

At 2150, her conjectured position was 32'39"4 N.L. 126'15" EL. where she cast her fishing-net. Her course N 70 E. In 73 of direction and by the speed 2.8 knots, she dragged her fishing-net. At about 2350, I received from Kiyotake Miyahara (a graduate from the special course of the higher mercantile marine school), Shigeru Mukai ( a graduate from the Makurazaki Fisheries School) and Takaharu Uegama who were on watch that they heard the report of a gun (seemingly) in the direction of her starboard stern twice and I climbed her bridge at once and gave them my order to take good care for heeping her course on account of her nearness to the "MacArthur Line", saying them, "our ship are in a position within over 5 nautical miles of the MacArthur Line", therefore, there must be no heard by you gunreports." Are not the buzzings of a hot bulb operation starting which have been made by a ship? - there are many motor two-boat trawlers in the neighbourhood." At that time, the weather was BC and the direction of the wind was S W and the power of the wind was 2.

I returned to my room after giving them the order to keep her course and ascended her bridge again, taking a cigarett with me. Then, at our stern, a ship without a lamp light (seemingly) was found and not long after that, our ship had a reflection of a search-light at our stern and suddenly, three armed soldiers appeared at our stern with a pointed-at pistols in their hands and stopped our ship. We were restrained ~~to~~ to close up our wireless and to assemble, thereupon, I obeyed their order helplessly, while trying to save the lives of our crew members and thinking to settle the problem of the position of our ship after talking with them. I think the time of



our engine stop was at ~~10~~ 0000, 12 January 1950.

The position at that time was 32'41"5 N.L. 126'28" E.L. All our crew members assembled at the front deck obediently, nevertheless, the Korean Navy ship came alongside our starboard. It was a midnight, when we were waked by them and called to the deck by them and at that time several of our crew members were nude in cold weather. Those armed soldiers who came on the board our ship made a threatening shooting with their pistols and ordered our minimum crew members to lift our fishing-net and took into our six crew members to their navy ship, who were thought hostages for the soldiers who came on board our ship. A navy officer came on board the ship and we were compelled to sail to the east end of Chejue Island, accompanying their navy ship. Then, we requested them to investigate, there, depending upon our chart and logbook which showed the position of our ship, as well as the other materials, which were put on the table without a touch after having been used up to that time, while we insisted on that there was no reason why we should be taken away by them. Notwithstanding the request by us, they never cared at all and ordered our ship to accompany their navy ship. We were under the domination of arms power. We helplessly obeyed their order. Our navigation duty men were one navy officer, one soldier, our wheelman and our engineer. Our other crew members were confined lightly in each own ~~room~~ under the surveillance by armed ~~soldiers~~ soldiers and were not allowed to act freely and sailed, accompanying the guard-ship, as they were ordered.

At about 1700, 12 January 1950, we arrived at Kanto. A officer having come aboard our ship went back to his navy ship and after about one hour, he came to our ship again and presented to us a



form of the acknowledgment according to the order of the captain of the navy ship. The wording of the acknowledgment was, in the outline, "our ship acknowledges that she trespassed the "MacArthur Line," south to Cheju Island at 0020, 12 January 1950 and was found, while fishing in the Korean fishing ground, and was taken away by your No. 310 Navy ship."

The officer ordered us to write as above stated, and to sign on the document. We rejected to do so again and again, while we were ordered to write and sign, because it was quite different from fact. Of course, we would have done so if it had been a fact.

We wrote to the effect that the position of our ship was quite true and that our ship never trespassed the "MacArthur Line" and that therefore we asked the office to investigate the case urgently and we handed over the note to him. The officer returned to his navy ship, taking the note with him. Before long after that, the Korean navy officer accompanied by two or three soldiers came to our ship and produced to us the form in question and demanded our ship to sign on it. The officer said, "This form is necessary for the procedure." They compelled our ship to do so by force and we thought that the question would be settled if the investigation were made afterward.

Thus, we wrote and signed on the document, and handed over the document to the Korean navy officer thinking that it would be settled with the above stated reason that our ship, by having been driven out of her course by the ocean current, having trespassed the "MacArthur Line", was found by the Korean navy ship, while our ship was fishing in the south to Cheju Island, and was captured by the Korean navy ship.



At this time, our measure instrument for our ship use was taken away. At about 0530, 13 January 1950, leaving four guard soldiers in our ship, the No.310 naval ship moved for Cheju Island. In the afternoon the commanding navy ship No.514 entered the port, by which we received an order that we should continue our navigation, after our lifting our anchor. Thereupon, our ship accompanied the No.310 Korean navy ship to sail for Moppo about 0900, 14 January 1950. Our ship and the No.310 Korean navy ship made port to Moppo. Our ship received the wireless to the effect that the form produced at the second time was not all right, too. An armed soldier pressed us to produce a document written according to the form shown to us for the first time.

Thereupon, we rewrote it according to the form shown to us for the first time and handed it to the ~~an~~ armed soldier. In the evening, 15 January 1950, the No.310 navy ship made port. I was ordered to visit the No.310 navy ship in the morning, 16 January 1950. I found that the captain of the No.11 Kiku Maru and the captain of the No.38 Tairyo Maru had visited already and were on board this navy ship and that the captain of this navy ship was demanding them to sign the ~~document~~ document, showing them a chart. He demanded me, too, at once to sign the document I proposed to postpone the signing because I wanted to be investigated impartially for it was quite different from the fact. However, he never accepted it, saying "You have presented the acknowledgment, haven't you? Then, it means that you have acknowledged the trespassing, doesn't it? The position of this navy ship is never mistaken at all. Therefore sign at once." Thus, he compelled to sign. I was made to write the acknowledgment



because it was formal for investigation. Accordingly, I requested him to make a fair investigation. Then, he ordered me to sign the document, saying to me, "that will be clear by a scientific investigation afterward. As for my mentality at that time, I expected a fair judgement to be made later by G.H.Q., SCAP and I thought from then circumstances that ~~would~~ should I have no signed, the lives of 30 crew members would received some result for it. Thus I signed the document helplessly. In this question and reply, he spoke about the amalgamation of Korea and Japan by the way and used a few violent languages. He ordered me to present data. Considering the case when the data would not returned to us, I made the triplicated copies of our logbook and astronomical observation counting data, which triplicated copy was possessed by our chief engineer, the first officer and the second officer, each and however, they were not ordered to present the triplicated copies. At midnight 16 ~~Feb~~ Jan. 1950, the Korean gendarmerie ordered me to visit the office of the gendarmerie and I made a document after the gendarmerie officer's listening to me. The gendarmerie judged the case partially with the premise that the report by the captain of the Korean navy ship was all right, and the talking of question and reply was carried on. It was thought by me that the gendarmerie wanted me intentionally for us to have trespassed.

#### The Treatment during our staying in Korea

##### I. The Treatment During Our Staying on Moppo:

We were not treated with such a severity as the other captured crew members ~~sk~~ had had heretofore. However, we were always uneasy, while we never feel ~~hungry~~ hungry so much. However, I never uttered a word in such way. Therefore, the gendarmerie deferred my signing and made



me return to my lodging house on the same day, and in the morning, while I was sleeping, I was waken by the gendarmerie soldier and was demanded to seal the above-mentioned document of the listening with my thumb, the following day, 18 January 1950. Thereupon, helplessly, I signed the document. On 19 January 1950, I underwent a phisical examination at the Moppo Hospital established by the Moppo City. In the morning, 20 January 1950, the captain of the navy ship came to my lodging house, carrying with him ~~xxxxxxx~~ a chart resembling the chart mentioned above already and only I was compelled to sign the document and our logbook was confiscated. My personal effects ~~xxx~~ were allowed to carry with me. Under the guard by one gendarmerie soldier, all the crew members left Moppo by train at about 0830 and arrived at Taiden and left at 1135, 21 Jan. 1950 and arrived at Pusan in the evening and were handed over to the Pusan gendarmerie and then, were handed over from the Pusan gendarmerie to the Foreign office and passed one night at the ~~Sx~~ Asylum for Japanese one. In the evening, 22 January 1950 we underwent the formalities of custom-house and quarantine and went on board the Keijyo Maru for loading coal, and at the midnight, 24 January 1950, arrived at the outside of Miike Port. At about 1000, 25 Jan. 1950, we underwent the formalities of quarantine and landed and underwent the formalities of the custom-house and were protected by the Ohmura Police and were communicated by telephone to Taiyo Fishing Co., Ltd. Shimonoseki Branch and entered a lodging-house. On 26 January 1950, we left Ohmura by the train starting 1017 and arrived at the Shimonoseki Branch above-mentioned.

The above is the report of the fact.



List of the Crew Members of  
No. 3 Taiyo Maru

<u>Occupation</u>	<u>Name</u>	<u>Date of Born</u>	<u>Present Address</u>
Captain	Masafumi Arai	April 20, 1905	35 Takao, Higashiotsubo-cho, Shimonoseki
Chief Mate	Yoshiyuki Tanizaki	March 30, 1922	Enoura-cho, Hikoshima, Shimonoseki
2nd Mate	Toshio Saito	April 12, 1923	Kamishinchi-cho, Shimonoseki
Boatswain	Yosoiichi Nagano	Sept. 23, 1906	2125 Minami-kamijyo, Nagasaki-cho, Shimonoseki
Sailor	Kiyotaka Miyahara	Sept. 18, 1926	1833 Mukabana, Kokubu-cho, Aira-gun, Kagoshima Pref.
"	Taneo Matsui	Sept. 26, 1924	3649 Katagai, Katagai-mura, Sanbu-gun, Chiba Pref.
"	Kazuo Miwata	July 8, 1927	8 Minato-minami-cho, Ishinomaki-shi, Miyagi Pref.
"	Minoru Yoshida	March 18, 1927	23 I-cho, Izaki-cho, Shimonoseki
"	Hoshoku Ota	July 20, 1924	Eshita-cho, Chofu-cho, Shimonoseki.
"	Tsutomu Murakami	July 26, 1932	14 Takehara, Kohama-cho, Ojiki-gun, Fukui Pref.
"	Yoshinaga Hagihara	Aug. 22, 1930	Hamakazumi-mura, Naka-shinkawa-gun, Toyama Pref.
"	Kiyoshi Ekigohara	Dec. 18, 1925	365 Kazuki, Ezu-cho, Naka-gun, Shimane Pref.
"	Yasuji Mano	Oct. 23, 1927	58 Shioguchi, Nishikawa, Saigo-cho, Shukichi-gun, Shimane Pref.
"	Shigeru Mukai	April 30, 1927	8694 Tomari, Nishiminami-kata-mura, Kawabe-gun, Kagoshima Pref.
"	Isamu Sakata	Aug. 18, 1920	4280 Fukawa, Fukawa-cho, Otsu-gun, Yamaguchi Pref.
"	Takaji Uegama	May 18, 1930	2937 Makurazaki-cho, Kawabe-gun, Kagoshima Pref.
Chief Engineer	Motonari Nakajima	May 21, 1910	Senzaki-cho, Otsu-gun, Yamaguchi Pref.
First Engineer	Jinichi Ikuma	Jan. 23, 1924	113 Otake, Nobase-mura, Okayama Pref.
2nd Engineer	Keoru Kawaguchi	March 15, 1920	1378 Umatate, Shintachimura, Uma-gun, Ehime Pref.
Chief Oiler	Yoshinori Uehida	June 23, 1920	Higashiotsubo-cho, Shimonoseki



<u>Occupation</u>	<u>Name</u>	<u>Date of Born</u>	<u>Present Address</u>
Oiler	Masatoshi Iwanaga	Jan. 20, 1925	823 Nagata-moto, Kitatatsugu-gun, Nagasaki Pref.
"	Masami Nishisono	Nov. 12, 1927	387 Otsubo-cho, Shimonoseki
"	Rikizo Takakusa	July 16, 1931	248 Yagi-cho, Oda-gun, Okayama Pref.
"	Shokuro Masano	March 8, 1923	897 Shimo, Toyonishimura, Toyoura-gun, Yamaguchi Pref.
"	Hisao Shinagawa	March 3, 1928	Masuda-cho, Mino-gun, Shimane Pref.
Steward	Shinji Yokoo	March 15, 1897	Kamitanaka-machi, Shimonoseki
Cook	Akira Yasumoto	July 2, 1931	Yamada-cho, Kahogun, Fukuoka Pref.
Boy	Shingo Noritomi	Jan. 1, 1932	2196 Kansai-cho, Shimonoseki
Radio operator	Masashige Nakamura	March 5, 1914	2055 Tohoshi, Nagasaki-cho, Shimonoseki

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I. Chief Engineer's Statement

(1). An assistant-paymaster told the Captain, while the boat was mooring at Moppo, saying in a threatening language, "Your crew members will be held at a hotel after they are told to leave the ship, but they will probably be placed in custody in the event of your failure to accede to the Korean navy authorities' wishes.

(This is an occurring incident one day preceeding the day the Captain placed his seal impression on the chart).

(2). While the boat was mooring at Moppo, the crew members of the Korean Navy's small boats came in the seized boats one after another as if in competition, and unreasonably took away the engine implements. Before leaving the seized boats, the intruders told the Japanese crew not to disclose their deeds to anybody else.

