

~~602 Grand Hotel~~

~~602 TAKAHASHI GOLD
STORAGE PLANT~~

CROSS REFERENCES OTHER THAN RADIO

333

DATE 27 March 50

FROM: CINCPAC

TO: COMMANDING GENERAL EIGHTH ARMY

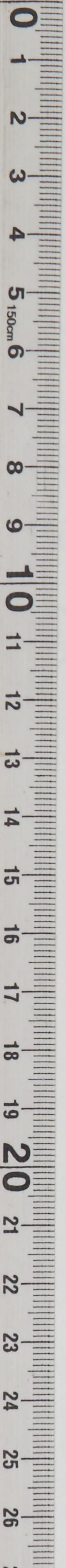
SUBJECT: MESSAGE FORM: REQUEST FOR EXTENSION OF TIME ON RELEASE
OF GRAND HOTEL, 7th Inf Div Area
(Grand Hotel and Takahashi Gold Storage
Plant business transactions are the
same)

CINCPAC message form with memo for record and 8th Army

message form inclosed

DOCUMENT IN.....673.....

JN 3579 C&RE



JGC/WLM/CWT/tr

ROUTING

CONFIDENTIAL
GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

- A C/S G-4
- D AC/S G-4
- EXECUTIVE
- PLANS & POLICY
- OPERATIONS
- CONST & FAC
- PETROLEUM
- PERSONNEL
- ADMINISTRATION

333
~~X60~~
~~X600~~
~~X600~~

AG 601 (2 4 MAR 50) CE

24 MAR 50

SUBJECT: Correction of Deficiencies Noted by the Inspector General, General Headquarters, Far East Command

TO: Commanding General, Eighth Army, APO 343
Commanding General, Far East Air Forces, APO 925

1. The following information concerning Engineer Form 1266 is extracted from a report of staff visit conducted by the Inspector General, General Headquarters, Far East Command, during the period 6 - 10 February 1950:

"3. Administration

"b. The requirements of Engineer Form No. 1266, Record of Real Property, with attendant maps, floor plans, blue prints, inventories, etc., for each procurement demand which many times are required for single houses appear to have imposed such an administrative load on Engineer personnel that both procurement and release of real estate is delayed and hampered. The submission of Part C of Form 1266 on a quarterly basis for procurement demand property with or without change as required by paragraph 3c, Eighth Army Circular 2, 1949, appears to be redundant. Uncertainty exists as to the frequency of submission of Form 1266 and its component parts. The inventory of each procurement demand property is considered essential, however, the requirements of the voluminous Form 1266 for individual houses should be simplified if possible".

"VI. RECOMMENDATIONS

"9. That Engineer Form 1266, Real Property Record, be reviewed with a view toward simplification in the form particularly with respect to individual houses and the lessening of recurrence of report".

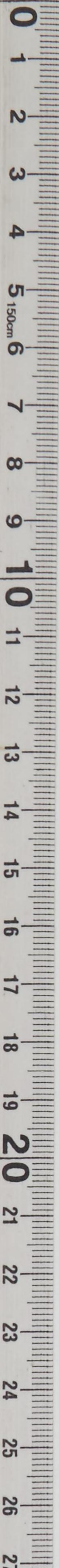
2. The submission of Part "C" (Quarterly Report of Change) of Engineer Form 1266 on a quarterly basis for those installations upon which a Part "A" (Interest in Real Property) and "B" (Description of Installation) has been submitted is in accordance with III 406-45-5, and must continue in effect. However, the number of reports Part "A" and "B" can be reduced by grouping those properties located in one

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71M4
Opus
3158
3158

G-4



CONFIDENTIAL

AG 601 (24 MAR 50) CE 24 MAR 50

SUBJECT: Correction of Deficiencies Noted by the Inspector General,
General Headquarters, Far East Command.

general area which contribute to one general function or mission into a single report.

3. In grouping properties where a Part "A" and "B" have been rendered, a change will be required in the permanent installation identifying numbers. This change in permanent identifying numbers will require prior approval of the Department of the Army or Department of the Air Force.

4. It is desired that all Real Property Records Reports, Engineer Form 1266 be reviewed with a view toward the reduction of the number of reports submitted by this command, particularly those reports on individual houses or on each procurement demand. Where changes are required in installation identifying numbers, a letter requesting authorization to make the change will be prepared and forwarded to the Chief of Engineers, Department of the Army, or the Director of Installations, United States Air Force. This request will be routed through normal real property reporting channels with an information copy furnished to General Headquarters.

5. The following information will be furnished General Headquarters, attention Engineer, on or before 15 April 1950:

a. Number of installations presently being reported to the Chief of Engineers, Department of the Army, or the Director of Installations, United States Air Force.

b. The approximate number of installations to be reported after consolidation of properties as indicated above.

c. The number of reports remaining for single houses, giving justification for the reports.

6. Reports Control Symbol QCE-(OT)-55 is established for and will apply to the preparation and submission of report required by paragraph 5 above.

BY COMMAND OF GENERAL MacARTHUR:

cc: C/S
IG
Comptroller
G-4

1130 MAR 24 50
H. FRAZIER
Captain, AGD
Asst Adj Gen

CONFIDENTIAL

CONFIDENTIAL

From: G-4 To: Engr Lt Col Shaw 26-6033

Date: 9 MAR 1950

2 Proposed letter is returned pursuant to conversation between G-4 (Lt Col Shaw) and Engr (Capt Thompson, Real Estate Branch).

1 Incl
n/c

----- G. L. E. -----

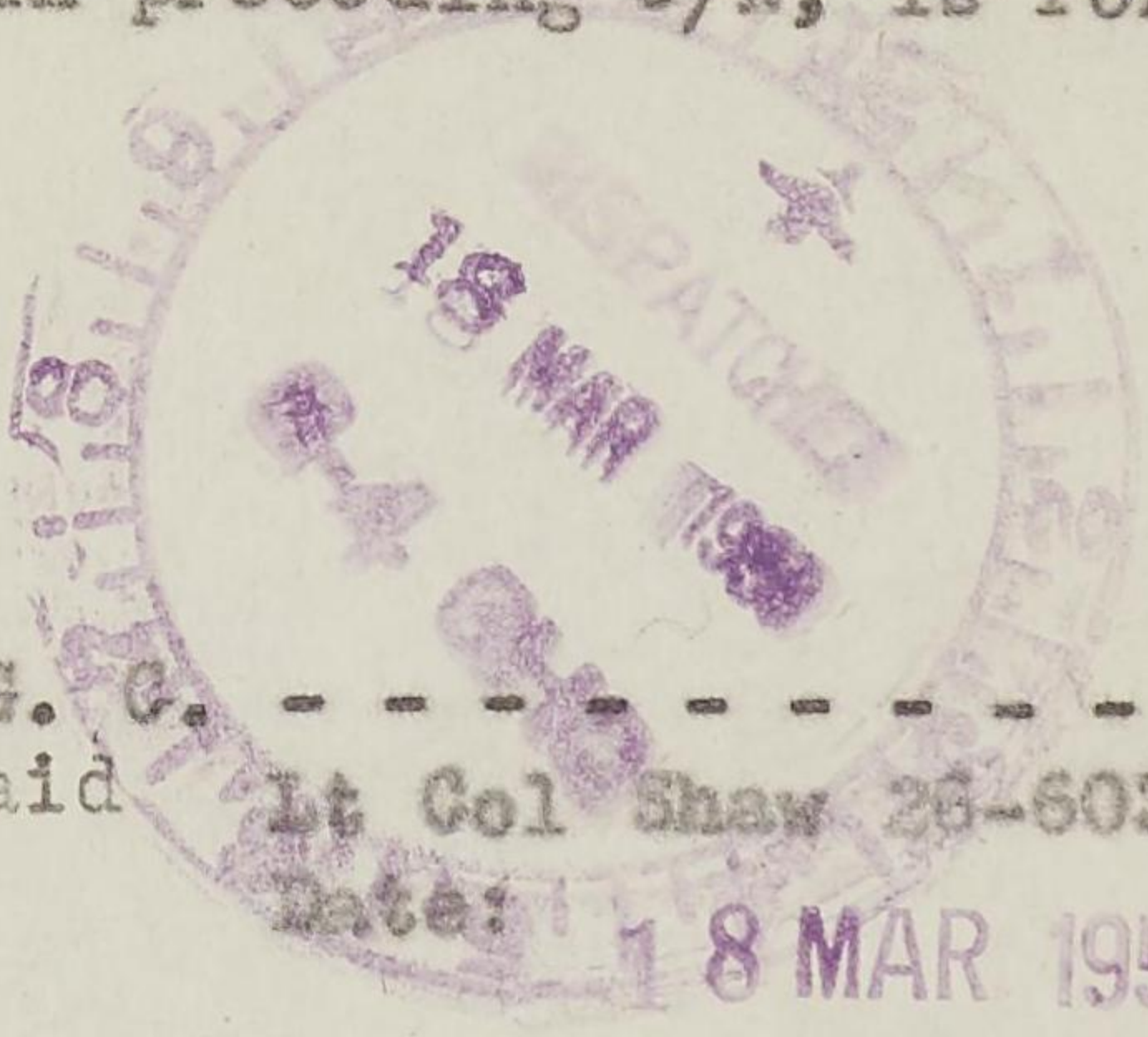
From: Engr To: G-4

Capt Thompson 26-6663

Date: 17 MAR 1950

3 The attached proposed letter, having been revised in accordance with suggestions made during conversation referred to in preceding C/N, is forwarded for concurrence and dispatch.

1 Incl
Prpsd ltr to CG's Eighth
Army and FEAF (revised)



GD OP NMW/HDT/ITS/aid

From: G-4

To: AG

Lt Col Shaw 26-6033

Date: 18 MAR 1950

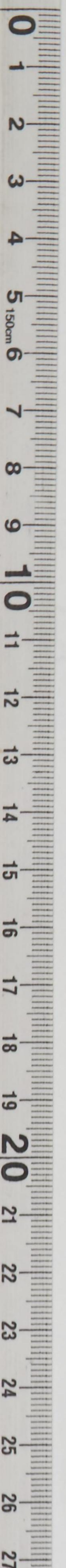
4 G-4 concurs. Forwarded for signature and dispatch.

1 Incl
n/c

nmw
G.L.E. 3158

CONFIDENTIAL

CONFIDENTIAL



From: G-4
To: Engr
Lt Col Shaw 28-8033
Date: 9 MAR 1950
Proposed letter is returned pursuant to conversation between G-4 (Lt Col Shaw) and Engr (Capt Thompson, Real Estate Branch).

1 Incl
n/c

From: Engr
To: G-4
Capt Thompson 28-8033
Date: 12 MAR 1950
The attached proposed letter, having been revised in accordance with suggestions made during conversation referred to in preceding G-4, is for your concurrence and dispatch.

1 Incl
17
CO's Right
AMM
PEAR (revised)
From: G-4
To: Engr

GD OP MMW/HDT/ITS/sid
Lt Col Shaw 28-8033
Date: 8 MAR 1950

1 Incl
n/c
forwarded for signature and dispatch.

CONFIDENTIAL

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G-4 OPERATIONS

GD OP NMW/HDT/ITS/aid
18 March 1950

MEMO FOR RECORD:

Subject: Correction of Deficiencies Noted by the Inspector General, GHQ, FEC

1. For background, see G-4 Journal No. 2808.
2. The CofS by C/N 1 to Engr, 25 Feb 50, cited deficiencies noted by the IG, GHQ, with regard to Engr Form No. 1266, Record of Real Property, and requested corrective action.
3. Engr by C/N 1, 8 Mar 50, forwarded to G-4 a proposed letter recommending a means of correcting deficiencies noted with regard to Engr Form No. 1266.
4. G-4 by C/N 2 to Engr, 9 Mar 50, returned proposed letter for necessary correction.
5. Engr by C/N 3 returned revised letter to G-4 for concurrence and dispatch.
6. C/N 4 concurs and forwards letter to AG for dispatch.
7. Within established G-4 policy.
8. Action completed on G-4 Journal No. 3158.

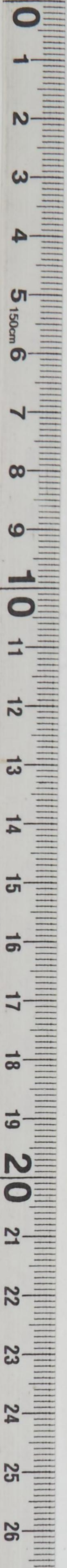
ITS _____ 26-6033

HDT HDT 26-6033

NMW NMW 26-6444

CONFIDENTIAL

G-4 FILE



G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____ <i>SR</i>
OPERATIONS	_____
CONST & FAC	_____
SUPPLY	_____
PETROLEUM	_____
FROM:	_____
PERSONNEL TO:	_____
ADMINISTRATION	_____ <i>R</i>

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

333

OUTGOING MESSAGE

CPC JFC/ECM/dg

UNCLASSIFIED

DATE: 21 March 1950

SCAP TOKYO JAPAN

CG USARPAC ROUTINE

210839

-40763 FOR MR. LEON R. GROSS MANAGER HAWAII OFFICE OF ALIEN
PROPERTY HONOLULU TH. REURMSG 180250Z, 18 Mar 50. No additional informa-
tion uncovered since 6 March Report. Investigators presently on Island
of Shikoku obtaining copies of material relative to Kotohira Jinsha.
Result of this investigation will be cabled not later than 27 March

OFFICIAL:

APPROVED:

K. B. BUSH,
Brigadier General, USA,
Adjutant General.

[Signature]
JOHN F. CONKLIN
Brigadier General, USA
Custodian

- Copies to:
- C-in-C G-2
 - C/S G-4 ✓
 - DC/S COM
 - G-1 CI&E
 - AG CPC (Return 15 cys)

INFORMATION COPY

Memo for Record: This rad answers rad 180250Z, 18 Mar 50, re Kotohira
Jinsha, fr Leon R. Gross, Mgr., OAP, Honolulu, to CINCFE (CPC) received
19 Mar 50. Ref cable states trial Judge in Kotohira Jinsha case refused
to extend opening of case beyond 27 Mar 50; asks for any additional info
available; request cable reply if no new info uncovered. Administrative
matter - no policy involved. Action continued on Line No. 51132.

J.F.C. *[Signature]* 26-5637

UNCLASSIFIED

#51132

G-4 ROUTING

- A C/S G-4 _____
- D AC/S G-4 _____
- EXECUTIVE _____
- PLANS & POLICY _____
- ① OPERATIONS ITS
- CONST & FAC _____
- SUPPLY _____
- PETROLEUM _____
- AG 601(8 MAR 1950) CE
- Engr _____
- PERSONNEL _____
- ② ADMINISTRATION WAP

CONFIDENTIAL

333
~~X 601~~
~~X 600~~ 9 MAR 50

Correction of Deficiencies noted by the Inspector General, GHQ, FEC

Capt Thompson 26-6663

G-4

8 MAR 1950

1. Reference is made to C/N No. 1 from the Chief of Staff to the Engineer, 25 February 1950, subject: Engineer Form #1266.

