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1947

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Authority 795006  
By 40 NARA Date 11-21-11



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Authority 795006

By JD NARA Date 11-21-11

SECRET

# GENERAL HEADQUARTERS

## G-2

### FAR EAST COMMAND

FILE NO. 560  
LINE NO. \_\_\_\_\_ TO \_\_\_\_\_  
DATE JAN 1947 TO DEC 1947

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GENERAL HEADQUARTERS  
FAR EAST COMMAND  
Military Intelligence Section, General Staff

CIS/OD

APO 500  
22 DEC 1947

SUBJECT: Russian Vessel at Ishikawa-ken

TO: Intelligence Officer, Naval Forces, Far East, FPO 3923

1. Forwarded herewith for your information is a Summary of Information dated 18 December 1947, Subject: "Russian Vessel at Ishikawa-ken."

2. Exhibits mentioned in this Summary of Information are on file in the Civil Intelligence Section.

For the Assistant Chief of Staff, G-2:

1 Incl:  
S/I dtd 18 Dec 47,  
Subj: Russian Vessel  
at Ishikawa-ken.

S. W. KOSTER  
Lt Col GSC  
Ass't Executive Officer

MEMO FOR RECORD: 22 Dec 47  
Correspondence complete.  
No Memo for Record required.  
A. V. R. 26-5663

**FILE**



*File D*  
WAYNARD E. LEE  
CWO, USA  
*23 Dec 47*

*Ruechler*

*JLB*

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Military Intelligence Section, General Staff  
FAR EAST COMMAND  
GENERAL HEADQUARTERS

SS DEC 1941  
APO 500

CIS/00

SUBJECT: Russian Vessel at Iakawa-ken

TO: Intelligence Officer, Naval Forces, Far East, PPO 3923

1. Forwarded herewith for your information is a summary of information dated 18 December 1941, Subject: "Russian Vessel at Iakawa-ken."

2. Exhibits mentioned in this summary of information are on file in the Civil Intelligence Section.

For the Assistant Chief of Staff, G-2:

1 Incl:  
S/I dtd 18 Dec 41,  
Subj: Russian Vessel  
at Iakawa-ken.

Ast's Executive Officer  
Lt Col GSB  
S. W. KOSTER

A. V. R. 26-5663  
No Memo for Record required.  
Correspondence complete.  
MEMO FOR RECORD: 22 Dec 41

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GENERAL HEADQUARTERS  
 FAR EAST COMMAND  
 Military Intelligence Section, General Staff  
 Civil Intelligence Section

APO 500  
 18 December 1947

## SUMMARY OF INFORMATION

SUBJECT: Russian Vessel at Ishikawa-ken.

1. Counter Intelligence Corps investigation was initiated upon receipt of a telephone call from the Iida Police Station, ISHIKAWA-ken, SUZU-gun, Iida-machi at 1000 hours, 28 November 1947, stating that a Russian vessel had anchored at Takojima-mura in Suzu-gun and that three Russians had come ashore in a row boat.

2. Interview of ODA Shigekazu ( ) (Japanese), Assistant Chief of the Iida Police Station elected the following information:

According to the best information which the police could obtain, a 200 ton wooden vessel, believed to be Russian in origin anchored about 1800 meters off the shores of Ishikawa-ken at Takojima-mura, as shown in Exhibit I, at about 1130 on 28 November 1947, and three men, one of whom was believed to be a naval officer, came ashore in a row boat. The men came to the Takojima Fishery Association where they asked for two drums (50 gallon drums) of lubrication oil and about twenty barrels of drinking water. No one could understand a word that the foreigners were saying and a search was made to locate someone who could speak Russian. At the time, there was in the office of the Takojima-mura Fishery Association a KUMANO Kekichi ( ) (Japanese), a retail fish merchant from Suzu-gun, Shoin-mura who had recently been repatriated from Russia and who could understand a few words. He was prevailed upon to act as interpreter and managed to make out what the Russians wanted. Finally the people at the Fishery Association agreed to give the Russians one drum of lubricating oil in exchange for two drums of fuel oil. They told the Russians that they did not have suitable containers for the drinking water and consequently could not give it to them. To this the Russians nodded assent and returned to their ship with the lubricating oil. Before they left, they gave five packs of Russian cigarettes to one of the men at the Fishery Association to distribute to the Japanese for their trouble. The wrapper from one of these packages is attached as Exhibit II. During the course of the conversation, the Russians had remarked that they were on their way to Vladivostok.

Later in the day several of the police from Iida went to Takojima to make further observations of the alleged Russian ship. A surveying instrument was borrowed from the Harbor Repairs and Maintenance

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S/ 18 December 1947  
 Subj: Russian Vessel at  
 Ishikawa-ken.

Office and the sketch of the ship as shown in Exhibit III was made by the police. It was definitely established that the number of the ship was T-601 as shown on the sketch. Some of the men who had been near the ship had remarked that they had seen objects that appeared to be a cannon and the machine gun shown on the sketch. There was also something that appeared to be a Y-gun. As near as the police could make out, there must have been about forty men aboard for some thirty were observed above dock at one time.

From the description that the police were able to get from the men who had gone near the Russian ship, it was decided that the flag must have been white with a wide blue stripe on the lower edge, and a red star and anchor on the white as shown in Exhibit IV. The police also took pictures of the Russian ship but these did not show much detail since they were taken from land. An enlargement is shown in Exhibit V.

The Russian ship left Takojima about 1550 in the afternoon of the same day.

On 29 November 1947 MORIKURA Sentaro ( ) (Japanese), policeman at Takojima-mura in Suzu-gun, stated as follows:

At about 1120 on 28 November 1947, MORIKURA left the police box at Takojima and went to the Takojima Fishery Association to see if there was anything of interest to the police. When he arrived there, he observed several Japanese standing around a foreigner. He soon learned that there were two others negotiating with KURUMI Kojiro ( ) (Japanese) and KINOSHITA Kimio ( ) (Japanese), employees of the Takojima Fishery Association, for some lubricating oil. He also found out that they had agreed to trade the Russians one drum (50 gallon drum) of lubricating oil in return for which they received two drums of fuel oil from the Russians. The Russians had asked for two drums of lubricating oil and twenty barrels of drinking water but no drinking water was given to them because they lacked suitable containers to transport the water to the ship. At about 1200 hours the drum of oil was taken out to the Russian ship aboard the Shoin-maru. Before the Russians left, they gave the Japanese five packages of their cigarettes as a good will token.

Because MORIKURA felt that this matter should be reported immediately he left the scene and returned to his police box and called the Iida Police Station to report the matter. He did not hear more about the matter until some time later when the Iida Police called him to find out what had taken place in the meantime. Upon investigation he learned that after the Russians had returned to the ship, they were not heard from again. Sometime that afternoon, the Russian ship weighed anchor and left Takojima.

On 29 November 1947, KURUMI Kojiro, Chief Clerk of the Takojima Fishery Association of Suzu-gun, Takojima-mura stated in substance as follows:

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S/I, 18 Dec 47, Subj: Russian Vessel at Ishikawa-ken.

