

MEMORIAL SHIP MIKASA



Memorial Ship Mikasa & Statue of Admiral Togo

CONTENTS

Table of Contents

1. HIJMS MIKASA	1
2. World Situations in those days	2
3. Reinforcement of the Imperial Japanese Navy	3
4. The Anglo-Japanese Alliance	3
5. The Japanese-Russo War	4
6. The Battle of the Sea of Japan	7
7. The Japanese-Russo War and People	13
8. Detailed drawing of HIJMS MIKASA	15
9. The Memorial Ship MIKASA	20
10. Major Exhibits	21
11. Attached Historical Materials	27
● "The day that changed a waterway of the world history" by Mr. Shinzo Koizumi	
● Address for the Dismissal of the Japanese Combined Fleet	

(HIJMS MIKASA right after her transfer to Japan from Vickers, England)

I. HIJMS MIKASA

HIJMS MIKASA was a battleship built by Vickers shipyard in England and was commissioned in 1902.

At the Battle of the Sea of Japan in the Japanese-Russo War, HIJMS MIKASA fought valiantly as the flagship of the Combined Fleet under Admiral Heihachiro Togo, Commander-in-Chief (CINC) of the Combined Fleet. ADM Togo always led the fleet and fought daringly against the Russian Fleet which was deployed from the Baltic Sea, and greatly contributed to this historic and overwhelming victory in the history of the naval battle.

While HIJMS MIKASA was in the port of Sasebo

after the battle, she sank unfortunately due to an accidental explosion in her shell magazine, but she was re-floated and repaired. Then, she returned to the front line and accomplished her mission of the maritime defense. Although it was proposed that HIJMS MIKASA was to be decommissioned in 1923 and scrapped, the Washington Naval Conference approved to preserve her as a memorial ship. In 1926, HIJMS MIKASA turned out to be a commemorative Memorial Ship at the current location after her renovation for a year and a half.

In 1945, after Japan's defeat in World War II, the Allied Occupation Forces stationed in Japan ordered the removal of all the MIKASA's superstructure such as the bridges, the masts, the guns and the funnels. The result was that

the Memorial Ship MIKASA was left in destruction beyond recognition.

In the 1950s, however, public outcry was raised inside and outside of Japan to restore the ruined Memorial Ship MIKASA. Hence, in 1961, she was restored to her present condition with donations collected from wide range of Japanese and foreign supporters, a generous budget from the government, and the support of the United States Navy.

*The Memorial Ship MIKASA is the national property under the custody of the Ministry of Defense. MIKASA Preservation Society is in charge of preservation and maintenance of the ship as well as the opening work to the public.

2. World Situations in those days

After the Industrial Revolution in the late 18th century, European nations and the United States rapidly developed their industries and trading, and ventured toward Africa and Asia to secure affordable raw materials as well as large markets for their products. Technological progress led to the development of modern weapons.

Consequently, the Western Powers could retain a strong military and became the "Great Powers" in the world. Powerless African, Asian and Middle Eastern nations had no choice but to surrender, and they were colonized, one after another.

(1) The Great Powers' Advance into Asia

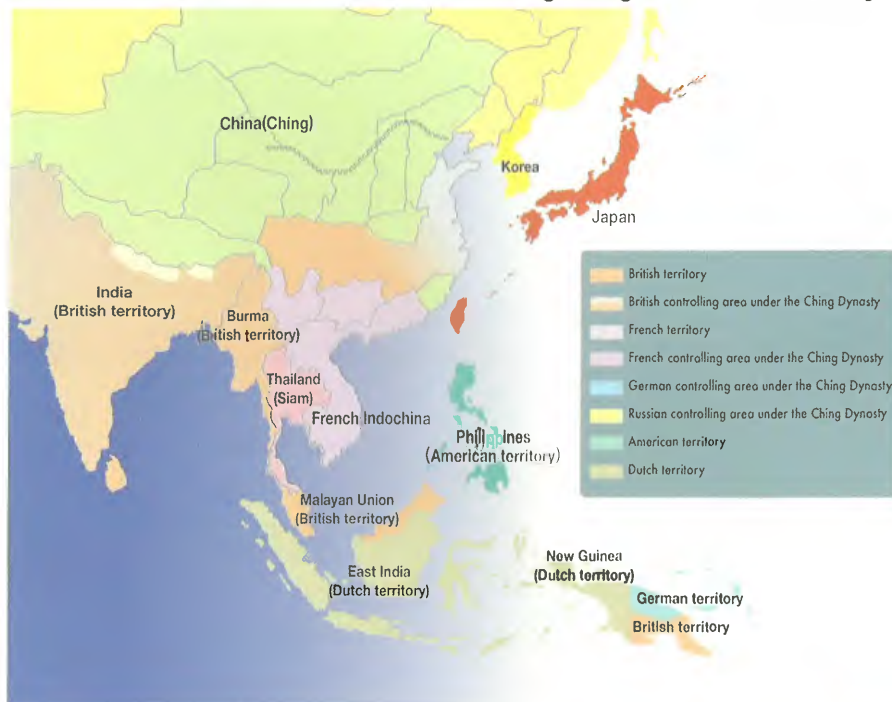
In the beginning of the 19th century, the Great Powers, such as France, Netherlands and Britain, which were looking toward South East Asia, colonized Vietnam, Cambodia, Indonesia, etc. and gained leased territories from China which lost the Opium War against Britain. Russia occupied Manchuria, leveraging the incident of the Boxer Rebellion to further expand their power and territory toward the South and increase their influence in Korea.

(2) The Japanese-Sino War and the Tripartite Intervention

The tension between Japan, which assisted Korean reformists aiming their sovereign independence, and China, which insisted that Korea was their tributary state, developed into the Japanese-Sino War. Although no nation thought Japan could win, the war ended with Japan's overwhelming victory, and the Japan-China Peace Treaty was concluded with reparations to Japan and the ceding of the Liaotung Peninsula and Taiwan.

However, Russia, Germany, and France intervened by demanding that Japan should return the Liaotung Peninsula back to China with the reason that Japan's occupation of the

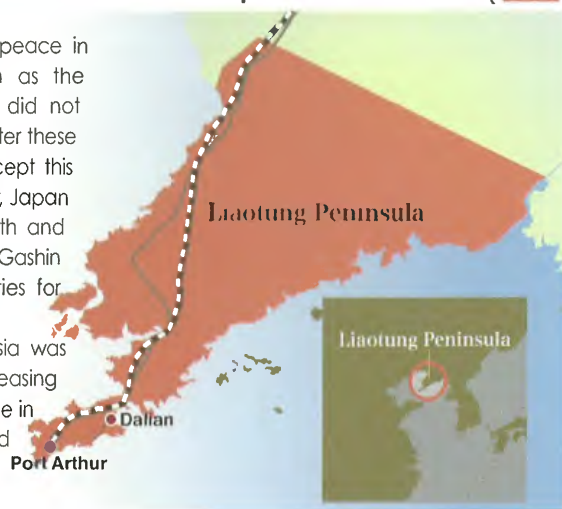
Great Powers' Advance into Asia in the beginning of the 20th century



The area returned due to the Tripartite Intervention ()

Liaotung Peninsula would threaten peace in East Asia. This influence is known as the Tripartite Intervention. Since Japan did not possess enough military force to counter these powers, it could do nothing but accept this demand. After this incident, however, Japan vowed to increase its national wealth and military power under the slogan of 'Gashin Shoutan' (Struggling against difficulties for the sake of vengeance).

After the Tripartite Intervention, Russia was keen on expanding its territory increasing and reinforcing its power and influence in all aspects of politics, economics, and military force against Korea and establishing military bases there.



3. Reinforcement of the Imperial Japanese Navy

Gonnohyoo Yamamoto, Chief of the Bureau of Military Affairs, Navy Department, supporting ADM Sugumichi Saigo, Minister of the Navy, carried out drastic reforms in the Navy, such as personnel shuffling, and well promoted the expansion plans of the Imperial Navy insisting that the Navy was the absolute key for the national defense.

(1) The 6-6 Fleet Building up

The concept of the reinforcement was to build up a fleet consisting of 6 Battleships and 6 1st class Cruisers as its main force, considering a war against Russia, which was commonly called the "6-6 Fleet". The scheme was to build the 4 battleships of 15,000 tons in addition to HIJMS FUJI and HIJMS YASHIMA, 6 first 1st class cruisers, heavier than 9,000 tons, and additional light cruisers and auxiliary ships to support the main force.

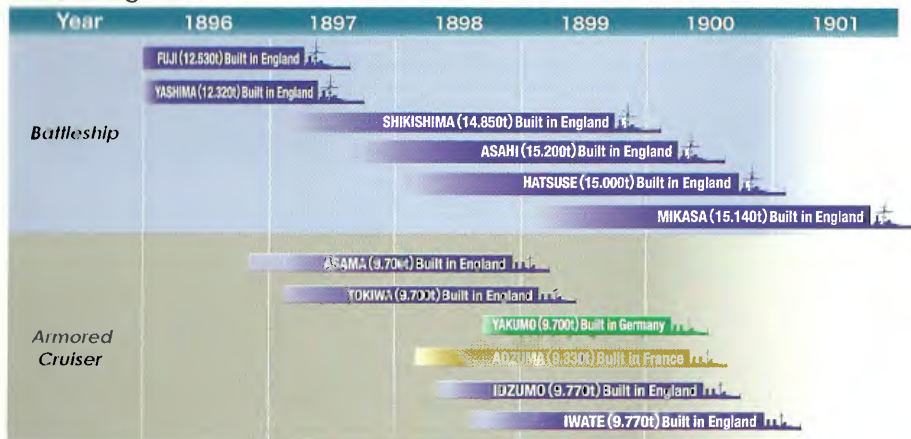
In 1895 and 1896, the Japanese Diet resolved to

build up 103 warships in total (total displacement of 153,000 tons) for ten years. Moreover, the third stage expansion plan to build the battleships, HIJMS KASHIMA and HIJMS KATORI as nuclei was resolved in 1902. Consequently, the reinforcement of the Imperial Japanese Navy started favorably to counter with the Russian Pacific Fleet.

(2) The organization of the Combined Fleet

As Japanese-Russian relations grew strained and became highly volatile, the Imperial Japanese Navy organized the Combined Fleet consisting of the First Fleet and the Second Fleet in December 1903, and added the Third Fleet to the Fleet later. VADM H. Togo (promoted to ADM June 1904) was placed in CINC of the Combined Fleet, and the Fleet entered into a war organization. Chief of Staff, RADM T. Kato, Operations Staff, LCDR S. Akiyama and others assisted CINC Togo. VADM H. Kamimura and VADM S. Kataoka were placed in Commander of the 2nd Squadron and Commander of the 3rd Squadron respectively. The battle force of the Fleet was of 6 battleships and 6 1st class cruisers as a main force, and 12 2nd class and 3rd class cruisers as well as destroyers and torpedo boats, of which total displacement was 233,200 tons. The Russian Pacific Fleet, had the total displacement strength of 191,000 tons, with 7 battleships and 7 cruisers as their main force, as well as gunboats and destroyers.

Chronological Table of IJN's Surface Combatant Construction



Strength of Japanese and Russian Pacific Fleets at the outbreak of the Japanese-Russo War

Class	The Japanese Combined Fleet	TOTAL	The Russian Pacific Fleet	TOTAL
Battleship	6	6	7	7
Armored Cruiser	6	6	4	4
Cruiser	12	12	10	10
Coastal Defense Ship	7	7	0	0
Gunboat	7	7	7	7
Destroyer	19	19	18	18
Torpedo Boat	28	28	17	17

4. The Anglo-Japanese Alliance

In the face of Russian military threat, Japanese public opinion was divided into two, with which party Japan should establish a treaty, with Russia by negotiation or with Britain. The Japanese Government adopted Foreign Minister Jutaro Komura's argument to go with Britain in order to protect the independence and interests of the nation, and the Anglo-Japanese Alliance was established.

