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XL6906

SOUTH-EAST ASIA TRANSLATION AND INTERROGATION CENTER

Air Intelligence

INTERROGATION BULLETIN No 20

JOINT INTELLIGENCE COLLECTION AGENCY C.B.I.
MAR 1945

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S.E.A.T.I.C.

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G. F. BLUNDA
COLONEL, CAC, U.S. ARMY
SUPERINTENDENT

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XL6906

AIR INTELLIGENCE

S.E.A.T.I.C. INTERROGATION BULLETIN No. 20

dated 9 March 1945.

The information contained in this Bulletin is obtained by interrogation. Although every effort is made to ensure accuracy, it should be treated with reserve until confirmed from other sources.

The reference numbers shown against each item denote the informants. A record of the original material on which this information is based is kept for reference. Any enquiries should state the number and paragraph, and should be sent direct to the Officer Commanding, C.S.D.I.C.(I), Red Fort, Delhi.

This is the last Interrogation Bulletin to be issued in this form. Future intelligence gained from interrogation will be issued in a new series of S.E.A.T.I.C. Publications, which will be forwarded on a similar distribution as heretofore.

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B.769 1. TARGETS - RANGOON, etc.

B.769 is a Korean who emigrated from Korea in February 1940, and after a period in Saigon and travels through Malaya, was arrested by the Japanese in Singapore. He escaped from the police station, where he had been interrogated as a spy-suspect, and entered Burma on 8 April 1942. He remained there until January 1945, except for a business trip to Bangkok during February and March 1944.

Most of his time in Burma was spent in Rangoon, where he stayed for 2½ years, becoming conversant with its geography, and with the numerous military and economic features. Eventually the continual Allied air-raids, and the fear that his alias had become suspect, caused him to leave Rangoon, where his wife and child are still living, and to make his way to the British lines.

In pin-pointing over 350 possible targets in Rangoon, other parts of Burma and Bangkok, he has shown proof of a remarkable memory and unusual facility in handling maps. While the degree of reliability is difficult to assess, checking and rechecking of the positions given have elicited consistent replies, and much of his information agrees with data from other sources.

Key to positions marked on sketch-map of Rangoon; December 1944.

1-2	Brick barracks: 100 Japanese and 100 I.N.A.
3	Bungalow occupied by Dr. BA HAN (Dr. BA MAW's brother)
4-8	Extensive petrol and bomb dumps
9-16	Wooden buildings occupied by 2,000 B.P.A. and 1.. Japanese troops
17	Military warehouse
18	Shirt factory
19	Japanese bungalows
20	Large food and clothing dumps
21	TOYO SHOKAI office (a Japanese firm, Oriental Trading Co.)
22	Japanese Ambassador's bungalow
23-25	Railway H.Q. (Military)
26	Aircraft salvage materials dump
27	Japanese hospital
28	Important civilian contractors
29	Bungalow of Burmese Government official, U BA YI

30-32 Three bungalows occupied by a Japanese General and important Staff officers. (B.769 gives the General's name as SUZUKI Seiichi - not identified in the Order of Battle - and thinks the rank was Lt. Gen.)

33-35 Air Transport Company's offices

36 Buildings occupied by Japanese troops and Head of Rangoon Police

37 S.C. BOSE's bungalow

38 2-storeyed red-brick building occupied by 100 - 200 Japanese troops

39 Ten spare trams kept here

40 DOMEI News office with wireless station

41 I.N.A. Barracks

42-45 Wireless Stations

46 HAYAKAWA Hospital for Japanese and Burmese

47 Dumps of 500 x 42-gall. petrol drums

48 Residence of THAKIN MYA, Burmese Propaganda Minister

49 Japanese military offices

50 Broadcasting station in CHIN TSONG's palace

51 Ammunition factory

52 Japanese Ambassador's office

53-56 Japanese Burma Area Army H.Q.

57 Searchlight and A.A. guns here

58 B.P.A. H.Q.

59 B.P.A. Workshops

60 District Magistrate's City Court for civil and criminal cases

61 ATAKA Co's office (Japanese Shipping Co.)

62 Burmese Municipal Official's bungalow

63 Bungalow occupied by journalists of YOMIURI Newspaper

64 Office and warehouse of a Formosan civilian contractor to the Japanese

65 Office of MITSUBISHI SHOJI KAISHA

66 Rangoon High Court

67 TAMOKU KENCHIKU Co. (Japanese civilian building firm)

68 I.N.A. Propaganda printing house.

69 KEMPEI H.Q. for Rangoon

70-72 Burmese Govt. employees' bungalows

73 Dr. BA MAW's house

74 Dr. BA MAW's office

75 3 searchlights, 3 A.A. guns and wireless station

76-77 Brick buildings occupied by 50 KEIBITAI (Guard troops)

78 Wooden buildings occupied by 150 Indian women, Rani of Jhansi Regt., trained as propagandists.

79 New main passenger and goods railway station

80 Military stores: 150 - 200 Japanese and 500 Indian coolies employed

81 Large wireless station, east of Reclining Buddha Pagoda

82 Wireless Station

83 Burmese language newspaper printers' offices

84 New Light of Burma (Burmese language newspaper) printing office

85 Main telegraph office

86 HIKARI KIKAN H.Q.

87 Japanese firms' bungalows. KANEBO Cloth Co. and ATAKA Shipping Co.

88 Wooden buildings occupied by the Association of Japanese Residents, also the latter's two-storey brick and wooden hospital

89-90 Large M.T. workshops: Civilians working for military

91 Large I.N.A. M.T. workshops

92 Large M.T. workshops

93 Burmese language newspaper printing office

94 Yokohama Specie Bank

95 General Post Office

96 YOMIURI Newspaper Office - with wireless station

97 MITSUBUSHI Co's bungalow

98 KANEBO Co's bungalow

99 MARUEI Co's bungalow (motors and factory equipment firm)

100 Burmese Youth Organisation's propaganda H.Q.

101 DAIMARU Co's bungalow

102 ATAKA Co's bungalow

103 YOMIURU Newspaper offices

104 Govt. Tax office. 2-storeyed wooden building

105 Indian National Bank. 2-storeyed brick and wooden building

106-107 SANKO Co's bungalow. (Japanese firm producing caustic soda, etc.)

