

Def. Doc. # 1896

C. L. O. No.

(S. D. M. No. 40)

6 December 1945

From: Minister of the I. J. 2nd Demobilization
Ministry.

To : General Headquarters of The Supreme Commander
For the Allied Powers.

Subject: Reply regarding the sinking of merchant ships
in Indian Ocean.

With reference to your letter dated 19 November 1945,
our statement is herewith presented.

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Reply regarding the sinkings of
merchant ships in Indian Ocean.

With regard to the cases on the above subject requested by your Memorandum dated 19 November 1945, protests were filed during the war by the respective governments except for the Norwegian S.S. Scotia; and whereas at each time of the protest we investigated the matters through various reports and telegrams as well as the returned persons from the operated areas, in none of these cases positive results was obtained, and accordingly the governments interested were notified to that effect.

Because of the loss of almost all Japanese submarines then operating in the Indian Oceans, remaining very few survivors, and because of the destruction by fire of all relevant records, reports and telegrams, the renewal of the survey has now become very difficult, and accurate results cannot be expected at present. But we have conducted our investigation as far as possible based upon the inquiry of the majority of the surviving crews and of those persons who occupied key posts in submarine warfare; and the result of the investigation so far obtained is as follows:

1. Names of submarines in question together with the outline of the movements thereof.

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The submarines of the Imperial Japanese Navy that operated in the Indian Ocean during the period relative to the sinkings of merchant ships described on the protests filed against the Imperial Japanese Government, i.e., from the end of 1943 through August 1944, were:

I-8, I-26, I-27, I-37, I-162, I-165, I-166,
Ro-110, Ro-111 Total 9 submarines.

While their duties lay in destruction of communications, reconnaissance of strategic places, as well as supplying to German submarines, etc., priority was given to the reconnoitring the key points in such areas as Maldiva Ids., Chagos Ids., Diego Suarez, Mombasa, Aden Bay, and the north-western part of Australia. The carrying out of these reconnaissance duties caused these submarines to operate dispersing all over the length and width of the Indian Ocean. Except the I-162, the remaining eight submarines have all reported as missing in the Indian Ocean or during subsequent operations, in other theatres, and as for this survived I-162, its commanding officer during the operations in question was killed in action in July 1944 in southern Pacific. Under these circumstances, though the accuracy cannot be guaranteed, the movements of each of these submarines have been described, based upon the memories of the surviving crews, on the annexed Table No. 1 and on the attached chart. It should be added in this connection

during that period considerable number of German submarines were engaging in commerce destruction in all spheres of the Indian Ocean paralleled to our submarine activities there. And since the summer of 1943 the dividing line between the German operational area and ours as well as the limitation of periods of operations was rescinded owing to the earnest desire of the German Navy.

2. Judgement concerning the submarines responsible for the sinkings of the steamers.

Since there is no one who can recall to his mind the names in question among those of sunken vessels, the only way for us to do is to make a comparison between the movements of each of our submarines as explained in the preceding paragraph on one side and the date and place of the sinking of each victim steamer stated in the protests from the respective Governments on the other; and this overall comparison is shown **on the Annex Table No. 2. But as is clarified in this table** we can identify no submarines which may be suspected of the inquired sinkings with the reservation regarding Nos. I-27, I-166, and Ro-110. These last named three submarines, with all of their crews, have failed to return to their base from their operations in the Indian Ocean, and therefore if ever they might be responsible for any of the sinkings, there is no means for us to continue the investigation any further.

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Such being the situation it is a matter of regret that we cannot herewith specify the names of the responsible submarines.

As for the Scotia, it is desired, the information concerning the date and place of the sinking of this Norwegian vessel will be revealed to us as soon as possible, because without these data we cannot get any clue to the probing of this case.

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Annex No. 1

Chart of Submarines Manoeuvres

Name of Ship	Operational Duration (Leaving and Returning Base)	Field of Operation	War Results		Remarks
			Date of Sinking	Place and Count of Sinking	
I-3	From Mar.20,1944 To May 5, "	Central & South Indian Ocean	March 30, 1944	1 Sunk (12°-0'S) (81°-0'E)	Proceeding to (Penang) first decade of March 1944 from Japan proper
	From July10,1944 To Aug.20, "	"			
I-26	From Dec.10,1943 To Feb.20,1944	Northwest Indian Ocean	Dec. 29, 1943	(20°-0'N) (59°-0'E)	Advancing to (Penang) first decade of Dec. 1943 from Japanese homeland. Returning home first part of May 1944 for repairs.
	From Mar.20,1944 To Apr.25, "	Central Indian Ocean	Dec. 31, 1943	(19°-0'N) (59°-0'E)	
			Jan. 2, 1944	(21°-0'N) (60°-0'E)	
I-27	From 3rd decade of Oct.1943 To 3rd decade of Dec.1945	Central & West Indian Ocean	From Nov. to Dec.1943 (War results undisclosed since Feb. 1944)	5 Sunk in Aden Bay and Arabian Sea	Reported missing while in action late May 1944, & confirmed as sunk.
	From 1st decade of Feb.1944	"			
I-37	From Sept.27,1943 To Dec. 5, "	Southwest Indian Ocean	Oct. 23, 1943	(16°-0'S) (40°-0'E)	1 Sunk Going to base for repairs and returning back home Aug. 1944.
	From Mar.10,1944 To Apr.27, "				
I-162	From Oct. 5,1943 To Nov.10, "	Central Indian Ocean	About Oct. 16, 1943	(9°-0'N) (74°-0'E)	Returning back home for repairs first decade of April, 1944.
	From Feb.20,1944 To Jan.20, "	"			
	From Feb.20,1944 To Mar.25, "	"			

I-165	From Oct. 24, 1943	Northwest	Jan. 16, 1944	(10°-0'N) (83°-0'E) 1 Sunk	Because of the ship har- age. much time required for putting into shape. Since July 24, 1944, operating in New Guinea area.
	To Nov. 27, "	Australia			
	From Jan. 2, 1944	Central Indian			
	To Jan. 22, "	Ocean			
	From Mar. 31, 1944	Northwest			
	To May 4, "	Australia			
	From May 31, 1944				
	To July 5, "				
I-166	From Oct. 10, 1943	Central Indian	(War results un- disclosed)		Missing after leaving Penang and Confirmed as sunk.
	To Nov. 10, "	Ocean			
	From Dec. 10, 1943	"			
	To Jan. 10, 1944	"			
	From 3rd decade of Jan. 1944	"			
	To 3rd decade of Feb. 1944	"			
	From 2nd decade of Mar. 1944	"			
	To 2nd decade of Apr. 1944	"			
	From 1st decade of May 1944	"			
	To 1st decade of June 1944	"			
From 3rd decade of June 1944	"				
	To 1st decade of Aug. 1944	"			
	3rd decade of Aug. 1944	"			

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	From 1st decade of Dec. 1943	Bay of Bengal			Advancing to Penang from home- land at first decade of Dec. 1943. Report- ed missing while in action; then con- firmed as sunk in March, 1944.
	To 3rd decade of Dec. 1943		Dec. 1943		
Ro-110	From 1st decade of Jan. 1944	"	(War results unknown since Feb. 1944)	1 Sunk in Bay of Bengal	
	To 3rd decade of Jan. 1944				
	From 1st decade of Feb. 1944	"			
	From 1st decade of Dec. 1943	Bay of Bengal			Proceeding to Penang from Japan Proper in mid-Nov. 1943.
	To End of Dec. 1943		Dec. 24, 1943	Southeast Ceylon	Returning back home at the end of March 1944.
	From Jan. 10, 1944	"			
	To Jan. 20, "		Feb. 1944	1 Sunk in Bay of Bengal	
Ro-111	From 1st decade of Feb. 1944	"			
	To Feb. 20, 1944				
	From 1st decade of Mar. 1944	"	March 1944	1 Sunk in Bay of Bengal	
	To 3rd decade of Mar. 1944				

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Comparison between the Dates and Locations of the Sinkings of
the Steamers and the Movements of the Japanese Submarines.

