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# THE O. N. I. WEEKLY

*For the Officers of the United States Navy*

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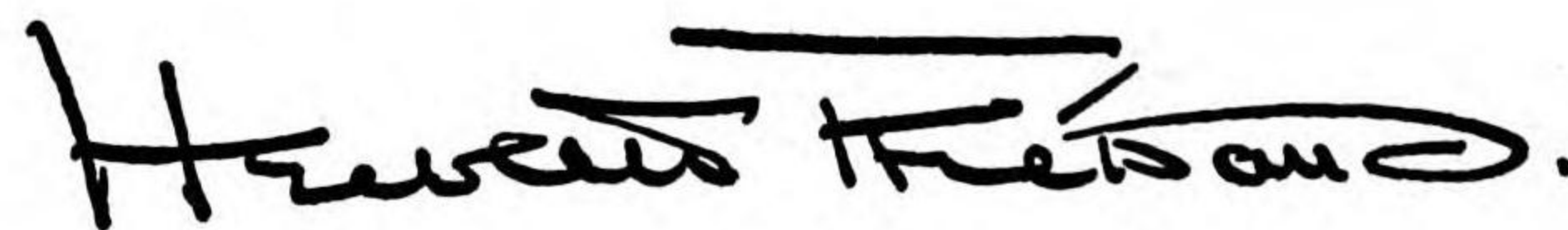
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OFFICE OF NAVAL INTELLIGENCE  
WASHINGTON, D. C.

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HEWLETT THÉBAUD,  
Rear Admiral, U. S. N.,  
Director of Naval Intelligence.

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# THE O. N. I. WEEKLY

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## PROGRESS OF THE WAR

### PACIFIC

#### Japan

Superfortresses flew two large-scale missions to the Japanese homeland this week, striking Nagoya in the second incendiary mission in as many days and bombing the industrial city of Hamamatsu in a mission originally scheduled for Tokyo. Nagoya was attacked before daylight on the 16th, by the largest single force of B-29's yet to attack a single target in Japan. Approximately 475 of the bombers dropped 3,500 tons of incendiary bombs on a 16 square mile target area in the southern section of the city. Each plane carried 7½ tons of bombs. Bombing was both visual and by instrument. A number of large fires and numerous smaller ones were started. The entire dock area was observed burning and the Mitsubishi assembly plant, in the same area, was also reported in flames. Forty-four enemy fighters were seen, but only a few unaggressive attacks were made on the bombers. Two fighters were shot down. No bombers were lost to enemy action.

Photographs taken over the city two days after the strike showed that 2.8 square miles had been damaged in the strike on the 14th and 3.1 square miles had been burned out in the strike on the 16th. This new damage of 5.9 square miles brings the total damaged area in the city to 11.3 square miles, or 22 per cent of the city area. A great many industrial plants sustained damage in the attacks.

Hamamatsu received more than 1,500 tons from a force of 270 B-29's during daylight on the 19th. The mission was originally briefed for an attack on the Tokyo industrial area, but because of complete cloud cover over Tokyo, most of the bombers struck Hamamatsu, the primary instrument target. It was the second sizable B-29 attack on Hamamatsu, a former textile manufacturing center now converted to war production. Results of the bombing were unobserved. Little fighter opposition was encountered and no planes were lost to enemy action.

During the week single B-29's bombed Shizuoka, Nagoya, an airfield on Saishu, the Kobe dock area, the Oita tank factory, a chemical





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plant at Tokuyama, the Saeki naval base, Haneda airfield near Tokyo, and a Kawasaki aircraft plant. Sea-mining activities were continued, and leaflets were dropped on cities on Kyushu and Haushu. A total of 885 operational and reconnaissance B-29 sorties were flown during the week ending May 22d.

Army Mustangs of the Seventh Fighter Command swept Atsugi airfield, southwest of Tokyo, in a low-level attack on the 17th. Approximately 25 planes strafed the field for half an hour while others furnished top cover. Seven enemy planes were destroyed on the ground, two more were probably destroyed and thirty-three were damaged. No Japanese fighters were met but one of our planes was shot down by intense anti-aircraft fire over the target. On the nights of the 17th and 18th, Okinawa-based planes flew heckling missions to Kyushu. Targets for the rocket and strafing attacks included the airfields at Miyazaki, Kanoya, Kanoya East and the town of Kanoya.

Search planes of Fleet Air Wing One found fewer targets in the waters around Korea this week but managed to sink two, probably sink two more and damage 7 sizable enemy vessels. On the 16th a small cargo ship was damaged by bombing and strafing attacks. On the following day a tug was damaged, and two search planes survived a phosphorous bombing and machine gunning attack by 12 enemy fighters in the area west of Kyushu. One of the enemy fighters was shot down. On the 18th the search planes sank a small freighter and damaged two freighter-transports and an oiler south of Korea. On the following day a medium oiler was heavily damaged. On the 20th a medium freighter was sunk, two small freighters were probably sunk and a number of landing craft were damaged in Korean coastal waters. A small cargo vessel was strafed and left burning on the 22nd. Pacific Fleet Headquarters announced that Fleet Air Wing One search planes had sunk 14,780 tons and damaged 11,350 tons of enemy shipping between May 13th and May 21st, bringing the totals for their operations in Korean waters to 86,880 tons sunk and 81,500 tons damaged. In addition 21 enemy aircraft have been destroyed and 15 damaged.

Liberators, Venturas and Privateers of Fleet Air Wing Eighteen extended their attacks to shore targets along the south shore of Honshu Island during the week. On the 16th a small oiler, a small cargo ship and five fishing craft were sunk and a fuel barge was damaged. The entrances to three railroad tunnels were damaged by bomb and rocket hits. Low-level attacks on the 18th accounted for a trawler sunk and six small cargo ships, a trawler, a sailing vessel and numerous fishing craft damaged. A train was wrecked on a coastal railroad line. On the following day the search planes sank a small cargo ship and damaged three others. On the 21st, two small

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cargo ships and five luggers were sunk, a road bridge and a lighthouse were damaged, a glider being towed by a bomber was destroyed, and the bomber and a reconnaissance plane were probably destroyed. On the following day three fishing craft were destroyed, a small cargo ship was damaged and attacks were made on an army camp and radar installations on Shikoku Island.

The Japanese Government issued indignant denials this week that Japan has "ever proposed peace to the United States and Great Britain." Branding such statements "propaganda", the Tokyo radio stated that the flood of peace rumors had become "a source of annoyance" and that Japan was "too occupied with her job . . . of keeping the war going" to answer them. In spite of these official denials there were indications that individual Japanese in neutral countries are fishing for signs of peace terms short of unconditional surrender. Semi-official statements issued in the Allied capitals indicated that, particularly since the fall of Manila, Japanese nationals have approached neutrals to learn the "real American attitude." These individuals have specified only that unconditional surrender is impossible for Japan and have suggested no definite terms. Such informal personal peace feelers have been uniformly ignored by the Allied governments since they are not supported by the militarists who still control Japan. One peace inquiry is believed to have originated with the industrial class of Japan and another with Japanese court circles. It was indicated that the American policy is to avoid giving unmerited attention to such unofficial peace feelers so that Japanese militarists will not believe this country would accept a peace short of unconditional surrender.

Japanese propaganda broadcasts attempted to create a breach between the Soviet Union and the other Allies on the Chinese Communist question, by indicating that Japan is prepared to give up her dream of conquest in China and aid in that country's unification. Foreign Minister Shigenori Togo issued a statement that the Japanese Government looks to a solution of its basic Chinese policy as the "key to overcoming the crisis" confronting the empire. He called upon Japanese diplomatic representatives in occupied China to work toward a "complete collaboration of reciprocal equality" between Japan and China. The definition of the policy included adjustment of economic and political matters "in addition to giving support to China's independence, defense and unification." Whether Japan's conciliatory attitude toward the Soviet Union will involve any outright territorial cessions is not yet apparent. Radio Tokyo, however, continued to reiterate the theme that Japan and Germany never had prearranged plans for the war, and that although Japan's pacts with Germany had

led to "regrettable" misunderstandings with the Soviet Union, cancellation of the pacts has now restored "completely friendly" relations.

Announcements of measures in preparation for the defense of the Japanese homeland continued at an accelerated rate. Recognition of the mounting transportation crisis was found in an announcement of a reorganization of the Transportation and Communications Ministry. The communications functions of the ministry were placed under a separate cabinet board in order that the Transportation Ministry could "devote its entire effort to the accomplishment of transportation efficiency." Centralized control of all medical facilities in Tokyo is scheduled to go into operation on June 1st, in order "to cope with the prevailing emergency situation arising out of the frequent enemy air assaults." A plan was instituted to pay "the salaried man who must send money to his evacuated family" quarterly and in advance. Japan's 46 prefectural governors met in Tokyo to discuss home defense measures—no solutions for the air raid problems were immediately announced. The Japanese Munitions Minister, Admiral Teijiro Toyoda, urged the heads of Japan's eight regional war production councils, in another meeting, to "exert every effort" to secure "an immediate boost in aircraft production" and to hasten the decentralization of large factories. Japanese representatives in Manchuria, Korea, North China and Inner Mongolia were called to Tokyo and told by Premier Kantaro Suzuki to "strengthen speedily the material phase of the war effort" and to "secure stability" in those areas.

Domestic broadcasts urged the people to turn in aluminum coins in exchange for tin or paper money in appeals for aluminum, "the most important raw material for the production of airplanes." Mobilization of "20,000,000" students on a full wartime basis was announced. The children will be formed into an "agrarian militia" which will be organized on the principle "of the oneness of soldiering and farming." Attempting to rally the morale of the people, Premier Suzuki issued a statement describing the seriousness of the fighting on Okinawa and urging that "whenever there is an unfavorable development the people are prone to be carried away by an atmosphere of uneasiness; I believe that what is needed most right now by everyone from the highest to the humblest is stout-hearted self-composure."

*Naval.*—In recent appointments Vice Admiral Taro Tada has been named Vice Minister of the Navy, to succeed Vice Admiral Shigeoyshi Inouye, who has been promoted to full Admiral and named a member of the Supreme War Council, and Vice Admiral Ryoza Fukuda has been named commander in chief of the China Seas Fleet, replacing Admiral Nobutake Kondo, who also has been elevated

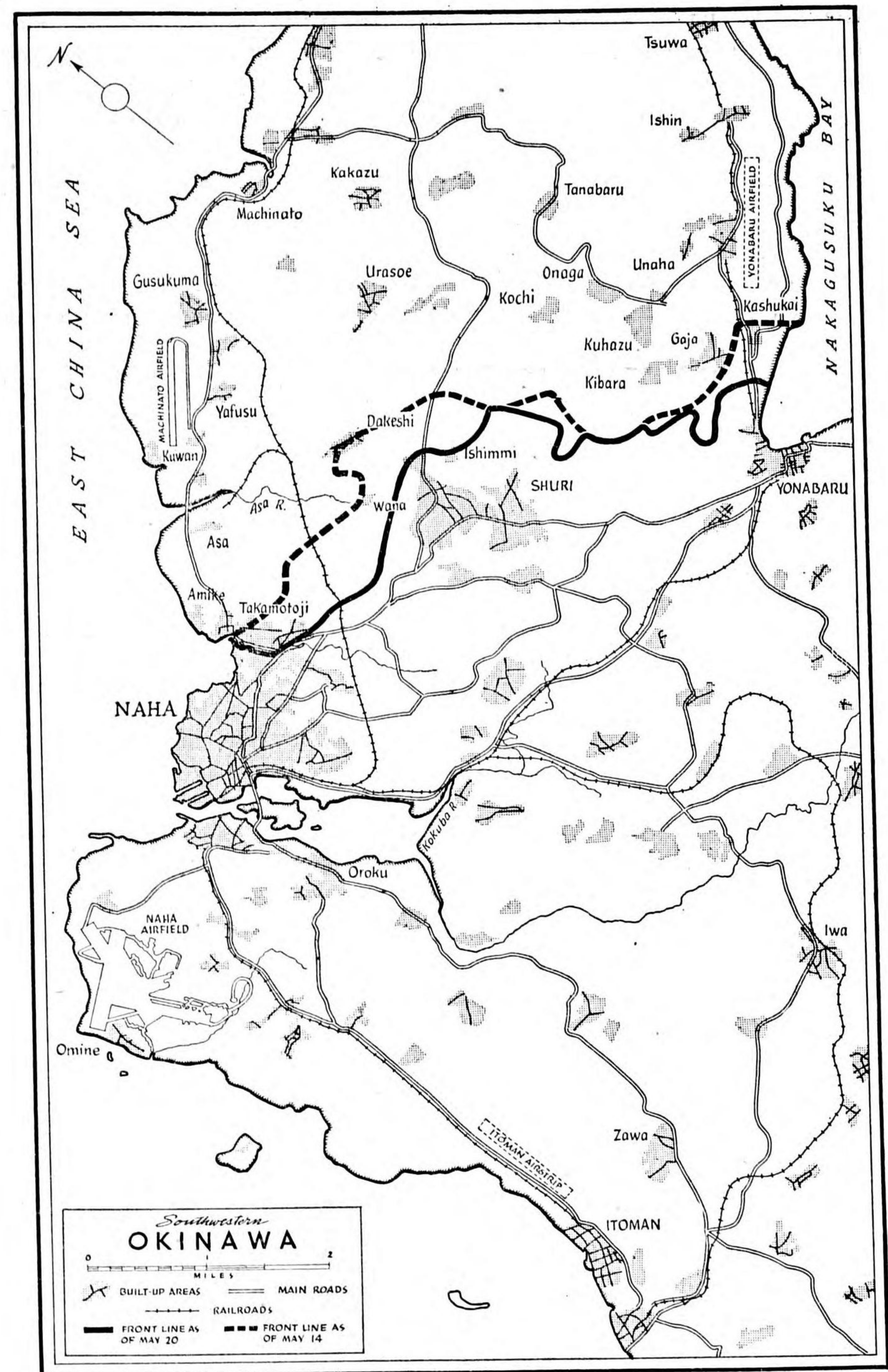


to the Supreme War Council. On taking command Admiral Fukuda announced that the "responsibilities" of the Japanese Fleet in China waters will become "greater than ever before" as the result of the heavy fighting in the Pacific and the "changes" in Europe.

### Ryukyu Islands

*Ground Operations.*—Troops of the U. S. 7th Infantry Division late in the week occupied Yonabaru and threatened to turn the right flank of the Japanese line, as Marines and other infantrymen of the U. S. Tenth Army slowly closed in on Shuri, keystone of the enemy's defenses in southern Okinawa. In some of the bitterest and most costly fighting of the Pacific war, the enemy is gradually being forced from his strongly fortified positions, one by one. Several pieces of ground were taken and retaken repeatedly during the week; the crest of highly important "Sugar Loaf Hill," just northeast of Takamotoji, changed hands eleven times before it was finally reported secured on the 21st by units of the Sixth Marine Division. As the Sixth Marine Division effected two crossings of the Asato River inside Naha, and fought off numerous counterattacks, units of the First Marine Division and the 77th and 96th Army Divisions, in the face of intense mortar, artillery and machine-gun fire, forced the Japanese into an ever-narrowing salient at Shuri. Gains have been measured on many days in only tens or scores of yards; at some points our troops have been driven from newly-won positions by the intensity of the enemy's fire. The First Marine Division and the 77th Army Division were virtually in the outskirts of Shuri by the end of the week, while to the east, units of the 96th Division, after by-passing a Japanese strong point northwest of Yonabaru, drove a small wedge into the enemy's eastern flank.

There was no exploitation of the Marines' bridgehead established inside Naha early in the week. Repeated counterattacks on it and on our positions north of the Asato River by enemy troops, a number of them dressed in U. S. Marine uniforms and carrying U. S. weapons, may have necessitated a withdrawal of our forces to the north bank of the river. Our patrols inside the city have picked their way through many of the streets and among blasted buildings, all littered with rubble and the bodies of hundreds of enemy soldiers and a large number of civilians. Considerable sniper fire was encountered from the ruins of Naha's buildings. The city is completely ruined and observers reported that much of the damage appeared to have been the result of our carrier plane attacks last October. Units of the Sixth Marine Division this week probed the enemy's lines east of Takamotoji, possibly in an effort to secure another crossing of the Asato River at a point where the river is narrower and more shallow. As the week ended,





troops of the Fourth Marine Regiment were reported to have forced the Asato River about 1,000 yards from its mouth against only moderate resistance. Advance patrols were said to have penetrated some distance into Naha from the northeast. But most of the week was spent in beating off counterattacks and in trying to gain control of "Sugar Loaf Hill," an eminence which forms the western anchor of the enemy's line and dominates virtually all of Naha, a fact which explains the ferocity with which the Japanese have tried to retain possession of the key elevation. With "Sugar Loaf Hill" firmly in our hands, the enemy may find his positions defending Naha no longer tenable, though house-to-house fighting can be expected inside the ruined capital city.

After a day of furious but indecisive fighting on the 16th, during which small local gains were made by units of both the Third Amphibious Corps and the 24th Corps, the Sixth Marine Division on the morning of the 17th obtained a bridgehead on the south bank of the Asato River against very strong resistance and penetrated into the main part of Naha. Troops of the 10th Army penetrated several other sectors of the enemy's line, which is being defended with the greatest tenacity of the entire campaign, but significant advances were registered only in the Sixth Marine Division's sector and in that held by the 77th Division above Shuri. Enemy artillery fire during the day was light and scattered; our troops, however, encountered rifle and light automatic weapon fire in great volume. The Marines of the Sixth Division, in addition to crossing the Asato River, in a bitter battle cleared the Japanese from a small hill ("Sugar Loaf") northeast of Takamotoji, after the hill had changed hands three times during the day. First Division Marines reached the town of Wana, which had been penetrated the previous day by a platoon of our tanks, and made gains of 300-500 yards in the area between Wana and Dakeshi. The enemy was driven from caves in a series of ravines and ridges and a command post was overrun on "Carbuncle Hill," so named because of its unusual shape and the pain it had caused our men.

The 77th Division on the 17th made a surprise pre-dawn attack on the enemy line without artillery preparation, gained their objectives by 0530 and by noon had entered Ishimmi, after occupying high ground to the north of the town. One enemy-held hill in this sector, which had been taken and lost twice on the day before, was again seized by our troops, who were later driven off by very intense Japanese mortar and artillery fire. Troops of the 96th Division began attacking a strongly-held hill mass about 1,000 yards east of Ishimmi in a drive aimed at forcing a wedge into the enemy's defenses at Shuri and flanking them from the east. Initial gains were small, limited

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by terrain and the stubbornness of the enemy's resistance on the hill masses east of Ishimmi and on the ridges running south from Conical Hill. On Conical Hill an hour-long grenade battle was fought, at the end of which the enemy, led by an officer wearing highly-polished boots and white gloves, counterattacked. The officer and 45 other Japanese were killed. In some areas troops of the 96th were forced to give ground slightly.

Strong pressure was maintained on the enemy along the whole front on the 18th. The Sixth Marine Division, after withdrawing from "Sugar Loaf Hill" during the night of the 17th, during the morning occupied the summit for the fifth time after heavy fighting. Other units of the division encircled the hill, while on the left Marines of the First Division, operating east of Wana, gained nearly 400 yards. The 77th Division, with local support from aircraft and flamethrowing tanks, gained some ground near Ishimmi. In the hilly sector at the eastern end of the line the 96th Division progressed slowly in hand-to-hand fighting south and east of Conical Hill, which was reported put under a smoke screen by the enemy. The Japanese employed intense artillery fire all along the line in attempts to contain the attacks of our troops and were themselves subjected to heavy bombardment from our ships and artillery.

Japanese resistance remained extremely strong before the fortress town of Shuri on the 19th, while at Naha the enemy launched several unsuccessful counterattacks. There were only minor changes in the line in the Third Amphibious Corps sector. The First Marine Division and the 77th Army Division continued to attack abreast against the heavily fortified hills and ridges around Wana in their drive toward Shuri. Troops of the 96th Division, in violent fighting, drove eastward along the road to Shuri, mopping up caves and gun emplacements on the southern slopes of a hill about a mile east of Shuri. The advance was considerably retarded by enemy positions of fortress strength on a hill west of Kibara.

Throughout the day on the 20th our troops met heavy resistance from caves and pillboxes and encountered very intense small arms fire. On the Sixth Marine Division's front a small hill feature was taken and other advances up to 150 yards were made. The Japanese inside Naha, opposite the Sixth Division's sector, were observed to be organizing tombs on hillsides for defense. It was also noted on this front that recently the Japanese have been showing a tendency to leave their positions and attack with grenades rather than be blasted out of their strong points. The First Marine and 77th Army Divisions again attacked toward Shuri in a coordinated drive, in which local gains were made with the support of tanks and flame-throwers. The 77th Division beat off three counterattacks of platoon

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to company strength and captured a strong point 900 yards from Shuri. Minor gains were made by the 96th Division. In this sector our tanks reached the top of a hill that had held up our advance for a week, after a trail had been made to the top by a bulldozer under cover of a smoke screen. From this point our tanks were able to lay direct fire on Japanese strong points on a knoll to the south.

During the night of the 20th the Sixth Marine Division repulsed a substantial Japanese attack. Some of the enemy were found to be wearing Marine uniforms and carrying U. S. weapons. On the morning of the 21st the division was subjected to the heaviest enemy artillery fire yet encountered. "Sugar Loaf Hill" was secured during the day, after it had changed hands 11 times. On the First Marine Division's front gains of 200-300 yards were made, to straighten out the line and consolidated positions gained in the previous day's advances. Marines of the division, after securing the northern part of Wana Ridge, were advancing to secure the southern section. Press reports relate that our troops are burning the Japanese from their hillside strong points by pouring drums of oil over the slopes held by the enemy and igniting it with hand grenades.

In a pre-dawn assault on the 21st the 77th Division captured a village on the northern outskirts of Shuri and held the village against a Japanese counterattack later in the day. At the end of the day troops of the division were reported to be moving south from the village. The 96th Division pushed ahead on both flanks under intense interlocking machine gun fire; on the coast, troops moved well south in the direction of Yonabaru. Our patrols entered Yonabaru and reported the town to be deserted. According to the press, six of nine Japanese tanks were knocked out by U. S. Shermans in the area north of Yonabaru in the first armored battle of the Okinawa campaign.

Heavy rains and deep mud limited the movement of armored vehicles and restricted all operations in the western and central sectors of the front on the 22d. The Sixth Marine Division consolidated its line along the Asato River, while in the center the First Marine Division and the 77th Army Division repulsed enemy counterattacks and cleaned out Japanese by-passed in rear areas. On the eastern flank, however, troops of the 96th Division driving south from Conical Hill broke through Japanese defenses above Yonabaru and advanced 800 yards. The gains were made in the heaviest hand-to-hand fighting yet reported, through mud so deep that tank support was impossible. To exploit the breakthrough made by the 96th Division, which had cleared the approaches to Yonabaru, the 7th Division, newly committed on the extreme left flank, launched a surprise attack before dawn. The assault carried the 7th beyond Yonabaru, which was

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reported in ruins and deserted except for snipers. By the end of the day our troops had occupied high ground south of Yonabaru and the advance was continuing, though stronger defenses were being encountered.

Vice Admiral Richmond K. Turner, commander of the amphibious assault on Okinawa, predicted on the 21st that U. S. troops will capture Okinawa "in the comparatively near future." Admiral Turner expressed belief that the Japanese had committed their last reserves. There are increasing indications that the enemy's supply lines south of Shuri are being sealed off. When the Japanese lose their communications, their forces will probably disintegrate and break into small pockets, according to a statement by Maj. Gen. Roy S. Geiger, commander of the Third Amphibious Corps.

By midnight of the 21st, 53,458 Japanese had been killed on Okinawa; 1,014 prisoners had been taken, 373 of whom are labor troops. Revised figures indicate that the prisoner of war total given in the O. N. I. Weekly of May 16, 1945, p. 1596, was incorrect.)

A headquarters communique on the 20th reported the following casualties to U. S. forces at Okinawa and in associated operations since March 18th:

	<i>Killed and missing</i>	<i>Wounded</i>
Army (to May 18th)-----	3, 093	12, 078
Marines (to May 18th)-----	1, 239	6, 180
Fleet (to May 16th)-----	3, 978	3, 958
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Total-----	8, 310	22, 216

*Naval and Air Operations.*—The usual support fire, concentrated on pillboxes, caves, gun emplacements, concrete blockhouses and other strong points and fortifications, was again furnished by our battleships, cruisers and other naval vessels. Both close and general support was given from the eastern and western flanks. Fleet headquarters reported that through the 15th, supporting naval vessels had expended about 420,000 rounds of ammunition of 5-inch calibre or larger. This is equivalent to approximately 25,000 tons of steel fired into Japanese-held areas of Okinawa since the beginning of the campaign.

Ground forces on Okinawa continued to receive support also from both land-based and carrier aircraft, which directed their strikes principally against concentrations of enemy personnel, supply dumps and vehicles. Nearly 500 tons of high explosives and many fire bombs were dropped; in addition, enemy targets were strafed and hit with rocket projectiles. On one day alone this week our aircraft flew nearly 340 sorties in support missions, during which approximately 160 tons of high explosives and 100 fire bombs were dropped; some 1,350

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rocket projectiles were fired. Air support was greatly hampered by bad weather on the last four days of the week.

It was revealed this week that the 318th Army Fighter Group is now operating from bases on Okinawa in conjunction with planes of the Second Marine Aircraft Wing. According to the press, Superfortresses were used to guide the P-47's of the group from Tinian, in the Marianas, to Okinawa, since the fighter planes do not have the navigational equipment necessary for long, over-water flights. Planes of the 318th Fighter Group were reported in action over Okinawa for the first time on the 17th, when they were used in support of our ground forces. During the night of the 18th they struck targets in the Amami group, north of Okinawa, and on the 20th strafed airfield installations on several islands in the northern Ryukyus and joined a search Privateer to sink a picket craft west of Kyushu.

Carrier aircraft of the British Pacific Fleet on the 16th, 17th, 20th and 21st continued their neutralization attacks on towns and airfields in the Sakishima group, between Okinawa and Formosa. U. S. carrier planes also attacked Ishigaki and Miyako, principal islands in the group, on the 16th and 22d. In the strikes on the 16th and 17th, the British planes strafed 7 parked enemy planes, damaging at least three of them. All the airfields were reported left inoperational. A large explosion was caused at Ohama town and a fuel dump was set on fire. The planes also attacked shipping in the area; two enemy suicide boats were destroyed, a coastal cargo vessel and a lugger were left in a sinking condition and two small cargo vessels, two luggers and 6 barges were damaged. Four trucks filled with Japanese troops were strafed. Bad weather hampered operations on the 20th and 21st, when airfields and port facilities were the main target.