2. In view of the deficiencies noted in paragraph 1, referenced C/N and the desire of the Chief of Staff that action be taken to correct these deficiencies, the attached proposed letter is forwarded for concurrence and dispatch.

1 Incl
Prpsd Ltr to CG's
Eighth Army and FEAF

- J. G. C. -

GD OP-NMW/HDT/ITS/nm

From: G-4

To: Engr

Lt Col Shaw 26-6033

Date: 9 MAR 1950

2 Proposed letter is returned pursuant to conversation between G-4 (Lt Col Shaw) and Engr (Capt Thompson, Real Estate Branch).

1 Incl
n/c

Handwritten signature/initials in a circle

- G. L. E. -

MEMO FOR RECORD:

9 March 1950

1. The CofS by C/N 1 to the Engr, 25 Feb 50 cited deficiencies noted by the IG GHQ with regard to Engr form #1266, Record of Real Property, and requested action be taken to correct them.

2. Proposed letter by Engr subj: Correction of Deficiencies Noted by Inspector General, GHQ, FEC to CG 8th Army and CG FEAF lists discrepancies noted with regard to Engineer Form #1266 and recommends a means of correction. FEAF is included as an addressee in the event they may be reporting on a single property in the areas inspected which might be included in a consolidated report of property.

3. C/N 2 returned letter to Engr for revision as it was not entirely clear.

4. Within established G-4 policy.

5. Action completed on G-4 JN 2808.

I.T.S. ITS 26-6033

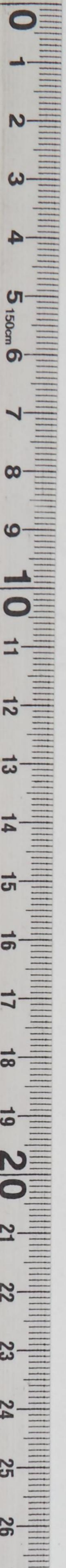
H.D.T. HDT 26-6033

N.M.W. NMW 26-6444

CONFIDENTIAL

JN 2808

G-4 FILE



CONFIDENTIAL

AG 601 ()CB

SUBJECT: Correction of deficiencies noted by the Inspector General,
General Headquarters, Far East Command

TO: Commanding General, Eighth Army, APO 343
Commanding General, Far East Air Forces, APO 925

1. The following information concerning Engineer Form #1266 is extracted from a report of staff visit conducted by the Inspector General, General Headquarters, Far East Command, during the period 8 - 10 February 1950:

"3. Administration

* * *

"b. The requirements of Engineer Form No. 1266, Record of Real Property, with attendant maps, floor plans, blue prints, inventories, etc., for each procurement demand which many times are required for single houses appear to have imposed such an administrative load on Engineer personnel that both procurement and release of real estate is delayed and hampered. The submissions of Part C of Form 1266 on a quarterly basis for procurement demand property with or without change as required by paragraph 3c, Eighth Army Circular 2, 1949, appears to be redundant. Uncertainty exists as to the frequency of submissions of Form 1266 and its component parts. The inventory of each procurement demand property is considered essential, however, the requirements of the voluminous Form 1266 for individual houses should be simplified if possible".

"VI. RECOMMENDATIONS

* * *

"9. That Engineer Form #1266, Real Property Record, be reviewed with a view toward simplification in the form particularly with respect to individual houses and the lessening of recurrence of report".

2. The submission of Part C of Form 1266 on a quarterly basis is in accordance with SR 406-45-5, and must continue in effect. However, the number of reports being prepared can be reduced in those cases



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AG SOL ()OE
SUBJECT: Correction of deficiencies noted by the Inspector General,
General Headquarters, Far East Command.

where reports are rendered for single houses or for each procurement demand.

3. It is desired that the Engineer Forms #1266, Real Property Record Reports, be reviewed with a view toward the elimination of reports on individual houses and reports on each procurement demand by grouping those properties located in one general area, which contribute to one general function or mission into a single report.

4. For those installations that have been assigned a permanent identifying number, necessary action must be taken to obtain Department of the Army or Department of the Air Force approval of the consolidation.

BY COMMAND OF GENERAL MACARTHUR:

cc: G-4
c/s
IG



CONFIDENTIAL

CONFIDENTIAL

AS OF ()
SUBJECT: Execution of delinquency noted by the Inspector General,
General Headquarters, War Relocation Authority.

These reports are rendered for single houses or for each settlement
house.

3. It is desired that the Registrar Form 1150, Social Property
Report, be reviewed with a view toward the elimination of re-
ports on individual houses and reports on each settlement house by
grouping these properties located in one general area, which contains
to one general function or status into a single report.

4. For those localities that have been assigned a permanent
identifying number, necessary action must be taken to obtain approval
of the Army or Department of the Air Force approval of the consolidation.

BY ORDER OF GENERAL HEADQUARTERS:

4-3 : 00
6/3
14



CONFIDENTIAL



333

~~331.4~~

CROSS REFERENCES OTHER THAN RADIO

DATE 7 March 50

FROM: GHQ FEC

TO: COMMANDING GENERAL
RYUKYUS COMMAND

SUBJECT: QM-FS ltr; REPORT OF FOOD SERVICE VISIT TO RYUKYUS
COMMAND

letter with inclosed report in its entirety

337 Visits

OPNS

DOCUMENT IN.....

333
~~XXXX~~

GD C&RE RNL/CRR/hp
Proceedings of Board of Officers
Covering Fire at Silk House,
Yokohama

Major Russell 26-6028

G-4

Engr

5 MAR 1950

(1)

1. The copy of the proceedings of a Board of Officers, convened to investigate this fire, is returned herewith.

2. No further investigative action is contemplated by G-4.

1 Incl
Ltr, Hq Yokohama
Command, YCRM 334,
subj: Proceedings
of Board of Officers,
31 Dec 49, w/5 Inds
and 1 Incl thereto.

F

----- G. L. E. -----

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
SUPPLY	_____
PETROLEUM	_____
PERSONNEL	_____
ADMINISTRATION	_____

5 MAR 1950

CVH

GD C&RE RNL/CRR/hp
4 March 1950

MEMO FOR RECORD:

SUBJECT: Proceedings of Board of Officers Covering Fire at
Silk House, Yokohama

1. Reference. See M/R, subject as above, 6 Feb 50 (G-4 Journal No. 1149) which returned the proceedings of a Board of Officers to 8th Army and requested that FEC be advised regarding the disciplinary action, if any, which had been taken, or was contemplated, against the Japanese who were found to be at fault in this instance.

2. 4th Ind, Hqs Yokohama Command, YCRM 334 (31 Dec 49) to CG 8th Army, 25 Feb 50, states that the 15 Japanese Nationals involved in this case were relieved from duty 30 Nov 49, as the result of their failure to obey existing orders prohibiting the use of gasoline in subject building.

3. Since no government property was damaged and the Japanese responsible have been discharged, it appears that no further advantage could be realized by additional G-4 action. The copy of the proceedings of a Board of Officers, convened to investigate this fire is returned to Engr and Engr is advised that G-4 contemplates no further investigative action.

4. Action taken is within established policy.

5. G-4 action is complete on Journal No. 2559.

CRR	<u>CR</u>	26-6028
HEB	<u>HGB</u>	26-6030
RNL	<u>M</u>	26-6028

333

GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

AG 333.1 (3 MAR 50) TO
SUBJECT: Report of Depot Inspection
TO: Commanding General
Marianas-Bonins Command
APO 246

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____ <i>jet</i>
CONST & FAC	_____
SUPERVISOR MAR 50	
PETROLEUM	
PERSONNEL ADMINISTRATION	
	_____ <i>R</i>

The attached Report of Depot Inspection conducted by a representative of General Headquarters, Far East Command, during the period 13 February to 18 February 1950, is forwarded for information and action as deemed appropriate.

BY COMMAND OF GENERAL MacARTHUR:

1 Incl
Rept of Depot Inspection

cc: G-4

MAILED 1 43 0 MAR 3 '50 AG - SHG

R. FRAZIER
Captain, AGD
Asst Adj Gen

TO-P ELR:JWC:RBD:pm
2 March 1950

MEMO FOR RECORD:

1. Instant letter is self explanatory.
2. Copy furnished G-4 and Central Div.
3. Action initiated and completed on Trans Jo Nbr _____.

R.B.D. *[Signature]* 26-6192

G-1 COPY



*
* REPORT OF DEPOT INSPECTION *
* TO BRANCH DEPOT *
*
* MARIANAS-BONINS COMMAND *
*
* 13 - 18 February 1950 *
*
* by *
* MAJOR RICHARD B. DAY *
* TRANSPORTATION SECTION *
* GENERAL HEADQUARTERS *
* FAR EAST COMMAND *
*

TRANSPORTATION SECTION
GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

This Depot Inspection Report is submitted in accordance with Department of the Army Regulation 780-10, 22 November 1949, G-4, General Headquarters, Far East Command, Check Note, 30 December 1949 and Administrative Memorandum No. 7, Transportation Section, General Headquarters, Far East Command, 11 July 1949, with change 1, 20 November 1949.

I. AUTHORITY.

A. A staff visit for the purpose of conducting a Transportation Corps Depot Inspection was made by Major Richard B. Day to MARBO, Guam, in compliance with Letter Order 33-20, General Headquarters, Far East Command, 7 February 1950.

B. Travel itinerary was as follows:

1. Departed Tokyo 0930, 13 February 1950.
2. Arrived Guam 1815, 13 February 1950.
3. Departed Guam 1200, 18 February 1950.
4. Arrived Tokyo 1915, 18 February 1950.

II. PURPOSE.

A. To inspect the Depot operations and facilities at the Transportation Corps Branch Depot, 60th General Depot, MARBO, Guam, to determine if the regulations governing the preservation use, storage, and inventory of public property and accounting therefore are being complied with.

B. To place special emphasis on the following points during the course of this inspection:

1. The prompt outshipment of generated excesses in accordance with disposition instructions received from higher headquarters.
2. The complete and accurate identification, classification and inventory of all unidentified property on hand.
3. The continued recheck of depot stocks for existing excesses and prompt reporting of those excesses to appropriate higher headquarters.
4. To place and maintain the Depot Stock Record Account in condition for audit.

C. To inspect all other matters pertinent to the operation of a supply depot. Attached to this report as Annex 1 is a detailed check list that was used in conducting this Depot Inspection. Any items appearing on the attached check list that are not specifically covered in the body of this report were found to be satisfactory at the MARBO Transportation Corps Depot and did not reveal any deficiencies or give rise to any problem requiring special attention.

III. FACTS.

A. Stock levels.

1. Stock levels have not been established for all items on hand at the depot.

2. Stock levels have been established for all general supplies, consisting of 776 line items, as of the date of this inspection.

3. Stock levels have not been established on spare parts on hand, consisting of 2255 line items, as of the date of this inspection.

4. All applicable factors have not been considered in the establishment of stock levels, specifically in so far as the spare parts are concerned.

5. This depot is currently in the process of reviewing and establishing stock levels on all items.

B. Stock Record Account.

1. The depot stock record account (MAR 70) was not in a condition for audit.

C. Inventories.

1. A fixed inventory cycle has not been established.

2. Stock record adjustment are being made as a result of a recent "one-time" depot inventory.

D. Storage.

1. The present space allocated to the depot is more than adequate for the quantity of stocks to be retained.

2. A complete and accurate stock locator system has not been established.

3. All stocks, except excesses to be shipped, salvage and paint, are in closed storage.

4. Sufficient pieces of Materials Handling Equipment are on hand at the depot, although there are frequent breakdowns due to the critical shortage of MHE spare parts. Approximately 50% of the depot MHE equipment was on deadline at the time this inspection was made.

E. Segregation, Identification and Classification.

1. This depot has on hand an estimated 450 meas tons of unidentified TC property which is in the process of being identified and classified.

2. Approximately 1500 meas tons of class "D" (unserviceable and uneconomically repairable) property has been segregated and reported as such.

3. Approximately 2900 meas tons of excess property has been reported for disposition and disposition instructions have been received on all excesses reported.

4. Excesses have not been promptly shipped upon receipt of disposition instructions.

F. Administration.

1. This depot has recently been established as a branch of the 60th General Depot under the authority of General Order No. 3, Headquarters, Marianas-Bonins Command, APO 246, 10 January 1950. Attached herewith as Annex No. 2 is an extract of Inclosure No. 1 to the above General Order showing the assignment of units by Major subordinate commands in MARBO. In addition, a breakdown of the personnel assigned to the TC Branch Depot has been incorporated in this Annex.

2. Although personnel and administrative matters are controlled by the 60th General Depot Headquarters, the technical supervision of the TC Branch Depot is maintained by the MARBO Transportation Officer (Commanding Officer of the 46th Transportation Service Group). This is in accordance with Standard Operating Procedure of a General Depot. (Reference SR 780-5-1, 23 September 1949)

IV. DISCUSSION.

A. Stock levels.

1. Although stock levels have been established for 776 line items of general supplies at this depot, it was found that no stock levels have been established for spare parts, in spite of the fact that a quantity are being retained in stock. The lack of issue experience has been the limiting factor in the establishment of stock levels for spare parts, but, in the absence of issue experience, a level can be

established on the basis of published mortality factors which are available to the depot. Using these mortality factors as a guide, along with the TC engine population of the command, a satisfactory level can be established to justify the quantity of spare parts retained in the depot stocks.

B. Stock Record Account.

1. The depot stock record account (MAR 70) was reported as ready for audit upon completion of a depot inventory in December 1949. At that time a report of survey listing TC supplies in the approximate amount of \$600,000.00 was outstanding and under review of a survey board. Subsequent to the submission of the report of survey additional stocks have been located in the course of further identification and segregation and these stocks have been picked up by the depot as "found on post". Inasmuch as the majority of these "found" items were previously included on the report of survey, the survey board has rejected the survey with the recommendation that it be cancelled and a new inventory be conducted to rectify this condition.

2. In view of the numerous stock record card postings required to be corrected as a result of the cancelled survey, the depot stock record account cannot be considered in condition for audit until these corrections have been made.

3. In a discussion with representatives of the 46th Transportation Group and the 60th General Depot it was the concensus of opinion that the time and effort of conducting a complete new inventory could and should be avoided and that the erroneous condition of the survey should be corrected by redlining those items and quantities which were picked up as "found on post" subsequent to the date of the Report of Survey.

C. Inventories.

1. In view of the stock record condition that has arisen as a result of the apparent incorrect report of survey recently rejected by a survey board, it is quite evident that the "one-time" depot inventory completed in December 1949 was not complete and accurate.

2. Considerable difficulty was encountered in conducting this inventory due to the lack of an efficient locator system and an apparent lack of orderly segregation, particularly at the former location of the depot on Cabras Island, where a considerable quantity of the stocks were still located at the time the inventory was taken.

3. Stock record adjustment have been made as a result of the recent "one-time" inventory, but many corrections will be necessary as a

result of the rejected survey. When this has been accomplished, along with the establishment of an accurate and efficient location system, a firm inventory schedule can be initiated at the depot.

D. Storage.

1. This depot has recently moved from a cite located on Cabras Island, Guam, to a cite located in the vicinity of Harmon Field, Guam.

