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Auth: *NWC Su 925*
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DIAGRAMS

for

THE BATTLE

OF

SAVO ISLAND

AUGUST 9, 1942

STRATEGICAL

AND

TACTICAL ANALYSIS

CLASSIFICATION CHANGED FROM CONFIDENTIAL TO UNCLASSIFIED
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THE BATTLE OF SAVO ISLAND

DIAGRAMS:

- A STRATEGIC AREA CHART
- B AIR SEARCHES AND MOVEMENT OF FORCES, 6 AUGUST
- C AIR SEARCHES AND MOVEMENT OF FORCES, 7 AUGUST
- D AIR SEARCHES AND MOVEMENT OF FORCES, 8 AUGUST
- E JAPANESE APPROACH PAST RADAR PICKETS, 0000 TO 0132
- F ACTION WITH CHICAGO GROUP, 0132 TO 0150
- G OPENING PLAN OF ACTION WITH VINCENNES GROUP 0150 TO 0200
- H FINAL PHASE OF ACTION WITH VINCENNES GROUP 0200 TO 0220
- I WITHDRAWAL OF JAPANESE CRUISER FORCE, 0220 TO 0240
- J COMPOSITE TRACK CHART
- K AIR SEARCHES AND MOVEMENT OF FORCES, 9 AUGUST

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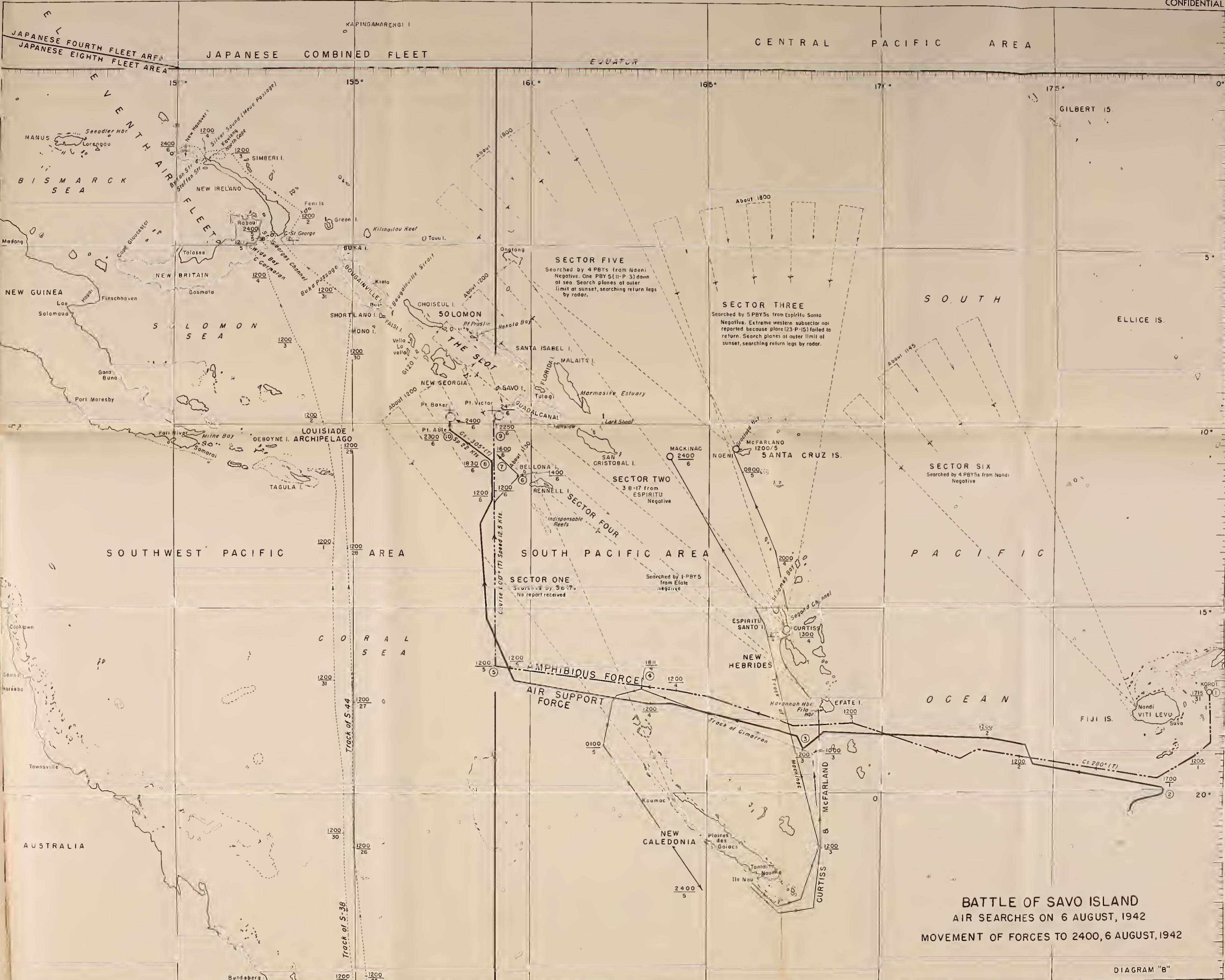


BATTLE OF SAVO ISLAND STRATEGIC AREA CHART

DIAGRAM "A"

EVENTS DEPICTED ON DIAGRAM "B"

- (1) 1715 July 31st Amphibious force sortied from Koro Island, Fijis. Proceeded to Tulagi-Guadalcanal objective.
- (2) 1700 August 1st Amphibious Force (TG 61.2) and Air Support Force (TG 61.1) rendezvoused then proceeded on course 280°(T).
- (3) 1200 August 3rd The oiler CIMARRON rendezvoused with TF 61.1 to fuel as many ships as possible.
- (4) 1811 August 4th CIMARRON completed fueling operations with TF 62.
- (5) 1200 August 5th Amphibious Force (TG 61.2) c/e to 000°(T) on meridian of 159° East Longitude to approach Savo Island.
- (6) 1400 August 6th SELFRIDGE (COMDESRON FOUR) under orders from CTF 62, fixed navigational position on Bellona Island and proceeded to rejoin the Task Force by 1800, August 6th.
- (7) 1600 August 6th CTF 62 placed in effect his OpPlan A3-42, and directed his command to form the Attack Force Approach Disposition AR-3.
- (8) 1830 August 6th CTG 61.1 c/e to 305°(T) and increased speed to twenty-two knots in order to pass through Point ABLE at 2300, August 6th, and Point BAKER at 0030, August 7th.
- (9) 2250 August 6th CTF 62 reached position Latitude 09°-50'(S), Longitude 159°-00'(E), c/e to 040°(T), speed twelve knots to close Savo Island.
- (10) 2300 August 6th CTG 61.1 e/s to 000°(T) to head for Point BAKER.



BATTLE OF SAVO ISLAND
 AIR SEARCHES ON 6 AUGUST, 1942
 MOVEMENT OF FORCES TO 2400, 6 AUGUST, 1942

DIAGRAM "B"

RECORD OF EVENTS DEPICTED ON DIAGRAM "C"AUGUST 7th, 19420000 to 2400

- (1) 0000 Air Support Force (TG 61.1) was seventy-five miles to westward of Amphibious Force on course 000°(T) at fifteen knots. At 0030, TG 61.1 reached Point BAKER, and changed course to 090°(T) to reach Point VICTOR, the dawn launching point, by 0530.
- (2) 0000 Amphibious Force (TF 62), on course 040°(T) at twelve knots speed, was approaching the target area.
- (3) 0000 Seaplane Tender MACKINAC en route from Noumea to Maramasike Estuary.
- (4) 0000 Submarine S-44 en route around New Hanover Island to patrol station off southern entrance of Steffen and Byron Straits. (Did not arrive in time to intercept Japanese cruiser sortie at 0650.)
- (5) 0000 Submarine S-38 patrolling in St. George's Channel five miles off New Ireland. Shifted later in day to Japanese traffic lane eight miles off New Ireland.
- (6) 0230 Search planes in Sector II and IV took off from Espiritu Santo to reach positions abreast of Tulagi by sunrise (as requested by CTF 62 on July 29th). PB5's in Sector IV returned to base on MACKINAC at Maramasike Estuary upon completion of search. One B-17, searching left-half of Sector II failed to return, and was probably lost because of bad weather.
- (7) 0300 Amphibious Groups YOKE and XRAY change course and separated - Group XRAY to course 075°(T), Group YOKE to 058°(T).
- (8) 0406 Amphibious Group XRAY changed course to 120°(T) to proceed south of Savo Island to Lunga Roads.
- (9) 0500 Amphibious Group YOKE, in position four miles north of Savo Island, changed course to 120°(T) to approach Tulagi.
- (10) 0530 Air Support Force (TG 61.1) reached Point VICTOR - dawn launching position - and commenced air supporting operations for the day.
- (11) 0630 Three B-17's took off from Port Moresby to search Reconnaissance (about) Areas "C", "D", and "E" along the tracks shown on the Diagram.