(3). As I heard a speech made by the Korean Navy people that No.3 Taiyo Maru would be delivered by the Navy to a civilian after her crew members leave the ship for home. ~~ONE~~ On the very day the chief engineer left the ship, there was a civilian customer, and delivery was made in the presence of the chief engineer in the engine room. The civilian in question is an engineer intersted in the production of engines, and is closely connected with the Navy authorities. He even declared that he was connected with the whole thing, including the ship itself, cargo aboard and engine.

His name : KIN KIN-KAN, c/o the former Judatsu Hotel, I, Chuo-do, Ichigai, Moppo City.

(4). When the engineer was made to leave the ship on Jan. 19, one of the navy police sergeants put the following question to the chief engineer on the deck of No.3 TAIYO MARU:

Incl 2'



Question : "Say, chief engineer. Please let me know whether or not you think you ran across the MacArthur line? Tell me facts"

Answer : "I think that we absolutely did not run across the MacArthur line. According to the Captain and the chief mate, each of them had an observation instrument to find out the ship's position. Despite an error of 1 nautical mile between the two, there was a distance of 5 or 6 nautical miles between the MacArthur line and the point where she was seized. Thinking that all this is true, I am absolutely positive that the vessel did not cross the MacArthur line."

The Navy police sergeant was relaying to a man in a sack-coat an outline of the chief engineer's answer.

This was an incident occurring on the day negotiations about the ship were conducted, and preparations had been completed for the departure of the entire crew.

## 2. Chief Mate's Statement

With regard to the Navy officers' nautical knowledge, I heard, in the Navy hospital there, from a sick sailor of the Korean Navy as follows:-

"The warcraft's captain, had a one month's practical training of navigation in the course of his Naval Academy pursuit. His observation is based on an imaginary point and his statement is ridiculously incredible. His statement is simply ridiculous, judging from the fact that the navigators aboard your boat reliably found out the position of your boat according to the astronomical observation that they made five or six times, their art sharply outshines our people's. When the said warcraft's captain got aboard your boat, he was impressed with the excellent compass and the remarkable



function of the boat itself. The sub-captain of the warcraft is nautically unintelligent, while the non-commissioned officers of the Korean Navy are evidently unfamiliar with nautical knowledge."

How to locate fishing grounds:

The sailor went on as follows:-

"After identifying the species of fish according to the speech of your boat, one of our people told an officer, saying, 'This fish is peculiar to the Korean zone.' So the Korean Navy would do well to dispose of the fish at their own discretion. In the course of investigations, they sent 200 boxes of fish to the General Headquarters, Seoul. I heard one of the Navy sailors say, "You have fish on this boat : we may feed on it."

Dialogue with the sub-captain on the warcraft:

"Admitting slight errors, we are always vigilant about the position of our boat by reason of our fishing trade. We had a fine weather on the night our boat was seized. The captain and the chief mate of our ship made astronomic observations eight times altogether. Furthermore, we referred to the vertical danger angle, so we would insist that the ship held a distance of 5 or 6 nautical miles on this side of the MacArthur line."

The sub-captain answered: "Our boat sails south-west along the MACARTHUR Line due east, starting from the Ushijima Light House, according to the revolution-indicator. So we insist that we never made a mistake about the ship's position.

Then I sounded his idea, questioning, "So you insist that you made a judgement accordint to the speed shown on the revolution indicator. But an



But aren't you aware of the possibility that an error occurs according to the metrological condition (wind, waves, tides) and the loss of speed thereby caused."

The sub-captain was at his wit's end at this question.

He nevertheless insisted that he referred to a sub-marine log. Yet there was a conflict of 10 nautical miles between the position the warcraft's captain indicated to the Captain (over 10 nautical miles on the other side of the MacArthur line) and the position the sub-captain indicated to the second mate.

### 3. Second Mate's Statement

Said the sub-captain of Korean Coast Guard Boat No. 310:

"I understand your boat was about 2 nautical miles across the MacArthur line. Sailors were heard to say, 'There were many boats around your boat. Due, however, to the shortage of arms and want of enough men, we could not seize them one and all'." Replying to our question, "What would you do with her crew", he said that we should proceed to Moppo, the fish hauls will be confiscated by the Korean Government, and your ship would be returned to Japan sooner or later. In Moppo when the ship was handed over to the gendarmerie there, guard soldiers, 2 or 3 in number, went into the crew members' cabin on the bow and made free with anything they found attractive in it, including raincoats.

### 4. Crew Members' Statement ( Consolidated Report )

About midnight when it was pitch dark we heard shots on the starboard. We were fully alerted, but could not locate in the dark a hostile boat as it had no lights on. Five or six minutes



later the unknown boat was chasing ours at a distance of about 10 meters on the starboard. Then and there she turned a searchlight on our ship. Simultaneously rifle shots sounded. It was at this moment that a man got aboard from a corner astern. He aimed a pistol at us, and our ship was brought to a stop. Then the entire crew was told to stay on the deck, posing hold-ups.

Presently five or six armed sailors made their appearance on our ship. They occupied the radio chamber, rendering transmission unworkable. Keeping a strict watch on our movement, they not only fired menacing pistol shots but resorted to machine-gunning. They even threatened us, declaring, "You'd be shot to death!" suggestive of language peculiar to pirates.

The occupation of the ship performed, they brought six of our crew members into their own boat by way of securing a hostage. Holding pistols, they threatened us into lifting the nets. This done, they left the rest of the crew members in confinement in a certain cabin except the wheel-man.

Evidently relieved of the tension, they allowed the crew to retire to bed. As long as the hostile boat sailed side by side with our ship, our crew members were made to steer the boat in turn. (During this time pistol shots were heard in a cabin on the bow).

5. Ship's Fittings Robbed by Korean  
No. 310 Coast Guard Ship

Our second mate was told to surrender 5 "bu" gauge wire and 5 "bu" gauge rope.



Moreover, the hostile sailors checked our inventory, and told us to make duplicates of what seemed attractive to their eyes. They even insisted they would confiscate the fittings, adding that the things would be confiscated anyway after the crew members are sent home.

Major items included the sextant, a complete set of logs, one sampan and some wire rope.

Statement by Korean Foreign Dept. Official :

Due to the limited appropriation for Korean Foreign Dept, those working for the identical department are given two meals a day. They told us not to disclose their poor pay to any other party. They added that they would confiscate fish sheerly to get funds for our treatment, etc.



What the hostage revealed :

Our crew members were individually examined, made to sit in the form of hold-ups. In 20 minutes, they were allowed to assume an easy pose. Nobody was allowed to speak to his friends beside him. The sub-captain was heard to say, "The hold of this boat is pretty large, so we would be able to use this boat for a freighter if we have the hatches reconditioned." (This speech was caught by MIWATA.) "We have a jailo compass in our coast guard boat," said one of the Koreans concerned, while I heard another say "We havn't got a jailo." (MATSUI and MIYAHARA.)

One of the Koreans said in a cabin on the bow, "You insist that you were operating on the Japanese side of the MacArthur line. Even so, however, we would stake the Great Korean Navy's honor as regards our statement that you ran across the MacArthur line."  
(MIYAHARA)

Some one was heard to say, "We have been on our duty dailing 3 nautical miles north along the MacArthur Line, east of Cheju Island," "but some body else "8 nautical miles north." (MIWADA)

One of the hostile sailors was heard to say, "The fish hauls will be all confiscated upon arrival at Moppo." (MIYAHARA)

Replying to our question, "Why did you seize this boat in particular when there were boats operating north of this boat," he said that our ship was unlucky simply because ours was operating very near to the guard boats." (YOSHIDA and MIYAHARA)



REPORT OF INCIDENTS INVOLVING

Kobe City

Date of Incident	Location	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japan arrested
5- 1-46	Kobe-shi	Robbery	4		1	
15- 7-48	"	Cheating	1		1	
29- 7-49	"	Fencing	1		1	
16- 8-49	"	Theft	1		1	
7-11-49	"	"	1		1	
8-11-49	"	Cheating	1		1	
9-11-49	"	Fencing	1		1	
14-11-49	"	Theft	1		1	
20-11-49	"	"	1		1	
"	"	"	3		3	
23-11-49	"	Fencing	1	2	1	2
20-11-49	"	"	1		1	
28-11-49	"	"	1		1	
"	"	Theft	3		3	
29-11-49	"	"	1	2	1	2
"	"	Injury	3		3	
30-11-49	"	Fencing	1		1	
1-12-49	"	Injury	2		2	
"	"	"	1		1	
"	"	Fencing	1		1	
2-12-49	"	Theft	3		3	
"	"	Forgery & Cheating	1		1	



REPORT OF INCIDENTS INVOLVING KOREANS

Month of December  
Year of 1949

Involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested	Description of Incident	Police Handling
		1		Stole truck(one), tyre and crude rubber from warehouse, & 2 other cases.	M.P.
		1		Swindled wine	"
		1		Fenced bicycle knowing the circumstances	"
		1		Stole truck-tyre with wheel from a house	"
		1		Pickpocketed cash in the electric car.	"
		1		Swindled cash and coccoanut oil.	"
		1		Fenced bicycle knowing the facts.	"
		1		Stole clothings from a house.	"
		1		Stole cryptomeria board from a factory.	"
		3		Stole pig finding a chance	"
	2	1	2	Fenced clothes material(flannel)knowing the circumstances.	"
		1		Fenced pig knowing the fact.	"
		1		Fenced bicycle knowing the fact.	"
		3		Stole bicycle taking advantage of the unguarded moment.	"
	2	1	2	Stole shoes from a house.	"
		3		Quarrelled and inflicted injury needing 10 days' treatment.	"
		1		Fenced bamboo blind knowing the circumstances.	"
		2		After quarrel five days' medical treatment.	"
		1		After quarrel, two days' medical treatment.	"
		1		Bought clothing knowing the circumstances.	"
		3		Sneaked into and stole clothing, rice and bicycle.	"
		1		Defrauded passenger fare on forgery of identification certificate of the Kansai Power Distributing Co's employee	"



Date of Incident	Location	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested
2-12-49	Kobe-shi	Injury	1		1	
3-12-49	"	Theft	1		1	
"	"	"	1		1	
"	"	Injury	1		1	
4-12-49	"	Theft	1		1	
5-12-49	"	"	1		1	
"	"	Injury	2		2	
6-12-49	"	"	1		1	
"	"	Theft	2		2	
"	"	"	1		1	
7-12-49	"	"	1		1	
"	"	Fencing	1		1	
8-12-49	"	"	1		1	
9-12-49	"	Theft	1		1	
10-12-49	"	"	1		1	
"	"	"	1		1	
"	"	"	1		1	
11-12-49	"	"	3	1	3	1
12-12-49	"	"	1		1	
"	"	Cheating	1		1	
13-12-49	"	Theft	1		1	
16-12-49	"	"	1		1	
"	"	Preparing robbery	1		1	



Involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested	Description of Incident	Police Handling
		1		After quarrel, 10 days' medical treatment	M.P.
		1		Stole rice cake, catching one's napping.	"
		1		Stole money in cash at the Daimaru Department Store.	"
		1		Injury of 5 days' medical treatment out of jealousy.	"
		1		Sneaked into, stole money in cash catching one's napping.	"
		1		Sneaked into, stole clothing	"
		2		After quarrel, two week' medical treatment.	"
		1		After quarrel, three week' medical treatment.	"
		2		Stole substitute soaps.	"
		1		Stole soy-beans catching one's napping.	"
		1		Sneaked into, stole clothing.	"
		1		Bought clothing knowing the circumstances.	"
		1		"	"
		1		Stole bicycle catching one's napping.	"
		1		Stole wearing apparel at Dep't store.	"
		1		Pickpocketed money in cash in the electric car.	"
		1		Sneaked into, stole cash and clothing.	"
1		3	1	Broke into in one's absence, stole clothing bicycle and cash.	"
		1		Stole lumber	"
		1		Defrauded petroleum oil cans cheating the victim.	"
		1		Stole branches of peach in guardian's absence.	"
		1		Sneaked into, stole clothing.	"
		1		Withheld sneaking into, due to one's presence, and while loitering around with weapon was rounded up.	"



Date of Incident	Location	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested
16-12-49	Kobe-shi	Cheating	2		2	
18-12-49	"	Injury	1		1	
19-12-49	"	"	1		1	
"	"	Theft	1		1	
"	"	"	1		1	
		Violation of economic regulation				69



Involved Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested	Description of incident	Police Handling
2		2		Stole shoes, camera, cloth cheating the victim.	M.P.
1		1		After quarrel, 10 days' medical treatment	"
1		1		After quarrel, 5 days' medical treatment	"
1		1		Stole lumber catching one's napping.	"
1		1		Brake into in one's absence, stole clothing.	"
			69		M.P.



