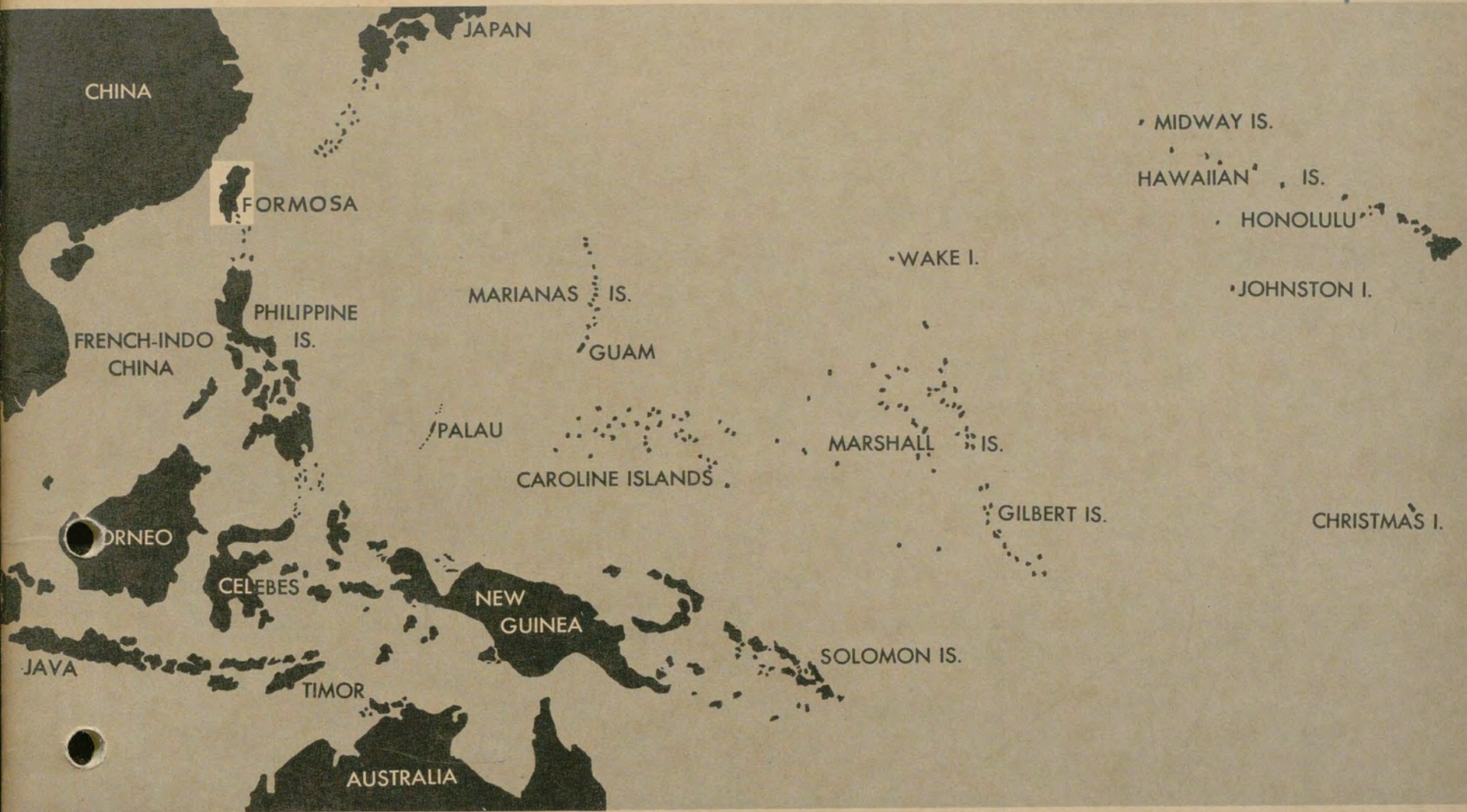


**JANIS 87**  
**CHAPTER XIII**

*Confidential*  
*Non-registered*

#1



**JOINT ARMY-NAVY INTELLIGENCE STUDY**

**OF**

**FORMOSA (TAIWAN)**

**NAVAL AND AIR FACILITIES**

NAVAL WAR COLLEGE  
ARCHIVES  
RECEIVED  
AUG 31 1944  
Copy number

**JUNE 1944**

## List of Effective Pages, Chapter XIII

SUBJECT MATTER	CHANGE IN EFFECT	PAGE NUMBERS
Cover Page	Original	unnumbered
List of Effective Pages and Table of Contents (inside front cover)	Original	unnumbered
Text and Figures	Original	pp. XIII - 1 to XIII - 4
Figure (insert, reverse blank)	Original	Figure XIII - 3
Text and Figures	Original	pp. XIII - 5 to XIII - 8
Figure (insert, reverse blank)	Original	Figure XIII - 6
Figure (insert, reverse blank)	Original	Figure XIII - 7
Figure (insert, reverse blank)	Original	Figure XIII - 8
Figure (insert, reverse blank)	Original	Figure XIII - 9
Figure (insert, reverse blank)	Original	Figure XIII - 10
Text and Figures	Original	pp. XIII - 9 to XIII - 10
Figure (insert, reverse blank)	Original	Figure XIII - 12
Figure (insert, reverse blank)	Original	Figure XIII - 13
Text and Figures	Original	pp. XIII - 11 to XIII - 12
Figure (insert, reverse blank)	Original	Figure XIII - 16
Figure (insert, reverse blank)	Original	Figure XIII - 17
Figure (insert, reverse blank)	Original	Figure XIII - 18
Text and Figures	Original	pp. XIII - 13 to XIII - 14
Figure (insert, reverse blank)	Original	Figure XIII - 19
Text (reverse blank)	Original	p. XIII - 15
Back Cover (imprint, reverse blank)	Original	unnumbered

Page checked  
 3/2/49  
 G. Randolph  
 page 100  
 4/1/50  
 S.P.H.

### Table of Contents

*Note:* This chapter based on material available in Washington, D. C. on 1 June, 1944.

	Page		Page
130. GENERAL DESCRIPTION	XIII - 1	B. Tōshien Naval Base	XIII - 4
A. Position and importance of area in Japanese strategy	XIII - 1	(1) General description	XIII - 4
(1) Naval	XIII - 1	(2) Harbor	XIII - 5
(2) Air	XIII - 1	(3) Entrance channel	XIII - 5
B. History and development	XIII - 1	(4) Anchorages	XIII - 5
(1) Air activity	XIII - 1	(5) Unloading facilities	XIII - 5
131. ORGANIZATION	XIII - 1	(6) Other crange	XIII - 5
A. Naval	XIII - 1	(7) Buildings and supply dumps	XIII - 5
B. Air	XIII - 1	(8) Harbor craft	XIII - 5
132. SUPPLY AND MAINTENANCE	XIII - 1	(9) Transportation facilities	XIII - 5
A. Naval	XIII - 1	(10) Labor	XIII - 5
B. Air	XIII - 1	(11) Capacity	XIII - 6
(1) Bases	XIII - 1	(12) Supplies	XIII - 6
(2) Supply routes	XIII - 2	(13) Repair facilities	XIII - 6
133. NAVAL BASES AND STATIONS	XIII - 2	(14) Vulnerability	XIII - 6
A. Anzan Naval Station	XIII - 2	C. Takao Naval Base	XIII - 6
(1) General description	XIII - 2	(1) General description	XIII - 6
(2) Harbor	XIII - 2	D. Kiirun Patrol Base	XIII - 7
(3) Entrance channel	XIII - 2	(1) General description	XIII - 7
(4) Anchorages	XIII - 2	E. Tōkō Naval Anchorage	XIII - 7
(5) Unloading facilities	XIII - 2	(1) General description	XIII - 7
(6) Floating crange	XIII - 2	134. AIR FACILITIES	XIII - 7
(7) Buildings and supply dumps	XIII - 3	A. General	XIII - 7
(8) Barracks	XIII - 3	B. Airfields (tabulated)	XIII - 7
(9) Harbor craft	XIII - 3	C. Landing grounds (tabulated)	XIII - 10
(10) Transportation	XIII - 3	D. Areas possibly suitable for airfield construction (tabulated)	XIII - 13
(11) Labor	XIII - 3	E. Seaplane stations (tabulated)	XIII - 14
(12) Capacity	XIII - 3	F. Emergency seaplane alighting areas (tabulated)	XIII - 14
(13) Supplies	XIII - 3	135. PRINCIPAL SOURCES	XIII - 15
(14) Repair facilities	XIII - 4		
(15) Vulnerability	XIII - 4		

## NAVAL AND AIR FACILITIES

### 130. General Description

#### A. Position and importance of area in Japanese strategy.

##### (1) Naval.

Formosa (Taiwan) is the southern anchor of Japan's inner defense zone and a multi-purpose base for military operations in the Southwest Pacific Area. The island is one of the best developed of Japan's permanent bases south of the main islands, and its position renders it invaluable as a base for Japan's southward expansion, and as a link in the supply chain between Japan, Southwest Asia, and the Southwest Pacific.

##### (2) Air.

The airbase complex of Formosa is of major importance in Japan's strategy. These facilities comprise a major staging area for air force movements, and an important base for shipping escort and anti-submarine patrols. They are situated so as to serve as a southern stronghold for aerial defense of the Japanese homeland and Japan's occupied area along the China coast.

#### B. History and development.

##### (1) Air activity.

During the early days of Japanese air transport and its development, Taihoku was an important southern terminal of the line operating north and south throughout the islands of Honshu, Kyushu, and Formosa. Following the Sino-Japanese war of 1932 when both Army and Naval aircraft played an important part in operations in and around Shanghai, the Japanese General Staff embarked on a program of airfield development throughout the Japanese Empire, including a number of important and strategically located installations in Formosa. The development of these bases has naturally been accelerated since the beginning of World War II, with construction now largely completed and offering facilities for the basing and servicing of a large number of aircraft.

