Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

GHQ/SCAP Records (RG 331, National Archives and Records Service)

Description of contents

(1) Box no. 276

(2) Folder title/number: (23)
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(3) Date: Apr. 1950 - July 1950

(4) Subject:

Classification	Type of record
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(5) Item description and comment:

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

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TRANSPORTATION FILES 1 5 3

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No:

Subject: Personnel travelling Outside of Japan

Date: 16 July 1950

FROM: G-2

TO: T/Intell Div
CI Div
MIS Div
PSD
Exec & Coord.

PHONE:
NAME:

Comment Number 1

1. Effective this date, no individual will be placed on temporary duty, detached service or given duty or travel outside of Japan without the prior approval of the Assistant Chief of Staff, G-2.

2. Requests for such assignment, temporary duty or detached service, will be submitted by Division Chiefs with a justification for the necessity for such action.

W.M.I.

RECEIVED JUL 1950 CIS PSD

19574 PSD

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TRANSPORTATION I
B 503
F 2 0 1 0

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

WMI/AAM/gw

File No: **Subject:** Procedures Governing the Preparation and Movement of Units to Korea. **Date:** 24 Aug 1950

FROM: G-2 Ex **TO:** Exec Gp, T/Intel, CI Div, MIS Div, Hist Div, PSD **PHONE:** 26-6169 **NAME:** Maj Maykovich

Comment Number

Attached as Inclosure 1 is Ltr, Hq, Eighth Army, subject as above, dated 21 Aug 50, for your information. 1

1 Incl:
As stated

W.M.I.

PSD

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COPY

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

AGGP

21 August 1950

SUBJECT: Procedures Governing the Preparation and Movement of Units to Korea.

TO: See Distribution

1. Commanders of units alerted for movement, or under orders for movement from stations in Japan to Korea, will comply with instructions contained herein.

2. Preparation for Movement. Commanders are referred to the provisions of SR 55-720-1 (AFR 75-75) dated 7 November 1949 which will be used as a guide in preparing and processing units for movement.

3. Movement Orders. Movement orders, being the authority for the movement, are the basis for appropriate actions by all concerned in the movement. In the event of conflict between instructions contained in the movement order and other current directives, the provisions of the movement order will govern in all instances. Movement orders will include:

a. Appropriate reference to this letter.

b. The readiness date established for the movement.

c. The equipment to be taken from present station (TO & E, T/A).

d. The shipment number assigned for the movement (See 5 below).

e. Other information pertinent to the movement.

4. Supplies.

a. Units will move with complete allowances of clothing and equipment as authorized by appropriate TO&E and T/A unless otherwise specified.

b. Shortages will be filled to the maximum extent from station stocks prior to requisitioning on Eighth Army Depots. Shortages will not be made up from post, camp and station property unless expressly approved by this headquarters.

c. Post, camp and station property held by units will be turned in to the appropriate station supply officer, prior to departure from home station.

d. Commanders will obtain at home station, sufficient quantity of "K" rations for consumption by the unit in the rail and water portion of the journey.

e. Five (5) days operational type ration will be obtained and accompany units in addition to "B" rations specified above. Operational rations will not be used during movement except in emergency.

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f. Use of galley facilities on vessel for preparation of "B" ration will be coordinated with the ships Master as prescribed in Section III, paragraph 2, Circular 30, this headquarters, dated 15 June 1950.

g. Units will obtain at home station and move with five (5) days of Class II, III, IV supplies and two (2) basic loads of Class V.

5. Packing and Marking of Equipment.

a. Instructions relating to packing and marking procedures may be found in Section II, SR 55-720-1; use of shipment number assigned by the movement order is also explained therein.

b. Vehicles will be marked on top and sides with a five (5) pointed white star, the size and location of which is prescribed in AR 850-5, dated 10 Feb 1945, as amended.

6. Transportation Arrangements.

a. Promptly upon receipt of alert or warning orders, commanders will submit detailed requirements for the rail and water movement of their unit to the Transportation Section, Movements Control Division, this headquarters. (Telephone: 2-0004 or 2-0101) The following information will be included:

(1) Personnel and cargo of the unit.

(2) Shipping point.

(3) Date available for movement.

(4) Equipment which cannot be transported by rail due to size or rail limitations.

(5) Destination (if security permits).

