

Chapter 1 : Hunley Crew was No Suicide Mission - Civil War Submarine Reveals Its Secrets

Kaiten were designed to be launched from the deck of a submarine or surface ship, or from coastal installations as a coastal defence weapon. The cruiser Kitakami was equipped to launch Kaiten and took part in sea launch trials of Type 1s.

Politics and Issues Welcome to World War Stories where all top stories of the past wars are written for your taste of information and action. We have gathered all the best war stories and opinions from different readers and contributors. Ancient political and war events are also included such as the Naval battles of Horatio Nelson and the years war. We give you the past and the present world military conflicts so that you will be aware of how ugly war is and for every citizen to be able to contemplate the horrors of the past world conflicts. Welcome to World War Stories! Navy aside from their Kamikaze planes, the suicide subs. There were estimated suicide subs built in , there were only ten deployments of these kind of sub and themost successful attack by kaitens was the sinking of USS Underhill. The suicide sub is called, kaiten and was aptly described as a human torpedo sub. The pilot would sat on a canvas chair basically on the deck of the submarine, a periscope is placed in front of him together with the sub controls within the cockpit. The access of the Kaiten is through the hatches leading up and into the belly of the weapon. What makes this sub a mighty weapon? A very interesting suicide sub, which only gives the pilot one option to make his mission successful, and that is to explode his sub at the belly of the target and not by a deep charge. There were nine variants of this kind of suicide sub and the reason of the continuous improvements was due to ratio of failed missions. Some older variants of Kaiten just exploded or sunk before reaching the target. Kaiten captains were young men aged 18 to These guys endured same treatment as the Kamikaze pilots, but they differ in rewards. Because of this some sort of reward mixed with loyalty to the Emperor, many had volunteered for Kaiten or other suicide duty. The training was held in island of Otsushima, situated in the Inland Sea. The training was very risky The Kaiten training started with basic circular runs to and from a fixed landmark at a reduced speed; the training advanced to faster and more treacherous runs around rocky shore and through channels in deeper waters. The more runs the pilot would make the more he required to surface and check the periscope, furthermore he would also make more adjustments on the trim tank levels. If the instructors are confident of the performance of the student he will be then proceed to advance training,which will be held at open waters and targeting demo ships. The final phase of training would be a submarine launch and more open water running at target ships. If you try to observe their training There were 15 recorded deaths from the training, some killed because of the impact when ramming to demo ships. The suicide sub, kaiten was a fast, difficult to control weapon, and it is prone to uncontrollable dives, which caused so many recorded accidents to the pilots. What is worst the sub suffered from a number of mechanical problems, including salt water leakage into the control space, which sometimes causes to catch fire from oil leaks. However, the kaiten could able to make several runs at a target; So if the pilot missed, he could do it again several times. The Kaiten was a total Failure, many young pilots died from training and from failed missions and their efforts were not given satisfying honor compared to the Kamikaze Pilots. Posted by DavidBri Kizmo.

Chapter 2 : Kaiten - Wikipedia

Created by the Japanese Special Attack Units, they used the same attention to detail as the Kamikaze planes, and Shinyo suicide boats. While the Kamikaze planes were considered the most successful suicide weapons, the Kaiten submarines were a close second.

