note – this series it intended to not fade away with time or show up as an "out of print" listing. The present day technology will allow Scale Specialties to keep Post Production Copies available after supplies of the production models have been expended. Further should this same technology take sudden up swings, as we well expect, we will be able to keep pace with these changes and keep the information alive and available for as long as there is a Scale Specialties.

The forthcoming volumes to watch for are as follows although the release sequence and volume number could vary. (Bolded titles are currently in preparation and will be released next.)

Vol. 2 - ONI 222-J - The Japanese Navy

Vol. 3 - a) British Admiralty Publication BR 799 – A Primer

b) ONI 208 - Merchant Ship Recognition Manual

Vol. 4. - a) ONI 209 – Merchant Ships 5/10/43

Vol. 5 - a) ONI 225 J – Japanese Landing Operations and Equipment

b) Basic Field Manual, Military Intelligence – Identification of Japanese Naval Vessels
12/29/1941

Vol. 6 - a) International Codes of Signals – 1942

b) American Merchant Seaman Manual

Vol. 7 - a) ONI 209 – Merchant Ships 1944

b) Ships of America's Merchant Fleet – 1954 (USMC)

Vol. 8 - a) What Ship is That?

Also in preparation are titles dealing with the Royal Navy, Company owned merchant fleets and a database of merchant fleets of the Second World War period.

Other volumes may be added as material is collected and provides opportunity to further advance the series as a whole. History *IS* a never-ending search for the truth.

It is planned to issue the first four volumes this year (2000), and begin the Millenium (2001) with the last four. For previews, periodically check the "Days of Yesteryear" section of the Scale Specialties website <http://www.ss-sms.com>.

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01. August 2000
Anaheim, California - U.S.A.

Merchant & Military Vessels of World War II – Reviewed

Part 1

Norman E. Harms

ONI-208-J – Supplement No. 2 – FAR EASTERN SMALL CRAFT

Interest in matters dealing with the Second World War, unlike that associated with the First World War, has remained high and seems to have grown with the passage of time. This period of time represents one of the greatest upheavals of human culture, which can be established within the framework of our understanding of history. While we leave for the sociologist the daunting task of analyzing this conflict, our contribution will focus on the preservation and dissemination of smaller aspects of the military conflict itself.

The initial offering of this series ONI-208-J features subject matter to which little attention has been paid over the years since the conclusion of the Second World War. Other historians have written volumes regarding the battleships, cruisers and aircraft carriers and their operations, but not many have concentrated on the contributions made by “the little guys” to the various combatant nationalities’ endeavors. These craft were used extensively in local operations, some converted from merchant or government pre-war use, some captured and redesignated for strictly military purposes. In fact, something can be said about the “big ship” group in general. Most reports detailing composition of military task-forces and task groups normally spell out the big ships involved, i.e., *HMS Prince of Wales*, while the smaller combat units are mentioned merely as “two light cruisers and four destroyers.” This naturally is dependent upon what operation is being described, but most likely the smallest are mentioned only as numbers.

This premise also exists in regard to material which has been released covering the various maritime units of the warring powers. Even before the traumatic entry of the United States into the Second World War, intelligence units, both for the Army and the Navy, were gathering facts and figures for what would prove to be their antagonists during the conflict. For example, the U.S. War Department issued Field Manual 30-58 entitled *Basic Field Manual - Military Intelligence – Identification of Japanese Naval Vessels* with the release date of December 29, 1941. It should easily be seen that production of this piece had been underway for some time. To quote from the introduction to this manual:

The material contained within this manual has been secured from many sources. It is the best material available, but *may be incomplete*. (Author’s emphasis)

This manual, containing illustrations with explanatory data relative to Japanese naval vessels, is published for limited distribution. It will be used for instruction of officers and men in the appearance and general characteristics of Japanese naval vessels.

Thereafter follows rudimentary coverage of the Japanese warships, these ranging from battleships, aircraft carriers, cruisers, destroyers and submarines, through but a few of the auxiliary ships (tenders and minelayers). While some of the individual unit names are factual, others may have been the result of deliberately applied confusion on the part of the Imperial Navy. Unit specifications are also found to be good through totally questionable. The illustrations provided, be they photograph or line drawing, exemplify the same features, good through elaborate fabrication.