At about 1100 hours on 28 November 1947, three Russians came by row boat to the docks near the office of the Takojima Fishery Association. Two of the foreigners came into the office and asked to be given some lubricating oil. At that time, there was in the office a retail fish merchant by the name of KUMANO Kokichi of Shoin-mura, who being a recent repatriate from Russia could understand a few words of their language. He was asked to interpret for the Japanese. At first, KURUMI told the Russians that he could not give them any oil because the Japanese did not have enough for themselves. The Russians offered to trade fuel oil for the lubricating oil, so KURUMI asked to be given three drums of fuel for one drum of lubricating oil. The Russians offered to give only two drums of fuel oil for one drum of lubricating oil, but KURUMI accepted. The oil was taken along to the Russian ship aboard the Shoin-maru and two empty drums were taken along to receive the fuel oil. Those who went along on this trip besides the crew of the Shoin-maru include KUMANO Kokichi, KINOSHITA Kimio, SHOI Shuhei ( ) (Japanese), KITAHAMA Kiyoshi ( ) (Japanese), KONYA Zenzo ( ) (Japanese) and MICHISHITA Shozo ( ) (Japanese). KURUMI could not or would not offer to give any concrete information regarding the ship or its crew, but stated that he did not remember or could not tell much about ships.

On 29 November 1947, this Agent interviewed SHOI Shukei, a fisherman of Susu-gun, Takojima-mura; KONYA Zenzo, a clerk of the Takojima Fishery Association; KITAHAMA Kiyoshi, fisherman of Takojima-mura, Ri-bu 38 Banchi; MICHISHITA Shozo, general merchant of Takojima-mura, Sobu 1 Banchi; and HAMAOKA Shozo ( ) (Japanese), fisherman of Takojima-mura, Ri-bu 123 Banchi, who gave the same general story of the events that took place on the morning of 28 November 1947 near the Takojima Fishery Association office as that given by MORIKURA and KURUMI with the following exceptions:

SHOI believed that the ship was about a 200 ton wooden vessel and had about thirty men aboard. He did not definitely remember what color the flag was but believed that it was white, however he definitely remembers seeing the muzzle end of a gun and that the breech end was covered with a canvas.

KONYA said that he could not say how large the ship was, but he believes it was a wooden vessel. KONYA also observed the barrel of what appeared to be a gun of some sort, but he did not recall seeing anything that looked like machine guns. He saw an object on deck that looked to him like a torpedo of some sort. KONYA definitely recalls that the flag was white and had a blue stripe at the bottom with a red design on the white. He believes that the design was that of a star and an anchor. KONYA also believes that several Japanese tried to board the Russian vessel but were stopped by the Russians.

KITAHAMA described the men on board as wearing dirty greasy work clothes.

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S/I, dtd 18 Dec 47, Subj: Russian Vessel At Ishikawa-ken.

HAMAOKA said that the Russian ship must have had a capacity of about a hundred tons. He said that it was about eighty-five feet long, and at the time he thought that it must be some sort of coastal patrol ship. According to HAMAOKA, there were more than twenty men aboard, most of whom were wearing an assortment of clothes, but he could not remember clearly any other details of the ship itself.

On 29 November 1947, this Agent interviewed KINOSHITA Kimio, clerk of the Takojima Fishery Association, whose address is Ishikawa-ken, Suzu-gun, Takojima-mura, 36 Banchi and who stated as follows:

According to the best knowledge that KINOSHITA had, the Russians who landed at Takojima first went to the Harbor Repairs and Maintenance Office carrying two bottles containing oil. The Japanese there could not understand what the Russians were saying so they sent them to the Takojima Fishery Association next door. There it was ascertained thru drawings and gestures that the Russians wanted some lubricating oil for which they were willing to exchange fuel oil. This they were able to make out because the two bottles mentioned above contained samples of fuel oil and of lubricating oil. At this time there was a recent repatriate from Russia, KUMANO Kokichi by name who had come to the Fishery Association to buy fish. He was prevailed upon to interpret for the group. Through him a trade was made with the Russians for two drums of fuel oil for which the Takojima Fishery Association gave the Russians one drum of lubricating oil. KINOSHITA said that he did not know KUMANO very well, having met him for the first time that morning.

When questioned about the trip to the Russian vessel, KINOSHITA said that the Japanese simply took the oil out there, where it was taken aboard the Russian vessel. Then a hose was passed over the side and two drums of fuel oil were delivered to the Japanese from the tank of the Russian ship. KINOSHITA further stated that one of the Japanese tried to board the Russian vessel but was stopped by the Russians.

Regarding the Russian ship, KINOSHITA stated it was about twenty meters long and was marked with T-601 on the bow but he could not recall any of the other details. While KINOSHITA could not describe the flag in detail, he clearly remembers that the star was outlined in red rather than solid red as shown in the police sketch. KINOSHITA also recalls that one of the men who came ashore was wearing a navy blue uniform and navy blue overcoat and a blue garrison type cap. On his shoulder was an epaulet with two horizontal gold stripes and a single gold star. KUMANO had said that this man must be an officer, probably a naval lieutenant.

On 30 November 1947, KUMANO Kokichi, age 32, a retail fish merchant of Suzu-gun, Shoin-mura, 20 Bu 11 Banchi, who was repatriated from PW Camp #201 in Khormorin, Siberia in the latter part of October 1947 stated in substance as follows:

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S/I, dtd 18 Dec 47, Subj: Russian Vessel at Ishikawa-ken.

At the time the Russians came to the Takojima Fishery Association, KUMANO was copying the names of various fishes at the association office because he has just started into the sale of fish and is not yet very familiar with the varieties. He noticed considerable commotion but did not pay any attention until KINOSHITA prevailed upon him to try to interpret for them. KUMANO said that he does not know very much Russian and that most of the understanding was accomplished by gestures and drawings. KUMANO claims that he has not had any specialized training while he was a prisoner of the Russians except that he sometimes attended the weekly meetings held in the name of Democratic education. KUMANO says that he only attended these because he felt that it affected his date of repatriation. In his opinion, he was detained in Russia because he was healthy and could work and that as soon as it was found that his health was getting poor, he was repatriated. KUMANO said that during the conversation with the Russians, many of the Japanese seemed to be of the opinion that if a shrewd trade could be made, that the Russians should be given the oil they wanted. He distinctly remembers KINOSHITA saying, "If we can make a good trade, lets trade." It was then that KINOSHITA offered to give the Russians one drum of lubricating oil for three drums of fuel oil. When the Russians said that was too much, but offered to give two for one, KINOSHITA accepted.

In response to questions regarding where the Russians had come from and what they were doing in these waters, KUMANO replied that he did not know, nor did he attempt to ask. He believes that they were planning to return to Vladivostok because they mentioned that name several times. As for the matter of the water, KUMANO said that he merely told the Russians they did not have suitable containers and he could not say why they had left without getting an adequate supply of fresh water.

When asked why the exchange of oils was made so readily, KUMANO said that he did not know, but that the Japanese had said that several government agencies including the Japanese police had been notified.

KUMANO did not recall seeing any of the Japanese attempting to board the Russian ship. As soon as the oil was exchanged and the two barrels of fuel oil delivered over to the Japanese, the Russians motioned to release the Shoin-maru which had been brought alongside the Russian ship.

NOTES: KUMANO seemed like an ordinary, uneducated, country bred, young man. He seemed somewhat afraid but showed no indication of knowing any more about the Russians. It appeared KUMANO had talked to KINOSHITA before he was interviewed by this Agent. Likewise, it seemed that most of the others had discussed the matter among themselves so much that they were not such which part they had actually observed and which they had heard others remark about.