### 131. Organization

#### A. Naval.

Prior to 1 April 1943, the Formosa area was under the Makō Guard District, with headquarters at Makō. On that date the Navy Ministry announced the abolition of the Anzan Naval Station and the establishment of the Takao Guard District with headquarters at Takao. The official elimination of Anzan from the list of naval bases and stations was more of an administrative change than the physical abolition of naval and air facilities, and it is safe to assume that the Anzan station continues to operate as an important naval facility.

Apparently Tōshien is being developed as the leading naval base of the District, although Takao is nominally the District Headquarters. Organization of the Takao Guard District is as follows:

Takao Naval Base, comprising the following elements: District Headquarters, Administration, Accounts, Civil Engineering, Communications, Port Director's Office, Munitions Section, Naval Hospital.

Makō Naval Base, comprising the following elements: Anzan Naval Station, Torpedo Station and Mine Depot, Submarine and Destroyer Base, Repair Base, Fueling Station.

Tōshien Naval Base, under construction.

Kiirun, Submarine and Patrol Base (reported).

In addition to these major elements of the Takao Guard District there are 2 naval air stations—Tainan and Okayama—and 4 seaplane stations—Tōshien, Takao, Tansui, and Tōkō, and several defense and lookout stations.

#### B. Air.

The organization of the Japanese Air Forces in Formosa is similar to that used by the Japanese in the homeland. Formosa is also believed to be an important base for advanced training units.

### 132. Supply and Maintenance

#### A. Naval.

The principal ports in and out of which supplies flow are Kiirun and Takao. Monthly gross vessel tonnages in and out of these ports are believed to have approximated the following round figures since 1 January 1944:

Kiirun — 125,000 tons	Takao — 600,000 tons
-----------------------	----------------------

The principal routes are:

Takao to Singapore	Kiirun to Palau
Takao to Japan	Truk to Takao
Takao to Palau	Shanghai to Takao
Takao to Saigon	Japan to Kiirun
Takao to Shanghai	Japan to Takao
Takao to Manila	Saigon to Takao
Takao to Balikpapan	Palau to Takao
Kiirun to Shan-t'ou (Swatow)	Manila to Takao
Kiirun to Japan	Shanghai to Kiirun

Both Takao and Kiirun are important pivotal points for Japanese shipping. The Takao Guard District is centered at Takao, and heavy movements of supplies and reinforcements are moved through this port. The heavy concentration of shipping there is also due to its importance as a convoy assembly point and an important link between Japan proper and the southern theaters. Oil supplies from East Indies ports move into Takao, and large storage facilities are located there.

Kiirun, though a lesser shipping center than Takao, is also an important receiving and assembly point.

#### B. Air.

##### (1) Bases.

There are approximately 25 airfields and seaplane bases in Formosa, 8 of which are known to be major bases, namely, Heitō, Okayama, Tainan, Tōkō, Kagi, Shinchiku, Taichū

and Toyohara, with complete facilities for maintenance, service, and repair of all types of airplanes. Assembly facilities may also be available at one or more of these larger bases. The majority of these bases are located in the lowlands on the western half of the island. It is estimated that total basing capacity, including secondary fields, is in the neighborhood of 1,000 aircraft.

### (2) Supply routes.

The air bases in Formosa are generally served by the main north and south railway line which extends as far south as Takao, supplemented by feeder lines, usually narrow-gauge railways, connecting the important bases with the main line railway. Good roads parallel the main and branch line railroads. These, with lateral connections, provide adequate supply routes to and from the bases. The harbor facilities at Kiirun and Takao will shortly be supplemented by the development of a new harbor at Gosei which is reported to be under construction at a midway point on the west coast, northwest of Taichū.

## 133. Naval Bases and Stations

### A. Anzan Naval Station.

#### (1) General description.

The Anzan Naval Station is located on Sokuten-tō,\* a small island lying just inside the entrance to Makō-kō, and connected by a causeway with Bōko-tō, the main island of the Pescadores group. The station and facilities cover the entirety of Sokuten-tō and adjacent portions of Bōko-tō (FIGURE XIII - 1).

#### (2) Harbor.

Bōko-kō, lying between Gyoō-tō to the west and Bōko-tō to the east, is the outer harbor of the naval station, and Makō-kō, an inlet on the east side, forms an inner anchorage on which the naval station is located.

#### (3) Entrance channel.

Approaches to Bōko-kō may be made from the north and from the south and southwest. The entrance from the north is a channel between the northeast end of Gyoō-tō and the northwest shore of Hakusa-tō. The channel is narrowed by reefs and is not safe for general use. The southern entrance is a 1¼ to 1½-mile channel bounded on the east by Bōko-tō and on the west by 2 small islands, Kosei-sho and Tōban-sho. The main approach is the southwest channel, the entrance of which lies between shoals 1¾ miles northwest of Tōban-sho and Kisshi-bi, the southwest extremity of Gyoō-tō. Extending eastward for about 2¾ miles, the channel turns northeast into Bōko-kō between Shōtō-kaku, the southeast point of Gyoō-tō, and Fuon Sho, a reef 1 mile west of the extremity of a peninsula projecting from the southwest portion of Bōko-tō.

#### (4) Anchorages.

(a) *Outer harbor.* Bōko-kō, the outer harbor, is about 5 miles long north-south, and 2½ miles east-west. The north

and northeast portions, however, are fouled with reefs and only the southern half of the bay is suitable for anchorage. Good anchorage is obtainable 1¼ miles west-northwest of Sokuten-tō on soft bottom in 5 to 11 fathoms, with shelter from all but southerly winds.

(b) *Inner harbor.* Makō-kō, an indentation leading off the southeastern portion of Bōko-kō, forms the inner harbor and is the site of the naval station. Entrance to Makō-kō is made through a 600-yard passage between Fukibi-kaku and a point to the northeast, with depths of 6½ fathoms.

Inside the entrance, the harbor is divided into 2 parts, Makō-kō to the south and Jukoku-wan to the north, with Sokuten-tō lying between. The shores of Makō-kō are fringed by reef and the space available for anchorage is further restricted by a rock in the middle of the harbor. Shelter is afforded from winds from all directions, although, because of the low elevation of the surrounding land, the anchorage is untenable during typhoons. Anchorage is made in 7 to 8 fathoms on soft mud bottom. At least 5 large mooring buoys are located south and west of Sokuten-tō, with several smaller buoys placed closer to shore for smaller craft.

#### (5) Unloading facilities.

Wharves at the naval station on Sokuten-tō include the following:

One 300-foot pier on the northwestern end of the island. A floating landing stage for small boats lies alongside near the end of the pier.

One 300-foot pier at the western side of the island.

One 300-foot pier at the northern side of the entrance to inner basin.

An inner basin 1,000 feet long and 500 feet wide is in the center of the island and has the following berthing facilities: one 600-foot quay-type wharf, three 70-foot piers, and one large ramp.

A quay-type bunkering wharf, 700 feet long, is on the south side of the island. Four large coal piles are behind the quay.

On Bōko-tō, 2,500 feet southeast of Sokuten-tō, is a 470-foot oil bunkering pier. Three large, partially buried, 75-foot tanks and 9 fuel storage buildings are just north of the pier, and 3 buried 240-foot tanks and 5 fuel storage buildings are 2,500 feet northeast of the pier.

On Jukoku-wan at the town of Makō are the following berthing facilities:

Two 350-foot piers on the bay at the southern edge of town.

One 200-foot pier at the southern edge of town.

One 450-foot quay built along the southern edge of town between the boat basin and the piers. A warehouse lies behind the east end of the quay.

An 850 by 360-foot boat basin is located on the eastern edge of town. An L-shaped mole, 70 feet wide, forms the basin. Three warehouses and a coal yard are located along the quay on the northwestern side of the basin. A small boatyard with 4 earthen slipways and 2 shop buildings is located on the northeastern end of the basin. The northwest side of the basin is quayed for a length of approximately 1,000 feet.

The above facilities are normally for commercial use but must be considered available for naval use. Likewise, 2 unattached piers, one 4,000 feet long and the other 280 feet long are located, respectively, at the southeastern end and western side of Makō-kō.

#### (6) Floating crane.

Anzan Naval Base has 1 large floating crane of unknown capacity.

\*Glossary of Japanese Generic Terms Used in Chapter XIII.

bi.....	cape, head	kei.....	river
hakuchi.....	port, harbor, anchorage	kō.....	river mouth, port, harbor, anchorage
hama.....	beach	sho.....	island
ka.....	river	tan.....	lake
kakō.....	bay	tō.....	island
kaku.....	cape, head	wan.....	gulf
kawa.....	river	yama.....	mountain

