

RESTRICTED

INDEX NO. S-06-3

SHIP AND RELATED TARGETS

REPORTS OF DAMAGE TO JAPANESE
WARSHIPS - ARTICLE 3
JAPANESE RECORDS OF MAJOR
WARSHIP LOSSES

U.S. NAVAL TECHNICAL MISSION TO JAPAN

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U. S. NAVAL TECHNICAL MISSION TO JAPAN
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

6 January 1946

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From: Chief, Naval Technical Mission to Japan.
To : Chief of Naval Operations.
Subject: Target Report - Reports of Damage to Japanese Warships.
Reference: (a) "Intelligence Targets Japan" (DNI) of 4 Sept. 1945.

1. Article 3 of subject report, dealing with Japanese records of major warship losses, partial coverage of Target S-06 of Fascicle S-1 of reference (a), is submitted herewith.

2. The investigation and the report were accomplished by Commander E.C. Holtzworth, USN, assisted by F.H. Dannenhauer, CSp(X) E.D., USNR.



C. G. GRIMES
Captain, USN

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S-06-3

**REPORTS OF DAMAGE TO JAPANESE
WARSHIPS - ARTICLE 3
JAPANESE RECORDS OF MAJOR
WARSHIP LOSSES**

**"INTELLIGENCE TARGETS JAPAN" (DNI) OF 4 SEPT. 1945
FASCICLE S-1, TARGET S-06, ARTICLE 3**

JANUARY 1946

U.S. NAVAL TECHNICAL MISSION TO JAPAN

SUMMARY

SHIP AND RELATED TARGETS

REPORTS OF DAMAGE TO JAPANESE WARSHIPS - ARTICLE 3 JAPANESE RECORDS OF MAJOR WARSHIP LOSSES

This report contains a summary of Japanese major warship losses. The data contained herein are believed to be accurate, but admittedly are not complete.

Battleships, aircraft carriers, and cruisers are included. Destroyers are omitted because the Japanese records of destroyer losses were hopelessly confused and inaccurate.

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REFERENCES

A. Japanese Personnel Interviewed:

1. Technical Rear Admiral YAGASAKI and Technical Captain INAGAWA, ex-IJN, of the Design Branch, Fourth Section (Ship Construction), Technical Department, Japanese Naval Ministry. Had investigated sinkings of many Japanese carriers.
2. Technical Captain OZONO, ex-IJN, also of the Design Branch. Had investigated losses of many cruisers.
3. Technical Rear Admiral KATAYAMA, ex-IJN, Chief of the Design Branch, 1943 to 1945. Had investigated sinkings of many warships, including battleships.

B. Pertinent USSBS Reports:

1. Report of Japanese Naval Ministry, furnished to USSBS, under date of 11 November 1945. This summarizes Japanese Naval losses from 7 December 1941 to 15 August 1945. It was found to be incomplete and inaccurate.
2. Second Report of Japanese Naval Ministry to USSBS, under date of 13 December 1945. While more complete and accurate than the first report, it still was unsatisfactory in many respects.
3. The following USSBS interrogation reports:

No. 6 (6 October 1945)	No. 75 (12 October 1945)
No. 11 (10 October 1945)	No. 138 (25 October 1945)
No. 23 (9 October 1945)	No. 195 (27 October 1945)
No. 46 (17 October 1945)	No. 227 (30 October 1945)
No. 47 (16, 17 October 1945)	No. 233 (3 November 1945)
No. 53 (19 October 1945)	No. 295 (7 November 1945)
No. 65 (15 October 1945)	

These reports were of great assistance, although many details reported were inaccurate - easily understandable, considering the low rank of the Japanese interviewed and the fact that most of them were talking from memory of events which had occurred months and years in the past.

LIST OF ENCLOSURES

- (A) Second Repatriation Department, Historical Survey Section, Japanese Government - Report to NavTechJap, dated 15 December 1945 (with forwarding letter).

This enclosure is forwarded with this report primarily to serve as a typical example of the manner in which the Japanese Naval Ministry submitted reports. It is inaccurate in many cases and woefully incomplete. Curiously enough it is based almost entirely on Japanese Naval Action Reports, submitted by the Commanding Officer or by the Senior Surviving Officer (as the case might be) for the various ships. It was submitted to NavTechJap in the Japanese language and translated by U.S. Naval Officers (Japanese Language Officers) assisted by civilian employees (Japanese Nationals) of NavTechJap. This procedure had been found by experience to produce more reliable and quicker translations than when such documents were furnished in the English language.

The Japanese have a particularly difficult time with dates, even in their own language. Many errors in dates will be found in the enclosure, as a result.

Fundamentally, the enclosure can be considered as a brief of official Japanese naval action reports. In many instances it is not factually correct.

INTRODUCTION

The Japanese Naval Ministry probably kept the most meager and inaccurate records of any major Navy Department in the world. The majority of what records were compiled during the war were burned either when the Naval Ministry was destroyed by fire in the spring of 1945, or by order during the period of 15-17 August 1945, when the Japanese Government was reaching the decision to surrender.

The data given in this report have been checked with many different reports and with several Japanese naval officers on duty in the Naval Ministry prior to the end of the war. Nonetheless, this report is not purported to be a complete record of Japanese naval losses, even for the few categories of ships included. Many U. S. Navy Department Offices, including the Division of Naval Intelligence, have more complete briefs of Japanese warship sinkings.

This report has been prepared because there is considerable technical information contained in it which has not been assembled previously. It may prove of value for this reason.

The classification of ships follows that of ONI-222-J, "The Japanese Navy", issued by the Division of Naval Intelligence, edition of June 1945.

THE REPORT

Section I - BATTLESHIP LOSSES

1. KONGO (BB-1) - KONGO Class. Sunk 21 November 1944 in TAIWAN Straits by U.S. submarine torpedoes. Details unknown.
2. HIYEI (BB-2) - KONGO Class. Sunk 13 November 1942 off Guadalcanal. She received more than 50 projectile hits during the night action of 12-13 November. Her steering gear was disabled. During the day of 13 November, she was hit by many bombs (from dive-bombers) and several aircraft torpedoes. She was scuttled the night of 13 November prior to midnight.
3. KIRISHIMA (BB-3) - KONGO Class. Sunk the night of 14-15 November 1942 off Guadalcanal. She received negligible gunfire damage in the night action of 12-13 November. During the night action of 14-15 November she received about nine 16-inch hits and about forty 5-inch hits. The steering gear was disabled and she was abandoned with sea valves open. She later capsized.
4. HARUNA (BB-4) - KONGO Class. Sunk at KURE as the result of 12 bomb hits and at least one near-miss bomb from divebombers of Task Force 38, on 24 and 28 July 1945. (See Article 1 of this report).
5. FUSO (BB-5) - FUSO Class. Sunk in Leyte Gulf the night of 24-25 October 1944. Although hit by some projectiles, the Japanese reported that torpedoes from U.S. destroyers and PT boats caused her loss.
6. YAMASHIRO (BB-6) - FUSO Class. Sunk in Leyte Gulf the night of 24-25 October 1944. Although hit by some projectiles, the Japanese attributed her loss to at least three torpedo hits on the port side, which caused her to capsize. A combined U.S. destroyer and PT boat attack was reported to have scored the hits.
7. ISE (BB-7 - refitted as XCV) - ISE Class. Sunk at KURE as the result of an estimated 20 bomb hits (including 12 identifiable hits) by dive-bombers of Task Force 38 on 24 and 28 July 1945. (See Article 1 of this report).
8. HYUGA (BB-8 - refitted as XCV) - ISE Class. Sunk at KURE as the result of at least 12 bomb hits by dive-bombers of Task Force 38, on 24 and 28 July 1945. (See Article 1 of this report).
9. NAGATO (BB-9) - NAGATO Class. Afloat. (See Article 1 of this report for description of bomb damage received 18 July 1945).
10. MUTSU (BB-10) - NAGATO Class. Sunk in HIROSHIMA Bay on 8 June 1943. The Japanese reported that the after turret magazines exploded. The cause of the accident was never determined, but some members of a special Japanese Investigating Committee were of the opinion that a new type of 16 inch H.C. projectile might have been the initiating agent.
11. YAMATO (BB-11) - YAMATO Class. Sunk 7 April 1945 southwest of KYUSHU. Four bombs hit the ship, doing topside damage. At least nine aircraft torpedoes struck her, seven on the port side and two on the starboard side. She capsized to port 20 to 30 minutes after the last three torpedoes hit, her magazines exploding as she rolled under. An additional three possible (but improbable) torpedo hits were reported by the Japanese (See Article 2 of this report).
12. MUSASHI (BB-12) - YAMATO Class. Sunk 24 October 1944 in the Sulu Sea, Central Philippines. She received ten certain and four possible aircraft tor-