Sweeping the northern Ryukyus on the 17th and 18th, carrier aircraft of the U. S. Pacific Fleet sank or damaged numerous luggers and other small craft, destroyed 5 grounded enemy planes and probably destroyed 8 more. Airfields, radio stations, fuel dumps, gun positions and other installations on Yaku, Gaja, Takara, Kikai, Amami, Tokuno and on Minami, far to the southeast, were destroyed or badly damaged. Tokuno and Kikai were raided on the 17th by Okinawa-based planes. A Japanese plane taking off at Kikai was shot down. A search Privateer of Fleet Air Wing One on the 20th bombed warehouse installations on Yaku Island, starting large fires.

More than 60 Japanese planes were destroyed this week as the enemy continued to harass our shipping and shore positions in daily attacks. Most of the raids were made between dusk and midnight. On only two occasions were as many as 30-35 Japanese aircraft re-

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ported involved in the attacks, which generally came from the north. Ten of the enemy planes were destroyed on the 17th, another 15 on the 18th, 26 on the 20th, and 8 more on the 21st. In the attack on the 20th approximately 35 low-flying aircraft participated—9 of them were downed by our air patrols and the other 17 were destroyed by ships' A. A. fire and suicide crashes. Five of our light surface units were damaged. Yontan airfield was bombed on the 18th and installations at Kadena were strafed; some damage was caused at Yontan.

#### Formosa

Japanese airbases, industries, transportation facilities and shipping were again the daily targets for Far Eastern Air Force bombers. Approximately 950 tons of bombs were dropped during 545 sorties, 240 of which were flown by Liberators. The major targets for our heavy bombers were airfields and waterfront areas in the northern part of the island, while our medium bombers and fighter-bombers struck mainly at communication lines, factories, warehouses, fuel dumps and rolling stock along the west coast. The heaviest raid of the week took place on the 18th, when more than 90 Liberators, escorted by Mustangs, and about 40 Mitchells hit their assigned targets with 286 tons of bombs.

Airdromes in northern Formosa, through which the enemy has been staging planes for attacks on our ships and positions in the Okinawa area, were attacked early in the week. Taichu was bombed on the 16th by 40 Liberators and on the 18th by part of a force of nearly 90 Liberators which also attacked Tainan, on the southwest coast. Shinchiku was raided on the 18th by 4 Liberators, which also hit Shoka, Takao and Koshun. On the 17th the airfields at Matsuyama and Lamsepo were hit by approximately 40 Liberators. Two heavy attacks, each involving about 50 Liberators, were made on the Keelung waterfront area on the 19th; approximately 250 tons of bombs were dropped.

Low-altitude sweeps by our medium bombers caused heavy damage to factories and along rail lines and highways, principally on Formosa's west coast. A magnesium plant at Rato, a cement factory at Suo, the Kinesaki copper works, the Shoka assembly center and numerous sugar refineries and alcohol plants throughout the island were hit and severely damaged. In addition, our bombers hit barracks, demolished bridges and buildings and destroyed much rolling stock and many trucks. Toyohara was particularly hard hit on the 19th, when more than 20 Mitchells bombed rail yards and industrial plants with excellent results, while on the following day 25 Mitchells bombed rail facilities and factories at Koryu and Taito.

Mustangs, in addition to covering major strikes by our heavy

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bombers, dropped 13 tons of bombs on the Kato and Tainan airfields on the 17th; two days later they raided fuel dumps and other installations at Heito, and carried out strikes against barracks and repair shops at Taien airfield, in northwestern Formosa. Tainan was bombed and strafed on the 19th by more than 70 Lightnings, which also struck at rail facilities, warehouses and other targets at Giran, in northeastern Formosa.

Twice during the week our aircraft encountered feeble aerial opposition over Formosa; A. A. fire, however, was generally intense and accurate over many of the major target areas. On the 18th two Japanese fighters intercepted our heavy bomber strike at Tainan and Taichu; the following day a single enemy fighter was met by Liberators attacking the waterfront area at Keelung. One enemy plane was demolished on the ground at Takao on the 18th and four others were damaged at Koshun. Mitchells, during a sweep over western Formosa on the 17th, shot down an enemy transport plane and a bomber. Five of our bombers were lost during the week, presumably to A. A. fire.

Search planes continued to harass Japanese shipping off northern Formosa and in the vicinity of the Pescadores Islands. On the 19th a single naval Liberator, on a night search mission over northern Formosa, attacked an enemy convoy attempting to reach Keelung from the north and apparently carrying troops and supplies from Japan. In a 75-minute bombing and strafing attack, the Liberator sank the entire five-ship convoy, comprised of three freighter-transports and two freighters, aggregating 17,000 tons. Four of the ships were set afire and sunk by strafing after the plane had dropped all its bombs on the first ship sighted, a 6,500-ton freighter-transport. In other attacks on enemy shipping our planes damaged an ocean-going tug off Takao, made strafing runs on barges and launches off the southwestern part of the island and damaged several coastal freighters and other small craft, most of them near the Pescadores or off the north coast of Formosa. Our patrol bombers also harassed Taihoku, Takao and the Toko seaplane base.

#### Philippine Islands

*Ground Operations.*—Troops of the U. S. Eighth Army continued to make steady progress on Mindanao Island against stiffening enemy resistance. By the end of the week elements of the 40th and 31st Divisions were less than eight miles apart, after troops of the latter division on the 21st captured Malaybalay, important air center and capital of Bukidnon province. Units of the 31st Division, pushing north along the Sayre Highway in the central part of the island, on the 16th occupied Valencia unopposed and on the following day se-

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cured the two adjacent airfields. Swift advances against meager opposition swept the Japanese from Malaybalay on the 21st and carried our troops more than 15 miles beyond the town on the following day, when they reached a point less than two miles from the village of Impasugong. Other units of the 31st, operating east of Kibawe on the trail to Talomo, have been meeting strong resistance in the area west of the Pulangi River, 10-15 miles east of Kibawe.

Meanwhile, to the north of the Malaybalay air center, elements of the 40th Division, which landed last week at Agusan and quickly captured the cluster of airfields at Del Monte, made minor gains along the Sayre Highway in the direction of Malaybalay. Strong opposition at the Mangima River crossing, just east of Del Monte, held up our advances for a day or two, but on the 18th organized resistance was broken and our forces again began moving along the highway. It is believed that the enemy force was made up mainly of service troops fighting a delaying action to cover the main combat strength of the Japanese 30th Division. Elements of the Americal Division were landed at Agusan on the 14th as reinforcements for 40th Division units driving to the south to effect a juncture with the 31st Division above Malaybalay. It is believed the Japanese will withdraw their main strength into the hills, as they have done in most sectors in the Philippines.

Bitter fighting was again reported from some parts of the Davao area, where the 24th Division is slowly forcing the enemy from positions on high ground to the southwest and north of the city. Pushing up the coastal road above Davao, our troops on the 18th captured Sasa airdrome and occupied the village of Panacan, two miles to the north. On the 21st the town of Bunawan, on Davao Gulf about 12 miles northeast of Davao City, was occupied and our troops closed in on Licanan airfield, the last in the Davao area still in enemy hands. Only limited gains were reported from the area between the Talomo and Davao Rivers and to the southwest, where last week some of the fiercest fighting of the campaign took place.

On Luzon Island, units of the U. S. Sixth Army again were held to small but important gains. In the 11th Corps sector, units of the 43d Division, closing in from north and south, on the 17th secured the Ipo dam intact. Other units of the division on the following day drove north up the Metropolitan Water Road and by the 19th had cleared the road from Novaliches to Ipo. By the end of the week troops of the division had broken the Ipo pocket, after surrounding and destroying an enemy force at the village of Osboy, a Japanese strongpoint just off the road a short distance west of the dam. Most of the high ground on the south bank of the Angat River west of Ipo dam was seized against light resistance. It is thought that some of

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the enemy escaped through guerrilla lines on the north bank of the river. The capture of the Ipo dam, source of a third of Manila's water supply, will help relieve a serious shortage in the capital, but no real solution of the problem is believed possible until pumping machinery can be installed to replace that destroyed by the Japanese. Other units of the 11th Corps continued to exert strong pressure on enemy mountain strongholds in the Boso Boso River region, southeast of Ipo, but reported only minor gains in the face of heavy opposition.

In the 14th Corps area, the First Cavalry Division moved up the east coast of Luzon with little opposition and on the 16th reached Real, in the Fort Lampon anchorage region, about 7 miles south of Infanta. Positions along the coast were consolidated and the advance on Infanta continued. On the 19th guerrilla forces landed at Dinahican Point, opposite Polillo Island, and sent patrols to Infanta from the southeast without making contact with the enemy. The 158th Regimental Combat Team reported on the 16th that all organized resistance in the Bicol Peninsula provinces had ended.

Strong opposition continued to be met by units of the U. S. First Corps on the approaches to Cagayan Valley, in northern Luzon. Although the enemy has lost Balete Pass, he is showing no signs of withdrawing from the area. Only small gains were made during the week by the 32d and 25th Divisions, advancing on the village of Santa Fe from the west and south respectively. The Japanese are fighting desperately to defend Santa Fe, junction point of the Villa Verde trail from the west with Highway 5, main road into the valley. At the end of the week advanced elements of the 25th Division were barely a mile south of the village.

An additional 8,941 Japanese dead have been reported on Luzon Island in the 14 days since May 7th. As of the 21st the total number of enemy dead was 142,936; the prisoner count totaled 2,007. Known Japanese dead throughout the Philippines since the beginning of the campaign totaled 236,069 by the 17th; the number of prisoners taken was 3,013 on that date.

Under Secretary of War Robert P. Patterson reported this week that U. S. Army casualties in the Philippine campaign on May 9th totaled 46,638; of these more than 10,300 had been killed, 35,700 wounded and 500 missing.

*Air Operations.*—Light and medium bombers and fighters of the Far Eastern Air Force continued to give support to U. S. troops on the Ipo and Balete Pass fronts on Luzon, while large numbers of dive bombers and a few fighters and medium bombers struck at enemy positions on Mindanao. In addition, small numbers of Lightnings on four days bombed and strafed remaining Japanese positions on Cebu and Negros. In these missions and patrols over the southern

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Philippines our aircraft flew a total of well over 3,500 sorties; some 2,500 of these were against targets on Luzon, slightly more than 800 were in support of our ground forces on Mindanao, about 100 were directed at enemy positions on Cebu and Negros and more than 150 were patrols. The scale of operations on Luzon was somewhat reduced this week, mainly because of bad weather on several days. Most of the action was carried out by A-20's, P-38's, P-47's and P-51's, though on several days small formations of B-25's joined in the strikes. On the 20th and 21st some 40 of the medium bombers were used each day in attacks on targets in Cagayan Valley and in support of ground forces north of Baguio and at Balete Pass. The total bomb tonnage dropped on Luzon targets was small compared with that of previous weeks—little more than 1,000 tons—but the planes heavily strafed their targets and dropped a large number of fire bombs. (Tonnage of fire bombs, included in the over-all figure, accounted for a very large part of the 1,000-ton total.)

*Naval Operations.*—The Japanese PT base at Piso Point, on the eastern shore of Davao Gulf, was repeatedly shelled by our PT's. By the end of the week the base was reported to be completely destroyed. On several occasions U. S. bombers joined with surface craft in coordinated attacks and on the 15th a destroyer and two destroyer escorts shelled the base; the following day the destroyer continued neutralization of Piso Point installations by bombarding shipyard facilities.

Light U. S. surface craft on at least four days shelled enemy positions in the Infanta area, on the east coast of Luzon. Early in the morning of the 16th two Japanese speedboats trying to enter Polillo Harbor, on Polillo Island, just east of Infanta, were destroyed by our surface craft.

#### Netherlands East Indies

According to a communique issued by General MacArthur's headquarters on the 19th, "all major installations and objectives" on Tarakan Island had been secured as of that date. Now firmly held by the Allies are the towns of Lingkas and Tarakan, the Djoeata and Sesanip oilfields, and, in general, the entire southern portion of the island. Supported by naval gunfire throughout the week, Australian units operating in the various sectors of the island have penetrated to within three miles of the northwestern coast in the vicinity of Mt. Tangkol, and have established a line running roughly southeasterly from the Mt. Api area to a point a mile north of the mouth of the Amal River on the eastern shore. Indications are that the remaining Japanese troops are gradually concentrating in the hilly section north of Tara-

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kan town, where they hold strong points less than a mile from the settlement.

As of May 17th, 479 enemy dead had been counted and five prisoners taken on the island.

There were 630 sorties made over Borneo, Celebes, Halmahera and the Lesser Sundas this week, during which 660 tons of bombs were loosed, as air activity tapered off in the Indies area. Borneo targets again received most of the attention of Allied fliers, with 560 tons of explosives blanketing various objectives on the island. Airfields at Miri, Melak, Brunei, Manggar, Bintulu, Sibul, Sepinggan and Oelin were cratered systematically, as B-24's and B-25's kept the waning Japanese airpower neutralized. Three strips on the western coast of the island—Miri, Bintulu and Sibul—underwent the heaviest attacks, flights of 15 to 20 heavies striking them early in the week. In other raids, small shipping, shipyard facilities, warehouses, supplies and various installations at such diverse points as Labuan, Balikpapan, Bandjermasin, Kudat, Samarinda, Seria and Brooketon were bombed and strafed repeatedly by flights of Mitchells, Venturas, Liberators and Lightnings. Daily support was given to the Allied ground forces on Tarakan, with enemy defenses and troop concentrations being hit by both bombers and fighters. In the various strikes against shipping around the island, the following units were sunk: five AP/AKs, one of 8,000 tons, three coastal vessels, two luggers and two small craft. In addition seven AP/AKs, five coastal vessels, two luggers, one anti-aircraft ship and 16 small craft were damaged.

On Celebes, supply depots, town areas and airfields were hit by small flights of heavies which struck at Langoan, Tondano, Pare Pare, Sidate, Mapanget and Kendari. Other Liberators ranged along the island's coastlines, sinking five and damaging between 25 to 35 small craft caught lurking off-shore or under construction in shipyards. Average flights of 11 Spitfires staged daily forays over Halmahera, raiding the towns of Galela and Djailolo, and strafing targets of opportunity. Only occasional patrols were flown over the Lesser Sundas, where villages on Alor and Timor, and an airfield on Soembawa, were harassed. Off Flores patrol planes damaged a barge and three other boats.

Possible Japanese barge hideouts along the Morotai and Halmahera shore lines were raked by gunfire from U. S. PT's on the nights of the 15th and 16th, while two enemy barges, intercepted off Morotai on the 20th, were probably sunk by other of these light units. On the 15th other boats of this type, operating off the northeast coast of Borneo, shelled enemy targets on Tambisan Island.

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### Southwest Pacific

*New Guinea.*—Units of the Sixth Australian Division driving eastward along the northern New Guinea coast this week overran Cape Boroam, capturing its airfield and moving to within two miles of effecting a juncture with other elements of the same division which had advanced westward several miles. Inland, meanwhile, an Australian thrust to the south of Wewak had taken the Wirui Mission and large supply depots in its vicinity after overcoming stiff opposition. The enemy appears to be withdrawing into the mountains southwest of Wewak, where he will probably make a determined stand to protect his vegetable gardens and westward withdrawal route.

Australian corvettes furnished fire support for the coastal advances, shelling Japanese positions several times during the period. On the 16th, Commonwealth cruisers shelled enemy gun positions on Mushu Island, which lies about eight miles north-northwest of Wewak.

There was a marked diminution in Allied air activity over the island this week, as only 100 tons of bombs were dropped during 155 sorties. The Beauforts, Liberators and Havocs which carried out the raids made in the Wewak area, struck at enemy defenses in cooperation with ground forces, bombed gun emplacements and harassed Japanese-held villages. On two days, the 15th and 17th, approximately 20 tons were loosed on these targets. Two attacks were made on Dutch New Guinea objectives; the airfield at Moemi in the northwestern part of the island was hit on the 18th by a flight of five B-24's, and a radio station at Manokwari in the same sector was attacked by the same number of Liberators on the 21st.

*Solomons-Bismarcks Area.*—In northern Bougainville units of the Second Australian Division this week completed their northeastward drive across the Bonis Peninsula, reaching the coast in vicinity of Ruri Bay. This move effectively isolates the Japanese troops in the northern tip of Bougainville and on Buka Island to the north from other enemy forces in the central and southern parts of the island. There was little change in positions in the central sector, but in the south elements of the Third Australian Division forced several additional crossings of the Hongarai River. Scattered enemy groups are continuing to oppose the eastward advance of the Allied units.

The tempo of air action over the area remained steady this week, as 940 sorties were made over Bougainville, Buka, New Britain and New Ireland; 560 tons of explosives, plus incendiaries, were dropped. Continuous support of ground forces was again furnished over Bougainville, where average daily flights of 9 medium bombers and 82 fighters struck at enemy troops, supply dumps, defense works and gun positions. Bivouacs on nearby Buka were harassed several times by PBY's which bombed and strafed. In the Rabaul area of New Britain,

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camp, revetments, storage areas and airstrips at Sulphur Creek, Vunakanau, Keravat and Tobera were hit every day by flights of PV's, B-25's, B-24's and F4U's. None of these raids was in great strength, although on the 16th, 19th, and 21st more than 30 mediums participated in bombing the targets. Many of the Mitchells, Venturas and Corsairs which attacked the Gazelle Peninsula area also raided objectives on New Ireland. Roads, bivouacs and coastal targets on the latter island were bombed and strafed by these planes as well as by other small flights of mediums and fighters which roved over the area intermittently.

There was some naval activity in the area this week also. Troops on Bougainville received fire support from an Australian corvette on the 20th; one of these ships shelled caves and huts at Hanahan on the northeastern coast of Buka on the 21st.

#### Carolines

Approximately 150 sorties were made this week over Truk, Palau, Yap and Ponape. In the Palaus, gardens, bridges and mortar positions were hit on four occasions by Corsairs and Hellcats which bombed and strafed. Search planes and Liberators made three raids on Truk objectives; a small cargo ship was sunk during the attack on the 15th. Airfields and other targets on this atoll were covered for the fourth time on the 20th, when a force of approximately five Superfortresses and 15 Thunderbolts carried out a high-altitude attack. Underground storage dumps were smashed and a bridge destroyed during strikes made on Yap on the 14th, 15th, 17th, and 21st by fighters and dive bombers. A single search plane attacked small shipping in the lagoon at Ponape on the 20th, sinking a tug, a lighter and two whale boats.

#### Marshalls

Objectives on Mili, Wotje and Maloelap were struck four times this week by groups of 10 to 15 dive bombers and fighters. Command posts and harbor targets were attacked on Mili, unspecified installations were covered on Wotje, and bivouacs on Maloelap were leveled. Search planes made runs over Wotje, Taroa and Mili on the 20th, reporting the airstrips at the first two places inoperational and the one at Mili possibly operational.

#### Marianas

A town and phosphate plant on Rota were attacked by a small flight of Hellcats on the 17th.

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#### Marcus

Average flights of 11 Liberators hit at installations and the airfield on the island on the 14th, 16th, 17th and 20th, dropping a total of 45 tons.

#### Bonin and Volcano Islands

Japanese planes carried out an air attack on Motoyama airfield on Iwo Jima on the night of the 21st. The raid was made by five or six low-flying twin-engine bombers which dropped small missiles weighing about six pounds each. Two of the attackers were shot down, another was probably destroyed and a third damaged by our anti-aircraft fire. Our casualties were three killed and 11 wounded; several motor vehicles were also damaged.

In the only reported Allied air activity in the area, 10 Mustangs carried out a foray over the Susaki airfield on Chichi Jima on the 18th.

#### Kuriles

Japanese shipping in Kashiwabara Harbor, between Paramushiru and Shimushu, was attacked by Liberators on the 16th. Nine tons were dropped and hits were scored on at least one ship. Results could not be completely observed. A second attack on enemy shipping in the same area resulted in the sinking of a possible destroyer escort after three direct hits. Eight tons were dropped during the attack. Two enemy fighters attacked the Liberators.

Kataoka Naval Base on Shimushu received 14 tons from Army heavy bombers on the 18th and hits were scored on the water front and building areas. On the same day Naval Harpoons attacked enemy installations on Kokutan Cape, on the north tip of Shimushu, with bombs and rockets. Three enemy fighters were sighted, but they did not intercept. On the following day Army Mitchells attacked enemy installations on South Cape, Shimushu. Six enemy fighters intercepted and anti-aircraft fire was intense and accurate, as well. One Mitchell was lost.

On the 20th, enemy installations on Kokutan Cape were again attacked by Naval planes.

Military and naval installations at Suribachi Bay, on the east coast of Paramushiru, were bombarded by Pacific Fleet destroyers on the night of the 20th. Fires and explosions were observed as the result of the shelling. Two enemy planes attacked our surface force but no damage or casualties resulted.

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## ASIA

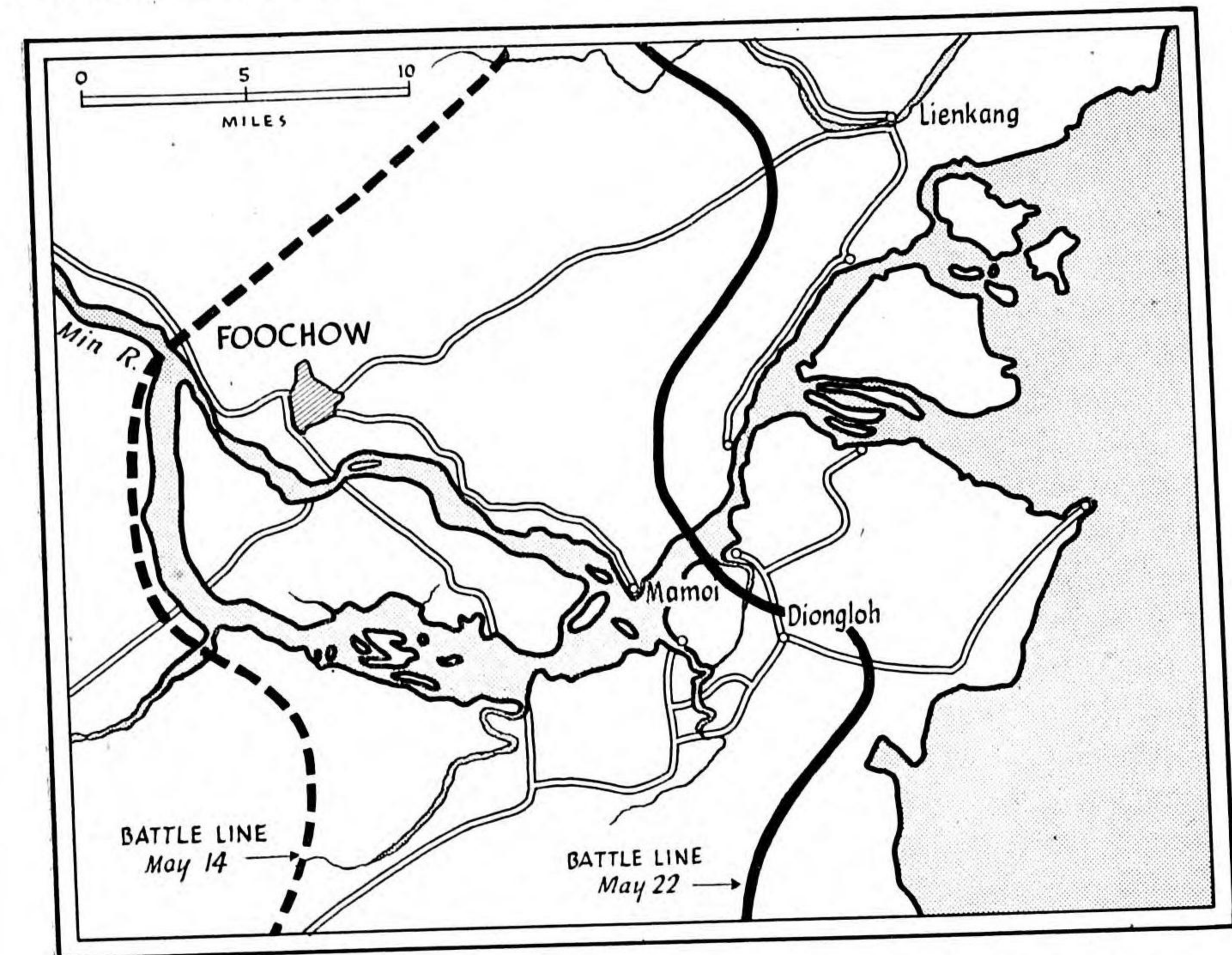
## China

The pattern of the Japanese defense plans for China became more apparent this week. In the east, enemy withdrawals from the now untenable east coast ports continued. In the interior, second-rate Chinese, Manchurian and Korean puppet troops were observed to be replacing the first-line Japanese troops, and the regular troops were seen to be moving to concentration points in the critical coastal areas of Canton, Shanghai and Haichow. Some of the experienced Kwantung Army units are believed to be returning to Manchuria. There was nothing to indicate that the enemy was preparing to evacuate South China entirely, although he appeared to be withdrawing from outlying towns to defense positions near the big cities.

From Hangchow Bay to Hong Kong, along China's rugged coastline, Japanese garrisons appeared to be on the move. The success of Allied air attacks on the coastal shipping which has supplied these garrisons undoubtedly has made a substantial contribution to the decision of the enemy to give up the ports. At Wenchow the enemy garrison is reported to have destroyed the airfield and to be concentrating for evacuation to the north. Since the first of May the enemy has been abandoning his outer strong points around Swatow and nearby Chaoan, and this week elements of the garrison were observed moving west toward Canton. At Amoy, also there were signs of possible evacuation. In the Hong Kong area, shipyard and workshop activities are reported to have ceased, shipping activity has fallen off notably, and heavy equipment and supplies are being moved to Canton. South of Hangchow the enemy withdrawal toward the city continued.

Taking advantage of the enemy's preparations for withdrawal at Foochow, Chinese troops, rebuffed in an earlier attempt, assaulted the city again on the 17th and gained complete occupation of the port by the morning of the 18th. Earlier the Japanese had destroyed the airfield south of the city and withdrawn the main body of the garrison to Mamoi, a small port on the Min River east of Foochow. Part of the garrison was reported to have been evacuated by transport to the north of Foochow. The Chinese had been driven from the city on the 16th, after five days of street fighting, upon the arrival of Japanese reinforcements from Mamoi and Lienkong. Driving on to the east in an effort to clear the Min River estuary, Chinese troops on the south bank of the river dispersed a force of 200 of the enemy on the 19th and took Diongloh, fifteen miles to the southeast. Small pockets of the

enemy, remaining in the small promontory northeast of Diongloh were mopped up during the following two days. On the north bank of the river the Chinese overcame strong resistance on the outskirts of Mamoi, 8 miles east of Foochow, and took the small port on the 20th. Bitter resistance was also encountered northeast of the city, but Chinese troops reached the outskirts of the Japanese stronghold at Lienkong, and the Japanese were reported trying to fight their way overland to the north.