(6) Date shipment should reach destination (if security permits).

b. Upon receipt of above information, unit commanders will be advised of the selected mode of transportation and properly instructed in further actions to be taken in completing details of the movement, as follows:

(1) Water movements. Necessary instructions as to procedure in booking shipments.

(2) Rail shipments. Procedure to be followed in contacting and making necessary arrangements with local RTO.

(3) Highway shipments. Procedure to be followed, in contacting and making detailed arrangements with the command or truck unit designated by this headquarters to accomplish movement.

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c. In all cases unit commanders will advise the carrier (port, railway or motor command) of the possible date of movement and projected work load.

d. Promptly upon receipt of movement orders unit commanders will contact local RTO, truck unit and/or the designated port commander in accordance with instructions received under b above, and submit the following information in detail:

(1) Shipping Point.

(2) Date and time available for movement.

(3) Destination.

(4) Shipment number (as assigned in the movement order).

(5) Personnel and cargo to be moved.

7. Advance Detachments.

a. Twenty-four (24) hours prior to the arrival of the unit at the port area, the unit commander or his designated representative will report to the Port Officer at the Port of Embarkation prepared to furnish information as to number of personnel, number of vehicles by type, weight and cube of other equipment and supplies to accompany unit during water movement.

b. A liaison officer, or an advance party in the case of larger units, will be dispatched from the unit to arrive at the oversea Port of Debarkation twenty-four (24) hours in advance of the unit, to assist in arrangements for proper reception. Such liaison officers will be prepared to furnish information as to status of unit equipment, number of personnel, number and type of vehicles, weight and cube of other equipment and supplies to be unloaded at the oversea Port of Debarkation. The advance movement of the liaison officer will be coordinated with the Commanding Officer, 507ist Transportation Medium Port Co, Kobe Port Command or 2nd Transportation Medium Port, as appropriate.

8. Reports.

Unit commanders are responsible that the following reports are made to this headquarters.

a. Date and hour unit departed last (permanent) station.

b. Date and hour unit closed POE.

9. Enroute Aboard Vessels.

The provisions of section III, Circular 38, this headquarters, date 15 June 1950, regarding interference with operation and/or changing of destination of vessels, will be strictly complied with.

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AGCP
Subject: Procedures Governing the Preparation and Movement of Units to Korea.

10. Personnel.

Procedure governing personnel processing will be in accordance with Section V, SR 55-720-1. "Ineffectives" will be transferred to the Eighth Army Training Center (Pipeline) APO 613. Special orders thus issued will include a statement of current status and location (if known) of each person so transferred.

11. Counseling and Assistance in Personal Affairs.

Reference Section V, Paragraph 55, SR 55-720-1.

a. All unit personnel will be urged to attend to personal affairs prior to departure from home station.

b. Dependents or private automobiles will not accompany units to Korea. Dependents of personnel ordered to Korea will receive mail through the designated dependents mail section.

c. The procedure for return of dependents, automobiles, and household goods to the United States will be explained to all concerned.

d. Automobiles and personal effects may be stored at designated areas at each station at the discretion of station commanders. Personnel will be advised of the possibility of loss or damage for property thus stored, for which the government cannot ensume liability.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

/s/ Melvin M. Herman
MELVIN M. HERMAN
Lt Colonel AGC
Asst Adjutant General

Distribution:

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TRANSD PSD FILES 8/12 3 4 7 1 2

G-2, GHQ
INTER - OFFICE MEMORANDUM

AAM/adl

(For use within G-2 only)

700

File No: **Subject:** Travel to X Corps Area **Date:** 23 Oct 50

FROM: G-2 Adm

TO: Exec Gp, MIS Div, T/Intel, Hist, CI Div, PSD, JSOB

PHONE: 26-6169

NAME: Maj Maykovich

Comment Number

For your information. 1

1 Incl:
C/N fr G1, subj
as above,
22 Oct 50

- - - - - - - - - - - - - - - - - - W. M. I. - - - - - - - - - - - - - - - -

PSD

CIS PSD OCT 1950 RECEIVED

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COPY

GENERAL HEADQUARTERS
FAR EAST COMMAND
CHECK SHEET

Miss Hecht
26-5928

(Do not remove from attached sheets)

File No: Subject: Travel to X Corps Area

Note No. From: G-1 To: All Staff Sections Date: 22 Oct 50

1

1. The following radio from Commanding General X Corps is quoted for information:

"With exception of personnel assigned in Korea, request all entry into X Corps area be subject to X Corps clearance. After receipt of clearance, ETA radio should be dispatched and departure for X Corps area should be delayed 24 hours after ETA dispatch. Transportation within X Corps area extremely limited at present. All personnel coming should bring bedroll, full canteen and C rations, since these items are present only in current rqmts."

