

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

Description of contents

(1) Box no. 382

(2) Folder title/number: (4)
No Title

(3) Date: Mar. 1946 - May 1946

(4) Subject:

Classification	Type of record
213	d

(5) Item description and comment:

- i) Report on Repatriation (Cover Title and Part I: Repatriation Picture Missing)
- ii) See SCAPIN 927

(6) Reproduction: * Yes No

(7) Film no. Sheet no.

(Compiled by National Diet Library)

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

APO 500
14 May 1946

SUBJECT: Status of Repatriation.

1. The following tabulations for the periods indicated, show the status of repatriation of Japanese and other nationals and the allocation of shipping engaged in their repatriation.

a. Status of Repatriation of Japanese Nationals for the Period from 6 May through 12 May 1946:

Area	Original Strength (Approximate)	Evacuated This Period	Evacuated To Date	To Be Evacuated (Approx)
Southern Korea	708,740*	0,691	708,740	0
Philippines	134,071		86,071	48,000
POA	130,544		123,196	7,348
Ryukyus	64,049	150	48,087	15,962
Nearby Islands	62,389		62,389	0
Australian Areas	142,969	16,039	87,077	55,892
New Zealand	796		796	0
China **	1,520,036	48,980	1,083,371	436,665
Formosa	477,881		451,112	26,769
No Indo-China**	31,583	3,950	24,030	7,553
Hong Kong	19,334		18,053	1,281
Manchuria	1,603,000			1,603,000
Russian Areas				
Northern Korea	194,032*			194,032
Kuriles	43,345			43,345
Sakhalin	449,000			449,000
SEA Areas	722,045	41,568	95,795	626,250
Miscellaneous				
USA	18,639		9,907	8,732
Canada	10,500			10,500
Hawaii	6,289		23	6,266
Diplomats (Excl USA)	351		312	39
TOTAL	6,340,793	117,378	2,799,559	3,541,234

* Revised figures.

** 23,224 repatriates from Canton aboard Liberties under quarantine are not included in totals. Similarly, 7,553 aboard additional Liberties from Haiphong.

II

b. Status of Repatriation from Japan:

Repatriates	Original Strength	Evacuated 6-12 May	Evacuated To Date	To Be Evacuated (Approx)
Koreans	1,356,397	2,980	883,543	472,854
Formosans	36,865	1,204	27,139	9,726
Chinese	33,241	3	30,874	2,367
Ryukyuans	158,493		17,224	141,269
Others	3,349		134	3,215
TOTAL	1,588,345	4,187	958,914	629,431

c. Status of Repatriation Between Areas Outside of Japan:

Repatriates	From	Original Strength	Evacuated 6 May-12 May	Evacuated To Date	To Be Evacuated (Approx)
Koreans*	POA	14,026		13,986	40
	PI	1,385		1,295	90
	Ryukyus	1,755		1,753	2
	China	55,513	10,386	33,907	21,606
	Hong Kong	287		287	0
	No Indo-China	118		118	0
	Formosa	3,449		3,449	0
	Hawaii	2,531		2,531	0
	Australian Areas	3,103		2,513	590
	Formosans	POA	577		577
PI		12,646		11,825	821
Ryukyus		21		21	0
China		41,636		8,310	33,326
Hong Kong		2,354		2,354	0
Korea		49		49	0
No Indo-China		15			15
Australian Areas		10,133		6,584	3,549
SEA Areas		11,321**		666	10,655
Chinese		POA	133		133
	PI	5,993		5,993	0
	Korea	1,372		1,372	0
Ryukyuans	POA	28,610		24,235	4,375
	Korea	134		104	30
	Formosa	15,055		5,988	9,067
TOTAL		212,216	10,386	128,050	84,166

* 626 Koreans repatriated from Manchuria but not included pending receipt of original strength figure.

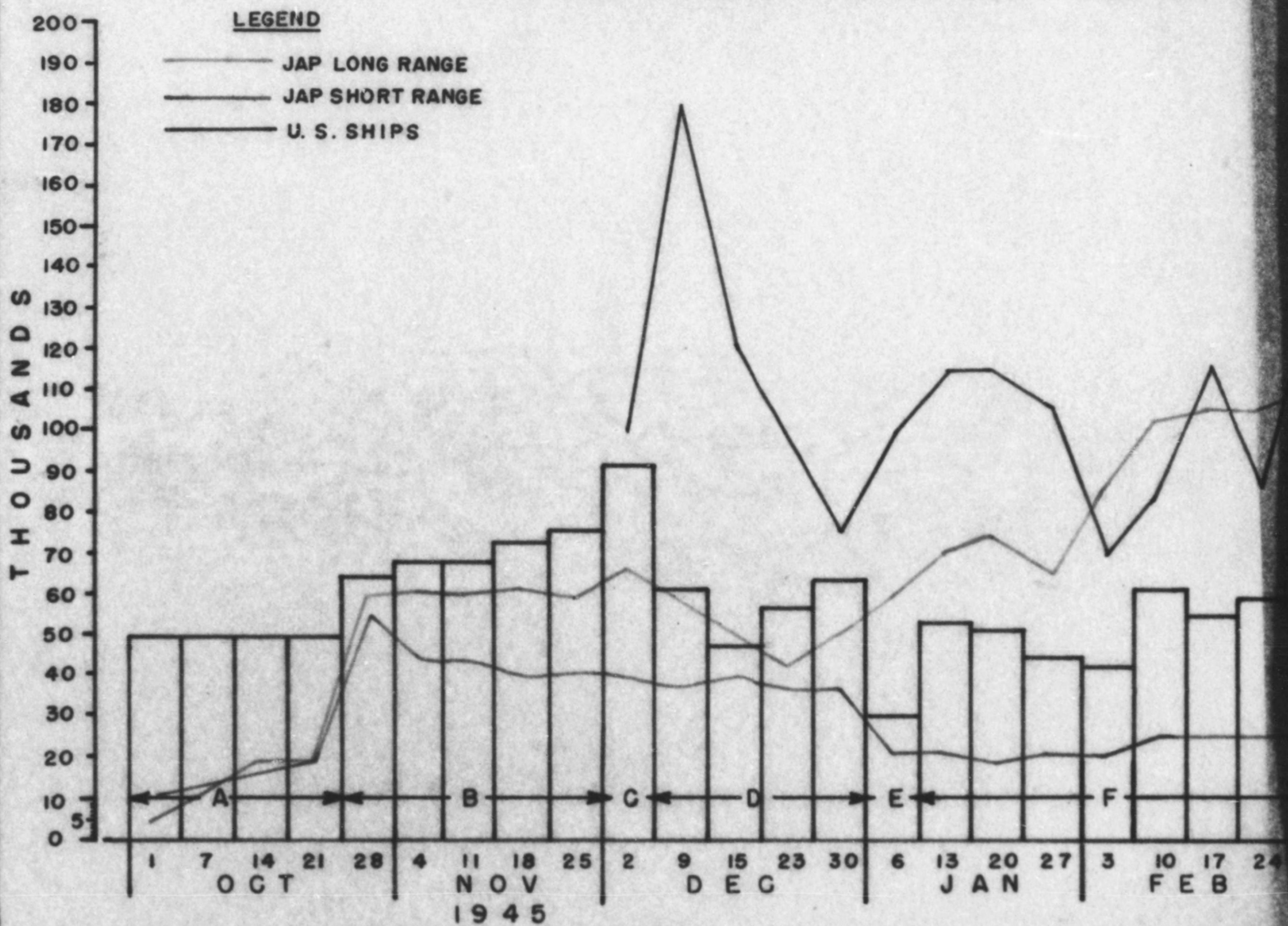
** Includes unknown number of Koreans.

d. Status of Repatriation Shipping as of 12 May 1946:

- (1) Passenger spaces on Japanese repatriation vessels assigned and operating:
 - (a) Long range: 115,761
 - (b) Short range: 20,200

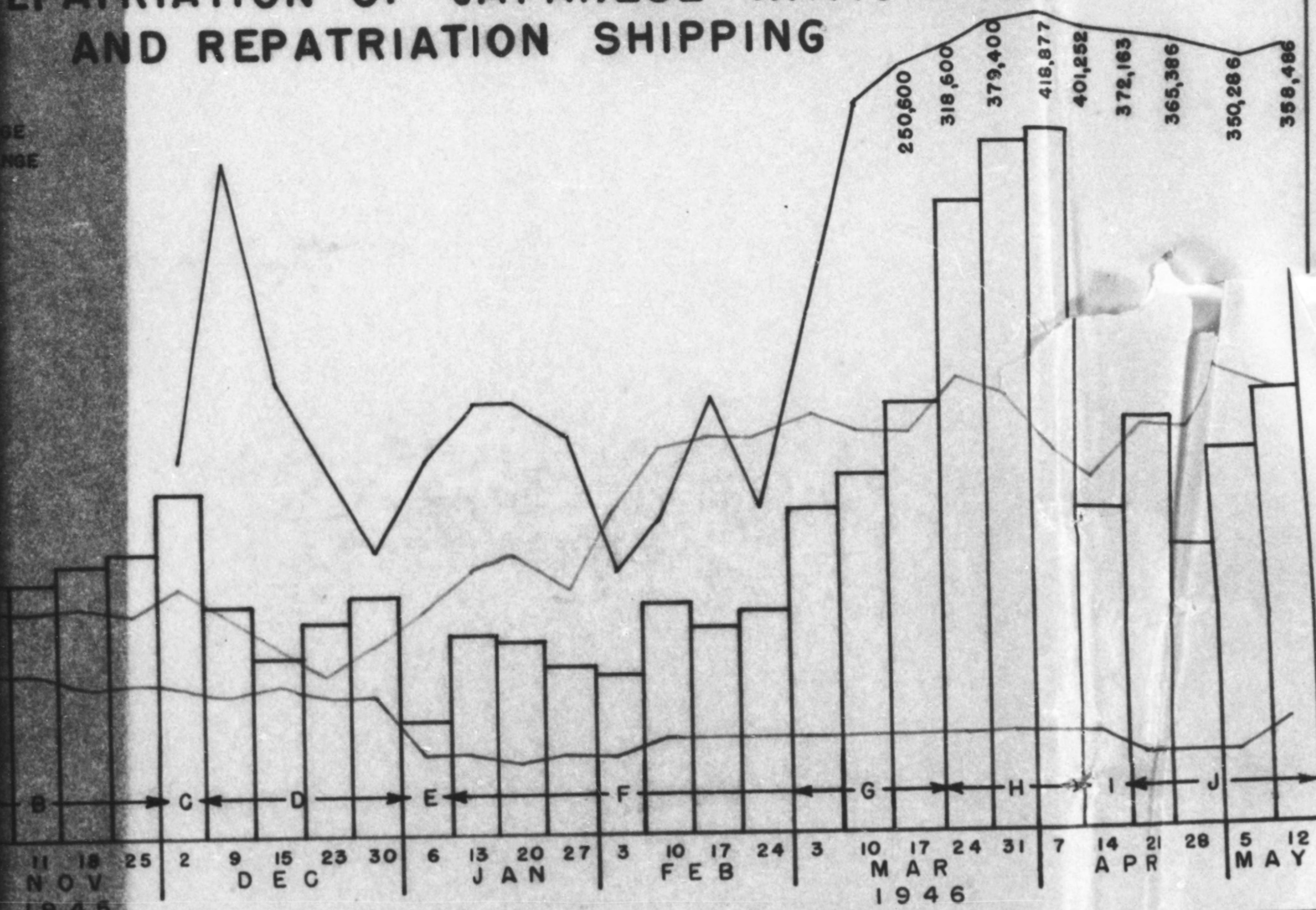
- (2) Passenger spaces on US Vessels under SCAJAP control assigned and operating:
 - (a) Liberties 268,486
 - (b) LST's 90,000

WEEKLY STATUS OF REPATRIATION OF JAPANESE AND REPATRIATION SHIPPI



- A. Jap shipping only - primarily from Korea. D. Beginning of withdrawal of 7th Flt LST's.
- B. Allied shipping as available being utilized on runs from POA, Philippines, China, Korea, and Ryukyus. E. Temporary suspension of repatriation from Korea, withdrawal of 7th Flt LST's, reduction of allied shipping from POA, Philippines and Ryukyus.
- C. Repats from Nearby Islands and a large number from Korea. F. Bulk from China and Formosa.
- J. Completion repatriation from South China and Formosa. Ships initiating accelerated repatriation from and Australian controlled areas.

WEEKLY STATUS REPATRIATION OF JAPANESE NATIONALS AND REPATRIATION SHIPPING



ally from Korea. D. Beginning of withdrawal of 7th Flt LST's. G. Increase due to augmentation repatriation shipping with Libs and IST's.
 le being uti- E. Temporary suspension of repatriation from H. Bulk Liberties and IST's servicing
 Philippines, China, Korea, withdrawal of 7th Flt IST's, re- Formosa and China.
 duction of allied shipping from POA, I. Cholera outbreak resulted in quar-
 and a large F. Bulk from China and Formosa. antine of shipping (70,000 spaces)
 from South China and Formosa. Ships initiating accelerated repatriation to South East Asia Command

SCAJAP
EF37

ADMINISTRATOR, NAVAL SHIPPING CONTROL AUTHORITY
FOR JAPANESE MERCHANT MARINE (SCAJAP) (CBN:eb)
UNITED STATES PACIFIC FLEET

Serial: P-1748

13 May 1946

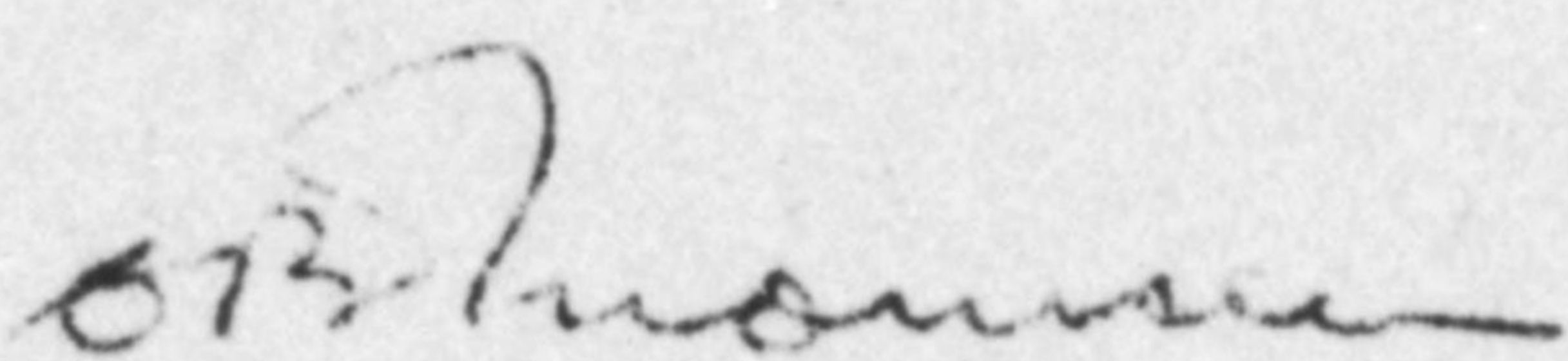
From: The Administrator.
To: Distribution List.