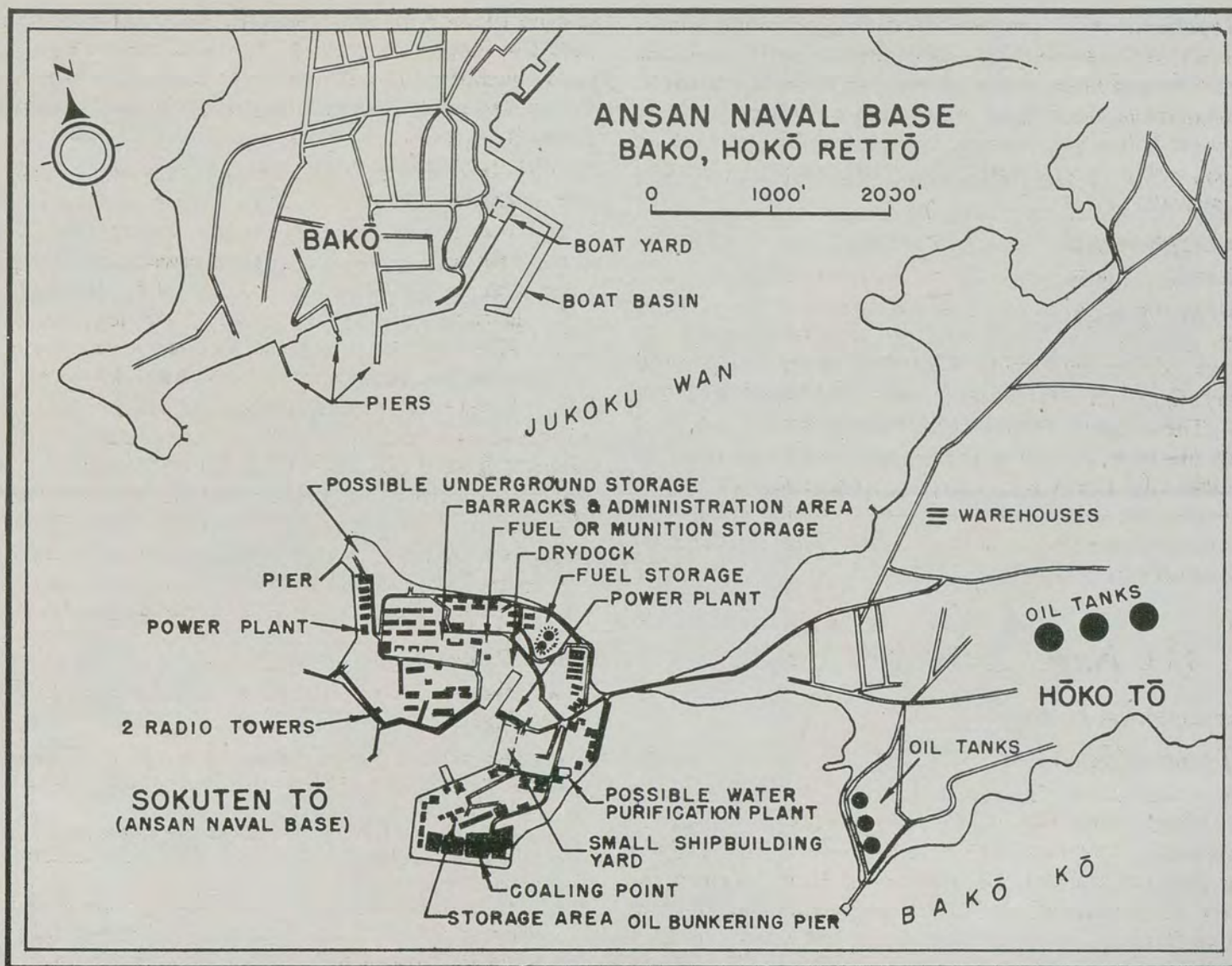


FIGURE XIII - 1. Pescadores Islands.  
Anzan Naval Station.

**(7) Buildings and supply dumps.**

On Sokuten-tō are the following installations:

Two partially buried fuel storage tanks, one 40 feet and the other 58 feet in diameter, both located on the northeastern side of the island.

Two heavily revetted fuel or munition storage buildings in the north-central part of the island.

A possible underground storage area exists at the northwestern end of the island.

A large storage area including 31 storage and miscellaneous buildings, a large underground storage installation, and considerable loose stores, is located at the southern end of the island southeast of the inner basin.

In addition to the above storage facilities at the naval station, 5 warehouses are on Bōko-tō on the eastern side of Jukoku-wan. A 470-foot pier is located adjacent to the warehouses.

**(8) Barracks.**

The Anzan station has several barracks both on Sokuten-tō and on Bōko-tō. There is also a naval hospital on the island.

**(9) Harbor craft.**

Numerous lighters, tugs, and other small craft are attached to the station, and many junks and fishing craft frequent Makō.

**(10) Transportation.**

There are no railways in the vicinity of the naval station, but a good network of improved roads connects all important points. Sokuten-tō is connected to Bōko-tō by a causeway across the reefs.

**(11) Labor.**

No information is available on the labor supply, but the dense population of Bōko-tō would imply a large reserve of native labor.

**(12) Capacity.**

Available anchorage space in the outer harbor (Bōko-kō) is as follows:

Class	Berths	Depth	Diameter
1st	70	35 feet	500 yards
2nd	130	25 feet	400 yards
3rd	250	15 feet	200 yards

Available anchorage space in the inner harbor (Makō-kō) consists of:

1st	13	35 feet	500 yards
2nd	26	25 feet	400 yards
3rd	60	15 feet	300 yards

**(13) Supplies.**

**(a) Water.** There is abundant water from 3 artesian wells near the station and, in addition, 2 distilling plants with a combined capacity of 300 tons daily.

(b) *Fuel.* The Anzan Naval Station is well equipped with oil and coal storage and bunkering facilities (Topic 133, A, 5).

(c) *Electricity.* Two power plants are located on Sokuten-tō. One coal-burning plant, consisting of 3 buildings, is situated at the head of the inner basin east of the drydocks. The other plant, apparently not in operation, is located at the northwestern edge of the island and consists of 3 buildings.

Another power plant is located at Makō, just north of the boat basin.

(14) *Repair facilities.*

(a) *Drydocks.* At the head of the inner basin on Sokuten-tō is a 420 by 80-foot graving dock. Sixteen shop and storage buildings are located adjacent to the drydock.

(b) *Shipyards.* At the northeast end of the boat basin east

of Makō is a small shipyard with 4 earthen slipways and 2 shop buildings.

At the eastern end of the inner basin on Sokuten-tō is a shipyard covering an area 500 by 350 feet. Installations include 1 slipway extending 80 feet into the basin, 3 probable shops, and 8 miscellaneous buildings.

(15) *Vulnerability.*

Anzan Naval Station is heavily defended by several coastal defense batteries on Bōko-tō and the adjacent islands Gyoō-tō and Kosei-sho. There are also several anti-aircraft batteries in the vicinity of the base (CHAPTER XII, 123, B).

B. Tōshien Naval Base.

(1) *General description.*

Construction of Tōshien Naval Base was begun in 1938 and

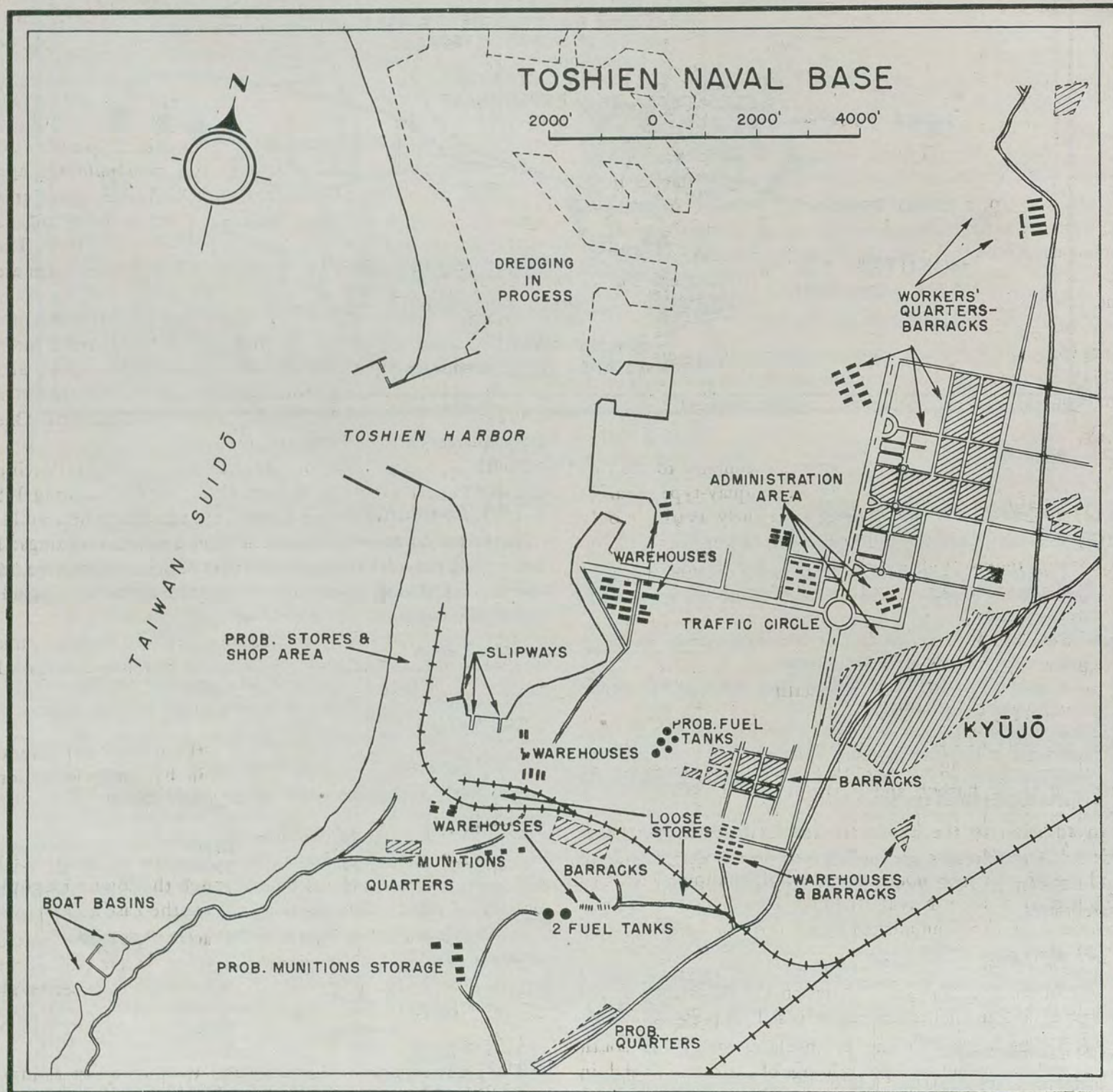


FIGURE XIII - 2. Tōshien Harbor.  
Tōshien Naval Base under construction.



FIGURE XIII - 3. Toshien Harbor.  
Naval station under construction; probable seaplane station.

is now nearing completion. With the reorganization of the Guard District and transfer of headquarters from Makō to Takao, Tōshien, in conjunction with the latter harbor 5 miles to the south, seems destined to become the chief naval base in Formosa. Tōshien lies at the northwest point of the Tōshien-Heitō-Tōkō triangle which embraces the primary military and industrial areas of the island. (FIGURES XIII-2 and XIII-3)

(2) *Harbor.*

Tōshien Naval Base is located about 5 miles north of Takao and 7 miles south-southeast of Okayama in a dredged lagoon  $2\frac{1}{3}$  miles long and  $\frac{1}{4}$  to  $\frac{1}{2}$  mile wide. It is separated from the sea by a barrier beach about 1,000 feet wide.