108 KANEBO Cloth factory. Brick building

109 DAIMARU Co's rope factory. 2-storeyed wooden building.

110-112 MITSUI BUSSAN Co's bungalows

113 TONAN SANGYO Tea Co's offices

114 Bungalow occupied by sailors

115 Large Japanese military supply company's offices

116 YAMASHITA KISEN Shipping Co's offices

117 DAIMARU Co's rope factory

118 S.C. BOSE's Indian H.Q. 2-storeyed building

119 Offices of NICHIMEN SHOJI K.K. (cotton firm)

120 SENDA Co's offices (shipbuilding firm)

121 Offices of KINTO SHOKAI (Japanese food firm

122 Burmese Public Distribution Co's offices

123 Rangoon Waterworks plant

124 Naval H.Q. in two brick buildings. Deep trenches

125 Offices of BANDOOLA U SEIN, Burmese Minister, also DOBAMA (We Burmese) Propaganda Office

126 Burma State Bank

127 Burmese Propaganda Office

128 Military Police general's bungalow

129 Church

130 Searchlight

131-132 A.A. guns

133 Commodity distribution H.Q. and warehouse

134 Pro-British District Magistrate's house

135 Japanese cake bakery: MORINAGA Co.

136 Offices of Indian contractor supplying metal to Army

137-I38 Petrol dumps

139 Barracks: 500 B.P.A. troops in new wooden and bamboo huts

140 New barracks in jungle: 300 B.P.A. troops in wooden and bamboo huts

141-144 Cinemas where propaganda films are shown

145 Petrol dumps in brick building

146 Orient Club, still frequented by important people

147 New Burma Opera house for propaganda performances

148 Boat Club, where propaganda films are shown between 1700 and 1900 hours for Japanese only

149 Petrol supplies, pumps

150 A.R.P. barracks

151 A.R.P. H.Q. for all Rangoon

152-154 A.R.P. barracks

155-156 Searchlights and A.A. guns

157-158 Barracks: 300 Japanese in many long wooden buildings

159 Underground petrol stores for NIPPON TSU-UN Transport (Bus) Co. Starting place for Prome, Pegu and other long-distance bus services

160 Small arms ammunition factory in new wooden building

161 Cinema

162-163 B.P.A. barracks: 1,000 troops in wooden and bamboo buildings

165 Nippon Typewriter Co's offices: 40 Japanese employed

166 3-storeyed brick barracks: 50 Japanese

167 Government House, now almost completely vacated through fear of bombing

168 Japanese barracks: new wooden buildings

169 Japanese military offices: wooden building

170 Ammunition and general dumps: wooden warehouse

171 Large ammunition dumps: wooden warehouse

172 Ordnance supply office: brick building

173 Military warehouse: wooden building

174 SHOWA TSU-UN Motor Transport Co.

175 NAMPO KAIHASSU Bank (Military)

176 SHOWA TSU-UN Motor Transport Co's offices: brick building

177 KAIKOSHA - swords, field-glasses, etc. supplied to Officers

178 Offices of Indian contractor to the Japanese.

179 Military officers' bungalow

180 Burmese Government Transport Office: 2-storeyed wooden building

181 Japanese hospital

182 A.A. guns and searchlight manned by Japanese

183 M.P. school for Burmans: 2-storeyed brick building

184 M.P. H.Q. for West Rangoon

185 Main telephone exchange

186 Pegu Club, now a brothel for officers

187 "NIHON-SAN" Temple, where Japanese funeral services are held

188 I.N.A. barracks: 2,000 troops

189 10 - 15 A.A. guns on Old Race Course

190 Japanese Military and civil hospital under civilian control

191 Military Rest Camp: large 3-storeyed building

192 DOMEI News Offices

193 Military hostel for Japanese officers

194 ESAKI Hospital Branch

195 Japanese Hotel: one-storeyed wooden building

196 IWAKURO KIKAN: single-storeyed brick building

197 ESAKI Hospital, civil and military

198 Hotel used by Japanese: 3-storeyed brick building

199 Searchlights and A.A. guns manned by Japanese

200 Three bungalows occupied by SUISAN SANGYO Co, Japanese fishing firm

201 J.A.A.F. captain's bungalow

(H) CHUBU HAIDEN, electric supply company for all Rangoon: offices in wooden building

(I) I.N.A. barracks: wooden building

(J) HEITAN (L. of C.) Hospital

(K-N) HEITAN Rest Camp: barracks and offices

(O) Offices of Formosan liquor firm supplying whisky, sake, etc.

(P) Japanese liquor firm's offices

(Q) Indian-owned propaganda cinema

(R) Marine barracks. 4-storeyed brick building: 300 men

(S) Formosan liquor firm's offices

(T-V) M.T. parts, trucks, cars supplied here. (Military)

(W-X) Bungalows occupied by Japanese Marines

(Y) Burmese Government propaganda office: wooden building

(Z) Indian officers' bungalow

(X1) Mortar factory employing 100 men, including 20 Japanese.

(X2) MITSUI BUSSAN Co's offices; 2-storeyed brick building

(X3) SHIONOGI Co's offices in wooden building. Medicinal supplies

(X4) Korean contractor's offices. Military supplies

(X5) HEITAN (L. of C.) H.Q., 50 Japanese officers; brick building

(X6) KUN LAK Hotel Chinese), frequented by many Japanese officers: brick building

(X7) TSU-UN transport Co's workshops

(X8) TSU-UN Co's main offices

(X9) Japanese printing offices, controlled by Nippon Typewriter Co.

(X10) TSU-UN Co's bungalow

(X11) Residence of Lt.Gen AUNG SAN, B.P.A. Commander

(X12-X14) Japanese M.T. Workshops

(X15-X16) New wooden bamboo huts, occupied by 200 B.P.A. troops

(X17-X19) New wooden and bamboo huts, occupied by 200 Japanese troops

(X20) Large dumps of petrol, bombs, M/G ammunition, etc.

KEY TO POSITIONS MARKED ON SKETCH-MAP OF BANGKOK: MARCH 1944.

1. Considerable Japanese forces in rest-camp here
2. Japanese barracks
3. Warehouses
4. Bangkok Railway H.Q. and large warehouses
5. Five cinemas, where propaganda films are shown
6. Centre of large burnt-out area
7. Japanese embassy, Association of Japanese Residents and KYODO HAIKYU KUMIAI offices
8. Japanese air transport offices
9. MITSUBISHI SHOJI KAISHA and MITSUBISHI BUSSAN KAISHA offices
10. Hotel occupied by about 100 Japanese
11. Yokohama Specie Bank
12. Trocadero Hotel, party burnt-out in an air raid. Still occupied by many Japanese officers
13. Building occupied by 30 - 40 KEIBITAI troops
14. Japanese air transport bungalow
15. DOMEI news office
16. Warehouse
17. Menam Hotel, occupied by Japanese
18. ASAHI Newspaper office
19. KAIKOSHA (Japanese officers' club and military shop)
20. Burnt-out area
21. Japanese hospital
22. Expensive club frequented by Japanese and Siamese officers and wealthy civilians

23-24 A.A. guns manned by large Japanese forces

25. Brothel (for Japanese officers only). 200 Japanese prostitutes
26. Military Police H.Q.
27. Large Japanese firm's offices
28. Burnt-out area
29. Thailand Hotel. Occupied by over 100 Japanese, including many pilots

30. Japanese Air Headquarters

31. Black building occupied by a few hundred Japanese and Siamese troops

KEY TO POSITIONS MARKED ON SKETCH-MAP OF PEGU - LAKE HIAWGA AREA: Oct. 1944.

1. There were many Japanese in large rest camp just N. of the bridge over the Pegu River.

2-3 Defensive positions, pill-boxes, M.T. and ammunition dumps were located on both sides of the road 3 miles south of Pegu.

4-7 There were about 200 Japanese in bamboo huts along the roadsides.

8. About 5 wooden huts containing aircraft stores.

9. About 10 wooden huts occupied by B.P.A. troops.

KEY TO POSITIONS MARKED ON SKETCH-MAP OF TOUNGOO AREA Oct. 1944.

