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13/162 B. Reports on Sighting Periscope or Torpedo Wake at Night

EQUIPMENT USED	SIGNAL	TRANSLATION OF SIGNAL	REMARKS
Signal Pistol	Green, two rounds	Periscope (torpedo wake) sighted to starboard	1. Will be used with signals prescribed by signal book.
	Red, two rounds	Periscope (torpedo wake) sighted to port.	2. When mistaken, report of this will be made by directional signal light.

C. Indication of Hydrophone (Underwater Ranging) in Signals Regarding Urgent Sighting Detection.

SIGNAL CODE LETTER	TRANSLATION OF SIGNAL	RULES FOR SIGNALING
C	Hydrophone (underwater ranging)	The same signal methods as for signals to indicate detection in signals regarding urgent sighting (detection).

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13/163 D. Reports of Radar Detection and Telephone Reception

SIGNAL CODE LETTERS	TRANSLATION OF SIGNAL	EXAMPLES
1-HB	Detected radar: (.....MC) (Position) (Sensitivity) (Time.....)	1-HB KBI (+1) 10 370 EO (+2) KBI 3 1250 Detected radar: 370 MC, position 10°, sensitivity 3, time 1250.
1-OG	Picked up enemy submarine voice communication: (Sensitivity....) (Time.....)	1-OG KBI 5 1200 Enemy submarine voice communication received: sensitivity 5, time 1200.
1-OR	Received enemy aircraft voice communications: (Sensitivity....) (Time.....)	1-OR KBI 5 Enemy aircraft voice communication received.

(+1) etc:-

(1)

(2)

VII. STANDARD PROCEDURE FOR EVASIVE TORPEDO AND BOMBING ATTACKS

A. When an attack by enemy airplanes is anticipated, while cruising under alert (KEIKAIKOKO), each force (group) will go into a circular formation or an order of cruising under alert (KEIKAIKOKO) based on a circular formation. Each force will be ready to proceed immediately at a speed of 26 knots or more. (If the situation demands, maximum combat speed will be used). If necessary special zigzag movements will be employed.

B. When enemy airplanes have been observed or an attack is anticipated, each circular formation (force, group) will quickly increase speed (speed to be one and one half times standard speed) and evade the enemy by means of suitable maneuvers. The speed used in evasive action will be maximum speed for the aircraft carriers or the maximum speed possible for each circular formation (forces and groups). The foregoing circular formations (forces, groups) will be fixed by the senior commanding officers.

C. When a circular formation containing two (or more) aircraft carriers is broken up into two (or more) circular formations each centered around an aircraft carrier, the signals and movements will be in accordance with the following:

1. Signals

a. When the number of groups corresponds to the number of aircraft carriers, the signal will conform to the following:

Example

SAK (+1)

"Separate into groups (same number of groups as aircraft carriers)."

b. When the groups indicated are to take station at a designated bearing from the guide ship (group), the signal will conform to the following:

Example

TAI 2 BAK | SAK | 240 RO

"Group 2 will take station on a bearing of 240° from the guide ship (group)."

c. The senior commanding officer of each group will indicate quickly the course and the type of circular formation.

2. Movements

Each group will guide on a guide ship (group) - unless otherwise ordered, ship (group) of the senior commanding officer - and move so as to occupy a station 8 km from the guide ship (group). But when two groups deploy, they will maneuver so as to be dispersed quickly along the bearing and to the rear.

D. Evasive movements in a circular formation will be as follows:

1. When there is one aircraft carrier within a circular formation, it will carry out evasive maneuvers freely and independently. The rest of the ships (units) generally will carry on evasive movements which will allow them to follow the carrier.

(+1) etc:-

(1) 散

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Attached Table

SPECIALLY PRESCRIBED SIGNALS (EXAMPLES) EXTRACTED FROM APPENDIX TO 1 MOBILE FLEET DOCTRINE (Continued)

SIGNAL CODE SYMBOL	TRANSLATION OF SYMBOL	GOVERNING PARAGRAPH
GHU (*1)	(Immediate cessation of light signaling)	XI "Prearranged Signals", A
Signal pistol: green, 2 rounds	Periscope (torpedo wake) sighted to starboard.	" B
Signal pistol: red, 2 rounds	Periscope (torpedo wake) sighted to port.	" B
15 (SEN) (*2) C	Hydrophonic Contact (detection by underwater ranging) on enemy submarine: bearing 150°.	" C
1-HB KEI (*3) 370 10 HO KEI 3 1250	Radar detection on 370 MC; bearing 100°; sensitivity 3; time 1250.	" D
1-OG KEI 5 1200	Enemy submarine voice communication received; sensitivity 5, time 1200.	" D
1-OR KEI 5	Enemy aircraft voice communication received; sensitivity 5.	" D

Note: The symbol * indicates an exact ROMAJI transliteration of the original KANA.