Sunken Ships	Daisy Moller	British Chivalry	Sutley
Date	1943.12.13	1944.2.22	1944.2.26
Place	Lat. 18°-21'E Long. 82°-13'E	Lat. 0°-56'S Long. 68°-0'E	Lat. 8°-0'S Long. 70°-0'E
I-8	Japan Proper	Japan Proper	Japan Proper
	(Penang)		
I-26	Arrive (Penang) from horeland first part of Feb. 1944	(Penang)	(Penang)
I-27	Maneuvering in Arabian Sea, but entirely separate from sunken spot of Daisy Moller	Maneuvering in Central & West Indian Ocean (details unknown)	Similar to left
I-27	(Penang)	(Singapore)	(Singapore)
I-162	(Penang)	Leaving Penang on Feb. 20, 1944, heading to southwest of Ceylon, but extremely far-away from the sunken spot of British Chivalry	Maneuvering in south- west of Ceylon. Extremely far-away from the sunken spot of Sutley
I-165	(Singapore)	(Singapore)	(Singapore)
I-166	Leaves Penang first part of Dec. 1943 while en route to southwest of Ceylon, but extremely far- away from the sunken spot of Daisy Moller	Maneuvering Central Indian Ocean (Details unknown)	Returning to Penang late Feb. 1944; ex- tremely far-away from sunken spot of Sutley
Ro-110	While maneuvering in Bay of Bengal sunk 1 ship Dec. 1943 but time and place un- identified	Maneuvering in Bay of Bengal, but greatly isolated from the sunken spot of said ship	Similar to left
Ro-111	Though maneuvering north of Bay of Bengal, sank no ships at that time	(Penang)	(Penang)
	Ro-110 considered to be on the spot but further investigation impossible because of death of all crew. No other subs sus- pected of said incident.	While I-27 and I-166 considered to be, maneuvering at the time of sinking of British Chivalry, further investi- gations impossible due to the deaths of all crew.	While I-27 supposed to be maneuvering at the time of Sutley sinking, further investigations impossible due to the death of crew. No other subs involved.

Sunken Ships	Ascot	Nancy Moller	Tjisalak
Date	1944.2.29	1944.3.13	1944.3.28
Place	Lat. 2°-10'S Long. 62°-10'E	Lat. 2°-14'E Long. 78°-25'E	600 miles south of Ceylon
I-8	Japan Proper	(Penang) Arriving Penang from homeland early March 1944.	Maneuvering halfway between Ceylon and Australia. Extremely far-away from the sunken spot of Tjisalak
I-26	(Penang)	(Penang)	Maneuvering to the southwest of Ceylon, and heading to Maladive Is. for reconnaissance; sank no vessel in this area.
I-27	Maneuvering in Central & West Indian Ocean (Details unknown)	Similar to left	Similar to left
I-37	(Penang)	En route to Madagascar from southeast of Chagos but extremely far-away from sunken spot of Nancy Moller; sank no ship then in this area.	Maneuvering west of Chagos, but greatly isolated from the sunken spot of Tjisalak.
I-162	Maneuvering in southwest of Ceylon, but extremely far-away from the sunken spot of Ascot.	While en route to Penang via southeast of Ceylon. Sank no ship.	(Penang)
I-165	(Singapore)	(Singapore)	(Singapore)
I-166	Returning to Penang latter part of Feb. 1944; but greatly isolated from the sunken spot of Ascot	Maneuvering Central Indian Ocean (Details unknown)	Similar to left
Ro-110	Maneuvering in Bay of Bengal, but greatly isolated from the sunken spot of said ship.	Ro-110 confirmed to have sunk March, 1944	
Ro-111	(Penang)	Maneuvering in Bengal Bay but extremely far-away from the sunken spot of Nancy Moller.	(Penang)
Find- ing	Though I-27 being supposed to be maneuvering at time of Ascot sinking; further investigation impossible due to crew's total deaths. No other subs involved.	Although I-166 and I-27 supposed to be maneuvering at time of Nancy Moller's sinking, further investigation impossible due to crew's total deaths.	Though I-27 and I-166 supposed to be maneuvering at time of Tjisalak sinking, further investigations impossible due to crew's total deaths. No other subs involved.

Sunken Ships	Richard Harvey	Jean Nicolet	Scotia
Date	1944.3.29	1944.7.2	
Place	Lat. 16°-40'N Long. 64°-30'E	Lat. 3°-0'S Long. 74°-30'E	
I-8	Maneuvering halfway between Australia and Ceylon but extremely isolated from sunken spot of Richard Harvey.	(Penang)	
I-26	Maneuvering around area of Maldive Is., but greatly separated from sunken spot of Richard Harvey	Japan Proper (Returning to homeland first part of May 1944)	
I-27	Maneuvering in Central & West Indian Ocean (Details unknown)	(Said sub confirmed to have sunk May 1944)	
I-37	Maneuvering west of Chagos, but greatly isolated from the sunken spot of Tjisalak.	(Penang) Under repairs owing to the damage caused by mines April 27, 1944	Even estimation impossible because of uncertainty of date and place of sinking
I-162	(Penang)	Japan Proper Returning to homeland first part of April 1944	
I-165	(Singapore)	Returning from Northwest Australia to Sourabaya but extremely isolated from sunken spot of Jean Nicolet.	
I-166	Maneuvering Central Indian Ocean (Details unknown)	Similar to left	
Ro-110			
Ro-111	(Penang)	Japan Proper (Returning to homeland end of Mar. 1944)	
	Though I-27 and I-166 supposed to be maneuvering at the time of Richard Harvey sinking, further investigations impossible due to the death of all crew.	Though I-166 supposed to be, maneuvering at the time of Jean Nicolet's sinking, further investigation impossible due to the death of the whole crew. No other subs involved.	

- Remarks: 1. Date and place of the sinking of vessels are based on the Protests raised by the Governments concerned during War.
2. Memories of crew survivors are used as basis in compiling the column for finding.

CERTIFICATE OF SOURCE AND AUTHENTICITY

I, ŌISHI, Muneji, who occupy the post of Liaison Officer of the Second Demobilization Bureau of the Demobilization Ministry, hereby certify that the document hereto attached, written in Japanese, consisting of 10 pages and entitled "Reply regarding the I.J. submarines which sank merchant ships in Indian Ocean" is an exact and authorized copy from an official document in the custody of Japanese Government (Liaison Section, 2nd Demobilization Bureau of the Demobilization Ministry).

Certified at Tokyo,
on this 26 day of May, 1947

/S/ ŌISHI, Muneji (seal)

I hereby certify that the above signature and seal were affixed hereto in the presence of the Witness.