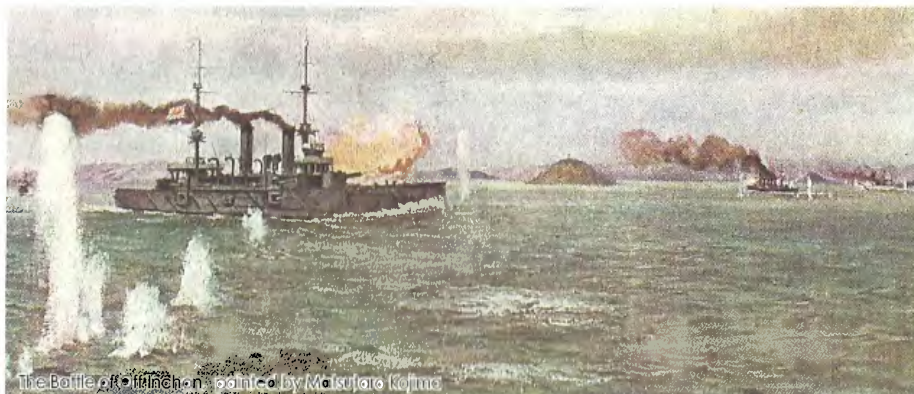
5. The Japanese-Russo War

Russia refused to withdraw its troops from Manchuria. On the contrary, Russia overtly showed their aggression in Korea by fortifying Port Arthur and Dalian. The Korean Peninsula was a vital region for Japan's security and independence. Japan, who was alarmed by Russia's military movements into Korea, kept trying tireless diplomatic negotiations with Russia on a basis of recognizing mutual interests in Korea. However, the response from Russia was very unfaithful, as Russia continued to reinforce its military forces even during the course of the negotiations. With the understanding that prolonged fruitless negotiations would only bring negative results, Japan broke diplomatic relations with Russia on February 6th, 1904, and the Japanese-Russo War began.

(1) The Battle of Off Inchon

In order to obtain the victory in the Japanese-Russo War, Japan needed to first secure maritime superiority, both in the Yellow Sea and in the Sea of Japan and secondly to secure the sea lane to transfer soldiers and war materials safely to the Army troops in Manchuria. For those objectives, the Imperial Japanese Navy had to destroy the Russian Pacific Fleet units operating in the Port Arthur area with the first-strike.

After the Fourth Squadron commanded by RADM Uryu successfully landed troops of the Imperial Japanese Army at Inchon on February 8th, 1904, the Squadron gave the Russian cruiser VARIAG and the gunboat KOREETZ in the port of Inchon an ultimatum ordering their evacuation from the port by 1:00 p.m. on February 9th or face attack for their refusal. After noon of the same day, the VARIAG came out the port and attacked the Squadron in spite of her unfavorable power, was seriously damaged and was scuttled together with the KOREETZ returning to the port. In the meantime, while Uryu Squadron was landing the Army troops in Inchon, the main force of the Combined Fleet moved straight to Port Arthur.



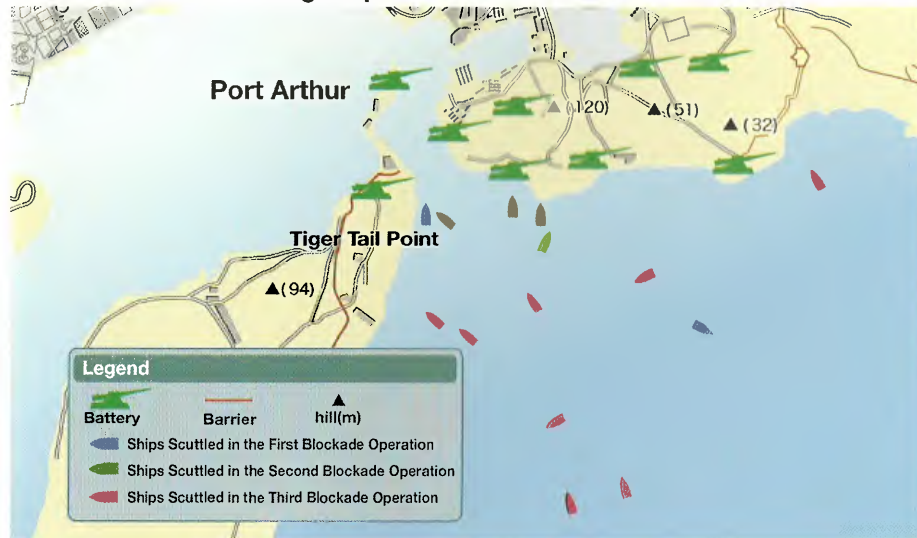
The torpedo-boat flotilla of the Fleet made a night attack after midnight of February 9th and damaged the Russian Port Arthur Squadron.

(2) Operation of Blockading Port Arthur

Operation of Blockading Port Arthur was originally planned by Commander Ryokitsu Arima, Staff of the Combined Fleet, mirroring the example of the U.S. Navy, which blockaded Santiago de Cuba during the Spanish-American War. The concept of the operation was to scuttle old ships in the en-

trance of the Port Arthur and to blockade the port since the width of the transit lane of the port entrance was about 90 meters. Observing that the Russian Fleet was not coming out of Port Arthur, CINC Togo made a decision to carry out the operation. The blockade squadron for the operation was formed from members selected among many volunteers and was carried out three times. However, they did not completely blockade the harbor route of Port Arthur as intended.

Locations of Blockading Ships scuttled at Port Arthur Entrance



(3) Attack and Defense of Port Arthur Fortress

From the Japanese perspective, the Port Arthur Squadron had to be destroyed by any means possible prior to the arrival of Russian reinforcement fleet, and cooperation between the Imperial Japanese Navy and Army forces was necessary to capture Port Arthur and annihilate the Port Arthur Squadron.

After the beginning of August 1904, the Third Army, commanded by General Maresuke Nogi, dared to conduct two decisive attacks against the fortress at Port Arthur, but the enemy's strong fortress and machine guns successfully repelled them each time. The total numbers of casualties reached 59,304, including 15,390 dead. The Army then changed the attacking objective to the 203 Meter Hill, where the

defense was comparatively weaker. The third series of attacks were carried out from the latter part of November through December, and they successfully captured the hill after fierce battles. Then, posting an artillery observation unit on the top of the 203 Meters Hill, the Army bombarded the Russian Fleet units in the port and totally destroyed the Russian Port Arthur Squadron. The Russian Port Arthur Fortress Commander, General Anatoly Mikhailovich Stessel, consequently surrendered on January 1st, 1905.

Ending the desperate battles after many days with the Russian surrender, General Maresuke Nogi, Commander of the Third Army of the Imperial Japanese Army met with General Anatoly M. Stessel, Commander of Russian Port Arthur Fortress at a private house in Shuishiyang.

General Nogi was never arrogant in front of General Stessel regarding his victory in the battle. On the contrary, he showed an attitude full of kindness and sympathy, even allowing the Russian General Stessel to wear his sword. In the atmosphere of the old warriors' spirit, the two armies negotiated the surrender of the Port Arthur Fortress and its evacuation.



Photo: Gen. Nogi and defeated Russian Gen. Stessel with their staff in Shuishiyang

The Imperial Japanese Third Army's Port Arthur Attack Map



(4) The Battle of the Yellow Sea

At 09:00 on August 10th, 1904, the Japanese Combined Fleet found the Russian Port Arthur Squadron getting underway, began to attack them with heavy fire, and proceeded to cut off the enemy's line of retreat by coming around to the rear of the formation. However, the intention of the enemy Squadron was to make an interfleet transit to Vladivostok, and they headed south, away from Port Arthur. The Japanese Combined Fleet pursued the enemy, and resumed pouring heavy fire onto the Russian Squadron. During this Battle, their flagship, the TSESAREVITCH, lost its steering due to heavy bombardment, and five ships of Russian battleships and others returned to Port Arthur.

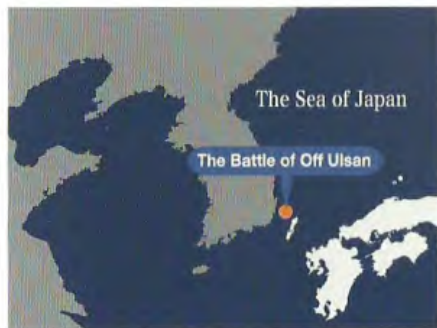
HIJMS MIKASA faced a barrage of enemy fire

during the battle, the enemy's shell damaged her rear 12-inch main gun turret and Divisional Officer, Prince Hiroyasu Fushimi was wounded. In all, HIJMS MIKASA suffered 33 deaths and 83 wounded, including here Commanding Officer, CAPT Ijichi, who was wounded while on the Bridge.

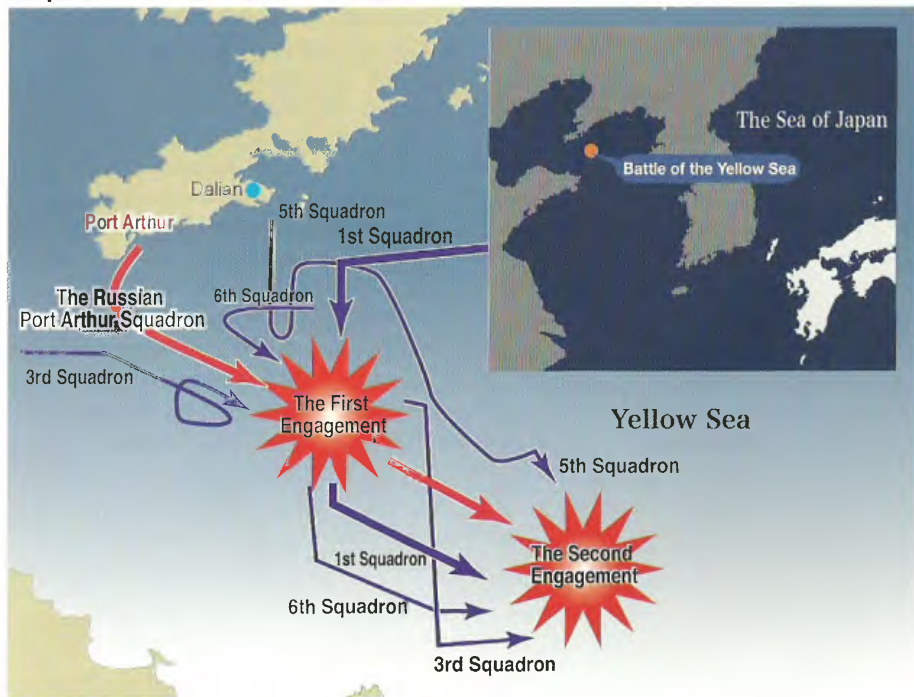
(5) The Battle of Off Ulsan

Prior to this Battle, the Vladivostok Squadron, consisting of three armored cruisers as its nucleus, conducted maneuvers in the waters around Tsushima Strait and Izu Islands, while sailing through Tsugaru Strait. The Vladivostok Squadron seized and sank not only Japanese ships, but also neutral shipping, and was a threat for the sea transportation around Japan.

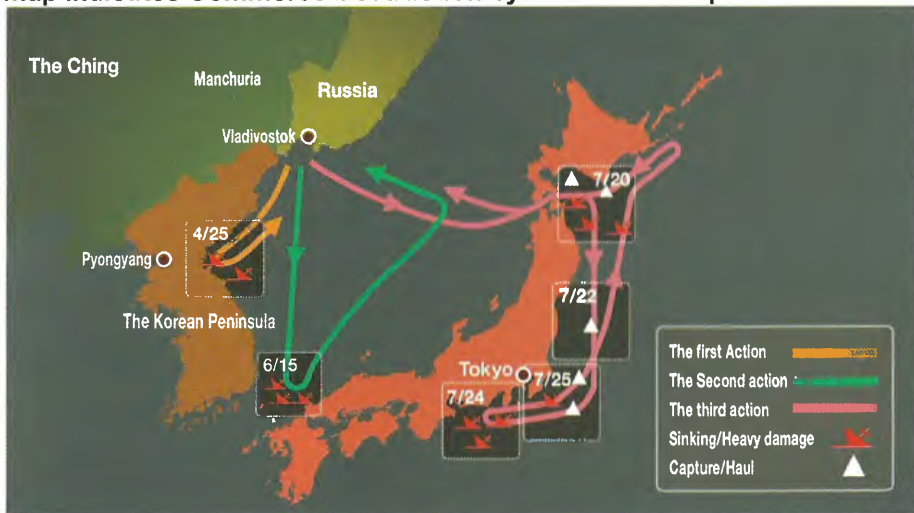
On August 14th, 1904, the Japanese Second Fleet under the command of VADM Kamimura, while patrolling in the eastern area of Tsushima, encountered the Vladivostok Squadron transiting toward south with their intention of providing force support to the Port Arthur Squadron. After more than five hours of battle, the Japanese fleet sent a Russian cruiser, the RURIK, to the bottom and inflicted heavy damage to two additional cruisers, the ROSSIYA and the GROMOBOI. Finally, the Vladivostok Squadron was destroyed in this battle.