On 2 December 1947, SHIKONO Torazo (Kanji unknown)(Japanese), of Suzu-gun, Shoin-machi, Aza Shoin, 19 No bu 50 Banchi, skipper of the #3 Shoin-maru, belonging to the Noto Chikansen Kabushiki Kaisha, stated in substance as follows:

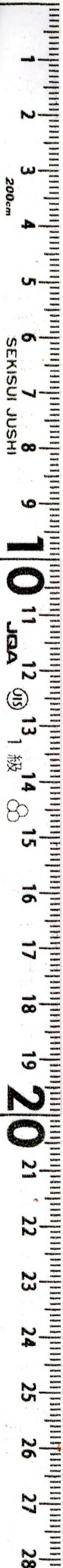
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S/I, dtd 18 Dec 47, Subj: Russian Vessel at Ishikawa-ken.

After the negotiations for exchanging oil with the Russians had been completed by KINOSHITA and the others of the Takojima Fishery Association, it was discovered that there was no means of getting the oil to the Russian ship. Since the Shoin-maru was there at Takojima, they were asked to take the oil out. The Shoin-maru was taken out and brought alongside the Russian ship which was about a 150 ton wooden vessel. Her super structure had three decks. The gun on the forward deck had a barrel about nine feet long and amidship there was a gray object with fins that looked like a torpedo.

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Replacement of Japanese Coast Patrol Vessels

G-4

G-2, Public Safety

4 December 1947

(1)

1. The 28 ex-Japanese minor war vessels in operation by the Japanese Coast Patrol are on the list of vessels which, by authority of SWNCC 186/23, must be ultimately divided between the U.S., UK, USSR, and China.

2. COMNAVFE letter, serial 2765, to the Home, Transportation, and Finance Ministries, subject: "Disposition of the Remaining Inoperable Ex-Japanese Naval Craft, Now in Custody of the Second Demobilization Bureau", dated 22 November 1947, lists the following uncompleted, wrecked, damaged or otherwise inoperable vessels for return to the Japanese Government and reconstruction for fishing, transportation, or "public use" purposes:

- 8-449 ton sub-chasers
- 21-135 ton auxiliary sub-chasers
- 23-250 ton light patrol ships
- 2-270 ton light escorts
- 1-215 ton auxiliary minesweepers.

3. Comment is requested on:

- a. Suitability of present vessels for their duties.
- b. Earliest date by which similar or more suitable vessels could be obtained as replacements, either by new construction or from existing Japanese vessels to be purchased from private owners or rebuilt from the vessels mentioned in paragraph 2 above.
- c. Cost to Japanese Government of either procedure mentioned in paragraph 3b.

Copy Furnished: ESS/IN

/s/ CRH  
for H.E.E.

12 DEC 1947

FILE

FROM: G-2

TO: G-4

CIS/PSD/HEP/sm

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1. The fifty-five (55) vessels listed in paragraph 2, as being uncompleted, wrecked, damaged or otherwise inoperable are not suitable for Maritime Safety Service work by reason of size, types of construction and not fitted for the service contemplated. It is the considered opinion of the Maritime Safety Branch, Public Safety Division, that the money would be better spent in building suitable new vessels, even though fewer vessels are obtained, than in paying for repairs, reconstruction and alteration to these vessels which at best, would remain only unsatisfactory makeshifts.

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CONFIDENTIAL

Replacement of Japanese Coast Patrol Vessels

G-2

G-4

CIS/PSD/HSP/SM

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2. a. The twenty-eight (28) vessels presently in use, while not suitable for the type of service, have done and are doing exceptionally good work in coastal patrol and assistance to small vessels in distress. As stated above, these vessels are too small and light in construction and insufficient in power to render any appreciable assistance in rough weather to vessels of any considerable size. These vessels are usable only because there are none other available. They should be replaced by more suitable seaworthy ships especially constructed for the service they are to perform.

b. The earliest date suitable vessels may be expected as replacements, is the latter part of 1948 or early 1949. There are no suitable Japanese vessels available for purchase from private owners. The reconditioning or rebuilding of the fifty-five (55) vessels referred to in paragraph 1, above is not recommended. Estimates of the Maritime Bureau, Ministry of Transportation indicate that four (4) 1000-1200 GT, five (5) 500-800 GT, one (1) 300-500 GT, a total of ten (10) vessels can be constructed during 1948-1949. Construction of the remaining eighteen (18) vessels would take until 1951 to complete. (Incl #1).

c. The estimated cost to the Japanese Government for building twenty-eight (28) suitable vessels to replace the ships now in use will, under present shipbuilding costs, total approximately ¥2,117,000,000. For breakdown of estimated cost, see inclosure number 2.

2 Incls

- 1. Particulars of Vessels.
- 2. Shipbuilding Program of the Maritime Safety Board.

Copy furnished:

RSS/IN

MEMO FOR RECORD:

Check Sheet from G-4 to G-2 subj: "Replacement of Japanese Coast Patrol Vessels," 4 Dec 47, refers to ultimate disposition of 28 vessels now in coast patrol by division among major powers. Requests comment on (1) present suitability, (2) earliest replacement date, and (3) cost of replacement. Reply states use of 28 vessels a makeshift measure, cannot be fully replaced until 1951 at an estimated cost of ¥2,117,000,000.

H.E.P. 26-5915

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PARTICULARS OF VESSELS  
FOR MARITIME SAFETY SERVICE

8 December 1947

Shipbuilding Section,  
Ship Bureau,  
General Maritime Bureau.

Description	Patrol Boats				Lighthouse Feeding Vessels	
Gross Tonnage	1,200	1,000	800	500	500	300
Dimensions (ft.):						
Length	213.3	196.9	190.3	170.5	164.0	131.2
Width	32.8	31.2	29.5	24.6	27.6	24.0
Depth	17.1	16.4	15.8	13.8	13.8	11.2
Full Draft (ft.)	11.8	11.5	11.2	9.8	12.5	9.8
Engines:						
Class	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel
Horse Power	1,600	1,200	900	800	600	300
Speed:						
Navigation (knots)	15.0	14.0	12.0	12.0	10.5	10.0
Cruising Radius (Sea miles)	3,000	3,000	2,000	2,000	3,000	3,000

12098

## MINISTRY OF TRANSPORTATION

## SHIPBUILDING PROGRAM OF THE MARITIME SAFETY BOARD

(As of 8 December 1947)

Type of Vessels	1948-29		1949-50		1950-51		Total	
	No.	Cost	No.	Cost	No.	Cost	No.	Cost
1,000 - 1,200 GT	4	¥384,000,000	4	¥384,000,000	2	¥192,000,000	10	¥960,000,000
500 - 800 GT	5	340,000,000	5	340,000,000	5	340,000,000	15	1,020,000,000
300 - 500 GT	1	45,000,000	1	45,000,000	1	45,000,000	3	135,000,000
<b>Total</b>	<b>10</b>	<b>¥770,000,000</b>	<b>10</b>	<b>¥770,000,000</b>	<b>8</b>	<b>¥577,000,000</b>	<b>28</b>	<b>¥2,117,000,000</b>

Notes: The cost was estimated from the current market rate, i.e., 1,000 - 1,200 GT type ¥80,000 per GT, 500 - 800 GT type ¥85,000 per GT, and 500 GT type ¥90,000 per GT. The above plan was formulated after careful consideration of building condition of other types of vessels, such as passenger boats, freighters, fishing craft etc. Completion of one vessel will take 3 - 6 months.

