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

0816

G-2, GHQ
INTER - OFFICE MEMORANDUM

(For use within G-2 only)

File No:	**Subject:** Request to Change Status of Vessels in Custody of MSB, CLCO No. 1285	**Date:**	CIS/PSD/HEP/sm 18 May 1949
FROM: PSD	**TO:** G-2	**PHONE:** 26-5915	**Comment Number**
		NAME: Col Pulliam	

1. Letter from CLCO (Incl 1) transmits request of Japanese Government to transfer 12 vessels, now in custody status, to an operational status on a loan basis. 1

2. The Maritime Safety Board (Coast Guard) has been patrolling the 9369 mile coastline of Japan with 35 patrol vessels whose condition is sub-normal for patrol purposes and necessitating excessive repair time at the expense of operating hours. Preventive and concurrent maintenance has been minimized to afford the maximum number of patrol and rescue operation hours with the result that the aforementioned physical condition has not materially improved. 125 patrol vessels, authorized by law, are necessary for Maritime Safety Board to fully accomplish assigned mission. Fleet operation requires three vessels per base of operations to be utilized as follows: one on patrol; one on standby for relief of crew, supplying, storing, bunkering and maintenance; and one in repair status. Maritime Safety Board has 23 bases and the addition of 12 vessels will permit assignment of two vessels to each base. During the war, inspection of the Japanese merchant fleet lapsed and the ships built during that period were not up to minimum standards. It is believed that the rate of marine casualties will not improve materially in the near future and there is no indication that illicit traffic in and out of Japan is on the decline. Additions to the present fleet will aid in rescue operations and in detecting and suppressing illicit traffic. It will also permit Maritime Safety Board to provide preventive and concurrent maintenance programs and allot more time to over-all repair. These 12 vessels are now maintained in laid-up operational reserve status. Present budget for maintaining these vessels is adequate and no additional budget will be required by reason of the changed status.

3. COMNAVFE (Capt R. O. Burzynski, USN, and Cdr E. S. Burns, USN) and G-4 (Cdr A. T. Hathaway, USN) stated there is no occupation need for the 12 vessels requested by Maritime Safety Board and concurred in this request.

4. Recommend approval of the proposed draft letter to the Japanese Government (Incl 2) authorizing transfer of 12 vessels to an operational status. M/R attached.

2 Incls:
1. CLSO Ltr, subj, "Request to Change Status of Vessels in Custody of Maritime Safety Board," dtd 14 May 49
2. Proposed Reply to JG

-H. E. P.-

ADC FILE COPY

CIS/PSD/HEP/sm

HEP

Permanent Record—Do not Detach

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RESTRICTED

Inquiry re Maritime Safety Board Budget FY 49

C-2 Deputy Chief of Staff CIS/PSD/HEP/sm 15 June 1949

1 1. Maritime Safety Board budget (FY 49) is 2,976,852,000 yen.

2. Estimated amounts required to maintain and operate 11 vessels in patrol and rescue status are as follows:

a.	Salaries, travel expense, etc.	¥23,500,000
b.	Fuel	30,000,000
c.	Maintenance and repair	23,000,000
	Total	¥76,500,000

3. From adjustment of funds within Maritime Safety Board budget, item 2a is available by transfer of custody vessel funds to patrol and rescue. Item 2b is available from within the over-all MSB fuel budget based on 160 hour month per vessel operation. Item 2c is available as a result of competitive bidding on new ship construction thereby reducing actual cost from initial budget estimate.

4. Salaries, travel expense, etc. remain substantially the same whether vessels are in laid-up status or in operation. Due to poor physical condition, preventive and concurrent maintenance of present vessels, 160 hour per month schedule or vessel operation has been impossible resulting in reduced fuel requirements. Maintenance and repair costs on competitive buying basis have likewise been reduced.

5. Above adjustments within the MSB budget will not require additional funds for the operation and maintenance of the 11 vessels requested in attached study.

C.A.W.

MEMO FOR RECORD:

DCofS request added info to indicate amt of yen in FY 49 MSB budget and estimated amt required to operate 11 vessels referred to in Memo to CofS recommending approval of JG request to transfer 11 vessels from custody reserve to operations. This c/n fwds requested info.

ESS Concurrence /i/ WHH for WFM

HEP 26-5915

PSD FILE COPY CIS/PSD/HEP/sm

RESTRICTED

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COPY

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

COPY

12 June 1949

TO: G-2

1. Request additional information to indicate the amount of yen contained in the FY 49 Japanese Budget for the Maritime Safety Board and the estimated amount of yen required to operate these 11 vessels for FY 49.

2. Coordination with ESS is also desired.

/1/ APF
ALONZO P. FOX
Brigadier General, GSC
Deputy Chief of Staff

COPY

PSD
FILES

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

APO 500
21 June 1949

MEMORANDUM FOR RECORD

SUBJECT: Ship's Officer Law (JG Law No. 168, 1896).

TO: Chief, Public Safety Division

1. Reference attached draft of MSB proposed amendment of subject law and copies of tables, forms, ordinances and enforcing regulations pertinent thereto.

2. It is noted that subject law is of ancient vintage and, though amended from time to time by ministerial ordinance, fails very signally to accomplish desired result of supplying officer personnel qualified to insure safety of life and property at sea under modern day conditions of ship traffic.

3. The following suggestions are made to MSB with respect to attached draft of proposed amendment:

a. That all reference to ship's radio operators, pursers, and certificates of qualification appearing in paras. 3 to 26, incl., be deleted, for the following reasons:

1. Qualifications and certification of ship's radio operators is a matter for the Ministry of Communications only, in accord with the provisions of the Electric Waves Law, and MSB's only responsibility is prescribing which ships shall carry operators and how many. This latter is accomplished in the provisions of Manning Table No. 1, a part of the Law.

2. A "purser" does not contribute to the safe navigation of a vessel, is on board solely at the discretion of the owner and/or operator, and should not be the concern of either the MSB or the Ship's Officer Law.

[illegible] the certificate of qualification is intended

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2. A "purser" does not contribute to the safe navigation of a vessel, is on board solely at the discretion of the owner and/or operator, and should not be the concern of either the MSB or the Ship's Officer Law.

3. Since the certificate of qualification is intended for issue to the purser only there is no need for this provision if suggestion (2) above is incorporated in the proposed amendment.

b. Refer Para. 1. That the wording be strengthened to show as its purpose the establishment of minimum standards of qualification of ship's officers commensurate with a high degree of maritime safety and the raising of the overall level of character of officer personnel to that of the highest type.

1. Japan has at present approximately three times as many certificated officers as are needed to man the present merchant fleet and it appears an ideal time to strive for quality rather than quantity.

2. Of latter years leading maritime nations have continuously strengthened requirements and examinations with a resulting decrease of maritime casualty incident rates.

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Memo: Subj:"Ship's Officer Law", to Chief, PSD, dtd 21 June 49.

c. Refer Para. 2(2). That "and not having propulsion machinery" be added after "Ships driven by oars and sculls". Self-explanatory.

d. Refer Para. 3(2). Reworded to state that ship's officers as mentioned in the preceding paragraph shall hold the Certificate of Competency.(Hereinafter referred to as the competent officer).
Refer Para. 3(3) (4).Delete. Reasons shown in para. 3 of this memo.

e. Refer Para. 4. Reworded so that Certificates to Master and Mates will be issued in the following categories; (1) Any waters, (2) Coastal waters, (3) Smooth water; and to engine officers as (1) steam and/or diesel.

It is noted under the old law, and the proposed amendments, certificates are issued as Classes A, B, and C, and that Manning Table No. 1 provides that Mates of certain classes may captain vessels. This practise contributes in goodly measure to the present high incident rate of marine casualties because all Mates are not qualified to captain vessels and, in fact, have not in any case demonstrated that ability to the MSB. A vessel captained by an incompetent officer becomes a lethal weapon endangering all traffic in her proximity. Since a vessel at sea with non-operable engines is a menace, the practise of permitting assistant engineers to act as chief engineers is highly undesirable.

f. Refer Para. 6(2). Reword to the effect that a Regional Director, MSB, shall issue to a candidate who has satisfactorily passed the required examination and found qualified in all other respects, a certificate of competency to which will be affixed the official seal of the Director-General, MSB, and which is countersigned by the Regional Director.

1. It is noted under the old law that certificates were issued over the signature (not seal) of the Minister of Transportation, resulting in a time lag of months between examination and issuance and, in some instances, certificates lost, strayed or stolen enroute via mail. A centralized inefficient system.

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1. It is noted under the old law that certificates were issued over the signature (not seal) of the Minister of Transportation, resulting in a time lag of months between examination and issuance and, in some instances, certificates lost, strayed or stolen enroute via mail. A centralized inefficient system.

2. PSD suggestions are in conformance with the US Coast Guard system which operates most efficiently.

g. Refer Para. 8(4). It is noted that this clause is unnecessarily harsh for the following reasons:

1. How is a person to discharge himself from bankruptcy if his means of livelihood is taken from him?

2. In any instance PSD fails to see wherein ship's safety is involved.

h. Refer Para. 10 and 10(2). Change "cancel" to "revoke", delete words following numeral "8" and incorporate 10(2) within preceding part of paragraph.

i. Refer Para. 11. To be headed "Reprimand, suspension or revocation of Certificate of Competency" and

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entire paragraph be reworded to effect that in the cases of ship's officers coming under any of the categories as shown in 11(1) (2) and (3) the Regional Director, MSB, will take action in accordance with the provisions as set forth in Paras. 31 to 38, inclusive, of the proposed amendment.

1. It is noted that the old law made no provision in these cases and a void was thus left which permitted unqualified officers to remain on duty.

j. Refer Para. 13. It is called to MSB attention the impracticalness of determining that an examinee is possessed of required knowledge and ability until examined.

k. Refer Para. 14(1),(2) and (3). Delete words "on deck" as this would exclude engineer officers.
(2). Delete. Such a provision will require constant supervision on the part of MSB to insure that adequate standards are maintained and entail onerous duties MSB should not burden themselves with. This paragraph could state that if the final examinations given by a recognized nautical educational institution were approved in advance by the MSB, and the examinations given under the direct supervision of MSB, then a certificate of competency could be issued based on individual results.
(3). Words "two (2) items" to read "item".
14-2. As worded a person whose certificate had been revoked is not barred from taking examination for a lesser certificate. This is not thought advisable by PSD as certificates are only revoked in the extremest cases of negligence or incompetency and that person should be barred from ever again being in a position to endanger the lives and property at sea.

L. Refer Para. 16. Change word "medical" to "physical" in both cases. Use of the word medical is confusing in light of that part of the intellectual examination dealing with the candidates knowledge of emergency first aid.

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L. Refer Para. 16. Change word "medical" to "physical" in both cases. Use of the word medical is confusing in light of that part of the intellectual examination dealing with the candidates knowledge of emergency first aid.

m. Refer Para. 17. Add "except in the case of an original certificate and in which case no part of the required examination may be omitted.

1. It is presumed that this paragraph deals with cases of up-grading present certificates and in which cases it is expedient to omit parts of examinations dealing with matters which the examinee, by virtue of previous examinations, has demonstrated a satisfactory knowledge. In the case of an original certificate this is never true and the full examination should be given.

n. Refer Para. 18(2). Reword that in this case the candidate will be barred from examination for a stated period. Suggest a one-year period.

o. Refer Para. 19. Reword to state "Limitation of Tonnage and/or Horsepower" and in each reference change "validity" to "tonnage and/or horsepower".

1. Certificates need only be limited as to area, type of engine, horsepower and tonnage. Para. 4 of proposed amendments provides for limitation of area and type of engine.

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Memo: Subj. "Ship's Officer Law", to Chief, PSD, dtd 21 June 49.

2. Suggest a further stipulation that limitation of tonnage and/or horsepower will be based on tonnages and/or horsepower shown on candidates discharges from previous ship employment.

p. Refer Paras. 22 to 25, incl. Delete. This would again entail constant supervision as outlined para. k(2) above and the same suggestions are made in this case.

q. Refer Para. 26(2). Delete.

1. Fixed numbers of ship's officers in any category is the sole responsibility of MSB and no provision in the Electric Wave or any other Law should set forth on this matter. Fixed number is provided for in the Manning Table No. 1.

2. Qualifications of communications personnel are set forth in the Electric Waves Law.

r. Refer Para. 28. Stipulate that in no case will more than 50 per cent of either the Deck or Engine Officer complement on any ship be less than the required grade and in no case will an officer sail at more than one grade above his certificate.

1. PSD understands that mitigation of Manning Table scales is at times expedient but the paragraph as written permits unrestricted latitude.

s. Refer Paras. 31 to 38, incl. While the cases set forth in Para. 11 of the proposed amendments affect safety and correction is essential they are, in themselves, somewhat minor by nature. To set up an elaborate system practically equaling the JG Supreme Court system for resolving these cases appears as the height of folly. It is suggested that cases falling under the provisions stated be resolved in this manner;

1. The Regional Director, MSB, having become aware of such circumstances, shall appoint an "Investigating Official" from within MSB, concurrent duty, who will

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1. The Regional Director, MSB, having become aware of such circumstances, shall appoint an "Investigating Official" from within MSB, concurrent duty, who will determine if there is sufficient evidence and make written report to the Regional Director in any case. If the Regional Director deems the evidence sufficient he will appoint a "Hearing Unit" composed of not less than 3 and not more than 5 personnel from within MSB, concurrent duty, one of whom will act as "Presiding Official". Findings of the Hearing Unit will take the form of a unanimous recommendation to the Regional Director limited to reprimand, suspension or revocation of certificate of competency. The Regional Director shall act upon that recommendation with the right to mitigate but not increase penalty.