Foochow, a city of 322,000 population, has been held by the Japanese since October 1944 and had previously been occupied during a five month period in 1941. Allied military spokesmen in Chungking minimized the importance of Foochow to the Allies, pointing out that the port is nearly 1,000 miles from the nearest major Chinese ground troops, that transportation facilities into the interior are primitive and that the shallow harbor would require a great deal of work before it could be used by large cargo ships or warships.

The Japanese regained the initiative in the Paoking sector but offensive operations appeared limited to relief expeditions in aid of units still isolated west and northwest of the city. The enemy units in the pockets were strong enough to gain some ground toward the east and to prevent Chinese attempts to reduce them. One contingent, originally cut off west of Tungkow, pushed east through the

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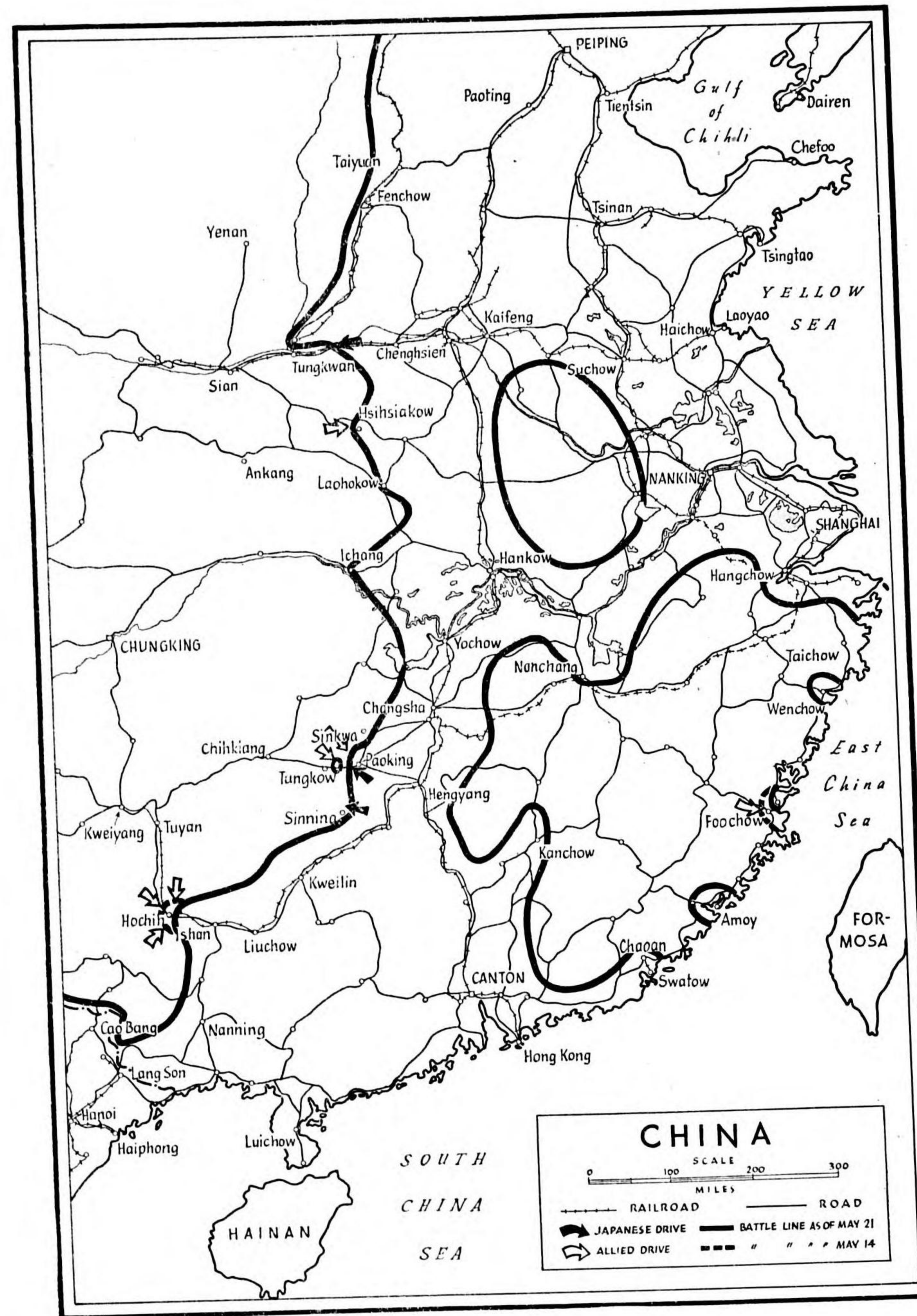


town and was 15 miles east of it on the 17th. Japanese troops from Paoking established a firm road block 17 miles west of that town and additional reinforcements were observed moving through Paoking toward the front. A town 22 miles west of Paoking was retaken by the enemy and it appeared probable that relief of the largest isolated group had been accomplished. To the northeast the enemy was reported forced back in the Sinhwa area and the city was believed to be in Chinese hands. A town 20 miles northwest of Paoking also was cleared. South of the Paoking-Chihkiang road a Japanese column by-passed Sinning and moved into the area to the northwest in a diversionary drive. Sinning was reported under attack on the 18th, but the Chinese claimed to have forced the enemy to withdraw on the 20th.

In southern China the Japanese were unusually active in the Hochih area early in the week. Patrols and foraging expeditions penetrated deeply into the surrounding countryside. Late in the week the Chinese launched what appeared to be a full-scale offensive against Japanese positions in the Hochih salient. On the morning of the 19th, Chinese columns attacked toward Hochih from the north, west and south. By evening one column had broken through the west gate and later the other two columns smashed their way into the heart of the city. By sundown on the 20th the city was completely occupied. Meanwhile other Chinese troops established a road block west of the city and cut off the escape of an enemy garrison in a town to the west. Continuing the advance, the Chinese took a town 10 miles east of Hochih and reached a point 25 miles from Ishan. Hochih, which lies on the Liuchow-Kweiyang railroad, is 93 miles west of the important junction and former Allied air base at Liuchow. Occupation of Hochih by the Japanese constituted a threat to the Allied bases at Kweiyang and Kunming until the enemy recently withdrew their principal garrison force from the Hochih area.

The long-expected Japanese offensive in the area west of Hsihsiakow appeared to have begun this week, but it was short-lived. The Chinese High Command claimed to have stopped the drive in a four-day battle from the 15th to the 18th. The Japanese were reported to have attacked following a 4,000-shell artillery barrage and to have captured several important heights. Chinese spoiling attacks had so weakened the Japanese 110th Division, however, that the enemy was forced to commit the Fourth Independent Infantry Brigade, according to the Chinese report. A Chinese counterattack, supported by Allied planes, recaptured the heights and took further ground to the east. The Japanese were said to have abandoned great stores of supplies. The "main forces" of the 110th Division were claimed wiped out during the course of the campaign in that area, 1,500 having been killed in the last engagement alone. Generalissimo Chiang Kai-shek com-

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mended his troops for thwarting the Japanese attempt to invade Shensi Province for a possible strike against Sian or Chungking. General Chiang also issued an order of the day commending the troops in the southern battle area for having destroyed the Japanese Eleventh Division and having inflicted numerous casualties on the enemy. The general in command in that sector jubilantly announced that 159 "real Japanese" had been taken prisoner in that counter-offensive. In the Yellow River sector the enemy made a small advance toward Tungkwan late in the week.

*Air Operations.*—Allied planes were active on all fronts in China. In the Yellow River area, Mitchells and Mustangs concentrated on supply lines, knocking out 105 locomotives and bombing supply centers at Kaifent and Shanhsien. Two heavily loaded northbound troop trains were hit on the Tientsin-Pukow line and a third was attacked on the Peiping-Hankow line. The rail yards at Hsuechow, northwest of Shanghai, were bombed and strafed. Troop concentrations were attacked at Sichwan and along the Yellow River. More than 400 of the enemy were killed in one particular successful strike and 500 in another. River shipping was the principal target in the Yangtze and Siang River areas. One steamer, three barges and more than 100 other craft were destroyed or damaged. The Wuchang docks, across the river from Hankow, were bombed. Mitchells and Thunderbolts hit the airfield and barracks area at Kingmen, north of Tungting Lake. In the Hunan battle area heavy casualties were inflicted on the enemy in attacks on troop columns and more than 250 enemy motor vehicles were knocked out. Mustangs swept the area east of Liuchow hitting locomotives and supplies. No enemy air opposition was encountered during the attacks. Seven Allied planes were lost.

Philippine-based search planes attacked targets along the China coast from Shanghai to Hong Kong. Railroad terminals were bombed and set afire at both Nanking the Shanghai and a medium freighter and a coastal vessel were sunk at Shanghai. Four small freighters were damaged off Hangechow Bay by Okinawa-based planes. Near Foochow, where Japanese evacuation of the port was underway, a freighter and two coastal vessels were sunk. In the Swatow area, also believed being evacuated, three small cargo ships were left sinking and two junks were strafed. Near Hong Kong a 2,000-ton vessel was exploded and two schooners were heavily damaged. Airfields were hit at Hong Kong and Canton. At unspecified points along the coast a 1,000-ton salvage vessel, a small freighter, a schooner and a river boat were sunk, and three small freighters, six junks, seven schooners, two luggers and a cargo ship were damaged.

Chinese optimism ran high in Chungking this week as Chinese armies gained their first victories in many months. Newspapers

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conjectured as to the possibility of immediate offensives directed against such points as Hengyang, in the south, or Chenghsien, in the north. Great emphasis was placed on the arrival of the new Chinese Sixth Army from Burma, two divisions of which participated notably in the close of the Chihkiang fighting. The army is said to be motorized and to be completely equipped with American arms, including flame throwers and bazookas. Units in the army (equivalent to an American corps) were identified as the Twenty-second, Fourteenth and Fiftieth divisions, all veterans of the Burma campaign. Gen. Liao Yao-hsiang has been identified as commander of the army.

The Sixth National Congress of the Kuomintang, China's controlling political party, cast light on the probable future course of political developments in that country in a series of resolutions adopted this week in Chungking. It was decided to adopt Generalissimo Chiang Kai-shek's proposal for a constitutional convention in November. Delegates chosen in 1936 and 1937, together with others to be chosen in "supplementary elections" have been authorized to attend. In its annual statement on the Communist problem the Congress was more outspoken than usual, calling on the Communists to honor their September 1937 pledge to support the Government and obey its orders. It was indicated that a "political solution" of the problem will be sought, but the ground was laid for more forcible action in a charge that the Communists had persisted in "armed insubordination and refusal to carry out military and administrative orders of the . . . Government." A foreign policy resolution was adopted calling for close cooperation with the Soviet Union, the United States, Britain and France. It was stated that China considers the keynote of her foreign policy to be the strengthening of cooperation with the Soviet Union "because of their long common frontier and their many contacts."

Causing considerable embarrassment to the Kuomintang was the revelation this week of a "multi-million-dollar gold scandal" in Chungking, involving two minor officials and probably others in governmental banking agencies. The incident took place on March 28th when the news "leaked out" that the Chinese Government was going to raise the price of gold from 20,000 to 35,000 Chinese dollars an ounce. Insiders made a financial killing by buying gold, including gold provided by the United States as an anti-inflation aid, at the old price.

The National Military Council of China has ordered the release of all Korean prisoners of war and offered them an opportunity to join a Korean Independence Army, being trained in China. The Chinese Communists in north China have been following a similar policy with reportedly good results for several years.

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Lt. Gen. Raymond A. Wheeler, deputy supreme commander in the Southeast Asia theatre, held conferences in Chungking during the week with Lt. Gen. Albert Wedemeyer, United States Commander in China, and Generalissimo Chiang Kai-shek.

### Indo-China

Allied search planes attacked bridges, rolling stock and shipping along the coast of Indo-China in daily missions. Vessels destroyed included a river boat, a large junk and a coastal vessel; vessels damaged included a submarine chaser, a freighter and a small freighter-transport. One enemy transport plane was shot down and another was damaged on the ground. A large number of engines and box cars were destroyed or damaged. Lightning fighters swept the Saigon rail yards on the 21st.

Replying to French complaints of lack of Allied cooperation with respect to Indo-China, General Wedemeyer stated that French Indo-China was definitely within the sphere of operations of the China theatre and that the Allies would give full cooperation to any French or Annamite revolutionary forces striking against the Japanese there.

The French announced the loss of their last airfield in Indo-China as the result of a Japanese push into the upper Mekong River area.

### Burma

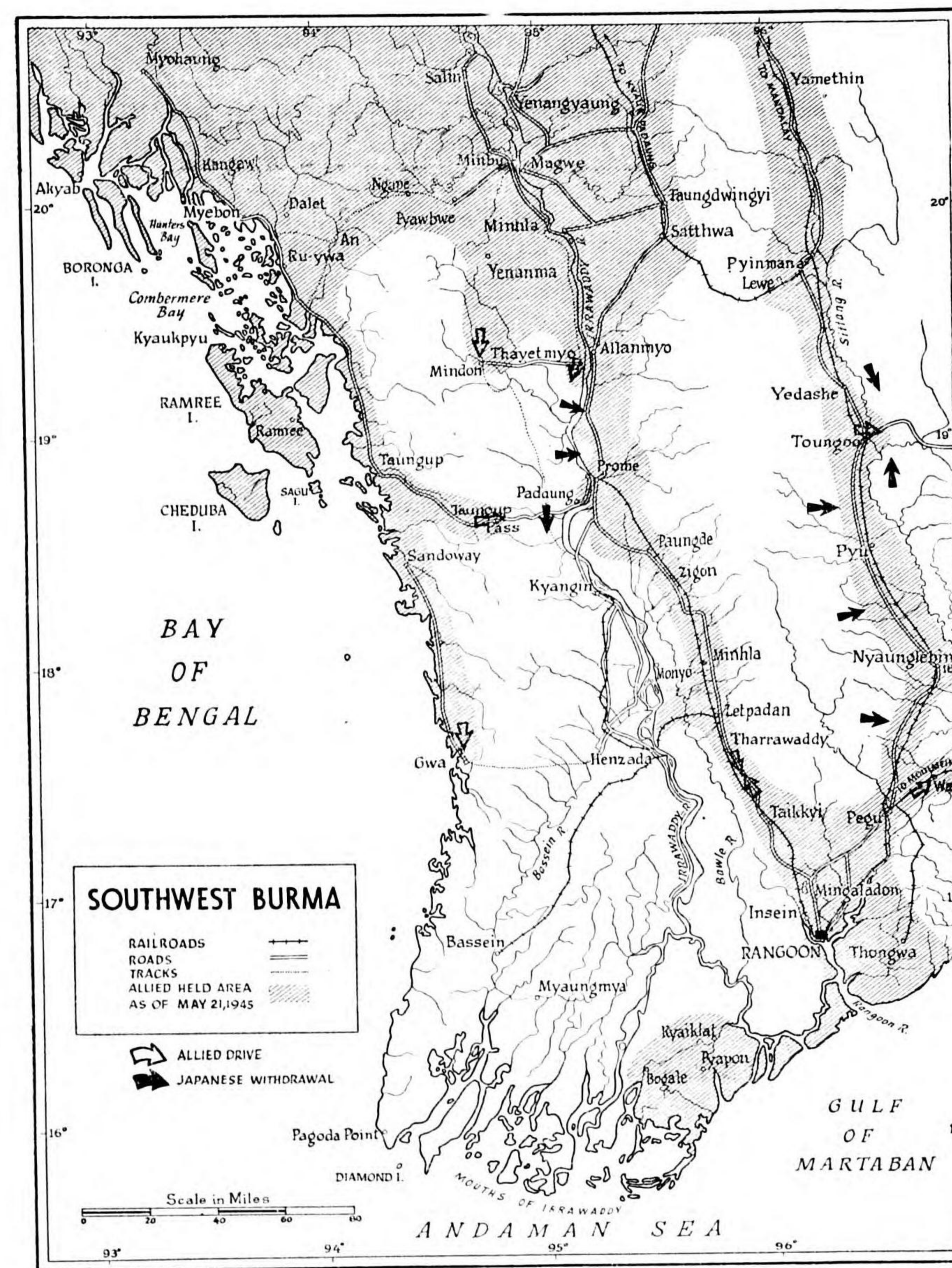
Allied territorial gains were small in Burma, for the first time in weeks, as monsoon rains interfered with the progress of mopping up operations. Southeast Asia Headquarters provided an indication of the job still to be completed in central Burma with an estimate of enemy troops remaining in the area. There are 62,000 of the enemy in central Burma, it was said—6,000 in the Irrawaddy Valley, 12,000 in the jungle between that river and the Rangoon-Mandalay Railroad and 44,000 east of the railroad in the Shan and Karen Hills. Presumably there are other thousands in the Moulmein plain area east of Rangoon.

Strong enemy resistance was encountered along all three of the main routes leading eastward from the Rangoon-Mandalay railroad corridor. British patrols attempting crossings of the Sittang River in the area east of Pegu encountered vigorous enemy resistance and were forced to withdraw. On the night of the 16th the Japanese blew up a third span of the already-wrecked Sittang railroad bridge. An island in the river 10 miles north of Mokpalin, was cleared on the 18th. Enemy pockets were encountered at many points from this area north to the Shwegyin area, where an Allied holding force is blocking the road down the east bank of the river from Toungoo. A large number of the enemy are believed to have crossed the Pegu Hills to reach this area in the hope of forcing a penetration of the

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Allied corridor. Small groups are apparently succeeding in filtering through the corridor under cover of night.

The enemy also resisted strongly on the road leading east from Toungoo. On the 16th and 17th, artillery fire was exchanged, enemy



shells falling in the city. Allied attacks failed to dislodge the enemy from his hill positions on the 17th, but on the following three days several enemy road blocks were cleared in an advance to a point 9½ miles east of the city. Japanese counterattacks failed to hold up

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the advance. The determined enemy resistance in this sector is believed intended to hold open the escape route into the Karen Hills for units still trying to reach it from the north and the south. No further progress was reported for Allied units on the Thazi-Heho road, now blocked by the enemy in the hills near Kalaw. Enemy withdrawals from Taunggyi to Heho were observed, however.

British units completed the occupation of the Rangoon-Prome road on the 16th, units advancing from the north and the south joining forces at a point 9 miles south of Tharrawaddy. Only light opposition was encountered in the final phase of the advance, and it is believed the enemy has largely completed the withdrawal of his forces from the delta area into the Pegu Hills. A small force is believed to be in Henzada, however, and the city was closely approached by a British column which reached the ferry crossing north of the city. Other Allied columns advanced 15 miles southeast and 18 miles east of Taikkyi without contact with the Japanese.

To the north, enemy units continued to be encountered in strength in the Prome area. Various concentrations were reported north, west and south of Prome during the week. A large force was seen northeast of Paungde and the enemy was found to have established a strong bridgehead above Prome, after having crossed the river from the west. Southwest of the city, on the west bank, another Japanese force continued to hold a block on the Taungup-Prome road to cover the escape of scattered units withdrawing from the north. West African troops advancing inland from the coast reached a point 26 road miles from Taungup. In the clean-up west of the river, strong opposition was encountered as Allied troops took Mindon on the 16th. Previously, an Allied unit had been cut off north of the town, and it was relieved only after three days of savage fighting. The enemy lost 359 killed in this engagement. Sharp fighting also followed a British advance south of Thayetmyo which reached Kama, 25 miles south of the city.

The increased importance of American operations in the India-Burma theatre in supplying Allied forces in China was reflected in the consolidation, this week, of the headquarters of the India-Burma theatre and the headquarters of the Service of Supply for the theatre. Both will be under the command of Lt. Gen. Daniel I. Sultan, American commander in the theatre.

The British Government has announced plans to liberalize the Burma Government. Although full details have not been revealed, it is believed that the British program calls for administration by a royal governor during the early reconstruction period. When comparative order has been restored a native executive council will be

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added. After an extended period of rule by the governor, aided by the council, negotiations will be undertaken with respect to the formulation of self-government. At present there is little political activity in Burma, the most active groups being the Anti-Fascist League and the Burma National Army. The League is believed to incorporate many members of the pre-war Thakin party, nationalist advocates of Burmese independence. Many of the members were unsympathetic to the Japanese, believing that Burma had a better chance for independence under British than under Japanese rule, but their active support of the Allied cause began only when the enemy retreat had begun. The Burma National Army fought for the Japanese during most of the occupation period and only deserted them when they appeared to have lost the fight. The League and the Army are trying to retain some degree of political control and have chosen members of a national government to take office when independence is granted. Their political future is somewhat doubtful, however, as a result of their past opportunist nature and the probable desire of the British to provide greater political opportunities for the Hill People of Burma, most of whom remained pro-Allied throughout the occupation. Many of the 10,000,000 Burmese were pro-Japanese and actively aided the enemy. Of the 6,000,000 Hill People, the Kachins, Karens, Nagas, and Chins fought the enemy from the start. Only the Shans delayed giving their active support until the turn in the tide.

*Air Operations.*—Allied air operations in Burma were on a reduced scale as the result of heavy monsoon rains. In one heavy bomber operation, a force of approximately 30 RAF Liberators dropped 100 tons of bombs on docks at Port Blair, in the Andaman Islands, and on bridges south of Jumbhorn, on the Kra Isthmus. Extensive damage was done to the dock area at Port Blair, and two bridges were damaged on the isthmus. The Jumbhorn railroad yards were hit with 100 tons on the 20th, and five bridges on the Bangkok-Singapore railroad were damaged on the 22nd. Medium bombers and fighters attacked enemy defense positions along the lower Sittang River and in the Toungoo area and hit enemy troop assemblies near Prome.

*Naval Operations.*—During the period from May 15th to 17th, seven Japanese naval craft, of which four were full of enemy troops, were destroyed by British patrol boats in the Irrawaddy Delta waterways northwest of Rangoon. In a subsequent engagement, five patrol craft loaded with Japanese were sunk.

#### Andaman Sea

Naval and air units of the British East Indies Fleet sank one of Japan's six remaining heavy cruisers on the night of the 15/16th in

*Confidential*



the upper Malacca Straits. The cruiser, described as of the *Nachi* class, in company with a destroyer, a submarine chaser and a small supply ship, was first sighted by Avengers from the escort carrier H. M. S. *Shah* on the afternoon of the 15th. Carrier planes struck the force at 1500, concentrating their attacks on the cruiser. A direct bomb hit and a near miss were scored. Meanwhile five destroyers were dispatched from the British task force and contact was established with the enemy force after dark. A succession of torpedo attacks were made and the enemy warship sank shortly after midnight in a position 50 miles west-southwest of Penang. A Southeast Asia Headquarters announcement identified the attacking destroyers as the H. M. S. *Saumarez*, *Venus*, *Virago*, *Vigilant* and *Verulam*, two of which—the *Saumarez* and the *Virago*—played an important part in the sinking of the German battleship *Scharnhorst* in December 1943. The *Saumarez* sustained slight damage and a few casualties in the attack on the enemy cruiser. Capt. N. L. Power commanded the destroyer force. (All three of Japan's remaining *Nachi* class cruisers have been sighted recently in the Singapore area, but one, the *Myoko*, is badly damaged. The ship sunk may be either the *Ashigara* or *Haguro*.) A Japanese broadcast, following the action, identified the attacking ships as two cruisers and three destroyers and claimed to have sunk a destroyer "instantaneously."

Further details have been released concerning activities of the East Indies Fleet in support of the Allied campaign in Burma. In operations not previously reported, airfields at Mergui and Victoria Point were strafed, and shipping was attacked in the Tavoy river by carrier planes, prior to the landing south of Rangoon. Following the initial bombardment of the Andamans and Nicobar Islands on the 30th and 1st, Port Blair was hit again on the 6th. Enemy anti-aircraft batteries and port installations were the principal objectives of the bombardment force, while carrier planes attacked shipping. Car Nicobar airfields were attacked again on the 7th, carrier planes hitting buildings, vehicles and personnel concentrations. Meanwhile a destroyer patrol had been established in the Gulf of Martaban, and between April 20th and May 2d, ten small vessels were sunk. Following the amphibious landing at Rangoon on the 1st and 2d, carrier planes again attacked targets between Mergui and Victoria Point on the 5th and 6th, sinking barges and supply vessels and damaging jetties and warehouses. No damage or casualties were sustained by fleet units and only one plane was lost.

The assault force for the landing was commanded by Rear Admiral B. C. S. Martin, and included landing craft, sloops, frigates, minesweepers, light coastal forces and elements of the fleet train. Fighter cover was provided from carriers under the command of Commodore

*Confidential*

G. N. Oliver. The covering force was commanded by Vice Admiral H. T. C. Walker, and included H. M. S. *Queen Elizabeth*, the French battleship *Richelieu*, H. M. S. *Suffolk*, H. M. S. *Ceylon*, the Netherlands cruiser *Tromp* and the destroyers H. M. S. *Rotherham*, *Penn* and *Pladin*. The blockading destroyers were commanded by Commodore A. L. Poland, and included H. M. S. *Roebuck*, *Racehorse* and *Redoubt*.

#### Thailand

In a propaganda broadcast to Thailand this week a spokesman for the Japanese High Command stated that the Japanese intend to build a line of defense on the western border of Thailand and to man the fortifications with Japanese soldiers "who have retired from Burma." Thai officers (and presumably men) would be given a "share in the fortification," it was stated.

#### Malaya

Allied search planes damaged four coastal vessels, two tugs and nine barges in attacks on enemy shipping near Singapore during the week.

Combat training for Japanese residents of Malaya will begin in the middle of May, according to a Japanese broadcast. Efforts to arouse the natives to a sense of responsibility will also be undertaken, it was said.

Interesting sidelights on systematic looting of occupied territories by the Japanese have been reported by the Malayan Research Bureau, located in Wellington, N. Z. Using occupation currency, the Japanese have bought up every available piece of machinery, and virtually every factory in Singapore has shipped some of its equipment to Japan. Private dwellings in the city have been stripped of everything of value down to phonographs. Bulldozers, tractors, automobiles and bicycles have practically disappeared. Most tin mines are believed to have been stripped of their dredges for the high grade steel they contain. The railroad tracks south of Ipoh were torn up for use in building the Burma-Thai railroad. In their search for metal the Japanese have stripped the area of galvanized roofing, sewer covers and plumbing. They have also taken electrical equipment, fuel oil, medicines and clothing. Food production has been neglected and food prices in Singapore are very high, coconuts selling for 90 cents and sugar for \$9 for a little more than twenty-one ounces.



