MARITIME SAFETY AGENCY

a. Maximum number of vessels authorized..... 125

b. Total number of vessels presently on hand..... 58

c. Number of vessels stationed at the various bases:

Base	Number of Vessels
Moji	2
Izuhara	2
Fukuoka	2
Sasebo	2
Nagasaki	3
Karatsu	2
Kagoshima	2
Misumi	1
Aburatsu	1
Saeki	1
Oita	1
Sansaki	2
Hiroshima	2
Tokuyama	1
Onomichi	1
Takamatsu	1
Imabari	2
Hamada	1
Sakai	1
Kobe	1
Osaka	1
Kochi	1
Sukumo	1
Yura	1
Katsuura	1
Maizuru	2
Tsuruga	1
Nagoya	1
Shimizu	1
Toba	1
Niigata	1
Fushiki	1
Nanao	1
Yokohama	[illegible]

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

Kagoshima	2
Misumi	1
Aburatsu	1
Saeki	1
Oita	1
Sansaki	2
Hiroshima	2
Tokuyama	1
Onomichi	1
Takamatsu	1
Imabari	2
Hamada	1
Sakai	1
Kobe	1
Osaka	1
Kochi	1
Sukumo	1
Yura	1
Katsuura	1
Maizuru	2
Tsuruga	1
Nagoya	1
Shimizu	1
Toba	1
Niigata	1
Fushiki	1
Nanao	1
Yokohama	1
Shimoda	1
Shiogama	1
Hachinohe	1
Funakawa	1
Sakata	1
Onahama	1
Kamaishi	1
Otaru	1
Muroran	1
Kushiro	1
Rumoe	1
Hakodate	1

d. Total MSA personnel..... 7785
(1) Total law enforcement personnel..... 2300
(2) Total authorized personnel 10000

Note: Patrol vessels are assigned to bases for logistic support only. These vessels patrol an area with a radius of fifty miles from the assigned base and are restricted from crossing the MacArthur Line. In cases of emergency, rescue vessels may go beyond the fifty-mile radius.

RESTRICTED

Inc 1

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

31 Dec 49

RESTRICTED

NRP Regions	Authorized Number NRP	Authorized Number MP		Actual NRP	Actual MP	Grand Total
Sapporo Reg Hq	96			96		96
Hokkaido	1,199	3,365		1,193	3,267	4,460
Total	1,295	3,365		1,289	3,267	4,556
Sendai Reg Hq	87			87		87
Miyagi	598	1,285		598	1,237	1,835
Fukushima	860	927		856	915	1,771
Iwate	573	518		573	501	1,074
Aomori	522	660		521	639	1,160
Yamagata	580	695		582	694	1,276
Akita	505	678		503	664	1,167
Total	3,725	4,763		3,720	4,650	8,370
Tokyo Reg Hq	121			112		112
Tokyo	988	25,543		1,028	25,515	26,543
Kanagawa	590	5,459		590	5,270	5,860
Niigata	992	1,342		997	1,334	2,331
Saitama	833	1,326		840	1,289	2,129
Gumma	625	932		621	931	1,552
Chiba	743	1,391		741	1,384	2,125
Ibaraki	894	781		894	780	1,674
Tochigi	614	890		607	874	1,481
Shizuoka	741	1,813		730	1,752	2,482
Yamanashi	417	362		419	351	770
Nagano	962	924		961	904	1,865
Total	8,520	40,763		8,540	40,384	48,924
Osaka Reg Hq.	118			118		118
Osaka	638	10,596		641	10,480	11,121
Kyoto	526	4,002		529	3,806	4,335
Hyogo	1,166	4,559		1,164	4,539	5,703
Nara	396	394		394	392	786
Shiga	401	465		396	447	843
Wakayama	433	718		433	690	1,123
Aichi	929	5,393		929	5,273	6,202
Mie	645	808		644	801	1,445
Gifu	615	894		615	886	1,501
Fukui	387	434		387	426	813
Ishikawa	407	788		407	781	1,188
Toyama	453	734		452	725	1,177
Total	7,114	29,785		7,109	29,246	36,355
Hiroshima Reg. Hq	92			92		92
Hiroshima	719	1,727		718	1,698	2,416
Tottori	355	270		354	269	623
[illegible]	[illegible]	[illegible]		[illegible]	[illegible]	[illegible]

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

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Tottori	355	270		354	269	623
Shimane	467	378		465	364	829
Okayama	666	1,072		666	1,035	1,701
Yamaguchi	654	1,379		653	1,359	2,012
Kagawa	411	518		410	512	922
Ehime	599	853		598	819	1,417
Tokushima	413	471		410	469	879
Kochi	439	554		439	544	983
Total	4,815	7,222		4,805	7,069	11,874
Fukuoka RegHq	90			89		89
Fukuoka	928	3,403		922	3,368	4,290
Saga	431	550		431	549	980
Nagasaki	600	1,510		600	1,476	2,076
Kumamoto	698	1,077		695	1,072	1,767
Oita	499	672		498	666	1,164
Miyazaki	442	795		441	775	1,216
Kagoshima	632	1,095		627	1,075	1,702
Total	4,320	9,102		4,303	8,981	13,284
MRP ~~Total~~ Hq	211			201		201
Grand Total	30,000	95,000		29,967	93,597	123,564

RESTRICTED

Incl 2

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

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

02 66

E. M. Early, 26-8954

MMC/HBO/WP/als

800.1(23 FEB 1950)ESS/IND Aids to Navigation Equipment

23 FEB 1950

ESS G-2/PS

1. 1. Reference is letter from Wallace & Tiernan Products, Belleville 9, New Jersey, subject: same as above, 18 January 1950.

2. Proposed reply to reference letter with memo for record is forwarded for concurrence and/or comment.

2 Incls
1. Ltr fr Wal & Tier, 18 Jan 50
2. Pro ltr to Wal & Tier w/memo fr rec, 20 Feb 50.

- W. F. M. ~~CIS/PSD/EBR/HEP/sm~~ -

From: G-2 To: ESS Date: 25 February 1950

2 1. PSD/G-2 concurs in proposed reply to Wallace & Tiernan Products, Inc.

2. It is suggested that "Maritime Safety Bureau" as used in the proposed reply be changed to read "Maritime Safety Agency," the proper Japanese designation for the organ in the Ministry of Transportation responsible for maintenance of navigational aids.

3. Modern equipment of the types manufactured by this company is not available from Japanese sources and a definite need exists for modernization of Japanese aids to navigation.

2 Incls
n/c

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

MEMO FOR RECORD:

ESS C/N 1, subj, "Aids to Navigation Equipment," dtd 23 Feb 50 forwards a letter from Wallace & Tiernan Products, Inc together with a proposed reply, to PSD for comment and/or concurrence. The Wallace & Tiernan letter inquired of the status of survey of Japanese Navigation Aids and the agency responsible for the maintenance of these aids. Proposed reply indicates preliminary surveys completed, more extensive surveys contemplated and states that MSA is the agency charged with maintenance of navigation aids. This C/N informs ESS of PSD concurrence in proposed reply.

HEP 26-5915

PSD File Copy

CIS/PSD/HEP/sm

MEP

G 3 LE

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

0266

COPY

WALLACE & TIERNAN PRODUCTS
INCORPORATED
BELLEVILLE 9, NEW JERSEY

January 18, 1950

Foreign Trade & Commerce Division
Economic & Scientific Section
SCAP
APO 500
c/o Postmaster,
San Francisco, Cal.

Re: Aids to Navigation Equipment

Gentlemen:

As manufacturers of electrically operated Aids to Navigation, such as flashing mechanisms, automatic lampchangers, fog horns, etc. we would like to know whether any study or survey has been made with respect to the rehabilitation of Japanese lighthouses.

We would also like to know, for future reference purposes, the name of the appropriate authorities who would possibly be interested in our equipment.

Thank you in advance for any courtesy you may care to extend in this matter.

Yours very truly,

WALLACE & TIERNAN PRODUCTS INC

/s/ A. J. Ormay
/t/ A. J. Ormay - Flasher Department

Incl 1

COPY

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

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6

Economic and Scientific Section
APO 500

MMC/HBO/WT/ECW/EME/mib

800.1(20 Feb 50)ESS/IND

20 February 1950

Wallace-Tiernan Products, Inc.
Belleville 9, New Jersey

Attention: Mr. A. J. Ormay
Flasher Department

Dear Sir:

This will acknowledge receipt of your letter dated 18 January 1950, subject: Aids to Navigation Equipment.

Information from concerned agencies of the Japanese Government indicates preliminary surveys have been made relative to rehabilitation of Japanese lighthouses and that more extensive surveys are contemplated.

Maintenance of lighthouse equipment is under the jurisdiction of the Maritime Safety Bureau, Ministry of Transportation, Japanese Government.

Very truly yours,

R. W. HALE
Acting Chief, Foreign Trade & Commerce Division

Copy furnished:
G-2, Public Safety

G-2, Public Safety

Incl 2

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

11

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6

Economic and Scientific Section
APO 500

MMC/HBO/WT/ECW/EME/mib

800.1(20 Feb 50)ESS/IND 20 February 1950

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R. W. HALE
Acting Chief, Foreign Trade & Commerce Division

Copy furnished:
G-2, Public Safety

G-2, Public Safety

Incl 2

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

026

COPY

Economic and Scientific Section
Industry Division

HBO/WT/ECW/mib
20 February 1950

MEMO FOR RECORD:

1. Ref. is letter from Wallace & Tiernan Products, Inc., Belleville 9, New Jersey, requesting information relative to surveys made of Japanese lighthouses and inquiring as to appropriate authorities to contact in order to sell lighthouse equipment.

2. Investigation reveals that some surveys of lighthouse conditions have been made by Japanese authorities and more extensive surveys are contemplated in order to determine rehabilitation work needed.

3. Action taken: letter to Wallace & Tiernan Products, Inc., advises preliminary surveys have been made, more extensive survey is contemplated, and that the Japanese Maritime Safety Bureau has jurisdiction over lighthouse equipment.

4. No surveillance is necessary.

5. Concurrence: G-2, Public Safety

/i/ MMC
M.M.C.

/i/ EME E. M. Early
26-8954

COPY

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

PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: 7b DATE: 27/2/50

3	Chief of Division	MEP
2	Executive Officer	RJB
4	Lt. Col. Spiegel	WF
	Capt. Graves	
5	Capt. Russell	[illegible]
1	Administrative Officer	[illegible]
7	Chief Clerk	
	Fire Branch	
	Liaison Branch	
6	Maritime Branch	[illegible]
	Police Branch	
	Prison Branch	
	Stat & Anal Branch	

FOR:
Information 6 Comment
Action
Approval File 7

Remarks:

Returns: Here it is. We might check to see if M/F.A. follows up on the subject to completion. MEP

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

0278

PSD FILES

DO NOT DETACH
G-2, GHQ, FEC.

SUBJECT:

FROM : G-2 Admin

TO :

26 Feb 1950

AC of S, G-2	( )	Theater Intelligence	( )
Ex O, FEC & Admin	( )	Operations	( )
Ex O, SCAP	( )	PDM	( )
Spec Asst Adm	( )	Plans & Estimates	( )
Spec Asst Th/Intell	( )	Foreign Liaison	( )
Spec Asst CI DIV	( )	Targets Branch	( )
Spec Asst 441st CIC	( )	Special Projects Branch	( )
Spec Asst Fiscal	( )	Geographical Branch	( )
Spec Asst Radio Reports	( )	CI DIV	( )
Spec Asst JSOB	( )	Operations	( )
Spec Asst MIS DIV	( )	JSOB	( )
Spec Asst Historical	( )	Coll & Pub	( )
Spec Asst PSB	(1)	441st CIC	( )
Japanese Liaison	( )	MIS DIV	( )
~~Adm Officer~~	( )	ATIS	( )
Historical Div	( )	TID	( )
Public Safety Division	(2)		( )

Info (1) Approval( ) Signature( ) Draft Reply ( )Note & Ret.( )File(2)
Action( ) Concur ( ) Initials ( ) Info for Reply( )Comment ( )

COMMENT: (Date all comments)

8

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

02778

Diplomatic Section

S 320.1
AG 311.1 (23 Feb 50) DS

DS/WJS/SSC/do
23 February 1950

MEMORANDUM FOR: Japanese Ministry of Foreign Affairs.

SUBJECT: International Convention for Safety of Life at Sea and International Load Line Convention.

REFERENCE: Memorandum to General Headquarters from Ministry of Foreign Affairs, 13 January 1950, FOM No. 41 (TT).

1. With reference to the requests set forth in the memorandum under reference, the Japanese Government is informed that the General Headquarters, Supreme Commander for the Allied Powers, has no objection to the resumption of issuance of the certificates specified in Articles 49 and 11 respectively of the International Convention for Safety of Life at Sea, signed at London on May 31, 1929, and the International Load Line Convention, signed at London on July 5, 1930.

2. In order to give appropriate notice to the contracting states of the Conventions with regard to Japan's intention to recommence the issuance of such certificates, it is suggested that the Ministry of Foreign Affairs forward such notification of her intention to the Diplomatic Section for transmission to the Government of the United Kingdom.

3. It is further suggested that the Ministry forward to the Diplomatic Section, for transmission to the Government of the United Kingdom, an official notification of Japan's desire to accede to the International Convention for Safety of Life at Sea of 1948, which replaces the International Convention of 1929.

For the Chief, Diplomatic Section:

Cloyce K. Huston
Deputy Chief

Copies to:
G-2
COMNAVFE
CTS

M/R: 1. Reference memo requested favorable consideration by GHQ of Japan's desire to commence issuance of certificates under the International Conventions as listed above and to accede to the revised Convention for Safety of Life at Sea of 1948.
2. G-2, per c/n 2 of 2 Feb 50, considered

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

M/R cont'd

the issuance of the certificates and the accession of Japan to the revised Convention is highly desirable.

3. Instant memo states GHQ has no objection to the above and suggests formal notification be forwarded to DS for transmission to the UKLM.

SSC 26-7695

PSD
FILES

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
20 February 1950

MEMORANDUM

SUBJECT: Maritime Safety Functions and Power

TO: Chief, Public Safety Division

1. This Branch has on several occasions discussed with the MSA the desirability of having a separate law establishing functions and power of the MSA for saving of life and property and law enforcement, discussions which have been duly noted in daily reports, etc., other than the absence of adverse comment it appears that, thus far, the above is Branch policy only.

2. The MSA Law is an "organizational law" which cannot provide penal provisions and of such nature it does not confer on the MSA any specific power. Presently, with regard to offenses committed at sea, the MSA officials may perform as a judicial police official as provided in the Code of Criminal Procedure and, with regard to saving of life of property by the inadequate provisions of the MSA Law which also tended to nullify in part an original Sea-Casualty Rescue Law written for a completely different set of circumstances.