CONFIDENTIAL

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GENERAL HEADQUARTERS  
FAR EAST COMMAND  
Military Intelligence Section, General Staff

APO 500  
22 AUG 1947

CIS/OD

SUBJECT: DAI BOSHI MARU

TO: Assistant Chief of Staff, G-2, XXIV Corps, APO 235

Forwarded herewith for information and necessary action is Summary of Information, subject as above, concerning the deportation of six Japanese women from Yosu, Korea to Moji, Japan on 2 July 1947.

For the Assistant Chief of Staff, G-2:

1 Incl:  
Summary of Information,  
subj as above, dtd  
7 Jul 47

RUSSELL G. DUFF  
Colonel GSC  
Asst Exec Officer

MEMO FOR RECORD:

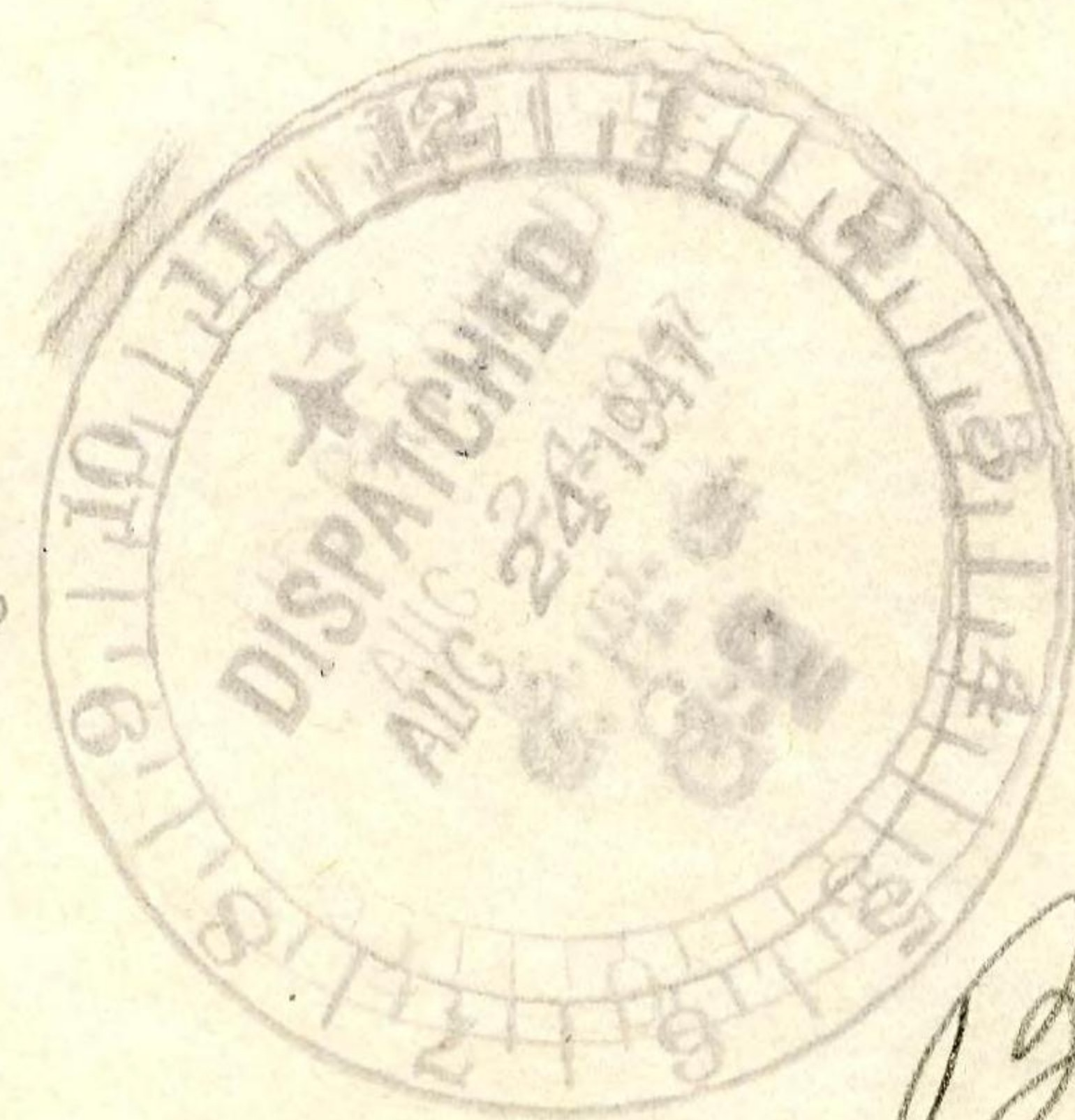
CIC Area 3 S/I dtd 7 Jul 47, subj "DAIBOSHI MARU" contained info on irregular deportation of 6 Jpse women from Yosu, Korea to Moji, Japan. CIC recommended transmittal of info to G-2, XXIV Corps. This ltr covering transmittal of one copy of above S/I to XXIV Corps dispatched 21 Aug 47.

LBG 26-5756 8/21/47

*File*  
MAYNARD E. LEE  
CWO, USA

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*Brown*

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560 Army transport boats

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GENERAL HEADQUARTERS  
FAR EAST COMMAND  
MILITARY INTELLIGENCE SECTION, GENERAL STAFF

APO 500  
22 August 1947

OPNS

SUBJECT: USSR Cruiser

TO : See Distribution

The attached copy of information contained in "Far Eastern Intelligence Notes", No. 29, 15 July 1947, published by The Chief of the Intelligence Staff, British Pacific Fleet, is forwarded for your information.

For the Assistant Chief of Staff, G-2:

C. S. MYERS  
Colonel, GSC  
Executive Officer.

1 Incl:  
Extract

Distribution:  
ComNavFE (Intell Officer)  
AG of S, A-2 FEAF  
AG of S, G-2 XXIV CORPS

MEMO FOR RECORD:

Item referred to from British sources, indicated identification of USSR cruiser "KAMCHATKA" Making up with cruisers "KALLININ" and "KAGNOVITCH" a cruiser squadron of three in the Soviet Pacific Fleet. Forwarded to addressees for information.

F.B.D. -- 26-6021

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G-2 Admin File FBD/11

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MAYNARD E. LEE  
OWO, USA

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MILITARY INTELLIGENCE SECTION, GENERAL STAFF  
FAR EAST COMMAND  
GENERAL HEADQUARTERS

APD 500  
22 August 1947

OPMS

SUBJECT: USSR Cruiser

TO : See Distribution

The attached copy of information contained in "Far  
Eastern Intelligence Notes", No. 29, 15 July 1947, published by  
the Chief of the Intelligence Staff, British Pacific Fleet, is  
forwarded for your information.

For the Assistant Chief of Staff, G-2:

C. S. KIRBY  
Colonel, GSC  
Executive Officer



MAVARD E. LEB  
CWO, USA

I Incl:  
Records

Distribution:  
Commander (Intell Officer)  
AC of S, A-2 YEA  
AC of S, G-2 XIV GERS

MEMO FOR RECORD:

Item referred to from British sources, indicated identification  
of USSR cruiser "KAMCHATKA" making up with cruisers "KALLININ" and  
"KAGNOVICH" a cruiser squadron of three in the Soviet Pacific Fleet.  
Forwarded to addressees for information.