pedo hits out of 21 (including two duds) reported by the Japanese. The certain hits were equally divided on each side. Sixteen bomb hits damaged her extensively, but not vitally. She sank four hours after the last attack, sliding under bow first and then capsizing to port. (See Article 2 of this report).

Section II - AIRCRAFT CARRIER LOSSES

1. AKAGI (CV-1) - Single Ship. Sunk 6 June 1942 in the Battle of Midway. On 5 June she was hit by two or more bombs (from dive-bombers) which detonated in her hangar, igniting her own aircraft, some 40 of which were aboard. These were armed with bombs. An intense fire was started which burned until the early hours of 6 June. She was abandoned and later sunk. Japanese destroyers torpedoed her.
2. KAGA (CV-2) - Single Ship. Sunk 5 June 1942 in the Battle of Midway. She was hit by at least four bombs (from dive-bombers), which started a large fire in the hangar. Her own planes were ready for launching and were gassed and armed. During the afternoon the fire reached both the forward and after gasoline tanks. There was a large gasoline vapor explosion and she sank immediately.
3. RYUJO (CV-3) - Single Ship. Sunk 24 August 1942 in the Battle of the Eastern Solomons. She was hit by several bombs from dive-bombers and several aircraft torpedoes. She sank very quickly, plunging by the stern.
4. SORYU (CV-4) - SORYU Class. Sunk 5 June 1942 in the Battle of Midway. She was hit by several bombs, from dive-bombers, in the morning. Her own planes were aboard, armed and gassed. A large fire was started which eventually reached either the bomb magazines or the gasoline tanks. During the afternoon an enormous explosion destroyed her.
5. HIRYU (CV-5) - SORYU Class. Sunk 6 June 1942 in the Battle of Midway. During the early afternoon of 5 June she was struck by several bombs from dive-bombers. These started a fire. Although a majority of her planes were not aboard, the fire spread and grew in intensity. There was a large explosion shortly after dark which wrecked her above the waterline. Early in the morning of 6 June, she was sunk by Japanese destroyer torpedoes.
6. SHOKAKU (CV-6) - SHOKAKU Class. Sunk 19 June 1944 during the Battle of the Philippine Sea. She was west of the Marianas when struck by not more than three submarine torpedoes. One was close to the forward bomb magazines. Gasoline tanks were ruptured, and there was a fire of undetermined proportions. Several hours later an enormous explosion caused her to disintegrate. It may have been her bomb magazines.
7. ZUIKAKU (CV-7) - SHOKAKU Class. Sunk 25 October 1944 in the Battle for Leyte Gulf. She was struck by many bombs and aircraft torpedoes, the majority of which were on the starboard side. In the early afternoon she capsized to starboard.
8. HAYATAKA (CV-8) - HAYATAKA (JUNYO) Class. Afloat and operational - engaged in repatriation service.
9. HITAKA (CV-9) - HAYATAKA (JUNYO) Class. Also called HIYO. Sunk 20 June 1944 in the Battle for the Philippine Sea. She was struck by one aircraft torpedo on the port side which immobilized her. Later a submarine hit her with one torpedo on the same side, starting a fire. After nightfall she capsized.
10. TAIHO (CV-10) - Single Ship. Sunk 20 June 1944 in the Battle for the Philippine Sea. A single submarine torpedo struck her on the starboard side

in way of her forward gasoline tanks. Five hours later a large gasoline vapor explosion occurred. She sank about 1½ hours afterward, capsizing. (See Article 2 of this report).

11. SHINANO (CV) - Single Ship. Sunk 29 November 1944 while on her maiden voyage. She was hit on the starboard side by four submarine torpedoes. Progressive flooding was never controlled. Seven hours later she capsized, rolling to starboard. (See Article 2 of this report).

12. UNRYU (CV) - UNRYU Class. Sunk 19 December 1944 (another report states 16 December 1944 - but it is believed to be in error) in latitude 28°-19' N. and longitude 122°-40' E. Submarine torpedoes struck her in way of her forward bomb magazine. A mass detonation occurred, destroying her immediately.

13. AMAGI (CV) - UNRYU Class. Sunk at KURE 24 July 1945 by planes from Task Force 38. She was struck by two bombs which caused extensive topside damage. Many close near-miss bombs to port resulted in extensive flooding. She capsized to port. (See Article 1 of this report).

14. KATSURAGI (CV) - UNRYU Class. Afloat and operational. (See Article 1 of this report for information concerning bomb damage on 24 and 28 July 1945).

15. ASO (CV) - UNRYU Class. Never completed above main deck. Used as KAMI-KAZE experimental ship during summer of 1945 at KURE. Minor damage from experiments. Sunk by typhoons in fall of 1945. (See Article 1 of this report).

16. IBUKI (CV) - Single Ship. Never completed. Converted from cruiser with MOGAMI (CA) Class hull during construction.

17. HOSHO (CVL-1) - Single Ship. Afloat and operational. Engaged in repatriation service.

18. ZUIHO (CVL-2) - ZUIHO Class. Sunk 25 October 1944 in the Battle for Leyte Gulf. Struck by many bombs and torpedoes. Two hours after the last torpedo attack she capsized.

19. SHOHO (CVL-3) - ZUIHO Class. Sunk 8 May 1942 in the Battle of the Coral Sea. Struck by several bombs from dive-bombers and many aircraft torpedoes. She capsized quickly after the torpedo attack.

20. RYUHO (CVL-4) - ZUIHO Class. Afloat. Made inoperational by bomb damage received on 19 March 1945 at KURE from planes of Task Force 38. (See Article 1 of this report).

21. CHITOSE (CVL-6) - CHITOSE Class. Sunk 25 October 1944 in the Battle for Leyte Gulf. Dive-bombers made many hits, giving her a small port list and immobilizing her. Some aircraft torpedoes were reported to have hit her. Progressive flooding caused her to capsize to port about one hour after the last attack.