Map of the Battle of the Yellow Sea



Map indicates Commerce Destruction by Vladivostok Squadron



6. The Battle of the Sea of Japan



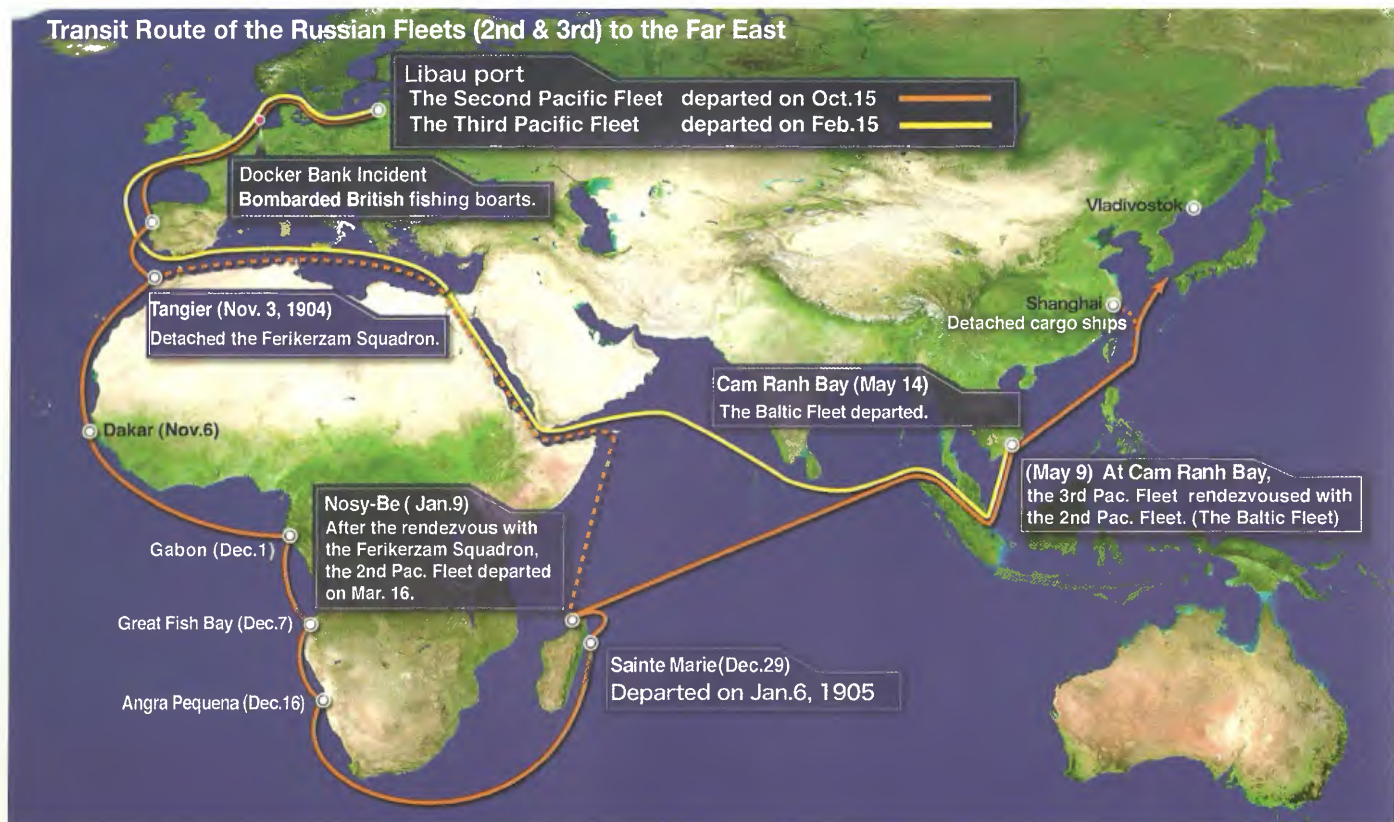
Vice Admiral Rojestvensky

(1) Transit of the Russian Fleets

The Russian Second Pacific Fleet commanded by VADM Rojestvensky, departed the Libau port, the Baltic Sea on October 15th, 1904 on its mission of supporting the Port Arthur Squadron facing tough games, and on November 3rd, 1904, detached the Ferikerzam Squadron at Tangier, Morocco, which was to cross the Suez Canal separately. The 2nd Pacific Fleet then continued to transit southward in the Atlantic Ocean around Africa and arrived at Nosy-Be, Madagascar on December 29th, 1904. After the rendezvous with the Ferikerzam Squadron there, the 2nd Pacific Fleet departed Madagascar on March 16th, 1905 and transited eastward in the

Indian Ocean, heading for Cam Ranh Bay, Vietnam. Meanwhile, the remaining units of the Russian Port Arthur Squadron (1st Pacific Fleet) were destroyed. As a result, Russia hastily organized the 3rd Pacific Fleet to reinforce the 2nd Pacific Fleet with five outdated warships as its major units and ordered them to depart Libau on February 15th, 1905. The 3rd Pacific Fleet eventually rendezvoused with the 2nd Pacific Fleet after arriving in Cam Ranh Bay, where they coaled and replenished supplies, and departed there on May 14th, 1905. These Russian 2nd and 3rd Pacific Fleets were named "the Baltic Fleet" after the Baltic Sea they departed as a general term in Japan.

Transit Route of the Russian Fleets (2nd & 3rd) to the Far East



(2) The Japanese Combined Fleet getting ready for the battle

The Japanese Combined Fleet that successfully achieved maritime dominance, after defeating the Russian Port Arthur Squadron and Vladivostok Squadron, sent their units back to their respective homeports Kure, Sasebo and others to repair the damages caused by the battles and to replenish ammunition and supplies. Upon completing the necessary repairs and replenishment, the Fleet deployed again to the sea.

Learning that the Russian Baltic Fleet sailed past Singapore, the Japanese Fleet mined in the area off Vladivostok in accordance with the plan, gathered all their scattered ships in the Korea Straits, and deployed patrol ships in the area west of Tsushima. At the same time, the Combined Fleet continued to conduct hard training night and day, and waited for the Russian Baltic Fleet.



The Flagship of the Baltic Fleet,
Battleship K. SUVOROV

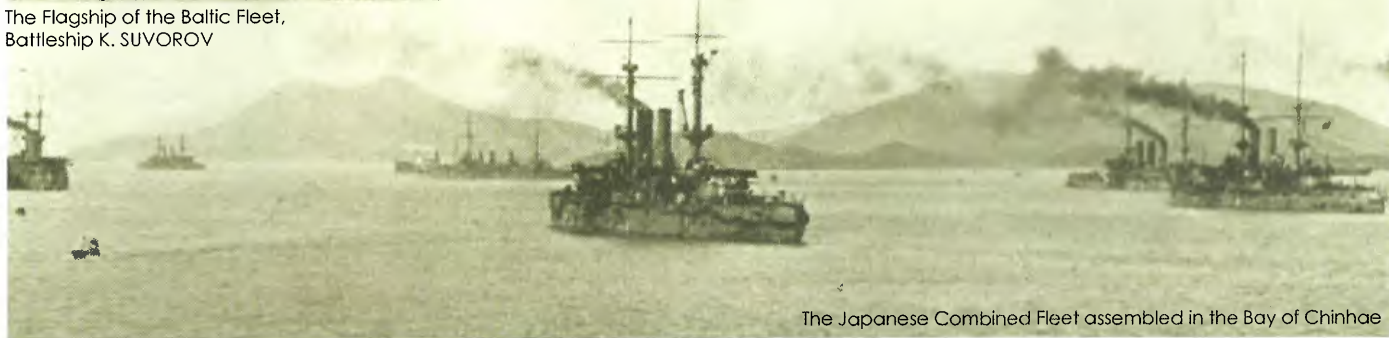
(3) The Baltic Fleet approaching

On May 27th, 1905, a converted cruiser, the "Shinano-Maru", who was patrolling in the water west of Tsushima, sighted a white lighted vessel sailing eastward and caught it up. Consequently, the "Shinano-Maru" confirmed that it was a Russian hospital ship of the Baltic Fleet, and sent off the wireless signal, "Enemy Fleet sighted". Receiving this signal, HIJMS IZUMI, cruiser kept its position 9 km behind the enemy fleet and reported enemy's course, speed, position and formation to the Combined Fleet moment by moment.

ADM Togo, CINC of the Combined Fleet sent out a telegram reading "Upon receiving the report enemy fleet sighted, the Combined Fleet will get underway immediately to attack and destroy them. Today, weather is fine but waves are high." On May 27th at 06:00, the Japanese Fleet moved out from the Katoku Waterways (facing the south coast of Korean Peninsula), and arrived at the area north of Okinoshima on May 27th. Although the weather was misty and visibility was not good, the Japanese Combined Fleet Headquarters

had a clear picture of the enemy fleet's movements as HIJMS IZUMI kept reporting detailed movements of the enemy.

Meanwhile, the Russian Baltic Fleet recognized the cruiser HIJMS IZUMI encountering at about 06:00 a.m. Shortly after 09:00 a.m., they spotted two Japanese cruisers on their port side and changed their cruising formation to a battle formation. At noon, the Russian Baltic Fleet then changed their course toward north-northeast on a heading for Vladivostok. As VADM Rojestvensky observed the Japanese cruisers and destroyers passing ahead of him and was anxious about torpedo attack from the Japanese fleet. He ordered his four battleships to change formation from Line Ahead to Line Abreast. However, during the change of formation, the ships that were following the battleships did not maneuver correctly and now the Russian Fleet was steaming in two lines ahead. At this moment, with Russian forces divided and confused, the Japanese Combined Fleet appeared, which the Baltic Fleet had to engage with.



The Japanese Combined Fleet assembled in the Bay of Chinhae



HIJMS MIKASA's Bridge Scene with the "Z" Signal Flag just before the Togo Turn, painted by Seitaro Tojo.

(4) The Battle of the Sea of Japan

At 13:39 p.m., May 27th, 1905, the main force of the Japanese Fleet sighted the Russian Baltic Fleet approaching from the southwest in two lines ahead at a distance of approximately 13 km. ADM Togo decided to attack the enemy fleet from the front port line, while he headed his fleet westward. At 13:55 p.m., ADM Togo hoisted the famous "Z" Signal Flag meaning "The rise and fall of the Empire depend on this battle. Let every man do his utmost." At 14:02 p.m., ADM Togo set the course of the Fleet to the southwest, took the position of reverse action run to the port side, and started to close in heading southward.

CINC, ADM Togo, standing on the HIJMS MIKASA's bridge with his left hand holding the noted sword forged by the great sword smith, a gift from The Crown Prince, stared at the rapidly approaching enemy fleet and waited for the right opportunity to bear down the enemy's leading ship. At 14:05 p.m., with the enemy front at 8 km, he gave the order for a great turn, so called "Togo-Turn".

Positions of ADM and his staff at the Bridge in the picture



CO, CAPT H. Ijichi

COS, RADM T. Kato

CINC, ADM H. Togo

Operations Staff
CDR S. Akiyama



The Japanese Combined Fleet under the fierce battle with the Baltic Fleet, Painted by S. Tojyo

(5) DECISIVE ENGAGEMENT

While keeping careful watch on the Japanese Fleet that seemed at first to be steaming away, but which suddenly made a sharp course change to port, ADM Rojestvensky, at 2:08 p.m., gave the order to commence firing on to the Japanese Fleet in order to take advantage of the enemy course change. MIKASA was surrounded by many huge water columns as a result of the incoming Russian shells. ADM Togo commenced a furious counterattack with salvo fires and thus the decisive naval battle started.

About one hour after the outbreak of the battle, the Russian battleship, OSLYABYA, facing concentrated gun fire of the Japanese Fleet, was engulfed in flames and was on the verge of sinking. At the same time, ADM Rojestvensky's flag ship, SUVOROFF was also in disastrous flames and dropped out from the formation. Other Russian battleships were also damaged and in flames. The outcome of the battle was already determined after one hour of fierce fighting.

(6) NIGHT ATTACK BY TORPEDO BOATS

On May 27th, after five hours of daytime action, Russia had lost four of her five newest and powerful battleships. The remaining battleship, ORYOL was seriously damaged, and many other ships were

either seriously damaged or destroyed.

Around 7:20 p.m. RADM Nevogatov regrouped the remaining units. After reorganizing the battle line, he started to steam north. While chasing the Russian ships, the Japanese Squadron composed of about 40 destroyers and torpedo boats had completely encircled the remaining Russian ships. At around 8:00 pm they started close attack against the Russian ships under enemy barrage fire.

The battle resulted in Russia losing two more battleships and two armored cruisers, while the other ships dispersed during the night. Only four ships were able to follow RADM Nevogatov's flagship, NIKOLAI I.

(7) SURRENDER OF REMAINING RUSSIAN MAIN FORCE

With the coming of dawn on May 28th, the Japanese fleet started mop-up operation against the enemy Russian fleet. At about 5:00 a.m. at a location about 160 km south of Illung Islands, the Japanese fleet rolled in upon the remaining Russian main squadron consisted of NIKOLAI I, ORYOL, APRAXIN, SENIAVIN and cruiser IZUMRUD under the command of RADM Nevogatov. Surrounded by the overwhelming force and exposed to heavy bombardment, RADM Nevogatov noticed that the Japanese fleet was virtually undamaged and he

realized that any further resistance with his damaged battleship and old inferior coastal defense vessels would only increase the destruction on his side. He judged it was useless to lose so many young men. Ignoring his subordinate officers' request to fight until the end, RADM Nevogatov accepted all responsibility and surrendered. Only IZUMRUD, taking advantage of her speed, refused to surrender and escaped through the closing ring of Japanese units. Unfortunately, on the following day, she ran on the rocks in Vladimir Bay. Then, with self-inflicted charges, she blew herself up and sank.