1. New wooden barracks occupied by about 100 Japanese.

2. Air H.Q. with R/T Station.

3-4 On both sides of the Mandalay Road were large supply dumps extending about 2-3 furlongs between Air H.Q. (2) and positions 3 & 4. Most of the petrol was dumped to the east of the road, while M.T. and aircraft parts were stored on the west side, in the jungle. About 150 Japanese were working here.

5-6 About 2 miles still further north, on both sides of the same road, just past the airfield, there was considerable activity among a number of pill-boxes and trenches.

RANGOON.

SCALE. 3 INCHES = 1 MILE.

INSET No. 3.
MINGALADON AIRFIELD.
SCALE. 3 INCHES = 1 MILE.

INSET No. 2
SCALE. 1·5 INCHES = 1 MILE.

INSET No. 1
SCALE. 1·5 INCHES TO 1 MILE.

RANGOON RIVER

PAZUNDAUNG CREEK

VICTORIA LAKE

ROYAL LAKE

SHWEDAGON PAGODA

RACE COURSE

WINDERMERE PARK

RANGOON UNIVERSITY

JACOB BARRACKS

INSEIN R.S.

RANGOON R.S.

THAMAING LINK ROAD

PROME ROAD

KOKINE ROAD

MENTAL HOSPITAL

VICTORIA ROAD

BAGAYA PONGY ROAD

TIGER VALLEY

WINDSOR ROAD

LOWER KEMMENDINE ROAD

AHLONE ROAD

CHEAPE ROAD

PEGU CLUB ROAD

ST. JOHNS ROAD

STATION ROAD

STRAND ROAD

COMMISSIONER'S ROAD

CANAL STREET

MERCHANT STREET

SIGANDAT STREET

MONTGOMERY STREET

LOWER PAZUNDAUNG ROAD

MONKEY POINT ROAD.

PAGODA ROAD

GOODLIFFE ROAD

CAMPBELL ROAD

KING EDWARD AVENUE

LAKE ROAD

MILL ROAD

UPPER ON GAINE ROAD

THINGAN GYUN ROAD

INSEIN ROAD

PARK ROAD

RACE COURSE

BOUNDARY

OLD

ST. JOHNS

PEGU CLUB

A B C D E F G H I J K L M N P Q R S T U V W X Y Z

X-1 X-2 X-3 X-5 X-6 X-7 X-8 X-10 X-12 X-13 X-14 X-15 X-16 X-17 X-18 X-19 X-20

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 125 126 127 128 129 130 131 132 134 135 136 137 138 139 140 141 142 143 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249