Subject: Japanese Manned Vessels Engaged in Repatriation, Scheduled Arrivals and Shuttles of.

Reference: (a) SCAJAP Serial No. 1747 of 6 May 1946.

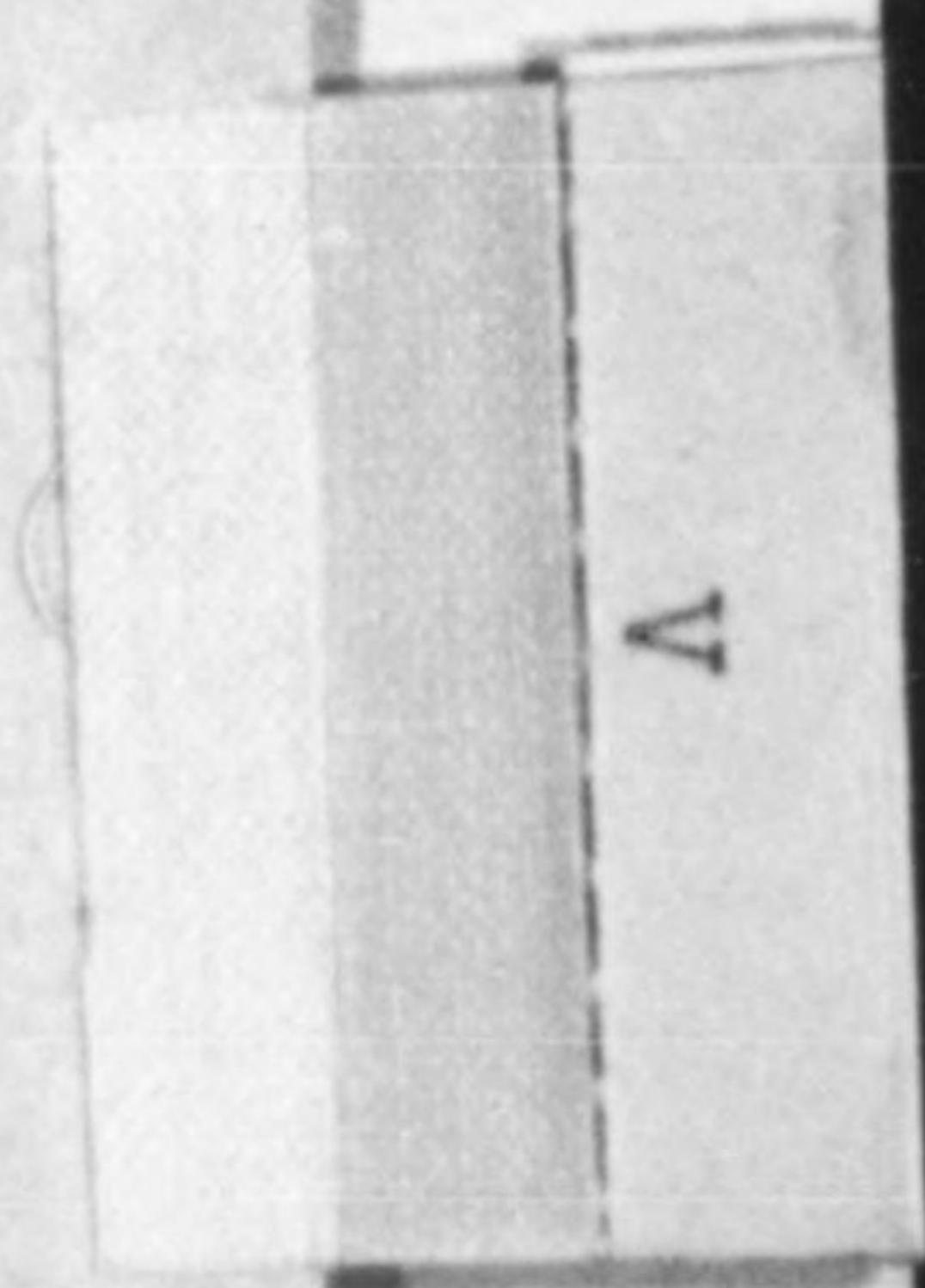
Enclosure: (A) Schedule of Anticipated Arrivals in Japanese Ports and Authorized Shuttles (Japanese Vessels)
(B) Schedule of Authorized Shuttles of Japanese Manned Liberty Ships and LST's.

1. Enclosures (A) and (B) revise and supersede reference (a) and represent the best available information on scheduled arrivals in Japanese ports.


C. B. MOMSEN

Distribution List:

- ComNavJap
- SCAP AG
- " G-2
- " G-3(Jap.Lia.) (5)
- " G-4
- " SRS (2)
- CivCenDet
- ComFltActivities, Yokosuka
- CG, USAF China
- CG, I Corps
- CG, 6th Army
- CG, 9th Corps
- CG, 25th Div.
- CG, 2nd Mar. Div.
- CG, 1st Cav. Div.
- ComMarianas
- SCAJAP - Repat.Liaison Unit - Nagasaki
- SCAJAP - Repat.Liaison Unit - Fukuoka
- ComFltAct - Sasebo
- PD, Kagoshima
- PD, Kure
- PD, Kobe
- Lia.Comm. for 2nd Dem.Dept. (4)
- Civilian Merchant Marine Committee (5)



ENCLOSURE (A)

1. KURE:

<u>ETA</u>	<u>Name of Vessel</u>	<u>From</u>	<u>Capacity</u>
13 May	Dogota Maru	Saigon	900
15 May	Namikaze	Saigon	600
15 May	Yukikaze	Saigon	1300
16 May	Arimasan Maru	Rabaul	1400
17 May	Katsuragi	Saigon	0500
17 May	Soya	Saigon	1000
19 May	Nissho Maru	Rabaul	3000
21 May	Hayasaki	Saigon	500
24 May	Arasaki	Saigon	500
27 May	Kamikaze	Saigon	600
28 May	Settsu Maru	Saigon	5000
28 May	Natsuzuki	Saigon	1300
28 May	Hosho	Saigon	3400
Indef.	Hikawa Maru	Morotai	2700

2. KAGOSHIMA:

16 May	Eitoku Maru	Saigon	3000
17 May	Daizui Maru	Saigon	3000
20 May	Ezan Maru	Saigon	3000
21 May	Yoneyama Maru	Saigon	2000
27 May	Eiroku Maru	Saigon	3000
31 May	Tsushima	Saigon	520
2 June	Daiiku Maru	Saigon	3000
2 June	Hodaka	Saigon	500
3 June	Eihiko Maru	Saigon	3000
5 June	Daikyu Maru	Saigon	3000
6 June	Shinyu Maru	Saigon	3000
8 June	Tatsuharu Maru	Saigon	3000

3. SASEBO:

18 May	Okii	Saigon	500
19 May	Wakataka	Saigon	600
26 May	Tsukushi	Manila	2200
28 May	Kunashiri	Saigon	250
Indef.	Yoizuki	Saigon-Fusan	1500

4. On shuttle between KAGOSHIMA and SHANGHAI:

<u>Name of vessel</u>	<u>Capacity</u>	<u>Name of vessel</u>	<u>Capacity</u>
*Escort No. 8	350	Fukae	350
Escort No. 14	300	Hagi	500
Escort No. 16	250	Kaba	500
*Escort No. 34	350	Kanawa	325
Escort No. 44	250	Kaya	450
Escort No. 52	250	*Kashi	550
Escort No. 60	250	Keyaki	400

4. On shuttle between KAGOSHIMA and SHANGHAI: (cont-)

<u>Name of Vessel</u>	<u>Capacity</u>	<u>Name of Vessel</u>	<u>Capacity</u>
*Escort No. 71	300	Maki	250
Escort No. 79	400	Otake	450
Escort No. 81	400	*SB No. 106	600
*Escort No. 85	300	Sugi	350
Escort No. 87	400	*Sumire	250
Escort No. 110	650	*Tsuta	400
Escort No. 150	400	*Transport No. 110	400
*Escort No. 158	250	**Escort No. 215	400
Escort No. 194	500		
*Escort No. 205	350		

5. On shuttle between HAKATA and FUSAN:

Choko Maru	400	*SB No. 104	1000
Choki Maru	500	SS No. 12	4400
Kainei Maru	700	SS No. 19	700
Koan Maru	7000	*Taihoku Maru	1000
Kogane Maru	1000	*Tenyu Maru	1000
*Mamiya	1200	*Tokuju Maru	2000

6. On shuttle between KAGOSHIMA and KONIYA-TOKUNO:

*SS No. 13	300
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7. On shuttle between MAIZURU and FUSAN:

*SS No. 7	300
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8. On shuttle between HAKATA and TANGKU:

Kiku Maru	404	Tachibana Maru	456
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NOTE: Kiku Maru diverted to Fusan as Cholera Isolation Ship.

9. On shuttle between HAKATA and SHANGHAI:

Takasago Maru	1500
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NOTE: Takasago Maru will make one trip Tangku, returning to Sasebo for repairs.

10. On shuttle between SENZAKI and FUSAN:

Chohaku Maru	1250	*Osumi Maru	1000
Escort No. 160	150	Ryuhei Maru	1000
Kosho Maru	2000	SB No. 114	1000

11. On shuttle between HAKATA and HULUTAO:

<u>Name of Vessel</u>	<u>Capacity</u>	<u>Name of Vessel</u>	<u>Capacity</u>
Banshu Maru	400	Kamijima	400
Banshu Maru No. 32	300	Saishu	490
Escort No. 27	500	*SB No. 110	1000
Escort No. 32	300	Shii	500
Escort No. 50	400	Shinko Maru No. 2	2000
Escort No. 778	600	Shirasaki	500
Escort No. 105	400	Transport No. 137	400
Escort No. 142	400	Transport No. 147	500
Escort No. 192	376	Transport No. 172	400
Escort No. 196	300	Unzen Maru	1600
Escort No. 198	360	*Yukaze	750
Escort No. 207	400	Yakumo	2400
Escort No. 221	350	Hakuryu Maru	2500
**Escort No. 227	420	Hokusen Maru	1500
*Etorofu	300	Transport No. 13	300 ambulatory
Kaede	300		
SB No. 109	1000	Transport No. 16	600 litter or 800 ambulatory

12. On shuttle between SASEBO and SHANGHAI:

Anami	500	Kishin Maru	600
AM No. 21	250	Kiri	250
*Awashima	400	Shumushu	400
Escort No. 36	250	*Take	550
Escort No. 37	300	Habuto	500
Escort No. 55	400	Kusunoki	250
Escort No. 57	250	*Kynosai	300
Escort No. 67	300	Uku	300
Escort No. 106	400	Kaki	300
Escort No. 126	450	Minomo	300
Hakachi	550		
Hatsume	300		
Ikino	500		

NOTE: *Under repairs, will resume repatriation upon completion of repairs.

**Authorized to retire from repatriation service upon completion of five round trips.

ENCLOSURE (B)
Japanese Manned Liberty Ships and LST's

LIBERTY SHIPS (capacity 3500)

CHINA

SHANGHAI-HAKATA

- V002 - ROBERT L. STEVENSON
- V011 - JOHN DEERL
- V039 - BENJAMIN T. OSBORNE
- V094 - PATRICK C. BOYLE
- V095 - JOHN DAVY
- V097 - AMERIGO VISPUCCI
- V099 - HENDERSON LULLING
- V100 - ROBERT IDEN

SHANGHAI-FUSAN

- V066 - CLEMENT CLAY

KIIRUN-RYUKYU IS-URAGA

- V096 - GILBERT M. HITCHCOCK
- Enroute URAGA - Quarantine status

I. Trip YU-LIN, HAINAO, CANTON, KIIRUN-FUSAN-SASLEO

- V036 - WOODBRIDGE W. FLEMING
- Quarantined at FUSAN

SOUTH EAST ASIA

SINGAPORE-NAGOYA

- V012 - LUCIUS Q. C. LAMAR
- V015 - JOSIAH COHEN
- V030 - RICHARD H. DANA
- V038 - THOMAS W. SYMONS
- V040 - WILLIAM C. CLAIBORNE
- V053 - EDWIN BOOTH
- V056 - HENRY WHITE
- V060 - OTTO NEARS
- V062 - H. WEIR COOK
- V065 - EDWARD M. HOUSE
- V067 - MARY W. FREEMAN
- V068 - WILLIAM MATSON
- V069 - R. C. BRENNAN
- V072 - ROBERT NEWELL
- - - - -
- V042 - JOHN NUIR
- V058 - STEPHEN M. WHITE
- V064 - B. CHARNEY VLADLICK

SINGAPORE-TANABE

- V017 - JOHN DOCKWELLER
- V018 - SARA BACHEL
- V022 - JOHN A. CAMPBELL
- V028 - JAMES T. FIELDS
- V032 - SUI ROSS
- V055 - JAMES O. CURWOOD
- V083 - JOHN FITCH

SAIGON-KURE

- V010 - TIMOTHY BLOODWORTH
- V014 - SAMUEL SLEBURY
- V020 - JACQUES LARQUIE
- V031 - ABEL STARRS
- V034 - ALBERT B. CUMMINS
- V046 - ALFRED C. TRUE
- V059 - GEORGE A. CUSTER

AUSTRALIAN ISLANDS

R. B. UL - URAGA

- V006 - GEORGE POINDEXTER
- **V016 - HAROLD D. WHITEHEAD
- V019 - ISAC DELGADO
- V021 - JOHN STODDARD
- V025 - ANDREW TURNBULL
- **Lift FORMOSANS to KIIRUN
- V033 - JAMES M. PORTER
- V041 - ROBERT R. LIVINGSTON
- V044 - COLLIN MORRIS
- V049 - JOHN DREW