(8) CAPTURE OF THE DESTROYER WITH ENEMY FLAG OFFICER EMBARKED

On May 28th at around 2:00 p.m., the Japanese destroyers, SAZANAMI and KAGEROU sighted two columns of smoke in the distance, 70 km southwest of Ullung Island. They commenced pursuit and finally caught up with the two destroyers, BIEDOVY and GROZNY at around 4:00 p.m. and started to fire on the Russian destroyers. GROZNY increased her speed and managed to escape from KAGEROU but another destroyer, BIEDOVY stopped by raising the white flag to express surrender.

SAZANAMI captured BIEDOVY and found severely wounded VADM Rojestvensky, as well as his staff, aboard. They were all taken as prisoners of war.

(9) The resounding and historical naval victory

Off Tsushima Strait on 27th and 28th May 1905, total 96 ships of the Japanese Combined Fleet consisting mainly of 6 battleships and 6 cruisers intercepted and engaged the Russian Baltic Fleet consisting of a total 29 surface combatants, 8 battleships, 6 cruisers, 15 auxiliary ships, and several other vessels. During the battle, 19 combatants were sunk (6 battleships, 3 ironclad cruisers, 1 coastal defense ship, 1 cruiser, 4 destroyers and 4 others). Other 7 were captured (2 battleships, 2 coastal defense ships, a destroyer and 2 others). Thus, the Russian main force was completely destroyed. The remaining ships including cruiser, destroyer and others could barely escape from the battle area but only 3 combatants (1 cruiser and 2 destroyers) reached Vladivostok. One transport ship made it all the way back to Europe. A cruiser which steamed north, later run aground and was scuttled. Three cruisers that gave up to steam to Vladivostok because of heavy damages, reached Manila to be disarmed. Two destroyers also escaped south, but one of them sank due to flooding. The other ran out fuel and was towed to Shanghai by a foreign merchant ship and then disarmed along with other escaped transport ships. In the battle the Russian toll was 4,545 dead and 6,106 captured. The Japanese dead was 116 and lost only 3 torpedo boats off Tsushima Strait on 27th and 28th May 1905.

In the Battle of the Sea of Japan, the Japanese Navy garnered a resounding and historical naval victory and Russia lost her will to fight. Afterward the time was ripe for a peace conference between the two countries. The war was drawing to close. Then President Theodore Roosevelt mediated a peace conference at Portsmouth, New Hampshire, and the Treaty of Portsmouth was signed between Russia and Japan.

The naval battles between the Japanese and the Russian Fleets in the Battle of the Sea of Japan (1st through 10th phases)



(10) The historical meaning of the Battle of the Sea of Japan

Since the Industrial Revolution, the Great Western Powers advanced toward Africa and Asia. With their great military strength, these powerful countries forced many Asian and African countries to submit to colonization and exploitation. The small country of Japan, which had just started its course as a modernized nation, fought in the Japanese-Russo War and won a pivotal victory against Russia, which was feared as one of the world's most powerful nations. In particular, Japan's overwhelming victory against the Baltic Fleet in the Battle of the Sea of Japan was exceptional in the history of naval battles. Upon Japan's victory against Russia, the drive for national independence amongst many subordinated Asian and Arabian nations dramatically increased.

Japan's victory over Russia gave a boost to independent movements in Asia, Africa and Middle East, and encouraged rebel campaigns by Finland and Poland against Russian tyranny, that were suffering from the tyranny of Russia. In addition, in the United States it continued to the retraction activities of the racial discrimination by the black man.

Then a 16 year old boy, Mr. Nehru who later became the Prime Minister of India told in his autography that he was delighted with the jubilant excitement over the Japan's victory and this strengthened his determination to shed his blood for the independence of India. Also Mr. Sun Yat-sen, who was the leader of Chinese movements of the national revolution and respected as the father of his country stated that this was the first victory attained by an Asian over a European. He added

that this Japan's victory would influence all of Asia and make Asian people rise to a greater expectation.

In Finland oppressed by Russian tyranny, a beer named "Togo Beer" went on sail as the expression of people's joy for the Japan's victory. Just in the same way, in Turkey, which struggled under Russian pressure, people were overjoyed at the Japan's victory and many new born male babies were named either Togo or Nogi.



SunYat-sen(1866~1925)



Jawaharlal Nehru
(1889~1964)
First Prime Minister of India

The independent activist and subsequent Prime Minister of India, Mr. Nehru has been reported as saying the following things to the children on the Japan's victory in the Japanese-Russo War.

"Japan gained the victory in the war and consummated her hope to get in lines of big powers. This victory made by Japan, one of the nations of Asia gave large impact on all countries in Asia region. I used to tell how much I was moved with the Japan's victory. Many Asian boys and girls as well as the adults experienced the same delights. One of the European great powers went down. If that in fact occurred, we will still be able to beat down European as we did in the past."

Nationalism, ethnic consciousness as Asian nation rapidly spread the world, and the theme "Asia for Asian" widely boiled up.

7. The Japanese-Russo War and the People

The Japanese-Russo War was a defensive war in which Japan fought boldly with all its strength to secure its national sovereignty and safely exposed to the menace of Imperial Russia. Our seniors of Meiji era greatly contributed in the respective field.



Admiral Gonnohyoe Yamamoto

ADM Yamamoto was born in Kagoshima in 1847, and participated in the Kagoshima Bombardment (between the Satsuma domain and the Great Britain) and later in the Boshin Civil War. After joining the Navy, he acquired the skills of gunnery, navigation, and naval tactics and strategy through his training onboard on a German naval ship. As a chief of the Ministerial Secretariat of the Navy Department, and as the Minister of the Navy, he promoted all levels of naval personnel administration, shipbuilding, engineering, fleet organization, tactics and strategy to new heights. For that meritorious service, he is called "The Father of the Navy". Before the outbreak of the Japan-Russo War, he assigned ADM Togo as the Commander-in-Chief of the Combined Fleet. This was an unprecedented personnel assignment, and despite many opposing opinions, this decision led Japan to the victory.



Admiral Heihachiro Togo

ADM Togo was born in Kagoshima in 1847. He participated in the Kagoshima Bombardment (between the Satsuma domain and the Great Britain) and later in the Boshin Civil War. He was ordered to England and returned to Japan after 7 years of overseas study. During the Japanese-Sino War, he served as the Commanding Officer of the HIJMS NANIWA and gained worldwide military distinction when he sank a British merchant ship carrying Chinese soldiers in violation of the International Law. He held important naval positions such as the Commander-in-Chief Maizuru and Sasebo Naval Stations. In the Battle of the Sea of Japan, ADM Togo intercepted and destroyed the Russian Baltic Fleet and he contributed greatly to the victory of Japan. He demonstrated his outstanding operational judgment especially his order to make hard port turn known as the "Crossing the T" maneuver, is well known. ADM Togo was appointed to the Supreme Council to His Majesty the Emperor in 1913.



Commander Saneyuki Akiyama

CDR Akiyama was born in Ehime, in 1868. He graduated from the Naval Academy as the top of his class in July 1890. He went to the U.S. to study Naval Strategy and Tactics. While there, he earnestly observed and studied the Spanish-American War. During the Japanese-Russo War, serving as the Operations Staff of the Combined Fleet he contributed greatly to the destruction of the Russian Fleet with operational tactics of his own design. CDR Akiyama is also credited with drafting the famous message which ended with the words, "Today's weather is fine but waves are high", and ADM Togo's well known remarks at the dismissal ceremony of the Combined Fleet.



Minister of Foreign Affairs, Mr. Jutaro Komura

In 1855, Mr. Jutaro Komura was born in Miyazaki. He studied at Harvard University under the Education Ministry's first scholarship program. After returning, he entered the Ministry of Justice, served as a Supreme Court justice, and then entered the Ministry of Foreign Affairs to serve as the Chief of Translation Division. He successively held important posts as Vice-Minister of Foreign Affairs and as Minister to the United States, Russia, and China. In 1901, Mr. Komura joined the first Katsura cabinet as the Foreign Minister and signed Anglo-Japanese Alliance. He also developed foreign policies in anticipation of the Japanese-Russo War. After the war, he attended the Portsmouth Peace Conference as a Minister Plenipotentiary and signed the Japanese-Russo Peace Treaty.



Nicholas II of Russia (May 18, 1868 - July 17, 1918)

Nicholas II was the last Emperor of Russia and he ruled from 1894 until his forced abdication in 1917. Nicholas proved unable to manage a country in political turmoil and command its army in World War I. His rule ended with the Russian Revolution of 1917, after which he and his family were executed by Bolsheviks. Nicholas's full name was Nikolay Aleksandrovich Romanov. His official title was Nicholas II, Emperor and Autocrat of All the Russias. During the night of 16th-17th July, Nicholas, Alexandra, their children, their physician, and three servants were taken into the basement and executed at 2:33 A.M. on the morning of July 17th.



Vice Admiral Zinovii P. Rojestvensky

VADM Rojestvensky was born in 1848 as an aristocratic family member. He graduated from the Naval School in 1870, and most of his career was to be dominated by his gunnery specialization. He saw service in the Russo-Turkish War of 1877-1878. His fateful appointment to command the 2nd Pacific Fleet came in April 1904 and his flag was broken on board *Kniaz Suvorov*. The voyage of the 2nd Pacific Fleet to the Far East was justifiably considered one of the epics of naval history. The Battle of the Sea of Japan began about 1:30 PM on 27th May and lasted until the next morning. Rojestvensky was seriously wounded in the head by a shell fragment and moved to destroyer, *BIEDOVY*. While steaming north, the destroyer was captured by Japanese navy and he became the prisoner of war. He recuperated in a Japanese hospital, where he was well-treated by the Japanese and visited by Admiral Togo. After the end of the war he returned to St. Petersburg and was court-martialled, but acquitted because he had been unconscious at the time of his capture. His role at the trials was ambiguous; although he assumed full responsibility for everything that had happened (even while he was unconscious), he also managed to convey the impression that he would have acted differently than his subordinates. Rojestvensky retired from the navy in 1906, and was in poor health for a considerable time before his death in January 1909.



RADM Nicolai Nevogatov

In 1905, RADM Nevogatov was assigned as the Commander of the 3rd Pacific Fleet as the "reinforcements" to VADM Rojestvensky's 2nd Pacific fleet. The two fleets reunited at Indochina. In the Battle of the Sea of Japan none of Nevogatov's ships shared the dreadful fate of Rojestvensky's battleships, most of them sunk or lost. Nevogatov became in charge. He led, however, the remains of the fleet to a grim end - morning after the battle, 27th May 1905 he surrendered 5 of his remaining warships to the Japanese. After his return home from Japan, Nevogatov faced the military court, that sentenced him to 16 years in prison, but only 2 years later he was released by the Tzar's order, some say for his poor health condition. Nikolai Ivanovich Nevogatov died in 1922.