Thus began the first attempt to provide essential information along with the ability to identify Japanese warships and lesser units. While these gave the U.S. military *something* to work with, the Office of Naval Intelligence began a more comprehensive and detailed collection of data and information. Subsequent manuals were grouped according to specific criteria and subdivided from those criteria for specific pieces of data. By the end of WW II, manuals of the quality of ONI 208-J were being produced, showing specific design elements, accompanied by their line drawings and photographs where available. As noted in the introduction, many of the photographs were reconnaissance pictures, gun-camera footage, or hidden-camera surreptitious shots and the photos were of less than ideal quality, but valuable for what they were and what they showed for the time. Consider too, that both Army and Naval intelligence agencies had much to concentrate on, attempting to identify material for the Imperial Japanese Forces but Germany and Italy as well. For the purposes of

identification and inter-force operationability, manuals also dealt with equipment of our allies. In fact, a very detailed identification manual dealing with vessels of the Royal Navy as well as other components of the British Commonwealth was prepared and late releases are found as of December of 1944.

Selections of these works have in the past been copied and made available for the military enthusiast, model builder and historian. Normally, as mentioned previously, the “big ticket items” have been done. That is those covering battleships, carriers, etc. and if present the less interesting items. We should regard “less interesting” as a publishers’ gauging device for potential sales and not a full interest definition. Happily some of this material has been reprinted, and while not necessarily readily available at your local bookstore, can be found through used bookstores and now with the advent of the World Wide Web, through book searching services.

From the preservationist’s standpoint we applaud the efforts to keep this material available for the public at large. This becomes, however, the buyer beware situation wherein specific information related to the individual vessels may not be completely accurate but merely represents the knowledge of that time. It is beyond the scope of this present work to do more than continue the preservation effort, **BUT** caution the reader that later information in SOME but not all cases is available through the efforts of post-war military historians. Specific comments will be directed to those areas wherein the reader’s attention needs to be drawn.

One point to be covered in a generalistic manner concerns the identification of many of the small naval vessels usually classified as “minor warships”. For purposes of their own identification it must be concluded that the United States Navy assigned class names and individual hull numbers to the IJN units which do not necessarily relate as the Japanese themselves assigned this information. The publication authored by Lt. Cdr. Shizuo Fukui (see bibliography) provides much enlightenment in this area, and represents the Japanese presentation of this data. As such, that presentation must be accepted as the official view. Should our readers wish to pursue this topic, the book has been re-released and offered for sale by the U.S. Naval Institute. Once again, the original material appears to have been enhanced with the addition of photographs of these vessels as well as the line-drawings which were originally prepared under the authority of the Administrative Division, Second Demobilization Bureau, the report dated April 25, 1947. This book has formed the information basis on which a large portion of the succeeding publications dealing with the Imperial Japanese Navy has been based.

Comments made concerning Japanese Motor Torpedo Boats would seem to draw a conclusion similar to utilization of this combat type as in the same fashion of that by the U.S., Great Britain, Germany and Italy. The Japanese apparently did draw direct design information from British, German and Italian craft. Their combat activities do not reflect the degree of success enjoyed by those other nations’ vessels. Although a considerable number, the Dutch PT Boats were acquired after the capitulation of Dutch East Indies forces, it appears that numerous technical difficulties were not overcome to the point where these vessels could be successfully deployed. An apparent flaw in the German design (*schnellboote*) was its length, which is stated as being too great for the Pacific area type waves. This problem was not encountered by the U.S. designs in that they are some 20-30 feet less in length compared to their German counterparts.