ENCLOSURE (B)
NETHERLANDS EAST INDIES

CONTROL AT MACASSAR

SOEMBAWA-NAGOYA

V/01 - JEFFERSON DAVIS
 V/26 - RUFUS C. DAWES
 V/50 - HENDRICK VAN LOON
 V/51 - LOUIS WEULE
 V/52 - MARISGAL SUORE
 V/54 - JOHN W. GARRETT

MALIMPONG-TANABE

V/05 - EDWARD A. STEVENS
 V/24 - BENJAMIN FRANKLIN
 *V/27 - JACOB SLOOT FASSETT
 V/78 - JOSEPH REYNOLDS
 V/79 - MARCISSA WHITMAN

BALIKPAPAN-NAGOYA

V/03 - P.T. BARNUM
 V/57 - ALEX J. DALLIS
 V/92 - MARY E. KINNEY
 V/93 - WILLIAM D. HOWELLS

CONTROL AT NOROTAI

HALMAHERA-TANABE

*V/43 - PETER LASSEN
 V/45 - ALEXANDER HAMILTON
 V/47 - EDWARD P. COSTIGAN
 V/71 - THOMAS LYNCH
 V/77 - JOHN CARROLL
 V/80 - PETER CARTWRIGHT
 V/81 - JOHN HART
 V/89 - HUGH M. SMITH

* Under repair

MAPOKELRI-NAGOYA

V/61 - JOSIAH ROYCE
 V/63 - JAMES M. WHISTLER

TOTAL, KAI IS.-TANABE

V/48 - LOT M. MORRILL

PIROE, SERAM IS. - TANABE

V/04 - GEORGE VON L. MEYER
 V/29 - JOSEPH HABERSHAM
 V/73 - SAMUEL T. DARLING
 V/75 - WILLIAM V. MOODY
 V/90 - GRACE ABBOT
 V/91 - FRANK B. LINDBERMAN

HOLLANDIA-NAGOYA

V/13 - DAVID STONE
 V/35 - JULIA L. DUMONT

KEMA, NORTH CELEBES-URUGA

V/70 - THOMAS HARTLEY
 V/88 - JUAN CABRILLO

SCRONG-NAGOYA

V/07 - CORNELIUS VANDERBILT
 V/23 - RALPH T. O'NEIL
 V/37 - DANIEL G. REID

HOSPITAL SHIPS

SHANGHAI-SALBO

VH/01 - ALNITH
 VH/03 - CUSHMAN K. DAVIS
 VH/05 - LINDLEY GARRISON

STATION HOSPITAL SHIP-URUGA

VH/02 - CHARLES LUMHIS

ENCLOSURE (B)
LST (capacity 1200)

BANGKOK --- SASEBO

- 024 LST- (536)
- 031 LST- (619)
- 047 LST- (269)
- 093 LST- (130)
- *026 LST- (608)
- *056 LST- (558)
- *072 LST- (482)
- *085 LST- (288)

HULUTAO --- SOSEBO

- 004 LST- (659)
- 006 LST- (243)
- 030 LST- (581)
- *034 LST- (582)
- 035 LST- (580)
- 050 LST- (483)
- 050 LST- (649)
- 069 LST- (370)
- 080 LST- (034)
- 081 LST- (626)
- 082 LST- (230)
- 089 LST- (051)
- 090 LST- (572)
- 091 LST- (477)
- 063 LST- (117)

TANGKU --- KOREA

- 032 LST- (567)
- 053 LST- (476)
- 064 LST- (134)
- 066 LST- (040)
- 083 LST- (629)
- 038 LST- (613)
- 041 LST- (502)
- 075 LST- (623)
- 059 LST- (630)
- 086 LST- (652)
- *087 LST- (597)

* TANGKU --- SENZAKI

- 060 LST- (633)
- 061 LST- (246)
- 062 LST- (260)
- 065 LST- (536)
- 067 LST- (543)
- 073 LST- (579)
- 077 LST- (547)
- 084 LST- (355)

TANGKU --- SASEBO

- 003 LST- (120)
- 025 LST- (227)
- 027 LST- (573)
- 037 LST- (647)
- 040 LST- (524)
- 043 LST- (456)
- 044 LST- (222)
- *049 LST- (040)
- *052 LST- (625)
- 054 LST- (229)
- 055 LST- (277)
- 057 LST- (624)
- 070 LST- (594)
- 071 LST- (657)
- 074 LST- (600)
- 076 LST- (546)
- 088 LST- (399)
- 092 LST- (201)
- 094 LST- (566)
- *096 LST- (390)
- 097 LST- (571)
- 099 LST- (570)
- 100 LST- (470)

SHANGHAI --- SENZAKI

- 023 LST- (651)
- 020 LST- (057)
- 029 LST- (390)
- 033 LST- (343)
- 036 LST- (590)
- 039 LST- (653)
- *042 LST- (507)
- 045 LST- (591)
- 040 LST- (110)
- 051 LST- (242)

SHANGHAI --- SASEBO

- 002 LST- (176)
- 005 LST- (031)
- 010 LST- (491)
- 070 LST- (549)
- 079 LST- (276)
- 095 LST- (213)
- 090 LST- (457)

TSINGTAO --- SASEBO

- 001 LST- (595)
- 046 LST- (050)

*NAGASAKI (repairs)
**SASEBO (repairs)

VI

PRESENT ALLOCATION OF REPATRIATION SHIPPING (13)

<u>Shuttle or lift to which assigned</u>	<u>J A P</u>		<u>Ordinary Repat Ships L S T's</u>		<u>L I B S</u>		<u>Hospital Ships</u>		<u>Pass</u>
	<u>Opns</u>	<u>Repair</u>	<u>Opns</u>	<u>Repair</u>	<u>Opns</u>	<u>Repair</u>	<u>Jap</u>	<u>Libs</u>	<u>Opns</u>
<u>CHINA-JAPAN</u>									
Shanghai	40	15	16	1	8		1*	3**	62,679
Tangku			28	3			1		33,600
Hulutao	28	3	14	1			2		36,791
Tsingtao			2						2,400
TOTAL	68	18	60	5	8		4	3	135,466
<u>CHINA-KOREA</u>									
Shanghai					1				3,500
South China					1**				3,500
Tangku			10	1					12,000
TOTAL			10	1	2				19,000
<u>FORMOSA-RYUKYUS</u>									
							1**		3,500
<u>RYUKYUS-JAPAN</u>									
		1							
<u>S. KOREA-JAPAN</u>									
	12	7					1***		16,900
<u>AUSTRALIAN AREAS-</u>									
<u>JAPAN</u>									
Rabaul	2				9				35,900
<u>SOUTHEAST ASIA-</u>									
<u>JAPAN</u>									
Bangkok			4	4					4,800
Saigon	27				7				80,970
Singapore					24				84,000
N.E.I.	1				37****	2			132,200
TOTAL	28		4	4	68	2			301,970
<u>UNASSIGNED IN JAPAN</u>									
				1#	7#*	3#		1##	24,500
<u>GRAND TOTAL</u>	110	26	74	11	95	5	4	4	537,236

NOTES:

* Ship to go into repair

*** Cholera quarantine hospital (Fusan)

** 1 ship in quarantine for cholera or plague**** 2 ships in quarantine for cholera

PRESENT ALLOCATION OF REPATRIATION SHIPPING (13 May 1946)

Repair	Ordinary Repat Ships		L I B S		Hospital Ships		Passenger Spaces			Percent of all Passenger spaces			
	Opns	Repair	Opns	Repair	Jap	Libs	Opns	Repair	Hosp	Opns	Repair	Hosp	
15	16	1	8		1*	3**	62,675	7,450	5,161	11.6	15.7	58.7	
	28	3			1		33,600	3,600	456	6.2	7.6	5.3	
3	14	1			2		36,791	3,250	1,400	6.7	6.9	15.9	
	2						2,400			0.5			
18	60	5	8		4	3	135,466	14,300	7,017	25.0	30.2	79.9	
			1				3,500			0.6			
			1**				3,500			0.6			
	10	1					12,000	1,200		2.2	2.5		
	10	1	2				19,000	1,200		3.4	2.5		
			1**				3,500			0.6			
1								800			1.7		
7					1***		16,900	8,800	404	3.1	18.5	4.5	
			9				35,900			6.6			
	4	4					4,800	4,800		0.9	10.1		
			7				80,970			15			
			24				84,000			15.9			
			37****	2			132,200	7,000		24.5	14.9		
	4	4	68	2			301,970	11,800		56.3	25.0		
		1#	7**	3#			1##	24,500	10,500	1,368	5	22.1	15.6
26	74	11	95	5	4	4	537,236	47,400	8,789	100.0	100.0	100.0	

*** Cholera quarantine hospital (Fusan) # 1 ship aground ## Cholera quarantine hos (Uraga)
 cholera or plague**** 2 ships in quarantine for cholera #*7 ships in quarantine for cholera.

PROPOSED ALLOCATION OF REPATRIATION SHIPPING
(exclusive of hospital ships)

Shuttle or lift to which assigned	Presently assigned ships*			Pass. spaces	% of All pass. spaces	Proposed assign- ment of ships			Pass. spaces	% of All pass. spaces
	Jap	LST's	Libs			Jap	LST's	Libs		
<u>CHINA--JAPAN</u>										
Shanghai	55	17	8	70,125	12.0	55	17	9	73,625	12.4
Hulutao	31	15		40,041	6.8	31	40		70,041	11.8
Dairen	-	-	-	-	-		23	21	101,100	17.2
TOTAL	86	32	8	110,166	18.8	86	80	30	244,766	41.4
<u>RYUKYUS--JAPAN</u>										
	1			800	0.1	1			800	0.1
<u>S. KOREA--JAPAN</u>										
	19			25,700	4.4	11**			20,000	3.2
<u>N. KOREA--JAPAN</u>										
	-	-	-	-	-	8			5,700	0.8
<u>SOUTHEAST ASIA -</u>										
<u>JAPAN</u>										
Bangkok		8		9,600	1.6	30	4	10	111,770	19.0
Singapore and NEI										
	28		63	232,200	39.6			46	161,400	27.3
Burma	-	-	-	-	-			10	35,000	5.8
TOTAL	28	8	63	241,800	41.2	30	4	66	308,170	52.1

PROPOSED ALLOCATION OF REPATRIATION SHIPPING
(exclusive of hospital ships)

Pass. spaces	% of All pass. spaces	Proposed assignment of ships			Pass. spaces	% of All pass. spaces	Source of proposed allocation
		Jap	LST's	Libs			
1,125	12.0	55	17	9	73,625	12.4	1 additional Lib from Shanghai-Korea shuttle.
5,041	6.8	31	40		70,041	11.8	25 additional LST's from Tangku-Japan shuttle.
-	-		23	21	101,100	17.2	23 LST's from following sources: 6 from Tangku-Japan shuttle; 2 from Tsingtao-Japan shuttle; 11 from China-Korea shuttles; 4 from Bangkok-Japan shuttle. 21 Libs from Rabaul-Japan and NEI-Japan shuttles.
1,166	18.8	86	80	30	244,766	41.4	
800	0.1	1			800	0.1	
5,700	4.4	11**			20,000	3.2	
-	-	8			5,700	0.8	8 Jap ships from S. Korea-Japan shuttle.
9,600	1.6	30	4	10	111,770	19.0	28 Jap ships from Saigon-Japan and NEI-Japan shuttles; 2 Jap ships from Rabaul-Japan shuttle; 1 Lib from each S. China - Korea and Formosa - Ryukyus shuttles; 6 Libs from unassigned in Japan; 2 Libs from Saigon-Japan shuttle.
2,200	39.6			46	161,400	27.3	
-	-			10	35,000	5.8	5 Libs from Saigon-Japan shuttle; 5 Libs from NEI-Japan shuttle.
1,800	41.2	30	4	66	308,170	52.1	

<u>Shuttle or lift to which assigned</u>	<u>Presently assigned ships*</u>		<u>Pass. spaces</u>	<u>% of all pass. spaces</u>	<u>Proposed assign- ment of ships</u>			<u>Pass. spaces</u>	<u>% of all pass spaces</u>
	<u>Jap</u>	<u>LST's</u>			<u>Libs</u>	<u>Jap</u>	<u>LST's</u>		
<u>UNASSIGNED IN JAPAN</u>	1***	10#	35,000	5.9	1***	4##	15,200	2.4	
<u>GRAND TOTAL</u>	-	-	-	-	136	85	100	584,636	100.0

Notes:

- * Does not include all present shuttles.
- ** Although S. Korea has been cleared of Japs, ships retained on shuttle to evacuate Japs c
- *** 1 ship aground.
- # 1 ship aground, 2 in repair and 7 in quarantine.
- ## 1 ship aground, remainder unassigned.

s*	Pass. spaces	% of all pass. spaces	Proposed assign-ment of ships			Pass. spaces	% of all pass. spaces	<u>Source of proposed allocation</u>
			Jap	IST's	Libs			
0#	35,000	5.9		1***	4/**	15,200	2.4	
-	-		136	85	100	584,636	100.0	

shuttles.
 cleared of Japs, ships retained on shuttle to evacuate Japs crossing 38° parallel.
 and 7 in quarantine.
 assigned.

**GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC**

19 May 1946

MEMORANDUM FOR GENERAL DUMAS:

SUBJECT: Correspondence Between Supreme Commander for the Allied Powers and Lieutenant General Derevyanko, USSR Member of the Allied Council for Japan.

There is enclosed a copy of letter, AG 560 (16 May 46)GC, dated 16 May 1946, subject: "Transfer to Soviet Union of Japanese Destroyers and Surface Combatant Vessels of Lesser Tonnage", to the Chief of Staff, US Army, Washington 25, D.C., which forwarded copies of correspondence between SCAP and General Derevyanko. Also forwarded was a draft copy of "Agreements Reached at Conference Concerning Repatriation of Japanese Nationals from Korea North of 38° North Latitude to Japan, and Korean Nationals from Japan to Korea North of 38° North Latitude".

E.C.B.
E. C. B.

- 1 Incl: Ltr to Chief of Staff, US Army, file AG 560 (16 May 46)GC, dated 16 May 1946, subject: "Transfer to Soviet Union of Japanese Destroyers and Surface Combatant Vessels of Lesser Tonnage", with 9 inclosures as listed below.
- Incl 1. Gen Derevyanko's letter to Gen MacArthur, 28 Feb 46, subject: "Repatriation of the Japanese Subjects from North Korea."
 - Incl 2. Memorandum for Lt. Gen Derevyanko, 4 March 1946.
 - Incl 3. Gen Derevyanko's letter to Gen MacArthur, 12 March 1946.
 - Incl 4. Letter to Gen Derevyanko, AG 370.05 (20 Mar 46)GC, subject: "Return from Japan of Families of Residents of Souther Sakhalin."
 - Incl 5. Letter to the General Secretary of the Allied Council in Japan, dated 12 April 1946.
 - Incl 6. Letter to Gen Derevyanko, AG 370.05 (23 Mar 46)GC, subject: "Repatriation of Koreans from Sakhalin."
 - Incl 7. Gen Derevyanko's letter to Gen MacArthur, 3 May 1946.
 - Incl 8. Letter to Gen Derevyanko, 5 May 1946.
 - Incl 9. Draft of proposed agreements concerning the repatriation of Japanese Nationals from North Korea.

