# SENERAL HEADQUARTERS G-2 FILE COPY

Date From 10 1951
Line No 100 2

Book #1

# LIST OF PAPERS

File under No. 545

Sheet #1

SERIAL	FROM-	DATE	TO-	SYNOPSIS
	CHQ-FEC	6 Jan	Mil Sea Trans Svc	Ltr: Water tankers.
hs 2	TO	15 Sept	CofS	C/S: Berth Term Service between Japan & Korea
) 2	CIDiv	24 Sept	G-2 Admin	B/S: Berth Term Service between
				Japan & Korea.
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GENERAL HEADQUARTEL
FAR EAST COMMAND

55165

### CHECK SHEET

(Do not remove from attached sheets) E.J. Spear 48-4447

File No:

Subject: Berth Term Service between Japan & Korea

Note No.

From: TO

To: Cofs Through: DS Date: 15 Sep 51

ESS G-20300 / RFE

1. At present, Japanese ships, with the exception of those vessels under direct charter to MSTS, are prohibited from operating between Japan and Korean ports.

- 2. Korean vessels, however, have continued to operate between Japan and Korea at frequent intervals (TAB B), as do vessels of other nations (TAB C). In addition, there is little reason to doubt that a considerable volume of trade goods has been moving between the two countries through irregular channels at exorbitant freight rates and at the same time evading the custom and quarantine regulations.
- 3. In consideration of this overall problem, these are the following pertinent factors:
- a. An Occupied Japan/Korea Trade Agreement has been negotiated through ESS which provides in part that Korea will purchase an estimated \$32 million in trade goods from Japan and Japan in turn will purchase an estimated \$16 million in trade goods from Korea during the ensuing fiscal year 1952. No shipping facilities presently exist that will adequately implement this agreement.
- b. An Interim Shipping Agreement (TAB D) between the Republic of Korea and Occupied Japan was signed for Japan by SCAP on 15 April 1950 and on behalf of the Republic of Korea on 4 Oct 1950. This agreement provided, among other things, that the vessels of either party, including vessels engaged in regular services, shall have liberty equal to that of the vessels of any third country to enter and clear all ports, places and waters of the other party, which are or may hereafter be opened to foreign commerce and navigation.

FEC AGO Form No 37

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Subject Berth Term Service between Japan & Kores

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### GENERAL HEADQUARTES.S FAR EAST COMMAND

### CHECK SHEET

(Do not remove from attached sheets) E.J. Spear 48-4447

File No:

Subject: Berth Term Service between Japan & Kor ea

Note No. From:

TO

To: CofS

Date: 15 Sep 51

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- c. Firm cargo offers have been and are continually being presented to the Transportation Officer by shipping lines who are pressed by Japanese and Korean importers and exporters for the movement of commodities normally consumed by both countries.
- Q. A request is on file from the Republic of Korea Purchasing Mission in Japan, to permit regular service by Japanese vessels to Korea to enable them to make purchases in Japan of urgently needed materials for the construction of water supply, communication, fishing industry and industrial machinery. (TAP E) By approval of such a service, the Mission would be assured a reliable delivery schedule.
- e. A request has been filed by States Marine, a prominent United States flag shipping company, to permit a Japanese line to operate on a regular schedule, between Japan and Korea, which would enable them to re-establish the booking of cargo from the United States to Korean ports on a Through Bill of Lading, transshipping in Japan to a responsible carrier, or vice versa. (TAB F) This is a standard world shipping practice, where it does not pay a regular shipping line operating to the Far East to make calls at out-ports with small lots of cargo; they book cargo from its original port of origin on a Through Bill of Lading at a Through Freight Rate. They in turn consumate an interchange arrangement with a local carrier and transship at a principal port to each other paying a portion of the through freight rate. The on-carrying line assumes the obligation and responsibility of effecting delivery to final destination.
- f. Finally, there is the consideration that the operation of a regular service between these two countries would eliminate, to a large extent, the traffic through irregular

### GENERAL HEADQUARTES.S FAR EAST COMMAND

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o: CofS

Date: 15 Sep 51

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channels and place it with responsible shipping lines, over which surveillance of the commodities can be maintained by a United Nations Command interest, as well as by the Japanese Government insofar as customs, immigration and quarantine are concerned.

