

(4). Other units or ships

Each unit or ship will intercept the enemy communications important to it from an operational standpoint. Units or ships maneuvering near enemy territory, however, will intercept local communications and consider over-all strategy.

e. Interference with enemy communications normally will be a combination of jamming, fabricated messages and fabricated communication exchanges. Each force commander, when he considers conditions favorable, will have such practices carried out by the forces under his command or will request that they be carried out by the communications unit stationed in the vicinity.

f. The basic rule is that the deceptive communications will be ordered specially. However, each force commander, whenever he considers conditions favorable, will carry them out after thorough preparations.

g. In many situations it is advantageous to carry out the deceptive communications by shifting an element of the force.

ii. Ship Communications

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a. While cruising under alert (KEIKAI KOKO) radio transmission will be controlled strictly and normally visual communications will be used. Therefore, consideration will be given to such measures as assigning ships to relay signals, sending out dispatch boats and airplane delivery of messages.

b. When a message is to be sent by a force cruising under alert (KEIKAI KOKO), it is especially advantageous to dispatch a boat or an airplane and to have the message radioed from an isolated point.

c. At night or when visibility is poor, blinker signalling will not be used where the danger exists that the enemy is within the limit of visibility, except in cases of special urgency. Normally, wireless communication will be by means of short-range radio waves.

d. During combat a suitable division will be made between visual signalling and wireless communications; all communication facilities will be used. It is essential, however, not to transmit more than necessary, not to delay vital communications and not to send information of use to the enemy.

e. In the confusion of battle, whenever necessary, recognition signal lights will be used.

f. For communications at anchor under alert (KEIKAI TEIHAKU) visual signals and telegraph and fixed communication installations on land will be used extensively; transmission over long-range frequencies will be avoided. The control of short-range frequencies and the extent to which visual signals will be used will be determined by the senior commanding officer present in accordance with the enemy situation, conditions at the anchorage, the degree of the alert, etc.

iii. Communications of Communications Units

a. Communications units, irrespective of organization and assignment, will strive for speedy and accurate delivery of the communications of all forces. In particular, they will co-operate to minimize radio transmission by ships.

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b. Intercepting and interfering with enemy communications constitute one of the principal duties of a communications unit. Therefore, even communications units which do not have special apparatus or specially assigned personnel will be prepared to carry out interception and interference at any time.

IV. Communications of Air Forces

a. Airplanes in particular must strive to minimize radio transmission and to keep secret their movements and plans.

b. The communications of air bases often inadvertently reveal plans through the volume of communications, changes in addresses, and the sending and receiving of weather reports. Therefore, every effort will be made to preserve the secrecy of plans by using the communications facilities of other forces, by continuous broadcasting of weather reports, etc. This applies especially to bases where air forces are not regularly stationed.

c. Because many elements depend on radio transmission, in the training of HIKOKITAI attention will be paid to frequencies to be used, essentials of communications, etc. Moreover, it is often advisable to disguise plans and movements by deceptive communications.

B. INTERCEPTION (YŌGŌKI) ZONE COMBAT

1. Preparations for Continuous Supply

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a. Transport routes on land and sea will be well organized. Along sea transport routes in areas where there is much interference by the enemy, a series of bases well equipped with boat shelters and antiaircraft installations will be set up at intervals which can be covered in one night. Advantage will be taken of natural features.

b. Transport vessels with a capacity appropriate to the enemy situation, terrain, etc., will be provided. Consideration will be given to their replacement. Ideally, these transport vessels will not be unduly large; they will be light and maneuverable, will have ample cargo capacity, will be equipped with special loading facilities and will possess adequate defensive power.

It is inadvisable to use vessels of low speed and insufficient cargo capacity for purposes of transport in the forward areas. Destroyers will be assigned to transport duty only when absolutely necessary; the abuse of this practice is to be avoided.

c. Sufficiently powerful forces of airplanes, torpedo boats, armed barges, etc., will be provided for the protection of transport vessels from enemy interference and also for harassing enemy transport. Plans will be made to improve these forces so that they always surpass the opposing force in power and armament.

d. A plan will be prepared for emergency transport by airplanes.

e. Preparations will be made to use submarines for transport. In transport submarines have the advantage of greater cargo capacity than airplanes and ability to avoid detection by the enemy. However, since combat submarines assigned to transport duty cannot fulfill their prime function, preparations must be made to use the special-type transport submarines.