REPORT OF INCIDENTS INVOLVING KOREANS

Hyogo PREFECTURE

Date of Incident	Location (Shi, Machi, Mura)	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans arrested
15- 2-47	Kawabe-gun	Theft	1		1
10- 7-47	Miki-cho	Cheating	1	1	1
1- 9-48	Muko-gun	"	1		1
22- 9-48	Himeji-shi	Theft	1		1
23-10-48	Naruo-mura	Cheating	1		1
27- 1-49	Himeji-shi	Fencing	1		1
30- 5-49	Nishinomiya-shi	"	1		1
5- 7-49	Kako-gun	Theft	3	4	3
30- 7-49	Kawabe-gun	Cheating	1		1
"	Nishinomiya-shi	"	1		1
4- 8-49	"	"	2		2
26- 8-49	"	"	1		1
17- 9-49	Shikama-gun	Theft	8		4
18- 9-49	Kato-gun	"	3		1
"	"	"	1		1
29- 9-49	Himeji-shi	Robbery	1		1
"	"	Injury	1		1
3-10-49	Amagasaki-shi	Fencing	1		1
7-10-49	Muko-gun	Theft	3	1	3
1-11-49	Nishinomiya-shi	Fencing	1	4	1
11-11-49	Akashi-shi	Theft	1		1
15-11-49	Nishinomiya-shi	Theft	1		1
11-11-49	"	Fencing	1		1



*Korean*

REPORT OF INCIDENTS INVOLVING KOREANS

Month of December

Year of 1949

No. involved Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested	Description of Incident	Police Handling
1		1		Breaking into house, stole away clothing	N.R.P.
1	1	1		Cheated cash out of a person by saying that he would fetch tobacco	"
1		1		Cheated ration	MP
1		1		Indoor theft	"
1		1		Cheated by saying that he would pay the price for repairs of bicycle	"
1		1		Bought a stolen bicycle, being aware of the fact.	"
1		1		Brokerage of stolen goods	"
3	4	3	4	Breaking into house, stolen away sweets	"
1		1		Cheating money and 3 other cases	"
1		1		Contract cheating	"
2		2		Eating and drinking without money	"
1		1		Child's cheating	"
8		4		Breaking into earthen warehouse stole away clothing	N.R.P.
3		1		Stole away fabric manufactures	"
1		1		Breaking into house, stole away clothing.	"
1		1		Highway robbery	MP
1		1		Inflicted injury of 1 week's medical treatment.	"
1		1		Fencing	"
3	1	3	1	Stole away Occupation Forces' gasoline.	"
1	4	1	3	Fencing	"
1		1		Stole away money out of handy cash-box	"
1		1		Outdoor theft	"
1		1		Fencing	"



Date of Incident	Location (Shi, Machi, Mura)	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans arrested
17-11-49	Himeji-shi	Theft	1		1
18-11-49	Nishinomiya-shi	Injury	1		1
"	"	Theft	2		2
19-11-49	Mihara-gun	Injury	3		3
21-11-49	Okubo-cho	Theft	3		1
22-11-49	Amagasaki-shi	"	2		2
24-11-49	"	Fencing	2		2
25-11-49	Aioi-shi	Obstruction of enforcement of official duties.	1		1
26-11-49	Amagasaki-shi	Theft	2	2	2
"	Himeji-shi	Cheating	1		1
27-11-49	Nishinomiya-shi	Fencing	1		1
28-11-49	Muko-gun	Theft	1		1
"	Nishinomiya-shi	Robbery	1		1
29-11-49	Ibo-gun	Theft	1	2	1
30-11-49	Amagasaki-shi	Obstruction of enforcement of official duties.			
"	"	Injury	1		1
"	"	"	1		1
"	Naruo-mura	Theft	1		1
"	"	"	1		1
"	"	"	1		1
1-12-49	Innami-gun	"	1	2	1



No. involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested	Description of Incident	Police Handling
1		1		Indoor theft	M.P.
1		1		Inflicted injury of one week's medical treatment.	"
2		2		Outdoor theft	"
3		3		Inflicted injury of 4 weeks' medical treatment.	N.R.P.
3		1		Stole away "sake" out of a brewery	M.P.
2		2		Breaking into earthen warehouse stole away goods.	"
2		2		Fencing	"
1		1		Inflicted violence and obstruction to 2 police officials	"
2	2	2	2	Stole away out of warehouse	"
1		1		Cheated a bicycle	"
1		1		Fencing	"
1		1		Stole away dust-rice and unhulled rice.	"
1		1		Highway robbery	"
1	2	1		Breaking into earthen warehouse, stole away clothing.	N.R.P.
				Inflicted assault and battery to police official	M.P.
1		1		Inflicted injury of 2 weeks' medical treatment.	"
1		1		Inflicted injury of 1 week's medical treatment.	"
1		1		Stole away timber and lumber	"
1		1		"	"
1		1		"	"
1	2	1	2	Breaking into house, attempted to steal away clothing.	N.R.P.



Date of Incident	Location (Shi, Machi, Mura)	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans Arrested
2-12-49	Ako-gun	Theft	1		1
"	Amagasaki-shi	"	2		2
3-12-49	Tsuna-gun	Injury	1		1
"	Aioi-shi	Murder	2		2
"	Sumoto-shi	Injury	1	2	1
4-12-49	Nishinomiya-shi	"	1		1
"	Amagasaki-shi	Theft	1	2	1
"	Innami-gun	"	2		1
"	"	Fencing	1		1
"	Himeji-shi	Murder	1		1
5-12-49	Kakogawa-cho	Injury	1		1
"	Himeji-shi	Theft	1		1
6-12-49	"	"	1		1
"	Naruo-mura	Cheating	1		1
7-12-49	"	Theft	1		1
"	"	"	1		1
"	"	"	1		1
8-12-49	Nishinomiya-shi	"	4		4
9-12-49	Himeji-shi	Violence	1		1
10-12-49	Sasayama-cho	Theft	1	3	1
"	Tsuna-gun	"	1	1	1
"	Ako-cho	"	1		1
"	"	Injury	1		1
"	Itami-shi	Theft	1		1
11-12-49	Nishinomiya-shi	Injury	1		1
12-12-49	"	Theft	1	3	1



No. involved Koreans)	No. involved (Japanese)	Koreans Arrested	Japanese Arrested	Description of Incidents	Police Handling
1		1		Outdoor theft of bicycle	M.P.
2		2		Indoor theft	"
1		1		Inflicted injury of one week medical treatment.	N.R.P.
2		2		Injured, having intention of murder.	M.P.
1	2	1	2	Injured after drinking	"
1		1		Injured of one week medical treatment	"
1	2	1	2	Theft committed indoors.	"
2		1		Broke into the house and stole clothes	N.R.P.
1		1		Fencing	"
1		1		Killed his own father.	M.P.
1		1		Injured waitress after drinking	"
1		1		Theft committed indoors	"
1		1		Theft committed outdoors (bicycle)	"
1		1		Sold faked admission ticket and swindled money.	"
1		1		Stole lumbers	"
1		1		"	"
1		1		"	"
4		4		Shop-lifting	"
1		1		Committed violence on the street.	"
1	3	1	3	In conspiracy with, stole one cart.	"
1	1	1	1	Theft committed indoors.	N.R.P.
1		1		Broke into the house and stole clothes and suits.	"
1		1		Inflicted injury of 2 weeks medical treatment on the face after drinking	M.P.
1		1		Sneak-theft (clothes and suits) and one other offence.	"
1		1		Injury	"
1	3	1	3	Shop-lifting	"



Date of Incident	Location (Shi, Machi, Mura)	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans arrested
12-12-49	Shikama-gun	Theft	1		1
13-12-49	Himeji-shi	Murder	2		2
"	Aioi-shi	Obstruction of enforcement of official duties.	1		1
"	Kawanishi-cho	Cheating	1		1
"	Kasai-gun	Theft	5		3
14-12-49	Himeji-shi	Injury	2		2
15-12-49	Nishiwaki-cho	Theft	1		1
"	Ono-cho	"	1		1
16-12-49	"	Cheating	1		1
18-12-49	Himeji-shi	Murder	1		1
"	Amagasaki-shi	Injury	1		1
19-12-49	Kakogawa-cho	"	1		1
"	Muko-gun	"	1		1
"	"	Theft	1		1
"	Ako-cho	Cheating	1		1
"	Muko-gun	Theft	1		1
20-12-49	Tsuna-gun	Injury	1		1
"	Naruo-mura	Theft	1		1
22-12-49	Himeji-shi	"	1	1	1
23-12-49	Aioi-shi	Injury	1		1



No. involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested	Description of Incident	Police Handling
1		1		Stole cash money	M.P.
2		2		Cutting with dagger, resulted in attempted murder.	"
1		1		Committed violence against station official and injured him.	"
1		1		Received rations illegally	"
5		3		Broke into the house and stole clothes and suits.	N.R.P.
2		2		Injured after argument.	M.P.
1		1		Theft committed indoors (within shop)	"
1		1		Taking advantage of being intoxicated, stole bicycle.	"
1		1		On the pretext of borrowing, swindled bicycles.	"
1		1		Made argument after drinking and attempted to injure with dagger.	"
1		1		Inflicted injury of 3 weeks medical treatment.	"
1		1		Injured after drinking, giving 3 weeks' medical treatment.	"
1		1		Injury needing one week medical treatment and committed 2 other offences.	"
1		1		Stole barrel.	"
1		1		Drinking and eating without payment	"
1		1		Stole radish from a farm.	"
1		1		Injury needing one week medical treatment.	N.R.P.
1		1		Stole angle	M.P.
1	1	1	1	Theft committed outdoors.	"
1		1		Injured	"



Date of Incident	Location (Shi, Machi, Mura)	Type of Incident	No. involved (Koreans)	No. involved (Japanese)	Koreans arrested	Ja ar
23-12-49	Himeji-shi	Theft	1		1	
25-12-49	Muko-gun	Cheating	1		1	
26-12-49	Himeji-shi	Injury	2		2	
27-12-49	Shiso-gun	Theft	4		2	
28-12-49	Muko-gun	"	1		1	
		Violation of economic regulation			214	



No. involved (Koreans)	No. involved (Japanese)	Koreans arrested	Japanese arrested	Description of Incident	Police Handling
1		1		Theft committed outdoors	M.P.
1		1		Stole his way on a train.	"
2		2		Injured other person giving 2 weeks medical treatment.	"
4		2		Broke into the house and stole articles.	N.R.P.
1		1		Stole bicycle	"

214

NRP( 46 )  
M P( 16P )



HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
APO 248 (Kure, Honshu)

24 January 1950

1323

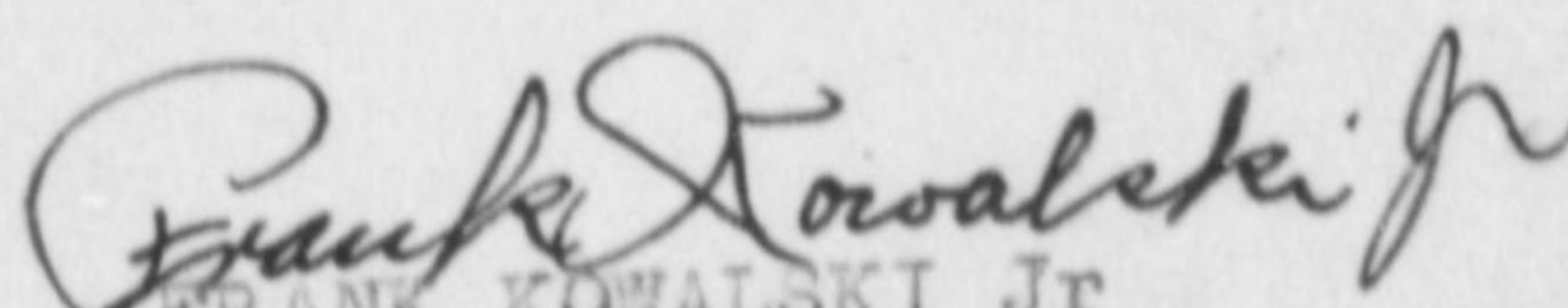
CCAR 319.1 (C-Fu).

SUBJECT: Transmittal of Letter

TO : Supreme Commander for the Allied Powers  
APO 500  
(ATTN: Civil Affairs Section, Legal Government)

The inclosed petitions are forwarded for your information  
and any actions deemed necessary.

- 2 Incls:
1. Petition, Fishing Industry Labor Union.
  2. Petition, family of crew members of No 3 Taiyo-Maru.

  
FRANK KOWALSKI Jr  
Colonel, Inf  
Chief

1 copy NRS  
1 copy DS  
27<sup>th</sup> Jan 50

1932



18 January 1950

To : Commanding Officer,  
Chugoku Civil Affairs Region,  
Kure - HONSHU.

Sir:

We, fishing industry labourers having our base in Shimonoseki, Yamaguchi Prefecture held a grand meeting at the Shimonoseki Fishery Assembly Hall on 18 January 1950 and made the decision as annexed.

The grand meeting was held for the case in which five Japanese fishing-boats fishing on the Yellow Sea and the East China Sea had been captured by a certain country ship in several days from 9 January 1950.

The realization of the items of the decision, which we made at the meeting, would be impossible without your sympathy and help depending upon your profound understanding.