## EUROPE

## Redeployment of U. S. Forces

Reassignment or demobilization of American troops in Europe is being facilitated by the creation of several large staging areas in France, it was announced by SHAEF this week. In northeastern France more than sixty square miles have been taken over, an area large enough to process an estimated 350,000 men. About 80 per cent of the troops being redeployed are expected to return to the United States before service in the Pacific, assignment to domestic duty or discharge. The maximum time for processing troops going home has been set at two weeks, and a 25-day maximum has been set for those going to the Pacific. When the Assembly Area Command, which is to handle redeployment, is in full-scale operation, there will be an estimated daily turnover of 8,000 men. The availability of shipping and, to a lesser degree, the ability of ports and staging areas to receive troops will influence the flow to a considerable degree. Troop shipments to the United States in June will number 250,000, according to a press release from Paris, and 84,000 are expected to have left Europe by the end of this month. Four infantry divisions—the 86th, 97th, 95th and 104th—are said to have been alerted already for redeployment in June. Press reports state that the Americans will use the French ports of Le Havre, Cherbourg and Marseille to supply the army of occupation and for the embarkation of out-bound troops. In southern France a staging area near Marseille will be set up capable of handling and equipping 90,000 men simultaneously, with 15,000 soldiers processed daily.

According to a SHAEF estimate, 62,960 out of 75,850 Americans held by the Germans as of mid-March had been evacuated from the Reich by air by May 17th. Approximately 1,500 transports and bombers are being used, and as many as 36,000 prisoners are reported to have been evacuated by air in a single day. In addition to the American prisoners, 130,140 British, 603,940 French and a number of Dutch and Belgians have been evacuated from Germany.

*First Army.*—The United States First Army, which made the initial Rhine crossing and the original contact with the Russians at the Elbe, is “on the move” from Europe to the Pacific, it was announced on the 21st. Gen. Courtney H. Hodges’ troops are being sent to the Pacific theatre by way of the United States, where they will receive furloughs before proceeding to the war against Japan. As of April 12th, the First Army was comprised of the 3d, 5th, 7th and 18th Airborne Corps, and its divisions included the 1st, 2d, 8th, 9th,

28th, 78th, 82d, 99th, 104th and 106th Infantry and the 3d and 7th Armored Divisions. The divisions and corps which are to fight with the First Army against Japan will not necessarily be the same as those that fought in Europe, it was announced, but “enough” veteran units and men will take the field under Gen. Hodges to insure the same “vigorous assault” against the Japanese as against the Germans. Under the point system for the release of men with arduous and extended service, it was stated, much of the personnel of units to be sent to the Pacific will be separated from their organizations before leaving Europe and will be replaced by men who do not have sufficient points to qualify for discharge.

The withdrawal of the First Army from Europe will leave there the Third, Fifth, Seventh, Ninth and Fifteenth Armies.

*Eighth Air Force.*—Lt. Gen. James H. Doolittle, commander of the United States Eighth Air Force, told a press conference on the 11th that an accelerated expansion of the Pacific air forces had already begun, and that redeployment of the Eighth Air Force’s 200,000 men, its 2,400 heavy bombers and 1,200 fighters would proceed as swiftly as possible. The speed with which the Pacific force is built up will be controlled, he said, by availability of airfields and communication facilities and the establishment of proper supply channels. General Doolittle said he presumed that the basic strategy for the Far East was the same as for Germany—weakening of the enemy by air and occupation by land forces. Illustrating what was in store for Japan, he said that the Eighth Air Force had recently been putting 1,200 heavy bombers and 800 fighters in the air every day, weather permitting. He indicated that the Japanese might expect day and night bombing, with the Royal Air Force carrying out area saturation raids. The heaviest attacks on Japan will be conducted by Superfortresses, he said, with the heavy bombers of the European war being the medium bombers in the Far East. Some of the Eighth Air Force bombers, General Doolittle added, would be retained in Europe with the occupation forces, some would be returned to the United States for conversion, and the remainder would move directly to the Pacific.

On May 14th, General Doolittle was relieved as commander of the Eighth Air Force and was ordered to return to Washington for a “new assignment.” He will be succeeded by Maj. Gen. William E. Kepner, who formerly was in command of the Second Air Division of the Eighth Air Force and prior to that had headed the Eighth Air Force’s Fighter Command.

In a review of the European operations of the Eighth Air Force, General Doolittle stated that its campaign against Germany extended over a period of 995 flying days, in which 701,300 tons of bombs were dropped, including 531,771 tons on targets in Germany alone. During



this period 15,439 enemy aircraft were destroyed in the air or on the ground. Gasoline consumed totaled 1,044,202,950 gallons during 616,100 sorties, the last of which were made on April 25th in an attack on the Skoda munitions works at Pilsen, Czechoslovakia.

#### Submarine Situation

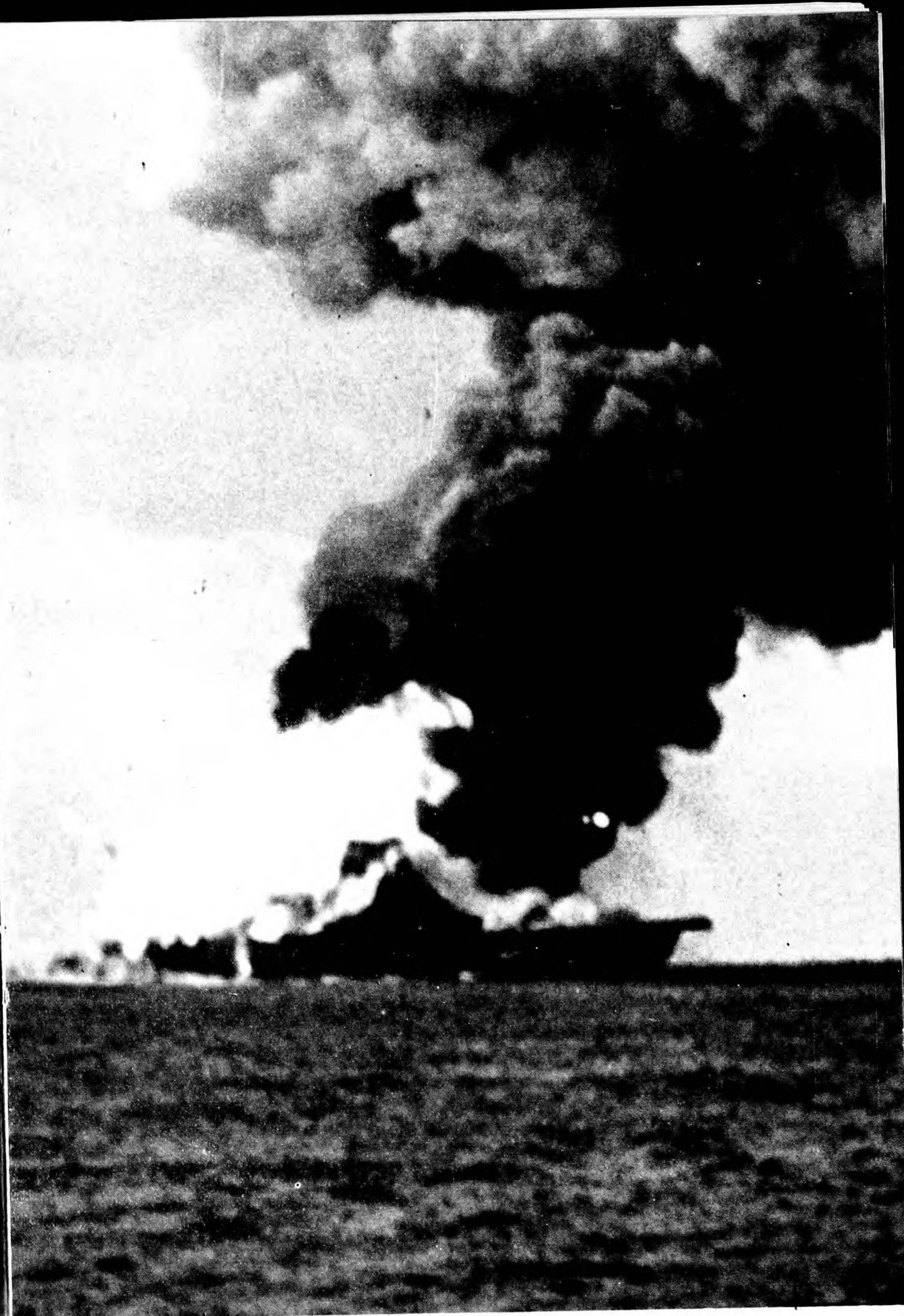
As of May 22d a total of nearly 220 German submarines had been accounted for; of these about 80 were in German or German-controlled ports, 6 had reached United States ports, approximately 70 were in British or British-controlled ports, and about 60 have been sunk or scuttled. Ten to twelve U-boats are thought to be still at sea. Others, beyond those officially claimed, may have been sunk during the last weeks of the war. Germany had a total of some 500 submarines during the final phase of the war, and it is assumed that the remainder of this fleet was in the Baltic and that these U-boats were either scuttled or are in Soviet hands. (A typographical error in the last issue of the WEEKLY, p. 1619, caused it to appear that on May 17th two submarines had reached port, while 77 were under escort. Actually, on that date, 77 submarines were in port and 2 under escort.)

For purposes of comparison, Germany delivered a total of 176 submarines to the Allies at the end of the last war, with 107 assigned to Great Britain, 46 to France, 10 to Italy, 7 to Japan and 6 to the United States. Six were scuttled en route to British ports and 10 others were destroyed in German ports. During the course of the war a total of 179 U-boats was sunk and 7 were interned in neutral ports. Construction on 419 others was abandoned at the conclusion of the war.

Among the submarines accounted for this week was the *U-963*, which sank, presumably scuttled, off the Portuguese coast early on the 20th. According to Portuguese press sources the submarine flashed distress signals, to which a Portuguese lifeboat responded. The Portuguese ordered the U-boat to proceed to the nearest port, but the German captain, saying that his submarine was full of water, abandoned ship with his crew. The Portuguese towed the submarine a short distance before it sank. The German crew has been interned, but Portuguese authorities have agreed to turn them over to the British.

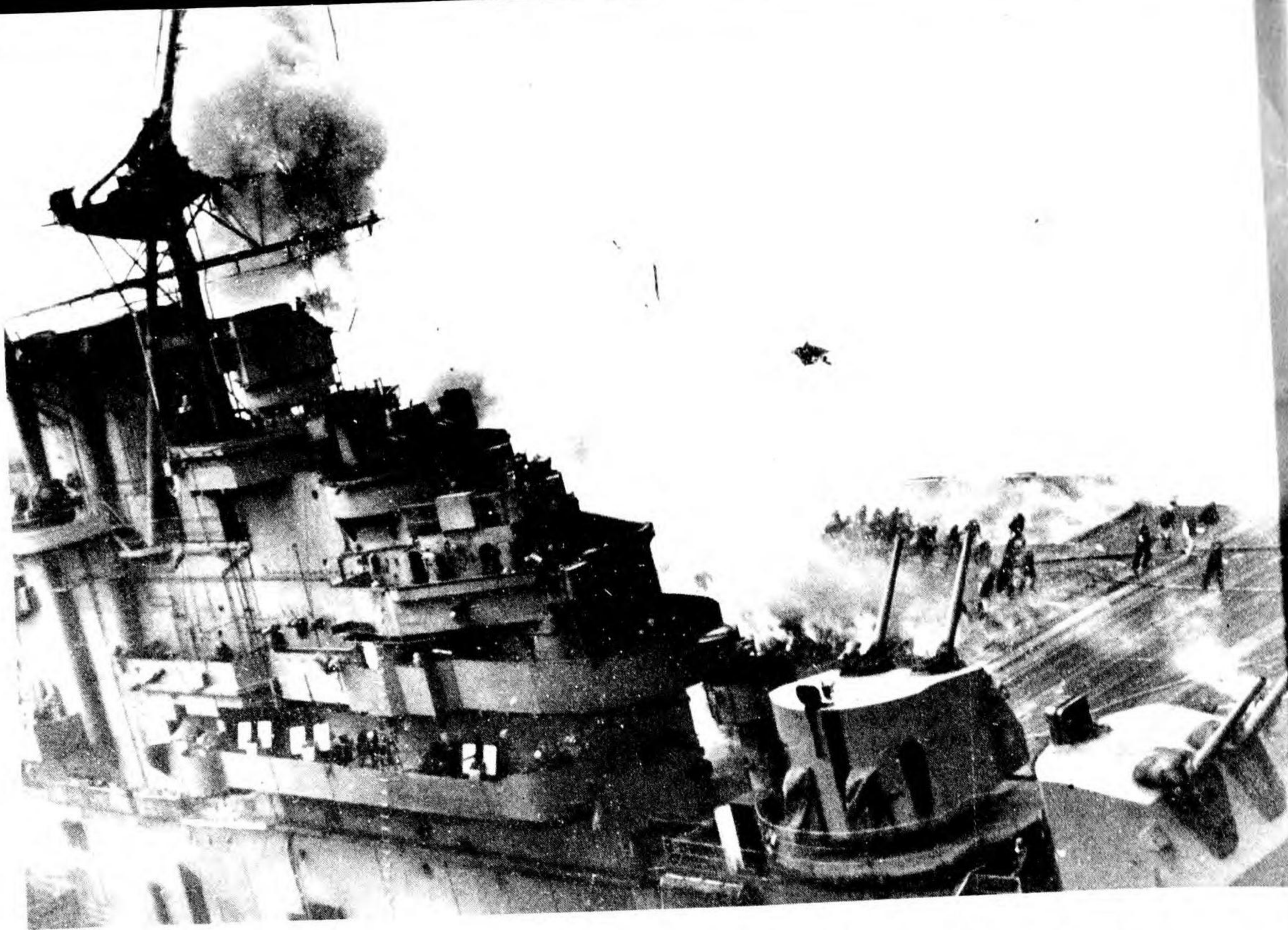
In an interview this week at Washington, Admiral Jonas H. Ingram, Commander in Chief of the Atlantic Fleet, revealed that U. S. naval forces sank at least 126 of the more than 500 U-boats sunk in the Atlantic during the war. Admiral Ingram also said that Japanese submarines have operated in the Atlantic. Some have been damaged in the South Atlantic, and late last summer a submarine believed to have been Japanese was sunk south of Iceland.

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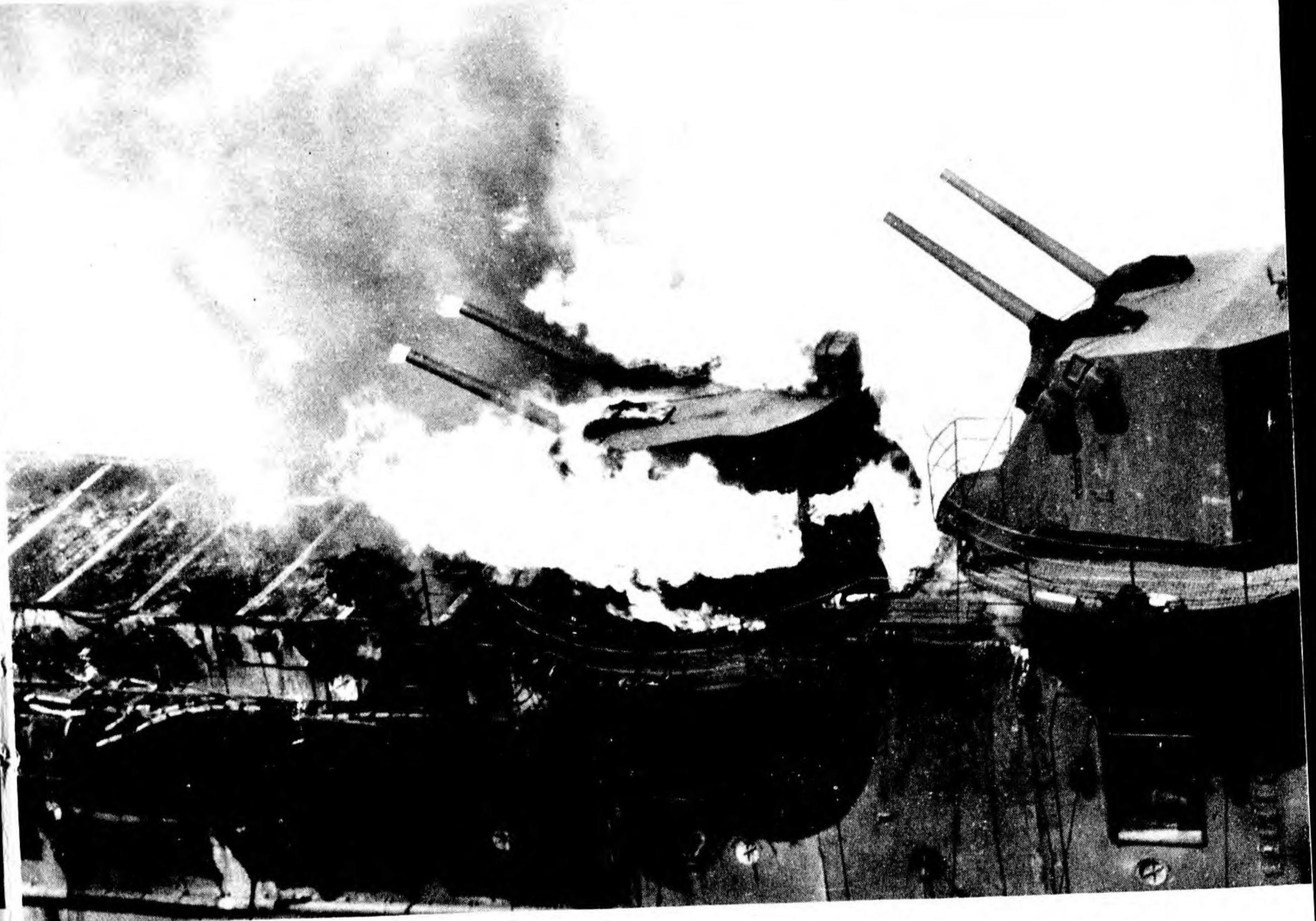


The CV *Franklin* burning and exploding after suffering two 500-pound AP bomb hits on March 19th while operating less than 60 miles from the Japanese coast.

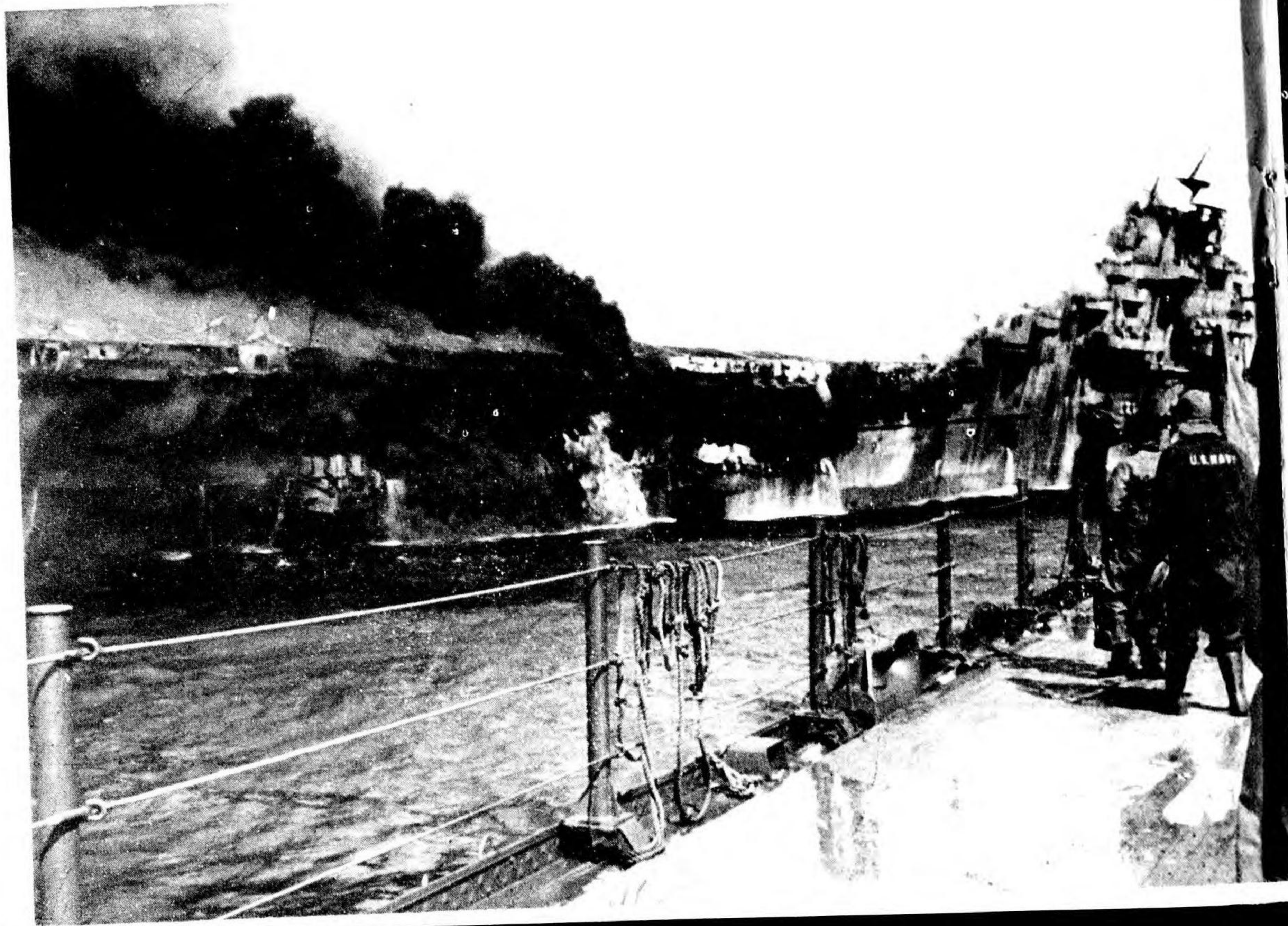




Firefighting detail falls back as an explosion aboard the crippled *Franklin* hurls debris into the air. Below, the cruiser *Santa Fe* prepares to lend a hand, while burning gasoline pours from the carrier's side.



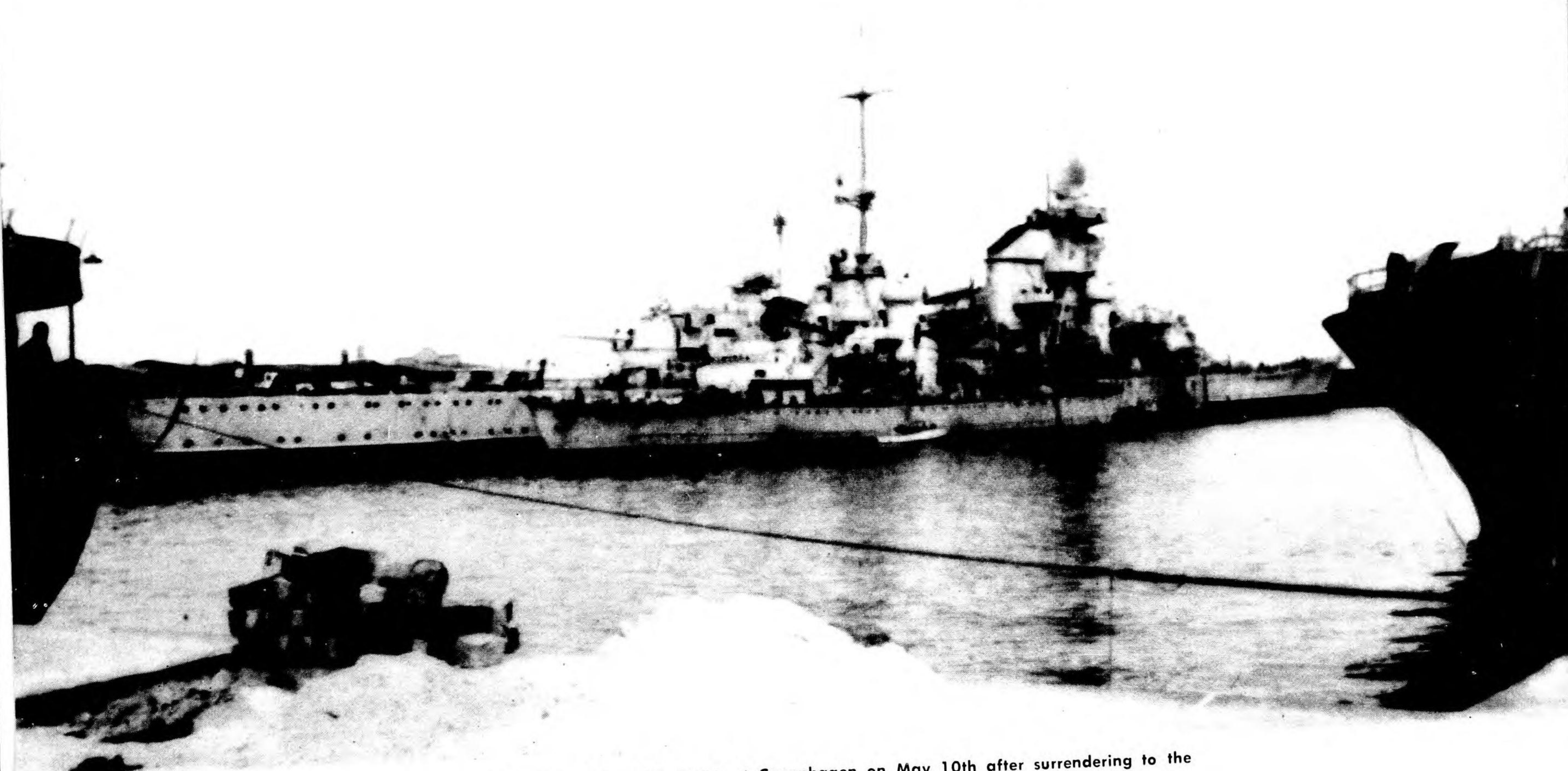
One of the *Franklin's* gun houses becomes a raging furnace, with flames flickering at the muzzles of the guns. In the lower photograph the *Santa Fe* risks destruction by coming close aboard to fight the *Franklin's* fires.