3. On 4 Aug 1949 the U.S. Government enacted Public Law 207 establishing functions and powers of the U.S. Coast Guard; while the conditions in the two countries are not entirely the same they are analogous and for purposes of a Coast Guard Law may be so considered. Provisions of this law are based on 180 years of experience and one cannot readily imagine a more sound basis.

4. All of the preceding has been pointed out to MSA officials on several occasions but there is a more or less passive resistance present on their part to a separate MSA Law for the purposes set forth; this may stem wholly, or in part, from the emoluments in the way of extra pay and rations some 2300 MSA officials receive by virtue of being designated "judicial

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

2. The MSA Law is an "organizational law" which cannot provide penal provisions and of such nature it does not confer on the MSA any specific power. Presently, with regard to offenses committed at sea, the MSA officials may perform as a judicial police official as provided in the Code of Criminal Procedure and, with regard to saving of life of property by the inadequate provisions of the MSA Law which also tended to nullify in part an original Sea-Casualty Rescue Law written for a completely different set of circumstances.

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4. All of the preceding has been pointed out to MSA officials on several occasions but there is a more or less passive resistance present on their part to a separate MSA Law for the purposes set forth; this may stem wholly, or in part, from the emoluments in the way of extra pay and rations some 2300 MSA officials receive by virtue of being designated "judicial police officials" and the fear they may lose these under their own law.

5. Experience of the past year convinces this Branch that the MSA and the NRP, autonomous police, and chiefs of villages and towns will always be in conflict with regard to jurisdiction, necessary overlapping, etc., so long as MSA operates under laws designed for land law enforcement. PSD has had to straighten out several of these conflicts to date on a piecemeal basis.

6. With regard to necessary search, arrest and seizure at sea, if under the Code of Criminal Procedure, it is doubtful if such MSA activity, without benefit of warrant, is legal and may cause embarrassment in the future to MSA and PSD.

7. The following is, with appropriate changes in wording, a duplication of Public Law 207, Chapter 5, paras. 88 and 89 and it is desirable that the Japanese Government enact the following into law:

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

SAVING LIFE AND PROPERTY

(a) In order to render aid to distressed persons, vessels, and aircraft on the high seas and on waters over which Japan has jurisdiction and in order to render aid to persons and property imperiled by flood, the Maritime Safety Agency may:

(1) perform any and all acts necessary to rescue and aid persons and protect and save property;

(2) take charge of and protect all property saved from marine or aircraft disasters, or floods, at which the Maritime Safety Agency is present, until such property is claimed by persons legally authorized to receive it or until otherwise disposed of in accordance with law or applicable regulations, and care for bodies of those who may have perished in such catastrophies;

(3) furnish clothing, food, lodging, medicines, and other necessary supplies and services to persons succored by the Maritime Safety Agency; and

(4) destroy or tow into port sunken or floating dangers to navigation.

(b) The Maritime Safety Agency may render aid to persons and protect and save property at any time and at any place at which MSA facilities and personnel are available and can be effectively utilized.

LAW ENFORCEMENT

(a) The Maritime Safety Agency may make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which Japan has jurisdiction, for the prevention, detection, and suppression of violations of laws of the Japanese Government. For such purposes Maritime Safety officials may at any time go on board of any vessel subject to the jurisdiction, or to the operation of any law, of Japan, address inquiries to those on board, to examine the ship's documents and papers, and examine, inspect, and search the vessel and use all necessary force to compel compliance. When from such inquiries, examination, inspection, or search it appears that a breach of the laws of Japan rendering a person liable to arrest is being, or has been committed, by any person, such person shall be arrested or, if escaping to shore, shall be immediately pursued and arrested on shore, or other lawful and appropriate action shall be taken; or, if it shall appear that a breach of the laws of Japan has been committed so as to render such vessel, or the merchandise, or any part thereof,

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

(b) The Maritime Safety Agency may render aid to persons and protect and save property at any time and at any place at which MSA facilities and personnel are available and can be effectively utilized.

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(b) The officials of the Maritime Safety Agency insofar as they are engaged, pursuant to the authority contained in this section, in enforcing any law of Japan shall:

(1) be deemed to be acting as agents of the particular executive department or independent establishment charged with the administration of the particular law; and

(2) be subject to all the rules and regulations promulgated by such department or independent establishment with respect to the enforcement of that law.

(c) The provisions of this section are in addition to any powers conferred by law upon such officials, and not in limitation of any powers conferred by law upon such officials, or any other officials of Japan.

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8. To the above proposed law would be added necessary penal provisions consonant with Japanese standards.

9. Recommend PSD policy to be for enactment of such a law.

G. H. RETTEW
Chief, Maritime Branch

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

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

3

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

File
R7B

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
16 February 1950

Record of Telephone Conversation

To: Chief, Public Safety Division

Lt.Col. Stritzinger, G-3, called in reference to Memorandum for the Chief of Staff, subj, Loran Training for Japanese Personnel. He advised that G-3 has concurred in the Memorandum but questioned advisability of the use of the words "Japanese Coast Guard" in the SCAP radiogram to DA, as he believed it implied an "armed" Coast Guard. He suggested that the words "Japanese Maritime Safety Agency" be substituted. The undersigned pointed out that the phrase objected to was used purposely as being more clearly descriptive of the Japanese Maritime Safety Agency and since it is believed that the DA is not entirely in the dark as to the lack of armament of the Japanese Coast Guard, the use of that phrase should not be objected to as implying an "armed" Coast Guard. However, the undersigned advised that his objection would receive consideration before the radiogram is transmitted and his office notified.

Note: In view of the fact that all agencies concerned have concurred in Memorandum for the Chief of Staff and a change thereof will require further coordination, it is suggested that the draft radiogram not be changed as suggested by Lt.Col. Stritzinger.

Robert M. Lantz
ROBERT M. LANTZ
Maj. Inf

6

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

Batley: I do not see that anything would be gained by NRP or M&A people reading a copy.

I do believe a just & substance could well be verbally hammered into NRP + M&A officials at the top merely to get them alive to conditions + with a hope that in time they may make improvement.

I see nothing for alarm nor do I believe all the views of the writer. He is definitely on the road as an alarmist with a view that the Island is a cross road to all International ills.

NEP

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

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NEP

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

SECRET

PUBLIC SAFETY DIVISION
ROUTING SLIP

	FROM: RB	DATE: 11/2/50
3	Chief of Division	WEP
7	~~2~~ Executive Officer	~~RSS~~
4	Lt. Col. Spiegel	JB
	Capt. Graves	
	Capt. Russell	
1	Administrative Officer	MJBR
8	Chief Clerk	
	Fire Branch	
	Liaison Branch	
5	Maritime Branch	MJL
6	Police Branch	HSE
	Prison Branch	
	Stat & Anal Branch	

FOR:

Information 5 Comment ___
Action ___
Approval ___ File ~~6~~ 8

Remarks:

RBJ: Study carefully and come up with specific recs.
bwr

(7) If this is re-classified I would like to show it to NRPNHq. HSE

SECRET

Chief, PSD

16 Feb., 1950

PSD FILES

MEMORANDUM

TO: Chief, Maritime Branch

SUBJECT: MSA Tsushima

1. A thorough study of G-2's report and my subsequent investigation into MSA facilities on that Island shows a dire need for a priority program to better conditions for MSA personnel assigned there. Since the establishment of the MSA base at Izuhara, the best of available MSA Patrol Vessels and Harbor Craft have been assigned there; however, apprehensions of illegal entrants and smugglers steadily decreased until they reached such a stage that the last smuggler was apprehended by MSA on 23 July and the last illegal entrant on 28 October 1949. There are no reports on later apprehensions. Daily reports show normal patrol operations for the above vessels, thus it must be concluded that such a poor showing by MSA on Tsushima is not a lack of equipment but rather a lack of incentive and initative on the part of MSA personnel to do the work assigned them.

Could it be that illegal entry at Tsushima has actually reached a very low ebb?

2. G-2's report clearly brings out the conditions under which the police on Tsushima live and it is felt certain MSA personnel thrive no better. Actually, little can be expected in accomplishments from MSA when so little is done for the morale of the persons assigned to such a Godforsaken base. Out of the ¥33,000,000 recently alloted MSA for improvement of Base Facilities, only ¥700,000 has been allocated from National Headquarters to Tsushima for "repair on premises and to include cost of recreation and welfare devices". No advice on how to best use this money was forwarded by National Headquarters or do they have any idea on how the money is to be spent. FY-50 budget provides for ¥970,000 to be used soley for the construction of a new office building on Tsushima. It might be added that the Ass't Director and Finance Section determine what funds are to be allocated for such matters and the P & R Division is not consulted although they must shoulder the blame for the poor showing of MSA Tsushima. Either amount of the above monies would barely provide one rent free quarters for Tokyo Officials as is now being done. Surely, if MSA accomplishments are to be judged solely on the prestige of their officials at National and Regional Headquarters level, expenditures of such funds can be justified; however, if MSA accomplishments are to be judged in law enforcement and rescue results, such expenditures of money must be diverted

Lumping money at association of two local facilities and don's for anything else.

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of incentive and initiative on the part of MSA personnel to do the work assigned them.

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Keep hammering away at allocation of budget for local facilities and don't settle for any thing else.

RECOMMENDATIONS

The 970 thousand spent in FY-50 budget can help this a lot.

1. During FY-50, sufficient funds be made available to make Tsushima a preferred duty base by establishing decent living quarters, baths, recreational facilities and power generators for electicity.

Assign 2 classes to Niigata (a 30% city) but continue to operate at Tsushima

2. Provide an increase in cost of living allowance or a bonus for isolated duty.

3. Increase shore-based personnel with Korean speaking Japanese for liaison and intelligence among the Korean colony.

Increase shore complement to accomplish partially.

4. Provide relief crews for PB's and HC's to increase operational efficiency of vessels and provide adequate rest for crews.

5. Rotate personnel at least every six months.

6. Provide sufficient leave for personnel to return to mainland to visit families, etc, and require JG to pay cost of transportation to and from Tsushima. Can be done by utilizing MSA bottoms.

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Training rather than censure.

7. Responsible officials both in Tokyo and Moji censored for neglecting to adequately provide for morale of personnel in isolated bases.

8. Re-classify G-2 report on Tsushima in whole or part so that responsible MSA officials may read and fully understand the situation on Tsushima and the necessity of correcting same immediately.

R.B. Janus

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Chief, PSD:

Mr. Janus will spend approx 10 days on Tsushima during March to establish maximum patrol operations.

Previous observation of NRP watch posts on Tsushima found them unguarded. Personally, I am not unsympathetic to the idea of MSA sharing this watch duty in order that it be effective.

Recommend reduction of classification to permit an unc copy for MSA or in part.

JAR

These are not RZB

It has proved ineffective from a law enforcement point of view

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during [illegible]

Previous observation of NRP watch posts on Iwo Shima found them unguarded. Personally, I am not unsympathetic to the idea of MSA sharing this watch duty in order that it be effective.

These are not RZB

It has proved ineffective from a law enforcement point of view

Recommend reduction of classification to permit an extra copy for MSA or in part.

JAR

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SECRET

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No:

Subject: Report on TSUSHIMA

RJR/bc
Date: 10 Feb 50

FROM: G-2

TO: PSD

PHONE:
NAME:

Comment Number

1. Tab 1 is a report based on information obtained from persons in TSUSHIMA concerning matters of security, smuggling and illegal entry which is forwarded for your information and file. You are authorized to lower the classification on this report if you deem it appropriate. If this report is declassified, however, it is requested that Major Rinalducci be advised in order that our file copy may also be declassified. 1

1 Incl
As cited

- R.J.R. -

G 2 PSD
11 FEB
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Permanent Record—Do not Detach

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

Doc No 5477F

SECRET

Report on TSUSHIMA

9 Jan 50

Note:

This report is based on information obtained from persons connected with TSUSHIMA by intelligence officers T and K-5. Much of the information is old, but it is believed to be of considerable value as a systematic inside account of the Tsushima situation.

Part I is concerned chiefly with the matter of security; and Part II with smuggling and illegal entry.

Contents

Part I. Some Observations on Security on TSUSHIMA

A. General

B. Present Security Situation and Standard of Living of the Police

C. Activities of Koreans on the Island

D. Conclusions

Part II. TSUSHIMA as a Base for Smuggling and Illegal Entry

A. General

B. Illegal Entry

C. Smuggling

D. Remedies for Illegal Entry and Smuggling

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D. Remedies for Illegal Entry and Smuggling

Part I. Some Observations on Security on TSUSHIMA

A. General

The very existence of TSUSHIMA, which lies midway between JAPAN and KOREA, had at times been almost forgotten by the Japanese people. Since the end of the war, however, the situation has changed completely, and the Island has gained international prominence as JAPAN's outpost facing KOREA. TSUSHIMA, separated from the Mainland only by a narrow strip of water, will be profoundly affected by the new situation in EAST ASIA created by the recent birth of the Chinese Peoples Republic and by the daily intensification of the strife between NORTH and SOUTH KOREA.

Illegal entry and smuggling operations, which reached their peak in the spring of 1948, appear to be on the downgrade this year, but the report of the Nagasaki Ken National Rural Police reveals

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the following noteworthy facts concerning smuggling activities.

1. The proceeds from smuggling are going to finance the ideological struggle.

2. Of late, weapons are being smuggled into and out of TSUSHIMA.

3. Opium, morphine, and other narcotics are being smuggled into TSUSHIMA.

The report summarizes the present outlook as follows:

1. Because of its proximity to the Mainland, TSUSHIMA can be expected to attract a mass exodus of refugees, military deserters and subversive elements from war-stricken KOREA.

2. The social unrest following the outbreak of civil war in KOREA will inevitably accelerate smuggling operations by Korean nationals intent on sending money to JAPAN in preparation for an escape to this country.

3. Due cognizance must be taken of the possibility that the above groups will contain radical political elements who will seek to establish contact with comrades in JAPAN, KOREA, CHINA, and other areas to raise money for campaign funds by smuggling, or to secure funds and weapons in preparation for future positive action.

Special attention should be paid to the fact that both smuggling and illegal entry have taken on a new political significance.

It should also be noted that the formal launching next year of the Tsushima General Development Plan, a five-year, 1,460,000,000 yen government project, will mean that TSUSHIMA will no longer be the isolated Island of old. The problem of security will undoubtedly assume increasing importance as the project progresses.

In sharp contrast to the handful of Koreans (less than 20) on the neighboring Island of IKI, there are over 2,000 on TSUSHIMA. It is only natural, therefore, that their activities should be

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In sharp contrast to the handful of Koreans (less than 20) on the neighboring Island of IKI, there are over 2,000 on TSUSHIMA. It is only natural, therefore, that their activities should be closely watched.