2. The stocks to be retained have been physically moved to the new location and placed in three large warehouse which are more than adequate for the quantity of stocks to hold as a retention level. It is presently contemplated, as these stocks are segregated, rescreened for additional excesses and stored with an approved stock locator system, that they will be stored in one warehouse.

3. The excess stocks to be outshipped in accordance with disposition instructions received from the DA and/or CINCPAC are in open storage at the Cabras Island cite, along with stocks to be salvaged and the remaining small tonnage of unidentified stocks.

4. One item, paint, is presently in open storage at the new location and the depot has submitted a request to the local Air Force representatives for the use of a metal building in the area in which to place this paint in suitable covered storage.

5. This depot is in the process of establishing a stock locator system, in conjunction with the move to the new location and the eventual storage of all items, except paint, in a single warehouse. The locator system now existing is not adequate or accurate and needs considerable improvement before becoming an effective system. The depot personnel are aware of this and fully understand the requirements for an efficient stock locator system.

6. Of ten (10) pieces of Materials Handling Equipment authorized and/or on hand at the depot, five (5) were on deadline and one (1) short at the time this inspection was made. There are sufficient pieces on hand for the operation of a depot of this size, but a large percentage of the pieces are frequently out of operation. The principle difficulty is a critical shortage of MHE spare parts in the MARBO Command. This matter has been brought to the attention of the Commanding General, MARBO, in previous Staff Visit reports and action is being taken in the matter.

E. Segregation, Identification and Classification.

1. Following is a breakdown and status of the depot tonnages as reported at the time this inspection was made.

- a. Depot total - 5600 M/T. (Excluding unidentified)
- b. Excesses - 2900 M/T. Of this tonnage, 180 M/T was shipped on the USAT Sgt Keathly to Yokohama on 16 February; 6 M/T was booked and waiting shipment to Yokohama; 97.6 M/T was booked and waiting shipment to the Zone of the Interior.
- c. Unidentified - 450 M/T (approx). This is an estimated figure and indications are that this tonnage will run considerable less than reported. The feasibility of shipping this tonnage to the 8001st TC Depot as unidentified meas tonnage was discussed, but, in view of the fact that the identification and inventory of this tonnage will be required in adjusting the stock record account and correcting the rejected Report of Survey, these items must be completely and accurately accounted for before being shipped as excess or other wise disposed of. It is from this tonnage that the various items are being picked up as "found on post" and the Report of Survey in question should not have been administered until the identification program was completed. Obviously the items in this unidentified tonnage were at one time picked up on the depot stock record cards and must be considered in any adjustment to be made.
- d. Salvage - 1500 M/T. It is contemplated that this tonnage will be in the hands of the disposal officer within 30 days.
- e. Retained in stocks - 1200 M/T. This tonnage will be rescreened for further excesses over and above the requirements of this depot. At present, emphasis is being placed on shipping those excesses already reported and on which disposition instructions have been received. Disposition instructions have been received by the depot on all excesses reported to date, both from the Department of the Army and from the Commander-in-Chief, Far East.

2. A great majority of the excess stocks require repacking prior to shipment, and, due to the limited manpower available to the depot, presents a factor in expediting the out shipments. The MARBO Transportation Officer has set a tentative goal of 1 July 1950 as the date when all excesses will have been shipped; however, the TC Branch Depot Commander estimates that, with the present personnel strength, he cannot prepare and ship more than 300 to 400 M/T per month. On this basis shipments will be completed on or about 1 September 1950.

F. Administration.

1. It was revealed during further discussion with MARBO Headquarters and 60th General Depot Representatives that the smaller branch depots may feel the "pinch" of further personnel reductions (or will find it difficult to receive an increase in present strength) in order to assist those technical branch depots that have a considerably larger excess unidentified tonnage to process.

2. A discussion was held with the Executive Officer of the 60th General Depot to clarify the position of the MARBO Transportation Officer in respect to the control and supervision of the TC Branch Depot. It was determined that the Transportation Officer will continue technical supervision of and give technical assistance to the TC Branch Depot, and will coordinate with the General Depot Headquarters on all matters concerning the TC Branch.

3. Discussions were held with the following personnel during this Staff Visit and Depot Inspection:

Col. D. H. Smith	Chief of Staff, MARBO
Col. H. J. Vandersluis	CO, 46th Trans Serv Grp
Lt. Col. P. W. Shubert	Operations Officer, 46th Trans Serv Grp
Lt. Col. L. J. Griffith	Exec Off, 46th Trans Serv Grp
Lt. Col. R. A. Flood	Exec Off, 60th Gen Depot, MARBO
Maj. Norris Shealy	Ass't Comptroller, MARBO
Capt. W. M. Riley	CO, TC Branch Depot, 60th Gen Depot
1st Lt. E. J. Huard	Adj, 46th Trans Serv Grp
1st Lt. J. W. Ewing	Supply Off, 46th Trans Serv Grp
Mr. W. F. Cushing	Stock Control, TC Branch Depot

A brief introductory discussion was held with Maj. Gen. Beightler, Commanding General, MARBO, upon arrival at MARBO Headquarters.

V. CONCLUSIONS.

A. Stock Levels.

1. Stocks levels have not been established on all items, but can be if all pertinent factors are considered and applied in the computation.

B. Stock Record Account.

1. The TC Branch Depot Stock Record Account (MAR 70) is not in a condition for audit and will not be until numerous stock record card postings are corrected as the result of a Report of Survey that has been rejected by a Survey Board. It is not necessary to conduct another complete depot inventory in order to make these adjustments.

C. Inventories.

1. The recent "one-time" inventory of the TC Branch Depot Stocks was apparently not a complete and accurate inventory, particularly in that stocks still not identified had not been included when the inventory was considered "completed".

2. The various difficulties encountered in conducting this depot inventory prove conclusively the importance of an established and accurate stock locator system and use of planned warehouse storage facilities.

D. Storage.

1. This depot is now using more space than required for the quantity of stocks to be retained, but is in the process of consolidating in one warehouse. All stocks presently in open storage, except paint to be retained, are excesses to be shipped, salvage to be disposed of or unidentified tonnage to be processed.

2. The present stock locator system has been found to be inadequate and the depot cannot effectively control the status of the stocks and conduct an accurate inventory until an improved system is established.

3. Materials handling efficiency is hampered by the frequency of deadlines among the pieces of Materials Handling Equipment on hand at the depot. The major limiting factor is the shortage of spare parts for these pieces in the MARSD area.

E. Segregation, Identification and Classification.

1. The outshipment of existing excesses in accordance with disposition instructions received is not in full operation. The necessity for repacking the majority of the items to be shipped, along with limited number of personnel to do this packing, will be a limiting factor in expediting these shipments.

2. Unidentified stocks on hand are being processed and must be inventoried and accounted for in order to accurately adjust the stock record postings.

3. Stocks to be disposed of as salvage have been segregated and are ready to be shipped to the disposal office.

4. Stocks to be retained have been segregated and stored, but have not been thoroughly rescreened for further excesses.

F. Administration.

1. The lack of personnel will be a limiting factor in the operation of the depot and the fulfillment of its various requirements and the need for an efficient program and full utilization of all personnel will be mandatory in order to accomplish the assigned missions.

2. The Commanding Officer, 46th Transportation Service Group, will maintain technical supervision over the TC Branch Depot and coordinate all matters with the Commanding Officer, 60th General Depot, MARBO.

VI. RECOMMENDATIONS.

A. Stock levels.

1. That immediate steps be taken to establish stock levels on all line items in the depot, using replacement or mortality factors and issue experiences, which ever is applicable.

B. Stock Record Account.

1. That the necessary corrections be made on the depot stock record cards as expeditiously as possible in order to place the stock record account in condition for audit within 60 days.

2. That the depot stock record account be accurately and efficiently administered so that it is maintained in condition for audit at all times.

C. Inventories.

1. That when an inventory is conducted it be effectively carried out with an efficient program and schedule.

2. That a firm inventory schedule be established for the depot and that it be adhered to.

D. Storage.

1. That all stocks be stored so as to make full use of the space available.

2. That a complete and accurate stock locator system be established in order to effectively contribute to the inventory and stock control requirements of the depot.

3. That follow up action be taken to obtain covered storage space for the paint which is now in open storage.

4. That constant stress be placed on the importance of first echelon maintenance of the Materials Handling Equipment and continued follow up action be maintained with Ordnance representatives to determine the status of those pieces deadlined.

E. Segregation, Identification and Classification.

1. That a concerted effort be made to make full utilization of the depot personnel, and any additional personnel available in the 46th Transportation Service Group, to repack and ship the existing excesses in accordance with disposition instructions received.

2. That all unidentified stocks remaining be processed and accurately accounted for.

3. That follow up action be taken on the stocks to be salvaged in order to place this tonnage in the hands of the disposal officer at the earliest possible date.

4. That stocks which have been retained be rescreened for excesses and that all excesses found be reported promptly for disposition instructions.

F. Administration.

1. That all available personnel be used to the fullest extent possible in order to accomplish the above recommendations and correct the existing deficiencies.

2. That the Commanding Officer, 46th Transportation Service Group maintain technical supervision over the TC Branch Depot, 60th General Depot and coordinate with the Depot Commander, 60th General Depot, on all matters pertaining to the operation of the TC Branch Depot and the accomplishment of the above recommendations.

SUBMITTED BY:

RICHARD B. DAY
Major TC
P&A Division

RECOMMEND APPROVAL:

JAMES W. CAUGHNON
Lt. Col. TC
Director, P&A Division

APPROVED:

H. T. MILLER
Colonel TC
Transportation Officer

TRANSPORTATION SECTION
GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

CHECK LIST FOR DEPOT INSPECTION - AR 780-10, 22 November 1949

I GENERAL

A. The purpose of this inspection is for the Transportation Officer, Far East Command, to satisfy himself that the regulations governing the preservation, use, storage, and inventory of public property and accounting therefore are being complied with by the Far East Command Transportation Corps Depots.

II STOCK CONTROL

A. Stock Levels.

1. Have stock levels been established for all items on hand.
2. Have stock levels been computed correctly in accordance with issue experiences and replacement factors.
3. What action is being taken on those items for which a stock level has not been established.
4. Are stock levels being reviewed frequently for the purpose of readjustments.

B. Issues and Receipts.

1. Are incoming requisitions being acted upon with the least practicable delay.
2. Is follow up action maintained on all back orders.
3. Are shipments to other commands and/or to the ZI properly packed and documented in accordance with existing instructions. Reference ltr, GHO, FEC, APO 500, AG 400.16 (14 Mar 49)GD, subject, Inspection and Marking of Items Returned to ZI, and references cited therein.
4. Are requisitions submitted to the ZI in sufficient time to maintain a balanced stock.

C. Stock Record and Fiscal Accounts.

1. Are stock record accounts up-to-date and maintained in condition for audit.
2. Are vessel property records maintained on shore at the depot up-to-date.

ANNEX
1

3. Are all fiscal accounts maintained in proper order.

D. Inventories.

1. Are inventories being taken in accordance with an established schedule or cycle.
2. Are required stock record adjustments being made promptly upon completion of inventories.

III STORAGE

A. Space and Occupancy.

1. Is available storage space used to the maximum extent possible.
2. Are items stored in a manner to afford accurate and efficient inventory and issue procedure, utilizing an approved stock locator system.
3. Is sufficient and suitable space reserved for packing, crating, assembly, inspection, utilities, and administrative offices.
4. Are items stored, in so far as practicable, in a manner to assure preservation and protection from the elements.
5. Are adequate fire prevention measures practiced and enforced.

B. Maintenance and Security.

1. Is materials handling equipment properly maintained.
2. Are effective security measures enforced.

C. Segregation, Identification and Classification.

1. Is unidentified property on hand being identified and stocked as expeditiously as possible.
2. Is unclassified property on hand being properly classified and stocked as expeditiously as possible.
3. Is all unserviceable and uneconomically repairable property on hand being reported to the disposal officer for disposition.
4. Are generated excesses being promptly reported for disposition instructions.
5. Is prompt action being taken on disposition instructions received.

IV ADMINISTRATION

A. Personnel.

1. Under what authority and table (s) is the Depot organized.
2. Is the welfare of the depot personnel carefully considered and supervised.
3. Are all depot personnel assignments made, in so far as possible, according to the qualifications of the individuals and are all personnel utilized economically.

B. Reports and Records.

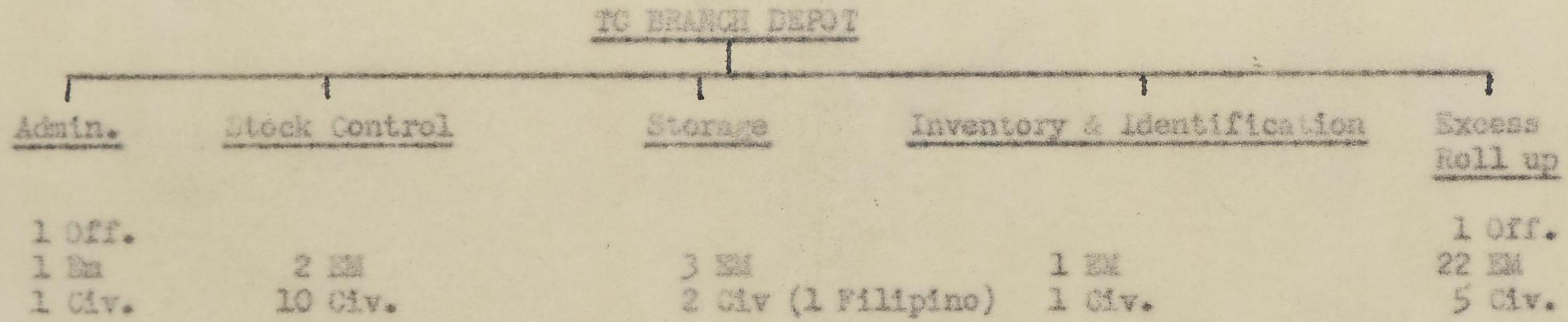
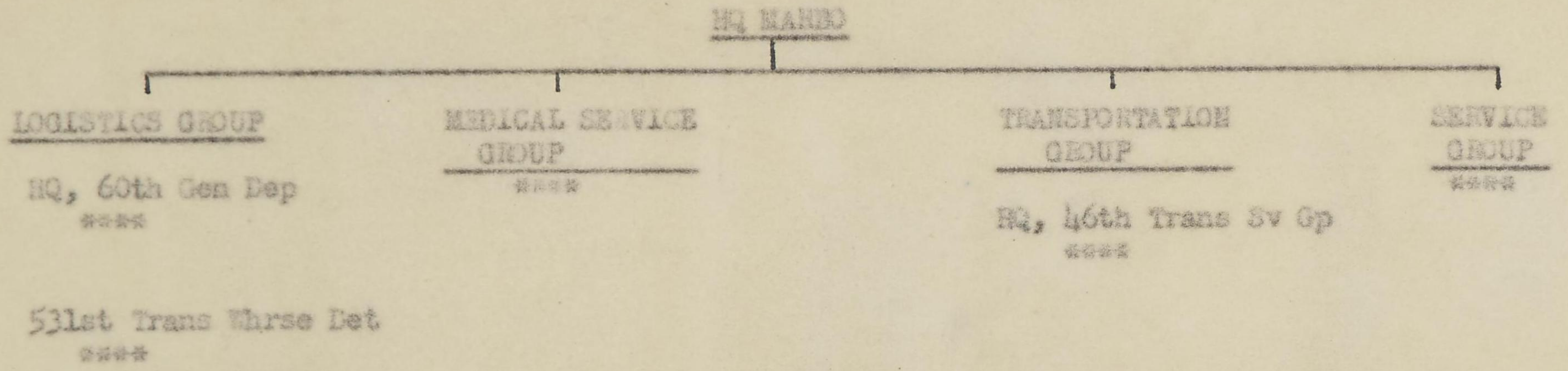
1. Are the following reports, required by existing instructions, prepared correctly:
 - a. Disposal of Supplies and Equipment (RCS CSGLD-257)
 - b. Overseas Command Forecast of Requirements (RCS CSGLD-105 (R2)).
 - c. Forecast of Return of Excess Military Property from Overseas (RCS CSGSP-109 (R-1)).
 - d. Delayed Overseas Supply Items Report (RCS QTO-14 (R1)).
 - e. Transportation Corps Depot Summary (RCS QTO-14 (R1)).
2. Are all pertinent manuals, regulations and directives on hand and utilized.