2. In view of the above request the following procedure will be followed:

a. G1 will dispatch one (1) radio per day to CG X Corps for clearance at approximately 1630.

b. Upon receipt of clearance from X Corps requests will be forwarded to AG for orders, such orders to cite radio granting clearance.

c. G1 will dispatch one radio per day to CG X Corps advising the ETA of personnel cleared for entry at approximately 1630. Individuals will not be permitted to depart until 24 hours after dispatch of ETA radio.

3. Individuals will take their own bedroll, full canteen and C rations as requested by X Corps radio quoted above.

4. All sections are requested to disseminate the above information to all personnel traveling to the X Corps area, and to submit requests for such travel in sufficient time to permit G1 to comply with the CG X Corps request.

/1/ WAB

- W. A. B. - - - - - - - - - - - - - - - - -

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JN-0-37

C H E C K S H E E T

CW/JN/JW/CFG/vs

Subject: Draft Legislation

Capt. Guida
25-6075

Note No. From: Govt Sec To: G-2/PSD Date: 2 February 1950

1 1. Immediate introduction of the attached draft bill in the Diet is proposed by the Ministry of Transportation.

2. Your prompt comment is requested.

1 Incl
Partial Amendments to Ministry
of Transportation Establishment
Law, etc.

C.W.

From: G-2 To: GS G-2/PSD/HEP/sd
Date: 4 Feb 1950

2 G-2/PSD offers no objection to subject legislation.

1 Incl
w/d

C.A.W.

MEMO FOR RECORD:
GS by CN No. 1 Subj. "Draft Legislation" dated 2 Feb 50 req comments on draft legislation which partially amends: (1) M/T Establishment Law, authorizing the M/T to carry out research on matters within its jurisdiction and establishes the Transportation Technical Research Institute for this purpose, (2) procedures of the Mariners' Employment Security Council. Subject draft does not affect MSA activities and is not of primary interest to PSD/G-2. This C/N No. 2 informs GS that PSD/G-2 offers no objection to this legislation. Incl in PSD files.

HEP 26-5915

G-2/PSD/HEP/sd - PSD File Copy HEP

file under Transportation

6 R

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

Bill for Partial Amendments to the Ministry of Transportation Establishment Law, etc.

Article 1. The Ministry of Transportation Establishment Law (Law No. 157 of 1949) shall be partially amended as follows:

The following one item shall be added next to Article 4 paragraph 1 item (49):

(49-2) To carry out plans, tests, experiments, investigations and studies relating to its responsibilities and also carry out plans, tests, experiments, investigations and studies by the request of the general public;

The following one item shall be added next to Article 22 paragraph 1 item (15):

(15-2) Technical plans, tests, experiments, investigations and studies;

Article 24 paragraph 1 item (6) shall be deleted.

Article 26 paragraph 1 item (6) shall be amended as follows:

(6) Deleted

In Article 29, "Shipbuilding Laboratory" shall be amended as "Transportation Technical Research Institute."

Article 31 shall be amended as follows:

(Transportation Technical Research Institute)

Article 31. The Transportation Technical Research Institute shall be an organ for plans, tests, experiments, investigations and studies concerning the following items:

(1) Vessels, marine engines and rigging;

(2) Ports and harbors, waterways, canals within port areas and reclamation, draining and utilization of public-owned waters within port areas;

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

(3) Facilities, rolling-stock, signal and safety appliances and other machines and tools used for railways, tramways, ropeways and trolley buses;

(4) Uses of motor vehicles and substitute fuel equipment for light vehicles and motor vehicles.

2. The Transportation Technical Research Institute may, as far as it does not hinder the execution of proper business, carry out plans, tests, experiments, investigations and studies on matters as provided for by each item of the preceding paragraph by the request of the general public.

3. The Transportation Technical Research Institute shall be established in Tokyo-To and its branch institute in Osaka-Shi and Yahata-Shi.