Email Military intelligence officers had warned earlier this year that North Korea was preparing a suicide submarine attack on a South Korean vessel in retaliation for an earlier defeat in a sea battle, a newspaper said Thursday. There has been growing speculation that North Korea was behind the March 26 explosion that split the 1,ton Cheonan in two and sank it, killing at least 38 people and leaving eight missing. On Thursday, the mass-circulation Chosun Ilbo newspaper reported the Korea Defense Intelligence Command had alerted the navy weeks ahead of the ship sinking that North Korea was preparing underwater suicide teams in mini-submarines to attack the South. These "human torpedo" squads were said to involve small submarines that are navigated so close to the target that their torpedoes or explosives blow up both target and the attackers, or are timed to explode while the attackers escape from the vehicle, the report said. The attack preparations were aimed at retaliating against the South over its defeat in a naval skirmish in November, the paper said. The site of the sinking is near where the rival Koreas fought three times since , most recently a November clash that left one North Korean soldier dead and three others wounded. South Korea is investigating the wreck of the Cheonan and investigators say preliminary indications are that the blast was external, not on board the ship. Some experts say the investigation could take several years. The two Koreas have never signed a peace treaty since the Korean War ended in a truce. Navy and Joint Chiefs of Staff officials said they would not comment on the report because it involves military intelligence affairs. Also Thursday, Yonhap news agency reported that military intelligence officers believe a North Korean submarine torpedoed the Cheonan based on a joint intelligence analysis with the U. Yonhap, citing an unidentified military source, said the assessment was submitted to the presidential Blue House shortly after the warship sank. The Blue House, however, denied it has received such an intelligence report. A high-profile North Korean defector living in Seoul said he believes North Korean leader Kim Jong Il masterminded the blast to stoke tension, cause social confusion in the South and shake its economy. A Seoul-based activist said Thursday that he also believes Kim is behind the attack, citing an unidentified North Korean military officer as saying the leader visited a west coast naval command in February and called for revenge for the earlier defeat. Choi Sung-yong told reporters that the officer told him that a North Korean semi-submersible vessel torpedoed the Cheonan. President Lee Myung-bak said earlier this week that South Korea would deal "resolutely and unwaveringly" with the outcome of an investigation into the sinking. Yonhap said South Korea is considering deploying more artillery and anti-missile radars on islands near the western sea border in the wake of the ship sinking. This material may not be published, broadcast, rewritten, or redistributed. The Associated Press contributed to this report.

Chapter 3 : The Stupid Shall Be Punished: Sub Force Tackles Increased Suicide Rate

Kaiten-class KAITEN SPECIAL ATTACK SUBMARINE. By late , the war situation had deteriorated for Japan to the point where extraordinary measures were seen as offering the only way out of an increasingly grim military predicament.

Manual electric fuze Engine: Despite these advantages, however, they were not nearly as effective on a one-for-one basis as the highly successful Type 93 torpedo on which they were based. Reasons given for this discrepancy are the fact that the submarine launching the Kaiten could only estimate success by listening for the detonation of their weapons, also that the size of the explosion after the attack on USS Mississinewa gave the impression of a much larger number of ships sunk. American losses credited to Kaiten attacks came to a total of officers and men. The losses of Kaiten crews and support staff were much higher. In total Kaiten pilots lost their lives including 15 killed in training accidents and two suicides after the war. In addition to the pilots, men died when eight Japanese submarines carrying Kaiten were sunk, and maintenance and support personnel were also killed. The group consisted of two submarines, I and I , carrying a total of eight Kaiten. The first Kaiten launched from I was piloted by Sekio Nishina, one of the original designers of the weapon. None of the men aboard survived. I launched all four Kaiten, of which one exploded immediately after launch. Sometime after deployment, pillars of smoke were seen in the distance along their general bearing. I failed to even reach the launching areas for her Kaitens and returned home without firing a single shot. After an initial hedgehog and depth charge run a final depth charge run was commenced and shortly after small explosions and bubbles were observed. I was lost with all 84 officers and men aboard as well as all Kaitens and pilots. I and I were within a day of reaching Iwo Jima when they were recalled for a new operation. Both returned home safely. I sailed on 28 March She was pursued for several hours until she had to surface. On surfacing she was hit by shrapnel which damaged the periscope and fuel tanks. She was forced to limp home for repairs. Heavy depth charging by aircraft from the carrier and the latter three destroyers sank her with all hands on board. She returned without engaging the enemy. The submarine was hit first by a depth charge and finally by a Mark 24 mine. All hands were lost. They were to attack cargo and troop ships between Ulithi and Okinawa. I sailed on 20 April and I on 22 April. Two of the Kaiten could not be launched. While cruising east of Okinawa I sighted a supply vessel sailing unescorted. The commander attempted to launch Kaiten but failed, and a torpedo attack also failed when the torpedoes detonated prematurely. On 2 May I launched two Kaiten against two US ships, and explosions were heard an hour later, after which I launched one Kaiten at an escort vessel. Later research indicates none of the Kaiten launched were successful and the explosions heard were probably from Kaiten pilots self-destructing or anti-submarine action. She was damaged by a mine on 6 May and was unable to continue her mission until 17 May. On 27 May I sighted a four-ship logistics support convoy and launched two Kaiten. The other Kaiten carried suffered mechanical failures and were unable to be launched. I returned to base safely. After the destroyer arrived and began depth charging, the submarine managed to launch one of the faulty Kaiten. Although the pilot failed to hit the destroyer, his actions helped the host submarine slip away. Further ships later arrived to hunt I, but she managed to escape with only a minor leak in the forward torpedo room and a damaged rudder. She would not see any further action in the war, and surrendered to the Allies after the official surrender was announced. On 27 June, a patrolling Lockheed Ventura sighted I and dropped three Mark 47 depth charges which sank her with her crew of The crew of 81 were all lost. On 15 June a convoy was attacked with conventional torpedoes because Kaiten could not be launched due to heavy weather. They departed on 14 July headed for an area south-east of Okinawa. I and I engaged in no further action before the announcement of unconditional surrender and an end to all hostilities. The I launched a Kaiten at a lone merchant on 21 July, but without result. She saw no further action. She was a unit of the numerous Buckley class destroyer escort and at the time of sinking was escorting several supply and troop ships. Subsequent to being spotted by a Japanese naval reconnaissance plane ; submarine I attached to the Tamon group and carrying six Kaiten was redirected to the expected location of the convoy. This, however, was just diversionary and the mine was a dummy. USS Underhill after realising this noticed several sonar contacts, which were later revealed to be a Japanese submarine and several Kaiten. A depth charge run was

