DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

Description of contents

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(2) Folder title/number: (8)
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(3) Date: Apr. 1946 - Aug. 1947

(4) Subject:

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(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

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

25 August 1947

AG ~~560~~ (J)

SUBJECT: Manning Tables for Eighth Army Floating Equipment.

TO : Commanding General, I Corps, APO 301

1. This headquarters has just completed a detailed study of the manning scales of all types of floating equipment assigned to the Eighth Army. This study has approached the problem from operational, administrative and budget standpoints. Results of this study have shown the necessity for establishing a uniform manning scale for all units under the Eighth Army.

2. Inclosed herewith is a chart covering all types of floating equipment and what this headquarters considers to be the appropriate number of individuals from each category to be employed on these vessels. This envisages the use of Army Transportation Service, military and Japanese personnel.

3. As referred to above, this table indicates the maximum number of personnel to be used and in no way restricts any unit from determining that, in any given situation, a smaller number can be efficiently utilized; however, in no case will the table as compiled be exceeded except upon written authority from this headquarters.

4. In cases where a using agency cannot determine manning scale for certain Japanese procured craft, decision will be requested from this headquarters.

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

/s/ Otis N. Luckman
/t/ OTIS N. LUCKMAN
Capt A.G.D.
Asst Adjutant General

1 Incl.
Manning Table

COPY

Incl #1

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS I CORPS
APO 301 (Kyoto, Honshu)

27 August 1947

AG 560 - V

SUBJECT: Manning Tables for Eighth Army Floating Equipment

TO : Commanding Officer, Kyushu Milt Govt Region, APO 929

Forwarded are copies of letter, Headquarters Eighth Army, AG 560 (JO), dated 25 August 47 and manning table of ships personnel as set up by Headquarters Eighth Army.

BY COMMAND OF MAJOR GENERAL WOODRUFF:

WILDER A. JOHNSON
Capt., A. G. D.
Asst. Adj. Gen.

2 Incls:
1. Ltr, referred to above
2. Manning Table

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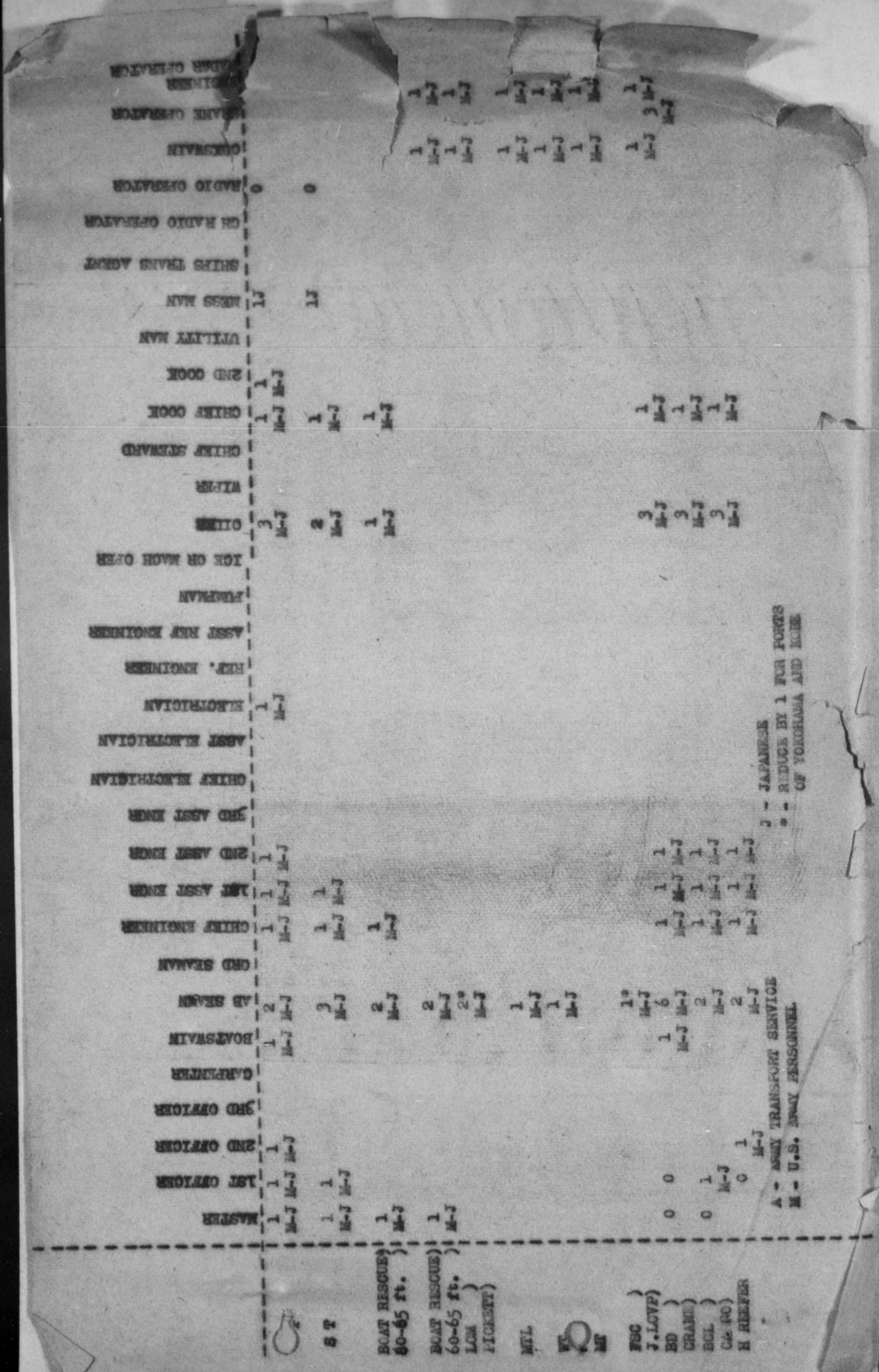

	MASTER	1ST OFFICER	2ND OFFICER	3RD OFFICER	CARPENTER	BOATSWAIN	AB SEAMAN	ORD SEAMAN	CHIEF ENGINEER	1ST ASST ENGR	2ND ASST ENGR	3RD ASST ENGR	CHIEF ELECTRICIAN	ASST ELECTRICIAN	ELECTRICIAN	REF. ENGINEER	ASST REF ENGINEER	FOREMAN	ICE CR MACH OPER	OILER	WIPER	CHIEF STEWARD	CHIEF COOK	2ND COOK	UTILITY MAN	MESS MAN	SHIPS TRANS AGENT	CH RADIO OPERATOR	RADIO OPERATOR	COXSWAIN	CRANE OPERATOR	ENGINEER	REPAIR OPERATOR
C1MAV 1) R1MAV 3)	1A	1A	1A	1A	1A	1A	6A	3A	1A	1A	1A	1A	1A			1A	2A		3A	2A	1A	1A	2A	3A			1A	1A					1A
TANKER) 31000 BBL)	1A	1A	1A	1J		1J	6J	3J	1A	1A	1A	1J	1J					1J	3J	2J	1J	2J		4J	2J			1J					
LSD	1A	1A	1A	1A		1A	6A	3A	1A	1A	1A	1A	1A						3A	3A	1A	1A	2A	2A	4A	1A							
Q 127) QS 5)	1 M-M	1 A-M				1 M-J	3 M-J		1 A-M	1 M-J									1 M-J				1J		1J				0				
F S A) Q S)	1 M-J	1 M-J				1 M-J	3 M-J		1 M-J	1 M-J									1 M-J				1 M-J		1 M-J				0				
L	1A	1A	1A			1J	3J	3J	1A	1A	1A	1J				1J			3J	1J		1J	1J		2J				1J			
F S	1A	1A	1A				4J	2J	1A	1A	1A					1J			3J	1J		1J	1J		2J				1J			
B R L) REEFER)		1A	0				4 M-J			1A	1 M-J	1 M-J			1 M-J	1 M-J	1A M-J	2 M-J	2 M-J	3 M-J		1 M-J	1 M-J		2J								
B C L) REEFER)			1A				3J			1A	1 M-J	1 M-J			1J	1J	2J		3J			1J			1J								
TANKER) 10-16000 BBL)	1A	1A	1A				4J	2J	1A	1A	1A					1J		1J	3J	1J		1J	1J		1J				1J			
TANKER) 6-8000 BBL)	1A	1A	1A				3J	1J	1A	1A	1A					1J			3J			1J	1J		1J				1J			

A - ARMY TRANSPORT SERVICE
M - U.S. ARMY PERSONNEL

J - JAPANESE
* - REDUCE BY 1 FOR PORTS OF YOKOHAMA AND KOBE

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

540

HEADQUARTERS
KAGOSHIMA MILITARY GOVERNMENT TEAM
KAGOSHIMA, KYUSHU, JAPAN

REM/rml

APO 929
16 July 1947

Serial No: 741

SUBJECT: Coastal Patrol

THRU: : Kyushu Military Government Region, APO 929

TO : Commanding General, General Headquarters, Supreme Commander for the Allied Powers, APO 500

1. Recently, this headquarters in cooperation with 315th Composite Wing at Fukuoka and HMS Amethyst, a British Naval vessel based at Sasebo, participated in a search for the S.S. Eben H. Linnel, a ship reported to be smuggling Koreans into Japan.

2. This headquarters feels that failure to apprehend the ship at the time was caused by the long delay, due to the necessity of securing permission from Sasebo, in dispatching the naval vessel then lying at anchor in Kagoshima Bay.

3. The indident furnished ample evidence of excellent cooperation between air, sea and ground forces but emphasized the need for speedier action.

4. It is recommended that:

a. Military Government Teams be authorized to make cirect requests for air and naval aid in such cases or in other emergencies.

b. Naval bases and air bases be instructed to comply with requests from Military Government Teams for assistance and, in cases of naval vessels out of direct contact with their base, that such ships as can be reached by Military Government Teams be instructed to comply with such requests, reporting such action as soon as possible to their base.

c. A naval vessel be stationed near the southern end of Kyushu for the following reasons:

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BASIC: Ltr, Headquarters, Kagoshima Mil Govt Team, APO 929, subj: Coastal Patrol, dtd 16 July 47

1st Ind ERM/pam

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 29 July 47

TO: Commanding General, I Corps
Attn: Military Government Section

Basic letter demonstrates the need for operational planning to provide for prompt coordination of effort by Military Government Teams, Air Forces and Navy Patrols in apprehension of illegal entry vessels if it is desired that U. S. forces be used effectively in this regard. A clarification of policy by headquarters as to the extent U. S. personnel and equipment will be used in such apprehension and possibility of operational planning for rapid coordination is desired.

FOR THE COMMANDING OFFICER:

/s/ Charles L. Bachtel
/t/ CHARLES L. BACHTEL
1st Lt SIG C
Adjutant

Indl: 4
1. & 2.
Ltr, Kanoya Army Air Base
APO 929-1 with Ind Headqtrs
315 CW, APO 929 5 Copies each
Subj: Installation of Radio Station
3.
Ltr, Kanoya Army Air Base,
APO 929-1 subj: Communications
SOP #1 5 copies
4.
Ltr, Kanoya Army Air Base
APO 929-1 subj: Standing
Operating Procedure, No. 1
Communications 5 copies

1 copy each Incl W/D

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Ltr, Kagoshima Mil Govt Team, APO 929, 16 July 1947, subj: "Coastal Patrol"

(1) With Sasebo well north on the west coast of Kyushu, the eastern coast can be reached only after an extended period of time and consequently is weak on protection. A vessel stationed near the southern tip would have ready access to either coast.

(2) The islands extending south to the 30th parallel being remote from the mainland, offer unusual opportunities for smuggling.

d. An SOI be authorized similar to the one attached which was used effectively in the recent incident for air, sea and land cooperation. Such radi communication assures complete liaison and control during such action.

/s/ Russell E. McMurray
/t/ RUSSELL E. McMURRAY
Lt Col INF
Commanding

Incl: 4
1. & 2.:
Ltr, Kanoya Army Air Base,
APO 929-1 with Ind Headqtrs
315 CW, APO 929 5 copies each, Subj:
Installation of Radio Station
3.
Ltr, Kanoya Army Air Base
APO 929-1 subj: Communications
SOP #1 5 copies
4.
Ltr, Kanoya Army Air Base
APO 929-1 subj: Standing
Operating Procedure, No 1
Communications 5 copies

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

BASIC: Ltr, Hq Kagoshima Mil Govt Team, Serial No. 741,
Subj: "Coastal Patrol," dtd 16 July 1947.

AG 370.091 - BA 2nd Ind GLA/mjd

Hq I Corps, APO 301, 28 August 1947

TO: CG, Eighth Army, APO 343

1. Attached correspondence forwarded for your information and desired action.

2. As a possible means of aiding in the apprehension of illegal and smuggling vessels, this headquarters recommends concurrence with the recommendations appearing in paragraph 4, basic letter.

FOR THE COMMANDING GENERAL:

/s/ Wilder A. Johnson
/t/ WILDER A. JOHNSON
Capt., A.G.D.
Asst. Adj. Gen.

4 Incls:
n/c

AG 000.5(MG-L) 3rd Ind

Headquarters Eighth Army, APO 343, 24 September 1947

TO: Commanding General, I Corps, APO 301

Attention is invited to paragraph 2 of 3rd indorsement, this headquarters, AG 000.5(FB), 27 May 1947 to General Officer Commanding British Commonwealth Occupation Forces through Commanding General, I Corps, which is quoted below.

"Authority is granted for units under control of I Corps and Headquarters British Commonwealth Occupation Forces to communicate directly with each other and with elements of U.S. Army Air Forces and U.S. Naval Forces for the purpose of exchanging information between units engaged in the suppression of illegal entry of Koreans into Japan."

BY COMMAND OF MAJOR GENERAL RYDER:

/s/ R. Schafer
/t/ R. SCHAFER
Lt Col, AGD
Asst Adj Gen

4 Incls:
n/c

RESTRICTED

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

SIC: Ltr, Hq Kagoshima Mil Govt Team, Serial No. 741,
Subj: "Coastal Patrol," dtd 16 July 1947

.G 370.091 - BA 4th Ind GLA/lha

Hq I Corps, APO 301 10 OCT 1947

TO: CO, Kyushu Mil Govt Region, APO 929

1. Attention is invited to the preceding indorsement for your information and future guidance.

2. The information contained in subject indorsement will be disseminated by this headquarters for distribution to all Military Government teams.

BY COMMAND OF MAJOR GENERAL WOODRUFF:

WILDER A. JOHNSON
Capt. A. G. D.
Asst. Adj Gen.

4 Incls:
n/c

5th Ind GWS/ble

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 20 October 1947

TO: Commanding Officer, Kagoshima Mil Govt Team, APO 970

C.L.B.

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

NAGASAKI MILITARY GOVERNMENT TEAM AAM/ht
Nagasaki, Kyushu, Japan

FILE

File : 561

540

APO 929
24 June 1947

SUBJECT: Unauthorized Construction of Fishing Vessels, Kawaminami Industrial Co., Ltd.