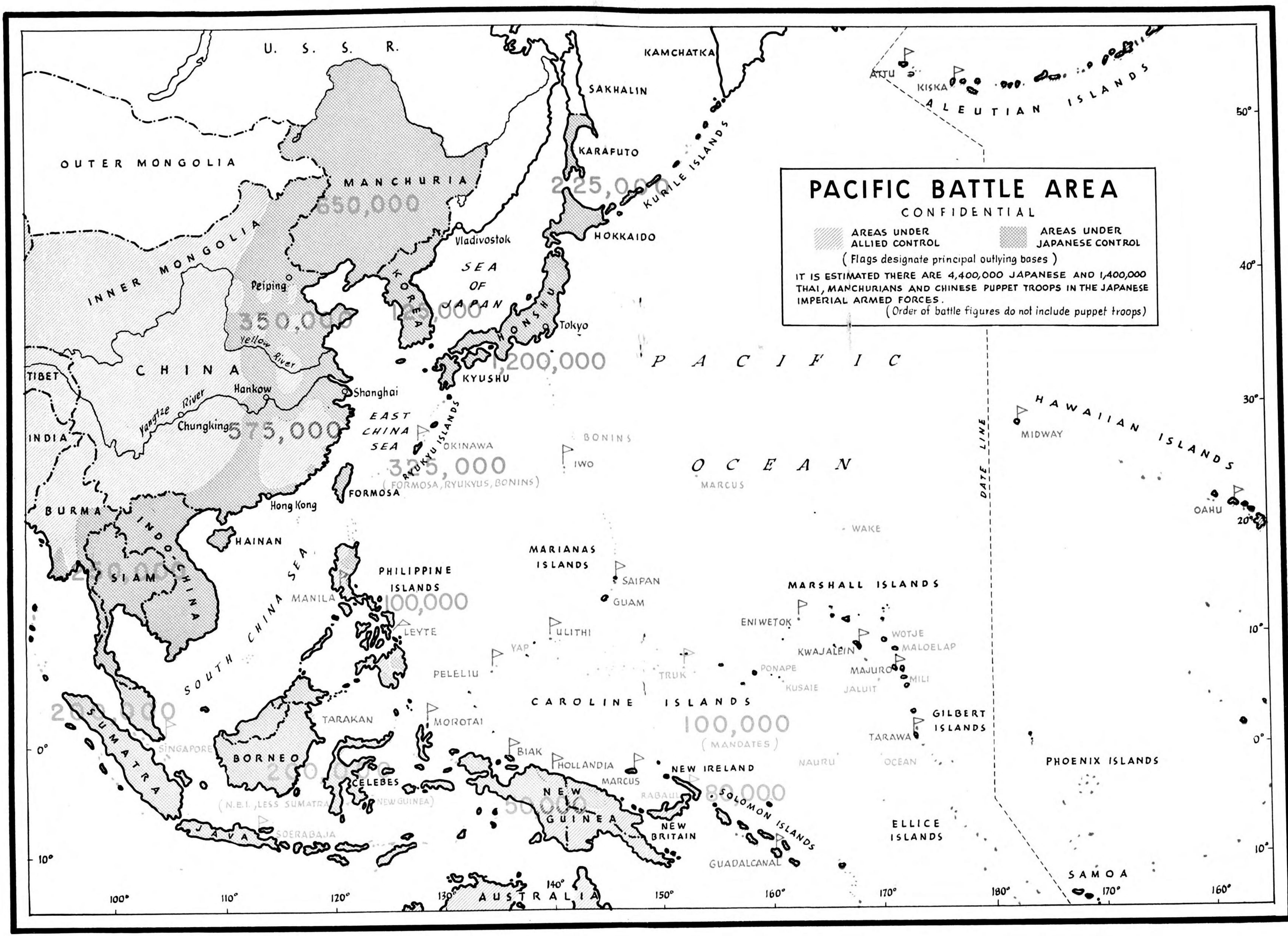


Seventh Army tankers guarding the Austro-Italian border in the Brenner Pass raise the customs gates for Italian soldiers returning from Germany.





German heavy cruiser *Prinz Eugen* at Copenhagen on May 10th after surrendering to the British. Four days earlier she had bombarded the city.





**PACIFIC BATTLE AREA**  
 CONFIDENTIAL

 AREAS UNDER ALLIED CONTROL    
  AREAS UNDER JAPANESE CONTROL  
 (Flags designate principal outlying bases)

IT IS ESTIMATED THERE ARE 4,400,000 JAPANESE AND 1,400,000 THAI, MANCHURIANS AND CHINESE PUPPET TROOPS IN THE JAPANESE IMPERIAL ARMED FORCES.  
 (Order of battle figures do not include puppet troops)





The new M-26 (General Pershing) tank. It is heavier than the Sherman and has a lower silhouette. Increased fire power is provided by the 90-mm. high-velocity gun.



Destroying the stubborn defenders of Naha. Marines await the results of a charge exploded at the mouth of an Okinawa cave, ready to pick off any survivors.

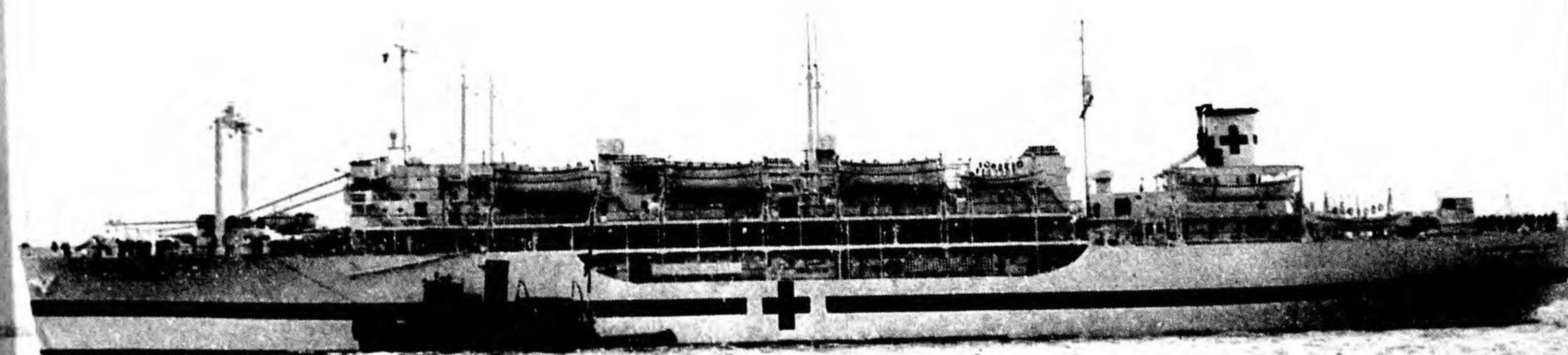




American soldiers close in to capture a prisoner in the Philippines. Fearing tricks, they have used sign language to get the Jap to strip.



Japanese Type 90 Aerial Sound Locator, possibly similar to WE type, used to provide fire control data for A. A. batteries. (See Technical intelligence Notes.) (Confidential) Below, U. S. S. *Tranquillity*, a Haven class hospital ship. All six of these new conversions from C-4 hulls will be completed this year. They are the first engines-aft hospital ships in the Navy and provide accommodations for 800 patients. Length 520' overall; beam 71'6"; displacement 15,000 tons (full load). (Restricted)





Of the 126 German submarines officially reported sunk by American forces, 81 were accounted for by naval aircraft, Vice Admiral P. N. L. Bellinger, Commander of the Atlantic Fleet Air Force, announced on the 23d. Admiral Bellinger also stated that it was possible to send some units of the Atlantic Fleet Air Force to the Pacific before the collapse of Germany, and that since then the air cover over Atlantic sealanes had been reduced considerably.

#### Occupation Zone and Ports

The Fifteenth Army, which is eventually to supervise the United States' zone of occupation in Germany, has for the present been given control of some 14,000 miles of German territory, including the Saar Basin, the Rhine Valley, from north of Karlsruhe to the Ruhr Basin, and the western part of the Ruhr Basin. The area includes the American occupation zone held after the last war and covers such big cities as Koblenz, Cologne, Düsseldorf, Aachen and Trier. The Fifteenth Army, commanded by Lt. Gen. Leonard T. Gerow, is now comprised of the 22d and 23d Corps; there are four divisions—the 28th, 66th and 94th Infantry and the 17th Airborne—and in addition forty field artillery battalions and some cavalry units as a mobile reserve.

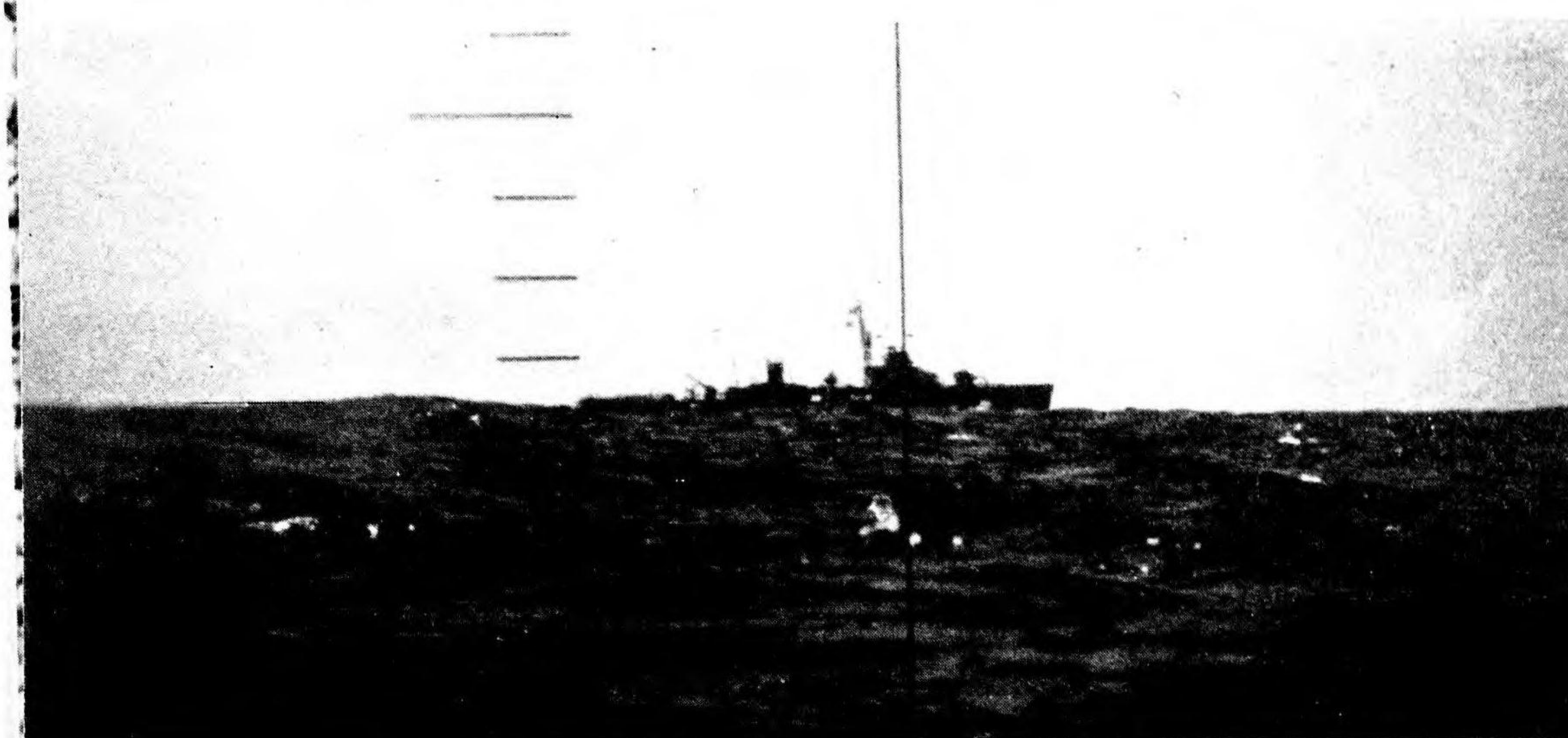
The German ports of Bremerhaven and Bremen have been taken over by the U. S. Navy to maintain the American army of occupation and embark troops returning to the United States, it was announced on the 19th. At Bremerhaven, where, according to press dispatches, the dock facilities were little damaged by bombing though the city itself is badly battered, the 29th Division of the U. S. Ninth Army on the 20th took over from the British troops who had occupied the city. Admiral Harold R. Stark, commander of U. S. Naval Forces in Europe, stated that Vice Admiral Robert L. Ghormley, recently Commander of the Hawaiian Sea Frontier, would command U. S. naval forces and ports in Germany. Rear Admiral Arthur G. Robinson, commander of ports and bases, will direct naval activities at Bremen and Bremerhaven. Vice Admiral Alan G. Kirk will continue as commander of U. S. naval forces in France.

Field Marshal Sir Bernard L. Montgomery has been appointed Commander in Chief of the British forces of occupation in Germany and the British member of the Allied Control Commission in Germany, it was announced in London on the 22d. His chief representative for control questions will be Lt. Gen. Sir Ronald M. Weeks, who has been Deputy Chief of the Imperial General Staff since 1942.

#### Future Administration of Germany

In a speech on the 16th, Prime Minister Churchill said he was "not sure whether any machinery of government" can be said to

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Japanese escort vessels. Top, Kaibokan No. 1 class; center, Kaibokan No. 2 class (at Chichi Jima, August 4, 1944). Bottom, DE-UN-1 class (Borneo area). See special article in this issue. (Confidential)



exist in Germany at the present time, but stated that "it is our intention that the Germans should administer their country in obedience to Allied directions; we have no intention of undertaking the burden of administering Germany ourselves."

This week the first provincial governments of post-war Germany were reported established, under the supervision of the U. S. Fifteenth Army. The heads of the new administrations are reported to be Dr. Hans Fuchs and Dr. Hermann Heimerich. The 70-year-old Dr. Fuchs is described as a veteran of the First World War, president of Rhine Province for eleven years until forced out by the Nazis, and a member of the Catholic Center Party. Dr. Heimerich was a member of the Social Democratic Party since 1911 and mayor of the industrial city of Mannheim on the Rhine until ousted by the Nazis in 1933. Installation of the new administrations, AMG officials reported, was made pursuant to a SHAEF policy that "when circumstances permit, the role of Military Government officers will become supervisory and not operational."

The Soviets have authorized the formation of a new municipal government in Berlin, according to the Berlin radio, with a Dr. Arthur Werner chosen as the new mayor and the noted surgeon, Professor Ferdinand Sauerbruch, appointed head of the Public Health Department. A Berlin broadcast stated also that the city's subway is running once more. Russian military authorities have reorganized the distribution of food supplies in Berlin, where Nazi authorities had brought about "a veritable famine," and in Dresden, according to a *Tass* dispatch describing an interview with Anastas Mikoyan, Soviet Commissar of Foreign Trade and member of the Politburo. According to this account, the Soviets authorized the resumption of free trade in Berlin to reopen these markets to German peasants who had been deprived by restrictive Nazi regulations of all incentive to increase their production of food products. Even more interesting was the statement by *Tass* that the Soviet people "must display generosity toward a vanquished enemy, especially to a peaceful population." Other indications of a lenient policy toward the Germans included "a shipment of coffee" from the Soviet Union, as well as more immediate benefits such as the restoration of electricity, water and sewer systems, and of transportation facilities. Some 2,000,000 inhabitants of Berlin, out of a total population of more than 4,000,000 before the war, are said to have returned to the capital already despite the severe housing shortage. The Soviet military authorities are said to be encouraging the resumption of normal business activities, and have taken "energetic measures" to clear the main streets and to repair bridges throughout the city.

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### Reparations

Edwin W. Pauley, who with Dr. Isador Lubin and a staff of twenty advisers will go to Moscow as the United States representatives of the German Reparations Commission, said in an interview on the 18th that he expected Germany to be so completely de-industrialized that it would be able to pay reparations only in the form of labor or natural resources. Emphasizing that the first objective of the United States is to use reparations as a weapon to insure that Germany cannot build up again the industrial machinery necessary to support another war, Mr. Pauley advocated also the removal to Allied or liberated nations of any purely civilian industries capable of supplying more than the absolute minimum needs of the German people. He said that the Allied armies of occupation were already taking what amounts to a national census of all the stocks and resources of Germany, and that any surplus of materials above that necessary to maintain in Germany a bare level of subsistence should be redistributed among liberated peoples.

Mr. Pauley will go to Moscow, President Truman had announced on the 15th, with the rank of Ambassador in order to work out "a just and equitable schedule" of reparations, with his primary objective the "absolute insurance against German . . . rearmament." Reparations in kind, the President stated, would provide the maximum rehabilitation and restoration of the territories overrun by the war. Mr. Truman made no statement as to whether reparations in kind would entail the use of forced labor, and Mr. Pauley declined to discuss in detail his views on the use of German labor in reparations, stating that his attitude was "typically American" and that the subject was highly controversial.

### Displaced Persons

One of the most immediate problems facing Allied armies in the Reich has been the care of the millions of displaced persons brought into Germany as slave laborers. According to a press dispatch from Paris on May 18th, more than 2,500,000 non-Germans have been cared for on the Western Front alone, in the last two and a half months. Estimates in the press of the total number of foreigners in Germany vary from 4,000,000 to 7,000,000. More than 2,000,000 have been settled in camps by the Twelfth Army Group, while the others are in the Sixth and Twenty-first Army Groups. A breakdown by nationalities shows that almost one-half of these displaced persons are Russian, almost a quarter French, and the remainder Polish, Italian, Dutch, Belgian and other nationalities. The sudden liberation of so many thousands of foreigners has it is said, resulted in a certain amount of looting and violence against their German

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oppressors and threatened to swamp the AMG machinery for handling the situation. This has by now largely been remedied and repatriation is reported well underway, with some 150,000 Frenchmen already moved by the Sixth Army Group alone. Many of the Poles will probably be classed as "stateless," a press account declared, for they, together with some from the Baltic States, seem reluctant to return home.

#### Additional Nazi Leaders Captured

A number of important personalities of Nazi Germany were captured this week, though Himmler and Ribbentrop are still at large, and no confirmation has yet been found of Hitler's death. Various personal attendants of Hitler, including his doctor and several secretaries, have been taken, all of whom seem to agree that Hitler decided to die in Berlin. Dr. Alfred Rosenberg, the notorious exponent of Nazi ideology, was reported seized in Flensburg, Denmark, by the British Second Army. Long known as a leader of Germany's anti-Russian "crusade" and rabidly anti-Semitic, Rosenberg took part in the Munich beer hall putsch of 1923 and his book, *The Myth of the 20th Century*, formulated many of the basic tenets of the Nazi political philosophy. In 1941 he was appointed Reich Minister for the Occupied Eastern Territories to head the civil administration set up over the Baltic States and newly conquered Russian soil.

Julius Streicher, one of Hitler's early associates and a notorious exponent of anti-Semitism, was captured in the hills of Bavaria while posing as an eccentric artist. Before being taken to the 15th Corps headquarters he was said to have forced "an attractive woman" to change his shoes for him. The Nazi party treasurer, Franz K. Schwarz, has also been taken, as has Gen. Milan Nedic, puppet Premier of Serbia since 1941.

Field Marshal Ferdinand Schörner, commander of Army Group Center, was reported captured in Austria by the U. S. 42d Division. Troops under his command offered resistance to Soviet forces in Czechoslovakia for nearly a week after Germany's surrender, although, according to press accounts, Schörner had flown out of Czechoslovakia on May 8th, seeking refuge with the Germany First Army Group. At the time of his capture he was disguised in a Tyrolean costume.

Other prisoners taken by the British or Americans include Walther Funk, Minister of Economics and one of the more prominent Nazis; Gen. der Polizei SS-Obergruppenführer, Dr. Ernst Kaltenbrunner, head of the security police and reputedly responsible for mass murders carried out by means of gas chambers; Dr. Werner Best, former German Commissioner for Denmark; Dr. Franz Basch, a leader of the Hungarian Nazis; Dr. Stephen Tiso, former Premier of Slovakia; and

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Lt. Col. Otto Skorzeny, who engineered the spectacular rescue of Mussolini in the summer of 1943, and organized saboteurs to operate behind Allied lines at the time of the German Ardennes counteroffensive last December.

#### Great Britain

After a disagreement between Prime Minister Churchill and the Labor members of his coalition government on proposals for its continuation until the end of the Japanese war, Mr. Churchill resigned on May 23d. He was immediately asked by the King to form an interim government to serve until July 5th, when a general election will be held. It will be the first such election since the present Parliament was elected on November 14, 1935, and an estimated 9,000,000 persons will be eligible to vote for the first time.

As a result of the relaxation of censorship following the end of hostilities in Europe, the Admiralty this week released details of a number of events of naval interest. It was announced that the 31,100-ton battleship *Queen Elizabeth* was sunk in the harbor of Alexandria, Egypt, in January 1942—a period when Great Britain was in desperate need of every naval vessel in the Mediterranean. Two Italian limpeteers are believed to have attached a delayed-action charge to the *Queen Elizabeth's* hull below the engine room. Within a few minutes after the ensuing explosion the battleship was resting on an even keel in the shallows where she had been anchored. Salvage experts made preliminary repairs before refloating was attempted, and after further work in the engine room, the battleship proceeded under her own power with an escort to the United States, where she was put in drydock for overhauling and reconditioning. The *Queen Elizabeth* is now with the British East Indies Fleet operating in the Andaman Sea.

The 4,290-ton cruiser *Curacoa* was sunk off the coast of Donegal, Ireland, on October 2, 1942, after a collision with the 81,235-ton passenger ship *Queen Mary*, which was bound for Great Britain with about 15,000 American troops. Traveling at nearly thirty knots, the *Queen Mary* collided with the *Curacoa*, which was acting as her escort, in a thick fog. The cruiser sank within five minutes with the loss of 338 out of a crew of about 400. The *Queen Mary's* crash bow was split open, according to an eye-witness account, and the ship sailed into port at less than fourteen knots but suffered no casualties.

The light cruiser *Manxman* mined the Italian harbor of Leghorn in 1941, "right under the noses of the Germans and Italians," and as a result "important Italian ships" were sunk, it was revealed this week.

Bringing the record of British war losses up to date, the Admiralty revealed the hitherto unannounced loss of a total of 163 vessels.

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Many of these casualties were the result of ordinary marine hazards or lost in harbors as the result of enemy action, including air raids. The escort carrier *Dasher*, 10 destroyers, 8 submarines and 2 armed cruisers were sunk; other losses included a sloop and a frigate, 3 auxiliary boarding vessels, 2 minelayers, 13 minesweepers, 61 trawlers, 31 drifters and 29 miscellaneous craft.

Of the 50 destroyers transferred to Great Britain in 1940 by the United States in exchange for leased bases, 9 have been lost in action and 41 remain in active service. Nine have been loaned to the Soviet Union, seven are in the service of Canada, four are in the Norwegian Navy and the remainder are being operated by the British Navy in the Atlantic.

### Eire

Prime Minister de Valera, defending his neutrality policy against criticism voiced some days earlier by Prime Minister Churchill, declared on the 16th that if Great Britain in self-defense had violated Irish neutrality it would have been the sort of aggression which started two world wars. By resisting this temptation, Mr. de Valera said, Mr. Churchill advanced the cause of international morality, one of the most important steps "on the road to establishment of any sure basis for peace."

Eire is planning to send about \$12,000,000 worth of food, clothes and livestock to Europe this year, Mr. de Valera announced on the 18th. The Red Cross will distribute the supplies, including 20,000 cattle, 1,500 horses, 10,000,000 pounds of canned meat and 100,000 blankets.

### Denmark

The Danish Government, in a move to invalidate commitments made by the Scavenius administration during the German occupation of Denmark, severed diplomatic relations with Japan on May 17th and simultaneously announced recognition of the Chinese Government. The Government of Prime Minister Wilhelm Buhl had reestablished relations with the Soviet Union some days earlier, and had also declared invalid Denmark's adherence to the Anti-Comintern Pact. Evidence of popular feeling against the Japanese was to be found also in an editorial in the Danish newspaper *Nationaltidende*, which declared that the Danes were giving the powers fighting Japan "all possible material support." Although admitting that the Danes were unable to participate in the war against Japan "because we have neither navy nor army," the editorial described the spirit dominating Japan as the same as that of Nazi Germany—"national megalomania and the brutal desire to dominate and exploit other peoples."

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On the Danish island of Bornholm, where Soviet troops landed several weeks ago to clear out the German garrison, fighting was said to be continuing at the beginning of the week. For some time Bornholm was cut off from all contact with the Danish mainland, but by the 17th the Russians authorized the resumption of official telephone calls and telegrams, and limited plane service was also resumed. A delegation of four members of the new Danish Cabinet, headed by Foreign Minister Christmas Moeller, flew to Bornholm on the 19th to confer with the Russians and inhabitants of the island and to inspect the damage inflicted. On his return to Copenhagen Mr. Moeller was quoted as saying that he believes that complete independence will be restored to the whole of Denmark.

### Russia

The Soviet press and radio gave prominence on the 18th to a letter from the workers of Sakhalin Island to Premier Stalin celebrating the twentieth anniversary of "the liberation of northern Sakhalin from the Japanese invader," which "happily coincided" with victory over Hitlerite Germany. "The horrors of the black years of Czarist rule and of Japanese occupation" are now a thing of the past, the letter declared, and the various nationalities on the "immemorably Russian" island have dedicated themselves to the principle of "not for one minute" relaxing their efforts to strengthen the military might of the Soviet Union and to implement the "defensive power" of Sakhalin.

Sakhalin Island, named Karafuto by the Japanese, is some 600 miles long and from 16 to 105 miles broad and lies north of the Japanese home island of Hokkaido. It formed part of the Russian Empire until the end of the Russo-Japanese war in 1905, when the Japanese obtained control of the southern two fifths of the island. After the Russian revolution in 1917 the Japanese seized control of the entire island, and it was not until 1925 that the Soviet Government succeeded in reasserting its claim to the northern portion. The Japanese maintained important coal and oil concessions in northern Sakhalin, however, which were to run for 45 years; difficulties of terrain, weather and transportation limited Japanese exploitation of these deposits, and in March of last year they agreed to liquidate all their concessions.

The Army newspaper *Red Star* reported on the 18th that a twenty-day training meeting of Red Army commanders had been held in Far Eastern Siberia. A dispatch from the "Trans-Baikal Front"—that part of Far Eastern Siberia between Lake Baikal and Japanese-occupied Manchuria—stated that Soviet officers had been informed of new military techniques and methods of training.

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**Poland**

In a statement to the London *Times* this week Marshal Stalin named three conditions which, in his view, will have to be met before the Polish question can be settled. These are: (1), that the present Provisional Government (the so-called "Lublin Government" recognized by the U. S. S. R. but not by Britain and the U. S.) be accepted as the "basic core" of the future Polish Government of National Unity; (2), that the Provisional Government be permitted to take part in the negotiations leading up to the formation of the new Government; (3) that the reconstructed Government pursue a policy of friendship toward the Soviet Union.

Later in the week Stanislaw Mikolajczyk, Premier of the London Polish Government until he resigned in opposition to its Russophobic policy, adopted a middle position between the intransigent London Government, on the one hand, and the Soviet-backed Lublin Government on the other. Mr. Mikolajczyk demanded the resignation of the former, which he said no longer represented the entire Polish nation. Referring to the Lublin Government, he declared, "We reject a one-party Government exclusively communist." Mr. Mikolajczyk went on to ask that "persecutions and political terror" in Poland be brought to an end and that arrested political leaders be liberated.

This is a reference to the arrest by the Russians of sixteen leaders of the Polish underground on charges of "diversionary and sabotage activities against the Red Army." The details of this incident are not yet clear, but the disappearance of the Polish group was announced by Premier Arciszewski's London Government as long ago as April 6th. The London Government claims that the group, headed by a Deputy Premier of that government, Jan Jankowski, and including some of its leading representatives in the Polish underground, had been given a safe-conduct by the Soviet Army in order to undertake political negotiations. According to the London Poles, the conference between the underground leaders and the Soviet officials was arranged on March 27th and the London Government gave its permission by radio for a trip to Moscow to be undertaken.