2. Procedures as to rights of the accused, notices, etc., must be stipulated.

3. Right of appeal from the decision should be to the Director-General, MSB, whose decision will be final.

4. It is thought desirable that the Hearing Units include lay personnel (those not having certificates

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of competency). Ratio of lay personnel is suggested at 1 to 3 and 2 to 5. The fairness of this to the accusted is obvious.

5. A stipulation that in no case will this involve a case which comes under the provisions of the Sea Casualty Inquiry Law.

6. It is noted that the US Coast Guard has used the "Hearing Unit" system for many years very successfully.

7. It is called to MSB attention the many ramifications of this plan and suggests the subject be carefully studied, checked, and rechecked.

t. That all tables, ordinances, forms, and enforcing regulations be amended to conform to basic portions of proposed amendment.

4. It is requested that MSB take the above suggestions under consideration in revising draft of proposed amendment and that a new draft be submitted by 1 July 1949.

G. H. RETTEW
Chief, Maritime Branch
PSD, G-2

Copy to:
Director-General, MSB

Declassified E.O. 12065 Section 3/402/NNDG NO. 715009

proposed amendment.

4. It is requested that MSB take the above suggestions under consideration in revising draft of proposed amendment and that a new draft be submitted by 1 July 1949.

G. H. RETTEW
Chief, Maritime Branch
PSD, G-2

Copy to:
Director-General, MSB

Declassified E.O. 12065 Section 3/402/NNDC NO. 716009

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

PSD FILES

PUBLIC SAFETY DIVISION
ROUTING SLIP

From: [illegible] Date: 18 June 1964

2	Chief of Division
1	Executive Officer
	Executive Assistants
1	Lt. Col. Whitmore
	Captain Nealon
3	Administrative Officer
6	Chief Clerk
	Fire Branch
	Legal Branch
	Liaison Branch
4	Maritime Branch
	Police Branch
	Prison Branch
	Stat & Anal Branch

For:
Information 1-4 Comment (2)
Action ____ File 5
Approval ____

Remarks:

Lautz
Retten } This looks good to me. We should take advantage & every opportunity to encourage cooperation + coordination & law enforcement effort, pointing-up this effort in inter communcations and codes for security. Coast guard-police, land.

HEP

PSD
FILES

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

APO 500
17 June 1949

SUBJECT: Survey of MSB Communications Procedures

TO: Chief, Maritime Branch

1. The purpose of the survey was to determine the adequacy of MSB communications procedures and recommend necessary changes.

2. Scope of survey included:

a. Study of proposed rules for maritime safety communications.
b. Conferences with MSB Communication officials.
c. Observations of MSB installations during actual operations at Tokyo, Yokohama, and Kamigawa.
d. Analyses of station logs and procedures.
e. Coordination with CCS

3. Findings:
a. Inspections of MSB communications centers in Tokyo and Yokohama revealed:
(1) Operation of the available facilities in a very satisfactory manner.
(2) Equipment in use is of antiquated design for the most part and should be replaced as soon as possible.
(3) Procedures in use are acceptable from the standpoint of maritime safety, control and efficiency.

b. Analyses of station logs, records, and procedures showed a satisfactory condition with the exception that original copies of messages were being returned to originator after transmission. It is essential that radio and telegraph stations retain the original copy for their own file. It was suggested that

good

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b. Conferences with MSB Communication officials.
c. Observations of MSB installations during actual operations at Tokyo, Yokohama, and Kamigawa.
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(1) Operation of the available facilities in a very satisfactory manner.
(2) Equipment in use is of antiquated design for the most part and should be replaced as soon as possible.
(3) Procedures in use are acceptable from the standpoint of maritime safety, control and efficiency.

b. Analyses of station logs, records, and procedures showed a satisfactory condition with the exception that original copies of messages were being returned to originator after transmission. It is essential that radio and telegraph stations retain the original copy for their own file. It was suggested that messages for transmission be submitted in duplicate so that after transmission, the duplicate may be returned to originator and the original retained. This provision was included in the draft of rules for MSB communications.

Good

c. CCS concurred informally in draft of rules for MSB communications and raised the question as to whether the Japanese are still complying with SCAPIN 245, dated 6 Nov. 1945, subject: "Japanese Participation in Air-Sea Rescue Operations". It has been determined that MSB is complying with this SCAPIN as regards communications and have adequate procedures and facilities established to handle rescue and distress messages and maintain regular hours of general broadcast.

d. Several minor changes in procedure were recommended to MSB and were incorporated in the draft of rules mentioned above.

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Subj: Survey of MSB Comm. Procedures, to Chief, Maritime Br, dtd 17 June 49.

4. Conclusions:

Communication procedures now in use and/or as amended by changes in draft of rules to regulate MSB communications are considered adequate from the standpoint of maritime safety, control and efficiency.

5. Recommendations:

That no objection be raised by MB to the regulations as amended. (Copy attached)

Robert M Lantz
ROBERT M. LANTZ
Major Inf

for Wm A Whaley
WILLIAM A. WHALEY
RMC USN

Chief, PSD.

Recommend no objections to rules for enforcement of Maritime Safety Communications as attached.

Retlew,

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

for

Wm A Whaley
WILLIAM A. WHALEY
RMC USN

Chief, PSD.

Recommend no objections to rules for enforcement of Maritime Safety Communications as attached.

Retlew,

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

MARITIME SAFETY BOARD
MINISTRY OF TRANSPORTATION

MSB No. 908 (MC) 18 May 1949

Rules for the Enforcement of Maritime Safety Communications

T. OKUBO,
Director-General,
Maritime Safety Board.

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Chapter I. General Provisions (Articles 1--8)

Chapter II. Communications

Section 1. General Rules (Articles 9--34)

Section 2. Radio Communications (Articles 35--53)

Section 3. Wire Communications (Articles 54--55)

Chapter III. Inspection of Communications (Articles 56--59)

Chapter IV. Miscellaneous Regulations (Articles 60--61)

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Rules for the Enforcement of Maritime Safety Communications.

Chapter I. General Provisions

Article 1. Exclusive communications pertaining to maritime safety functions (hereinafter referred to as communications) shall be handled in accordance with the present enforcement rules, excluding those communications that are designated by SCAP directives and by laws and ordinances concerning communications.

The approval of the Director-General shall be required for the application with alteration of the present enforcement rules.

Article 2. Maritime safety functions referred to in the present enforcement rules shall mean those functions as prescribed in Par. 1 of Art. 2, Par. 2 of Art. 21 and Par. 1 of Art. 35 of the Maritime Safety Board Law.

Article 3. Telegraph messages to be handled by the subject communications shall be limited to those concerning the maritime safety functions as prescribed in the preceding article.

The general standard of the contents of communications to be handled by radiotelegraphy shall be as follows:

1. Communications of immediate necessity for the safety of navigation and for the surveillance and control to secure the safety of maritime transportation.
2. Communications concerning the rescue of lives, cargoes and ships in case of sea casualties.

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3. Communications concerning the patrol and vigilance of coastal waters.

4. Communications concerning the prevention and suppression of smuggling, illegal entry and exit and other crimes at sea.

5. Communications concerning the detection and apprehension of criminals at sea.

6. Communications concerning the prevention and suppression of riots and disturbances at sea.

7. Communications necessary to secure the cooperation of National Rural Police, City Town and Village Police, Customs House and Quarantine Stations in the enforcement of maritime safety functions. (In this case, direct contact with police radiotelegraphy and radiotelephone shall not be authorized.)

8. Communications concerning the investigation of sea casualties.

9. Communications concerning pilots.

10. Communications concerning minesweeping.

11. Communications concerning the custody, maintenance and operation of ex-naval ships.

12. Communications concerning the craft and the equipment and materials thereof engaged in maritime safety activities.

13. Communications concerning the report and exchange of various statistics and materials of urgent necessity pertaining to maritime safety functions.

14. Communications of urgent necessity to ensure safe traffic of vessels and to maintain order in the harbor.

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15. Information from the Central Communication Station pertaining to the rescue of the crew on board Allied Forces aircraft in distress.

16. Communications concerning the disposal of demobilization liquidation business at Tokyo, Yokosuka, Maizuru, Kure and Sasebo.

17. Communications of urgent necessity between ships' and land communication stations other than mentioned in the preceding paragraphs.

18. Communications concerning public relations business of urgent necessity insofar as there is no other communication facility available.

Article 4. Telegraph messages as mentioned in the preceding article shall be limited to those despatched by the chiefs or persons designated by the chiefs of the communication facilities concerned.

Article 5. Persons designated by the chiefs of the communication facilities concerned referred to in the preceding article shall mean section chiefs and above, chiefs of communication stations and vessels and persons corresponding to these.

(Use of Abbreviations)

Article 6. Abbreviations specially prepared for maritime safety communications shall be used as much as practicable.

(Precautions for Use)

Article 7. Users of the communication must restrain themselves from excessive use of telegraphy.

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Attention must be paid in the selection of contents of messages and their addressees as well as the designation thereof. Messages must be concise in style and clear in writing.

(Maintenance of Secrecy)

Article 8. Persons who are engaged in the communication shall guard themselves against the divulgence of informations which they may obtain from exercising their duties.

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Chapter II. Communications

Section 1. General Rules

(Communication Systems)

Article 9. Communication systems shall be divided into two (2) main ones, the radio communication and the wire communication systems. The radio communication system shall be sub-divided into the central broadcasting, the central fixed, local fixed and ships' communication systems as per annexed table.

Article 10. Communication stations shall be divided into three (3) main ones, the central, the local and ships' communication stations. The local communication stations shall be sub-divided into Maritime Safety Headquarters, Maritime Safety Regional Headquarters (mine-sweeping and ex-naval ships divisions) and Maritime Safety Station communication stations.

Article 11. The Central Communication Station shall be established in the Maritime Safety Board. It shall be the center of communications and shall conduct the following functions:

1. Broadcast of orders and informations to the jurisdictional circles.
2. Fixed communications with Maritime Safety Headquarters.
3. Broadcast of informations on the rescue of the crew on board any or all aircraft in distress.
4. Inspection of communications within the circles.

Article 12. Headquarters communication stations shall be established at the seat of Maritime Safety Headquarters and shall belong to the Central Fixed Communication System. They shall be the center of local fixed and ships' communications within their jurisdiction and shall conduct the following functions:

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1. Fixed communications with the Central, Maritime Safety Headquarters, Regional Headquarters and Station Communication Stations.

2. Communications with ships' stations.

3. Inspection of communications within their jurisdiction.

Article 13. Maritime Safety Regional Headquarters (Minesweeping and Ex-Naval Ships Divisions) Communication Stations shall be established at the seat of each Maritime Safety Regional Headquarters (Minnsweeping and Ex-Naval Ships Divisions). They belong to the Local Fixed Communication System and shall conduct the following functions:

1. Fixed communications with Maritime Safety Headquarters Regional Headquarters and Station Communication Stations.

2. Communications with ships' stations.

Article 14. Maritime Safety Station Communication Stations shall be established at the seat of each Maritime Safety Station. They shall belong to the local Fixed Communication System and shall conduct the functions as prescribed in the preceding article.

Article 15. Ships' stations shall be established on board ships. They shall belong to the Ships' Communication System and shall generally conduct the following functions:

1. Radio communications with Maritime Safety Regional Communication Stations.

2. Radio communications with ships in general and with land stations in case of emergency for the maintennnce of maritime safety.

3. All radiotelegrams from and to vessels.

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Article 16. All these communications shall be transmitted by means of wire or radiotelegraph or radiotelephone to communication stations belonging to the Maritime Safety Board.

Article 17. Among communication stations where wire communication facilities are available, message may be transmitted or received by the telephone. This method shall be telephoned telegram and be conducted correspondingly to the handling and disposal of telegraph messages.

Article 18. In transmitting a message, necessary matters shall be entered on a draft form in duplicate provided for the purpose before it is forwarded to a communication station for transmission. All such messages shall be authenticated by the originator.

Article 19. A communication station, when requested to transmit a message as prescribed in the preceding article, shall transcribe the message on a transmission form provided for the purpose before it is transmitted. A copy of the telegram draft-form shall be returned to the originator with the forwarding number, hour of transmission and other necessary matters entered. The original copy shall be retained in the communication station file for each day (for a month with ships' station). The person in charge shall attach his seal (or signature) on it.

Article 20. Official names shall be used in messages both for the addressers and addressees. Two (2) or more than two (2) names may be listed if necessary.

Article 21. Any person may be specifically designated as receiver of a message. The receiver herein shall mean the person who is regarded as proper to be informed of the message.

Article 22. The designated receiver as prescribed in the preceding article shall be put in parentheses. Should there be any addressee who

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has not finished dealing with the matter among the addressees, he shall be entered first. The person of any other communication station who has already finished dealing with shall be entered last beginning on a new line.

(Example)

Original message.