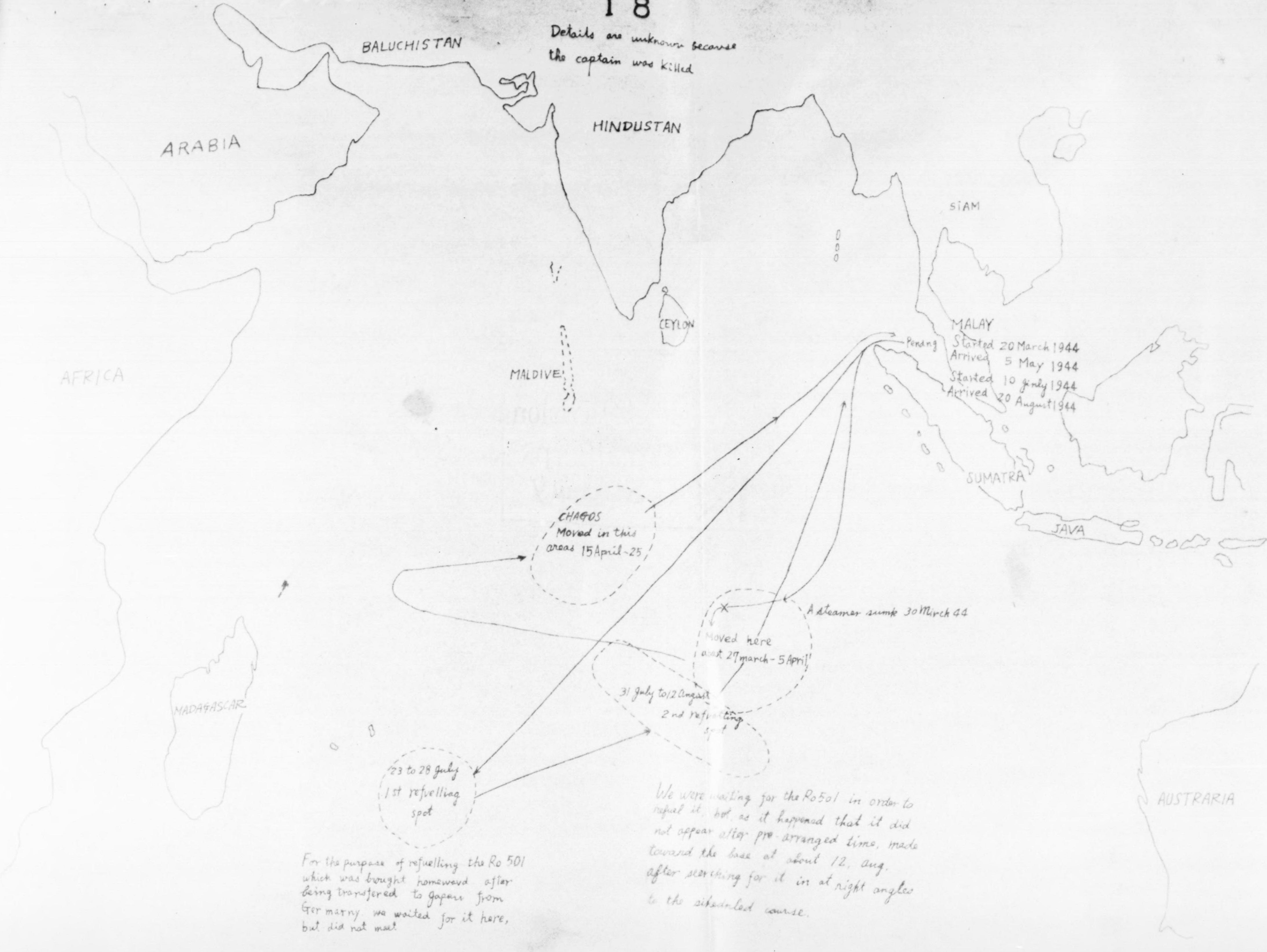
At the same place,
on this same date

Witness: /S/ INAGAWA, Tatsuo (seal)

1944

I 8

Details are unknown because the captain was killed



Started 20 March 1944
 Arrived 5 May 1944
 Started 10 July 1944
 Arrived 20 August 1944