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- (12) 0637 Amphibious Group YOKE arrived off Tulagi.
- (13) 0650 Amphibious Group XRAY arrived at Lunga Roads.
- (14) 0650 CHOKAI and CRUDIV SIX cleared Steffen Strait. CHOKAI, AOBA and KAKO were en route to Seeadler Harbor, Manus; KINUGASA and FURUTAKA were en route to Rabaul. Upon receipt of an urgent report of the Allied attack at Tulagi, all ships headed for Rabaul at twenty-four knots.
- (15) 0700 Two Type-97 large Japanese flying boats left Rabaul to search sector 100°(T) to 130°(T) to a distance of 700 miles. They proceeded out on tracks 107°(T) and 117°(T) each turned left at 1110 to cover a sixty miles cross-leg, and turned back toward Rabaul at 1131.
- (16) 0700 Eight VTB from the ENTERPRISE conducted search from point of origin Latitude 09°-44'(S), Longitude 159°-16'(E) to cover sector 270°(T) to 030°(T) to a radius of 200 miles. Gizo Island and Tunnibuli Bay (southern end of Santa Isabel) were reconnoitered and photographed during this search. The outer limit of this search was covered at about 0900.
- (17) 0740 ENTERPRISE search plane located and attacked (unsuccessfully) a Japanese small craft, identified as probably a small oiler, in position seventy-five miles from point of origin of search.
- (18) 0900 Three land attack planes from Japanese SECOND Air Group departed Rabaul to conduct reconnaissance to a radius of 700 miles on the following courses:

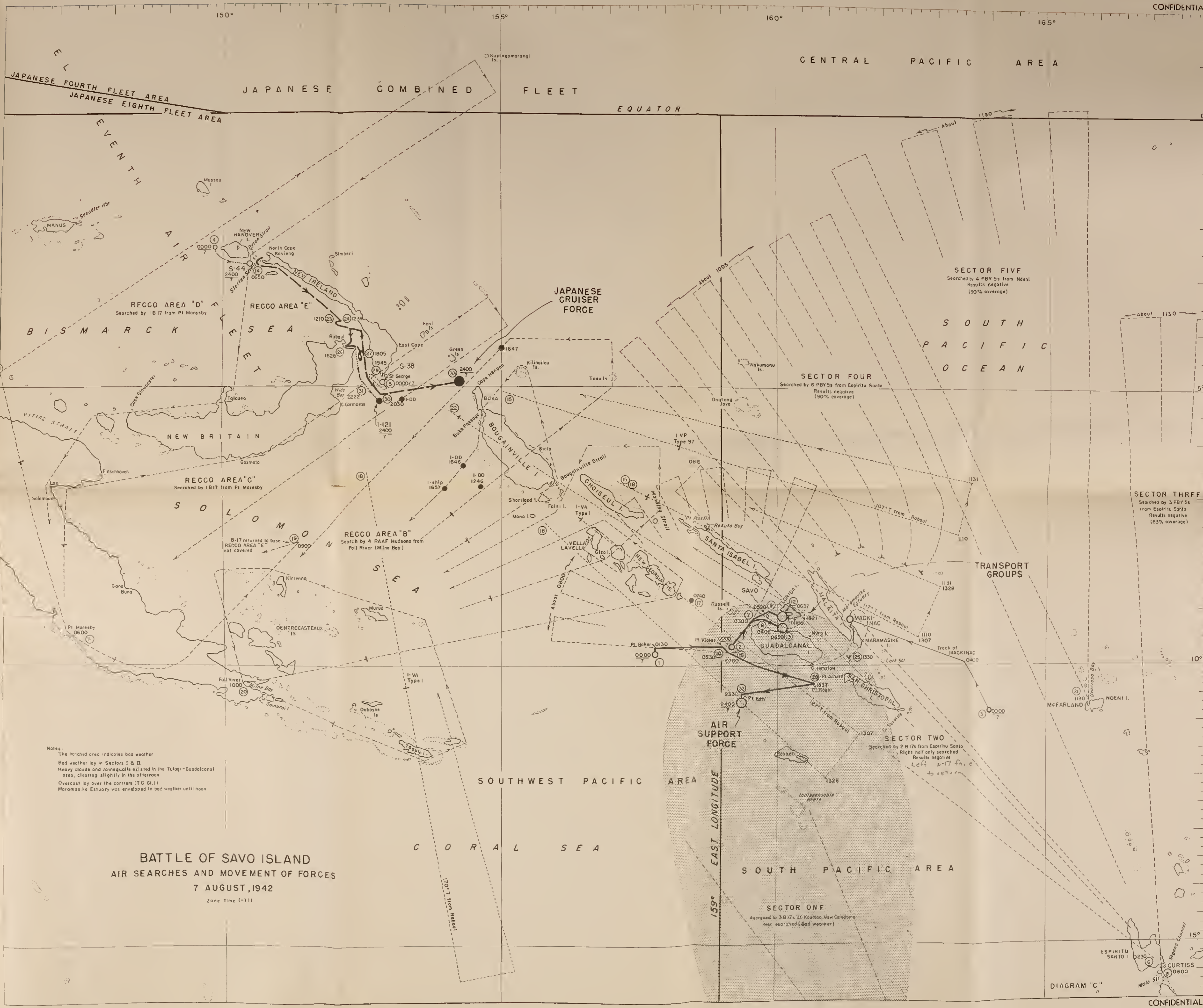
| <u>Plane</u> | <u>Course</u> | <u>Lateral Distances</u> |
|--------------|---------------|--------------------------|
| No. 1 | 170°(T) | 60 miles to the left |
| No. 2 | 117°(T) | 60 miles to the left |
| No. 3 | 127°(T) | 60 miles to the right |

These planes reached the outer limit at 1307, completed their cross-legs at 1328, and returned to Rabaul at 1735. The No. 2 plane duplicated the sector which one of the two flying boats searched about two hours earlier.

- (19) 0900 The B-17 from Port Moresby assigned to conduct photographic reconnaissance in Reconnaissance Area "E" (Rabaul and Kavieng), turned back to base in position Latitude 7°-50'(S), Longitude 151°-21'(E).
- (20) 1000 Five R.A.A.F. Hudsons took off from Fall River (Milne Bay), one to search adjacent area, and four to search Reconnaissance Area "B" in the northern Solomons.

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- (21) 0600 Four PBY5's at Ndeni and three PBY5's at Espiritu Santo took off to search Sectors III and V, respectively.
(About)
- (22) 1202 One Type-1 land attack plane departed Rabaul to reconnoiter Tulagi, expressly to determine the results of the Japanese bombing attacks on the Allied shipping. It completed this reconnaissance at 1521 and returned to Rabaul at 1840.
- (23) 1210 CHOKAI sighted YUNAGI approaching. YUNAGI had been sent out from Rabaul by Commander EIGHTH Fleet to escort CHOKAI into harbor at maximum speed, arriving there at 1330. CRUDIV SIX remained outside Rabaul underway.
- (24) 1239 CHOKAI and CRUDIV SIX observed thirteen Allied B-17's attacking airfields at Rabaul.
- (25) 1330 SARATOGA planes reconnoitered Maramasike Estuary and notified MACKINAC it was safe to enter.
- (26) 1628 Commander EIGHTH Fleet departed Rabaul in the CHOKAI accompanied by the TENRYU and YUBARI of CRUDIV EIGHTEEN, and by the only destroyer available, the YUNAGI.
- (27) 1805 CRUDIV SIX joined in column astern of the CHOKAI. The TENRYU with YUNAGI in column took anti-submarine patrol station on the port bow, and the YUBARI took a similar station on the starboard bow of the CHOKAI.
- (28) 1837 Allied carriers secured from flight operations in a mean position about twenty-five miles south of Cape Henslow, Guadalcanal. They commenced retirement for the night on course 263°(T) at fifteen knots to pass through Point EASY at 2330.
- (29) 1945 Submarine S-38 sighted TENRYU and YUBARI, submerged and was passed by the CHOKAI and CRUDIV SIX at too close a range to fire torpedoes. S-38 tracked this force and later surfaced to report it on course 140°(T) at high speed.
- (30) 2030 Japanese Cruiser Force reached position twenty miles south of Cape St. George, and changed course to 080°(T).
- (31) 2222 S-38 sighted a large Japanese submarine heading southeast out of St. George's Channel at high speed too far away to attack. This submarine was the I-121 en route from Rabaul to Tulagi.
- (32) 2330 Air Support Force (TG 61.1) reached Point EASY, and changed course to 180°(T).
- (33) 2400 Japanese Cruiser Force position: twenty miles on bearing 285°(T) from Cape Henpan, Buka Island.