Addressee: Director of Moji Maritime Safety Headquarters. Designated receiver, Director of Nagasaki Maritime Safety Reginlal Headquarters. (Unfinished)

Director of Hiroshima Maritime Safety Headquarters (Finished)

Message: Mo-ji-ka-ho-chi (Na-sa-ki-ka-ho fu-chi, hi-ro-ka-ho-ho-chi)

Article 23. A message received shall be translated and be transcribed on a translation form provided for the purpose before it is forwarded to the addressee. Provided that, in case the message is of urgent nature, the above procedure shall be taken after the contents of the message be duly and promptly reported to the addressee.

Article 24. Messages despatched shall be numbered 1 through 999, and be renewed every day (at ships' stations, every month).

Article 25. A communication stations which is unable for the time being to perform prescribed functions owing to a hitch shall take necessary steps for recovery, and, at the same time, report or inform of the state of things to the chief of the subject station. When restored to normal, it shall be reported.

(Kinds)

Article 26. Kinds of telegraph messages and abbreviations for designation thereof shall be as follows according to the contents of the message and in proportion to the degree of importance.

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Kinds	Abbr.	Contents
Extra-urgent telegram	to-ku (Extra-urgent)	Telegrams concerning the rescue of ships and aircraft in distress. Telegraph messages necessitating speedy disposal concerning the prevention and suppression of riots and disturbances at sea. Others demanding immediate attention.
Urgent telegram	u-na (urgent)	Telegraph messages of urgent necessity concerning the maintenance of maritime safety.
Ordinary telegram		Telegraph messages other than mentioned above.

Article 27. Kinds of wire telephone and abbreviations for designation thereof shall be as follows according to the contents of the message and in proportion to the degree of importance.

Kinds	Abbr.	Contents
Extra-urgent telephone	to-ku-be-tsu (Extra)	Corresponds to the cases in the preceding article.
Urgent telephone	shi-kyu (Urgent)	do
Ordinary telephone		do

Article 28. Telegraph or wire telephone messages shall be handled according to the following precedence.

Telegram	Telephone
1. Extra-urgent telegram	Extra-urgent telephone
2. Urgent telegram	Urgent telephone
3. Ordinary telegram	Ordinary telephone

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Article 29. Telegraph or wire telephone messages of the same precedence shall be disposed according to the sequence of the time of acceptance or reception. Provided that the chief of a communication station may, in case of message congestion, give priority, in spite of the above-mentioned rule, to any telegraph or telephone message the contents of which he may deem urgent and important.

(Restriction of Communications)

Article 30. The Director-General is authorized to restrict communications of a specified communication system in case of natural calamity or emergency, or when he judges the situation necessary to take such a measure. Directors of Maritime Safety Headquarters may also limit the communications within his jurisdiction corresponding to the above. In case such restriction of communications be ordered, chiefs of the communication stations concerned shall restrict the transmission and reception of telegraph messages (including messages despatched from non-restricted stations to or via such communication stations where restriction is being ordered) in compleance with the kinds of restriction of communications.

Article 31. Restriction of communications shall be conducted according to the following rules.

Classification	Radiotelegraph	Wire telegraph	Rules
Restriction No.1	1 mu-se (Radio)	1 yu-se (Wire)	Ordinary telegraph and telephone messages to be suspended.

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Restriction No. 2	2 mu-se (Radio)	2 yu-se (Wire)	Ordinary and urgent telegraph and telephone messages to be suspended.
Restriction No. 3	3 mu-se (Radio)	3 yu-se (Wire)	Ordinary urgent and extra-urgent telegraph and telephone messages to be suspended.

Article 32. Restriction of communications shall be conducted with previous notification in regard to the communication system aimed, time of commencement, classification and approximate hours of duration or expected time of release.

As soon as the necessity of restriction has ceased to exist, it shall be announced immediately.

(Suspension of Communications)

Article 33. Chiefs of communication stations may request suspension of communications of a specified communication station or stations in case they deem it necessary to do so for immediate despatch of a message. If the suspension should last for over sixty (60) minutes running, it shall be notified to other administrations concerned.

Article 34. Chiefs of each communication station shall provide for rules for the performance on duties of the personnel engaged in communications under his command.

Section 2. Radio Communications

Article 35. The central broadcasting shall be made to all communication stations by the Central Communication Station.

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All communication stations must receive broadcast messages directly at their own stations. Provided that each local communication station shall be responsible to report the message to ships' stations within its range in case these ships are not equipped with adequate facilities to receive such messages.

Article 36. The preamble of a broadcast message shall be crowned with the classification code MSB and shall be numbered 001 through 999 every month.

Article 37. A broadcast message shall be repeated according to the following standards.

1. Messages addressed to local communication stations: 1 time
2. Messages addressed to ships' and to communication stations including ships: 2 times
3. Messages of extra importance: more than 2 times, day and night.

In case a message be broadcast more than two (2) times, a number indicating the time of broadcast shall be added after the transit number as prescribed in the preceding article.

Article 38. Electric waves to be used for broadcasting shall be as follows:

Call No.	Type	Cycle (KC)	Power (KW)	Time
J J C	A 1	39	10	Day and night
J J C 2	A 1	4630	5	"
J J C 3	A 1	9260	1.5	Day
J J C 4	A 1	13890	"	"

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Article 39. Broadcasting shall be started at the time as prescribed below. Provided that the broadcasting shall be suspended while a rescue message, news, time announcement or navigational precautions is being broadcast.

1. Incessantly.
2. At every even hour.
3. At 00.00 04.00, 08.00, 12.00, 16.00 and 20.00

Prior to broadcasting, the established time as prescribed in the preceding paragraphs shall be designated.

In case it is unable to conduct broadcasting at the hours as provided for in the preceding paragraphs , it shall be made at any time specifically designated. In this case, the time for the ensuing broadcasting shall be announced at the end of the message.

Article 40. Rescue messages for ANY aircraft crew in distress shall, regardless of the provisions as prescribed in the preceding article, be broadcast immediately after the reception and at the beginning of each even hour in the way as stated below.
(a dozen times in 24 hours.)

1.	Urgency signal	3 times
2.	RC signal	3 times
3.	Enquiry signal	3 times
4.	Introductory code of own communication station.	1 time
5.	Call sign of own communication station	3 times
6.	Message (in Japanese)	2 times
7.	Closing signal	1 time

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In case there be no rescue message, the following signals shall be transmitted at the beginning of every even hour.

1.	Enquiry signal	3 times
2.	Introductory code of own communication station	1 time
3.	Call sign of own communication station	3 times
4.	RC signal	3 times
5.	No-message signal	2 times
6.	Closing signal	1 time

Article 41. When informed of the completion of the rescue, it shall be announced two (2) or three (3) times.

(Land Communication Stations)

Article 42. Call signs, types of electric wave and their frequencies of land communication stations shall be prescribed as per annexed table.

Article 43. The radio range of local communication stations shall be the sea surface in charge of the Maritime Safety Headquarters or Regional Maritime Safety Headquarters to which the subject communication stations belong. However, according to circumstances, a radio range may be set up with any adjacent communication stations.

Article 44. Local communication stations shall establish contact with their adjacent communication stations in order to be informed of the movement of ships within the range.

(Rescue Message)

Article 45. Any communication station shall immediately suspend all communications when it has caught a distress signal,

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and shall take every possible step in responding and intercepting the rescue message.

Article 46. Any communication station that has caught a distress signal and has presumed itself to be most conveniently situated for the rescue, may superintend all the communications pertaining to the rescue.

Article 47. The chief of any communication station who superintended rescue communications as prescribed in the preceding article shall report to the quarter concerned of the measure taken, and shall make a detailed report in a written form afterwards.

Article 48. Ships' stations, on intercepting a rescue message, shall immediately suspend all other communications and listen to it for at least three (3) minutes running. Under such circumstances, communications shall not be resumed until after having confirmed that the emergency communication is going on or that it has ceased.

(Ships' Stations)

Article 49. Ships' stations shall, while the ships are under way, establish close contact with communication stations and with other ships' stations within the range. At the same time, they shall give ear to communications from land stations and from other vessels in general and shall try to grasp the situation of the sea on which they are actioning.

Article 50. As a rule, ships' stations shall be on constant duty while in action. In case of necessity they may,

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by mutual agreement, establish contact with local communication stations at any specified hour.

Article 51. Ships' stations, except while they are in dock or in base harbor for arrangement, must be on the alert if there is no other means to establish contact, even if they are at anchor.

Article 52. Ships' stations shall inform the communication station concerned of their schedule of action, their duties and other necessary matters when they enter or leave the radio range of the said communication station. Provided that the whole or part of the required report may be omitted in time of entering or leaving the range or when it is necessary to keep the movement of the ships secret.

Article 53. A representative communication ship may be designated when ships are sailing in a group or a fleet.

The representative communication ship designated shall bear the whole responsibility in regard to communications concerned. The name of the representative ship must be added to all despatches as prescribed in the preceding article.

Section 3. Wire Communications

Article 54. Wire communication shall be employed in lieu of radio whenever possible.

Article 55. Communications for contact shall be conducted several times every day to test the condition of the wire circuit. The state of the circuit shall be put on record.

Time of communication for contact shall be fixed by the chief of the communication station concerned.

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Chapter III. Inspection of Communications

Article 56. Inspection of communications shall mean giving advice or warning each other in regard to communications within the scope of their knowledge for the prevention of violation of regulations and improvement of inadquate communications concerning the waves used, contents of messages and methods of communication.

Article 57. In the inspection of communications the purport as implied in the preceding article shall be observed. There shall be harbored no selfish motive whatever.

Article 58. A communication found necessary to be corrected as a result of inspection shall be informed to the object communication station. At the same time, the matter inspected shall be put on record and be reported to the Communication Section of the Maritime Safety Board as well as to the headquarters concerned.

Article 59. Chief of a communication station who has got informed of the matter as prescribed in the preceding article shall investigate it and take proper steps for it without delay. He must report the state of things to the Communication Section of the Maritime Safety Board as well as to the Communication Inspection Station.

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Chapter IV. Miscellaneous Regulations.

Article 60. Communication stations must be furnished with the following accounts besides those as provided by laws and regulations concerning communications.

Name of accounts.	Term of Preservation.
1. Brief history of the station	Permanently
2. List of fixtures	"
3. Ledger of articles of consumption	2 years
4. Book of communication inspection	"
5. File of telegrams translated	"
6. Diary of preservation of apparatuses	Permanently
7. Book of telegrams accepted	1 year
8. Book of telegrams despatched	"
9. File of telegrams transmitted	"
10. File of telegrams received	"
11. File of telegrams intercepted	"

Article 61. Director of Maritime Safety Headquarters may in case of necessity, establish regulations within the scope of the present enforcement rules, in regard to the contact among communication stations belonging to the local fixed communication and ships' communication systems concerned.

Regulations for contact according to the preceding paragraph shall be notified at the time of enforcement to the Communication Section of the Maritime Safety Board.

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(Annex to Article 9)

1. Radio Communication System

Name of Comm. Station.	Central Comm. System.	Central fixed Comm. System.	Local fixed Comm. System.	Ships' Comm. System Shore Comm. wave	Ships' Comm. System Receiving wave	Remarks
Tokyo	39, 4630 9260, 13890.	3090 7545				
Yokohama				442	500 400	
Kobe			6375			(1)
				468 442 6375	500, 468 500, 400 6650	(2)
Yokosuka				468	500, 468	
Maizuru		3090 7545				
			4140 6375 .			(1)
				468	468	
				4140 6375	6650	(2)
Tamano			6375			(1)
				6375	6650	(2)
Kure		3090 7545				
			6375			(1)
				468 6375	500, 468 6650	(2)
Moji				468	500, 468	
Shimonoseki		6375				(1)
				6375	6650	(2)

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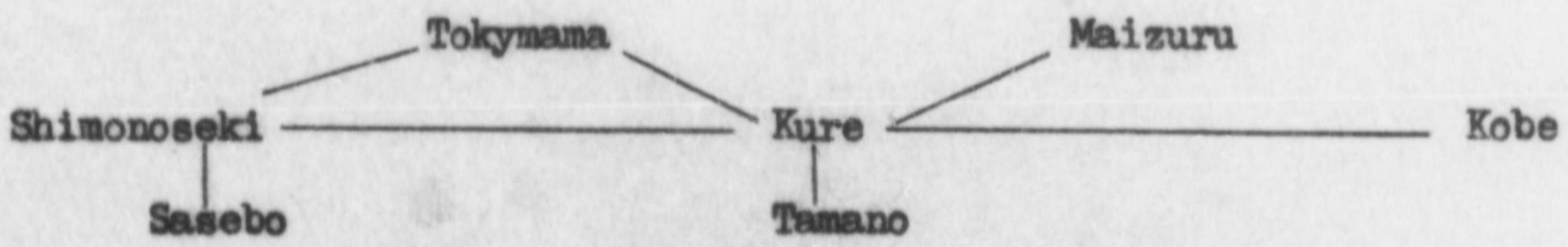
Name of Comm. st.	Central Comm. system	Central fixed Comm. st.	Local fixed comm. st.	Ships' Comm. system: Shore Comm. wave	Ships' Comm. system: Receiving wave	Remarks
Izuhara				442	500 468	To be opened shortly
Sakai				442	500 468	"
Hakodate					500 468	Receiving equipment only
Niigata					500 468	"
Nagoya					500 468	"
Hiroshima					500 468	"

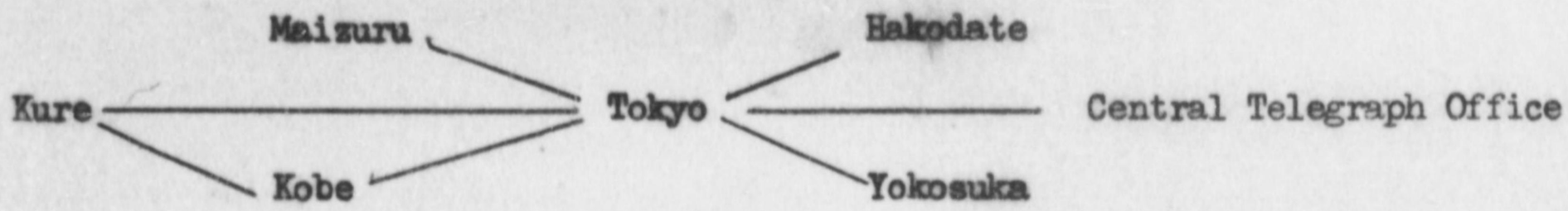
(Notes)

A. 4140 Kc, 6375 Kc and 6650 Kc are for minesweeping.

B. (1) is limited to minesweeping communication between each of the following land station by 6375 kc.



C. (2) is limited to minesweeping communication between land (6375 kc) and ships' (6650 kc) stations and among ships' stations.



