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UNITED STATES PACIFIC FLEET
AND PACIFIC OCEAN AREAS
HEADQUARTERS OF THE COMMANDER IN CHIEF

Serial: 0395

11 February 1946

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From: Commander in Chief, U. S. Pacific Fleet and Pacific Ocean Areas.

To: Chief of Naval Operations.

Subject: Report of Surrender and Occupation of Japan.

Reference: (a) Cincpac confidential ltr. A6-5, serial 0396, dated 11 February 1946.

Enclosures: (See Table of Contents following.)

1. The subject report is forwarded herewith.
2. Reference (a) contains most of the source materials on which this report is based.
3. The operations described herein include brief mention of the activities of Army forces under CinCAPPac, inasmuch as all forces involved were closely integrated under a common plan. It is not intended, however, that this report should cover in much detail the operations of Occupation Forces, especially after completion of the landing phases.
4. This report is CONFIDENTIAL, and shall be safeguarded in accordance with the provisions of Article 76, U.S. Navy Regulations, 1920.

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attacked by 14 enemy fighters. An aerial photographer in one plane was killed, two of the crew were wounded, and both planes were heavily damaged. Our aircraft retaliated by shooting down two of the Japanese attackers and probably destroying two more. This attack occurred only a few hours after the Japanese government had accepted General MacArthur's instructions to fly a peace delegation to Manila on the following day.

In what was probably the final naval action of the war, a submarine, presumably Russian, was reported by Japanese General Headquarters to have sunk four Japanese merchant vessels on 22 August, in the coastal waters of northern Hokkaido.

Conference in Manila—In response to instructions of the Supreme Commander, a 16-man delegation was sent by air to Manila on 19 August to receive surrender terms. (Details of this conference are discussed in Appendix I).

Capture of Japanese Submarines—At about 1020 on 27 August, in position 38° 40' N., 143° 12' E. (east of northern Honshu), planes of TG 38.1 sighted a Japanese submarine on course 000° T., proceeding at a speed of 12 knots. The submarine was flying a Japanese ensign and a black flag. Fifty minutes later, TG 38.1 planes sighted a second Japanese submarine on course 290° T., moving at a speed of 10 knots, a short distance to the south and east of the first submarine.

Two destroyers were dispatched from TG 38.1 to intercept and board each submarine, and Commander THIRD Fleet ordered the submarines taken to Guam, if sufficient fuel remained on board; otherwise, they should be taken to Sagami Wan. At the same time, submarine prize crews were ordered from PROTEUS (AS) to board the Japanese submarines. MURRAY and DASHIELL (DDs) intercepted one submarine, which turned out to be the A-14.

As the boarding party, consisting of four officers and 14 men from MURRAY, approached the submarine, they could see the Japanese writing with chalk on the conning tower, "I am navigating for Ominato". No Japanese ensign was flying. After the party had gained the deck of the submarine and received an affirmative answer to the question submitted to the Japanese captain as to whether he surrendered, a search party of five men accompanied by a Japanese officer guide left the bridge to inspect the space below decks.

When the Japanese commanding officer was informed that the two destroyers would sink him if he attempted to submerge, he replied that "Our men have been told war conditions ended, and that we (the officers) are ordered by our Emperor to obey instructions of American commanders." He stated further that all explosives, including torpedoes, had been jettisoned on 22 August, together with all logs, charts, documents, and small arms. At 1334 the boarding party hoisted the American Flag to the top of the No. 2 periscope. At approximately the same time, orders were received from MURRAY that the boarding party was to take the submarine to Sagami Wan, in spite of the Japanese commanding officer's insistence that his orders required him to proceed to Ominato.

The searching party inspected the engineering spaces, living compartments, storerooms, and torpedo tubes, but found no explosives or small arms. Having exchanged two members of the boarding party for four other enlisted men in order

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to obtain a more balanced prize crew, the officer-in-charge ordered the A-14 to get underway at 1500. The run to Sagami Wan was made with a Japanese OOD and helmsman on the bridge acting upon orders of the particular boarding officer having the conn, while the Japanese engineers on duty in the engineering spaces acted upon orders of the American engineering watch.

The A-14 was of the latest type, having been launched 20 months previously by the Kawasaki Shipbuilding Company at Kobe, and commissioned five months prior to her capture. This was not only the Japanese captain's first submarine duty, but the first for the majority of his officers and men. The A-14 had left the submarine base at Ominato on her first patrol on 17 July 1945, her mission being to supply the Japanese garrison at Truk with approximately 25 tons of provisions and machine gun ammunition. She passed "many" U.S. ships and planes between Saipan and Guam, but was under orders to deliver the cargo and not to attack. The Japanese commanding officer emphasized that he had never sunk an American ship.