made which did not succeed in killing the submarine although it is suspected that it did succeed in neutralizing one of the Kaiten. The depth charge run was followed by a ramming attempt on a submarine at periscope depth. As the Underhill rammed the surfaced vessel later revealed to be a Kaiten it was struck by a second Kaiten waiting in ambush. The sinking resulted in the loss of almost half of her complement, including most of the officers. This may have been the same Kaiten which successfully rammed and sank the Underhill. Following the successful attack on the Underhill, I launched a further Kaiten at an unnamed vessel 6 days later. The attack was unsuccessful. Johnson and the destroyer began a series of unsuccessful Hedgehog attacks. I launched two Kaitens separated by 30 minutes, explosions were heard, and it was confirmed that the destroyer was damaged in the attack. She escaped pursuit and returned home. I was patrolling the Guam-Leyte route on 28 July when she was forced to dive by an aircraft. Two Kaiten were launched, one of which was sunk by gunfire and the other by ramming, damaging the destroyer slightly in the process. Once in firing range the commander realised it would be a waste of a Kaiten to attack such an easy target, and instead launched a spread of six Type 95 torpedoes, three of which hit, causing the cruiser to sink rapidly. Although one narrowly missed the destroyer, both were destroyed by gunfire and depthcharging. The convoy searched for other submarines, but I escaped. The Kaiten passed under the destroyer, then surfaced and self-detonated. A second object was spotted by the destroyer and depth charges were launched, after which an explosion occurred. Less than a week later, Japan surrendered and all submarines were ordered home, and I saw no further action. The mission was cancelled by headquarters before any action and I returned with all of her Kaiten on 18 August

Chapter 4 : Submarine sailor dies on watch in port in suspected suicide

Find great deals on eBay for suicide submarine. Shop with confidence.