V MISCELLANEOUS

1. Discuss any other matters with the Depot Commander that may be peculiar to the particular depot inspected and give "on-the-spot" assistance, in so far as possible, in solving any existing problems.

ANNEX 2

ANNEX 2 TO REPORT STAFF VISIT AND TC BRANCH DEPOT INSPECTION, MARBO, GUAM



In addition to this strength a daily gang of approximately 14 men of the Luzon Stevedoring Company have been loaned from the Guam Army Port to assist in the roll up program; however, the port can only spare these stevedores as long as the work load at the port does not require their presence there.

DECLASSIFIED
Authority AWD 975029



Ltr, General Headquarters, Far East Command, Medical Section, 333.1
(1 Mar 50)MD-SF, subj, Inspection of MARBO Medical Depot, 1 Mar 50

333.1 (1 Mar 50)MD-A 1st Ind

GENERAL HEADQUARTERS, FAR EAST COMMAND, MEDICAL SECTION, APO 500,
2 March 1950

TO: Surgeon, Marianas-Bonins Command, APO 246

Forwarded for your information.

FOR THE SURGEON:

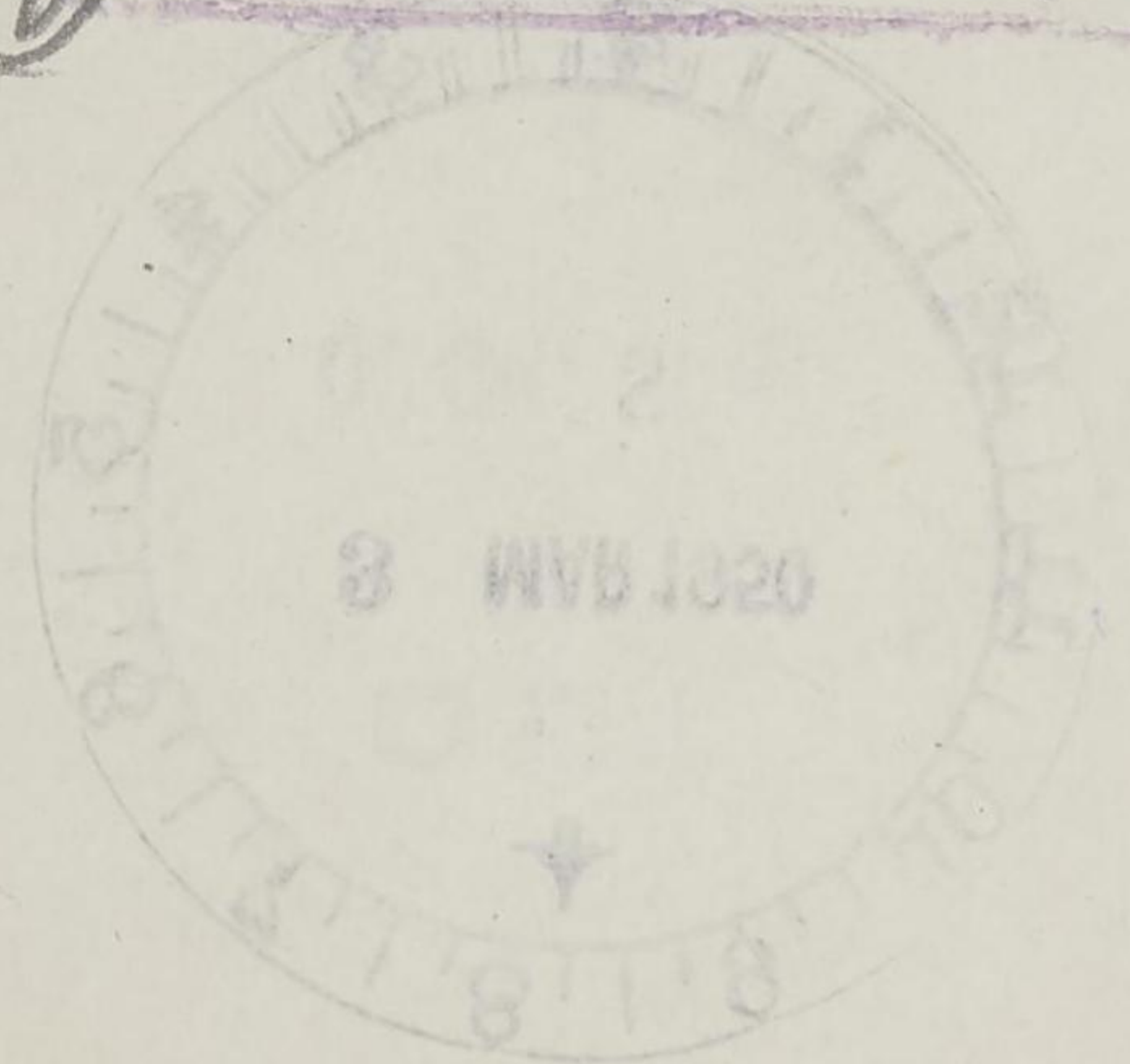
333
~~* 323~~
~~* 632~~

Copy furnished:
G-4

R. H. ECKHARDT
Colonel MC
Deputy Surgeon

Copy for G-4 [initials]

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____ <i>pm</i>
CONST & FAC	_____
SUPPLY	_____
PETROLEUM	_____
PERSONNEL	_____
ADMINISTRATION	_____ <i>*</i>



GENERAL HEADQUARTERS
FAR EAST COMMAND
MEDICAL SECTION

APO 500
1 March 1950

333.1 (1 Mar 50)MD-SF

SUBJECT: Inspection of MARBO Medical Depot

TO: Surgeon
General Headquarters
Far East Command
APO 500

Subject depot was inspected by the undersigned during the period 20-21 February 1950 as follows:

1. Facilities. The depot consists of a main plant located on the island of Guam and a sub-depot at Saipan. The Guam plant consists of seven (7) quonset-type buildings approximately 30' by 100'. The Saipan sub-depot consists of three (3) block-type buildings approximately 70' by 180'. The buildings at Guam suffered considerable damage in a typhoon which swept across the island in November 1949. The ends of the quonsets were blown out and have not been replaced to date. All buildings are in a bad state of repair. Little security is offered from the elements and practically none from pilferage. The buildings at Saipan appear to be in good condition except for several leaks in the roofs.

2. Organization. The medical depot was formerly the 60th Medical Base Depot Company. Upon the recent reorganization, it became the Medical Section of the 60th General Depot. The staff consists of one (1) officer, twenty-two (22) enlisted men, and two (2) civilian employees. Complaint was made by the Medical Supply Officer of a shortage of clerical help. This was apparent to the undersigned as evidenced by a large backlog of paper work which had not been accomplished.

3. Mission. This depot is responsible for supply of medical items for all Army and Air Force organizations in the MARBO command. At the present time, issues are made principally to one Air Force dispensary at Anderson Air Force Base and three Army dispensaries. Since the responsibility for in-patient care of Army and Air Force personnel has been assumed by the Navy in the MARBO command, the requirement for medical

333.1 (1 Mar 50)MD-SF, 1 Mar 50
Subj: Inspection of MARBO Medical Depot

supplies has undergone a considerable decrease. The necessity for continued operation of a medical supply depot is questionable. Investigation should be made with a view toward assumption by the Navy of supply of Army and Air Force medical requirements in this command.

4. Stock Control. Approximately 4900 stock record cards are in use. The last inventory was completed on or about 15 September 1949, since which time all property has been rewarehoused and new locator cards accomplished. The account was last audited on 5 July 1949 and all discrepancies disclosed by the audit have since been corrected. All supplies on hand at the depot are accounted for on the stock record accounts. No unidentified or unclassified materiel is on hand. Investigation disclosed that no items were being carried on back-order for stations supplied by this depot. Due to the inactivation of the 22d General Hospital, all back-orders for that organization were cancelled, which left large quantities of items available for supply to the remaining accounts to which this depot issues. All back-orders due-in from the San Francisco Port of Embarkation were cancelled and at the time of inspection no back-orders existed. Inquiry revealed that there were only two medical items which are in continual short supply due to inadequate replacement factors. These items were 1-209-180 Fungicidal Ointment and 1-108-400 Burrow's Solution Tablets. Action had not been taken to request a revision of the replacement factor in accordance with paragraph 5c, Supply Bulletin 38-4 MED. No equipment shortages exist at the present time.

5. Excesses. All excesses were determined during the latter part of 1949 and were reported in accordance with existing instructions. Proper disposition instructions were given the command both from CINCPAC and from the Department of the Army and, since the instructions were received, the depot has been making dispositions as directed. Records disclose that approximately 2000 measurement tons have been shipped to the Yokohama Medical Depot and approximately 1000 measurement tons to the zone of interior. At the present time, there remain approximately 3000 measurement tons on the island of Saipan, of which 500 measurement tons is to be shipped to the zone of interior and 500 measurement tons to the Navy at Saipan. There remain 2000 measurement tons of excesses to be reported to the Disposal Officer for sale or salvage. Action has not yet been accomplished to report undesired excesses to the Disposal Officer either at Guam or Saipan.

6. Non-Standard Credit. The depot has a non-standard credit in the amount of \$8800 for the fiscal year. Only \$684 of this amount was used during the first half of the fiscal year for supply of non-standard requirements. It is apparent that this credit is in excess of the amount required since inactivation of the 22d General Hospital.

333.1 (1 Mar 50)MD-SF, 1 Mar 50
Subj: Inspection of MARBO Medical Depot

7. Storage. All medical items are stored inside with the exception of a number of gas cylinders and a quantity of items which had been surveyed but not delivered to the salvage yard. The gas cylinders were not covered and were considerably corroded due to exposure to the elements. The unserviceable materiel in outside storage was surveyed several months ago and should long since have been delivered to the salvage yard. The Report of Survey was contained in the voucher file but was not complete due to lack of signature by the Salvage Officer for the materiel. The warehouses were neatly arranged inside and the materiel stored appeared to be in very good condition. However, due to the fact that the warehouses are in a bad state of deterioration, due to the typhoon, some of the stock is being wet at each rainfall and will soon deteriorate unless the warehouses are repaired or the stock moved to a different location. There were no unopened boxes in evidence in the closed storage section. One warehouse was being used as a loose-issue room. Considerably more stock is contained in the loose-issue room than is necessary under the current decreased consumption rates. The issue room apparently was designed to contain sufficient quantities for issue to several dispensaries and a general hospital and the shelves are now filled with items which are not required since inactivation of the general hospital. The shelves were very untidy with open packages piled thereon and loose box tops scattered over the shelves. The stock was in very bad condition due to corrosion and dust. The biological section contains a considerable quantity of items which are rapidly approaching the expiration of their potency period. New control levels should be computed for these items and excess stocks reported at an early date in order that these materials can be disposed of prior to deterioration.

8. Recommendations.

a. Recommend that the warehouses be repaired at an early date in order to secure the stock from pilferage and from deterioration due to frequent rainfall, or that a new location be selected for the depot where better storage facilities are available.

b. Additional clerical help should be provided during the current period of roll-up of excess at this depot in order to effect early disposition of excess items still remaining at this depot,

c. A new inventory should be taken at an early date and new control levels computed for each item in order to determine further excesses which exist due to inactivation of the 22d General Hospital and the reduced number of issues being made under current operations. Report of excesses revealed should be made as soon as possible in order to reduce the amount of storage facilities required for medical supplies.

333.1 (1 Mar 50)MD-SF, 1 Mar 50
Subj: Inspection of MARBO Medical Depot

d. An audit of this account should be scheduled in the near future due to the large number of property transactions which have occurred since the last audit on 5 July 1949.

e. Excesses now on hand, which remain after all shipments directed by this headquarters and by the Department of the Army have been made, should be reported to the Disposal Officer in order that he may take action to dispose of these items under current regulations.

f. Request should be made by the Medical Supply Officer to The Surgeon General, Department of the Army, in accordance with paragraph 5c, Supply Bulletin 38-4 MED, for an increase in replacement factor for items 1-209-180 Fungicidal Ointment, and 1-108-400 Burrow's Solution Tablets, in order to obtain an adequate supply of these items.