TOP SECRET

VII

TOP SECRET**GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC**

AG 560 (16 May 46)GC

APO 500
16 May 1946**SUBJECT: Transfer to Soviet Union of Japanese Destroyers and
Surface Combatant Vessels of Lesser Tonnage.****TO : The Chief of Staff, US Army, Washington 25, D.C.**

1. Reference is made to JCS 1490/15 and JCS 1490/16.
2. In order that you may be fully informed as to current developments on this and allied subjects, the enclosed correspondence between Supreme Commander for the Allied Powers and Lieutenant General K. Derevyanko, USSR Member of the Allied Council for Japan is forwarded.
3. On 25 April a copy of the proposed agreements concerning the repatriation of Japanese nationals from Northern Korea (Incl 9) was delivered to General Derevyanko and a conference to discuss this paper was arranged for the afternoon of 26 April. General Derevyanko requested the meeting be postponed until a later date to permit him time to obtain instructions from higher authority. To date the Russians have not reopened this subject and no further action has been taken.

For the Commander-in-Chief:

9 Inclosures:

- Incl 1 - Gen Derevyanko's letter to Gen MacArthur, 28 Feb 46, subject: "Repatriation of the Japanese Subjects from North Korea."
- Incl 2 - Memorandum for Lt. Gen Derevyanko, 4 March 1946.
- Incl 3 - Gen Derevyanko's letter to Gen MacArthur, 12 March 1946.
- Incl 4 - Letter to Gen Derevyanko, AG 370.05 (20 Mar 46)GC, subject: "Return from Japan of Families of Residents of Southern Sakhalin."
- Incl 5 - Letter to the General Secretary of the Allied Council in Japan, dated 12 April 1946.
- Incl 6 - Letter to Gen Derevyanko, AG 370.05 (23 Mar 46)GC, subject: "Repatriation of Koreans from Sakhalin."
- Incl 7 - Gen Derevyanko's letter to Gen MacArthur, 3 May 1946.
- Incl 8 - Letter to Gen Derevyanko, 5 May 1946.
- Incl 9 - Draft of proposed agreements concerning the repatriation of Japanese Nationals from North Korea.

incl 7

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Soviet Section
of the Allied Council
for Japan.

February 28, 1946
Tokyo.

COPY

No. 14. 1

TO: Army General Douglas MacArthur,
Supreme Commander of the Allied
Powers and Chairman of the Allied
Council for Japan.

SUBJECT: Repatriation of the Japanese
subjects from North Korea.

Taking into consideration repeated requests to the Soviet Command from the Command of the United States Army in South Korea as well as your enquiry concerning the repatriation of Japanese subjects from the territory occupied by the Soviet troops and paying attention to the fact that this question was not solved at the meeting of the Soviet and American Commands in Seoul, the Soviet Military Command has authorized me to report to you that it is ready to begin the repatriation of Japanese subjects from the territory of North Korea commencing on March 1, 1946.

The Soviet Military Command is planning to carry out the shipment of the Japanese subjects to be repatriated from North Korea through the ports of Kanko, Genzan and Chinnampo.

The Soviet Command will take upon itself the transportation of the repatriates as well as providing them with food and medical care up to the moment of their embarkation to the ships in the above-mentioned ports.

The further shipment of the repatriates, providing them with food and other facilities from the ports of North Korea to the ports of Japan is incumbent on the Japanese Government which should provide all the necessary means, including transportation facilities.

Sincerely yours,

/s/ K. DEREVYANKO
/t/ K. DEREVYANKO,
Lt-G.n., USSR Member of
the Allied Council for
Japan.

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4 March 1946

MEMORANDUM:

FOR : Lieutenant General Derevyanko
Union of Soviet Socialist Republics
Member of Allied Council for Japan

Reference your letter of February 28, 1946, relating to repatriation of Japanese subjects in Northern Korea, addressed to General MacArthur, handed to me in conference and discussed with you on February 28, 1946.

Your letter presents a request for the return of Japanese subjects by water from certain North Korean ports but does not touch upon related subjects, namely, the return of Koreans in Japan to Northern Korea, and utilization of Japanese ships seized by the Union of Soviet Socialist Republics at the termination of hostilities, both of which must be considered together in the solution of our common problem. It is my understanding, that you are not authorized to confer on these related subjects. It is considered necessary that all must be included in our discussion, since available resources of Japanese shipping even under the most favorable circumstances will permit only a small allocation to the evacuation from Northern Korea in view of our obligations in other areas and will unduly extend this evacuation period. Moreover, if available shipping returning to North Korea did not return Koreans, uneconomical procedures would result.

This movement may be expedited should the Union of Soviet Socialist Republics make available suitable Japanese shipping which they seized at the termination of hostilities. Inquiry has been made on three different occasions through American agencies in Moscow to the Soviet Navy concerning the amount and condition of merchant shipping, recovered by the Union of Soviet Socialist Republics from the control of the Japanese, which is suitable for repatriation. No reply has been received to date.

It is suggested that you query your government to obtain a reply concerning the number and condition of ships recovered from the Japanese which may be suitable to assist in this repatriation, and that you obtain authority to deal on matters connected with the repatriation of North Koreans in Japan. The Supreme Commander is eager to commence repatriation of Japanese and North Koreans. I will be pleased to discuss all of the above phases of the problem and agree on plans whenever you are prepared to discuss all of the matters indicated.

S. J. CHAMBERLIN,
Major General, G.S.C.
Acting Chief of Staff.

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Soviet Section
Allied Council for Japan
12 March 1946
No. 43
Tokyo

SUPREME COMMANDER FOR THE ALLIED POWERS
GENERAL OF THE ARMY, D. MACARTHUR

Sir:

I have the honor of informing you of the following:

In reference to requests made by Japanese fishermen on the southern part of Sakhalin Island to allow their families, who entered Japan during the period of hostilities, to return to the southern part of Sakhalin Island, the Soviet Government has given authorization for temporary entry from Japan to the southern part of Sakhalin Island to 2300 families, totaling about 8500 persons.

In order to organize and perform the transportation of the mentioned Japanese families to the Southern part of Sakhalin Island, a Soviet ship will be sent to Japan, in the near future, carrying representatives of the fisherman of the Southern part of Sakhalin Island. The ship will enter the ports of: Niigata, Aomori, Hakodate and Vakanai to pick up and lead the Japanese families. Two or three men of my staff, will be sent to the above mentioned ports.

The American High Command will be advised in the near future of the date of arrival of the ship.

With Sincere respect

U.S.S.R. Member of the Allied Council for Japan

Lt. Gen /s/ K. Derevyanko

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APD 500
20 March 1946

AG 370.05 (20 Mar 46)GC

SUBJECT: Return from Japan of families of residents of southern Sakhalin.

TO : Lieutenant General K. Derevyanko
U. S. S. R. Member
Allied Council for Japan.

1. Reference is made to your letter to General MacArthur, 12 March 1946, Serial No. 43, regarding the request by Japanese fishermen in Sakhalin for transportation of their families, now in Japan, to Sakhalin. k

2. The Supreme Commander for the Allied Powers concurs in this movement, subject to the following conditions:

a. The movement of any Japanese families concerned must be entirely voluntary on their part.

b. Prior to the commencement of any detailed arrangements in the matter, the Soviet Government will furnish to the Supreme Commander for the Allied Powers a list, in the form of an individually signed request for return of their respective families to Sakhalin, of the Japanese fishermen concerned. This list should include, further, the full name of each member of each family in Japan whose return is desired, the address in Japan of each of these individual family members, and his or her relationship to the fisherman signing the request.

c. Complete supervision of the movement of these families, while in Japan and until they are embarked on Soviet Shipping, will be effected by the Occupation Force authorities and not by representatives of the Soviet Government.

d. The Supreme Commander for the Allied Powers will specify the ports, the dates, and, within reasonable limits, the time of arrival in Japan of the Soviet vessels that are to be used for transport of the families.

3. Action to commence movement of these families, provided they consent thereto, will be initiated without delay upon receipt of the information described in paragraph 2b above.

FOR THE SUPREME COMMANDER:

B. M. FITCH,
Brigadier General, AGD,
Adjutant General.

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ALLIED COUNCIL FOR JAPAN
TOKYO

Office of the Member
For
The Union of Soviet Socialist Republics

TO THE GENERAL SECRETARY OF THE ALLIED COUNCIL IN JAPAN
BONNER F. PELLERS

Answer to your letter dated
10 April 1946 concerning the
petition handed to you by two
Japanese.

As it is understood from the petition received by you from the Jap fishermen, it has arisen from the fact that up until now the question of traveling of the families of the Japanese fishermen from Japan to South Sakhalin has not been decided. The matter is, that 2300 Jap fishermen on South Sakhalin, not willing to return to Japan at present, applied to the Soviet Authorities for the permission for the entry of their families from Japan to South Sakhalin. The Gov. of the U.S.S.R. has granted permission for the entry from Japan to South Sakhalin to 8,500 members of the families of the Jap fishermen.

On the 12 March 46 the Member of the Allied Council in Japan from U.S.S.R. Lieutenant General, K. N. Derevyanko handed a letter in this matter to the Commander-In-Chief of the Allied Nations in Japan, General D. MacArthur.

However, the final decision of the above question has been delayed on account of the answer from the Office of the Chief of Staff which was the request of the very complicated lists of names of all the members of the families.

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To make such lists, for us great number of people (about 8,500) is technically very difficult, which means delay of the final decision and the cause of deteriorating conditions of the families of the fishermen in the future, which is proved in petition received by you.

In order to speed up the decision on that question it would be very desirable that the Chief of Staff granted permission for the immediate arrival in Japan of the Soviet boat with the representative of the Japanese fishermen from the South Sakhalin. This boat would visit the following ports: Niigata, Aomori, Hakodate and Wakanai for the purpose of collecting on board the ship of all the families of the Japanese fishermen. This would solve the problem completely and fast.

If you would take the measures for the cooperation in speeding up and the complete solution of the problem, it would greatly help to improve the conditions of the families of the fishermen.

Kindly explain the above mentioned circumstances (of the question) to the senders of the petition in case they apply to you again.

Enclosed you will find two copies of the letters:

- 1/ The letter to the Lieutenant-General Derevyanko dated 12 March 46, addressed to the Commander-In-Chief of the Allied Nations in Japan, General D. MacArthur;
- 2/ Return letter (answer) from the G.H.Q. dated 20 March 46, signed Brig Gen. V. M. Fitch.

By the request of the member of Allied Council

in Japan from U.S.S.R.
Major General / Kislenko /

No. 4077
" 12 " April 1946

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

AP0 500
23 March 1946

AG 370.05 (23 Mar 46)GC

SUBJECT: Repatriation of Koreans from Sakhalin.

MEMO FOR: Lt. Gen. K. N. Derevyanko,
U.S.S.R. Member,
Allied Council for Japan.

1. Eighteen Korean laborers who were moved to Japan from Sakhalin just before the end of the war, have reported that they left their families in Sakhalin. They further state they have had no communication with their families for seven months. Their families, list inclosed, are Koreans, former residents of Korea south of 38° north latitude, who followed the laborers to Sakhalin.

2. The enforced separation of these families of a now liberated nation seems an unnecessary hardship. In view of this fact it is requested that the government of the Union of Soviet Socialist Republics return the families of the Koreans as listed on the attached inclosure to their previous domiciles in Southern Korea or to Japan for onward repatriation and notify the Supreme Commander of the Allied Powers of the action taken.

FOR THE SUPREME COMMANDER:

S. J. CHAMBERLIN,
Major General, G.S.C.,
Acting Chief of Staff.

1 Incl - List of Korean Families.

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General of the Army
Douglas MacArthur,
Supreme Commander for
the Allied Powers
GHQ
Tokyo.

Dear General,

I have the honour to bring to your attention the following reply on the draft memorandum to the Imperial Japanese Government concerning destruction of certain former Japanese Naval Vessels as well as concerning the opinion of the General Headquarters on this matter.

1. The subject stated in the memorandum is of vital importance in the light of its proper realization. The gravity of the subject requires proper discussion and full concord on the part of all interested Governments.

In this connection it seems unjustified to require an answer on this memorandum within 48 hours, especially so that the draft of this memorandum is an instruction received from the U.S. Joint Chiefs of Staff on which the Soviet Government was not advised and whose consent was not asked for as to this matter. Besides this, as it is understood from the draft of the memorandum, a part of the former Japanese naval vessels have already been sunk by the American Forces. Consequently this proposal in fact seems to be one to arrange an agreement for what has already been done.

2. Having no principal objections against the destruction of the Japanese naval vessels classified in the draft of the proposal or against scrapping those vessels which are not to be distributed among the four Allied Powers the Soviet Government does find it expedient to have representatives of the Members of the Allied Council for Japan during the destruction of the above mentioned Japanese naval vessels.

All the Members of the Allied Council for Japan should be supplied in copies with official properly arranged documents on the destruction of the Japanese naval surface vessels and submarines. Since the draft of the memorandum does not specify what is to be done with Japanese transport submarines, the Soviet Government believes that these submarines would be either destroyed or included into the list of vessels to be distributed among the four Allied Powers.

3. The Soviet Government has nothing against handing over to the United States for experimental use as targets of the above mentioned Japanese Combatant vessels. Simultaneously the Soviet Government would consider it proper to have some ships of this category handed over to the Soviet Government to use them as targets.

4. The Soviet Government considers it necessary to begin right now registering and compiling accurate lists of the Japanese naval vessels to be distributed among the four Allied Powers.

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Accordingly the Soviet Government suggests that a committee comprising competent representatives of the four Allied Powers be immediately set up which should set to work not later than by the end of May 1946.

5. Since the draft of the memorandum does not specify the fate of the auxiliary vessels of the Japanese navy (military transports, tenders, repairships, floating docks, icebreakers, hospitalships, tugs and others) which also should be included among the vessels to be distributed among the four Allied Powers, the Soviet Government considers it proper to charge the Committee suggested in paragraph 4 with the task of registering and compiling the list of vessels of this category as well.