Japanese Landing ship No. The "A Target" name was assigned as a ruse: The first two, No. They did not have conning towers , which were added to the later boats for stability underwater. Most of the other fifty are unaccounted for, although three were captured in Sydney Australia , and others in Guam, Guadalcanal, and Kiska Island, accounting for some of the other hull numbers. In the Pearl Harbor attack, the specially designed Type 97 torpedo was used, but problems with the oxygen flasks[clarification needed] meant that all later attacks used a different torpedo. Some have stated that a version of the Type 91 torpedo , designed for aircraft launching, was used, but other reports [4] indicate that the Type 97 torpedo was modified to the Type 98, otherwise known as the Type 97 special. There is no definitive information that the Type 91 was used. The Type 98 was later supplanted by the Type 02 torpedo. There was also a demolition charge which it has been suggested was large enough to enable the submarine to be used as a suicide weapon , but there is no evidence that it was ever used as one. Each submarine had a crew of two men. A junior officer conned the boat while a petty officer manipulated valves and moved ballast to control trim and diving. Attack on Pearl Harbor Five of these boats participated in the Pearl Harbor attack, with two actually making it into the harbor. Of the five used at Pearl Harbor, No. National Historic Landmark , No. It was visited at approximately 6: Both of those torpedoes missed and are believed to have hit a dock at Pearl City and the shore of Ford Island. The hulk was uncovered again in but was so badly corroded by chlorine gas from the electrical batteries that it was again reburied at the same location. It was discovered in salvage from the wreckage of the West Loch Disaster of , dumped three miles south of Pearl Harbor. Secret war records show that submarine crews had been ordered to scuttle their subs after the attack and provisions were made to recover stranded crews. It is believed by some that the fifth sub successfully entered Pearl, fired on Battleship Row still controversial , and escaped to the relative quiet of neighboring West Loch, where it was scuttled by the crew. When a series of explosions sank an amphibious fleet being assembled in the Loch in , the remains of the sub were collected and dumped in the subsequent salvage operation, which was kept classified as secret until The torpedo tubes in the bow section were empty, indicating that the fifth midget may have fired its torpedoes prior to being scuttled. A photograph [8] taken from a Japanese plane during the Pearl Harbor attack shows what might have been a midget submarine inside the harbor firing torpedoes at Battleship Row. A war time report from Admiral Nimitz confirmed the recovery of at least one dud torpedo of the type employed by the midget submarines. The two midget submarines sunk in Sydney Harbour were used to construct a composite midget submarine which toured Australia during the war. On the night of 29 May , five large Japanese submarines positioned themselves 56 kilometres north-east of Sydney Heads. The next day the five submarines approached to within 11 kilometres of Sydney Heads, and at about 4: The outer-harbour defences detected the entry of the first midget submarine, No. The second submarine, No. The submarine then fired its two torpedoes at the cruiser. One torpedo ran ashore on Garden Island, but failed to explode. The submarine then slipped out of the harbour, its mission complete, and disappeared. It is now protected as a war grave. The third submarine, No. Some four hours later, having recovered, it entered the harbour, but it was subsequently attacked with depth charges and sunk in Taylor Bay by vessels of the Royal Australian Navy. The two submarines that were recovered were identical, and their remains were used to reconstruct a complete submarine, which toured New South Wales , Victoria and South Australia before being delivered to the Australian War Memorial in Canberra in , where it remains on display. Attacks on Madagascar[edit] Main article: I and I launched two midget submarines, one of which managed to enter the harbor and fired two torpedoes while under depth charge attack from two corvettes. One torpedo seriously damaged Ramillies, while the second sank the 6, ton oil tanker British Loyalty later refloated. Ramillies was later repaired in Durban and Plymouth. They were informed upon when they bought food at a village and both were killed in a firefight with Royal Marines three days later. The second midget submarine, No.

Chapter 5 : The Japanese Kamikaze Submarines (Kaiten) during World War 2 | World War Stories

Kaiten: Japan's Secret Manned Suicide Submarine and the First American Ship It Sank in WWII by Michael Mair and Joy Waldron Berkley Caliber, , pages.

Note the extreme crudity of construction. The kaitens would close to tactical range, come to periscope depth for a brief re-targeting at around meters, make course corrections, and then dive and run at the calculated position of the target until a hit was obtained. Once launched, the pilot was on his own; regardless of the outcome of the mission there could be no return to the mother ship, which would have been submerged and unobservable in any case. It is thought that many kaiten pilots, having reached the end of their fuel, and finding themselves alone in the wide expanse of the open ocean, probably self-detonated rather than face the lingering deaths that otherwise awaited them. The kaiten was a cantankerous weapon at best; fast, difficult to control, and prone to uncontrollable dives, broaching, and other accidents. Furthermore, it suffered from a number of mechanical problems, including salt water leakage into the control space when the mother sub was submerged, and a tendency to catch fire from oil leaks. Owing to these difficulties, its value as a weapon was probably inferior to a normal Type torpedo. However, the kaiten did have the added virtue of being able to make multiple runs at a target; the pilot who missed once could reacquire his target and attack again. USS Underhill DE had been commissioned in Boston in , one of the vast number of Buckley-class destroyer escorts completed during the war. She had served out most of the conflict as a member of Escort Division 56 in the Atlantic, Carribean, and Mediterranean. However, in the early afternoon, while still some miles northeast of Luzon, the convoy was sighted by Commander Saichi Oba, commanding the Japanese submarine I I was also a wartime design, having been launched from Kure Naval Dockyard in , and commisioned in February She was a member of the C 3 -Class Image scanned from Jentschura et. During her brief conventional career, I participated in operation "A-Go", being assigned a patrol area north of the Admiralty Islands, in May She was assigned sentry duty east of the Marianas, in mid-June , and did not contribute to the Philippine Sea Battle. She was then modified as a kaiten carrier. Her warload then comprised 6 kaitens, as well as her normal complement of torpedoes. Under his command, I took part in the second Kaiten mission, "Kongo. According to conflicting accounts, I is credited variously with having either damaged one transport, or sunk three transports and a destroyer through conventional torpedo attacks. Most reports indicate that she then launched her four remaining kaiten although some say that only two were launched. During the ensuing battle, Underhill conducted a depth-charge attack which seems to have accounted for one of the attacking craft. LST was nearly rammed by another kaiten, which ran clean under her keel without exploding. This kaiten then seems to have re-targeted the Underhill for its next attack run. The Underhill also apparently rammed and sank at least one other of the attacking kaitens. However, shortly thereafter, at hours, her luck ran out and she was struck by a third suicide craft, which rammed home on the starboard bow just forward of Engine Room 1. The results were catastrophic. The resulting explosion blew the ship completely in two. The forward portion sank almost instantly, with no survivors. The rear section remained afloat, although there were casualties aft as well, including one sailor crushed by the SL radar antennae, which was blown off the top of the mainmast and landed on him near the stern. Many of the dazed survivors spent several hours in the water nearby, as the LSTs and other escorts continued to fire on suspected kaitens and perhaps the I as well. I was subsequently scuttled by the U. Navy off of Goto, Japan, on April 1, The wooden organ case at the Academy chapel was a gift from the survivors of the Underhill in memorial to those who died during the attack. My thanks go to Rodger Crum for having written me concerning his ship and its battle with I, and to all my friends on the Net who dug into their history books and added their collective knowledge to this page. Rodger and I were amazed by the amount of detail we were able to accumulate in a very short amount of time, and touched by the willingness of others to help research this topic.