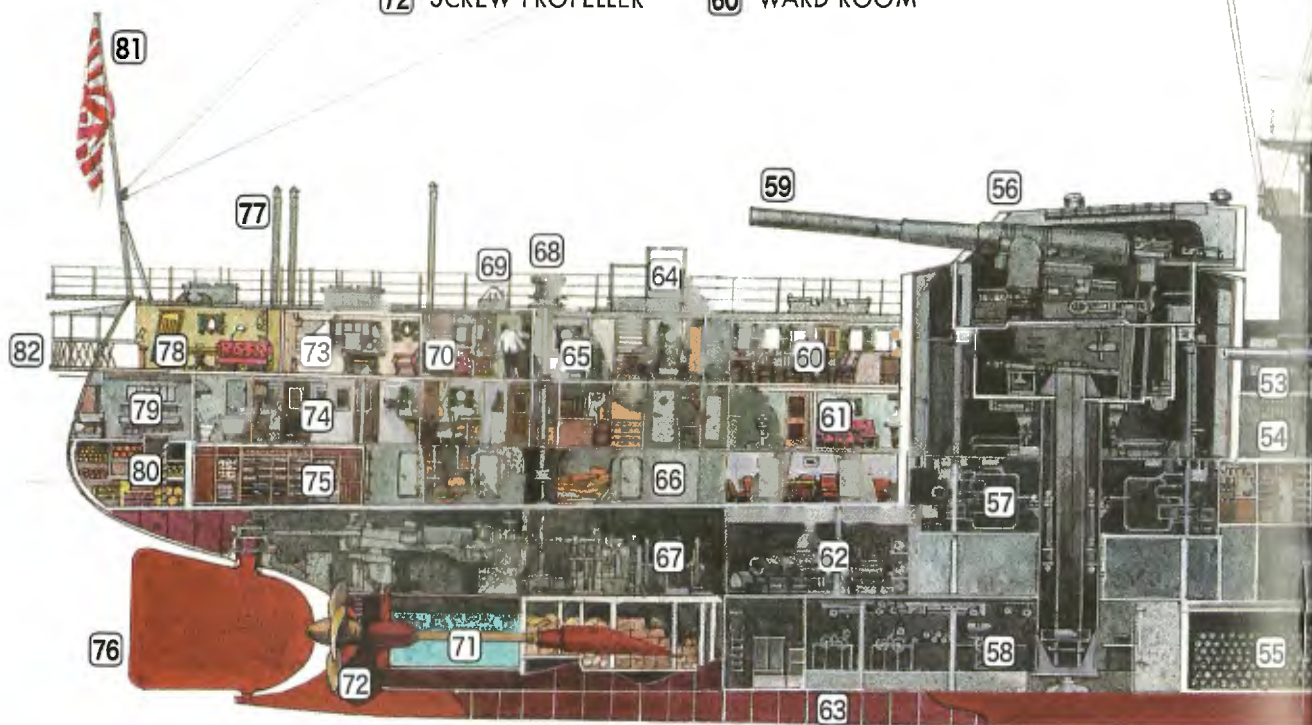


Sergey Yulyevich Count Witte

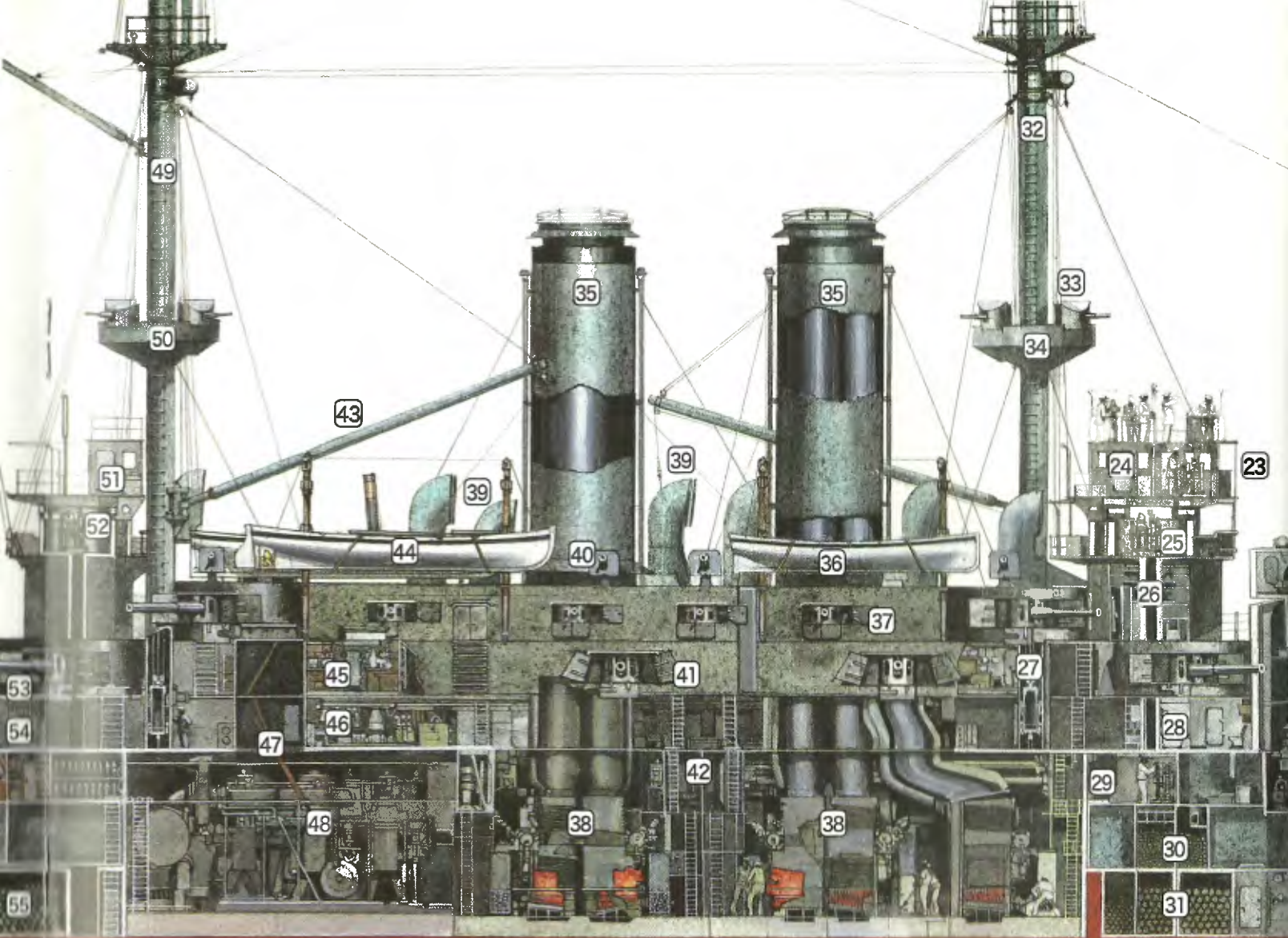
Born June 29, 1849, Tiflis, Georgia, Russian Empire - died March 13, 1915, Petrograd, Russia. Russian statesman and Premier (1905-06). He entered the imperial administrative service in 1871 and served as minister of finance (1892-1903). He improved communications, promoted construction of the Trans-Siberian Railway, and planned to modernize the Russian Empire. He represented Russia in the negotiations that ended the Russo-Japanese War. Although opposed to constitutionalism, he persuaded Tsar Nicholas II to issue the October Manifesto in 1905 and was appointed the first constitutional premier. In 1906 the Tzar, favoring a more conservative regime, replaced him with Pyotr Stolypin. He never returned to office, and in 1914-15 he vainly opposed Russian entry into World War I and was sympathetic to peace feelers put out by the German government through Witte's own German banker.

(All about from Wikipedia)

- 67 STEERING ROOM
- 68 AFT CAPSTAN
- 69 SKY LIGHT
- 70 CAPTAIN'S SALOON
- 71 WATER TANK
- 72 SCREW PROPELLER
- 55 12 INCH SHELL ROOM
- 56 AFT MAIN TURRET
- 57 HYDRAULIC MACHINE ROOM
- 58 12 INCH SHELL ROOM
- 59 12 INCH/40 CALIBER GUN
- 60 WARD ROOM



- 79 OFFICER'S BATH ROOM
- 80 CANTEEN STORE
- 81 ENSIGN STAFF
- 82 STERN WALK
- 73 ADMIRAL'S SALOON
- 74 OFFICER'S QUARTER
- 75 CLOTHING STORE
- 76 RUDDER
- 77 CHIMNEY FOR STOVE
- 78 ADMIRAL'S CABIN
- 61 JUNIOR OFFICERS ROOM
- 62 AFT TORPEDO ROOM
- 63 DOUBLE BOTTOM
- 64 AFT HATCH
- 65 CAPTAIN'S ROOM
- 66 STORAGE
- 49 MAIN MAST
- 50 FIGHTING TOP
- 51 AFT CHART ROOM
- 52 AFT CONNING TOWER
- 53 GUNNERY STORE
- 54 BRIG



ST
TOP
ROOM
ING TOWER
STORE

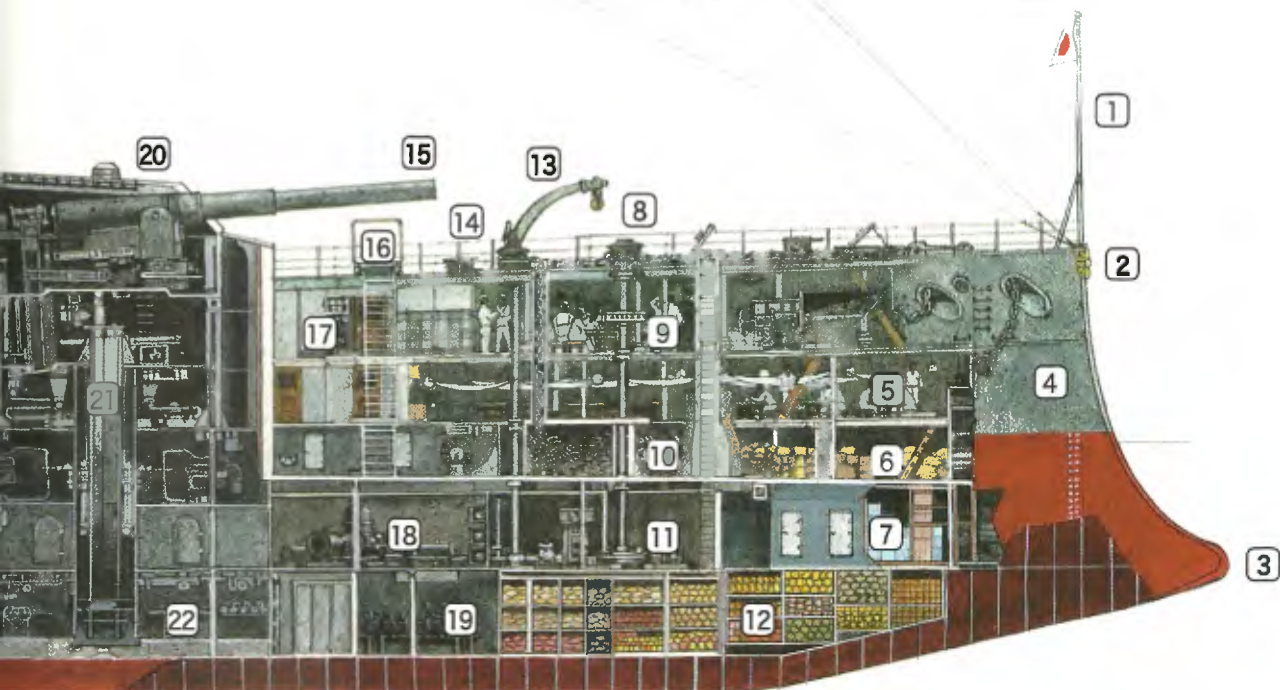
- | | | |
|--|----------------------------------|--------------------------------|
| 43 DERICK BOOM | 37 3 INCH /40 CALIBER GUN | 31 12 INCH SHELL ROOM |
| 44 36 FEET STEAM BOAT | 38 BELLEVILLE BOILER | 32 FORE MAST |
| 45 GALLEY FOR OFFICERS | 39 VENTILATOR | 33 47M/M HOTCHIKISS GUN |
| 46 MACHINE ROOM | 40 47M/M HOTCHIKISS GUN | 34 FIGHTING TOP |
| 47 MAIN ENGINE ROOM | 41 6 INCH/40 CALIBER GUN | 35 FUNNEL |
| 48 3 CYLINDER TRIPLE EXPANSION RECIPROCATING STEAM ENGINE | 42 BOILER ROOM | 36 30 FEET CUTTER |

8.DETAILED DRAWING OF HIJMS MIKASA

(At the time of "Battle of the Yellow Sea" in 1904)

Courtesy of Museum of Maritime Science

- | | |
|---------------------------------|-------------------------------|
| 7 FREEZING STORE | 1 JACK STAFF |
| 8 FORE CAPSTAN | 2 BOW CREST |
| 9 ENLISTED BERTHING | 3 RAM |
| 10 CHAIN LOCKER | 4 PAINT STORE |
| 11 CAPSTAN/FREEZER MACHINE ROOM | 5 FORE BERTHING |
| 12 PROVISION STORE | 6 NAVIGATION EQUIPMENTS STORE |



- | | | |
|--------------------------|-----------------------|---------------------------|
| 25 FORE CONNING TOWER | 19 MINE STORE | 13 ANCHOR DAVIT |
| 26 COMMUNICATION PASSAGE | 20 FORE MAIN TURRET | 14 CABLE HOLDER |
| 27 AMMO. HOIST LIFT | 21 AMMUNITION TRUNK | 15 12 INCH/40 CALIBER GUN |
| 28 ENLISTED HEAD | 22 12 INCH SHELL ROOM | 16 FORE HATCH |
| 29 EMERG. RUDDER ROOM | 23 BRIDGE | 17 SICK BAY |
| 30 6 INCH SHELL ROOM | 24 CHART ROOM | 18 FORE TORPEDO RM |

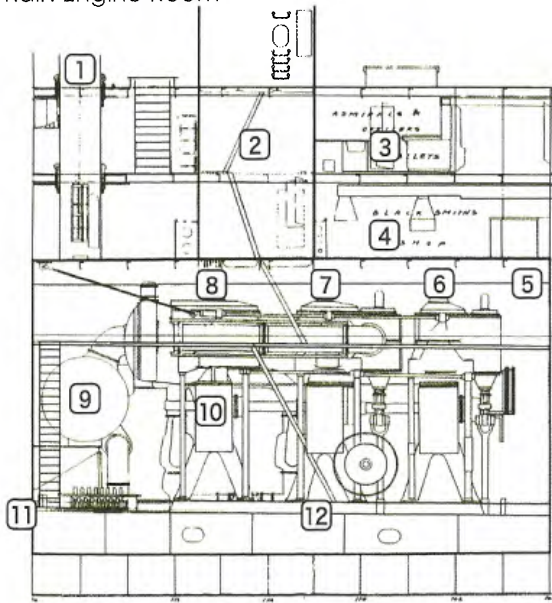
The Propulsion system of HIJMS MIKASA

The Propulsion system of HIJMS MIKASA is composed of boilers, main engine and screws.