(3) *Entrance channel.*

The entrance in the northwestern corner of the lagoon is 1,400 feet wide and is protected by 2 inner and 2 outer breakwaters which extend seaward 1,100 feet.

(4) *Anchorage.*

(a) *Outer harbor.* Temporary anchorage is possible in the roads off the entrance to the lagoon in depths of 5 to 7 fathoms, sand bottom.

(b) *Inner harbor.* The harbor when completed will consist of 3 main basins, north, east, and south, with 7 smaller inner basins adjoining. The main harbor development to date has been in the south basin where dredging of the lagoon and reclamation of the shores have been completed. Dredging operations are still underway in the north and east basins and inner basins.

Although the development of Tōshien harbor is not yet complete, it is being used to some extent, and vessels as large as 325 feet in length have entered. Depths are not known but are probably adequate to admit the largest ships.

(5) *Unloading facilities.*

All berthing space available to date is confined to the east and west sides of the south basin where quay-type wharves front the basin. The east quay is apparently available only to lighters and other small craft and as yet there are no extensive handling and stowage facilities alongside. The west quay of the south basin is the main berthing place of the harbor. The northern half of this quay is used by lighters and small craft and there are several shops and storage buildings alongside. The southern half of the west quay is used by lighters and larger vessels, and facilities alongside include several storage sheds and 5 traveling cranes. A railway spur from the main line east of the harbor serves the west quay. Small craft are using the 2 southernmost inner basins on the east side of the harbor, and in the northernmost of the 2, a probable seaplane ramp is under construction.

(6) *Other cranes.*

There are 3 large floating cranes of unknown capacity attached to Tōshien Naval Base and 2 suction-type dredges are operating in the unfinished portions of the harbor.

(7) *Buildings and supply dumps.*

Warehouse and storage facilities in the Tōshien area are extensive, and further development is still in progress.

(a) *Warehouses.* On the peninsula west of the south basin are 16 shop and storage buildings of various sizes and, in addition, numerous small buildings and large piles of loose stores. Five traveling cranes are located here, and a railway spur connects with the main line.

In the area south of the harbor are the following storage facilities: 1 group of 22 warehouse-type buildings, 1 group of 5 probable warehouse buildings, 1 group of 3 munitions storage buildings with 6 others under construction, 1 underground storage area, and 3 revetted munitions storage buildings.

In the area southeast of the harbor, south of the traffic circle, is one group consisting of 7 warehouse-type buildings, 5 shops, and several smaller buildings. Another group consists of 50 probable warehouses, and 2 miscellaneous buildings.

In the area east of the harbor and north of the traffic circle are the following storage facilities: 2 heavily revetted ammunition storage buildings, 1 group of 11 probable storage buildings and numerous small buildings, and 1 group of 3 probable warehouses.

(b) *Supply dumps.* Along the railroad sidings southeast of the harbor are large concentrations of loose stores. Large piles of loose stores are also located along the peninsula on the west side of the south basin.

(c) *Barracks, quarters, and administration.* Several areas east of the harbor and north of the traffic circle include buildings of these types. One area contains 215 workers' quarters, 82 barracks-type buildings, 2 administrative-type buildings, and numerous other buildings under construction. Another area contains 47 quarters, 4 barracks, 2 administration buildings, 2 miscellaneous buildings, and numerous smaller buildings. The street pattern at this point indicates that more buildings are to be constructed.

Another group includes 7 barracks, 1 administration building, 7 miscellaneous buildings, and foundations for 5 large buildings. Twelve buildings under construction and several smaller buildings form another group. Another area contains 19 quarters, 7 barracks, and 18 foundations. One large quarters area is under construction.

South and southeast of the harbor are the following installations: 1 group of 41 barracks; 1 area containing 115 barracks and quarters, and 6 probable administration buildings; 1 area containing 8 barracks and quarters buildings; 1 area containing 80 workers' quarters; 1 area containing 29 quarters and 27 miscellaneous buildings; and one area including 7 barracks.

Within a 2,100 by 1,700-foot area surrounding the traffic circle east of the harbor are 33 administration buildings, 11 barracks, and several smaller buildings.

(8) *Harbor craft.*

Numerous lighters are attached to the harbor and several small craft at present are employed in harbor construction work.

(9) *Transportation facilities.*

(a) *Railways.* The Tainan to Takao trunk line passes 1 mile east of Tōshien Naval Base through the town of Kyūjō. Branch lines and numerous sidings serve the base area.

(b) *Highways.* The Tainan to Takao road, a hard-surfaced highway, 45 feet wide, passes through the eastern part of the base and an excellent system of graded dirt roads serves all the installations of the area.

(10) *Labor.*

The great number of barracks and workers quarters indicates that a large labor force is employed in the area, although actual numbers are unknown. Presumably a large portion of the laborers employed at the base are Formosans.

**(11) Capacity.**

The present capacity of the base and its capacity upon completion are unknown.

**(12) Supplies.**

(a) *Water supply.* Sources and amount are unknown.

(b) *Oil storage.* The following oil storage facilities are located in the vicinity of the naval base:

Seventeen 120-foot tanks are under construction along the northwest and northeast sides of a wooded ridge 1 mile northwest of Kyūjō.

Two buried tanks, 225 feet in diameter, are located south of the harbor on the north slope of Kotobuki-yama.

Five buried tanks, 3 of which are 130 feet in diameter and 2 of which are 40 feet in diameter, are located about 3,000 feet east of the south end of the harbor.

**(13) Repair facilities.**

(a) *Drydocks and marine railways.* At the head of the south basin are 2 slips both 350 by 65 feet in dimension. Four inclined building or repair ways lead into the head of each slip.

At the southwest corner of the south basin is a 290 by 65-foot slip equipped with a gate at the entrance and apparently capable of being used as a graving dock. At the head of the slip is an inclined concrete ramp equipped with a marine railway. Several shops are located nearby.

**(14) Vulnerability.**

The entire defense system of Tōshien Naval Base is not known although several anti-aircraft batteries and searchlight units have been observed. Kotobuki-yama immediately to the south is heavily fortified with coast defense and AA positions. (CHAPTER XII.)

**C. Takao Naval Base.****(1) General description.**

Takao is the headquarters of the Takao Guard District and administrative center of naval installations at Takao and Tōshien. Normally a commercial port, Takao has one of the 3 natural harbors of the island and under wartime stimulus has become a great military port, serving as a supply and transshipment point for the numerous military camps, air bases, and munition and supply depots nearby. From a naval standpoint Takao is significant primarily as an administrative center and as a supply port and convoy assembly point, since actual naval installations here are insignificant. Supply ships and tankers, smaller combat ships, escort vessels, and patrol craft use the harbor but are accommodated at the regular Port of Takao. (CHAPTER VI, 61, F).

At Kigō on the north end of the peninsula which bounds the harbor to the west are 4 small boat basins, the southernmost and largest of which serves as an anchorage for small naval patrol craft (FIGURE XIII - 4). This basin measures 1,900 by



FIGURE XIII - 4. Takao Harbor.  
Takao Naval Base.

430 feet. Facilities include 5 small piers, 8 revetted storage buildings, and 10 other storage buildings of various sizes. The basin has been constructed only recently, and the eastern mole is not completely filled.

#### D. Kiirun Patrol Base.

##### (1) General description.

Although important primarily as a leading supply port and a convoy assembly point, Kiirun is also the site of a naval patrol base. It is probable that the base is located in a dredged basin on the east side of the outer harbor of Kiirun-kō, between Sharyō-tō and the mainland. The basin is about  $\frac{3}{8}$  mile long and  $\frac{1}{4}$  mile wide, and is protected on the west by a 225-yard breakwater which extends southward from the southwestern extremity of Sharyō-tō. In 1935 the basin was dredged to depths of 10 to 20 feet but may now possibly be deeper. Formerly the basin was used as a fishing boat harbor with adjacent shore establishments associated with that industry. Present facilities of the patrol base are not known. (CHAPTER VI, 61, C.)

#### E. Tōkō Naval Anchorage.

##### (1) General description.

Tōkō, located 13 miles southeast of Takao at the mouth of the Tōkō-kei is an open roadstead which has been used recently as a naval anchorage and convoy assembly area.

Best anchorage is to be had  $1\frac{1}{2}$  miles south of the river mouth in 5 to 7 fathoms, sand bottom. Tidal currents are very irregular but never exceed a rate of about 1 knot.

Landings may be made by boats at a bridge at the southern end of the town of Tōkō, situated just inside the river mouth on the south bank.

## 134. Air Facilities

### A. General.

The air facilities of Formosa are in a relatively advanced stage of development. They include at least 10 airfields, 15 landing grounds, and 4 seaplane stations.\* In addition the broad, alluvial plain which characterizes the western portion of the island is topographically suited to the construction of other fields and to the extension of many of those which already exist.

The information on these facilities is presented in the tabulations which follow. These tables include all the essential information available at the War and Navy Departments, Washington, D. C. as of 1 June 1944. In addition, outline sketches of a number of these airfields and landing grounds are shown on PLANS 7, 8, 9, 10, 14, and 15.

\*Throughout this Chapter the designations and symbols listed below are used in reference to various types of air facilities.

"Airfield" signifies the existence of paved runways or extensive facilities or both.

"HAD" signifies Heavy Bomber Airfield, implying a run of nearly 6,000 feet or more, where surface conditions, altitude, obstructions, etc., will permit the use of heavy bombers.

"MAD" signifies Medium Bomber Airfield implying a run of about 4,500 feet suitable for medium bombers.

"FAD" signifies Fighter Airfield with a run of about 3,000 feet suitable for fighter operation.

"Landing Ground" signifies a suitable landing area without extensive facilities or paved runways.

"HLG" stands for Heavy Bomber Landing Ground implying a run of nearly 6,000 feet or more where surface conditions, altitude, obstructions, etc., will permit the use of heavy bombers.

"MLG" signifies Medium Bomber Landing Ground with a run of about 4,500 feet suitable for medium bombers.

"FLG" indicates Fighter Landing Ground with a run of about 3,000 feet suitable for fighter operations.