THRU : Commanding Officer
Kyushu Military Government Region
Hq & Hq Det., APO 929

TO : Commanding General
Eighth Army
APO 343

1. Reference is made to the following:

a. Operational Directive No. 79, Headquarters Eighth Army, subj: "Shipbuilding", dated 21 September 1946.

b. Memorandum for the Imperial Japanese Government from GHQ, SCAP, file 561.4 (22 Aug 46) ESS/IN (SCAPIN-1148), dated 22 August 1946, subj: "Construction of Steel and Wood Vessels".

c. Letter, file 561, this headquarters, subject as above, dated 21 June 1947.

2. Further investigation of the Kawaminami Koyagishima Shipyard by this headquarters revealed the following violation of SCAP Directives:

a. Unauthorized construction of four 135 gross tons, Bonito Fishing Boats, without the specific approval of the Supreme Commander for the Allied Powers as defined in reference a and b above.

b. Investigation of SCAP Directives by this headquarters revealed that permission has not been granted by SCAP for the construction of the fishing boats mentioned above.

c. Officials of the Koyagishima Shipyard admitted, that they were well aware of the fact that they were violating SCAP Directives, in constructing the above mentioned fishing boats.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Nag Mil Govt Team, file 561, subj: "Unauthorized Construction of Fishing Vessels", Kawaminami Industrial Co., Ltd, dtd 24 June 47.

d. Construction on two of the boats was started on 7 February 1947 and is 68% complete as of this date. Construction on the third and fourth vessels was started on 15 April 1947 and 1 May 1947 respectively and are 58% and 14% complete as of this date.

3. Apparent SCAP violation mentioned above is in addition to what was reported previously by this headquarters as in reference g above.

4. This headquarters is conducting further investigation prior to specific instructions from higher headquarters.

FOR THE COMMANDING OFFICER:

IRVIN W. ROGERS
Captain, TC
Adjutant

561 1st Ind ERM/jh

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 27 June 1947

TO: Commanding General, I Corps, APO 301
Attn: Mil Govt Section

Forwarded for information and action of Shipbuilding Section SCAP.

FOR THE COMMANDING OFFICER:

CHARLES L. BACHTEL
1st Lt. Sig C
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FILE

FILE

KYUSHU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

ERW/mje

540

APO 929
24 June 1947

SUBJECT: Reason for Apprehension of Japanese Fishing Vessel.

TO : Commanding General, I Corps, APO 301
Attn: Mil Govt Section

Information is requested concerning reason for arrest and eventual disposition of vessel indicated in inclosure 1. Information concerning disposition of crew is also requested.

FOR THE COMMANDING OFFICER:

CHARLES L. BACHTEL
1st Lt SIG C
Adjutant

Incl:
1. Letter Nagasaki Police Dept requesting Release of Captured Fishing vessel.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

POLICE DEPARTMENT
NAGASAKI PREFECTURAL GOVERNMENT

Nagasaki, 20th June, 1947

FROM : The Chief of Pref. Police Dept.

TO : The Commanding Officer, Nagasaki Mil. Govt Team.

SUBJECT: Request for Release of Captured Fishing Boat.

A report is made by the Chief of Sasuna Police to say that, about 2 p.m. on 15th May, 1947, while engaged in "nobenawa" fishing about 5 miles off the the north-east coast of Tonosakibana, Toyosaki-mura, Tsushima, the FUKKO-MARU, a boat of 6 tons with a 12 h.p. engine and manned by YAMANE, Fukuichi, captain, and 6 others, was captured and towed away to Fuzan, Korea, by a U. S. patrol ship.

The headman and villagers of Toyosaki-mura have also put in petition asking for release of those arrested, and it is hereby requested that you will please take the matter into your kind consideration and arrange for the release of the boat and men taken into custody. The result of investigation made by the police regarding the matter is as follows; -

1. Date and Location the capture was made:
   15th May, 1947, about 2 p.m., on the sea about 5 miles to the north-east off the coast of Tonosakibana, Toyosaki-mura, Tsushima, Nagasaki-ken.

2. Ship captured:
   FUKKO-MARU, 6 tons with a 12 h.p. engine, owned by Yoshima Yokogawa, fisherman, Ajiro, Toyosaki-mura, Tsushima.

3. Persons taken into custody:
   (1) YAMANE, Fukuichi, 54, captain, #396, Ajiro, Toyosaki-Mura, Tsushima, Nagasaki-ken, (Permanent domicile - Aza Minato, Ezaki-mura, Abu-gun Yamagouchi-ken)

   (2) YAMANE, Haruyoshi, 24, engineer, Address and permanent domicile same as above.

   (3) NAMANE, Masayoshi, 21, fisherman, Address the same as above.

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(4) YAMANE, Akoyoshi, 20, fisherman, #396, Ajiro, Toyosaki-mura, Tsushima, Nagasaki-ken. (Permanent domidle - Aza Minato, Ezaki-mura Abu-gun, Yamaguchi-ken)

(5) YOKOGAWA, Hoshima, 29, fisherman, address not ascertained.

(6) YOKOGAWA, Saneo, 21, fisherman, address not ascertained.

(7) KUMIMOTO, Hachiro, 31, fisherman, #394, Ajiro, Toyosaki-mura, Tsushima. (Permanent domicile - #553, Enshumachi, Fuzan, Korea)

4. Locality whether a prohibilted area:
The locality is reported to be neither a prohibited fishing grounds nor where entry by Japanese is prohibited.

5. Whether the party was engaged in unlawful fishing:

The boat had never been engaged in fishing by the use of explosives, etc. and there is no reason to believe that she was engaged in some unlawful fishing on this instance. Neither is there any reason to believe that she loaded any such dangerous articles on board at departure from port.

6. Whether she had any articles for secret trading:
The boat is said to have had about 60 "kan" of her catch on board but no articles that might be considered articles for secret trading.

7. Others:
It is reported that no likely reason for the capture can be thought of.

8. Particulars regarding the capture:
No details are yet known, but on 19th May a bamboo loading vessel called at the port of Hidakatsu in Tsushima and brought message from Fukuochi Yamane, captain of the Fukko-maru, to the headman of Toyosaki-mura to say that they had left the port of Ajiro in Nishi-domari Bay, Toyosaki-mura, Tsushima, about 4 a.m. on 15th May in the Fukko-mara, and were engaged in "nobenawa" fishing at the locality mentioned above when, about 2 p.m. the same day, they were captured by a U. S. patrol ship from Korea, towed to Fuzan, and were being examined by the authorities concerned.

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The headman of Toyosaki-mura, upon receipt of the information, reported it to the police. The name of the bamboo loading ship which brought the information from Fuzan is not known.

FOR THE CHIEF OF PREFECTURAL P. DEPT.,

(GENSHIRO MIZOGOSHI)
Chief of Public Peace Section.

(Tr. b K. Hamasaki)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FILE

BASIC: Ltr, Kyushu Mil Govt Region, Hq & Hq Det, APO 929, subj: Reason for Apprehension of Japanese Fishing Vessel, dtd 24 June 47.

540

~~AG 560~~ - BA 1st Ind GBG/af

Hq I Corps, APO 301, 2 Jul 47

TO: CG, Eighth Army, APO 343

Request information on which tobase reply.

FOR THE COMMANDING GENERAL:

H.B. TAYLOR
Major AGD
Asst ADj Gen

1 Incl:
n/c

AG 091 (Japan) (MG-L) 2nd Ind

Headquarters Eighth Army, APO 343, 16 Jul 47

TO: Commanding General USAFIK, APO 235

Information is requested concerning the whereabouts of the fishing vessel Fukko Maru and crew of 7 alleged to have been taken to Korea by an American patrol ship.

FOR THE COMMANDING GENERAL:

/s/ R. Schafer
R. SCHAFER
Lt Col AGD
Asst Adj Gen

1 Incl:
n/c

TFXAG 560 3rd Ind S: 30 Jul 47

HEADQUARTERS UNITED STATES ARMY FORCES IN KOREA, APO 235 21 Jul 1947

TO: Commanding General, United States Army Military Government in Korea
APO 235, Unit 2

For compliance with 2nd indorsement.

BY COMMAND OF LIEUTENANT GENERAL HODGE:

/s/ Charles Eunis
CHARLES EUNIS
Colonel AGD
Adjutant General

1 Incl: n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr, Kyushu Mil Govt Region, Hq & Hq Det., APO 929, dtd 24 Jun 47, file 540, subj: Reason for Apprehension of Japanese Fishing vessel.

MGSPI 540 4th Ind

HEADQUARTERS UNITED STATES ARMY MILITARY GOVERNMENT IN KOREA, APO 235 Unit 2
4 Sept 47

TO: Commanding General, United States Army Forces in Korea, APO 235

1. Following information is submitted in compliance with second indorsement.

2. The Japanese fishing boat Fukko-maru and her crew were brought into Pusan harbor on 15 May 1947, by a prize crew of Korean Coast Guard, and turned over the the Korean Customs service. The latter agency referred the matter to the Kore m Provincial Court of Pusan on a general charge of infringement of Custom Laws. After due consideration, the Court handed down an order on 20 June 1947, d recting that the ship be returned to the Captain and crew. Furthermore, the Court ordered that the ship be cleared by the Korean Customs Service on 23 June 1947, and in compliance therewith, it is concluded that the Fukko-maru left Pusan harbor with her crew on or about that date.

FOR THE COMMAND NG GENERAL:

/s/ Earl L. Rhodes
EARL L. RHODES
LT COL AGD
Adjutant General

1 incl:
n/c

TFXAG 560 5th Ind

HEADQUARTERS UNITED STATES ARMY FORCES N KOREA, APO 235, 4 Sept 47

TO: Commanding General, Eighth Army, APO 343

Attention is invited to preced ng ndorsement.

FOR THE COMMANDING GENERAL:

/s/ Charles Ennis
Colonel, AGD
Adjutant General

1 Incl:
n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Ltr, Kyushu Military Government Region, Hq & Hq Detachment, APO 929, dtd 23 June 1947, file 540, subj: Reason for Apprehension of Japanese Fishing Vessel.

AG 091(Japan)(MG-L) 6th Ind

10 SEP 1947

Headquarters Eighth Army, APO 343

TO: Commanding General, I Corps, APO 301

Attention is invited to the 4th indorsement.

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

R SCHAFER
Lt Col, AGD
Asst Adj Gen

1 Incl
n/c

AG 560 - BA 7th Ind GLA/lha

Hq I Corps, APO 301 16 SEP 1947

TO: CO, Kyushu Mil Govt Region, APO 929

1 Incl:
n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr, Kyushu Military Government Region, Hq & Hq Detachment, APO 929, dtd 23 June 1947, file 540, subj: Reason for Apprehension of Japanese Fishing Vessel.

540 8th Ind EEM/pam

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 17 Sept 47

TO: CO, Nagasaki Mil Govt Team, APO 24 Unit 3

Attention invited to 4th indorsement.

BY ORDER OF COLONEL HILTON:

CHARLES L. BACHTEL
1st Lt SIG C
Adjutant

1 Incl:
n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

NAGASAKI MILITARY GOVERNMENT TEAM AAM/ht
Nagasaki, Kyushu, Japan

File : ~~861~~ 540

APO 929
21 June 1947

SUBJECT: Unauthorized Construction of Fishing Vessels, Kawaminami Industrial Co., Ltd

TO : Commanding Officer,
Kyushu Military Government Region,
Hq & Hq Det., APO 929

1. Reference is made to the following:

a. Operational Directive Number 79, Headquarters Eighth Army, subject: "Shipbuilding", dated 21 September 1946.

b. Memorandum for the Imperial Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, file AG 560 (10 Aug 46) ESS/IN (SCAPIN-1120), dated 10 August 1946, subject: "Construction Plan of Fishing Vessels".

c. Memorandum for the Imperial Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, file AG 561.4 (22 Aug 46) ESS/IN (SCAPIN-1148), dated 22 August 1946, subject: "Construction of Steel and Wood Vessels".

d. Memorandum for the Imperial Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, file AG 560 (13 May 46) ESS/IN (SCAPIN-949), dated 13 May 1946, subject: "Authorization for Construction of Steel Fishing Vessels".

e. Memorandum for the Imperial Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, file AG 561 (16 May 47) ESS/IN (SCAPIN-1682), dated 16 May 1947, subject: "Request for Authorization for Changes in Construction Program of Fishing Vessels".

2. Reports from and inspection of Kawaminami Koyagishima Shipyard, uncovered an apparent violation of reference b above. Inclosure number one (1) of subject reference, grants Koyagishima Shipyard permission to construct six(6) 95 gross tons Tunas.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr, Nag Mil Govt Team, file 561, subject: "Unauthorized Construction of Fishing Vessels", dated 21 June 1947.

Instead, Koyagishima Shipyard has constructed 98 gross tons trawlers. Four of which have been completed and four under construction. This is apparently a violation in the construction of eight vessels not authorized by reference e above.

3. Reports from and inspection of Kawaminami Fukahori Shipyard, uncovered an apparent violation of reference d and e above. Reference d and e above grants Kawaminami Fukahori Shipyard permission to construct a total of twenty four (24) 98 gross tons trawler. Twenty(20) have been completed and ten (10) are under construction. This is apparently a violation in construction of six ship.

4. The Kawaminami Industrial Co. Ltd., report they requested permission to change their construction plan, in an application dated 26 March 1947, through the Central Liaison Office, Tokyo, to SCAP. To date, they have not received reply or permission.

FOR THE COMMANDING OFFICER:

IRVIN W. ROGERS
Captain, TC
Adjutant

ERM/sm

1st Ind

561

KYUSHU MIL GOVT REGION, Hq & Hq DET, APO 929, 24 June 1947

TO: Commanding General, I Corps, APO 301
Attn: Mil Govt Section

1. For forwarding to Ship Building Section of SCAP.

2. Nagasaki Military Government Team was instructed by inspector from Ship Building Section, SCAP, that action of teams in cases of violations such as those indicated in basic letter should be confined to reporting to higher headquarters.

FOR THE COMMANDING OFFICER:

2

CHARLES L. BACHTEL
1st Lt Sig C
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

0 0 882

HEADQUARTERS
MIYAZAKI MILITARY GOVERNMENT TEAM
APO 929

HS/eh

9 June 1947

KSMG 540
312

SUBJECT: Kinkai Maru, Andrew C. Wee, (Ko Zai Ei), Charterer

THRU : Kyushu Military Government Region

TO : Commanding General, Headquarters Eighth Army, APO 343

1. Attached is complete file, including sailing orders, crew list, statements of witnesses and other pertinent data. This ship sailed from Uchiumi Port, Miyazaki-gun, Miyazaki Prefecture, Kyushu, Japan at 1720 hours on 6 June 1947, for Hirara Port, Miyako, Ryukyu Islands with her cargo of 2,876 bags of sugar plus other small items.

2. This action has been taken pursuant to instructions from GHQ SCAP and your headquarters. Delay resulted from repairs made necessary by the 21 December 1946 earthquake and tidal wave.

3. Andrew C. Wee (Ko Zai Ei), Charterer and cargo owner, was sent to Sasebo Military Government Detachment on 8 May 1947, for shipment to Formosa, pursuant to TWX orders received this headquarters from SCAP.