(1) Boiler (Steam Boiler)

MIKASA had 25 boilers, called Belleville type. Firemen fed coal to the fire grate located in the lowest part of the boiler. Coal-fire heats up and boils the water running in the steel pipes installed in the boiler, producing steam. High pressure steam is led into main engine. Coal stowage was located out side of the boiler rooms. Coal was taken from many coaling scuttles located on the deck and transferred through coal chutes. The maximum load of coal was 1,500 tons and feeding coal to the boilers was hard work conducted by all hands.

Main Engine Room



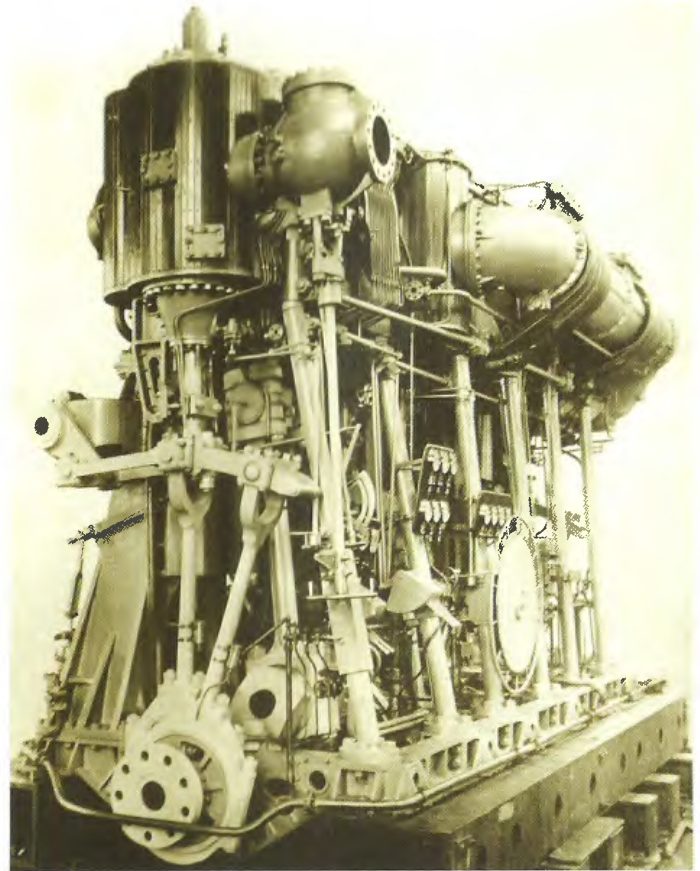
- | | | |
|---------------------|----------------------------|--|
| 1 MAIN MAST | 5 Main Engine Room | 9 CONDENSER |
| 2 VENTILATION TRUNK | 6 HIGH PRESSURE CYLINDER | 10 3 CYLINDER TRIPLE EXPANSION
RECIPROCATING STEAM ENGINE |
| 3 OFFICER'S GALLEY | 7 MIDDLE PRESSURE CYLINDER | 11 SHAFT |
| 4 BLACKSMITH SHOP | 8 LOW PRESSURE CYLINDER | 12 ENGINE BED |

(2) Main Engine

MIKASA had two sets of Vickers 3-CYLINDER TRIPLE EXPANSION RECIPROCATING STEAM ENGINES. In order to efficiently use the high pressure steam provided from boiler, the process is separated into three stages, high, middle and low. Steam advances the piston and the movement produces a rotational movement of the crank shaft, which in turn spins the propeller.

(3) Screw Propeller

MIKASA had 2 screws with 4-bladed fixed-pitch propellers.



Vickers 3 CYLINDER TRIPLE EXPANSION RECIPROCATING STEAM ENGINE

HIJMS MIKASA and the world main combatants represented in the same era.

Country	Japan	UK	France	Russia	USA	Germany	Italy
Name	MIKASA	FORMIDABLE	SAFRAN	BOLODINO	MAIN	Braunschweig	Benedet Purin
Builder	Vickers	Portsmouth	Brest NS	Admiralty Arsenal	Cramp	Germania Shipyard	Kastermale
Laid down	1899.01.24	1898.03.21	1899.01.05	1898.07	1899.02.15	1901	1899.01.30
Launched	1900.11.08	1898.11.17	1899.07.25	1901.09.08	1901.07.27	1902.12.20	1901.11.07
Commissioned	1902.03.01	1901.10.10	1903.10	1904.08	1902.12.29	1904.10.15	1905.09.01
Std. Disp(t)	15,140	15,000	12,750	13,566	12,585	13,200	13,427
Length(m)	122	131.6	125.5	121.0	120.1	127.7	130.0
Width(m)	23.2	22.9	21.4	23.2	22	25.6	23.8
Main Arm.	12/40×4	12/40×4	12/45×4	12/40×4	12/40×4	11/40×4	12/40×4
Sec. Arm	6/40×14	6/45×12	6.4/45×10	6/45×12	6/50×16	6.7/40×14	8/45×4 6/40×12
Torp / Tube	18×4	18×4	17.7×4	18×4	18×3	17.7×6	18×4
Boiler No	Belleville 25	Belleville 20	—	Belleville 20	—	—	Belleville 26
Main Eng.	Trip. Exp×2	Trip. Exp×2	Trip. Exp×3	Trip. Exp×2	Trip. Exp×2	Trip. Exp×3	Trip. Exp×2
Shaft	2	2	3	2	2	3	2
H/P	15,000	15,000	16,200	16,500	16,000	16,000	14,000
Speed(kt)	18	18	18	18	18	18	18
Coal std./max. (t)	700/1,521	900/1,500	820/1,120	750/1,520	1,000/1,867	700/—	1,000/—
Amour(in.)	9	9	12	10	11	9.75	6
Complement	860	780	730	750	551	700	730

Courtesy of Museum of Maritime Science

9. The Memorial Ship MIKASA

● Construction & Distinguished Actions in Battle



The launch of the "MIKASA" (1900)

HIJMS MIKASA was built and commissioned at Vickers Shipyard in England and immediately after her transfer to Japan, she was included in the Imperial Navy's Fleet. Throughout the Japanese-Russo War, HIJMS MIKASA fought gallantly, always as the Flagship of the Combined Fleet, under the CINC, Adm Heihachiro Togo. Particularly, during the Battle of the Sea of Japan, she led the Combined Fleet in a fearless and courageous battle under heavy enemy gunfire and greatly contributed to one of the most resounding victories in naval history. Although she unfortunately sank due to an accidental explosion in the port of Sasebo, she was re-floated and repaired. She was then re-commissioned and returned to the front line to assume the duty of the maritime defense as a core unit of the Fleet. Upon transfer to the Reserve Fleet in 1912, she engaged in coastal defense and surveillance. Later, she was assigned the mission of protecting Japanese residents in the Vladivostok area during the Russian Revolution.

● From the Battleship to the Memorial Ship

The Washington Naval Conference was held in 1922 and at the conference, HIJMS MIKASA was named to be scrapped because of the limitation on the total number of capital ships. However, Japan applied for a special exception petition due to the rising preservation movements inside and outside of the country. This case was adopted at the military committee and was approved unanimously to permanently preserve HIJMS MIKASA as a memorial ship on condition that HIJMS MIKASA be preserved forever in a decommissioned state.

In February 1924, HIJMS MIKASA Preservation Society was established with Fleet Admiral Heihachiro Togo presiding as the honorary president. After one and a half years of preservation related work, HIJMS MIKASA was fixed at its present location, setting her bow towards the Imperial Palace.

In November 1926, the ceremony for the commemoration of HIJMS MIKASA as a Memorial Ship was held with the attendance of His Imperial

Highness Prince Regent (Emperor Showa), and HIJMS MIKASA was transferred from the Navy Department to the MIKASA Preservation Society.

The Memorial Ship MIKASA, HMS VICTORY, and USS CONSTITUTION are three of the world most well known memorial ships. Although the era in which each ship performed its outstanding mission is different respectively, all three fought valiantly against national enemies in times of crisis and contributed greatly to the safety and independence of their respective countries. These memorial ships are well preserved with great care and are open to the public as a symbol of national pride.

● Devastation and Restoration of the Memorial Ship MIKASA

In 1945, Japan was defeated in World War II and by direction of the Allied Occupation Forces stationed in Japan, the bridges, masts, guns, funnels and other structures were removed from the Memorial Ship MIKASA and the ship was left in a totally devastated condition. In 1955, Mr. John Rubin, an Englishman who had associated with Japanese naval members during the construction period, visited Japan and saw the devastated condition of the ship. Upon returning to England, he wrote to The Japan Times about the state of the MIKASA. This article garnered wide public response and reaction around Japan and helped gather momentum to restore the Memorial Ship MIKASA. With donations collected from a wide range of Japanese people, cooperation from the U.S. Navy's Fleet Admiral Chester Nimitz, and the U.S. Navy and support from the Japanese government, the restoration of the Memorial Ship MIKASA was completed on May 27th, 1961, the anniversary day of the Battle of the Sea of Japan.



Restoration Ceremony of the Memorial Ship MIKASA

10. Major Exhibits

(1) Upper Deck

As the upper deck main armament, twin 12-inch turrets are on the fore and aft decks. Secondary guns, 6-inch and 3-inch guns as well as the Type 36 Wireless Telegraph are on the main waist decks. Bridge and a Chart Room are located on the top deck and you can stand on the highest upper deck, the Topgallant Forecastle, where ADM Togo commanded the Japanese Combined Fleet.



Main Armament (12-in/40-cal guns)



Bridge



Type 36 Wireless Telegraph



3-in guns (Upper) and 6-in guns (Lower)

(2) Middle Deck

●Starboard Side

In No 13 casemate, history of HIJMS MIKASA, from her launch at Vickers Shipyard in England through the preservation as a memorial ship is briefly introduced. Many incidents on her are also described such as, bringing out from England, meritorious activities at the Battle of the Sea of Japan as the flag ship, accidental sinking caused of magazine explosion in Sasebo, returning to the fleet for missions and lastly decommission.

In the No.5, 7, 9 and 11 casemates, occasional or special exhibition and events are planned and taken place.



The street named MIKASA still remains in Barrow city.



ADM K. Yamanashi (left) and Fleet ADM C.W. Nimitz (right) who contributed greatly to the restoration work of the MIKASA after World War II.



British army soldiers on board HIJMS MIKASA (At Port Plymouth)



History of HIJMS MIKASA is shown in the No.13 casemate.

●Port Side

In the casemates along the port side on the main deck, World Situations, Construction of the Imperial Japanese Navy, the Japanese-Russo War, Blockade Operation of Port Arthur and a 6-inch gun firing operation are displayed.



In the No.6 Casemate:
The Steering Wheel of Russian cruiser VARIAG
and her photo



In the No.6 Casemate: Diorama of Blockade Operation of Port Arthur



In the NO.2 Casemate: 6-inch gun firing operation with figures



In the No. 14 Casemate: World Situations

●Central Exhibit Room

This room is the main display area where you can see the materials on the Battles of the Yellow Sea and the Sea of Japan, Transit of the Russian Baltic Fleet, the bow crest of HIJMS MIKASA, mementos of ADM Togo, Barr & Stroud range finder and so on.

You can also learn the naval battle of the Japanese Combined Fleet against the Russian Baltic Fleet off Tsushima with the simulating panorama.



Barr & Stroud range finder (made in England in 1902)



Central Exhibit Room (Center Steering: Wheel of HIJMS MIKASA)



ADM Togo's uniforms



ADM Togo's pocketbook and his Zeiss binocular



The Battle of the Sea of Japan with the simulating Panorama

●Central Hall

In this hall you can see the scale models of the three world famous memorial ships, HIJMS MIKASA, HMS VICTORY and USS CONSTITUTION. Also the International Maritime Heritage Award for the Memorial Ship MIKASA is displayed.

Battleship, HIJMS MIKASA



HIJMS MIKASA, the flagship of the combined fleet under ADM H. Togo intercepted the Russian Baltic Fleet. She fought the battle at the leading position of the combined fleet under continuous heavy naval bombardment, and greatly contributed to the decisive historic victory. The MIKASA remains as a memorial ship at water front of the MIKASA Park in Yokosuka.