11. Transport in the Face of the Enemy and Harassing Enemy Transport,

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a. For transport operations in areas where interference from enemy airplanes and warships is anticipated, a transport operations force consisting of airplanes, warships and transport vessels will be organized. Whenever possible, it will operate under unified command. The transport operations force will be divided in advance into a combat force (screening unit) and a transport force. When the enemy appears, the combat force will operate mainly with a view toward annihilating the enemy, while the transport force will closely watch the situation from both flanks and, taking the enemy unaware, will complete its mission.

The special-type transport vessels will strive to carry out their movements in secrecy, taking full advantage of weather and terrain. When adequate cover is given by airplanes and warships, seldom is there any interference by the enemy, and usually the transport mission can be successfully completed.

b. In connection with transport plans, the general points to be considered are as follows:

(1). Preparations

(a). Detailed preliminary arrangements will be made with the various headquarters or forces concerned. In particular, there will be the greatest possible co-operation between air and surface forces, between the transport force and the force in charge of debarkation and between the transport force and the surface combat force.

(b). The procedure for loading and debarkation will be determined beforehand.

(c). The route, schedule of movements, withdrawal procedure, screening procedure during debarkation, and allocation of rescue duties will be determined beforehand.

(2). Route

(a). A route will be selected which will minimize the chances of discovery by enemy airplanes and which will facilitate cover by direct escort planes.

(b). A number of routes will be prepared in order to enable immediate response to the enemy situation, and repeated use of the same route will be avoided as much as possible.

(c). Though coastal routes are often advisable, in unoccupied territories consideration must be given to enemy espionage systems.

(3). Schedule of movements

When entering a zone of intensive air activity, debarkation normally will be timed to take place at night and by dawn the vessels will withdraw beyond the attacking range of enemy fighter planes.

(4). Screening during debarkation

(a). The screening unit will be responsible for patrol sectors extending about 5 km beyond the transport vessels.

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If circumstances warrant they will prepare to meet enemy attacks by guarding both within and without the area.

(b). It is often advantageous for transport vessels to change berths during debarkation.

(5). Debarkation

(a). Though normally boats will be provided on the spot, large and small landing barges and collapsible boats will be carried by the transports whenever necessary.

(b). An officer will be sent ashore to assume command. He will supervise the debarkation personnel and will organize and assist in the operations.

(c). A series of debarkation points will be set up and lights will be shown from them and from the ships to guide the movements of the boats.

d. When the enemy interferes, whether to go through with the transport mission or to withdraw will be determined by strict adherence to the transport plans. Playing into the hands of the enemy and retreating hastily without closely observing the actual battle situation are to be avoided. All that is needed are measures appropriate to the over-all situation. Since the mission can be successful only through extremely close co-operation between the commander of the entire operation and the commanders of both the combat force and the transport force, detailed plans and studies will be made beforehand and carried out to the letter.

e. Enemy transport ships in forward areas will be attacked and destroyed by airplanes and submarines at their rendezvous or on the open sea. When the enemy advances further, our airplanes, submarines and surface ships will attack and destroy him on the open sea or at his advanced anchorages. When the enemy is carrying out continuous supply by special-type transport vessels, harassing forces will sweep them from the seas and destroy them.

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iii. Combat for Repulsing an Enemy Attacking from an Adjacent Area

a. The enemy frequently prepares his landing force at a strategic point about one night of cruising from the point at which he intends to land, planning to proceed secretly with special-type vessels used in landing operations. A force will be prepared to oppose the landing and reconnaissance and observation will be intensified. If the enemy attempts to make a raid, taking full advantage of weather and terrain, his advance will be cut off and every effort made to annihilate him on the open sea and at the anchorage. Since the enemy often seeks to take advantage of weather which is difficult for air reconnaissance, when apparently the enemy is about to attack, observation and reconnaissance by means of patrol boats, submarines, etc, must be carried out.

b. When a combined surface and air attack is likely, with Army co-operation, roads, bridges, etc, will be destroyed in advance. When the attack comes, the enemy will be fought in the air, on the sea, and on land; his advance will be halted.

c. In areas where attack by enemy paratroops is anticipated, defenses will be prepared at airfields and at other places suitable for descent. When the paratroops are sighted, they will be annihilated in midair or at the moment they reach the ground.

d. Since the enemy normally makes every effort to secure a beachhead by selecting an undefended point, preparations will be made for mobile warfare on both land and sea. It is vitally important that our forces counterattack and destroy the enemy before he gains a firm foothold. In this type of warfare, agreement with the army will be especially close, and preparations for mobile warfare exceedingly detailed. When an enemy attack appears likely, to the fullest extent possible positions will be taken up at the points where a landing can be expected.