4. The Transportation Technical Research Institute shall have three vice-chiefs.

5. The vice-chiefs shall adjust the business of the institute assisting the chief of the Transportation Technical Research Institute.

6. The internal subdivisions of the Transportation Technical Research Institute and the branch institute shall be provided for by Ministry of Transportation Ordinance.

In Article 38 paragraph 1,

" Special District Mariners' Employment Security Councils (In case where the scope of activities of the said Council covers the areas of jurisdiction of not less than two Regional Maritime Bureau)	To conduct research and deliberation, in response to inquiries of the Minister of Transportation, upon important matters relating to the mariners' employment security of special districts as provided for by the Mariners' Employment Security Law; "

shall be deleted.

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In Article 44, "and the Special District Mariners' Employment Security Council (in case where its scope of activities covers only a part of the area of jurisdiction of a Regional Maritime Bureau)" shall be deleted.

Article 2. The Mariners' Employment Security Law (Law No. 130 of 1948) shall be partially amended as follows:

In Article 57, paragraph 3 shall be deleted: paragraph 4 shall be amended as follows and the same paragraph shall be made paragraph 3: paragraph 5 be made paragraph 4 and paragraph 6 be made paragraph 5:

3. The Central Mariners' Employment Security Council and Local Mariners' Employment Security Councils shall make investigations and deliberations on matters as provided for by paragraph 1 in response to the inquiry by the Minister of Transportation and by the chief of the Regional Maritime Bureau respectively: and further, they may present their views to the administrative agencies concerned as occasion demands.

In Article 57, paragraph 7 shall be amended as follows, and the same paragraph shall be made paragraph 6 and paragraph 8 be made paragraph 7.

6. Members of the Mariners' Employment Security Council shall be appointed from among those persons representing shipowners and mariners and from among persons of learning and experiences by the Minister of Transportation with respect to members of the Central Mariners' Employment Security Council and by the chief of the Regional Maritime Bureau with respect to members of the Local Mariners' Employment Security Council.

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In Article 57 paragraph 9, "and Special District Councils once or more per month respectively," shall be deleted and the same paragraph shall be made paragraph 8 and paragraph 10 be made paragraph 9.

Supplementary Provision:

This Law shall come into force as from April 1, 1950.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

In Article 57 paragraph 9, "and Special District Councils once or more per month respectively," shall be deleted and the same paragraph shall be made paragraph 8 and paragraph 10 be made paragraph 9.

Supplementary Provision:

This Law shall come into force as from April 1, 1950.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

Rec. orig & 1.

DRAFT

Note No. From: PSD/G-2 To: GS Date: 4 Feb 1950

2 G-2/PSD PSD/G-2 offers no objection to subject legislation.

1 Incl w/d C.A.W.

MEMO FOR RECORD:

GS by CN No. 1 Subj. "Draft Legislation" dated 2 Feb 50 req comments on draft legislation which partially amends: (1) M/T Establishment Law, authorizing the M/T to carry out research on matters within its jurisdiction and establishes the Transportation Technical Research Institute for this purpose, (2) procedures of the Mariners' Employment Security Council. Subject draft does not affect MSA activities and is not of primary interest to PSD/G-2. This C/N No. 2 informs GS that PSD/G-2 offers no objection to this legislation. Incl in PSD files

HEP 26-5915

2 G-2/PSD/HEP/sd - PSD - G-

comments on draft legislation which partially amends: (1) M/T Establishment Law, authorizing the M/T to carry out research on matters within its jurisdiction and establishes the Transportation Technical Research Institute for this purpose, (2) procedures of the Mariners' Employment Security Council. Subject draft does not affect MSA activities and is not of primary interest to PSD/G-2. This C/N No. 2 informs GS that PSD/G-2 offers no objection to this legislation. Incl in PSD files

HEP 26-5915

2 G-2/PSD/HEP/sd - PSD File copy
- G-2 File copy

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G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No: **Subject:** Travel of Allied Personnel on Japanese Ferryboats **Date:** CIS/PSD/HEP/sm 25 May 1950

FROM:	TO:	PHONE: / NAME:	Comment Number
Col Pulliam	Col Bratton	26-5915	1

1. PSD recommendations regarding subject matter have been made only after careful consideration of all factors by qualified personnel of the Maritime Safety Branch, PSD. PSD is in complete accord with established policy and the CofS decision to which CTS takes exception.