FOR THE COMMANDING OFFICER:

adam H. Harper

ADAM H. HARPER
Capt TC
Actg Adjutant

23 Incls:
1. S/O (5)
2. Crew List (5)
3. Certificate, Itoku Fujimoto, Chief, Public Safety Section (5)
4. Certificate, Zentaro Matsui, Chief Procurator (5)

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5. Certificate, Seiji Urakami, Customs Official (5)
6. Receipt, Ikusaburo Watanabe, Chief, Oita Liaison Off (5)
7. Receipt, Seiji Urakami, Customs Official (5)
8. Ltr, 5 Aug 46, /s/ Frederick L. Hayden, Brig General, Commanding (1)
9. Ltr, 16 Oct 46, /s/ Donald Lee, President Allies Service Centre (1)
10. Inventory, 16 Dec 46, Tetsuo Yukizaki, Chief, Foreign Affairs Section (1)
11. Personal History Statement, Andrew C. Wee (1)
12. Ltr, 25 Nov 46, /s/ Andrew Wee, Allies Service Center (1)
13. Ltr, 25 Nov 46, /s/ Y. S. Lin (1)
14. Police Report, 22 Nov 46, subj: "Capture of a Chinese and Formosan Smuggling Ship" (1)
15. Roster of "Kin Kai Go" Crew (1)
16. Personal History Statement, Yu Shun Lin (1)
17. Petition, 15 Dec 46, /s/ Wong Chai Eng (1)
18. Restricted Statement, 26 Nov 46, /s/ in Japanese (including fingerprint) of 37 crew members of Kinkai Maru (1)
19. Restricted Han Statement, Sigeta Eiji, 6 Dec 46, in Japanese and English (1)
20. Statement, Masuko Keiji, 26 Nov 46 in Jap and English (1)
21. Statement, Rin Sei Gan, 26 Nov 46, in Jap and English (1)
22. Statement, Wong Ken An, 26 Nov 46, in Jap and English (1)
23. Statement, Y. S. Lin, 24 Nov 46, in English only (1)

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HEADQUARTERS
MIYAZAKI MILITARY GOVERNMENT TEAM
APO 929

6 June 1947

SAILING ORDER
NUMBER 7

FROM: MIYAZAKI MILITARY GOVERNMENT, APO 929

TO : CAPTAIN WON CHIN AN (Name), KINKAI MARU (Vessel), CARGO (Type)

SUBJECT: CLEARANCE OF VESSEL

1. When ready for sea, your vessel is hereby granted permission to depart from UCHIUMI PORT, MIYAZAKI GUN, MIYAZAKI PREFECTURE for HIRARA PORT, MIYAKO, RYUKYU ISLANDS. Authority paragraph two (2), second indorsement, General Headquarters, Supreme Commander for the Allied Forces, APO 500, 10 January 1947.

2. You will proceed directly to HIRARA PORT, MIYAKO, RYUKYU ISLANDS, if possible, subject only to the safety of your ship.

3. You are not authorized to enter any Japanese ports enroute.

4. In the absence of the cargo owner, ANDREW C. WEE, alias KO ZAI EI, you, CAPTAIN WON CHIN AN, will be held responsible for the cargo while enroute to HIRARA PORT, MIYAKO, RYUKYU ISLANDS.

5. It is directed that you strictly comply with all existing United States Army and Navy Regulations pertaining to the movement of Japanese shipping. When challenged by an Allied Vessel you will report vessel number or name, port of departure and destination.

6. Information concerning your vessel which your owner or agent has furnished this office is as follows:

a. Owner or Agent : ANDREW C. WEE (KO ZAI EI)

b. Gross Tonnage : 228

c. Authorized Passenger: NONE

Incl. No. 1

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SAILING ORDER
NUMBER 7 (cont'd)

d. Cargo for this Voyage:

Brown Sugar	1,613 bags	(hem) (150 kin each)
Brown Sugar	1,246 bags	(Packed with straw matting, 50 kin each)
Black Sugar	17 bags	(150 kin each)
Black Sugar	2 pkgs	
Ammonia	5	
Canned Pineapple	14 boxes	
Canned Mangoes	3 boxes	
Bottled Laver	3 boxes	
Plum Jam	2 boxes	
Fruit Juice	4 boxes	
Syrup of Black Tea	15 baskets	
Other Canned Goods	3 boxes	
K-Ration	1 box	(containing 30 kin)
Maine Sardine	2 boxes	(containing 3 kin)
Radio	1 box	
Dry Onion	1 box	
Stew Meat and Veg. Bottle Ration	1 box	(U.S. Navy)
Pork Sausage	1 can	
Diamond Ring	1	
Sash-band	1	
10 Dollars	10	(one dollar bills) (U.S. Money)

e. Passenger for this Voyage : NONE

f. Authorized Crew : 41 Chinese - 31
Formosan - 9
Japanese - 1

7. This authorization covers a one way voyage from UCHIUMI PORT, MIYAZAKI GUN, MIYAZAKI PREFECTURE to HIRARA PORT, MIYAKO, ISLANDS.

8. Upon arrival at your destination you are directed to report to the Senior Military Government Officer for further instruction.

BY ORDER OF THE COMMANDING OFFICER:

Incl:
Crew List

CHARLES F. TARVER, Jr.
1st Lt AC
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CREW LIST ABOARD KINKAI MARU

	Name	Position	Age	Domicile
1.	Won Chin An	Captain	43	Fuken
2.	Won Wing Lo	1st Mate	33	"
3.	Rin Yu Shun	Manager	46	"
4.	Rin Jian	Manager	47	"
5.	Rin Chin Gan	Manager	36	"
6.	Woo Shi Ping	3rd Engineer	44	Cheking
7.	She Ti Wo	Helmsman	43	Fuken
8.	Sha Tsu Fee	Helmsman	37	"
9.	Ro A Chou	Engineer	33	"
10.	Chin En Quei	Engineer	44	"
11.	Yeh Sun	Crew	51	"
12.	Chin Chi Chin	Crew	35	"
13.	Shya Chi Do	Sailor	26	"
14.	Chin Sa Chi	Mechanic	28	"
15.	Chin Tso An	Sailor	24	"
16.	Chin Sei Tsu	Sailor	38	"
17.	Ri Tsai Ek	Sailor	33	"
18.	Yan Shi Toh	Sailor	29	"
19.	Chan Ei Ko	Crew	41	"
20.	Tswang Lau Su	Sailor	46	"
21.	Ling Foo Tu	Cook	31	Formosa
22.	Wong Tsu Eng	Boy	19	Fuken
23.	Tswang En Woo	Chief Engineer	44	"
24.	Chin Mei Kan	2nd Engineer	33	Cheking

Incl. No. 2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Crew List (cont'd).

	Name	Position	Age	Domicile
25.	Tsai Shie Tau	Mechanic	27	Formosa
26.	Keiji Masuko	Pilot	51	Japan (Hiroshima)
27.	Lee Kam Mei	Helmsman	31	Canton
28.	Kan Chun Pou	Crew	38	Formosa
29.	Lou Ka Ting	Crew	33	Fuken
30.	Won Ta Tswan	Boy	23	Formosa
31.	Wong Ting Kan	Boy	26	"
32.	Sun Tong Qwei	Crew	41	Fuchen
33.	Riu Teng Chin	Crew	39	Formosa
34.	Ri Ten Zai	Boy	41	Fuken
35.	Woo En	Crew	38	"
36.	Woo Chung Woo	Crew	40	"
37.	Fang Kang Kan	Crew	37	Formosa
38.	Han Ta Tsen	Crew	23	"
39.	Chen Woo Ling	Crew	36	Canton
40.	Tsai Ling Moo	Crew	38	Formosa
41.	Yang Liu Chi	Crew	28	Cheking

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

MIYAZAKI PREFECTURE
Miyazaki Shi

5 June 1947

C-E-R-T-I-F-I-C-A-T-E

I certify that I am the Chief of the Public Safety Section, Miyazaki Prefecture, Kyushu, Japan.

I further certify that there are no debts pending for subsistence for the crew, or passengers, or for repairs of the Kinkai Maru, and no civil or criminal matters are pending against ship or crew.

I have been informed by the Commanding Officer, Miyazaki Military Government Team, APO 929, that by orders of the Commanding General, Eighth Army, sailing orders have been issued by his headquarters to Won Chin-An, (Chinese), Captain, directing the Kinkai Maru to sail to Hirara Port, Miyako, Ryukyu Islands.

I. Fujimoto

ITOKU FUJIMOTO

Incl. N. 3

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

MIYAZAKI PREFECTURE

Miyazaki Shi

5 June 1947

C-E-R-T-I-F-I-C-A-T-E

I certify that I am the Chief Procurator for Miyazaki Prefecture, Kyushu, Japan.

I further certify that there are no debts pending for subsistence for the crew, or passengers, or for repairs of the Kinkai Maru, and no civil or criminal matters are pending against ship or crew.

I have been informed by the Commanding Officer, Miyazaki Military Government Team, APO 929, that by orders of the Commanding General, Eighth Army, sailing orders have been issued by his headquarters to Won Chin-An, (Chinese), Captain, directing the Kinkai Maru to sail to Hirara Port, Miyako, Ryukyu Islands.

代理 田中政應

ZENTARO MATSUI

Incl. No. 4

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

MIYAZAKI PREFECTURE

Miyazaki Shi

5 June 1947

C-E-R-T-I-F-I-C-A-T-E

I certify that I am the Customs Official of the Miyazaki District, Miyazaki Prefecture, Kyushu, Japan.

I further certify that there are no debts pending for subsistence for the crew, or passengers, or for repairs of the Kinkai Maru, and no civil or criminal matters are pending against ship or crew.

I have been informed by the Commanding Officer, Miyazaki Military Government Team, APO 929, that by orders of the Commanding General, Eighth Army, sailing orders have been issued by his headquarters to Won Chin-An, (Chinese), Captain, directing the Kinkai Maru to sail to Hirara Port, Miyako, Ryukyu Islands.

浦上清次

SEIJI URAKAMI

Fuel. No. 5

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

OITA LIAISON OFFICE

STATEMENT CONCERNING PAYMENT OF REPAIRING EXPENDITURE OF S. V. KINKAI - GO AND S. V. SHINKO - GO IN THE PORT OF SAEKI

28 May, 1947

I, Ikusaburo Watanabe, in the capacity of the chief of Oita Liaison Office, having confirmed at the Ken Government the information regarding reimbursement of the repairing expenditure of the ships in question, herewith certify that all the expenditure including cost of repair and provision supplied to the crew etc., has been payed by the owner of the ships, and further that the Ken Government has no objection to release the ships any time on and after 28 May, 1947.

/s/ I. Watanabe
/t/ Ikusaburo Watanabe,
Chief of Oita Liaison Office.

CERTIFIED TRUE COPY:

Charles F. Tarver Jr.
CHARLES F. TARVER, Jr.
1st Lt AC
Adjutant

Encl. No. 6

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CERTIFICATE FOR PAYMENT

To : Commanding Officer, M. M. G. T.

From : Seiji Urakami, Chief of Miyazaki Customs Inspection Office.

I beg to inform you that the charges for labourers, for storage, for goods-waggons, the charter rates and all the other charges regarding the "Kinkai-go", the freight-ship, were paid up on June 5, 1947.

浦上清次

/s/ K. Urakami

中村壮之助

(Translated by Nakamura)

CERTIFIED TRUE COPY:

adam H. Harper

ADAM H. HARPER
Capt TC
Actg Adjutant

Incl. No. 7

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

8 8

HEADQUARTERS
RYUKYUS COMMAND
APO 331

5 August 1946

President

The Allies Service Centre

Taipei, Formosa

On behalf of the American Armed Forces stationed at this Island, I desire to express to you our sincere gratitude for your expression of good will.

We shall look forward to a return visit from your boat and also to an early re-establishment of trade between the peoples of these islands and yourselves.

Frederick L. Hayden

FREDERICK L. HAYDEN

Brig. General, U. S. A.

Commanding

Incl. No. 8

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

October 16th 1946

Headquarters
Military Government
Japan

We have the pleasure in presenting you the choice of Formosan Fruits for the use of your personnels. The reason we are sending you this gift is, we want to express our gratefulness to the Allies Forces, especially to Americans-- the greatest of all Allies.

The Allies Service Centre is sponsored by the leading citizens of the Island and for a past year has contributed greatly to assist the American Repartriation Group, the A.G.A.S., G.C.U. and C.I.D. It is organised in 2 sections. Section A is for commercial business and section B is for spending 60% of the profit made by section A.

As the result of business we are now in the position to send out 21 ship-loads of each 30 tons of Fresh Formosan Fruits, all FREE OF Charges to our Allies, stationing on the neighbouring islands where fresh fruits are scarce. We intend to ship once a month if shipping facilities are available to the following places:-

Yaejima, Miyako, Okinawa, Japan.
Hongkong, Indo-China, and Philippines.

As to the nature of Commercial Business for section A, they are:-

Salvaged Works, Transportations, and Imports and Exports.

THE ALLIES SERVICE CENTRE

Donald Lee Don Lee
President

Incl. No. 9

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

INVENTORY

To : Captain Harper

From: Chief of the Foreign Affairs Section, Miyazaki Ken

I beg to inform you of the sugar and other articles which were unloaded from the "KINKAI-GO", a smuggling ship, as follows:

Article	Quantity	Remarks
Sugar	2,241 bags	Torn-79, Empty-36.
Sugar	4 bags	Personal belongings
Syrup	30 cages	
Drops	21 boxes	1 box and 2 bags are
	2 bags	personal belongings
Peach jam	10 boxes	
Milk sugar	1 box	
Canned pineapple	65 boxes	
Shinsei milk	18 boxes	
Pineapple juice	30 boxes	
Peach juice	14 boxes	
Canned laver	9 boxes	
Ammonia	5 bottles	
"K" rations	7 boxes	1 box contains 30 pieces
Corned beef	1 box	
Hanin sardines	2 boxes	
Radio	1 box	3 sets
Canned dried onion	1 box	
Stew meat & vegetables	1 box	
Pork sausage meat	1 box	
Battle ration	1 can	

T. Yukizaki

TETSUO YUKIZAKI
Chief of Foreign
Affairs Section

SWORN AND SUBSCRIBED TO BEFORE ME THIS

16 DAY OF Dec. 1946

Charles F. Tarver, Jr.
CHARLES F. TARVER, Jr.
1st Lt., A.C.
Adjutant

Incl. No. 10

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

PERSONAL HISTORY STATEMENT

Name:	WEE, Andrew C.	
Age:	39	
Date of birth:	26 April 1907	
Place of birth:	135 Saiwai-cho, Taihoku City, Formosa Province, China	
Present address:	Same as above	
Marital status:	Married	
Spouse's name:	Belle WEE	
Children:	Two (2) boys	
Education:	1914-24	Keio Middle School, Tokyo, Japan
	1926-32	Hongkong University, China. Majored in English.
Occupation:	1932-37	Manager of a bus transport company.
	1937 Present	Managing director of the Chin Seng Industrial Development Company, Ltd.
	1937 Present	Agent of the Java, China, and Japan Shipping Company.
	1937 Present	Agent of A. S. Watson Medical Company.
Organizations:	Taiwan Province Kuomintang Party Commercial and Industrial Service Center.	
Military service:	None	
Political views:	None, no comment	

RESTRICTED

Incl. No. 11

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

TO: The Commanding Officer of Occupational Forces, Miyazaki

SUBJECT: Regarding S. S. Kin Hai

At about 7 a.m. on the 21st Nov. S. S. Kin Hai put into Port of Abratsu, with the object for permission to obtain water supply & food. As no one could come along side, we landed at the Water Police Pier, but as no one was at the station, we asked a man next door to telephone to the Police Main Station. We then went into the Harbour Office, asked the man in charge where about of the Customs. While we were at the Customs giving full particulars of cargo etc, we saw a team of Police, desperately struggling to start their launch & eventually came alongside the anchored Kin Hai & seized her with the excuse that they had information that we had smuggled sugar out of Formosa. We had shown to them the papers proving to them that our cargo were legally exported, nevertheless the boat was detained & men put under custody. As the result of request to see the commanding officer of Occupational Force, we were giving that opportunity on the 3rd day, but to our greatest surprise instead of listening to our explanation first, & thus to check on the reports of Japanese Police our captain was immediately informed of your decision to detain the ship & to put all the member of the ship, in jail under custody. Such action on your part served to confirm our fear that you had acted solely on the reports of Japanese Police & that reports did not represent true facts.