We, fishing industry labourers, obtaining the signatures of intelligent people in the city who attended the said meeting will send the representatives to you.

Such being the circumstances, we respectfully beg you to take a proper steps for this case.

Yours respectfully,

*T. Kinoshita*  
Chief of Zen Nippon Kaifu  
Union Shimonoseki Branch.

*T. Futai*  
Chairman of the Committee  
of Taiyo Gyogyo Gyosenin  
Union.

*T. Sasada*  
Chairman of the Committee  
of Koyo Gyogyo Gyosenin  
Union.

*G. Matsue*  
Chairman of the Committee  
of Nitto Gyogyo Gyosenin  
Union.

Incl /



*M. Hagihara*

Chairman of the Committee  
of Taiyo Gyogyo Shimonoseki  
Shokuin Union.

*C. Homma*

Chairman of the Committee of  
Nichiro Gyogyo Shokuin Union.

*S. Mizuno*

Chairman of the Committee of  
Koyo Gyogyo Shokuin Union.

*K. Yamashita*

Chairman of the Committee of  
Taiyo Gyogyo Jyugyoin Union.

*H. Sugawara*

For the Mayor of the Shimonoseki  
City.

*H. Ichikawa*

Vice-president of Shimonoseki  
Municipal Assembly.

*M. Itikawa*

For the President of Shimonoseki  
Chamber of Commerce & Industry.

*R. Hosokawa*

For the President of Shimonoseki  
Suisan Shinko Association.

*K. Igawa*

Member of the Yamaguchi Prefectural  
Assembly.

*T. Iasegawa*

Chairman of the Committee of Shimo-  
noseki-chiku Labour Union League.

*T. Okamoto*

Chairman of the Committee of  
Nichiro Gyogyo Gyosenin Union.



## Decision

Japanese fishing-boats fishing within what is called the MacArthur Line were unlawfully threatened with the planned power of arms by a suspicious armed patrol-ship (seemingly) of a certain country for days ranging from January 5, 1950 to January 13, 1950, being successively fired with a machine-gun, being pointed at with a pistol, being fired with a rifle (seemingly), etc.

The No.3 Taiyo Maru (a Otter trawler), the No.17 Kiku Maru, the No.11 Tokuhiro Maru, the No.12 Tokuhiro Maru, and the No.39 Taiyo Maru (four two-boat trawlers) - those five Japanese fishing boats in all - were captured together the sixty-six crew members, plenty catch of fish which was the result of their ten and several days' toil, and fishing gears.

Although the No.15 Taiyo Maru and the other eight fishing-boats could escape the unlawful act of danger, the rights of fishery labourers have been trampled on completely.

From the past experiences, the crew members who have been detained must be being given mentally and physically heavy cruelty and must be put in a crucial situation. Such presumption makes us impatient and indignant.

We have become a people who have given up weapons by new constitution regretting our past militarism and self-righteousness and have decided and expressed that we will establish a democratic nation who likes peace.

For the safety of lives, properties, the right of labour of us, fishery seamen who work on the ocean, fighting with cold and



wild waves for twenty to over sixty days, we depend only upon nations' justice and confidence.

It is of a great sorrow for us to know of the cruel, immoral accident of capture when the fishery men were working hard without any worry, because they were operating within what is called the MacArthur Line at that time.

Should we look on with folded arms at such outrage, spend days without taking any steps for it, there would be no fishing boats which will go fishing in so dangerous area of sea and thus the trawling in the western fishing ground would be destroyed and the supply of the albuminous resources would be decreased by about 20%.

The right of living of us, land and sea labourers of the fishing industry, and the decision by the nation who like peace, to contribute for the world peace would perish. Therefore, we, 130,000 fishery labourers who have our base in the Shimonoseki fishing port held this grand meeting with the attendance of the intelligent classes and representatives of labourer bodies.

This meeting concluded general opinion, make the following decision, with which we will make a hearty petition for your favourable consideration and help to realize the items of the decision, depending upon the perfect understanding by G.H.Q., U.S. Army and Navy authorities in Japan, representative of the Japanese nation and the Japanese government offices.



1. The detained crew members, fishing-boats, catches of fish and fishing gears shall be protected perfectly and returned at once.
2. An unlawful act of capture of fishing-boats shall be exterminated.
3. An act of violence threatening the peace of the fishing ground shall be abolished.
4. To secure the post of the fishing industry labourers and the resources of albumen for the nation.

Date : January 18, 1950

THE GRAND MEETING OF THE SHIMONOSEKI  
FISHING INDUSTRY LABOURERS AGAINST  
THE UNLAWFUL CAPTURE OF FISHING-BOATS.



決  
議  
文



従來の経験に鑑みこれら押留漁船員の生命健康に何等の損害も  
に悲慘にも重大な危機にさらされている事を想ひ我等の焦心と悲憤  
は此の上もないのである  
我々は新憲法を通じ従前の軍國主義的獨善行爲の悲を悔い武器を放

棄した國民となり平和を愛好する民主國家の再建を決意し表明した  
のであつて遙か遠洋に出漁し二十日長きは六十有余日を連日海上に  
暴風荒波と闘いつゝ勞働する我々漁船員の先命財産と勞働權の保全  
は唯諸國家の公正と信義に信賴するにあるのみである。

然るに圖らずも今般の如くマツタプーサ、ライン内にあるを以て安  
堵して凡てを忘れ漁獲に精勵しつゝあるその時その場所に於て此の  
不法悲道なる拿捕事件の發生を見たことは實に遺憾に堪えないので  
あつて若し斯くの如き不祥事件を拱手看過して無爲無策に時日を遷  
延するならばかゝる不安な海上に出漁する漁船は金々姿を没して以  
西底曳網漁業は敗壞の已むなきに立ち到り國民の水産蛋白質資源の供  
給は約二〇%を減じ我等水産關係海陸勞働者の生活權と平和を愛好  
し世界平和に貢獻せんとする國民的決意とは破碎せしめられんとし  
ているのである

こゝに於て下關漁港を本據とする水産勞働者一萬三千名は市内有職  
者各位並に勞働團體代表者の參會を加へて本大會を開催しその總意



決 議 文

支那東海、黃海のマツカーサーライン内に於て操業中の日本漁船は昭和二十五年一月九日より十三日に亘る數日の間に不法にも武装した某國警備艇らしい怪船より機銃の連続射撃を受け或は拳銃を操せられ又は小銃らしきもので發砲せらるゝ等計画的な武力の脅迫を受け大型トロール船第三大洋丸並に手繰船第十七喜久丸、第十一徳廣丸、第十二徳廣丸、第三十九大漁丸の五隻は貴重なる六十六の人命と彼等の數十日間勞苦の結實たる多數漁獲物及び漁具と共に拿捕せられ他に第十五大洋丸外八隻は危くその不法なる災厄を免れたと云へども水産労働者の人権はこゝに完全に蹂躙せられたのである從來の經驗に鑑みこれら押留漁船員の生命健康は精神的重壓とともに悲慘にも重大な危儀にさらされている事を想ひ我等の焦心と悲憤は此の上もないのである我々は新憲法を通じ従前の軍國主義的獨善行爲の悲を悔い武器を放

棄した國民となり平和を愛好する民主國家の再建を決意し表明したのであつて遙か遠洋に出漁し二十日長きは六十有余日を連日海上に暴風荒波と闘いつゝ労働する我々漁船員の先命財産と労働權の保全



先 屆 文 議 決

連合軍總司令部

經濟科學局長

勞働課長

天然資源局長

水產部長

吳民事部司令官

小倉第24師團長

米海軍佐世保基地司令官

內閣總理大臣

衆議員議長

參議員議長

農林大臣

運輸大臣

勞働大臣

海上保安廳長官

水產廳長官

門司海上保安本部長

山口縣知事

以上各位



を結集して船<sup>左</sup>の決議をなし連合軍司令部を始め在日米軍當局各位  
並に日本國民代表者諸士及び政府官衛各位の深き御理解に依頼して  
決議事項實現のため絶大なる御配慮と御援助を衷心より懇願する  
一、抑留漁船員並に漁船漁獲物漁具の完全に保護と即時返還  
一、漁船不法拿捕行爲の絶滅  
一、漁場平和を亂す暴力の排除  
一、水産労働者の職場と國民蛋白質資源の確保

右決議す

一九五〇年一月十八日

漁船不法拿捕絶對反對

下關水産労働者大會



興洋漁業漁船員組合  
委員長

日魯漁業漁船員組合  
委員長

日東漁業漁船員組合  
委員長

大洋漁業下關職員組合  
委員長

日魯漁業職員組合  
委員長

興洋漁業職員組合  
委員長



拜 啓

去る一月九日より數日の間に中國東海、黃海に漁撈中の日本漁船五隻が某國船に拿捕された事件につき私共山口縣下關市を根據とする水産労働者は十八日下關水産會館に於て漁船不法拿捕絶對反對大會を開催し別紙の通り決議致しました  
此の決議事項は偏えに貴下の深き御理解に基く御同情と御援助に依頼しなければ到底實現不可能で御座居ます  
私共は當日大會に臨席した市内有識者諸士の署名をも得て貴下に代表者を派遣致しました何卒私共の意をお汲取りの上宜敷御願ひ致します

敬 具

一九五〇年一月一八日

全日本海員組合下關支部

支 部 長

大洋漁業漁船員組合

委 員 長



下關市商工會議所會頭代理

下關水產振興協會會長代理

山口縣縣會議員

下關地區労働組合連盟  
委員長

下關市商工會議所  
下關水產振興協會  
山口縣縣會議員  
下關地區労働組合連盟



大澤漁業從業員組合  
委員長

委員長

下關市漁業協同組合

山口縣漁業協同組合

下關市長代理

下關市市會副議長



(Translation in Japanese)

17 January 1950

SUBJECT: Petition

To: Mr. A. Van Benschoten,  
Legal Government Section,  
Chugoku Civil Affairs Region,  
Kure - Honshu.

I. We most respectfully request you to consider the following matter:-

No.3 Taiyo Maru, the trawler belonging to Taiyo Fishing Co., Ltd., 61 Takezaki-cho, Shimonoseki City, was unlawfully captured by the armed boat of unknown nationality on 12 January 1950 at 0001 hour when she was working in the sea locating to the south of the Saishu Island, Korea, and which is distinctly known to be within the authorized navigational area for the Japanese fishing boat. The occurrence of the accident was confirmed by the report made by Mr. Takeji Oka, the captain of No.15 Taiyo Maru belongs to the said company which arrived in Shimonoseki on 15 January 1950 at 1200 hour, and which gave the most sad and the shocking feelings to us the families of the No.3 Taiyo Maru's crew members.

We have been told that there are four more boats submitted to the capture in addition to No.3 Taiyo Maru.

2. Such being the circumstances, we, with the joint signature of crew members' families, again most respectfully request that you will take into your kind consideration our sad feelings and take steps of help to get back as early as possible the crew members who are being unlawfully and badly treated,

*Incl 2'*



the boat, her catch, and the fishing gears and protect the fishing boats from occurrence of such an abominable accident in the future so that the fishing boats would be able to work within the authorized fishing area.

Yours respectfully,

<u>Name of crew members</u>	<u>Address</u>	<u>Family relation</u>	<u>Name of petitioner</u>
Yoshiyuki Tanizaki	Enoura-cho, Shimonoseki City	Wife	Shizuno Tanizaki
Shinji Yokoo	Kamitanaka-machi, Shimonoseki City	"	Chieko Yokoo
Akishige Nekomura	Higashitsukasa-cho, Shimonoseki City	"	Matsu Nakamura
Masami Nishizono	387 Otsubo-cho, Shimonoseki City	Mother	Nakako Nishizono
Yoshinori Uchida	Higashiotsubo-cho, Shimonoseki City	Wife	Yuki Uchida
Minoru Yoshida	Shizuta-mura, Shimane Pref.	Mother	Sumi Yoshida
" "	Izaki-cho, Shimonoseki City	Aunt	Fumiyo Nishimura
" "	- " -	Wife	Yoshiko Yoshida
Yosoiichi Nagano	Minami-kamijo, Shimonoseki City	"	Komeno Nagano
Toshio Saito	Kamishinchi-cho, Shimonoseki City	"	Emiko Saito
" "	- " -	Mother	Tsuyuko Saito
Kiyotaka Miyahara	Kuniwake-cho, Kagoshima Pref.	Father	Kyoichi Miyahara
Masafumi Arai	Takao, Otsubo-cho, Shimonoseki City	Wife	Yoshiko Arai
Shingo Noritomi	2196 Kansai-cho, Shimonoseki City	Father	Matami Noritomi
Kiyotaka Miyahara	Kuniwake-cho, Kagoshima Pref.	"	Kyoichi Miyahara