BATTLE OF SAVO ISLAND
 AIR SEARCHES AND MOVEMENT OF FORCES
 7 AUGUST, 1942
 Zone Time (-11)

DIAGRAM "C"

RECORD OF EVENTS DEPICTED ON DIAGRAM "D"AUGUST 8th, 19420000 to 2400

- (1) 0000 Japanese Cruiser Force en route to attack transports at Tulagi and Guadalcanal anchorages, midnight position twenty miles northwest of Cape Henpan, Buka Island, course 080°(T), speed twenty-four knots.
- (2) 0000 Japanese submarine I-121 en route to Tulagi on course 150°(T). Midnight position twenty-five miles south of Cape St. George.
- (3) 0000 Air Support Force, (Task Group 61.1) midnight position sixty miles south of Cape Henslow, Guadalcanal Island; this position was 125 miles from Tulagi. Course of TG 61.1 080°(T), speed fifteen knots, maneuvering during the night in a retired position to reach dawn launching point twenty-five miles south of Cape Henslow.
- (4) 0000 Allied submarine S-44 patrolling off southern entrances of Steffen and Byron Straits continued until 2100.
- (5) 0540 One Type-1 large flying boat from FOURTEENTH Air Group left Rabaul to search along track 130°(T), distance 700 miles. Negative sightings. Landed at Rabaul at 1615.
- (6) 0600 Commander Cruiser Force reached operating area in vicinity of Latitude 05°-50'(S), Longitude 156°-20'(E) where he planned to operate until 1200.
- (7) 0606 Task Group 61.1 in dawn launching position at Point ROGER, eighty-seven miles on bearing 167°(T) from Tulagi and thirty-four miles from Cape Henslow. WASP launched twelve scout bombers to search sector 280°-040°(T), radius 200 miles. Pilots extended search to 220°(T). Coverage sixty-five per cent because of bad weather northeast of Solomons chain.
- (8) 0625 Japanese cruisers catapulted three scouting planes to search from point of origin Latitude 05°-34'(S), Longitude 156°-20'(E) to a distance of 250 miles as follows: CHOKAI plane out on 070°(T), KINUGASA plane out on 100°(T), KAKO plane out on 115°(T). The AOBA plane to proceed on track 130°(T) for 300 miles to Tulagi to reconnoiter Allied positions in Iron Bottom Sound.
- (9) 0630 CTF 63 land and tender-based search planes took off from Espiritu Santo, Ndeni, and Maramasike Estuary to search Sectors III, IV, V, and VII. (Sector II planes had taken off about 0330 to arrive abreast Tulagi at sunrise).

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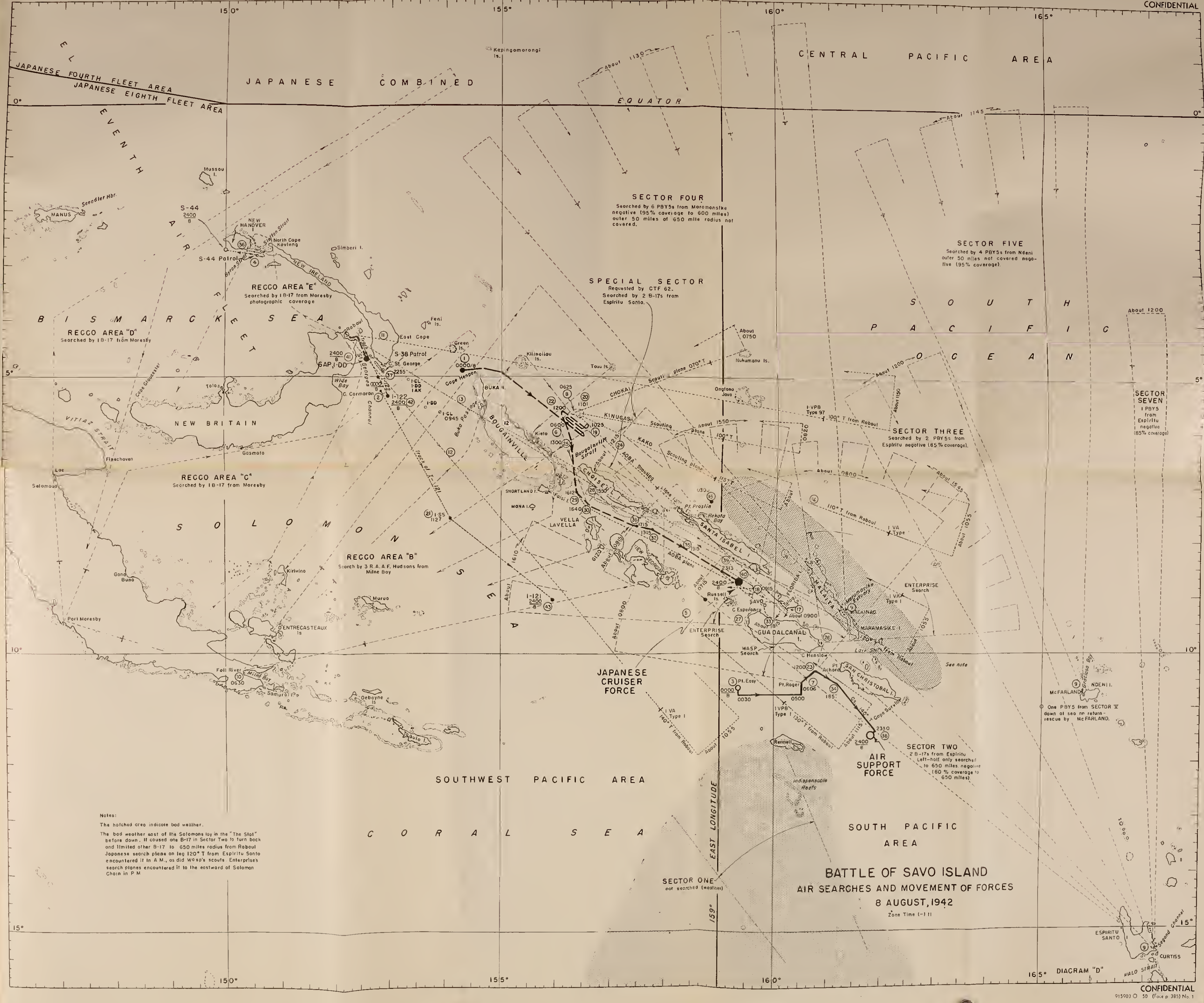
- (10) 0630 Three R.A.A.F. Hudsons took off from Fall River Field, Milne Bay, New Guinea, to reconnoiter northern Solomons in Reconnaissance Area "B".
- (11) 0636 One Type-97 large flying boat from YOKOHAMA Air Group left Rabaul to search along $100^{\circ}(T)$, distance 600 miles. No sightings. Returned to Rabaul at 1700.
- (12) 0700 Three Type-1 land attack planes left Rabaul to search out along tracks $110^{\circ}(T)$, $120^{\circ}(T)$, and $140^{\circ}(T)$, distance 700 miles, then laterally to left sixty miles and return. Allies not sighted. All planes landed at 1615.
- (13) 0700 One Type-1 land reconnaissance plane from TAINAN Air Group left Rabaul to reconnoiter Tulagi-Guadalcanal Area.
- (14) 0800 WASP scout shot down Japanese twin-float seaplane north of Rekata Bay.
- (15) 0900 AOBA scouting plane arrived Tulagi, utilized cloud cover and made excellent reconnaissance of Allied naval units.
- (16) 0915 Japanese reconnaissance plane intercepted thirty miles northwest of Tulagi by three Allied fighters and driven off. This reconnaissance plane landed at Rabaul at 1400.
- (17) 1025 R.A.A.F. Hudson (Flight A16/216 from Fall River) contacted and reported Japanese Cruiser Force as: three heavy cruisers, three destroyers and two seaplane tenders or gunboats in Latitude $05^{\circ}-49'(S)$, Longitude $156^{\circ}-07'(E)$ on course $120^{\circ}(T)$, speed fifteen knots. This Hudson plane was sighted by Japanese at 1020 and was lost to view at 1036.
- (18) 1101 R.A.A.F. Hudson (Flight A16/185 from Fall River) contacted and reported Japanese Cruiser Force as: two heavy or light cruisers and one small unidentified ship in Latitude $05^{\circ}-42'(S)$, Longitude $156^{\circ}-05'(E)$. This plane reconnoitered the Japanese forces until 1200, and was believed by them to be the same plane they had first picked up at 1020.
- (19) 1127 R.A.A.F. Hudson (Flight A16/216) sighted the I-121 in position Latitude $07^{\circ}-35'(S)$, Longitude $154^{\circ}-07'(E)$ on course $150^{\circ}(T)$.
- (20) 1200 Commander Cruiser Force, steaming on course $300^{\circ}(T)$ to deceive the R.A.A.F. Hudson reconnaissance plane as to his destinations, changed course to the southward when this plane disappeared.
- (21) 1200 Task Group 61.1 commenced retiring to the southeastward.