CHAGOS
 Moved in this areas 15 April - 25

A steamer sunk 30 March 44
 Moved here about 27 March - 5 April

31 July to 12 August
 2nd refuelling spot

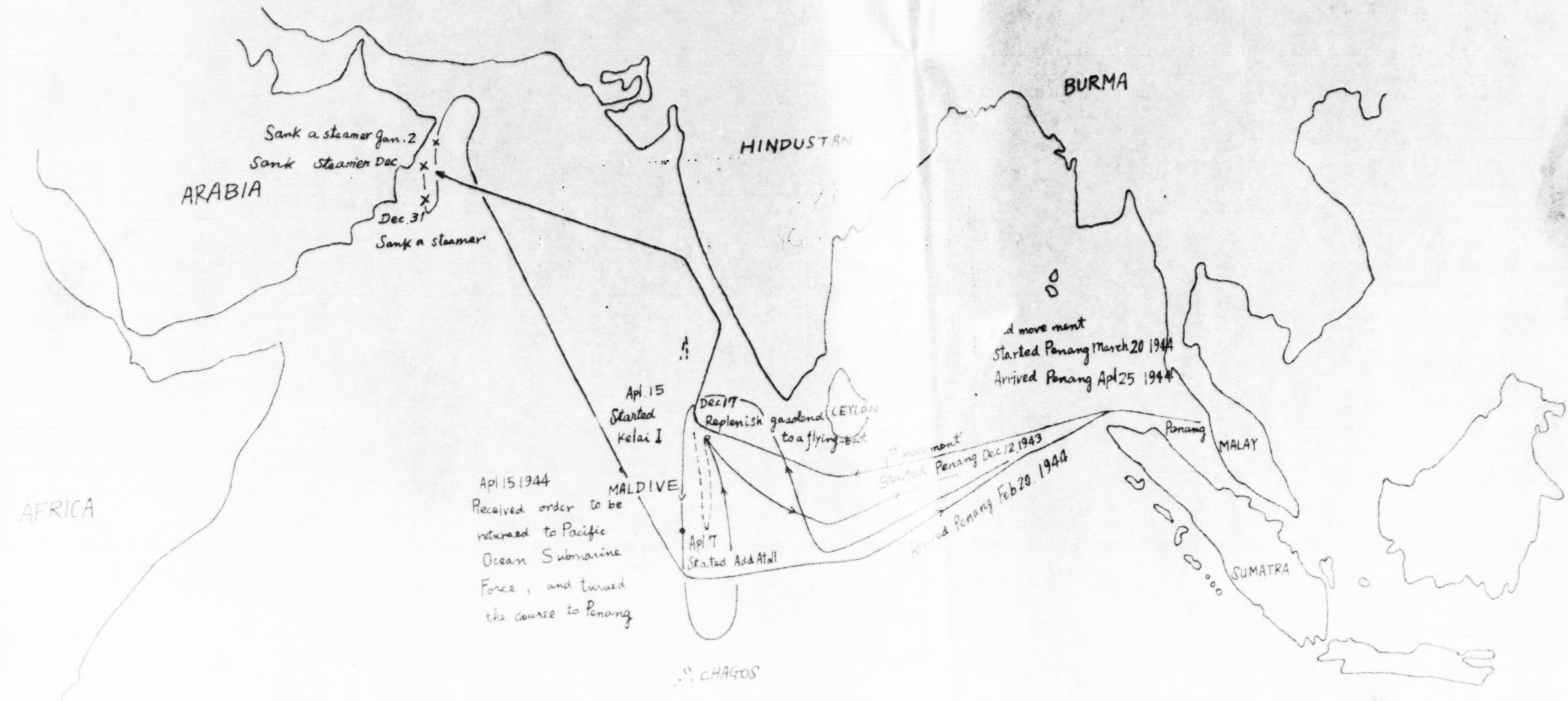
23 to 28 July
 1st refuelling spot

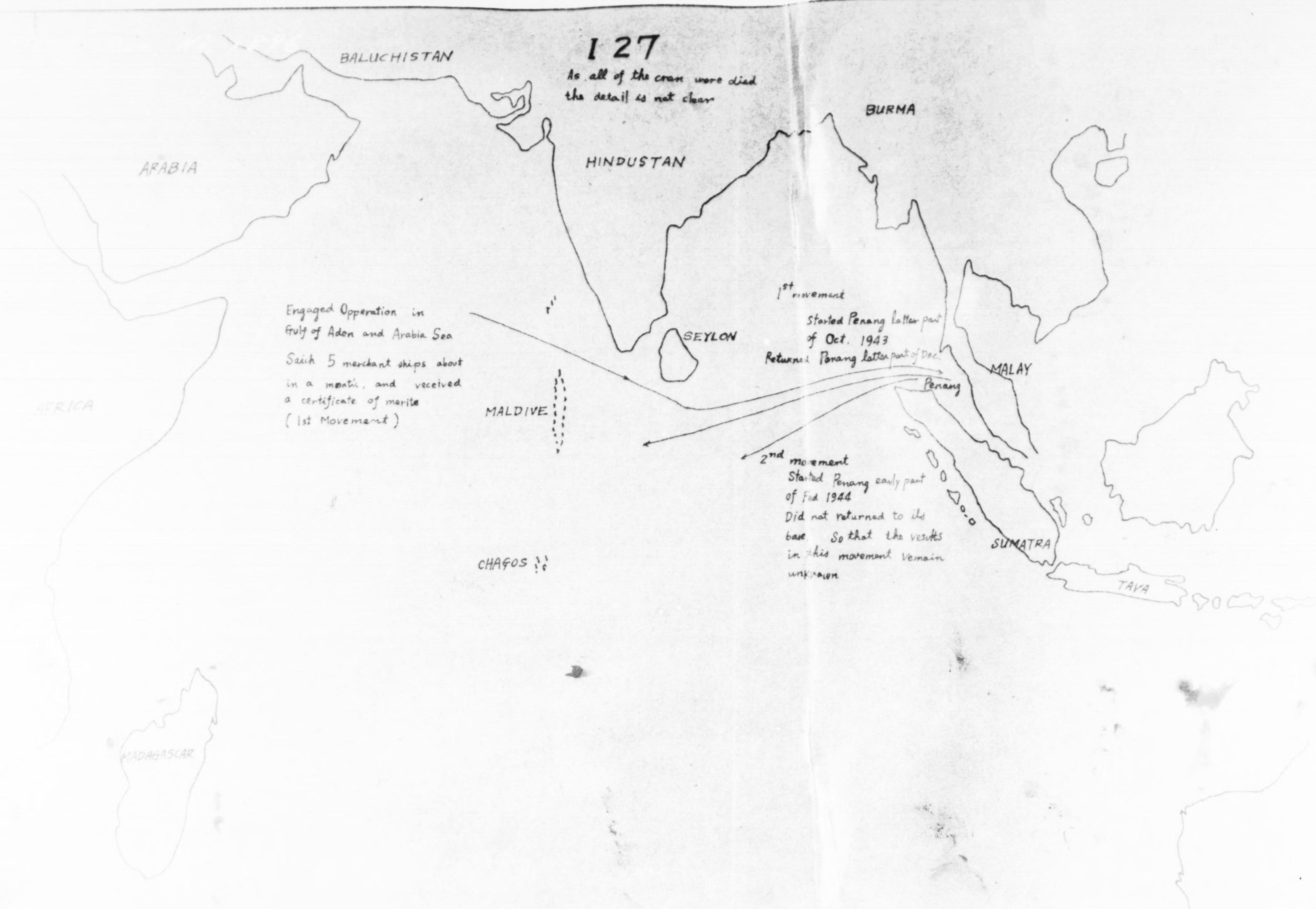
For the purpose of refuelling the Ro 501 which was brought homeward after being transferred to Japan from Germany, we waited for it here, but did not meet

We were waiting for the Ro 501 in order to repair it, but, as it happened that it did not appear after pre-arranged time, made toward the base at about 12, Aug, after searching for it in at right angles to the scheduled course.

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I 27

As all of the crew were dead
the detail is not clear

ARABIA

BALUCHISTAN

HINDUSTAN

BURMA

SEYLON

Engaged Operation in
Gulf of Aden and Arabia Sea
Sunk 5 merchant ships about
in a month, and received
a certificate of merit
(1st Movement)

1st movement
Started Penang latter part
of Oct. 1943
Returned Penang latter part of Dec.

MALAY

Penang

2nd movement
Started Penang early part
of Feb 1944
Did not returned to its
base. So that the vesits
in this movement remain
unknown

MALDIVE

SUMATRA

JAVA

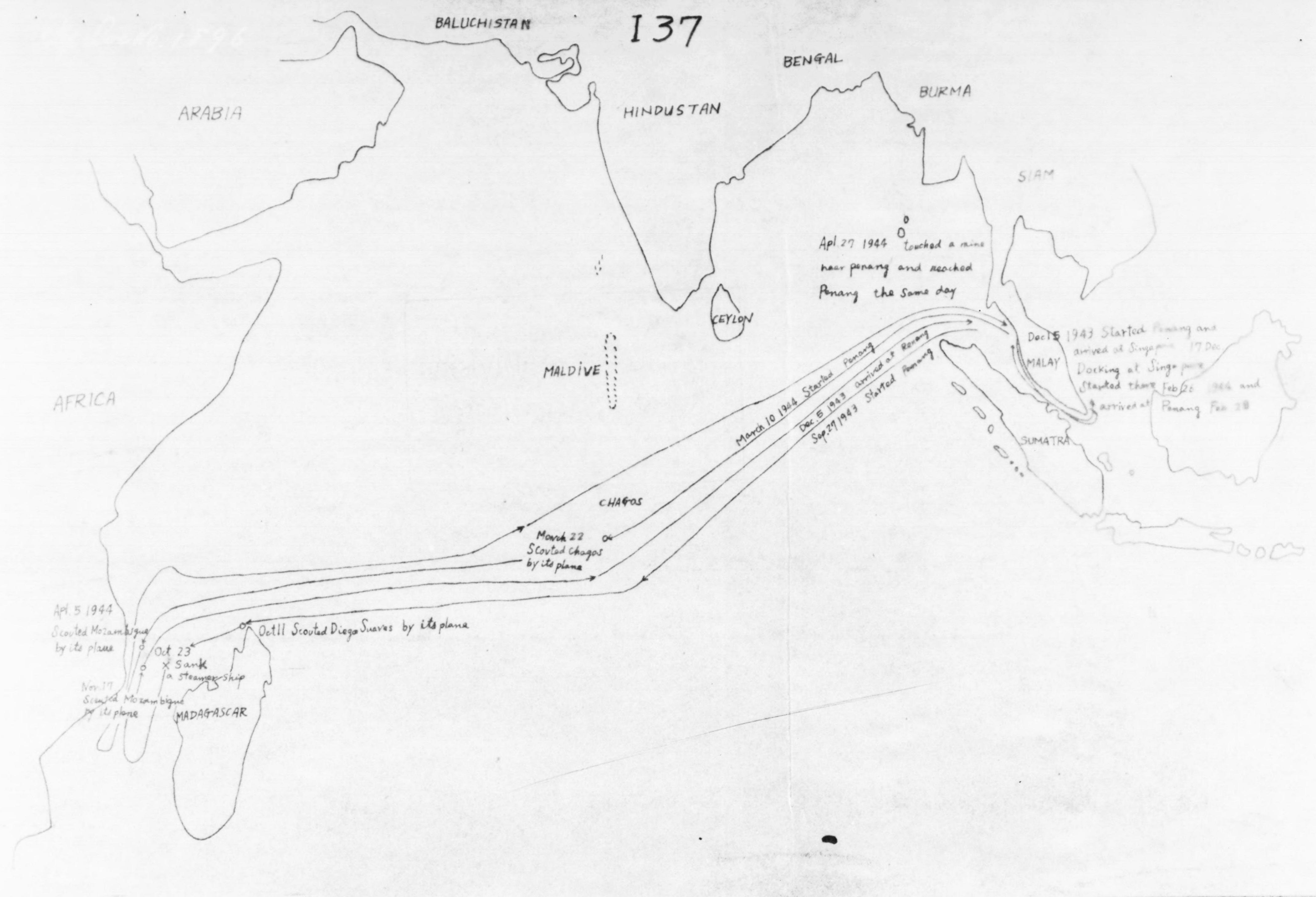
CHAGOS

AFRICA

MADAGASCAR

137 1596

137



BALUCHISTAN

ARABIA

HINDUSTAN

BENGAL

BURMA

SIAM

Apl 27 1944 touched a mine near Penang and reached Penang the same day

CEYLON

MALDIVES

Dec 15 1943 Started Penang and arrived at Singapore 17 Dec Docking at Singapore Started there Feb 20 1944 and arrived at Penang Feb 28