USS CONSTITUTION



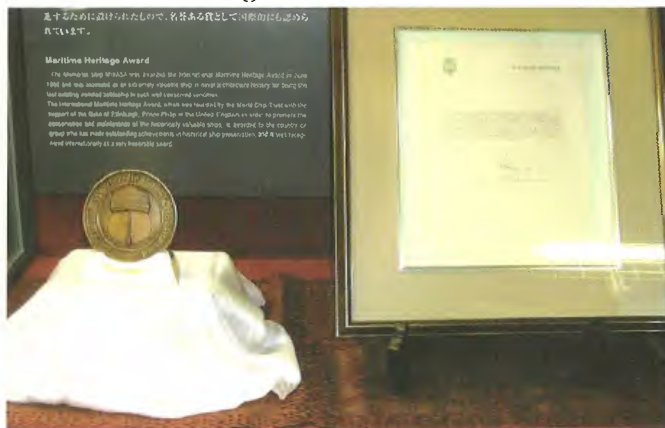
USS CONSTITUTION participated actively in the U.S. Revolutionary War. The CONSTITUTION is now home ported in Boston Naval Shipyard and is still a part of the U.S. Navy ship register. She is tangible evidence of America's proud naval heritage as well as a modern day representation of the nation's patriotism and pride.

HMS VICTORY



HMS VICTORY, the flagship of the British Fleet commanded by ADM Nelson defeated the French and Spanish Combined Fleet off Trafalgar point. HMS VICTORY has been kept in the world's oldest dry-dock as the Flagship of the Portsmouth Naval District Commander.

Maritime Heritage Award



The Memorial Ship MIKASA was assessed as an extremely valuable ship in naval architecture history for being the last existing ironclad battleship in such well conserved condition and was awarded the International Maritime Heritage Award in June 1992.

●Main deck quarter area

Wardroom, Captain's Saloon, Chief of Staff's Cabin, Admiral's Saloon, Admiral's Cabin and Stern-Walk are on the middle quarter deck. The Commemorative photo on the triumphal return from the battles, the muster-roll of HIJMS MIKASA and others are also displayed.



Wardroom



Admiral's Cabin



Admiral's Saloon



Stern-Walk

11. Attached Historical Materials



● Preservation of MIKASA and Spirit of Self-Esteem

"The day when the waterway of the world's history was changed" by Shinza Koizumi

President of Keio University in 1933 and Educational Advisor to the Crown Prince in 1949

SPIRIT OF SELF-ESTEEM

The spirit of self-respect in the Japanese people was lost by her defeat in the war. The Japanese people, who were forced to submit to other countries military power, have lost their pride as Japanese. As can be seen, they have fallen into decay, losing the ground of their spirit. The idea of regarding all moral efforts as senseless, the tendency to solely seek sensual satisfaction and the trend to deride and despise the Japanese country and people as if they were obsequious to some prevail in this country. Such tendencies were remarkably seen among people who were somehow intelligent and sensitive to the climate of the times. These people look as if they were making efforts to explain how "good-for-nothing" the Japanese people are. This can be seen, if one reads historical books or other literary works they wrote. It is quite natural that those who have no spirit or self-respect and self-esteem should be despised by the people of other countries. Those who have no spirit or self-respect cannot understand the spirit of other countries people who respect themselves. It becomes unavoidable for them to be arrogant to the weak and subservient to the strong. Therefore, if the people of a nation hold the right spirit of self-esteem, they will not only prevent their country from being despised, but also help promote normal and healthy people-to-people and nation-to-nation relationships with every country and its people in the world. I think this is an essential requirement for international relations. The people with no spirit of self-esteem and self-respect cannot but be a straggler left behind high level mental activities.

MAY 27th

Do you remember what happened on May 27th and 28th? On these days, about 60 years ago in 1905, the Combined Fleet of the Japanese Navy won an overwhelming victory by destroying

the Russian Fleet. The day hasn't been designated as a public memorial day, but I hope the Japanese people themselves will pass this brilliant event from generation to generation and think of its special meaning every year. It was the day which we can say determined the destiny of Japan and changed the waterway of the Asian history, or further, the world's history.

BEGINNING OF THE JAPANESE-RUSSO WAR

In the 37th year of Meiji (1904), Japan was forced to fight against Russia due to Czarist Russia's advance into Manchuria and the stationing of armed forces there. It was also because Russia was beginning to invade Korea, and thus threatening the security of Japan. 1905 was the second year of this war. In the early part of the year, the Fortress Port Arthur, which was called an impregnable fortress, finally fell to Japanese attacks. Additionally, Russian and Japanese main forces fought a fierce battle with each other in and around Mukden Manchuria in March, and this battle also resulted in a Japanese victory.

PUBLIC UNEASINESS BEFORE THE BATTLE OF THE SEA OF JAPAN

On the other hand, however, a large fleet from the mainland of Russia was gradually approaching Japan. The primary mission of the fleet was to enter port at the naval base in Vladivostok, located across the Sea of Japan. It was on October 15th, 1904 that this large fleet, centering around the main strength of the Baltic Fleet, left the Russian naval port. Their cruise was not easy, frequently experiencing various troubles and accidents. The large fleet, reinforced by support forces, assembled in Cam Rahn Bay, French Indochina in May. Since the fleet left the bay on a certain day of May, its exact location was unknown. Where would the large fleet make its appearance? And when? What would happen if it should successfully reach Vladivostok? And what if our fleet should be defeated? Would Japan be able to exist as a country? I still remember how uneasy and distressed the Japanese people felt in those days. It was truly beyond description.

WILD JOY OVER VICTORY NEWS

After those several uneasy days an official report on the total destruction of the enemy fleet was suddenly announced. Only three ships out of the 38-ship Russian fleet escaped. All the rest were sunk, captured, or disarmed. VADM Rojestvensky, Commander of the Russian Baltic Fleet and 6,000 of his men were held as prisoners of war. On the other hand, only three small ships

were lost on the Japanese side. Such a complete victory as this was unparalleled in the annals of world history. It was a sweeping victory beyond description. Hearing the official report, the Japanese people almost could not believe the results. History tells that a 100,000-man Mongolian Force came to invade the sea off Chikushi, Kyushu, 600 years ago in the age of Tokimune Hojo, Kamakura Government. However, all the ships were destroyed by typhoon in a single night. Naturally, it is impossible for us to hear the shouts of joy our ancestors understandably gave at the news of this victory. But the day all the Japanese people were ecstatic with wild joy at the news of the total destruction of the Russian Baltic Fleet 60 years ago is still fresh in my memory. Probably you know what CINC Togo said in his first official announcement: "Upon receiving the report enemy fleet sighted, the Combined Fleet will get underway immediately to attack and destroy them. Today, weather is fine but waves are high." We had fine days in Tokyo too. When we, young men at that time, heard the official report of the great victory under the bright and clear sky, we felt as if we were in a dream. As soon as we realized it was true, we were so excited that we danced wildly with utmost joy. I can only say, "Please imagine how happy we were at that moment".

DUTY AND MERITORIOUS SERVICE OF THE PEOPLE

With such a miserable defeat in the Battle of the Sea of Japan, the Russian Government and people lost their fighting spirit, resulting in the signing of a peace treaty at Portsmouth. Peace was restored between Japan and Russia. As mentioned in a Chinese strategy book "military force is nothing but a murder weapon." We must restrain ourselves from war. As long as human beings form countries on earth and those nations are set up in opposition to each other, it is the utmost duty of the people to devote themselves to the defense of their own countries when their independence is endangered.

Sixty years ago, Japan was faced with a life-or-death crisis. But the national crisis was resolved by the great victory of our Combined Fleet led by ADM Togo, CINC. I think this will indicate what kind of people the Japanese are. The victory was secured not only by distinguished services of our Navy personnel but also by the Japanese people who organized, brought up, and supported such a strong Navy.

HISTORICAL SIGNIFICANCE OF THE BATTLE OF THE SEA OF JAPAN

Now I would like to make remarks on the historical significance of the Battle of the Sea of Japan. In the last period of the 15th

Century (or more than 400 years and several decades ago), Vasco Da Gama reached the west coast of India by navigating around the Cape of Good Hope. In the 400 years since this sea route was established, Asian countries lost their independence one after another and were enslaved by western countries as colonies or semi-colonies. Even the superpower China was no exception. Actually, Hong Kong was ceded and placed under the control of another country. Shanghai and other ports, although they belonged to China, appeared as if they were outside of Chinese territory. Nowadays, however, Asian countries have recovered their independence. Thus, the tidal current, once heading for the East, is now beginning to flow back toward the West. Why did this "back flow" take place? There are many reasons for it, but one of the main reasons we must give is that the rise of Japan in Asia — the rise through Japanese modernization — served as a strong driving force for the people in Asia. What unequivocally demonstrated this rise was Japan's victory over Russia in the Japanese-Russo War at a time when Russia was considered a powerful country, a terror to Asian nations. The Japanese Navy crushed the large Russian Fleet in the Sea of Japan before the eyes of the people in Asia. Nobody can deny that it served as an incentive to awakening the Asian people who were steeped in lazy slumber for a long period of time. Therefore, the naval battle fought on May 27th-28th, 1905, should be recorded as a remarkable event in the history of Asia.

The Memorial Ship MIKASA, needless to say, served as the flagship for ADM Heihachiro Togo, CINC, in the great sea battle. After the end of the Great East Asia War (World War II), the ship lay forgotten for a long time, while the Japanese people were in a state of temporary despondency due to the shock of defeat. In due course, however, some volunteers rose and advocated that the ship should not be left as she was. With the support of those volunteers, followed by the general public, the ship has been restored to its original state.

The flag is now fluttering in the wind from the sea in Yokosuka. I earnestly hope that as many Japanese as possible, including boys and girls, would visit this memorial ship and consider the past, present and future of Japan. At the same time, I wish the Japanese people would reflect on themselves and renew their mind of self-respect and self-esteem.

(Conversation in May, 1966)

● Address for the dismissal of the Combined Fleet

Preface

The Commander-in-Chief of the Combined Fleet, Admiral Heihachiro Togo, gave this address upon the dismissal of the Combined Fleet. It stressed the need for all naval sailors to devote themselves to their duties, whether in peace or in war, to give the best performance by disciplining themselves, to make full use of all available equipment, and to be neither content nor assured with just one victory. His words, "Tighten your helmet strings in the hour of victory" became famous and widely renowned. The U.S. President at the time, President Theodore Roosevelt, found these instructions equally applicable to the sailors in his Naval Service and instructed the Secretary of the Navy to translate Admiral Togo's words for dissemination amongst all Naval Officers.

General Order of the Department

Washington February 21, 1906.

The Secretary of the Navy

In the recent war in the East Admiral Togo took his place among the great sea fighters of all time. His message to the United Squadron which he commanded, on the occasion of its dispersal at the close of the war, is so noteworthy that I deem it proper to have it inserted in a General Order of the Department.

The qualities which make a formidable fighting man, on sea or on shore, and which therefore make a formidable army or navy, are the same for all nations. The individual men must have the fighting edge; there must be in them courage, determination, individual initiative, combined with willingness to learn and subordination of self, together with physical address, in order that they may form

the stuff out of which in the aggregate good armies and navies are made; but in addition to this there must be preparedness there must be thorough training in advance. Every American officer and enlisted man, whether serving in the army or the navy, should keep ever before his eyes the fact that he will not be fit thoroughly to do his work in the event of war unless in peace he has thoroughly done the work of preparing for war. If in peace the soldier and the sailor abandon themselves to ease and sloth, when war comes they will go down before rivals who have been less self-indulgent. Nor is it only the men of the army and the navy who should constantly remember these facts. In a great self-governing republic like ours the army and the navy can be only so good as the mass of the people wish them to be. The citizens of our country owe it to themselves and to their children and their children's children that there shall be no chance of having the national honor tarnished, the national flag stained with aught that is discreditable. The men of the army and the navy, in any great crisis such as even the most peaceful nation may at times have to face, will be those upon whom the especial responsibility will rest of keeping the nation's honor bright and unsullied. They can not do this if the nation does not exercise forethought on their behalf. We must have an adequate navy and an adequate army in point of size; they must be provided with the most effective mechanism in the form of weapons and other material; above all they must be given every chance in time of peace to train themselves so that they may be adepts in handling the mechanism, and be fitted in body and in mind unflinchingly to endure the tremendous strain and bear the tremendous responsibility of war.