6. The Soviet Government does not consider it advisable to use the combatant vessels to be distributed among the four Allied Powers for repatriation purposes having in mind their total unfitness for such task.

Accordingly the Soviet Government considers it necessary that measures be taken to immediately discontinue the use of these vessels in repatriation service as well as measures to preserve them up to the time of distributing them among the four Allied Powers. The Soviet Government considers it necessary to use large Japanese naval vessels which are to be destroyed as well as transports and ships of the Merchant Japanese fleet in the repatriation service instead of the above mentioned vessels.

7. The disarmament of the Japanese navy would not be complete without destruction of special facilities and ammunition. The Soviet Government, therefore, believes that all such special facilities and ammunition will be also destroyed including naval as well as air torpedoes, mines, ammunition for naval and shore artillery, naval air force bomb supplies and others.

The Members of the Allied Council for Japan should also receive copies of official documents properly arranged on the destruction of all these facilities and ammunition.

Sincerely yours,

(s) K. Derevyanko
(t) K. DEREVYANKO
Lt. General
U.S.S.R. Member of the
Allied Council for Japan

N 40126
"3" May 1946

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5 May 1946

Lieutenant General K. Derevyanko
Union of Soviet Socialist Republics
Member of the Allied Council for Japan

Dear General Derevyanko:

General MacArthur asked me to reply to your letter of 3 May 1946 concerning destruction of certain former Japanese naval vessels. He feels that you are under misapprehension with regard to the subject matter thereof.

The directives of the Joint Chiefs of Staff are in accordance with the basic principles in this matter that were agreed to by the four Allied Powers. The action being taken by the Supreme Commander for the Allied Powers is merely executive and is pursuant to instructions issued through the United States Government.

You will note by reference to the Moscow Communique of 27 December 1945, that the United States Government is the channel through which Allied decisions are communicated to the Supreme Commander. The agency for this purpose employed by the United States Government is the Joint Chiefs of Staff. In general, the questions you raise in your letter as to governmental policies are ones quite beyond the scope of the Supreme Commander's authority. They are being handled, as I understand it, upon the highest governmental level.

The suggestion relative establishment of an executive committee representing the Allied Powers is not in accordance with the Moscow Communique which established the Supreme Commander as the sole executive authority for the Allied Powers in Japan and which provided that in all cases action will be carried out under and through the Supreme Commander.

As regards the temporary use of Japanese vessels for purposes of repatriation, the current procedure is in accordance with instructions received by the Supreme Commander from the United States Government, notice of which, I understand, was communicated to the Soviet Government. The destruction of Japanese submarines is in process pursuant to similar instructions.

General information on the disposition of Japanese war materials is being publicly announced from time to time. Detailed information

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on this subject, if desired by you, can be made available by SCAP Headquarters upon compilation.

Very cordially yours,

PAUL J. MUELLER
Major General, GSC
Chief of Staff

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D R A F T

Agreements Reached at Conference Concerning Repatriation of Japanese Nationals from Korea North of 38° North Latitude to Japan, and Korean Nationals from Japan to Korea North of 38° North Latitude.

All agreements contained herein have been concurred in by representatives of the Government of the Union of Soviet Socialist Republics, and the Supreme Commander for the Allied Powers, whose signatures appear at the end of this document.

Section I - General

I. Responsibilities and General Agreements:

A. Japanese military personnel and other Japanese nationals now located in Korea north of 38° north latitude, estimated number for planning purposes being _____ (No.), will be accepted in Japan by the Supreme Commander for the Allied Powers.

B. Koreans who were formerly resident of Korea north of 38° north latitude, estimated number for planning purposes being 10,000, will be accepted in northern Korea by the Union of Soviet Socialist Republics.

C. Shipping for repatriation of personnel specified in paragraphs IA and IB above will be furnished by the Supreme Commander for the Allied Powers. Movement of individuals, as passengers, other than those in categories mentioned in paragraphs IA and IB is prohibited.

D. The responsibility of delivering repatriates to evacuation ports, processing them, and placing them aboard repatriation ships lies with the commander exercising control over the evacuation port. Each ship has a rated capacity. However, all details concerning selection of repatriates to be loaded on each ship, the loading plan, and the supervision of loading, including all matters related thereto, are the responsibility of the commander exercising control over the evacuation port.

E. Responsible commanders will be charged with furnishing repatriates to evacuation ports in numbers agreed upon herein so that insofar as practicable,

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ships will be loaded to capacity and will not be unduly delayed in terminal ports in either northern Korea or Japan.

F. The operational control of repatriation shipping will be exercised by the Supreme Commander for the Allied Powers through the administrator, Shipping Control Authority for the Japanese Merchant Marine (abbreviation: SCAJAP), a subordinate of Commander U.S. Naval Activities Japan. In northern Korean waters, repatriation ships will follow routes and procedures as prescribed by the Union of Soviet Socialist Republics.

G. On all matters other than routine sailing dispatches, representatives of the Supreme Commander for the Allied Powers will make the necessary arrangements with

(Control Agency in Korea to be designated by Soviet Government)

Routine sailing dispatches will be handled as prescribed in Section IV.

H. Nominal lists of repatriates will be prepared by the commander exercising control over the evacuation port, and five (5) copies will be given to the captain of the repatriation ship. (See paragraph I A 6, Section II).

II. Priority of ports from which repatriates will be lifted, and the estimated number for planning purposes to be processed through each port.

<u>Port</u>	<u>Priority</u>	<u>Military</u>	<u>Repatriates Civilians</u>	<u>Total</u>
Genzan Kanko				
Maizuru	1	-	10,000	10,000

III. Ports, maximum daily capacity for repatriates, and port capacities (berthing for type and number of ships) follow:

A.

<u>Port</u>	<u>Maximum Daily Capacity</u>		<u>Port Capacity</u>
	<u>Incoming</u>	<u>Outgoing</u>	
Genzan Kanko			
Maizuru	2,500	2,500	

D R A F T

D R A F T

D R A F T

Military commanders, both in Korea and Japan, are responsible for medical processing of repatriates leaving their areas in accordance with international quarantine procedures. As a minimum, the following will be done.

1. Smallpox vaccination will be given to all.
2. Typhus vaccine will be given to all.
3. Cholera vaccine will be given during spring and summer.
4. Disinfestation of repatriates and their baggage. DDT or a comparable substitute will be used.
5. Repatriates will be examined by competent medical personnel and no individual having the following quarantinable diseases will be placed aboard a repatriation ship: smallpox, typhus, cholera, anthrax, yellow fever, plague, leprosy, and such other communicable disease which might prejudice the health of subsequent contacts.
6. Appropriate notation will be made on the passenger lists to show whether these minimum medical requirements have been met.

II. Aboard repatriation ships.

The Supreme Commander for the Allied Powers is responsible that:

1. The masters of repatriation ships notify the responsible control agency in the country of entry of the presence on board ship of any of the following diseases or exposed passengers traveling during incubation periods as follows: Cholera - 5 days, plague - 6 days, yellow fever - 6 days, louse-borne typhus - 12 days, and smallpox - 14 days.
2. Repatriation ships are cleaned and disinfested in Japan.

III. Japanese medical personnel aboard repatriation ships.

- 4 -

D R A F T

D R A F T

D R A F T

DRAFT

DRAFT

DRAFT

Japanese medical personnel will be placed aboard all repatriation ships. This personnel is part of the permanent ships party and will not be removed from their ship in Soviet controlled ports for other purposes.

Section III - Currency, Securities, and Other Documents and Possessions.

I. Japanese Repatriates Returning to Japan.

A. The Supreme Commander for the Allied Powers will permit individual repatriates to bring with them from northern Korea the following:

1. Currency in current Bank of Chosen notes or the equivalent in local currency.
 - a. Commissioned officers - a maximum of ¥500.
 - b. Non-commissioned officers and enlisted men - a maximum of ¥200.
 - c. Civilians (including civilians attached to Japanese Army and Navy) - a maximum of ¥1000.
2. Japanese Government bonds expressed in yen, in lieu of yen currency up to the limits stipulated in paragraph I A 1 above.
3. Japanese prisoners of war will be permitted to bring with them additional amounts of currency in Bank of Chosen notes or the equivalent in local currency, equal to payments made to them or accumulated by them while interned as prisoners of war.
4. Financial instruments.
 - a. Postal savings pass books of the Japanese Postal Savings System.
 - b. Post Office Life Insurance policies and other insurance policies issued by Japanese companies.
 - c. Bank pass books issued by financial institutions in Japan.

DRAFT

DRAFT

DRAFT

D R A F T

D R A F T

d. Japanese Army and Navy field-postal savings pass books.

5. Clothing and personal possessions of value only to the owner, and limited to the amount each person can carry at one time.

B. The Union of Soviet Socialist Republics will permit Japanese repatriates returning to Japan to bring with them items in kind and amounts as listed in paragraph I A, Section III above.

C. The Supreme Commander for the Allied Powers will permit returning Japanese military units to bring with them from northern Korea the following:

1. Administrative documents relating to military personnel to include service records, data on promotions, awards, decorations, pay, allowances and allotments, and other official documents necessary for completing final records and discharge papers of military and auxiliary personnel, to include administrative regulations and procedures covering personnel matters.
2. Tables of organization and equipment, strength returns, changes in command and military directories.
3. Health regulations, hospital records and sick reports.
4. Courts martial proceedings, records of arrests and confinements, and files of pending cases.
5. Inventories, budgets, receipts, disbursements and settlements of purely military accounts.
6. Demobilization and repatriation regulations.
7. Official documents necessary for settlement of records and accounts of the deceased who were formerly in the military or auxiliary service.
8. Lists of missing personnel and deserters.
9. Official organization seals.

D R A F T

- 6 -

D R A F T

D R A F T

D R A F T

D R A F T

D. The Union of Soviet Socialist Republics will permit Korean repatriates returning to northern Korea to take with them items in kind and amounts as listed in paragraph I C, Section III above.

II. Korean repatriates returning to northern Korea.

Individual repatriates will be permitted to take with them the following:

1. ¥1000 per person (Bank of Chosen).
2. Postal Savings pass books and bank pass books issued by financial institutions in Japan and in Korea.
3. Insurance policies issued in Japan and in Korea.
4. Checks, drafts, and certificates of deposit drawn on and issued by financial institutions in Japan and payable in Japan.
5. Clothing and personal possessions of value only to the owner.

These effects will be limited in weight to 250 lbs per person.

Section IV - Communication

I General.

It is agreed that:

A. The English language would be used in signal communications between the Supreme Commander for the Allied Powers and the Union of Soviet Socialist Republics concerning repatriation.

B. Japanese language will be used in communicating from ship to shore.

II. Sailing dispatches.

A. Port directors or other Allied military personnel in charge of various ports embarking repatriates will send sailing dispatches on all repatriation ships leaving their ports. Addressees are as follows:

1. For debarkation ports in Japan:

<u>Port</u>	<u>Action addressee</u>	<u>Information addressee</u>
Maizuru	CG 25th Inf Div	SCAP CG Eighth Army CG I Corps

2. For debarkation ports in northern Korea.

D R A F T

D R A F T

PortAction AddresseeInformation AddresseeGenzan
Kanko

B. Information to be included in sailing dispatches as follows:

Dispatches are in two parts.

Part I.

The code word "Repats" is the first word of the text, followed by name and number of ship, port of departure, actual time of departure, port of debarkation, and estimated time of arrival.

Part II.

Code.

A	- Total repatriates embarked.
B	- Total number army embarked.
C	- Total number navy embarked.
D	- Total number civilians embarked.
E	- Total number litter cases.
F	- Number of repatriates who have not been completely medically processed. See paragraph I, Section II above.

C. Dispatches shall be condensed and prepared without classification in the following forms:

(Example)

Movement of 3,750 repatriates from KANKO to MAIZURU on ship TARA MARU. 2,150 are army, 730 are navy, 870 are civilians, and 14 litter cases. All have been completely medically processed. Ship departed at

DRAFT

- 8 -

DRAFT

D R A F T

D R A F T

D R A F T

1300 hours 17 May, with an estimated time of arrival at MAIZURU of 0800 hours 21 May.

Form for Dispatch:

From: (USSR command at KANKO)

To : CG 25th Infantry Division

Info: SCAP, CG Eighth Army, CG I Corps, (add any USSR Commands desired).

REPATS X TARA MARU KANKO 171300 MAIZURU 21800 A 3750 B 2150
C 730 D 870 E 14.

Note: The absence of "F" in the above message indicates that all medical processing has been completed.

B. Upon consummation of this agreement, representatives of SCAP and USSR will meet to determine details of signal communications.

Section V - Supply in Repatriation

I. Food, medical supplies, and coal.

The Supreme Commander for the Allied Powers is responsible that the Japanese Government furnish the necessary food, medical supplies, and coal for ships engaged in repatriation to and from northern Korea.

II. Fuel Oil.

In as much as fuel oil is unavailable for repatriation ships from Japanese sources, the government of the Union of Soviet Socialist Republics agrees to furnish fuel oil and bear the initial cost thereof for ships repatriating to and from northern Korea subject to ultimate Japanese reimbursement in accordance with accounting instructions to be established on a governmental level. Ships will be fueled in northern Korean ports for the round trip. Sailing dispatches will include the amount of oil each ship requires.

D R A F T

- 9 -
D R A F T

D R A F T

D R A F T

D R A F T

D R A F T

III. Emergency Supplies for repatriation ships at ports in northern Korea.

The Government of the Union of Soviet Socialist Republics agrees, in cases of emergency, to furnish food, medical supplies, coal, or material repairs to repatriation ships so that they can continue their voyage. The master of the ship will give a quantitative receipt for supplies obtained. These receipts will specify amount and kind of supplies, and whether the supplies are to be used for Japanese troops or civilians. The receipts will be held for later accounting as may be determined on a governmental level.

The agreements contained herein have been concurred in by the representatives of the Government of the Union of Soviet Socialist Republics, and the Supreme Commander for the Allied Powers, whose signatures appear below:

N.K. Derevyanko, Lt. Gen
Representative for the Government
of the Union of Soviet Socialist
Republics.

P.J. Mueller, Maj Gen.G.S.C.,
Representative for the Supreme
Commander for the Allied Powers.

D R A F T

D R A F T

D R A F T

Cholera Report as of 180001 May 1946

1. Following is the status of cholera cases among repatriates returned to Japan from Canton, Haiphong, and Formosa as of 0001, 18 May 1946.