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e. When the enemy attacks an outlying island, after thorough reconnaissance he attempts to land at a weakly defended point. Therefore, all outlying island defenses must be made secure so that even in areas facing reefs no weak points remain.

f. When the enemy anchorage has been penetrated, every effort will be made to attack and destroy the transport vessels before the landing boats have been launched. If the enemy moves forward, he will be destroyed at the beach.

The following elements will be provided for combat at the anchorage or beach: airplanes, submarines, torpedo boats, armed barges, underwater defense equipment, coastal batteries, special tanks, close combat weapons, beach defense weapons, antiaircraft weapons, land forces, mobile surface forces, etc.

g. Inasmuch as the enemy often enters an anchorage at daybreak and seeks to land during the day under cover of airplanes, air strength will be concentrated to halt the landing and join an all-out air combat.

h. By planning and with the aid of excellent materiel the enemy is capable of landing powerful forces, weapons, etc., within a short time. Within a period of from several hours to several days he is capable of setting up antiaircraft emplacements, heavy gun emplacements, etc., and can even construct a rough airfield in 10 days. On the other hand, weak points exist in his operational movements which make impossible the full use of his fighting power. Therefore, without necessarily having any regard for strength and equipment, our forces must launch a bold and resolute counterattack against the landing force, making use of our maneuverability on land and sea. It is essential that our forces take advantage of the fact that the enemy is not well organized in order to destroy him.

i. When the enemy attacks, his strength and movements will be ascertained promptly. It is essential that the shifting and concentration of our forces be accomplished quickly. Reconnaissance and patrolling will be carried out to this end. Each force must make timely and accurate reports on the situation in its assigned area, thereby enabling the senior commanding officer to make correct decisions.

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Occasionally the decisions of the commanding officer have been made difficult by false reports of enemy attacks and by reports misrepresenting the enemy situation through failure to discern diversionary feinting movements or penetrations. In attempting to get at the truth where confusion prevails, the immediate situation will be estimated on the basis of the general situation. Cool-headed decisions will be made with consideration for the sources of information and the channels through which it came. It is important to appraise the reliability of the situation estimate and the sources of the information to intelligence reports.

C. ADVANCED EXPEDITIONARY FORCE (SENKEN BUTAI) OPERATIONS

Advanced Expeditionary Force (SENKEN BUTAI) operations will conform in detail to the Separate Volume, Essentials of Combined Fleet Advanced Expeditionary Force (SENKEN BUTAI) Operations (Provisional) and to Standard Regulations for Submarine Force Night Operations.

D. AIR COMBAT

The Separate Volume, Essentials of Combined Fleet Air Combat, will be applied.

E. NIGHT ACTION

Page 14/53 Combined Fleet night operations will conform in detail to Night Operations Force Doctrine, formulated by the Commanding Officer, Basic Organization Night Operations Force.

F. ANTIAIRCRAFT ACTION

a. The Separate Volume, Essentials of Combined Fleet Antiaircraft Action, will be applied.

b. Combined Fleet Ultrasecret Order 15 (1942), Standard Regulations for Antiaircraft Action, will remain in force till the Separate Volume is distributed.

G. ANTISUBMARINE WARFARE

a. The essentials of antisubmarine warfare comprise strict alert and discovery of all enemy submarines present and then sinking them certainly through persistent and thorough attack. A further factor will be to convince enemy submarine crews through accumulated results that attempts at attack mean certain doom.

b. It is extremely important to know accurately the current enemy submarine situation and where friendly submarines are operating so that attacks may be speedily prosecuted. The schedule of friendly submarine movements will be communicated to the authorities involved; the presence of enemy submarines will be communicated as soon as discovered. Each unit (ship) will concentrate on the reception and arrangement into order of these communications and will constantly keep a clear account of the enemy and friendly submarine situation.