Now that the dissolution of the Korean League has left no agency to minister to the livelihood wants of the Korean community on TSUSHIMA, it is suspected that league organizers may go underground. Under the circumstances, it is believed that the Government should do something to guarantee the Island's security.

In the light of the foregoing, a few observations on the Tsushima security problem are presented herewith.

B. Present Security Situation and Standard of Living of the Police

After the war, TSUSHIMA became a relay point for Korean nationals engaged in smuggling and illegal entry activities. The National Rural Police on the Island arrested 1,124 illegal entrants

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in 1948 (51 per cent of the number arrested in NAGASAKI Ken), and had apprehended 644 by the end of May of this year. With the recent changes in the internal situation in KOREA, illegal entrants have begun to behave so high-handedly that the local police are constantly subjected to dangers and trials not found elsewhere.

Murder, robbery, and other brutal crimes are infrequent, but illegal dynamite fishing and brewing have flourished on TSUSHIMA since olden times, with whole communities co-operating to violate the law and eyeing the police with extreme hostility. The local inhabitants hinder investigations by refusing to submit helpful information to investigators, deliberately lying when called upon to testify as witnesses or supply information, bringing in exaggerated reports on inconsequential matters, and so forth. Investigation by the economic police is also difficult because the Island yields only forest and marine products and a few farm crops, relying on direct trade with FUKUOKA and the Osaka district for all other commodities.

TSUSHIMA is predominantly mountainous. Roads are scarce and confined to very restricted areas and towns, villages, and smaller communities are joined by mountain trails--barely passable by foot (bicycles are out of the question). Sea transportation is equally difficult, the rough GENKAI Sea often upsetting the so-called regular service schedule.

The Island's villages are composed of large numbers of small fishing hamlets scattered along the coast, each containing 50 to 100 households. The fact that privately-owned fishing boats are the primary means of traffic between hamlets accounts for the failure to develop overland routes. As might be expected in the light of the poor transportation system, communication facilities linking these scattered hamlets leave much to be desired.

While there is no problem in arresting a smuggler or an illegal entrant where the road system is adequate, here usually the police officer is obliged to send the person arrested by water to a place where there is a road or to detain him at the scene of the arrest until reinforcements arrive from the police station, both processes entailing several hours of indescribable trials and danger.

As there is no direct telephone service between the Island and prefectural police headquarters, satisfactory liaison with respect to general activities (questions, answers, etc.) is im-

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As there is no direct telephone service between the Island and prefectural police headquarters, satisfactory liaison with respect to general activities (questions, answers, etc.) is impossible. Wireless facilities, although employed, are still far from perfect. This situation constitutes the greatest single obstacle to police work on the Island.

Since an officer wishing to arrest an illegal entrant or smuggler may require several hours to reach the nearest telephone, naturally the arrival of reinforcements will be correspondingly delayed and the danger to the officer increased. Moreover, the loss of time involved in the process of delivering the suspect to the police station (anywhere up to 12 hours) means that the investigation will have to be speeded up accordingly, a fact which greatly increases the difficulties of the police when criminal proceedings are involved.

With regard to the private life of the police, it should be noted that, although commodity prices on the Island are far higher

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than those in other districts, no area allowance is paid. Members of the force always find it hard to make ends meet, and anyone who falls ill or meets with an unexpected expense immediately goes into debt.

Between 1900 and 2300 hours, each household in the three towns of IZUHARA, TOYOSAKI, and KECHI and the adjacent villages receives 10 candlepower of electricity for lighting purposes, but illumination is so bad that it is impossible to read newspapers and magazines. Office work, study, or recreation at night are virtually impossible even where electricity is available. It is difficult to subscribe to a newspaper or listen to a radio, and entertainment facilities such as movies and theaters are practically nonexistent.

Thus, not only are the police on TSUSHIMA faced with multifarious and formidable difficulties in the line of duty, but their private life is miserable in the extreme. No public official would ever volunteer for duty on TSUSHIMA. Of those on the local payroll, 88 per cent are natives who commute from home and engage in some side business. The police, most of whom come from the Mainland, are not allowed to engage in secondary occupations. Unless they are given better treatment, they can hardly be expected to perform their duties efficiently.

As indicated above, the police on TSUSHIMA, although entrusted with an extremely important and onerous mission, are forced to live poverty-stricken lives. Embittered by the thought that they have been exiled to the Island to suffer, and half despairing, they have committed such criminal offenses as the accepting of bribes, theft, fraud, and embezzlement, on occasions too numerous to mention. The present situation, in which officers of the law lose all sense of responsibility, habitually seek a life of indolence, and engage in mutual recrimination and exposure, cannot be allowed to continue. It is slowly destroying the people's faith in the police. The larceny-bribery charges against former police chief IDA, Chuichi; the embezzlement charge against ICHIMIYA, chief of the Izuhara local police station, and similar scandals unearthed by the public procurator's office have brought utter shame upon the force and severely crippled its morals.

C. Activities of Koreans on the Island

The Tsushima headquarters of the League of Koreans

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C. Activities of Koreans on the Island

The Tsushima headquarters of the League of Koreans Residing in JAPAN, established in April 1947 at KECHI, was successful in gaining the support of almost all the 2,000-odd Koreans on the Island. For the following reasons the Tokyo headquarters of the league at first attached great importance to TSUSHIMA:

1. It was an isolated Island close to the Korean mainland.

2. It was believed that, when the time came for the Koreans to spearhead a Japanese revolution in accordance with the so-called Far Eastern Cominform Thesis, it would be easier to carry through the revolution there than in any other part of JAPAN.

3. Favorable geographic factors would make it a most effective propaganda base against JAPAN and the entire world.

4. The population's cultural and economic backwardness, ignorance, and susceptibility to mob psychology would facilitate

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a quick revolution.

The league devoted a great deal of effort to its Tsushima activities, aiming not only at Koreans, but at Japanese as well. It established contact with the Communist Party organizer, NAKASHIGE, Kiichi, took up local livelihood problems, succeeded in the recall of the Izuhara mayor, and when the president of KOREA, RHEE, Syng Man, demanded the restoration of TSUSHIMA, cleverly worked on the islanders' unrest by launching a protest signature movement. Contrary to expectations, however, the results of these vigorous activities were trivial, and no positive aid was obtained from friendly groups despite repeated appeals. Even the local branches of the All-Japan Communications Workers Union and the Japan Electric Industry Workers Union followed the instructions of their headquarters with reluctance. It was finally concluded that the tactics initially adopted by the league would have to undergo a radical change.

In the early stages, YUN, Ryŏk-ho and other organizers from TOKYO, infiltrated into the Island and a considerable number of fighters seem to have been sent there from QUELPART, but at the general conference of April 1949 held in KECHI it was decided to alter the current policy in its entirety, re-evaluate the position of the Island, and have the Tsushima headquarters concentrate on daily struggles on behalf of the Korean residents (livelihood protection).

Many staff members of the local headquarters just before its dissolution lacked the insight and educational background required of organizers. The greater part of their work consisted in helping illicit traders and earning money by forging foreigners' registration certificates for illegal Korean entrants.

In view of the Chinese Communists' control of CHINA and the fact that almost all the Soviet satellites created since the war have been agricultural nations with low standards of living, it is felt that a strongly feudalistic and conservative area like TSUSHIMA presents a most vulnerable target for the Red ideological offensive. Taken together with the trends among the Korean people, the situation calls for close attention from a security standpoint. As a further complication, almost all the Koreans living on TSUSHIMA, most of whom are illiterate charcoal makers, belonged to the Korean

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According to Article V of the Organizations Regulation Ordinance, if the members of an organization ordered dissolved seek to create a similar organization, the new organization will also be regarded as an organization practicing violence and will be ordered to dissolve if more than one-fourth of its members are former members of the old group.

Since the overwhelming majority of the people on TSUSHIMA belonged to the Korean League, the formation of a new organization

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poses a problem of considerable proportions. (The Japan Greater Korean Republic Union had absolutely no organization on TSUSHIMA).

The Attorney-General's Office is said to be studying the easing of the restrictions in cases in which the new body is found to be purely a welfare organization, but it is believed that in all probability the present influence of the Korean League will continue even though the name may be changed or the organization partially revised. Untoward incidents of the kind which have occurred a number of times on the mainland may be expected to result from a combination of friction in the new organization and the explosive Korean temperament. The attitude and statements of Chairman PAK Sŭng-Su and Propaganda Section Chief YUN Hyŏk-Hyo when the league leaders were arrested have caused the police to anticipate a determined underground resistance movement. The situation on the Island will definitely bear watching from the standpoint of the preservation of law and order.

The police force on TSUSHIMA consists of 44 men (authorized strength 50) at the National Rural Police Shimoagata District Police Station (IZUHARA), 37 at the Kamiagata District Station, and 11 at the local autonomous police station at IZUHARA, a total of 92. This is about one-thirtieth of NAGASAKI's total police strength of 3,000. Although it is evident that TSUSHIMA's security is being looked after from the fact that the National Rural Police force on TSUSHIMA, which has a population of something over 57,000, is 14 per cent of the 665-man police force in NAGASAKI Ken, it is not difficult to imagine that the situation might get out of hand if an incident actually occurred.

The Nagasaki National Rural Police say quite frankly that if anything happens there will be nothing to do but rely on the Occupation Forces on the Island. In other words, the policy of the police authorities is to rely entirely on outside assistance in the event of a sudden incident.

If, by any chance, the Koreans were to rise suddenly in a body, the authorities could do nothing. What is needed is an investigation police force; a study and understanding of the problem from the over-all viewpoint. The present attitude of the police seems to be one of letting sleeping dogs lie; it appears that no effort is being made to get close to the Koreans and find

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On this Island, the Japanese territory closest to KOREA and the place which can be called the front line of our national boundary, there is not one police officer who knows the Korean language; and in KECHI, which is a hotbed of smuggling and illegal entry activities, there is evidence that the Koreans have more than a few officers in the palm of their hands. This situation, it is felt, contains considerable ground for anxiety regarding the future of the Korean problem on TSUSHIMA.

D. Conclusions

In summary, it may be said that the smuggling and illegal entry problem on TSUSHIMA will no doubt grow more and more important and complicated, and that the underground activities of the old Korean League will continue at a quickening tempo. Although it can be expected that friction will arise between the old and new

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organizations and that a Korean people's movement will develop as a concomitant to the internal discord in KOREA, the police are absolutely incapable of preventive measures or of coping with any incident that might suddenly erupt. The idea may seem reminiscent of the preventive and investigative activities of the wartime and prewar thought control police and KEMPEI, but there is only one way to solve the Korean problem on TSUSHIMA: The police must take the trouble to study the way the Koreans live, mingle freely with them, find out what they think and what they want, and seek to apply their findings on the administrative level. There must be many police officers repatriated from KOREA, who are familiar with the Korean language. If they can be shown the importance of the Korean question and made to take a friendly interest in the everyday problems of the Korean people, then and only then will a new Japanese-Korean relationship emerge.

The great majority of the Koreans on TSUSHIMA are moderate in their views and many of them have adopted the Japanese way of life by the time they master the Tsushima dialect. It is believed that the solution of the Korean problem on the Island will serve as a foundation for the solution of the same problem in JAPAN in the future.

The fact that TSUSHIMA is to get a face-lifting from the five-year development plan suggests that it will ultimately make a significant contribution to Japanese-Korean relations. In this sense, too, a broad and farsighted security policy is a vital necessity.

The foregoing remarks are premised on a re-examination of the Tsushima police organization, which, it is believed, must be overhauled throughout, starting with an improvement in compensation sufficient to boost morale and including the assignment of inspiring leaders.

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Doc No 54776 SECRET BK/RYK

Part II. TSUSHIMA as a Base for Smuggling and Illegal Entry.

A. General

Until very recently, illegal entrants were crossing the Korean Straits in motor boats and auxiliary sailing vessels and hitting the northern Kyushu coast almost in waves everyday. In KYUSHU alone, from January until August 1949, the National Rural Police arrested 2,609 persons attempting to enter the country illegally. An unexpectedly large number of others have slipped past the police net and landed. The National Rural Police Fukuoka District Headquarters itself says that for every two or three persons caught about eight land undetected. Very recently (since September), the situation has begun to show a gradual change. The trend now is to head first for the nearest Japanese soil, which is TSUSHIMA, only 30 nautical miles from KOREA. TSUSHIMA also appears to be acquiring a new qualitative significance as a base for the smuggling of goods.

The following factual report and recommendations with respect to smuggling and illegal entry are based on information gathered on the spot.

B. Illegal Entry

The Tsushima National Rural Police (IZUHARA and SASUNO) arrested 1,124 illegal entrants (more than half the number apprehended in NAGASAKI Ken) in 1948 and 644 between January and 30 May 1949. Most of the people leaving the country secretly are smugglers going to get their families; very few intend to remain in KOREA permanently.

Of the persons slipping into the country, 95 per cent have lived in JAPAN before and know the country well. During the early period, many illegal entrants were also smugglers, but recently more and more have come in with only the clothes on their backs, confident that they can make a go of it if they can somehow reach JAPAN.

Most illegal entrants claim to have come for one of the following reasons:

1. They were repatriated to KOREA after the end of

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for the smuggling of goods.

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Most illegal entrants claim to have come for one of the following reasons:

1. They were repatriated to KOREA after the end of the war, but had no home or work, so decided they would be better off in JAPAN.

2. They desired to visit relatives and friends in JAPAN.

3. They wanted to study in JAPAN because there are no good schools in KOREA.

Common reasons of late have been livelihood difficulties and the friction between NORTH and SOUTH KOREA (specifically, social unrest caused by Communist guerrilla units, desire to evade conscription and military training, etc).

A few smugglers and persons with political purposes have also been found. (It is said that special intelligence agents from the South Korean Army were among the illegal entrants who landed on the coast of NISHIKYOZAKI in FUKUOKA Ken on 27 Jul 49.)

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Prospective immigrants, forced to make a tragic choice between death and illegal entry, sell their household effects to meet crossing expenses; some are even known to say that they will be satisfied if they succeed after five tries.

Three or four ton wooden fishing vessels (electric ignition) are ordinarily used in this illicit traffic. In some cases, boats are purchased or rented, crew and all, from Japanese owners. Twenty or 30 persons are crowded aboard and the boat steals out of port under cover of darkness. The main port of operations is YOSU in SOUTH KOREA; others are MASAN, TONGYONG, KUNSAN, and MOKPO. Contrary to popular belief, few vessels are said to leave from PUSAN. Leaving these South Korean ports during the night and reaching the waters off TSUSHIMA toward midnight, the boats discharge their passengers at dawn, mainly on the shores of ASO Bay in the central part of the Island. The prevailing passage price is between 10,000 and 20,000 yen, paid at the time of embarkation in exchange for a questionable ticket. The passengers spend an uneasy night on board, leaving everything up to the vessel's master. Some boats specialize in swindling on the high seas, cruising around aimlessly in nearby waters for the whole night and then discharging the passengers on a nearby island which is claimed to be JAPAN.