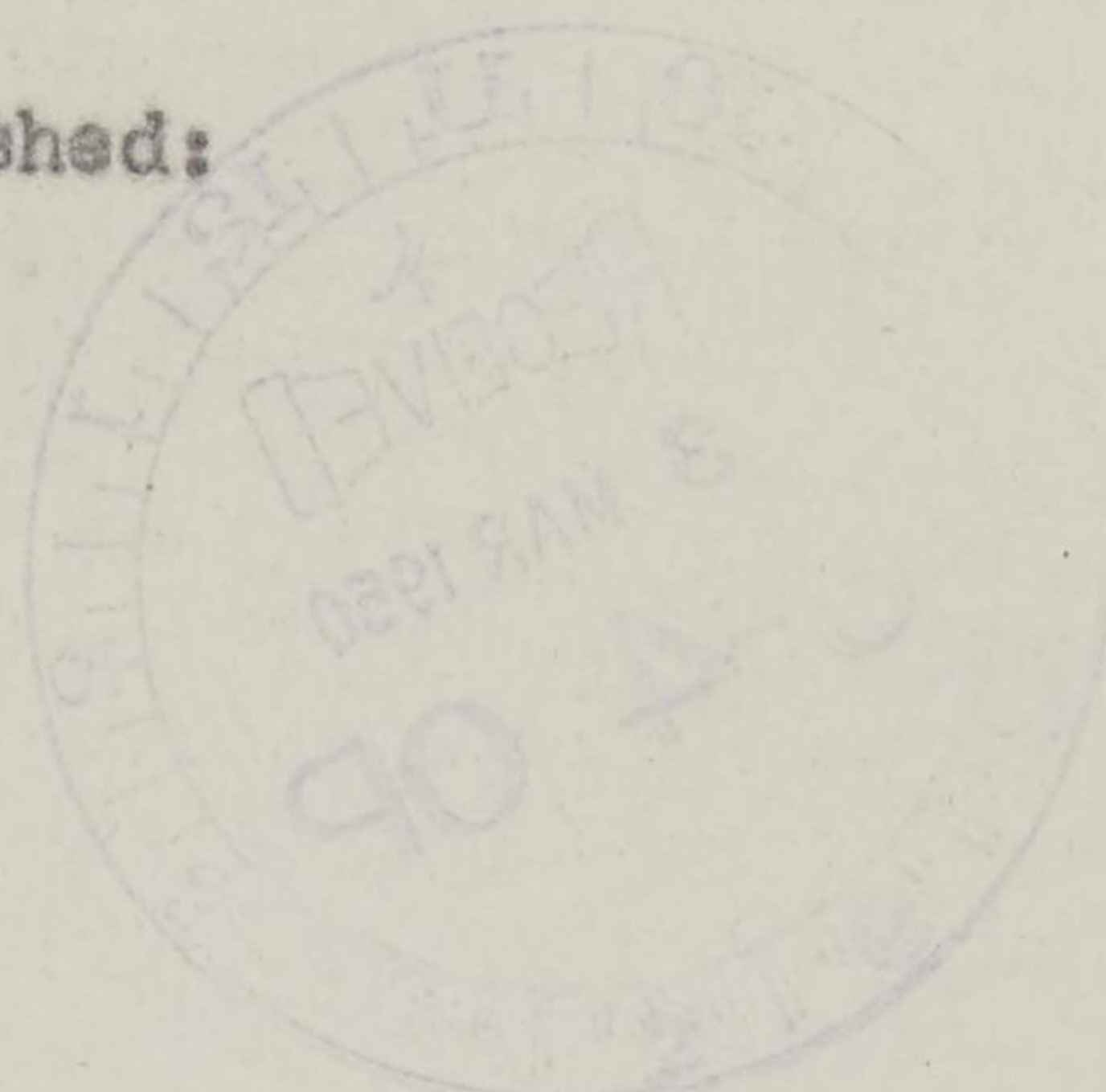
g. Action should be initiated to dispose of unneeded quantities of deteriorated gas cylinders through Report of Survey. These cylinders are corroded to such an extent that repair is not considered economical. The loose-issue room should be thoroughly policed with inspection and disposition of deteriorated drugs and rusted instruments. Excess items on shelves should be repackaged and placed in the closed storage portion of the warehouse.

h. Immediate action should be taken to determine needed quantities of biological products and report of excesses made by radio or other fast means of communication to this headquarters, in order to effect redistribution of these items before their potency period expires.

i. The command Surgeon should investigate the possibility of obtaining medical supplies for operation of Army and Air Force dispensaries from the Navy. If the Navy can supply requirements, it is believed that action should be initiated to inactivate the Medical Section, 60th General Depot, and dispose of all medical stocks on hand as excess.

Copy furnished:
G-4

E. W. PARTIN
Lt Col MSC
Chief, Supply & Fiscal Division





333.1 (1 Mar 50) (MD-87, 1 Mar 50)
Subj: Inspection of MAREO Medical Depot

d. An audit of this account should be scheduled in the near future due to the large number of property transactions which have occurred since the last audit on 2 July 1949.

e. Excesses now on hand, which remain after all shipments directed by this headquarters and by the Department of the Army have been made, should be reported to the Disposal Officer in order that he may take action to dispose of these items under current regulations.

f. Request should be made by the Medical Supply Officer to the Surgeon General, Department of the Army, in accordance with paragraph 2e, Supply Bulletin 38-A MWD, for an increase in replacement factor for items 1-202-100 Surgical Gintment, and 1-108-100 Barrow's Solution Tablets, in order to obtain an adequate supply of these items.

g. Action should be initiated to dispose of unneeded quantities of deteriorated gas cylinders through Report of Surveys. These cylinders are corroded to such an extent that repair is not considered economical. The issue-issuance room should be thoroughly cleaned with inspection and disposition of deteriorated drugs and tested instruments. Excess items on shelves should be repacked and placed in the closed storage portion of the warehouse.

h. Immediate action should be taken to determine needed quantities of biological products and report of excesses made by radio or other fast means of communication to this headquarters, in order to effect redistribution of these items before their potency period expires.

i. The command Surgeon should investigate the possibility of obtaining medical supplies for operation of Army and Air Force depots from the Navy. If the Navy can supply requirements, it is believed that action should be initiated to inactivate the Medical Section, 60th General Depot, and dispose of all medical stocks on hand as excess.

E. W. PARTIN
Lt Col MGD
Chief, Supply & Fiscal Division



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CROSS REFERENCES OTHER THAN RADIO

DATE 28 Feb 50

FROM: G-4

TO: C of S

SUBJECT: CN 2: REPORT BY DEPUTY SURGEON GENERAL ON MEDICAL
SERVICE IN FAR EAST COMMAND

G-4 check note 2 with memo for record, MED CN's 1 and 3

337 Visits

JN 2153

DOCUMENT IN.....

333

CROSS REFERENCES OTHER THAN RADIO

DATE 24 FEB 50

FROM: G-4

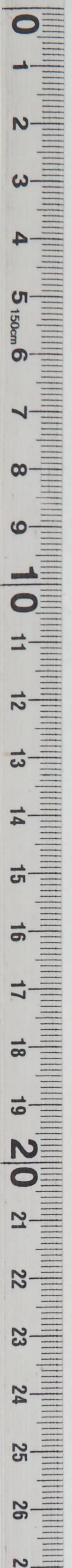
TO: ESS

SUBJECT: (C/N) OYSTERSEED INSPECTION PARTY

(With C/N 1&2&3, and M/R)

DOCUMENT IN..... 400 LOG

JN. 2168



~~685~~

333

CROSS REFERENCES OTHER THAN RADIO

23 Feb 50

DATE

FROM: G-4

TO: ENGR

SUBJECT: CN 2: FIRE AT CAMP MATSUSHIMA

check note 2 with memo for record

DOCUMENT IN..... 600.97

JN 2092

~~92~~
333

CROSS REFERENCES OTHER THAN RADIO

DATE 20 Feb 50

FROM: G-4

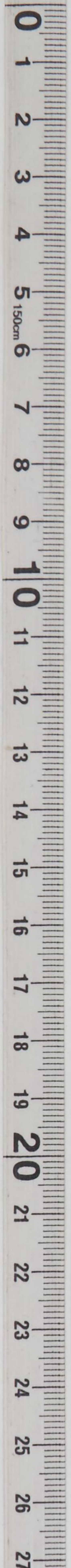
TO: ENGR

SUBJECT: CN 2: FIRE AT 25th DIV ARTY, 16 June 1949

check note 2 with memo for record

DOCUMENT IN.....600.97

JN 1887



333

CROSS REFERENCES OTHER THAN RADIO

DATE 9 Feb 50

FROM: CPO

RECEIVED
COMMUNICATIONS SECTION

TO: C/S

THRU: G-4

SUBJECT: CN 2 : INSPECTION, HONG KONG BRANCH CPO

RECEIVED
COMMUNICATIONS SECTION

RECEIVED
COMMUNICATIONS SECTION

RECEIVED
COMMUNICATIONS SECTION

check note 1 and 2

RECEIVED
COMMUNICATIONS SECTION

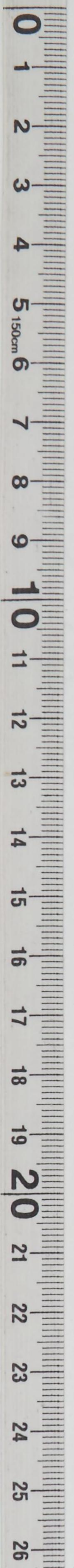
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JN 1624

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COMMUNICATIONS SECTION

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COMMUNICATIONS SECTION

RECEIVED
COMMUNICATIONS SECTION



333
X 334 Pats
X 600-97

Ltr. Hq, YG, YCRM 334, subj: Proceedings of Board of Officers, 31 Dec 49
AG 334 (31 Dec 49)GD 2d Ind GD C&RE RNL/HEB/fb

GENERAL HEADQUARTERS, FAR EAST COMMAND, APO 500 9 FEB 50
TO: Commanding General, Eighth Army, APO 343

1. The recommendations of the Board of Officers, which investigated this fire, make no reference to disciplinary action against the personnel who violated existing safety regulations and thereby made the fire possible.
2. Request this headquarters be advised regarding the disciplinary action, if any, which has been taken, or is contemplated, against the Japanese who were found to be at fault in this instance.

BY COMMAND OF GENERAL MACARTHUR:

MAILED 1200 FEB 9 50 AM - 1950

1 Incl
n/c

Copy furnished:
Engr

E. FRAZIER
Captain, AGD
Asst Adj Gen

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
SUPPLY	
PETROLEUM	
PERSONNEL	
ADMINISTRATION	



G 4 File

CARE

GD CARE RNL/CRR/fb

MEMORANDUM FOR RECORD:

6 February 1950

SUBJECT: Proceedings of Board of Officers (Fire at Imperial Silk House,
22 Nov 1949).

1. C/N (1), 30 Jan 50, Engr to G-4, forwards the proceedings of the Board of Officers relative to a fire that occurred 22 November 1949 at the Imperial Silk House, Yokohama, Engr comments and recommends as follows:

a. Fire resulted when indigenous workment brought gasoline into the billet.

b. Evidence indicates the billet manager had taken every reasonable precaution to prevent the Japanese from bringing gas and leaving paint cans in the billet.

c. Japanese laborers were given orders when they started work and at frequent intervals thereafter not to bring gasoline or leave paint cans in the billet.

d. Billet NCO stated that on several occasions safety factors were stressed to both the Japanese fireman and workmen and they understood.

e. Recommendations of the Board do not include any action to be taken against either the foreman who permitted disregard of fire regulations or the workman who violated the regulations. There have been repeated instances in which Japanese laborers and technicians have violated rules and regulations that they fully understand.

f. Engr recommends that indigenous personnel be held accountable for their actions which constitute violations of fire regulations. When instances of carelessness, violation of order or failure to take proper fire prevention precautions occur, it is recommended that persons responsible be discharged and barred from future employment by the occupation forces.

2. Proceedings of the Board of Officers transmitted by above C/N (1) show that the Board was convened by Special Orders No. 287, Hq, Yokohama Command, 12 December 1949. Findings of the Board are as follows:

a. That a flash fire occurred in the building known as the Imperial Silk House, Yokohama, Japan, at approximately 1000 hours, 22 November 1949.

b. That the Japanese Fire Department answered the fire call and that the Yokohama Fire Marshal was called and arrived approximately one-half hour after the fire started.

c. That fifteen (15) Japanese Nationals were injured as result of burns.

MEMORANDUM FOR RECORD: CONT'D.

d. That Kodama, Yoshio, 1952 2-Chome, Setagaya-ku, Tokyo, Japan, died at approximately 0355 hours, 7 December 1949, as a result of second degree burns received in the cause of the said fire.

e. That fire in the building was caused by gasoline used as cleaning material.

f. That prior to date of fire all Japanese personnel had been fully warned and instructed against bringing gasoline into the building and bulletins in the Japanese language to that effect have been duly posted in the said building.

g. That gasoline brought into the building which resulted in a fire was used without the knowledge or consent of the billet officer or any other military personnel concerned and, in view of findings in paragraph b above, this was done by Japanese personnel in direct violation and disregard of existing orders and instructions.

h. That there was no government property damage sustained.

Recommendations of Board

a. That the billeting officer, Lt. Kenneth Billington, and all other responsible persons herein be relieved of all responsibility for the said fire.

b. That all Japanese employees be continuously instructed in respect to the need for safety concerning fire and its hazards.

3. WD AGO Form 5-2 was not prepared covering this fire since a property loss did not occur.

4. It is normally the responsibility of a Board of Officers appointed to investigate a fire to make recommendations to the appointing authority for appropriate corrective action to eliminate the possibility of recurrence. These recommendations normally include any disciplinary action deemed appropriate. In this instance the board of officers makes no reference to disciplinary action.

5. In conference with C&RE, 4 February 1950, D AC/S, G-4 directed that the correspondence be returned to CG, Eighth Army, requesting information regarding the disciplinary action which has been taken or is contemplated. ~~C&RE was further directed to advise that this headquarters believed the Japanese who brought the gasoline into the dressing room and the foreman who permitted such action should be discharged and barred from further occupation force employment.~~ Instant action advises Eighth Army in accordance with above. G-4
directed
omission
7 Feb 50