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(Annex to Article 42)

Name of comm. st.	Call sign	Medium wave (kc) Replying wave	Communication wave	Short wave (kc)	Remarks
Tokyo	JNA-20			A1 3090	
	JNA-21			A1 7545	
Yokohama	JGC	A1 500	A1 442		
		A2	A2		Accepts public and harbor communications and handles marking affairs.
Kobe	JGD	A1 500	A1 442	A1 6375	Accepts harbor communications.
		A2	A2		
			A2 468		
Yokosuka	JNB	A1 500	A1 468		
Maizuru	VNC		A1 468	A1 4140	
				A1 6375	
	JNC-20			A1 3090	
	JNC-20			A1 7545	
Tsuruga	JNE			A1 6375	
Kure	JNF	A1 500	A1 468	A1 4150	
				A1 6375	
	JNF-20			A1 3090	
	JNF-21			A1 7545	
Moji	JNG	A1 500	A1 468		
Shimonoseki	JNG			A1 4150	
				A1 6375	
Tokuyama	JNG			A1 4150	
				A1 6375	
Kagoshima	JNV	A1 500	A1 468		
Sasebo	JNK	A1 500	A1 468	A1 6375	
	JNK-20			A1 3090	
	JNK-21			A1 7545	

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Position of Communication Station.

◉ Central Communication Station.

○ Local Communication Station.

◎ Local Communication Stations which exchange communications with ships outside their jurisdiction.

● Local Communication Stations equipped only with receiving facilities.

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Shipping Engaged in Trade Between Korea and Occupied Japan

CIS/PSD/HEP/sm
9 June 1949

PSD G-2

26-5915
Col Pulliam

1. Reference, Memorandum For The Chief of the Korean Mission in Japan, ESS/FTC, 28 March 1949 (Incl 1). 1

2. Not of primary interest to PSD. Recommend G-2 concurrence by initialling paragraph 8 of ESS Memo for Record.

1 Incl:
Corresp fr ESS w/CI Opns Control IOM
to G-2, dtd 8 Jun 49

- -H.E.P.- - - - - - - - - - - -

Incl not in PSD file

PSD FILE COPY

CIS/PSD/HEP/sm

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PSD
FILES

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

APO 500
8 June 1949

SUBJECT: Inspection of Radio Station, JGC, Yokohama

TO: Chief, Maritime Branch

1. At 0930, 7 June 1949, Major Lantz, Chief Petty Officer Whaley, Mr. Matsuyuki, Comm. Sec. MSB and three members of his staff departed onboard the Q-229 to inspect facilities, operations and procedures of MSB Radio Station JGC, Yokohama.

2. Condition at JGC was found to be satisfactory. The installation of new auxiliary 150-watt transmitter and auxiliary gasoline generator has been completed. Conferred with Capt. T. Kuwabara and staff concerning operations and procedures. Logs of station operation obtained for further study.

3. Enroute our return, inspected light-ship tender Nissho Maru radio station. Kapok life jackets stored atop radio transmitter constituted fire-hazard.

4. Returned to Tokyo, 1645 hours.

Robert M Lantz

ROBERT M. LANTZ
Major Inf.

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SECRET

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
MILITARY INTELLIGENCE SECTION, GENERAL STAFF

PSD FILES

CAW/RSB/MOT:mll:jt

SPOT INTELLIGENCE

Hour: 1530
Date: 9 June 1949

SUBJECT: Ranson of Japanese Fishing Boats by Soviets

TO : Chief of Staff

1. Information:

a. Four Japanese fishing boats, the HOYO Maru, HATTO Maru, SAKI Maru and SOYO Maru, were apprehended by Soviet patrols between 7-18 October 1948.

b. Investigation disclosed that the captains and crews of the aforementioned boats were imprisoned in Toyohara on 5 Nov 48 after an exhaustive interrogation by the Soviet authorities in Karafuto. The captain of each ship was fined $500.00 (U.S.) and sentenced to five months imprisonment for illegal fishing in Soviet waters.

c. A letter from the Soviet mission, dated 2 April 49, requested SCAP to instruct the Japanese Government to pay these four $500.00 fines. Diplomatic Section, in reply to the Soviet letter, flatly refused any such proposal and further requested the Soviets to return the four fishing boats and their crews.

d. Prior to the return of the four ships' crews from Karafuto on 14 May 49, the captains were notified by the Soviets that the HOYO Maru was being retained in escrow by them pending payment of the sum stipulated. The Soviets stated that the fishermen owed them a total of $8,736.00, including the $2,000.00 in fines already levied. The remaining $6,738.00 was for expenses incurred by the ships and their crews.

e. The captain of the HOYO Maru was told by the Soviets to "collect the money in American dollars and take it to the Soviet Embassy in Tokyo and forward same to Lt Gen Dervyanko." The captain was further told that, upon receipt of the payment, he would be free to return to Karafuto and receive his boat.

2. G-2 Comment:

a. Perhaps this is a forerunner of shakedown tactics on the part of the Soviets.

3. Action:

a. Following agencies notified: ADC, Deputy Chiefs of Staff SCAP and FEC, DS, GS.

COPY

C. A. W.

PSD 0949 1/19

SECRET

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PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: DATE: 6 June 1960

1	CHIEF OF DIVISION	
	EXECUTIVE OFFICER	
	EXECUTIVE ASSISTANTS	
2	~~LT. COL. WHITMORE~~	
	CAPTAIN NEALON	
	ADMINISTRATIVE OFFICER	
3	CHIEF CLERK	
	FIRE BRANCH	
	LEGAL BRANCH	
	LIAISON BRANCH	
	MARITIME BRANCH	
	POLICE BRANCH	
	PRISON BRANCH	
	STAT & ANAL BRANCH	

FOR:
INFORMATION ___ COMMENT ___
ACTION ___
APPROVAL ___ FILE 3 ✓

REMARKS:
Eaton has seen.
Retten has seen.

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PSD FILES

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

4 June, 1949

MEMORANDUM FOR RECORD

To: Chief, Public Safety Division

Subject: PSD Action in Connection with rumors of Chinese Ships approaching Japan; reference requests for information from Lt. Col. R. C. Cassibry, G-2 by telephone.

Summary statement:

1. At 1250, G-2 telephone inquiry came from G-2, to the undersigned, as PSD Duty Officer, regarding PSD knowledge of rumors that a number of Chinese ships were approaching Japan. Referred call to Lt. Col. Battey, for Discussion.

2. At 1600, approx., Lt. Col. Cassibry G-2 called for info. on telephone number of Mr. Tomita, Japanese National assigned to Maritime Branch-PSD; Lt. Col. Cassibry referred to Chinese ship rumor and stated, in effect, that indications were that the rumor had been reported to PSD by Tomita, as having came thru Maritime ~~Swevice~~ ~~Training~~ ~~School~~ Safety Bureau.

3. At 1610, approx. called Mr. Rettew for info. on Tomita's telephone number, as requested by G-2. Was advised that Tomita had series of telephone numbers in his desk in Room 403, NYK Bldg., and also, that Tomita lived in quarters of Maritime Service Training School.

4. At 1620, approx., telephoned Lt. Col. Cassibry and gave number thought to be Tomita's, agreeing to telephone again shortly, offering add. telephone numbers of first number insatisfactory.

5. At 1640, approx., called Lt. Col. Cassibry for verification of connectness of Tomita's telephone number. Was advised that number connect,-and Tomita had advised to effect that Chinese Ships rumor had reached MSB through NRP, Tokyo.

6. At 1700, approx., telephoned Mr. Eation, and inquired if Mr. Eaton would contact NRP for verification on refutation of rumor.

1 to

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7. At 1805, Mr. Eaton called to report that NRP indicated rumor originated in Kobe and Hiroshima, by NRP advice to MSB., to effect that 20 vessels left China, presumably Shanghai on 27 May, headed for Shimizu, Kobe and Yokohama also, a Chinese vessel had left Kochi on 2 June headed in direction of Tokyo, and had passed Tsurugizaki (tip of Tokyo Bay) at 1600, 4 June. Mr. Eation suggested that the undersigned call M.G. or CIC in Kobe for verification of Tokyo NRP info.

8. At 1810 called Kobe CIC, requesting info. on Kobe NRP knowledge of rumor; CIC agreed to call back by 1915.

9. At 1815, approx., called Lt. Col. Cassibry, conveying info. contained in (7) and (8) above. Was advised that CIC and other G-2 agencies had intered investigation, there by relieving PSD, except for reporting info. return call resulting from Kobe CIC, or other reports pressing for info., added that, so far rumor appeared to be rumor only.

10. At 1830, approx., reported developments to Lt. Col. Battey.

11. At 1840, received call from Tokyo NRP in inquiry for Tomita, then requesting conference at 1915 concurred.

12. At 1905, received telephone call from Capt. Topper, Kobe CIC, who stated that, as far as could be determined, rumor info. originated with Tokyo M.S.B., but that apparently. "somebody went off the beam" with 20 ship rumor. However, reported that local NRP had info. that Chinese Ship, Tai Kyugo (LST), was reportedly approaching Japan with Gen. To-On-Pa-Ku, Chiang-Kai-Chek's Chief of Staff, aboard.

13. At 1910, approx., reported Kobe CIC call, to Lt. Col. Cassibry; also reported pending visit of NRP officer.

14. At 1915, NRP ~~(Tokyo)~~ National Hq. Inspr. Kuramochi and Asst. Inspr. Masuda arrived.

Between 1915 and 2030, NRP officers gave following info. which they claimed to be factual: On 1 June, Public Safety Division of Kanagawa NRP reported to Tokyo NRP that on 1 June Yokohama Customs officials ahd reported info. that Chinese Ship (name unknown), was enrouted to Japan with Gen. To-On-Pa-Ku aboard, (presumably before fall of Shanghai to Communists); Gen. To-On-Pa-Ku the leader, with one Mi-Wa-O (Chinese), and others, planned to smuggle into Japan their personal properties, and also sugar, raw rubber, drugs, nylon, perfumes and etc. Japanese involved in the scheme were: Ishii, Yoshi, alias Nakamura, Yoshizabuno, address Itukaku, Sakaemachi, 2 Chome, 24, Kobe; occupation, owner of Wataiyoku Shop in Kobe, and

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Chief of Tokyo Branch of Kokusai Press (leftist); Kageyama, Tsuruo, residence Chu-Kyo-Ku, Ogawa-Kori, Ushikogi, Kyoto,- Mgr. of Kuoto Branch of Ishii's Wataiyoku Shop; one Nittisawa, residence Dai-Toku, Kitainari-Cho, Tokyo; occupation owner of Nylon Mfg. Co.: Additional conspirations in Japan included two Chinese in Yokohama and one Korean in Kawasaki. Those in Japan to receive and make appropriate disposal of goods and possibly smuggled persons.

Smuggling scheme involved plan to use 20 vessels, to depart Shanghai, travel via Okinawa to Japanese ports; 10 to land in Kobe area, 5 in areas of Shiyuoka, Shimiju and Ito, 2 to head for Kawasaki and 3 for Mizaki.

Questioning revealed that entire basis of above info. and related rumors resulted from report to Yokohama Customs officials on 1 June by Japanese man (name not known), acquaintance of Ishii, who had learned of scheme from Ishii. Customs officials reported info. to Yokohama NRP, who informed Tokyo NRP; Tokyo NRP at once dispatched secret instructions to NRP offices at Osaka, Kobe, Kyoto, Shijuoka and Chibas, to investigate and report. Thru 4 June no add. reports received.

On staff of Murai →

Inspector Kuramochi insisted that NRP officials not responsible for release of info. resulting in rumors; that Customs officials contacted by NRP officials must have talked.

Advised NRP Inspector; (1) To Make immediate contact with regional NRP investigating units and obtain reports; (2) To make detailed recheck info. from Yokohama Customs officials, including full identity of informant; (3) To report info. gained to Mr. Eation on 6 June.

15. At 2030, called Lt. Col. Cassibry, relaying info, included in (14) alone. Summary report requested.

16. At 2100 reported developments to Lt. Col. Battey, who instructed that the undersigned write memorandum report on foregoing.