22. CHIYODA (CVL-7) - CHITOSE Class. Sunk 25 October 1944 in the Battle for Leyte Gulf by aircraft (dive-bombers and torpedo planes). No details.

23. TAIYO (CVE-1) - TAIYO Class. Sunk 18 August 1944 northwest of the Philippines by submarine. One or two torpedo hits on the same side resulted in her loss.

24. UNYO (CVE-2) - TAIYO Class. Sunk 17 September 1944 east of HAINAN, by submarine. One or two torpedo hits on the same side caused her loss.

25. CHUYO (CVE-3) - TAIYO Class. Sunk 3 December 1943 south of HACHIJOSHIMA by submarine torpedoes.

26. JINYO (CVE-5) - Single Ship. Sunk 17 November 1944 in latitude 32°-59' N. and longitude 123°-38' E. by air attack.

27. KAIYO (CVE-4) - Single Ship. Capsized at BEPPU Wan. No details known.

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Section III - CRUISER LOSSES

1. FURUTAKA (CA-1) - FURUTAKA Class. Sunk 12 October 1942 in night surface action off Savo Island. Numerous projectile hits caused extensive flooding prior to midnight of 11 October. Shortly after midnight, with all power lost and three engine rooms flooded, she capsized, rolling to starboard.

2. KAKO (CA-2) - FURUTAKA Class. Sunk 8 August 1942 by submarine torpedoes off Kavieng. Details unknown.

3. AOBA (CA-3) - AOBA Class. Sunk 28 July 1945 at KURE, by dive-bombers of Task Force 38. On 24 July she received one bomb hit, doing slight damage, and one close near miss which flooded the two port engine rooms, putting her aground. On 28 July, four additional bomb hits and one near miss wrecked her, demolishing the stern and causing extensive flooding (See Article 1 of this report). data).

4. KINUGASA (CA-4) - AOBA Class. Sunk 12 November 1942 in the vicinity of Guadalcanal by air attack, reportedly with dive-bombers. Details unknown.

5. NACHI (CA-5) - NACHI Class. Sunk 5 November 1944 in Manila Bay by air attack, reportedly with dive-bombers. Details unknown.

6. HAGURO (CA-6) - NACHI Class. Sunk May 1945 in Indian Ocean, in a surface gunfire engagement, presumably with a British Task Force. Details unknown.

7. MYOKO (CA-7) - NACHI Class. Severely damaged on 24 October 1944 by aircraft torpedoes and bombs. Returned to Singapore where additional bomb damage was received. Details unknown. May be wrecked.

8. ASHIGARA (CA-8) - NACHI Class. Sunk 4 June 1945 by submarine torpedoes in latitude 2° S. longitude 104°-56' E. Details unknown.

9. ATAGO (CA-9) - ATAGO Class. Sunk 23 October 1944 by submarine torpedoes west of Palawan, Central Philippines. She was hit by four submarine torpedoes on the starboard side, capsizing within 20 minutes.

10. TAKAO (CA-10) - ATAGO Class. Damage extensively by two submarine torpedoes on the starboard side well aft, on 23 October 1944, west of Palawan, Central Philippines. Towed to Brunei and thence to Singapore. May have been damaged by air attack in last months of war at Singapore. May be wrecked.

11. CHOKAI (CA-11) - ATAGO Class. Sunk 25 October 1944 at Battle for Leyte Gulf. Believed to have been initially damaged by bombs, although she was struck also by some 5-inch projectiles. All propulsive power was lost. She was sunk by Japanese destroyer torpedoes.

12. MAYA (CA-12) - ATAGO Class. Sunk 23 October 1944 by submarine attack west of Palawan, Central Philippines. She received four torpedo hits on the port side, capsizing to port in eight minutes.

13. MOGAMI (CA-13) - MOGAMI Class. Sunk 25 October 1944. A unit of the Japanese Southern Force in the Battle for Leyte Gulf, she initially was damaged by gunfire. Next she was in collision with NACHI. Then, during mid-morning, she was hit by several bombs and damaged extensively, losing all power. She was sunk by torpedoes from a Japanese destroyer.
14. MIKUMA (CA-14) - MOGAMI Class. Sunk 6 June 1942 during the Battle of Midway. During the night of 4-5 June, MIKUMA collided with MOGAMI, but was not seriously damaged. On 5 June a U.S. dive-bomber crashed on her main deck aft, starting a fire. On 6 June she was sunk by dive-bombers, which reputedly scored ten hits.
15. SUZUYA (CA-15) - MOGAMI Class. Sunk 25 October 1944 during the Battle of Leyte Gulf. A close near-miss bomb damaged the port outboard propeller, causing a reduction in speed. Later in the morning several close near-misses to starboard caused considerable flooding and a moderate starboard list. In this same attack one bomb hit in the vicinity of the bridge, starting a fire. Some ten minutes later one or more torpedoes of her own starboard mount exploded, doing enormous damage. She sank about two hours later.
16. KUMANO (CA-16) - MOGAMI Class. Sunk 25 November 1944 in Lingayen Gulf by submarine torpedoes. She had been damaged by one aircraft torpedo in the Battle for Leyte Gulf. After receiving temporary repairs at Manila, she was enroute to Japan when struck by submarine torpedoes which caused her to capsize instantly.
17. TONE (CA-17) - TONE Class. Sunk 24 July 1945 at KURE by dive-bombers of Task Force 38. She was hit by two large bombs and by one small bomb. Although damaged and flooded extensively from this attack, she would not have been sunk so quickly had not her crew hastily abandoned ship. (See Article 1 of this report).
18. CHIKUMA (CA-18) - TONE Class. Sunk 25 October 1944 in the Battle for Leyte Gulf. She was damaged by both gunfire (5-inch projectiles) and bombs. She lost all power sometime before noon. She was sunk by torpedoes from Japanese destroyers.
19. TENRYU (CL-1) - TENRYU Class. Sunk 18 December 1942 by submarine torpedo off Madang. It was reported that one torpedo struck her on the starboard quarter, resulting in extensive flooding aft. She capsized, plunging by the stern.
20. TATSUTA (CL-2) - TENRYU Class. Sunk 13 March 1944 off HACHIJOJIMA by submarine. Details unknown.
21. KUMA (CL-3) - KUMA-NATORI Class. Sunk 11 January 1944 off Penang by submarine. Details unknown.
22. TAMA (CL-4) - KUMA-NATORI Class. Sunk either 25 October 1944 by bombs in the Battle for Leyte Gulf, or 2 February 1944 by submarine. The Japanese records in this case could not be reconciled. The submarine was reported to have scored two torpedo hits on the starboard quarter. She capsized to starboard in twelve minutes. (The submarine attack is better documented - see Enclosure A).
23. KITAGAMI (CL-5) - KUMA-NATORI Class. Afloat, but not operational, at KURE. She received damage in the air attacks of 24 and 28 July 1945 at KURE, which immobilized her.
24. KISO (CL-6) - KUMA-NATORI Class. Sunk in Manila Bay on 13 November 1944 by air attack. Details unknown.
25. OI (CL-7) - KUMA-NATORI Class. Sunk by submarine torpedoes on 19 July 1944 in latitude 13°-12' N. and longitude 114°-52' E. Details unknown.