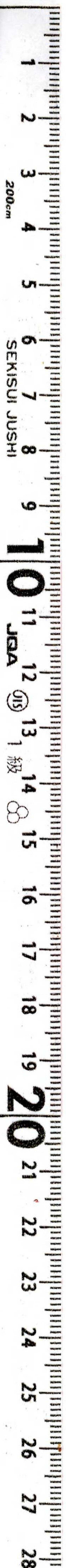
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G-5 Admin File EBD/JT

See case

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GENERAL HEADQUARTERS  
FAR EAST COMMAND  
Military Intelligence Section, General Staff

APO 500

5 AUG 1947

CIS/OD

SUBJECT: Attempted Rescue of Philippine Freighter "DONA TRINIDAD"

TO: The Intelligence Officer, Commander Naval Forces, Far East,  
WFO 3923

Attention is invited to paragraph 2d of the Letter of Transmittal, Headquarters CIC Area 37, dated 17 July 1947, subject as above, and inclosure thereto, forwarded for information and/or necessary action.

For the Assistant Chief of Staff, G-2:

1 Incl:  
As indicated above

RUSSELL G. DUFF  
Colonel CSC  
Asst Exec Officer

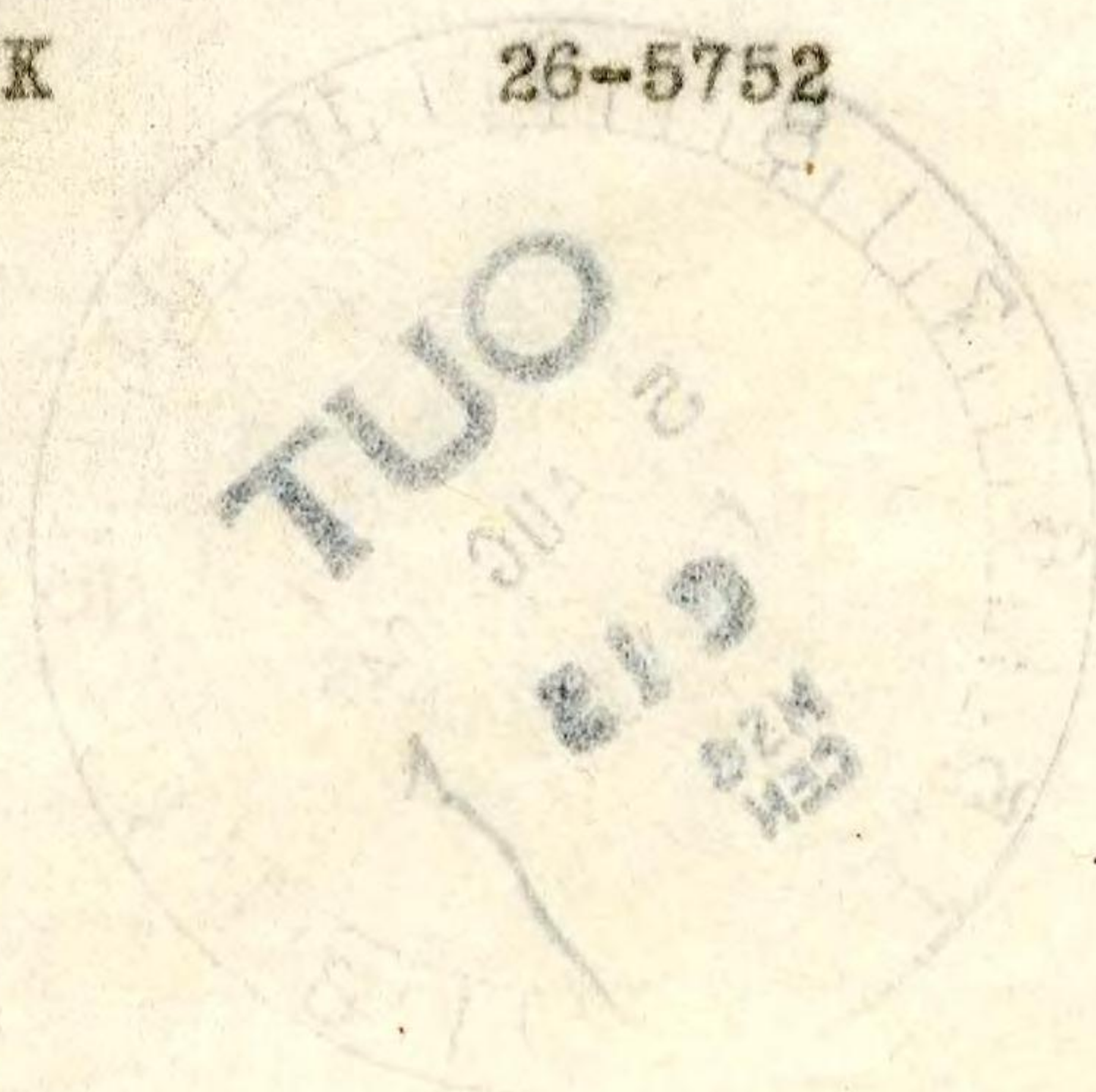
MEMO FOR RECORD:

Para 2d, Ltr of Transmittal, recommends that the owners of the No. 35 BANSHU MARU and of the HOSHIN MARU be reimbursed through the appropriate authorities for fuel and lubricating oil expended and that the owners of the HOSHIN MARU be reimbursed for damage sustained by the craft during performance of duties described in S/I. This info is forwarded to COMNAVFE since they issued initial and follow-up order concerning Subject rescue attempt.

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26-5752

8/4/47



File (L)  
MAYNARD E. LEE  
CWO, USA

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Military Intelligence Section, General Staff  
FOR EAST COMMAND  
GENERAL HEADQUARTERS

470 800

5 AUG 1947

612/02

SUBJECT: Attempted Rescue of Philippine Freighter "DONA TRINIDAD"  
TO: The Intelligence Officer, Commander Naval Forces, Far East,  
WFO 6822

Attention is invited to paragraph 24 of the letter of Transmittal,  
Headquarters US Army, dated 17 July 1947, subject as above, and  
inclosure thereto, forwarded for information and/or necessary action.

For the Assistant Chief of Staff, G-2:

RUSSELL G. DUFF  
Colonel  
Asst Intel Officer

1 Incl:  
As indicated above

MEMO FOR RECORD:  
Para 24, ltr of Transmittal, recommends that the  
owners of the No. 35 BANSHU MARU and of the HOSHIN  
MARU be reimbursed through the appropriate  
authorities for fuel and lubricating oil expended  
and that the owners of the HOSHIN MARU be re-  
imbursed for damage sustained by the craft during  
performance of duties described in S.I. This info  
is forwarded to COMNAVFOR since they issued initial  
and follow-up order concerning subject rescue  
attempt.

8/4/47

HK

File L  
MAYNARD E. LEE  
CWO, USA

OUT  
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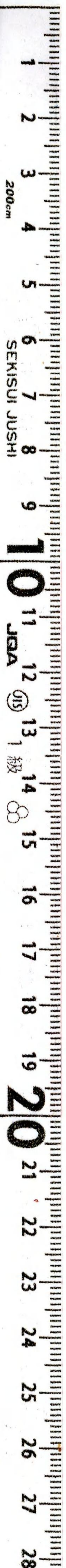
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14 July 1947

## MEMORANDUM FOR RECORD:

SUBJECT : Trip to Maizuru, Japan

In compliance with ACLO, GHQ, FEC, 9 July 1947, the undersigned made a trip to Maizuru for the purpose of accompanying Soviet Naval Officers who were to inspect Japanese Naval ships subject to reparations. The trip was organized by and was under the supervision of a representative of the Commander, Naval Forces, Far East.

Time and Duration: Departed from Tokyo at 2053 hrs., 9 July 47, arrived at Maizuru at 1535 hrs., 10 July 47. Departed from Maizuru at 1720 hrs., 11 July 47, arrived at Tokyo 0840 hrs., 12 July 47.