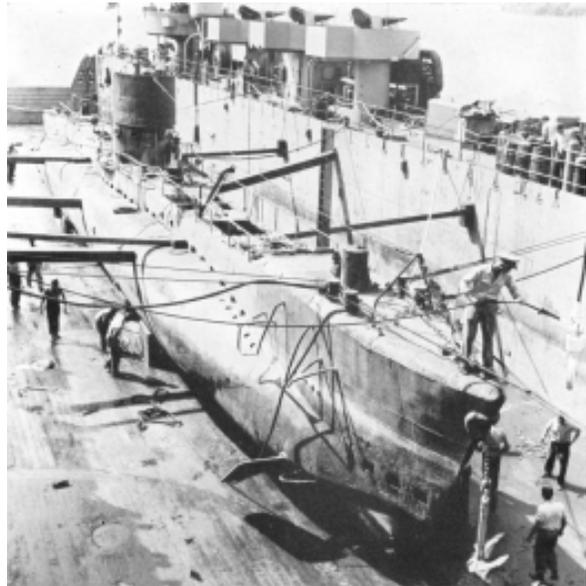
By the time this version of ONI 208-J had been released, little speculation would have remained concerning dimensions and operational capabilities of most of the Japanese landing craft. As a favorite and prime target of American PT boats at night and if found during the daytime sitting duck targets for U.S. Naval attack aircraft, large numbers of these vessels which did not sink outright could be recovered from beached and deserted ship sites. As the American Pt boaters found to their consternation, some of the larger Japanese landing craft turned out to be harder nuts to crack than originally envisioned. In fact, a mini-arms escalation program evolved between the antagonists. Initial attempts by the PT’s to upgun themselves found “orphaned” U.S. Army 37mm anti-tank guns showing up on the foredecks of the PT’s sans wheels. As the Japanese thickened the hides of their landing craft, it became necessary for U.S. forces to experiment with other pieces of hardware. Thus, Army single-barrel 40mm anti-aircraft guns would be seen in service on the “plywood wonders” of the “mosquito fleet.” In final form various rocket units could be found emplaced on the PT boats both as a method to attack the wily Japanese landing craft and to assist American amphibious forces on shore.

The importance of what many would consider the lowly landing craft became paramount to the Japanese forces which had been cut off or bypassed as part of the American “wither on the vine” philosophy. These vessels then became one of a few ways to resupply these garrisons with troops and materiel. For the Japanese desperation could be deemed the mother of necessity in this case, and saw the design of some rather unique methods of delivering required materials to these forces. Some of these devices will be found in Section 4,

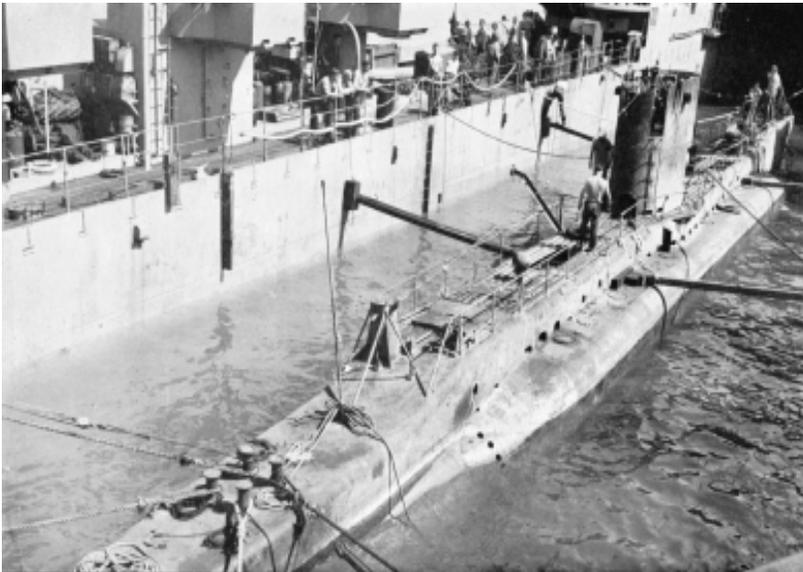
dealing with Barges.