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- (22) 1215 B-17's in special sector requested by CTF 62, missed contact on Japanese Cruiser Force by sixty miles.
- (23) 1300 Commander Cruiser Force set course 175°(T), speed twenty-four knots to transit Bougainville Strait.
- (24) 1347 ENTERPRISE commenced launching afternoon search planes. Seven torpedo planes were to search from point of origin Latitude 09°-32'(S) Longitude 159°-30'(E) to radius 200 miles between bearings 345°(T) and 090°(T). The sector was actually extended to 220 mile radius by the pilots who encountered heavy rain squalls 100 miles to the eastward and 140 miles to the northeastward.
- (25) 1350 ENTERPRISE launched seven additional torpedo planes to conduct afternoon search from point of origin Latitude 09°-50'(S), Longitude 160°-56'(E) to radius 200 miles between bearings 270°-015°(T). All pilots extended the search to 220 miles except the last two to the westward who extended the radius to 260 miles.
- (26) 1550 ENTERPRISE scouts searching to northwestward reached the 220 miles extremity. The third plane (clockwise from bearing 270°(T)) was at this time thirty miles short of the Japanese Cruiser Force which was just emerging from Bougainville Strait into "The Slot". Allowing fifteen mile radius of visibility, this scout missed contact by but fifteen miles. Had it extended the search also to 260 mile radius, CTF 61 and CTF 62 would have been immediately alerted to the movement of the Japanese force down "The Slot".
- (27) 1612 Japanese Cruiser Force launched one plane from the AOBA to proceed along 140°(T) to reconnoiter Tulagi. Japanese force changed course at this time to the southeast to conform to New Georgia Sound ("The Slot") and at 1654 steadied on course 120°(T).
- (28) 1640 Commander Cruiser Force issued his Signal Order No. 25 containing his battle plan for the night action near Savo Island.
- (29) 1715 Japanese cruisers sighted AKITSUSHIMA hull down to the southward heading for the Japanese seaplane base at Gizo Island. Course 100°(T) set at this time.
- (30) 1745 Commander Cruiser Force set course 120°(T), which he held until midnight.
- (31) 1815. AOBA plane shot down over Iron Bottom Sound.
(about)

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- (32) 1857 Task Group 61.1 completed flight operations for the day, retired on course 140°(T) at fifteen knots.
- (33) 1915 Commander Cruiser Force shot off signal flares to "home" the AOBA plane. This plane failed to return, having been shot down over Tulagi.
- (34) 2100 The submarine S-44, patrolling off southern entrances to Steffen and Byron Straits, received orders to proceed to Area ZED (off Cape St. George), started around western end of New Hanover Island.
- (35) 2255 The submarine S-38, patrolling a fifteen mile run in St. George's Channel along line 320°-140°(T), sighted large Japanese submarine standing out on course 140°(T) at high speed, too far away to attack. This was the I-122 en route from Rabaul to Tulagi.
- (36) 2330 Task Group 61.1 reached farthest retired position abreast the southern tip of San Cristobal Island (Cape Surville), changed course to 230°(T) to adjust position in order to reach morning launching position at dawn.
- (37) 2313 Commander Cruiser Force catapulted two cruiser planes one each from the AOBA and KAKO with orders to reconnoiter and report Allied naval positions in Iron Bottom Sound and to illuminate the transports when the Japanese Cruiser Force was twenty miles away.
- (38) 2400 Japanese Cruiser Force shifted from cruising disposition to battle formation, changed course from 120°(T) to 140°(T), changed speed from twenty-four to twenty-six knots and commenced approaching Savo Island.
- (39) 2400 Six Japanese transports, escorted by one destroyer, en route from Rabaul to Tulagi-Guadalcanal loaded with reinforcements.
- (40) 2400 Japanese submarine I-122, en route Rabaul to Tulagi, midnight position, about thirty miles south of Cape St. George.
- (41) 2400 Japanese submarine I-121, en route Rabaul to Tulagi, midnight position 250 miles west of Savo Island.



JAPANESE COMBINED

CENTRAL PACIFIC AREA

JAPANESE FOURTH FLEET AREA
JAPANESE EIGHTH FLEET AREA
EVENTH

SECTOR FOUR
Searched by 6 PBYS from Moromonsike negative (95% coverage to 600 miles) outer 50 miles of 650 mile radius not covered.

SECTOR FIVE
Searched by 4 PBYS from Ndani outer 50 miles not covered negative (95% coverage).

SPECIAL SECTOR
Requested by CTF 62.
Searched by 2 B-17s from Espiritu Santo.

SECTOR THREE
Searched by 2 PBYS from Espiritu negative (85% coverage).

SECTOR SEVEN
1 PBY5 from Espiritu negative (85% coverage)

RECCO AREA "E"
Searched by 1 B-17 from Moresby photographic coverage

RECCO AREA "D"
Searched by 1 B-17 from Moresby

RECCO AREA "C"
Searched by 1 B-17 from Moresby

RECCO AREA "B"
Searched by 3 R.A.A.F. Hudsons from Milne Bay

JAPANESE CRUISER FORCE

AIR SUPPORT FORCE

SECTOR TWO
2 B-17s from Espiritu Left-half only searched to 650 miles negative (80% coverage to 650 miles)

SECTOR ONE
not searched (weather)

BATTLE OF SAVO ISLAND
AIR SEARCHES AND MOVEMENT OF FORCES
8 AUGUST, 1942
Zone Time (-11)

Notes:
The hatched area indicate bad weather.
The bad weather east of the Solomons lay in the "The Slot" before dawn. It caused one B-17 in Sector Two to turn back and limited other B-17 to 650 miles radius from Raboul Japanese search plane on leg 120° T from Espiritu Santo encountered it in A.M., as did Wasp's scouts. Enterprises search planes encountered it to the eastward of Solomon Chain in P.M.

EVENTS DEPICTED ON DIAGRAM "F"

- (1) 0132 Commander Cruiser Force commenced his "rush in" on course 095°(T). One minute later (at 0133) he signalled: "All ships attack."
- (2) 0134 JARVIS was sighted by the CHOKAI on bearing 019°(T) range 3000 yards, moving slowly (ten knots) to the westward. At 0135, both the AOBA and KAKO sighted the JARVIS. The Japanese trained their guns on the JARVIS but withheld fire.
- (3) 0136 CANBERRA and CHICAGO sighted by CHOKAI bearing 120°(T), range 12,500 yards. CHOKAI e/c to 120°(T) to close the range.
- (4) 0137 VINCENNES sighted by CHOKAI on bearing 060°(T) range 18,000 yards.
- (5) 0139 BAGLEY sighted by AOBA at range 9500 yards, bearing 115°(T). COMCRUDIV SIX changed course from 095°(T) to 110°(T).
- (6) 0140 CHOKAI changed course to 090°(T) after having fired four torpedoes at 0138.
- (7) 0140 JARVIS was sighted on the port bow of the YUNAGI. YUNAGI commenced reversal of course by a long wide turn to pursue the JARVIS and attack her.
- (8) 0140 VINCENNES Group c/c from 225°(T) to 315°(T).
- (9) 0140¹/₂ PATTERSON was sighted by the CHOKAI bearing 130°(T) range 5500 yards.
- (10) 0143 CANBERRA detected CHOKAI's torpedoes passing, two to starboard, two to port. None hit. CANBERRA then observed CHOKAI and AOBA and went to battle stations.
- (11) 0143 FURUTAKA experienced steering casualty when she opened fire on the CHICAGO Group. She fell out of column steering to the right of CRUDIV SIX.
- (12) 0144 BAGLEY sighted CHOKAI dead ahead at range 2600 yards, commenced a left turn with full rudder to fire starboard torpedoes, but swung past firing bearing before primers could be inserted. She continued the turn to unmask her port torpedo tubes.
- (13) 0144 COMCRUDIV EIGHTEEN c/c to 040°(T) to avoid action with heavy cruisers of CHICAGO Group.

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- (14) 0145 YUNAGI sighted by CHOKAI on bearing 290°(T), leaving the Japanese formation.
- (15) 0145 QUINCY fixed her position by tangents on what she thought was Savo Island. Her left tangent of 240°(T) defined the southern tip of the heavy cloud bank south of Savo Island. Her right tangent of 273°(T) defined its N limit. Savo Island was obscured by mist and haze.
- (16) 0145 CANBERRA in left turn hit heavily by shells of AOBA. AOBA's torpedoes missed one minute later.
- (17) 0146 TENRYU sighted five ships of VINCENNES Group bearing 060°(T), range 14,800 yards. COMCRUDIV EIGHTEEN o/c to 070°(T) to close range.
- (18) 0146 FURUTAKA sighted by PATTERSON which broadcasted: "Warning, Warning! Strange ship entering harbor!"
- (19) 0147 PATTERSON increased speed to maximum, changed course to left to unmask starboard torpedoes. Commanding Officers order to "fire torpedoes" was not heard.
- (20) 0147 $\frac{1}{2}$ FURUTAKA was observed (both by the TENRYU and the PATTERSON) to change course to north. FURUTAKA's Commanding Officer did not trust his steering controls and feared collision with CANBERRA.
- (21) 0148 COMCRUDIV EIGHTEEN, having c/c to 110°(T) at 0147 $\frac{1}{2}$ engaged the PATTERSON.
- (22) 0148 CHOKAI fired four right torpedoes at the VINCENNES.
- (23) 0149 CHOKAI changed course to 069°(T).