(*1) etc:

(1) 中

(2) 潜

(3) 計

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D. The disposition of radar patrols in the main unit. (KJ Force or OJSU Force) will be regulated exactly as follows:

CLASSIFICATIONS OF DISPOSITIONS FOR RADAR SEARCH (ABBREVIATED CODE)	CLASSIFICATIONS OF DISPOSITIONS FOR RADAR SEARCH AND RADAR INTERCEPT (ABBREVIATED CODE)	OUTLINE FOR EXECUTION			
		OUTLINE	TIME OF SEARCH	ALLOCATION OF SEARCH AREA	METHOD OF WATCH
Ordinary Radar Search Dispositions (TSUSEHA*)	Ordinary Search Dispositions (TSUTAH*)	One of the aircraft carriers and one of the other ships will be on watch.	Method T. (*1)	Method 1	Method TEI (J)
	Ordinary Intercept Dispositions (TSUTACHI*)	By special order			
Condition 1 Radar Search Dispositions (1 KESHA*)	Condition 1 Search Dispositions (1 KETAHA*)	1. Search will be initiated by special order. The ship on watch will begin search immediately and will be as prepared as possible. 2. Two of the warships and two of the destroyers will be on watch.	Method GO (*2)	Method 2	Method TEI
	Condition 1 Intercept Dispositions (1 KETACHI*)	The relief for the present search watch will stand intercept watch.	Method T. (*3)	Method 2	Method TEI
Condition 2 Radar Search Dispositions (2 KESHA*)	Condition 2 Search Dispositions (2 KETAHA*)	Each warship and each destroyer will carry out two watches.	Day Relief TSU (*4)	Method 2	Method TEI
	Condition 2 Intercept Dispositions (2 KETACHI*)		Night Method GO	Method 2	Method TEI
Condition 3 Radar Search Dispositions (3 KESHA*)	Condition 3 Search Dispositions (3 KETAHA*)	When visibility is 10 km or less, each cruiser and each destroyer will carry out search for two watches.	Method GO	Method 3 (If there are more than three ships, it will be doubled.)	Method TEI
	Condition 3 Intercept Dispositions (3 KETACHI*)	1. Each cruiser and destroyer will carry out search for two watches. In the event the present watches are working on search, the relief watch will take over the interception. 2. Warships mentioned above will carry out interception.	Method T.	Method 2	Method TEI (*5)
Urgent Radar Search Dispositions (KISEHA*)	Urgent Search Dispositions (KETAHA*)	Each ship will carry out search in full strength.			Method KI
	Urgent Intercept Dispositions (KETACHI*)	Those which can work on interception while carrying out search will do so.	Method T.		Method KI

Notes:

In the absence of special orders, watches will be stood in order of the numbers of the units and ships, beginning with the first watch.

Note: The symbol * indicates an exact ROMJI transliteration of the original KANJI.

(*1) etc:-

(1) 多

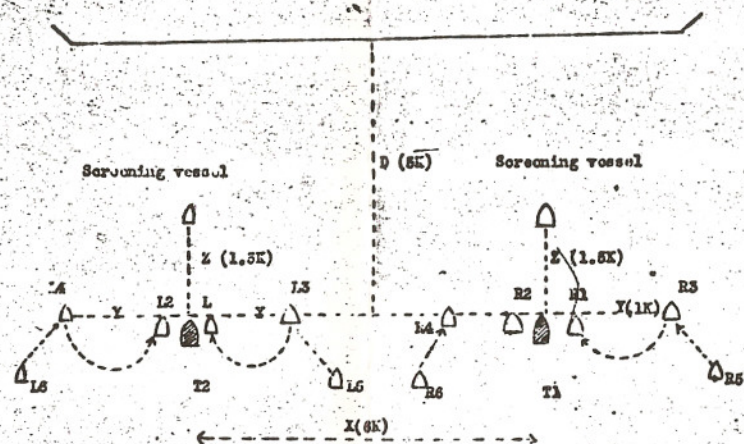
(2) 號

(3) 登

(4) 津

(5) 癸

STANDARD FORMATION FOR SUPPLYING-1



(If exact tracing from the original document.)

(TH Translation of conventional signs and abbreviations.)

K Kilometers
T Cargo ship
△ Ship

Notes

1. Order in carrying out supply

a. Ships which have not yet received supplies (ships late in order)

R5, R6 } R5 → R1 → fixed position
L5, L6 } R4 → R2 → fixed position

b. R5, R4, L5, and L4 will execute turns together.