26. NATORI (CL-8) - KUMA-NATORI Class. Sunk 19 August 1944 by submarine torpedoes in latitude 12°-4' N. and longitude 129°-26' E. She was struck by one torpedo on the port side on 18 August, and her speed was reduced by the loss of one shaft. Two torpedoes (one dud) struck her on 19 August in the bow. Progressive flooding caused her to plunge by the bow four hours after the second attack.

27. NAGARA (CL-9) - KUMA-NATORI Class. Sunk 7 August 1944 by submarine torpedoes off AMAKUSA, RYUKYU. Hit first on starboard quarter, giving her a 22° starboard list. Twenty minutes later a second torpedo struck amidships on the port side. She sank immediately, plunging by the stern.

28. KINU (CL-10) - KUMA-NATORI Class. Sunk 25 October 1944 following an air attack in the Battle for Leyte Gulf. Details unknown.

29. YURA (CL-11) - KUMA-NATORI Class. Sunk 25 October 1942 by submarine. She was east of Indispensable Strait at the time. Another report lists her as sunk by air attack on the same day in the same location.

30. ISUZU (CL-12) - KUMA-NATORI Class. One report lists her as sunk by one submarine torpedo hit on 15 November 1944. Another states that she was sunk on 7 March 1945 by one torpedo. The two reports could not be reconciled.

31. ABUKUMA (CL-13) - KUMA-NATORI Class. Sunk 26 October 1944 incident to the Battle for Leyte Gulf. In the early hours of 25 October, she was struck by one torpedo from a PT boat, which flooded the two forward firerooms, when she was in Surigao Strait. She limped off at ten knots. She was sunk on the morning of 26 October by dive-bombers which made many hits.

32. YUBARI (CL-14) - Single Ship. Sunk 28 April 1944 by a submarine torpedo. One report lists 1943 but is believed to be in error. The torpedo struck on the port side in way of No. 1 fireroom. Curiously, she listed to starboard. A few moments later a fuel oil fire occurred, oil from breached tanks feeding it. An hour later she capsized to starboard.

33. SENDAI (CL-15) - SENDAI Class. Sunk 2 November 1943 in the Solomons during a night surface action. Details unknown.

34. JINTSU (CL-16) - SENDAI Class. Sunk 12 July 1943 off New Georgia Island, Solomon Islands, during a night surface engagement. Details unknown.

35. NAKA (CL-17) - SENDAI Class. Sunk 17 February 1944 at TRUK by carrier aircraft. Details unknown.

36. AGANO (CL-21) - AGANO Class. Sunk 17 February 1944 by submarine torpedoes, northeast of TRUK. She had been damaged 12 January 1944 by a single submarine torpedo which struck the port side forward of the bridge. After temporary repairs she was enroute to Japan when two additional submarine torpedoes hit her on the starboard side in way of machinery spaces. Listing heavily to starboard, a bad fire was started which engulfed the amidships area. Shortly after midnight, some six to eight hours after the two hits, she capsized to starboard.

37. NOSHIRO (CL-23) - AGANO Class. Sunk 26 October 1944 in Sibuyan Sea, by aircraft torpedoes. During the Battle for Leyte Gulf, she had received minor damage from near-miss bombs and 5-inch projectiles on 25 October. While retiring through the Sibuyan Sea, she was hit by one aircraft torpedo on the port side, flooding the three port firerooms and the port engine room. She lost all power and listed heavily to port. While dead in the water a second aircraft torpedo struck her in way of No. 2 mount on the starboard side. This reduced the list, but caused her to plunge by the bow about 20 minutes after the last hit.

38. YAHAGI (CL-24) - AGANO Class. Sunk 7 April 1945 southwest of KYUSHU by aircraft torpedoes and bombs. A unit of the YAMATO group, she was struck by at least one aircraft torpedo in way of after engineering spaces, which effectively stopped her. While dead in the water an unknown number of additional torpedoes and several bombs struck her - literally tearing her to pieces.

39. OYODO (CL-22) - Single Ship. Sunk 28 July 1945 at KURE by dive-bombers from Task Force 38. She was struck by two small bombs on 24 July, which did minor damage. On 28 July many close near-misses to starboard caused flooding which resulted in rapid capsizing. (See Article 1 of this report).

40. SAKAWA (CL-25) - AGANO Class. Afloat and operational. Engaged in repatriation service.

41. KATORI (CLT-1)* - KATORI Class. Sunk 17 February 1944 at TRUK by aircraft torpedoes and bombs. Details unknown.

42. KASHIMA (CLT-2) - KATORI Class. Afloat and operational. Engaged in repatriation service.

.....
* Denotes training cruisers. KATORI Class ships were comparatively modern, however, and are listed here.

ENCLOSURE (A)

December 15 1945

To: U.S. Naval Technical Mission to Japan.
From: Comdr. Ishiwata, Ex-I.J.N. - Second Repatriation
Department, Historical Survey Section, Japanese
Government.

Subject: Reports of sinking and damage of major Japanese
Warships.

1. Please permit me to submit the enclosed reports and tables which were prepared in response to the request of the U.S. Naval Technical Mission to Japan dated 15 November 1945.

2. These reports and tables may not be as complete as requested because adequate data in some cases is lacking. However, you are informed that in gathering the data, I, together with all personnel of the Second Repatriation Department concerned, have exhausted all available data. Furthermore, the actual preparation of the enclosed report has been done to the best of our ability to comply with your request.

SEALED

Comdr. Ishiwata, Ex-I.J.N.

ENCLOSURE (A), continued
Section I - BATTLESHIPS

1. HIEI

Damaged and sunk 12 and 13 November 1942. U.S. surface ships and aircraft caused her loss. At 2345 on 12 November 1942, HIEI engaged in a night surface action in which she received more than 50 projectile hits. Her steering gear and rudder were damaged to the extent that all steering control was lost. The main and secondary batteries were damaged, as well as various fire control stations for AA guns. On the morning of 13 November, she was struck by three bombs and two torpedoes, 8 miles northwest of Savo Island. She presumably sunk in this location, as a later search failed to find her. Additional details follow:

0430 U.S. aircraft started the attack.

1025 Nine aircraft scored bomb hits.

1225 Additional bombs and torpedoes struck her. At this point she was completely inoperative and immobilized.

1305 She continued to drift in an area bearing 347°, distant 4.6 miles from Savo Island. A search vessel searched this area for 30 minutes at approximately 2300 the night of 13 November but failed to find her.

2. HYUGA

Damaged 19 March, 24 July and 28 July 1945 at KURE by U.S. naval aircraft.

19 March - She received two direct bomb hits, one striking the port side of the main deck above No. 6 boiler room and the other striking the port side of the flying deck adjacent to the catapult. The first bomb penetrated the main deck, upper deck (U.S. second) and middle deck (U.S. third), exploding in the overhead of No. 6 boiler room and badly damaging this space. The second bomb penetrated the flying deck and exploded above the second deck (below the flying deck), blowing a large hole in the latter. The hole in the flying deck extended between frames 271 and 279, and that of the second deck between frames 274 and 278.

24 and 28 July - She was attacked by numerous aircraft which scored many hits and near misses. She was badly damaged, and flooding caused her to settle to the bottom. Her final list was 12° starboard. The entire hull aft of No. 1 turret was almost completely flooded.