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EVENTS DEPICTED ON DIAGRAM "G"

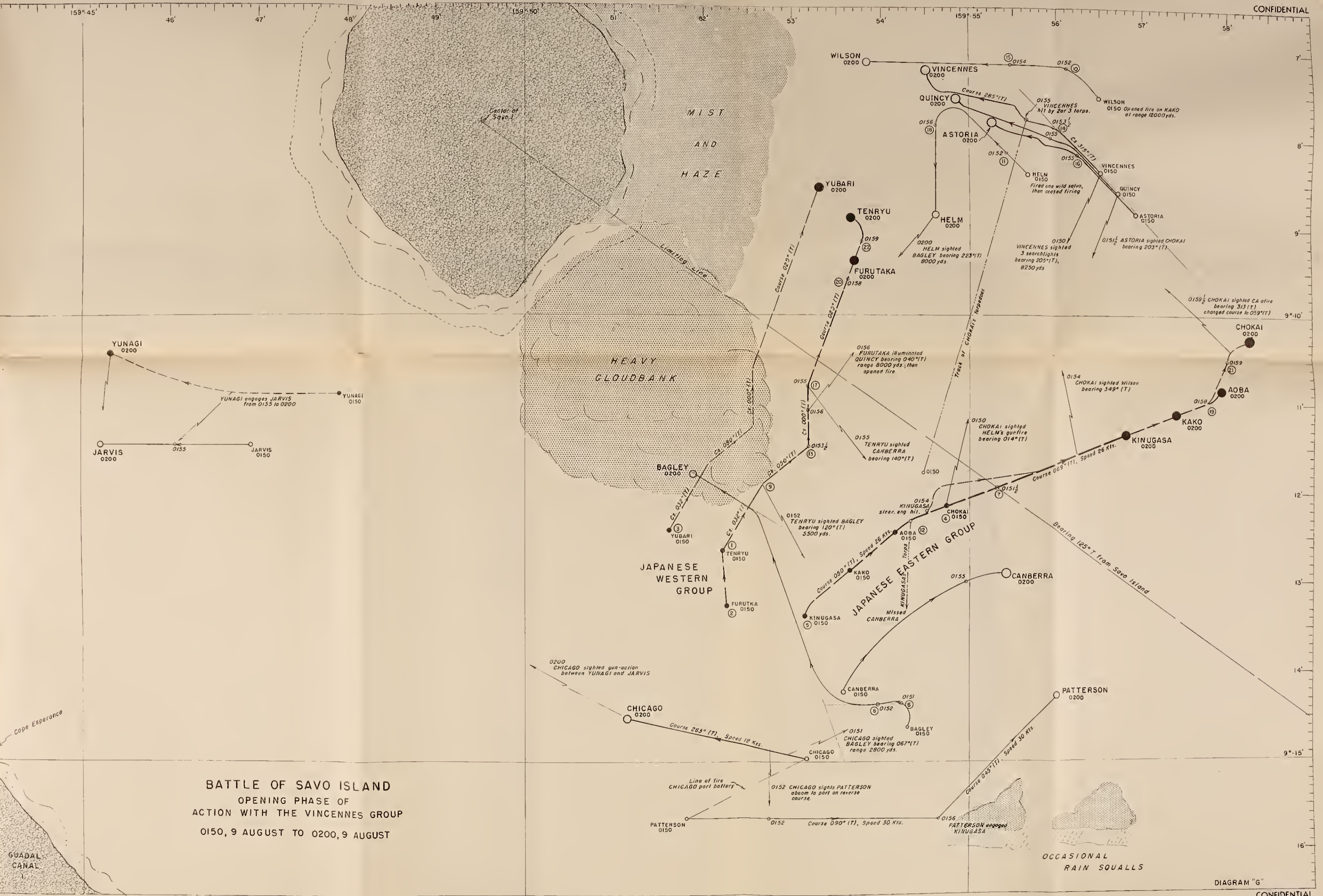
- (1) 0150 TENRYU c/c from 110°(T) to 032°(T), incident to FURUTAKA's position and northerly course.
- (2) 0150 FURUTAKA experiencing steering difficulties, was withdrawing from CRUDIV SIX on northerly course, and thereafter joined in column behind TENRYU.
- (3) 0150 YUBARI c/c to 032°(T), simultaneously with the TENRYU and proceeded thereafter in line of bearing on TENRYU.
- (4) 0150 CHOKAI illuminated ASTORIA, followed in a matter of seconds by the AOBA illuminating the QUINCY, and the KAKO illuminating the VINCENNES. The gunfire engagement with the VINCENNES Group was then commenced using searchlights briefly and intermittently.
- (5) 0150 KINUGASA continued to engage the burning CANBERRA at 3000 yards range.
- (6) 0151 BAGLEY sighted by the CHICAGO on bearing 067°(T), range 2800 yards.
- (7) 0151 $\frac{1}{2}$ CHOKAI sighted by ASTORIA, silhouetted against star shells fired by VINCENNES.
- (8) 0152 BAGLEY sighted by TENRYU on bearing 120°(T) at range 5500 yards.
- (9) 0152 COMCRUDIV EIGHTEEN c/c to 050°(T) so TENRYU could fire (reverse action) on the BAGLEY bearing 120°(T), range 5500 yards.
- (10) 0152 WILSON c/c to 270°(T) to unmask guns to port.
- (11) 0152 HELM received Commander VINCENNES Group order for destroyers to attack. Continued on course 315°(T), increased speed to fifteen knots.
- (12) KINUGASA fired torpedoes at CANBERRA. No hits.
- (13) 0153 $\frac{1}{2}$ COMCRUDIV EIGHTEEN, having been paralleling the Japanese heavy cruisers on course 050°(T), changed course to 000°(T) to clear the action between Japanese Eastern Group and Allied heavy cruisers of VINCENNES Group. At this juncture, the Western Group became a tactically separated unit.
- (14) 0153 $\frac{1}{2}$ Commander VINCENNES Group c/c to 275°(T) to unmask his main battery guns to port.

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- (15) 0154 WILSON was sighted by CHOKAI and was taken under fire with her 5-inch guns. No hits. WILSON continued to fire at the KAKO as the latter's searchlight beam gave her a point of aim.
- (16) 0155 Commanding Officer ASTORIA observed that the cruisers of the VINCENNES Group were in a line of bearing of about 305°(T) and heading about 275°(T). He changed course to the left to unmask his main battery guns and increased speed to twenty knots.
- (17) 0155 COMCRUDIV EIGHTEEN changed course to 020°(T) to close the range on the VINCENNES Group.
- (18) 0156 HELM completed course change to 180°(T) and proceeded at fifteen knots to attempt to locate enemy and attack with torpedoes. Visibility was low in the vicinity of the HELM.
- (19) 0158 CHOKAI o/c to 028°(T).
- (20) 0158 COMCRUDIV EIGHTEEN sighted QUINCY through the haze bearing 050°(T), range 5600 yards. He noted also the VINCENNES turning to 340°(T), and the ASTORIA following the QUINCY. He decided to fire torpedoes at the QUINCY.
- (21) 0159 CHOKAI o/c to 015°(T).
- (22) 0159 TENRYU opened gunfire on the QUINCY bearing 040°(T), range 4000 yards. Then commenced maneuvering to reach torpedo firing points.

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159° 45' 46' 47' 48' 49' 50' 51' 52' 53' 54' 55' 56' 57' 58'



BATTLE OF SAVO ISLAND
 OPENING PHASE OF
 ACTION WITH THE VINCENNES GROUP
 0150, 9 AUGUST TO 0200, 9 AUGUST

DIAGRAM "G"

EVENTS DEPICTED ON DIAGRAM "H"

FINAL PHASE OF ACTION

0200 to 0220

- (1) 0200 CHOKAI separated from CRUDIV SIX. Her actual movements at this time are not known. The track shown on this Diagram consists merely of her minimum turning circle to the left to the 0204 bearing line she obtained on the ASTORIA.
- (2) 0200 AOBA changed course from 069°(T) to 000°(T), leading CRUDIV SIX to continue action against VINCENNES Group. All three ships of CRUDIV SIX concentrated their fire on the ASTORIA at 0200.
- (3) 0200 KINUGASA fired torpedoes toward Transport Area XRAY, distant 26,000 yards. All torpedoes missed.
- (4) 0200 ASTORIA turned right to clear QUINCY's line of fire to the southeastward.
- (5) 0200 HELM, on course 180°(T), sighted unidentified ship (BAGLEY) on bearing 225°(T), distance 8000 yards. Changed course to SW to investigate and attack it, if enemy.
- (6) 0200 TENRYU was maneuvering for position to fire torpedoes.
- (7) 0200 YUBARI, placed ahead of the TENRYU by the latter's maneuvering, commenced her approach and also maneuvered to fire torpedoes.
- (8) 0200 WILSON changed course to the right to maintain her relative position on port bow of the VINCENNES.
- (9) 0200 RALPH TALBOT was proceeding along her assigned patrol line toward the SW at twelve knots, observing the action on her port beam between the Japanese Eastern Group and the three Allied cruisers of the VINCENNES Group. The Japanese Western Group was not visible to her.
- (10) 0201 KAKO fired four torpedoes at the ASTORIA. All torpedoes missed.
- (11) 0201 ASTORIA fired her ninth salvo at AOBA bearing 136°(T), range 7900 yards. ASTORIA hit by shells of AOBA.
- (12) 0201 HELM identified BAGLEY as a "friendly destroyer", reversed course, and increased speed to twenty-five knots.