Chapter 6 : Kamikaze Submarine

Fascinating read. This is the war diary of a suicide submarine (Kaiten) in World war two. The Kaiten was a submarine Kamiaze weapon. Essentially a torpedo with cockpit.

About half of the chapters in this book tell the history of the oiler Mississinewa, and the other chapters provide background on the kaiten human torpedo program along with details about the kaiten pilot who sank Mississinewa while anchored in Ulithi Lagoon. The water with flaming oil around much the ship made escape difficult for those who remained alive after the initial explosion. The kaiten attack killed 63 men and wounded many more out of total crew of men. A few personal stories surprisingly mention men who could not swim, which obviously led to their panic with the ship ablaze and sinking into the water. The story below, put together based on interviews with the crewman involved, the Mississinewa captain, and a crewman from another oiler anchored nearby, provides one example of the many accounts included in the book pp. At that morning Eugene Cooley had awakened the moment his skivvies caught fire and scorched his skin. A wave of flame swept over the starboard mount, causing Cooley to forget about saving the dog and find an escape route. The roar of flames behind him convinced the New York boy to abandon ship. Without hesitation, he dived headfirst from the bow into the flaming water. The cool salt water took away some of his fear, allowing him to remember basic water skills. He splashed the flames away, gulped for air, and dived deep, splashing again each time as he rose to the surface for a breath. At last he cleared the flames several yards from the bow, surfacing for the last time amid oil and roiling smoke. Cooley flipped over on his back, choking as his lungs ingested smoke, and nearly blind from oil that burned his eyes. Mississinewa had disappeared behind a black curtain. He distanced himself from the flare-ups caused by fresh AV gas feeding the fire and heard a voice through the din; a small boat from Mascoma suddenly appeared, and two pairs of hands hauled the exhausted boy aboard. Mississinewa rolls to port, slipping from sight Several survivors mention the Kingfisher floatplane that came in close to the flaming oil and saved them. For distinguishing himself by heroism in the rescue of survivors of the burning, torpedoed ship. While piloting a cruiser based airplane, he saw the ship torpedoed. He instantly turned his plane and flew low over the then blazing ship and seeing survivors struggling in the burning oil near the ship, with no boats in the vicinity, immediately landed his plane to affect rescue. He taxied the plane to within 20 feet of the blazing oil in spite of the intense heat, smoke, and exploding ammunition and threw a buoyed line to the men struggling in the oil near the flames. Upon towing one group clear of the increasing ring of flames he again approached close to the flames and towed a second group to safety. After the second trip, boats approached the fire and he resumed his station on antisubmarine patrol. His utter disregard of his own safety was at all times in keeping with the highest traditions of the United States Navy. Mitscher, Vice Admiral, U. Navy Earlier chapters cover the creation, development, and testing of the kaiten weapon by Hiroshi Kuroki and Sekio Nishina. The weapon was based on the Type 93 torpedo, nicknamed the Long Lance. Kuroki and another kaiten crewman died in a training accident when their kaiten torpedo got stuck in the bottom of Tokuyama Bay on September 6, Two Japanese I-class submarines carried four kaiten apiece to attack American ships at the Ulithi anchorage. Before sunrise on November 20, , submarine I successfully launched all four kaiten, but submarine I got off only one while the other three jammed in their racks on top of the submarine. The kaiten piloted by Nishina hit Mississinewa, but the other four kaiten did not hit any ships. During the war a total of kaiten pilots lost their lives including 15 men killed in training accidents. The main sources used by the authors to describe the Japanese kaiten program were published English translations Kaiten Weapon by former kaiten pilot Yutaka Yokota and I-Boat Captain by former I submarine commander who carried Nishina and three other kaiten pilots to Ulithi and information provided by Japanese contacts familiar with kaiten operations such a former kaiten pilot Toshiharu Konada, who was Chairman of the Kaiten Association for many years. The book has a ten-page Bibliography that demonstrates the thoroughness of research for the book. Left to right Kaiten pilots Ens. Hitoshi Fukuda, and Ens. The kaiten manned torpedo was launched from a mother submarine, but it was not an actual submarine with the ability to maneuver independently underwater over a wide range. In reality, the kaiten is a torpedo