2. Background material is furnished for your information.

3. C/N 3 from CTS to G-4 is the third paper relative to travel of Allied personnel on Japanese ferryboats to originate from CTS. The first paper recommended (1) inspection of ferryboats to be the responsibility of 8th Army and (2) 8th Army utilize the Maritime Safety Agency to the fullest extent in accomplishment of inspections. G-2 and G-4 nonconcurred in the proposed action because (1) cited data failed to establish that a problem exists, (2) Japanese ship safety laws, as a whole, are comparable to US laws, (3) 8th Army budget included no provision for proposed inspection service, (4) full utilization of MSA personnel by 8th Army would interfere with the program for safety of all Japanese vessels and would be a duplication of inspections being conducted by MSA.

4. The second paper recommended substantially the same as the first. G-2 and G-4 again nonconcurred for reasons stated above. The CofS disapproved the recommended action of CTS for the reasons (1) no additional information was given to show the existence of a problem, (2) the cited data indicated the calculated risk to be one which the C-in-C could reasonably be expected to accept for Occupation personnel in accomplishment of the Occupation mission.

5. This paper, C/N 3, is a rehash of previously submitted informational data, opinions, etc. For your information the following comment reference C/N 3 is made by paragraph:

2a. US law regarding stowage of life jackets leaves determination of accessible places to the discretion of the Inspector and/or Master and does not make stowing in any particular place mandatory because of the varying types and class of vessels.

2b. The CofS in approving G-4 C/N 1 agreed that travel on these ferryboats was an acceptable "calculated risk."

2c. Investigation of this collision has been conducted by the Commissioner for the Court of Inquiry of Marine Disasters. Several officers of the two vessels are presently being tried by the Maritime Court for negligence. There is no evidence that safety precautions or life-saving equipment were inadequate or that additions thereto would have resulted in less loss of life. Since there was only a 10 per cent loss of life the CTS statement "had passengers been on board in the railroad

PSD File Copy CIS/PSD/HEP/sm

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Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No: | Subject: Travel of Allied Personnel on Japanese Ferryboats | Date: CIS/PSD/HEP/sm 25 May 1950

FROM: Col Pulliam | TO: Col Bratton | PHONE: 26-5915 | NAME:

Comment Number

cars, it is hardly probable that they would have survived" appears to be a guess. The RTO informs PSD that Allied railroad passenger cars are not transported by this ferry service. — 1 (cont'd)

2d. Grounding is attributed to improper navigation by the CTS. No loss of life is noted, nor is any inadequacy of safety measures or equipment cited. Since the vessel proceeded under her own power to destination after being freed by the tide it was obviously stable and the statement that "had the seas been rough the result could have been much different" appears without basis in fact.

3. Subject paper throughout has been ferryboats. Quoting a news article covering 16,288 Japanese merchant marine vessels is not believed too appropriate. The article makes no mention of loss of life nor does it allege any lack of safety laws, precautions or equipment. Of the above vessels 1,377 are passenger vessels which carried approximately 116 million passengers in the calendar year '49. Casualty statistics are 30 dead, 80 unknown, presumed drowned. None of these were Allied personnel. Any number of marine casualties could be cited showing Japanese casualties small as compared to other maritime nations.

6. C/N 3 requires no answer. G-4 forwards C/N 3 to G-2 for consideration of any action deemed appropriate. Recommend initialing C/N 5 and dispatch to G-4.

7. Col Bratton, Mr. Richers, CTS, is at the bottom of all these papers. Primarily, safety features is none of his business. We had difficulty with him concerning the Pilots Law and Pilots Association organization. He now has his nose in our fire fighting equipment on land. If appropriate, think I will put a fog-nozzle on his nose if he sticks it out too far.

1 Incl
C/N 5 fr G-2 to G-4, subj as above, dtd 22 May 50

-H.E.P.-

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0740

Travel of Allied Personnel on Japanese Ferryboats

PSD File

From: G-4 To: G-2 Gen Eberle, 26-6171
Attn: Gen Willoughby Date 18 MAY 1950

4 1. The contents of preceding C/N 3 are referred for your consideration as to any action which may be appropriate, with particular respect to the matter of life preservers mentioned in paragraph 2a.

