

May 29, 1991

Dear Mr. Jenkins,

I hope this letter will find you in fine health.
The following are my answers to your inquiries dated 10 May 1991.

1 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 484 that I-165 made four war patrols in Australian waters, as follows:

- (1) Left Surabaya on Dec.5, 1942, for Arafura Sea and returned on Dec.22.
- (2) Left Surabaya on Jan.21, 1943, for western coast of Australia. Shelled the outpost of Port Gregory on Jan.28, and returned to Surabaya on Feb.16, 1943.
- (3) Left Penang on Sep.14, 1943, for northwest coast of Australia, and returned to Penang on Oct.8, 1943.
- (4) Left Surabaya on May.31, 1944, for northwest coast of Australia. Returned on Jul.5 1944.

2 I talked to Mr. Tatenosuke TOSU over the phone. He told me that I-165 and I-166 were not supplied by any tender ship in Surabaya on December 1942. Note; Kennosuke in my letter of April 25 should be read Tatenosuke.

3 TOSU's rank was Lieutenant Commander in Dec.1942 when he commanded I-165.

4 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 487 that Makio TANAKA (田中 万喜夫) had been commanding officer of I-166 from May 5, 1942 through Mar.16, 1943. Tanaka's rank was Commander in Dec.1942.

5 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on pages 484, 486, and

Senshi Sousho "Sensuikan Shi" (History of Submarines) states on page 220 that I-165 and I-166 had no memorable encounters during their missions in December 1942.

6 I have not found any map for these submarine courses.

7 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on pages 484 that LCDR Hakue HARADA (原田 毫衛) had been commanding officer of I-165 until Jun.30,1942.

The same book states on page 483 that I-165 had sighted the British warships at 1515 on December 9,1941.

8 TOSU had been skipper of I-165 until Mar.15, 1943.

9 TOSU told me that the principal purpose of shelling Port Gregory was to draw the enemy's attention from Guadalcanal.

10,11 TOSU says that I-165 fired about 10 shells, and at a range was about 7,000 meters, at midnight on 28 Jan.

12 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 484 that I-165 fired a torpedo against merchant ship but failed to sink it on Feb.14,1943,and returned to Surabaya on Feb.16,1943.

13,14,15 Lieutenant Commander Tsuruzou SHIMIZU (清水 鶴造) had been commanding officer of I-165 from May.25,1943 through Oct.9,1944. Therefore LCDR SHIMIZU was the skipper of I-165 during the third and fourth war patrols off Australia.

16 I have not found any such map.

17 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 394 that I-10's

patrol between New Zealand and Australia was as follows;

- ◇ Left Truk on Jan.5,1943 for New Caledonia.
- ◇ Sighted and attacked 1 aircraft carrier and 2 destroyers but scored no hit at 080°100miles from Noumea, on Jan.16.
- ◇ Sighted a cargo ship south of Noumea at 2215 on 19 Jan.
- ◇ Sighted 2 destroyers east of Noumea at 2220 on 22 Jan.
- ◇ The sub's plane flew a reconnaissance mission over Noumea at 2300 on 23 Jan.and reported some warships at anchorage.
- ◇ Sank the American steamer SAMUEL GOMPERS (7.176 tons) at 0149 on Jan.30,1943 at 24°21' S 160°12' E.
- ◇ Fired torpedo at cargo ship but failed to hit it at 1200 on 9 Feb.
- ◇ Fired torpedo at cargo ship but failed hit it at 0342 on 10 Feb.
- ◇ Patrolled off Auckland on 14 Feb.
- ◇ Patrolled off Wellington on 16 Feb.
- ◇ Fired torpedo at cargo ship but failed hit it at 0850 on 27 Feb.
- ◇ Hit the American ship GULFWAVE (7.141 tons) on 1 Mar. at 20°30' S 174°45' E.
- ◇ Conducted reconnaissance off Torres islands on 5 Mar.
- ◇ Returned to Truk on 12 Mar.

18 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 473 and Senshi Sousho "Sensuikan Shi" (History of Submarines) states on page 125,that I-124 torpedoed and sank the British ship HARELDAWINS (1,523 tons) at 0100 on Dec.10,1941 in the South China Sea.

19 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 391 that I-9 sank the American ship LAHAINA (5,645 tons) at 0830 on 12 Dec.1941 at 27°42' N 147°38' W.

The same book on page 393 states that I-10 sank the Panamanian ship DONERAIL (4,473 tons) on 10 Dec. 1941 at 8°N

152°W.

The same book on page 424 states that I-26 sank the American ship CYNTHIA OLSON (2,140 tons) on 8 Dec.1941 at 31°N 145°W. (this was the first vessel to be sunk by a Japanese submarine)

20 The same book on page 474 states that one of the mines sown by I-124 sank the American ship CORREGIDOR (1.881 tons) and The Panamanian ship DELIGHT? (phonetics) (1.976 tons) on 17 Dec.1941 in the Bay of Manila. (German source)

21 The same book states on page 473, that I-124 arrived in Cam Ranh Bay on Dec.14 and left on Dec.18 for Davao.

The same book on page 469 states that I-121 left Cam Ranh Bay on Dec.12, for Davao. The same book on page 470 states that I-122 left Cam Ranh Bay on Dec.18, for Davao.