- a. Total cases on hand 269.
 - (1) Proven (positive stool) cholera 143.
 - (2) Symptomatic (diagnosed) cholera 126.
- b. Suspected cases.
 - (1) New suspected cases 31.
 - (2) Total suspected cases 881.
- c. Deaths.
 - (1) New deaths 0.
 - (2) Total deaths 369.

2. Maximum figures reached for any one day.

- a. Total cases on 6 May 1335.
- b. Suspected cases on 5 May 2142.
- c. Deaths on 23 April 59.
- d. Ships quarantined on 3 May 1946 20.
- e. Number repatriates in quarantine 3 May 71,344.

3. One Liberty from Bangkok that returned Koreans to Pusan, Korea has been quarantined for cholera at Pusan with 34 cases reported and 7 deaths.

4. Ships in cholera quarantine at Uraga as of 0001, 18 May-7. (One without passengers).

5. Repatriates aboard ships in quarantine at Uraga 19,160.

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

20 May 1946

MEMORANDUM FOR GENERAL DUMAS:

SUBJECT: Failure of British to Supply Adequate Fuel for Repatriation
Ships.

1. There is enclosed the background concerning refueling of SCAJAP ships used in repatriation from South East Asia Command.
2. G-4 is taking further action in the matter with a view to obtaining reimbursement for fuel they failed to supply.

ECB
E. C. B.

1 Incl:
Memo for Record, dtd 20 May 1946,
transferring action on ltr, Hq
SCAJAP, serial 1157, dated 16
May 1946, to G-4. Tab J

XI

20 May 1946

MEMO FOR RECORD:

1. Letter, Hq SCAJAP, file 1157, subject: "Deficiency in amounts of fuel supplied in SEAC areas", dated 16 May 1946 (Tab I) is action.
2. W 83078 (031923 Apr) (Tab A) states that British Chiefs have agreed to make available to SCAP operating supplies for SCAJAP ships.
3. Our CX 59625 (060311 Apr) (Tab B) offers lift of 318,700 to SACSEA under conditions outlined in W 83078 above.
4. ALFSEA 131755 April, info to SACSEA (Tab C) accepts lift, states that FOMFA is replying separately regarding fuel.
5. FOMFA 131755 April, info to SACSEA (Tab D) states that fuel will be available at Saigon for both Saigon and Bangkok; fuel for Morotai area will be maintained afloat and in tanks ashore; fuel for Makassar area will be available between Tarakan, Balikpapan and Makassar.
6. Our ZX 34710 (030925 May) to SACSEA (Tab E) mentioned report that 3 vessels had not received fuel at Saigon; requested confirmation.
7. SACSEA 724 (041121 May) to SCAP (Tab F) protests excessive demands for fuel, water, provisions and general stores and states that orders issued by Japanese shipping authorities constitute authority to disobey SACSEA orders. In par 4, message expresses intention of SACSEA to refuel for round trip vessels returning to SEAC areas even though the British Admiralty had directed that fuel be provided only for a one way trip.
8. Our CX 60758 (091253 May) (Tab G) interim reply to SACSEA 724 stated that intentions expressed in para 4 SACSEA radio should include provision of fuel for round trip between SEAC and Japan; states SCAP's intentions of providing all items to SCAJAP ships except fuel and emergency supplies.
9. FOMFA 101754 May (Tab I) states that modification of para 4, SACSEA 724 as stated in our CX 60758 (Tab G) will be implemented.
10. Our CX 61002 (150423 May) (Tab H) to SACSEA states that basic course of ships master to obtain fuel and reaffirms principle that fuel furnished for round trip.
11. According to inclosures A and B to action letter (Tab J) preliminary estimates of quantities of fuel furnished SCAJAP vessels reveal a deficiency of 81,749 barrels of oil (1220 tons) for first 27 liberties and 6524 tons of coal for first 7 coal burning Japanese vessels. No indications of intentions to furnish fuel for round trip or to correct existing deficiencies have as yet been evidenced. According to reports of ships masters at Singapore, quantities of fuel designated in sailing dispatches are still not being provided. (17 May).

12. According to statement of FOMFA (Comdr Waterhouse) made orally to SCAP liaison officer (Lt Col Wood), on 19 April, SACSEA would have no great difficulty in providing sufficient fuel and water for repatriation vessels. He expected least difficulty at Singapore where a large fuel stocks were stated to exist. He also stated he already had 4 Japanese tankers and 3 British tankers (total capacity of about 20,000 tons of fuel oil) scheduled; and could obtain more, if needed, to supplement fuel stocks existing at shore installations. It was pointed out to Comdr Waterhouse by SCAJAP representative (Lt Comdr Barber) that tentative fuel requirements of CX 59625 (Tab B) were light as they had been based on 160-180 barrels per day consumption in lieu of actual operating rates of 200-250 barrels daily.

13. Following methods of restitution of fuel are open to SACSEA:

a. Send to Japan in British vessels amounts of fuel necessary to satisfy shortages.

b. Load sufficient amounts of fuel to correct deficiencies on SCAJAP ships possessing fuel capacities beyond that required for round trip.

c. Assume dollar obligation for amounts of fuel shorted.

14. G-4 (Colonel Hengla) has requested that action on letter (paragraph 1) be transferred to G-4. There is no objection by the G-3 (Repatriation) Section as it is believed G-4 has primary interest.

15. This problem as it relates to Korea has been considered.

16. This completes action on this subject.

Wood.

INCOMING MESSAGE

COPY

SECRET
URGENT

4 April 1946

FROM: WASHINGTON

TO : CINCAFPAC

NR : W 83078

Re C 58764 and C 59442. British Chiefs have agreed to make available to SCAP operating supplies (for example fuel oil, victuals and stores) in kind as required for SCAJAP ships when used in repatriation of Japanese from SEAC and Australian Command. With this understanding reached War Department concurs in last paragraph of your C 58764 for the time being. This to your C 59442 also refers.

Agreement not reached with British on dollar payment of charter hire of US Liberty ships after 30 June 1946 and this matter still under consideration. British Chiefs understand that this matter must be settled in near future in order to determine whether or not these ships will remain assigned repatriation task after 30 June 1946.

British Chiefs also will instruct SACSEA to place all repatriation shipping resources now under his control at SCAPs disposal.

WARCOS

ACTION: G-3

INFORMATION: COMMANDER-in-CHIEF, CHIEF OF STAFF, G-4, AG, COMNAVJAP.

2170

URGENT
SECRETTOO: 031923 Z
MCN: SD 63

Handling and transmission of the literal plain text of this message as correspondence of the same classification has been authorized by the War Department in accordance with the provisions of paragraph 44g and 53a of AR 380-5, 15 March 1944.

COPY

SECRET
SECRET

FROM: SCAP

TO : SACSEA. URGENT

INFO: ALFSEA. URGENT
FOMFA URGENT

(060311)
(CX 59625)

Authority received to utilize US owned vessels in repatriation from Southeast Asia areas for the time being. Information received that British Chiefs have agreed to make available operating supplies to SCAJAP vessels engaged in repatriation from Southeast Asia areas; and that all repatriation shipping resources under SACSEA control will be placed at SCAP's disposal.

Existing repatriation procedures will govern except that all repatriation vessels servicing Southeast Asia will be fueled for round trips in terminal ports under your control. Procedure will be applied to all vessels leaving Japan on/or subsequent to 6 April. Food and supplies other than fuel will be provided in Japan to maximum practicable extent. Emergency issues these items in SEAC areas will be in accordance ourad CX 59264.

For planning purposes, it is assumed that the following vessels will be allocated to service Southeast Asia areas during months of April and May for 1 lift. 75 Liberties, 4 LST's, 12 Jap coal burners, and 10 Jap oil burners. Rated capacity of these vessels should provide lift for 318700. Liberties are rated at 3500 each, and LST's at 1200. Plan for 2d lift will issue after plan for initial lift is confirmed.

Based on radio ALFSEA 304 SD, the following evacuation plan is proposed:

a. Saigon - 10 Liberties lift 35000, 12 coal burners lift 36000, in addition to 9600 lift enroute (Hosho, Katsuragi, Kashima) Total 80600.

b. Outer Netherlands East Indies:

(1) Lopok, Soembawa - 6 Liberties and 1 LST lift 22200; Balikpapan - 2 Liberties lift 7000; Samarinda - 2 Liberties lift 7000; Malimpung - 6 Liberties lift 21000. Total 57200.

(2) Manado - 2 Liberties lift 7000; Kaeo Bay - 10 Liberties and 2 LST's lift 37400; Piroe, Ceram, - 7 Liberties lift 24500; Sorong - 3 Liberties lift 10500; Manokwari, New Guinea - 2 Liberties lift 7000; Sarmi including Hollandia - 2 Liberties lift 7000; Kaidulah, Kai Island - 3 Liberties and 1 LST lift 11700. Total lift 105100.

c. Bangkok - 7 Japanese oil burners refueling at Saigon lift 5800 in April, Bombay radio O11710 to SCAJAP refers. In May, except 10 Liberties (2d lift) and 1 large Japanese oil burner lift 39500.

d. Singapore - 20 Liberties lift 70000 from Riouws.

SECRET

B

SECRET

e. Above shipping sufficient to accommodate Koreans and Formosans. Vessels to lift them will be designated in sailing dispatches.

f. In order to expedite program 10 Liberties are being dispatched to Singapore to evacuate repatriates from Riouws and 10 to Saigon prior to 12 April.

To support proposed evacuation plan and in the interests of economy of shipping, it is suggested that 2 additional control and refueling points other than Saigon and Singapore be established as expeditiously as possible: 1 in the vicinity of Balikpapan; and 1 in the vicinity Morotai. The former will control and service vessels mentioned in paragraph b 1 above and the latter vessels mentioned in paragraph b 2 above.

Tentative fuel requirements based on the above plan which is 1 lift with vessels arriving in terminal ports in your areas 20 April - 15 May in barrels by refueling points follow:

- a. Balikpapan, 80000 furnace oil.
- b. Morotai, 120000 furnace oil.
- c. Saigon (in addition to stocks mentioned FOMFA 131547) 50000 furnace oil and 6000 tons coal.
- d. Bangkok, 7000 furnace oil and 5000 diesel oil.
- e. Singapore, 125000 furnace oil.

Except vessels destined for Saigon and Singapore no further shipping will be dispatched pending receipt of your comments on above plan to include among others confirmation of ports and availability of fuel.

OFFICIAL:

B. M. FITCH,
Brigadier General, US Army,
Adjutant General.

APPROVED:

C. A. RUSSELL,
Brigadier General, G.S.C.,
Asst. Chief of Staff, G-3.

COPIES TO:

- C/S
- G-3 (2 Return)
- G-4 (3)
- COMNAVJAP
- UKLM

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IMMEDIATE

TO: SCAP (PASS SCAJAP) (R) SACSEA, UKLM, FOMFA.

From - ALFSEA

310/SD3. - Subject NIPPOFF.

C

1. Your emergency OPS CITE CX 59625 of 060311Z not received until 130145 GH hence delay in reply.

2. We accept gratefully vessels you have allocated for SAIGON BANGKOK SINGAPORE and also Outer Islands also lift 57200 for SOEMBAWA BALIKAPAPAN SAMARINDA and South CELEBES. Go ahead with all these please.

3. FOMFA is replying separately ref fuel for remainder Outer Islands via your B (2). Very desirable clear all Outer Islands by and May so hope fuel situation will permit.

4. Intend dispatch to BURMA five perhaps six of first ten Liberties arriving SINGAPORE to repatriate JAPS from TENNASSERIM whose maintenance during coming moonsoon will be difficult.

5. Regret figures for FORMOSANS and KOREANS not yet signalled you but hope do so shortly. Will have sufficient KOREANS for one Liberty demobilised and ready for embarkation SINGAPORE by 20th April.

6. UKLIM only. Your 58 of 12013Z received 130015GH.

Ref: Confidential. 131755 GH.

Dist: 1-B.16-18.33.50.65.79.92.96.36.Log.

T/P. P/L. TOR.2043. STUBBS. 13/4

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IMMEDIATE UNCLASSIFIED

TO SCAP (R) SACSEA ALFSEA SCAJAP UKLIM

FROM

FOMFA 79

SCAP cite 59625 timed 060311. Supplies for Jap Repat ships. A and C fuels required for Saigon and Bangkok will be available at Saigon. Final delivery of coal may be somewhat late in May.

(B)1. Furnace oil required will be available between TARAKAN BALIKAPAPAN AND MACASSAR. Impossible to concentrate fuel in one Port in time available. Controlling authority is NOIC outer Islands at MACASSAR

(B) 2. Provision of fuel at MORATI, where available tankage is only 4000 tons, will be made by freighting tankers first of which should arrive April 27th. To expedite turn round and reduce number of such lifts request as much shipping as possible at MOROTAI on this date to fuel direct from Freighter.

131755

Dist. 1 2 4 -7a 16-18 29 30 33 36 44 50 65 73 79 92 Log.

T/P ALFSEA-T-

TOD 1931

Type R.W.

D

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IN THE CLEAR

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

SIGNAL CORPS MESSAGE

3 MAY 1946

FROM: SCAP

GC-0 CDW/jh

TO : SACSEA URGENT

INFO: ALFSEA URGENT

FOMFA URGENT

030925

Reported here that V083 John Fitch from Singapore, and V064 Baker Charney Vladek and V058 Stephen M White from Saigon were sailed to Japan without fuel oil for round trip haveing been placed aboard in accordance with existing agreements. Similarly, Tatsuhiro at Saigon was not repeat not provided with coal for round trip. Request confirmation. ZX 34710

E

OFFICIAL:

APPROVED:

B. M. FITCH,
Brigadier General, A.G.D.,
Adjutant General.

C. A. RUSSELL,
Brigadier General, G.S.C.,
Asst. Chief of Staff, G-3.

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- G-3 (2 return)
- G-4 (3)
- COMNAVJAP
- UKLM

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URGENT

5 May 1946

FROM : SACSEA
 TO : SCAP
 INFO : UKLIM, FOMFA, ALFSEA, SCAJAP (BCOF PASS)
 NR : 724

Demands now being received from Masters of SCAJAP Liberties for fuel water provisions and general stores exceed anything agreed in annex IV para 3 to your memo to the Imperial Japanese Govt. File Number AF 370. 05 (16 March 46) GC (SCAPIN 822) of 16 March 1946 on the subject of repatriation and the quantities indicated in your Cite CX 59625 timed 060311 April which specified 25,000 barrels of oil for 20 Liberty ships. (1) The master of R. H. DANA VO 31 has received signals timed 020720 021940 and 031920. AIR May from Repatriation Transport Department Japanese Shipping Corporation copies of which you are requested to obtain. These constitute orders to disobey Allied authority in this area and quote SCAJAP as authority. You will agree that such procedure cannot be accepted. 3. Demands have been received for such items as gasoline for motor-boats and in some cases ships have arrived without sufficient provisions for the ship's crew. 4. It is my intention to meet every reasonable demand as including provision of sufficient fuel to bring ships back to sea area should they be returning. In this connection the British Admiralty have laid down that only sufficient fuel for the return voyage to Japan should be supplied but I realize this might be little in view of your overall plan. 5. It is requested that you will confirm that my intentions as stated in the previous para are satisfactory and that SCAJAP will be instructed to obey my orders implicitly while in this area. 6. Should R. H. DANA refuse to obey orders I intend to hold her here under arrest pending clarification of the authority of the Japanese orders quoted in para 2.