Personnel:

U. S.	Dunning, A. L., Capt. U.S.N. Pike, W. J., Lt. (J.G.) U.S.N. Page, V. S., Capt. (G-2 General Liaison)
Chinese	Sulliang T. Mar, Capt. Chinese Navy Yao Yu, Capt. Chinese Navy
Soviet	Stetsenko, A. M., Reed Admiral Ivenov, A. G., Capt., 2nd Rank Donskoy, A. V., Capt., 3rd Rank (Engineer) Stepanov, A. N., Lt. Capt., (Engineer) Zashchipailo, N. G., Lt. Capt. (Administrative Corps) Makarov, A. L., Jr. Lt. (Interpreter)
British	Barham, G. N. R., Commander, U.K.L.M.
Japanese	Y. Watanabe, Chief of Ship Maintenance, 2nd Demobilization Bureau

Enroute to Maizuru the party detrained for approximately three hours at Kyoto where a sight-seeing tour of the city was made under the supervision of the Kyoto Visitors Bureau. Upon arrival at Maizuru the group was met at the railroad station by Major Scott, the port director, who furnished Captain Dunning with a detailed information in connection with the inspection of ships. With the exception of a trip to the Military Government compound for showers, the entire group remained aboard the train on the day of arrival. The plan of inspection was formulated during the evening under which the party was divided into two groups; Admiral Stetsenko at this time stated to Captain Dunning that he did not intend to spend too much of his own time on the inspection of ships

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and expressed his wish for a sight-seeing trip sometime prior to his departure from Maizuru.

At 0800 hrs., 11 July 47, the two groups (the first one comprised of Admiral Stetsenko, Capt. Dunning, Capt. Mar, Capt. Yu, Commander Berham, Mr. Watanabe and the undersigned; the second one comprised of the remaining members of the party) began their inspection which terminated at noon when both groups returned to the train for lunch. After lunch the second group, with addition of Mr. Watanabe, returned to the harbor for completion of inspection; the second group, accompanied by Major Scott, made a sight-seeing trip to Amano Hashidate, a three hour boat trip, which is considered one of the most scenic spots in Japan. Both groups returned to the train just in time for departure and a brief conference between the inspecting party and the Japanese representatives of Ship Maintenance Bureau at Maizuru.

During the return trip and at the station upon arrival at Tokyo, Admiral Stetsenko and others expressed to Capt. Dunning their satisfaction with the results of the trip and cooperation rendered to them by all concerned in connection with the inspection activities.

#### DATA ON SOVIET PERSONNEL

Stetsenko, Ivanov, Donskoy, Stepanov, Makarov - No additional information was obtained to supplement the information on above personnel which has not already been made a matter for record.

Lt. Capt. ZASHCHIPAILO - Has a deformed foot which slightly impairs his walking. Speaks English fairly well but is reluctant to use it. Speaks Japanese fluently.

During one of the very few and brief conversations the undersigned had with the individual members of the Soviet group, a statement was made by Lt. Capt. Stepanov which revealed a curious and enlightening side of the present trend on the part of the Soviet Government to improve education of cadets now enrolled in the Navy and Army (Nakhimov and Socvorov, respectively) military schools for boys. As stated by Stepanov, Lt. General Ignatiev, an old school Tzarist officer, an imperial court member, educated in the most exclusive military schools of Old Russia, and a schoolmate of Finland's Field Marshall Mannerheim, was appointed as a director of the afore mentioned schools and was given unlimited powers to bring these schools up to the high level and rigid military, educational and cultural standards previously enjoyed by schools of this type in Tzarist Russia. This appointment was hailed with a great satisfaction by the Soviet Army and Navy. Lt. Capt. Stepanov's only regret was that it was too late for him to derive any benefit from this new system which he felt would have made him a better officer and better suited for the position he now holds and may hold in the future.

Victor S. Page  
Capt Sig C

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and expressed his wish for a night-seeing trip sometime prior to his departure from Matsuyama.

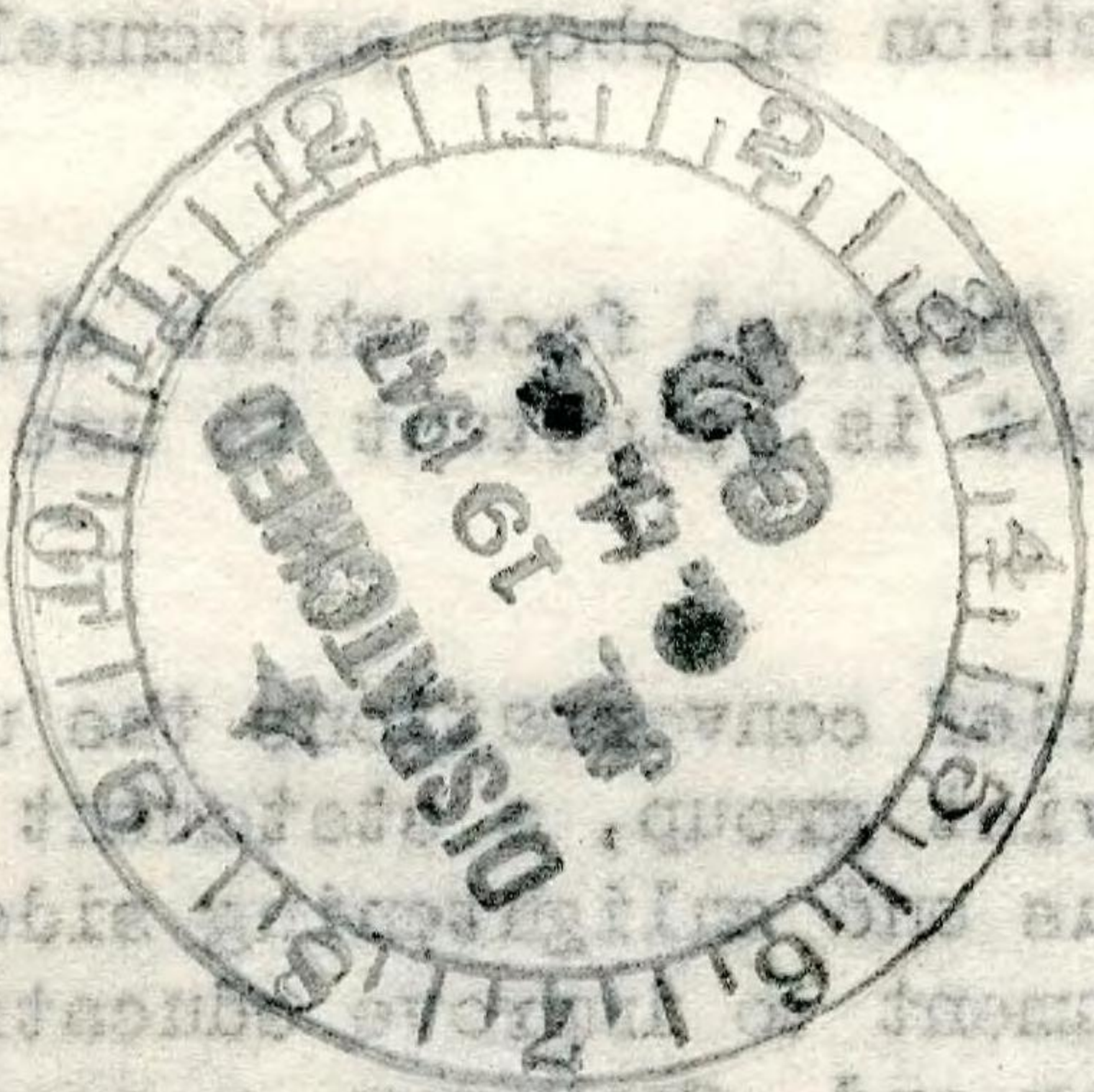
At 0800 hrs., 11 July 47, the two groups (the first one comprised of Admiral Stetsenko, Capt. Dunning, Capt. Max, Capt. Jr., Commander Bohan, Mr. Watanabe and the undersigned; the second one comprised of the remaining members of the party) began their inspection which terminated at noon when both groups returned to the train for lunch. After lunch the second group, with addition of Mr. Watanabe, returned to the harbor for completion of inspection; the second group, accompanied by Major Scott, made a night-seeing trip to Amami Harbore, a three hour boat trip, which is considered one of the most scenic spots in Japan. Both groups returned to the train just in time for departure and a brief conference between the inspecting party and the Japanese representatives of Ship Maintenance Bureau at Matsuyama.