<u>Name of crew members</u>	<u>Address</u>	<u>Family relation</u>	<u>Name of petitioner</u>
Tsutomu Murakami	Obama-cho, Fukui Pref.	Father	Makoto Murakami
Shokuro Masano	Toyonishi-mura, Yamaguchi Pref.	Wife	Nui Masano
Hiroshi Ekigohara	Ezu-cho, Shimane Pref.	Mother	Kotoyo Ekigohara
Kazuo Uno	Orio-cho, Yawata City	Father	Toshitaro Uno
Kazuo Miwata	Ishinomaki-shi, Miyagi Pref.	"	Goichi Miwata
Hoshoku Ota	Chofu-cho, Shimonoseki City	Wife	Kiyoko Ota
Tsuneo Matsui	Katami-mura, Chiba Pref.	"	Kazue Matsui
Motonari Nakashima	Senzeki-cho, Yamaguchi Pref.	"	Michiko Nakashima
Yasuji Mano	Saigo-cho, Shimane Pref.	Brother	Mano Kenichi
Yoshinaga Higihara	Hamakazumi-mura, Toyama Pref.	Mother	Aiko Hagihara
Masatoshi Iwanaga	Nagatamoto, Nagano Pref.	"	Teru Iwanaga
Rikizo Takakusa	Yagi-cho, Okayama Pref.	Father	Tomokusa Takakusa
Hisao Shinagawa	Masuda-cho, Shimane Pref.	Brother	Ryoichi Shinagawa
Shigeru Mukai	Nishikatamura, Kagoshima Pref.	"	Tomekichi Mukai
Isamu Sakata	Fukagawa-cho, Yamaguchi Pref.	Father	Magoichi Sakata
Jinichi Ikuma	Nochi-mura, Okayama Pref.	"	Sanai Ikuma
Takaji Kamigama	Makurazaki-cho, Kagoshima Pref.	"	Sumiyoshi Kamigama
Kunichi Kawaguchi	Shinko-mura, Ehime Pref.	"	Katsuta Kawaguchi



昭和二十五年一月十七日

東京海上保安庁 第一水警区 第一水警隊 第一水警隊長 藤田 義典 様

今般濟州島南方の日本郵船航行区域内でトロール漁業に従事してゐた下田市竹崎町六一番  
増大洋漁業株式会社所属トロール汽船第三大洋丸は昭和二十五年一月十二日午前零時頃武  
蔵した船隻不明の怪艇に不法拿捕された事が一月十五日正午下関に入港した同社所属第十  
五大洋丸船長岡竹二氏の報告により確認されましたが私共同船乗組員家族にとり誠に悲痛  
に思はるる事件であります

其の當時同様に不法拿捕された船が他に尙四隻もあると聞及んで居ります

何卒私共の心情を御汲取下さいまして不法な取扱ひを受けてゐる各船の乗組員と船体漁獲

物及漁具を一日も早く返還して頂き今後許可されてゐる区域内を漁業してゐる漁船に對し

ては斯様な不祥事件が起る事なく安全に操業を続けられる様になる事を乗組員家族の連

名を以て御祈り申し上げます 聞中 東たつた 中村 伸一

増大洋行 下関市竹崎町六一番 藤田 義典



谷崎良行 下関市江浦町

妻 谷崎シズノ

中村章茂 下関市東方町

妻 中村マツ

横尾新治 下関市上田中町

妻 横尾新治子

吉田祐 下関市伊予町

妻 吉田芳子

下関市 伊予町

妻 西村文代

島根県 出雲郡 静田村

母 吉田大子

西園正巳 下関市大坪町三八七

母 西園伸子

内田義紀 下関市東大坪町

妻 内田幸一

永野直市 下関市長崎町南上條

妻 永野ユメノ

有藤優夫 下関市上井地町

妻 有藤英子

下関市上新地町

妻 有藤露子

荒井心文 下関市東大坪町馬尾三五

妻 荒井芳子



兼備真吾下開市開西所三九之 父兼備真良

政野亮打山縣豐田新豐西村父之妻 政野又子

宇野和夫八幡市折尾町茨川通西一 父 宇野俊太郎

村上 勉福井縣遠敷郡小浜町竹原西文 村上 誠

太田奉植下吳市長府町以下 妻 太田希子

三輪田和天官成縣石卷市淡南所一 父 三輪田五吉一

中島茂成山縣大津郡仙山町白才專 中島みち子

松井権男千葉市早山町片貝町 妻 松井和枝

金子原博島根縣那賀郡津津町吉原 母 金子原こよ

眞野保三島根縣那賀郡西郷町栗見 眞野健一

岩永正利長崎縣北高津郡長門本八重母 岩永三子

六日天島根縣美濃郡新倉町大字 吉元品川良一



秋保芳長 為縣中新州部清和村母 秋保 愛子

向井重 廣見島村山田郡大田郡父 向井留 孝

吉草力三 五島郡山田郡大田郡父 吉草友作

向平重 廣見島村山田郡大田郡父 向井留 孝

坂田勇 山田郡大田郡深川父 坂田孫一

上金考治 鹿見島村山田郡枕崎町 父上金澄義

川口薰一 愛媛縣宇摩郡村三三八 父川口勝太

上金考治 鹿見島村山田郡枕崎町 父上金澄義

上金考治 鹿見島村山田郡枕崎町 父上金澄義

*[Faint bleed-through text from the reverse side of the page]*



HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
APO 248 (Kure, Honshu)

21 January 1950

CGAR 319.1 (C-Fu)

SUBJECT: Letter of Transmittal

TO : Supreme Commander for the Allied Powers  
APO 500  
(ATTN: Civil Affairs Section, Legal & Government)

The inclosed report from the Taiyo Fishing Company is forwarded for your information.

FOR THE CHIEF:

- 2 Incls:  
1. Report, Taiyo Fishing Company.  
2. Map, Location of Boats.

JAMES R. TRUDEN  
Lt Col. TC  
Deputy Chief

*1 Copy sent to NRS 27th Jan.*  
*1 Copy to DS*



TAIYO FISHING CO., LTD.  
Shimonoseki, Honshu, Japan

17 January 1950

No. 2

SUBJECT: Capture of Fishing-boats

TO: Mr. A. Van Benschoten,  
Legal Government Section,  
Chugoku Civil Affairs Region,  
Kure - Honshu.

1. I beg you to refer our letter dated 13 January 1950.
2. I beg you to revise the letter as follows:-

The No. 18 Kiku Maru, which was thought that she had been captured, returned to the Nagasaki Port on 13 January 1950 at 1500 hour.

3. Information:

- a. Re: No. 18 Kiku Maru (the report by her crew members).

The No. 18 Kiku Maru, while dragging fishing-nets, together with the No. 17 Kiku Maru, the sister boat, sailed away for escape by cutting off her wire rope of the fishing-net, as a suspicious person transmitted into the No. 17 Kiku Maru from a boat suddenly appeared. The No. 18 Kiku Maru tried her best to search for the No. 17 Kiku Maru for about a day in the vicinity in vain, as it was thought that the No. 17 Kiku Maru might escape.

No. 18 Kiku Maru could not make a liaison with her firm as she is not equipped with a wireless apparatus, and returned to her base port without a liaison at all for the above reason.



b. Re: No. 39 Tairyo Maru (talk by a crew member of No. 39 Tairyo Maru who has returned by the sister boat. No. 38 Tairyo Maru)

On 12 January 1950 at 1 a.m., while operating for fishing, where known to be in the vicinity of 32'17" N.L., 126'47" E.L. One of the two-boat trawler approached the No. 39 Tairyo Maru from her stern and circled around her twice, from her stern one armed soldier, about 22 years of age, without a cap on, in U.S. working pants, in a jumper, and in boots came on board her, and threatened with the words of "Hold up your hands, don't make a noise, fasten our ship to the No. 38 Tairyo Maru," pointing a pistol at the crew members working for arranging catches of fish on her deck. It was witnessed, from the name of the ship and her crew members, that the boat which approached and from which the said soldier transferred, was the No. 17 Kiku Maru belonging to Kihei Izutsu of Nagasaki, on which there was another soldier with a pistol in his hand. The said soldier said to her crew members "You were fishing in the area located about 15 miles away from the Saishu Island (in Japanese pronunciation), which is the infringement of the unauthorized area for Japanese fishing boat, therefore, I will take you to the Saishu Island where there is a Japanese government surveillance officer and there you shall be put on trial and after the judgment, you shall be able to return in ten days. This ship shall leave five crew members in maximum in her and the other crew members shall transmit into the No. 38 Tairyo Maru."

Before long, the No. 39 Tairyo Maru approached the No. 38 Tairyo Maru and 5 of 10 crew members of the No. 39 Tairyo Maru transmitted into the No. 38 Tairyo Maru.



No.38 Taiyo Maru was exempted from capture and could arrive at the  
Nagasaki Port on 14 January 1950 at 1230 hour.

4. I beg to present to you a annexed map showing the relations of each  
position of the ships situated at the time of the accident of capture of  
the No. 3 Taiyo Maru.

Yours respectfully,

s/t/ KINOSUKE YAMASAKI  
Managing Director  
Taiyo Fishing Co., Ltd.



Proposed Note to Korean Mission Regarding Seizure  
Subject: of Japanese Fishing Vessels by Korean Authorities

From: DS

To: C/S

Mr. G. Warner/jeg 26-8471  
Date: 19 January 1950

CAS INFO COPY

2

Pursuant to attached memorandum for General Fox there is attached an added action in form of draft telegram to Ambassador Muccio in Seoul. Request approval and return to Diplomatic Section for dispatch.

Incl:  
Draft telegram

Copies to: CA & SR

W.J.S.

~~1433~~  
1433

RECEIVED  
JAN 20 1950  
DIPLOMATIC SECTION



DRAFT

TELEGRAM

RESTRICTED

DS:WJS:hh

FROM: SCAP TOKYO JAPAN  
TO : AMBASSY SEOUL KOREA.....ROUTINE

For Muccio. Following is text of note presented to Korean Ambassador today. It would be appreciated if you would personally take up this matter with President RHEE on good offices basis in endeavor expeditiously settle this problem which is causing considerable unrest and uneasiness in Japanese fishing circles and also complicating Japanese-Korean relations. (Text of note).

SEBALD



DRAFT



HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
APO 248 (Kure, Honshu)

17 January 1950

1449  
CCAR 319.1 (C-Fu)

SUBJECT: Transmittal of Report

TO : Supreme Commander for the Allied Powers  
APO 500  
ATTN: Civil Affairs Section, Legal & Government

The inclosed report from the Taiyo Fishing Company is  
forwarded for your information.

Incl:  
As indicated

*Frank Kowalski Jr*  
FRANK KOWALSKI, Jr.  
Colonel, Inf  
Chief

*1 sent to D.S  
23 Jan 50*

155



January 13, 1950

Mr. A. Van Benschoten,  
Legal Government Section,  
Chugoku Civil Affairs Region,  
Kure - Honshu.

The Petition For Your Honorable Help By  
Which Our Captured Fishing-boats Shall  
be Returned to Us Earliest As Possible

Sir:

I beg to inform you for your favourable help, that the No.3 Taiyo Maru, one of our Otter trawlers belonging to the Shimonoseki Branch of Taiyo Fishing Co., Ltd. and the No.39 Tai-ryo Maru, one of our two-boat trawlers belonging to the Nagasaki Branch of the said company are known that they were captured by an armed Korean ship on January 12, 1950, at about 0001 hour.

It is also informed that the No.11 & 12 Tokuhiko Maru belonging to the Tokushima Suisan Kaisha (a fishing company's name in Japanese), in Fukuoka City and the No.17 & No.18 Kiku Maru belonging to Mr. Kihei Izutsu, in Nagasaki City were also captured respectively on January 9, 1950, at 2 p.m. and on Jan. 12, 1950, at about 0001 hour. The details and the circumstances of the capture are as stated in the annexed papers.

According to the objective views, those fishing-boats have been captured unlawfully by force of arms while they were fishing within the authorized fishing area for Japanese fishing boats. This unlawful act can not be endured by our company itself as well as by the other companies engaging in the same fishing industry, because those fishing-boats have strictly been keeping their fishing within the permitted ground of fishing while observing the orders of G.H.Q., SCAP, and Japanese government offices concerned.

The loss given to our company caused by this accident, is estimated over ¥200,000,000.

On the other hand, it is clear, as you are well aware of, by the experiences in the past that the crews of those ships will be treated with atrocities. Therefore, we are not in a position that we can not let the matter take its own course.

Seemingly the Koreans will speak with usual expression, that the reason of the capture of those fishing-boats is the trespass of what is called the MacArthur Line.

However, the fact is as stated above. What we are willing



to depend upon is the strict and fair judgement by the G.H.Q.  
in Japan.

Such being the fact, I most respectfully request  
you to take matter into your honourable consideration and take  
the steps by which the fishing-boats, the catches of fish as  
well as the crews shall be returned to us as soon as possible.

Yours respectfully,

Kinosuke Yamasaki,  
Managing Director,  
Taiyo Fishing Co., Ltd.