- 4. On a recent staff visit, the TQ discussed the problem with the CG, 2d Log Command and determined that the operation of a regularly controlled berth service would not be detrimental to military operation in Korean ports. The TQ, Eighth Army, also indicated a favorable agreement.
- 5. It is recommended that the draft of a proposed informal memorandum to the Ministries of Transportation, Finance, Welfare and International Trade and Industry, which will serve also as a notice to all steamship companies and/or agents (Japanese and foreign) (TAB A) be approved and returned to the Transportation Officer for finalization and dispatch.

6 Incls

-H.T.M

- 3 -

TO HTM: MDL: LAH: ATB: EJS: eh 14 September 1951

### MEMO FOR RECORD:

- l. In implementing the proposed service, the TO intends to establish in Trans Sec, UNC, Kokubu Building, an SOP under which a close surveillance will be maintained of the vessel movements and the cargo movements, which will in effect be set up as follows:
- a. All steamship lines interested in operating in this trade route, without discrimination as to flag of vessel, will cooperate among themselves and submit a combines schedule two weeks in advance for the ensuing month.
- b, It is proposed that one arrival, one vessel per week be authorized initially, regardless of the number of shipping lines desiring to operate.
- c. Freight and passenger rates are left to the operators.
- d. Cargo offers will be submitted to the TO, UNC, of the cargo booked for loading to and from each country, showing the commodity; tons; shipper; consignee; Ports of Loading/Discharging and the vessel, Owner/operator on which it is to be carried.
- e. On receipt of the proposed schedule and cargo offers, the TO will coordinate the clearance of both sailing schedule and cargo offers with G-2, G-4, G-4(KEA), COMNAVFE and CG, 2d Log Command before approval and clearances.
- 2. Inst C/N forwards draft of proposed informal memo to the various interested Ministries, which will serve also as a notice to all steamship companies and/or agents (Japanese and foreign), and recommends approval and return to the TO for finalization, through G-2, G-3, G-4(KEA), DS and ESS for concurrence and G-4 for approval.
- 3. Action initiated and suspended until \_\_\_\_September 51 pending concurrence and approval, on T/J No. \_\_\_\_.

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EJS	48-444

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TRANSPORTATION SECTION
GENERAL HEADQUARTERS
UNITED NATIONS COMMAND

SUBJECT: Japan/Korea Berth Service

- 1. The Transportation Officer, United Nations Command, announces that a regularly scheduled berth service is authorized between Japan and Korea effective on and after 1 October 1951.
- 2. This service is open to any operator, regardless of flag, who complies with the requirements imposed on all shipping in this trade. Shipping lines interested in this service are expected to arrange among themselves for the nomination of individual vessels for each sailing. Each sailing from Japan will be subject to individual clearance and the distribution of sailings among interested operators will be subject to continuing surveillance.
- 3. Until further notice, Korean port calls are limited to Pusan only, and to one arrival per week at Pusan, regardless of the number of shipping lines participating in this trade.
- 4. On the basis of one arrival per week at Pusan, all interested lines will mutually arrange a tentative schedule and submit it for approval to the Transportation Officer, United Nations Command, two weeks in advance. With this schedule, it will be necessary to file a Cargo Offer Report for approval of cargo booked on each vessel to be loaded at both Japanese and Korean ports.
- 5. No guarantees are made concerning berthing, mooring, or other port facilities in Korean waters. Arrangements for, and all charges in connection with these services are the responsibility of the operator.

H. T. MILLER
Colonel TC
Transportation Officer

# TRANSPORTATION SECTION MOVEMENTS DIVISION

### CLEARANCES INTO JAPAN Korean Vessels During September 1951

VESSEL	FROM KOREA	TO		EΤΛ	CARGO To	ONNAGE
MS No 3 Namsuho	Yosu	Kobe-Y	oko	1 Sep	Fresh Fish	3000 Kar
No 1 Mijin	Pusan	11		5 Sep	Scrap Iron, sundry goods, Caustic Soda & Glass	750 Kan
SS Czon Gwang	Inchon	Tit .	11	6 Sep	Scrap Iron	2221
SS John Whidden	Pusan	11	11	8 Sep	Scrap Iron	2000
SS William Lester	Mokko	11	11	10 Sep	Rice hull	1000
MS Sonam-Ho	Je-Zoo-Do	11	11	16 Sep	Scrap Iron	250
SS Gum CZon	Pusan	u	111	4 Sep	Scrap Iron, Rice hull	800
SS Soul	Osaka	n	11	2 Sep	Scrap & General	500
Chang Sung Ho	Pusan		11	5 Sep	(to tow 2 Korean ships returned from Japanese Government	
MS Wha Yang	Pusan	11	11	6 Sep	Flour Spar & Cml Cargo	150
Myung Shin Whan	Pusan		11	1. Sep	(to tug 2 Korean ships returned from Japanese	
SS Charles F Wins	or Pusan	11	11	7 Sep	Scrap Iron Cml Cargo	2000
Hae Yean #7	Pusan	11	-11	23 Sep	Fresh Fish	37
Hae Yeon # 16	Pusan	11	11	20 Sep	Fresh Fish	92
Meongyong #15	Pusan	11	11	29 Sep	Fresh Fish	29
Meongyong #17	Pusan	11	11	26 Sep	Fresh Fish	29
SS Pyong An	Pusan		11	13 Sep	General Cargo	
SS Sun Yang	Pusan	at .	**	14 Sep	Magnecia Clinker, Ore	& Gen 450
MS Suyangsanho	Pusan	***	11	12 Sep	Fresh Fish & Ice	105