3. KIRISHIMA

Sunk 14 November 1942 by surface ships. In a night surface action, approximately 7.5 miles, bearing 273°, from Savo Island, she was heavily engaged by two battleships. Numerous projectile hits were received. Flooding was extensive and rapid, causing her to capsize and sink.

4. YAMATO

Sunk April 7, 1945 by aircraft. At 1210 she was attacked by more than 300 carrier aircraft. The attack continued until 1420. During the interval she was struck by approximately eleven torpedoes, nine of which hit the port side and two of which hit the starboard side. Seven large bombs and several small bombs were reported to have struck her. At 1420 she listed heavily to port. As she rolled over her magazines exploded.

ENCLOSURE (A), continued

5. MUSASHI

Sunk October 24, 1944 at 1935 by aircraft.

1025 Attacked by 17 carrier aircraft. Flooding occurred well forward as the result of:

- a. Near-miss, starboard, frame 25
- b. Near-miss, port, frame 20
- c. Near-miss, port, frame 145
- d. Near-miss, starboard, frame 145

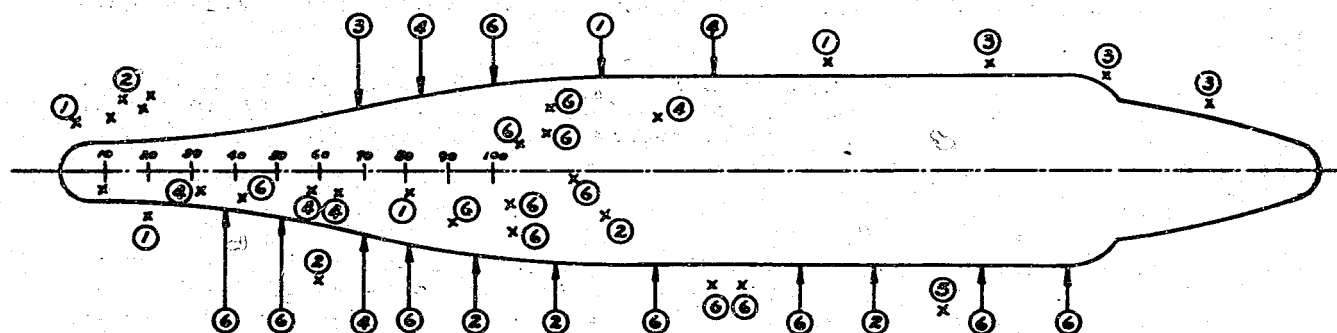
One direct hit (estimated 60 kg) occurred on the roof plate of No. 1 turret, doing no damage.

1027 Attacked by three carrier aircraft (fighters). One torpedo hit the starboard side at frame 130, resulting in a 5.5° starboard list. Nos. 7 and 11 boiler rooms flooded slowly through leaking seams and rivets. The list slowly increased, but counterflooding measures returned her almost to the upright position (1° starboard list). Instruments in main battery plot were inoperative.

The attacks continued. Six TBF aircraft scored three torpedo hits:

- a. On the rudder, (auxiliary rudder)
- b. Port side, frame 110
- c. Port side, frame 145

MUSASHI SKETCH



x BOMB HITS AND MISSES
 → TORPEDO HITS
 ①-⑥ SEQUENCE OF AIR ATTACKS

ENCLOSURE (A), continued

As a result of flooding, she listed 5° to port. The second water pressure room began to flood, but this was stopped. Six SB2C aircraft then scored two bomb hits (each estimated to be 250 kg), one hit at frame 15, damaging the forward crew's quarters, and the other at frame 138, destroying No. 4 AA mount. Both bombs pierced the main and second decks, and exploded above the third deck. The second bomb detonation caused flash to enter No. 2 engine room, putting it out of operation. Three shafts remained operable.

Next, five near misses occurred - one to port at frame 70, and four to starboard between frames 50 and 60. The ship then listed 1° to port. At this point she was down one meter by the bow (at the start, she had trimmed one meter by the stern).

1217 Thirteen fighters and bombers attacked. One torpedo hit the starboard side of frame 60. Two near misses to port at frame 180 and one off the stern occurred.

1223 Twenty SB2C and TBF aircraft attacked.

1253 Four torpedoes hit as follows:

- a. Port, frame 70
- b. Starboard, frame 110
- c. Starboard, frame 70
- d. Starboard, frame 138

Extensive flooding forward resulted, and the middle deck (U.S. second) became covered with water.

Four bombs hit the ship as follows:

- a. Port, frame 45
- b. Port, frame 65
- c. Port, frame 70
- d. Starboard, frame 135

The starboard list was now 1°.

1445 Seventy-five aircraft attacked, obtaining the following hits:

a. Torpedoes

- (1) Port, frame 40
- (2) Port, frame 60
- (3) Port, frame 75
- (4) Starboard, frame 80
- (5) Starboard, frame 105
- (6) Port, frame 125
- (7) Port, frame 140
- (8) Port, frame 140
- (9) Port, frame 140
- (10) Port, frame 145
- (11) Port, frame 165

b. Bombs

- (1) Starboard AA fire control station
- (2) Starboard, frame 105
- (3) Port, frame 120
- (4) Starboard, frame 115 - hit the C.O. ladder
- (5) Starboard, frame 115 - hit the C.O. ladder
- (6) Centerline, frame 127

ENCLOSURE (A), continued

- (7) Port, frame 62
- (8) Port, frame 62
- (9) Top of No. 2 turret (estimated 250 kg)
- (10) Starboard, frame 75

c. Near misses - four to starboard at frame 130, and to port at frame 130, and one to port at frame 140.

When this sixth attack was completed, the ship was listing 10° to port. By counterflooding, draining, and using port rudder angle, she was brought up to 6° port. The waterline at the bow, however, was at the main deck on the port side as far aft as No. 1 turret.

The list, however, steadily increased. When it was 10° port again it was realized that the end was inevitable, despite any possible counterflooding measures.

1915 List was 12° port.

1930 List was 30° port and increasing rapidly. As she continued to roll over, two explosions occurred.

1935 Capsized and sank in Lat. 13°-7' N. Long. 122°-32' E.

6. ISE

Attacked July 24 and 28, 1945 at KURE by aircraft. Many direct hits and near misses heavily damaged her. She flooded almost completely, settling to the bottom with a 12° starboard list. Practically the entire hull below the middle deck (U.S. second) was flooded.

7. HARUNA

Attacked July 24 and 28, 1945 at KURE by aircraft. Many direct hits and near misses considerably damaged her. She settled to the bottom with a 12° port list. Only the bow remained above water. She was almost completely flooded.

* * * * *

Section II - AIRCRAFT CARRIERS

1. ZUIKAKU

Sunk 25 October 1944 by aircraft.

0820 Many aircraft attacked. She was struck by many bombs and torpedoes (the majority on the starboard side - number unknown).

1029 Immobile and stopped.

1053 Underway.

1115 Transferred the Admiral and staff to OYODO (CL).

1407 Rolled to starboard with the flight deck going under. Sank.

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ENCLOSURE (A), continued

2. CHITOSE

Sunk 25 October 1944 by aircraft.

0828 One bomb hit the port AA director and another the port rocket battery. Many near misses occurred off both sides.

0830 About ten aircraft (dive bombers) scored many hits and near misses aft.

0834 About ten aircraft scored many near misses.

0835 About ten aircraft scored three close near misses off the port bow. Flooding caused a 7° port list.

0840 15° port list.