2. Whenever R1, R2, L1 and L2 are the last ships to be supplied, ships which will make up the direct escort will be determined on each such occasion.

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Attached Table

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SPECIALLY PRESCRIBED SIGNALS (EXAMPLES) EXTRACTED FROM APPENDIX TO 1 MOBILE FLEET DOCTRINE

SIGNAL CODE SYMBOL	TRANSLATION OF SIGNAL	GOVERNING PARAGRAPH
EA 80 H ₀ (*1), 150	Take stations in Order of Cruising Under Alert (KEIKAIKOKO) - 1. Axis of formation (JIKUNOKO) 60°; Course 150°.	I "Order of Cruising Under Alert", F
EA, A 20 H ₀ , X KEI (*2) S	Take stations in Order of Cruising Under Alert (KEIKAIKOKO) - 1. A will be 20°; X will be 8 km.	" G
EB, B 50 H ₀ , Y KEI (*3) G	Take stations in Order of Cruising Under Alert (KEIKAIKOKO) - 2. B will be 50°; Y will be 6 nautical miles.	" G
KAN (*3) 330 RETSU (*4) BAN (*5)	Alternate methods of change of formation to the left to 330°.	" J
TAI (*5) A (TAI GA)	H ₀ Force	" K
TAI B (TAI GB)	OTSU Force	" K
TAI N (TAI GN)	Stand-by (T/IKI) Force	" K
TAI S (TAI GS)	Maintenance (SEIBI) Force	" K
TAI X (TAI GX)	Carrier Force	" K
TAI Y (TAI GY)	Diversion Attack Force	" K
TAI Z (TAI GZ)	Main unit	" I
TAI 1 (TAI G1)	Group 1	" I
TAI 2 (TAI G2)	Group 2	" I
TAI UO (TAI GUO)	Group 10	" I
JIN (*7) ZA	Take Circular Formation A	II "Circular Formations", A
JIN ZB	Take Circular Formation B	" A
SEN (*8) 9F BAN 3	Ship 9F will take up 3	" A
JIN ZA, S KEI 2H	Take Circular Formation A. Distance between carriers and cruisers will be 2.5 km.	" A
JIN ZB, T KEI 2H	Take Circular Formation B. Distance between carriers and cruisers will be 2.5 km.	" A
JIN ZC, R KEI 1H	Take Circular Formation C. Distance between carriers and cruisers will be 1.5 km.	" A
JIN ZA, A 50 H ₀	Take Circular Formation A. A will be 50°.	" A
JIN ZB, 30 H ₀ 250	Take Circular Formation B. Axis of formation will be 30°; course will be 250°.	" B
JIN ZC, 60 H ₀	Take Circular Formation C. Axis of formation will be 60°; course will be existing course.	" B
30 H ₀ BAN	Change axis of formation (JIKUNOKO) to 30°.	" G

(*1) oto, -
(1) 方
(2) 計

(3) 艦
(4) 列

(5) 旅
(6) 隊

(7) 陣
(8) 船

Attached Table

SPECIALLY PRESCRIBED SIGNALS (EXAMPLES) EXTRACTED FROM: APPENDIX TO 1 MOBILE FLEET DOCTRINE (Continued)

SIGNAL CODE SYMBOL	TRANSLATION OF SYMBOL	GOVERNING PARAGRAPH
Yardarm light (or one white light and SEIBI signal light beamed to lee side)	Rescue preparation completed; all clear for landing.	VI, A Regulations for Picking up crews of Airplanes Which Must Make Forced Landings:1
CHI SU*	Land near the direct escort vessel.	" 1
Call sign of the ship transmitted several times	Is it all clear to land?	" 1
Call sign of the ship and dot transmitted several times	All clear to make landing.	" 1
KU R R	The airplane will make a forced landing off starboard side of this ship.	" 2
KU (+1) L L	The airplane will make a forced landing off port side of this ship.	" 2
KU O O	The airplane will make a forced landing ahead of this ship.	" 2
KU S S	The airplane will make a forced landing astern of this ship.	" 2
KU Numbers HO (+2)	The airplane will make a forced landing at bearing -- degrees from this ship.	" 2
Lower landing gear and arresting hook. Low altitude turn to left. Transmit HO* several times.	Let us know the location and station of the carrier to which we are attached.	" 3
Number Wind sock Number (HO* = Number; KI* = Number)	Carrier to which airplane belongs is situated: bearing degrees; nautical miles.	" 3
SAN (+3)	Separate into groups (same number of groups as aircraft carriers).	VII "Standard Procedure for Evading Torpedo and Bombing Attacks", C
TAI (+4) 3 SAN (+5) SAN 240 HO	Group 3 will take station on a bearing of 240° from the guide ship (group).	" C
----- (Transmission of dots)	We are withdrawing singly to starboard (Right rudder!)	" C
----- (Transmission of dashes)	We are withdrawing singly to port (Left rudder!)	" C
----- (Transmission of dotdash code)	We are easing rudder.	" B
Green Green Green	We are withdrawing singly to starboard (Right rudder!)	" E
Red Red Red	We are withdrawing singly to port (Left rudder!)	" E
White White White	We are easing rudder.	" E