"ELG" designates Emergency Landing Ground.

Seaplane facilities are classified in 3 ways:

"SS" signifies a fully equipped seaplane station.

"SAA" indicates a seaplane alighting area having limited facilities for anchorage, refueling, or repairs.

"ESAA" indicates a suitable emergency seaplane alighting area, implying no available facilities.

Table XIII - 1. Airfields.

NAME AND COORDINATES	CLASSIFICATION	LOCAL POSITION	DIMENSIONS	DISPERSAL	FACILITIES	FIELD CONDITION
(1) Chomosui 23° 31' N, 119° 35' E.	FAD (FIGURE XIII - 5 PLAN 9)	One mile northeast of southwest tip of Bōkō-tō in Pescadores; 3 miles northeast of northeast tip of Kōsei-sho.	Field 3,600 by 1,500 feet northeast to southwest.	Ample area but no natural cover; 8 revetments.	Two hangars, 55 by 75 feet and 75 by 125 feet; several shop buildings.	Turf surface; drainage believed good. Southwest end near sea. Appears extensible to 7,000 feet.
(2) Heitō 22° 41' N, 120° 29' E.	FAD (FIGURE XIII - 6 PLAN 10)	Twelve miles east-northeast of Takao on west coast of Formosa; 1.8 miles west of Heitō. Elevation estimated 200 feet.	Runway 3,860 by 325 feet east to west.	Ample area, limited cover. Revetments for at least 54 aircraft.	Fourteen revetted fuel and munitions storage buildings; 13 hangars; approximately 70 shop and stores-type buildings.	Concrete surface; good condition; no apparent hazards. Ditch on south and east; dike on north and west. Extensible to 7,000 feet east and west, unlimited north and south.
(3) Kagi 23° 28' N, 120° 23' E.	FAD (FIGURE XIII - 7 PLAN 8)	Sixteen miles east of mouth of Toseki-kō on west coast of Formosa; 4 miles west-southwest of Kagi. Elevation estimated 150 feet.	Four parallel runways, 4,000 by 500 feet north to south.	Ample area, limited cover. Revetments for 50 aircraft.	Underground fuel storage; 13 hangars; approximately 30 shop and stores buildings.	One runway paved, others turf. Believed good in all weather. Ditches around field. No apparent hazards. Extensibility unlimited.
(4) Kōshun 22° 01' N, 120° 42' E.	FAD (FIGURE XIII - 8 PLAN 10)	Eight miles north of southwest tip of Formosa; 3 miles northwest of Kōshun on south side of Kōshun-Tōkō Highway. Estimated elevation 100 feet.	Runways 3,500 by 310 feet northwest to southeast; 3,150 by 310 feet northwest to southwest.	Area believed ample; revetments for 30 aircraft.	Possible underground fuel storage; no hangars; 1,250 by 150-foot and 630 by 150-foot paved service aprons; several shop or stores buildings east of highway.	Surface believed paved; condition believed good in all weather. Ditch around field. Extensibility practically unlimited north and east. Hills $1\frac{1}{2}$ miles to east and west.



FIGURE XIII - 5. *Chomosui*.  
Fighter airfield.

Table XIII - 1. Airfields (*Continued*)

NAME AND COORDINATES	CLASSIFICATION	LOCAL POSITION	DIMENSIONS	DISPERSAL	FACILITIES	FIELD CONDITION
(5) Matsuyama 25° 03' N, 121° 34' E.	FAD (FIGURE XIII - 9 PLAN 15)	Sixteen miles south of north tip of Formosa; 12 miles east-southeast of Tansui-kei mouth; 4 miles northeast of Taihoku; 2½ miles north-northwest of Matsuyama village. Estimated elevation 200 feet.	Runways 3,100 by 270 feet east to west; 2,700 by 175 feet northwest to southeast.	Ample area, limited cover. Twenty-seven large aircraft revetments.	Three hangars; apron; small shop and stores buildings.	Paved surface; well drained. Believed serviceable in all weather. Extensible in all directions.

FIGURE XIII - 6  
JANIS 87  
CONFIDENTIAL



FIGURE XIII - 6. Heitō and Heitō North.  
Fighter airfield and heavy bomber landing ground. Numbers are keyed to Photo Intelligence Report No. 47 from the 18th Army Air Force Photo Interpretation Detachment.



FIGURE XIII - 7. Kagi.  
Fighter airfield.

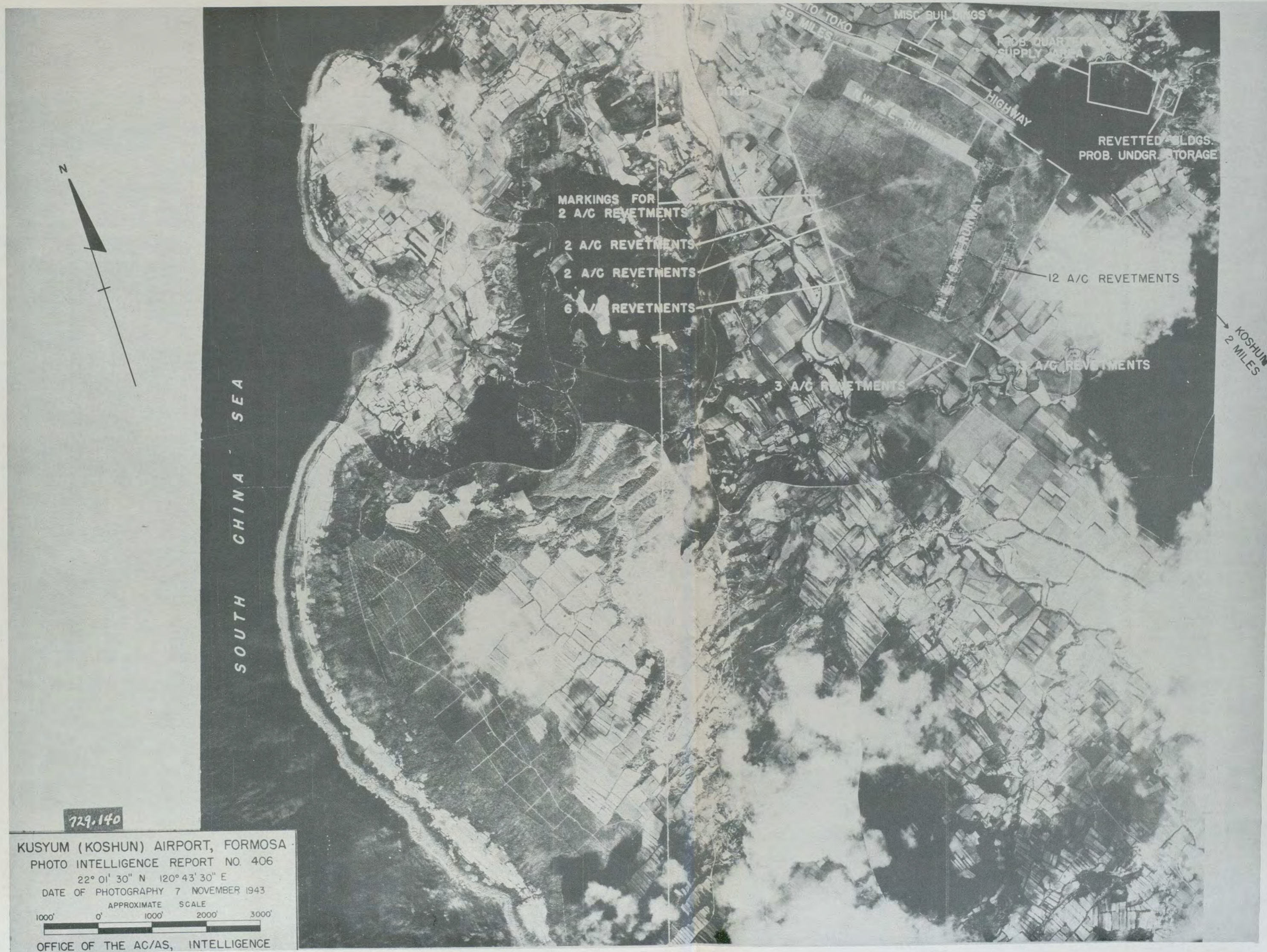


FIGURE XIII - 8. Kōshun.  
Fighter airfield.



FIGURE XIII - 9. Matsuyama.  
Fighter airfield.



Table XIII - 1. Airfields (Continued)

NAME AND COORDINATES	CLASSIFICATION	LOCAL POSITION	DIMENSIONS	DISPERSAL	FACILITIES	FIELD CONDITION
(6) Okayama 22° 47' N, 120° 15' E.	FAD (FIGURE XIII - 10 PLAN 10)	Twelve miles north-northwest of Takao; on south side of Chikushikō-kei; 1 mile west of Okayama; 2 miles east of southwest coast of Formosa. Estimated elevation 50 feet.	Runways 3,700 by 260 feet northwest to southeast; 3,400 by 260 feet east to west; 3,300 by 260 feet north to south; 3,200 by 260 feet northeast to southwest.	Ample area, limited cover. Fifty double aircraft revetments.	Fuel storage and servicing in revetted buildings; 11 hangars; many shop and stores buildings.	Runways paved; believed serviceable in all weather; drained by ditches. Hill 1 mile southwest; radio towers to east. Extensibility practically unlimited in all directions except northward. Reported used as a naval air station.
(7) Shinchiku 24° 50' N, 120° 55' E.	HAD (FIGURE XIII - 11 PLAN 7)	About 2 miles northwest of Shinchiku; 1 mile east of northwest coast of Formosa; ½ mile south of Hōzan-kei.	Two runways, 4,000 by 280 feet northeast to southwest; two 4,000 by 280 feet northwest to southeast; one 5,700 by 150 feet east to west.	Ample area, limited cover; 41 aircraft revetments.	Fuel storage and servicing in revetted building; 8 hangars; two concrete aprons 2,000 by 500 feet and 1,050 by 270 feet; over 30 shop and stores buildings. This is a first-class air base with complete facilities for the maintenance, repair, and final assembly of all types of airplanes.	Runways paved; field well drained, believed serviceable in all weather. No hazards. Practically unlimited extensibility in all directions.