Shortly afterward, however, the London Government must have become alarmed, for on March 31st it appealed to the British Foreign Office for assistance. On May 2d, in reply to a question in the House of Commons, Richard Law, Minister of State, said that Mr. Eden had been unable to get any information from the Russians about what had happened to the Polish party. The arrest of the group was not definitely confirmed until May 4th, when Foreign Commissar V. M. Molotov informed Secretary of State Stettinius and Foreign Secretary Eden that the group had been apprehended as enemies of the Soviet state. Mr. Stettinius and Mr. Eden both expressed their "great

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concern" and asked for a fuller explanation of the Russian action.

In his statement to the press this week Marshal Stalin denied that the arrested Poles had been "invited to carry on negotiations with the Soviet Government," and declared that their arrest "had no connection whatsoever" with the problem of the reconstruction of the Polish Provisional Government. Mr. Stettinius and Mr. Eden, however, had already announced that they could not continue a discussion of this problem until the matter of the arrests had been cleared up.

Until this decision was taken, a succession of attempts had been made to solve the Polish problem. The Yalta agreement provided for consultation with representatives of the Lublin Government and with Polish democratic leaders at home and abroad as a preliminary to reconstituting the government. A committee set up by the Yalta conference and consisting of Mr. Molotov and the British and American Ambassadors to Russia failed to agree on which Polish leaders to consult. Discussions were therefore undertaken in this country by Mr. Stettinius, Mr. Eden and Mr. Molotov, who took advantage of the opening of the San Francisco Congerence to attempt to effect a solution.

**Czechoslovakia**

The organization, armament and training of the new Czechoslovak armed forces will be identical to those of the Red Army, Gen. Bohumil Bocek, Chief of Staff of the Czechoslovak Army, said on the 20th in a statement broadcast from Prague. Czechoslovak officers will be sent to Soviet military schools, and a number of "picked units" will be equipped with Soviet arms. Gen. Bocek said that the new Czechoslovak armed forces would be formed from the First Czechoslovak Army Group in the Soviet Union, from the armored brigade in the west, from the Czechoslovak air force and from partisans who took part in the Slovakian revolt against the Germans last summer. Its leader will be Gen. Ludwig Svoboda.

**Italy**

The tension created by the entry of Yugoslav troops into northeastern Italy and southern Austria had eased somewhat by the end of the week, perhaps as a result in part of the firmness of the Allied stand regarding any attempts at unilateral territorial changes. On May 19th Field Marshal Sir Harold R. L. G. Alexander, Supreme Allied Commander in the Mediterranean, told the armed forces under his command that the basic issue in dispute was whether Marshal Tito was prepared to cooperate in accepting for Yugoslavia a "peaceful settlement of his territorial claims or whether he will attempt to establish them by force." "Marshal Tito's apparent intention to establish

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his claims by force of arms and military occupation," Field Marshal Alexander declared, "would be all too reminiscent of Hitler, Mussolini and Japan," and "it is to prevent such actions that we have been fighting this war."

It was also announced this week that Marshal Tito had in July 1944 and again last February agreed to the establishment of an Allied military government under Marshal Alexander for the Trieste area north into the southern Austrian province of Carinthia, and to the unrestricted use of the ports of Trieste and Pola by Allied naval forces. For military reasons it was agreed that a line running roughly north from Fiume should divide the zones of occupation. The Allies agreed to use any Yugoslav administration already set up in Italian or Austrian territory and working satisfactorily, and the agreement on military matters was "in no way" to prejudice or affect the disposition of this territory at the final peace settlement. Despite these earlier assurances, Marshal Tito at a meeting in Belgrade on May 8th told Lt. Gen. W. D. Morgan, Chief of Staff at Allied headquarters, that the problem was now primarily a political rather than a military one, that he did not intend to withdraw his troops from the area east of the Isonzo River (which flows south into the Adriatic northwest of Trieste), and that the entire area now occupied by Yugoslav troops must remain under Yugoslav control.

As a result of the political issue raised by Marshal Tito, the matter was referred to the British and American Governments, which ordered Marshal Alexander to occupy and administer the provinces of Styria and Carinthia in Austria. By the 11th Marshal Tito had been requested to cooperate with Marshal Alexander, to take steps to avoid "regrettable incidents" in northeast Italy, to withdraw all Yugoslav troops already in Austria and to forbid any others from crossing the border. On the 20th it was announced that Yugoslavia had agreed to evacuate the Austrian provinces of Carinthia and Styria. By the 22d the British Eighth Army, reinforced by the U. S. 2d Corps, had occupied positions on a line running north from Trieste to a point five miles east of Gorizia, and the Yugoslav Fourth Army under Lt. Gen. Dapcevic had withdrawn in an easterly direction. Yugoslav troops were also withdrawing from Austria.

Yugoslavia's position in this controversy has been that her army as one of the Allied armies has "equal rights" to remain in territory which it has liberated, that the spirit of the agreements made between Marshals Alexander and Tito has been carried out, but that the "honor of Yugoslavia" demands that the Yugoslav Army remain in Istria and Trieste. The Yugoslavs said that they opposed any unilateral declarations and that the final decisions of the peace conference were being "in no way prejudiced." According to the Belgrade

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radio, Yugoslavia is prepared to discuss the status of these territories with a view to finding, in agreement with the Allies, a solution which will prove satisfactory to both Italy and Yugoslavia and which will not prejudice the interests of the local population. The suggestion was also made that Yugoslavia might properly settle the question prior to the peace conference by direct negotiations with Italy.

During the prolonged crisis following the entry into Trieste at the beginning of this month of Yugoslav forces and New Zealand troops under Lt. Gen. Bernard C. Freyberg, the port has been undergoing the necessary repairs. Mines have had to be cleared from the harbor and port facilities put in working condition, but by the 21st more than 1,000 tons of supplies had been landed. Before the war Trieste was Italy's largest passenger port; it was second only to Genoa in exports and ranked next after Genoa and Venice in imports. It cleared 2,371,000 tons in imports in 1938, while exports totaled 1,015,000 tons in the same year.

#### Rumania

Premier Petre Groza, addressing a congress of Hungarian minority leaders at Cluj in the province of Transylvania, recently reoccupied by Rumania with Soviet permission, appealed for the end of all "chauvinism" for the sake of a "Rumanian-Hungarian fraternity," which must be a cornerstone for "peaceful consolidation in this part of Europe." "In the sphere of foreign policy," Groza was quoted as saying, "we want an alliance of Rumania with all the neighboring peoples and in the first place with our powerful neighbor, the Soviet Union."

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## THE AMERICAS

## UNITED STATES

## Japanese Balloon Warfare

The western part of the North American mainland has been attacked "sporadically" during the past several months by Japanese free balloons carrying small bombs, the War and Navy Departments disclosed this week. The balloons, made of paper and about 33 feet in diameter, have landed or dropped explosives in various "isolated localities," but no property damage has resulted thus far. Stressing the fact that the balloons cannot be controlled by the enemy and "constitute no military threat" because the attacks are so scattered and aimless, the joint announcement said that the information had been made public to guard against injury to unwary civilians.

## Navy

The following reports of Navy construction, excluding small landing craft and district craft, were received during the week:

Type of vessel	Keel Layings	Launchings	Deliveries or Commissionings
<b>COMBATANT:</b>			
Aircraft carriers, escort.....		<i>Point Cruz</i> .....	<i>Siboney, Kula Gulf</i>
Light cruisers.....	<i>Roanoke</i> .....		<i>Providence</i>
Destroyers.....	<i>Perry</i> .....	<i>George K. Mackenzie,</i> <i>Orleck</i>	<i>Fred T. Berry, Dyess</i>
Submarines.....	<i>Spinax</i> .....	<i>Sirago</i> .....	<i>Irex</i>
<b>PATROL CRAFT:</b>			
Motor torpedo boats.....	2.....	5.....	4
Patrol craft escort (rescue).....			1
<b>AUXILIARY VESSELS:</b>			
Transport, high speed.....		<i>Pinnebog</i> .....	<i>Earle B. Hall</i>
Gasoline tankers.....		<i>Amphion</i> .....	<i>Namakagon</i>
Repair ship.....			
Miscellaneous auxiliary.....	<i>Edisto</i> .....		
Ocean tugs, auxiliary.....	1.....	1.....	
Barrack ships, non self-propelled.....		1.....	1
<b>AUXILIARY (CONVERSIONS):</b>			
Motor torpedo boat tender.....			<i>Antigone</i>
Transport, attack.....			<i>Guilford</i>
Cargo ship, attack.....			<i>Duplin, Washburn</i>
Cargo ship.....			<i>Flagler</i>
Hospital ship.....			<i>Benevolence</i>
General stores issue ship.....			<i>Gratia</i>
Provision storeship.....			<i>Gordonia</i>
<b>LARGE LANDING CRAFT:</b>			
Landing ship, dock.....			<i>Colonial</i>
Landing ships, tank.....			4 <sup>1</sup>
Landing ships, medium.....			6
Landing ships, medium (rocket).....	4.....	4.....	2

<sup>1</sup> One of these in reduced commission.

The destroyer escort *Frederick C. Davis* was sunk in the Atlantic by a U-boat shortly before the defeat of Germany, it was announced this week by the Navy Department.

## Army

In line with its recently liberalized policy of granting discharges, the War Department this week announced that enlisted men 40 years of age or over with honorable service records may make application to leave the service. It is expected that the new regulation will apply to approximately 30,000 men, in addition to the 60,000 soldiers 42 years of age or older who were made eligible for discharge some time ago.

The Transportation Corps of the War Department this week made public details of how, in anticipation of V-E Day, 800,000 ship tons of cargo and 200,000 tons of railroad freight en route to Europe were halted in transit from May 2d through May 10th. In accordance with plans formulated a year ago, 89 ships either at sea or discharging in foreign ports were recalled, while 13 other vessels in American harbors were held pending developments. Overland traffic was also halted, with railroads in the eastern U. S. stopping in transit more than 7,000 freight cars.

About 50,000 German prisoners of war now in United States camps will be returned to Germany this summer, but 300,000 others, usefully employed, are to be kept here "as long as it suits America's convenience," Maj. Gen. Leroy Lutes, chief of staff to the Commanding General of the Army Service Forces, revealed this week. Included in the 50,000 men to be shipped first are commissioned and non-commissioned officers, who cannot be required to do labor under the Geneva Convention, rabid Nazis, who are a constant source of trouble, and the sick or insane.

## Casualties

As of May 22d, announced American casualties totaled 986,703, an increase of 13,626 in a week. The Army's total was raised to 878,939 by the 11,230 casualties reported by that service, while the figure for the Navy was brought to 107,764 by the 2,396 naval losses recorded.

A breakdown of the Army total shows: Killed, 178,854, an increase of 3,686; wounded, 544,249, an increase of 8,220; missing, 66,684, a decrease of 7,620 representing men now listed under different headings; prisoners, 89,152, an increase of 6,944.

Included in the Navy figure were: Killed, 42,325, an increase of 789; wounded, 50,776, an increase of 1,689; missing, 10,415, a decrease of 83 representing men shifted to other categories; prisoners, 4,248, an increase of one.



### Japanese and American Aircraft Losses

Army, Navy and Marine pilots had destroyed a total of 21,170 Japanese planes either on the ground or in the air as of March 31, 1945, official spokesmen for the services reported this week. Navy and Marine fliers accounted for 11,601 enemy aircraft, including 1,782 which a preliminary count indicated was the number bagged during the first quarter of this year. About 800 of these latest kills were made during aerial combat. The Army's total of 9,659 Japanese planes destroyed represents 6,719 shot down in combat and 2,850 smashed on the ground.

Navy and Marine air units lost 188 aircraft during the first three months of 1945, making a ratio of kills over losses of 9.4 to 1. Throughout the entire war the naval services have lost 2,070 planes, bringing the over-all ratio to 5.6 to 1.

### Reverse Lend-Lease Food Figures

From March 1941 through December 31, 1944, Australia, New Zealand and India have provided American troops in the Pacific and the CBI theatres of war more than 1,500,000 tons of perishable foods valued at \$283,767,000 under reverse lend-lease agreements, Foreign Economic Administrator Leo T. Crowley reported this week. Of the total, approximately 987,000 tons were furnished during 1944.

### Production of Civilian Trucks and Cars Foreseen

Automobile manufacturers, through the War Production Board, this week predicted that at least 200,000 new passenger cars will be made in the United States by the end of 1945, despite the fact that production of civilian trucks will be given higher priority. Output is expected to accelerate sharply during the first quarter of 1946, when the manufacture of 400,000 automobiles is envisioned. Distribution of these new units, it was emphasized, will be controlled as long as the demand greatly exceeds the supply. In a more immediate move to relieve the private transportation crisis, the WPB this week rescinded all restrictions on the production of automotive replacement parts.

### F. B. I. Report on Wartime Security

More than 900,000 national security cases, including 19,130 suspected instances of sabotage, have been handled by the Federal Bureau of Investigation since the beginning of the war emergency, Director J. Edgar Hoover disclosed this week. Violations of the sabotage statutes were found in 2,211 of the cases investigated, but in no instance was there any indication of enemy direction. Since 1939, 139 persons have been convicted of espionage charges or for neglecting to conform with the foreign agents registration laws.

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In addition, a total of 16,073 alien enemies have been taken into custody for questioning or eventual internment. Also, with the assistance of local authorities, the F. B. I. has taken care of 486,506 cases involving violations of the Selective Service Act. These investigations resulted in 12,358 convictions, but only 1,361 of these involved failure to register, as against more than 10,000 such findings during the first World War.

### CANADA

About 43,500 Canadians will see service outside the Dominion in the war against Japan, according to press reports of a speech made this week by Prime Minister W. L. Mackenzie King in Edmonton, Alberta. Mr. King said that Canada's naval force would comprise 13,500 men, while the Army would be represented by an infantry division supported "by the appropriate armored and ancillary troops." An air force, the size of which will be "in proportion" to that of the other two services, will also participate.

A few days after this announcement, Douglas C. Abbott, Canadian Minister of Naval Defense, made public Dominion plans to send a force of 60 ships against the Japanese. This fleet will include aircraft carriers, cruisers, an anti-aircraft ship, destroyers and frigates. The two carriers designated to become a part of this force are now building in England; each will be manned by a crew of more than 1,300 men, including air personnel.

Canada's version of lend-lease to the Soviet Union was suspended as of May 9th pending the drafting of a new policy now under discussion, it was announced this week by Carl C. Fraser, director of the Dominion's Mutual Aid Board. The suspension followed the reduction in lend-lease to Russia by the United States at the end of the war in Europe. It was explained that work on all Russian ships which put into Dominion harbors for repairs prior to May 9th will be finished and the cost charged to Mutual Aid, while vessels which entered port after that date will be repaired only if Russia will bear the expense.

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Inland Sea from Shikoku to the Honshu Coast. In the wasp-waist of the Inland Sea, the Omi-shima group affords Hiroshima Bay further protection from the east.

The Hiroshima Bay area has a long tradition in the history of Japanese military activity. Hiroshima was the headquarters of the Japanese high command during the Russian and Chinese wars near the turn of the century. Eta Island has been since 1888 the site of the Japanese Imperial Naval College (founded in Tokyo in 1873) which trains at one time a complement of 2,700 midshipmen and 150 warrant and special service officers. Hiroshima is the ancient capital of the prefecture and the province of Aki (Geishu). Formerly the property of Kiyomori, the unscrupulous, powerful head of the Taira family, this area passed into the hands of the Asano family in 1619, and these "princes of Geishu" retained control of it until 1871 (after the abolition of the feudal lands) when it was absorbed into the Empire. The city of Hiroshima (1940 population 343,968)—largest urban center west of Kobe on Honshu Island—is an important administrative locality and manufactures textiles, rubber and canned goods, machines, tools and munitions.

Itsuku Island on the western side of Hiroshima Bay—now heavily fortified—has long been considered by the Japanese one of the "three chief sights" (*san-kei*) of Japan. A sacred island with many small but lovely valleys, Itsuku has a temple dedicated to the three shinto goddess daughters of Susa-no-o. An ancient religious rule forbade all births and deaths on this island and if deaths occurred the corpses were sent across the strait for burial.

The immediate approaches to Hiroshima and Kure Harbor are strongly protected, especially to the southwest of Hiroshima on the channel between Nishi-Nomi and Itsuki islands. The main channel is dominated by four 9.4" guns and four 4.7" guns on the northeast coast of Itsuki, and by a dozen 11" guns and four 4.7" guns on the northwest tip of Nishi-Nomi. A fire control station and four other 9.4" guns are mounted on Onasami Island in mid-channel. Other heavy guns command the approaches to Kure through Hayase Channel (between Higashi-Nomi and Kurahasbi) and through Ondo Narrows on the promontory between Hiro Bay and the bight just south of Karasuko-Shima. A fully equipped seaplane station is located at Hiro, and there is a fighter field between Kure and Hiro.

The nearly landlocked harbor of Kure opens to the southwest under the shelter of Eta, Nishi-Nomi, Kurahashi and their lesser satellites—all rugged granite islands with a generally steep rocky shore line. The city of Kure lies principally on the northeast shore of the harbor. Just to the northwest on the coastal indentation known as Yoshiura Bay is the town of Yoshiura which serves as the

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commercial port of Kure and contains some of the manufacturing and business establishments related to Kure's nonmilitary life.

Kure itself lies secure behind the shelter of rugged granite islands on the southeast shore of Hiroshima Bay—ringed on the north and east by rocky hills, one (Haiga) as high as 1,640 feet. Scarcely any other harbor or base in the world is so generously endowed with natural protection as is Kure.

#### Approaches

Ships usually approach from the head of Hiroshima Bay either between Nino Island and Hiroshima or through Ozu Narrows between Nino and Eta islands. The southern approach—not generally used—runs through the channel known as Hayase Narrows between Kurahashi and Higashi-Nomi islands. The northern route is almost everywhere deep and clear of navigational obstructions, and the soundings average between 8 and 45 fathoms, except for a part of the bay to the northeast of Nino Island where the depths average about 3 fathoms. The Hayase channel is too narrow for large ships, despite its depth. Ondo Narrows (130 feet wide) serves as the principal entrance for moderate draft coastal vessels. Several areas in Hiroshima Bay are suitable for fleet anchorage. The Japanese Fleet has been known to use Hashira-Shima Sound, southwest of Kurahashi Island and north of the small island of Ha. Destroyers have anchored slightly southwest of this point.

The channel to Kure Harbor proper runs for about a mile in 9 to 11 fathoms of water from the outer harbor area (about 7½ square miles) as far as the main harbor anchorage, where there is good mud holding ground in 7 to 11 fathoms. The inner harbor is divided into two districts. The outermost or second district is bounded to seaward by a line drawn across the harbor entrance from the Hiro peninsula (south of Karasuko Island) northward past Ko-Urume Island to the northern shore of Yoshiura Bay. The boundary between the first and second districts has been drawn from the mole at the arsenal (Karasuko Island) to the naval barracks near the mouth of the Niko and Sakai Rivers which empty into Kure Harbor to the northeast of the city.

#### Harbor Development

Within Kure Harbor there are 37 established anchorages for ships as large as battleships and cruisers. Seventeen of these are in the center of the second district and seven on the inner boundary of the area. Two are located in the first district and seven more are just outside the outer boundary of the second zone. More than 1,000 yards on the northeast side of the harbor is devoted to anchorages for submarines, destroyers and small craft.

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The first district includes the main wharves and docking facilities of the naval base, as well as three of the four special anchorage areas (generally used for minor repair work) in the harbor—all off the piers and wharves near the naval base. The second district has numerous buoys and moorings for small craft, principally off the harbor master's office at the mouth of the Niko and at the north side of the harbor between Ko-Urume Island and the experimental station. The fourth special anchorage area is located off the arsenal mole near Karasuko Island. Submarines berth in nine spaces off the mouth of the Niko and in six berths east of the submarine school. There are berths for 32 destroyers off the large Niko River mole and for 12 large destroyers south of the experimental station.

Kure's entire waterfront has been extensively developed and is lined with quays, wharves, moles and piers—many of them built on filled land over shoals into the deep water. Among the most important of the waterfront facilities are the 1,700-foot quay of the Submarine School (east of Yoshiura Point), part of which is used as an aviation depot; the 1,475-foot Niko River mole; the jetties near the harbor master's office on the east bank of the Niko; and the big Kure shipyard mole. Further berthing is available at the arsenal mole.

In addition to the almost complete utilization of the Kure waterfront, the Japanese have developed about two miles of the eastern shore of Eta Island facing Kure Harbor as an auxiliary loading area. Further additions to the Kure naval establishment have grown up at Hiro on the Inland Sea coast, beyond the peninsula guarding Kure from the southeast. On Hiro Bay are the important Hiro naval aircraft factory and the naval arsenal (both attacked by 150 B-29's on May 5th). The aircraft factory designs, builds and overhauls fleet and shore-based naval aircraft and aircraft engines. The arsenal is an extension of the Kure arsenal and is especially important in the field of aircraft manufacture. This arsenal ordered more than twice as many machine tools as the Yokosuka arsenal during the period 1937-1941 while the plant was undergoing development. In addition, the Japanese have built a naval turbine and engine factory at Hiro which supplies engines to ships constructed at Kure. The activities of the Hiro and Kure naval establishments, indeed, are closely integrated. The 21st Bomber Command reportedly demolished 75 percent of the aircraft factory and 80 percent of the roofs of nine large buildings at the engine plant in the recent attack.

#### Shipyards

Kure Naval Station was founded in 1890. In the early years the yard employed only about 600 men, but prior to the Washington Naval Conference the number had risen to 40,000. During the pre-

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war years the yard employed about 30,000 workers, but it is likely that even the peak figure of the early 1920's has been exceeded during the present war, although exact data is not available. The total force attached to the Kure Naval District—exclusive of yard workers—amounts to 4,500 shore based personnel.

The Kure yards have long been the principal shipbuilding and repair base operated by the Japanese Navy. In the shipyard in the southeast part of the port of Kure are four drydocks, one building dock and three building yards. The largest drydock is more than 1,100 feet long, 150 feet wide and 45 feet deep, making it one of the largest of its kind in the world. The other three drydocks vary in length from about 430 to 770 feet. The building dock is 1,000 feet long, 134 feet wide and 36 feet deep.

In 1943 it was estimated that the Kure yard could build at one time one 40,000-ton vessel, two 20,000-ton vessels and three vessels of 5,000 tons or less. In peacetime only the building dock and the ways are used for shipbuilding, and it is unlikely that the Japanese have changed this policy during the war, since repair of battle damage and normal maintenance have engaged most of the docking facilities. Kure has continued to be the most important Japanese naval base throughout this war, although its potential value to the Japanese has considerably diminished with the mounting destruction leveled by Allied air and sea power on important fleet units and the imminent naval blockade of the Japanese islands. During the reconnaissance of Kure on April 13th, following the sinking of the *Yamato* in the waters south of Kyushu, photographic planes spotted at Kure nine out of a total of 24 major units sighted at about that time. These were *Haruna*, sole surviving *Kongo* class battleship, under heavy camouflage; *Ise* and *Hyuga*, battleships partially converted for handling aircraft; two *Unryu* class carriers, one with no flight deck (probably *Katsuragi* and *Aso*); the light carrier *Kaiyo*; two heavy cruisers, one *Aoba* class, the other *Tone* class; and one *Oyodo* light cruiser. Two weeks later the carrier *Amagi* was also sighted at Kure.

The largest ship built at Kure was the 45,000-ton battleship *Yamato*, completed in 1941. Until her fatal sortie in early April, *Yamato* was also based at Kure. Since the beginning of the war, the yard has built relatively few combatant vessels, possibly because of high maintenance requirements. Among the important fleet units constructed here during the war were the heavy cruiser *Ibuki*, the light cruiser *Oyodo*, the carrier *Katsuragi* and the escort carriers *Chuyo* and *Jinyo*. Kure has led all Japanese yards in the construction of I-type submarines and is also the largest builder of *Hayabusa* (anti-motor torpedo) boats (see O. N. I. WEEKLY, August 23, 1944, photographic section, and August 30, 1944, p. 2,745). Kure also built in

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the pre-war years the battleships *Fuso* and *Nagato* and refitted the luckless carrier *Akagi*. At the peak of its wartime building—early in 1942—the Kure yards had about 50,000 tons under construction at one time, including *Ibuki*, *Chuyo*, seven I-type submarines, two *Ro* type submarines, two destroyers, two minesweepers, and six landing craft.

#### Munitions; Storage Facilities

Kure Naval Base is equipped to manufacture almost all items necessary for the effective operation of combatant ships and is probably the only naval base which in one location carries on the process of changing iron ore into war vessels. The Kure steel plant manufactures practically all the steel used at the yards. In conjunction with the Hiro arsenal four miles away, Kure turns out guns as much as 18" or more in size, gun mounts and turrets, armor plate, projectiles of all calibers, motors and turbines. The torpedo factory builds the largest Japanese torpedoes, and the sheltered waters of the bay are used for testing these weapons.

Thirty or more buildings in the naval storage area at the mouth of the Niko and south of the Kure railroad yards comprise the principal storage facilities of the port. This area is thought to be used for machinery, weapons and clothing. Mines and torpedoes are reportedly stored nearby in the vicinity of the two boat basins just north of the naval base itself. Another naval storage area (probably for food) has been reported just south of the naval station headquarters and one-half mile west of the chief storage area. Space on the large mole north of the Niko River mouth has also been utilized for storage, and it is probable that underground supply dumps for explosives have been constructed under the hills near Kure and on the many small islands near Kure Harbor.

The Kure area is one of the largest petroleum storage areas in the Japanese islands. Until recently, it has been estimated, the Japanese stored a very large proportion of their available naval oil stocks on tank farms and in underground dumps in the Kure-Tokuyama area along the shores of the Inland Sea. Next possibly to Yokkaichi (see O. N. I. WEEKLY article on Nagoya in the issue of May 9, 1945, p. 1,573), Tokuyama, southwest of Hiroshima Bay, is still probably the most important fueling base of the Japanese Navy. Ten years ago almost one-third of Japanese naval tank storage capacity could be found at Kure, according to estimates. At that time Kure's capacity was thought to be twice as large as Yokosuka's and larger than Tokuyama's. Now it is probable that Tokuyama's capacity exceeds that of Kure, although Kure has greatly increased its tankage in recent years by expansion onto the islands of Hiroshima Bay and

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to the east near Hiro. The principal surface oil storage is located at Kanokawa Bay on Nishi-Nomi and at Hitonose Bay on Eta Island.