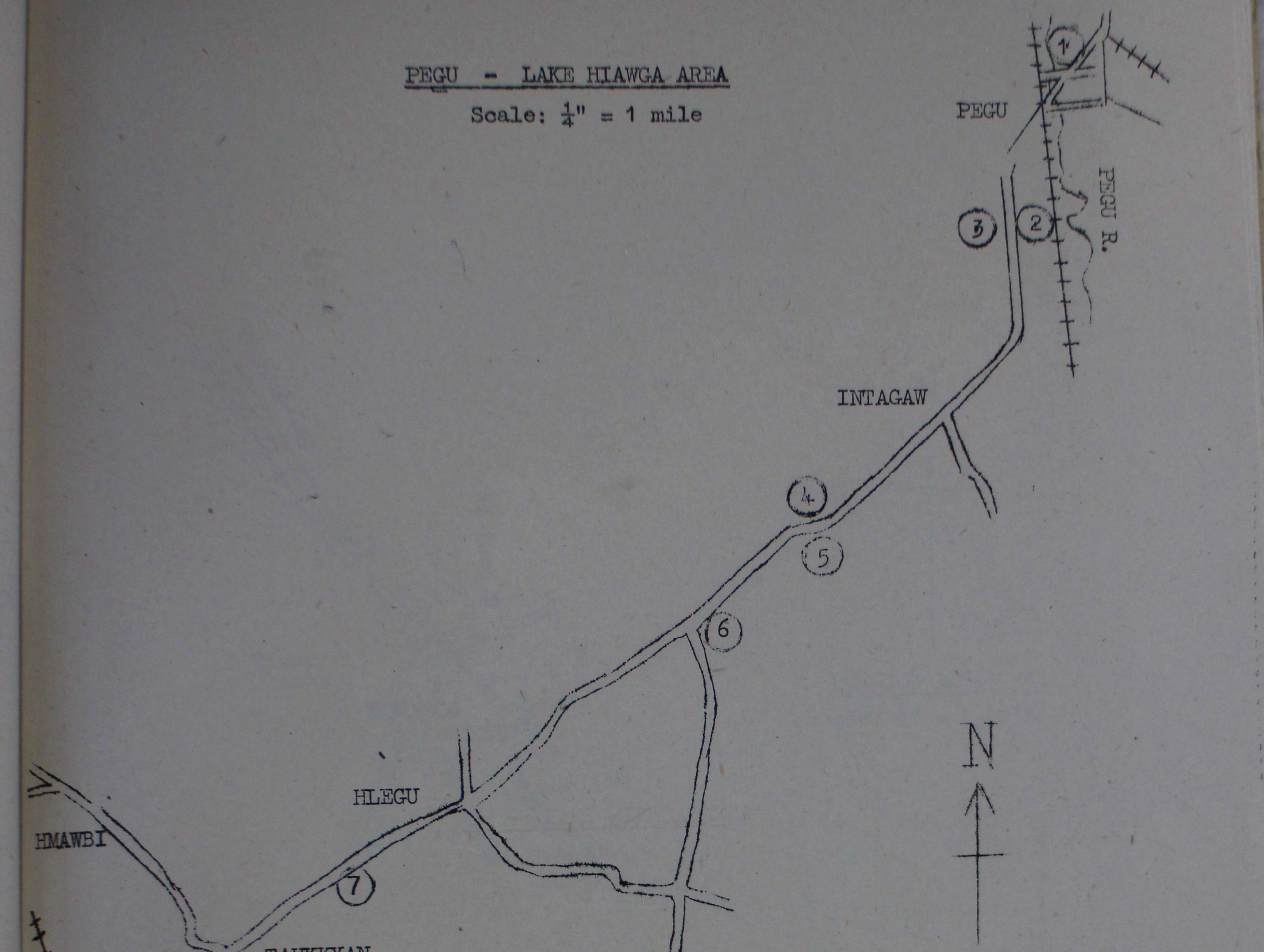


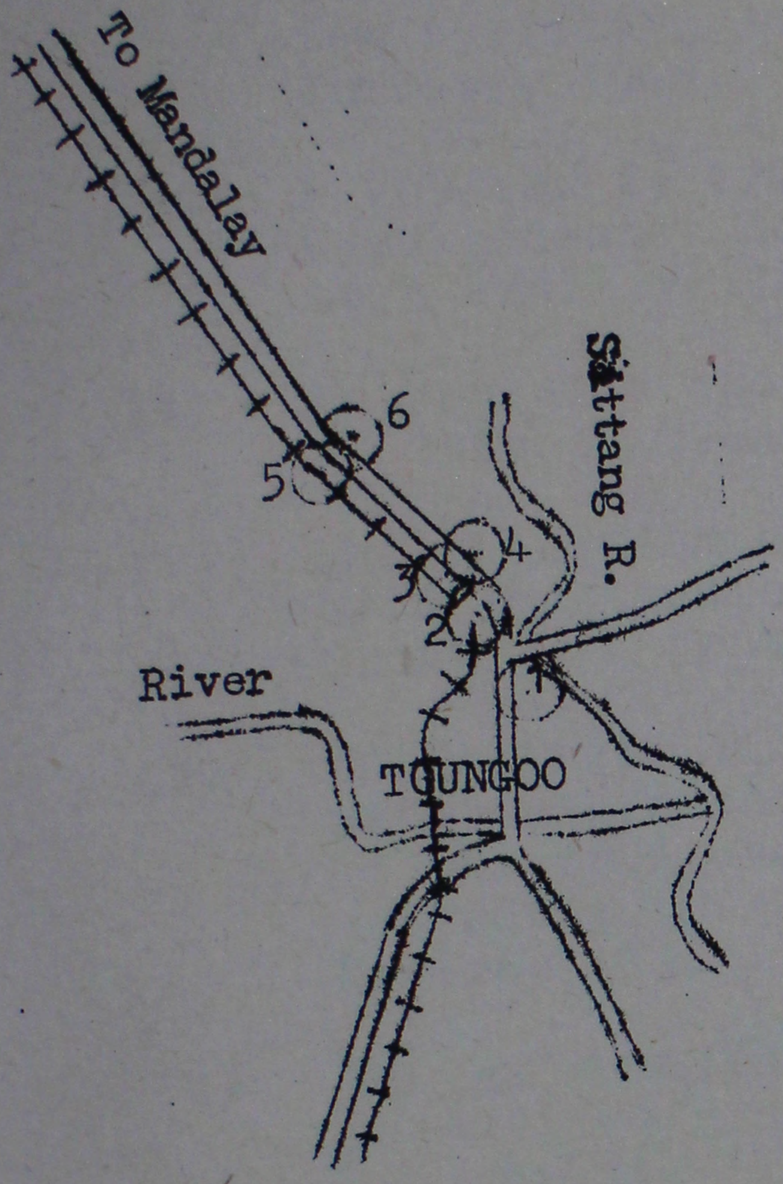
BANGKOK

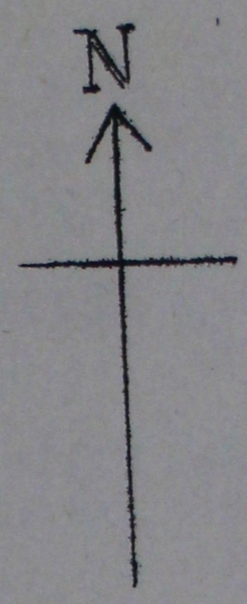
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(Ref: Inter-service Topographical Dept. Map)

PEGU - LAKE HIAWGA AREA

Scale: ¼" = 1 mile







TOUNGOO AREA

Scale: $\frac{1}{4}$" = 1 mile

B.769 2. SUNDRY INFORMATION: BURMA

(a) B.769 said that there were 3,000 Japanese in the town area of Shwedaung in November 1944.

(b) There were 500 Japanese in 2-storeyed wooden barracks three-quarters of a mile N.W. of the bridge over the lake at Meiktila. January 1945.

(c) There were four or five 2-storeyed buildings containing aircraft spare parts 3 furlongs N. of Meiktila, on the right hand side of the road to Mandalay. On the opposite side there were a few buildings, containing miscellaneous stores, January, 1945.

(d) B.769 saw 25 trucks parked 10 miles East of Kyaukpadaung, near the S. side of the road close to a small village. 4 January 1945.

(e) He saw only two aircraft on Nyaunglebin airfield in October 1944.

(f) While in Siam he heard that a new airfield had been constructed near Mesoht, close to the frontier. September 1944.

(g) While travelling along the Prome-Rangoon road he passed a factory situated in jungle to the west of the road and 50 miles from Prome, where, according to rumour, flares were being made. November 1944.

(h) It was rumoured that ammunition stores were being moved westwards across Rangoon river to positions between 16 48' and 16 49', near the west bank. December 1944.

(i) The extensive camouflage which used to cover the Prome-Tiger Alley road in Rangoon was removed before December 1944.

(j) He heard that no aviation spirit was being produced in Burma, but that the entire supply for Burma was imported from Sumatra, via Moulmein and Pegu, in 42-gallon drums. December 1944.

(k) The large bomb-dumps South of the Mental Hospital and Kokine Road, Rangoon were completely destroyed by bombing in November 1944. After the raid the bombs could still be heard exploding throughout the night.

(l) The Mental Hospital is now used only for contagious diseases.

(m) Marshalling-yards behind upper Pazundaung Rd. were rumoured as no longer used, owing to bombing.

(n) There was a Timber-mill located a few yards S.W. of corner of Strand Road and West St., Rangoon.

(o) The main Power Station, S.W. of Strand Rd., was still being used.

(p) A Match factory was located at corner of Rosebank Rd. and Lower Kemmendine Rd., Rangoon.

B.769 3. A.R.P. PROCEDURE IN RANGOON.

Instruction of civilians in trench-digging and general Air Raid Precautions was undertaken by the military under BŌKŪ SHIREIBU (A.R.P. H.Q.) After air raids the latter would canvass the civil areas, demanding charity for victims and disseminating propaganda.