itself and does not carry a separate torpedo. A little later the kaiten weapons are referred to as "special attack submarines" p. The authors confusingly refer to kaiten attack on Mississinewa as the "first suicide attack by a Japanese submarine pilot" p. Many WWII ship histories get told by a former crewman, but this book has snippets from numerous Mississinewa crewmen with no central character. For example, the final thoughts of kaiten pilot Sekio Nishina, who died in the attack on Mississinewa and who did not radio back any messages during his attack run, are presented as follows p. He thought of the men who would follow after him, inspired by his success, and the family he had left behind in his island nation. Most of all he thought of the emperor and the sacred mission to save his country. All these fragmented images flashed through his mind in seconds, then he was consumed by the task of holding his craft on course. The middle of the book contains 16 pages of historical photographs including kaiten weapons and pilots and the oiler Mississinewa and crewmen. A detailed map of Ulithi Atoll shows locations of key U. Michael Mair researched for many years and collaborated with Minoru Yamada, navigator of submarine I, in order to determine where the two submarines launched the five kaiten and what happened to the kaiten after they left the mother submarines. The known evidence is clearly presented to arrive at what most likely happened, but in the end the fate of each of the five kaiten cannot be determined with complete certainty. One appendix tells the story of underwater dives that resulted in the eventual finding of the sunken oiler in , and another appendix tells about the dive in by Mair to explore the underwater remains of Mississinewa.

Chapter 7 : The Stupid Shall Be Punished: USS Hawaii Submariner Death Ruled A Suicide

Suicide Submarine by Joseph D. And Yokota, Yutaka, Harrington and a great selection of similar Used, New and Collectible Books available now at blog.quintoapp.com