2. Please return these papers to G-4 when they have served your purpose.

1 Incl
n/c

CIS/PSD/HEP/sm

- G. L. E. - - - - - - CIS/PSD/HEP/sm - -

From: G-2 To: G-4 Date: 22 May 1950

HEP

5 1. Reference file is returned as requested.

2. a. "General Rules and Regulations for Vessel Inspection, OSCG, Aug 1944, Bay, Sounds, Lakes, other than the Great Lakes," Part 98 - Ferryboats, are quoted in part:

> "All life preservers shall be distributed in the most accessible places, where they can be reached at all times."

b. Accordingly, stowage of life preservers on US ferryboats is at the discretion of the Inspector.

3. The Maritime Safety Agency, Ministry of Transportation has been advised that the car deck of ferryboats is considered a logical place for

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

5 (cont'd) storage of an appropriate percentage of life preservers on board.

1 Incl
n/c

- -C.A.W.- - - - - - - - - - - - -

MEMO FOR RECORD:

1. Transportation Sec by C/N 1 to G-4 thru G-1, subj, "Travel of Allied Personnel on Japanese Ferryboats," dtd 31 Mar 50, recommended (1) that all Japanese ferryboats be placed Off Limits to Allied personnel except for official business or urgency, (2) that the most frequently used Japanese ferryboats be inspected to determine deficiencies based on USCG materiel standards and (3) that passengers aboard railway cars transported on ferryboats detrain while the ferryboat is enroute.

2. G-1 by C/N 2 to G-4 concurred in so far as command action is necessary.

3. G-4 by basic C/N 1 to CofS, subj as above, dtd 21 Apr 50 recommends disapproval of proposed action by TS for reasons that (1) proposed action is reversal of approved trends, (2) existence of safety problem is doubtful, (3) lack of funds to bring Japanese ferryboats to meet USCG materiel standards and general inconvenience to passengers.

4. G-2 concurred with G-4 C/N 1 par 3 above for the following reasons:

a. Loss of life during period Jan-Sep 1949 was 2/10000 of one per cent of passengers carried.

b. PSD/G-2 is conducting periodic and occasional inspections of vessels in question.

c. Inspection by Maritime Safety Engineer PSD/G-2 of 2 of 11 ferryboats failed to disclose deficiencies as indicated in TS report.

d. During 4 years of Occupation there has been no casualties to Occupation personnel while on Japanese ferryboats.

e. Continued use of Japanese ferries by Occupation personnel is desirable and warranted. No serious safety problems exist and the calculated risk is negligible.

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

5 (cont'd) storage of an appropriate percentage of life preservers on board.

4. PSD will continue to advise and guide the Maritime Safety Agency to increase effort on vessel inspection, safety precautions and equipment standards in order to insure the maximum of safety to life and property.

1 Incl
n/c

- -C.A.W.- - - - - - - - - - - - -

MEMO FOR RECORD:

1. Transportation Sec by C/N 1 to G-4 thru G-1, subj, "Travel of Allied Personnel on Japanese Ferryboats," dtd 31 Mar 50, recommended (1) that all Japanese ferryboats be placed Off Limits to Allied personnel except for official business or urgency, (2) that the most frequently used Japanese ferryboats be inspected to determine deficiencies based on USCG materiel standards and (3) that passengers aboard railway cars transported on ferryboats detrain while the ferryboat is enroute.

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Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

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G-2, GHQ
INTER-OFFICE MEMORANDUM

(For use within G-2 only)

File No: | **Subject:** Travel of Allied Personnel on Japanese Ferryboats | CIS/PSD/RTB/HEP/sm **Date:** 25 Apr 50

FROM: PSD **TO:** G-2 **PHONE:** 26-5916 **NAME:** Lt Col Battey

Comment Number

1

1. Transportation Section by C/N 1 to G-4 thru G-1, subj, "Travel of Allied Personnel on Japanese Ferryboats," dtd 31 Mar 50 (Incl 1), recommends (1) that all Japanese ferryboats be placed Off Limits to Allied personnel except for official business or urgency, (2) that the most frequently used Japanese ferryboats be inspected to determine deficiencies based on USCG material standards and (3) that passengers aboard railway cars transported on ferryboats detrain while the ferryboat is enroute.