6. Action taken is within established policy.

7. G-4 action is complete on Journal No. 1149.

CRR CRR 26-6028

HEB HQB 26-6028

RHM RHM 26-6028

1149

64 File

AG 334 (30 JAN 1950)RU

Engineer

Fire at Silk House, 22 Nov 1949

G-4

Mr. V. Matthews 26 6495

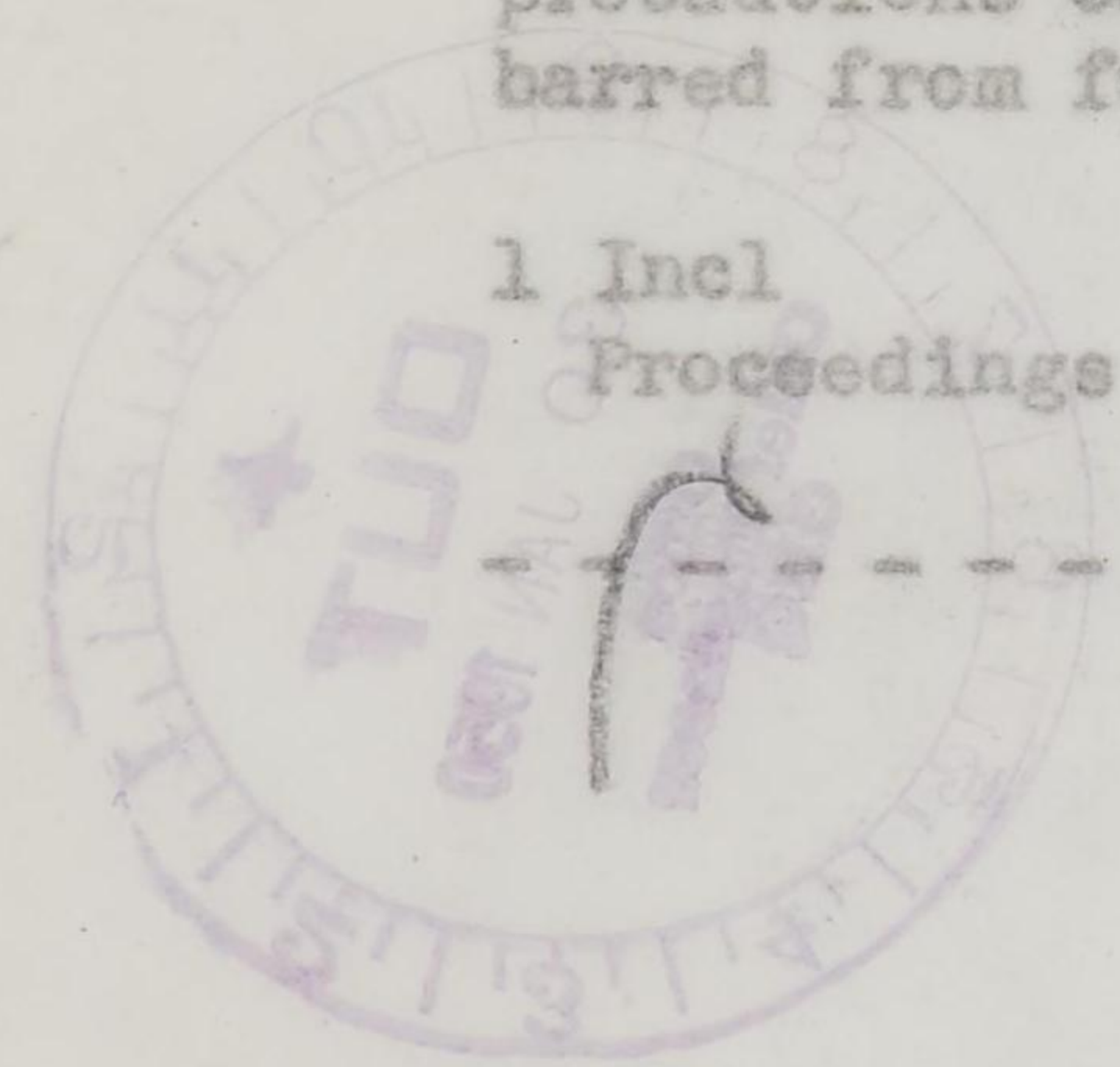
30 JAN 1950

1

1. Forwarded herewith are proceedings of the Board of Officers relative to fire that occurred 22 Nov 1949 at the Imperial Silk House, Yokohama, Japan.
2. The fire resulted when indigenous workmen brought gasoline into the billet to be used for cleaning purposes.
3. Evidence indicates that the billet manager had taken every reasonable precaution to prevent the Japanese from bringing gasoline into the billet and leaving paint cans in the billet after working hours.
4. The Japanese foreman and workmen were given orders, on the date they started painting, not to bring gasoline into the building and not to leave paint cans in the building over night. These orders were repeated at frequent intervals by the Japanese manager of the billet.
5. The Billet NCO stated that it became necessary on several occasions to stress safety factors and he also used his billet personnel to clean up paint cans after the painters had left them. He stated that these violations were pointed out to both the foreman and the workmen, by a Japanese interpreter, and they understood the instructions.
6. The recommendations do not include any action to be taken against either the foreman who permitted disregard of fire regulations or the workman who violated the regulations.
7. There have been repeated instances in which Japanese laborers and technicians have violated rules and regulations that they fully understand.
8. It is recommended that indigenous personnel be held accountable for their actions which constitute violations of fire regulations. When instances of carelessness, violation of orders or failure to take proper fire prevention precautions occur, it is recommended that persons responsible be discharged and barred from future employment by the occupation forces.

1 Incl
Proceedings Bd of Officers w/1 Ind

----- J. G. C. -----



AG 334 (30 JAN 1950)

Engineer

G-4

Mr. V. Matthews 26 6495

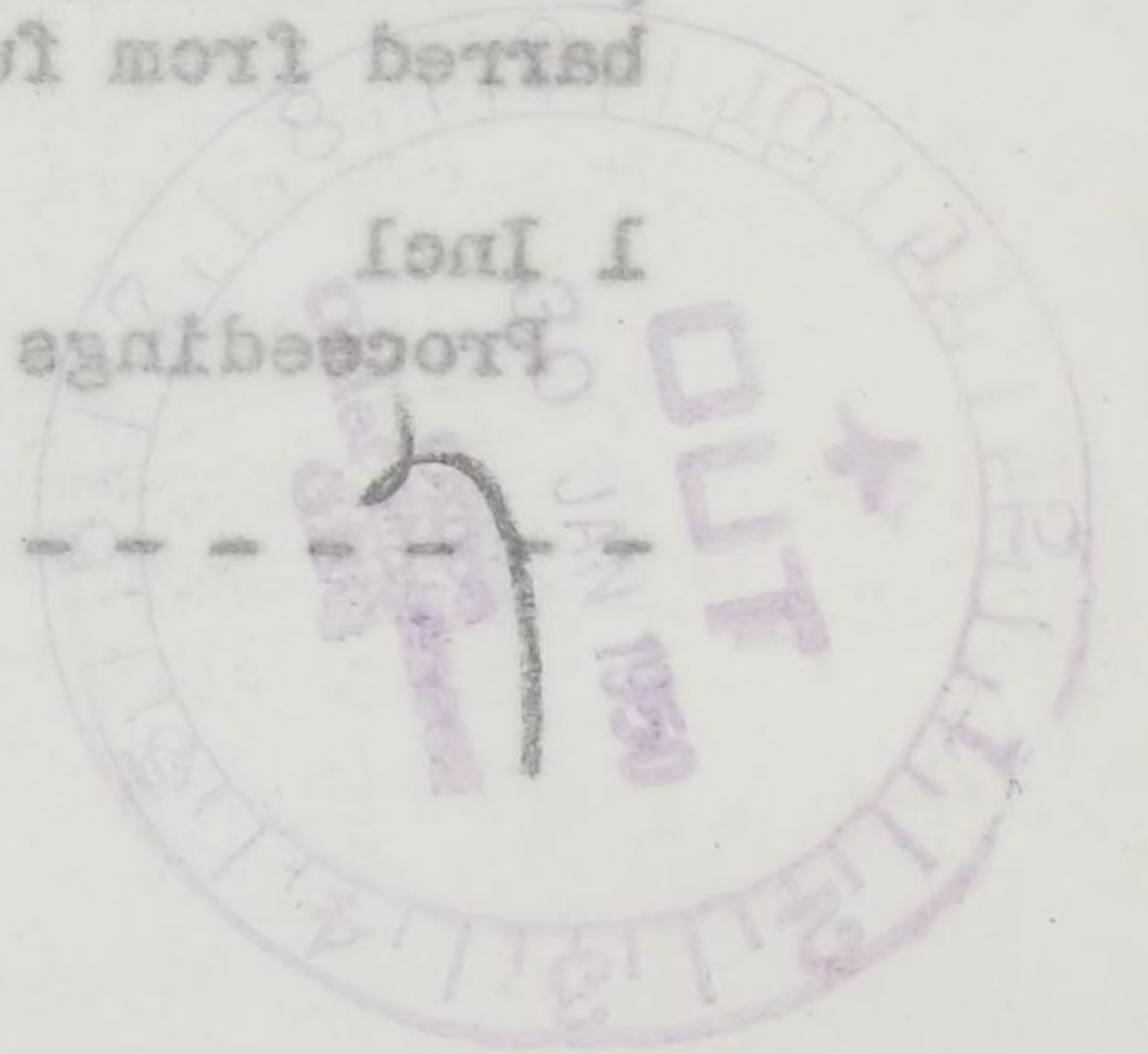
Fire at Silk House, 22 Nov 1949

30 JAN 1950

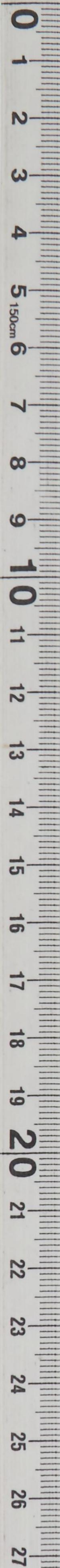
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Proceedings Bd of Officers w/1 Incl

1 Incl



U. S. G. O. - - - - -



~~323 Rycm~~

~~334 Bds~~

333

CROSS REFERENCES OTHER THAN RADIO

DATE 31 Jan 50

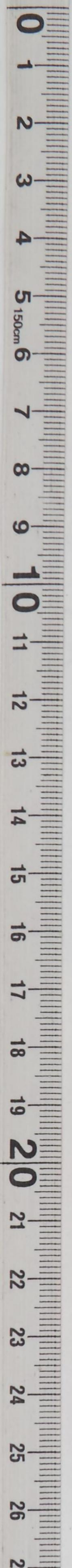
FROM: ESS MISSION

TO:

SUBJECT: REPORT OF THE ESS MISSION ON MILITARY GOVERNMENT
ACTIVITIES IN THE RYUKYUS ISLANDS

report in its entirety

DOCUMENT IN 334. BDS (LIBRARY)



333

G-4 OPERATIONS DIVISION

25 January 1950

MEMORANDUM FOR: General Eberle

SUBJECT: Report of Inspection

1. Pursuant to letter orders 6-7, I accompanied the G-4 inspection party to MARBO, PHILCOM (AF) and RYCOM during the period 16-21 Jan 50. The purpose of the visit was to observe activities normally supervised by the G-4 Operations Division.

2. The scope of my inspection was motor vehicles operations and the functioning of the water terminals facilities.

3. Motor Vehicle: The operation of Army motor vehicles at the commands visited is not up to the standard normally expected from the military. Generally applying to all the areas, the short supply of spare parts, the lack of sufficient trained maintenance personnel, and the inadequacy of covered vehicle storage are factors which are materially effecting the motor vehicle situation.

a. MARBO: At MARBO steps are being taken to consolidate all administrative motor pools into a central one at a convenient location. This action should improve motor vehicle activities by instituting a uniform policy for inspection, operation and field maintenance. However, until regularly assigned drivers are furnished for each vehicle, motor vehicle operation at MARBO will not be above satisfactory. Further, the policy at MARBO of allowing certain key staff officers to retain Army vehicles on a 24-hour dispatch basis, should be re-examined with a view to scaling down this requirement.

b. PHILCOM (AF): At PHILCOM, the Commanding General has recognized the shortage of Army maintenance personnel and has directed that DA vehicles be operated, where unit location permits, from Air Force motor pools. This practice will insure better maintenance and closer supervision over the operation of Army vehicles.

c. RYCOM: An improvement has been made at RYCOM in motor vehicle maintenance. Ordnance teams are visiting motor pool twice weekly to assist in the repair of deadline vehicles. Spare parts supply is improving so that field maintenance is now being accomplished in a more reasonable time. A shortage of water at RYCOM prevents the washing of trucks. This condition, if allowed to exist, will continue to cause drivers' loss of pride in their vehicle and will adversely effect driver attention to field maintenance.

4. Port Activities: It appeared that the operation of the water terminal facilities at MARBO, PHILCOM (AF) and RYCOM was efficient. The orderliness of arrangement at MARBO and RYCOM is commendable.

a. MARBO: A discussion of the most efficient method to out-ship the Saipan "rollup" was had with the MARBO G-4 and the Port CO. The idea was advanced that Saipan property be loaded on flat bed trailers at Saipan and that the loaded trailer then be shipped by LST to Okinawa thus cutting down on freight handling. G-4 MARBO thought this feasible if sufficient trailers were available. CO MARBO port felt that this method of transporting Saipan freight was inefficient because of much unused ship space. He felt that palet loading was a better method, and that handling would be just as easy.

b. PHILCOM (AF): There is an excess of steel barges at the PHILCOM (AF) water terminal which crowds the facility to the point of unsightliness. These excess barges have been reported to the Director of Logistics. Also, the dock at Manila is in a poor state of repair. I question whether the dock will meet the accepted standard of safety. Funds for the repair of the wharf at Manila are not available but request for additional funds for the purpose has been made.

c. RYCOM: The stevedoring contract at Okinawa is working well. The CO at the Naha Port reported that "in port time" of ships has been materially reduced as a result of the stevedoring contract. The question of shipping loaded flat bed trailers with Saipan "roll-up" freight to Okinawa on LSTs was discussed with the CO Naha Port. He felt that this method would be uneconomical and that Okinawa did not have sufficient flat bed trailers to be able to supply any for these shipments.

5. Conclusion: That motor vehicle activities at MARBO, PHILCOM (AF) and RYCOM are satisfactory.

a. That motor vehicle consciousness has developed and is continuing in the subordinate commands.

b. That the water terminal facilities at MARBO and RYCOM are operated in an excellent manner and that those at PHILCOM are satisfactory.

c. That steps are being taken to obtain funds for the repair to the dock at Manila.

d. That shipment to RYCOM of the Saipan "rollup" on loaded trailers would not be economical.

6. Recommendations:

a. That all DA motor vehicles be operated by regular enlisted or civilian drivers.

b. That at night, Army vehicles habitually be parked in organization motor pools.

c. That within the next 30 to 60 days, a motor vehicle inspection team from the pertinent GHQ technical services inspect MARBO's motor vehicles and their operation.

d. That a water allowance for washing trucks at RYCOM be established as soon as the water distribution system is repaired.

e. That Inclosure 1 be approved and returned to Operations Division for preparation and dispatch.

Paul J. Mitchell
PAUL J. MITCHELL
Col GSC

1 Incl
Drft of ltr to CG MARBO

DECLASSIFIED

Authority ND 975029

D R A F T

GENERAL HEADQUARTERS
FAR EAST COMMAND
APO 500

AG () GD

SUBJECT: Report of Staff Visit

TO: Commanding General
Marianas-Bonins Command
APO 246

During a recent staff visit to your command, representatives of this headquarters noted that a considerable number of Army motor vehicles were being driven by commissioned officers. It is realized that in certain instances the official duties of such personnel may require the full-time assignment of motor transportation. However, to insure proper organizational maintenance, it appears that such transportation should, whenever practicable, be operated by regularly assigned enlisted or civilian drivers and retained in organizational motor pools when not in use.

BY COMMAND OF GENERAL MacARTHUR:

D R A F T

GENERAL HEADQUARTERS
FAR EAST COMMAND
Assistant Chief of Staff, G-4

To Col Mitchell

28 Jan 1950
(Date)

Thanks. The improvement in Rycom since my visit six months ago is great, especially with respect to vehicle maintenance.

Reference your recommendations:

a. & b. - Although as a matter of operating practice, I fully agree with you, in this case BHQ has repeatedly urged Marbo to devote maximum possible manpower to work on excess property and to now issue conflicting directives with respect to drivers is probably an undesirable injection of BHQ into command details of Marbo. Instead I believe we should base any action which may be necessary on the matter of a satisfactory standard of maintenance directly.

c. - Should be primarily an inspection of maintenance. (over)

G. L. EBERLE

Major General, GSC
Assistant Chief of Staff, G-4

DECLASSIFIED

Authority AND 975029

d. General Shultz personally spoke to me about the water shortage and consequent inability to afford water for adequate vehicle washing until improvement in the water supply is achieved.