The run to Truk was made submerged during the day, as the A-14 was equipped with a periscope-mounted schnorchel on the starboard wing of the bridge, which the Japanese asserted "was very good". As a result, she was not sighted.

While lying in Truk Lagoon, the A-14 learned on 14 August that "war conditions no longer existed, by decree of my Emperor." Three days later she sailed for Ominato, and on either the 17th or 18th (the captain was not certain) he received orders from his Emperor to "never attack", to cruise on the surface, to show running lights at night, to expend his torpedoes, to jettison all logs, charts, documents, ammunition, and small arms, and to fly the black flag. These orders were complied with on 22 August (the reason for the delay not being given), and from that date until intercepted by MURRAY and DASHIELL, she headed generally north, passing east of Guam and Saipan. Though surfaced, they saw no U.S. ships or planes for five days until sighting the flight which reported them about an hour before they sighted MURRAY.

The whole submarine was covered by a dull black plaster-like substance which was supposed to be "anti-acoustic". All of the officers of the submarine's crew merely said "not good", when queried as to its value. The A-14 was also equipped with the latest Japanese surface and air-search radars, one of which was periscope-mounted. An inclined aircraft catapult extended from the bow to the cylindrical hangar which was streamlined into the forward part of the conning tower. The Japanese officers stated that the plane had been launched several times during the training period and was "successful". The plane was described as "twin float with two seats and a single low wing". From the manner in which the seas broke over the bow at 13 knots, the officer-in-charge of the boarding party believed that it would be dangerous to launch the plane in any but calm seas.

BLUE and MANSFIELD (DDs) intercepted the other submarine, which was the I-400. After a seven-hour chase which terminated before dark only because planes of TG 38.1 forced the submarine to turn toward the destroyers, a prize crew from BLUE went aboard, and the I-400 started for Sagami Wan under escort of BLUE. Both submarines surrendered without resistance. When the latter submarine was examined subsequently, it was found to displace 5700 tons, to have two decks, to be designed to carry four float planes in a pressure-proof hangar, and to be equipped with the German-invented "schnorchel".

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Two days later, a second I-class Japanese submarine was captured under similar circumstances. SEGUNDO (SS) had left port for her 5th War Patrol and was enroute to her assigned patrol area in the vicinity of the Central Kurile Islands when she received orders from ComSubPac to cease hostilities against Japan because the war had ended, but that she was to remain at sea for further orders. At 2253 on August 28th, while patrolling off the northeast coast of Honshu in accordance with these instructions, SEGUNDO made radar contact on a large Japanese submarine steaming at a speed of 15 knots on course 290° (T). At 0419 on the 29th, the stranger stopped, in response to an order to that effect sent in international code by SEGUNDO. More than an hour later, a rubber boat sent to the Japanese submarine returned with Sub-Lieutenant Muneo Bando, who stated that the I-401 was proceeding to Ominato, the Japanese submarine base in northern Honshu, because she did not have sufficient fuel for the trip to Tokyo Bay. The Commanding Officer of SEGUNDO, Lieutenant Commander S.I. Johnson, expressed skepticism concerning the accuracy of this statement, and Lieutenant Bando eventually admitted that there might be more fuel on board than he had at first alleged.

In reply to questioning, Lieutenant Bando related that I-401 carried a float plane, which had crashed during her last patrol near the Marshall Islands. The submarine could dive in 1 minute, 10 seconds, could submerge to a maximum depth of 100 meters, and had a top speed of 17.5 knots. The crew of I-401 was said to number 200 men.

Lieutenant Bando was returned to the I-401 and a boarding party of one officer and five enlisted men from SEGUNDO boarded the Japanese submarine and remained topside, while the Japanese were permitted to continue operating the submarine, steering a new course of 195° (T).

The Japanese Commanding Officer, Lieutenant Commander Nambu, made persistent efforts to persuade SEGUNDO's commander that he should proceed to Ominato, asserting in support of his view that the Emperor had ordered him to report there; but, when Lieutenant Commander Johnson informed him that the I-401 would either go where he told it or the prize crew would take control completely, the Japanese desire to "save face" and surrender formally at Yokosuka outweighed the desire to go to Ominato as originally planned.

The I-401 and her captor arrived at Sagami Wan at 1125 on 30 August, and that afternoon, O'BANNON (DD) took over control of the Japanese submarine from SEGUNDO. The latter was one of the 11 submarines present in Tokyo Bay for the ceremonies in which the Empire of Japan formally surrendered on 2 September.

A third Japanese submarine of the I-class, the I-402, was captured at her berth at Kure, and was subsequently sailed on 12 November, at American direction, to Sasebo, in company with I-36, 47, 53, and 367. On 29 October, while proceeding from Kure to Sasebo with the Japanese submarines HA-201, 203, and 20, I-363 struck a pressure mine and sank off Abaratsu.

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