Kure's coal storage capacity is unknown, although open dumps have been reported near the submarine school and in other places. Kure's water supply is stored in five reservoirs on the slopes east of the base headquarters. Electric power for the naval base is furnished by the central steam power plant at the base (55,000-60,000 kwts.) and the Saka steam plant (51,200 kwts.) near the shore of Kaita Bay southeast of Hiroshima and just west of the Yano railroad station.

#### Transportation

As far as overland transportation is concerned, Kure's facilities are limited. A single track loop of the Sanyo railroad—principal north-east-southwest route from Kobe to Shimonoseki—connects Kure with Hiroshima. This track is standard Japanese gauge (3'6") and skirts the coast above Kure, passing through about 10 tunnels on the way to Hiroshima (17 miles) by way of the junction town of Kaidaichi. This loop was extended in 1936 from Kure east along the Inland Sea coast to Mihara where it joins the main Sanyo route to Okayama and Kobe. This new line leaves Kure by a 1½-mile tunnel and provides the necessary connection with the important new Hiro naval arsenal and aircraft factory 4.2 miles away on Hiro Bay.

A hard-surfaced "national" highway at least 24 feet in width runs north from Kure to Hiroshima by way of Yano and Kaidaichi. A slightly narrower prefectural road goes east to Hiro and then inland to Saiyo on the old railroad and highway route from Kaidaichi to Mihara. From Kure an old secondary road winds its way to Kure's commercial port of Yoshiura and thence to Yano and Kaidaichi. This road runs between the main road and the rail line along the coast. Kure's streets are new, wide and well-surfaced.

The storage area at the naval base is served by a railroad branching from the main yards. This railroad adjoins the harbor's protected boat basins from which there is lighter service to vessels moored in the harbor.

The most important means of communication between Kure and other key points of the home islands in the past has been by sea. Occupying a central geographical position, Kure is easily accessible by water and much of the traffic to and from the naval base has naturally used this means of transportation. In recent years the railroad and highways have become an increasingly important means of transportation to and from the port. The principal sea approaches to Hiroshima Bay have undoubtedly been extensively mined by the Japanese, and it is likely that the Allied mining of the Inland Sea will reduce Kure's value as a base.

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## DIARY OF A JAPANESE ON LUZON

*Following are excerpts from the diary of a member of the Japanese naval air force. This document was recovered in Pampanga Province, Luzon, in February, and was translated by the 40th Division Language Detachment.*

*January 1, 1945*—The year 1944, in retrospect, was the year in which the operations in the Philippine Islands were in our favor; however, toward the end of the year around December we became more or less the losing side. This year, we, the front line troops, resolve to defeat the enemy; however, beginning early morning of New Year's Day, enemy planes bombed us. About 1030, 21 bombers and about 30 P-38's raided us. Approximately 40 men of the maintenance crew at West Airfield were killed as a result of the raid. We moved out to attack as the special attack unit (Army and Navy together).

*January 2*—Again, since early morning P-38's have reconnoitered and strafed the area. As usual at 1030, raided by enemy bombers. P-38's are continuously reconnoitering. The number of our airplanes is gradually decreasing due to daily bombing and because of attacks made by our special attack units.

*January 7*—Three enemy divisions landed at Lingayen. Due to continuous air raids from the latter part of 1944 until today all our planes have been destroyed. We, the maintenance personnel, destroyed all planes riddled with shrapnel and began evacuating toward the hills. We were organized into an NLP and transported rations, ammunition, machine guns, etc. We destroyed the airfield so that the enemy will not be able to use it. We marched about three-quarters of a mile into the hills today.

*January 22*—We were working under enemy bombardment. However when we saw one of our airplanes, after a long absence from the air, I felt a sensation which was beyond expression. In spite of the fact it was only one airplane we all cried with joy. Yes, the enemy has taken away completely our air superiority. Most of the enemy troops who landed at Lingayen were annihilated. We are now congested on the hill. Four enemy tanks and two companies of infantrymen approached the area about 40 km. from here. They would be easy to destroy if it weren't for the fact of the enemy's air superiority. P-38's are reconnoitering every day. Enemy bombers again raided us at 1030. We are awaiting the return of our planes. We, the front line troops, are always wishing that people back home would send us at least one plane.

*January 23-24*—Our Bambam Airfield finally fell into the hands of the enemy. About eight planes landed on the airfield. They are

carrying out artillery observation. There are only a few enemy troops in the vicinity, but we are always hearing rifle fire. There are enemy troops about 4 kilometers from here. We made special attacks against the enemy.

*January 25*—Because of enemy air superiority, I do not like to transport supplies or construct positions. Because of artillery fire, our bivouac area was moved further into the hills at 1030 hours. We sustained heavy losses. Enemy strength is increasing each day. Our supplies were completely burned.

*January 26-27*—Since morning we have been bombarded by enemy artillery. The airfield which we used at one time was captured by approximately 150 enemy tanks. It was combined air and ground attack. The enemy certainly has increased in power.

*January 28-29*—Again, since early morning we have been the subject of enemy air and artillery bombardments. Many English planes are also participating in the attack.

*January 30*—No matter how long we wait, enemy artillery does not cease. On the contrary, it is becoming increasingly intense. We must immediately take air superiority away from the enemy. Enemy tanks penetrated Clark Airfield and are fighting furiously. The front line troops are always crying out, "Japanese airplanes, come quickly."

*January 31*—Enemy artillery had bombarded continuously since last night. Shells are dropping in the vicinity of our bivouac area. We, the Army and Navy personnel, are tormented by enemy artillery fire. We must destroy enemy artillery positions as soon as possible. Felt reassured when I heard a discussion that tonight our airplanes will carry out a night attack. I hope our airplanes will come. The enemy is increasing in power.

*February 1*—No matter how long we wait, enemy artillery fire does not cease. Is the enemy putting in all he has? Nevertheless, we are earnestly constructing positions. The enemy placed mortars on Mori Hill which is just in front of us and is torturing us with his fire. This is the front line; I can't even sleep at night with any security.

*February 2*—Our Army troops are furiously battling the enemy at the front line. We, the Naval personnel, are constructing positions. During the daytime we remain in our caves due to enemy artillery bombardment. We are waiting, wondering when Japan will send us help. Will it be soon? I feel downhearted. I cannot sleep soundly tonight. As I gaze at the Southern Cross I think about home.

*February 3*—For some mysterious reason there was no artillery fire today, just the sound of our rifle fire. The enemy has occupied Mori Hill which is in front of us. It seems that we have lost the battle. There is a rumor that our planes have destroyed the enemy artillery positions, as there is very little artillery fire from them;



Sacrificing many men, the Army is continuing its attacks. Ah! The Southern Cross can be clearly seen tonight. It seems that the men are casually discussing the day's battle. It's already 0100. The refulgent moon seems to be watching us in our fight. In about three hours enemy artillery bombardment will begin. I cannot sleep soundly anymore. Nevertheless, we must fight again tomorrow. I wish I could sleep for at least ten minutes. Folks at home, take care of yourselves.

*February 4*—Artillery fire since early morning. Enemy supply line was completely cut off by our forces advancing south from Lingayen and north from Manila. There is no help for it, but the rations and ammunitions we have at the front line are all there are. When we run out of these rations we will have no other alternative than to withdraw further back into the hills. Reliable battle successes since the beginning of the battle are: Destroyed 17 tanks and killed 2,000 enemy troops. Our losses: 3 tanks destroyed and 603 men killed.

*February 5*—As usual, enemy artillery fire does not cease. The enemy is still continuing the battle. The enemy carried out a coordinated air and artillery bombardment today. Our bivouac area was strafed but fortunately no one was hurt. Again tonight I cannot sleep. Maybe it's life. As I gaze at the Southern Cross I pray for the health of everyone at home. Three of us divided one cigarette, and talked about home. This is the front line. There was a squall today after a long dry spell.

*February 6*—Whether the sun is rising or setting, enemy artillery fire does not cease. We fire only rifles. Our duty is to carry out night attacks destroying the enemy just as the Army is doing now. We must pulverize the enemy at once. Perhaps, something will happen on February 11th. Probably the Army and Navy will not keep quiet about it. Perhaps we are going to launch a general offensive.

*February 7*—Artillery fire is still pounding away at us. From early morning today, about 50 enemy Navy airplanes have bombed us. On top of that, we were strafed by fighter planes. Then in the evening we were bombed by North Americans. The enemy air has superiority, and I cannot sleep at night. I cannot even get a moment's rest, let alone get enough sleep. We are losing many precious lives out here. Even while I was crying for joy for those who advance in the midst of enemy artillery fire, enemy shells landed near here. Instinctively, I dropped to the ground and saw the shrapnel dropping. Fortunately I wasn't even scratched. At this time my friend and I broke a cigarette in half and smoked. What a relief!

*February 8*—Artillery fire is still continuing. The enemy is calmly carrying on with the battle. We are fighting in a limited space. The Asahi Group is steadily pursuing the enemy southward from Lingayen.

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The Yamashita Group in the Manila area has not moved at all. Today eight Douglas aircraft landed at Clark Field. Since we have cut the enemy line he has resorted to aircraft for supplies. Fighting has started just in front of us. We must defend this position until death.

*February 9*—The enemy has advanced as far as Mori Hill. Coordinating air and artillery fire, the enemy attacks. We only withdraw. At nights, our suicide units (*Kirkomi Tai*) advance deep into enemy positions, mercilessly attack his troops, and destroy tanks, etc. Our comrades cannot sleep soundly at night. Every night we construct positions. Today, an enemy artillery shell landed squarely in our positions, destroying a portion. Fortunately, no one was hurt.

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## TECHNICAL INTELLIGENCE NOTES

### Japanese Escort Vessels

In the past year the Japanese have concentrated a large part of their naval construction on the small "Sea Defense Vessel" or *Kaibokan*. Two classes of these ships, *Kaibokan No. 1* and *Kaibokan No. 2*, have been seen in great numbers by our forces operating in the China Sea and Philippines and over the home islands. They are used primarily as convoy escort vessels.

In design these ships are analogous to our frigates and destroyer escorts, construction having been simplified to expedite production. It appears that both diesel and steam are used. *Kaibokan No. 1*, the diesel version, has its stack located abaft amidships while *Kaibokan No. 2*, steam driven, has the stack in the more usual forward position.

A variation of *Kaibokan No. 1*, DE-UN-1, has been photographed. This class, while 40 feet longer than *Kaibokan No. 1*, appears also to be diesel propelled, and position of stack and design features are the same. One divergence in armament differentiates the two classes—the depth charge equipment on the stern. DE-UN-1 mounts four depth charge throwers and two racks, while *Kaibokan No. 1* mounts the new battery of 12 depth charges.

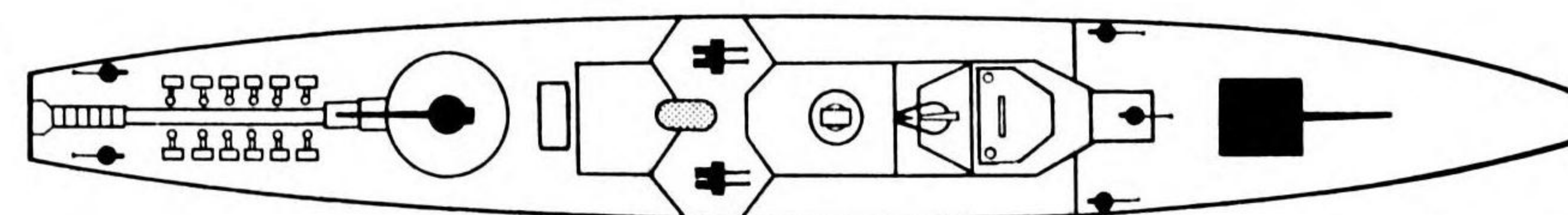
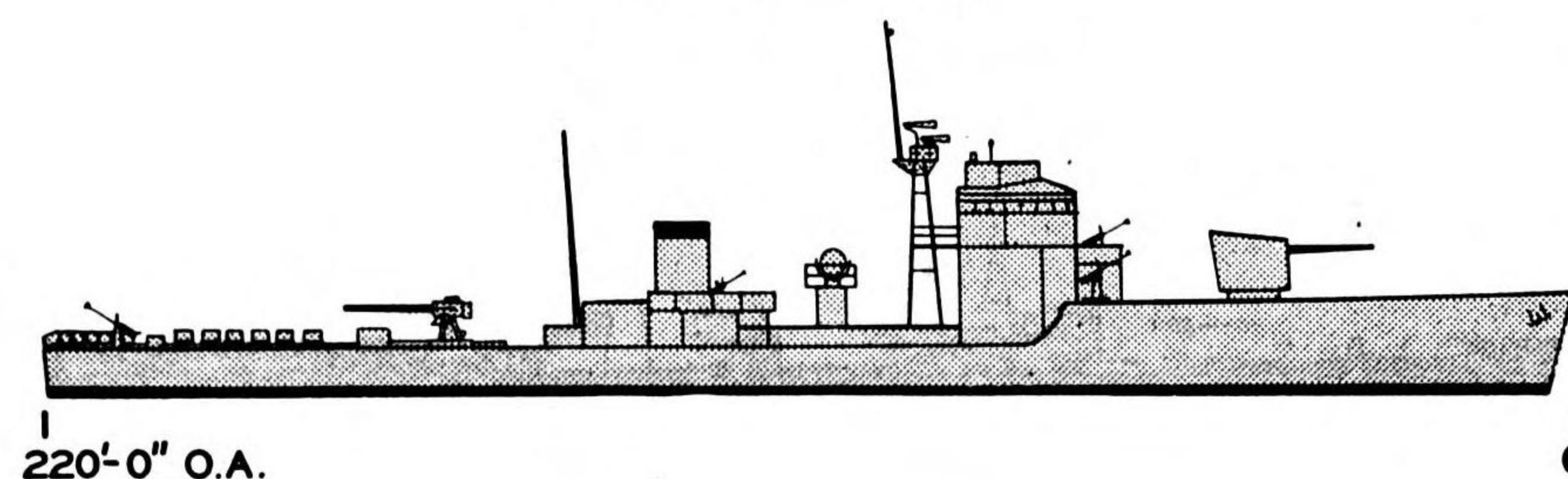
The length of *Kaibokan No. 2* is the same as that of DE-UN-1 and is estimated to be 260' overall. In design, it is similar to *Kaibokan No. 1* and DE-UN-1 except for the location of the stack. It mounts the same armament as *Kaibokan No. 1*.

It is impossible to determine in what precise order these designs were evolved. *Kaibokan No. 2*, being steam driven, may have been the first off the ways. The DE-UN-1 is conceivably a conversion to diesel propulsion of the *Kaibokan No. 2*.

As noted, *Kaibokan No. 1*, designed for internal combustion engines which occupy less space than steam plants, is smaller than the other two escort classes. The diesel variant may have been introduced to speed production.

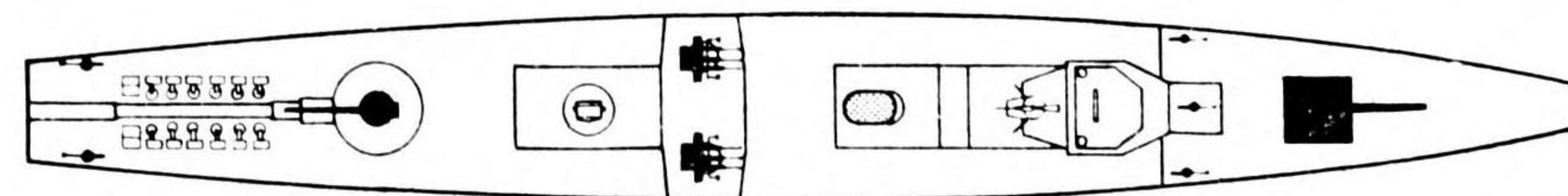
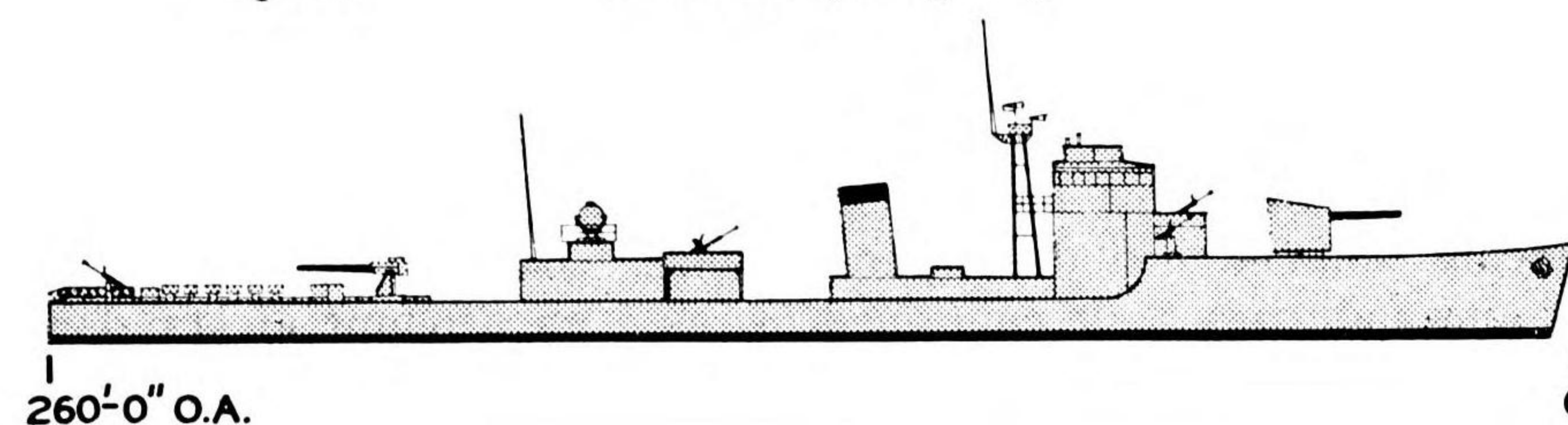
Estimated statistical data on the three classes follow:

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#### KAIBOKAN NO. 1 CLASS

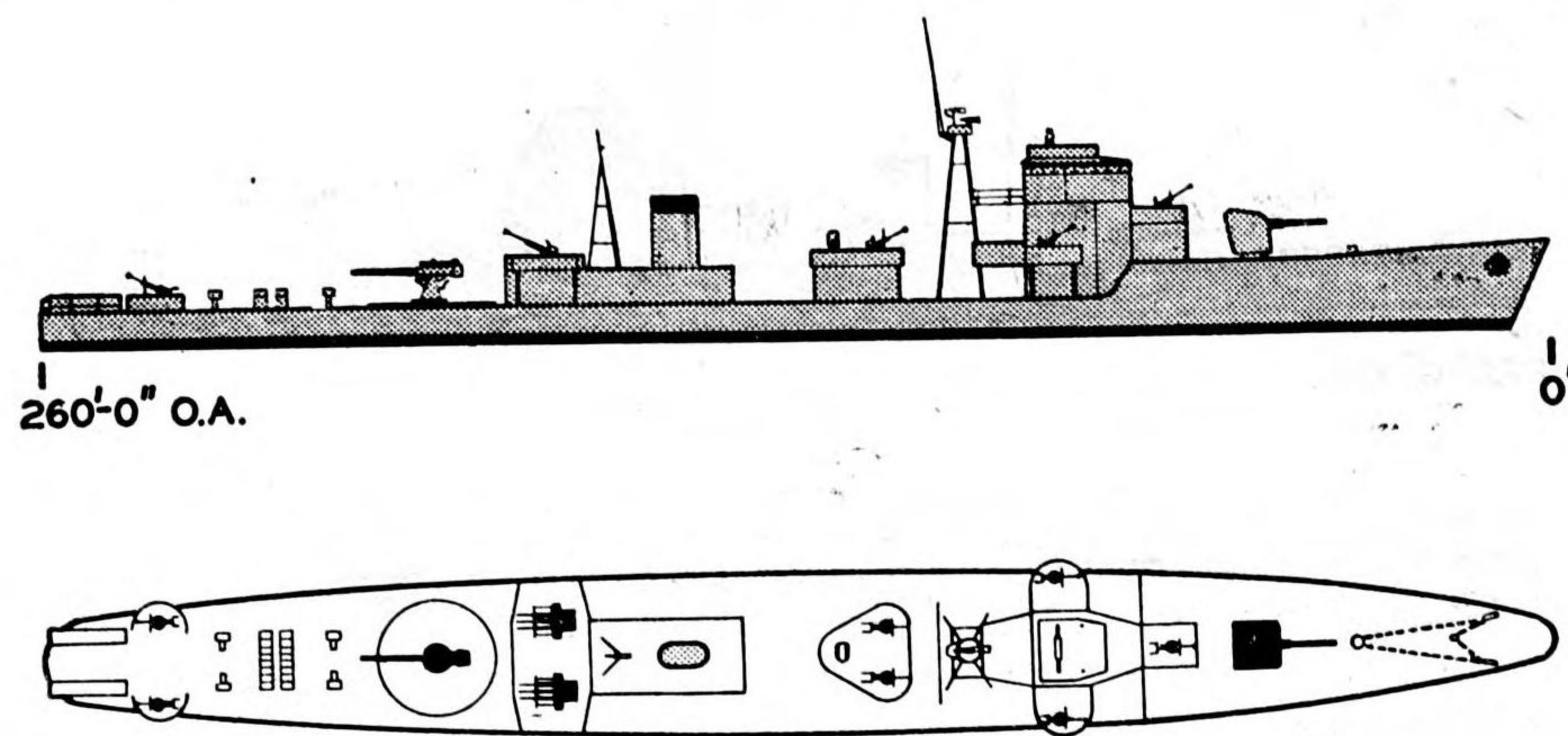
Displacement:	800 tons (standard)
Length overall:	220'
Beam:	28'
Draft:	11' (mean)
Armament:	2—4.7" (single mounts) 12 depth charge throwers 300 depth charges
Speed:	14 knots (designed)



#### KAIBOKAN NO. 2 CLASS

Displacement:	1,000 tons (standard)
Length overall:	260'
Beam:	31'
Armament:	2—4.7" (single mounts) 6—25 mm. (triple mounts) 5—13 mm. (single mounts) 12 depth charge throwers 300 depth charges
Speed:	24 knots (max.)





## DE-UN-1 CLASS

- Displacement: 900 tons (standard)  
 Length overall: 260'  
 Beam: 29'  
 Armament: 2—4.7" (single mounts)  
           6—25 mm. (triple mounts)  
           7—13 mm. (single mounts)  
           4 depth charge throwers

## Japanese Use of Sound Locators for Fire Control.

The use of sound locators by the Japanese as a means of obtaining fire control data has been confirmed by recent information from varying sources including photographs. Recent construction of stations indicates their continued use and an attempt at standardization of layout and organization has become increasingly apparent. It is now possible to summarize the various factors involved in the operation of sound locators, including the reasons for their use, standard layout of stations, the various types of revetments employed in the installations, the characteristics of the known types of locators and what little is available on operational procedure.

The use of sound locators for fire control in ground A. A. batteries would appear to be a crude and unreliable method of obtaining necessary data when compared with accepted radar fire-control methods. The continued employment of such equipment by the Japanese undoubtedly may be explained as follows:

1. Shortage of radar equipment.
2. According to available statistics on Japanese radar and sound locators, present radar equipment does not provide data of much greater accuracy than can be obtained by a well-trained sound locator crew.

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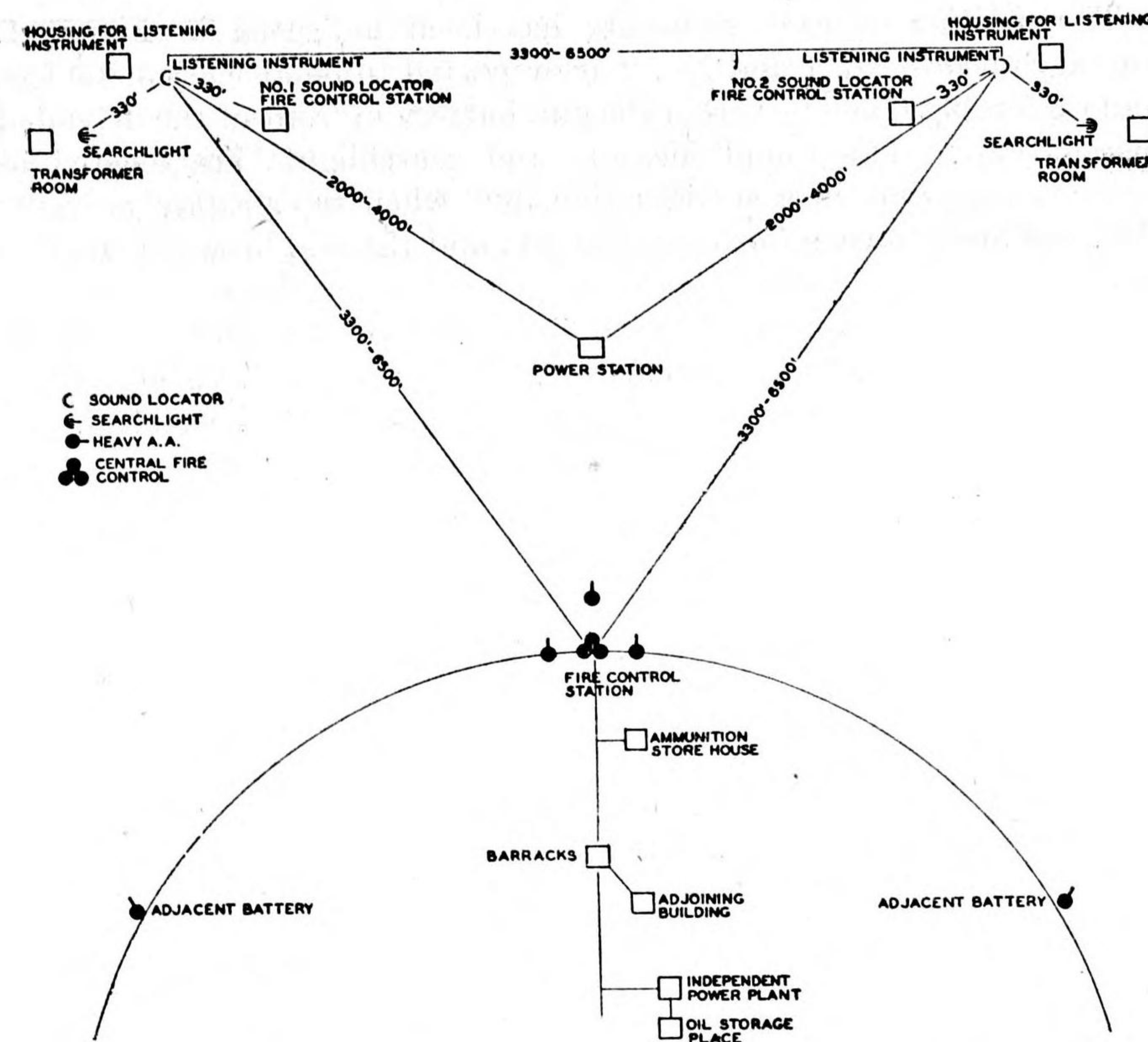


FIGURE 1. STANDARD LAYOUT FOR SOUND LOCATOR A. A. BATTERY

3. Sound locators are of simple construction suitable for mass production and requiring little upkeep.

*Standard Layout.*—Standardization of A. A. batteries with sound-locator fire-control is now sufficiently complete to permit outlining the units included and their relation to each other. The primary structures generally found at such a battery are listed below:

1. Fire-control station.
2. No. 1 sound-locator fire-control station (referred to as Sound Station No. 1).
3. No. 2 sound-locator fire-control station (referred to as Sound Station No. 2).
4. Searchlights.
5. Transformer rooms.
6. Independent power plant.
7. Barracks and adjoining buildings.
8. Oil storage.
9. Waiting room for gun crew.