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- (13) 0201 FURUTAKA engaged VINCENNES with gunfire on course North.
- (14) 0202 AOBA shifted fire from ASTORIA to QUINCY on bearing 310°(T), range 8600 yards. CRUDIV SIX again employed searchlights.
- (15) 0202 ASTORIA's bridge hit by salvo from KAKO, causing great damage and killing the steersman.
- (16) 0202 TENRYU and YUBARI fired four torpedoes each abeam to starboard at the QUINCY and VINCENNES, respectively, then steadied on course 340°(T).
- (17) 0202 QUINCY fired three salvos of star shells to starboard, which burst short of the Japanese Eastern Group above the clouds and were ineffective.
- (18) 0203 QUINCY fired her second main battery salvo. QUINCY's starboard 5-inch battery was knocked out by shells from the AOBA.
- (19) 0203 ASTORIA fired her tenth main battery salvo. She was hit by an 8-inch salvo from the KINUGUSA on bearing 150°(T) (approx.) range 9100 yards, suffering extensive damage topside and below decks in the vicinity of the well deck.
- (20) 0203 FURUTAKA c/c to 340° to parallel movement of TENRYU and YUBARI. Japanese Western Group then overhauled the VINCENNES and QUINCY, and fired a heavy volume of shells into them from ranges of 2700 yards to 2000 yards.
- (21) 0204 KINUGASA experienced more difficulty with her port steering engine (hit by VINCENNES at 0154).
- (22) 0204 CHOKAI's position as plotted on the Diagram was derived from her bearing of 318°(T) taken on the ASTORIA, and the statements of QUINCY officers who noted a cruiser farther east of three ships of CRUDIV SIX. CHOKAI re-entered the engagement and turned her searchlights on the ASTORIA and opened fire.
- (23) 0204 ASTORIA under concentrated fire of three ships was hit aft by salvo from KINUGASA. Her engineering department was damaged, her speed was reduced, and her gunnery stations (except for turrets I and II) were practically out of action. She commenced a slow left turn.
- (24) 0204 QUINCY was hit on port side by torpedoes from TENRYU, and a half-minute earlier VINCENNES was hit on port side by YUBARI's torpedoes.

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- (25) 0204 WILSON resumed fire on Japanese Eastern Group. Her plotted position on the Diagram was derived from TENRYU's bearing of 020°(T), at this time taken together with the WILSON's own track chart. WILSON came under a few rounds of fire from the TENRYU in the next minute, but was not hit.
- (26) 0205 TENRYU c/c from 340°(T) to 320°(T), ceased firing at the WILSON.
- (27) 0205 YUBARI, noting TENRYU's change in course, c/c to the westward also. The track of 307°(T) of the YUBARI shown on this Diagram is a maneuvering board solution (War College evaluation) which would enable the YUBARI to have passed 800 yards ahead of the TENRYU at 0208 to assume the offset position in which she was later reported to be (by the TENRYU and by the RALPH TALBOT).
- (28) 0205 HELM changed course to 350°(T) to pass between the QUINCY and the VINCENNES, the latter she observed was turning westward.
- (29) 0205 KAKO fired two additional torpedoes at ASTORIA (torpedoes missed).
- (30) 0205 CHOKAI hit in bridge structure, thirty men were killed and Flag Plot burned out. CHOKAI scored hits on ASTORIA at this time.
- (31) 0206 FURUTAKA changed course to left to parallel course of 320°(T) steered by TENRYU. At this point FURUTAKA and YUBARI continued to engage the VINCENNES from the latter's starboard quarter. They were believed to be two "friendly destroyers" by Commanding Officer, VINCENNES.
- (32) 0207 The ASTORIA fired her eleventh salvo from turret III at the KINUGASA on bearing approximately 140°(T), range 7000 yards.
- (33) 0207 KINUGASA commenced returning to the column of CRUDIV SIX.
- (34) 0208 AOBA changed course from 000°(T) to 328°(T) to close range on QUINCY, in particular, and VINCENNES Group as a whole.
- (35) 0208 ASTORIA sighted QUINCY, burning and in right turn, on a collision course. ASTORIA commenced sharp left turn.
- (36) 0208 WILSON and HELM near collision. WILSON reversed course at thirty knots to avoid the HELM.
- (37) 0208½ FURUTAKA, having ceased firing at VINCENNES, closed TENRYU to take position approximately in column.

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- (38) 0209 YUBARI, having ceased firing at the VINCENNES at 0208, crossed ahead of the TENRYU and subsequently assumed a position 1000 yards on her port beam.
- (39) 0210 KINUGASA changed course to 328°(T) to follow ships of CRUDIV SIX in column.
- (40) 0210 CHOKAI c/c to 328°(T) to parallel CRUDIV SIX.
- (41) 0210 FURUTAKA c/c to 320°(T) to follow TENRYU at 1300 yards distance.
- (42) 0210 TENRYU sighted RALPH TALBOT, bearing 350°(T), range 9500 yards.
- (43) 0210 RALPH TALBOT was momentarily illuminated by YUNAGI's searchlight at range 15,000 yards on her port bow.
- (44) 0210 HELM changed course to 315°(T) to proceed to point of rendezvous five miles NW of Savo Island.
- (45) 0211 $\frac{1}{2}$ FURUTAKA observed QUINCY ablaze on bearing 100°(T), range 6000 yards.
- (46) 0212 FURUTAKA sighted HELM bearing 065°(T), range 4200 yards.
- (47) 0213 CHOKAI re-entered engagement, turned on her searchlight, swept past the WILSON to locate the VINCENNES, and opened fire.
- (48) 0214 AOBA reopened fire on QUINCY. Also fired one torpedo at QUINCY.
- (49) 0214 KINUGASA illuminated the ASTORIA on bearing 270°(T) and fired her main battery at her. A minute later she directed her dual purpose guns on the QUINCY.
- (50) 0214 TENRYU illuminated the RALPH TALBOT on bearing 334°(T), range 6200 yards, and opened fire on her. FURUTAKA also opened fire on RALPH TALBOT, range 7500 yards.
- (51) 0215 $\frac{1}{2}$ FURUTAKA ceased fire on the RALPH TALBOT, probably because the TENRYU was in her line of fire because of TALBOT's change in bearing.
- (52) 0216 QUINCY hit by AOBA's torpedo.
- (53) 0216 CHOKAI sustained hit in turret I from shell fired by ASTORIA.
- (54) 0217 TENRYU ceased firing at RALPH TALBOT but continued to illuminate her.

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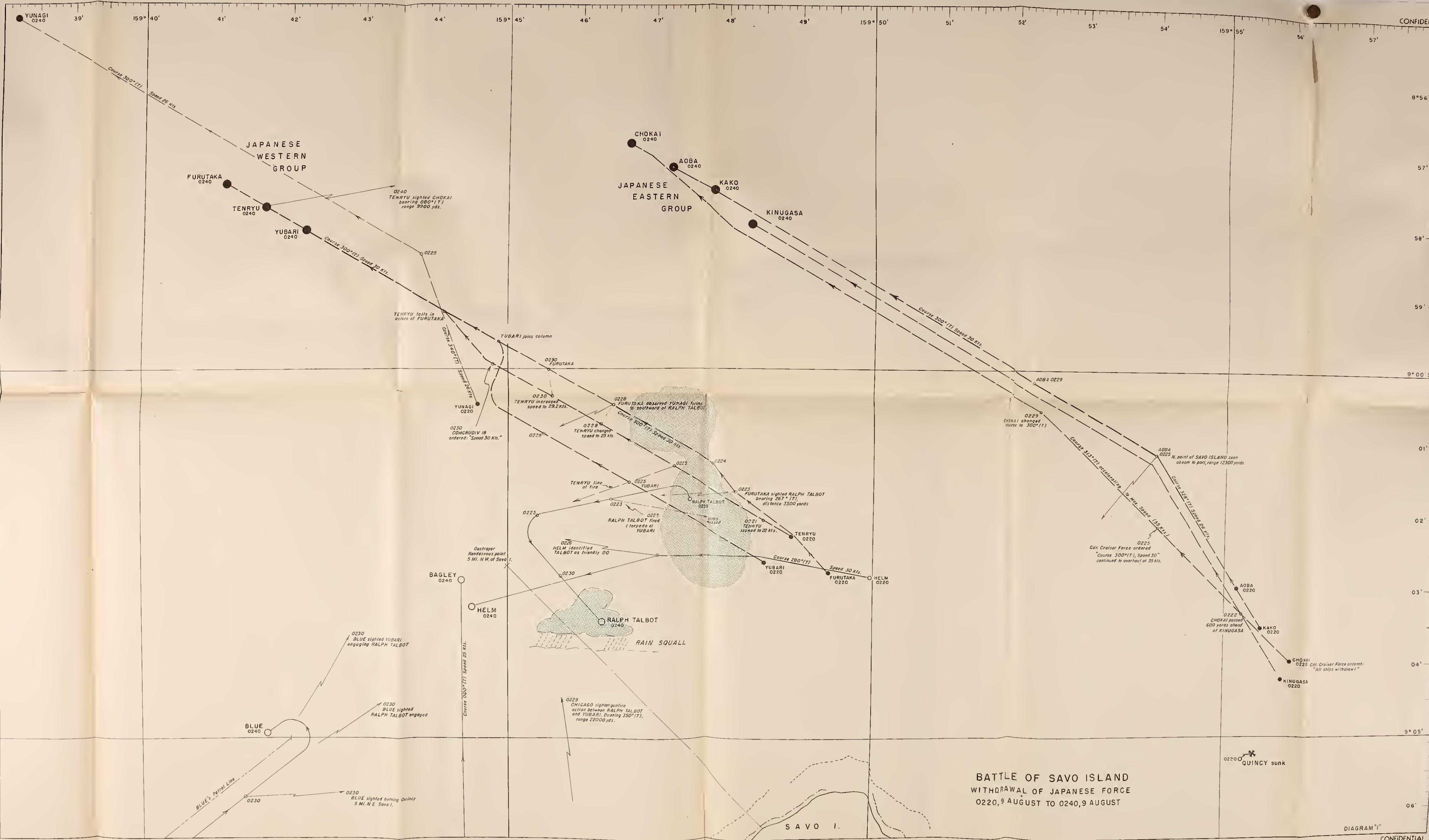
- (55) 0218 RALPH TALBOT sighted YUBARI, bearing 120°(T), range 3300 yards.
- (56) 0218½ YUBARI illuminated and commenced firing at RALPH TALBOT.
- (57) 0219 FURUTAKA resumed fire on RALPH TALBOT on port bow range 4700 yards.
- (58) 0219½ RALPH TALBOT had received five hits from YUBARI and fired at three torpedoes from her Number Three torpedo tube mount at the YUBARI. She immediately thereafter changed course to the left to unmask her port torpedoes.
- (59) 0220 CHOKAI attains thirty knots, closing the AOBA.