The routes chiefly utilized in the past were the one skirting the northwestern tip of TSUSHIMA to the coastal areas of northern KYUSHU, YAMAGUCHI and SHIMANE and the one to the Osaka-Kobe area by way of the southern tip of TSUSHIMA and the waters off TOSA. These boats were detected only when they put in to TSUSHIMA to seek refuge from high winds and waves. As a result of the enforcement of the Maritime Safety Law, which became effective in May 1948, the northern KYUSHU and Shimonoseki-Moji areas are now carefully patrolled, a fact which, coupled with the shipping situation in KOREA, which has become so bad that vessels seaworthy enough to withstand a 24-hour run are scarce, accounts for the recent tendency to steer straight along the shortest route to TSUSHIMA in boats so dilapidated that they can be thrown away once JAPAN is reached. Another reason why these vessels steer for TSUSHIMA is that the Island offers many conveniences; i e, it abounds in good harbors, particularly around ASO Bay, the patrol in the area is comparatively light due to its isolated location, and more than 2,000 Koreans are scattered over the Island.

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After landing on TSUSHIMA, the illegal entrant obtains a foreign national's registration and identification card and arranges to enter the Japanese mainland openly by way of the ferry to HAKATA. A letter found on the person of an entrant at TSUSHIMA in the latter part of September (addressed to the writer's uncle in JAPAN) reads, "Several years have elapsed since my return to KOREA, but there is no work and life here is becoming increasingly difficult. I am sending you in this letter a photograph of myself and want you to arrange to have a registration and identification card made. I can very easily get to TSUSHIMA. When I arrive there, I will wire you; please send me the registration and identification card then. People are being turned back at TSUSHIMA because they don't have cards. When I join you, I have a money-making proposition for us, so please don't fail me." It can be said that this letter accurately reflects the current situation.

The issuance of registration and identification cards, which was one of the functions of the recently disbanded Korean League, has constituted the league's main source of revenue since

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its dissolution. The league obtains cards by the judicious entertainment and bribery of corrupt functionaries in town and village offices. In the past, cards appear to have been readily available at TSUSHIMA (chiefly in the area of TOYOSAKI Machi and SASUNO Mura in the northern part of the Island) and at KUMAMOTO, KAGOSHIMA, and in the Shimonoseki-Moji area on the Japanese mainland, but increasingly strict controls in those areas seem to have made the Chugoku and Hokuriku areas the source of cards now. At present, a considerable number of cards are being issued at KOMATSU, DAISHOJI, and other places in ISHIKAWA Ken.

It is understood that when the local Counter Intelligence Corps raided the Korean community at KECHI in the middle of September on suspicion of smuggling, numerous data verifying the foregoing statements were found in the documents confiscated.

Now that TSUSHIMA has become an advance base for illegal entrants, it is scarcely necessary to say that the complete elimination of illegal registration and identification cards is an important task and that strict control must be exercised over the corrupt officials in HOKURIKU and CHUGOKU who issue such cards. It is expected that the recent move of the Attorney-General's Office to standardize all registration and identification cards throughout JAPAN will mean more effective control of violations.

C. Smuggling

Smuggling from JAPAN is confined chiefly to sundries and other goods purchased in the Osaka area and taken into KOREA by small and medium-sized boats. Many of these vessels have been seized at TSUSHIMA after putting in to seek protection from the elements. To escape punishment, the traffickers generally mark the destination of their cargo as FUKUOKA and claim that they have merely entered port to seek refuge en route.

Since commodity prices in KOREA are more than three times as high as those in JAPAN, they figure that they can break even if one trip in three is successful. This tendency should become increasingly pronounced as time goes by.

Now that TSUSHIMA is becoming a relay point in every sense of the word, it appears that goods from the Osaka-Kobe area are being sent there by rail and [illegible]

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Now that TSUSHIMA is becoming a relay point in every sense of the word, it appears that goods from the Osaka-Kobe area are being sent there by rail and water and smuggled out at every available opportunity. The big Kochi round-up in mid-September seems to have come to nothing because the goods involved were not controlled commodities. A survey conducted by the Izuhara branch customs office yielded the following figures on cases and arrests for the Island as a whole:

1946 (after June)

Export -	8 cases	22 persons
Import -	16 cases	32 persons

1947

Export -	42 cases	175 persons
Import -	55 cases	146 persons

1949 (as of April)

Export -	6 cases	43 persons
Import -	6 cases	20 persons

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(Ninety per cent of these offenses, regardless of category, were committed by Koreans.)

Types and values of goods involved:

1946

Export - Machine parts, stationery, metalware, clothing, clothing accessories, cosmetics, drugs, textiles, and so forth.

Total - 879,040 yen (FOB)

(TN: Import) - Foodstuffs, drugs, and so forth.

Total - 52,538 yen (CIF)

1947

Export - Stationery, cosmetics, drugs, metalware, clothing and accessories, machinery and parts, textiles, and so forth.

Total - 317,048 yen (FOB)

Import - Foodstuffs, drugs, and so forth.

Total - 254,359 yen (CIF)

1948

Export - Stationery, cosmetics, drugs, textiles, metalware, and so forth.

Total - 10,216,882 yen

Import - Foodstuffs, drugs, hides, crude rubber, and so forth.

Total - 1,830,769 yen

1949

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Export - Stationery, cosmetics, drugs, metalware, clothing and accessories, machinery and parts, textiles, and so forth.

Total - 317,048 yen (FOB)

Import - Foodstuffs, drugs, and so forth.

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Total - 10,216,882 yen

Import - Foodstuffs, drugs, hides, crude rubber, and so forth.

Total - 1,830,769 yen

1949

Export - Metalware, daily necessities, stationery, textiles, and so forth.

Total - 4,666,617 yen

Import - Foodstuffs, crude rubber, hides, and so forth.

Total - 348,601 yen

Number and value of seized vessels:

1946

19 vessels - 1,352,580 yen

1947

8 vessels - 331,300 yen

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1948

51 vessels - 2,562,740 yen

1949

15 vessels - 982,870 yen

D. Remedies for Illegal Entry and Smuggling

Now that TSUSHIMA has become a hotbed of illicit entry and smuggling operations by Koreans, the fundamental problem is to increase the efficiency of the security force as soon as possible. Naturally, a numerical increase alone will not be sufficient. As pointed out in the other draft (on the security of TSUSHIMA), the basic need is to raise the standard of living of the policemen on the Island, attract capable men, and raise the morale of the force. Telegraph and telephone facilities and the road system should be improved and the Maritime Safety Service and the police should adopt a policy of close liaison and co-ordinated activity.

IKEDA, Moroto, head of the Izuhara Maritime Safety Service, admits that the number of arrests for smuggling and illegal entry on TSUSHIMA is less than 10 per cent of the offenses committed. Since July of this year, the Maritime Safety Service has been able to operate an organic guard system employing five patrol boats and its own wireless station, but most of the boats are so old that they are in the docks for repair most of the time and only 60 per cent of the crude oil ration is being used. The strengthening of this fleet is a matter of pressing urgency.

Effective control will be impossible unless a well-equipped Maritime Safety Service and police force work together on a basis of adequate liaison and mutual assistance. At present, sectionalism is so strong that co-ordination is poor.

In view of the Island's peculiar status, is it not necessary to give serious thought to plan for a strong frontier police composed of the National Rural Police, the autonomous police, and the Maritime Safety Service working in close harmony? There are now 10 guard posts on TSUSHIMA. Not only should their number be increased, but the treatment of the sentinels, which is indescribably poor as regards both material comforts and personal recognition, should be improved.

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In view of the Island's peculiar status, is it not necessary to give serious thought to plan for a strong frontier police composed of the National Rural Police, the autonomous police, and the Maritime Safety Service working in close harmony? There are now 10 guard posts on TSUSHIMA. Not only should their number be increased, but the treatment of the sentinels, which is indescribably poor as regards both material comforts and personal recognition, should be improved.

Some consideration should be given to legalizing the sale of confiscated illegal goods, with first priority going to local citizens,in order to promote closer co-operation between the public and the police in the arrest of lawbreakers.

To summarize, the immediate need is for assignment of superior patrol boats to the Maritime Safety Service, and their operation in such a manner that all will function with maximum maneuverability at all times; the installation of strong searchlights and sound detecting machines; the acquisition of a certain number of weapons and the improvement of equipment in general. At the same time, small high-speed motor boats should be allocated to the National Rural Police stations at KAMIAGATA and SHIMOAGATA.

In conclusion, some attention should be given to a suitable punishment for illegal entrants, who are now kept in jail until a certain number have been assembled, then sent to the Hario detention

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camp near SASEBO in NAGASAKI Ken, deported to KOREA, and released immediately without punishment of any kind, leaving them free to head for JAPAN again after another month or so. It is believed that it would prove very difficult to stamp out this evil by means of the fine (maximum 10,000 yen) presently contemplated by the Attorney-General's Office.

It is perhaps superfluous to add that the local police are disheartened by the overly-cautious and fainthearted attitude of the procurator's office, which often passes up obviously guilty cases after the police have gone to great trouble to make arrests.

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FILE

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
4 February 1950

MEMORANDUM

SUBJECT: Proposed Draft Ship Officers Law

TO: Chief, Public Safety Division

1. The Chief of the Merchant Marine Safety Division, MSA, has reported that subject draft was submitted to the Attorney-General without prior clearance of PSD. However, PSD considers the statement questionable.

2. Study of the draft reveals the following objectionable items:

Art. 3(1) Inclusion of vessels less than 20 gross tons. Those of less than 20 gross tons carrying passengers for hire should be covered by a "Motorboat Act" as in the U.S.

Art. 3(3) This should be confined to "Public Vessels" and special cases. Exclusion by the MSA should only be for Japanese Government owned and/or operated vessels and vessels whose peculiar circumstance merit exemption.

Info is that the Gov'n of Japan is competing by American standards.

Art. 5(1) Reference to small sized vessel operator too indefinite and should be covered in the "Motorboat Act". Minimum age of ship's officers should be 21 as computed by American standards.

Art. 5(2) Delete "penalty heavier than imprisonment without hard labor" and substitute therefor "felony".

Art. 5(3) Should be more general, i.e. any person having a physical or mental deficiency which is the sole cause for preventing adequate performance of his official duties.

Art. 6(1) Delete and substitute therefor "The Director of the Maritime Safety Agency shall make appropriate entry in the Ship Officers Register of issuance of a certifi-

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Art. 6(1) Delete and substitute therefor "The Director of the Maritime Safety Agency shall make appropriate entry in the Ship Officers Register of issuance of a certificate of competency.

Art. 6(2) Delete

Art. 6(3) Renumber 6 - 2

Art. 7 "Small sized vessel operator" too general and should, in any event, be included in the "Motorboat Act".

Art. 10(2) Revocation considered too severe. Suspension prescribed under Art 11(2) is adequate.

Art. 11-1(3) Suggest deletion.

Art. 12-1 Delete and substitute therefor: "Cases involving willful act or negligence by a holder of a certificate of competency which endangers the safety of ship, passengers, or crew, but not within the jurisdiction of the Sea Casualties Inquiry Law, shall be tried in a hearing unit established by and under the authority of the Director of MSA".

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Art. 12-2 Action of the Director in these cases should be based on the decision of the hearing unit and penalty not more than that which the unit recommends.

Art. 13-1 Places the cart before the horse, should establish procedures for bringing the accused before the council for trial.

Art. 19 Should specify where the radio operator fits in since the MSA does not, in his case, give either the technical or physical examination. Also, it should be made clear that the physical examination is that required by Article 81 of the Mariners Law.

Art. 20 Should specify "but in no case of original certificates will a part of the examination be omitted".

Art. 22 Too severe, one year is adequate deterrent.

Art. 22-2 Unnecessary for council to hear.

Art. 25-2 "Other specific purposes" too loose.

Art. 26 "Fixed" should be "minimum".

Art. 27-1 Should prescribe that all licenses be posted in a conspicuous place on board, under glass, at all times.

Art. 28 Delete and substitute therefor: Hearing unit should be temporary and composed of not more than five members, all MSA personnel, shall be established to hear cases referred to in Art. 12, above, and in accordance with M/T ordinance. The latter should specify that the unit shall hear each case as it arises, shall incur no expense to the JG except that necessary to bring witnesses before the unit, and that the action taken on its recommendation to the Director of MSA shall be binding with right of appeal to the M/T.

Art. 29, 30, 31 Delete.

Art. 36, Specific sentences should be set forth.

Art. 37-2 "And has made him use it" ambiguous and incomprehensible.

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Art. 37-2 "And has made him use it" ambiguous and incomprehensible.

No provision was made for abolishment of existing law, date of enforcement, or renewal of present certificates.

Annex table #1 Remarks regarding coasting areas propose changes in existing areas not acceptable at this time.

Annex table #1 Gross tonnage table column has overlapping tonnage gradations, i.e. 200-500, 500-1000.

Annex table #2 Should list minimum number of officers required with no reference to existing minimums.

Annex table #1 Minimum number of radio operators excessive. Cargo vessels under 1600 gross tons require no operator nor do individual passenger ships or classes of passenger ships which, in the course of their voyage, do not go more than 20 miles from the nearest land or 200 miles in the open sea between two consecutive ports. Further, cargo vessels 1600 gross tons and up, which in course of their voyages do not go more than 150 miles from the nearest land, require no operator.

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2. The above objections will be compared with the Attorney General's corrected copy when it is circulated through SCAP sections for comment, if and when.

O L Driver

O. L. DRIVER
Maritime Safety Engineer

2 Incls
1 Draft, Ships Officer Law
2 Draft, Rev of Fixed No
Ship's Officers

cc: Maritime Safety Agency

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Ship's Officer Law

Chapter I General Provisions

(Purpose of the Law)

Article 1. This Law aims at contributing to the securing of safety at sea by prescribing such qualification of ship's officers and minimum manning as necessary for the safety of navigation of vessels.

(Definition)

Article 2. "Ship's officer" as used in this Law shall mean the captain, mates, chief engineer, engineers and ship's radio operators on board vessels.

(Application of the Law)

Article 3. Vessels to which this Law shall be applied are Japanese vessels; provided that vessels mentioned in the following items shall be exempted:

(1) Vessels less than 5 gross tons not carrying passengers;

(2) Vessels operated by scull or oars;

(3) Vessels designated by the Director of the Maritime Safety Agency.

2. This Law shall apply mutatis mutandis to the vessel coming under any of the following items other than Japanese vessels as to be prescribed by a Maritime Safety Agency Ordinance (hereinafter referred to as an Agency Ordinance):

(1) The vessel navigating only on the coastal waters, lakes, rivers and ports of Japan;

(2) The vessel chartered by a person who can possess the Japanese vessel.

