

proached her she turned and headed back for port under a hail of fire. The naval officer in charge was quickly killed, but the British master, John Campbell, continued on with no less determination till he too was wounded. A shell in her engine-room then killed the British chief engineer. By this time *Hitachi Maru's* decks were a shambles and she was on fire, and seeing escape was impossible Colonel Suchi, who was in command of the troops solemnly destroyed the colors and then "with a smile on his face" committed suicide. The surviving men by his last orders stripped and took to the sea. Of her whole company, both crew and troops, barely 150 were rescued.

Still, there was no sign of Admiral Kamimura. The weather had grown so bad that he had had to feel for Kozaki before he dared turn out of the Western Channel, and it was not till past noon that he had doubled the cape. Somewhere ahead of him was Admiral Uriu with *Naniwa* and *Niitaka*, and he could only find one division of his torpedo-boats. But now he received a signal from *Tsushima*, who still had contact with the enemy, reporting them heading north, 15 nm south of Okinoshima. Kamimura proceeded at full speed. But the rain was now so heavy that he could barely see 3,000 yards. The two divisions of the squadron had lost touch with each other and neither could find a trace of the enemy beyond the wreckage they had left in their path. *Tsushima* too had lost them, but hearing the firing on *Hitachi Maru* she was able at 1330 hours to pick them up again, about five nm south of Okinoshima, heading north-westerly and then she lost them for the last time.

The Japanese wireless transmissions had alerted Admiral Bezobrasov to the presence of Admiral Kamimura's squadron. Thus having dealt the Japanese a heavy blow, he decided to escape into the mist and rain without attempting the Western Channel.

Best Book: *Maritime Operations in the Russo-Japanese War*, Vol. I, Julian S. Corbett.

The Battle of Ulsan

Location: Off Ulsan, Korea, in the Sea of Japan, 14 August 1904, 0520 hours.

Operational Situation: The news that the Port Arthur Squadron had sailed reached Vladivostok in the afternoon of 11 August. But the Vladivostok cruisers were not ready for action. It had been understood that they would receive ample warning when the Port Arthur Squadron was ready to sortie. No such warning had been given, and there was every reason to believe that Admiral Vitgeft was immovable. The last word received from him was in a telegram received on 5 August, in which he announced that "after prayer and full consideration" his final decision was to perish with the fortress. Consequently, the Vladivostok Squadron was leisurely coaling when the news of the sortie arrived.

Tactical Situation: Owing to the delay in sailing there was little hope of being able to assist Admiral Vitgeft's squadron at the critical passage of the Tsushima Strait. It was calculated that if Vitgeft was successful, and the Port

Arthur Squadron was able to break through, it would already be coming up the Sea of Japan. Admiral Ilesen, therefore, formed his ships in line abreast at intervals of four nm and headed southward at 14 knots, in hourly expectation of sighting the Port Arthur Squadron.

That night, the Vladivostok Squadron closed up into line ahead and continued on to the southward at a reduced speed throughout the next day. It was a serious disappointment that nothing had been seen of the Port Arthur Squadron, and the hope that it might yet be met within the strait was still clung to. Admiral Ilesen informed his captains that at dawn they would be approaching Tsushima, and that it was his intention not to enter the strait but to cruise all day on the parallel of Fusan. Before dark they sighted the Korean coast, and closed with Fusan.

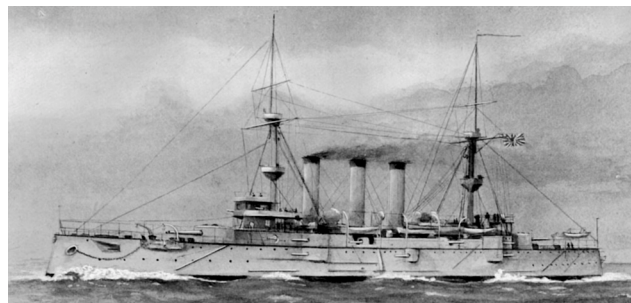
At this time, Admiral Kamimura was to the eastward of them heading for a position 30 nm northeast of Ulsan, where he was to patrol in the hope of intercepting the Russians. The two squadrons had passed very close to one another in the dark, on opposite courses, but neither was aware of the other. At dawn, Admiral Ilesen succeeded in reaching Fusan unobserved and with the strait wide open. Had it been his intention to pass them he could have run through the Western Channel without anything but torpedo-boats in his way. But this was not his plan, so at 0500 hours, in accordance with his decision to await the coming of the Port Arthur Squadron in the northern approaches to the straits, he began to turn west towards the Korean coast.