(Handwritten initials)

GENERAL HEADQUARTERS FAR EAST COMMAND
G-4 STAFF SECTION
INFORMATION ROUTING SLIP

File No. _____ Date: _____

SUBJECT: _____

Routing Order Date, Time & Initials

Gen. Eberle _____

~~Col. Scott~~ _____

Col. Forsyth _____

Executive _____

Plans & Policy _____

Operations _____

Constr & E _____

Transportation _____

Supply _____

Petroleum _____

Bud & Ind Control _____

Personnel _____

Administration _____

_____ Incls CHECKED IN: _____

_____ OUT: _____

ORIGINATOR: _____

FOR: _____

Approval _____

Concurrence _____

Information _____

Note & Return _____

Signature _____

Dispatch _____

File _____

JOURNAL NO: _____

REMARKS: _____

Handwritten signature

333

~~633~~

CROSS REFERENCES OTHER THAN RADIO

DATE 24 Jan 50

FROM: G-4

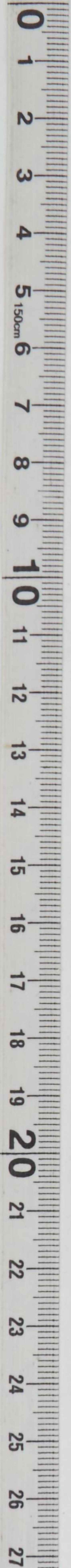
TO: SGS

SUBJECT: CN 2: RYCOM ABENDA

check notes 1 and 2 with memo for record

DOCUMENT IN. 323 Rycom

JO. NO 789



CROSS REFERENCES OTHER THAN RADIO

DATE 24 JAN 50

FROM: G-4

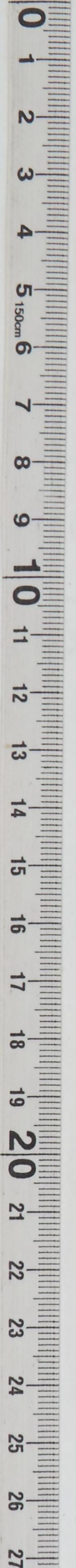
TO: ENGR

SUBJECT: (c/N) REPR TS OF FIRE

(WITH M/R)

DOCUMENT IN.....600.97

JN. 519



~~678~~
X333

AREA PETROLEUM OFFICE
G-4, GHQ

6 January 1950

MEMORANDUM TO: G-4

Subject: Inspection of Toa Nenryo Oil Company Refinery at
Shimizu, Japan

1. On 4 January 1950, Colonel Earl R. Chase, accompanied by Lieutenant Commander T. A. Turner, made an inspection of subject refinery. Mr. O'Hara, the managing director of the refinery, appears to be well qualified and has a staff of assistants who are seemingly well selected for their various fields.

2. The refinery is ready for operation with the exception of the dewaxing and asphalt plants which will be ready when needed. Personnel from Standard-Vacuum Oil Company, New York, are now enroute to assist in getting the wax and asphalt plants in operating condition. It is expected that approximately 4,000 barrels of crude will be processed daily. Maximum capacity is 5,000 barrels. The general appearance of the refinery and grounds is good. There are still some cleaning up and some road repairs to be done which are progressing satisfactorily.

3. Mooring plans have been made which affords discharging T-2 type tankers with maximum safety. It is presently planned to use one 10" discharge line which will require about 36 hours for complete discharge of a T-2 type tanker. The harbor approach is clear and pilots and sufficient tugs are available.

4. The inspection party returned to Tokyo, arriving 0640 on 5 January.

EARL R. CHASE
Colonel, GSC
Area Petroleum Officer

CROSS REFERENCES OTHER THAN RADIO

DATE 5 Jan 50

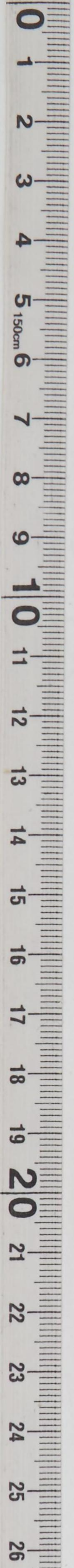
FROM: GHQ FEC
OFFICE OF THE INSPECTOR GENERAL

TO: CHIEF OF STAFF
GHQ FEC

SUBJECT: REPORT OF SPECIAL INSPECTION, HONG KONG BRANCH, CPO,
GHQ FEC

report in its entirety

DOCUMENT IN 331.3



5 January 1949 333
*1325 memo
*4000

MEMORANDUM FOR: Engineer, GIN, PSC

Report of Periodic Inspection of MARBO Engineer Supply Operations, 11-16 December 1949, inclusive.

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	

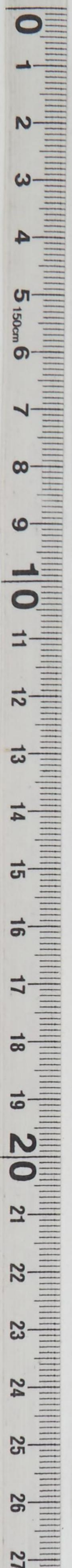
1. Mission. An inspection was made of Engineer Supply Operations at Cuan and Balpan on 11-16 December 1949 with particular reference to the progress of the reduction in stocks.

2. Monday, 12 December 1949, was spent with a discussion with the Depot Commander as to progress made in the reduction in stocks and his actions in compliance with recommendations made in previous inspection reports. A trip around the Depot areas disclosed that considerable progress had been made in segregating, evacuation and in general cleaning up the areas. It was noted that difficulties mentioned in previous report with regard to the port not accepting Engineer cargo for off-island shipments had been corrected and there was no complaint as to the rate at which shipments were moving from the Depot. At the time of the inspection visit the port was hauling the material destined for RYOKU. A ship is programmed for January to lift approximately 6,000 tons of Engineer Equipment for the zone of Interior.

3. During the course of inspection, the Chief of Supply Division, Engineer Section, GIN, called a conference of the Staff Engineer, Depot Commander and key officers for the purpose of estimating revised target dates which could be set for the various steps involved in the reduction in stocks to present to the Assistant Chief of Staff, GIN; CG, MARBO; and the Engineer, GIN. It was again evident, as noted in a previous report, that operating statistics are not adequate to permit a firm determination of dates of completion based on operating experience.

4. During the balance of the visit considerable time was spent in examination of several of the operations which gave evidence of the lack of planning and experienced supervision. Particular reference is made to the identification, classification, inventory, reboxing and rewarehousing of general Engineer supplies. In the previous report it was recommended that a production line type of operation be set up as the most efficient means of accomplishing the above. In compliance with this recommendation the Depot Commander had set up three or four small production lines in various areas conveniently located to certain groups of supplies. The civilians from the zone of interior on temporary duty had general supervision of these operations. The inspection disclosed that none of the lines were working in an efficient manner due principally to lack of adequate supervision and a firm decision as to the results to be obtained. No condition classification was being made. Supplies handled were not being picked up on stock records, and were not being placed on location in segregated storage. Strong recommendation was made that

G-1 COPY



initially one line be used until personnel were trained to permit establishment of additional lines. There is no question that considerable judgement and experience are required to operate such a line under the conditions existing which dictate greatest possible speed in completion. Many boxes were passed over the line without opening for examination of the condition and quantity of contents, merely being rebanded and removed to the new storage area. It is almost impossible to lay down set rules for the supervision of such an operation. To open every box, remove and examine, count and repack every item, would greatly delay the completion. Nevertheless, with the condition of stocks, that method is the only sure way of identification, inventory and classification for the determination of condition.

5. Another disturbing observation was, despite the warning during the inspection in October that the new storage area should be marked for location and all items removed there to put on location records at the time of rewarehousing, such had not been done. The warehouse being used to store material coming off the line was possibly 20% occupied without the boxes being put on location record. The storekeeper was engaged in completely rewarehousing the supplies to secure a fire lane or aisle between the side of the building and the stacks and also identify and locate the boxes.

6. In connection with the identification, classification and inventory, slips were being prepared at the time of identification, giving the SNL, nomenclature and count of the boxes. These slips were forwarded to Stock Control and turned over to a group who were listing the individual slips by SNL grouping and then destroying the original count slip. The resulting lists were kept without making prompt entry on stock record cards. This procedure fails to provide the necessary documents for future audit in that it destroys the paper supporting the debit entry on stock record cards. The matter was brought to the attention of the Depot Commander and the Chief of Stock Control and recommendations made as to a form to be used at the time of identification, classification and inventory, to be forwarded immediately to the Stock Accounting Branch to provide for prompt entry on stock record cards and filing as a debit voucher supporting the entry. This form should be made out in duplicate, vouchered by the Storage Division for control, and the carbon copy sent with the item to the storekeeper who should enter the location of the box and forward to the locator file, after which the second copy is available for return to Stock Control as evidence of complete performance of required tasks and then forwarded to Control Division for use in assembling statistics as to amount of work accomplished for various reports and management controls.

7. Various discussions with the personnel involved led to the conclusion that the two civilians on temporary duty in connection with the reduction in stocks were not being used to their full effectiveness. At the time of the inspection they were found doing clerical work in connection with preparing the papers mentioned in Paragraph 6 above. It was also stated that there was a disinclination on the part of the military

personnel to accept their advice and instructions in connection with the work. This condition is not unusual but can be corrected with careful and intelligent handling on the part of the officers and civilians which, if done, can establish the position of the civilians as experienced and competent advisors available to assist military members of the team.

8. As a result of previous inspection and the expressed willingness of General Collins to assist and support the WAREB reduction in stocks, the Department of Army was requested to furnish four officers direct from the zone of interior Depot system for temporary duty at WAREB. The results have not been wholly satisfactory in that reply from the Department of Army indicated that certain officers in the Far East Command were competent to fill the requirements and that two others, with appropriate qualifications, were enroute. One of the officers mentioned as being in the Far East Command, Lt. E. S. Rischebarger, has been one of the main-stays of the Staff Engineer, WAREB, occupying a key position and enjoying the full confidence and dependence of the Staff Engineer. On a previous inspection the Staff Engineer was informally advised to reassign Lt. Rischebarger to the Depot as Chief of Storage as his previous assignment had been Assistant Chief of Storage in the Engineer Section of the Stockton General Depot. This reassignment has now been effected. It is the intention of the Staff Engineer to use Lt. Rischebarger in a control and management capacity which will permit him to investigate and correct various operations which have been found to be inefficient, wasteful and without adequate results.

9. On the previous inspection the Depot Commander was advised to chart the progress of the various operations involved in the reduction in stocks, principally location survey, segregation, identification, classification, inventory, rewarehousing, preparation for shipment, and out-shipment. It was his contention at that time that a chart which he was keeping satisfied the requirements and the advice was not taken. Computations on the recommended chart would have been of considerable assistance to the Chief of Supply Division, Engineer Section, OHQ, in his re-estimate of the target dates mentioned above. It is again urged that such charts be prepared and kept up-to-date by daily or weekly postings to show trends, permit projections, and show slow-downs of various operations requiring special supervision.

10. At various times discussion with G-4 and higher officers indicated a willingness to support the Engineers in any way possible to assist in the operations. Under these conditions it is considered of the utmost importance that the Engineers have firm, logical plans and develop an operation that has no obvious deficiencies. In the absence of such plans, the issuance by higher command and staff of arbitrary piecemeal instructions to accomplish certain things by certain times, often conflicting with and delaying other Depot activities, is inevitable.

11. During the inspection it was understood that the Provost Marshal, WAREB, was attempting to fill vacancies in his force by drawing on the

Engineer Depot, and instructions had been issued to transfer approximately 15 men from the depot to the Military Police. When this matter was brought to the attention of the Commanding General he promptly instructed his G-1 not to take the men from the Depot.

12. Tabulation for the month of November indicated that 25% of the duty time of officers of the depot was required for administrative duties which took them away from their operating activities. In view of the lack of back-up or intermediate supervision this has a detrimental effect on the progress of operations. Principal activities which take them away from their work are boards and courts martial.

13. A series of Memoranda, Nos. 1 to 7, were prepared by the Chief of the Supply Division, Engineer Section, GNG, while at WARBO containing recommendations for procedure for accomplishing certain tasks as follows:

- Memo #1 - Statement of Purpose of Succeeding Memoranda.
- Memo #2 - Estimate of Situation and of Completion Dates of Various Functions.
- Memo #3 - Computation of Stock Levels.
- Memo #4 - Storage Operations, Principally Identification, Classification and Rearchiving.
- Memo #5 - Disposition of Excess and Salvage Property.
- Memo #6 - Reorganization of Depot.
- Memo #7 - Storage Operations.

It was emphasized to the Staff Engineer and the Depot Commander that the above Memoranda were offered to assist in developing a more efficient operation and not to restrict their freedom of action inherent in their command responsibilities.

14. CONCLUSIONS - OGAN.

a. Considerable progress has been made in the past two months in the cleaning up and rewarehousing of the North field area. Progress has also been made in segregating stocks to be evacuated in the area adjacent to the Depot.

b. Recommendations in previous report to effect that production line type of identification and classification be set up were accepted and put into effect but were open to criticism because of dispersal of activities beyond the capacity of supervision to properly control. The planning involved did not carry through to provide maximum results possible. The operation should be greatly improved by close adherence to the detailed recommendations prepared by the Chief of the Supply Division before his departure from Guam.

c. Acceptance by the port of shipments by the Depot has improved greatly and reports of current shipments should show big improvement.

d. Operating statistics and graphs of the major operations are necessary in order to permit intelligent estimates of the progress, the target dates and the bottle necks of the major factors of the operation.

e. The use of Lt. E. S. Rischebarger in the Depot operations will be of great value.

f. In view of our failure to secure immediate assistance of trained officers from the zone of interior Depot system the next best alternative is a 30-day temporary duty assignment of the four-man Depot inspection team of the Office of Chief of Engineers. This team is a mixed military and civilian team with the same qualifications and operating in the fields for which officer assistance was previously requested. It will take such a team several days to discover what is going on in the Depot and at least two additional weeks to prepare procedures and instruct personnel in a firm and efficient operation. This team was sent to the Alaskan Command in March and April of 1949 and on another occasion two members spent several weeks in Hawaii and will probably be made available to Guam.

g. The importance of good storage practices in the location of materials has not been appreciated by key personnel with the result that inadequate provision has been made to store items after identification and moving to the new storage warehouse, greatly increasing the man-hours necessary to set up the proposed depot operation in the new location.

h. Improved orientation and indoctrination is needed in connection with the use of the two civilians on temporary duty to assist in identification and classification to effect the proper spirit of cooperation between them and the troops.

i. Continued and intensive study by the officers of the depot of all operations is required to discover and eliminate the inefficiency noticeable in the most cursory inspection.

j. As a result of the conference and computations of the Chief of Supply Division, it was concluded that the inventory and classification of the Guam Depot stocks, based on the average rate from 1 August to 1 December, would not be completed until 1 December 1950 and the out-shipment of these supplies not completed until 1 July 1951. The realization of these dates will not be possible without marked improvement in Depot operating efficiency and rate of output.