We appeal to you, & to all that you hold dear, to give us Chinese, a Member of Allies a fair deal.

Allies Service Centre was formed by leading Chinese citizens in Formosa with the object of giving SERVICE to American Forces. This organization was approved by C. O. Col. Gridly, and a big building was specially set aside by the Governor General of Formosa for that purpose. With the return of American Forces to China, we have decided to extend our activities to places outside Formosa. On Aug. we made an innetial shipment of Fresh Fruits to M.G. at Miyako & Okinawa. They were given free & we received a letter of appreciation from the Commanding Officer General Hayden. Our 2nd shipments of Fruits to these places were unfortunately totally destroyed by the typhoon of Sept 26th. Our 3rd shipment left Formosa on 31st Oct. & arrived at Miyako on 5th. We anchored for 5 days & arrived at Buckner Bay on the 11th Nov. At both these places we landed fruits as present to the M.G. for the use of their personall. We sold some furnitures to the Military Government at Miyako. The remaining furnitures & electric bulbs were landed at Kubasaki, Bucker Bay & delivered to Military Government to dispose for us. Our ship stock was very low & we asked & obtained some supplies which accounted for the presence of American Foods on board. We have been anxious to include our good-will-tour to Japan. However we found that Military Government of

Encl. No. 12

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Ryukyus had no power to grant us a permission to the Military Government of Kobe. On the other hand we were told that if our papers were in order at Formosa, we should find no difficulty to get to the Military Government of Kobe, from where we could get in touch with Military Government of Kyoto which we presumed is the Headquarter. Where-ever we went, we had had very warm reception from the American Forces personells; therefore we took on granted that in as much as we have confirmed our dealing to the Military Government of Japan no serious difficulties should be on our way.

We are Definitely Not smugglers & to support this contention we have here a few points for your kind consideration.

1. Smugglers cannot afford to have the necessary papers for export for the simple reason that they had to account for the same on return to Home Port.

2. S.S. Kim Hai is owned by the Chinese Government & we are under contract bound to return the boat on specified date.

3. Were we smugglers we certainly would not have wasted so many days & so much cargo space by delivering present & cargo to the Military Government of Ryukyus.

4. Were we smugglers we would certainly have chosen more seaworthy ship, much smaller in size & faster in speed. S/S Kim Hai took 21 days to reach Abratsu & could sail only during good weather. We were told here that for that distance smugglers take only a couple of days.

5. Were we smugglers, we certainly would not have waited until daylight to enter Abratsu for supplies. Our supplies were low but not desperately low. This can be checked by the fact that altho no supply of water was ever given us our tank still had water good for a few more days.

6. Were we smugglers, we would not have hoisted our national flag all the time, all the way, nor would we have Kim Hai prominently displayed at her sides both in English & Chinese.

7. Your careful search had reveal no arms, this is because we are not smugglers & our object is Good Will Mission.

8. We on our accord went to the Water Police, Harbour Office & Customs at Aburatsu. Were we smugglers, we certainly would not have done all these.

We realized that we are at fault for not conforming to certain local regulation. However we know that American people are most kind & considerate people and we are convinced that once our good will mission is understood they will do their best to help us. We make mistakes, but were we smugglers

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

we would not be so dammed crazy as to take all the trouble to bring in the boat to Aburatu and then wait for Water Police to wake up from sleep & make arrest. We are as Santa Clause to the Japs.

Our Object to go to Kobe is:

1. To present to the Military Government at Kobe & then to the Headquarters - Kyoko, our famous Formosan Products - the canned goods specially the Pineapples (since our fresh fruits were spoiled).

2. To offer sugar for the surplus products which we need in Formosa. We intend to deal with the Military Government Directly and certainly not with civilians as we had already proved to you with our dealings at Ryukyus (please confirm).

3. If no bartar system could not be reached we intend to take back our cargo & men immediately without given your people further trouble.

What we wish you to allow us to do now

1. Let us proceed to Kobe for us to accomplish our purpose, or

2. Let us go back with our cargo & men, without causing you further trouble; or

3. If further investigations are necessary we appeal to you as a member of Allies for us to go to Tokyo to make direct connections with representative of China immediately as we have been detained for 5 days and each day cost us plenty & lots of worries.

4. As we have told you before we have five shipments of fresh bananas & fruit with other cargo for barter, alloted to the Allies Forces in Japan & the 2nd shipment might be on the way. Under this circumstances we deem it is wise to let us wire back to postpone further shipments until such time as we have papers according to your regulations. For this we ask facilities to wire back to Formosa.

Allies Service Centre

/s/ Andrew Wee

25th Nov. 1946

A TRUE COPY

Adam H. Harper

ADAM H. HARPER
Captain, T.C.
Executive Officer

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

25th Nov. 1946

Mr. Captain A. H. Harper,
Miyazaki Military Gov. Team

Dear Sir,

Please let me tell you why I come to Japan. The vessel Chin Hai was chartered to Mr. Wei, and I was employed by one named C. S. Lin, as a general manager of the vessel, I, the President of the Formosan Magazine, wish to see the condition of Japan after United Nations' occupation, and after going back to Formosa I shall have such materials for my magazine to tell to the Taiwan people.

I know that any person coming to Japan must get permission from the U.N. Headquarters at Tokyo but to get permission first would require much time, and lose opportunity to come with the vessel Chin Hai; therefore, I thought it would be the same to get permission from proper authority upon the vessel's arrival at Port. In case if my request might not be granted, I intent to stay in the vessel, and go back to Formosa with no intention at all to steal my person into Japan. My object is for a visit and not to stay or doing anything.

My education, Bachelor of Arts and Bachelor of Law. I was a lawyer in Shanghai. Last year as a Justice of the Taipeh Law Court, Taiwan, and till last Sept. as a chief secretary of the Taipeh Municipately.

My magazine is assisted by U.S. concerns in Taiwan and the purpose is to promote good feelings between Chinese and Americans.

The vessel Chin Hai is not a smuggling vessel, her leaving Keelung, Miyako, and Buckner Bay was in proper process, and although without permission before hand to come here, Mr. Wei's intention is to get permission upon the vessel's arrival at Kobe.

Here I remain, Dear Sir,

Yours faithfully,

/s/ Y. S. Lin

A TRUE COPY

adam H. Harper

ADAM H. HARPER
Captain, T.C.
Executive Officer

Incl. No. 13

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

November 22, 1946

P. W. File No. 737

TO : Commanding Officer, Miyazaki Military Government Team.
Chief of C.I.C., Miyazaki Ken.

FROM : Chief of Police Department, Ken.

SUBJECT: Capture of a Chinese and Formosan Smuggling Ship.

I beg to report on the above heading which occurred in the Aburatsu Police Station area.

Remarks

1. Time, date and place and capture conditions:
On November 21 about 8:00 a.m. having received a report from a fishing boat to the effect that there existed a suspicious looking sailing vessel in the port, five policemen from the Aburatsu Police Station, keeping contact with the Branch of the customs House here, hastened to the spot for inspection.
As a result, the boat turned out to be a smuggling runner and was captured immediately.

2. Name of ship and its tonnage:
The Kinkai-go (formerly the 2nd Kongo Maru)
228 ton, 6 knot.

3. Crew:
a. Domicile: No 45, Fukken-road, Korosanyo, Amoy, Fuchien Province
Address : 7 Kensei-cho, 2-chome, Taihoku, Formosa.
Name : Huang Chien-an, Captain, Age 43,
and twenty-one (21) others (including one Japanese)
b. Domicile: 135 Saiwai-cho, Taihoku City, Formosa
Address : Ditto
Name : Huang Tsai-lung, Consignor, Age 39,
and eighteen (18) others.

4. Description of Cargo:

Crystallized sugar	2,235 bales (one bale contains 150 kin)
Canned pineapples	180 cases (each contains 540 dozens)
Ammonia	5 bottles (each contains 500 pound)

5. How they smuggled:
In addition to the above shipments the vessel Kinkai-go left Keelung for Kobe on October 31 with a cargo including bananas, shaddocks, cane-tables and chairs, and electric bulbs.
On her way to Japan, calling at Miyako, they entered into a negotiation with the Commanding Officer of Military Government there, and were successful in unloading some bananas and pineapples.

Incl. No. 14

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At Dakunabe, Okinawa, they again negotiated with the Military Government authorities with the same result as in the case of Miyako; they unloaded a quantity of shaddocks and bananas, cane-tables and chairs and electric bulbs.

It was to cover the want of vegetables and water that she entered the port of Aburatsu on November 21 at 8:00 a.m.

6. Steps taken by the Police:

Consignee Huang Tsai-lung and four (4) others and one (1) Japanese pilot Keiji Kasuko, 50, are now being examined at the police station.

The rest of the crew and the ship and its cargo are also under strict supervision of the said five policemen.

E. Nishihara

E. Nishihara, Chief of Police
Department, Miyazaki

(Translated by H. Oguro)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

ROSTER OF THE "KIN KAI GO" CREW

	NAME	AGE	NATIONALITY	ADDRESS
1.	WONG CHEN AN (Captain	43	Chinese	45 Fuchien Road, Amoy City, China
2.	HUANG ENG LOK (First Mate)	32	Chinese	71 Poai Road, Amoy City, China
3.	SHANG ING HO (Chief Engr.)	43	Chinese	20 Min San Road, Amoy City, China
4.	LIN YU SHUN (Chief Engr.)	46	Chinese	343 Miyamae-cho, Taihoku City, Formosa
5.	LIN SHIANG (Manager)	47	Chinese	Shimei Shu Village, Liu Chi Shien, China
6.	LIN CHING GANG (Manager)	36	Chinese	Outside South Gate, Shin Chiang Shien, China
7.	CHIN MEI KAN	32	Chinese	#2 Lane 32, Cigarette Bridge Road, Shanghai, China
8.	WOO AH PING	43	Chinese	Shi Kiang Village, Chekiang Province, China
9.	LEE SHAI I	33	Chinese	194 Chung San Road, Amoy City, China
10.	RI KAN MEI	30	Chinese	Ton Wan Village, Kwanton Province, China
11.	SHIU I HUA	44	Chinese	18 Toottsu Village, Ching Chang City, China
12.	SHIU TSU FUI	37	Chinese	51 E. Suming Road, Amoy City, China
13.	LOO AH CHOW	30	Chinese	17 W. Suming Road, Amoy City, China
14.	CHENG ENG KUI	44	Chinese	36 W. Suming Road, Amoy City, China
15.	YEE SUNG	51	Chinese	#10 W. Old City, Amoy City, China
16.	CHENG CHI CHIN	35	Chinese	17 S. Suming Road, Amoy City, China

Incl. No. 15

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Roster of the "KIN KAI GO" Crew, cont'd.

17.	TSUANG LOA SE	42	Chinese	17 N. Suming Road, Amoy City, China
18.	LIN HO TU	31	Chinese	#10 Chu Sun Road, Amoy City, China
19.	WOO CHUN HUA	40	Chinese	29 Chung Pu, Fuchien Prov., China
20.	SOONG TENG KUI	42	Chinese	27 N. Suming Road, Amoy City, China
21.	YANG SHIN TEH	28	Chinese	26 Woo Song Road, Shanghai City, China
22.	CHEN YU FU	41	Chinese	E. Mountain, Chiangsu Fu City, China
23.	SHIA CHI TO	27	Chinese	Stone Village, Unling Town, China
24.	CHEN TSUNG CHU	40	Chinese	17 W. Suming Road, Amoy City, China
25.	HU YENG	37	Chinese	5 W. Suming Road, Amoy City, China
26.	CHEN SAN CHI	23	Chinese	Stone Village, Unling Town, China
27.	YANG LIU CHI	26	Chinese	849 N. Szechuen Road, Shanghai, China
28.	CHEN CHU ANN	28	Chinese	Nunang Chuang Chow, Fochien Province, China
29.	CHEN WOO LING	32	Chinese	Fuan Yu, Canton City, China
30.	WANG CHUN YEN	19	Chinese	3 Nantai, Foochow City, China
31.	LOO CHA TIAN	32	Chinese	101 Si Loo Poo, Shanghai, China
32.	LIU PEH CHUNG (Broker)	32	Chinese	10 Village Road, Hongkong, China
33.	CHAI SHIO DAU	36	Formosan	#1 Tangsui Village, Formosa
34.	FUAN TUH CHIYUN	22	Formosan	Shing Po Village, Shinchu Shien, Formosa

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Roster of the "KIN KAI GO" Crew, cont'd.

35.	TSAI LENG MO	34	Formosan	1327 Pe Chiang Ching, Tainan City, Formosa
36.	LIU TEN CHING	37	Formosan	221 Tan Ti Village, Tuipei Shien, Formosa
37.	KAO CHUNG PAO	36	Formosan	179 Ching Sui Road, Tainan City, Formosa
38.	FUN HUANG CHI	37	Formosa	356 Nai Li Shin Po, Shinchi Shien, Formosa
39.	WONG CHANG ENG (Cargo Owner)	39	Formosan	135 Sai Wa Cho, Taihoku City, Formosa
40.	LEE TIEN CHAI (Secretary)	41	Formosan	13 2-chome Taisho-cho, Taihoku City, Formosa
41.	WONG TEH CHUANG (Secretary)	23	Formosan	128 Miyamae-cho, Taihoku City, Formosa
42.	WONG TING KOO (Secretary)	22	Formosan	20 Outside W. City, Taipeh City, Formosa
43.	KEIJI MASUKO (Pilot)	51	Japanese	2129/2 Habu Machi, Hiroshima Prefecture, Japan

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

PERSONAL HISTORY STATEMENT

Name:	YU Shun LIN	
Age:	46	
Date of birth:	4 March 1900	
Place of birth:	Chuan Chow Fukien, China	
Present address:	#434 Miyamie-cho, Taipeh, Formosa	
Marital status:	Married	
Spouse's name:	Ko LIN	
Children:	One (1) daughter	
Education:	1907-19	Middle School in Panang Straight Settlement, China.
	1920-21	Hongkong University. Majored in Arts and English.
	1921-27	Anglo-Chinese School in the Federated Malay States.
	1927-30	Soochou Comparative Law School, China. Passed law examination.
Occupation:	1922-45	English Teacher in China.
	Oct 1945 Present	President of the Formosan Magazine Press
	Mar 1946 Present	Chief Secretary of the Municipality, Taipeh, Formosa.
	Sept 1946 Present	Justice of the Taipeh Law Court.
Political Views:	Patterned after American democracy.	
Foreign countries visited:	America, Italy, France, Manchuria, England, India, Japan, Siam	
Military service:	None	

RESTRICTED

Jud. No. 16

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

15th Dec, 1946
Miyazaki Prison

Mr. Captain A. H. Harper, Miyazaki Government Team, Miyazaki

PETITION: Concerning the release of S.S. Chin Hai & Crew

Dear Sir:

Mr. Wong Chai Eng showed the Communication Department of Taiwan the letter of the Garrison Commander Haydon of Okinawa permitting him to trade thereby our vessel Chin Hai obtained formal clearance and papers. We believe in him that what he acted are in legal process. On the 21st Nov. for lack of water and vegetables our ship entered Abratsu and there detained till now. It is 21 days already, and because New Year is coming very soon, our parents, wives, and children are eagerly expecting us for money (our wages) as their living, and waiting us to go home in time for New Year.