Ever since 0130 hours, Admiral Kamimura had been heading back from his night patrol area on a course that took him directly to where the Russians were. No sooner had Admiral Ilesen put his helm over than he sighted the four Japanese armored cruisers.

Environment: Sea State 2, clear skies, visibility 90%, wind 315° at 6 knots.

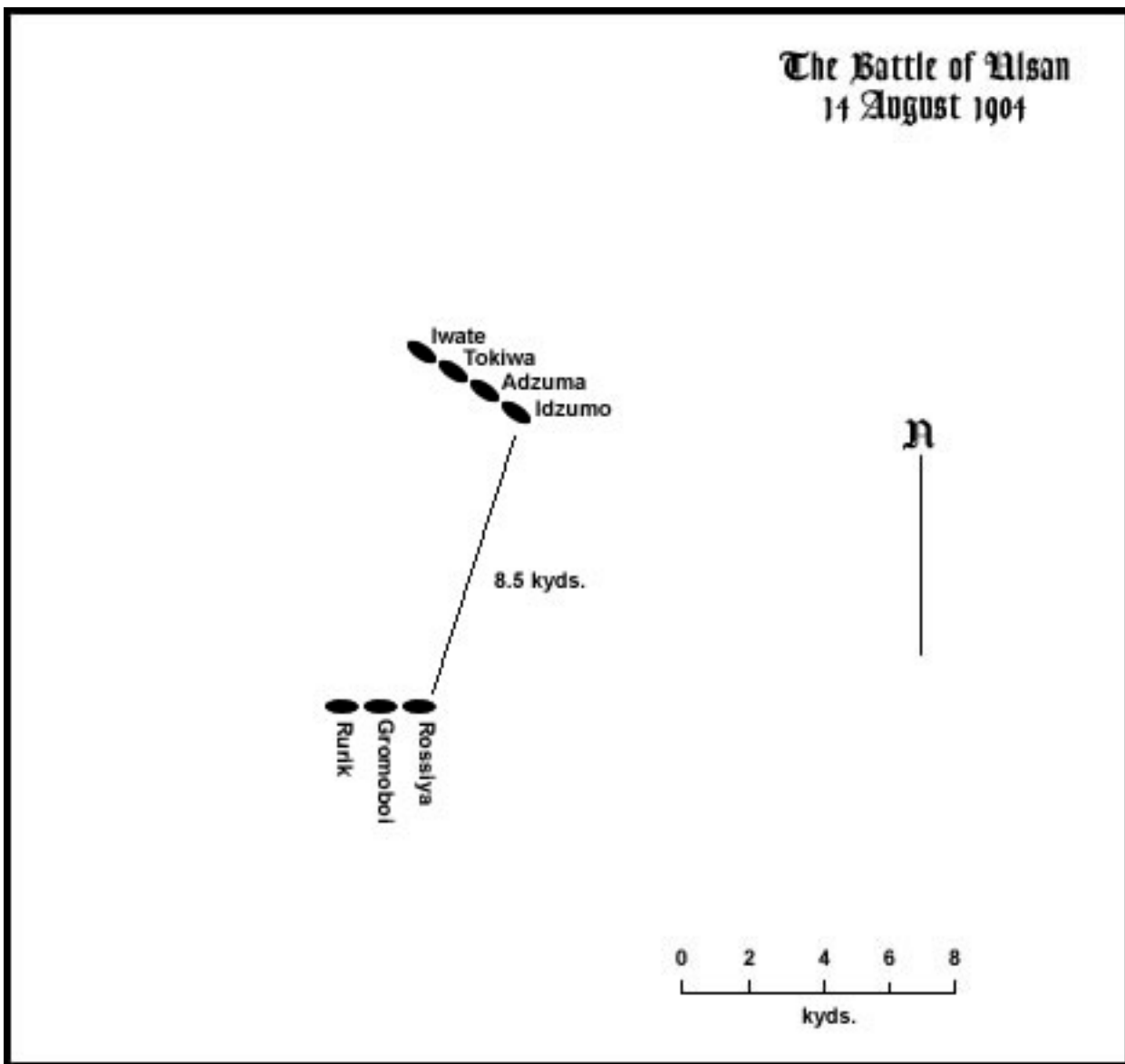
Russian Forces: Vladivostok Squadron – RADM Ilesen, *HIRMs Rossiya: Rossiya* (*Rossiya* class CR), *Gromoboi* (*Gromoboi* class CR), *Rurik* (*Rurik* class CR).