"Omitting certain allusions having no bearing on our conditions, the address runs as follows"

"The war of twenty months' duration is now a thing of the past, and our United Squadron, having completed its function, is to be here with dispersed. But our duties as naval men are not at all lightened for that reason. To preserve in perpetuity the fruits of this war; to promote to an ever greater height of prosperity the fortunes of the country, the navy, which, irrespective of peace or war, has to stand between the Empire and shocks from abroad, must always maintain its strength at sea and must be prepared to meet any emergency. This strength does not consist solely in ships and armament; It consist also in immaterial ability to utilize such agents. When we understand that one gun which scores a hundred percent of hits is a match for a hundred of the enemy's guns each of which scores only one percent, it becomes evident that we sailors must have recourse before everything to the strength which is over and above externals. The triumphs recently won by our Navy are largely to be attributed to the habitual training which enabled us to garner the fruits of the fighting. If then we infer the future from the past, we recognize that through war may cease we can not abandon ourselves to ease and rest. A soldier's whole life is one continuous and unceasing battle, and there is no reason why his responsibilities should vary with the state of the times. In days of crisis he has to display his strength; in days of peace to accumulate it, thus perpetually and uniquely discharging his duties to the full. It was no light task that during the past year and a half we fought with wind and waves, encountered heat and cold, and kept the sea while frequently engaging a stubborn enemy in a death or life struggle; yet, when we reflect, this is seen to have been only one in a long series of general maneuvers, wherein we had the happiness to make some discoveries; happiness which throws into comparative insignificance the hardships of war. If men calling themselves sailors grasp at the pleasure of peace, they will learn the lesson that however fine in appearance their engines of war, these, like a house built on the sand, will fall at the first approach of the storm. From the day when in ancient times we conquered Korea, that country remained for over 400 years under our control, only to be lost immediately as soon as our navy declined. Again when under the sway of the Tokugawa in modern days our armaments were neglected, the coming of a few American ships

threw us into distress, and we were unable to offer any resistance to attempts against the Kuriles and Saghalien. On the other hand, if we turn to the annals of the Occident, we see that at the beginning of the 19th century the British Navy which won the battles of the Nile and of Trafalgar, not only made England as secure as a great mountain but also by henceforth carefully maintaining its strength and keeping it on a level with the world's progress, has throughout the long interval between that era and the present day safe-guarded the country's interests and promoted its fortunes. For such lessons, whether ancient or modern, Occidental or Oriental, though to some extent they are the outcome of political happenings, must be regarded as in the main the natural result of whether the soldier remembers war in the day of peace. We naval men who have survived the war must take these examples deeply to heart, and adding to the training which we have already received our actual experiences in the war, must plan future developments and seek not to fall behind the progress of the time. If, keeping the instructions of our Sovereign ever graven on our hearts, we serve earnestly and diligently, and putting forth, our full strength, await what the hour may bring forth, we shall then have discharged our great duty of perpetually guarding our country. Heaven gives the crown of victory to those only who by habitual preparation win without fighting, and at the same time forthwith deprives of that crown those who, content with one success, give themselves up to the ease of peace. The ancients well said: "Tighten your helmet strings in the hour of victory."

(Dated) 21st December, 1905.

TOGO HEIHACHIRO

I commend the above address to every man who is or may be a part of the fighting force of the United States, and to every man who believes that, if ever, unhappily war should come, it should be so conducted as to reflect credit upon the American nation.

THEODORE ROOSEVELT

CHARLES J. BONAPARTE

Secretary

(The responsibility for the wording of this article : The MIKASA Preservation Society)

OUTLINE OF MIKASA'S CAREER

- 26 Sep. 1898: The order for the No. 4 ironclad ship was given to a British shipyard, Vickers, Sans & Maxim. (£ 880,000 Stg.)
- 23 Jan. 1899: The No. 4 ironclad ship was named "IJMS MIKASA".
- 24 Jan. 1899: The construction commenced.
- 8 Nov. 1900: Launched.
- 1 Oct. 1901: Designated Maizuru Naval Station as her permanent homeport.
- 1 Mar. 1902: The construction was completed and the naval ensign was hoisted.
- 13 Mar. 1902: Departed Plymouth, England headed for Japan.
- 18 May 1902: Arrived in Yokosuka.
- 21 Jul. 1902: Admitted into the Standing Fleet.
- 5 Nov. 1902: Designated as the Flagship of the Standing Fleet (CINC, VADM Sanaja Hidaka)
- 26 Dec. 1903: VADM Heihachiro Togo was appointed as CINC, the Standing Fleet.
- 28 Dec. 1903: Designated as the Flagship of the Japanese Combined Fleet (CINC, VADM Heihachiro Togo).
- 6 Feb. 1904: Departed Sasebo for the battlefield. Then, the fleet participated in attacking the enemy squadron in the region and later supporting the Blockade Squadron.
- 10 Aug. 1904: Naval Battle of the Yellow Sea
Intercepted and attacked the Russian Fleet attempting to flee southward from Port Arthur. Fought a fierce battle for over 7 hours and inflicted heavy damage. MIKASA also received about 20 hits, the aft turret was destroyed, and the main mast nearly collapsed. Casualties included 33 deaths and 92 wounded.
- 25 Dec. 1904: Departed the battle area for Kure, off Liaotung Peninsula, upon verifying that all capital ships of the Russian Pacific Fleet were sunk. CINC Togo went to Tokyo to report on the war situation and arrange for the next operation. On Jan. 1st of the following year, Port Arthur fell and the main force of the Japanese Fleet returned to Japan for repairs.
- 21 Feb. 1905: The Japanese Combined Fleet units began to sortie from their homeports to the Chinhae Bay, via Eta Jima, Sasebo, etc., in order to prepare for the decisive battle with the Russian 2nd and 3rd Pacific Fleets, commonly known as the Baltic Fleet.
- 18 Apr. 1905: Upon receiving the information of the Russian Baltic Fleet passed Singapore on Apr. 9th, the 2nd Fleet (CINC, VADM H. Kamimura) headed for Vladivostok area to lay 715 mines. It was needed to complete the final plan to lay a minefield.
- 27 May 1905: The Combined Fleet, under the command of ADM Togo, and the Russian 2nd and 3rd Pacific Fleets (38 ships), under the command of VADM Rodjestvensky, encountered off Tsushima on May 27th 1905.
- 28 May 1905: The Combined Fleet attained an unprecedented victory after several engagements throughout the day. IJMS MIKASA received approximately 30 hits and suffered 8 dead and 105 wounded during the naval battle.
- 11 Sep. 1905: In the midnight, the rear ammunition storage caught fire and blew up. IJMS MIKASA sank in Sasebo Harbor. Victims 339.
- 8 Aug. 1906: MIKASA was refloated at 6:00 a.m., after draining began at 2:00 a.m. on the 7th, and the repair work commenced.
- 1 Apr. 1908: Admitted into the First Fleet as the Flagship.
- 1 Dec. 1914: Admitted into the Second Fleet.
- 1 Dec. 1916: Admitted into the Third Fleet.
- 2 Oct. 1918: Patrolled off the coast of Russia.
- 1 Sep. 1921: Designated a First Class Coast Defense Ship
- 16 Sep. 1921: While patrolling off the coast of the Maritime Province, IJMS MIKASA ran aground in the Askald Straits. With help from sister ships IJMS FUJI and IJMS KASUGA, she was refloated and repaired in Vladivostok. She returned to Maizuru on Nov. 3rd.
- 12 Nov. 1921: In accordance with the Hughes Proposal of the Washington Naval Conference, she was placed on the list of the ships to be scrapped.
- 1 Dec. 1921: Transferred the registered homeport to Yokosuka Naval Station.
- 1 Sep. 1923: During the Great Kanto Earthquake, the forward portion collapsed with the mooring quay and flooded.
- 20 Sep. 1923: Removed from the Imperial Naval Ship Registry.
- 6 Apr. 1925: The Cabinet meeting decided to preserve IJMS MIKASA as a memorial ship and an order was issued to the commanding officer of Yokosuka Naval Station to commence preservation work.
- 18 Jun. 1925: The preservation work commenced.
- 29 Aug. 1925: The Foundation of MIKASA Preservation Society was established after holding the initial meeting of the founders on Jun. 25th, 1925
- 10 Nov. 1926: The preservation work was completed.
- 12 Nov. 1926: The inauguration ceremony for preserving the MIKASA was held with His Imperial Highness Prince Regent in attendance, and "the Memorial Ship MIKASA" was named.
- 20 Aug. 1945: The MIKASA was confiscated by the U.S. armed forces. All her armaments were dismantled and the Foundation of Mikasa Preservation Society was dissolved later in 1945.
- 9 Jan. 1948: Commander U.S. Naval Forces granted permission to the Mayor of Yokosuka for the reversion. MIKASA had lost its character as a memorial ship and was in an extremely dilapidated condition.
- 4 Nov. 1958: Reestablishment of the MIKASA Preservation Society which began campaigning to collect the funds for the restoration of the Memorial Ship MIKASA
- 1 Apr. 1959: The Defense Agency became the responsible agency.
- 7 Oct. 1959: The restoration work commenced.
- 20 May 1961: The restoration work was completed. (repair cost 180,000,000 J Yen)
- 27 May 1961: The ceremony for the Restoration was commenced with His Imperial Highness Prince Yoshi in attendance.
- 26 Jun. 1961: Visitation of Their Imperial Highnesses the Crown Prince and Crown Princess
- 16 Dec. 1961: Visitation of Mr. Flodish, the President of the Argentine Republic
- 23 Jan. 1963: Visitation of Her Imperial Highness Princess Chichibu
- 28 Apr. 1965: Visitation of Their Imperial Highnesses Prince and Princess Mikasa
- 27 May 1967: Unveiling Ceremony of the statue of CINC Togo (construction cost 20,000,000 J Yen)
- 17 Jun. 1968: Visitation of Their Majesties The Emperor and Empress
- 16 Jun. 1972: Visitation of Their Imperial Highnesses Prince and Princess Takamatsu and His Imperial Highness Prince Tomohito of Mikasa
- 9 Oct. 1979: Visitation of Mr. Videla J. Raafaeli, the President of the Argentine Republic
- 8 Jun. 1992: Awarded the International Maritime Heritage Award by the World Ship Trust of the United Kingdom.
- 2 Feb. 2005: Remodeling work of all displays and exhibits of inside of the MIKASA was completed and reopened to the public.
- 27 May 2005: Ceremony, events and nation-wide campaigns to commemorate the 100th Anniversary of the Battle of the Sea of Japan were implemented.
- 1 May 2006: Restoration works of Admiral's Saloon and his stateroom implemented as the commemorative work on the 100th Anniversary of the Battle of the Sea of Japan were completed.

Access to the Memorial Ship MIKASA



Access from Tokyo Area

Access Route 1: Access from Shinjuku Shibuya area

Dai 3 Keihin High way~Yokohama Shindo~
Hodogaya IC~Yokohama-Yokosuka Toll road~
Yokosuka Tollgate~Honcho-Yamanaka Toll road

Access Route 2: Access from Sumida Urayasu area

Route 357~ Wangan line of Shuto Kousoku
(Metropolitan Highway)~Yokohama-Yokosuka Toll
road~Yokosuka Tollgate~Honcho-Yamanaka
Toll road

- **By Keihin Kyuko Line:** Get off at Yokosuka Chuo Station. 7 minutes walk.
- **By JR Line:** Get off at Yokosuka Station. Take a bus and get off at Ohtaki-cho Bus stop (Saikaya Mae). About 7 minutes walk.
- **By Yokohama-Yokosuka Toll road**
Take exit of Yokosuka IC, get on Honcho-Yamanaka Toll Road and get on to Route 16. Make a left turn at the road sign to the Mikasa Park.
- **By Ferryboat from Kanaya port, Chiba**
From Kurihama Port, Take Route 134 to Ohtsu Intersection. After passing the intersection, take Yokosuka Kaigan Dori to Mikasa Park Then make right turn to the MIKASA Park.

Car Parking Lots around MIKASA Park

- #1 MIKASA Park Parking Lot(P-1)
- #2 MIKASA Parking Lot (P-2, Tour Bus Only)
- #3 MIKASA Park Parking Lot (P-3)

Opening Hours

April to September	09:00~17:30
March/October	09:00~17:00
November to February	09:00~16:30

Closing Days(Closures) : December 28th to 31st

Admission Fee and Group Discount

Category	Adult	High School Students
Number	500yen	300yen
Groups of 30 people or more	400yen	200yen

※Students of both Elementary and Junior High Schools are FREE.
Under 9 years children are required to accompany with the guardians.



HIJMS MIKASA's Bridge Scene with the "Z" Signal Flag just before the Togo Turn, painted by Seitaro Tojo.



"Z" signal flag

The "Z" signal flag was used to indicate "The rise and fall of the Empire depend on this battle. Let every man do his utmost."

Since the Japanese Navy used this "Z" signal flag as the above meaning in the Battle of the Sea of Japan, the word "Z signal flag" has been commonly used to express the will and sign to do the best till the last minute and attain the success.

Published by:

Mikasa Preservation Society

82-19 Inaoka-cho Yokosuka-Shi, Kanagawa-Ken 238-0003 Japan

TEL.046-822-5225 FAX.046-822-9822

URL:<http://www.kinenkan-mikasa.or.jp/>