Leslie A. White

Leslie A. White,

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

0933

CONFIDENTIAL

FROM: G-2, GHQ, FEC

Date 7 JUN 1949 1949

TO: G-2 ADMIN

FOR:

AC of S, G-2	( )	Information	( )
Executive	( )	Necessary Action	( )
Asst Executive SCAP	( )	Note & Return	( )
Asst Executive FEC	( )	Approval	( )
E/A Admin	( )	Signature	( )
E/A Radio Reports	( )	Initials	( )
E/A Fiscal	( )	Comment or Concurrence	( )
E/A CI Div	( )	Dispatch	( )
E/A Sp Intell	( )	Draft Reply	( )
E/A C & P	( )	Info on which to base reply	( )
E/A PSD	( ) BBK	Distrubution Desired	( )
E/A CCD	( )	File	( )
E/A MIS Div	( )		
E/A Hist	( )	ROUTED BY: Hurley	
Administration Officer	( )		
G-2 Msg Ctr	( )		
G-2 Supply	( )		
G-2 File Section	( )		
Foreign Liaison	( )		
Japanese Lisison	( )		
Theater Intell Div	( )		
Operations	( )		
PDM	( )	Remarks:	
Plans & Estimates	( )		
MIS Div	( )		
ATIS	( )		
TID	( )		
Targets Branch	( )		
Historical Div	( )		
Library	( )		
CI Div	( )		
Executive	( )		
Plans & Policy Br	( )		
Opns Control	( )		
Central Files	( )		
441st CIC GP	( )		
Sp Intell	( )		
Coll & Pub	( ) "		
Public Safety Div	( ) 2 DNB.		
Civil Censorship Det	( )		
G-2 Document Research	( )		
_____	( )		
_____	( )		

PSD FILES 16946

Noted by PSD Exec and Maritime Br. 9 June 49 JMS

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15

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

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WARNING

The information in this document is *classified* and as such will be treated according to specifications set forth in AR 380-5, dated 15 Aug 1946 (*Safeguarding Military Information and Handling Classified Documents*). "The safeguarding of classified military information is the responsibility of all Military personnel ..... Classified military information will be disclosed only to military personnel having legitimate interest therein."

A daily inspection will be made to insure that all classified documents are *properly stored.* (Ref: AR 380-5, Sec. 11, Par. 31).

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

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0933
16946

HEADQUARTERS EIGHTH ARMY
Office of the Assistant Chief of Staff, G-2
APO 343

7 June 1949

SUBJECT: Report Concerning Suspected Vessel "Hai-chu"

TO : Assistant Chief of Staff, G-2
General Headquarters, Far East Command
APO 500

Transmitted herewith for information and file Yokohama Customs House report concerning suspected vessel "Hai-chu" dated 6 June 1949.

1 Incl:
as above

C. C. DUSENBURY
Colonel, GSC
AC of S, G-2

2626

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

From CIQ Sec KMGT
Tel - 2-1515
2-1561

CONFIDENTIAL

YOKOHAMA CUSTOMS HOUSE

16946

6 June 1949

SUBJECT: Report concerning suspected vessel "Hai-chu"

TO : Captain James N. Jones
CIQ, KMGT

1. Name of vessel: LST "Hai-chu" (海狩)

2. Name of captain: Woo Kien-yee

3. Owner of vessel: Union Shipping Co.

4. Agent in Japan: Chinese Mission in Japan (Tokyo)

5. Port of departure: Kaoshung (高雄)

6. Port of Call en route:

a. Naha
b. White Beach
c. Gashikawa
d. Shimama
e. Ariake Bay (for refugee)
f. Hotokesaki

7. Purpose of this voyage: Loading of gun powder at Kurihama, Kanagawa Pref.

8. Cargo on board:

Description	Quantity	Place where cargo loaded
Fuses bomb tail	12,129 pieces	Okinawa
Bomb fins	unknown	"

9. Date of arrival: 16:50 June, 4, 1949

10. Number of officers who took part in the search:

Yokohama Customs	12
Yokohama Marine safety Bureau	4

11. Time required for the search:

Two and half hours (from 17:00 to 19:00)

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

12. Disposition taken by the chief of Customs searching party:

(a) No articles presumed to be in danger of smuggling were discovered except 3 (three) cartons of Streptmicine belonging to a crew which were removed into the sealed drawer of the captain's desk.

(b) Two customs boarding officers were left on the vessel to keep surveillance as you instructed us.

s/ M. Aoyagi
t/ M. Aoyagi
Chief of Guard Section

PSD
FILES

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

APO 500
30 May 1949

MEMORANDUM FOR RECORD

SUBJECT: Reduction of Charterage Craft for Servicing of Navigation Aids

TO: Chief, Public Safety Division

1. Reference Lighthouse Division report, 20 May 1949, and MSB letter, 28 May 1949.

2. MSB statement that small craft operating at present on various MSB missions and assignments cannot be utilized to reduce number and frequency of charterage craft servicing the various navigation aids is not accepted.

3. Preliminary study and investigation by PSD indicates that some MSB Chiefs at the local headquarters level feel that craft assigned their headquarters are for the exclusive use of the P&R Division and give little or no consideration to the overall MSB responsibility.

4. As a case in point, PSD sees no reason why the Akebono Maru pilot-station vessel cannot service the Kannon Saki and Fort lights. The Akebono has ample free time, can manuever in close, drop anchor, put a dinghy over the side, and complete mission. If that plan is not feasible at a given time operating craft attached to Custody Section at Yokosuka can be very readily utilized.

5. PSD will continue study and investigation of this subject independent of MSB and it is suggested MSB continue study and submit a further report to PSD.

G. H. REITTEW

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

2. MSB statement that small craft operating [illegible] present on various MSB missions and assignments cannot be utilized to reduce number and frequency of charterage craft servicing the various navigation aids is not accepted.

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G. H. REITEW
Chief, Maritime Branch

Copy to:
Director-General, MSB

14

Declassified E.O. 12065 Section 3/402/NNDC No. 71500 9

File

(1 first already on file Tom

MARITIME SAFETY BOARD
MISSION AND ACCOMPLISHMENTS

Press Conference - 12 May 1949
Mr. G. H. Rettew

The Maritime Safety Board is the Japanese governmental agency responsible for the safety of lives and ships on the coastal waters adjacent to Japan and the tidal waters of the harbors, bays and sounds connected thereto, and for the detection, prevention and suppression of crime on the same waters.

For the ten-month period ending 31 March 1948, there were 4,115 known vessel disasters on those waters, endangering thousands of lives and billions of yen in cargoes and ships. Successful rescue of 635 of that total was accomplished. During the same period 1,275 vessels were apprehended while engaged in illicit traffic, resulting in the arrest of 4,787 persons. A total of 17,570 vessels were suspicioned of engaging in illicit traffic during the period. Reduction of disasters and illicit traffic to a minimum is the goal of the Board.

Promotion of safety of lives and property at sea is being accomplished by enforcement of the laws and ordinances pertaining to ship's safety, qualification of ship's personnel, pilots, port regulations, and navigation aids. These laws establish procedures for examining and certificating vessel hulls and engines, minimum standards for life-saving and fire-fighting equipment, certificating of officers, crews, and pilots, maximum passenger and cargo carrying capacity. A system of over 1,200 navigational aids such as lighthouses, radio beacons, fog signals, and channel and obstruction markers must be manned and maintained in good operating condition. Waters are being surveyed, ocean bottoms explored, depths, tidal currents, derelicts, and other information, are being charted and charts distributed. Notices to Mariners are being issued daily to warn the mariner of special circumstances which endanger navigation. The waters are being swept free of mines and derelicts and menaces to navigation being removed. A start has been made on a sea-tug rescue service with the acquisition of five seagoing tugs now based at strategic points. A radio communications network is established and operates continuously for the receipt of distress calls and for otherwise aiding the mariner at sea.

CAPT NEALON'S FILE COPY CIS/PSD/HEP/sm

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

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Surveillance is being maintained by a fleet of 35 patrol craft to prevent illegal entry or exit of peoples or commodities. The vessels are not ideally suited to their mission but are the best available. Patrol cutters operate long periods on patrol and require great cruising range and seaworthiness. Since vessel operation entails periodic relief of crews, bunkering, provisioning, and repairing, all of these factors reduce availability for patrol and, considering the 8,000 miles of Japanese coastline, it is obvious the small fleet is spread very thin. As the fleet may be augmented there will be a proportionate decrease in the loss of life and property and of illicit traffic on the waters they patrol.

There is little doubt but that the men who go down to the sea in ships, the passengers who entrust their lives to those men, the owners of vessels plying these waters, all feel the importance of maritime safety work and appreciate deeply what the Maritime Safety Board is accomplishing and wish them all success in their future efforts. Let those people be assured the personnel of the Board are deeply conscious of their great responsibility and will put forth every effort to make the Dark Seas of Japan safe for the seafarer.

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

PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

FROM: DATE:

	L. M.	25 May 49
1	It. Col Whitmore	
2	Capt Nealon	
3	Maritime Br.	
	Draft File	
4	PSD Central File	

REMARKS:

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

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AG 383.8 (14 Mar 49)GB/CIS/PSD 4th Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS,
APO 500, 20 May 1949

TO: Commanding General, Eighth Army, APO 343

1. The inadequacy of Maritime Safety Board (Coast Guard) patrol craft on the Inland Sea as to type, number, and equipment is a matter of considerable concern to G-2/Public Safety Division. However, operating funds imposed by the austerity program under which the Japanese Government is functioning and present equipment, preclude the possibility of completely correcting these inadequacies at this time.

2. Negotiations are current for the acquisition of twelve (12) additional patrol craft by the Maritime Safety Board. New construction

12

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

AG 383.8 (14 Mar 49)GB/CIS/PSD, 20 May 49 , 4th Ind
Subj: "Adequate Sea Patrol on Inland Sea for Protection and Curbing of Illicit Tradings"

provided for in current budget will further augment the number of available vessels. As these craft become available to the Maritime Safety Board additional craft will be assigned the Districts responsible for patrolling the Inland Sea.

BY COMMAND OF GENERAL MacARTHUR:

MAILED 1130 MAY 23'49 AG. - CINCFE

1 Incl
n/c

DONALD McLEOD
Captain, CAC
Actg Asst Adj Gen

MEMO FOR RECORD:

Basic ltr from Okayama MGT outlines illicit trading on Inland Sea and inadequacy of MSB patrol craft and requests more and better craft. 1st, 2d, and 3d inds by Chugoku MG Rgn, Hq I Corps, Hq 8th Army concur in request. This ind advises that G-2 is congizant as to inadequacies, that limitations at this time preclude correction, that acquisition and construction of new vessels is planned, and that when available the Inland Sea area will be assigned more crafts.

HEP 26-5915

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

PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

FROM: DATE:

L. T. 18 May 49

Lt Col Whitmore
Capt Nealon

1 Draft File (L Mariante)
PSD Central File

REMARKS:

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

0780/0823

AGMGL 000.5 3rd Ind 6 MAY 1949
SUBJECT: Adequate Sea Patrol on Inland Sea for Protection and Curbing of Illicit Tradings (14 March 1949)

Headquarters Eighth Army, APO 343

TO: Supreme Commander for the Allied Powers, APO 500
ATTN: G-2, Public Safety Division

1. The problem outlined in basic letter has appeared frequently over a long period of time in monthly activities reports forwarded from this headquarters. The problem is real and vital, affecting not only the Inland Sea but coastal waters as well.

2. It is recommended that adequate personnel and equipment be provided the Maritime Safety Bureau in order that they may more effectively comply with SCAP directives concerning illegal entrants and to enable this law enforcement agency to apprehend the violators of Japanese shipping and anti-blackmarket laws.

FOR THE COMMANDING GENERAL:

1 Incl
n/c

J. A. O'BRIEN
CWO USA
Asst Adj Gen

AG 383.8 (14 Mar 49)GB/CIS/PSD 4th Ind

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APO 500, 20 May 1949

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

AG 383.8 (14 Mar 49)GB/CIS/PSD, , 4th Ind
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HEP 26-5915

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

0780

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CMGR 560 (C-Sny) 1st Ind
(14 Mar 49)
Subject: Adequate Sea Patrol on Inland Sea for Protection and Curbing of Illicit Tradings

Headquarters, Chugoku Military Covernment Region, APO 248, Kure, Honshu, 25 March 1949

TO: Commanding General, I Corps, APO 301

1. Forwarded for your information.

2. A similar situation exists throughout this region and, it is believed, common to most of Japan bordering on the Inland Sea.

3. Corrective measures are without the scope of this headquarters. Copy of this communication has been brought to the attention of the Regional Central Liaison and Coordinating Officer.

/s/ Russell C. Snyder
RUSSELL C. SNYDER
Colonel, FA
Commanding

AG 560 - BA 2nd Ind FLR/ea

Hq I Corps, APO 301, Apr 18 1949

TO; CG, Eighth Army, APO 343

Forwarded for your information. The Japanese Liaison Section at I Corps is bringing this matter to the attention of their central office in Tokyo.