Also found in this same section are photographs of the “Yu” class supply submarine, these being found on page 108 and 109 shown here for illustrative purposes. As the reader will note from the text accompanying the photo on page 108, the vehicle has been correctly identified as belonging to the Japanese Army and the designation as type Yu. For practical purposes the remainder of the data expressed compares closely to what later evidence revealed. Curiously no additional information is provided regarding these photographs. Certain items are easily recognizable and it was felt could be easily answered to provide more of the larger picture. This led to what we enjoyably call **Sherlock Holmes and the Case of the “YU” Submarine.**

At right: Starboard bow view of the YU submarine located in the well deck of the U.S.S. Rushmore, LSD 14. The photograph was taken from the starboard side of the LSD looking aft and shows the stern gate through which the LSD’s cargo arrived and departed, immediately aft the submarine’s conning tower. Wooden timbers secure the sub in her cradle on the well deck for a trip to San Francisco. A portion of the LSD’s anti-aircraft armament, single barreled 20’s, can be seen in their individual mounts at the top of the photograph.

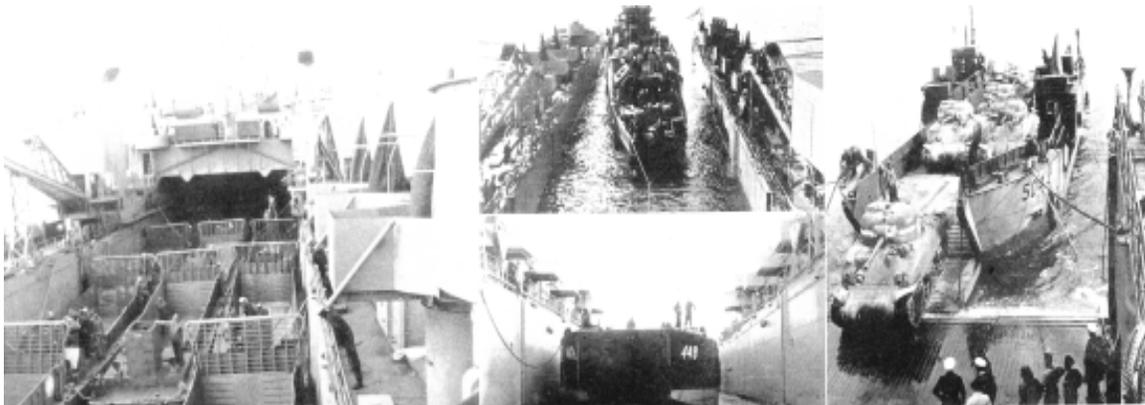


Below: The submarine is shown entering the well deck with some of the timber shoring in place which will locate her over a carrying cradle which is located beneath the submarine. When the water is pumped out, the submarine will settle on this cradle with additional shoring timbers being placed to ensure the vessel will not tumble



from her perch. With the release date of the ONI manual being March 1945 and these pictures being included, it becomes clear that these photos must represent the beginning of the submarine’s journey to San Francisco. This view of the YU is taken from the starboard side of Rushmore, but shows the stern of the submarine with the bow near the cavernous opening in the superstructure of the LSD. Normally this area would be loaded with landing craft of various types and descriptions, a sample of which will be found in another accompanying photo.

When dealing with original documentation the historian/researcher does not necessarily have all the parts of the puzzle. Investigation is dependent upon that individual's knowledge and experience. To the untrained eye, it might at first appear that the submarine shown on page 108 is in some type of drydock. This is not far from the truth, for in fact a more careful observation will reveal that the "dock" in question is in fact the well deck of an American LSD (Landing Ship Dock). Fortunately for the author, he was privileged to grow up in San Diego, California in the early to late 1950's, and as a child was also privileged to number some U.S. Naval Officers among his acquaintances. As such, the author was afforded the opportunity to go on board many of the U.S. Navy's vessels home-based in San Diego. This included amphibious landing craft. An LSD is quite apart from any other naval vessel in that it is intended for various amphibious warfare craft to be able to loaded and unloaded from within the body of the LSD itself. To facilitate this ingress and egress, the well deck of the vessel is flooded down to allow the smaller craft direct access. To provide the reader with a somewhat better illustration of this process and area within the ship the photos below fully illustrate amphibious ships of some size being brought into the well and stored (this also includes the Sherman tank shown being unloaded from an LCT). This grouping of photos has been borrowed from another ONI publication dealing with American amphibious vessels.