FIGURE XIII - 11. Shinchiku.  
Heavy bomber airfield. Numbers are keyed to Photo Intelligence Report No. 39 from the 18th Army Air Force, Photo Interpretation Detachment.

Table XIII - 1. Airfields (Continued)

NAME AND COORDINATES	CLASSIFICATION	LOCAL POSITION	DIMENSIONS	DISPERSAL	FACILITIES	FIELD CONDITION
(8) Taichū 24° 11' N, 120° 39' E.	FAD (FIGURE XIII - 12 PLAN 7)	Eleven miles east of Daito-kei mouth on northwest coast of Formosa; 3 miles north-northwest of Taichū. Estimated elevation 350 feet.	No runways; field is 4,250 feet north to south by 3,800 feet east to west.	Ample area, limited cover; 61 aircraft revetments.	Six hangars with aprons. Several shop and stores buildings.	Surface good sod or gravel; good drainage; believed serviceable in all weather. No apparent hazards. Extensible in all directions. Reported still under construction.
(9) Tainan 22° 58' N, 120° 12' E.	MAD (FIGURE XIII - 13 PLAN 10)	Two miles east of west coast of Formosa; 3 miles south of Tainan; 2 miles north of Nisō-kō-kei. Estimated elevation 30 feet.	Runways 4,250 by 260 feet north to south; 3,220 by 325 feet north-northwest to south-southeast; 2,650 by 300 feet northwest to southeast; 2,240 by 325 feet north-northeast to south-southwest.	Ample area, limited cover; revetments sufficient for 50 aircraft.	Fuel in storage revetments and possibly underground; 5 hangars; approximately 20 shop and stores buildings. Paved apron, 2,000 by 320 feet.	Runways paved; drainage subterranean to ditches; believed serviceable in all weather. Radio towers 100 feet high on east side. Extensibility practically unlimited in all directions. Reported used as a naval air station.
(10) Toyohara 24° 15' N, 120° 38' E.	MAD (FIGURE XIII - 14 PLAN 7)	Ten miles northeast of Daito-kei mouth on northwest coast of Formosa; 3 miles south of Taikō-kei; 6 miles west of Toyohara; 1 mile east of Kokan. Elevation estimated 700 feet.	No runways; field 5,000 feet square.	Ample area, little cover; 50 double and 3 single aircraft revetments.	Two storage tanks, 25 feet in diameter; 8 hangars; paved apron 1,800 by 350 feet; 3 shop and 11 stores buildings.	Field sodded, smooth and firm. Underground drainage lines spaced 600 feet apart, empty into ditches surrounding field. Field believed serviceable in rainy season. No apparent hazards. Extensibility unlimited in all directions.

Table XIII - 2. Landing grounds.

(1) Chōshū 22° 29' N, 120° 33' E.	MLG (FIGURE XIII - 15 PLAN 10)	About 5 miles north-east of Rinhen-kei mouth on southwest coast of Formosa; about 8 miles east-northeast of Tōkō; 1½ miles south of Chōshū. Estimated elevation 100 feet.	Reported 5,400 by 400 feet east to west.	Ample area, limited cover; 47 medium (50 to 100-foot) and 3 small (less than 50-foot) aircraft revetments.	None reported.	Alluvial soil, turfed surface. Drained by ditch around field.
(2) Daien (Ōsono) 25° 03' N, 121° 14' E.	HLG (FIGURE XIII - 16 PLAN 15)	About 3 miles south-east of Daien (Ōsono); about 16 miles south-east of Daien Bay on northwest coast of Formosa. Estimated elevation 40 feet.	Still under construction. Field is expected to be 5,000 by 5,700 feet.	Ample room for dispersal.	None reported.	Alluvial soil.
(3) Eiko 23° 02' N, 120° 14' E.	FLG (PLAN 8)	Four miles north-north-east of Tainan on west coast of Formosa; 1 mile northwest of Eiko. Estimated elevation 100 feet.	Runways 3,700 by 150 feet north to south; 3,300 by 150 feet east to west.	Ample area; 6 aircraft revetments.	Three hangars; shops; fuel storage.	Turfed surface. Extensible.
(4) Giran 24° 45' N, 121° 43' E.	ELG	On east bank of Giran-kawa, 7 miles north-west of Giran-kawa mouth on east coast of Formosa.	Runways 2,640 by 660 feet east to west; 2,640 by 500 feet northeast to southwest.	Unknown.	Unknown.	Field is 4,200 by 1,800 feet; level; soft in wet weather.
(5) Heitō North 22° 42' N, 120° 28' E.	HLG (FIGURE XIII - 6 PLAN 10)	Fifteen miles east-northeast of Takao on west coast of Formosa; 2 miles northwest of Heitō, immediately east-northeast of and adjacent to Heitō FAD. Estimated elevation 200 feet.	Runways 7,000 by 1,100 feet east to west; 4,500 by 680 feet north to south; and 1,500 by 680 feet east-northeast to west-southwest.	Ample area.	Complete facilities available at Heitō FAD.	Unknown. Alluvial soil. Appears level. Three runways joined at ends forming zig-zag pattern.



FIGURE XIII - 12. Taichū.  
Fighter airfield.



TAINAN, FORMOSA  
PHOTO INTELLIGENCE REPORT NO. 404  
MOSAIC NO. 2  
22° 58' N - 120° 12' E  
DATE OF PHOTOGRAPHY - 7 NOVEMBER 1943  
APPROXIMATE SCALE  
1000' 0 1000' 2000'  
OFFICE OF THE AC/AS, INTELLIGENCE

U. S. CONFIDENTIAL

FIGURE XIII - 13. Tainan.  
Medium bomber airfield.

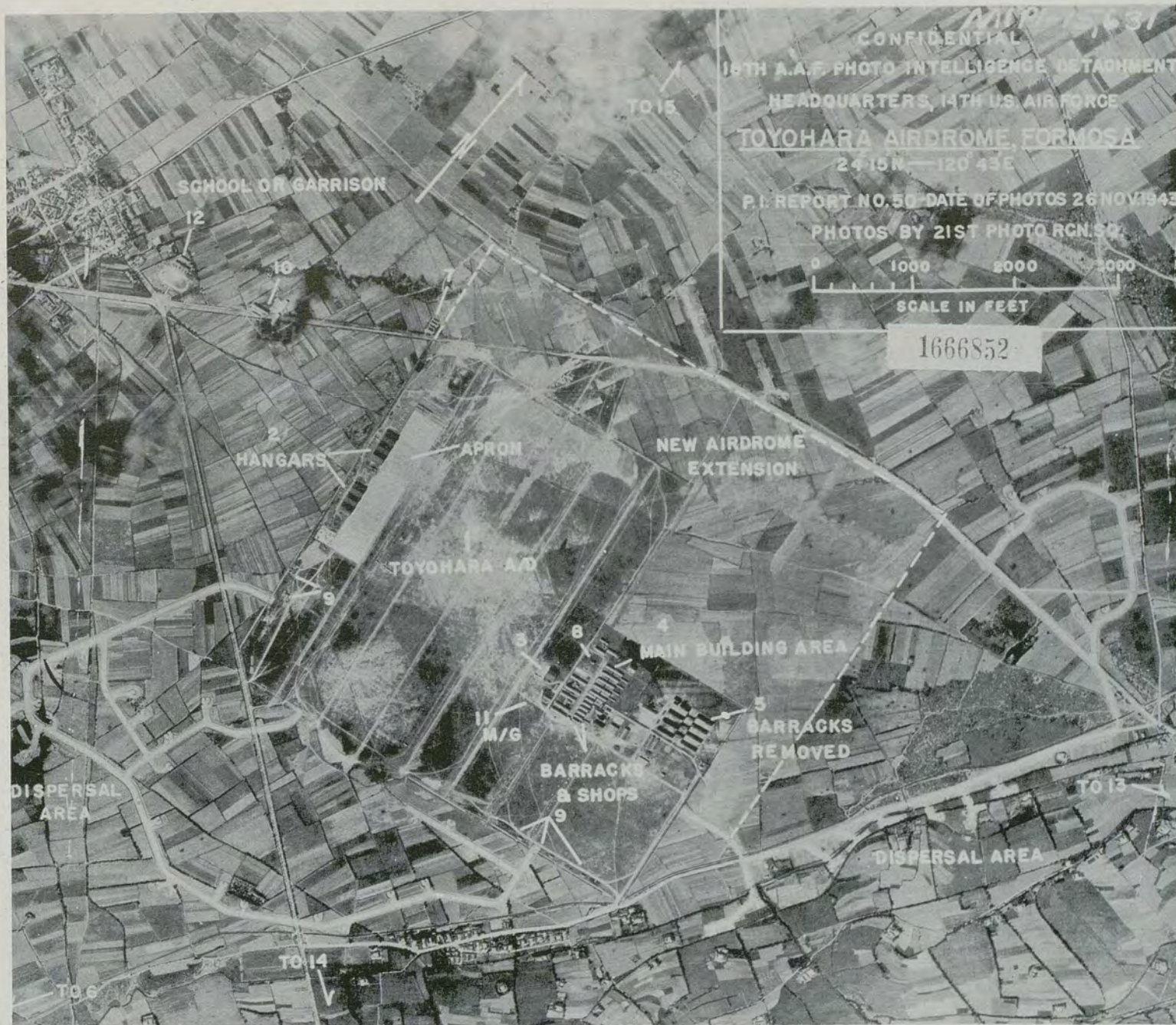


FIGURE XIII - 14. Toyohara.

Medium bomber airfield. Numbers are keyed to Photo Intelligence Report No. 50 from the 18th Army Air Force, Photo Interpretation Detachment.

