

Tatsuo Tsukudo



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Mr. David Jenkins  
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Dear Mr. Jenkins-----

I am very sorry to have kept silence so long time because of my religious, business and physical reasons.

I read your draft of your book and found several comments. Though I think it is too late, I express herewith to help your succeeding editions. As it is difficult to indicate check points, I say according to the story of CHAPTER SEVEN.

The number of submarines which were ordered to patrol U.S. west coast after the Pearl Harbour attack was nine. Their names were I-26, I-25, I-9, I-17, I-15, I-23 I-21, I-19 and I-10 from north to south. The submarines which were ordered from the commander of the 6th Fleet to attack shore facilities on Christmas eve 1941 were same ones, that is to say 9 boats, not 12.

When I-25 sank American cargo ship, Tagami did not bring his boat near the coast. In my faint memory at least 10 miles off shore.

At Kwajelein, I-25 did not moored alongside the Yasukuni Maru, but to an old navy tanker to refuel.



Yasukuni Maru was one of the only several gorgeous Japanese passenger liners that time, but I did not remember to moored alongside her. Of course I saw, her giant silhouette with envy in the Kwajelein Atoll.

The life on board I-25 when she cruised south to Australia from Kwajelein was different from your description. Yours is the life on board a large surface ship in peace time. In every ship including submarine on war patrol, the life was the succession of three shift watch, two hours on war disposition and four hours off. In off time the crew sleep, dine, sweep the quarters and sometimes engage in maintenance job.

The orders in English were comparatively few in Japanese submarines. In the periscope up and down case, the skipper orders in Japanese. "A-gé" which means up, "sa-gé" means down.

The compressed air flask is 215 kg. per square cm. that is to say, nearly 3000 PSI.

Steel flasks were fitted in main ballast tanks from bow to stern. I didn't know correctly how many tons of sea water was blown by the high pressure compressed air only, because as soon as the hatch of the conning tower top breaks the surface of water, it is opened and turbo blower was started at once to blow out remained sea water. We saved to use high pressure compressed air in fear of forced succeeding dive. High pressure compressed air is precious to submarine because it needs long time to accumulate. In my memory I used about 30 kg. per square cm. in one floating. To change from high pressure flask

air to turbo blower, the order is "Koatsu to-mé, Teiatsu ni ka-é" in Japanese, not in English. "Koatsu" is high pressure, "teiatsu" is low, "to-mé" is stop, "ka-é" means change to.

The type name of engine which propelled the small seaplane Glen, was pronounced in Japanese "tempuu" rather than "tempu".

The colour of signal lamp which I swang when the plane is catapulted, was red. Red light believed to less dazzle the pilot's eye in the dark than green.

Concerning the transit problem of Bass Strait, Tagami did not chase a ship into the mouth of the River Columbia in Oregon, as I mentioned before.

German mine problem. We received the information of German raider's mine laying operations after we left New Zealand water. As the informed position of mines were very rough, we did not have severe concern about them.

During the underwater patrol in Bass Strait area I-25 used to dive the deep sea more than 100 meter depth. So, we were not anxious against both moored and bottomed mine.

I-25's main diesel engines were two sets.

I did not know whether the fire bomb against Oregon forrest was the retaliation to the Doolittle's raid or not. But I don't entirely deny Bert Webber's claim. I saw him in Japan on July 1975 when he visited Japan after the first edition of his "Silent Siege", and I talked



I  
with him about this problem.

At Oyster Bay in Tasmania, Tagami did not drop anchor, but only drifted or sailed by very slow speed on surface. Tagami never dropped anchor since he set sail from Kwajelein to come back Japan.

Near the end of ATTACK OFF WESTERN AUSTRALIA, I-25 set course for TRUK, not Kwajelein when she was refueled on late March 1942.

Sincerely yours

Tatsuo Tsukudo