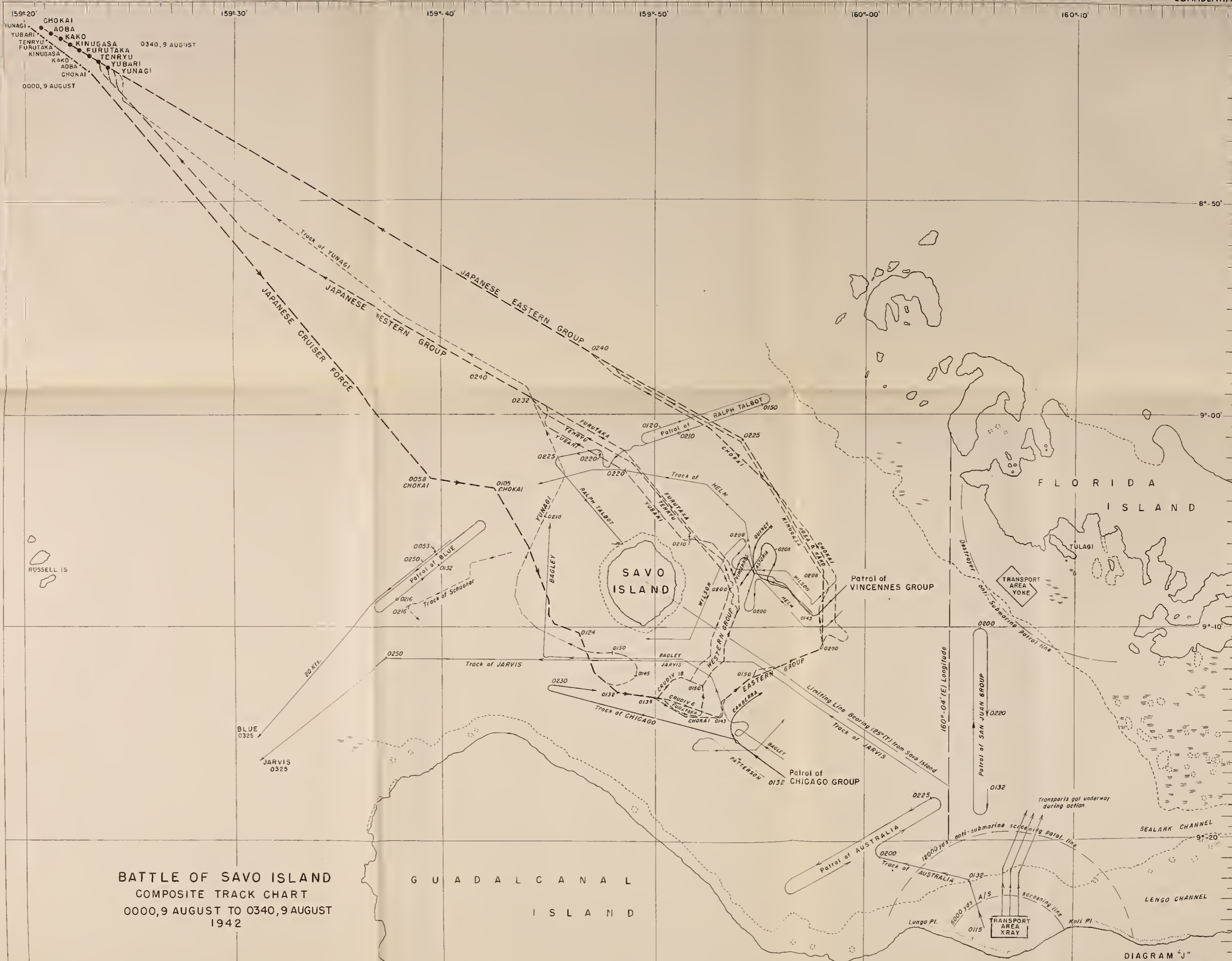
BATTLE OF SAVO ISLAND
 FINAL PHASE OF
 ACTION WITH THE VINCENNES GROUP
 0200, 9 AUGUST TO 0220, 9 AUGUST

DIAGRAM "H"





BATTLE OF SAVO ISLAND
WITHDRAWAL OF JAPANESE FORCE
0220, 9 AUGUST TO 0240, 9 AUGUST



BATTLE OF SAVO ISLAND
 COMPOSITE TRACK CHART
 0000, 9 AUGUST TO 0340, 9 AUGUST
 1942

RECORD OF EVENTS DEPICTED ON DIAGRAM "K"

AUGUST 9th, 1942

0000 to 2400

- (1) 0000 JARVIS departed unescorted from Area XRAY via limiting line (125°(T) from Savo Island), thence westward, passing south of Savo Island.
- (2) 0000 CTG 61.1, on course 230°(T) since 2330, August 8th at fifteen knots, abreast of Cape Surville, San Cristobal Island.
- (3) 0000 Japanese submarine I-121 en route on E course to Tulagi.
- (4) 0000 Japanese submarine I-122 en route in Solomon Sea on SE course to Tulagi.
- (5) 0000 Allied submarine S-44 en route around west end of New Hanover Island to area in vicinity of Cape St. George.
- (6) 0024 Japanese transport MEIYO MARU was sunk by Allied submarine S-38 in St. George's Channel. Five other transports en route to Tulagi with reinforcements, reversed course and returned to Rabaul.
- (7) 0100 CTG 61.1 changed to 320°(T), speed fifteen knots, awaiting COMSOPACFOR's approval to retire the carrier groups.
- (8) 0225 Japanese Cruiser Force assumed course 300°(T), speed thirty knots, to withdraw from battle area.
- (9) 0250 BLUE detected unidentified ship (JARVIS) rounding Cape Esperance and proceeding to SW.
- (10) 0325 BLUE closed and identified JARVIS, establishing JARVIS' course and speed as SW at ten knots.
- (11) 0340 Two B-17s took off from Espiritu Santo to search Sector II.
- (12) 0400 CTG 61.1, having received COMSOPACFOR's approval, changed course to 050°(T), speed fifteen knots.
- (13) 0430 CTG 61.1 changed course to 140°(T), speed fifteen knots, to retire TG 61.1 from the area.
- (14) 0600 SARATOGA launched a morning search of eight scout bombers, point of origin Latitude 11°-14'(S), Longitude 161°-01'(E), to cover sector between 270°(T) and 330°(T) to radius of 175 miles (median line 300°(T)).

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- (15) 0616 One large patrol plane from YOKOHAMA Air Group departed Rabaul on Track 096°(T) to radius 700 miles.
- (16) 1618 One large patrol plane of FOURTEENTH Air Group departed Rabaul along Track 148°(T) to a radius of 700 miles.
- (17) 0630 One land attack plane of TAINAN Air Group took off from Rabaul, proceeding along Track 123°(T) to reconnoiter Tulagi-Guadalcanal Area, then extend search on 123°(T) to 700 mile radius from Rabaul.
- (18) 0700 Four land attack planes of FOURTH Air Group departed Rabaul to search: (1) Track 123°(T) from Mono Island to radius 420 miles (700 miles from Rabaul), (2) Track 120°(T) from Green Island to distance 580 miles (700 miles from Rabaul), (3) Track 138°(T) from Rabaul to radius 700 miles, and (4) Track 106°(T) from Rabaul to radius 700 miles.
- (19) 0700 Japanese Cruiser Force at thirty knots in AA defense disposition with all ships at General Quarters expecting an Allied carrier air attack, changed course from 300°(T) to 280°(T).
- (20) (sun- TF 63 searches took off from Ndeni, Espiritu Santo, and
rise) Maramasike Estuary in Sectors III, IV, V, and VII.
- (21) (sun- Three R.A.A.F. Hudsons took off from Fall River Field, Milne
rise) Bay, New Guinea, to search Reconnaissance Area "B" (the northern Solomons). An additional Hudson took off to search local Area SIREN.
- (22) 0736 Japanese search plane reached Green Island and took departure on Track 120°(T).
- (23) 0740 SARATOGA search plane sighted and identified JARVIS in Latitude 09°-42'(S), Longitude 158°-59'(E) on SW course at ten knots, leaving heavy oil slick and down by bow.
- (24) 0740 TG 61.1 changed course from his retirement course of 140°(T) to 210°(T) to gain Point Option position for recovery SARATOGA's search planes.
- (25) 0823 Japanese search plane reached Mono Island and took departure to search along Track 123°(T) from Mono Island.
- (26) 0825 Japanese reconnaissance plane passed Japanese Cruiser Force in "The Slot".
- (27) 0830 Japanese Cruiser Force changed course from 280°(T) to 300°(T).