The chain of procedure after a bombing incident was as follows :-

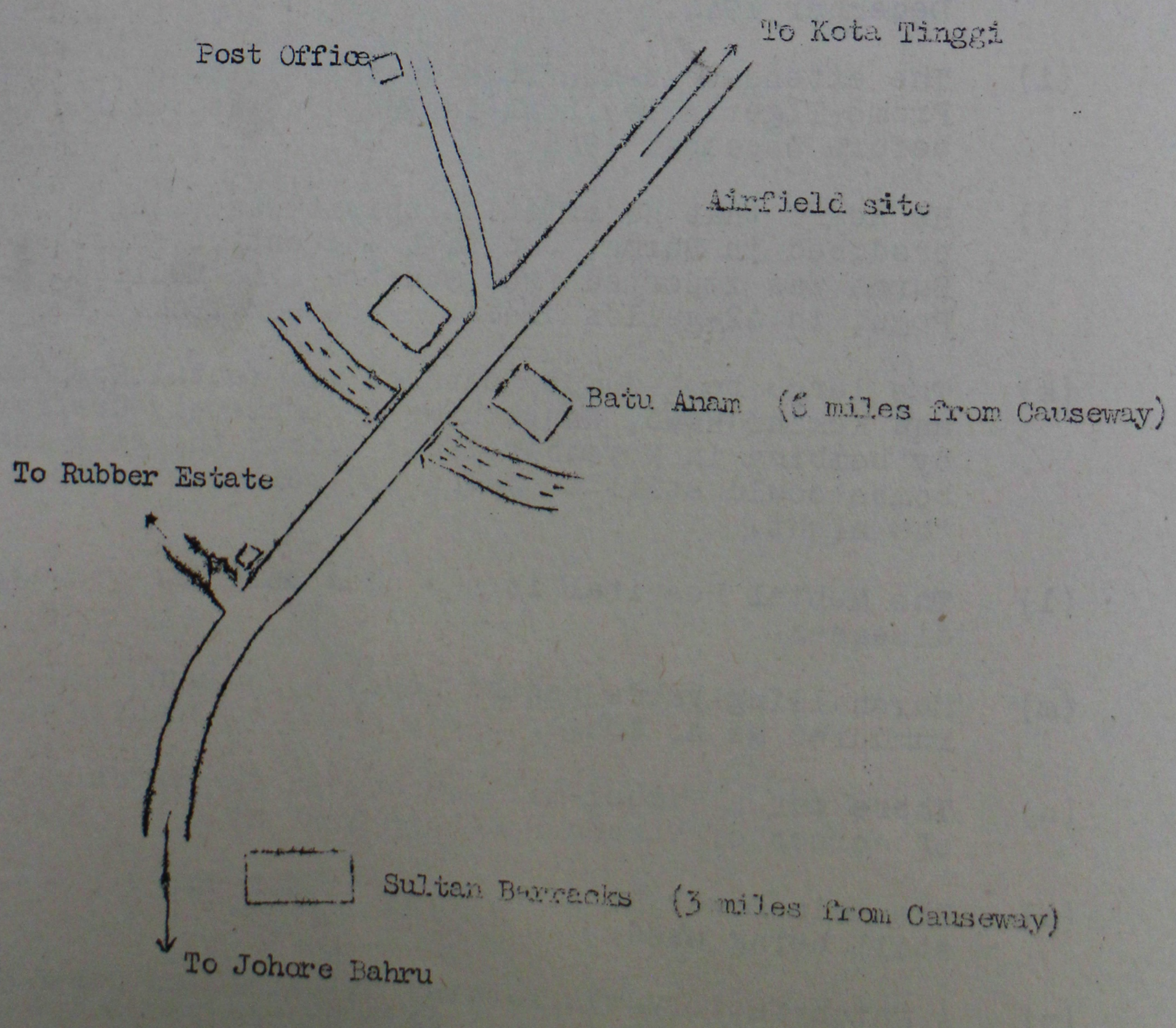
(1) Nearest KEIBITAI guard phones BŌKŪ SHIREIBU.

(2) BŌKŪ SHIREIBU personnel arrive on scene of incident, write report, contact HEITAN (L. of C.) H.Q., phone for ambulance and, if necessary, summon Fire Brigade.

(3) HEITAN personnel join KEIBITAI and, with the help of neighbouring civilians, clear debris, rescue injured and place them in the ambulance.

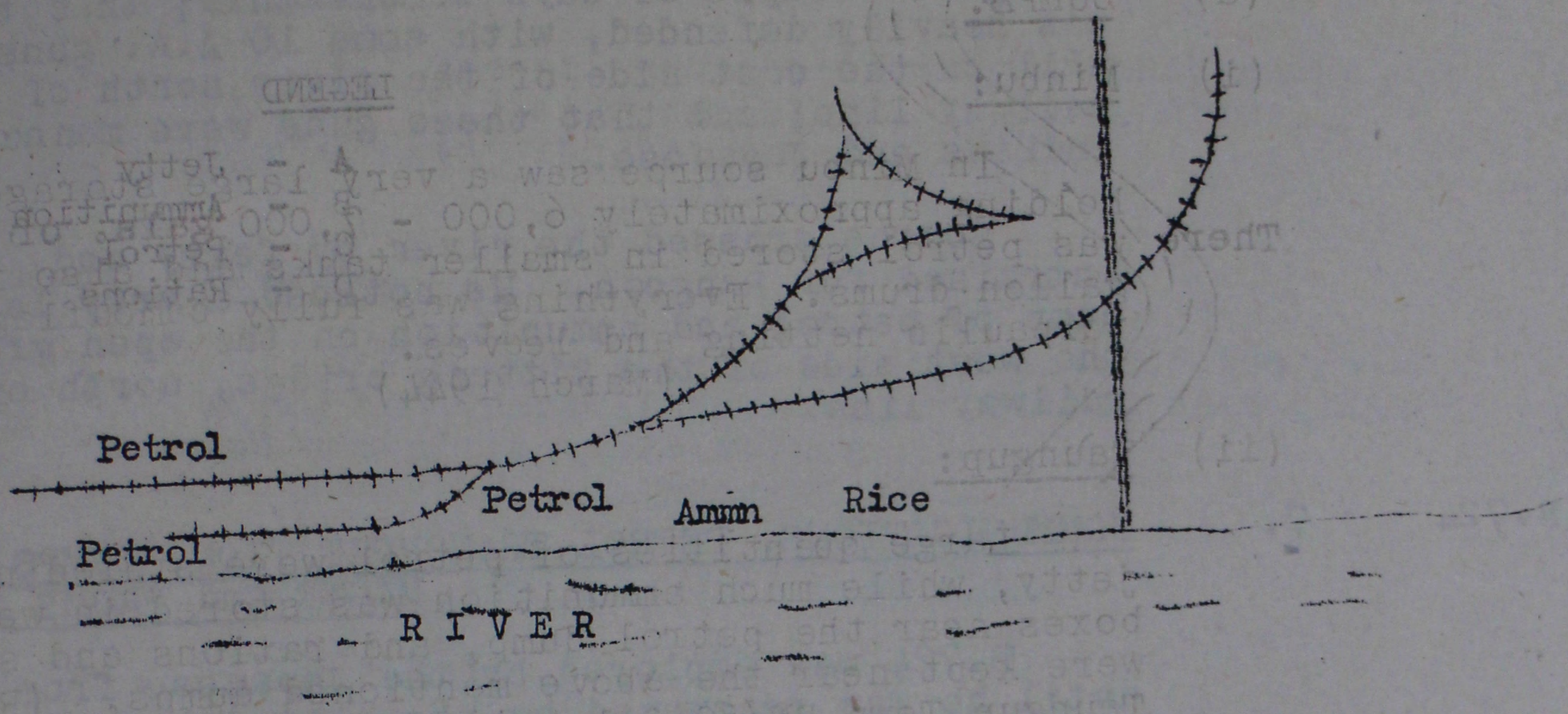
C.990 4. NEW AIRFIELD - JOHORE.

In February 1944, source saw about 1,000 coolies cutting away hills and levelling ground at a place about 2 miles North of Batu Anam, along the Kota Tinggi road. He afterwards learned that this was the site of a new airfield. Source cannot give any details, as he had been to the site only once, when he was on a field exercise.



C.990 5. **DUMPS - KHAO FA CHI.**

Source was in Khao Fa Chi on 15 March 1944, and saw numerous petrol drums stacked on both sides of the railway line, as well as an ammunition dump, and rice stored in a warehouse.



Source can give no details of the quantities, and is vague as to the exact location of these dumps.

C.990 6. **ROADS and BRIDGES.**

(i) **Tamok - Palaw - Tavoy.**

Source left Tamok on 25 March 1944 at 1000 hours by lorry, and reached Palaw at 1700 hours on the same day; he left Palaw at 0800 hours on 5 April and arrived at Tavoy 1700 hours. The road was only wide enough for one lorry, but the surface, though dusty, was even. The route was interspersed with numerous small wooden bridges, the longest of which was about 30 ft. All the bridges were camouflaged with dry branches. Three bridges had been broken, and no attempt at repairs had been made, so that the trucks had to negotiate the gaps by running across the river-bed. All traffic and transportation was controlled by the Japanese.