FOR THE COMMANDING GENERAL:

/s/ A. Seipel
A. SEIPEL
Lt Col, AGD
Asst Adj General

1 Incl:
n/c

COPY

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

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HEADQUARTERS
OKAYAMA MILITARY GOVERNMENT TEAM
APO 248

AFM/ry

FILE: 560

Okayama, Japan
14 March 1949

SUBJECT: Adequate Sea Patrol on Inland Sea for Protection and Curbing of Illicit Tradings

TO: Commanding Officer
Chugoku Military Government Region
APO 248

1. The enforcement of economic controls in this ken is like filling a bottomless bottle because of the present ludicruous surveillance on the Inland Sea by the competent enforcement authorities.

2. The waters between Kagawa Prefecture of Shikoku Region and Okayama-ken of Chugoku Region are under surveillance of Maritime Safety Bureau located at Takamatsu-shi of Kagawa-ken. As of 1 February 1949, they had a fleet of 3 boats as follows:

a. 64 ton, 320 HP steam driven, steel boat, 9.5 knots per hour with no equipment for night patrolling.

b. 15 ton, 120 HP, diesel engine, wooden boat, 13 knots per hour and is equipped for night patrolling.

c. 8 ton, 40 HP diesel engine, wooden boat, 10 knots per hour, no equipment for night patrolling -- this ship is soon to have a 60 HP diesel engine that will replace the present one resulting in a speed increase to 12 knots per hour. All the foregoing boats are very old and the cost of maintenance is excessively high in order to keep them operable.

3. About a week ago another boat was added to the Takamatsu Maritime Safety Bureau which was a 6 ton affair with a 10 HP engine and capable of doing 8 knots per hour. This boat is also of ancient origin.

4. As of 1 February 1949, the Takamatsu personnel consisted of 13 for its sea surveillance. The boats operate 20 days monthly, ten of which is for the maintenance of the buoys and lighthouses in the waters of their jurisdiction. Prior to February, 1949, only 2 boats were operable: viz, the 64 ton and 8 ton ships because the 15 ton ship was in drydock undergoing restoration. The foregoing situation precluded night surveillance.

5. The Takamatsu Maritime Safety Bureau opened its office in May, 1948. Of the thirteen who man the boats, only six have authority for sea surveillance. This personnel must have the approval of GHQ, G-2 Section. The National Rural Police do not have any boats because

COPY

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

COPY

COPY

Ltr, Subj: Adequate Sea Patrol on Inland Sea for Protection and Curbing of Illicit Tradings, File 560, dtd 14 Mar 49

they relinquished what boats they had to the Hiroshima Region Maritime Safety Bureau. A few boats are a complement of some coastal autonomous police departments but they are valueless because of their definitive restrictive patrolling sea areas.

6. The effectiveness of Maritime Safety Bureau in the Okayama-ken waters is next to nothing according to the NRP, EIB and this headquarters. Prior to February, 1949, they were able to find a few seafaring violations that involved very small quantities of charcoal being transported illegally and another case of a shipment of 120 tons of sulphuric acid without a transportation certificate but upon further investigation this shipment was proven legal. The Maritime Safety Bureau believes, as EIB, NRP and Military Government do, that the Inland Sea is a vast outlet for blackmarket trading, piracy and smuggling but because their boats are too slow, their personnel too few, their equipment useless for night patrolling, their means of offensive pursuit or defensive protection is totally lacking that they are wholly incompetent to meet these economic violations, thus resulting in a travesty of law and order.

7. The only time violators of economic crimes are caught on the Inland Sea is when this team uses its boat which is also inadequate for this type of work because it is slow and is not equipped with siren or search lights. This headquarter's surveillance team made many catches on the Inland Sea which resulted in convictions for blackmarketing.

8. Racketeering, blackmarketing, smuggling and piracy on the high seas are rampant in these Inland Sea waters according to all the enforcement authorities of this ken, but the violators are so overpowering that they metaphorically thumb their noses at the officials because of their fast boats, large crews, alleged firearms and alleged political influence.

9. The Economic Section of this team recommends that the foregoing information be brought to the attention of higher echelons with the fervent hope that said information will result in increased trained personnel for the local Maritime Safety Bureau, capable boats and necessary equipment for 24 hours surveillance, necessary arms and ammunition for defense and pursuit in order to enable the Maritime Safety Bureau to practically abide by the United States Interim Directive for Japan's Economic Austerity Program, namely, paragraphs 5, 7 and 9 which deal in pertinent economic measures. Inclosure #1 is a translation from "The Sanyo Press", dated 4 March 1949, that mutely denotes needed vigorous, prompt, dominant enforcement measures that has to be taken in order to accomplish law and order on the high seas and in promoting economic stabilization for Japan.

/s/ F. W. Pratt
F. W. PRATT
Lt Col, Infantry
Commanding

1 Incl
1. Sanyo Press Article, dtd 4 Mar 49, subj: Patrol Boats Always Out of Order, Just Calling Out "Sea Gang Extermination"

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

0780

COPY

The Sanyo Press

4 March 1949

Patrol-Boats Always Out of Order
Just Calling Out "Sea-Gang Extermination"

There happened an event that a sea-gang organized by 5 men invaded fishing villages along the coast of KAGAWA Prefecture at the end of February and stole some furnitures and properties and ran away to the direction of OTSUCHI & KOTSUCHI Island, so it is regarded that sea-gang, who had once disappeared from the surface of Inland Sea, are now in action again.

The Maritime Peace Preservation Board's TAMANO Base are under the plan to be given three patrol boats to control sea gang, however, only one of them has been deposited up today, but unfortunately, she is in an old age and always out of order, so she is driven away for repairing not to be able to attack against the sea gang domineering over the sea.

One of the remaining two is now under repairing, so she is not expected to sail over and the other was scheduled to sail over by February 20th, but she has not appeared yet.

In such a situation, the officials have no way to patrol over the sea and are complaining "We can not do any action by those old-aged boats".

The quck substantiality of patrol boats is being required eagerly.

COPY

Incl 1

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

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Ltr, Hq Okayama MGT, subj, "Adequate Sea Patrol on Inland Sea for Protection and Curbing of Illicit Tradings," file 560, dtd 14 Mar 49

AG 383.8 (14 Mar 49)GB/CIS/PSD 4th Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500,

TO: Commanding General, Eighth Army, APO 343

1. The inadequacy of Maritime Safety Board (Coast Guard) patrol craft on the Inland Sea as to type, number, and equipment is known.

2. Various limitations preclude the possibility of correcting these inadequacies at this time.

3. Negotiations are current for the acquisition of twelve (12) additional patrol craft by the Maritime Safety Board. New construction provided for in current budget will further augment the number of available vessels. As these craft become available to the Maritime Safety Board additional craft will be assigned the Districts responsible for patrolling the Inland Sea.

BY COMMAND OF GENERAL MacARTHUR:

1 Incl:
n/c

MEMO FOR RECORD:

Basic ltr from Okayama MGT outlines illicit trading on Inland Sea and inadequacy of MSB patrol craft and requests more and better craft. 1st, 2d, and 3d inds by Chugoku MG Rgn, Hq I Corps, Hq 8th Army concur in request. This ind advises that G-2 is cognizant as to inadequacies,

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CIS/PSD/HEP/sm 12/5/49

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that limitations at this time preclude correction, that acquisition and construction of new vessels is plannned, and that when available the Inland Sea area will be assigned more craft.

HEP 26-5915

DRAFT

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

PSD FILES

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

APO 500
23 May 1949

MEMORANDUM FOR RECORD

SUBJECT: Program for Maximum Performance of MSB Craft

TO: Chief, Public Safety Division

1. The present poor operating efficiency of MSB vessels indicate that necessary action must be initiated immediately to correct this serious handicap. As the overall operating efficiency of vessels has a direct influence on the net results of MSB and the fact that many responsibilities of MSB have to be neglected when an abnormally large number of vessels are in an idle condition, a vigorous program will be launched for Maximum Performance.

2. All those personnel responsible for the operation, maintenance, supply, and supervision of MSB vessels will be made cognizant of this program for Maximum Performance, and participate in every effort to obtain the desired goal to have every vessel in operating condition with a minimum loss of time for necessary and routine repairs.

3. National Headquarters and every Regional Headquarters will be responsible to forward the details of this program for Maximum Performance to every person in their jurisdiction who is responsible, directly or indirectly, for the operation of MSB craft. Comments and suggestions to assist in accomplishing the aims of this program are welcome from all concerned and may be addressed to the Patrol and Rescue Division, MSB National Headquarters. PSD will be advised of all such communications.

4. This program will be accomplished in the following manner:

a. Detailed inspection of vessels.

b. Assignment of priorities for repair.

c. Distribution of required supplies.

d. Compliance with operation and maintenance directives.

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5. Detailed Inspection of Vessels: The Director of every Region will take necessary steps to insure accurate and complete reporting of the condition of each vessel within his jurisdiction, utilizing existing report forms and submitting these reports according to current regulations.

National Headquarters will dispatch a maintenance team to accompany a PSD representative, who will make spot inspections of MSB craft throughout all bases, and advise on problems relative to the operation and maintenance of vessels and will give instructions to operating personnel as deemed necessary. This inspection is intended to accomplish a two-fold purpose; (1) to insure that intelligent maintenance and operation procedures are being carried out, (2) to expedite the repair of any vessel in a repair or idle status.

6. Assignment of Priorities for Repair. Based on the findings of inspection reports and field inspections, National Headquarters will review the tentative schedules for repairs to be accomplished at local shipyards. Bases will be advised of schedule of repairs and dry-docking dates to facilitate the minimum loss of operational vessels, and consistent with the overall responsibilities of MSB. Work lists for submission to shipyards will be thoroughly screened by the Floating Unit Section, P&R Division, Regional Headquarters.

7. Distribution of Required Supplies. As determined by the nature of deficiencies caused by lack of supplies necessary to maintain equipment in proper operating condition and parts necessary to complete repairs by ship's personnel, National Headquarters will arrange for the purchase of and distribution of critical supplies in the most expeditious manner.

8. Compliance with Operation and Maintenance Directives. The condition of equipment reflects the care, the skill, and the efforts of the operating personnel. Many repairs are caused by careless, or ignorant, or lazy personnel. Breakdowns caused by neglect of the operation personnel will not be tolerated. In the future, National Headquarters will publish and forward maintenance and operation directives to correct those deficiencies that are found to exist and to increase the operating life of equipment. Operating personnel will comply to the fullest extent to realize the aims of this program.

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

Memo: Subj. Maximum Performance of MSB Craft, to Chief, PSD, dtd 23 May 1949

9. The urgency to initiate this program for Maximum Performance cannot be over-emphasized. The time to commence this program is NOW and will be given the widest distribution possible to all MSB personnel throughout Japan who are responsible for the operation and maintenance of vessels.

10. This program may reveal that changes may be necessary that are contrary to current or past practice. Personnel who may be affected by these changes must bear in mind that existing conditions demand that a more practical course be followed to attain a high degree of operating efficiency. The goal for Maximum Performance can only be obtained by hard work and directing this effort in an intelligent manner.

Martin H. Reinfeld

MARTIN H. REINFELD
1st Lt. TC

Copy To:
Director-General, MSB

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

PSD
FILES

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

APO 500
21 May 1949

MEMORANDUM FOR RECORD

SUBJECT: MSB Regional Reorganization

TO: Chief, Public Safety Division

1. It was agreed in conference between PSD and MSB that the regional organization would be the same as that of the National Headquarters Divisional organization.

2. Some variations at the regional level will be necessary on the basis of established needs and necessary functions. It is suggested that a conference between Mr. Inagaki and the writer be held immediately to establish the proper regional organization.

3. PSD has studied this problem and has a draft plan that can be used as a basis for discussion. Agreement on the reorganization should be had prior to 31 May 1949.

4. It is further suggested that MSB designate nine (9) men from the National Headquarters whose mission will be to go into the region headquarters, on temporary duty basis, to assist in setting up organization agreed on. The two (2) men assigned the Kobe and Otaru regions to coordinate visits with Major Sanderson and Mr. Janus, respectively.

5. Prior to departure those selected for this mission should get together at MSB Headquarters, at which time the writer will be present, to accomplish complete accord so there will be no deviations from established plan.

6. It is suggested no Headquarters Chiefs of Sections be assigned this mission and that the MSB inspectors be utilized for the purpose.

G. H. RETTEW
Chief, Maritime Branch

Copy to:
Director-General, MSB

10

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

PSD
FILES

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

APO 500
19 May 1949

MEMORANDUM FOR RECORD

SUBJECT: Allocation of patrol vessels

TO: Chief, Public Safety Division

1. Present strength of MSB patrol fleet is 40 vessels (including the 5 sea-going tugs recently acquired).

2. Addition of 12 vessels from laid-up reserve will bring total to 52.

3. Proper distribution of patrol vessels has not been possible to date primarily because of inadequacy as to numbers. A more proper distribution can be had and the following allocation is suggested to MSB:

OTARU DISTRICT		KOBE DISTRICT	
(1) Otaru	2	(3) Kobe	4(incl.1 STR)
(1) Hakodate	2	(1) Kochi	2(incl.1 STR)
SHIOGAMA DISTRICT		MOJI DISTRICT	
(1) Funakawa	2	(6) Moji	5
(1) Hachinohe	2	(2) Hakata	2
(1) Shiogama	2	(2) Fukuoka	2
NIIGATA DISTRICT		(1) Nagasaki	2
(1) Niigata	2	(2) Sasebo	2
(1) Fushiki	1(STR)	(2) Kagoshima	2
YOKOHAMA DISTRICT		(2) Oita	2
(2) Yokohama	3(incl.1 STR)	(1) Karatsu	1(STR)
NAGOYA DISTRICT		HIROSHIMA DISTRICT	
(0) Shimizu	2	(1) Hiroshima	2
(2) Nagoya	2	(1) Hamada	2
		(1) Sakai	2
		(1) Takamatsu	2

4. MSB to report to PSD allocation made by 31 May 1949.

G. H. RETTEW
Chief, Maritime Branch

Copy to: Director-General, MSB

Note: FIGURES IN PARATHENSES INDICATE PRESENT ALLOCATION.