ACTION: G-3

NO SIG.

INFORMATION: COMMANDER-in-CHIEF, CHIEF OF STAFF, G-4, AG,
COMNAVJAP, UK LO MISS

TOO: 041121 Z

URGENT
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MON: Y 30/05

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

SIGNAL CORPS MESSAGE

GC-0 JFH/gah

FROM: SCAP

9 MAY 1946

TO : SACSEAURGENT

091253

INFO: ALFSEAURGENT

Following is interim reply urad 724 of 4 May concerning operation and supply of SCAJAP repatriation shipping your area. (CX 60758) Complete reply will be made upon receipt 3 messages to VO-30 R H Dana referred to in para 1 of reference radio.

Masters of SCAJAP ships are being instructed to obey your orders implicitly while in SEA waters. Special message is being dispatched to master of ship VO-30 R H Dana in this regard.

Intentions expressed para 4 of reference radio would be satisfactory if that portion reading "to bring ships back to SEA area should they be returning" were changed to read substantially as follows "for 1 round trip between Japan and South East Asia areas". This is the only condition under which we are authorized to use SCAJAP shipping in repatriation from your area and to which British Chiefs of Staff have agreed.

It is our intention to provide all items to SCAJAP ships except fuel and to request only emergency supplies other than fuels in ports under your control. Requirements for fuel for each vessel are contained in individual sailing dispatches. 3 Ships were inadvertently sailed inadequately provisioned last month but notice was furnished you as soon as information ascertained. See radios SCAJAP to ALFSEA 180733 and 200059 both in April.

Masters of repatriation ships, while Japanese, are operating ships under SCAP control and in compliance with SCAP instructions. As these orders are of necessity passed through Japanese channels it is highly possible that intent of some orders have become misconstrued. This fact coupled with the possibility that arrangements agreed upon between British and US Chiefs of Staff might not have reached your command is apparently the cause of the present difficulty.

OFFICIAL: B. M. FITCH,
Brigadier General, A.G.D.,
Adjutant General.

APPROVED: C. A. RUSSELL,
Brigadier General, G.S.C.,
Asst. Chief of Staff, G-3.

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COMNAVJAP
UKLM

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

SIGNAL CORPS MESSAGE

8 MAY 1946

FROM: SCAP

GC-0 JFH/lb

TO : WARCOS OPNL PRIORITY

090241

Subject is use SCAJAP controlled shipping in repatriation. (C 60759)
Urad W 83078 states in effect British Chiefs have agreed to make fuel,
among other items, available in kind to SCAJAP controlled ships when used
in repatriation from areas under control SEAC.

Information received from SACSEA on 5 May states in effect that
British Admiralty has ruled that only sufficient fuel will be furnished
from SEAC sources for ships to return to Japan from ports in SEAC. If
implemented this would require 50% of fuel furnished from US sources,
it would be an unreasonable US expense which has not been provided for in
current budgets.

Request appropriate representations be made to British Chiefs to insure
SACSEA is informed correctly of agreement.

OFFICIAL:

APPROVED:

B. M. FITCH,
Brigadier General, A.G.D.,
Adjutant General.

C. A. RUSSELL,
Brigadier General, G.S.C.,
Asst. Chief of Staff, G-3.

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- COMNAVJAP

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

SIGNAL CORPS MESSAGE

15 MAY 1946

FROM: SCAP
TO : SACSEAOPNL PRIORITY
INFO: ALFSEAOPNL PRIORITY
FOMFAOPNL PRIORITY

GC-0 CDW/jh
150423

Operation and supply of SCAJAP Repatriation shipping in SEAC areas is subject. (CX 61002) This completes reply to urad 724 of 4 May, ourad CX 60758 of 9 May, interim reply, refers.

All messages dispatched to VO30 R.H. Dana have been examined. Basic cause of misunderstanding appears to be inability of ships master to obtain fuel for complete round trip to SEAC Area. As orders issued by British were contrary to directive given to ships master by SCAJAP, it is considered that action taken in last 2 CMMC messages (021940 and 031920) to suspend operation pending clarification of orders was understandable.

Regarding message (CMMC 020720) changing port of debarkation in Japan, attention is invited to ourad CX 58912 of 16 March which indicates that diversion of repatriation vessels from SEAC areas to Japanese ports other than Kure must be expected and that sailing instructions issued by SCAJAP will govern.

Instructions concerning Formosans and Koreans para 4 ourad CX 59958 of 16 April cancelled herewith. Diversions permitted by ourad CX 60724 of 8 May apply within SEAC area only and do not repeat not authorize change of terminal ports in Japan. Request SACSEA arrange with SCAP for evacuation of Formosans and Koreans from each port according to provisions part 6 ourad CX 59264 of 26 March.

This message confirms that SCAJAP shipping will obey SACSEA orders while in SEAC areas in accordance with arrangements made through SCAP and that refueling will be accomplished as indicated in para ourad CX 60758 of 9 May amending para 4 urad 724 of 4 May.

OFFICIAL:

APPROVED:

B. M. FITCH,
Brigadier General, A.G.D.,
Adjutant General.

C. A. RUSSELL,
Brigadier General, G.S.C.,
Asst. Chief of Staff, G-3.

COPIES TO:

- C/S
- G-3 (2 return)
- G-4 (3)
- Govt Sec
- COMNAVJAP

SECRET

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RESTRICTED
ROUTINE

12 May 1946

FROM: FOMFA
TO : CINCAFPAC
INFO: ALFSEA, SACSEA
NR : 101759

Your CX 80758 timed 090143 understood and will be implemented.

Simultaneous arrival of liberty ships at Singapore has necessitated adjustment between supply and demand in the interests of quick turn round, but these deficiencies will be adjusted to opportunity offers.

Owing to small storage capacity at Morotai, supply to individual ships in that area must of necessity be governed by available stocks on any given date. In this connection an early reply to my 031123 would be of great assistance.

NO SIG

ACTION: G-3
INFORMATION: G-4, COMNAVJAP, UK LO MISS

25477

ROUTINE
RESTRICTED

TOO: 101759
MCN: ZUB 7/12

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SCAJAP
JJ7

ADMINSTRATOR, NAVAL SHIPPING CONTROL AUTHORITY
FOR JAPANESE MERCHANT MARINE (SCAJAP)
UNITED STATES PACIFIC FLEET (NAVY NO. 3923) CJS:ww)

Serial: 1157

16 May 1946

MEMORANDUM

From: The Administrator.
To: Supreme Commander for the Allied Powers (G - 3)
Subject: Fuel Oil and Coal Supplies by SEAC Areas - Deficiency in amounts of.
Enclosures: (A) Estimated Black Fuel Shortages from SEAC Areas.
(B) Estimated Coal Fuel Shortage from SEAC Areas.

1. Enclosures (A) and (B) are forwarded for information and any action deemed necessary.

2. The estimated consumption figures for each oil burning ship are based on the tentative schedule of the ship, advancing at a speed of 9 knots and consuming 200 barrels of fuel per day. Port time consumption is based on 50 barrels of fuel per day. The figures for coal burning ships are based on the consumption of 40 tons of coal per day. The figures on amounts supplied from SEAC sources were obtained from messages sent to CMMC and SDB by the masters of the respective ships.

3. In the case of the CHOUN MARU, under the control of SDB, this vessel, which departed SAIGON for KURE, was not supplied sufficient coal to reach KURE, her designated return port. This vessel called at KIIRUN, FORMOSA in an effort to get sufficient coal to continue on to her return port. This, however, was unsuccessful and the vessel was barely able to reach KAGOSHIMA, at which port she had to debark her passengers.

4. Upon return from SEAC areas, all repatriation ships have been directed to compile a fuel consumption report, including full information on the receipt and consumption of petroleum, coal, and other supplies on the voyage.

C. B. MOMSEN

cc:
ComNavJap

J

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ENCLOSURE (A)

ESTIMATED FUEL SHORTAGES FROM SEAC AREA
(speed 9 knots : 1 ton - 67 barrels)

SHIP	DEPART PORT	FUEL PORT	CALL PORT	LOAD PORT	CALL PORT	RETURN PORT	ESTIMATED FUEL CONS.	FUEL FROM SEAC SOURCES	SHORTAGE
V058	YOKOHAMA	SAIGON		SAIGON		KURE	4365 bbls.	0	4365 bbls.
V034	TANABE	SAIGON		SAIGON		KURE	4124 bbls.	0	4124 bbls.
V046	TANABE	SAIGON		SAIGON		KURE	4124 bbls.	0	4124 bbls.
V059	KURE	SAIGON		SAIGON		KURE	4108 bbls.	0	4108 bbls.
V020	KURE	SAIGON		BANGKOK		KURE	5174 bbls.	2200	2974 bbls.
V014	KURE	SAIGON		BANGKOK		KURE	5174 bbls.	0	5174 bbls.
V072	YOKOHAMA	SINGAPORE		SINGAPORE		NAGOYA	5373 bbls.	0	5373 bbls.
V060	NAGOYA	SINGAPORE		SINGAPORE		NAGOYA	5267 bbls.	3350	1917 bbls.
V028	KURE	SINGAPORE		SINGAPORE		TANABE	5000 bbls.	3886	1114 bbls.
V032	TANABE	SINGAPORE		SINGAPORE		TANABE	5015 bbls.	0	5015 bbls.
V030	NAGOYA	SINGAPORE		SINGAPORE		NAGOYA	5267 bbls.	3410	1857 bbls.
V018	KURE	SINGAPORE		BANGKOK		URAGA	6203 bbls.	1340	4863 bbls.
V053	SASEBO	SINGAPORE		SINGAPORE		NAGOYA	4941 bbls.	3350	1591 bbls.
V017	KURE	SINGAPORE		SINGAPORE		TANABE	5000 bbls.	1474	3526 bbls.
V015	KURE	SINGAPORE		SINGAPORE		NAGOYA	5124 bbls.	1621	3503 bbls.
V040	KURE	BATAVIA	SINGAPORE	BATAVIA		NAGOYA	6832 bbls.	3500	3332 bbls.
V038	YOKOHAMA	BATAVIA	SINGAPORE	BATAVIA		NAGOYA	7080 bbls.	0	7080 bbls.
V052	TANABE	TARAKAN	MACASSAR	SUMBAWA	?	NAGOYA	5614 bbls.	5746	132 bbls.(over)
V054	KURE	TARAKAN	MACASSAR	SUMBAWA	?	NAGOYA	5617 bbls.	3511	2106 bbls.
V026	YOKOHAMA	TARAKAN	MACASSAR	PARE PARE	?	NAGOYA	5504 bbls.	2915	2589 bbls.
V005	TANABE	TARAKAN	MACASSAR	SUMBAWA	?	NAGOYA	5614 bbls.	0	5614 bbls.
V051	SASEBO	TARAKAN	MACASSAR	SUMBAWA	?	NAGOYA	5493 bbls.	1045	4448 bbls.
V088	YOKOHAMA	MOROTAI		MANADO	MOROTAI	NAGOYA	4464 bbls.	4200	264 bbls.
V070	YOKOHAMA	MOROTAI		MANADO	MOROTAI	NAGOYA	4464 bbls.	3612	852 bbls.
V013	SASEBO	MOROTAI		HALMAHERA	?	NAGOYA	4000 bbls.	3886	114 bbls.
V035	SASEBO	MOROTAI		SORONG	?	NAGOYA	4288 bbls.	3015	1273 bbls.
V063	SASEBO	MOROTAI		MANOKWARI	?	NAGOYA	4400 bbls.	3819	581 bbls.
TOTAL							137,629 bbls.	55880	81749 bbls.
PERCENTAGES								41%	59%

ENCLOSURE (B)

ESTIMATED COAL FUEL SHORTAGES FROM SEAC AREAS

NAME OF VESSEL	FORT OF DEPARTURE FROM JAPAN	DESTINATION IN SEAC AREA	AUTHORIZED RETURN PORT IN JAPAN	ESTIMATED COAL CONSUMED ON VOYAGE	AM'T FURNISHED FROM SEAC SOURCES	SHORTAGE
CHOUN MARU	KURE	SAIGON	KURE	850	570	280
DAIKYU MARU	SASEBO	SAIGON	KAGOSHIMA	1160	0	1160
EITOKU MARU	KAGOSHIMA	SAIGON	KAGOSHIMA	1080	0	1080
EZAN MARU	KAGOSHIMA	SAIGON	KAGOSHIMA	960	0	960
TATSUHARU MARU	KAGOSHIMA	SAIGON	KAGOSHIMA	920	200	720
YAHIKO MARU	KAGOSHIMA	SAIGON	KAGOSHIMA	1400	0	1400
YONEYAMA MARU	NAGASAKI	SAIGON	KAGOSHIMA	1200	276	924
TOTALS:				7570	1046	6524

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

G-3 Repatriation Section

19 May 1946

MEMORANDUM FOR GENERAL DUMAS:

SUBJECT: Status of Repatriation Liberties.