By AZ NARA Date 1/27/12

TRANSPORTATION SECTION MOVEMENTS DIVISION

List of Commercial Vessels entering/clearing Korean Ports.

VESSEL	REG	PORT		LAST PORT	CARGO	LOAD DISCHARGE	TONS
Cornelius Maersk	Dan	Pusan	9 Jan	Japan	General	D	1800
Wan Yui	Ch	Pusan	l Jan	Yoko	General	L &c D	1500
Wan Yui	Ch	Pusan	16 Jan	Yoko	General	L & D	1500
Wan Yui	Ch	Pusan	28 Jan	Yoko	General	<b>I.</b> & D	1500
Wan Yui	Ch	Pusan	12 Feb	Yoko	General	L & D	1500
Wan Yui	Ch	Pusan	25 Feb	Yoko	General	L. 8: D	1500
Wan Yui	Ch	Pusan	15 Mar	Yoko	General	L & D	1500
Wan Yui	Ch	Pusan	8 Apr	Yoko	General	L & D	1500
Wan Yui	Ch	Pusan	26 Apr	Osaka	General	L & D	1500
Laura Pattison (sheet rubber medicine, bicarb	, cloth	ing, pa	per, cau	stic soda	g General , sugar, cacid)	L & D acetic acid,	1500 chinese raw
Hai Wan	Ch	Pusan	5 Jul	Kobe	Hemp Wast	e L	1000
Laura Pattison (lists same	Br commodi	Pusan ties as	27 Jul previou	Hongkong s voyage	General	L&D	1500
Chi Kuang	Ch	Pusan	20 Aug	Kobe	General	L & D	1000
Laura Pattison (lists same					General	L &c D	1500

INTERIM SHIFFING AGREEMENT

BETWEEN

THE REPUBLIC OF KOREA AND OCCUPIED JAPAN

### PREAMBLE

The Republic of Korea and the Supreme Commander for the Allied Powers, acting in respect of Occupied Japan, having discussed the interim measures which might usefully be adopted with regard to commercial shipping between the Republic of Korea and Japan prior to the conclusion of a Peace Treaty, having agreed to the following:

### ARTICLE I

The vessels of either Party, including vessels engaged in regulat service, shall have liberty, equal to that of the vessels of any third country, to enter and clear all ports, places and waters of the other Party, which are, or may hereafter be, open to foreign commerce and navigation. The Supreme Commander for the Allied Powers will use same procedure and policy in clearing Japanese vessels for the Republic of Korea as is done for other countries of the world.

### ARTICLE 2

Japanese vessels under the flag designated by the Supreme Commander for the Allied Powers and vessels flying the flag of the Republic of Korea, carrying papers required by their respective laws and regulations, shall be recognized to be the vessels of that Party, within the ports, places and waters of the other Party, or upon the high seas. For the purpose of this Agreement, a vessel of either Party is understood to be a vessel engaged in commercial shipping activities, irrespective of whether privately or publicly owned and operated.

### ARTICLE 3

Procedures for entry and clearane of vessels between the respective countries shall be equal to these applied, or to be applied, to any third country, irrespective of the port of departure or the port of destination.

## ARTICLE 4

Customs clearance procedure shall be equal to that applied, or to be applied, to the vessels of any third country, and customs dues, duties, fees, or excise taxes, shall be in accordance with the respective applicable laws and regulations.

### ARTICLE 5

In docking or anchoring, loading or discharging, husbanding, or any other operations concerned with the normal activities of vessels

By AZ NARA Date 1/27/12

and their cargoes in port, equal treatment shall be accorded to the vessels of either Party as is, or may hereafter be, accorded to the vessels of their own respective nationality. However, either Party has the right to grant priority to vessels carrying economic or military aid cargoes, and cargoes in support of Occupation Forces, or Military Missions.