MALAY

SUMATRA

AFRICA

CHAGOS

March 22 1944 Scouted Chagos by its plane

March 10 1944 Started Penang

Dec 15 1943 arrived at Penang

Sep 27 1943 Started Penang

Apl 5 1944 Scouted Mozambique by its plane

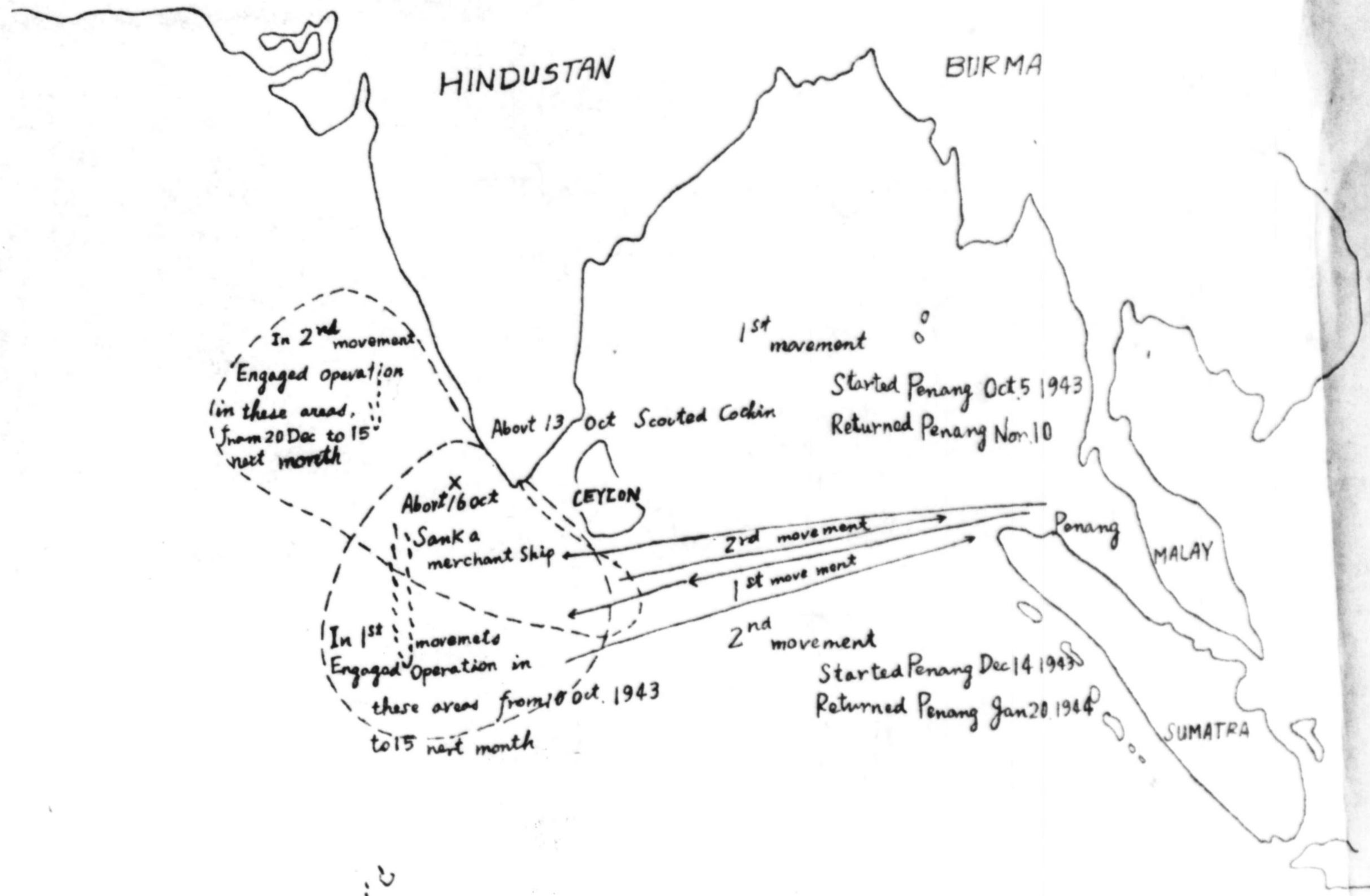
Oct 23 Sank a steamer ship