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Chapter II License

(Requirements for License)

Article 4. Every person intending to be a ship's officer shall satisfactorily pass the National Examination for Ship's Officers (hereinafter referred to as the examination) and be licensed as such by the Director of the Maritime Safety Agency; provided that this shall not apply to ship's radio operators.

2. A person who intends to be a ship's radio operator shall hold a license as fixed by the Radio Wave Law. and no other examination will be required.

(Items of disqualification)

Article 5. Any person coming under any of the following items shall not be licensed as a ship's officer:

(1) A person under 20 years of age; provided that, in regard to an operator of a small-sized vessel, under 18 years of age;

(2) A person sentenced to a penalty heavier than imprisonment without hard labor and is still serving or under probation;

(3) A lunatic, cripple and any person unfit for his duties on account of mental or physical defects;

(4) A person prohibited from the use of his certificate of competency by the Marine Accident Inquiry Law. See Casualty

(Registration of Certificate of Competency)

Article 6. (1) A license shall be given by the registration in the Ship's Officer License Register kept by the Director of the Maritime Safety Agency.

2. When he has given a license to a person, the Director of the Maritime Safety Agency shall issue a certificate of competency to him.

3. The Director of the Maritime Safety Agency may issue a certificate of competency with restriction in its validity in accordance with the provisions of the Agency Ordinance.

4.

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(Kinds of Certificate of Competency)

Article 7. The kinds of the certificate of competency shall be as follows:

A Class Captain

A Class First Mate

A Class Second Mate

B Class Captain

B Class First Mate

B Class Second Mate

C Class Captain

C Class Mate

Small-sized vessel operator

A Class Chief Engineer

A Class First Engineer

A Class Second Engineer

B Class Chief Engineer

B Class First Engineer

B Class Second Engineer

C Class Chief Engineer

C Class Engineer

(Term of Validity of License)

Article 8. The term of validity of a license shall be five (5) years from the day of the license.

(Renewal of License)

Article 9. A license may be renewed on application.

2. The Director of the Maritime Safety Agency may give an examination to the applicant for the renewal of his license in accordance with the provisions of the Agency Ordinance.

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(Revoke of License)

Article 10. When a holder of the certificate of competency has come under any of the following items, the Director of the Maritime Safety Agency shall revoke his license:

(1) When he has come under item 4 of Article 5; as punishment in conformity to a decision of the marine court

(2) When he has failed to comply with paragraph 2 of Article 11 without any justifiable reason; and his licence when under suspension by the D of MSA

(3) When he has been found to have been dishonest in the examination. Such revocation to be withdrawn after a period of one year.

(Suspension of License and Warning)

Article 11. When a holder of the certificate of competency has fallen under any of the following items, the Director of the Maritime Safety Agency may suspend the validity or renewal of his license stating the period of suspension or give him warning:

(1) When he has come under item 2 and item 3 of Article 5;

(2) When he has made unlawful use of his certificate of competency;

(3) When he has behaved wrong at his post of duty such as dead drunkenness, rough manners, etc.;

(4) When he has failed the obligations prescribed by Article 27.

(5) When he

2. A person whose license has been suspended in accordance with the preceding paragraph shall immediately submit his certificate of competency to the Maritime Safety Agency.

3. The term of the suspension prescribed by item 1 ~~and item 2, item 3 and item 4~~ of paragraph 1 shall be not more than five years and less than one year ~~respectively~~, for item 2, item 3 and item 4 of same paragraph.

(Decision of Punishment)

Article 12. When he intends to inflict any punishment prescribed by Article 10 and Article 11, the Director of the Maritime Safety Agency shall hear the opinions of the Ship's Officers Inquiry Council (hereinafter referred to as the Council). (the maritime safety advisory committee)

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2. The Director of the Maritime Safety Agency shall not inflict a punishment heavier than the decision of the Council.

3. The Director of the Maritime Safety Agency may not execute the punishment within 30 days from the day he gave a notice of such punishment except in case of inevitable circumstances.

(Inquiry of the Council)

Article 13. When he intends to inflict any punishment prescribed by Article 10 and Article 11, the Director of the Maritime Safety Agency shall give the person subjected to such punishment an opportunity to vindicate before the Council. In this case the Director of the Maritime Safety Agency shall previously notify in writing to the person subjected to such punishment of the date and place where he may vindicate and reasons for inflicting such punishment.

2. A person who received the notice of the preceding paragraph or his representative may appear before the said Council on the fixed date and express his opinions or produce the evidences favorable, ~~to himself~~.

3. The Council shall report to the Director of the Maritime Safety Agency the result of the inquiry ~~together~~ with its opinions on the decision of punishment.

4. The Council may, if deemed necessary for any inquiry, request of related persons, governmental offices and others to submit depositions, explanations or material therefor.

(Appeal for Re-Inquiry)

Article 14. A person who has any objection against the decision made by the Director of the Maritime Safety Agency in regard to his license and examination may appeal to the Minister of Transportation within 30 days from the day he received the notice.

2. The Minister of Transportation shall, in case he has recognized

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the appeal as mentioned in the preceding paragraph reasonable, re-examine it.

3. In the case of the preceding paragraph, the Minister of Transportation shall suspend the execution of the punishment.

(Delegation to the Agency Ordinance)

Article 15. Those matters other than the matters prescribed in this Chapter concerning application for, registry, and renewal of license, correction of matters entered in the license, form of the certificates of competency, its classification, issuing, rewriting, re-issuing and return and payment of fees will be prescribed by an Agency Ordinance.

Chapter III Examination

(Content of Examination)

Article 16. The examination shall be given on the subjects of knowledge and technique required of the ship's officers.

(Execution of Examination)

Article 17. The examination will be given according to the different kinds of the certificate of competency by the Director of the Maritime Safety Agency in accordance with the provisions of the Agency Ordinance.

(Eligibility for Examination)

Article 18. No person other than those eligible for the examination as fixed by an Agency Ordinance shall take the examination.

(Method of Examination)

Article 19. The examination shall consist of the physical examination and the technical examination which is divided into examination in writing and oral examination.

2. No person who has not satisfactorily passed the physical examination shall be eligible forthe technical examination.

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3. No person who has not satisfactorily passed the examination in writing shall be eligible for the oral examination.

(Omission of Examination)

Article 20. The Director of the Maritime Safety Agency may omit a part of the examination in accordance with the provisions of the Agency Ordinance.

(Examiners for Ship's Officers)

Article 21. The Director of the Maritime Safety Agency will appoint the examiners for ship's officers from among the competent Agency personnel and cause them to conduct the examination; provided that the doctor other than the Agency personnel may be commissioned with the physical examination in case of necessity.

2. Any examiner for ship's officers may suspend or annul the examination for any examinee who has acted wrong in respect of such examination.

(Prohibition of Examination)

Article 22. The Director of the Maritime Safety Agency may, in the case of paragraph 2 of the preceding Article, prohibit such examinee to take another examination for a period not more than 3 years.

2. In case the term of prohibition as provided for in the preceding paragraph is not less than 1 year, the Director of the Maritime Safety Agency shall hear, according to the provisions of Article 12, the opinion of the Council.

(Delegation to the Agency Ordinance)

Article 23. Those matters other than the matters prescribed in this Chapter concerning kinds, subjects, time and place of the examination, payment of the examination fees, the standards of the physical examination and other necessary provedures related to the examination will be prescribed by an Agency Ordinance.

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Chapter IV Qualification and Fixed Number

(Qualification and Fixed Number)

Article 24. All the vessels to which this Law is applied shall have on board those ship's officers fixed by the annexed Tables 1, and 2 ~~and 3~~.

(Exception)

Article 25. In regard to the following vessels ~~special conditions~~ may be prescribed specially by the Agency Ordinance in respect of the fixed number and qualification of the ship's officers:

(1) Vessels sailing between ports of foreign countries;

(2) Vessels exclusively used for fishing and other specific purposes;

(3) Vessels of special construction.

(Mitigation)

Article 26. In the following cases the requirements for the fixed number and qualification of ship's officers may be mitigated in accordance with the provisions of the Agency Ordinance:

(1) When a vessel the ownership thereof has been obtained in a foreign country is brought to its final destination;

(2) In case of vessel navigating between foreign countries has caused a vacancy in her officers and is taking preceedings for replenishment;

(3) When a vessel sailing between Japan and foreign country has caused a vacancy in her officers in ~~such~~ foreign country and is coming back to a port of Japan;

(4) When a vessel is towed by another vessel;

(5) When a vessel is not used for navigation on account of repairing, being in dock or any other reason;

(6) When a new vessel is under a test run;

(7) Any other case recognized as similar to the preceding cases.

(Obligations of the Holder of the Certificate of competency)

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Article 27. Every ship's officer shall carry on board his certificate of competency or license as radio operator and produce it, on request, to the Maritime Safety Officer.

2. When a holder of the certificate of competency has damaged or lost his certificate of competency he shall immediately report it to the Maritime Safety Agency.

Chapter V Ship's Officers Inquiry Council

(Establishment and Function of the Council)

Article 28. For investigation and inquiry for the decision of punishment prescribed in Article 10, Article 11 and Article 22 paragraph 2 in compliance with the inquiry of the Director of the Maritime Safety Agency and Ship's Officers Inquiry Council (hereinafter referred to as the Council) shall be established in the Maritime Safety Agency.

(Organization of the Council)

Article 29. The Council shall consist of 9 members.

2. The chairman of the Council shall be chosen by mutual vote of its members.

3. The Council shall not be held unless the majority of the members are present.

4. When the chairman is prevented from discharging his duties the other member in the order previously fixed by the Council shall function for the chairman.

5. The Council may, when deemed necessary, have temporary members.

(Members of the Council)

Article 30. Members of the Council shall be appointed or commissioned by the Director of the Maritime Safety Agency from among men of learning and experience and the Maritime Safety Agency personnel.

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2. The term of office of the members shall be 2 years; provided that of a members who filled a vacancy shall be the remainder of that of his predecessor.

3. A temporary member shall be commissioned or appointed by the Director of the Maritime Safety Agency on recommendation of the Council.

(Allowances to Members)

Article 31. The members and temporary members of the Council shall receive allowances and travelling expenses within the limit of the amount appropriated from the Budget; provided that no allowance shall be given to those members and temporary members commissioned or appointed from among the officials of administrative offices concerned.

(Delegation to the Agency Ordinance)

Article 32. Those matters other than the matters prescribed by this Law and the National Public Service Law (Law No. 120 of 1947) concerning the Council shall be prescribed by the Agency Ordinance.

Chapter VI Miscellaneous Provisions

(Application Fees)

Article 33. When a holder of the certificate of competency makes any of the following applications he shall pay a fixed fee not more than 300 yen:

(1) Application for renewal of his license;

(2) Application for the certificate of competency re-written on account of the change of his name or domicile;

(3) Application for re-issue of his certificate of competency in the event of paragraph 2 of Article 27.

2. When a change of his domicile mentioned in item 2 of the preceding paragraph has been caused by the change of administrative boundary, no fee thereof shall be charged.

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(Examination Fees)

Article 34. A person intending to take the physical examination shall pay a fee not more than 150 yen, the examination in writing or oral examination a fee not more than 200 yen fixed by the Agency Ordinance.

Any fee once paid in accordance with the preceding paragraph shall never be refunded for any reason.

(Travelling and Other Expenses of the Person appeared himself)

Article 35. A person ordered to appear in person in accordance with paragraph 4 of Article 13 shall be paid his travelling and inn expenses and daily allowances in accordance with the provisions of the Agency Ordinance.

Chapter VII Penal Provisions

(Penal Provisions)

Article 36. The owner of a vessel or manager in the case of a jointly owned vessel or the charterer in the case of a chartered vessel who failed to man the vessel with the ship's officers corresponding to the requirements of this Law or an order issued on the basis of this Law shall be punished with an imprisonment of less than ----- year(s) or with a fine not more than ----- yen.

The penalty provision of the preceding paragraph shall be applied to its representative in the case where the owner, manager in the case of a minor or an interdict; provided that this shall not apply to a minor who has an equal ability with the adult in respect of the administration of vessels.

Article 37. Any person falling under any of the following items shall be liable to a penalty not more than ----- yen:

(1) Any person who took charge of the Ship's Officer's duties in violation of the provisions of this Law or an order issued on the basis of this Law;

(2) Any person who lent his certificate of competency to another person [and has made him use it.]

28. Jan. 1950

Chief. Merchant Vessel Personnel Section.