Russian Orders: Patrol the northern approaches to the Tsushima Strait. Locate and assist any vessels of the Port Arthur Squadron. Avoid engaging a superior force in order to ensure the safe return of your cruisers to Vladivostok.



HIJMS Idzumo

Naval Annual 1901



Russian Victory Conditions: *Decisive:* Sink any Japanese armored cruiser without loss to your forces. *Tactical:* Sink or cripple (50% damage or greater) any Japanese armored cruiser and lose no more than one vessel either sunk or crippled.

Japanese Forces: Second Division – VADM Kamimura, *HIJM Idzumo:* *Idzumo* (*Idzumo* class CR), *Adzuma* (*Adzuma* class CR), *Tokiwa* (*Asama* class CR), *Iwate* (flag of RADM Misu) (*Idzumo* class CR).

Japanese Orders: Patrol the northern approaches to the Tsushima Strait. Intercept and destroy any enemy forces encountered.

Japanese Victory Conditions: *Decisive:* Sink or cripple (50% damage or greater) all Russian vessels with no loss to your forces. *Tactical:* Sink or cripple (50% damage or greater) two Russian vessels with no loss to your own.

Setup: See Map. This scenario takes place in open seas. The Japanese squadron is on course 125°, 500 yards between ships, speed 10 knots. *Rossiya* bears 195° from *Idzumo* at the range indicated. The Russian squadron is on course 090°, 400 yards between ships, speed 10 knots.

Historical Outcome: Kamimura's long months of hunting were finally over. The weather was ideal and Kamimura had the entire summer day ahead of him. The enemy was as far from Vladivostok as it was possible to be in the Sea of Japan, and Kamimura found himself between the Russians and their distant base.

The lightening day clarified the two columns of warships, whose converging tracks gradually closed the range. At 0520 hours, the range was down to 8,500 yards, and both Admirals ordered opening salvos. Soon the 8-inch batteries were firing steadily and, as the range shrank further, the 6-inch rifles joined in.

For some reason, Kamimura, in assigning targets, gave his extra ship to *Rurik*, the last and weakest in the



HIRMs Gromoboi

Russian column, so that she was subjected to twice the bombardment administered to her stronger comrades.

Rurik lost most of her officers in a short time, and many of her men were being hammered on the Japanese anvil. It looked as though she would be destroyed within a very few minutes and yet she remained afloat for hours, the diminishing number of survivors continuing to fire the few remaining guns until the very last, in a gallant display of classic heroism that won the admiration of the Japanese.

Rurik dropped behind. The other two Russian cruisers, themselves heavily attacked, swerved away from the enemy and then reversed course to enable *Rurik* to regain her station as they passed.

On the easterly run Kamimura took some punishment himself, but nothing comparable to what he inflicted. It would be assumed that when the Russians sheered away from the Japanese muzzles, Kamimura would have pressed in closer. This did not happen. Kamimura oddly held his course during *lessen's* sixteen-point turn and then, a few minutes later Kamimura came about himself, it was by an exterior swing to port onto a new track that lengthened rather than shortened the range.

Rurik, under further shelling, was unable to proceed in column, and a shell in her steering-engine-room caused her to circle out of control. Obviously, she was a lost ship and the gallant efforts of Admiral *lessen* to save her by maneuvering in the vicinity should have caused his ruin. Kamimura followed *lessen's* weaving in and out, the two squadrons banging away at each other and scoring numerous hits with shells that expended most of their fury outside the armored walls.

lessen realized at last that *Rurik* was a wreck and that he would be unable to rescue the survivors. So at 0830 hours, he turned and made for Vladivostok. The remarkable thing is that he got there. The Japanese and Russian cruisers now steaming northward, were firing vigorously at each other. The hitting continued, particularly by the Japanese, and *lessen's* vessels gave forth clouds of smoke, sheets of flame and other indications of serious damage. But they pushed ahead and occasionally landed a staggering blow on one of the enemy.