Page 14/54 c. Alert against enemy submarines will be maintained through interception of enemy communications, air patrols, surface ship lookout and extensive use of electric ranging and underwater ranging instruments. At any time, day or night, echo ranging gear and hydrophones are very effective at close range; radar intercept receivers at long range. Radar ranging gear is likewise very effective against surfaced submarines. Radar ranging gear and echo ranging gear

have the disadvantage of disclosing the location of the user. Often, however, it will be advisable to use them when the presence of enemy submarines is suspected.

d. Antisubmarine patrol and attack will be primarily carried out through co-ordinated action by airplanes and antisubmarine vessels (destroyers, escort ships (KAIBOKAN) and subchasers). Forces combining airplanes and antisubmarine vessels will be organized insofar as possible. Signals relating to co-ordinated attack by airplanes and antisubmarine vessels will be in accordance with Navy Signal Books (KO, OTSU).

e. The outline for search for submarines by antisubmarine vessels will be as follows:

(1). Sweeping methods

(a). Daytime

The principal aim will be to locate and attack submerged submarines, operating underwater ranging instruments and at the same time utilizing airplanes and lookout forces. Search sweeps will be carried out while zigzagging in line abreast formation at an interval of 5 km and at a speed of from 12 to 14 knots. Sweeps with hydrophones likewise will be carried out while zigzagging, but in a line abreast formation and at a speed suitable for picking up submerged submarines by hydrophone. (Interval and speed will be determined by the capability of hydrophones.)

(b). Nighttime

The principal aim will be to attack suddenly while enemy submarines are recharging at the surface. Sweeping will be done in line abreast formation at an interval of from 10 to 12 km and at a speed of from 20 to 25 knots, exploiting the difference in fields of vision (difference in radar detection capabilities). In this case radar intercept may be used advantageously. Underwater ranging instruments will be used to the utmost and zigzagging movements will be carried out when there is moonlight.

(2). Scouting methods

The following scouting methods will be applicable to presumed enemy speeds (2.5 to 3 knots when cruising submerged; 15 knots when cruising on the surface at night).

(a). Scouting arc

(b). Parallel method

(c). Illumination method

(3). Organisation of sweeping units

Two ships normally will form one unit.

f. Outline for attack by antisubmarine vessels

(1). Essentials

When attacking enemy submarines which are cruising submerged, the principal aim will be to destroy them through the guidance of airplanes and extensive use of underwater ranging instruments. Co-ordinated attacks by two or three ships will be standard. Attacks by single ships will be made only when unavoidable. Surfaced submarines will be sunk with one blow through prompt gunnery action.

(2). Outline for attack while sweeping or while disposed for direct escort

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(a). The ship sighting the enemy will immediately send out a warning and begin the attacking movement at increased speed. First, the initial depth charge attack will be made on the enemy submarine position; then marker buoys with flags attached (lights at night) will be streamed over the presumed location of the submarines. The object of this attack will be to hit the submarines as well as to menace them.

The ship sighting the enemy will next begin to scout by underwater ranging along the presumed enemy course, using the marker buoys as reference. This ship will become the guide ship in the search. It will communicate its course and speed to the ships in company and will designate the station, side and interval which co-operating ships will take up.

(b). Co-operating ships: Nearby ships or ships specially ordered will become co-operating ships. They will take up the stations designated by the guide ship and will begin scouting.

(c). In the absence of special orders the guide ship will take the lead in movements during scouting.

(d). Ship making the second sighting (hydrophonic intercept): A ship which has sighted the enemy while scouting will endeavor to maintain contact and from time to time will communicate the position of the enemy to ships in company. Alert will prevail at this time against enemy counterattacks. The ship making contact will head toward the enemy insofar as possible and slacken its speed when necessary.

(e). Ships in company, beginning with those nearest the enemy, will become attack ships in turn. They will follow the lead of the ship which has made the second sighting and will promptly attack with a depth charge pattern so as to form a dense zone of dispersion directly over the enemy submarine. At this time it may be advantageous to drop several menacing charges when closing in on the submarine to ward off attacks on the intercepting ship as well as in self-defense. When making the second attack, medium speed or below will be necessary in order to allow for a dense field of dispersion.

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(f). When co-operating ships have finished attacking, the ship which has made the second sighting will attack with a depth charge pattern.

(3). Outline for attack by single ships

When single ships are attacking strict alert will be maintained against enemy counterattacks, and intercept (hydrophonic) and attack will be carried out repeatedly.