I. Regarding No. 3 Taiyo Maru :

a. Description on the boat :

	<u>Description</u>
Ship's owner	: Taiyo Fishing Co., Ltd.
Fishing base	: Shimonoseki
Type of vessel	: Trawler (steel)
Tonnage	: Gross, 533 ton
Engine	: Diesel 330 H.P. (Nominal) 550 H.P. ( Net )
Dimension	: Length : 50.7 m. width : 8.2 m., depth : 4.5 m.
Fishery Licence No. :	I43
No. of certificate of ship's nationality:	No. 52156
Signal code	: TWDU
Number of crew	: 30
Captain's name	: Masafumi Arai
Date of departure	: 9. Nov. 1949
Quantity of catch (as of 11, Jan. '50)	: 5,800 boxes : 142 tons
Expected date of arrival	: 15, Jan. 1950

b. Report on capture :

Wireless reports received from our No. 28 Taiyo Maru, a trawler operating in the East China Sea, read as follows:-

1. First message (received on 12, Jan. '50 at 9.30 a.m.):

On 12, Jan. at midnight one trawler was captured by a craft, nationality unknown, in the vicinity known to be 32'42" N.L. 126'26" E.L. Details are unknown yet, but the trawler captured was presumed to be our company's No. 3 Taiyo Maru. Further particulars be given to you soon.

2. Second report (received on 12, Jan. '50 at 10.30 a.m.):

On 12, Jan. at midnight, a suspicious craft suddenly appeared and draw near and machine-gunned the said trawler



and then it came alongside her. Our boat took refuge, putting off the boat's lights and lifting the net, among the group of Japanese fishing boats then were operating around there, because the craft shortly afterward proceeded to our boat. Then the craft proceeded to the two-boat trawlers there. The trawler proceeded to the north, and seemingly she was forced to obey the instruction given by someones transferred from the craft. Later we got in touch with all of our company's boats operating by wireless, and we could not receive answer only from No. 3 Taiyo Maru.

2. Regarding No. 39 Taiyo Jaru:

a. Description on the boat :

	<u>Description</u>
Ship's owner	: Taiyo Fishing Co., Ltd.
Fishing base	: Nagasaki
Type of vessel	: Two-boat trawler, steel
Tonnage	: Gross : 55.66 ton Net : 27.85 ton
Engine	: Semi-diesel 115 H.P.
Dimension	: Length : 21.64 m. Width : 4.57 m. Depth : 2.51 m.
Fishery licence No.	: I43
No. of certificate of ship's nationality	: Nagasaki No. 539
Member of crew	: 10
Captain's name	: Kiyoji Matsumoto
Date of departure	: 30, Dec. 1949
Quantity of catch	: 700 boxes: 18 tons
Expected date of arrival:	15, Jan. 1950
Fishing boat register	: NS-2-16

b. Report on capture :

Wireless report which the Nagasaki Branch of our company received from No. 38 Taiyo Maru, the sister boat of No. 39 Taiyo Maru, read as follows:-

I. First message :(despatched by the aforesaid boat on 12, Jan. '50 at 7.54 a.m.):



On 12, Jan. '50 at 2 a.m., No.39 Tairyo Maru was captured by the No.17 Kiku Maru which had seized by Korean soldiers in the No.265 fishing area and she was taken to somewhere. We are en route to Nagasaki and are expecting to arrive in there on 13, Jan. at 3 a.m.

2. Second message: (despatched from the said boat on Jan. 12, '50 at 2.54 p.m.)

No.39 Tairyo Maru which received the order of stop has been captured and taken away while she was fishing in the No.265 fishery area. Our boat has been granted to return home and is en route home. Her arrival home is expected Jan. 13, 1950 at 2 a.m. The Kiku Maru is thought that she had been captured and armed soldiers were on board her.

3. Third message: (despatched by the No.38 Tairyo Maru on Jan. 12, '50 at 3.35 p.m.)

It is thought that five crew members of No.39 Tairyo Maru were taken away to Zuju Island (Saishuto in Japanese) and the rest of her crew has been transferred to our boat.

3. Regarding No.II & No.I2 Tokuhiko Maru:

a. Description on the boat:

	<u>Description</u>
Ship's owner	: Tokushima Fishing Co., Ltd.
Type of vessel	: Wooden two-boat trawler
Tonnage	: No.II Tokuhiko Maru : 67.05 ton No.I2 " " : 66.14 "
Engine	: Semi-diesel 117 H.P.
Captain's name	: No.II Tokuhiko Maru : Masaichi Ogawa No.I2 " " : Masao Ogawa
Port of Registry	: Fukuoka City

b. Report on capture:

One of the fishing boats then operating intercepted the wireless report, on 9, Jan. '50 known to be in the vicinity of No.275 fishing area, from No.II Tokuhiko Maru transmitting that "We are taken to -----", but nothing has been heard since. This was reported to Mr. Yoneda, the inspector aboarding the navigational area inspection boat No.II Akebono Maru.







Handling and transmission of literal plain text of this message as correspondence of the same classification has been authorized by the War Department in accordance with the provisions of paragraphs 16-C, 18-E, 53-A, 53-D (1) (2) (3), and 60-A (1) (2) (3) (4), AR 700-5, 6 March 1946

RESTRICTED / 90909

/020/00/308

C-54501

SEAF TOKYO JAPAN  
EMBASSY SEOUL KOREA.....ROUTINE

19 JAN 50  
3 Korea

T1022

Per Succio.

Following is text of note presented to Korean Ambassador today. It would be appreciated if you would personally take up this matter with President Rhee on good offices basis in endeavor expeditiously settle this problem which is causing considerable unrest and uneasiness in Japanese fishing circles and also complicating Japanese-Korean Relations:

The Diplomatic Section of General Headquarters, Supreme Commander for the Allied Powers, presents its compliments to the Korean Diplomatic Mission in Japan and has the honor to refer to its notes of April 29, June 7, September 24 and December 14, 1949, regarding the seizure of Japanese fishing vessels on the high seas by Korean ships, and the Mission's note of December 22, 1949, stating that the matter had been referred to the competent authorities in Korea.

It has not been reported to General Headquarters that several additional Japanese fishing vessels have been seized by a Korean patrol boat while engaged in fishing operations in international waters upon the high seas. This information indicates that the following Japanese ships, together with their crews, were among those seized:

The Iaino MARU No. 3, 533 tons, carrying approximately 6,000 cases of fish, seized at midnight January 12-13, 1950. Eyewitness accounts of the seizure indicate that machine gun fire was employed by the Korean patrol vessel.

The Iaino MARU No. 39, 55 tons, the Iokuhira MARU No. 11, 67 tons, the Iokuhira MARU No. 12, 67 tons, and the Aika MARU No. 17, tonnage unascertained, seized between midnight and two a.m., January 12-13, 1950.

As the Mission has been repeatedly informed in the previous communications under reference, Japanese fishing activities on the high seas are governed entirely by directives issued by the Supreme Commander and these directives are subject to enforcement only by him as the sole executive authority for the Allied Powers.

In the present instance it would appear from reports available to General Headquarters that the five Japanese fishing vessels above mentioned were seized on the high seas. The Diplomatic Section, on behalf of the Supreme Commander, must therefore add to its previous protests of similar action taken by the Korean authorities. It is accordingly requested that the Mission convey to the Korean Government the desire of the Supreme Commander that such seizures cease immediately and that the seized vessels and their crews be returned forthwith to Japan, together with a full report of the circumstances surrounding each seizure. Should such report indicate that Japanese vessels violated the Supreme Commander's directive by proceeding outside the limits of the authorized fishing area, the responsible persons will be appropriately dealt with by the competent authorities in Japan.

RESTRICTED  
INFORMATION COPY

CA INFO COPY



RESTRICTED

FROM: SCAP, TO BRASIS SEUL ICHEA

10/245/08/1er 19 JANUARY 50

OFFICIALS

APPROVED:

S.D. ROSS  
Brigadier General, AGC  
Adjutant General

*fw*  
*m* S.J. SHALL  
Chief  
Diplomatic Section

Info copies for  
C/S  
C/IC  
COMNAVFR  
BR  
CA

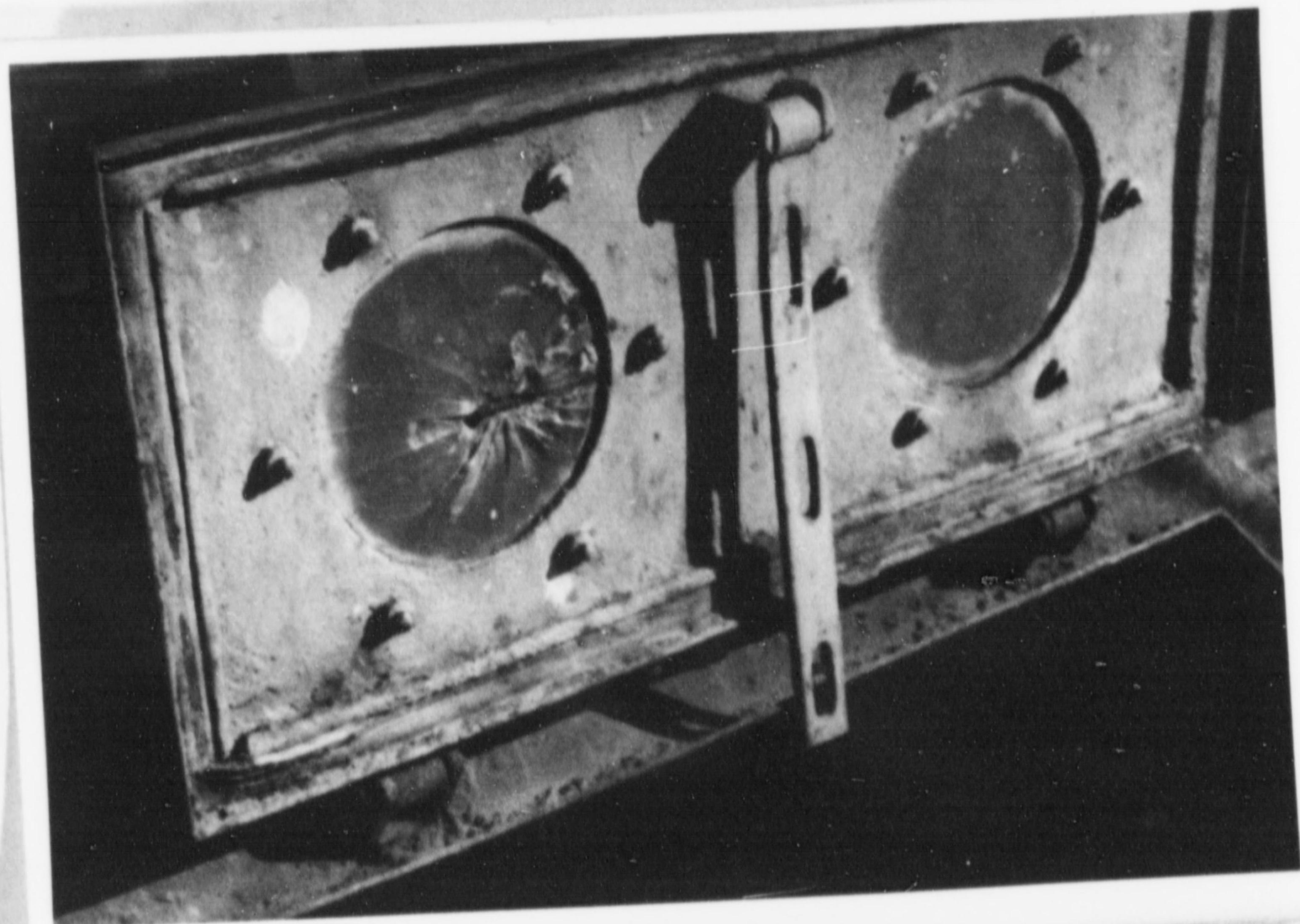
S/S: Above telegram approved by C/S  
on 19 Jan 50 for dispatch to  
Embassy, Seoul