All was not entirely well in Kamimura's squadron. *Iwate* at the rear of the line had been roughly treated in the early stage of the action prior to the Russian dash for home, and Admiral *Misu's* flagship started to show the effects. The French-built *Adzuma* began to fall back as the stiff chase strained her engines. The terrific demands on the ships personnel began to cause physical and mental exhaustion. Their salvos came at increased intervals. The Russians, however, were in far worse condition than the Japanese. The decks of *Rossiia* and *Gromoboi* were

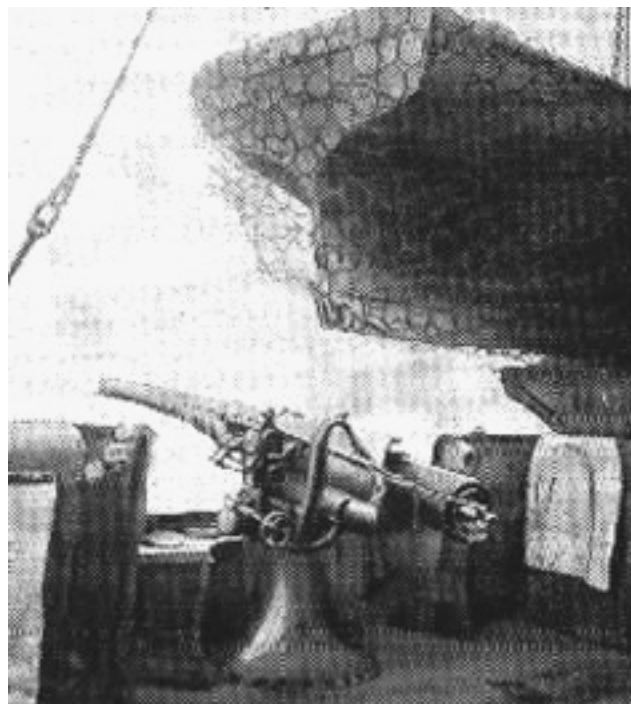
covered with dead and wounded, and the upper portions of the vessels showed the havoc wreaked by the shells that had burst there.

The battle had come after months of the most arduous overwork. Perhaps Kamimura was exhausted himself. It is impossible to imagine a persuasive reason for his abandoning the pursuit after only three hours, while still on the high seas, and with long daylight hours ahead and many steaming hours between *lessen* and Vladivostok. But Kamimura did just that, turning around at 1115 hours and heading back to the position of *Rurik's* grave.

Variations: Although they played no major role in the battle, Admiral *Uriu's* squadron was patrolling to the south and none of his vessels arrived in the area until Admiral Kamimura had started to pursue *lessen* in his break for home. Only *Naniwa* and *Takachiho* fired a shot in anger. Approaching *Rurik* before she went down, the Japanese cruisers had a short but intense gunnery duel with the Russian cruiser until her gallant captain was killed and her surviving officers decided to scuttle her in order to prevent the Japanese boarding her.

Add the following vessels to the Japanese forces: *Naniwa* (*Naniwa* class OCR) bears 225° from *Idzumo* at a range of 12 nm. *Takachiho* (*Naniwa* class OCR) bears 180° from *Idzumo* at a range of 30 nm. *Tsushima* (*Tsushima* class OCR) bears 135° from *Idzumo* at a range of 40 nm. All vessels courses and speed are up to the Japanese player with the restriction that they may not have a closing course until they receive a message that the Russian squadron has been sighted from Kamimura.

Best Book: *Der Japanisch-Russische Seekrieg 1904-1905 Amtliche Darstellung des Japanischen Admiralstabes*, Vol. II. The Official Report of the Japanese Admiralty, E. S. Mittler & Son 1910.



75mm. gun, HIRMs Gromoboi, post battle

Klado