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The position of each structure has been indicated in Figure 1. Sound Stations No. 1 and No. 2 are reported to be at least 3,300 feet and preferably 6,500 feet from the gun battery in front of the defended installations. The sound locators and searchlights are located as nearly as possible in a straight line, but when topography prevents this, the line between both searchlights and the one between the two sound locators should be parallel. The distance between the two sound locators is approximately 6,500 feet, but varies due to terrain limitations from 1,500 to 9,800 feet. Variation in elevation of the locators should not be more than 200 feet; equal heights are ideal.

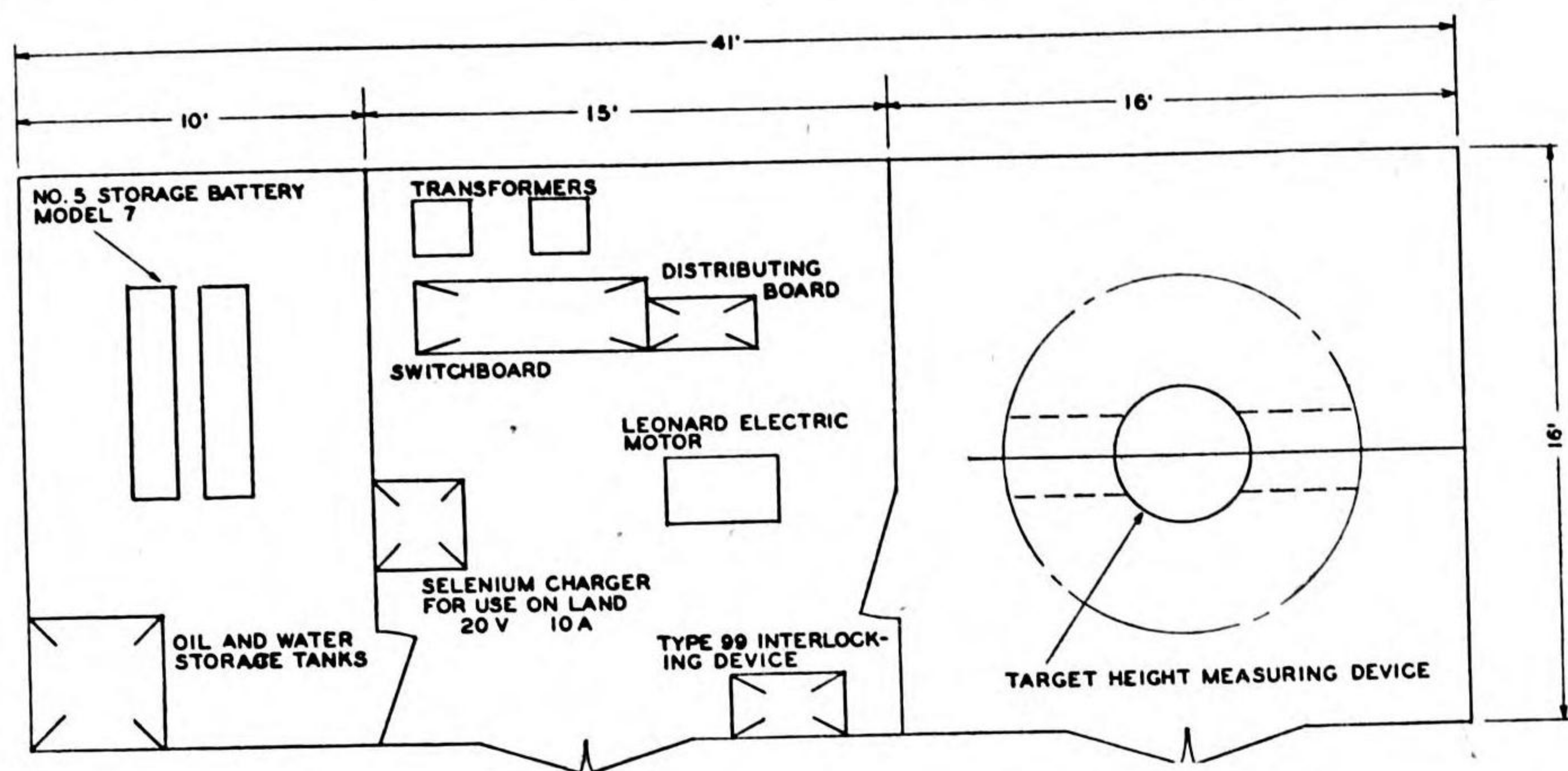


FIGURE 2. DIAGRAM OF SOUND LOCATOR STATION No. 2

*Searchlights.*—The type of searchlight generally in use is the Type 96, Model 1, 150 cm., which is synchronized with the sound locator by means of a Type 99 interlocking device located in the distribution room below the sound-locator stations (fig. 2). Distance between searchlights and sound locators is reported as approximately 330 feet (fig. 1), with difference in elevation between the two not more than 30 feet. The searchlights may be mobile or on a fixed mount, the revetment structure varying for the two types. Three types of revetments have been identified, all approximately 32 feet in diameter and varying sufficiently to be easily distinguishable from vertical photographs. Figure 3 illustrates the various types.

*Sound Locators.*—The function of the sound-locator fire-control station is to provide data on enemy aircraft by means of the sound locator (provisional WE aerial type) and its instruments for gauging

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target speed (Type 2, Mark 1 range finder and Type 2 elevation transmitter), and to relay its findings to the fire-control station. No information is available on the characteristics of the WE aerial type sound locator, and it may be similar to the Type 90 (1930) (see photographic section of this issue). The latter type was being manu-

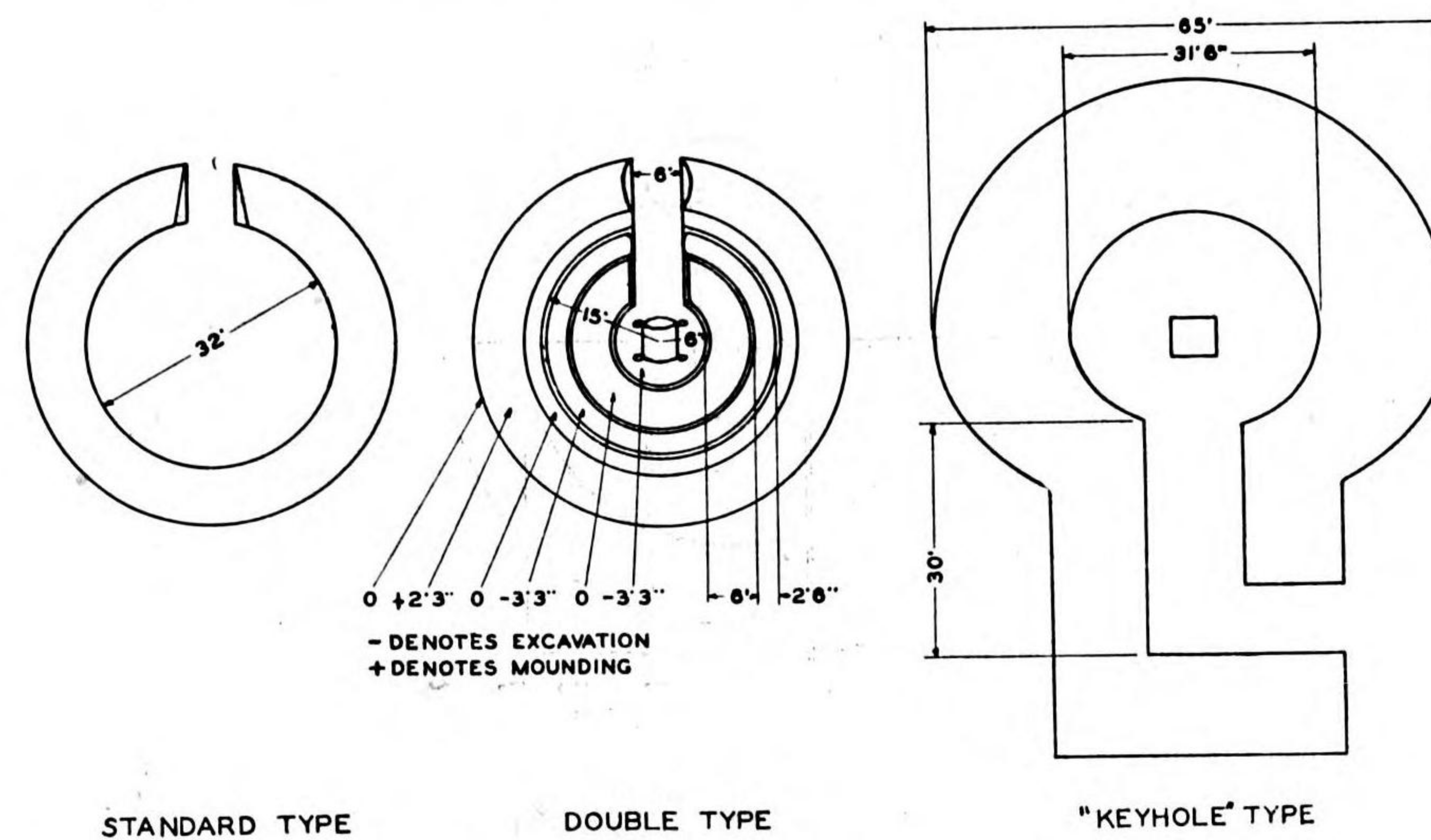


FIGURE 3. SEARCHLIGHT REVETMENTS

factured at the Tokyo Arsenal before the war. Horns are in two sections, the straight bell and a curved section which fastens to the tube leading to the receivers. They are mounted on an adjustable tripod stand which has scaled dials above the tripod head from which angular height and azimuth readings are made. Two other types of sound locators are also known; their characteristics and those of the types already described are listed below:

Designation	Maximum tracking range	Maximum pick-up range	Azimuth error	Elevation error	Base-line length		Total weight	Number of crew members
					Elevation horns	Azimuth horns		
"A" type, temp. desig.....	Yards 16,400	Yards 10,935	Degrees 0.4	Degrees 0.4	Yards 1.45	Yards 1.45	Tons 1.4	3
Type 97.....	9,840	6,560	.3	.5	1.48	2.19	3	2
Type 90.....	8,750	6,560	4	1	1.86	1.42	.26	4
"WE" type <sup>1</sup> .....								

<sup>1</sup> No characteristics given; may be same as "A".

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Revetments for the sound locator are of a saucer type (fig 4). Sound Station No. 1 is a low structure approximately 54 feet by 16.5 feet (figs. 2 and 5), and is of reinforced concrete. Sound Station No. 2 varies little from No. 1 except that the instrument room does not contain the target speed gauge instruments and is therefore smaller, over-all dimensions being 37.5 by 16.5 feet.

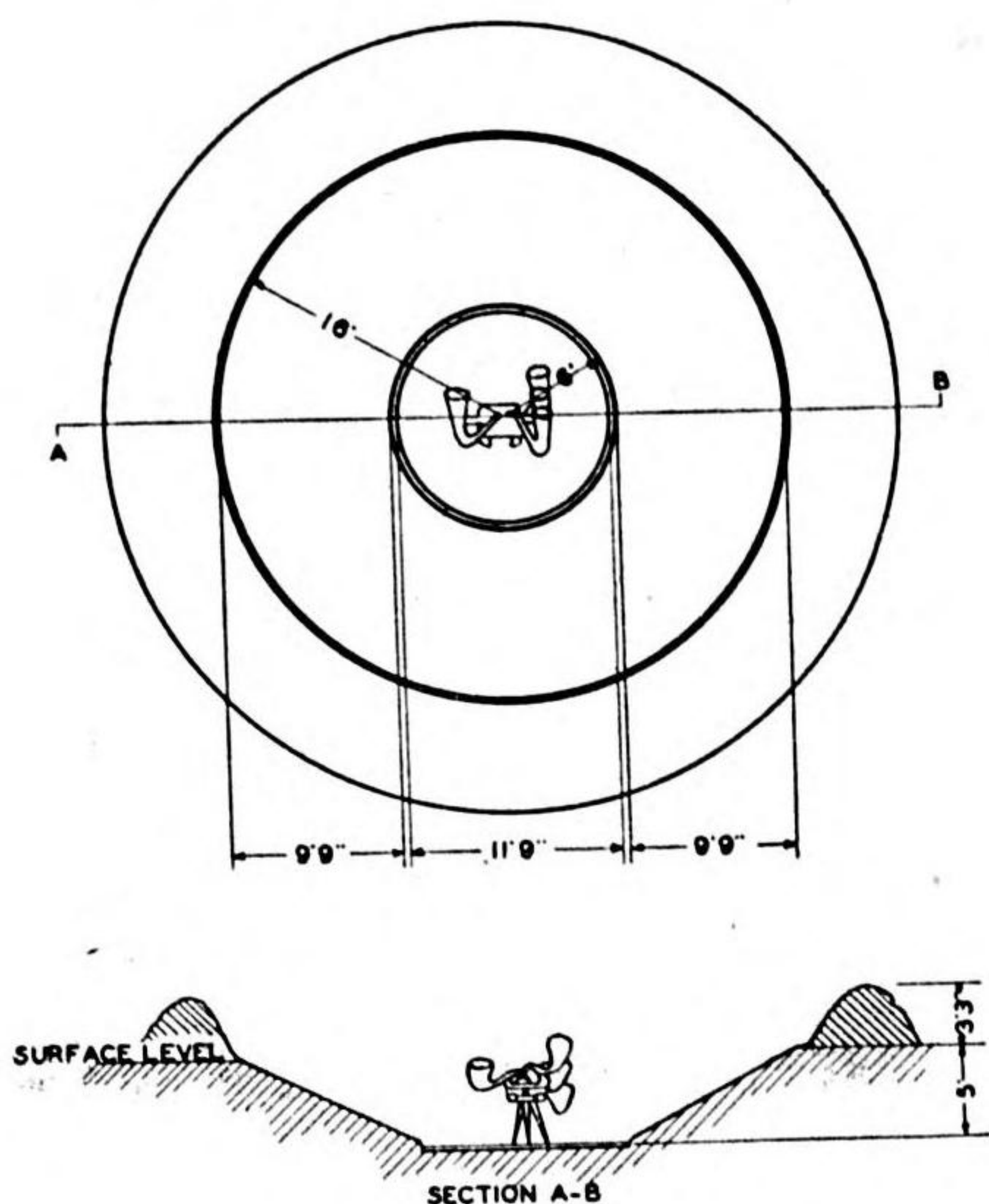


FIGURE 4. REVETMENTS FOR TYPE 90 SOUND LOCATOR

*Operational Procedure.*—The way in which these stations function has not been defined nor does the type of equipment used indicate with certainty any definite procedure. It may be assumed, however, that operational procedure is along the following lines: Sound Locators No. 1 and No. 2 transmit information to Sound Station No. 1; this is combined with information received from the height and speed instruments. The combined information is then transmitted to the battery fire-control station by telephone. The inaccuracies which would arise through use of sound-locator data for fire control are obvious, and it is also apparent that the use of a tracking phone to furnish the sound-locator fire-control stations with altitude and speed information would greatly increase the accuracy of the fire-control data. This may be a function of the "thistle" or "snooper" planes reported by B-29's over Japan.

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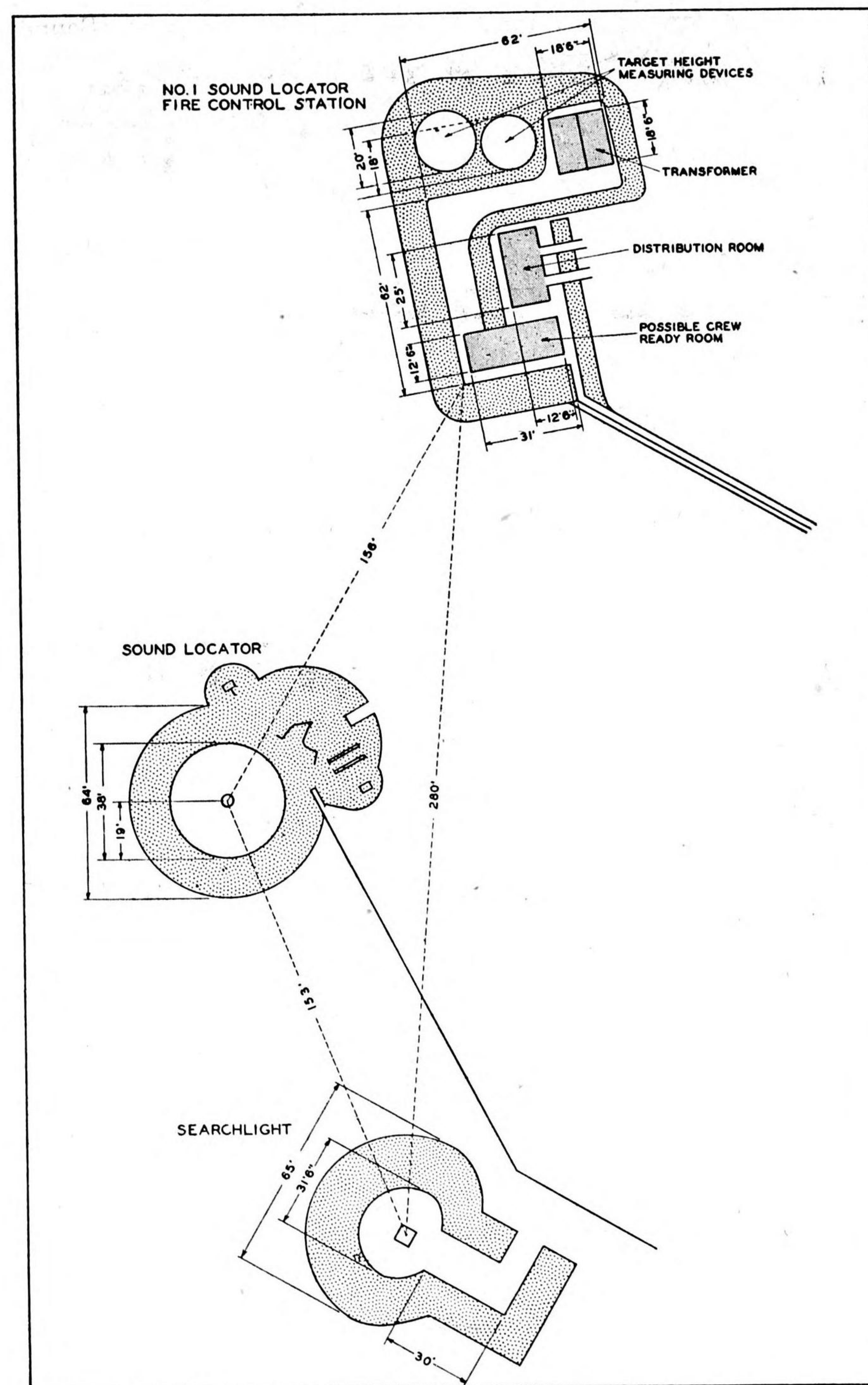


FIGURE 5. SEARCHLIGHT AND SOUND LOCATOR UNIT FROM PHOTOGRAPH OF INSTALLATION AT TOKYO

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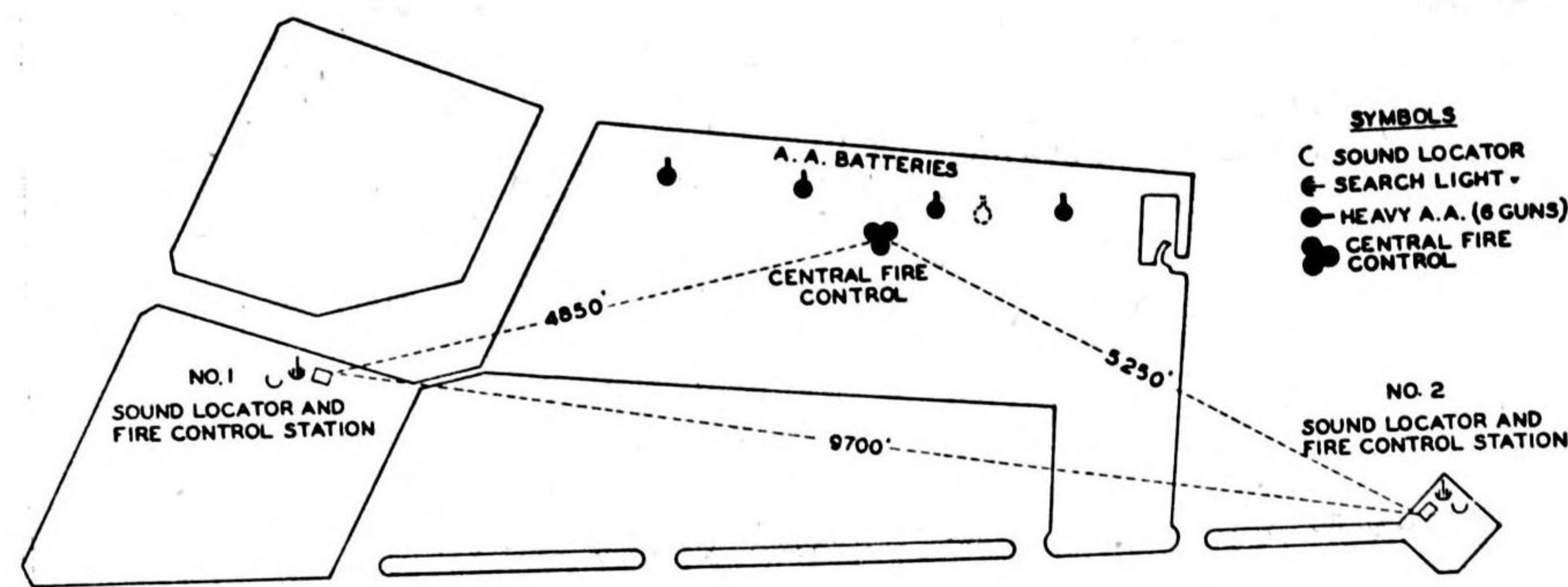


FIGURE 6. TOKYO BAY

Use of radar in batteries whose layout is similar to that for standard sound-locator stations has been identified in several instances (figs. 6 and 7). These batteries may have been serviced earlier by sound locators only, radar equipment being installed later, or sound and radar equipment may be provided simultaneously so that a casualty to the radar unit would not cripple the battery.

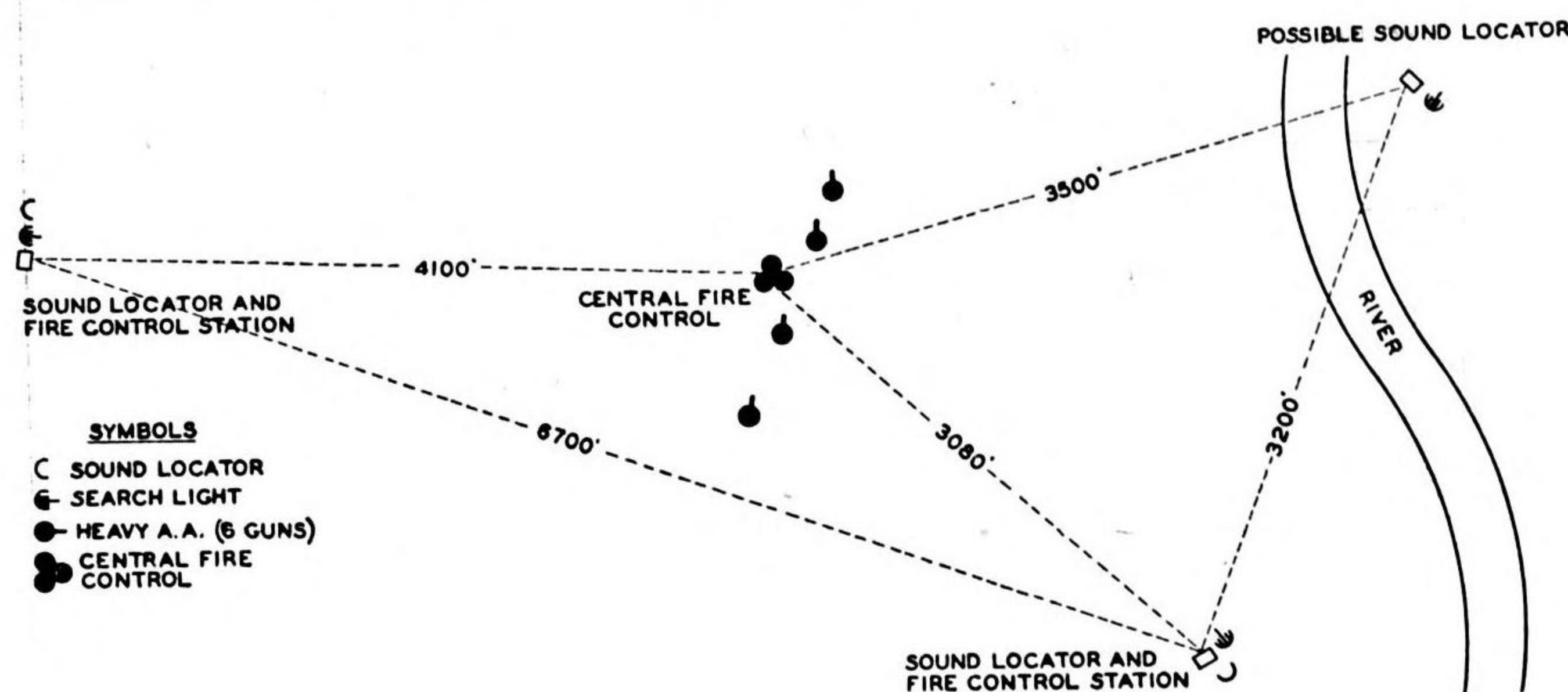


FIGURE 7. EAST TOKYO

The O. N. I. WEEKLY invites officers of the Navy to contribute eyewitness accounts of action and other material of general naval interest which is suitable for use in a Confidential publication. These articles may be of any length up to two or three thousand words. Contributions should be forwarded through Commanding Officers to the Director of Naval Intelligence.