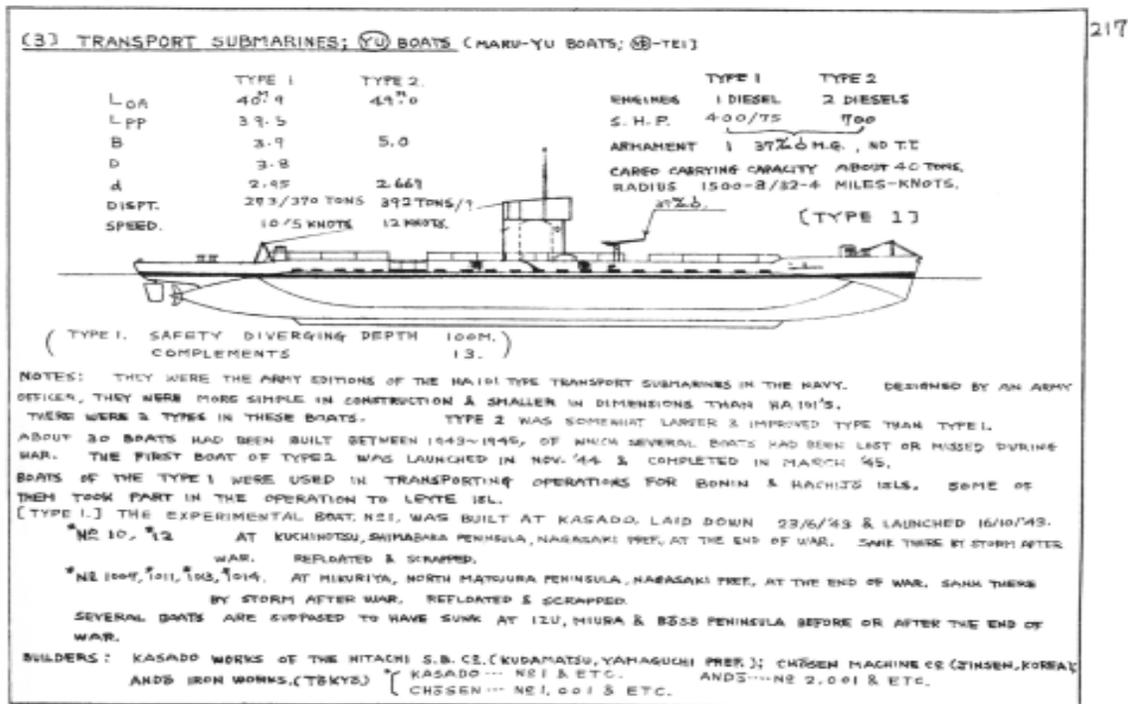


Above: Collection of photos illustrate the functionality of the American LSD. Modern versions of this vessel exist in today's modern navy but can include air-cushioned assault craft. In the days of World War II, however, the normal load found in the well would be as shown on the left at least a dozen 50' LCN's. The center group of photos show an infantry landing craft (LCI) proceeding through the stern gate while below an LCT rests on the bottom of the well. On the right, a group of American Sherman Tanks are off-loaded from their LCT and driven directly onto the well deck. The view of the LCI provides the reader an idea of what would have appeared to an individual standing on the LSD's superstructure watching the Japanese YU submarine enter.