We beg you to kindly let our crew go home as early as possible to join our families, and for your kindness, we are very grateful.

Thanking you in anticipation, Dear Sir,

Yours faithfully,

For S.S. Chin Hai Crew /s/ Wong Chai Eng

A TRUE COPY

Adam H. Harper
ADAM H. HARPER
Captain, T.C.
Executive Officer

Incl. No. 17

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

STATEMENT

City of MIYAZAKI

Prefecture of MIYAZAKI

Date: 26 November 1946

We the undersigned affirm that, according to our conscience, we will speak the truth, adding nothing and concealing nothing. We declare as follows:

Our vessel, Chin Hai, with formal clearance and papers from our Chinese officials was permitted to set sail to Miyako, and Mr. Wong Chai Eng on the 31st of October ordered the vessel to start sailing. On the 4th, November, the vessel reached Miyako; there it remained in the harbour for five (5) days. On the 9th, November, Mr. Wong Chai Eng told the Captain to set sail and at 12:00 a.m. on 11th November, the vessel reached Buckner Bay. It anchored in the harbour for five (5) days, and on the 16th, Mr. Wong Chai Eng again ordered through the Captain the vessel to set sail for Japan and on the 21st November because for lack of vegetables and water, he gave orders to enter Aburatsu. The vessel reached Aburatsu Bay at 7:00 a.m. on the 21st of November. Mr. Wong Chai Eng with two other men got ashore to the harbour office and the Police Station asking for water. At 10:00 a.m. a police boat came along side the Chin Hai, and ordered our vessel to anchor along the shore pier. To our knowledge we believed she had papers to enter Japan legally.

The above statement is all true.

1. HUANG ENG LOK 黃永樂
2. SHANG ING HO 莊銀湖
3. LIN YU SHUN 林祐訓
4. LIN SHIANG 林翔
5. LIN CHING GANG 林清岩
6. CHIN MEI KAN 陳鳴崗
7. WOO AH PING 吳阿品
8. CHAI SHIO DAU 蔡學陶
9. LEE SHAI I 李彩益
10. RI KAN MING 李鑑明
11. SHIU I HUA 謝棣華

RESTRICTED

Jud. No. 18

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

STATEMENT (cont'd)

12. SHIU TSU FUI 許志輝
13. LOO AH CHOW 盧阿周
14. CHENG ENG KUI 陳榮桂
15. YII HE SHONG 余 也
16. CHENG CHI CHIN 陳其欣
17. TSUANG LOA SE 莊老世
18. LIN HO TU 林火土
19. WOO CHUN HUA 吳春和
20. FUAN TUH CHIYUN 范德鏡
21. SOONG TANG KUI 宋登貴
22. TSAI LENG MO 蔡連茂
23. YANG SHIN DOI 楊信德
24. CHEN RU FU 陳如富
25. SHIA CHI TO 謝智頭
26. CHEN SAN CHI X
27. HU YENG 胡炎
28. CHEN TSUNG CHU 陳三其
29. LIU TENG CHING 劉天連
30. KAO CHUNG PAO 高君保
31. YUNG LIU CHI 楊刘枝
32. CHEN CHU ANN 陳作安
33. FUN HUANG CHI 范洪庚
34. CHEN WOO LING 陳楙霖
35. WONG SHUN YEN 黃春炎
36. LOO CHA TIAN 盧加添
37. KEIJI MASUKO 益子清次

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

WITNESS:

Hideyuki Takeuchi

Toshio Inouye

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

HAN STATEMENT

City of MIYAZAKI

Prefecture of MIYAZAKI

Date : 6 December 1946

I affirm that, according to my conscience, I will speak the truth, adding nothing and concealing nothing. I declare as follows:

Since I had the belongings of a relative of mine, UCHIBO Hisayo, a repatriate from Formosa, and also my own personal belongings which I could not afford to carry with me at the time of my repatriation, I requested Mr. KO Zaiei (Andrew C. WEE) at the end of September to transport this baggage from Formosa to my home in Kobe. Upon hearing that Mr. KO was going to Japan, a Mr. MIZUKI Hisashi asked me to send one of his trunks, and without knowledge of the contents, I asked Mr. KO to transport this trunk along with mine. Without examining the contents of this trunk, Mr. KO consented to do this.

Although I knew that the secret shipment of any baggage from Formosa to Japan was forbidden, I left the matter entirely to the discretion of Mr. KO, and I thought that the customs clearance was available. I thought that hand baggage would be permitted providing they were articles for one's own use and Mr. MIZUKI thought likewise.

If there is a repatriation ship sailing from Formosa, Mr. MIZUKI will return to Japan in December. He is in the hardware business and his home address is Kawabata-cho, Taihoku-shi, Taiwan Province while his permanent domicile is Tabuse-machi, Kumage-gun, Yamaguchi-ken.

Mr. KO is the manager and an important figure in the Allied Club. He has a sense of superiority which presumably comes from his status, and he seems to lack the characteristics of friendliness. I knew that his ship was laden with sugar, but I was not familiar with its quantity. I thought that this shipment of sugar to Japan was intended for the comfort of the Occupation Forces, and the sugar that remained was to be bartered for Japanese materials needed in Formosa. Furthermore, I had no idea of how much profit he expected nor was I suspicious that he intended to black-market the sugar. I understood that a part of the cargo was to be sold at an authorized price, and what remained was to be bartered for Japanese commodities. I did not know if Mr. KO expected to meet anyone at Kobe to receive this cargo. I was not familiar with the relationship between the crew members and Mr. KO in their agreement to come to Japan. I was told by Mr. KO that he received permission to sail to Japan, but I did not know the true and real object and mission of this journey.

Incl. No. 19

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HAN STATEMENT

Han Statement (Continued)

Before leaving Formosa, I was asked by one CHO Kensho to inform his uncle, CHO Hanto who resides at Moto-machi, Kobe-shi, Hyogo-ken that he (CHO Kensho) was coming to Japan on Mr. KO's ship. I transmitted this information in November.

When I visited Mr. KO at the Miyazaki Prison, he informed me that there were diamonds in my baggage. I emphatically stated that it was not in my baggage but rather in Mr. Mizuki's trunk. As all this occurred unexpectedly, I did not give it much thought and when asked my name by the jailer, one HIGUMA, I said that it was MIZUKI Hisashi, but later I told him my true name.

Further signatory sayeth not.

Signature_____

Name typed SHIGETA EIJI
Han:

WITNESSES:

_____

William A Elsea Jr.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

HAN STATEMENT

City of MIYAZAKI

Prefecture of MIYAZAKI

Date : 6 December 1946

I affirm that, according to my conscience, I will speak the truth, adding nothing and concealing nothing. I declare as follows:

Further signatory sayeth not.

Signature 志田英治

Name Typed SHIGETA EIJI

WITNESSES:

志田英治

William A. Elsea Jr.

Han:

RESTRICTED

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

A-F-F-I-D-A-V-I-T

WITH THE ARMED FORCES)
UNITED STATES ARMY) SS
MIYAZAKI, KYUSHU)

26 November 1946

Before me, the undersigned, authorized by law to administer oaths in cases of this character, personally appeared one (Masuko Keiji), who, after being duly sworn according to law, deposes and says as follows:

"I boarded on the ship KinKai-maru for navigation instructor in the middle of May this year, and after having plying between Shanghai and Keelun, Formosa and between Tientsin and Keelun I returned to Keelun on 3 October 1946.

In the middle of October I heard from crew Lin Ching Gang that the next voyage had been decided to sail for Miyako Island, which was officially permitted by American Force and American Consulate.

Our ship sailed for Okinawa from Keelun on 31 October 1946 and arrived at Miyako Island on 4 November 1946. I heard from Lin Ching Gang that an American Commanding Officer at Miyako Island instructed the ship to sail for Chujyo Bay on 8 November 1946, but owing to the typhoon we sailed at 10:00 p.m. on 10 November 1946, and arrived at Chujyo Bay on 12 November 1946.

On the following day, Wong Chang Eng (Wee) Lau Pek Chung made a landing and returned by ship in the evening and they went ashore and returned at about 4:00 p.m. on 18 November 1946, and I heard from Lin Ching Gang that our ship was decided to sail for Kobe under instruction of the American Commanding Officer.

It has been a custom that every activities of this ship is told by Lin Ching Gang.

As I have stated above, I firmly believed that this voyage was officially permitted by the American Army Headquarters and I had not the least intention of smuggling."

Incl. No. 20

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

"When my ship was anchored at Keelun on 28 October 1946 one of my friends named Gan Fee Uh (Formosan) approached me and requested me to introduce one Japanese Captain who would be appointed the Captain on boat sailing next voyage with the official permission of American Army."

Further deponent sayeth not.

増子慶治

MASUKO KEIJI

SWORN AND SUBSCRIBED TO BEFORE ME THIS

26 DAY OF Nov 1946

Charles F. Tarver

CHARLES F. TARVER, Jr.
1st Lt., A.C.
Adjutant

WITNESSES:

H. Henry Jr. Chikaoka

Pvt Wallace Mildt

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

STATEMENT

City of MIYAZAKI

Prefecture of MIYAZAKI

I affirm that, according to my conscience, I will speak the truth, adding nothing and concealing nothing. I declare as follows:

私儀今年五月中旬ヨリ金海号ノ航海指導ノタメ乗船致シ上海基隆間ニ往復及ビ天津基隆間一往復ノ後十月三日頃基隆ニ帰着セリ.
十月中旬頃本船乗組員林清岩ヨリ次航ハ米国軍並ニ米国領事館ノ正式許可ヲ受ケテ宮古島行ニ決定シタ由聞キタリ.
十月三十一日基隆ヲ出帆シ十一月四日宮古島ニ到着シ十一月八日頃宮古島米軍々政官ノ指令ニヨリ中城湾行ニ決定シタ由林清岩ヨリ傳ヘラレタルモ当時颱風来襲ノタメ出港ヲ延期シ十一月十日?午後十時船長ノ命令ニヨリ出帆シ十一月十二日?中城湾(沖縄东島)ニ到着セリ. 翌日黄在栄, 刘伯仲ノ両名ガ上陸シ夕刻帰船セシモ其ノ翌日再度上記両名ガ上陸シ三夜陸上ニ宿泊シ十一月十八日頃午後四時帰船シ米軍司令部ノ指令ニヨリ神戸行ニ決定セル由林清岩ヨリ聞キタリ. 従来东船ノ総テノ行動ハ前記林清岩ヲ通ジテ傳ヘラレル習慣ナリ.
以上申述ベタル通リ东船ノ今次ノ航海ハ全ク米軍々司令部ノ正式許可ヲ得タルモノト確信シ蜜航ノ懸念ハ尠カモナク航海ヲ續ケタリ.
十月廿八日頃基隆碇泊中顔飛虎(台湾人)来船シ「金海号出港後金海号同様米軍ノ正式許可ヲ受ケ宮古行ノ船アリ其ノ船長トシテ日本人ノ推薦方」ヲ依頼サレタルモ適当ノ人ナケレバ拒絶セリ。

Further signatory sayeth not.

Signature 益子慶祐

Name typed MASUKO Keiji

WITNESSES:

Rt Wallace Weldt

T/5 Henry S. Uhrda

RESTRICTED

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

A-F-F-I-D-A-V-I-T

WITH THE ARMED FORCES)
UNITED STATES ARMY) SS
MIYAZAKI, KYUSHU)

26 November 1946

Before me, the undersigned, authorized by law to administer oaths in cases of this character, personally appeared one (Wong Ken An), who, after being duly sworn according to law, deposes and says as follows:

"After having taken proceedings at Chinese Custom House and several authorities our ship KinKai-maru sailed from Keelun for Miyako Island and arrived at the destination on the afternoon of 4 November 1946.

On instruction of Wong Chang Eng my boat sailed from Miyako Island on the afternoon of 9 November 1946. When my vessel was sailing from Miyako Island I told Wong Chang Eng that it was necessary to examine the permission to go to Chujyo Island. When Wong produced an English paper and I sailed from Miyako Island and arrived at Chujyo Bay on 11 November 1946.

Wong Chang Eng and Lau Pek Chung landed at shore by boat and they returned to the ship at night.

On the morning of 12 November 1946, they landed at shore by boat and returned to the ship with water, vegetable, etc. on 14 November 1946. At this time I was sleeping in my room.

Wong and Lau, after staying on land three (3) days, ordered me to sail for Kobe.

On the morning of 21 November 1946, our vessel arrived at Aburatsu Port for water, vegetable, etc.. I followed Wong and Lau to the Custom House, Police Station for greeting

At 10 o'clock our vessel anchored at the Aburatsu Port by order of many police officers of Aburatsu Police Station."

Incl. No. 22

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Affidavit, WONG KEN AN, dated 26 November 1946, cont'd.

"The above is my true statement."

Further deponent sayeth not.

黃建安

WONG KEN AN

SWORN AND SUBSCRIBED TO BEFORE ME THIS

26 DAY OF Nov 1946

Charles F. Tarver Jr.

CHARLES F. TARVER, Jr.
1st Lt., AC
Adjutant

WITNESSES:

Wallace Wildt

T/5 Henry S. Ulrich

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

RESTRICTED

STATEMENT

City of MIYAZAKI

Prefecture of MIYAZAKI

I affirm that, according to my conscience, I will speak the truth, adding nothing and concealing nothing. I declare as follows:

敝船金海輪於民國卅五年十月卅一日由基隆呈报敝国海関並各官衙之後開帆前往宮古島十一月四日下午到着目的地黄在荣等由宮古警察艇上陸至十一月九日下午由宮古島出航由黄在荣的命令開往冲繩中城湾敝人於宮古島出发時曾向要查明前往中城湾之証書等該黄在荣有提出一紙書類内中写有英文字樣然後即開往至十一月十一日下午到冲繩中城湾有軍用小艇搭上黄在荣等二人上陸至夜間二人再回船越日十二日上午再乘軍艇上陸至十四日来起水果等物敝人此時在船房睡不知黄在荣等二人在陸上有三日之久始回船即命令本船開往神户至十一月二十一日早進口油津因要補給青菜事入油津的泊錠後黄在荣等二人隨即上陸呈报税関及警察所至十点後油津数十名警察命本船起錠開往泊碼头以上等情是實

Further signatory sayeth not.