This book tells the history of the "kaiten," which is not a submarine, but rather a manned torpedo launched from a submarine and used by the Imperial Japanese Navy in World War II as part of its special attack forces to make suicide attacks on enemy ships. Also, the Japanese Navy only used the word "kamikaze" or "divine wind" in Japanese to refer to suicide attacks made by planes. However, the Imperial Navy gave the same special recognition to both special attack corps plane pilots and kaiten pilots who died in suicide attacks. The Navy granted these pilots a promotion of two ranks upon death. In this book, Yutaka Yokota weaves together his fascinating personal experiences with the overall history of the development and deployment of the kaiten weapon. Yokota is highly qualified to write such a history, since he joined the kaiten program in its early stages in September, went out on three missions and survived each one, and at the end of the war had spent more time inside a kaiten than any other pilot. Harrington added information to this English book to allow readers to understand the background and significance of certain Japanese terms. For example, he takes about a page to explain the meaning and historical background of the hachimaki headband worn by kaiten pilots as they departed for sea. Finally, Leisure Books used the title Kamikaze Submarine, probably for marketing reasons since many Americans associate the word "kamikaze" with any type of suicide attack. Although the book has the title Kamikaze Submarine, Yokota and Harrington never use either of these words to refer to kaiten. The Japanese word "kaiten" literally means "sky change," with the implication that the Navy hoped this new weapon would bring about a radical reversal in the course of the war when Japan was suffering continuing losses. The Naval General Staff approved the development of the kaiten in February on the condition it not be used as a suicide weapon. Although the kaiten had an escape hatch, no pilot ever used it, and all involved with the weapon considered that the pilot would steer the torpedo to its final target without ejecting. On November 20, , the kaiten weapons made their first attacks, which continued to the end of the war. The manned torpedoes only sank two American ships in total Warner, , but the Japanese Navy lost eight submarines and nearly lives, including about kaiten pilots, as part of the kaiten program Kaiten Kichi, 75; Yokota, Yokota far left with Tembu Group holding cherry blossom branches Yokota left Japan three times in submarines carrying kaiten weapons, but he returned each time without being able to carry out his objective to sink an enemy ship. On his first mission, after a bombing by enemy planes and depth charges by enemy destroyers, the submarine developed a huge oil leak, and the attached kaiten had many large dents. On his next time out, the submarine had a difficult time sighting enough good targets to launch all six kaiten. On his final mission, his kaiten had two leaks in the oxygen fuel lines, so it could not be launched. The submarine barely limped back to base after suffering great damage from about depth charges released by two American destroyers. The program also suffered from a shortage of experienced technicians, and the Navy lacked sufficient submarines to carry kaiten already produced. The kaiten men spent many weeks training prior to being assigned to an attack mission, so they had much time to contemplate death. In order that kaiten pilots would not have a tendency to look behind them as they approached their final mission, only men with a minimum of family responsibilities were selected out of the many young Navy men who volunteered. However, after Yokota, the youngest of four children, visited his family for a special four-day leave prior to his first mission, he felt his resolve somewhat weakened for the kaiten program since he missed his family more than he had realized. From the time Yokota volunteered to become a kaiten pilot until the end of the war, he maintained a strong belief that he would do whatever necessary to defend his country, but he did not continually contemplate his impending death. Instead, he often expressed impatience to make an attack, and he felt sorry for his fellow kaiten pilots who could not participate in missions due to lack of submarines. When his friends died during kaiten attacks or in training accidents, he grieved deeply for them. Also, they brought courage and inspiration to him to make a successful attack. This excellent personal narrative about kaiten history has a few matters not addressed by the book. Finally, although Yokota describes his feelings from the

time he volunteers for the kaiten program, he gives very few details about childhood experiences that might provide more insight into his reactions and emotions as he faced death as a kaiten pilot. After being committed to die for Japan for such a long time, he became despondent after the end of the war. He finally decided to join a small group of other kaiten pilots and midget submarine pilots in farming a small plot of land as they shut themselves off from the world. Near the end of , Yokota received a letter from another kaiten pilot who encouraged him to not shut himself off from life and be a dead man. The war finally ended for Yokota in April when he entered the university to build a new life. Tokuyama now Shunan City , Yamaguchi Prefecture: Kaiten Kichi o Hozon Suru Kai.

Chapter 8 : Captured Two-Man Japanese Suicide Submarine -

Once the submarine stalked within seven kilometers of its prey, the crew could enter Kaitens through an access tube and the manned torpedoes would power towards the target at speeds as high as.

By Mike Bennighof, Ph. December During the Second World War, the accuracy of torpedoes and air-launched missiles alike suffered from very primitive guidance systems. They could deliver huge warheads that devastated any ship they hit, but actually hit those targets fairly rarely. Navy diagram of Kaiten Type 1 top and Type 2 bottom. The Imperial Japanese Navy attempted to solve that problem by adapting what is still the most sophisticated computer system on the planet and likely to remain so for some time: By adding a human pilot to bombs and torpedoes, they would have a much better chance of striking their targets. Truly they should be called gods and Buddhas for whom there is no life or death. Where there is absolute loyalty there is no life or death. As for effectiveness, inserting a human pilot would seem to have promise of great success beyond the morbid aspect but in reality obtained very limited results. This was the first Japanese program to deliberately include suicide as a planned feature both American and Japanese pilots had crashed damaged planes into enemy ships from the start of the war but saw combat after the first Kamikaze aircraft units. A Kaiten Type 2, captured by U. Proposed in mid, the Kaiten program failed to gain approval until early He had a canvas seat comfort being a secondary consideration on a one-way mission and a small periscope. If the suicide sub actually hit its target, it could cause catastrophic results. The tiny submarine was 48 feet long, with a variable speed of 12 to 30 knots below 12 knots, the Kaiten would sink. The Japanese vessels appear to have been even harder to handle, though few pilots came back to make complaints. A new-model Kaiten appeared anyway, the Type 2. The Type 2 was seven feet longer, with a more powerful motor using hydrogran peroxide and an even larger warhead. Testing showed it more manueverable than the Type 1. The Type 4 was identical, but with simpler engineering. Only a few dozen of these types were made. The bigger Kaiten could make 40 knots, and had more range as well. A home-made Kaiten found at Truk. Surely it would have capsized when launched. The Type 10 was based on the smaller, inch Type 92 electric torpedo carried by submarines. It was even less satisfactory. At a number of installations, crews appear to have cobbled together home-made Kaitens, jury-rigging cockpits on the backs of Long Lance torpedoes. Total Kaiten production seems to have been about Type I and perhaps two dozen Types 2 and 4, plus an unknown number of field conversions. Most Kaitens used in action were launched from submarines. The submarines carried them in special deck well, usually modified from their aircraft hangars. Very few found targets: In July, a Kaiten rammed the destroyer escort Underhill, blowing the ship apart and instantly killing half her crew. Indianapolis sets out on her last voyage, 26 July Later that month, the submarine I spotted the heavy cruiser Indianapolis, travelling unescorted from Guam to Leyte. Hashimoto testified after the war that he did not launch the suicide submarines, because he forgot to issue the order to do so amid the excitement of finding such a prized target alone and unguarded. A number of surface ships were modified to carry Kaiten as well, from overaged destroyers to cruisers to seaplane carriers.