During the return trip and at the station upon arrival at Tokyo, Admiral Stetsenko and others expressed to Capt. Dunning their satisfaction with the results of the trip and cooperation rendered to them by all concerned in connection with the inspection activities.

DATA ON SOVIET PERSONNEL

Stetsenko, Ivanov, Bonakov, Stepanov, Makarov - No additional information was obtained to supplement the information of the personnel which has not already been made a matter for record.

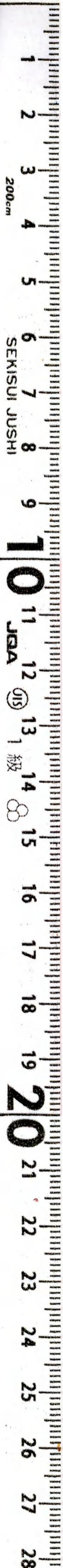
Lt. Capt. NAKASHIKI - Has a very good knowledge of English and speaks it fluently. Speaks English fairly well. Lt. Speaks Japanese fluently.



During one of the very few and brief conversations the undersigned had with the individual members of the Soviet group, it was made by Lt. Capt. Stepanov which revealed a serious and significant side of the present trend on the part of the Soviet Government. Lt. Stepanov, respectively military school for boys, as stated by Stepanov, Lt. General Ivanov, an old school teacher officer, an imperial court member, educated in the most exclusive military schools of Old Russia, and a schoolmate of Finland's Field Marshall Mannerheim, was appointed as a director of the above mentioned schools and was given unlimited powers to bring these schools up to the high level and rigid discipline, educational and cultural standards previously enjoyed by schools of this type in Tsarist Russia. This appointment was hailed with a great satisfaction by the Soviet Army and Navy. Lt. Capt. Stepanov's only regret was that it was too late for him to derive any benefit from this new system which he felt would have made him a better officer and better suited for the position he now holds and may hold in the future.

Victor E. Page  
Capt Sig C

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GENERAL HEADQUARTERS  
FAR EAST COMMAND  
MILITARY INTELLIGENCE SECTION, GENERAL STAFF

27 June 1947

MEMO FOR RECORD:

SUBJECT : Trip to Wakimoto, Aomori Prefecture

21607

PURPOSE OF THE TRIP: To permit Soviet personnel to inspect the hulk of an unidentified fishing boat, washed ashore near Wakimoto.

## PERSONNEL ON THE TRIP:

- a. Soviet personnel: Major Lev P. Inanov, USSR Coast Guard.  
Capt. Alexander P. Rogoshin, USSR Army.
- b. American personnel: 1st Lt. R. M. Herron, G-2, General Liaison

SCHEDULE: 23 June - 2245 departed Tokyo  
24 June - 1715 arrived Aomori  
25 June - 1245 arrived Wakimoto  
25 June - 1500 departed Wakimoto  
26 June - 1230 departed Aomori  
27 June - 0630 arrived Tokyo

## DETAILS:

1. Personnel of the tactical unit occupying the Aomori area (511th Parachute Inf Regt) and the local military Government unit in Aomori cooperated fully in supplying quarters, transportation, food, and an interpreter on the trip from Aomori to Wakimoto.
2. Inspection of equipment removed from the boat and now in custody of the Japanese police in Wakimoto proved conclusively that the boat was of Russian origin. The mechanical equipment had Russian markings; some articles of Russian military and naval clothing were found; a USSR ration card was found.
3. The boat itself was in such a state of disrepair that there is little chance that there will be an effort to rehabilitate it. The police had removed that equipment which they thought movable. Local Japanese had helped themselves to certain other pieces of equipment by sawing off parts of the boat. (Actually there seems to be no law against this action; as international law apparently makes deserted vessels fair booty for whoever can salvage anything from them.)

SUMMARY: The Soviet officers seemed to be satisfied with facilities and assistance furnished by U.S. military personnel during the trip. They seemed to be of the opinion that the fishing boat was beyond repair; they were convinced that it was a Russian vessel.

*R M Herron*

R. M. HERRON  
1st Lt, Sig C  
G-2, General Liaison

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MILITARY INTELLIGENCE SECTION, GENERAL STAFF  
FAR EAST COMMAND  
GENERAL HEADQUARTERS

27 June 1947

MEMO FOR RECORD:

21807

SUBJECT: Trip to Wakimoto, Amori Prefecture

PURPOSE OF THE TRIP: To permit Soviet personnel to inspect the bulk of an unidentified fishing boat, washed ashore near Wakimoto.

PERSONNEL ON THE TRIP:

- a. Soviet personnel: Major Lev P. Ivanov, USSR Coast Guard; Capt. Alexander P. Bogoshin, USSR Army.
- b. American personnel: 1st Lt. R. M. Herron, G-2, General Liaison

SCHEDULED DEPARTURES:  
 28 June 1947 - 0030 arrived Tokyo  
 29 June 1947 - 1200 departed Amori  
 30 June 1947 - 1500 departed Wakimoto  
 1 July 1947 - 1800 arrived Wakimoto  
 2 July 1947 - 0800 departed Amori  
 3 July 1947 - 1500 departed Tokyo



1. Personnel of the tactical unit occupying the Amori area (511th Parachute Air Regt) and the local military government unit in Amori co-operated fully in supplying quarters, transportation, food, and an interpreter on the trip from Amori to Wakimoto.

2. Inspection of equipment removed from the boat and now in custody of the Japanese police in Wakimoto proved conclusively that the boat was of Russian origin. The mechanical equipment had Russian markings; some articles of Russian military and naval clothing were found; a USSR ration card was found.

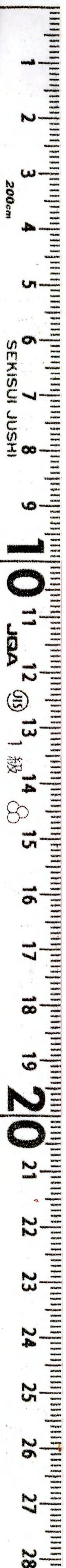
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SUMMARY: The Soviet officers seemed to be satisfied with facilities and assistance furnished by U.S. military personnel during the trip. They seemed to be of the opinion that the fishing boat was beyond repair; they were convinced that it was a Russian vessel.