The easy part of these two photos was to note that the Japanese submarine was within an American LSD. As a clue, the issue date of March 1945 for this ONI publication would clearly indicate these photos were taken sometime prior. This would be a simple problem to solve, by merely looking up data on the YU type submarine. A trip to the reference library and a close examination of the books available indicated little information was available on this type Japanese submarine. In fact, as matters would transpire, it was discovered that most of the later presentations would cite without directly mentioning the data prepared by Lt. Cdr. Fukui in the publication *The Japanese Navy at the End of WW 2*. The original material for this publication is dated 1947, and had been prepared in accordance with conditions laid down during the Japanese surrender. Its purpose could be compared to that of the various reports made and released under the heading of the U.S. Strategic Bombing Report, although the latter dealt with the destruction and implications which could be drawn on the destruction of various German and Japanese industries, Fukui's report provided specific details on all the surviving vessels of the Imperial Japanese Navy, and to the best of his knowledge at the time the fates of those units. The copy of the data from this report detailing the YU class submarine is enclosed for the reader's perusal. It will be seen no mention is made whatsoever of one of these units either of the Type 1 or Type 2 classification being captured in tact. The only reference made for those units not accounted for by storm, damage and scrapping at the end of the war is that they were used in transport operations for Bonin and Hachijo Islands as well as operations in the Leyte area.

A quick check in the other reference books found information relative to the Japanese Army's transport submarines, but shed no additional light other than what was found in the original report. One photo shows a vessel identified as YU-1 being examined by U.S. officers in the Philippine area in February 1945. A

specific identification is curious in that all the references concur that this vessel, YU-1 was launched in October 1943 and sunk later that same year. Once again these references concur that “there are no surviving records of the fate of this class except for the two surrendered units, the YU-10 and YU-12”. These sources further continue and state these vessels were scrapped after the war with the implication this activity was conducted in Japan itself. Here the researcher is faced with confused and implicitly expressed fact.



Above: A copy from the original report prepared by Lt. Cdr. Fukui which includes most of the formal data which has been seen utilized within the body of various publications dealing with this vessel. As is noted, no mention on the fate of the vessels indicates the capture by Allied forces other than those at the end of the war.

Phase two of this quest centered on an attempt to locate or isolate the specific LSD involved with this submarine. The easiest way to accomplish this would be to review the operational history of each individual LSD which could have been within the time and geographic parameters indicated, that is prior to March 1945 and within the Philippine area. Fortunately the number of LSD's is small when compared to, say the number of Fletcher Class destroyers built by the United States, 24 versus some 175. As usual, the last reference consulted contained the information sought – having read through the operational histories of 19 of the 24, the one dealing with the *U.S.S. Rushmore*, LSD 14, provided the exact answer. All the American LSD's then in commission performed some function during the reoccupation of the Philippine Islands. It would have been difficult using a process of elimination, that is comparing dates and locations, to determine the proper vessel. The smoking gun as it were found in the *Rushmore* data simply stated “Returning to the Philippines *Rushmore* loaded a 137-foot Japanese submarine which she carried to San Francisco to serve as a display to help sell War Bonds. In the United States from 2. June to 27 June, *Rushmore*” (Dictionary of American Fighting Ships, Vol. VI). The year given from the data contained is that for 1945, all the pieces of this puzzle were almost all in place.

What we have found is that the Japanese Army supply submarine was brought back to the United States and it was carried in the well deck of the *U.S.S. Rushmore*. Whether or not the submarine's designation was YU-1 cannot be determined from the presently available information. Nor are we able to trace her final disposition. A little light was let in on the picture, but there are still questions. This is a never ending quest of the researcher!

From the two photos of the YU submarine presented in this manual, it would be difficult to make a determination whether she is going or coming. Close scrutiny, however, shows that the picture of her in the water represents the initial shoring having been placed against the submarine and the LSD's sides. Viewing the “in dry” photo, we see additional stabilizing timbers have been placed well aft on the submarine's sides, and that sailors of the *Rushmore* are inspecting the cradle beneath the sub. Admittedly, reverse of this

sequence could be a possibility, however, the date of the manual and comparison with photos from this same sequence which were included in the June, 1945 ONI manual dealing with the Imperial Japanese Navy shows the vessel being worked into position to conclude the loading procedure. Also clearly shown in both of the accompanying photos is that the LSD type vessel would be the only one which could easily carry out this chore. Later photos published from this loading sequence were cropped in their final form and as such would blur complete photographic interpretation and possibly prevent the conclusions which we have derived. We can also believe that located in some dusty file in Washington D.C., is a very thick file folder containing the complete recovery report and all the photos which were taken at this time. We would, however, suspect that it is located next to the items stored with "Raiders of the Lost Ark"'s crate, and as such is as readily retrievable.