1. There are one hundred liberties and six converted troopers used in repatriation under authority of the War Department. Until 1 July 1946 these ships are available to War Department on a charter free basis. Ships are presently being used in repatriation from China, Australia and the South East Asia Command. The British Chiefs of Staff have agreed to make available to SCAP operating supplies in kind as required for SCAJAP ships when used in repatriation from South East Asia Command and the Australian Command. Operating supplies for ships servicing Chinese areas to include Manchuria are being furnished from United States sources.
2. Beginning 1 July 1946 charter hire for United States liberty ships now allocated to SCAP by War Department for repatriation will be a direct charge against War Department funds under present fiscal arrangements made by the Director of the Bureau of the Budget with the War Shipping Administration. (JCS 1653, 4 April) (secret)-Appendix B. SCAP budget figures forwarded to the War Department included provisions for charter hire of US liberties to include June 30 1947.
3. Agreement has not been reached with British on dollar payment of charter hire of US liberty ships after 30 June 1946 and this matter is still under consideration. British Chiefs understand that this matter must be settled in near future in order to determine whether or not these ships will remain assigned repatriation task after 30 June 1946. WARCOS radio W 83078 refers.
4. Knowledge of War Departments position with reference to charter hire and provisioning of SCAJAP shipping servicing Chinese areas to include Manchuria after 1 July 1946 is not known.
5. Due to factors which cannot be foreseen at this time the exact date when the requirement for liberties in repatriation will cease to exist is unknown. These factors comprise: loss of shipping due to quarantine, rates at which Manchuria can be evacuated, and the opening of Russian held areas to repatriation. For planning purposes, it is believed that 1 October should be set as terminal date for use of liberties in repatriation. Japanese shipping can then be utilized to evacuate remaining repatriates.
6. For expeditious operations, liberties should remain under SCAJAP control. The chief objection to this method of operations is the failure of the British to assume their obligation of refueling SCAJAP ships in their areas. Action has been taken, and is continuing, to correct this deficiency.

X

Incl 3
SCAP ltr
13 Mar 47

7. It is recommended that:

a. The one hundred liberties and six converted troopers be made available to SCAP for repatriation until 1 October 1946.

b. That arrangements for charter hire and furnishment of operating supplies in kind by the British, Chinese and Soviets after 1 July 1946 be made on a governmental level.

E.C.B.
E. C. B.

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

17 May 1946

MEMORANDUM FOR GENERAL DUMAS.

SUBJECT: Retention of POW's for Labor in Relation to Repatriation.

1. 6,264 Jap POW's have been authorized for labor in Hawaii, under AFMIDPAC control, until 1 January 1947. Ourad CA 57809, 12 February, to CG AFMIDPAC refers.
2. 57,000 Jap POW's have been authorized for labor in areas under AFWESPAC control until 1 October 1946. Ourad ZX 27863, 31 March, to CG AFWESPAC refers. 47,415 are reported now in the Philippines and 12,729 on Okinawa (see Report, Tab A).
3. 7,684 Jap POW's and disarmed military personnel are being retained in the Marianas under CINCPAC control until 1 January 1947. Ourad CX 60810 refers. Pending is an action to CINCPAC to augment POW's in his area to provide 2,000 POW's to work under PACUSA on Guam Air installations.
4. 26,769 Japs in Formosa await repatriation. About 5,000 are military personnel. Chinese have set tentative retention date of 1 January 1947.
5. 4,061 Japs are being retained at Tsingtao, under CG AFCHINA. This number includes families of Jap military technical personnel. Retention date not known.
6. 89,690 Jap POW's and disarmed military personnel are being retained in SEA areas under SACSEA control. Retention date not known.
7. About 2,000 Jap POW's held as war criminals are being retained in AMF areas, in addition to 1,907 being held for the US. Retention date not known.
8. Regarding US policy:
 - a. Art. 20, Hague Convention is: "After the conclusion of peace, the repatriation of Prisoners of War shall be carried out as quickly as possible."
 - b. Art. 27, Geneva Convention, states belligerents may utilize the labor of able prisoners of war. No time limitation is mentioned.
 - c. Par 9, Potsdam Declaration, states that Jap military forces, after being disarmed, should be permitted to return to their homes and lead peaceful lives. No time limit is discussed.

d. WD radio WX 89900, 22 Dec 45, concerning repatriation from the Mandated Islands, states in part that all Jap nationals whose origin was the main islands of Japan should be repatriated "except those whom the CINCPAC may at his discretion permit to remain."

e. CINCPAC 062249 Z May, regarding retention of "Japanese armed force personnel" states in part:

"CNO has advised that (1) US policy requires that such personnel be returned to Japan as promptly as shipping priorities will permit. (2) Accordingly retention is dependent entirely on availability of shipping . . . "

f. WARCOS radio W 87219, 8 May, refers to CINCPAC's 062249 Z May, and states in part: "Views of Chief of Naval Operations as repeated by CINCPAC. . . . are concurred in by War Department."

J. F. H.

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Weekly Status Report

CPM (PWIB)

G-3 Operations (Adv)

13 April 1946

Following summary of prisoners of war and enemy alien civilian internees, reported held in this theater as of 2400 hours, 13 April 1946, is forwarded as a matter of planning information:

PLACE OF DETENTION		P.O.W.	E.A.C.I.	TOTAL
Luzon POW Camp #1	(Luzon)	37,231	350	37,581
Luzon POW Camp #2	(Luzon)	4,765	158	4,923
USAFIP Stockade	(Luzon)	182		182
Leyte POW Camp #1	(Leyte)	4,689	37	4,726
Other P.I. Stockades		1	2	3
TOTAL IN PHILIPPINES		46,868	547	47,415
Total in Base Camp Hawaii				
- Japanese		6,264		6,264
Okinawa POW Camp #1 (Okinawa)		12,729		12,729
Detained by Commonwealth of Australia for the U.S. Forces		1,907		1,907
TOTAL REPORTED IN THEATER		67,768	547	68,315

A

----- Wm.G.P. -----

(This is most recent report published to 17 May (CPM, Col Purdy, WWB))

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Tab A

ADDRESS TO CHIEF OF STAFF

REPATRIATION

MAY 10, 1946

One of the many problems confronting the Supreme Commander at the termination of hostilities was that of repatriation. When Japan's bid for world domination came to a sudden end on August 15 there were some 6½ million Japanese nationals displaced externally from Japan in areas they had formerly occupied in the Western Pacific. They were located approximately as follows, figures include Army, Navy and civilian personnel (chart). Their continued presence was undesirable because not only were they a threat to the security of those areas but they were a burden inasmuch as they had to be clothed, fed, sheltered and kept under surveillance.

In Japan itself a similar problem confronted the Japanese. There were approximately a million and a half Koreans in Japan, about thirty-five thousand Formosans, an equal number of Chinese and 100,000 Ryukyans all desirous of repatriation. At the conclusion of the war the Formosans and Koreans particularly considered themselves to be liberated people and as such not subject to Japanese civil jurisdiction. Consequently were a nuisance until their legal status was defined some months later. At the close of hostilities many of them immediately flocked to ports in southern Honshu and northern Kyushu for early repatriation to their respective homelands. Congestion resulted and imposed serious problems from a point of view of health and sanitation.

An early program for the repatriation of Japanese to Japan and oriental non-Japanese from Japan was indicated. On 17 September the G-3 Section was given the job of making and implementing a plan for re-

patriation.

The preparation of the plan was complicated by the following factors:

1. All repatriation had to be conducted over water.
2. The majority of ports were mined and could only be used at risk of losing shipping.
3. There were no directives from higher authority or any precedent to follow.
4. A tremendous amount of coordination was necessary in that the efforts of the Japanese Government, our own troops and other military commands in the Pacific were involved.

As finally conceived the plan provided for the following:

1. a. SCAP: Makes the necessary arrangements with coordinate and major subordinate area commanders on all matters having to do with repatriation.
 - b. Allocates available repatriation shipping.
 - c. Issues the necessary instructions to the Japanese Government.
 - d. Supervises the overall execution of the plan.
2. A United States naval organization has operational control of shipping used in repatriation. Presently this organization is SCAJAP.
3. The Eighth Army exercises immediate supervision over the Imperial Japanese Government in its execution of the plan.
4. The Imperial Japanese Government is responsible for the execution of the plan and bears the cost thereof.
5. The establishment of reception centers throughout Japan where the flow of repatriates can be channelled and control exercised.

These reception centers are the heart of the entire repatriation program. It is at the centers that individual repatriates are processed,

controls exercised, and the necessary coordination effected.

At the centers each repatriate is subjected to:

1. Physical examinations and quarantine procedures as are necessary.
2. Inoculations against cholera and typhus, vaccination against smallpox, and disinfestation of person and their baggage using DDT.
3. Screening for war criminals.
4. Inspection of baggage to prevent unauthorized traffic in goods, currency, financial instruments and precious metals. Baggage is limited to personal belongings and range in amount from what they can carry on their backs to 250 pounds per individual.

Returning soldiers and sailors are demobilized at the center, paid off and furnished free rail transportation to their homes.

Other services performed at repatriation centers are:

1. Coordination of rail and ship transportation.
2. Assembling food and clothing to be placed aboard repatriation ships or used at the center.

The importance of the centers can be realized when it is considered that over 180,000 repatriates per week were processed through centers in two successive weeks without incident.

Centers are located as shown on this chart.

Shipping used in repatriation comes from the following sources:

<u>Source</u>	<u># Ships</u>	<u>Passenger Spaces</u>	<u>% Operational</u>
Jap Navy & MM	188	216,861	50
Liberties and LSTs	185	445,300	70
Allied Shipping	As available		

(1 LST, 2 Liberties aground, 1 Liberty and 2 hospital ships not yet

converted).

Liberties and LSTs were procured as follows:

In December 1945 a conference was held in Tokyo between representatives of SCAP, China Theater and CINPAC with a view to stepping up the repatriation program from China. As a result of recommendations of the conferees 100 Liberties, 85 LSTs and 6 converted troopers to be used as hospital ships were made available for that purpose. These vessels were turned over to the Army beginning in March and are now being operated by the Japanese on an indemnity agreement. Vessels are crewed by Japs trained by SCAJAP. All conversion of these ships was done in Japan.

As Chinese areas are cleared, her requirements for shipping became less. Excess vessels are now being employed in repatriating from other areas under authority obtained from WARCOS. The radio granting this authority indicated that the theater commander concerned, specifically SACSEA and Commanding General, Australian Military Forces would provide repatriation shipping with operating supplies in kind from their resources. This is necessary because while the Japanese eventually will pay for the cost of the repatriation program, they are unable at the present time to provide the vast amounts of fuel necessary. This policy has been implemented.

A brief summary of the status of repatriation from the various areas follows:

Korea:

Initially, emphasis was placed on clearing Japs from Korea in order to assist XXIV Corps in the performance their rather delicate mission. For all practical purposes southern Korea was cleared of all Japs by 1 January 1946. Since that time Japs from northern Korea drifting

Declassified L.O. 1-1-60

south of the border have comprised the bulk of repatriates returned to Japan. A total of 702,000 Japanese have been evacuated leaving a balance of about 1300 authorized to remain in Korea by General Hodge.

Russia:

Negotiations with Russians for repatriation from areas under their control have not been productive of results. At present a conference is pending between General Derevyanko, Chief of the Russian Military Mission, and the Chief of Staff to discuss the return of Japanese from northern Korea. The Soviets are studying a SCAP proposal and will inform us as to date they will be prepared to discuss the matter. Repatriation from Sakhalin or Kuriles is not in sight.

Philippines:

Repatriation from American controlled areas have been completed except for a small number of POWs who will be evacuated at a later date. The numbers remaining are approximately as follows: 57,000 P.I., Ryukyus 12,000, and 6,000 in the Marianas.

China:

The clearance of China proper including north French Indo-China and Formosa is rapidly nearing completion. A total of 1,034,391 have been cleared from China and 451,112 from Formosa. Progressively Amoy, Swatow, Canton, Hainan, Haiphong, Lao Yao, and Tsingtao were cleared. There remains only about 300,000 at Shanghai and 30,000 at Tangku. The former should be cleared by 30 June and the latter 1 June.

Cholera:

A serious set-back occurred in the repatriation program was occasioned by a cholera epidemic that broke out among repatriates from Canton and Haiphong.

Declassified E.O. 13526

To prevent cholera from entering Japan drastic quarantine regulations were prescribed. All ships having cholera suspects aboard were diverted to Uraga and repatriates held on board except for suspects and sick who were off loaded to either a hospital ship or to shore. When all cholera and cholera suspects have been cleared from a particular ship, the ship remains in quarantine 14 more days.

Since as many as 20 Liberties with 70,000 passengers aboard have been quarantined at one time, the magnitude of the task of feeding, caring for and conducting physical examinations can be appreciated. So far the quarantine has been effective and ships are gradually being released. 13 ships with 43,000 repatriates on board are now in quarantine. Our public health section has done a fine job in the conduct of what is probably one of the largest quarantine operations to date. A similar condition except on a smaller scale exists in Korea where 3 ships are in quarantine for cholera and plague.

Manchuria:

Has just been opened for repatriation. The number of Japanese we will get out of Manchuria is problematical. So far there are about 50,000 in vicinity of Hulutao reported ready for repatriation. U.S. Army Forces China have a team in that port. Ships under our control are evacuating this group at the present time.

Australia:

Sufficient shipping is now enroute to clear all repatriates from these areas except those retained as war criminals.

Southeast Asia Command:

Repatriation from these areas have been accelerated within the last month. Effort is being made to return maximum number of repatriates

prior to 30 June when use of Liberties on a charter free basis expires. For this reason repatriation from Burma is being postponed. So far a total of 54,227 have been evacuated with 667,818 remaining. The bulk of shipping is now servicing these areas and can complete the job by the middle of August.

Evacuation from Japan of Koreans, Formosans, Chinese and Ryukyans has progressed satisfactorily. Almost one million have been repatriated since last September leaving a balance of 633,618 yet to be evacuated. Under present plans all Formosans and Chinese desiring repatriation will be evacuated this month. Korean repatriation will not be completed until 30 September. Their repatriation has presented a problem because as a liberated people they resent taking orders from the Japanese and insist on moving at their own convenience. In order to finish the job it was necessary to require all Koreans to register last March their desires for repatriation. The Japanese, acting under SCAP directives, have prescribed their evacuation at the rate of 4000 per day. Those who do not move under this plan are considered to have forfeited their right to repatriation.

Repatriation to the Ryukyus is temporarily suspended due to presence of smallpox in Japan.

A complication exists in the problem of returning approximately 100,000 Okinawans due to lack of food and shelter.

In closing it is desired to emphasize the following points:

1. Repatriation was inaugurated on 17 September without precedent. All repatriation policies was initiated in the theater prior to arrival of directives from higher authority.
2. Despite the hazards of mined ports, smallpox, typhus and cholera

3,754,572 individuals have been repatriated smoothly and without undue publicity.

3. While on paper there remains about $4\frac{1}{2}$ million people to be repatriated it is extremely doubtful that more than a small percentage will be repatriated from Manchuria and Russian held areas.

4. With good fortune the program of repatriation from those areas from which repatriation arrangements have been consummated should be completed by 1 October.