Table XIII - 2. Landing grounds (Continued)

NAME AND COORDINATES	CLASSIFICATION	LOCAL POSITION	DIMENSIONS	DISPERSAL	FACILITIES	FIELD CONDITION
(6) Itahashi 25° 01' N, 121° 30' E.	ELG (PLAN 15)	Twelve miles southeast of Tansui-kei mouth near northwest tip of Formosa; 1½ miles south of center of Taihoku. Elevation estimated 150 feet.	Runway 2,600 by 400 feet northeast to southwest.	Limited area.	Unknown.	Field 3,150 by 1,980 feet. Runway paved or graded.
(7) Karenkō 24° 01' N, 121° 38' E.	ELG	Near promontory on east coast of Formosa, between coast and highway, 4 miles north-northwest of Karenkō. Estimated elevation 30 feet.	Unknown. 120 acres.	Unknown.	Two hangars, each with a capacity of 6 aircraft; fuel tanks; 3 barracks. Aircraft factory adjoins field. Railroad terminus nearby.	Excellent surface. Formerly used by Japan Air Transport. Naval air base.
(8) Katō 22° 25' N, 120° 33' E.	ELG	On southwest coast of Formosa, 6 miles south of Chōshū MLG; 5 miles southeast of Tōkō SS; 1 mile northwest of Katō.	No runways. Field is 2,500 by 2,400 feet.	Ample area, limited cover; 1 quadruple, 11 triple aircraft revetments.	Two hangars under construction. Underground fuel storage.	Surface is reported unsatisfactory.

Table XIII - 2. Landing grounds (Continued)

NAME AND COORDINATES	CLASSIFICATION	LOCAL POSITION	DIMENSIONS	DISPERSAL	FACILITIES	FIELD CONDITION
(9) Kobi 23° 44' N, 120° 25' E.	ELG (PLAN 8)	One mile south of Shinkobi-kei, 2¼ miles north-northwest of Kobi; 14½ miles east-southeast of Shinkobi-kei Delta on west central coast of Formosa.	Field estimated 4,250 by 4,250 feet.	Unknown.	None reported.	Turfed surface. Reported still under construction. Extensible southeastward to 6,500 feet.
(10) Kokō 24° 53' N, 121° 03' E.	ELG (Possible decoy) (PLAN 14)	Just south of Kokō; 6 miles east-northeast of Shinchiku on north-west coast of Formosa.	Runways 3,500 by 200 feet northeast to southwest.	Ample area.	None reported.	Believed extensible. It is held possible that this is a decoy field.



FIGURE XIII - 15. Chōsbū.  
Medium bomber landing ground.



FIGURE XIII - 16. *Daien.*  
Heavy bomber landing ground under construction.



FIGURE XIII - 17. Kōshō.  
Fighter landing ground.



FIGURE XIII - 18. Reigaryō-Takao Harbor.  
Heavy bomber landing ground and seaplane station.

Table XIII - 2. Landing grounds (Continued)

NAME AND COORDINATES	CLASSIFICATION	LOCAL POSITION	DIMENSIONS	DISPERSAL	FACILITIES	FIELD CONDITION
(11) Kōshō 22° 38' N, 120° 24' E.	FLG (FIGURE XIII - 17 PLAN 10)	Eight miles east of Takao on west coast of Formosa; 1 mile east of Kōshō. Elevation estimated 50 feet.	Runways 2,850 by 150 feet northwest to southeast; 2,500 by 150 feet east to west.	Ample area; 5 aircraft revetments.	None reported.	Sodded, V-shaped field with paved or graded runways, drained by ditches. Extensible.
(12) Reigaryō 22° 35' N, 120° 21' E.	HLG (FIGURE XIII - 18 PLAN 10)	Six miles southeast of Takao Harbor entrance on southwest coast of Formosa; 3 miles south of Hōzan. Elevation estimated 30 feet.	Runways 5,320 by 1,150 feet east to west; 5,700 by 1,000 feet northwest to southeast.	Ample area; 22 aircraft revetments.	Five small shop or stores buildings. Major aircraft repair shops in Takao.	Graded alluvial soil. No drainage installations; may be soft in wet weather. Hills 1 mile to east, river at north end. Extensible in all directions. Reported still under construction.
(13) Rōkkō 24° 03' N, 120° 25' E.	FLG	One mile west of Rōkkō on northwest coast of Formosa; 10 miles southwest of Daito-kei mouth. Elevation estimated 50 feet.	No runways. Field is 3,000 by 2,300 feet north to south.	Believed ample.	Two hangars, fuel tank reported.	Unknown. Alluvial soil. Extensible.
(14) Tainan North 22° 59' N, 120° 12' E.	ELG (PLAN 8)	Just north of Tainan; 5 miles east of Ampin-kō on west coast of Formosa.	Reported 2,400 by 400 feet.	Unknown.	No information.	No information. Reported still under construction.
(15) Taitō 22° 47' N, 121° 08' E.	ELG	Reported near sugar refinery 11 miles north of Baran; 1 mile east of Hinan; on southwest side of south branch of Hinan-tai-kei; 2 miles northwest of the southeast coast of Formosa at Taitō.	Field 2,650 by 2,000 feet north to south.	Unknown.	Repair shop reported.	Sandy loam, level, well turfed; well camouflaged.

Table XIII - 3. Areas possibly suitable for airfield construction.

NAME	APPROXIMATE COORDINATES	REMARKS	NAME	APPROXIMATE COORDINATES	REMARKS
(1) Ampin	23° 01' N 120° 09' E	Reported to be on the north shore of Ampin-kō in filled land, 1½ miles northeast of harbor entrance, 3½ miles northwest of Tainan. Area appears marshy in photos. Unconfirmed.	(9) Kaiko	23° 43' N 120° 12' E	On west central coast of Formosa at the mouth of the Kyukobi-kei, 11 miles west of Hakoseki. Unconfirmed. Reported to be a commercial field.
(2) Bōryō	22° 22' N 120° 36' E	On northeast edge of Bōryō on southwest coast of Formosa; 1 mile southwest of Suiteiryō; possible naval emergency landing ground. Unconfirmed.	(10) Keimou	23° 34' N 119° 36' E	On the north side of Makō-kō on Bōko-tō in the Pescadores group west of Formosa; 2 miles northeast of Anzan Naval Base on Sokuten-tō; 2 miles east-southeast of Makō. Reported to be now out of use as an airfield and used as a parade ground.
(3) Garambi	21° 56' N 120° 51' E	Near town of Garambi on south tip of Formosa. Possible naval landing ground. Unconfirmed.	(11) Kiirun	25° 08' N 121° 45' E	On northeast coast of Formosa east of Kiirun, south of Kiirun-kō. Probably a naval landing ground. Strong defensive installations to north at Woodworth Point. Unconfirmed.
(4) Hakusa	23° 40' N 119° 33' E	On beach on northwest coast of Hakusa-tō. Field reported abandoned.	(12) Kōtō-sho	22° 02' N 121° 32' E	On Kōtō-sho, 46 miles east of the south end of Formosa. Unconfirmed.
(5) Hokkō	23° 30' N 120° 09' E	Reported near mouth of Hokkō-kei on west coast of Formosa, 10 miles west-southwest of Hokkō. Unconfirmed. May be same as Shinkō or Tōseki.	(13) Kyūkyokudo	22° 41' N 120° 27' E	On bank of Katansui-kei in southwest Formosa, 12 miles northeast of Takao. Unconfirmed.
(6) Hokuto	23° 54' N 120° 30' E	On west central side of Formosa 2 miles north-northwest of Hokuto, ½ mile northeast of the Dakusei-kei. Unconfirmed.	(14) Rikō	22° 45' N 120° 28' E	Just south of Rikō, 7 miles north of Heitō, 18 miles northeast of Takao on the west coast of Formosa. A land base of Takao Naval Base. Unconfirmed. May be same as Heitō North.
(7) Hokutō	25° 07' N 121° 30' E	One and one-fourth miles south-southeast of Hokutō at the north end of Formosa, 6¾ miles southeast of the Tansui-ka mouth. Unconfirmed.	(15) Risei-kaku	23° 33' N 119° 41' E	Reported to be on the eastern extremity of Bōko-tō, the largest of the Pescadores Islands. Unconfirmed.
(8) Ieyaku (Shinten)	24° 57' N 121° 33' E	Reported to be near the north end of Formosa, 1¼ miles southeast of Ieyaku (Shinten), 6¾ miles southeast of Taihoku. Unconfirmed.	(16) Shajō	22° 05' N 120° 42' E	On west coast of Formosa, near the south tip, about ½ mile north of Shajō, on a point of land that forms the south side of Kaikō-wan. Unconfirmed.
			(17) Shimpo	24° 49' N 121° 04' E	In northwest Formosa 1 mile south of Shimpo which is on the north bank of the Hōzan-kei, 7½ miles east of Shinchiku. Unconfirmed.

Table XIII - 3. Areas possibly suitable for airfield construction.

NAME	APPROXIMATE COORDINATES	REMARKS	NAME	APPROXIMATE COORDINATES	REMARKS
(18) Shinkō	23° 35' N 120° 09' E	Near Shinkō on the west coast of Formosa, 10 miles west of Hokkō, 3 miles north of the Hokkō-kei mouth. Unconfirmed. May be same as Tōseki or Hokkō.	(21) Tansui	25° 12' N 121° 26' E	Reported to be about 1 mile north of the seaplane station at Tansui on the north side of Tansui-kō on the northwest coast of Formosa. Believed to be a naval emergency landing ground. Unconfirmed.
(19) Shōka	24° 05' N 120° 32' E	On west central side of Formosa at north end of Shōka in the vicinity of a sugar refinery; 8½ miles south-south-east of Daito-kei mouth. Unconfirmed.	(22) Tōseki	23° 30' N 120° 10' E	Near Tōseki on Tōseki-kō on west coast of Formosa, 2 miles south of Hokkō-kei mouth, 12 miles southwest of Hokkō. Unconfirmed. May be same as Shinkō or Hokkō.
(20) Suō	24° 36' N 121° 51' E	Near Suō or Suō-wan on the northeast coast of Formosa. Possible army emergency landing ground. Unconfirmed.	(23) Tōshien	22° 42' N 120° 15' E	Reported to be on southwest coast of Formosa. May be on filled land in Tōshien Harbor immediately northeast of Tōshien Harbor Seaplane Station. Unconfirmed.

Table XIII - 4. Seaplane stations.