Nov 17 Scouted Mozambique by its plane

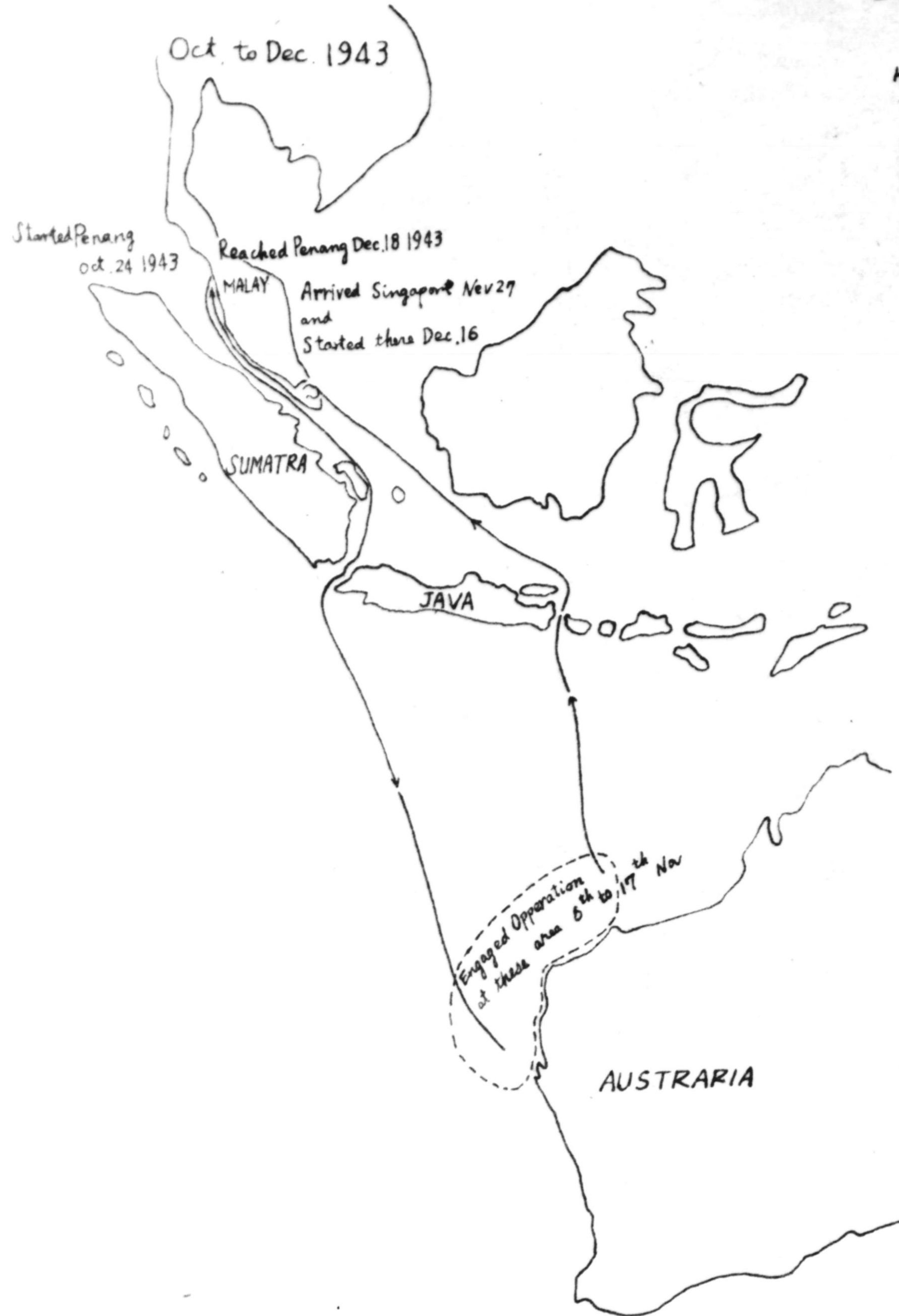
MADAGASCAR

Oct 11 Scouted Diego Suarez by its plane

1162

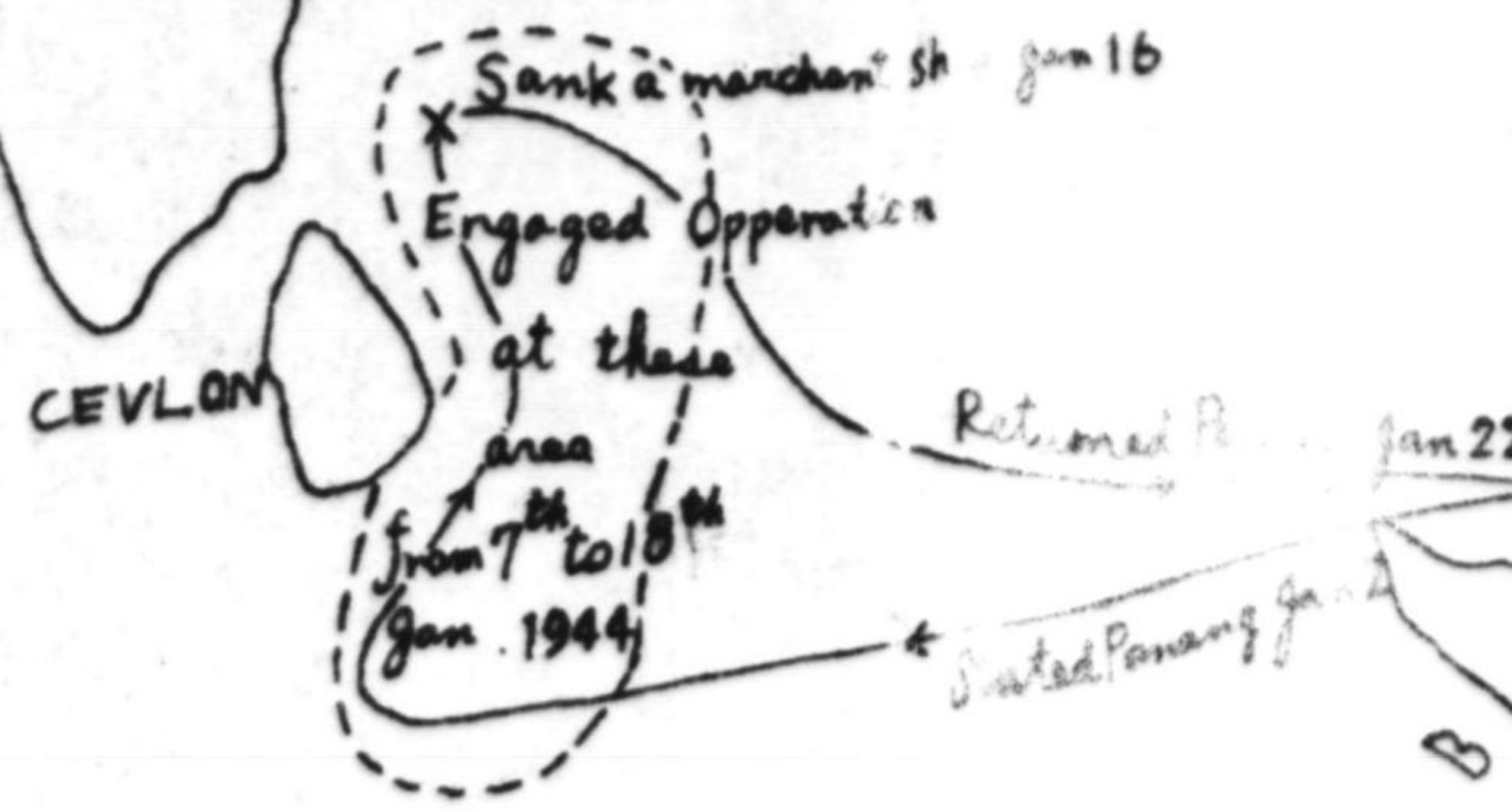


I 165

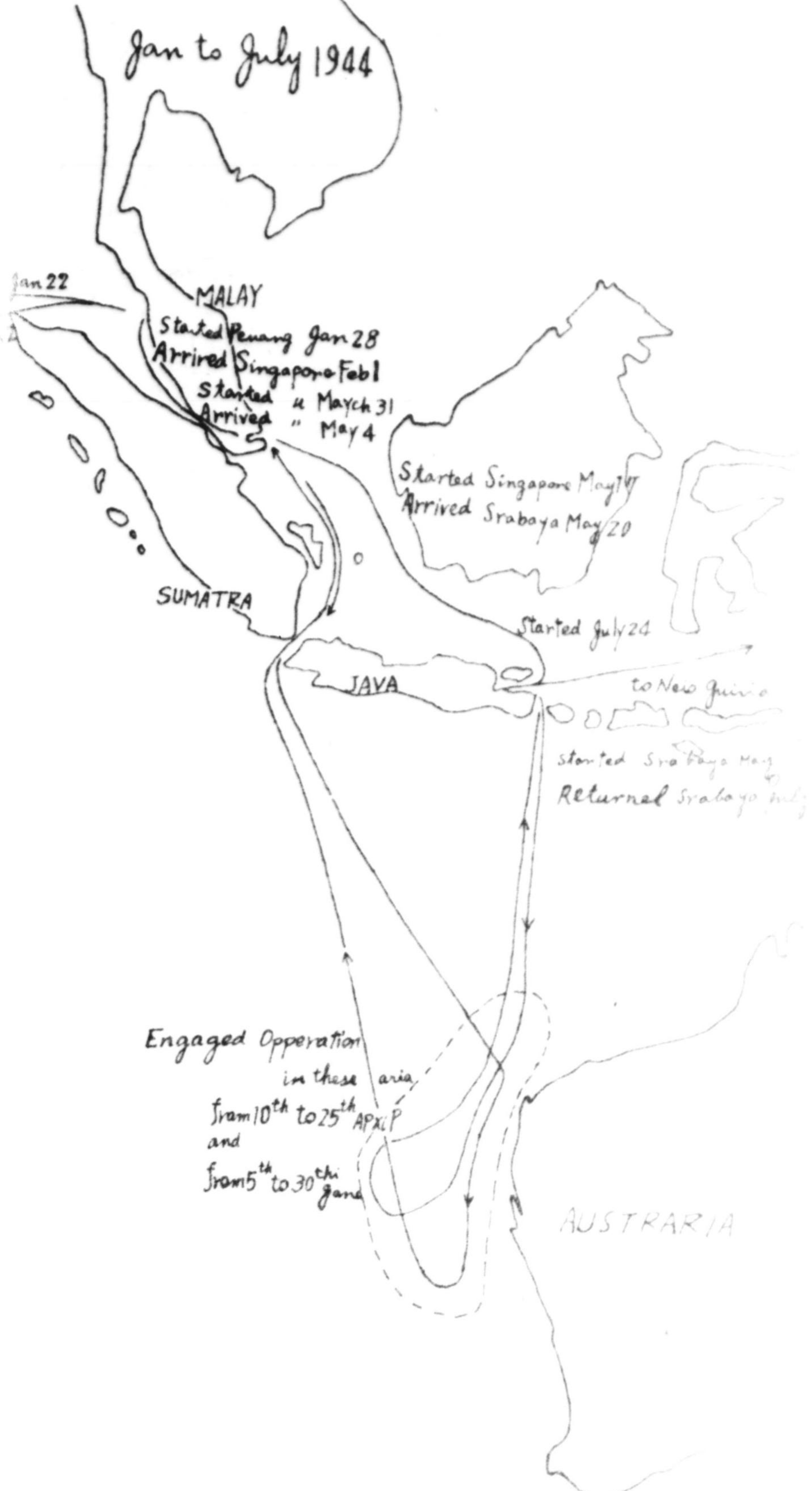


HINDUSTAN

CEYLON

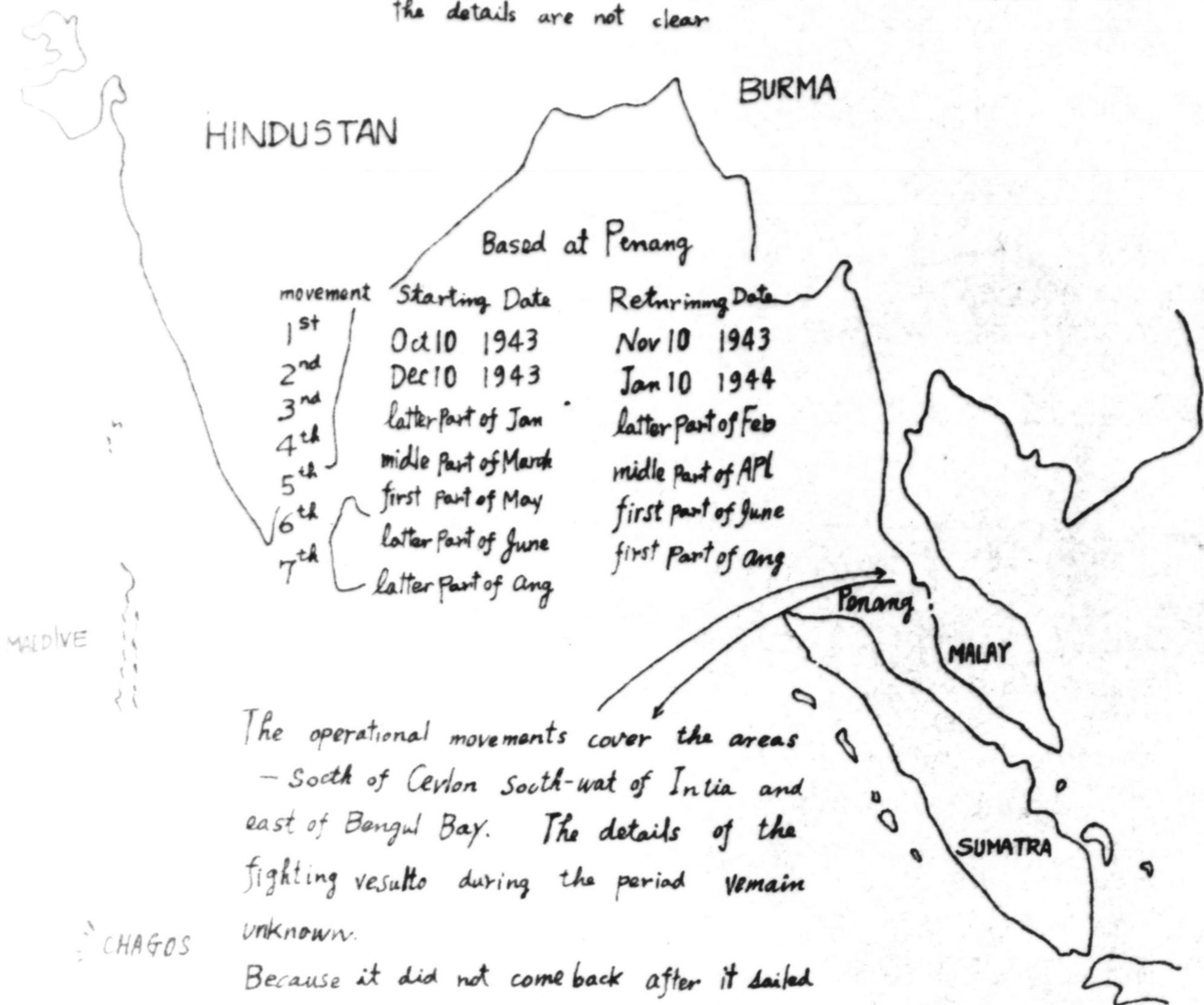


Jan to July 1944