2. G-1 by C/N 2 to G-4 concurred in so far as command action is necessary.

3. G-4 by basic C/N 1 to CofS, subj as above, dtd 21 Apr 50 recommends disapproval of proposed action by TS for reasons that (1) proposed action is reversal of approved trends, (2) existence of safety problem is doubtful, (3) lack of funds to bring Japanese ferryboats to meet USCG material standards and general inconvenience to passengers.

4. The 1,377 Japanese passenger and cargo-passenger vessels within the purview of the Ship Safety Law and the Maritime Safety Agency, and including those passenger ferries referred to in proposed letter (Tab B), carried a total of 66,918,055 passengers during the period Japnuary-September 1949, with a loss of life to 148 persons in 4 marine disasters; 2/10,000 of one per cent.

5. Under PSD/G-2 guidance the Maritime Safety Agency is currently conducting scheduled intermediate, periodic and occasional inspections of the 1,377 vessels referred to in para 4 above for the purpose of certifying as to their safety.

6. Subsequent inspection by a Maritime Safety Engineer of PSD/G-2, 2 of the 11 ferryboats noted in proposed letter (Tab B), failed to disclose deficiencies materially affecting safety as indicated in inspection report (Tab A).

7. During 4 years of Occupation there has been no reported loss of life of Occupation personnel while passengers on Japanese ferries.

8. Continued use of Japanese passenger ferries by Occupation personnel is desirable and warranted. No serious safety problems exist and the calculated risk is negligible.

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Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

G-2, GHQ
INTER-OFFICE MEMORANDUM

(For use within G-2 only)

File No: | **Subject:** Travel of Allied Personnel on Japanese Ferryboats | CIS/PSD/RTB/HEP/sm 25 Apr 50 **Date:**

FROM: PSD **TO:** G-2 **PHONE:** 26-5916 **NAME:** Lt Col Battey

Comment Number

9. Recommend G-2 concurrence by initialling C/N 1, G-4 to CofS, subj, "Travel of Allied Personnel on Japanese Ferryboats," dtd 21 Apr 50 and dispatch to CofS. — 1 (Cont'd)

1 Incl
C/N 1 fr G-4 to CofS, subj as above, dtd 21 Apr 50 w/1 incl

H.E.P.

Permanent Record—Do not Detach

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

0591

G-2, GHQ
INTER-OFFICE MEMORANDUM

(For use within G-2 only)

File No:	Subject:	Travel of Allied Personnel on Japanese Ferryboats	Date:	CIS/PSD/RTB/HEP/s 25 Apr 50
FROM: PSD	TO: G-2	PHONE: 26-5916 NAME: Lt Col Battey		Comment Number

1. Transportation Section by C/N 1 to G-4 thru G-1, subj, "Travel of Allied Personnel on Japanese Ferryboats," dtd 31 Mar 50 (Incl 1), recommends (1) that all Japanese ferryboats be placed Off Limits to Allied personnel except for official business or urgency, (2) that the most frequently used Japanese ferryboats be inspected to determine deficiencies based on USCG material standards and (3) that passengers aboard railway cars transported on ferryboats detrain while the ferryboat is enroute. 1

2. G-1 by C/N 2 to G-4 concurred in so far as command action is necessary.

3. G-4 by basic C/N 1 to CofS, subj as above, dtd 21 Apr 50 recommends disapproval of proposed action by TS for reasons that (1) proposed action is reversal of approved trends, (2) existence of safety problem is doubtful, (3) lack of funds to bring Japanese ferryboats to meet USCG material standards and general inconvenience to passengers.

4. The 1,377 Japanese passenger and cargo-passenger vessels within the purview of the Ship Safety Law and the Maritime Safety Agency, and including those passenger ferries referred to in proposed letter (Tab B), carried a total of 66,918,055 passengers during the period Japnuary-September 1949, with a loss of life to 148 persons in 4 marine disasters; 2/10,000 of one per cent.

5. Under PSD/G-2 guidance the Maritime Safety Agency is currently conducting scheduled intermediate, periodic and occasional inspections of the 1,377 vessels referred to in para 4 above for the purpose of certifying as to their safety.

6. Subsequent inspection by a Maritime Safety Engineer of PSD/G-2, 2 of the 11 ferryboats noted in proposed letter (Tab B), failed to disclose deficiencies materially affecting safety as indicated in inspection report (Tab A).