Signature 黄建安

Name typed

WITNESS:

Pvt. Wallace Wildt

T/5 Henry S. Uchulte

RESTRICTED

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

A-F-F-I-D-A-V-I-T

WITH THE ARMED FORCES)
UNITED STATES ARMY) SS
MIYAZAKI, KYUSHU)

24 November 1946

Before me, the undersigned, authorized by law to administer oaths in cases of this character, personally appeared one (Y. S. Lin), who, after being duly sworn according to law, deposes and says as follows:

"As a member of the crew of vessel Chin Hai I followed Mr. Wee or Wong Chai Eng from Keelung to Miyako, Buckner Bay and to this place. I have seen the letter from General Haydon, his permission to Ryukyu, so I believe that he has proper papers to go to Japan, although I have not seen the papers. Mr. Wee handles all papers and clearance of the ship; and I believe that all process in getting in and leaving are proper, although I did not see any formal clearance papers at anytime. I went ashore at Miyako, but not at Okinawa. The person who went ashore at Okinawa were Mr. Wee, (Wong Zai Eng) and Lau Pek Ching, who were the only persons who went ashore. They stayed ashore some time, while we were in Okinawa. I saw a small launch come to Chin Hai to take fruits, cane, chairs and tables, and also brought some American tins and boxes to the ship. There were American soldiers who came with the boat. After the boat left Mr. Wee came back and a few hours afterwards the vessel set sail. Lau Pek Chung was with the boat bringing to the vessel the American tins and boxes."

Further deponent sayeth not.

Y. S. Lin
Y. S. LIN

SWORN AND SUBSCRIBED TO BEFORE ME THIS

24 DAY OF Nov 1946

Charles F. Tarver Jr.
CHARLES F. TARVER, Jr.
1st Lt., AC
Adjutant

WITNESSES:

Robt Wallace Wilds

T/5 Henry S. Hoshida

Incl. No. 23

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

KYUSHU MILITARY GOVERNMENT REGION
HEADQUARTERS & HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

SL/tn

APO 929
19 May 1947

FILE

MEMORANDUM FOR: Kyushu Maritime Bureau

THROUGH : Kyushu Central Liaison Office

SUBJECT : Survey of Shipping in Kyushu Area

1. Your attention is invited to Incl #1 attached, CPC-KS-4 Form for submitting information regarding vessels in Kyushu area. You are directed to submit to this office not later than 20 June 1947 all of the information indicated in the form for all vessels, ships, lighters, boats or water born craft of all types, seaworthy or otherwise that are of ten tons displacement or larger in the Area of Kyushu or that regularly use ports in the Kyushu area for anchorage, ports of call, supply or repair. The Kyushu area is interpreted as any point within the prefectural boundaries of the prefectures of Fukuoka, Oita, Saga, Nagasaki, Kumamoto, Miyazaki, Kagoshima and Yamaguchi also including islands adjacent to those prefectures.

2. The form is to be used without alterations or substitution of any kind. Each item is to be accurately filled out as completely as possible and certified as correct by the person or persons responsible. If certain of the items on the form are not applicable, then so state.

3. The completed forms are to be forwarded to the Office of the Civil Property Custodian, Kyushu Military Government Region, Fukuoka.

FOR THE COMMANDING OFFICER:

1 Incl:
CPC, KS-4-Form

Rue S Link
Lt Col AC
Exec Off

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CPC FORM KS-4

REPORT ON ALL VESSELS TEN TONS OR MORE IN THE KYUSHU AREA
九州地区及山口縣ニ於ケル拾屯又ハ拾屯以上ノ船舶明細書.
(Including Yamaguchi Prefecture)

Date of Inspection
調査日附

1. Present name of vessel:
現在ノ船舶名

2. Present owner:
現在ノ所有者

3. Port of registry:
船籍港

4. Name of Registrant:
登記者ノ名

5. Past owners:
旧所有者

6. Constructed at:
建造ノ場所

a. Name of ship yard
造船所名

b. Location
場所

7. Type construction
構造

a. Steel
鋼鉄製

b. Wood
木造

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

8. Type:
船型

a. Cargo:
貨物船

b. Refrigerator:
冷凍船

c. Passenger:
客船

d. Tug:
曳船

e. Salvage:
救難船

f. Fishing:
漁船

g. Naval: Etc.
軍用船 其他

9. Length:
長サ

10. Beam:
幅

11. Draft:
深サ(吃水)

12. Height above water line:
吃水線上ノ高サ

13. Condition:
狀態

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

14. Motive power equipment
動力装置

a. Make:
製造者名(何ノ製)

b. Number of:
動力ノ数量

c. Type: Gasoline, Diesel, Turbine, Steam
型 ガソリン ディゼル タービン スチーム

d. Horse Power:
馬力

e. Motor Serial Number:
モーターノ一貫番号

f. Condition:
状態

15. Distinguishing Features:
特徴

a. Engine Room - Aft:
後尾機関室

b. Engine Room - Mid Ship:
中央機関室

c. Number of Masts:
帆柱ノ数

d. Number of Booms:
桁ノ数

e. Position of Deck Structures:
甲板上設備室等ノ位置

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

16. Radio Equipment:
無線設備

a. Make:
製造者(何之型)

b. Type:
型

c. Condition:
狀態

Name and Title of Official
Responsible for Report
(Signature and Han)
報告書作者,官職名
(署名捺印)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

File FILE

KYUSHU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

JDT/jh

APO 929
Date 1 May 1947

540 Motored

SUBJECT: **Self Propelled Vessels**

TO : **Commanding General, Hq I Corps, APO 301**
Attn: Military Government Section

THRU :

1. Reference: **Passed to Report Section by Region Supply. No information as to reference.**

2. Enclosed are the subject reports for the following period and area:

a. Period: **Current**

b. Area : **Kyushu Region**

FOR THE COMMANDING OFFICER:

CHARLES L. BACHTEL
1st Lt, Sig C
Adjutant

3 Incl:
Subject reports (2)
1. Fukuoka Mil Govt Team
2. Kagoshima Mil Govt Team
3. Nagasaki Mil Govt Team
Miyazaki, Kumamoto, Oita and Saga Mil Govt Teams submitted negative reports.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

2754

Report Control Symbol QGD-H

OITA MILITARY GOVERNMENT TEAM
APO 929

LGJ/tk

19 April 1947

319.1

SUBJECT: Report on Motored Vessels

TO : Commanding Officer, Kyushu Military Government Region
Hq & Hq Detachment, APO 929

1. In compliance with ltr, 541, your headquarters, subject as above, dated 16 April 1947, a negative report is submitted for this organization.

FOR THE COMMANDING OFFICER:

Luther G. Jones Jr.

LUTHER G. JONES, JR.
Captain, TC
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

2575

JIM/nk

SAGA MILITARY GOVERNMENT TEAM
Saga, Kyushu, Japan

Report Control
Symbol QGD-H

APO 929
18 April 1947

541

SUBJECT: Reports on Motored Vessels

TO : COMMANDING OFFICER, Kyushu Military Government Region, Headquarters and Headquarters Detachment, APO 929

Reference, Ltr 541, Kyushu Military Government Region Headquarters and Headquarters Detachment, dated 16 April report is submitted that no motored vessels are under the control of this command.

FOR THE COMMANDING OFFICER:

Burley H. Darlington

BURLEY H. DARLINGTON
Capt., CMP
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

00648 0 0 361

Report Control
Symbol QGO-H

HEADQUARTERS
KUMAMOTO MILITARY GOVERNMENT TEAM
KUMAMOTO, KYUSHU, JAPAN

VCH/rf

APO 929
18 April 1947

319 (541)

SUBJECT: Report on Motored Vessels

TO : Commanding Officer, Kyushu Military Government Region, APO 929

1. In compliance with letter, file 541, Hqs Kyushu Military Government Region, subject, "Report on Motored Vessels", dated 16 April 1947, the following report is submitted:

a. List of each craft by name, bow number and/or general description to include type, length, and beam.

NONE

FOR THE COMMANDING OFFICER:

Vernon C. Hill

VERNON C. HILL
Capt., CAC
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FUKUOKA MILITARY GOVERNMENT TEAM
Fukuoka, Kyushu
APO 929

VGN/mms

18 April 1947

SUBJECT: Report on Motored Vessels

TO : Commanding General, Headquarters I Corps, APO 301

THROUGH: Commanding Officer, Kyushu Mil Govt Region, Hq & Hq Det., APO 929

1. In compliance with Kyushu Military Government Region Ltr, 5l1, subject: "Report on Motored Vessels, dated 16 April 1947, the following report is submitted.

2. Fukuoka Military Government Team has procured services of one launch under PD FKKH 1202.

a. Name: Suwa Maru
b. Number: None
c. Type : Steam Launch
d. H.P. : 100
e. Length: 50 feet
f. Beam : 14 feet
g. Purpose and justification of use: To expedite port quarantine and Import Export proceedures and supplement limited recreational facilities in the area.
h. Fuel, lubricants and spare parts furnished by the Japanese Government.

3. This boat is under PD to the Fukuoka Military Government Detachment, Kokura (Kyushu) and is docked in Kokura Harbor.

FOR THE COMMANDING OFFICER:

ROGER L. LANDRY
1st Lt. CAV
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS
KAGOSHIMA MILITARY GOVERNMENT TEAM
KAGOSHIMA, KYUSHU, JAPAN

CGB/fmc

APO 929
19 April 1947

Serial No: 409

SUBJECT: Report on Motored Vessels

TO : Commanding Officer, Kyushu Military Government Region, Headquarters & Headquarters Detachment, APO 929, Fukuoka, Kyushu, Japan

1. In compliance with Kyushu Region Ltr. 541, dtd 16 April 1947, the following information is submitted on the craft operated by this headquarters.

a. The Kitagami, 35 ft. overall length, 60 HP, 4 cylinder semi-diesel engine, wooden hull, cabin cruiser type.

b. This headquarters plans to use this craft for inspection of vessels arriving at this port and also for the transportation of Military personnel between islands in the prefecture on business. When available will be used for recreation purposes by personnel of this headquarters.

c. Fuel and lubricants will be acquired through regular military channels. Spare parts will be obtained by procurement.

2. Since this headquarters obtained this craft it has been inoperative due to a lack of copper nails for repair of hull. The cost of repair is presumed to be 50,000 yen. This headquarters at the present time is trying to procure an entirely new boat but if it does not prove successful will again revert to subject craft.

FOR THE COMMANDING OFFICER:

ROBERT V. DEXTER
1st Lt CAV
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

NAGASAKI MILITARY GOVERNMENT TEAM VED/mmmm
Nagasaki, Kyushu, Japan

File : 541

APO #929
18 April 1947

SUBJECT: Report on Motored Vessels

TO : Commanding Officer
Kyushu Mil Govt Region
Hq & Hq Det, APO 929

1. In compliance with letter, your Hqs, same subject, file 541 dated 16 April 1947 the following report is submitted:

	No 1 "Sasebo"	No 2 Kermate
Bow Number	None	9
Type	Cabin Type, Jap Navy	American
Horsepower	80	45
Fuel	Gasoline	Gasoline
Speed, knots	9 - 12.3	9 - 11
Length	39'	30'
Width	10'	7'
Tonnage	12.3	2½
Displacement, tons	9	?
Passenger Capacity	20	12

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

2 a

Boat No. 1 has not been in operation since last fall.

It is now in the process of being moved from Sasebo to Nagasaki, where it is intended to be used operationally as a means of conveyance to the many islands of the prefecture by field inspection teams of this unit. Attention is invited to the fact that in addition many mainland towns of this ken are more readily accessible by water than by road.

b Boat No. 2 has not been in operation since last summer due to lack of parts. A determined effort to secure needed parts has been in process for past two weeks. Contemplated usage of this boat is in conjunction with port quarantine activities which it is anticipated will increase shortly due to Nagasaki City having been declared an import city.

3 a Boat No. 2 has not been in operation therefore no fuel, lubricants or spare parts have been necessary.

b Boat No. 1

(1) Fuel & Lubricants RSO, 34th Infantry up to last fall, since then not in operation

(2) Spare parts - Sasebo Ship Industry Co, Sasebo City

FOR THE COMMANDING OFFICER:

IRVIN W. ROGERS
Captain TC
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Report Control
Symbol G30-H

HEADQUARTERS
KUMAMOTO MILITARY GOVERNMENT TEAM
KUMAMOTO, KYUSHU, JAPAN

VCH/rf

319 (541)

APO 929
18 April 1947

SUBJECT: Report on Motored Vessels

TO : Commanding Officer, Kyushu Military Government Region, APO 929

1. In compliance with letter, file 541, Hqs Kyushu Military Government Region, subject, "Report on Motored Vessels", dated 16 April 1947, the following report is submitted:

a. List of each craft by name, bow number and/or general description to include type, length, and beam.

NONE

FOR THE COMMANDING OFFICER:

VERNON C. HILL
Capt., CAC
Adjutant

Miyazaki Tel Negative
Report JD 1

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

NAGASAKI MILITARY GOVERNMENT TEAM
Sasebo Detachment

EDA/fi

APO 929
21 Apr. 1947

540

SUBJECT: Repair of Toshima-Maru under Procurement JPNO-141

TO : Procurement Division, Military Government Section,
Hq Eighth Army, APO 343

THRU : Kyushu Military Government Region, APO 929

1. On 27 March 1947 this headquarters received procurement demand JPNO-141 for processing in the repairing of the "Toshima-Maru". Work started on 2 April 1947 by the S.S.K. of Sasebo. At that time the ship was placed in dry dock.

2. On 21 April 1947 this headquarters received a cancelling demand, JPNO-141. Work has ceased this date, pending instructions. Reports show that repairs are half completed.

3. Request instructions as to the payment by the Japanese Liaison to the Sasebo Ship Co. on work partially completed prior to the cancelling demand.

FOR THE COMMANDING OFFICER:

/s/ Irvin W. Rogers
/t/ IRVIN W. ROGERS
Capt, TC
Adjutant

400.12 1st Ind PWS/yk

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 24 April 1947

TO: Commanding General, Hq I Corps, APO 301

Forwarded.

FOR THE COMMANDING OFFICER:

CHARLES L. RACHTEL
1st Lt, Sig C
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS
KUMAMOTO MILITARY GOVERNMENT TEAM
KUMAMOTO, KYUSHU, JAPAN

JPB/jk

APO 929
18 April 1947

FILE 540

SUBJECT: Request for Assistance in Obtaining Small Boats for Water Police Patrol

TO : Commanding Officer, Kyushu Military Government Region, Headquarters & Headquarters Detachment, APO 929

1. In reply to your TWX dated 3 April 1947, letter Headquarters Eighth Army, subject: Request for Assistance in Obtaining Small Boats for Water Police Patrol, dated 19 Feb 1947 and enclosure one thereto the following report of progress is submitted.

a. The Prefectural Police have received one boat, approximately 30 ft, 2 tons, 8 horse power with a speed of 2 knots per hour. The police consider this boat unsuitable for shore patrol for the following reasons.