### ARTICLE 6

No taxes on tonnage, harbor fees, quarantine fees, or other dues or charges similar or corresponding thereto, of what kind, levied in the name of either public or private interests, shall be imposed in the ports, places and waters of either Party, upon the vessels of the other Party, which shall not equally and under the same conditions, be imposed upon, their own national vessels.

### ARTICLE 7

Tithin the ports, places and waters of either Party, which are now, or may hereafter be, open to foreign commerce and navigation, and which are compulsory pilotage areas, licensed pilots shall be kept ready for rendering services to vessels of the other Party to pilot them into or out of such ports, places and waters.

### ARTICLE 8

The purchase of reasonable quantities of bunkers, provisions, supplies, or other materials, as may be available and which shall be necessary for the maintenance and operation of the vessels of the other Party, shall not be subject to export duties, but shall be subject to the same procedures and restrictions as those governing the loading of ships' stores on board vessels of any third country.

### APTICLE 9

Any vessel of either Party in distress shall be permitted to take refuge in, and receive assistance in reaching any of the ports, places and waters of the other Party (including ports not open to foreign commerce and navigation), and shall receive the same assistance and protection as are, in like cases, enjoyed by the vessels of the other Party or any third country, and such available supplies and materials for repairs as may be necessary. Such vessel shall not be subject to any duties or charges other than such as would be payable, in like cases, by the vessels of the other Party or any third country. Customs duties shall not be imposed upon the cargo, or other materials, salvaged from a vessel in distress, unless such cargo or materials shall be disposed of in said country.

SEKISUI JUSHI 9 1 0 12 (19)

### ARTICLE 10

The vessels of either Party may be used in the importation or exportation of all merchandise which may be legally imported from, or exported to, the other Party, and also in the carriage of passengers from, or to, the territory of such other Party; and such vessels, cargoes, and passengers shall enjoy the same favors, alvantages, and privileges as, and shall not be subject to any other or higher duties, charges, or restrictions, than the vessels and their cargoes and passengers of such other Party, or the vessels and their cargoes and passengers of any third country.

### ARTICLE 11

In no case shall the vessels of either Party be accorded the rights of coastwise trade between the ports, places and waters of the other Party. It is also mutually understood that this Agreement exempts vessels engaged in the coastwise trade of their own country, and that the requirements of this Agreement for equal treatment apply only to foreign trade vessels of both Parties.

### ARTICLE 12

A vessel of either Party shall be permitted to discharge the whole, or part of her cargo in any ports, places and waters of the other Party, which are, or may hereafter be, open to foreign commerce and navigation, and, further, to enter, with the rest of her cargo, other such ports, places and waters without paying any tonnage dues or port charges different from, or higher than, those to be paid by vessels of the latter Party in similar instances; and also shall, in the course of the outgoing voyage, be permitted to load cargo, under the same conditions as above, at any such ports, places and waters which are, or may hereafter be, open to foreign commerce and navigation.

## ARTICLE 13

For vessels of either Party carrying mail, the same privileges or advantages, which are, or may hereafter be, accorded to the mail-carrying vessels of any third country, shall be accorded equally to the vessels of both Parties in accordance with the established Universal Postal Union procedures.

## ARTICLE 14

The same shore leave in the ports, places and waters of either Party shall be accorded to the personnel of vessels of either Party

as is, or may hereafter be, accorded to the personnel of vessels of any third country in accordance with the existing laws and regulations of the respective countries, as well as regulations of the Supreme Commander for the Allied Powers.

Each party recognizes the necessity for establishing reliable ship-to-shore radio communications and will use its best efforts to develop the most expeditious interchange of this service.

### ARTICLE 16

Prior to sailing vessels to ports of the other Party, vessel owners or operators will provide for adequate agency representation in the ports to be entered.

### ARTICLE 17

The laws and regulations of either Party relative to the entry into its own territory, or departure therefrom, of vessels employed in international trade, and to the operation of such vessels within its own territory, shall be applied to, and adhered to, by vessels of the other Partyl

This Agreement may be modified upon mutual consent, or may be terminated on thirty days' written notice, and shall terminate on the coming into force of a Peace Treaty between the Allied Powers, or any of them, and Japan.

### ARTICLE 19

This Interim Shipping Agreement will become effective immediately upon signature by both Parties.