(4). Method of attack by ships not equipped with underwater ranging instruments

When a ship equipped with underwater ranging instruments is present, it will guide the attack. When no such guide ship is present, sighting and attacking will be carried out repeatedly.

(5). Two ships sighting (making hydrophonic intercept) the enemy simultaneously

The guide ship for attacking will be determined in the following sequence.

(a). The ship nearest the enemy submarine.

(b). In case the distance from the enemy submarine is the same, the ship in the forward station will lead. When both are in relatively the same position, the ship of the senior officer present will lead.

(c). The flagship of a destroyer squadron in direct escort formation will send a prompt warning when enemy submarines are sighted. When necessary, it will drop menacing charges and direct destroyers to attack. Under certain conditions it may be advantageous for the flagship itself to be the guide ship.

g. Measures to be taken after attack

After the attack, efforts will be directed equally toward detecting enemy deceptive attempts by air bubbles and oil slicks and toward confirming results of attack through extensive use of underwater ranging instruments even when the enemy is thought definitely to have been sunk. When results are uncertain, a vigilant watch will be kept for at least three days and two nights insofar as duty permits, regardless of whether depth charges are on hand; and an attempt will be made to catch the enemy when he surfaces. The enemy then will be destroyed. In case the long period of vigilance is not feasible on account of duty, a vigilant watch will be kept until friendly anti-submarine forces arrive, except in extreme cases.

h. Depth settings for depth charges

Enemy submarine cruising at periscope depth - 30 m

Enemy submarine cruising at great depth - 60 m to 120 m

Remarks: Enemy submarines usually dive to great depths when anticipating attacks. Results will be slight when the depth setting is short of the enemy depth. Depth settings must be readjusted according to the passage of time since the sighting.

H. ACTION AGAINST TORPEDO BOATS

The general outline for combat against enemy torpedo boats will be as follows:

a. Enemy torpedo boat bases will be raided and destroyed by airplanes.

b. When enemy torpedo boats begin to appear frequently, they will be contacted before dusk by airplanes and located and destroyed by airplanes, torpedo boats and armed large military landing craft.

c. When penetrating the area where enemy torpedo boats are active, attempts will be made to slip past enemy airplanes co-operating with torpedo boats. Screening vessels normally will be stationed ahead.

d. The outline for destroyer action against torpedo boats will be as follows:

(1). The destroyer will keep a strict watch and head for the enemy torpedo boat when it is sighted. Preparations for firing will be made; a turn of from 30° to 40° will be executed at a range of 3 km. The enemy will be destroyed at one stroke through heavy broadside and machine gun fire.

(2). During combat, alert will be kept for enemy torpedo boat fire; enemy torpedoes will be avoided.

(3). The speed to be used after sighting the enemy will be from 20 to 28 knots. It will be advisable to fire without recourse to searchlights or illumination by star shells. Often the forward batteries will not be used in order to avoid being blinded.

(4). Patrol vessels will be on the lookout for enemy torpedo boats when entering advance anchorages. Patrol vessels normally will be assigned to guard against penetration by enemy torpedo boats or an inner line approximately 4 km distant and to repulse attacks on an outer line approximately 6 km distant.

I. ESCORT OF SHIPPING

a. Shipping will be escorted primarily by airplanes and escort vessels. When shipping is convoyed by escort forces (vessels) not employing airplanes, efforts will be directed toward securing air cover at the right time through particularly close liaison with co-operating air forces.

b. When commanding officers of vessels not assigned as escort forces have been ordered to escort shipping, liaison will be made with the available naval forces for protection of sea traffic. Specific duties will be defined, the destination made known and the situation of enemy and friendly forces in the area of operations ascertained. The outline for escort then will be determined after consultation with the convoy commander (commanding officers of related units). In case there is no convoy commander, decisions regarding the following will be made and orders given to each ship captain.

- (1). Convoy organization
- (2). Cruising formation and speed
- (3). Routes and anchorages
- (4). Outline for escort
- (5). Measures to be taken when encountering enemy
- (6). Regulations for use of defensive weapons
- (7). Regulations covering communications for movements and identification of friendly forces
- (8). Outline for rescue

Details for escorting Army transport units will be determined on the basis of these decisions in accordance with the Outline for Landing Operations and in agreement with the Army force commander.