GW 26-2471



RESTRICTED



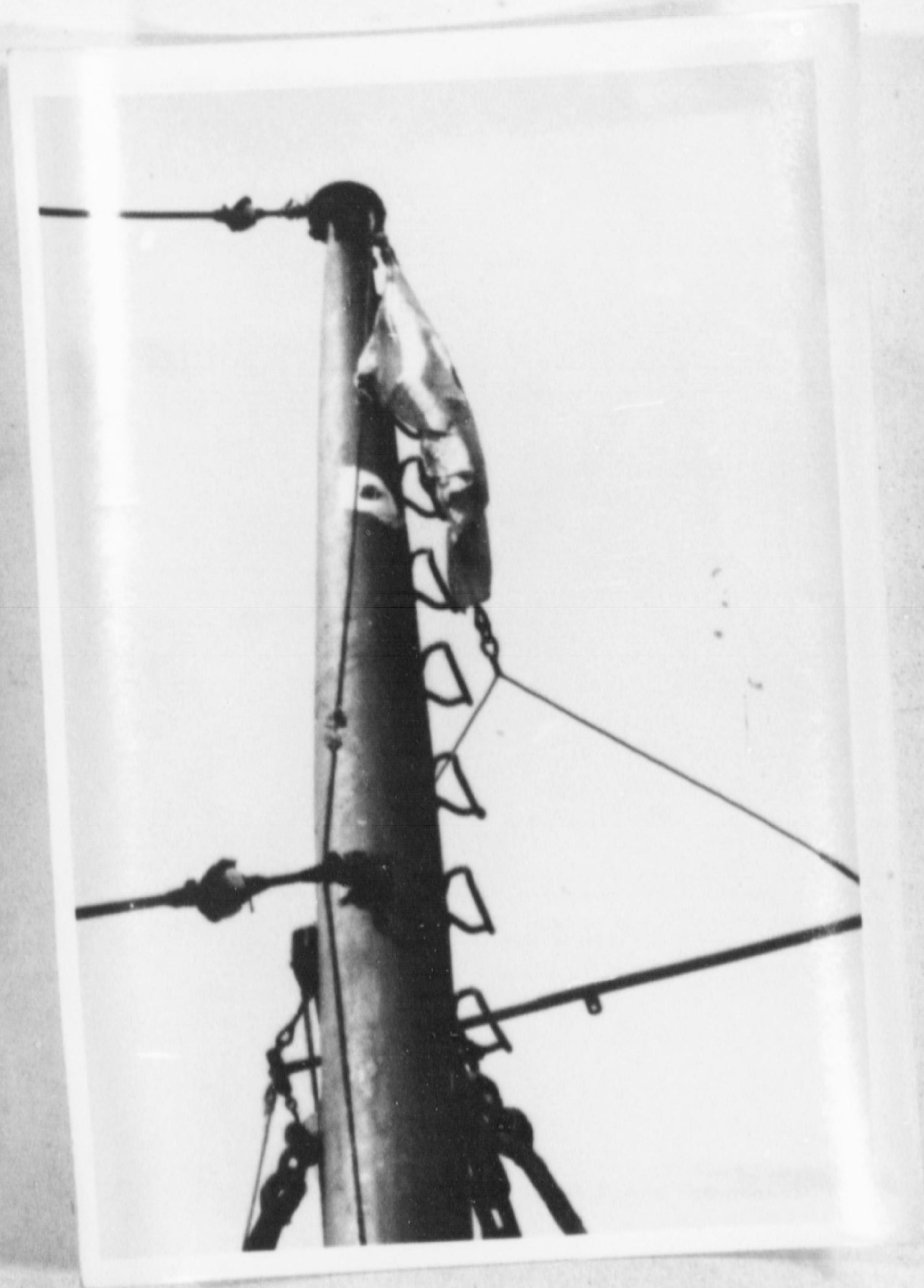




sky-light of engine room

機関室上部  
天窓  
一枚  
厚痕



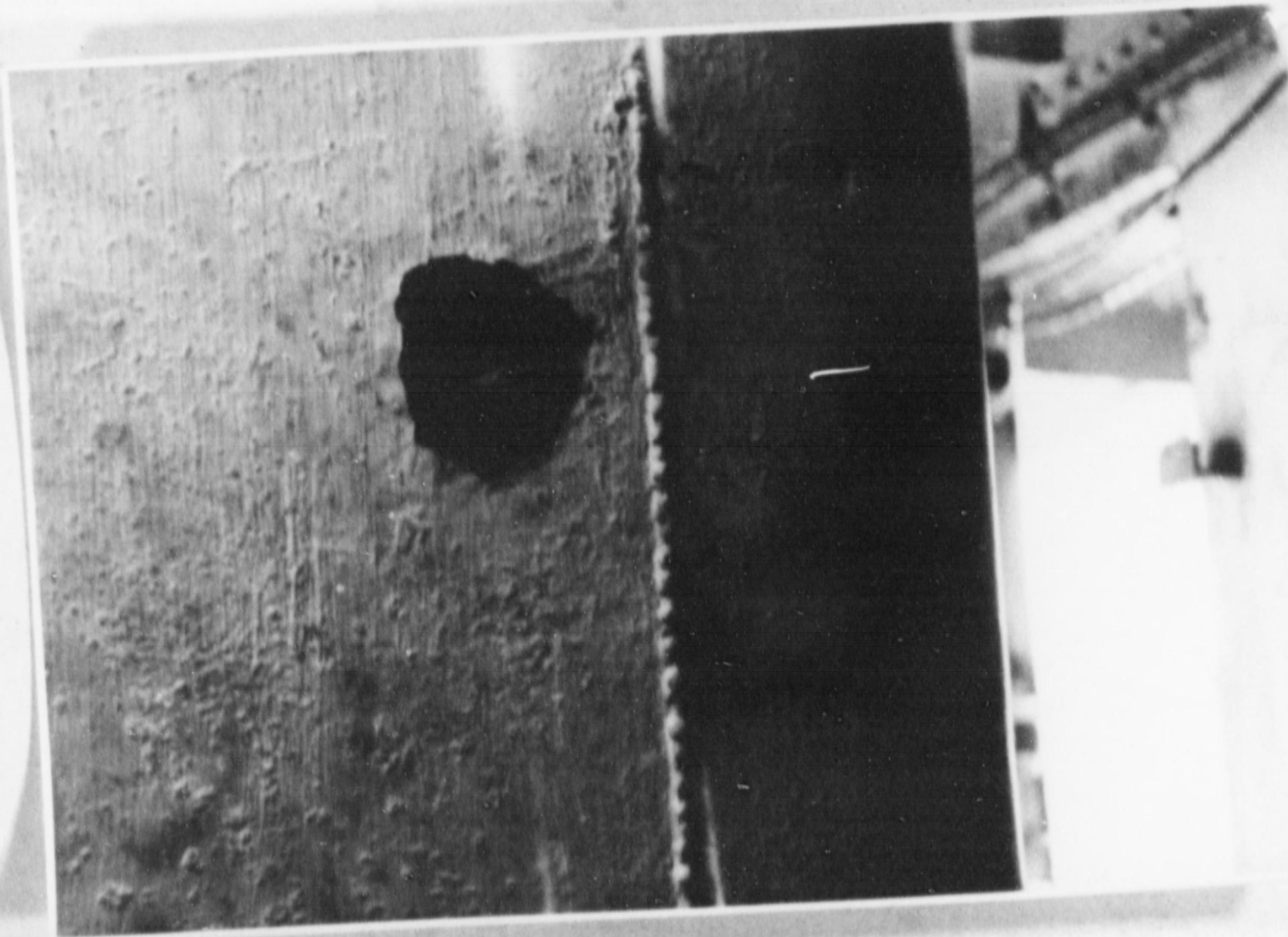




Stern mast

後部マスト、  
機銃弾痕



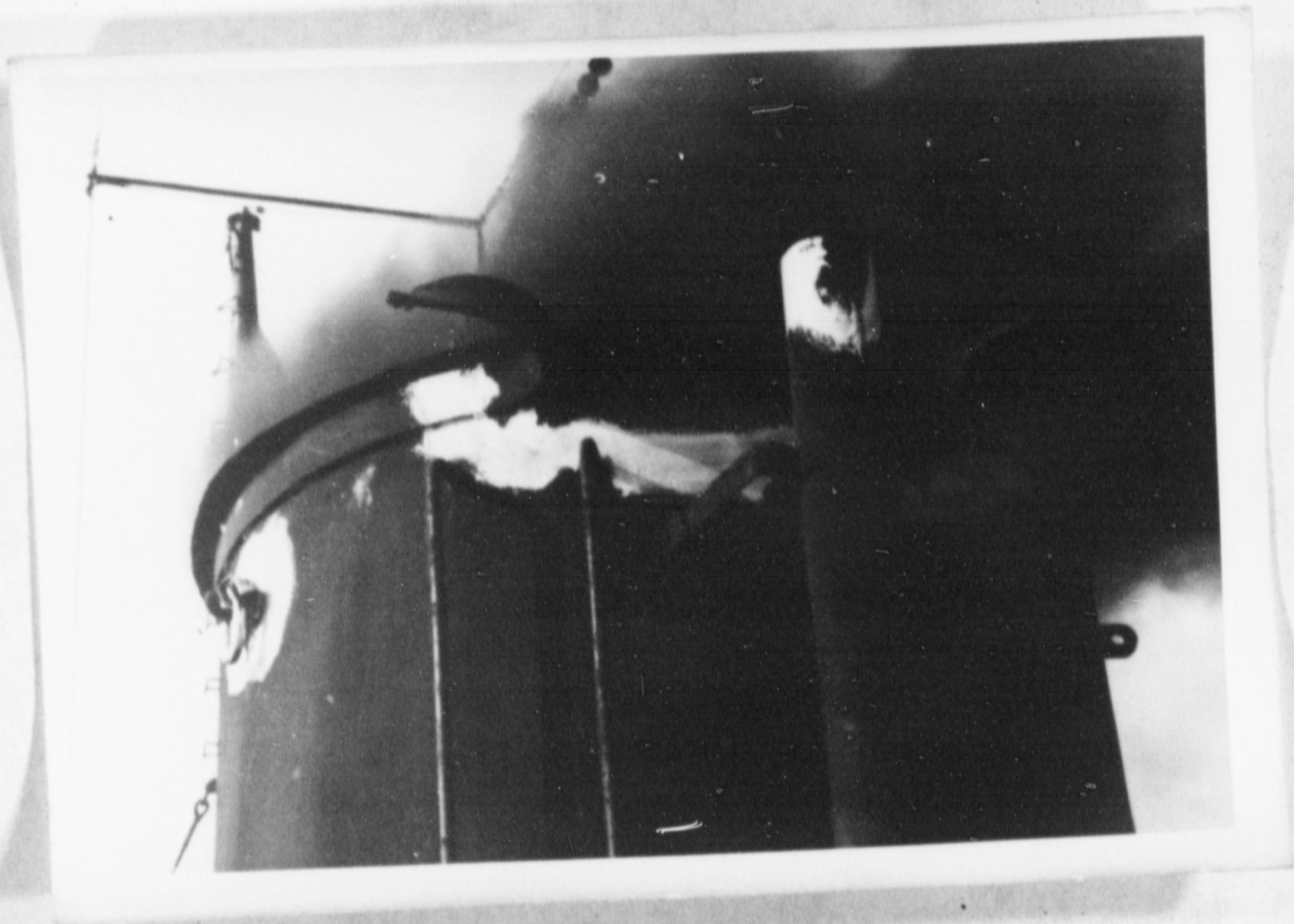




Pantry

料理場 後壁 彈痕  
外部板 貫通 之 彈







steam whistle of the  
stack

煙突及汽笛上部被銃彈  
命中彈痕在右舷側寫入







front bridge

船橋前部、彈痕  
船橋後部、  
船上貫通



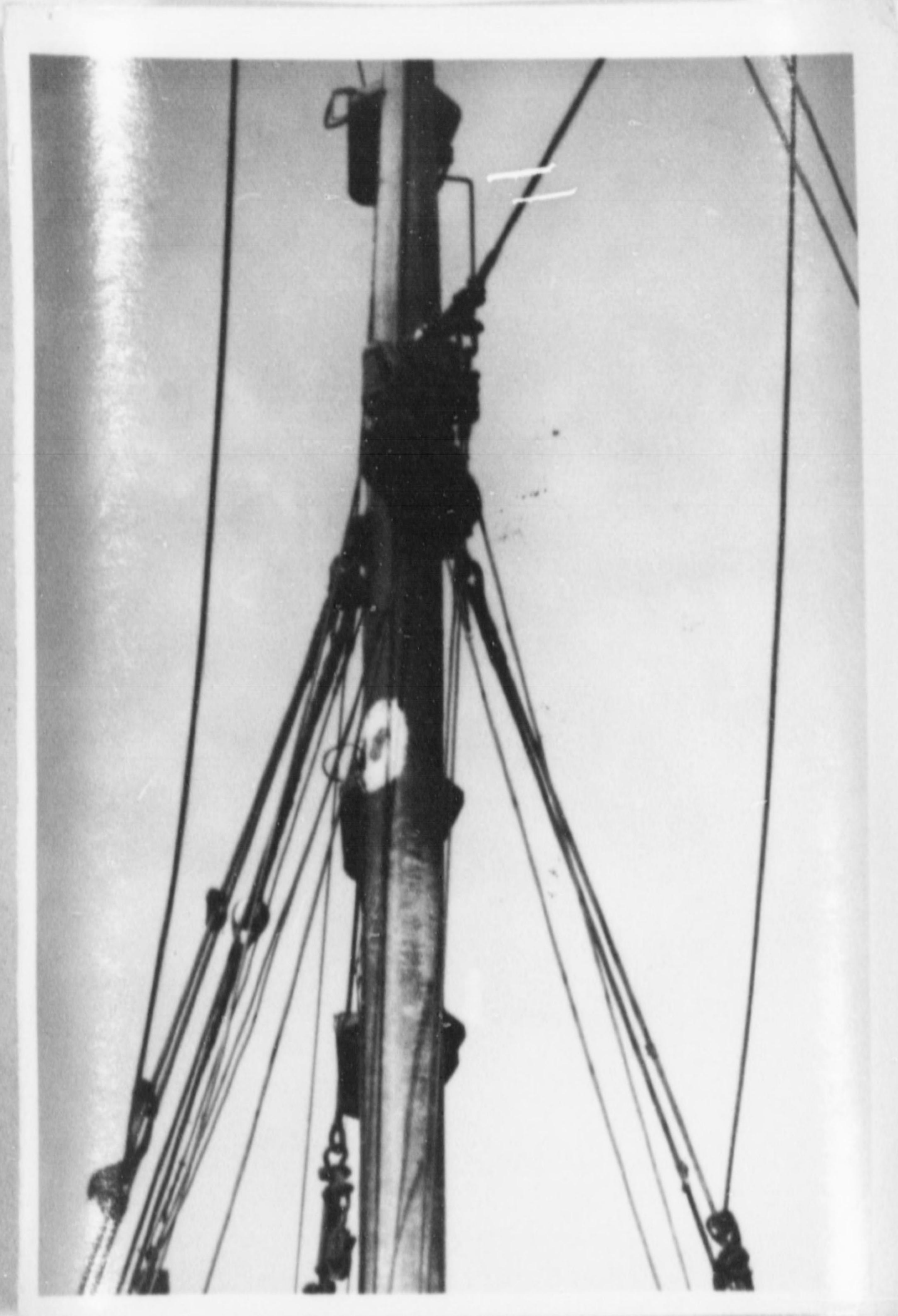




bullet exploded in the  
Chief engineer's room

機関長室へ宛て命中、  
炸裂弾痕一部。







端  
「マスト」  
= 命中  
彈痕

fore-mast

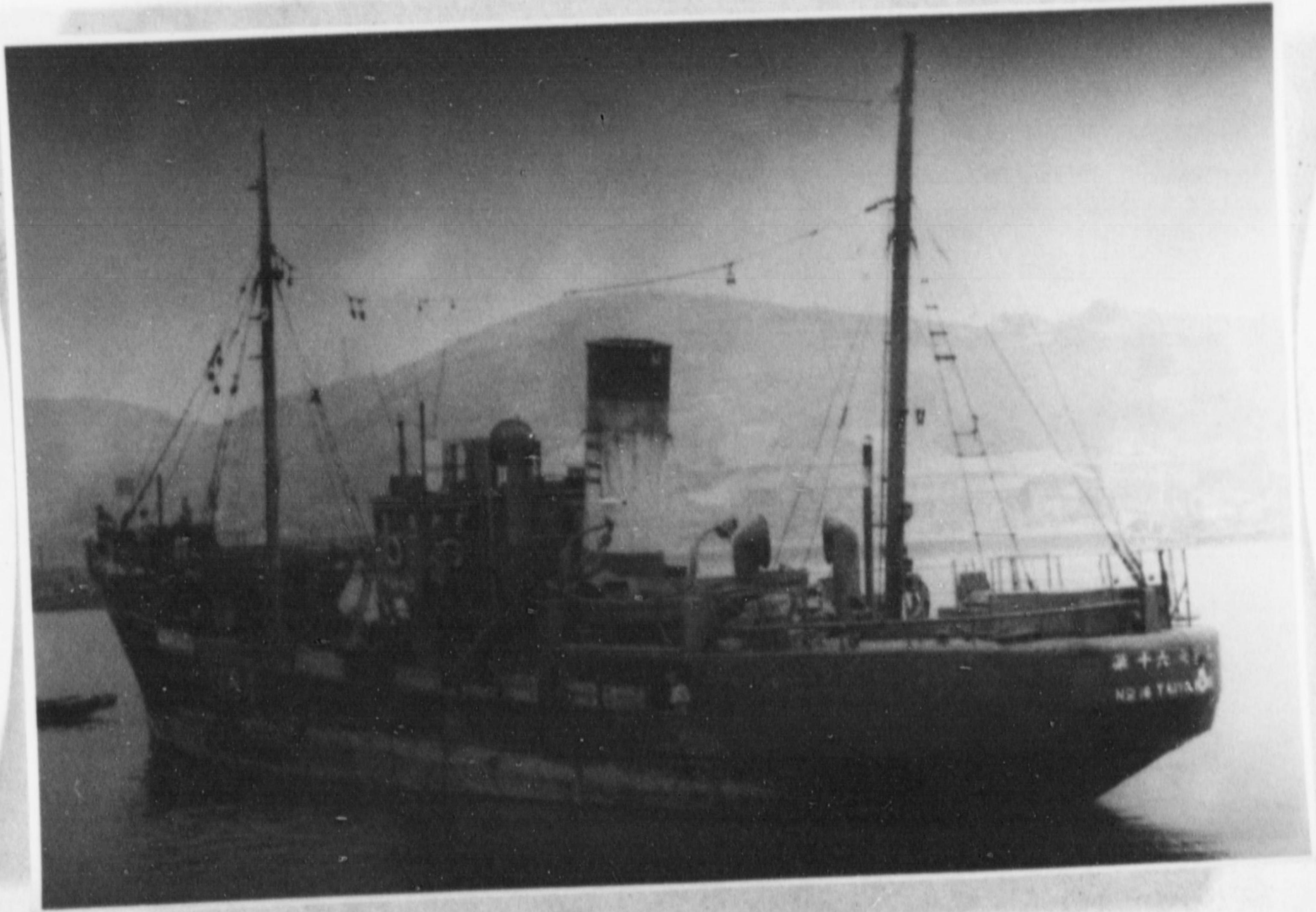






船橋上部無線アンテナ  
引込線ノ破子ニ機銃彈命中







Whole view of No. 16 Taiyo Maru

六  
大  
洋  
丸  
全  
景







*Stern mast*

後檣 = 命中彈痕







Storn bilge strake penetrated by  
37 mm gun, inside of which chief  
engineer's room located

後部外板ノ貫通彈痕  
(三ミリ砲)ニシテ此ノ内部  
ハ機長室ナリ







top side of stack  
(machine-gun bullet)

煙突上部機械彈痕7後部3字不







upper part of  
lowest window  
at the right side  
of bridge companion  
way

上部貫通  
彈痕三三此彈  
船橋前方

船橋後部  
卷上  
貫通  
機銃



Mr. G. Warner/jcg

26-8471

Proposed Note to Korean Mission Regarding Seizure  
of Japanese Fishing Vessels by Korean Authorities

S 522.8

DS

C/S

17 January 1950

1  
1370  
1. Forwarded for approval of Chief of Staff in accordance with conversation between Major General Fox (DC/S) and Mr. Warner (DS), is draft of note (Tab A), in which Lt Col Schenck (NR) has concurred, which Diplomatic Section proposes to dispatch to Korean Diplomatic Mission in protest of latest reported seizures of Japanese fishing vessels by Korean authorities. Natural Resources Section plans to submit details of seizures as soon as relevant material is collected.

2. Request approval and return of draft note for transmission to Korean Mission.

1 Incl:  
Tab A

Copies to:  
NR  
CA

W.J.S.

CA INFO COPY



D R A F T

The Diplomatic Section of General Headquarters, Supreme Commander for the Allied Powers, presents its compliments to the Korean Diplomatic Mission in Japan and has the honor to refer to its notes of April 29, June 7, and December 14, 1949, regarding the seizure of Japanese fishing vessels on the high seas by Korean ships, and the Mission's note of December 22, 1949, stating that the matter had been referred to the competent authorities in Korea.

It has now been reported to General Headquarters that several additional Japanese fishing vessels have been seized by a Korean patrol boat while engaged in fishing operations in international waters upon the high seas. This information indicates that the following Japanese ships, together with their crews, were among those seized:

The Taiyo Maru No. 3, 533 tons, carrying approximately 6,000 cases of fish, seized at midnight January 12-13, 1950. Eyewitness accounts of the seizure indicate that machine gun fire was employed by the Korean patrol vessel.

The Tairio Maru No. 39, 55 tons, the Tokuhiro Maru No. 11, 67 tons, the Tokuhiro Maru No. 12, 67 tons, and the Kiku Maru No. 17, tonnage unascertained, seized between midnight and two a.m., January 12-13, 1950.

As the Mission has been repeatedly informed in the previous communications under reference, Japanese fishing activities on the high seas are governed entirely by directives issued by the Supreme Commander and these directives are subject to enforcement only by him as the sole executive authority for the Allied Powers.



In the present instance it would appear from reports available to General Headquarters that the five Japanese fishing vessels above mentioned were seized on the high seas. The Diplomatic Section, on behalf of the Supreme Commander, must therefore add to its previous protests of similar action taken by the Korean authorities. It is accordingly requested that the Mission convey to the Korean Government the desire of the Supreme Commander that such seizures cease immediately and that the seized vessels and their crews be returned forthwith to Japan, together with a full report of the circumstances surrounding each seizure. Should such report indicate that Japanese vessels violated the Supreme Commander's directive by proceeding outside the limits of the authorized fishing area, the responsible persons will be appropriately dealt with by the competent authorities in Japan.



GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

AG 560 ( 31 Dec 49)CPC/FP  