(1) Too slow to overtake other boats.

(2) Unseaworthy this boat capsized immediately on launching.

b. The Prefectural Police have requested aid in obtaining three additional boats to the Kyushu Marine Transportation Bureau and the Financial Bureau. The police are quite pessimistic concerning the possibilities of obtaining any additional craft.

2. This office is of the opinion that the three additional boats are necessary to effectively control smuggling and to prevent illegal entries along the sea coast of this prefecture.

G. W. SARGENT
Lt Col, CAC
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr, Kumamoto Mil Govt Team, 540, subj: "Request for Assistance in Obtaining Small Boats for Water Police Patrol", dtd 18 Apr 47.

540 1st Ind HRM/yk

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 24 April 1947

TO: Commanding Officer, Kumamoto Military Government Team, APO 929

Moji Maritime Bureau proposes to send Fukuriki-Maru of 17 tons and Jyupuku-Maru of 15 tons, now held by Nagasaki procurator's office to Kumamoto for police patrol work. However delivery of these vessels is not certain or immediate and considerable pressure will have to be constantly exerted at prefectural and regional levels to effect delivery. Every effort is being made at this level to speed delivery.

BY ORDER OF COLONEL COUGHLIN:

CHARLES L. BACHTEL
1st Lt, Sig C
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS
MIYAZAKI MILITARY GOVERNMENT TEAM
APO 929

AHH/ms

16 April 1947

~~312~~ 540

SUBJECT: No. 2 "Shinko-Maru", Andrew C. Wee, Charterer

TO : Commanding General, Headquarters Eighth Army
APO 343
(THROUGH CHANNELS)

1. Attached is complete file, including sailing orders, crew list, statements of witnesses and other pertinent data. This ship sailed from Uchiumi Port, Miyazaki-gun, Miyazaki Prefecture, Kyushu, Japan at 0410 hours on 16 April, for Hirara, Miyako, Ryukyus Islands with her cargo of 200 bags of sugar intact.

2. Pursuant to TWX orders issued by your Headquarters this ship has been returned to the Ryukyus prior to her return to Formosa.

3. This action has been taken pursuant to instructions from GHQ, SCAP and your Headquarters. Delay resulted from repairs made necessary by the 21 December earthquake and tidal wave. Kinkai-Maru is still under repairs.

4. LAU PEK CHUNG, number 18 on the crew list, is the personal representative of Andrew C. Wee on this voyage, having originally come to Japan on the Kinkai-Maru. He speaks English very well and has made a very elaborate statement.

5. It is the opinion of this Team that these vessels were brought to Japan for "blackmarket" activities, and that they came here despite the fact that Wee was definitely told in Okinawa that he could not be given clearance into Japan. Charges have not been filed in the premises because of instructions from Headquarters, Eighth Army preventing same and transferring all proceedings to the Ryukyus Command for civil and criminal action.

6. Kinkai-Maru should be repaired and ready to sail by 1st of May.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr, Miyazaki Mil Govt Team, dtd 16 April 47, subj: No. 2 "Shinko-Maru", Andrew C. Wee, Charterer, cont'd.

FOR THE COMMANDING OFFICER:

ADAM H. HARPER
Captain, T.C.
Actg. Adjutant

22 Incls:
1. Sailing Orders, 4 copies
2. Crew List, 4 copies
3. Certificate, Itoku Fujimoto, Chief of Public Safety Section, 5 copies
4. Certificate, Seiji Urakami, Customs Official, 5 copies
5. Certificate, Zentaro Matsui, Chief Procurator, 5 copies
6. Certificate, Andrew C. Wee, 5 copies
7. Receipt, Miyazaki Truck Co., Ltd. 2 copies
8. Receipt, Seiji Urakami, Customs Official, 2 copies
9. Receipt, 3-3-47 Saiki Dock Yard, 2 copies
10. Receipt, 14-3-47 Masami Kanauchi, Saiki Dock Yard, 2 copies
11. Receipt, 29-3-47 Saiki Dock Yard, 2 copies
12. Receipt, 31-3-47 Saiki Iron Factory, 2 copies
13. Receipt, 3-4-47 Suga Hotel, Saiki City 2 copies
14. Receipt, 15-4-47 Seiji Urakami, Customs Official, 3 copies
15. Receipt, 12-4-47 Seizo Haramura Public Safety Section, Miyazaki Prefecture, Seiji Urakami, Customs Official, 3 copies
16. Receipt, 12-4-47 Andrew C. Wee, 3 copies
17. Statement, Matsushima, Masajiro English - 1 copy, Japanese - 3 copies
18. Police Report, 2 copies
19. Ltr, 5 Aug 46 signed, Fredrick L. Hayden, Brig. Gen., U.SA., Commanding, 1 copy
20. Ltr, 16 Oct 46 signed, Don Lee, President, Allied Service Centre, 2 copies
21. Ltr, 25 Nov 46 signed, Andrew Wee, Allies Service Centre, 1 copy
22. Statement, 26-11-46, Lau Pek Chung, 1 copy

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr, Miyazaki Mil Govt Team, File 312, subj: "No.2 "Shinko-Maru", Andrew C. Wee, Charterer", dtd 16 Apr 47.

312 1st Ind ERM/yk

KYUSHU MIL GOVT REGION, HQ & HQ DET, APO 929, 21 April 1947

TO: Commanding General, Hq I Corps, APO 301
(Attn: Legal Officer, Mil Govt Section)

1. Forwarded for your information and records.

2. Attention is invited to par 5 basic letter.

FOR THE COMMANDING OFFICER:

CHARLES L. BACHTEL
1st Lt, Sig C
Adjutant

Incl:
n/c

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FILE 11

KYUSHU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
Fukuoka, Kyushu, Japan

ERM/yk

~~548~~ 540

APO 929
20 March 1947

SUBJECT: Operator's Permits for Small Craft

TO : Commanding Officer, Fukuoka Military Government Team
Commanding Officer, Nagasaki Military Government Team
Commanding Officer, Kumamoto Military Government Team
Commanding Officer, Kagoshima Military Government Team
Commanding Officer, Miyazaki Military Government Team
Commanding Officer, Oita Military Government Team
Commanding Officer, Saga Military Government Team

1. In connection with permits for operators of small craft, called for by paragraph 6, Circular #290, Headquarters Eighth Army, dated 21 October 1946, I Corps has ruled that such examinations and permits must be given to Japanese operators.

2. Enclosed data on operator's permits is forwarded for your use in this connection. Completion of examination by operator should be noted in remarks column of monthly small craft report for month during which examination is completed.

BY ORDER OF COLONEL COUGHLIN:

CHARLES L. BACHTEL
1st Lt, Sig C
Adjutant

Incl:
1. Operator's Permit Instructions.
2. Hq I Corps Memorandum No.7.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

C O P Y

HEADQUARTERS I CORPS
APO 301 (Kyoto, Honshu)

MEMORANDUM) 28 February 1947
:
NUMBER...7)

FIRST AND SECOND ECHELON MAINTENANCE
OF ARMY OPERATED SHIPS AND HARBOR CRAFT

1. First and second echelon maintenance on Army operated ships and harbor craft of this command is the responsibility of ships' crews. This maintenance will include but not be limited to the following:

a. Chipping and painting of hull above the water line.

b. Chipping and painting of superstructure, inside and out.

c. The upkeep of the ship's number or name.

d. Servicing of all running gear, cargo handling gear and boat falls.

e. Repair or renewal of ship's fenders, bumpers, hand rails, mooring lines, shrouds and stays.

f. The upkeep of all water-tight doors, dogs, hinges, gaskets and port lights, metal, glass, or screen.

g. Scraping and painting of ship's lifeboat and lettering same.

h. Periodic inspection and servicing of ship's fire fighting equipment.

i. The cleaning and cementing of fresh and portable water tanks.

j. Cleaning and setting of all main and auxiliary injectors.

k. Repairing fuel oil, lubricant oil and water leaks, other than those requiring welding.

l. Pre-fabricating and installing brushes for generators, fans, blowers, and electric motors from carbon stock.

m. Cleaning and renewal of all filters and strainers.

n. Replacing of defective electric switches, receptacles and sockets.

o. Timing and adjusting main and auxiliary engines.

C O P Y

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

P. Renewal of all defective gaskets.

q. Renewal of defective liners, main and connecting rod bearings, wrist pin bushings and piston rings.

r. Safety relief valves on compressors, air starting bottles and high pressure lines and pumps to be periodically inspected and set.

BY COMMAND OF MAJOR GENERAL WOODRUFF: (E)

HUGH CORT
Colonel, GSC
Chief of Staff

OFFICIAL:

/s/ Lawrence E. Nobles
/t/ LAWRENCE E. NOBLES
Colonel, AGD
Adjutant General

DISTRIBUTION:
B

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

540

OPERATOR'S PERMITS

A. GENERAL:

1. Operators of vessels over 50 feet in length to answer 64 questions correctly.

2. Operators of vessels from 35 to 50 feet to answer 50 questions correctly.

3. Operators of vessels up to 35 feet in length to answer 40 questions correctly.

4. All must answer from question 23 to and including question 26 and get three right.

5. All must answer from question 27 to and including 31 and get all of question 27 and three others correct.

6. All must answer question 59 to and including question 65 and get six correct.

7. All must answer question 66 to and including question 74 and get 73, 74 and five others correct.

8. All must answer question 75 to and including 80 and get four correct.

B. LIMITED:

1. Should be familiar with all questions.

2. Must answer questions as outlined in 4, 5, 6, 7 and 8 above.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

OPERATOR'S PERMIT EXAMINATION

A. RULES OF THE ROAD - INTERNATIONAL

1. Define "Steam Vessel underway".

Ans. Any vessel propelled by machinery when not, at anchor, made fast to the shore or aground.

2. Describe fully the lights (location-color-range-visibility) a steam vessel carries when underway during hours of darkness.

Masthead Light

Ans. (a) On or in front of the foremast, or if without foremast, then the fore part of the vessel, at a height above the hull of not less than 20 feet, or more than 40 feet, a bright white light to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from straight ahead to two points abaft the beam on either side, and to be visible at a distance of at least 5 miles.

Range Light

(b) An additional light may be carried like the one mentioned in Ans. 2, except that it is carried aft of the first light, in line with the keel, and at least fifteen feet higher than the other. The vertical distance between these lights shall be less than the horizontal distance.

Side Lights

(c) On the starboard side a green light so constructed as to throw an unbroken light over an arc of the horizon of ten points of the compass, so fixed as to throw the light from straight ahead to two points abaft the beam on the starboard side and to be visible at a distance of at least two miles. On the port side a red light of the same characteristics.

The above mentioned green and red lights shall be fitted with inboard screens projecting at least three feet forward from the light so as to prevent these lights from being seen across the bow.

Stern Light

(d) A stern light must be shown to all overtaking vessels. This light may be fixed; light must be screened to throw an unbroken light over an arc of the horizon of twelve points of the compass, namely, for six points from directly aft on each side of the vessel; to be visible

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A. (cont.)

at least one mile; approximately on the same level as the side lights.

3. Describe the lights a steam vessel carries at night when,

(a) Towing another vessel astern.
(b) Towing more than one vessel astern, if tow exceeds 600 feet.

Ans.(a) A steam vessel when towing another vessel shall, in addition to her side lights, carry two bright white lights, in a vertical line, one over the other, not less than six feet apart,
(b) and when towing more than one vessel, shall carry an additional bright white light six feet above or below such lights, if the length of the tow, measuring from the stern of the towing vessel to the stern of the last vessel being towed, exceeds 600 feet. Each of these lights shall be of the same character and construction, and shall be carried in the same position as the white light mentioned in Ans. 2(a), excepting the additional light, which may not be carried at a height of not less than fourteen feet above the hull.

4. Describe the lights a vessel which is being towed carries during the hours of darkness.

Ans. Carries the Side Lights described in Ans. 2(c and shall carry no other.

5. A steam vessel which, from any accident, is not under command, shall carry what lights and/or signals,
(a) At night, not having way on.
(b) At night, with way on.
(c) By day.

Ans.(a) A steam vessel "Out of Command" with no way on at night carries two red lights in a vertical line, one over the other, not less than six feet apart, and of such character as to be visible all around the horizon, at a distance of at least two miles, at a height not less than 20 or more than 40 fee above the hull.

(b) A steam vessel "Out of Command" with way or shall carry the lights described in Ans. 5 (a), and in addition, shall carry her side lights.

(c) A vessel "Out of Command" by day shall carry in a vertical line, one over the other, not less than six feet apart where they car

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

A. (cont.)

best be seen, two black balls, or shapes, each two feet in diameter.

6. A vessel at anchor at night carries what lights when,
(a) Under 150 feet in length.
(b) Over 150 feet in length.

Ans.(a) A vessel at anchor under 150 feet shall carry forward where it can best be seen at a height not exceeding 20 feet above the hull, a white light in a lantern so constructed as to show a clear, uniform and unbroken light visible all around the horizon at a distance of at least one mile.

(b) A vessel more than 150 feet in length when at anchor at night shall carry in the forward part of the vessel at a height not less than twenty feet or more than forty feet above the hull, one such light as described in Ans. 6(a) and at or near the stern of the vessel, another such light not less than fifteen feet lower than the forward light.

7. A steam vessel over 500 tons, at anchor in a fairway, by day shall display what signal?

Ans. Vessels over 500 tons propelled by machinery, anchored in a fairway, shall display where it can be best observed by other vessels, one black ball or shape not less than two feet in diameter.

8. A steam vessel aground in or near a channel carries what light at night?

Ans. She carries the lights described in Ans. 6(a) or (b) and also the lights described in Ans. 5(a).

9. Define
(a) Prolonged Blast.
(b) Short Blast.

Ans.(a) Four to six seconds duration.

(b) One second duration.

10. A steam vessel underway in a fog gives what signals

Ans. A steam vessel having way upon her shall sound at intervals of not more than two minutes, a prolonged blast.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

A. (cont.)

11. A steam vessel in a fog, underway but stopped with no way upon her, gives what signal?

Ans. Sounds at intervals of not more than two minutes, two prolonged blasts with an interval of about one second between.

12. A steam vessel underway in a fog shall give what signal when,

(a) Towing another vessel.
(b) Underway, but not under command.

Ans(a)Sounds three blasts at intervals of not more than two minutes, namely, in succession, one prolonged blast followed by two short blasts.

(b)Same as Ans. 12(a).

13. A sailing vessel underway in a fog gives what signals when,

(a) On the starboard tack.
(b) On the port tack.
(c) When the wind is abaft the beam.

Ans.(a) A sailing vessel underway shall sound, at intervals of not more than one minute, when on the starboard tack, one blast, and
(b) when on the port tack, two blasts in succession, and
(c) when with the wind abaft the beam, three blasts in succession.

14. A steam vessel underway in a fog hears another vessel forward of her beam the position of which is not ascertained. What action does she take?