Annexed Table 1

Table explaining the Revision of Fixed Number of Ship's Officers (draft)

Navigation Area	Gross Tonnage	Present Fixed Number			Revised Fixed Number					
					Deck Department			Engine Department		
		Officer	Kind of certificate	Number	Officer	Kind of certificate	Number	Officer	Kind of certificate	Number
Smooth Water Area	less than 100) 100-200)	Captain	C-Class Mate	1	Captain	C-Class Mate	1	Chief Engineer	C-Class Engineer	1
					Captain	C-Class Captain	1	Chief Engineer	C-Class Chief Engineer	1
	200-500	Captain	B-Class 2nd Mate	1	Captain	B-Class 2nd Mate	1	Chief Engineer	B-Class 2nd Engineer	1
	500-1000	Captain	B-Class First Mate	1	Captain	B-Class First Mate	1	Chief Engineer	B-Class First Engineer	1
	1000 and over	Captain	B-Class First Mate	1	Captain	B-Class First Mate	1	Chief Engineer	B-Class First Engineer	1
	"	First Mate	B-Class 2nd Mate	1	Mate	B-Class 2nd Mate	1	Engineer	B-Class 2nd Engineer	1
Minor Coasting Area	less than 50) 50-100) 100-200)	Captain	C-Class Mate	1	Captain	C-Class Mate	1	Chief Engineer	C-Class Engineer	1
					Captain	C-Class Captain	1	Chief Engineer	C-Class Chief Engineer	1
					Captain	C-Class Captain	1	Chief Engineer	C-Class Chief Engineer	1
					Mate	Small sized vessel operator	1			

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Major Coasting Area	2000-3000	Captain	B-Class Captain	1	Captain	B-Class Captain	1	Chief Engineer	B-Class Chief Engineer	1
		First Mate	B-Class First Mate	1	First Mate	B-Class First Mate	1	First Engineer	B-Class First Engineer	1
		2nd Mate	B-Class 2nd Mate	1	2nd Mate	B-Class 2nd Mate	1	2nd Engineer	B-Class 2nd Engineer	1
					3rd Mate	B-Class 2nd Mate	1			
	3000-5000	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
		First Mate	B-Class Captain	1	First Mate	B-Class captain	1	First Engineer	B-Class Chief Engineer	1
		2nd Mate	B-Class 1st Mate	1	2nd Mate	B-Class 1st Mate	1	2nd E Engineer	B-Class 1st Engineer	1
		3rd Mate	B-Class 2nd Mate	1	3rd Mate	B-Class 2nd Mate	1	3rd Engineer	B-Class 2nd Engineer	1
	5000 and over	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
		First Mate	A-Class 1st Mate	1	First Mate	A-Class 1st Mate	1	First Engineer	A-Class 1st Engineer	1
		2nd Mate	B-Class 1st Mate	1	2nd Mate	B-Class 1st Mate	1	2nd Engineer	B-Class 1st Engineer	1
		3rd Mate	B-Class 1st Mate	1	3rd Mate	B-Class 1st Mate	1	3rd Engineer	B-Class 1st Engineer	1
	less than 3000	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
Ocean going Area		First Mate	A-Class 1st Mate	1	First Mate	A-Class 1st Mate	1	First Engineer	A-Class 1st Enginner	1
		2nd Mate	A-Class 2nd Mate	1	2nd Mate	A-Class 2nd Mate	1	2nd Engineer	A-Class 2nd Engineer	1
		3rd Mate	A-Class 2nd Mate	1	3rd Mate	A-Class 2nd Mate	1	3rd Engineer	A-Class 2nd Engineer	

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		2nd Mate	B-Class 1st Mate	1	2nd Mate	B-Class 1st Mate	1	2nd Engineer	B-Class 1st Engineer	1
		3rd Mate	B-Class 1st Mate	1	3rd Mate	B-Class 1st Mate	1	3rd Engineer	B-Class 1st Engineer	1
	less than 3000	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
Ocean going Area		First Mate	A-Class 1st Mate	1	First Mate	A-Class 1st Mate	1	First Engineer	A-Class 1st Enginner	1
		2nd Mate	A-Class 2nd Mate	1	2nd Mate	A-Class 2nd Mate	1	2nd Engineer	A-Class 2nd Engineer	1
		3rd Mate	A-Class 2nd Mate	1	3rd Mate	A-Class 2nd Mate	1	3rd Engineer	A-Class 2nd Engineer	1
	3000-1000	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
		First Mate	A-Class 1st Mate	1	First Mate	A-Class 1st Mate	1	First Engineer	A-Class 1st Engineer	1
		2nd Mate	A-Class 1st Mate	1	2nd Mate	A-Class 1st Mate	1	2nd Engineer	A-Class 1st Engineer	1
		3rd Mate	A-Class 2nd Mate	1	3rd Mate	A-Class 2nd Mate	1	3rd Engineer	A-Class 2nd Engineer	1
	10000 and over	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
		First Mate	A-Class Captain	1	First Mate	A-Class Captain	1	First Engineer	A-Class Chief Engineer	1
		2nd Mate	A-Class 1st Mate	1	2nd Mate	A-Class 1st Mate	1	2nd Engineer	A-Class 1st Engineer	1
		3rd Mate	A-Class 1st Mate	1	3rd Mate	A-Class 2nd Mate	1	3rd Engineer	A-Class 2nd Engineer	1

Remarks: 1. The Major Coasting area in this table shall be the First Area of Major Coasting Area prescribed in the Ship's Safety Law and includes Hainan Island.

2. The Second and Third Areas of Major Coasting Areas in the same Law shall be regarded here as included in Ocean Going Area.

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			1st Mate	1	2nd Mate	1st Mate	1	Engineer	1st Engineer	1
		3rd Mate	B-Class 1st Mate	1	3rd Mate	B-Class 1st Mate	1	3rd Engineer	B-Class 1st Engineer	1
	less than 3000	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
Ocean going Area		First Mate	A-Class 1st Mate	1	First Mate	A-Class 1st Mate	1	First Engineer	A-Class 1st Enginner	1
		2nd Mate	A-Class 2nd Mate	1	2nd Mate	A-Class 2nd Mate	1	2nd Engineer	A-Class 2nd Engineer	1
		3rd Mate	A-Class 2nd Mate	1	3rd Mate	A-Class 2nd Mate	1	3rd Engineer	A-Class 2nd Engineer	1
	3000-1000	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
		First Mate	A-Class 1st Mate	1	First Mate	A-Class 1st Mate	1	First Engineer	A-Class 1st Engineer	1
		2nd Mate	A-Class 1st Mate	1	2nd Mate	A-Class 1st Mate	1	2nd Engineer	A-Class 1st Engineer	1
		3rd Mate	A-Class 2nd Mate	1	3rd Mate	A-Class 2nd Mate	1	3rd Engineer	A-Class 2nd Engineer	1
	10000 and over	Captain	A-Class Captain	1	Captain	A-Class Captain	1	Chief Engineer	A-Class Chief Engineer	1
		First Mate	A-Class Captain	1	First Mate	A-Class Captain	1	First Engineer	A-Class Chief Engineer	1
		2nd Mate	A-Class 1st Mate	1	2nd Mate	A-Class 1st Mate	1	2nd Engineer	A-Class 1st Engineer	1
		3rd Mate	A-Class 1st Mate	1	3rd Mate	A-Class 2nd Mate	1	3rd Engineer	A-Class 2nd Engineer	1

Remarks: 1. The Major Coasting area in this table shall be the First Area of Major Coasting Area prescribed in the Ship's Safety Law and includes Hainan Island.

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Annexed Table 2.

Table explaining the Revision of Fixed Number of Ship's Radio Operator

Navigation Area	Gross Tonnage	Present Fixed Number			Revised Fixed Number					
					Passenger boat			Non-passenger boat		
		Officer	Kind of certificate	Number	Officer	Kind of certificate	Number	Officer	Kind of Certificate	Number
Smooth Water Area	less than 1600				1st Ship's Radio operator	B Class Radio Operator	1	1st Ship's Radio Operator	B Class Radio operator	1
	1600-3000				1st Ship's R.O.	B class R.O.	1			
					2nd Ship's R.O.	C class R.O.	1	1st Ship's R.O.	B class R.O.	1
	300-5500				1st Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	C class R.O.	1
	5500 and over				2nd Ship's R.O.	C class R.O.	1	1st Ship's R.O.	A class R.O.	1
					3rd Ship's R.O.	C class R.O.	1	2nd Ship's R.O.	C class R.O.	1
								3rd Ship's R.O.	C class R.O.	1
Minor Coasting Area	less than 500	1st Ship's R.O.	C class R.O.	1						
	500-1600				1st Ship's R.O.	B class R.O.	1	1st Ship's R.O.	B class R.O.	1
	1600-3000				1st Ship's R.O.	B class R.O.	1			

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Annexed Table 2.

Table explaining the Revision of Fixed Number of Ship's Radio Operator

Navigation Area	Gross Tonnage	Present Fixed Number			Revised Fixed Number					
					Passenger boat			Non-passenger boat		
		Officer	Kind of certificate	Number	Officer	Kind of certificate	Number	Officer	Kind of Certificate	Number
Smooth Water Area	less than 1600				1st Ship's Radio operator	B Class Radio Operator	1	1st Ship's Radio Operator	B Class Radio operator	1
	1600-3000				1st Ship's R.O.	B class R.O.	1			
					2nd Ship's R.O.	C class R.O.	1	1st Ship's R.O.	B class R.O.	1
	300-5500				1st Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	C class R.O.	1
	5500 and over				2nd Ship's R.O.	C class R.O.	1	1st Ship's R.O.	A class R.O.	1
					3rd Ship's R.O.	C class R.O.	1	2nd Ship's R.O.	C class R.O.	1
								3rd Ship's R.O.	C class R.O.	1
Minor Coasting Area	less than 500	1st Ship's R.O.	C class R.O.	1						
	500-1600				1st Ship's R.O.	B class R.O.	1	1st Ship's R.O.	B class R.O.	1
	1600-3000				1st Ship's R.O.	B class R.O.	1			
					2nd Ship's					

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								3rd Ship's R.O.	C class R.O.	1
Minor Coasting Area	less than 500	1st Ship's R.O.	C class R.O.	1						
	500-1600				1st Ship's R.O.	B class R.O.	1	1st Ship's R.O.	B class R.O.	1
	1600-3000				1st Ship's R.O.	B class R.O.	1			
					2nd hip's R.O.	C class R.O.	1			
	3000-5500	1st Ship's R.O.		1				1st Ship's R.O.	B class R.O.	1
			B class R.O.		1st Ship's R.O.	A class R.O.	1	2nd hip's R.O.	C class R.O.	1
					2nd Ship's R.O.	C class R.O.	1			
	500 and over				3rd Ship's R.O.	C class R.O.	1	1st Ship's R.O.	A class R.O.	1
								2nd Ship's R.O.	C class R.O.	1
								3rd Ship's R.O.	C class R.O.	1
Major Coasting Area	less than 500	1st Ship's R.O.	B class R.O.	1	1st Ship's R.O.	A class R.O.	1			
	500 - 1600	1st Ship's R.O.	B class R.O.	1	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1
	1600-3000	2nd Ship's R.O.	C class R.O.	1	2nd Ship's R.O.	B class R.O.	1	1st Ship's R.O.	A class R.O.	1
	3000-5500	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	B class R.O.	1

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	5500 and over	2nd Ship's R.O.	B class R.O.	1	2nd Ship's R.O.	B Class R.O.	1	1st Ship's R.O.	A class R.O.	1
		3rd Ship's R.O.	C class R.O.	1	3rd Ship's R.O.	B class R.O.	1	2nd Ship's R.O.	B class R.O.	1
								3rd Ship's R.O.	B class R.O.	1
Ocean Going Area	less than 500				1st Ship's R.O.	A class R.O.	1			
	500-1600	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1
		2nd Ship's R.O.	B class R.O.	1	2nd Ship's R.O.	B class R.O.	1			
	1600-3000							1st Ship's R.O.	A class R.O.	1
	3000-5500	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	B class R.O.	1
	5500-10000	2nd Ship's R.O.	B class R.O.	1	2nd Ship's R.O.	B class R.O.	1	1st Ship's R.O.	A class R.O.	1
		3rd Ship's R.O.	B class R.O.	1	3rd Ship's R.O.	B class R.O.	1	2nd Ship's R.O	B class R.O.	1
								3rd Ship's R.O.	B class R.O.	1
	10000 and over	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1
		2nd Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	A class R.O.	1
		3rd Ship's	B class R.O.	1	3rd Ship's R.O.	B class	1	3rd Ship's		

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	Ship's R.O. R.O.	R.O.	R.O.	R.O.		R.O.	R.O.	
5500-10000	2nd Ship's R.O.	B class R.O.	1	2nd Ship's R.O.	B class R.O.	1	1st Ship's R.O.	A class R.O.	1
	3rd Ship's R.O.	B class R.O.	1	3rd Ship's R.O.	B class R.O.	1	2nd Ship's R.O	B class R.O.	1
							3rd Ship's R.O.	B class R.O.	1
10000 and over	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1	1st Ship's R.O.	A class R.O.	1
	2nd Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	A class R.O.	1	2nd Ship's R.O.	A class R.O.	1
	3rd Ship's R.O.	B class R.O.	1	3rd Ship's R.O.	B class R.O.	1	3rd Ship's R.O.	B class R.O.	1

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	200-500	Captain	Mate	1	Captain	B-Class 2nd Mate	1	Chief Engineer	B-Class 2nd Engineer	1
		First Mate	C-Class Mate	1	Mate	C-Class Mate	1	Engineer	C-Class Engineer	1
	500-1000	Captain	B-Class First Mate	1	Captain	B-Class First Mate	1	Chief Engineer	B-Class First Engineer	1
		First Mate	B-Class 2nd Mate	1	Mate	C-Class Captain	1	Engineer	C-Class Chief Engineer	1
	100 and over	Captain	B-Class Captain	1	Captain	B-Class Captain	1	Chief Engineer	B-Class Chief Engineer	1
		First Mate	B-Class 2nd Mate	1	Mate	B-Class 2nd Mate	1	Engineer	B-Class 2nd Engineer	1
Major Coasting Area	less than 100 / 100-200	Captain	B-Class First Mate	1	Captain	B-Class First Mate	1	Chief Engineer	B-Class First Engineer	1
					Captain	B-Class First Mate	1	Chief Engineer	B-Class First Engineer	1
					Mate	C-Class Mate	1	Engineer	C-Class Engineer	1
	200-500	Captain	B-Class First Mate	1	Captain	B-Class First Mate	1	Chief Engineer	B-Class First Engineer	1
		First Mate	B-Class 2nd Mate	1	Mate	B-Class 2nd Mate	1	Engineer	B-Class 2nd Engineer	1
	500-1000	Captain	B-Class Captain	1	Captain	B-Class Captain	1	Chief Engineer	B-Class Chief Engineer	1
		First Mate	B-Class 2nd Mate	1	First Mate	B-Class 2nd Mate	1	First Engineer	B-Class 2nd Engineer	1
		2nd Mate	C-Class Mate	1	2nd Mate	C-Class Captain	1	2nd Engineer	C-Class Chief Engineer	1
	1000-2000	Captain	B-Class Captain	1	Captain	B-Class Captain	1	Chief Engineer	B-Class Chief Engineer	1
		First Mate	B-Class First Mate	1	First Mate	B-Class First Mate	1	First Engineer	B-Class First Engineer	1
		2nd Mate	B-Class 2nd Mate	1	2nd Mate	B-Class 2nd Mate	1	2nd Engineer	B-Class 2nd Engineer	1

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Status of Korean Vessels Seized by Japanese Governmental Agencies

DCS, SCAP G-2 (PSD) 31 Jan 1950

1. 1. Attached hereto is a list submitted to me by the Korean Ambassador in Japan of Korean vessels reported to have been seized by Japanese governmental agencies. The Korean Ambassador has requested information as to the present status of these ships and the basis for their seizure. It will be noted that this list indicates that the vessels were adrift. The Korean Ambassador was informed that the information available to this headquarters was that seven vessels had been seized since 1 July 1949 by Japanese governmental authorities -- two of the seizures being for smuggling and five for illegal entry.

2. It is requested that this list be compared with any records available to you or the proper Japanese authorities for verification. Information is also desired as to the status of any action taken or proposed in connection with these seizures.

3. Early reply is desired.

1 Incl: List of Vessels Seized

cc: DS

A. P. F.

CIS/PSD/HEP/sm

From: G-2/PSD To: DCS, SCAP Date: 13 February 1950

2 1. In accordance with request contained in par 2 Check Note No. 1, list of vessels (Incl 1) as submitted by Korean Ambassador has been checked by Japanese law enforcement agencies. Information available from these sources is submitted.