NAME AND COORDINATES	LOCAL POSITION	DIMENSIONS	LANDMARKS	SEA CONDITIONS AND ANCHORAGE	FACILITIES
(1) Takao-kō 22° 34' N, 120° 19' E.	On east side of harbor 2 miles from its south end, 5 miles southeast of Takao, 2 miles west-southwest of Reigaryō HLG. (FIGURE XIII - 18.)	Five by one-half miles, northwest to southeast.	Sand spit which forms outer side of harbor; Kotobuki-yama, 1,170 feet, just north of harbor entrance.	Winds of 10 to 15-mile velocity common during February and March. Shelter from all weather. Current occasionally attains velocity of 3 knots between tides. Depth 28 feet.	Two slipways. One large hangar. Repairs and supplies available.
(2) Tansui-kō 25° 10' N, 121° 25' E.	On the north side of Tansui-kakō near Tansui on the west coast of Formosa.	Not reported.	None described.	Details unknown.	Reported suitable for 4-engined flying boats; some facilities.
(3) Tōkō-hakuchi 22° 27' N, 120° 28' E.	In a tidal basin 2 miles southeast of Tōkō, between 2 river deltas. (FIGURE XIII - 19.)	One mile north to south; 1½ miles northwest to southeast.	Sand spit forms outer side of harbor; Tōkō, on southeast bank of Tōkō-kei 2 miles northwest.	Protected anchorage, shelter in all weather. Other details unknown.	Three ramps, 7 hangars, large apron, shops, barracks.
(4) Tōshien Harbor 22° 41' N, 120° 16' E.	On east side and opposite entrance to Tōshien Harbor, 4 miles north of Takao. (FIGURES XIII - 2 and XIII - 3.)	One mile north to south, unlimited east to west.	Sand spits north and south of entrance; Kotobuki-yama, 1,170 feet, 3 miles to south.	Shelter from all weather in large basin on east side of harbor. Other details unknown. Harbor still under construction.	Large ramp; docks and cranes; naval base and shops nearby.

Table XIII - 5. Emergency seaplane alighting areas.

NAME	APPROXIMATE COORDINATES	REMARKS	NAME	APPROXIMATE COORDINATES	REMARKS
(1) Ampin-kō	23° 00' N 120° 09' E	At Ampin on the east side of the bay. Facilities available at Tainan and at Tainan MAD.	(5) Karenkō-hakuchi	23° 59' N 121° 37' E	Partial shelter on northeast coast of Formosa, 3 miles north of Karen-kei mouth. Facilities and operational use reported. Existence is unconfirmed.
(2) Enchō-wan	23° 31' N 119° 33' E	Partially sheltered cove and beach on southwest end of Bōko-tō in the Pescadores Islands. Facilities available at Chomosui FAD. Use unconfirmed.	(6) Kūrun-kō	25° 09' N 121° 45' E	At Kūrubē-hama on the south side of the harbor just west-northwest of Kūrun.
(3) Garan-bi	21° 55' N 120° 50' E	Limited shelter in small open bay on the southwest tip of Formosa. Use unconfirmed.	(7) Makō-kō	23° 33' N 119° 33' E	On the south side of the isthmus joining the Anzan Naval Base to Bōko-tō on the north side of Makō-kō. Facilities available at the naval base and Chomosui FAD.
(4) Jitsugetsu-tan	23° 51' N 120° 54' E	Alighting area only. No facilities.	(8) Midakō	22° 46' N 120° 12' E	On the west coast near Midakō. Existence or use unconfirmed.

FIGURE XIII - 19  
JANIS 87  
CONFIDENTIAL

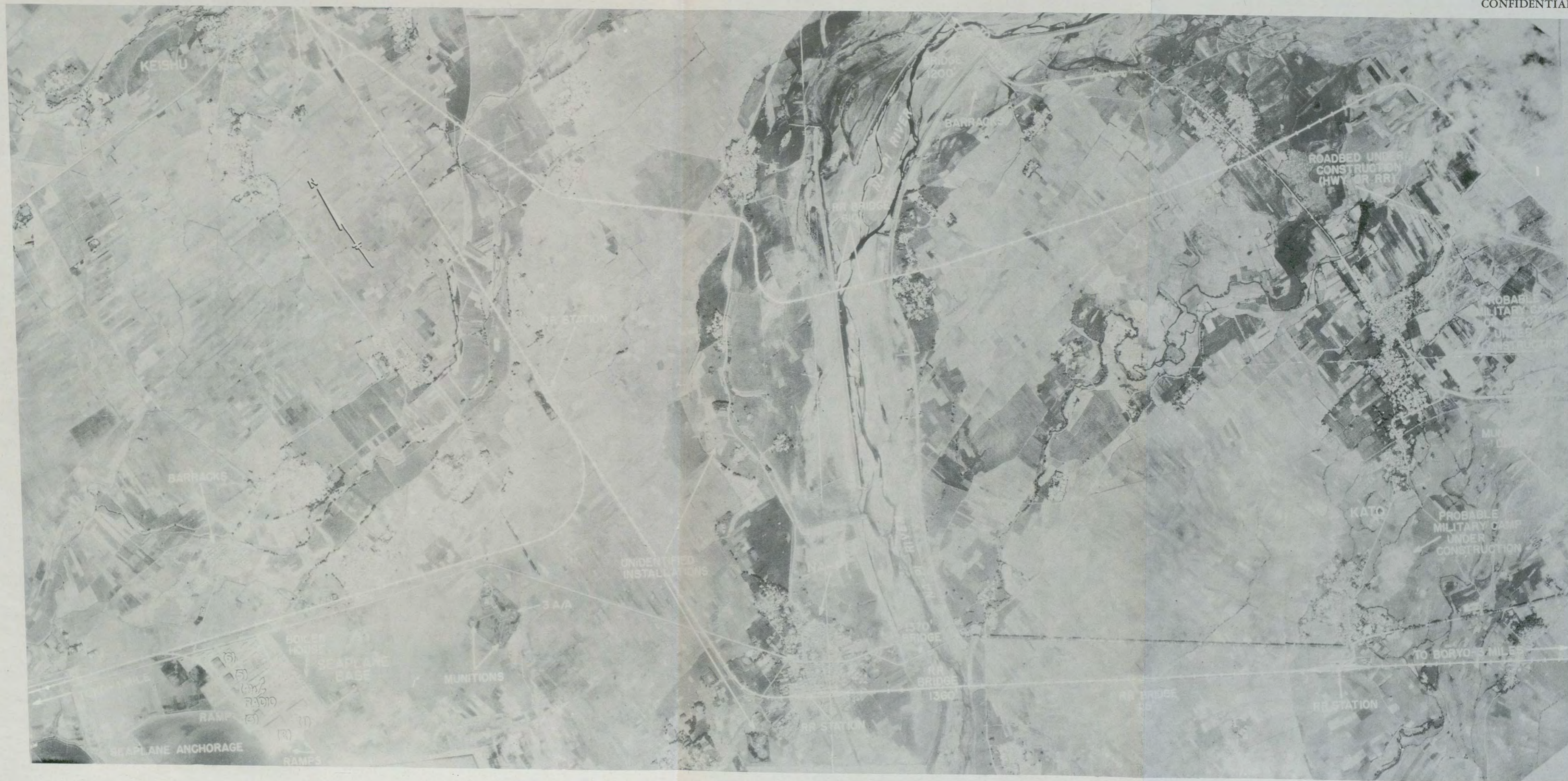


FIGURE XIII - 19. Katō and vicinity.  
Tōkō seaplane station.

### 135. Principal Sources

1. Allied Air Forces, Headquarters, Director of Intelligence, Southwest Pacific Area.  
4 Oct. 1941. REPORT OF AIRFIELDS AND SEAPLANE STATIONS IN THE JAPANESE EMPIRE.
2. Cable No. CAK 1047 from CG, 14th Air Force.  
21 May 1944.
3. Japanese Aviation Yearbook. 1939.  
10 Feb. 1940. KOKO NENKAN.
4. U. S. Army Air Forces, 14th Air Force, 18th Photo Intelligence Det. APO 627, New York, N. Y.  
1944. Photo Intelligence Reports:
  - 37 Eiko, Tainan, Tainan North.
  - 39 Shinchiku.
  - 47 Heitō, Heitō North.
  - 50 Toyohara.
  - 54 Taichū.
  - 56 Tōshien.
5. U. S. Army, Headquarters Philippine Department.  
1941. Intelligence Reports:
  - 151 Bako Harbor.
  - 155 Kagi.
  - 158 Matsuyama.
  - 163 Takao Harbor.
  - 366 Tōshien Harbor.
6. U. S. Navy Department, Hydrographic Office.  
1943. SAILING DIRECTIONS FOR THE COAST OF CHINA. HO 124.
7. U. S. Navy Department, Office of Naval Intelligence.  
1944. TAIWAN. ONI 49, Change 14.
8. U. S. War Department, Military Intelligence Service.  
29 Oct. 1942. REPORT ON JAPAN.
9. U. S. War Department, Office of Assistant Chief of Air Staff, Intelligence.  
1943. Photo Intelligence Reports:
  - 402 Tōkō Harbor.
  - 403 Chomosui, Makō.
  - 404 Tainan.
  - 405 Takao.
  - 405A Kōshō, Reigaryō, Takao, Tōshien.
  - 406 Koshun.
  - 408 Okayama.
  - 408A Okayama.
  - 409 Taichū, Toyohara.
  - 461 Heitō.

#### MAPS AND CHARTS

10. Japan, Hydrographic Department.  
1939. Chart 235; Plan 1202.  
1940. Chart 1217; Plan 230.
11. U. S. Navy Department, Hydrographic Office.  
1943. HO 2506.
12. U. S. War Department, Military Intelligence Division Map No. 405513.



FIGURE XIII - 20. Formosa.  
 Location of air facilities.

*Published by*

THE JOINT INTELLIGENCE STUDY PUBLISHING BOARD  
*Military Intelligence Division, G-2*                      *Division of Naval Intelligence*  
*Office of Assistant Chief of Air Staff, Intelligence*                      *Office of Strategic Services*

AT WASHINGTON, D.C.