FOR THE REPUBLIC OF KOREA /s/ Kim Yong Joo Dated 4 October 1950 FOR THE SUPREME COMMANDER FOR THE ALLIED POWERS ACTING IN RESPECT OF OCCUPIED JAPAN /s/ A J Rehe Dated 15 April 1950 A J REHE Major, AGD Asst Adj Gen

11 August 1951

To: Transportation Section,

G H Q SCAP

VIA: C.M.M.C.

Dear Sir:

With reference to Cargo Offer Report submitted by the SHINNIHON STEAMSHIP COMPANY, LTD., on the 9th August 1951 concerning the constructional materials we have asked the FUJI BOEKI COMPANY, to purchase on behalf of Korean Government, we request that you grant your permission to the above named Steamship Company as soon as possible in view of urgent need expressed by our Government.

In this connection please note that FUJI BOEKI CO., is one of purchasing agency for the South Korean Government and we are the purchasing Mission in Japan which examine the good purchased.

Yours truly,

KOREAN PURCHASING MISSION IN JAPAN

CHIEF YONG KIN KIM

E

STATES MARINE CORPORATION
OF DELAWARE
241 SANSOME STREET
SAN FRANCISCO 4, CALIF

106 Naka 8th Building Marunouchi, Chiyoda-Ku Tokyo, Japan July 23, 1951

Colonel H. T. Miller
Transportation Section
General Headquarters, FEC
APO 500

APPLICATION OF JAPAN/KOREA SERVICE

Dear Sir:

Our general agents in Japan, Messrs. Mitsubishi Shipping Co., Ltd., have informed us that they have placed their application requesting the authorization of the establishment of a regular service between Japan ports and ports in Korea.

Their advice is that they have nominated the SS "FUKUSHO MARU" and the SS "NIKKYO MARU" as vessels with which to inaugurate this service, if approved.

We should like to go on record as being in favour of this application.

As your office is doubtless aware, States Marine Lines are operating American flag vessels from the three coats of the United States, viz., Atlantic, Gulf and Pacific, and cargo is accepted for Japan ports and Korea.

Whe anticipate that in the future, should hostilities in that country cease, that there will be a fairly substantial movement of cargo originating in the United States for Korea which from time to time may not be in sufficient quantities to justify extending a voyage from a Japanese port to Korea of a vessel of 10,000 tons, in which case we should like to avail ourselves of a transshipment service, and in view of the close relationship existing between ourselves and our general agents in Japan, we feel that a higher degree of coordination can exist through the use of such on-carrying purposes of the vessels owned and managed by our general agents.

Thanking you for your kind consideration of the subject application, we are

Yours very truly
STATES MARINE CORPORATION
OF DELAWARE

/s/ Carl Culver, Manager Japan & Far East

CC/mt

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Authority	81356	2
By AZ N.	ARA Date	1/27/12

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GINERAL HEADQUARTERS
FAR ELST COLLAND
APO 500

6 January 1951

01045

LG 564 (30 Dec 50 )TO

SUBJECT: Water Tankers

TO:

Commander
Military Sea Transportation Service
Western Pacific
APO 500

Action has been initiated directing the Commanding General, Japan Logistical Command, to relieve the Deputy Commander, Military Sea Transportation Service, Western Pacific, of the responsibility for the charter and operation of those station water tankers still required for operations in Korea.

FOR THE COLMINDER-IN-CHIEF:

Dsitribution:
ROK
Trans(7 cys)

MEMO FOR RECORD:

Asst Adj Gen

TO-O ELR: FEB: JWC: her 6 January 1951

- 1. Ltr, MSTSWP-oo/jem, Sorial: 0093, N6, subj: Water Tankers, 30 Dec 50, advised that recent advice has been received from the COMSTSWESPAC to the effect that MSTS functions do not include providing in-port facilities such as station water barges, fuel tankers, reefer ships or barracks ships, except under emergency conditions; ltr requested that COMSTSWESPAC be relieved of the responsibility for furnishing water tankers used as station tankers in Korean waters. Ltr stated that MSTS recognizes its responsibility for continuing to provide vessels for water resupply.
- 2. CG JLCOM has been directed to assume responsibility of the operation of station water tankers required in Korea and to advise MSTS of those vessels not required in this service in order that charters may be terminated.