Chapter 9 : Type A Kaiten-class submarine - Wikipedia

The Kikusui Mission deployed two mother submarines, I and I, each carrying four kaiten suicide subs, to arrive at Ulithi, a palm-tree-ringed harbor where hundreds of Allied ships were.

While it incorporated their traditional tendencies of an honorable-suicide-before-capture mentality, this was new. They were only to be used when the outcome of the war looked unfavorable, in Created by the Japanese Special Attack Units, they used the same attention to detail as the Kamikaze planes, and Shinyo suicide boats. While the Kamikaze planes were considered the most successful suicide weapons, the Kaiten submarines were a close second. Development and Training The first versions of the Kaiten were simple. In an ironic twist, the two designers died testing the Kaiten during development. A Japanese Shinyo suicide boat, a close cousin to the Kaiten There were six different models created, with the first few designed to enable the pilot to escape. However, the pilots who used the first models never tried to escape so far as records show , and so eventually that feature was removed from the blueprints. Later designs made it impossible for the pilot to climb out of the Kaiten, being locked inside. There was a self-destruct feature, to be used in the event that the attack failed. All the pilots chosen for this type of weapon were between 17 and 28 years old. They started their training in sailing boats, learning how to quickly maneuver the craft using only a periscope and instrument data. Once a pilot had mastered that, he trained inside a Kaiten. The training models had a fake warhead and emergency features that enabled the Kaiten to surface if the pilot being trained did anything dangerous. Once training within the Kaiten, pilots started by driving laps. Then, they learned how to navigate obstacle courses. Once thoroughly trained, pilots moved to testing their skills in the open water, with target ships. It was never safe, and more than a dozen trainees died, mostly due to crashes. After the final test, pilots were sent on their missions; leaving behind one last message for their loved ones. One of the Japanese submarines used to transport Kaitens to within easy reach of their targets Kaitens in Action Once in use, the Kaitens were launched from a surface ship or a submarine which carried up to six at a time, tied on. A hatch allowed the crew to enter them while they were submerged. Once the Kaitens were within reach of their target ship, the pilot was given his final briefing, before entering the cockpit. The instruments were programmed to get him to where he needed to go, and then he was off. The Kaiten shot through the water in the right direction. Then, submerging to the proper depth again, with the warhead primed, struck. If the first attempt failed, the pilot could make a second attempt. If both attempts failed, he used the self-destruction setting to deploy the warhead and destroy himself and the weapon. Kaitens in Use In theory, the Kaitens should have had a greater success rate than unmanned torpedoes, but they were not very effective. Those numbers are from US data. The Japanese reported higher success rates. The Allied ship was a destroyer escort, for supply and troop ships. The Japanese launched a dummy mine causing the ship to change course, putting it in the path of the Kaitens. Inspired by this attack, more Kaitens were launched in the following days but were unsuccessful. Johnson, which was forced to leave the area for repairs. In some instances, the Kaitens were scheduled to be deployed but were instead kept for later use, due to ease of targets. In those cases, regular torpedoes were used.