(ii) **Tavoy - Ye.**

Source was taken by lorry from Tavoy to a point 45 miles along the Tavoy - Ye road, where there was a steel bridge about 100 yards long, well camouflaged with grass, ang guarded by Japanese. There is a very high hill on the Ye side of the bridge. From there source and his conpanions had to walk to Ye, 55 miles away by road, while the Japanese-driven lorries turned and returned to Tavoy.

(iii) Sittang Bridge.

Source arrived at Sittang on about 15 April 1944, having come from Martaban by train. This train put into a siding for the night, all the passengers remaining aboard for the night. From a friend source heard that the Sittang bridge had been bombed and damaged a couple of days before this; that the bridge was heavily defended, with some 10 A.A. guns on the hill on the east side of the river north of the railway line; and that these guns were manned by Indians and Japanese.

Source crossed the river by ferry and entrained for Rangoon. He noticed a very large dump of petrol and ammunition on the open ground to the west side of the Sittang bridge, north of the railway line.

B.724 7. COMMUNICATIONS, PETROL TRANSPORTATION, DUMPS, ETC. MAGWE and PROME AREAS.

B.724 was employed by the Japanese from April 44 until he was recovered by the Allied troops on 11 December 44. He is fairly intelligent and appears reliable.

(a) DUMPS.

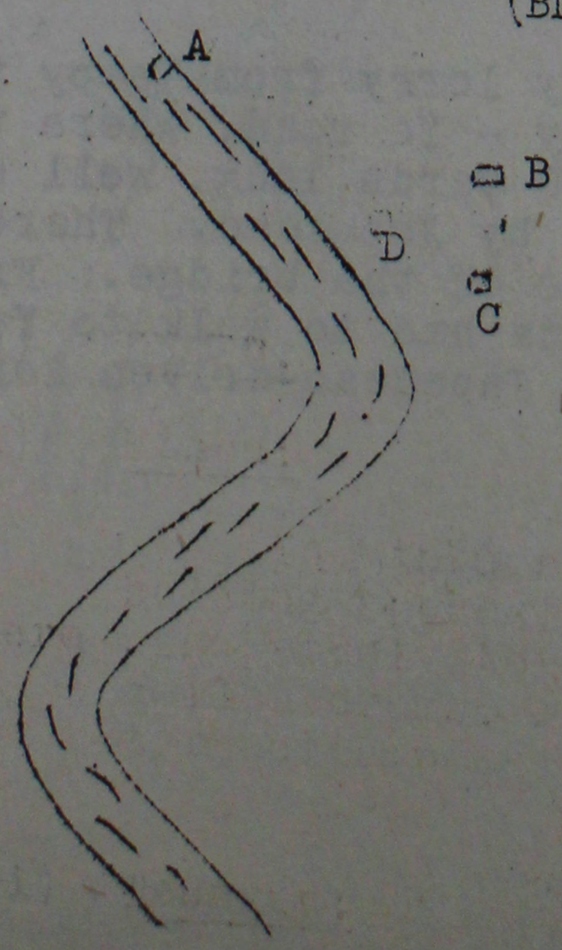
(i) Minbu:

There In Minbu source saw a very large storage tank holding approximately 6,000 - 7,000 gals. of petrol was petrol stored in smaller tanks and also in 20 gallon drums. Everything was fully camouflaged with tarpaulin netting and leaves.
(March 1944)

(ii) Taungup:

Large quantities of petrol were stored near the jetty, while much ammunition was stored in wooden boxes near the petrol dump, and rations and stores were kept near the above mentioned dumps. (Ref. : Taungup Town BN/80 3.1.44).
(October 1944)

DUMPS IN TAUNGUP TOWN
(BN/80 3-1-44)



LEGEND

A - Jetty
B - Ammunition
C - Petrol
D - Rations

(iii) Alechaung:

There were over 100 25-gallon drums of petrol stacked under the trees near the landing place along the stream, guarded by Japanese sentries.
(October 1944)

(iv) Pandaung:

All the oil brought down from Yenangyaung and Yathaya oilfields was stored in large drums camouflaged with branches.
(October 1944)

(v) Paletwa:

There were camps on either side of the Kaladan where considerable numbers of rifles, hand-granades and ammunition were stored.
(November 1944)

(b) TRANSPORTATION OF OIL AND PETROL.

(i) Minbu - Magwe:

Source said that oil and petrol were taken to the airfield in Magwe every alternate day, across the Irrawaddy. 4 canoes were used per trip; each carried 25 12-gallon drums, and had 8 men rowing and a large cloth sail. With a fair wind the journey took 1½ hours, otherwise it might take anything upto 3 - 3½ hours. From Magwe the drums were transported to the airfield in bullock carts. All these operations were carried out under cover of darkness.
(March 1944)

(ii) Yenangyaung - Prome/Rangoon:

The oil was taken in drums down the Irrawaddy all the way to Rangoon. 3 flat, square containers, each holding 60 gallons, were tied with strong rope under wooden rafts, so as to submerge them in water completely, and were thus floated all the way to Rangoon. Source said that the alternate route of transporting oil to Rangoon was by road, and had seen large convoys of trucks that left for Rangoon. Both these operations were carried out at night only. On arrival at Prome or Rangoon the rafts were abandoned, and the men sent back to bring fresh supplies.
(March 1944)

(iii) Yathaya - Rangoon:

Considerable quantities of oil were also sent down the Irrawaddy to Rangoon in canoes.
(1943/44).

(c) BOATS:

Approximately 30 - 35 wooden canoes were kept at Taukshabin, two miles south of Minbu. These were moored in the open along the river banks, and manned by Burmese personnel.
(March 1943)

( )

(d) MAGWE AIRFIELD:

(i) Runways:

Source heard from the labourers employed on the airfield that the Japanese were extending the ground and that 6 new cement runways had been constructed.

(ii) Aircraft:

B.724 saw 5 - 6 aircraft of different types stationed permanently at Magwe, while 50 - 60 aircraft, mixed bombers and fighters, landed every 2 - 3 days, apparently in order to refuel.
(March 1943)

(e) A/A GUNS:

(i) Alegyaung:

2 anti-aircraft guns were installed on the river bank near the landing place.
(March 1943)

(ii) Magwe:

There were about 10 - 15 anti-aircraft guns sited near the temporary jetty, which were manned only by Burmans.
(April 1943)

(f) AIR RAIDS:

(i) Minbu:

Minbu was bombed on the morning of 16 April and 1700 civilians were killed, including Burmese, Indians and Chinese.
(April 1943)

(ii) Magwe:

A petrol dump was destroyed in an air raid on 17 April.
(April 1943)

(iii) Yenangyaung:

In the air raid of 18 April a petrol dump was destroyed and some damage done to the oil installations.
(April 1943)

(g) MOTOR TRANSPORT:

Source saw approximately 20 - 25 lorries in the neighbourhood of Minbu and Magwe. Both Japanese and Burmese personnel drove the cars.