0850 20° port list - speed 14 knots.

0930 Started preparations for towing - the crew assembling to starboard.

0937 Sank.

3. ZUIHO

Sunk 25 October 1944 by aircraft.

0835 A bomb hit the starboard side, flooding the bomb magazine.

0837 Shifted steering control aft.

0844 A large fire started in the lower hangar.

0849 Shifted steering control forward.

0856 Fire extinguished.

1103 Twenty planes attacked.

1301 Torpedo planes attacked.

1317 A torpedo hit aft.

1328 - 1330 Seven close near misses caused severe shock damage and much flooding.

1334 Shifted to hand steering.

1350 Two firerooms flooded.

1405 All power lost.

1526 Sank.

4. AKAGI

Sunk June 6, 1942 by aircraft.

0726 (5 June) One bomb struck the after edge of the midship elevator and another hit the after port corner of the flight deck. The entire hangar burst into flames with an explosion which occurred sometime after the bomb struck.

ENCLOSURE (A), continued

0200 (6 June) After burning since the morning, she sank. It was not necessary for other ships to assist in her destruction.

5. KAGA

Sunk June 5, 1942 by aircraft.

0722 One bomb struck the flight deck at the after starboard corner. A second struck near the forward elevator. A third struck in the vicinity of the second - the net effect of both was to demolish the forward portion of the bridge. A fourth bomb detonated in the hangar amidships, causing a very large fire in the hangar.

1625 The fire penetrated to both the forward and after gasoline tanks. There was an enormous vapor explosion, the ship sinking immediately in Lat. 30°-20.5' N. and Long. 179°-17.2' E.

6. HIRYU

Sunk June 6, 1942 by aircraft.

1403 (5 June) Thirteen dive-bombers attacked and scored some hits (number unreported). A fire was started.

1823 (5 June) Since the attack she had been steaming at 18 knots. As the fire spread, however, many personnel of the engineering department (officers and men) were killed. It became impossible to man the engineering spaces. Her list was 15° port.

2058 (5 June) A large-scale explosion occurred, but she did not sink.

0210 (6 June) The destroyer MAKIKUMO sank HIRYU with one torpedo.

7. SORYU

Sunk 5 June 1942 by aircraft.

0725 Struck by bombs - number not reported.

0726 and 0728 - Struck by bombs - number not reported.

0730 Struck by torpedoes - number not reported. A gasoline vapor explosion occurred in the vicinity of the gasoline tanks. The entire vessel was quickly afire.

0740 Stopped and dead in the water.

1613 She was definitely sinking.

1620 An enormous explosion occurred and she disappeared.

8. HIYO (HITAKA)

Sunk June 20, 1944 by aircraft and submarine.

A combined (coordinated) torpedo and bombing attack occurred. One torpedo struck the port side. She was rendered immobile, with all power lost. As she was drifting a submarine hit her with a second torpedo on the port side. A big fire was started.

1932 Capsized to port and sank.

ENCLOSURE (A), continued

9. SHOKAKU

Sunk 19 June 1944 by submarine.

1100 (approx.) Struck by three torpedoes from a submarine, resulting in a gasoline fire of unreported proportions. The fire was extinguished promptly, according to survivors, by closing all access to the spaces surrounding the gasoline tanks. Gasoline fumes, however, began to seep throughout the ship. Several hours later an enormous explosion occurred and SHOKAKU disintegrated.

10. TAIHO

Sunk 20 June, 1944 by submarine. A single torpedo hit in the vicinity of the forward gasoline tanks on the port side. She continued to operate for several hours. Gasoline fumes, however, had entered the hangar through open seams and butts (damaged by the torpedo). An enormous gasoline vapor explosion occurred, rupturing her hull in many places. Shortly afterwards she plunged by the bow.

11. SHINANO

Sunk November 28, 1944 by submarine.

0515 Four torpedoes struck the starboard side, spaced at intervals of 30 to 50 meters (100 to 160 feet). She listed to starboard. Progressive flooding occurred and the list continued to increase.

0530 She capsized to starboard and sank by the stern.

Remarks:

- a. There were defects in the torpedo defense system (below the waterline). The most important of these was the type of joint connecting the armor sections below the waterline. Although designed to resist large torpedoes, the upper joint was cracked, permitting progressive flooding into the interior.
- b. During the building period at YOKOSUKA, B-29 raids on the area began. The end of the building period saw her rushed to completion. Because of haste, the quality of workmanship deteriorated, particularly with respect to watertight integrity of compartments after the installation of fittings. Thus, on 29 November, many supposedly watertight compartments were not actually watertight, and progressive flooding continued.
- c. The crew was untrained. Damage control measures were inadequate. Boiler feed water pressure was lost completely through operating errors and power was lost.
- d. She was designed initially as a sister of YAMATO, but was converted into a carrier during construction. The crew was overconfident with respect to resistance of hull to damage. The belief was prevalent that four torpedoes could not sink her. When the crisis occurred, the proper and timely measures were not taken. For example, counterflooding was indicated but was not done in time, if at all. When the real gravity of the situation became apparent, no measures taken were effective.

12. UNYO

Sunk January 19, 1944 by submarine.

Three torpedoes struck the starboard side forward (one in way of the forward

ENCLOSURE (A), continued

fresh water tanks, and two in the vicinity of the gasoline tanks). The bow structure was badly damaged and hinged downward at frame 177. She continued underway and her speed, combined with rough seas, finally caused the loss of the suspended section.

13. RYUHO

Damaged March 19, 1945 by aircraft at KURE. Three bombs and two rockets struck her with the following results:

- a. One bomb hit the starboard side and penetrated into No. 1 boiler room, detonating in that space. Damage was serious, bending the starboard propeller shaft in the starboard engine room.
- b. The forward elevator dropped. The after elevator was blasted up and out onto the flight deck.
- c. The after starboard aviation storeroom, the after auxiliary control room, and the after radio transmitter room were flooded.
- d. Bomb blast deflected the flight deck upward between frames 122 and 224.

14. AMAGI

Damaged and capsized 24 and 28 July 1945 at KURE by aircraft. Numerous attacks resulted in her grounding, at an angle of 70° to port.

24 July

- a. A large bomb detonated in the hangar, blowing off a large portion (some 50 meters in length).
- b. Bomb blast dropped the forward elevator and also caused cracks to develop in the flight deck. The deck hung downward, and as the ship listed it fell off. (This occurred on 28 July).
- c. Nos. 3, 4, 5, and 6 boiler rooms were flooded. The port after engine room also was flooded.

28 July

Additional damage caused her to capsize to port, reaching an angle of 70°.

15. KATSURAGI

Damaged 24 and 28 July 1945 at KURE by aircraft. Numerous attacks caused the following damage.

- a. A large hole forward in the flight deck. Caused by a deflected bomb.
- b. The air compressor room and No. 8 fuel oil tank were flooded by near misses.
- c. A large hole was blown in the center of the armored upper hangar deck, and in the flight deck. (28 July).

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ENCLOSURE (A), continued
Section III - CRUISERS

1. SUZUYA

Sunk 25 October 1944 by aircraft.

0715 A near miss off the port quarter caused the port propeller to vibrate violently at speeds in excess of 24 knots.

1100 Several near misses from approximately 30 planes caused heavy damage. A heavy explosion in the forward starboard torpedo mount (reported as an "induced" explosion - ten minutes after the attack ceased) caused further damage. She went dead in the water with a starboard list of 6°. Other explosions occurred from fire.