Name of Vessels	Remarks
KUMBONGHWAN (Kinpo Maru - Japanese name for this vessel)	30 Dec 48 vessel departed Pusan for purpose of fishing; shipwrecked, salvaged on 7 Jan 49 at place noted. In accordance with instructions of Civil Affairs Team of the locality, the vessel (difficult to repair) was sold to the rescuer, Oshima Branch of Taiyo Gyogyo Co., Ltd. for 35,000 yen. Capt and crew were returned to Korea via Shinko Maru, 13 Jan 49. (Tonnage reported by S.C.A.P. as 25 by Japanese authorities.)

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Japanese Governmental Agencies

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13 February 1950

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2 (cont'd)

Name of Vessels	Remarks
#1 KILPTUNGHWAN (Kippu Maru)	Per orders of Tsushima Detachment Commander, 34 Regt, U. S. Army, vessel was delivered into custody of the police. The police, in turn, placed vessel in custody of TOYODA Seiki, fisherman, Sasuna-mura, Tsushima. The vessel was in poor condition, considerably decayed; 40,000 yen utilized for repairs. Vessel now moored at Sasuna Port in custody of TOYODA. Crew was returned to Korea per order of Tsushima Detachment Commander, 34 Regt, U. S. Army.
TAISUNGHWAN (Taisho Maru)	Vessel, as evidence, delivered into custody of Procurator's Office which transferred it to Nagasaki Branch Office, Kyushu Regional Maritime Bureau. As it was waterlogged, vessel now moored at Fukue Port. Responsible person for custody is Chief, Nagasaki Branch Office, Kyushu Regional Maritime Bureau. Crew was returned to Korea. (Tonnage of 8.00 reported by Japanese authorities as against that of 9.48 by Korean Mission.)
KAIYANGHWAN	This vessel could not be identified from records available to this section or by the Japanese law enforcement authorities from information supplied relative to name, tonnage, port of registry, owner, and place and date of detention.
POILHWAN (Hoichi Maru)	Ship transferred to Itsuhara Maritime Safety Agency in turn delivered to custody of AKISE Akihiro, Director of Sailor Transportation Association in that town. AKISE repaired ship, which he used. 29 Oct 49 vessel blown by gust off coast of Sasu-maru and damaged seriously. Engine, now only available. Crew was returned to Korea.
CHANGYUNGHWAN (Choei Maru)	Vessel transferred to custody of Procurator's Office as evidence. Procurator's Office transferred her to Nagasaki Branch of Kyushu Maritime Bureau in whose custody vessel remains. Vessel too damaged to be used and now is moored at Fukue Port. Crew was returned to Korea.

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Japanese Governmental Agencies

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13 February 1950

G-2/PSD DCS, SCAP

2 (cont'd)

Name of Vessels	Remarks
#2 PYNGEAHWAN (Daigyo Maru)	Vessel transferred to Nagasaki Maritime Safety Agency on 2 Dec 48. About Aug 49 Capt Boku (delivering letter of Attorney of ship owner) visited Procurator's Office and the Maritime Safety Agency to request return of vessel with approval of the Commanding Officer of Tsushima Detachment, 34th Regt; vessel was returned to Korean 25 Nov 49. (Tonnage of 14.5 reported by Japanese authority against that of 19.68 by Korean Mission.)
ANJUNHWAN	This vessel could not be identified from records available to this section or by the Japanese law enforcement authorities from information supplied relative to name, tonnage, port of registry, owner, and place and date of detention.

2. The KUMBONGHWAN, shipwrecked and legally salvaged, has been disposed of in accordance with Occupation directive, disposition legally completed. The KILPTUNGHWAN seized for illegal entry and smuggling has been legally held in accordance with Occupation directive, final disposition pending. The TAISUNGHWAN, CHANGYUNGHWAN and PYNGEAHWAN seized for illegal entry and smuggling under Japanese law, now held by Maritime Bureau, Ministry of Transportation, Japanese Government, final disposition pending. The POILHWAN seized for illegal entry and smuggling subsequently sank, engine held by Maritime Safety Agency, Japanese Government pending disposition.

3. Forwarded for your information.

1 Incl
n/c

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

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C/N #2 fr G-2/PSD to DCS, SCAP, subj, "Status of Korean Vessels Seized by Japanese Governmental Agencies," dtd 13 Feb 50

MEMO FOR RECORD:

C/N 1 from DCS, SCAP, "Status of Korean Vessels Seized by Japanese Governmental Agencies," dtd 31 Jan 50, to G-2/PSD, fwds Korean Ambassador's list of 8 Korean vessels reported seized by JG Agencies. Korean Ambassador was advised by Gen Fox that 7 vessels were seized by Jap authorities since 1 Jul 49; 2 for smuggling and 5 for illegal entry. This info was furnished Gen Fox by Col Pulliam in telephone conversation. These 7 vessels are not necessarily part of the 8 vessels Korean Ambassador is inquiring about. C/N further requests list of vessels be compared with any records available to G-2/PSD, and checked with proper Jap authorities for verification and info regarding status of action taken or proposed with seizures. Further action regarding disposition of vessels not within sphere of PSD/G-2 responsibility. This c/n fwds info available.

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Vessel	Tonnage	H.P.	Port of Registry	Owner or Captain	Place of Detention	Date of Detention	Captor	
KUMBONGHWAN	5.84	100	(BF 1227) Pusan	Kim Im Jo	Hagi nisi atake Yamaguchi Pref.	3 Jan 1949	Japanese Police	Drift
#1 KILPTUNGHWAN	5	12	(5483) Pusan	Kim Bong Kil	Sasuna Nagasaki Pref.	6 Nov 1948	Japanese Police	Drift
TAIJUNGHWAN	9.48		(MF 204) Mokpo	Pak Ki Hong	Goto Is. Nagasaki Pref.	17 Jan 1948	Japanese Police	Drift
KAIYANGHWAN	13.15			Kim Jai Ryong	Saseho Nagasaki Pref.	22 Sep 1946	Japanese Police	Drift
POILHWAN	19.69	45	(JM 115) Puk Jaijoo	Kim Hong Eup	Itsukubara Tsusima Is.	6 Jan 1949	Japanese Police	Drift
CHANGYUNGHWAN	17.05		(MF 7)	Song Bu Kyo	Fukue Nagasaki Pref.	21 Dec 1947	Japanese Police	Drift
#2 PUNGEAHWAN	19.68		Yeasoo	Chung Sang Kun	Yositakemura Simogatagun Nagasaki Pref.	26 Nov 1948	Japanese Police	Drift
ANJUNHWAN	3.34	15	(JM 408) Tongyung	Ha Kap Ryong	Okisima Fukuoka Pref.	19 Jan 1949	Japanese Police	Drift

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Inc 1

N.2-32

Feb. 9, 1950

TO : Lt. Col. R. T. Battey, PSD, GHQ.
FROM : Chief, Police Guard Section, NRP Headquarters.

SUBJECT: Report on the Result of Investigation on Drift Vessels

Vessel	Tonnage	H.P.	Port of Registry	Owner or Captain	Place of Detention	Date of Detention	Disposition	Outline (Custodian and Matter of reference)
1. Kinpo-maru	5.8	25	BF 1227 Fusan	Owner Kin Nin So Captain Kan Sen	Okiai, Roku-shima-mura, Abu-gun, Yamaguchi Pref.	7 Jan.'49	Captain and crews(10) were sent back to Korea by Shinkomaru on Jan. 13, 1949	On Dec. 30, 1948 left Fusan for fishing, shipwrecked and salvaged on Jan. 7, 1949 at the place mentioned left. In accordance with the instruction of the Military Gov't. team of the locality, the vessel which was difficult to be repaired, was sold to the rescurer, Oshima Branch of Taiyo Gyogyo Co. Ltd. at the price of 35,000 yen.
KUMBONGHWAN	(5.84)	(100)	(BF1227) (Pusan)	(Kim Im Jo)	(Hagi nishi stake Yamaguchi Pref.)	(3 Jan'49)		
2. Kippu-maru	5.00	12	Fuzan	Captain Son Ryu Shin	Toyozaki-machi, Kamiagata-gun, Nagasaki Pref.	7 Dec.'48	Sent back to Koreaa under the order of the Tsushima Detachment Commander, 34 Regiment. US Army.	(NRP) The vessel was relayed to the Police under the order of the Tsushima Detachment Commander and the Police placed it in custody of TOYODA Seiki, fisherman, Sasuna-mura, Tsushima. At that time the vessel had been considerably decayed and seems to have spent about ¥ 40,000 for repairs. It is now moored at Sasuna Port in custody of TOYODA.
1 KILPTUNGHWAN	(5.00)	(12)	(5483) (Pusan)	(Kim Bong Kil)	(Sasuna Nagasaki Pref.)	(6 Nov.'48)		
3. Taisho-maru	8.00	?	?	Captain Ki Hei Nen	Toraku, Fukue-machi, Minami-Matsuura-gun, Nagasaki Pref.	17 Jan.'47	Sent back to Korea	The Vessel, as evidence, was turned over to the Procurator's Office which transferred to Nagasaki Branch Office, Kyushu Regional Maritime Bureau. As it was, ~~however, to use because of being~~ waterlogged, it is
(TAIJUNGHWAN)	(9.48)		(MF 204) (Mokpo)	(Pak Ki [illegible])	(Goto Is. Nagasaki Pref.)	(17 Jan.'48)		now moored at Fukue Port. The responsible person for the custody is

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				Nain	Nagasaki Pref.		the Tsushima Detachment Commander,	Detachment Commander and the Police placed it in custody of TOYODA Seiki,
1 KILPTUNGHWAN	(5.00)	(12)	(5483) (Pusan)	(Kim Bong Kil)	(Sasuna Nagasaki Pref.)	(6 Nov.'48)	34 Regiment, US Army.	fisherman, Sasuna-mura, Tsushima. At that time the vessel had been considerably decayed and seems to have spent about ¥ 40,000 for repairs. It is now moored at Sasuna Port in custody of TOYODA.
3. Taisho-maru	8.00	?	?	Captain Ki Hei Nen	Toraku, Fukue-machi, Minami-Matsuura-gun, Nagasaki Pref.	17 Jan.'47	Sent back to Korea	The Vessel, as evidence, was turned over to the Procurator's Office which transferred to Nagasaki Branch Office, Kyushu Regional Maritime Bureau. As it was, ~~however, to use because of being~~ waterlogged, it is
(TAIJUNGHWAN)	(9.48)		(MF 204) (Mokpo)	(Pak Ki Hong)	(Goto Is. Nagasaki Pref.)	(17 Jan.'48)		now moored at Fukue Port. The responsible person for the custody is the Chief of Nagasaki Br. Office, Kyushu Reg. Maritime Board.
4. No Vessel is found to come under this item as a result of investigation.								
(KAIYANGHWAN)	(13.15)			(Kim Jai Ryong)	(Saseho Nagasaki Pref.)	(22 Sept.' 46)		
5. Hoichi-maru	19.69	45		Captain Kin Seki Jun	Zusan-mura, Shimo-agata-gun, Nagasaki Pref.	9 Jan.'49	Sent back to Korea.	The ship was transferred to Itsuhara Maritime Safety Agency, which asked AKISE Akihiro, Director of the Sailer Transportation Association in that town. He repaired the ship, which he used, but, on October 29, 1949, the ship was blown by a gust off the coast of Sasu-mura and damaged seriously. Engines ~~are almost all being kept.~~ ONLY AVAILABLE
(POILHWAN)	(19.69)	(45)	(JM 115) (Puk Jai-joo)	(Kim Hong Eup)	(Itsukubara Tsusima Is.)	(6 Jan.'49)		
6. Chosi-maru	17.5		Moppo	Captain So Fu Dai	Tagishi, Naru-shima-mura, Minami-matsuura-gun, Nagasaki Pref.	23 Dec.'47	Sent back to Korea.	The ship was transferred to the Procurator's Office as ~~an~~ evidence. The Procurator's Office transferred her to Nagasaki Branch of Kyushu Maritime Bureau, which keeps her. The ship was ~~too leaky~~ DAMAGED to be used, and now is moored at Fukue Port.
(CHANGYUNGHWAN)	(17.05)		(MF 7)	(Song Bu Kyo)	(Fukue Nagasaki Pref.)	(21 Dec.'47)		
7. Daigyo-maru	14.5		Reisui	Owner Tei Sho Kon Captain [illegible]	Oaza-Tori, Yatsukadake-mura, Shimoagata-[illegible]	28 Nov.'48	The ship was sent to Hario on Dec. 2, 1949, by the [illegible]	The ship was transferred to Nagasaki Maritime Safety Agency on Dec. 2, 1949. About Aug., 1949, Captain [illegible] letter of attorney

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No vessel is found to come under this item as a result of investigation.

(KAIYANGHWAN)	(13.15)			(Kim Jai Ryong)	(Sascho Nagasaki Pref.)	(22 Sept.' 46)		
5. Hoichi-maru	19.69 ✓	45 ✓		Captain Kin Seki Jun	Zusan-mura, Shimo-agata-gun, Nagasaki Pref.	9 Jan.'49	Sent back to Korea.	The ship was transferred to Itsuhara Maritime Safety Agency, which asked AKISE Akihiro, Director of the Sailer Transportation Association in that town. He repaired the ship, which he used, but, on October 29, 1949, the ship was blown by a gust off the coast of Sasu-mura and damaged seriously. Engines ~~are almost all being kept.~~ ONLY AVAILABLE
(POILHWAN)	(19.69) ✓	(45) ✓	(JM 115) (Puk Jai-joo)	(Kim Hong Eup)	(Itsukubara Tsusima Is.)	(6 Jan.'49)		
6. Choei-maru	17.5		Moppo	Captain So Fu Dai	Tagishi, Naru-shima-mura, Minami-matsuura-gun, Nagasaki Pref.	23 Dec.'47	Sent back to Korea.	The ship was transferred to the Procurator's Office as ~~an~~ evidence. The Procurator's Office transferred her to Nagasaki Branch of Kyushu Maritime Bureau, which keeps her. The ship was ~~too leaky~~ DAMAGED to be used, and now is moored at Fukue Port.
(CHANGYUNGHWAN)	(17.05) ✓		(MF 7)	(Song Bu Kyo)	(Fukue Nagasaki Pref.)	(21 Dec.'47)		
7. Daigyo-maru	14.5		Reisui	Owner Tei Sho Kon Captain Boku Sho Seki	Gaza-Tori, Yatsukadake-mura, Shimoagata-gun, Nagasaki Pref.	28 Nov.'48	The ship was sent to Hario on Dec. 2, 1949, by the order of the Commanding Officer of Tsushima Detachment, 34th Reg., US Army & then sent back to Korea.	The ship was transferred to Nagasaki Maritime Safety Agency on Dec. 2, 1949. About Aug., 1949, Captain Boku (bringing a letter of attorney of ship owner) visited the Procurator's Office and the Maritime Safety Agency to ask for the return of the ship. Therefore, with the approval of the Commanding Officer of Tsushima Detachment, 34th Reg., the ship was returned to Korea on Nov. 25, 1949.
(#2 PUNGEAH-WAN)	19.68)		(Yeasoo)	(Chung Sang Kun)	(Yositakemura Simogatagun Nagasaki Pref.)	(26 Nov.'48)		

8.