(h) PADAUNG:

There was a large transit camp situated 5 miles west of Prome along the Prome-Taungup road. All the oil which had been brought from the Yenangyaung and other oilfields was stored in drums and then sent to Taungup by road. Quite a number of Japanese officers,

including the majors and captains in charge, lived there. There was a big motor transport section with about 100 lorries.
(October 1944)

(i) ROAD JOURNEY PADAUNG - TAUNGUP:

Source left Padaung in a convoy of 15 trucks, which carried petrol and rations, and reached Taungup on the morning of the 24th. The Prome-Taungup road was in a bad and pot-holed condition over its whole length, with the result that there were frequent breakdowns which held up the traffic. The convoy travelled by night only.
(19 Oct. - 24 Oct. 1944)

(j) JOURNEY MINBU - RANGOON:

(i) Minbu - Prome:

Source left Minbu on April 1944 by road to go to Rangoon via Prome, from where he went by rail. From Minbu he went in a horse cart via Pwinbyu to Thangaing, at which point he crossed the Irrawaddy to Yenangyaung. There he got into a truck and went to Prome. The roads were all weather, metalled and motorable - except for the Minbu - Thangaing stretch which was ordinary mud track only wide enough for horse carts, and which would create difficulties in the monsoon.

(ii) Prome - Rangoon:

B.724 left in a train of 20 mixed passenger and goods carriages. Large numbers of Japanese wounded, including officers and men, were being evacuated to Rangoon.
(April 1944)

BA.203 8. AIR ATTACKS. - TAUNGUP, KYWEGU.

P.W. stated that bombing and ground strafing were almost daily occurrences, the heaviest he experienced being a highlevel attack by some 12-14 B.29s on Taungup in Nov. 44. The attack came just as the morning mists were lifting, and casualties were heavy, 50 men being killed and about an equal number wounded. The ground was wet at the time, and most defences were flattened. Some of the store dumps were hit, and stocks of clothing etc. were destroyed.

On 12 February 45, some 5 or 6 bombs which looked like large drums were dropped on the pontoon bridge at Kywegu PS 0781. P.W. heard from troops in the vicinity that these were dropped by fighters. On basha, housing the troops guarding the bridge, and two pontoons were burnt.

The only intimation of impending air attacks was the sounding of a bell, whereupon all troops took to the nearest slit trenches.

The stores in P.W's charge were distributed over a wide area of thick jungle, in small, well-camouflaged dumps. Some stores were kept in dugouts, but these were more for concealment than

for protection against bombing.

In common with other P.W., he considers low level bombing to be the most terrifying of all air attacks.

P.W. was disinclined to give an opinion of the effect of air attacks on morale. Interrogators are of the opinion however, that his reticence is very likely due to the fact that morale has been badly shaken by these constant air strikes.

M.993 9. EFFECTS OF AIR ATTACKS: BURMA RAILWAYS.

(a) On the railway line between Pegu and Mandalay, M.993 saw a great many badly damaged and abandoned goods wagons and passenger coaches.
(Sept. 1944)

(b) Between Saigaing and Shwepo, M.993 saw very large numbers of badly damaged and abandoned railway wagons all along this stretch of the line.
(Oct. 1944)

(c) M.993 saw the Martaban Railway bridge (North of Moulmein which was badly damaged by bombs. The bridge appeared to have been abandoned by the Japanese and all troops and supplies were being ferried across by boats - mostly small craft.
(20 Sept. 1944)

(d) M.993 saw an iron bridge, about 200 metres in length, which had been hit in the centre by bombs. Passengers only were permitted to cross over wooden planks placed across the gap. M.993 does not know the exact location of this bridge, but stated that it was about 40 miles North of Pyu on the Rangoon - Mandalay line.
(1 Oct. 1944)

(e) M.993 stated that Allied bombing had a very demoralizing effect on Japanese soldiers in Burma. Strafing was particularly terrifying, especially in view of the fact that Japanese planes were so conspicuous by their absence.

BA.183 10. AIR ATTACKS.

P.W. has experienced several Allied air-attacks, one of these being sometime in April near Taungup (prior to the move to Ramree.) Some 15 twin-engined aircraft bombed and strafed the area in which P.W. was hiding. He alleges that damage was slight, only 2 of his formation being killed. No Japanese aircraft appeared nor were the Allied planes engaged by A.A. fire.

P.W. states that he personally is more afraid of low-level bombing (SUIHEI BAKUGEKI) than of any other, as 'We can then see the bombs coming down' He claims that ground strafing has little morale effect on the troops as they are well-protected in their bunker-positions and only a chance shot can get through.

No system of visual or other warning was given; the troops went 'to earth' whenever any aircraft was heard and stayed there until they either saw them or until the sound could no longer be heard. As very few Japanese aircraft were ever seen, all aircraft were taken to be enemy.

P.W. was unable to give any information regarding time-bombs (JIKEN BAKUDAN), other than to mention that he had seen some unexploded bombs which he believed were left 'in situ' for two or three days; the troops giving them a wide berth when having to pass.

Some two days before capture, during a violent artillery battle with aircraft support, P.W. saw a burst followed by a tall column of black smoke 'sprouting up like a bamboo, with a top like a mushroom' rising to over 150 metres. The troops thought this to be a direct hit on a petrol dump, but under further questioning, P.W. stated that he thought there was no petrol dump in that particular area; about 800 m. SOUTH of PS507512. A subsequent fire burned for about 40 minutes but P.W. does not know the extent of the damage caused as he did not meet anyone from this spot. As the general noise of the battle was so intense P.W. does not know whether the pillar of smoke was preceded by any loud explosion or not.

On being shown a copy of an aerial oblique photograph (sortie 2/213 29 Jan. 45) showing the pillars of smoke from a 'NEPALM' bomb, P.W. stated this to be similar to what he had seen during the action mentioned.

P.W. admitted that Allied bombing was very terrifying but that it affected the troops intestines rather than giving them headaches. He personally saw very little of the actual bombing as he believed strongly in 'keeping his head well-down'.

M.976 11. NEW AIRFIELD AT OKUBO, JAPAN.