9

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

PSL
FILES

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

APO 500
19 May 1949

MEMORANDUM FOR RECORD

SUBJECT: Inspection Trip

TO: Chief, Public Safety Division

Major Sanderson has been assigned by Mr. Rettew to make an inspection of the Maritime Safety Board Regional and Local Headquarters in the Hyogo and Osaka prefectures during the week of 6 June to 12 June. The purpose of this inspection is to coordinate the implementation of the amended MSA Law, the amended Port Regulations Law and Enforcement of Port Regulations Law along established PSD policy lines.

From brief inspections in previous weeks and on information received by MB, there is a need to coordinate with the National MSB headquarters the problems that have arisen with the implementation of the subject laws in those districts.

Arrangements have been made with the Director-General, MSB, to have Mr. Inoguchi, Chief, Plans & Policy Section, MSB, accompany Major Sanderson on this trip.

GWR

H. R. SANDERSON
Major TC
Maritime Branch

Copy to:
Director-General, MSB

8

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

PSD
FILES

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

APO 500
19 May 1949

MEMORANDUM FOR RECORD

SUBJECT: Ship's Safety Law

TO: Chief, Public Safety Division

1. PSD has become aware of the many current violations of the subject law with respect to maximum number of passengers. The case reported in the Nippon Times, May 19, of 10 children being drowned because of overloading was cited.

2. It was pointed out to MSB that under the subject law they, and they alone, are responsible for enforcement and that indications are very evident that they are making little effort to curb the practice mentioned in para. 1.

3. PSD suggested to MSB that the Director-General issue a very strong directive to all MSB District Directors that the subject law and, most emphatically, the provisions as to passengers must be enforced immediately and continuously. PSD pointed out enforcement should be by actual inspection of vessel just prior to sailing and, if an unlawful number of passengers are on board, the ship should be detained under Art. 12 of the Law and further enforcement should be accomplished at port of entry and, if excessive numbers of passengers found on board, the master should be handled under the punitive clauses of the Law.

4. It was also pointed out that PSD sometime ago suggested to MSB they draft a law to license the operators of small boats carrying passengers for hire. Comparable U.S. law was given them for guidance. As of this date, we have not seen such a draft and it is imperative this be done at the earliest possible moment.

5. MSB agreed to the foregoing procedures.

G H. RETTEW
G. H. RETTEW
Chief, Maritime Branch

Copy to:
Director-General, MSB

6

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

PUBLIC SAFETY DIVISION
ROUTING SLIP

	FROM:	DATE: 19 May 49
3	CHIEF OF DIVISION	SUEP
2	EXECUTIVE OFFICER	RSB
	EXECUTIVE ASSISTANTS	
	LT. COL. WHITMORE	
4	CAPTAIN NEALON	
1	ADMINISTRATIVE OFFICER	
7	CHIEF CLERK	
	FIRE BRANCH	
	LEGAL BRANCH	
	LIAISON BRANCH	
	MARITIME BRANCH	
6	POLICE BRANCH	
	PRISON BRANCH	
	STAT & ANAL BRANCH	

FOR:
INFORMATION ✓ COMMENT _____
ACTION _____
APPROVAL _____ FILE 7

REMARKS:

Copy to L+A

(6) It is easy for the JG to get "report happy" to detriment of actual work. The "impedita" of MSB will foster such a condition unless watched closely. RSB.

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

FILES

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

APO 500
19 May 1949

MEMORANDUM FOR RECORD

SUBJECT: MSB Plans and Policy

TO: Chief, Public Safety Division

1. Formulation, promulgation and implementation of overall MSB program for discharging of responsibilities during the fiscal year ending 31 March 1950.

2. To accomplish, it is suggested to MSB that:

Each Section of a Division shall submit to the Director of that Division a program for the discharge of functions assigned that Section.

Each Director of a Division shall submit to the Asst. Director-General the program for his Division on the basis of Sectional programs and shall be responsible to the Asst. Director-General that all phases of the functions assigned the Division are covered.

The Asst. Director-General shall formulate the program for the Maritime Safety Board on the basis of Divisional programs.

The Plans & Policy Section, Headquarters, shall be responsible to the Asst. Director-General that the Divisional programs cover all phases of functions assigned the Divisions.

Allocation of parts of the Divisional and Sectional programs to the Regional Headquarters, Local Headquarters, and other units of the regions shall be the responsibility of the Division Director, Regional Director, Chief of Local Headquarters, Chiefs of other units of the region, in that order of responsibility.

3. Progress reports on accomplishment of program shall be submitted on the first day of each month following promulgation, such reports showing what has and/or what

5

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

Memo for record, subj. MSB Plans and Policy, to Chief, PSD, dtd 19 May '49.

has not been accomplished according to schedule. Reports should be made; Section to Division, Division to Asst. Director-General.

Plans & Policy Section Section, Headquarters, shall be responsible for pointing out to the Asst. Director-General any discrepancies between program and progress, with recommendations applicable thereto.

4. Overall MSB program to be formulated by 30 June 1949. First progress report on 31 July 1949. Time lag between progress reports of units of MSB going to make overall progress report should be held to a minimum.

G. H. RETTEW
Chief, Maritime Branch

Copy to:
Director-General, MSB

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

PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

FROM: DATE:

A Fox 19 May 44

2 Lt Col Whitmore
1 Capt Nealon
3 Maritime Dr.
Draft File
4 PSD Central File

REMARKS:

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

SECRET

0814
0832

H. A. Brenn - 26-5635
Maj. E. H. Oswald -
26-5139

Petition for Release of the Boat,
"Ho ichi maru" confiscated.

CPC/PC G-2 16 MAY1949

1. 1. Inclosed herewith is a petition dated 22 March 1949, from Kim, Hong Up, requesting release of the sail-boat "Ho Ichi Maru". It is forwarded to G-2 to note and return.

2. CPC proposes to forward the petition to 8th Army for investigation and information upon which to base a reply.

3. With reference to disposition of the ship, there are inclosed radios CX-63259 and WX 91303 which resulted from similar incidents.

3 Incls.
1. Petition for release of "Ho Ichi Maru"
2. Radio CX-63259
3. Radio WX-91303

- E.C.M.,Jr.- - - - - -

From: G-2 To: CPC/PC CIS/PSD/HEP/sm
19 May 1949

2 Noted.

3 Incls:
n/c

C.A.W.

MEMO FOR RECORD:

Kim Hong Up, Korean, sends petition to SCAP, dtd 22 Mar 49. Petition states that boat, "Ho Ichi Maru," owned by petitioner, registered in Korea, on legitimate business in Korean waters on 8 Jan, suffered engine failure. The boat subsequently drifted into Japanese waters and entered Izuhara Harbor, Tsushima Island, for drinking water and fuel. Izuhara police confiscated the boat and food thereon and confined the crew and 15 laborers, who were on board, at Sasebo detention camp. All personnel were subsequently returned to Korea on 3 Feb 49. Petitioner incloses certified copy of registry and requests that boat be released to him as soon as possible. C/N #1 from CPC/PC fwds to G-2 to note and return and states CPC intends to fwd petition to 8th Army for investigation. Two radios CX 63259 and WX 91303 inclosed which resulted from similar incidents. This c/n indicates contents noted and returns petition as requested.

HEP 26-5915

4

SECRET

3833/3

PSD FILE COPY CIS/PSD/HEP/sm

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

0814

COPY

P E T I T I O N

22 March 1949

SUBJECT: Petition for Release of the boat, "Ho ichi maru" confiscated.

TO : General Douglas M. Mac Arthur, Supreme Commander, Allied Powers General Headquarters, Far East Command, Tokyo, Japan.

FROM : Kim, Hong Up ( ), a marine transportation business-man residing at #121, Hangnam dong, Toyung upp, Toyung Gun, province Kyong Sang NamDo, Korea.

1. Name of boat : "Ho ichi maru"(Bo ill han in Korean).
2. Kind of boat : Wooden and sailing boat.
3. Register of boat : registered at the Cheju harbor, province Cheju do, Korea.
4. Displacement tonnage: 19.69 tons.
5. Horse power : 45 horse powers.
6. Owner of boat : Kim, In Chung ( )
7. Present owner : Kim, Hong Up ( )
8. Reason of petition:

Keeping a marine transportation business at the above mentioned place of my residence, this petitioner, I had bought some lumbers at the island, Sunchukdo, Samsan Myun, Yosu Gun, province Chulla Nam Do, Korea. On the 7th day of Jan 1949, I and sailors left from Toyung harbor to the island with the boat in order to bring up the lumbers. At 4 a.m. 8 Jan, during the boat was going on the sea, the boat has stopped due to the accident of its engine at the place which is about 5 miles distant from the island, therefore the boat had tried to find up any other boat which might has been round there, for the purpose of getting helpness, but the boat could not find any boat then. Unopporturnately, a strong storm had come over the place, and the boat had been begun to be drifted Tsushima island, Japan. The storm was of 50 meters of speed a second. At about 5 p.m. 10 Jan, the boat approached to the island, Tsushima and stopped at the place by the storm gone overthen, which is about 300 meters distant from Tsushima island. And the boat ahd entered into the Izuhara harbor in orderto be supplied with drinking-water and fuel, because the boat had few water and fuel to return to Korea then. (The boat entered to the harbor on 11 Jan).

As soon as the boat entered into the harbor, the Izuhara Japanese police station captured all the food and 3 To of rice from the boat, confiscated the boat with the anti-pathy to the Republic of Korea,and also I and all the crews were confined in to the Korean Smuggler Quarter in Saseho, Japan. In this, I didn't know the reason why the Japanese police had recognized us to smuggler, who had brought nothing eles except 15 laborers. The boat was confiscated by theorder of the commander of American Military gov't in Saseho.

Cont'd ----------1.

COPY

Incl 1

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

On 3 Feb 1949, I, 7 sailors, and 15 laborers, who all were confined had returned to Korea from Saseho by the boat named "Hokoda maru" started from Saseho, Japan, at soon after we were liberated.

The Saseho Japanese police station had confiscated not only the boat, but many drifted Korean fishing boats which belong to the Republic of Korea.

I hereby offer the above mentioned statement to you with a copy of register of the boat, so as you would release the boat as soon as possible, understanding the circumstances that the boat was drifted to Tsushima, Japan.//////

Stated by Kim Hong Up ( ),
on 22 March 1949.

The copy of certification of boat registered.

1. Number of boat : M.T. 115
2. Place of register : registered by Awol Myun, North Cheju Gun, province Cheju do, Korea.
3. Name of boat : "Ho ichi maru" (Bo ill han).
4. Displacement tonnage: 19.69 tons.
5. Date of launching : unknown.
6. Large of boat : 14.16 meters long, 4.6 meters wide, and 1.63 meters deep.
7. Horse power : 45 horse powers.
8. Owner of boat : Kim, In Chung( ), residing at Awol Myun, North Cheju Gun, province Cheju do, Korea.

It is certifiedthat the above is quite right of the boat registered.//////

Certified by the chief of Cheju harbor Office, the Marine Transportation Bureau of Transportation Dept of USA Military gov't in Korea, on 27 March 1947.

COPY

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

0814

SECRET

COPY

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

OUTGOING MESSAGE

CPC/FP PHT/DHB/WHD/mau
DATE: 24 August 1946

FROM: SCAP

TO : DEPT OF ARMY.....ROUTINE

INFO: CG USAFIK.....ROUTINE

(CX63259) For CSCAD ECON. Radio in three parts. Subject is Disposition of Korean ships and fishing vessels found in Japanese and other Far Eastern Waters at termination of hostilities. Reurad WARX 86720, 31 July 1948.

Part I.

In Oct 45 CG USAFIK urgently requested SCAP to send vessels to Korea to assist in critical coal movements. Vessels requested and sent to Korea included those of Korean registry owned by Chosen Mail Steamship Co., 100% Japanese-owned Korean corporation. Vessels considered assets of branch office in Japan of company and are in custody of SCAP, Civil Property Custodian.

a. A recent dispatch to Korea asked when these vessels would terminate their employment and be returned to Japan. Reply stated that vessels have been vested in USAMGIK and are property of Korea.

b. This application of vesting decree precludes use of Japanese owned Korean registered vessels under control of SCAP in operations between Japan and Korea without risk of seizures.

Part II.

Urad states in part that vessels of Korean registry should be returned to Korea if they were in Korean waters on or after 9 Aug 45.

COPY

SECRET

Incl 2

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

0814

Radio to DA

regardless of ownership. Japanese owned vessels of Korean registry in custody of SCAP since termination of hostilities have been operating under SCAP authority and entering Korean ports since 9 Aug 45 engaging in repatriation and other programs. While a literal interpretation of urad requires return of these vessels to Korea, it is believed that purpose and authority for Korean registered vessels of Japanese ownership being in Korean waters after 9 Aug 45 should be considered in determining whether such vessels should be returned to Korea at this time.