(+1) etc. =

(1) 空

(2) 方

(3) 散

(4) 隊

(5) 番

Note: The symbol * indicates an exact ROMJI transliteration of the original KANA.

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2. When there are two aircraft carriers within a circular formation, the aircraft carrier with the senior commanding officer aboard will maneuver freely and independently. The other aircraft carrier and the rest of the ships generally will carry on evasive movements which will allow them to follow the carrier.

D. Regulations on Handling of Returning Airplanes in Fog and Methods of Indicating Position of the Base Carrier

These regulations apply when taking on airplanes which have returned through the fog by radio guidance, etc, to the sky over the fleet.

ACTIONS OF RETURNING PLANES	ACTIONS OF RECEIVING SHIP	REMARKS
1. When the airplane has determined that it has returned over the fleet, it will report the height of the fog to its base ship. 2. When the airplane receives the message regarding time the ship will fire, it will take precautions against the burst by appropriately manouevring at a safe altitude from the calculated height of burst and will watch for the burst of the projectile. 3. When the airplane acknowledges the bursting point of the projectile from the high angle gun, it will transmit the message, "Have spotted the burst". If the crew is determined to land, they should transmit FU* several times, then strive to set the airplane down in the vicinity directly under the burst. 4. When the airplane cannot spot the burst of the projectile, it will transmit, "Could not spot the burst; fire again". Then another burst will be fired. When the burst is not spotted again, message will continue to be repeated.	1. The ship will notify the airplane beforehand of the time it will fire its dual purpose guns. It should take into consideration the formation of the fleet at the time and fire two simultaneous shots from dual purpose guns in a safe direction and as vertically as possible. 2. Selection of standard bursting height a. When the height of the fog is less than 500m; 1000m b. When the altitude of the fog is more than 500m; height of fog + 500m 3. When the airplane is set down in the sea, this ship or an appropriate ship will go to its rescue. 4. Upon receiving the message as stated to the left, this ship will fire another round as in paragraph 1. 5. When various conditions such as wind direction and velocity and fog are favorable, the location of the ship will be indicated by utilizing balloons and kites.	

SPECIAL COMMUNICATION ABBREVIATED CODE	ABBREVIATED COMMUNICATION CODE	ABBREVIATED TELEPHONE CODE	MEANING	REMARKS
	U TSU* 0000	U TSU* 0000	Time for firing 0000	0000 indicates the time.
	MUKO* ----	MUKO* ----m	Height of fog ----m	---- is in units of 100m.
	SAMITA*	Spotted	Have spotted the burst.	
	HUSAMI*	Could not spot burst; fire again.	Could not spot the burst; fire again.	

Note: The symbol * indicates an exact ROMAJI transliteration of the original KANA.

2. Maneuvers made by the airplane and ship

AIRPLANE WHICH MUST MAKE A FORCED LANDING	RESCUE SHIP
1. The airplane will circle to the left continuously in the vicinity of the rescue ship as it transmits the standard signal. 2. The pilot will receive the signal "All clear for landing" before proceeding to set the airplane down. 3. When the sea is calm, an attempt will be made to set the airplane down near and to starboard of the rescue ship. In rough weather, an attempt will be made to set the airplane down in the calm wake of the rescue ship. 4. When the cruising ship is still unprepared to pick up the crew and an immediate landing is unavoidable, the airplane will be set down 2000 m or more in front of the ship.	1. It is a practice to head into the wind when commencing the rescue. 2. The position of the windsock (or the black ball and KOU pennant) when at the dip is approximately one third of the way up the halyard. 3. To indicate the direction of the wind at night, rotate the searchlight 5° and direct the beam downwind. 4. In rough weather, an attempt will be made to form a calm wake in rear of the ship so as to facilitate the landing. 5. On nights when the field of vision is poor, the lights at the bridge and stern of the ship will be switched on. If conditions are still poor, searchlights will be used to construct an auxiliary horizon (at right angles to wind direction).

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