Sherlock Holmes is able to hang up his deerstalker cap – at least until the next mystery.

The remainder of Supplement 2 deals with lesser known civilian craft ranging from fishing vessels through dredges, barges, and native craft.

It should be noted that this is the "Restricted" version of this Supplement, and as such it did not include the "index and classification" section referenced in the table of contents, and explained in the introductory page. It is always tantalizing to know more exists and a complete disappointment when you 'ain't got it' in your own library.

ONI 223M – Merchant Ship Shapes

Although this small manual covers much of the merchant ship silhouettes – and helps to tell the "good guys from the bad guys", this was not really possible due to the added materials carried by the "raider" fleet. The commerce raiders operated by both Germany and Japan utilized structural deception to camouflage the appearance of their respective vessels and to conceal the fact that these were heavily armed vessels of war not complacent merchantmen that they appeared to be. Information along these lines was covered in separate publications dealing with these types of vessels. The presentation here is directed at "normal" merchant ship identification. Further, this full publication only represents the tip of the iceberg when compared to the full-blown identification procedure which is contained within ONI Recognition Publications dealing strictly with merchant ships, ONI 223, along with ONI 229 and JAN No. 3 dealing specifically with Japanese merchant vessels.

The material contained within this publication is self-evident and Sherlock was able to keep his hat on the rack.

At least two future volumes of this series will cover in full the elaboration dealing with merchant ship identification as well as a comparison with the British practices of the period. The reader will note mention is made of the Admiralty identification procedure identified as BR-799. One further system of identification and indexing of material relative to merchant ships will be found in the work of Lt. Cdr. E.C. Talbot-Booth, RNR, one of the earliest pioneers in the systematic classification of these types of vessels.

Of particular interest in this 36-page booklet are the methods of descriptive reporting used by various agencies in various periods of the war. The JMST (Japanese Merchant Shipping Tonnage) system was developed by the Allied Air forces and Naval Intelligence in the southwest Pacific area specifically for use in identification of the Japanese merchant vessels. The BR-799 system was far more complex, developed by the British Admiralty and used a 12-part subdivision system to locate prominent structures aboard a vessel. Then the ONI system borrowed from the BR-799 and used a letter coding system locating masts, kingposts, funnels, etc. in the identification of observed vessels. The manual, although brief in nature, is comprehensive and well illustrated, proving itself a valuable tool to the allied observers of the time.

While it would be easy to say more on this subject, without the ability to compare and comprehend the advantages and disadvantages of each individual system, the reader cannot be presented with a clear picture. This information will follow in future volumes.

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MOTOR TORPEDO BOATS

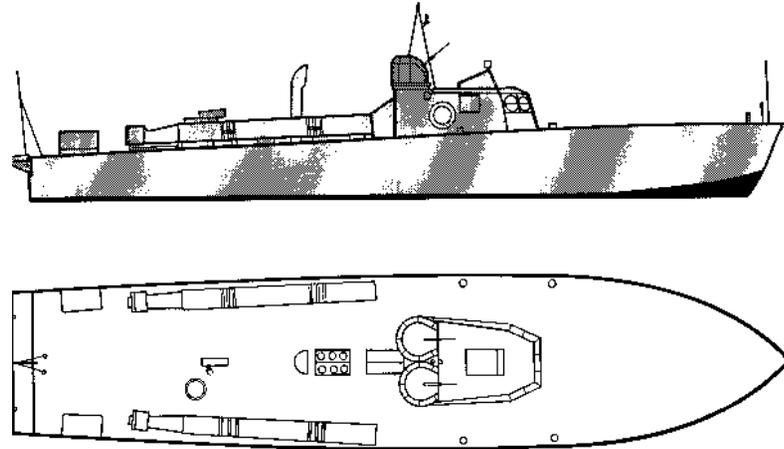
MOTOR TORPEDO BOATS AND HAYABUSA BOATS (PT, PGM)

It is estimated that the Japanese have in operation over 300 motor torpedo boats comprising some fifteen classes. Although information is available for only four of these, it is probable that the unidentified classes are very similar to each other and that numbered designations do not actually indicate distinct differences. In general, Japanese PT's are considered inferior to United States motor torpedo boats in speed, firepower, and performance.