1320 Sank.

2. NACHI

Damaged and sunk 1 and 5 February 1944 in Manila Bay by aircraft. The number of planes was estimated at 110.

3. MOGAMI

Damaged and sunk 24 and 25 October 1944 by surface ships and aircraft.

She was bombed during the evening of 24 October, several bombs and torpedoes striking her. That night she lost all power in a surface action. At 1215 on 25 October the destroyer AKEBONO sank her in Surigao Strait.

4. ATAGO

Sunk 23 October 1944 by submarine.

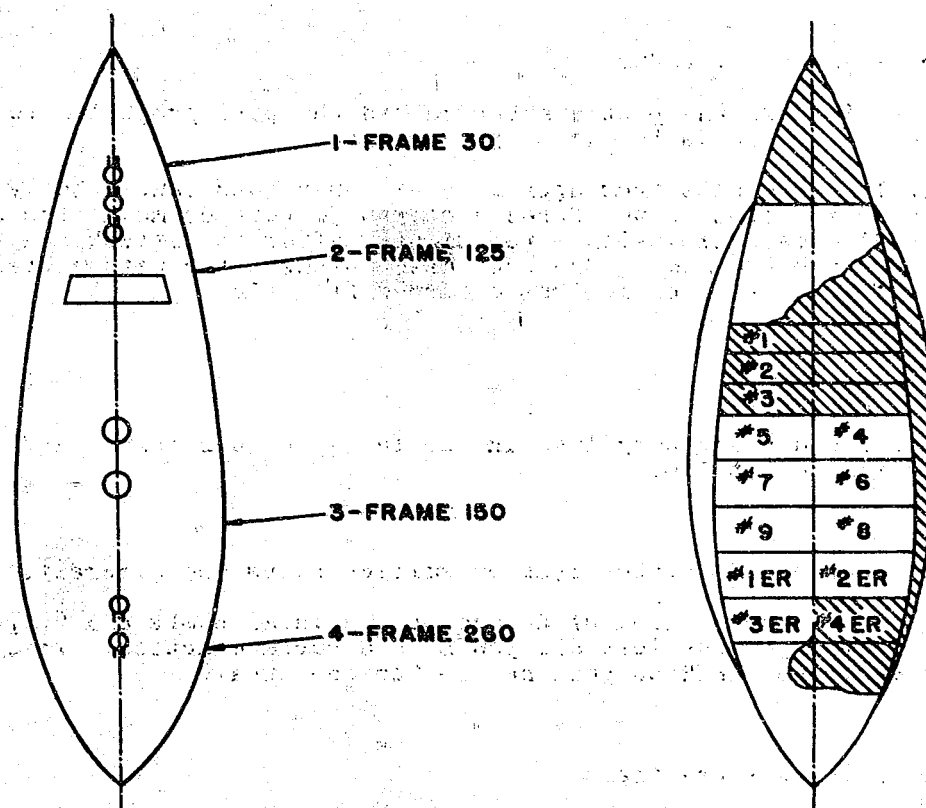
0633 Hit by a salvo of four submarine torpedoes, fired from 40° on her starboard bow at 600 meters range. She listed heavily to starboard, the angle of heel increasing rapidly from 8° (initial) to 18°, then to 23° and then to 54°. At this point "abandon ship" was ordered. Despite counterflooding of the fourth forward port void, one port engine room, and one port fire room, she capsized and sank 20 minutes after the hits; Lat. 9°-30' N. and 117°-13' E.

Remarks:

- a. One hit was in way of a forward starboard storeroom. The anchor windlass room was damaged.
- b. One hit was just forward of No. 2 fire room. Although not flooded, the boiler was damaged, shooting flames up through hatches to the middle deck (U.S. second).
- c. One hit was in way of No. 6 fire room, flooding it. No. 7 fire room (to port of No. 6) caught fire and was flooded (counterflooding measure).
- d. The last hit flooded the after battery room, starboard after engine room, and the magazine for No. 4 turret. See sketch for flooded areas.

ENCLOSURE (A), continued

ATAGO SKETCH



CROSS-HATCHED AREAS ARE FLOODED

5. MAYA

Sunk 23 October 1944 by submarine.

0657 In the northern end of Palawan Strait she was hit by four torpedoes as follows:

- a. Port bow in way of chain locker.
- b. Port side in way of No. 1 turret.
- c. Port side, No. 7 fire room.
- d. Port side, after machinery space.

She listed heavily to port.

0705 She capsized and sank.

6. KAKO

Sunk 9 August 1942 by submarine.

0710 Hit by four torpedoes off Simberi Island. She took a heavy list.

0715 Capsized and sank (all portholes were open).

ENCLOSURE (A), continued

7. KASAGI

Sunk 14 November 1942 by aircraft.

0636 Twelve carrier aircraft attacked.

0925 A bomb hit the forward portion of the bridge on a 13mm gun, penetrated deeply, and detonated below the waterline. She flooded considerably and listed 10° to port. Starboard counterflooding righted her temporarily, but she listed again to port some 7°. Later a near miss opened the gasoline tanks forward, causing a gasoline fire. This was extinguished in three minutes. The crew attempted to establish flooding boundaries, but with no success. She sank.

8. FURUTAKA

Sunk 12 October 1942 by surface ships.

2148 (11 Oct.) Action started and she received some projectile hits.

2149 No. 3 turret struck.

2151 After torpedo tube, starboard side hit, starting a fire.

2154 Forward starboard engine room hit.

2155 After starboard engine room hit.

2205 Port forward engine room hit. All power lost. Extensive flooding, getting progressively worse.

0028 (12 Oct.) Sank 22 miles from Savo Island.

9. AGANO

Sunk 17 February 1944 by submarine.

12 January - A single torpedo from a submarine struck the port side below the bridge. Speed was reduced and radio rooms were flooded. AKASHI (repair ship) made temporary repairs.

16 February - At 1645 a submarine torpedo struck her on the starboard side below the bridge, and a second hit in way of No. 6 fireroom. She listed 12° to starboard. At 1700 a fire occurred above No. 6 fire room. No. 2 fire room began to flood, followed by Nos. 3, 4, and 5. At 1900 the second deck above the machinery spaces was in flames. The fire spread rapidly, engulfing the amidships area, with the boats particularly adding to the intensity of the fire.

17 February - At 0150, with the ship ablaze, she listed heavily to starboard and sank.

10. NOSHIRO

Sunk 25 October 1944 by aircraft.

Struck by a 5" projectile on starboard quarter. Ten bomb near misses damaged port outboard shaft, reducing speed to 32 knots.

At 0832 she was hit by a torpedo in way of No. 3 fire room on the port side. No. 1 fire room also was flooded. No. 2 fire room flooded progressively. The forward port engine room flooded also.

ENCLOSURE (A), continued

At 0857 her list was 16° to port. Counterflooding reduced list to 8° port.

At 1030 twenty aircraft renewed the attack.

At 1039 she was hit by a second torpedo in way of No. 2 turret on the starboard side.

At 1046 the upper (U.S. Main) deck was below the water forward.

At 1100 port list had reached 10° and was increasing.

At 1113 she plunged by the bow.