The same book on page 472 states that I-123 left Cam Ranh Bay on Dec.15, for Davao.

22,23 Dai-6 sensuisentai senji nisshi (The Sixth Submarine Flotilla Wartime Operations Diaries) on page 0389 states that I-121 sighted 1 CA and 4 DD at 2030 on 17 Jan. in the northern Flores sea, then received orders from the commander of South Area Fleet, to picket off Port Darwin. I-121 had to change course to the south (Darwin) and took off at high speed.

At 1900, 18 January, I-121 sighted an armed merchant ship (about 10000 tons) with 1 escort submarine chaser; she stalked and sank the merchant ship at 2310 on 18 Jan. (See; No 29)

In regard to supply, the same book on page 0391 states that supply ship "CHOUGEI" (長鯨) would rendezvous with submarine in Davao on 25 Jan. so I-122's cooler and I-121's fuel tank was trouble.

Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 469 that I-121 withdrew from the picket mission on 25 Jan. and she returned to Davao on 30 Jan.

24 Senshi Sousho "Sensuikan Shi" (History of Submarines)
states on page 130, as follows;
◇ I-121 laid 39mines off Port Darwin on 12 Jan.
◇ I-122 laid 30mines in Torres strait on 15 Jan.
◇ I-123 laid 30mines in Dundas strait on the way back to
Davao. (See: No 27)
◇ I-124 laid 27mines off Port Darwin on 16 Jan.

25 Senshi Sousho "Sensuikan Shi" (History of Submarines)
appendix table, states that the commanding officer of I-122
was LCDR Hidejirou UTSUKI (宇都木 秀次郎)

26 The same book appendix table,states that Shinobu ENDOU's
rank was CDR. and Toshitake UENO's rank was LCDR.

27 Dai-1dan sakusen sensuikansakusen kijutsu oyobi sono
tekiyousiryou (Material on the First-stage Submarine
Operations), from our military archives, states that I-123
sighted 2 destroyers and 1 auxiliary ship, attacked with
torpedoes and hit one ship but failed to sink it, at 0430 on
20 Jan.

She did not report that any anti-submarine on 20 Jan.

Nihon kaigun sensuikan shi (A History of the Imperial
Japanese Navy Subumarines) states on page 472 that I-123 laid
30 mines in Dundas strait at 1916 on 20 Jan. (see: No 24)

28,29 Nihon kaigun sensuikan shi (A History of the Imperial
Japanese Navy Subumarines) states on page 469 that I-121 sank
the Dutch steamer VANDAM? (Phonetics) (9.312 tons) on 18 Jan. at
7° 15' S 126° 30' E.

She was attacked by 42 depth charges on 21 Jan. but it is
not stated at what position and what time.

The same book states on page 474 that I-124 was sunk by 3
Australian corvettes and the US destroyer EDSALL, at 12° 5' N
130° 6' E. (according to US archival material)



The same book states on page 474 that I-123 heard the sound of explosion from I-124 on 20 Jan.

30 I have not found any record.

31 Dai-1dan sakusen sensuikansakusen kijutsu oyobi sono tekiyoushiryou (Material on the First-Stage Submarine Operations), from our military archives, states that I-121 and I-122 were troubled, to the extent of repair by Tender, during this operation. (See: No 22,23)

32 I have not found any record beyond my answer No29.

33 Nihon kaigun sensuikan shi (A History of the Imperial Japanese Navy Submarines) states on page 469 that I-121 returned to Davao on 30 Jan. and she left for Port Darwin by way of the Arafura Sea, on 9 Feb.

The same book states on page 470 that I-122 returned to Davao on 30 Jan. and she left for the western Torres strait by way of the Banda Sea, on 9 Feb.

The same book states on page 472 that I-123 returned to Davao on 3 Feb. and left for the Torres strait on 19 Feb.

34 Commander Eitarou ANKYUU had been commanding officer of I-1 from 1941 till 30 Oct.1942. (YASUHISA is the wrong reading ; see My letter 25 Apr.)

35 Senshi Sousho "Sensuikan Shi" (History of Submarines) appendix table, states that Kinzou TONOTSUKA's rank was Commander; he had been skipper of I-3 until 19 May 1942.

36 The same book states that Hiroshi INADA (稲田 洋)'s rank was Commander; he had been skipper of I-2 until 15 Mar.1943.

37,38 Dai-2dan sakusen ni okeru sensuikan sakusen tekiroku



shiryō (Materials on the Second Stage Submarine Operations,) from our military archives, states that I-32 was activated for the 3rd Submarine Flotilla and left Kwajalein on 30 June 1942. she conducted reconnaissance of port Vila in New Hebrides, from 3 Jul. to 9 Jul. then left for Noumea on 15 Jul., and cruised off the south coast of Australia, from 25 Jul to mid-Aug.

I have not found any map.

39 Senshi Sōsho "Sensuikan Shi" (History of Submarines) appendix table, states that Commander Masayuki IKEZAWA (池沢政幸) had been commanding officer of I-32 from 26 Apr. 1942 till 31 Oct. 1943.

Please let me know if I can be of further help to you.

Very sincerely yours

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