SCAPIN 7030-A

31 December 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Vessels of Korean or Unknown Registry  
Detained by the Japanese Government

1. The Japanese Government is hereby directed to submit a full and complete report listing all vessels of Korean or unknown registry which are being detained in Japan for alleged illegal entry, or other alleged breach of Japanese laws or regulations and which have not been legally confiscated.
2. The report shall include a complete description of each vessel, its condition, location, and the circumstances regarding the seizure.
3. The above report shall be submitted to Civil Property Custodian, General Headquarters, Supreme Commander for the Allied Powers, within forty-five (45) days from the date of this memorandum.

FOR THE SUPREME COMMANDER:

K. B. BUSH  
Brigadier General, AGD  
Adjutant General



AG 546 JAN 16 1950 CAS-L

Seizure of Japanese Fishing Vessels

Howard D. Porter  
26-5891

JAN 16 1950

Civil Affairs

Diplomatic Section

Comeback Copy to Civil Affairs Section - Legal & Gov't Div.

1. Reference Radio 42842, Chugoku Civil Affairs Region, dated 12 January 1950.

2. On 14 January Chugoku Civil Affairs Region reported that they had been informed by TAIYO FISHING Co., as follows:-

"#18 KIKU MARU returned to home port NAGASAKI, NAGASAKI-KEN at 1300 hours on 13 January; #38 TAIRIO MARU returned to NAGASAKI at 1600 hours on 13 January.

Ownership of the five vessels seized are as follows:-

TAIYO FISHING Co.

#3 TAIYO MARU  
#39 TAIRIO MARU

TOKUSHIMA SUISAN MARINE PRODUCTS Co., - HAKATA

#11 TOKUHIRO MARU - 67 Tons  
#12 TOKUHIRO MARU - 67 Tons

IZUTSU KIHEI COMPANY - NAGASAKI

#17 KIKU MARU

The time of seizure was again confirmed as between 0000 and 0200 hours on the 12th of January.

Soldiers which boarded #38 TAIRIO MARU were wearing steel helmets, American style summer uniforms and were armed with pistols and light machine guns."

0133



Info. copy to National Resources.



HDP

COPIED COPY TO LEGAL & GOVERNMENT SECTION, CIVIL AFFAIRS

AG 546 JAN 14 1950 S-L

Seizure of Japanese Fishing Vessel

Howard D. Porter  
26-5891

Civil Affairs

Diplomatic Section

JAN 14 1950

1. Chugoku Civil Affairs Region states that at noon, the 13th of January, they received a telephone call from the TAIYO Fishing Co. as follows:

"A telegram was received by the company from #38 TAIRIO MARU on 12 January at 1454 hours. The contents were as follows: 'at 0200 hours 12 January #39 TAIRIO MARU at 260 fishing district was taken away by an unknown vessel which could not be distinguished whether it was a guard boat or pirate. This ship, #38 TAIRIO MARU, is on the way back and it is expected to be back by 0200 hours on 13 January 1950.'

The company received another telegram from #38 TAIRIO MARU from Nagasaki at 1538 hours as follows: 'at 0200 hours when this ship was engaged in fishing this ship received an order to stop. #39 TAIRIO MARU alone was taken away. This ship was allowed to go back and return. There were five people taken aboard the #39 Tairio Maru and it seemed that it was taken to Saishu Island in Korea.'

The company reported the descriptions of the vessels as follows:-  
#3 TAIYO MARU, a trawler, tonnage 533 tons, type diesel engine 550 hp., license #143, ship #52156, cargo 5850 cases of fish, left home port 9 November 1949, expected to return 15 January 1950, number of crew, 30; #39 TAIRIO MARU, ship #58122, gross tonnage 55 tons, port of registry, Nagasaki, type YOKIDAMA engine 115 hp., cargo 700 cases of fish, left home port 30 December 1949, expected to return 15 January 1950, number of crew, 10."

2. Chugoku Civil Affairs Region received a telephone call from the TAIYO Fishing Co., at 1530 hours, 13 January, as follows:

"Six ships were taken away:

- |                      |                      |
|----------------------|----------------------|
| 1. #3 TAIYO MARU     | 4. #12 TOKUHIRO MARU |
| 2. #39 TAIRIO MARU   | 5. #17 KIKU MARU     |
| 3. #11 TOKUHIRO MARU | 6. #18 KIKU MARU     |

These were taken away approximately between 0000 hours and 0200 hours 12 January 1950, approximate location long. 126° 26', lat. 32° 42'. Believe that these boats were taken to SAISHU Island, long. 126° 15', lat. 33°. The company cannot get in contact with the boats and they do not know where they are."

0013