7. During 4 years of Occupation there has been no reported loss of life of Occupation personnel while passengers on Japanese ferries.

8. Continued use of Japanese passenger ferries by Occupation personnel is desirable and warranted. No serious safety problems exist and the calculated risk is negligible.

PSD File

CIS/PSD/HEP/sm

Permanent Record—Do not Detach

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No:	Subject: Travel of Allied Personnel on Japanese Ferryboats	Date: CIS/PSD/RTB/HEP/sm 25 Apr 50
FROM: PSD	TO: G-2	PHONE: 26-5916 NAME: Lt Col Battey

	Comment Number
9. Recommend G-2 concurrence by initialling C/N 1, G-4 to CofS, subj, "Travel of Allied Personnel on Japanese Ferryboats," dtd 21 Apr 50 and dispatch to CofS.	1 (Cont'd)
1 Incl C/N 1 fr G-4 to CofS, subj as above, dtd 21 Apr 50 w/1 incl	
- -H.E.P.- -	

Permanent Record—Do not Detach

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

COPY

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CHECK SHEET Maj Benford, 26-7493

Subject: Travel of Allied Personnel on Japanese Ferryboats

From: G-4 To: C of S Date: 21 Apr 1950

1 1. Transportation officer, GHQ submits two proposals (ref Incl 1 with Tabs A, B and C) as follows:

a. A directive to CG Eighth Army requesting the following:

(1) That Japanese owned and operated ferryboats be placed "Off Limits" to all Allied personnel.

(2) That an inspection be made of certain Japanese owned and operated ferryboats to determine what deficiencies exist and what will be required to bring them up to reasonable standards using U.S. Coast Guard standards as a criteria.

b. Another directive to CG Eighth Army requesting an order be published proposing the following:

(1) That Allied passengers traveling in railroad passenger cars transported on ferryboats will proceed immediately to the passenger space assigned on ferryboats as soon as the railroad car has been secured.

2. With reference to proposals contained in para 1a above:

a. Occupation force personnel are using Japanese owned and operated ferryboats for transportation for both duty and leave travel. These ferryboats are generally maintained at comparable safety standards as are required for U.S. shipping in comparable passenger service.

b. Since the beginning of the Occupation of Japan, Allied personnel have taken a calculated risk in traveling aboard these ferryboats without reported loss of life. Prohibiting the use of these by this personnel will result in a loss to the Japanese Economy.

c. With G-2 Public Safety Division Guidance, the Japanese Maritime Safety Agency is currently conducting shceduled inspections of these vessels for the purpose of maintaining standards required by Japanese Ship Safety Laws. The above cited agency is considered to be the proper agency qualified to perform desired inspections and require ferryboat owners to maintain desired standards.

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Incl 1

Declassified E.O. 12065 Section 3/402/ NNDG NO. 775009

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CHECK SHEET

Maj Benford 26-7493

Subject: Travel of Allied Personnel on Japanese Ferryboats

From: G-4 To: C of S Date: 21 Apr 1950

1 (cont.) d. Requiring Eighth Army to inspect Japanese ferries is a duplication of effort and would impose an additional burden upon that command which has neither been budgeted for, nor provided for in troop basis.

e. Bringing Japanese ferries up to material standards required by U. S. Coast Guard would require expenditure of funds for which no provision has been made.

3. With reference to proposals contained in Para lb above:

a. G-4 does not oppose submission of this directive, but it is doubtful that the safety features gained would outweigh the inconvenience caused to sleeping passengers at night.

4. G-4 feels that:

a. Proposed action (Para la above) constitutes a reversal of all approved trends.

b. Based on past experience, it is doubtful a safety problem exists.

c. Funds do not exist to bring vessels up to proposed material standards.

d. Results obtained by proposed directive (Para lb above) will be offset by inconvenience to passengers.

5. G-4 recommends:

a. Disapproval of proposed directive Tab B Incl 1.

b. Disapproval of proposed directive Tab C Incl 1. However, if C of S desires action on this proposal, recommend that it be in the form of a directive to the Japanese Government on one hand, for the actions required by train and ferryboat crews, and Eighth Army and other major commands for the action required of Occupation personnel.

CONCURRENCE ____________ G-2

Incl I
(C/N 1 and 2 w/Tabs A, B and C)

/s/ GLE
- -G. L. E.- - - - - - - -

Incl not in PSD files

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