Part III.

A number of Korean owned and registered vessels are being retained in Japan by SCAP order for illegal entry and other violations of local laws and regulations. Several have been confiscated and sold pursuant to judgment rendered by authorized courts. These vessels presumable were in Korean waters on or after 9 Aug 45 and were subsequently apprehended in Japan while engaged in smuggling activities. Urad requires return of these vessels to Korea. Enforcement of SCAP regulations and Japanese ordinances regarding violations by these vessels is in jeopardy.

Request clear-cut interpretation regarding application of Korean vesting decree and urad WARX 86720 to above situations.

OFFICIAL:

/s/ R. M. Levy
R. M. LEVY
Colonel, AGD,
Adjutant General.

APPROVED BY:

/s/ Patrick H. Tansey
/t/ PATRICK H. TANSEY
Brig Gen, USA

COPY

#23437

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

SECRET

0814

COPY

Radio to DA

Copies to:
C-in-C
C/S
DC/S
DC/S (Koryu)
DS
COMNAVFE
G-4
ESS/AC
NRS
CTS
CPC (Return 15 cys)

Memo for Record: Comments and clarification of Korea's vesting decree and Wash radio WARX 86720, 31 Jul 48, as applied to specific types of cases are requested. Action continued on Line No. 23437.

P.H.T. 26-5637

COPY

SECRET

Incl 3

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

0814

SECRET

COPY

GENERAL HEADQUARTERS, FAR EAST COMMAND
ADJUTANT GENERAL'S OFFICE
RADIO AND CABLE CENTER

INCOMING MESSAGE

ROUTINE 23 Oct 48

FROM : DA (CSCAD ECON)

TO : CINCFE

INFO : CG USAFIK

NR : WX 91303

Reurads Jul WX 86720, Aug WX 87399. Reurads May ZMGNEB 112, Mar C 53910, Aug CX 63419, Aug CX 63259. Disposition of Korean ships and fishing vessels found in Jap and other Far East Waters is subj.

1. Considered here that Korean ship problem may best be disposed of in accordance with principles of WX 87399. Subj: Branches in Japan of companies with head offices outside of present-day Japan.

2. Fol are examples of application of these principles to Korean ship problem:

A. If owned by br in Japan of company whose head office is in Korea in which Japanese interest was less than 10%, ships would be regarded as any other foreign owned property in Japan

B. If owned by br in Japan of company whose head office is in Korea in which Japanese interest was 10% or greater, ships would remain in Japan (Para 1 B of WX 87399) unless they were in Korea on or after Aug 9, 1945 and thus subj to USAMGIK Ord Nbr 33. (EXceptions to this principle are listed in Para 3 this cable.)

C. If owned directly by Korean Corporation in which Japanese interest was less than 10%, ships would be regarded in same manner as in Para A above.

D. If owned directly by Korean Corporation in which Japanese interest exceeded 10%, ships would be subj to same treatment as those in Para B above.

3. Re Parts 1 and 2 urad CX 63259 concur that principles enunciated in Para 2 above would not effect ships entering Korea after Aug 9, 1945 under special arrangement between SCAP and USAFIK or under authorization of SCAP unless they would be subjected to USAMGIK Ord Nbr 33 under Para 2 B or D above by reason of fact that they were in Korean waters on or after Aug 9, 1945 prior to special arrangement or prior to SCAP authorization.

4. Re Part 3 urad CX 63259 concur that Korean ships coming into SCAP custody under such circumstances need not be returned to Korea.

NO SIG

ACTION: CIV PROP CUST

INFORMATION: COMMANDER IN CHIEF, CHIEF OF STAFF, G-2, AG, TRANSP, ECON & SCI NAT RESOURCES, DIPLOMATIC, REPARATIONS, COMNAVFE

98612 ROUTINE TOO: 222804 z
MCN: 86296

COPY

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

SECRET

0814

DRAFT

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

CHECK SHEET

Subject: Petition for Release of the Boat, "Ho Ichi Maru" confiscated

From: G-2 To: CPC/PC CIS/PSD/HEP/sm 17 May 1949

2 Noted.

3 Incls:
n/c

C.A.W.

MEMO FOR RECORD:

Kim Hong Up, Korean, sends petition to SCAP, dtd 22 Mar 49. Petition states that boat, "Ho Ichi Maru," owned by petitioner, registered in Korea, on legitimate business in Korean waters on 8 Jan, suffered engine failure. The boat subsequently drifted into Japanese waters and entered Izuhara Harbor, Tsushima Island, for drinking water and fuel. Izuhara police confiscated the boat and food thereon and confined the crew and 15 laborers, who were on board, at Sasebo detention camp. All personnel were subsequently returned to Korea on 3 Feb 49. Petitioner incloses certified copy of registry and requests that boat be released to him as soon as possible. C/N #1 from CPC/PC forwards to G-2 to note and return and states CPC intends to forward petition to 8th Army for investigation. Two radios CX 63259 and EX 91303 inclosed which resulted from similar incidents. This c/n indicates contents noted and returns petition as requested.

HEP 26-5915

PSD FILE COPY CIS/PSD/HEP/sm

HEP

DRAFT
SECRET

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

PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

FROM: DATE: 10 June 79

3 Lt Col Whitmore
Capt. Nealon
2 Police Br.
Draft File
4 PSD Central File

REMARKS:

1. Capt Holton RFA

File Clerk: File with other papers same subject.
L. M.

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

9-4-6

SOP for Dissemination of Tidal Wave Warning

G-2 G-3 CIS/PSD/HEP/sm
10 June 1949

1 1. Reference Chief of Staff check note No. 1, subject: "SOP for Dissemination of Tidal Wave Warning," dtd 1 June 49 to G-2/PSD (Incl 1).

2. The National Rural Police, with the advice and assistance of PSD/G-2, has developed police emergency control plans and procedures, and has coordinated such plans and procedures with those of the Japanese National Disaster Committee. Included are preparation for and warning of tidal waves, and activities subsequent thereto.

3. Police Planning includes:

a. Tidal wave warning through police communication system to all echelons of police and warning to the public from the lower echelons of police.

b. Restriction of entry into endangered areas.

c. Prevention of looting in evacuated areas.

d. Direction and control of traffic.

e. Protection of life, property, food, clothing, medical supplies, and reserve of supplies and equipment.

4. Surveillance over National Rural Police Planning at regional and Prefectural level, and over Municipal Police, as to proper integration of police efforts into the warning and evacuation systems is a continuing action by PSD/G-2 TDY teams.

5. Copy of G-2 Duty Officer instructions relative to PSD SOP is attached as inclosure #2.

2 Incls:
1. Cpy c/n #1 from CofS to G-2/PSD, subj, "SOP for Dissemination of Tidal Wave Warning," dtd 1 Jun 49
2. Cpy Par. 10 Tidal Wave Warnings

C.A.W.

PSD FILE COPY CIS/PSD/HEP/sm

HEP

23

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

C/N #1 from G-2 to G-3, subj, "SOP for Dissemination of Tidal Wave Warnings," dtd 10 Jun 49

MEMO FOR RECORD:

C/N #1, CofS to G-2/PSD, subj, "SOP for Dissemination of Tidal Wave Warning," dtd 1 Jun 49 directs certain staff sections to take action. PSD/G-2 to exercise necessary surveillance of police planning to insure integration of police efforts into warning and evacuation systems developed under framework of National Disaster Law. Further directs staff sections which formulate SOPs appropriate to their normal function in event of Tsunami will furnish info to G-3. This c/n advises G-3 of PSD action to comply with CofS directive.

HEP 26-5915

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

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

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0914
0946

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GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

(Do not remove from attached sheets)

File No: AG 000.92 Subject: SOP for Dissemination of Tidal Wave Warning

Note No.	From: The Chief of Staff To: G-2 (PSD) Date: 1 JUN 1949
1	1. Reference: a. Ltr GHQ FEC file AG 000.92 (27 Dec 48) GC-O, subj as above. b. Staff Memo No. 3. c. Staff Memo No. 18. 2. To carry out the responsibilities of SCAP in event of Tidal Wave warnings to the Japanese populace the following action will be taken: a. CI&E: Advise Japanese information and education agencies regarding appropriate information and education activities as necessary to publicize the warning and evacuation systems, and the necessity for rapid action to save lives, in accordance with existing plans of the Japanese National Disaster Committee. b. CCS: Develop civil communication procedures adequate to disseminate warning to the indigenous population. c. G-2: Exercise necessary surveillance of National and Metropolitan Police planning to insure proper integration of police efforts into the warning and evacuation systems developed under the framework of the National Disaster Law. d. PH&W: Direct current Indigenous Disaster Committees to include in their Disaster Operational Plans special warning and evacuation procedures in those areas in danger from Tsunami. e. CTS: Exercise surveillance to insure incorporation into Ministry of Transportation, and National Disaster Relief Committee plans of such warning, supply, evacuation, and emergency rehabilitation procedures as are necessary for transportation (rail, water, and highway) to provide maximum service required in the area at the time of tidal wave disaster. 3. G-3 is the Staff agency having primary interest in the problems of detection and dissemination of warning. CI&E is the Staff agency having primary interest in the problems of education of the indigenous population. PH&W is designated as the Staff agency having primary interest in the organization of evacuation in danger areas under the National Disaster Law. Actions resulting herefrom will be coordinated as above. 4. Staff section addressees formulating standing operating procedures,

FEC AGO Form No 37

4662—FEC Printing Plant—3/49—50M

Final

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

GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

(Do not remove from attached sheets)

13257

File No: Subject:

Note No.	From: The Chief of Staff To: G-2 (PSD) Date:
1 (cont'd)	(SOP) appropriate to their normal functions, for action in event of Tsunami will furnish one copy to G-3 for the Disaster Operations Center. E. M. A. Copy furnished: CI&E CCS PH&W CTS

FEC AGO Form No 37

4662—FEC Printing Plant—3/49—50M

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

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10. Tidal Waves Warnings: (PSD)

On receiving tidal wave warning notification from FEAF, FEC or CCS sources, the G-2 Duty Officer will contact the Duty Officer of the following Japanese agencies and pass all available information to them:

a. Maritime Safety Board — Telephone 57-4685

b. National Rural Police — Telephone 57-5611 Ext. 304, 305, 306

c. Tokyo Metropolitan Police Dept — " 57-8625

Following above notification, D/O will notify Col Pulliam (26-7551, ext 344) and/or Col Battey (46-3635).

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PUBLIC SAFETY DIVISION
EXEC ROUTING SLIP

FROM:	DATE:
L. Pl.	7 Jan 47
1 It. Col Whitmore	
2 ~~Capt Nealon~~ Maritime	SYR
3 Police	HSE
4 Draft File (K. Morimoto)	
FSD Central File	

REMARKS:

HAND CARRY — EXPEDITE

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0914

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

CHECK SHEET

Subject: SOP for Dissemination of Tidal Wave Warning

From: G-2 To: G-3 CIS/PSD/HEP/sm
7 June 1949

1 1. Reference Chief of Staff check note No. 1, subject: "SOP for Dissemination of Tidal Wave Warning," dtd 1 Jun 49 to G-2/PSD.

2. The National Rural Police, with the advice and assistance of PSD/G-2, has developed police emergency control plans and procedures, and has coordinated such plans and procedures with those of the Japanese National Disaster Committee. Included are prqparation for and warning of tidal waves, and activities subsequent thereto.

3. Police Planning includes: (a)

a. Tidal wave warning through police communication system to all echelons of police and warning to the public from the lower echelons of police.

b. Restriction of entry into endangered areas.

c. Prevention of looting in evacuated areas.

d. Direction and control of traffic.

e. Protection of life, property, food, clothing, medical supplies, and reserve of supplies and equipment.

4. PSD/G-2 standard operating procedures of tidal wave warning notification, received from FEAF-FEC-CCS sources, is disseminated through the interested agencies 24 hour watch telephone and radio systems of the:

	Telephone
a. Maritime Safety Board	57-4685
b. National Rural Police	57-5611 Ext 304, 305, 306
c. Tokyo Metrpolitan Police Department	57-8625

PSD FILE COPY

CIS/PSD/HEP/sm

HEP

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GENERAL HEADQUARTERS
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CHECK SHEET

Subject: SOP for Dissemination of Tidal Wave Warning

From: G-2 To: G-3 CIS/PSD/HEP/sm
7 June 1949

1 (Cont'd) 5. Surveillance over National Rural Police planning at Regional and Prefectural level, and over Municipal Police, as to proper integration of police efforts into the warning and evacuation systems is a continuing action by PSD/G-2 TDY teams.

1 Incl:
C/N #1 from CofS to G-2/PSD, subj:
"SOP for Dissemination of Tidal
Wave Warning," dtd 1 Jun 49

C.A.W.

MEMO FOR RECORD:

C/N#1, CofS to G-2/PSD, subj, "SOP for Dissemination of Tidal Wave Warning," dtd 1 Jun 49 directs certain Staff sections to take action. G-2 to exercise necessary surveillance of police planning to insure integration of police efforts into warning and evacuation systems developed under framework of National Disaster Law. Further directs Staff sections which formulate SOPs appropriate to their normal function in event of Tsunami will furnish info to G-3. This c/n advises G-3 of PSD action to comply with CofS directive.

HEP 26-5915

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