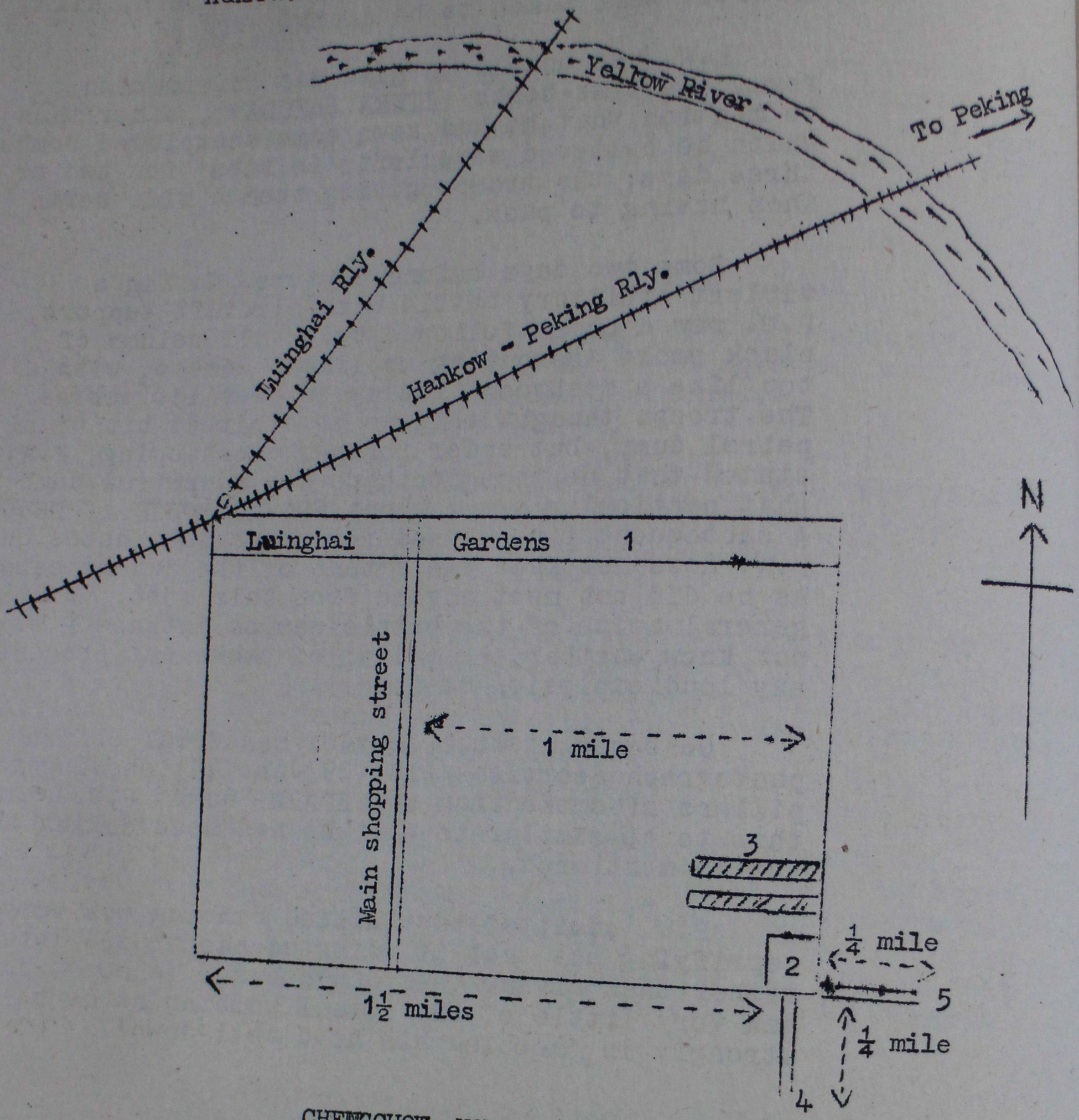
In Jan. 1943 when P.W. was stationed in Kyoto he heard that a new A/F was being built at Okubo (between Kyoto and Nara on the Nara Denki Tetsudo line). This A/F, it was rumoured, would be used by an Army Flying Training School.

P.W. also heard that Ikoma Yama, highest mountain between Kyoto and Nara, - the surrounding country being very flat - was being used for glider practice.

C.996 12. TARGETS IN CHENGCHOW. CHINA.

Source left Chengchow in April 1944, after some six years residence there, as engineer in the YUE CHUNG Press Packing Co. On his journey out of China source did not see anything of J.A.A.F. activity, other than occasional formations of aircraft flying in the direction of Hankow, but he drew the following sketch of the Chengchow area

and gave the information appended. The sketch is very rough and is not to scale, and is only intended to indicate the general whereabouts of the places named.



CHENGCHOW, HONAN, CHINA

KEY TO PLAN.

1. Luinghai Gardens. Full of Puppet (Occupied China) troops under Japanese Officers.

2. Main Offices of YUE CHUNG Press Packing Co. Living quarters occupied by Senior Japanese Officers. These buildings have the largest chimney in Chengchow, 120' high, painted green.

3. 2-storeyed warehouses. 10" reinforced concrete between 1st and 2nd storeys. 500 Chinese Puppet troops were billeted there. Tanks, M/T., etc. also kept there.

4. Italian Hospital. Full of Chinese Puppet and Japanese troops. Guns also there.

5. Small village. Crowded with troops at night.

NOTE: Total number of Japanese and Puppet troops in Chengchow :- 5000

13. BURMANS ON A/C SPOTTING DUTY.

The following are translations of two letters from the Township officer, Salingyi (PK.4467) to Headman Kyadet Village (PK.2853) on the subject of aircraft observation.

Translation No.1.

"Urgent - Inportant.

By order of the Township Officer, Salingyi.
8 Dec. 1944.

To the Headman Kyadet. In accordance with instructions from Recruiting Officer U THAUNG SEIN, immediately on receipt of this letter, please detail two Scouts of the BAMA WUNDAN in a suitable place near your village to watch for aircraft both by day and by night. Their pay will be Rs.75/- per month.

Any important information must be sent immediately to the T.O. in charge of BAMA WUNDAN, to the nearest Japanese military police, and to the Japanese police at Monywa.

The following are the details to be reported by the aircraft observers :-

(1) Date and Time.
(2) Number of aircraft.
(3) Types of aircraft.
(4) Height at which they are flying.
(5) Direction from which they come.
(6) Anything they have done.

Translation No.2.

"By order of the Township Officer, Salingyi
14 Dec 44.

To the Headman Kyadet. I have been speaking to the Recruiting Officer U THAUNG SEIN about the aircraft observers. In addition to their other duties they must watch out for lights being shown (to direct aircraft.) Any improper light must be reported immediately to the Headman concerned and by him to the Office of the Association. Suitable towers are to be built from which to observe."

(Extract from No.3 F.I.C. Report dated 2.2.45).

14. DOCUMENT CAPTURED IN PAUK, 29 JAN. 45.

Translation as follows :

"COMMENDATION

U MA TEN, Headman of Pauk Village, Pakokku District.

The above-named has, from the time of the occupation of these territories by the Japanese Army, at the beginning of the Great East Asia War, zealously co-operated with the Japanese Army, in his capacity of "peace-keeping" officer, and local

president of the Nippon-Burma Co-operation Society, and has done much in keeping the populace contented.

In particular, when an enemy (American) aircraft made a forced landing in this district, the occupant(s) escaping, on 6 June 1944, he did not fail, once he was in possession of the details, to report the matter to the Japanese Army.

Acting on Army instructions, he went to the place, and, in addition to providing a guard for the aircraft, organized the villagers in a hunt for its occupant(s). In this, he co-operated with a party which was under the leadership of the Chief Police Officer, Pauk, and spared himself no effort, going without food and sleep. Finally, on the 9 July, an American officer was captured, and an important contribution made to the conduct of operations.

By his conduct, co-operation, unfailing effort - his guidance of the villagers, in pursuance of the instructions of the authorities, he has manifested the true character of a Burmese Govérnment Official.

Certified by me, on 10 June 1944
Lt. AKANO Yukio, Station Cmdr,
Pakokku.

(Counter-stamped "NAMITANI"(?)
Garrison Unit Cmdr.)"

Prepared for S.E.A.T.I.C. at C.S.D.I.C.(I) on 12 March 1945 for usual distribution.