I 166

As all of the crew were killed
the details are not clear



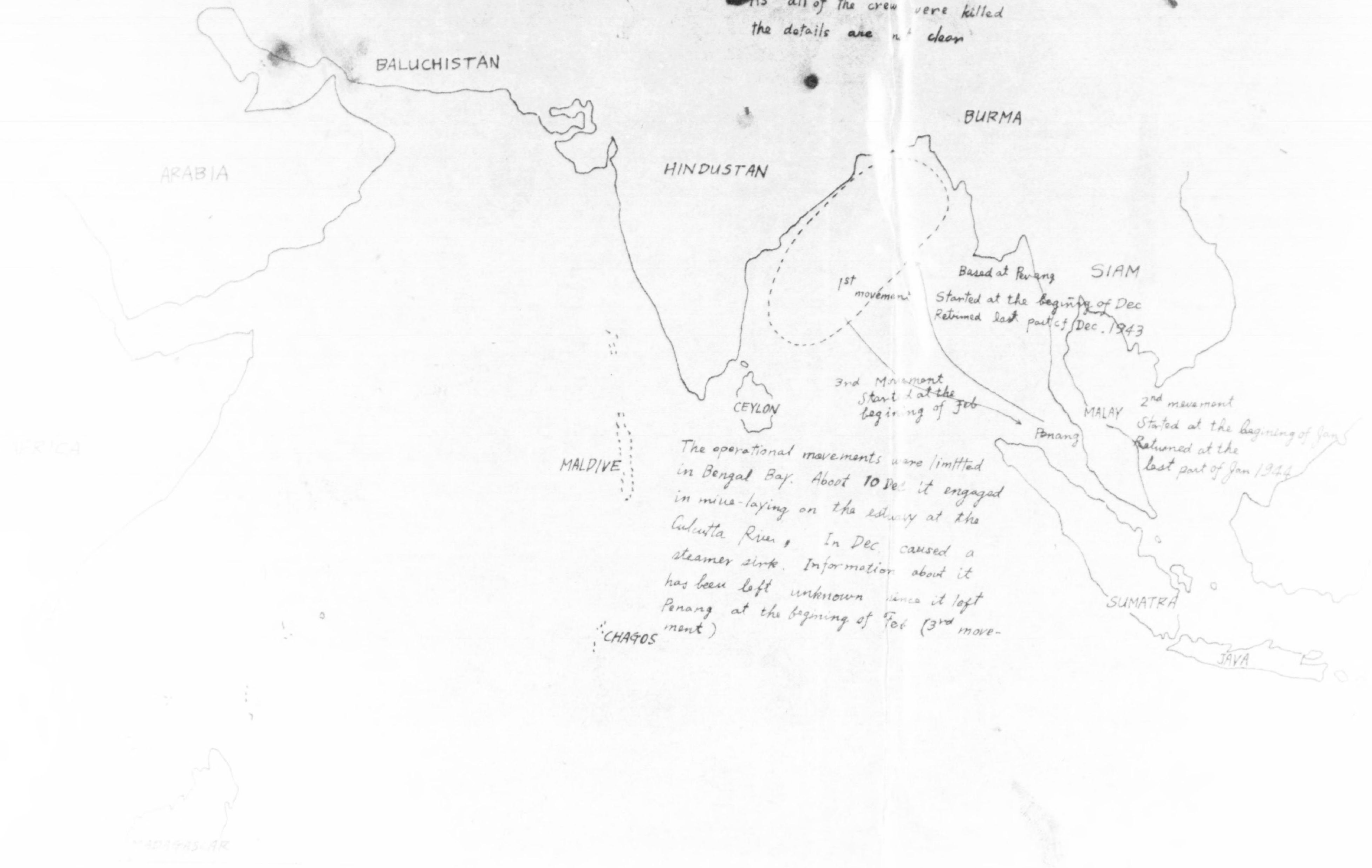
The operational movements cover the areas
- south of Ceylon south-west of India and
east of Bengal Bay. The details of the
fighting results during the period remain
unknown.