11. ABUKUMA

Damaged and sunk 25 and 26 October by PT boats and aircraft.

25 October - At 0320, as she entered Surigao Channel, a torpedo from a PT boat struck her in way of forward fire rooms (side unknown). She was stopped dead but later got underway at 10 knots.

26 October - At 1006 she was attacked by 13 to 24 aircraft which made several hits. At 1242 she sank in Lat. 9°-9' N. and Long. 121°-54' E.

12. YUBARI

Damaged 27 April and sunk 28 April 1944 by submarine.

27 April - At 1004 she was hit by a submarine torpedo on the port side in way of No. 1 fire room. She lost steam pressure and stopped, listing to starboard. She started to flood forward, changing trim down by the head.

At 1011 a fuel oil fire started in breached tanks.

By 1015 she was flooded back to frame 127.

At 1030 the sea was making up and it became very rough.

At 1120 she was still flooding progressively.

At 1650 she was taken in tow by SAMIDARE at 3 knots. Damage control measures were attempted and No. 3 fire room entered. Speed increased to 5 knots.

26 October - By 0415 the upper (U.S. Main) deck was awash and hope of towing to Palau abandoned.

At 1015 she plunged by the bow in Lat. 5°-38' N. and Long. 131°-47' E.

13. NAGARA

Sunk 7 August 1944 by submarine.

1222 Off KABASHIMA Island she was hit on the starboard quarter by a submarine torpedo. She flooded aft.

1225 List was 22° starboard. Saw a periscope on port quarter at 2500 meters.

ENCLOSURE (A), continued

1240 Hit by a second torpedo on the port side amidships and sank immediately, plunging by the stern.

14. NATORI

Damaged 18 August and sunk 19 August 1944 by submarine.

18 August - Struck by one submarine torpedo on the port side in way of No. 1 fire room, reducing speed sharply.

19 August - At 0300 struck by two torpedoes (one was a dud) in the bow. By 0540 she was well down by the bow. At 0703 she plunged by the bow.

15. TAMA

Sunk 2 February 1944 by submarine.

1145 Struck in starboard quarter by two submarine torpedoes. A heavy starboard list occurred.

1152 Uppermost (U.S. forecandle) deck submerged from aft as far forward as mainmast. List was 25° starboard. An explosion occurred aft.

1157 Lying on her beam ends to starboard, she plunged by the stern.

16. NAKA

Damaged 1 April 1942 by submarine.

She was struck by two torpedoes in way of the forward machinery spaces, losing all power. She was towed to Singapore by NATORI (CL), where temporary repairs were made. Final repairs were done at MAIZURU and she returned to service in March 1943.

17. ISUZU

Sunk 15 November 1944 by submarine.

She was hit near the after quarterpoint (side unknown), blowing off the stern; other spaces aft flooded.

18. OYODO

Damaged 19 March and sunk July 1945 at KURE by aircraft.

19 March - She was hit by four bombs and suffered one near miss. No. 2 fire room was flooded and the uptakes to No. 3 fire room were damaged. No. 4 fire room also was flooded and No. 5 uptakes damaged. Another bomb detonated in a forward (No. 11) fuel oil tank. A third bomb detonated on the middle (U.S. second) deck, aft, on the port side. The fourth bomb detonated at frame 130 - port - after penetrating the port armor at that point.

24 July - Many planes scored many hits, causing her to capsize and ground.

19. TONE

Sunk 28 July 1945 at KURE by aircraft.

She received one large bomb hit, two medium size bomb hits, and several near misses. She was heavily damaged, flooded, and sunk. She bottomed with a 12° port list.

ENCLOSURE (A), continued
Section IV - DESTROYERS

1. NATSUSHIO

Damaged 8 February 1942 by a mine.

She struck a mine off Makassar. The forward engine room and No. 3 fire room flooded. The torpedo mount above No. 3 fire room was blown off.

2. AKIZUKI

Damaged 19 January 1943 by a mine.

While engaged in anti-submarine attacks, she struck what is believed to have been a mine. An explosion occurred on the starboard side, and No. 1 fire room and several spaces forward of No. 1 fire room were flooded. Speed was reduced to 20 knots. She proceeded to TRUK, where temporary repairs were made by AKASHI (repair ship). She departed TRUK 10 March for SASEBO via SAIPAN. She departed SAIPAN 14 March. Shortly thereafter, the bow sagged and appeared to be about to break off. She was towed back to SAIPAN. The bow back to frame 75 (including the bridge) was cut off and a temporary bow (called "wave cutter") installed. She left SAIPAN 24 June under tow, arriving at NAGASAKI 5 July, where she was repaired by MITSUBISHI Dockyard.

3. OSHIO

Hit 19 February and sunk 20 February 1943 by submarine.

She was struck on the starboard side in way of the forward engine room, blowing a hole in the shell about 35 feet long. No. 3 fire room and the after engine room also were flooded, and she stopped dead in the water. An estimated 700 tons of water entered the hull. At 0630 on 20 February she broke in two and sunk.

OYASHIO

Sunk 8 May 1943 by a mine and air attack.

She struck a mine (apparently in the Solomons) believed to have been laid by a submarine. A bad fire was started. She was then bombed, receiving two hits. One hit the bridge and the other hit No. 2 mount. She was beached, capsizing to starboard.

5. KAGERO

Sunk 8 May 1943 by a mine and aircraft.

She struck a mine which heavily damaged her. All power was lost, and as she drifted aircraft attacked her, making several hits. One of these caused a magazine explosion which destroyed her.

6. KUROSHIO

Sunk by mine (date unreported)

She hit a mine which exploded in way of No. 2 mount. The forward magazines exploded, destroying her.

7. SUZUNAMI

Sunk 11 November 1943 by aircraft.

ENCLOSURE (A), continued

She was struck by a torpedo amidships. Almost simultaneously one of her own torpedoes detonated. She broke in two and sank immediately.

8. AKISHIMO

Damaged 10 November and sunk 14 November 1943 by aircraft.

On 10 November (east of Cebu), she was struck in the bow by a torpedo. Her bow was blown off. She was under repair at Cavite when many planes attacked. She received several hits, starting fires. She capsized to starboard and sunk.

9. AMATSUKAZE

Damaged 6 April 1945 by aircraft - destroyed later.

At Hanoi she was hit by three bombs. One struck in the auxiliary machinery room, a second in the radio room, and the third in the wardroom. All power was lost and communication equipment destroyed. Bad fires were started aft. Both engine rooms flooded progressively. She was beached at Hanoi. A storm washed her off and she grounded across the bay. It was impossible to salvage her and she was destroyed by Japanese planes.

10. SUZUTSUKI

Damaged 7 April, 1945 by aircraft.

While a unit of YAMATO's screen, she was hit by one bomb and damaged slightly by two near misses. The hit blew a hole between frames 51 and 70 on the starboard side of the main and forecastle decks. Magazines were flooded from the hole in the shell. A bad fire occurred. She reached SASEBO under her own power, although well down by the head. Emergency repairs were completed on 5 May.

11. HAMAKAZE

Sunk 7 April 1945 by aircraft.

Also a unit of YAMATO's screen, she was attacked by hundreds of carrier aircraft. Near misses off the starboard quarter put her starboard shaft out of operation. She continued underway on the port shaft. A torpedo then hit her on the starboard side amidships. She broke in two immediately and sank.