3. Letion completed on Trans Jo 1033 (Ltr, MSTSWP-00/jom, 30 Doc 50).

Secret

J.i.c. /26-8634

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Authority 813562

By AZ NARA Date 1/27/12

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SUBJECT: Walte Tanken

FROM:

9-2 ADMIN

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TO:

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Deputy, G-2	(
Secretariat	(
ADC (JSOB)	(
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Ex Gp T/Intell	(
Ex Gp MIS Div	(
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Sp Asst Adm	
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Sp Asst CI Div	(
Sp Asst 441st CIC	(
Sp Asst Fiscal	(
Sp Asst Radio	(
Sp Asst Hist	(
Sp Asst PSB	( )
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Personnel	
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Action (//) Concur	
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Theater Intelligence	()
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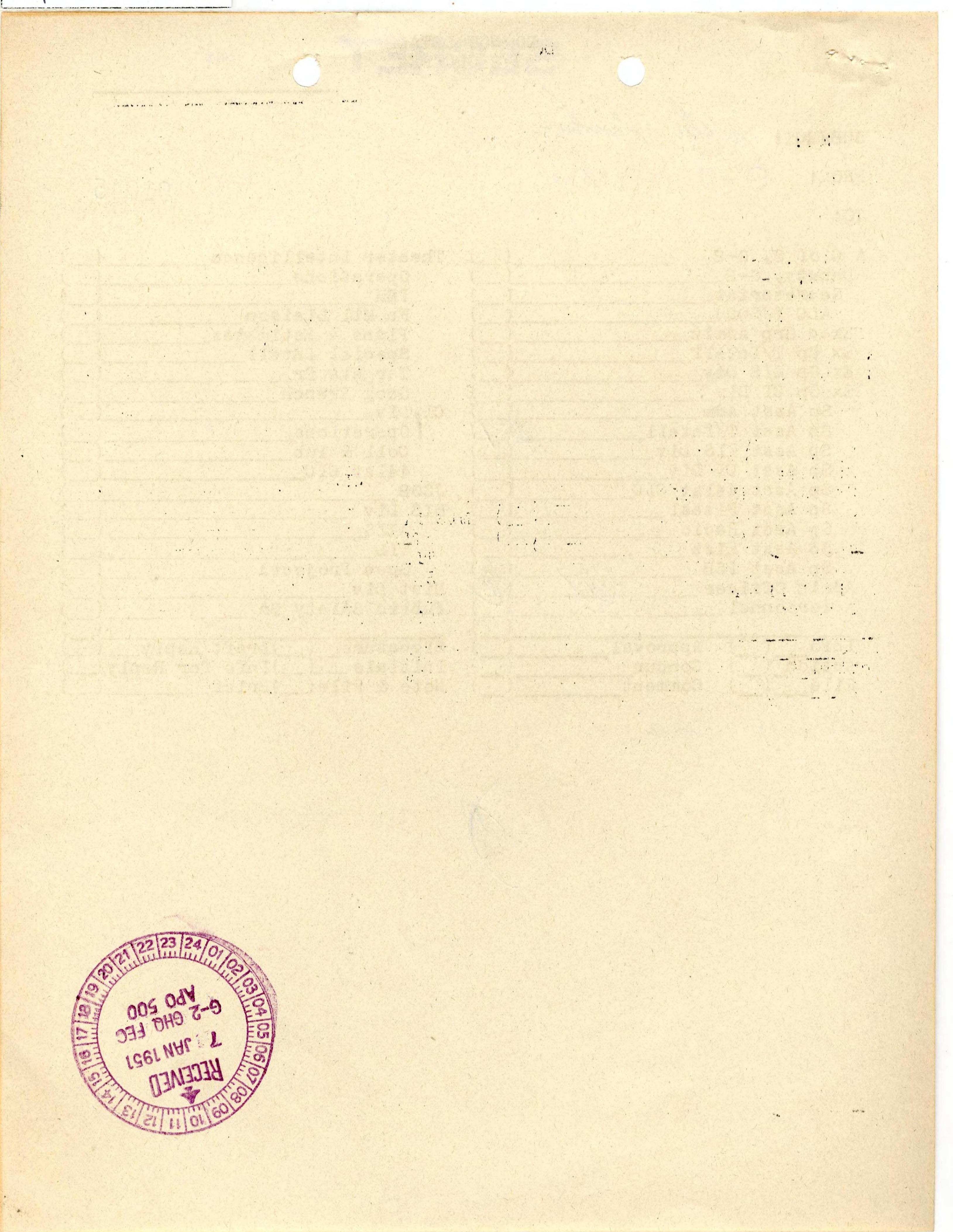
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