Because it did not come back after it sailed
out for assault leaving Penang in Aug.
and the crew were all killed

RO 110

RO 110

As all of the crew were killed
the details are not clear

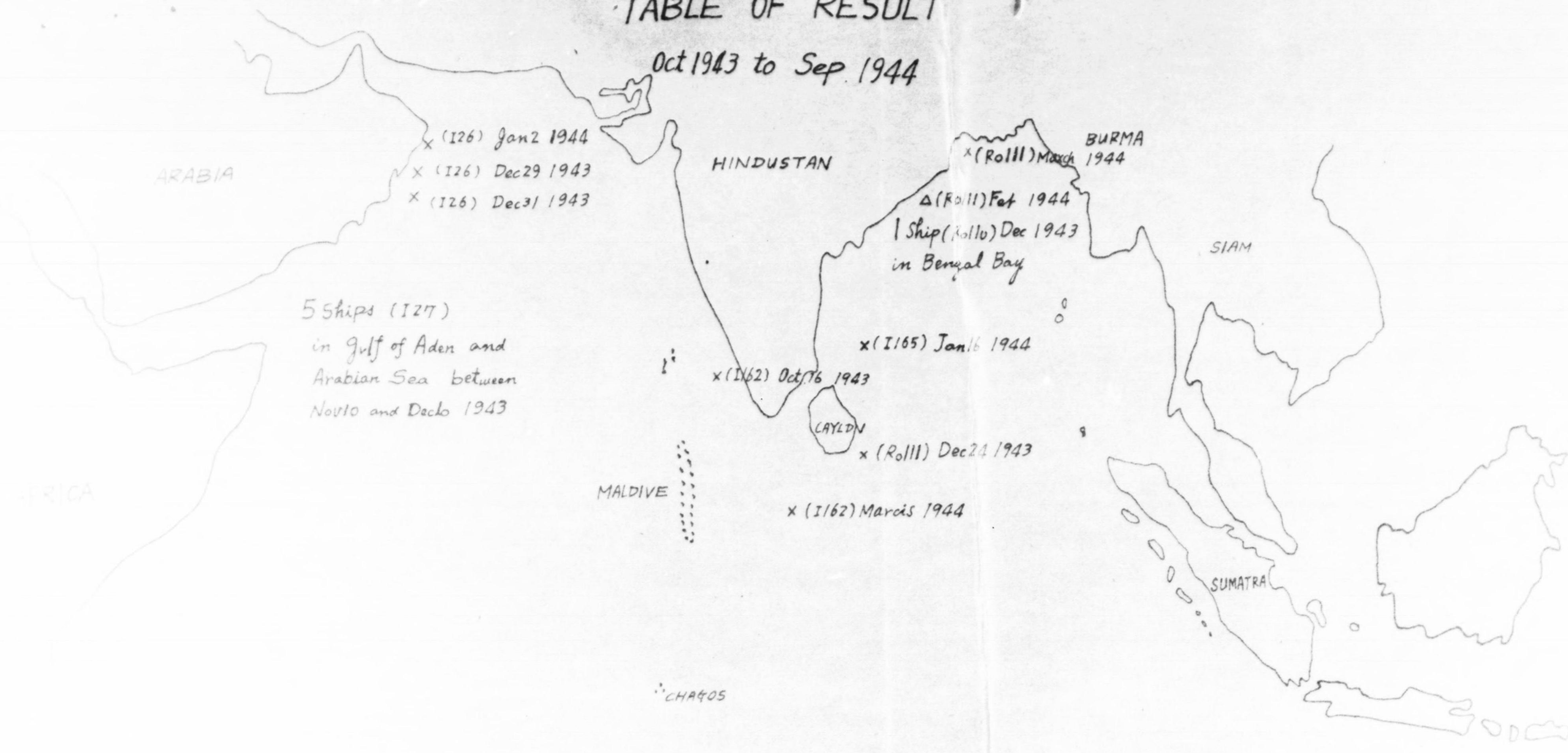


The operational movements were limited in Bengal Bay. About 10 Dec it engaged in mine-laying on the estuary at the Calcutta River. In Dec. caused a steamer sink. Information about it has been left unknown since it left Penang at the beginning of Feb (3rd movement)

CHAGOS

TABLE OF RESULT

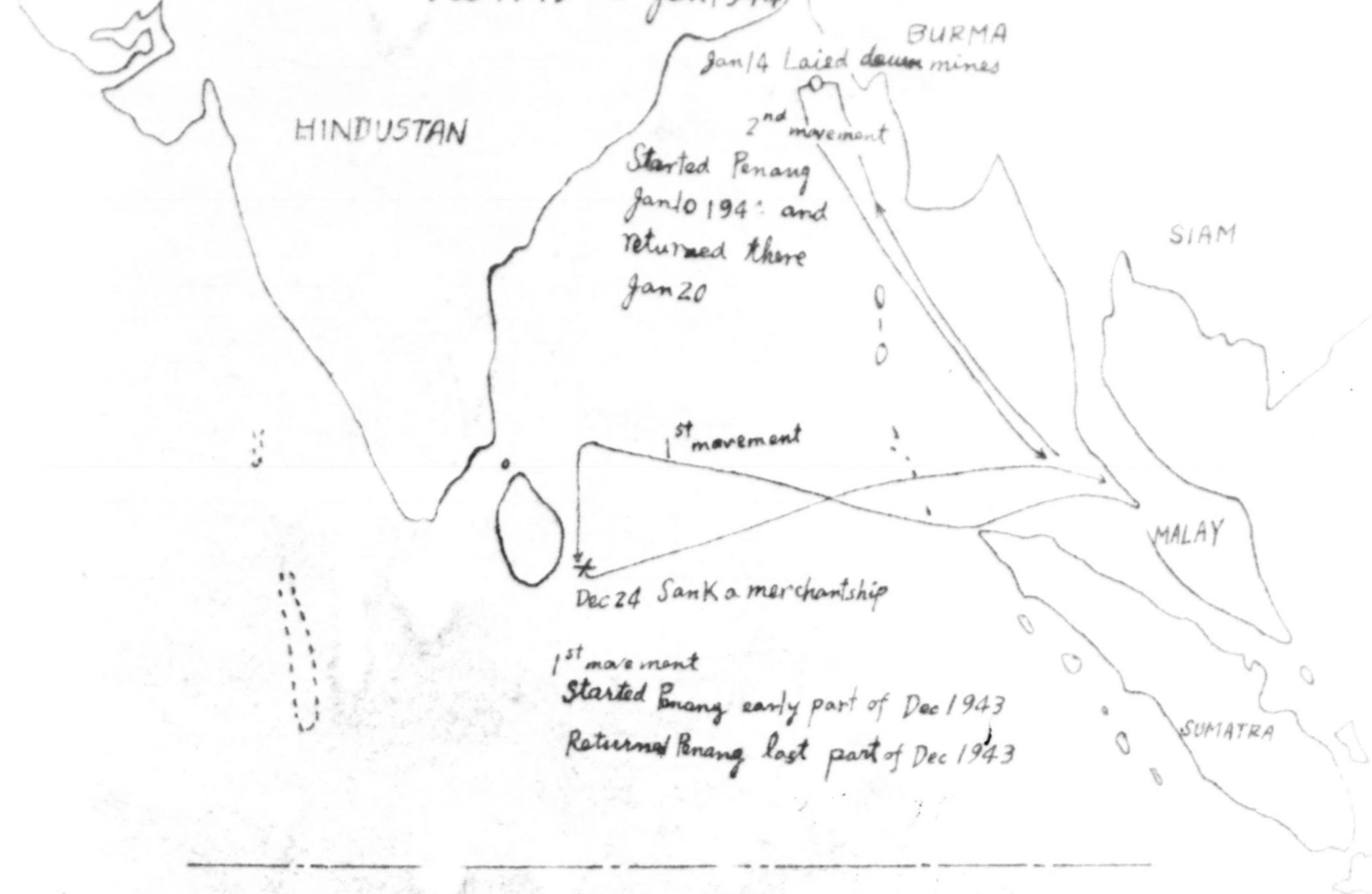
Oct 1943 to Sep 1944



INDIA 1943
 MALDIVE 1943

Ro III

From Dec 1943 to Jan 1944



From Feb 1944 to March 1944

