

INTRODUCTION

exceeded the logistical capacity of the respective tender. On numerous occasions the tenders diverted during voyages to deliver supplies, rescue airmen and/or retrieve stranded airframes. Under such circumstances floatplanes wound up operating from non-assigned tenders. As one might correctly surmise, this myriad of complex reassignments and regular airframe movements, alongside combat losses and crew transfers, means the markings of floatplanes in many cases became nominal, not necessarily reflecting the units to which they were assigned.

I hope you can make sense of this myriad of curious yet fascinating niche markings which appeared on IJN floatplanes in the South Pacific.

Michael John Claringbould
February 2022



An October 1942 edition of the magazine Shashin Shuho featured this staged photo of a Jake crew preparing for a mission. The magazine was published by the Cabinet Intelligence Department and was widely available at bookstores and street stands. Shashin Shuho had the largest circulation of any wartime publication in Japan and the Far East, including the occupied territories. A 1941 reader survey indicated young men as a high percentage of readers, and photo spreads of IJN pilots in the South Pacific, termed the "Wild Eagles" and "Sea Eagles" of the South Seas, often featured prominently.