Japanese respect for our PT's is revealed in their program for the construction of Hayabusa Boats, high-speed patrol craft whose primary function is reported as "anti-torpedo-boat warfare." Approximately 90 are now believed to be in operation. The Hayabusa is well equipped with heavy automatic machine guns and can carry mines and depth charges, but is not equipped for torpedoes.



PT 1 CLASS (PT 1-9)



All units were adapted from an Italian MAS design.

DISPLACEMENT -- 20 tons (standard).

DIMENSIONS -- 106 (o. a.) x 14' x 2'2" (max.).

SPEED -- 38 knots (max.); 30 knots (cruising).

ENDURANCE -- 210 miles at 30 knots.

DRIVE -- Two HIRO gas engines; 1,800 hp.

ARMAMENT -- Two 18" torpedoes.

Two 7.7-mm machine guns.

Two to six depth charges carried.

Hydrophone gear carried.

COMPLEMENT -- 7.

ONI 208-J Supplement 2
Division of Naval Intelligence
PT 10 CLASS (PT 10-16)

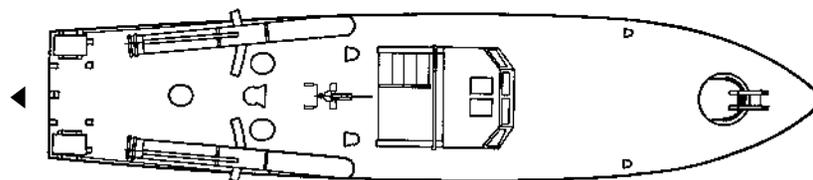
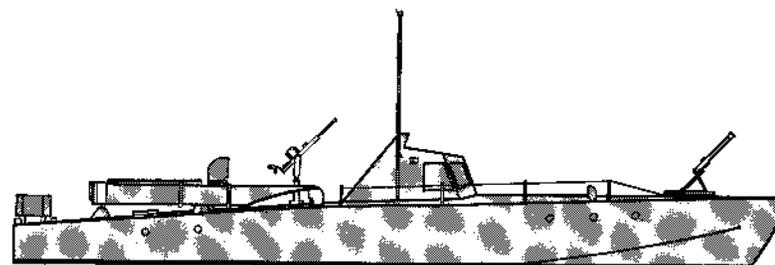
Seven of these steel-hulled units are believed to be operating.

DISPLACEMENT -- 80 tons (standard).	ARMAMENT -- Four 18" torpedoes.
DIMENSIONS -- 107' (o. a.) x 16'6" x 2'6" (max.).	Three 13-mm. single AAMG.
SPEED -- 29 knots (max.); 16 knots (cruising).	Eight to twelve depth charges.
ENDURANCE -- 340 miles at 28 knots; 1,000 miles at 16 knots.	Smoke apparatus and hydrophone carried.
DRIVE -- Four gas engines; 3,800 hp.; 4 screws.	COMPLEMENT -- 18.



MOTOR TORPEDO BOATS

PT 101 CLASS (PT 101, 109-118) -- Captured Units.



This group includes 10 Dutch PT's seized by the Japanese. All are steel-hulled.

DISPLACEMENT -- 20 tons (standard).	ARMAMENT -- Two 18" torpedoes.
DIMENSIONS -- 61' (o. a.) x 12'9" x 4'.	Two 13-mm twins, one 7.7-mm AAMG.
SPEED -- 38 knots (max.); 30 knots (cruising).	Two to twelve depth charges.
ENDURANCE -- 310 miles at 30 knots.	
DRIVE -- Three gas engines and screws; 1,350 hp. (des.).	