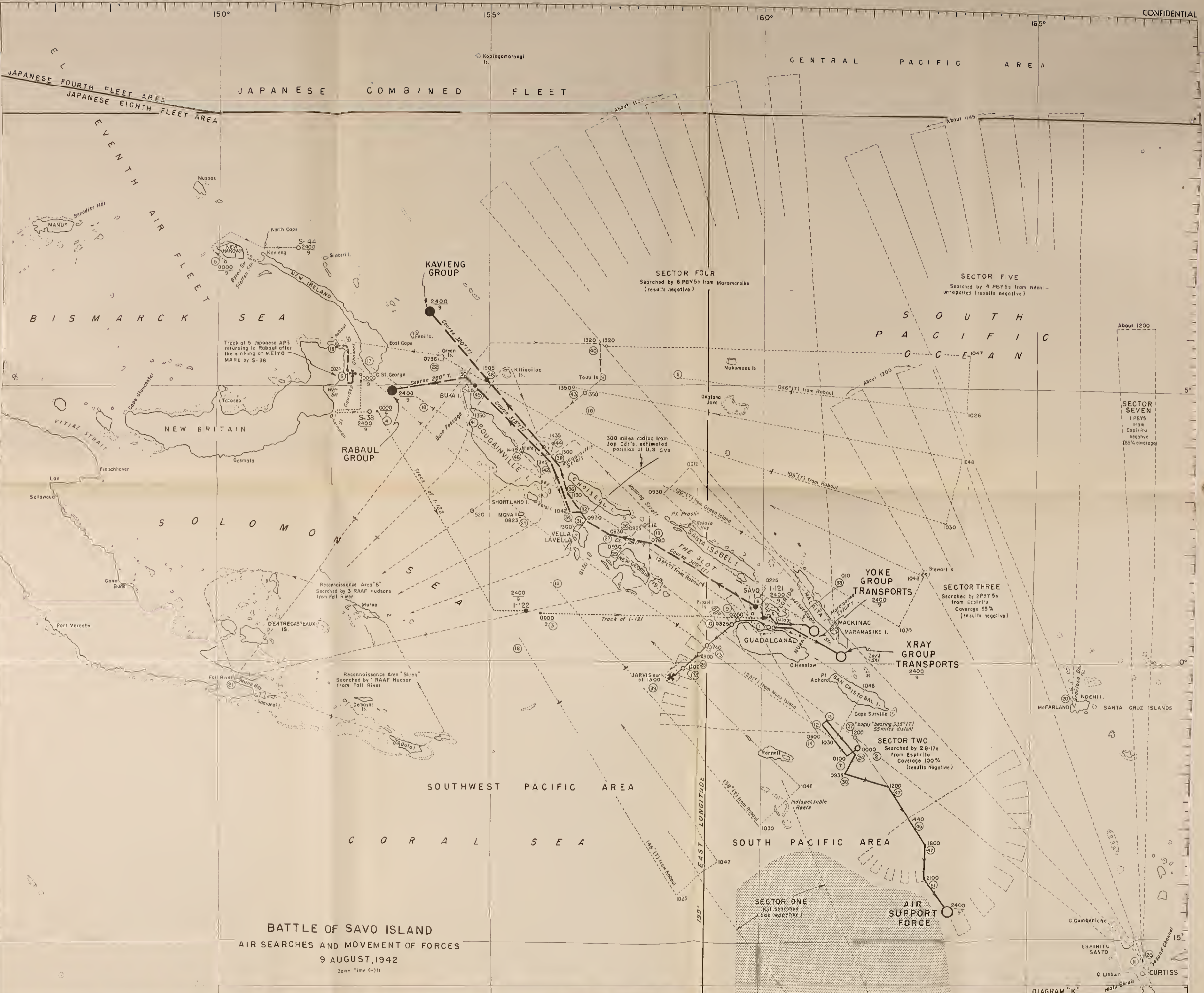
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- (28) 0900 Japanese search plane from Rabaul (via Mono Island) sighted JARVIS about twelve miles away on the starboard hand.
- (29) 0930 Two B-17 search planes in Sector II turned back to Espiritu Santo, having reached extremity of search 750 miles from Espiritu Santo at 0912. The B-17 in the western sub-sector was at this time forty-five miles from the Japanese Cruiser Force. Allowing fifteen or twenty mile radius of visibility, this B-17 missed sighting the Japanese cruisers by about twenty-five or thirty miles.
- (30) 0935 TG 61.1 changed fleet course to 140°(T), the SARATOGA having recovered her morning search planes at 0930. Because of the repeated necessity of turning NE into the wind to launch and to recover planes, TG 61.1 made good a Track of 105°(T) between 0935 and 1200. This general movement line is shown on this Diagram.
- (31) 0935 Commander Japanese Cruiser Force passed the 300 mile radius from where he presumably estimated the Allied carriers to be operating. Since no carrier-based air attack had reached his force by this time, he slowed from thirty to twenty knots, and assumed a secondary condition of AA defense.
- (32) 0958 Japanese Cruiser Force separated into two groups - the Kavieng Group consisting of Cruiser Division SIX, and the Rabaul Group, consisting of the CHOKAI, CRUDIV EIGHTEEN, and the YUNAGI.
- (33) 1010 Japanese search plane, which had reconnoitered Iron Bottom Sound from 0915 to 1000, turned back to Rabaul from proximity of Nura Island without completing the search down Indispensable Strait to the 700 mile radius from Rabaul. This plane crashed on landing at Rabaul at 1305.
- (34) 1042 Rabaul Group set course 340°(T) to transit Bougainville Strait, zigzagging.
- (35) 1100 Japanese search plane sighted JARVIS in position ninety-five miles SW of Savo Island. Reported her as ACHILLES Class cruiser, damaged and escaping to SW. This plane tracked JARVIS thereafter until 1300.
- (36) 1130 Kavieng Group (CRUDIV SIX), on course 325°(T), speed twenty knots since 1000, commenced transit of Bougainville Strait.
- (37) 1200 SARATOGA launched fighters to intercept "Bogey" bearing 335°(T), distance fifty-five miles. "Bogey" turned out to be Army B-17 search plane in Sector II on return leg to Espiritu Santo.

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- (38) 1300 Kavieng Group changed to retirement course 320°(T), speed twenty knots, which it held through the rest of the day.
- (39) 1300 JARVIS sunk by air attack group - sixteen torpedo planes and fifteen zero fighters - in position 130 miles SW of Savo Island.
- (40) 1320 R.A.A.F. Hudson sighted one Kawasaki bomber thirty-five miles north of Tauu Island. This was the Japanese heavy patrol seaplane which had gone out on 096°(T) and was now returning to Rabaul.
- (41) 1330 R.A.A.F. Hudson sighted Japanese ship anchored in western end of Buka Passage.
- (42) 1345 Japanese Rabaul Group c/o to 315°(T) to continue retirement on east side of Bougainville Island.
- (43) 1350 R.A.A.F. Hudson, in position twenty-three miles SW of Tauu Island, sighted a Mitsubishi heavy bomber to the westward. This was the Japanese search plane which had gone out on leg 106°(T) and was now returning to Rabaul.
- (44) 1435 R.A.A.F. Hudson located Japanese CRUDIV SIX. The Japanese detected this plane at 1412 and lost sight of it at 1455.
- (45) 1440 ENTERPRISE planes (twelve scout bombers) commenced afternoon search in forward semicircle to 150 mile radius. The five scout planes in western quadrant returned at 1615, because of bad weather encountered seventy-five miles west.
- (46) 1449 R.A.A.F. Hudson reconnoitered Kieta, sighted one large and three small junks in the harbor.
- (47) 1800 CTF 61 changed course of TG 61.1 to 180°(T)(after the afternoon search planes had been recovered at 1727 and the carrier task groups had rejoined).
- (48) 1905 FURUTAKA sighted what she thought was a submarine periscope, and attacked it with torpedoes.
- (49) 1945 CHOKAI sighted by coast watcher on N end of Buka Island, mistook it for an aircraft carrier.
- (50) 2000 Rabaul Group changed course to 260°(T) in position eight miles due N of Buka Island.
- (51) 2100 CTF 61 changed fleet course of TG 61.1 to 145°(T), continued at fifteen knots.

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BATTLE OF SAVO ISLAND
AIR SEARCHES AND MOVEMENT OF FORCES
9 AUGUST, 1942
 Zone Time (-111)

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no. 199

The Battle of Savo Island
(Text)

NavWar Col, 1950, Vol. I

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