No vessel is found coming under this item as a result of investigation.

(ANJUNHWAN) (3.34) (15) (JM 408) (Tongyung) (Ha Kap Ryong) (Okisima Fukuoka Pref.) (19 Jan.'49)

Remark: In this table, the ~~m~~ matters in ~~the~~ bracket show ~~there~~ as which ~~were~~ ~~informed by you.~~ BOATS PSD gave information on (KOREAN NAMES)

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PSD files
NEP

Law Violation of Korean Registered Vessels
July 1 - Dec 31 1949

Date of Arrest	Vessels Arrested	Gross Ton	Location of Arrest	Cargo Kind	Cargo Quantity	Crime
Aug 26	KINZAN Maru	8.43	Off Niigahama, Otsu-gun, Yamaguchi-ken			Illegal
Aug 29	MEISEI Maru	18.00	Off NomoSaki, Nagasaki-ken	Sugar	3 Sacks	Smuggli
Sep 6	TOKIWA Maru	6.63	Off Bo-no Misaki Lighthouse			Illegal
Sep 26	HOSEI Maru	6.00	Sunatsu Port, Kokura City	Cowhides Clothings	126 sheets 3 packs	Smuggli
Oct 28	SHUNESI Maru	2.90	Off Kanzaki Lighthouse, Nagasaki-ken			Illegal
Nov 9	Unknown		Off Aburatsu Port, Miyazaki-ken			Illegal
Dec 10	CHISAN	4.48	Within Sasebo Harbor			Illegal

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26 Jan 50

HEP

Law Violation of Korean Registered Vessels
July 1 - Dec 31 1949

of	Cargo Kind	Cargo Quantity	Crime	Steps Taken After Arrest
gahama, Otsu-gun, hi-ken			Illegal Entry	The Vessel is kept in custody by Senzaki Maritime Safety Stations. Persons were passed on to the Procurator's Office.
oSaki, i-ken	Sugar	3 Sacks	Smuggling	Turned over to the Customs.
ho Misaki use			Illegal Entry	The Vessel was towed to Kagoshima Port entrance and turned over to NRP. The persons were turned over to Hario Detention Center.
Port, City	Cowhides Clothings	126 sheets 3 packs	Smuggling	The case was turned over to NRP. Hides and clothings were passed over to the Customs.
zaki Lighthouse, i-ken			Illegal Entry	The case was turned over to NRP.
ratsu Port, i-ken			Illegal Entry	The persons were passed over to the Procurator's Office. The vessel was sunk by sea disaster.
Sasebo Harbor			Illegal Entry	The vessel and persons were passed on to the Procurator's Office.

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Law Violation [Cases] of [by] Korea-Registered Vessels

[During] July 1 - Dec. 31 1949

Date of Arrest	Vessels arrested	Gross Ton	Location of Arrest	Cargo Kind	Cargo quantity	Crime	Steps taken after Arrest
Aug. 26	KINZAN Maru	8.43 G.T.	Off Niigahama, Otsu-gun, Yamaguchi-ken.			Illegal Entry	The Vessel is kept in custody by Senzaki Maritime Safety Station. Persons were passed on to the Proculator's Office
Aug. 29	MEISEI Maru	18.00 G.T.	Off NomoSaki, Nagasaki-ken.	Sugar	3 Sacks	Smuggling	Turned over to the Customs.
Sept. 6	TOKIWA Maru	6.63 G.T.	Off Bo-no Misaki Lighthouse			Illegal Entry	The Vessel was towed to Kagoshima Port entrance and turned over to NRP. The persons were turned over to Hario Detention Center.
Sept. 26	HOSEI Maru	6.00 G.T.	Sunatsu Port, Kokura City	Cowhides Clothings	126 sheets 3 packs	Smuggling	The Case was turned over to NRP. Hide and Clothings were passed over to the Customs,
Oct. 28	SHUNESI Maru	2.90 G.T.	Off KANZAKI Lighthouse, Nagasaki-ken			Illegal Entry	The case was turned over to NRP.
Nov. 9	Unknown		Off Aburatsu Port, Miyazaki-ken			Illegal Entry	The persons were passed over to the Proculator's Office. The Vessel was sunk by sea disaster,
Dec. 10	CHISAN	4.48 G.T.	Within Sasebo harbor			Illegal Entry	The Vessel and persons were passed on to the Proculator's Office

Chief, PSD: All of above Vessels are still being held by J.S. with exception of unknown Vessel. There are quite a few other Vessels being held not falling in dates specified. JOHR

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Rettew:

25 Jan 50

1. Have MSB prepare PSD a report giving the following information.

a. Name (and number) of Korean vessels regardless of size, seized and held by Japanese authorities for smuggling, and type of cargo carried.

b. State seized and place of detention or disposition, if legal disposition has been made of the vessel.

c. Report to cover the period, 1 July to 31 Dec. 49, on a and b above.

2. Report desired at the earliest possible date.

HEP.

Vessels registered in Korea in the Custody of the Maritime Safety Agency

1. Vessels seized by the Maritime Safety Agency.

Name of Vessel	Tonnage	Place of Detention	Date of Detention	Present Status of Vessel
MANKICHI-maru	3.5	Off Sasuna, Kamiagata-gun, Tsushima	May 26, '48	Under investigation; to be reported later
Unknown	5.0	Takeshiki, Kechimachi, Shimoagata-gun, Tsushima	July 20, '48	Ditto
JIYU-maru	3.0	Off Gosaki, Tsushima	Aug. 22, '48	Corrosion remarkable; needs heavy repair
KAIHO-maru	6.49	Off Zushun, Tsushima	Nov. 22. '48	~~Ditto~~ Under investigation; to be reported later.
SANYU-maru	5.0	Off Sasu, Tsushima	Mar. 10, '49	Worn-out; needs repair
Unknown	4.0	Off Gosaki, Tsushima	Mar. 20, '49	~~Ditto~~ Under investigation; to be reported later.
KINEI-maru	12.0	Asamo, Zushun, Tsushima	May 24, '49	Hull washed away leaving only remnants; engine removed and under custody.
SHOEI-maru	8.0	Off Ose, Zushun, Tsushima	Jun. 4, '49	Under investigation; to be reported later.
KEISHI-maru	5.0	Senzaki Port, Yamaguchi-ken	Jan. 19, '49	Worn-out and unoperable due to leakage
KINZAN-maru	8.43	2 miles off Tsuki, Utsuga, Otsu-gun, Yamaguchi-ken	Aug. 26, '49	Ditto

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2. Vessels seized by Police and in the Custody of the Maritime Safety Agency.

Name of Vessel	Tonnage	Place of Detention	Date of Detention	Present Status of Vessel
Unknown (a jolly-boat)	0.8	Mizusaki, Nukadake, Shimoagata-gun Tsushima.	Feb. 18, '48	Under investigation; to be reported later.
HIRUKO-maru	5.0	Kuwa-ura, Kuda, Shimoagata-gun, Tsushima.	Mar. 7, '48	Ditto
KAIKO-maru	6.89	Shishimi, Nita, 29 Kamiagata-gun Tsushima	Apr. 27, '48	Ditto
Unknown	3.0	Off Karasuzaki, Nukadake, Shimoagata-gun Tsushima.	June 16, '48	Ditto
NANKO-maru	5.0	Kamoise, Funakoshi, Tsushima	June 24, '48	Ditto
MISHO-maru	3.0	Ina, Nita, Kamiagata-gun, Tsushima	Sept. 4, '48	Ditto
SHIMPU-maru	7.0	Komoda Port, 30 Sasu, Shimoagata-gun Tsushima.	Oct. 12, '48	Ditto
SEIDAI-maru	2.0	Kunehama, Kuta, Shimoagata-gun, Tsushima	Oct. 12, '48	Hull heavily domaged and washed away; part of engine under custody.
SHIMADA-maru	3.5	Kusuho, Funakoshi, Shimoagata-gun, Tsushima.	Oct. 24, '48	~~Ditto~~ Under investigation; to be reported later.
TAISEI-go	15.78	Hidakatsu, Toyosaki-machi, Tsushima.	Nov. 12, '48	Unoperable due to corrosion; no engine
DAISEN-maru	3.0	Ashigaura, Funakoshi, Shimoagata-gun, Tsushima.	Nov. 12, '48	~~Ditto~~ Under investigation; to be reported later.
KICHIHEI-maru	5.0	Hidakatsu, Toyosaki, Kamiagata-gun, Tsushima.	Dec. 14, '48	Ditto
KICHIHEI-maru	5.0	Ditto	Dec. 14, '48	Ditto

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MEIFUKU-maru	3.0	Kusuhama, Kechi-machi, Shimoagata-gun, Tsushima	Jan. 10, '49	~~Ditto~~
HOICHI-maru	19.69	Asamo, Zushun, Shimoagata-gun, Tsushima,	Jan. 10, '49	Wrecked on Oct. 29, '49, hull carried away by waves; engines used for another boat one now kept in custody of MS Local Hqs. under the direction of SCAP.
YUTOKU-maru	2.0	Takeshiki, Kechi-machi, Shimoagata-gun, Tsushima.	Feb. 28, '49	~~Corroded, needs repair~~ Under investigation; to be reported later.
TAISHO-maru	12.0	Kamoise, Funakoshi, Shimoagata-gun, Tsushima.	Mar. 16, '49	Corroded, needs repair.
SHINKO-maru	3.0	Naiin, Kuta, Shimoagata-gun Tsushima	Apr. 3, '49	Under repair
HOKUJO-maru	3.73	Nuka, Shimoagata-gun Tsushima	Apr. 5, '49	Ditto
2nd MIDORI-maru	3.0	Yokoura, Nii, Shimoagata-gun Tsushima.	Apr. 29, '49	Ditto
DAISEI-maru	5.0	Nukadake, Shimoagata-gun Tsushima.	Mar. 16, '49	Ditto
SHINSHO-maru	4.0	-- -- --	June 27, '49	Ditto
SHOEI-maru	2.0	-- -- --	June 28, '49	Ditto
FUJI-maru	4.0	-- -- --	Sept. 6, '49	Ditto
Unknown	1.0	-- -- --	Sept. 9, '49	Ditto

note: 1. H.P., Port of Registry, and Owner &/or Captain are under investigation and to be reported later.

2. An official concerned has been sent to the spot for further investigation A detailed report is expected to be submitted later on. The official despatched is scheduled to be back on Feb. 6.

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No. 6

Table of Vessels under Seizuru (as on 20 Jan. 1950)

Maritime Safety Agency

Subject	Item	Name of Ship	HOICHI Maru		
Description	Nationality	Korea	Gross Tonnage	19.69	
	Port Registry	Tsichow	Kind of Engine	Hot builb engine	
	Class	Wooden boat	Horse Power	45	
	Use	Cargo boat	Registry Number		
Present Condition	Hull.	Sunken in distress on 29 Oct. 1949.			
	Engine.	Taken to the Kokoku Maru and used in good condition.			
	Fittings.	None.			
	Navigable Distance.				
Custody	Port of Custody.	Port of Izuhara, Shimogata Cunty, Tsushima Islands.			
	Address of the person keeping and using it.	Izuhara, Shimogata County, Tsushima Islands.			
	Name of the person.	MEISE Akihiro, Tsushima Machine-Sail Boats Commercial Cooperative Society.			
	Condition of operation.				
Circumstances of Seizure	Date and place of Seizure.	10 Jan. 1949.	Place.	Asamo, Tsutsu, Shimogata County Tsushima Islands.	
	Government Organ which seized it.	Shimogata District Policy Station.			
	Persons for Seizure.	The crew said that the boat left Toei port at noon of 4 Jan. 1949 for Kichiku Island to take fire-woods, but was drifted to Asamo on account of disorder in the engine			
	Crew.	22 men of the crew were repatriated to Shinbi, Korea.			
Condition of Boat at Seizure.	Hull.	The bottom had several leaks.			
	Engine.	In good condition.			
	Fittings.	2 jolly boats, 2 anchors and 1 compass.			
	Seaworthiness.	Navigable.			

History since the seizure.

(1) On 14 Jan. 1949, Izuhara MS Local Headquarters tooks over the boat from the Shimogata District Police Station.

(2) On 17 Jan. 1949, the same Headquarters permitted the Tsushima Machine-Sail Boats Commercial Cooperative Society to use it for a time.

(3) The sail society used it as a cargo boat.

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

0129

For action paper on Korean boats seized by Japanese Gov't

1. Kabayama of NRP gave the following information this a. m., explaining that it was incomplete due to the number of agencies involved in the matter, and the necessity of contacting each agency in order to secure complete information. Agencies are

Procurator's office
Municipal police concerned
NRP Crime Prevention at lower echelons (smuggling)
NRP Guard Section at lower echelons (illegal entry)

(He was informed that information of this important international aspect was of such value that it might be needed at any time, and should be kept in the NRP Hq.)

a. KUMBONGHWAN

Date of capture: 7 Jan 49
Place: At sea off coast of Rokushima-mura and Oi-mura, Yamaguchi Prefecture
Ship's number: FBF 1227
Responsible person of ship: Kim In Jo
Crew: Capt. Kan Sen and 9 others
Details: Ship found at sea by Asahi Maru of Taiyo Fishing Co. The Asahi salvaged her and towed her to Taiyo Fishing Company dock at Rokushima-mura.
Remarks: Damage to ship so great that repair was given up and sale was made to the fishing company. It is not known to NRP Hq the details of the sale. The crew were then sent back to Korea on unknown ship on 13 January 49. The ship returning them to Korea was repaired at Port of Fukugawa under the jurisdiction of Rokuchu District NRP, Yamaguchi Prefecture. Disposal of ship is unknown, as the fishing company was closed last summer.

by whom

b. KILPTUNGHWAN - no information available.

c. TAIJUNGHWAN

Date of capture: 2030 hrs 17 Jan 1948
Place: Toraku, Fukui-machi, Minami-matsu-ura-Gun Nagasaki Prefecture
Port of entry: Unknown
Crew: Capt. Pak Ki Hong (Kin Hei Nen by Japanese reading) and 6 others
Details: Unknown
Remarks: Case prepared and sent to Fukui Branch of Procurator's office on 19 Jan 48. Violation of Imp. Ord. #31. Individuals involved detained at Owari on 31 Jan 48.
Disposition of vessel: Turned over to Procurator to be held as evidence, 21 Jan 48. Later it was turned over to charge of the KYUSHU

Do they have it?