*R M Herron*

R. M. HERRON  
1st Lt, Sig C  
G-2, General Liaison

*21807*





SECRET

APO 500  
2 June 1947

OR/P&E

SUBJECT: Ground Surveillance of Tsushima Island

TO : Assistant Chief of Staff, G-2, Eighth Army, APO 343.

1. For your information and to be passed to the Ground troops concerned: During the period 1 April - 1 May 1947, Air surveillance has reported a large increase in the number of Soviet ships passing through Tsushima straits and particularly along the western shores of Tsushima.

2. Request detailed information on the ground surveillance presently being carried out on Tsushima Island. Above to include strengths of all U.S. personnel, routes covered and frequency of checks. Information is also desired on the communications available to U.S. Forces on this island and the frequency with which reports are made.

3. Specific information is desired on the following:

a. Were Soviet ships observed or reported during this period anchored off shore or in any of the harbors? By whom? Where were these reports sent?

b. Were any reports received from any source indicating the presence of Soviet personnel ashore? Where? When?

4. Desire Ground Force Tsushima investigate to determine a. and b. above.

For the Assistant Chief of Staff, G-2:

C. S. MYERS  
Colonel, G.S.C.,  
Executive Officer.

MEMORANDUM FOR RECORD:

Theater Intelligence IOM, subject: "Soviet Shipping Trends, 1 April - 1 May 1947, dtd 26 May, addressed to General Willoughby outlines information supplied by the Fifth Air Force Surveillance Information Center. In Comment 3, this IOM, General Willoughby directed that a letter be prepared to inform 8th Army of the contents of this report and to request information on Ground surveillance on Tsushima at the present time.

A. K. duM. 26-6066

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G-2 Admin - CSM/FBD/AKduM/APO/mc

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APD 500  
2 June 1947

03/182

SUBJECT: Ground Surveillance of Tashira Island

TO : Assistant Chief of Staff, G-2, Eighth Army, APO 343.

1. For your information and to be passed to the Ground Troop command: During the period 1 April - 1 May 1947, Air surveillance has reported a large increase in the number of Soviet ships passing through Tashira straits and particularly along the western shores of Tashira.

2. Request detailed information on the ground surveillance presently being carried out on Tashira Island. Above to include strengths of all U.S. personnel, routes covered and frequency of checks. Information is also desired on the communication available to U.S. forces on this island and the frequency with which reports are made.

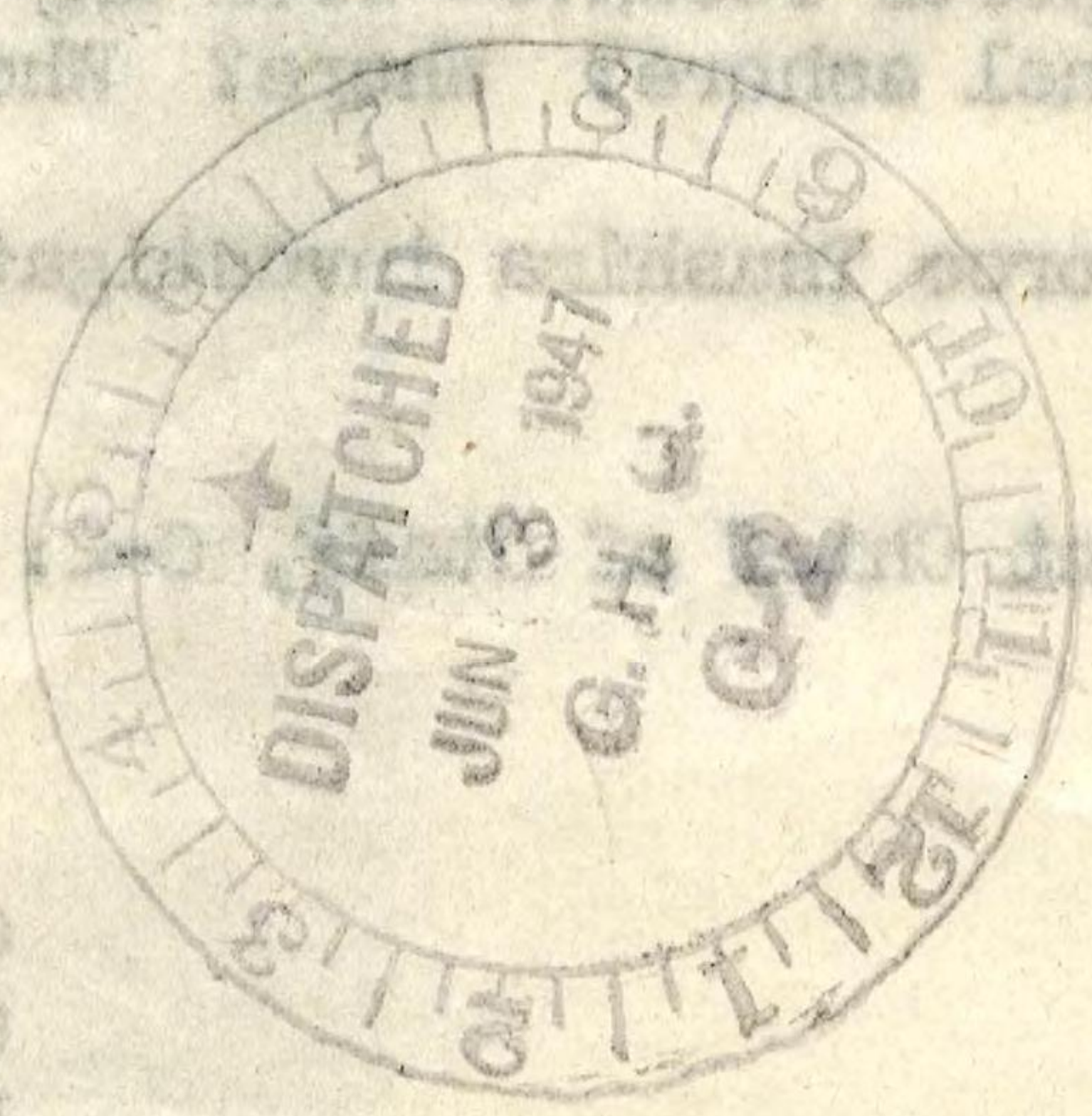
3. Specific information is desired on the following:

a. Were Soviet ships observed or reported during this period anchored off shore or in any of the harbors? If so, where were these reports sent?

b. Were any reports received from any source indicating the presence of Soviet personnel ashore? If so, where?

c. Do any ground force personnel have reports to determine a, and b, above.

For the Assistant Chief of Staff, G-2, Eighth Army



C. E. KYLE  
Colonel, G-2, Eighth Army  
Executive Officer

MEMORANDUM FOR RECORD:  
Theater Intelligence IOM, subject: "Soviet Shipping Trends, 1 April - 1 May 1947" was addressed to General Willoughby on 1 May 1947. Information supplied by the Fifth Air Force Surveillance Information Center. In Comment 3, this IOM, General Willoughby directed that a letter be prepared to inform the Army of the contents of this report and to request information on ground surveillance on Tashira at the present time.

A. K. DUM. 26-6066

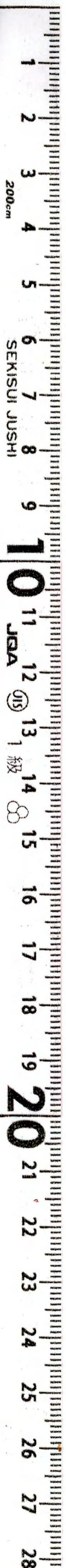
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Authority 795006

By JD NARA Date 11-21-11