Ans. - She shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

15. A steam vessel at anchor in a fog gives what signal?

Ans. At intervals of not more than one minute, ring the bell rapidly for about five seconds.

16. What precautions do you take when encountering a fog?

Ans. Reduce speed of vessel to slow or moderate, put engine telegraph on standby, post extra lookouts and take last minute bearings, and if necessary, determine a safe anchorage in the vicinity.

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A. (cont.)

17. In good visibility, you have another steam vessel approaching you on your starboard side so as to involve risk of collision. What do you do?

Ans. The other vessel has the right of way, so I would alter my course to pass safely, or else check my headway or, if necessary, stop altogether to permit the other vessel to pass safely.

18. A sailing vessel and a steam vessel meet head on so as to involve risk of collision, with the sailing vessel off the steam vessel's port bow. Which has the right of way?

Ans. When a steam vessel and a sailing vessel are proceeding so as to involve risk of collision, the steam vessel shall keep out of the way of the sailing vessel.

19. You (a steam vessel underway) are overtaking another steam vessel on your port bow. Who has the right of way?

Ans. Any vessel overtaking another vessel, shall keep out of the way of the overtaken vessel.

20. You (a steam vessel underway) within sight of another vessel, blow one short blast. What does this signify?

Ans. I am directing my course to starboard.

21. Your engines are going full speed astern. What signals do you give?

Ans. Blow three short blasts in succession.

22. A steam vessel is moving up stream in a river and meets another steam vessel moving down stream, the first vessel has the other off its port bow so as to involve risk of collision. A special rule made by the local authority states that a vessel heading down stream has the right of way over a vessel heading upstream. In this case, which vessel has the right of way?

Ans. Nothing in these rules of the road (International) shall interfere with the operation of a special rule, duly made by the local authority, relative to the navigation of any harbor, river or inland waters.

B. PILOT RULES FOR INLAND WATERS

23. What signals do you give when backing at slow speed from a slip and then going full speed astern into the open channel where other vessels are in sight?

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B. (cont.)

Ans. One long blast, and when the slip is cleared, three short blasts.

24. You are in a narrow channel and a vessel astern of you overtakes you and blows one blast to pass. However, you think that passing at this point is too dangerous due to an obstruction up ahead not visible to the vessel astern. What signal do you give?

Ans. The danger signal, five or more short blasts

25. You reach a safe place in the channel for passing. What action do you take in reference to question No. 24?

Ans. Slow vessel down, favor port side of channel, and then blow one short blast.

26. To avoid immediate danger of collision is departure from the Rules and Regulations permissable?

Ans. Yes.

C. DISTRESS SIGNALS (INTERNATIONAL) - STORM WARNINGS

27. What International distress signals are used,
(a) By day?
(b) At night?

Ans.(a) First. A gun or other explosive signal fired at intervals of about a minute.

Second. The international code signal of distress indicated by N.C.

Third. The distance signal, consisting of a square flag, having either above or below it, a ball or anything resembling a ball.

Fourth. A continuous sounding with any fog-signal apparatus.

(b) First. A gun or other explosive signal fired at intervals of about a minute.

Second. Flames on the vessel (as from a burning tar barrel, oil barrel, etc.)

Third. Rockets or shells throwing stars of any color or description, fired one at a time, at short intervals.

Fourth. A continuous sounding with any fog-signal apparatus.

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C. (cont.)

28. Describe the daytime warning signal for a typhoon or whole gale expected.

Ans. Two square flags, red with black centers, one above the other.

29. What does a red pennant indicate?

Ans. Small craft warning. Moderately strong winds are expected that will interfere with the operation of small craft.

30. What does two red pennants indicate?

Ans. That a storm or strong winds are expected.

31. What does a display at night of one red lantern on top, one white lantern in the middle and one red lantern on the bottom in a vertical line on the weather signal tower signify?

Ans. Typhoon or whole gale warning.

D. BUOYAGE SYSTEM (UNITED STATES)

32. Describe the shape of:
(a) Can buoy.
(b) Nun buoy.
(c) Spar buoy.

Ans.(a) Cylindrical buoys with flat tops.

(b) Conical buoys with pointed tops.

(c) Narrow elongated spar usually narrowing towards the top.

33. Entering from seaward Red Buoys mark what side of the channel?

Ans. Right-hand sides of the channel.

34. Odd numbered buoys mark what side of the channel from seaward?

Ans. Left-hand sides of the channel.

35. What does a black and red horizontally banded buoy signify, and what does the black band on top indicate?

Ans. It indicates an obstruction, or else a junction with another channel. The black band on top indicates that the main channel,

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D. (cont.)

entering from seaward, is to the right of the buoy; or passing the obstruction, the best side is to the right of the buoy.

36. What does a black and white vertical striped buoy signify?

Ans. Indicates the middle of the channel, should be passed close to either side.

37. Yellow buoys mark what anchorage?

Ans. Quarantine.

38. What is the difference between a flashing light and an occulting light?

Ans. Showing a single flash at regular intervals the duration of light being less than that of darkness, is a <u>flashing light</u>.

<u>Occulting:</u> A steady light totally eclipsed at intervals, the period of light being equal to or greater than the period of darkness.

39. What is a group flashing light?

Ans. Showing at regular intervals groups of flashes.

40. Describe range lights and tell what purpose they serve.

Ans. Two lights located some distance apart, usually the back range noticeably higher than the forward range light, and both usually visible only in one direction. The lights have identifying characteristics and are lined up with the axis of the channel. Consequently, a vessel keeping the lights in line will remain in the middle of the channel.

41. What does a quick flashing light (not less than 60 flashes per minute) on a channel buoy usually signify?

Ans. Indicates special caution is required due to sharp turns, sudden constrictions in the channel, etc.

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D. (cont.)

42. The following colored lights indicate what sides of the channel from seaward?
(a) Green lights.
(b) Red lights.
(c) White lights.

Ans. (a) Left-hand sides of the channels.

(b) Right-hand sides of the channels.

(c) Either side of the channel, and on mid-channel buoys.

E. COMPASS

43. Describe a simple way to figure the deviation of your compass from an identified distant object on the chart, assuming your own position is known.

Ans. Put the ship's heading to due North on the compass and take a bearing on the object over the compass. The difference between the compass bearing and the magnetic bearing on the chart will be the deviation for that heading.

If the compass bearing is less than the magnetic bearing, then the deviation is Eas If greater, then the deviation is West.

Repeat this process for every 15° of headin and a handy deviation table can be made through interpolation.

44. Your true course is 280°. The chart shows 5° West variation, what is your magnetic course?

Ans. 285°

45. The deviation of your compass for the heading in question 44 is 10° East. What is your compass course?

Ans. 275°

46. If metal objects are placed nearby, will the compas be affected?

Ans. Yes.

47. What is the reciprocal bearing for 210°?

Ans. 30

F. COMPASS HEADING

48. The outer circle of degrees of a compass rose is

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F. (cont.)

true North or magnetic North?

Ans. True North.

49. What do the mass of numbers scattered all over open water on a chart signify?

Ans. Soundings in fathoms or feet according to the legend.

50. What do the shaded water areas general mean on the chart?

Ans. Shallow water.

51. With a pair of parallel rules, how would you determine the true bearing of a point from a known position on the chart?

Ans. Run one edge of the rules through both points carefully, then walk the rules accurately to the nearest compass rose so that the edge of one rule passes exactly through its center. Then follow the edge to the outer circle of the compass rose and take its reading.

52. What does the following mean alongside the symbol for a lighted buoy?

(Fl R) "14"
Bell

Ans. Bell Buoy No. 14, flashes Red.

53. What does the following mean alongside the symbol for a buoy?

N. "12"

Ans. Nun buoy No. 12.

54. What do the following abbreviations mean relative to lights? (Get four right).

(a) F. (b) Alt. (c) Gp. (d) U. (e) S-L

Ans. (a) Fixed (b) Alternating. (c) Group
(d) Unwatched (e) Short-Long.

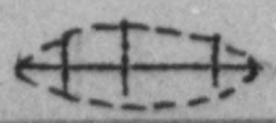
55. What do the following abbreviations mean relative to bottoms? (Get four right).

(a) M. (b) S. (c) Co (d) Hrd. (e) rky.

Ans. (a) Mud (b) Sand (c) Coral (d) Hard
(e) Rocky.

56. What do the following symbols on a chart signify? (Get four right):

(a) ⁺ (b) * (c) - - - - - - - - - (d)

(e) 

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F. (cont.)

Ans. (a) Rock under water, (b) Rock awash at any stage of tide, (c) Dredged channel (d) Wreck (Any portion of hull above low water), (e) Sunken wreck (dangerous to surface navigation).

57. What does the red sector of a light usually indicate?

Ans. Waters to be avoided, inspection of the chart will give the reason. Sometimes a narrow sector is a channel.

58. If you identified and located two objects on the chart bearing about 80° apart from your position, how would you determine your position on the chart?

Ans. Take a true fix of each object and apply to chart. Where the two lines intersect is your position.

G. MOTOR BOAT REGULATIONS (UP TO 65 FEET)

59. Motor boats under 26 feet in length carry what lights at night when underway?

Ans. First: A bright white light aft to show all around the horizon.

Second: A combined lantern in the forepart of the vessel and lower than the white light aft, showing green to starboard and red to port, so fixed as to throw the light from right ahead to two points abaft the beam on either side.

60. Motor boats over 26 feet in length and under 65 feet carry what lights at night when underway?

Ans. First: A bright white light in the fore part of the vessel as near the stem as practicable to show an unbroken light over an arc of the horizon of twenty points of the compass, so fixed as to throw the light ten points on each side of the vessel, namely, from right ahead to two points abaft the beam on either side.

Second; A bright white light aft to show all around the horizon and higher than the white light forward.

Third: -On the starboard side, a green light to show an unbroken light over an arc

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G. (cont.)

of the horizon of ten points of the compass, so fixed as to throw the light from dead ahead to two points abaft the beam on the starboard side.
On the port side, a red light with the same characteristics in respect to the port side.
The said side lights shall be fitted with inboard screens so set as to prevent these lights from being seen across the bow.

61. The above lights should be visible for how far?
(a) White lights.
(b) Colored lights.

Ans.(a) Two miles.

(b) One mile.

62. Your boat is 45 feet in length, and you have a total of ten people aboard. How many life preservers should you have aboard readily accessible?

Ans. Ten.

63. Your boat is gasoline powered. What precautions do you take before starting engines.

Ans. Open all hatches and ports to thoroughly ventilate below decks, start the blower, inspect the bilges and fuel lines for leaks. Prohibit smoking.

64. Describe good locations for Hand Fire Extinguishers that will extinguish a gasoline fire in the engine room.

Ans. Anywhere on the boat where the heat and flames will not prevent them from being readily accessible.

65. What precautions do you take when passing a float where divers are working?

Ans. Slow down, and keep well clear.

H. FIRST AID

66. When a man is overcome by monoxide gas, or any gas, the first thing to do is,
(a) Throw water into his face.
(b) Carry him into fresh air.
(c) Start artificial respiration on the spot.

Ans. (b)

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H. (cont.)

67. In shock, a person's pulse is strong, normal or weak?

Ans. Weak.

68. A shock victim should be kept cool or warm?

Ans. Warm.

69. When a person has drowned, artificial respiration will do no good if the pulse cannot be felt. True or false?

Ans. False.

70. When a person complains of severe cramps in the abdomen, he should take a strong laxative immediately to clean out his bowels. True or false?

Ans. False.

71. If a man has a small abscess on his arm, with red streaks running up to his armpit, there is no need to hurry him to a doctor. True or false?

Ans. False.

72. If a man were spurting blood from a wound, where would you place the tourniquet?

Ans. Reasonably close to the wound on the heart side, locate the artery and apply the pressure there.

73. How would you apply artificial respiration to a drowned person?

Ans. <u>RESUSCITATION OF THE APPARENTLY DROWNED</u>

When a person has been rendered unconscious by fumigation gas, by electric shock, drowning or any other cause, and breathing ceases or becomes very shallow, artificial respiration should be begun at once. Proceed as follows:

a. As soon as the person is rescued, the mouth should be forced open and any foreign substance, such as gum, false teeth or food, removed.

b. Begin immediately to loosen the clothing about the neck, chest and abdomen. With a handkerchief or towel, gently swab out the mouth and throat to remove mud, or mucous. Turn the patient over, face downward, place the hands under the abdomen, on

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H. (cont.)

on either side, and lift the patient in order to drain the lungs and stomach.

c. Keep the patient warm. Do not give any liquids whatever by mouth until the patient is fully conscious.

d. Lay the patient on his belly, one arm extended directly overhead, the other arm bent at elbow, and with the face turned outward and resting on hand or forearm, so that the nose and mouth are free for breathing.

e. Kneel, straddling the patient's thighs, with your knees placed at such a distance below his hip bones as will allow you to reach his waist easily. Place the palm of the hands on the small of his back with fingers resting on his ribs, the little finger just touching the lowest rib, with the thumb and fingers in a natural position, and the tips of the fingers just out of sight.

f. With arms held straight, swing forward slowly, so that the weight of your body is gradually brought to bear upon the patient. Your shoulder should be directly over the heel of your hand at the end of the forward swing. Do not bend your elbows. This operation should take about two seconds.

g. Now immediatelyswing backward so as to remove the pressure completely.

h. After two seconds, swing forward again. Thus, repeat deliberately, twelve to fifteen times a minute, the double movement of compression and release, and complete respiration in four or five seconds.

i. Continue artificial respiration, without interruption, until natural breathing is restored, four hours, or longer if necessary, or until a physician declares the patient dead.

74. After patient has revived, in reference to question No. 73, what precautions should you take?

Ans.

a. To avoid strain on the heart when the patient revives, he should be kept lying down and not allowed to stand or sit

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H. (cont.)

up. If the doctor has not arrived by the time the patient has revived, the patient should be given some stimulant, such as one teaspoonful of aromatic spirits of ammonia in a small glass of water, or a hot drink of coffee or tea. The patient should be kept warm.

b. Resuscitation should be carried on at the nearest possible point to the place where the patient received his injuries. He should not be moved from this point until he is breathing normally, of his own volition, and then moved only in a lying position. Should it become necessary, due to extreme weather conditions, to move the patient before he is breathing normally, resuscitation should be carried on during the time that he is being moved.

c. A brief return of natural respiration is not certain indication for stopping the resuscitation. Not infrequently, the patient, after a temporary recovery of respiration, stops breathing again. The patient must be watched and if natural breathing stops, artificial respiration should be resumed at once.

d. In carrying out resuscitation, it may be necessary to change the operator. This change must be made without losing the rhythm of respiration. By this procedure, no confusion results at the time of change of operator and a regular rhythm is kept. The treatment must not be given up until at least four hours of steady, unremitting resuscitation has been tried, unless, of course, the patient commences to breathe strongly and naturally of his own volition.

e. Although the patient may be revived and breathing of his own volition, he may still be unconscious. Do not give him any liquids by mouth until he is conscious.

I. BOAT ETIQUETTE AND CUSTOMS OF THE SEA

75. U.S. Military craft at anchor fly the national ensign at the,

(a) Bow staff.
(b) Gaff
(c) Stern staff.