15. RECOMMENDATIONS - GUAM. It is recommended that:

a. The inspection and identification processing lines be consolidated into one line and put under the direct personal supervision of the most competent officer available to the Depot Commander, with instructions to set this operation up along the lines set forth in Memo #4 from the Chief of the Supply Division, Engineer Section, GAN. (Action - Depot Commander)

b. Graphs on a time and result basis be prepared and kept current for each of the major factors involved in the operation to include, but not necessarily be confined to, identification, classification, segre-

gation, reboxing, rewarehousing, disposal of scrap, request for disposition to the zone of interior, disposition instructions received, tonnage ready for shipment, booking requested, shipment made, and tonnage remaining on hand. (Action - Depot Commander)

c. The Depot inspection team, consisting of four members, be requested from the Office, Chief of Engineers, for a period of 30 days, at the earliest opportunity, for the purpose of instructing individual employees in the following departments: Control and management, stock control, storage, and care and preservation. (Action - Staff Engineer through CG, MARBO, to Department of Army)

d. Procedures be set up to provide for the recording on location records of all packages moved to the new warehouse locations. (Action - Depot Commander)

e. The Depot Commander, accompanied by the Staff Engineer, call the personnel assigned to the inspection and classification line operation together and orient them on the value of proper identification and classification and the benefits available through the presence of the experienced civilians presently on temporary duty in the Depot who can give advice in the various steps involved in the operation, along with the benefit of such training to the individual men for possible future use in civilian life. (Action - Staff Engineer and Depot Commander)

SAIPAN

16. Opportunity was presented to accompany the Commanding General, MARBO, to Saipan on the 15th of December 1949. The inspection was necessarily brief but permitted the following observations:

a. The Engineer Depot is well organized and is under the direction of competent personnel, some of whom have had previous depot experience.

b. The stock accounting appears to be handled in an efficient manner and in charge of a Master Sgt. who knows what he is doing and the results expected of his activities.

c. The warehousing and storekeeping is excellent, adequate warehouse space being available to contradistinction to the condition existing on Guam. All materials in stock in the warehouses are in Category A, B, or C. Stock cards are prevalent, items inventoried, well stacked and in general in excellent condition, as contrasted with Guam.

At the time of the visit Depot personnel were busily preparing for shipment some 2600 measurement tons requested by a representative from RYCOM on a recent visit. It was expected that the shipment would be boxed and documented and moved to the port by approximately the middle of January.

The Okinawa Engineer District has been directed to have a representative promptly visit Guam and Saipan for the purpose of selecting items which can be used in his construction program. The screening of stocks remaining after the RYCOM shipments to ascertain what items are required for return to the zone of interior had not yet been accomplished. After discussion, the Depot Commander agreed that this would be done at once and probably finished within a week or 10 days, permitting his force to proceed at once to out-shipments of required items as soon as the RYCOM shipment had cleared. On the completion of that task information should have been received from the zone of interior as to the items desired from the excess lists not covered in the required items list, making that the next task in order. The preparation for shipment and shipping, if required, of salvage is then next in order. Firm requirements for the method of handling the salvage should be available well in advance of the completion of shipment of required items.

17. Previous plans had dictated that accountability for the stocks on Saipan were to be transferred to Guam, picked up on stock record cards at that point and all accounting, preparation of shipping documents, etc., performed by Guam with Saipan acting as a dispersed storage location only. At the time of visit, this had just been accomplished and one of the officers from Saipan carried the shipping document to Guam to effect transfer of accountability. The Depot Commander and Chief of Stock Control deplored this action as they contended it would complicate and slow up the operation to which GHQ representative agreed. Your inspector discussed the matter on spot with G-4 and CG, MARBO, with the result that the following day the decision was reversed, shipping document cancelled and accountability returned to Saipan, an evidence of cooperation and support obtainable from the MARBO command for a firm and logical Engineer request. In this connection, on return to Guam, before the above decision was known, informal queries to the stock control officers at the Quartermaster, Ordnance and Signal Depots, to whom accountability had been transferred some time ago, elicited the information that the operation they inherited led to many difficulties and from their experience they strongly recommended that the Engineers take the course mentioned above, provided authority would be granted by G-4, MARBO.

18. At present the Engineer Depot, Saipan, is running short of lumber for packing and crating although a considerable quantity is on order and expected shortly. Full use is being made of all recoverable lumber in the unserviceable portable buildings.

19. The Depot Commander is concerned about the troop loss expected around the middle of February which will hamper his operations. His present schedule will be well along on reduction of stocks of all materials except salvage by the middle of March provided the troop loss can be avoided. He should be given necessary replacements until completion of his mission.

20. SUMMARY - SAIPAN.

a. The operation of the Depot at Saipan is excellent and discloses the value of having previously trained personnel in key positions, adequately supported by the officers in command.

b. The situation on Saipan shows the value of adequate warehouse space for the preservation and protection of Government property.

c. The Depot Commander has his work so programed and he will have all required shipments evacuated about the middle of March, exclusive of salvage. His force should not be drastically reduced before that time.

d. Excellent cooperation is provided by the MAREC Command to support all reasonable requests by the Engineer to assist in his mission.

21. District Engineer, Okinawa, should send a representative to Saipan at an early date to select stocks which can be of use in the Okinawa program, similar to the selection recently carried out by the Staff Engineer, RYCOM.

22. The request of the Office of Chief of Engineers to have heavy materials from Saipan returned to New Orleans for economical shipment to mid-continent depots for repair should be re-examined in view of the probable infestation of African giant snails and the susceptibility of the Southern part of the United States to infestation. The matter of this snail infestation was referred to the R&U Division of this office immediately after the previous trip to Guam in October and has been the subject of separate investigation and report by the pest control experts.

23. There is no great problem relative to shipment of heavy lifts from Saipan. The Depot has a Koehring crane capable of loading all of its heavy equipment. The crane itself should be on the final shipment and will require a 50-ton capacity gear on the ship.

24. RECOMMENDATIONS - SAIPAN. It is recommended that:

a. If key personnel are taken from the Depot force by readjustment policy that they be replaced with capable personnel to permit him to continue the present rate of disposal. (Action - Staff Engineer with MAREC Commander)

b. A representative of the District Engineer, Okinawa, presently selecting items from Guam's stocks for use in the Okinawa construction program, should make a similar inspection of the stocks on Saipan in the near future. (Action - Staff Engineer after clearing with District Engineer, Okinawa) (This has been arranged for subsequent to the inspection.)

K. B. McCAUSLAND
Lt. Colonel, CE

20. SUMMARY - SAIPAN.

a. The operation of the Depot at Saipan is excellent and dis-
closes the value of having previously trained personnel in key positions,
especially supported by the officers in command.

b. The situation on Saipan shows the value of adequate ware-
house space for the preservation and protection of Government property.

c. The Depot Commander has his work so programmed and he will
have all required equipment evacuated about the middle of March, exclusive
of salvage. His force should not be drastically reduced before that time.

d. Excellent cooperation is provided by the HARBOR Command to
support all reasonable requests by the Engineer to assist in his mission.

e. District Engineer, Okinawa, should send a representative to
Saipan at an early date to select stocks which can be of use in the Okinawa
program, similar to the selection recently carried out by the Staff Engineer,
RYOKU.

f. The request of the Office of Chief of Engineers to have heavy
materials from Saipan returned to New Orleans for economical shipment to
mid-oceanic depots for repair should be re-examined in view of the prop-
er installation of African giant seals and the unsuitability of the
Southern part of the United States for installation. The matter of this
small installation was referred to the 5th Division of this office immedi-
ately after the previous trip to Guam in October and has been the subject
of separate investigation and report by the post control experts.

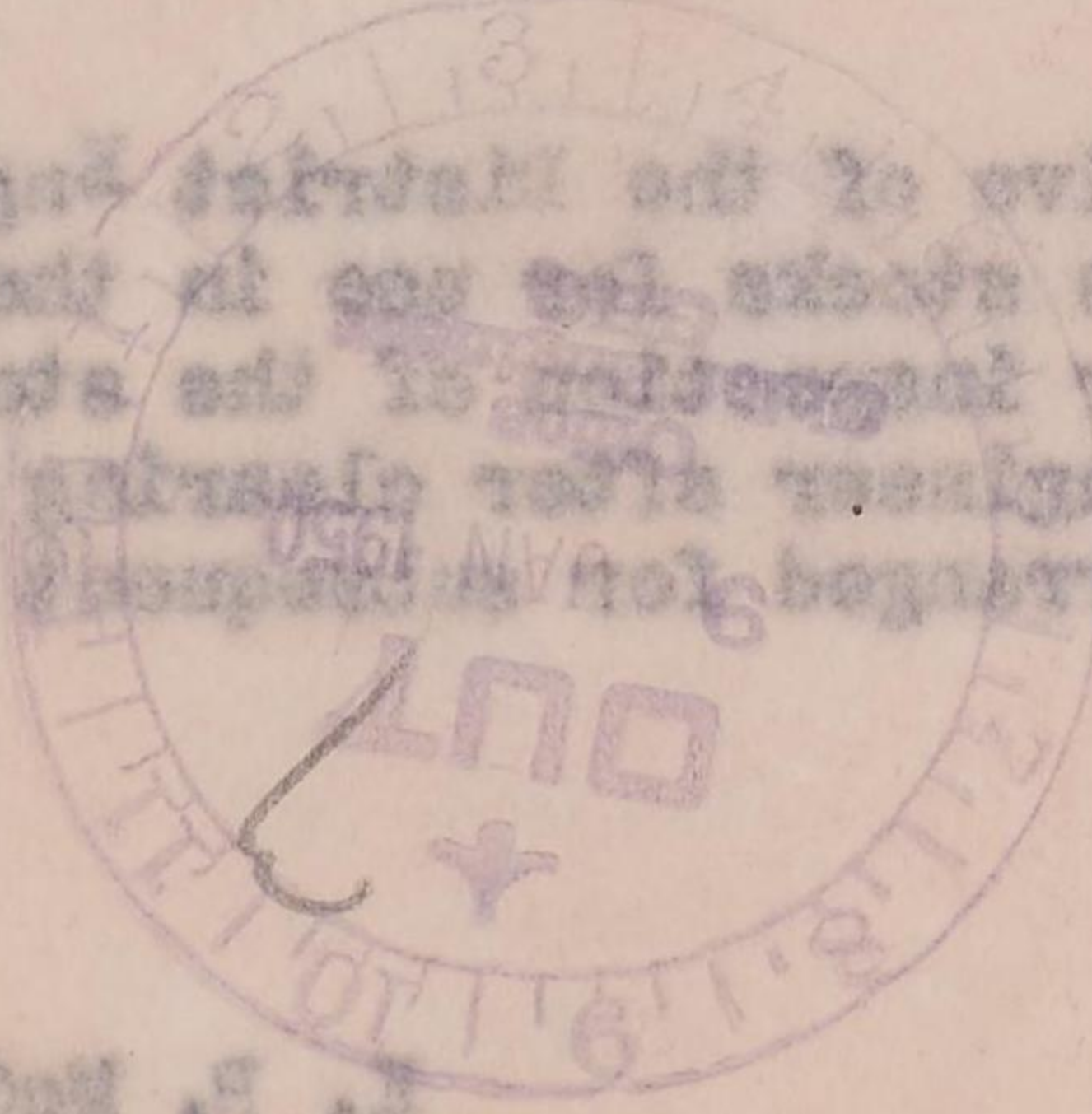
g. There is no great problem relative to shipment of heavy lifts
from Saipan. The Depot has a loading crane capable of loading all of
the heavy equipment. The crane itself should be on the final shipment
and will require a 50-ton capacity gear on the ship.

21. RECOMMENDATIONS - SAIPAN. It is recommended that:

a. If key personnel are taken from the Depot force by reassign-
ment policy that they be replaced with capable personnel to permit this to
continue the present rate of disposal. (Action - Staff Engineer with
HARBOR Commander)

b. A representative of the District Engineer, Okinawa, presently
selecting items from Guam's stocks for use in the Okinawa construction pro-
gram, should make a similar inspection of the stocks on Saipan in the near
future. (Action - Staff Engineer after clearing with District Engineer,
Okinawa) (This has been arranged for shipment to the Inspector.)

L. R. McARDLE
Lt. Colonel, CE



333

GENERAL HEADQUARTERS
FAR EAST COMMAND

CHECK SHEET

(Do not remove from attached sheets)

Lt Col Akin 26-6055/clh

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
File No:	
SUPPLY	
NOTE	
BU	
PERSONNEL	
ADMINISTRATION	

Subject: Depot Inspections

From: G-4

To: QM Med
 Engr Trans
 Ord Cml
 Sig SSS

Date: 30 December 1949

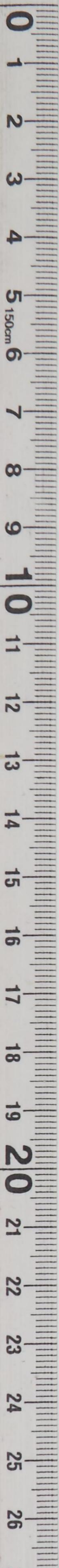
1. Reference: AR 780-10, 22 November 1949.
2. It is the interpretation by G-4 that the Chiefs of the GHQ Technical Services are responsible for effecting inspections of FECOM Depots in accordance with provision of reference above.
3. Request that G-4 be provided with one copy of each report of inspection.

G. L. E.



Sup
94378

G4 File

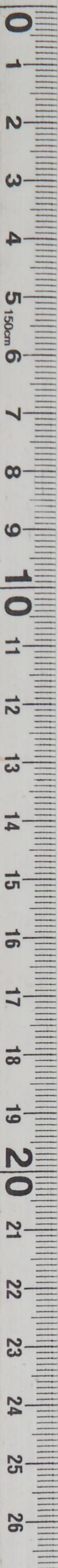


MEMO FOR RECORD:

30 Dec 49 GD SP AKA:elh

1. AR 780-10, 22 Nov 49, title: Depots, provides in para 16a(2) thereof "The Chiefs of the various supply agencies will require at least one inspection during each fiscal year of the branch depots and sections of general depots under their control."
2. Instant C/N advises that G-4's interpretation of referenced AR is that Chiefs of GHQ Tech Svcs are responsible for effecting required inspections and requests that G-4 be provided with one copy of each report of inspection.
3. SDSD - none.
4. Initiated case. G-4 action complete.

AKA AKA (26-6055)
EHM EHM (Div Ch)



CINCPAC APO 500
CG EIGHTH ARMY APO 343

333
~~333~~
30 Dec. 49

G-4 ROUTING	
A C/S G-4	3/12
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
① OPERATIONS	DM
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
COURIER	
BUDGET	
PERSONNEL	
② ADMINISTRATION	J

BRIG GENERAL URBAN NIBLO WILL ARRIVE HQ 24TH DIVISION ON OR ABOUT 4 JANUARY 1949 ON TDY FOR APPROXIMATELY 5 DAYS FOR THE PURPOSE OF INSPECTING ORDNANCE ACTIVITIES OF THE 24TH DIVISION AND AT THE ORDNANCE SCHOOL AT KTA JIMA. NO TRANSPORTATION OR BILLETING ACCOMMODATION WILL BE REQUIRED.

cc: 2-1; G-4

- M/R: 1. Orders covering above personnel's travel have been requested from AG.
2. Inst message informs CG Eighth Army of scheduled visit of Ordnance Officer, GHQ.

E.L.J.

MAILED 14 00 DEC 30 '49 AG. - 270

UNCLASSIFIED

AG 333.1(30 DEC 49)OR 30 DEC 49

H. FRAZIER
Captain, AGD
Asst Adj Gen

333
~~file~~

GD OP-NMW/EFW/JEB/mg

G-4 OPERATIONS DIVISION

22 December 1949

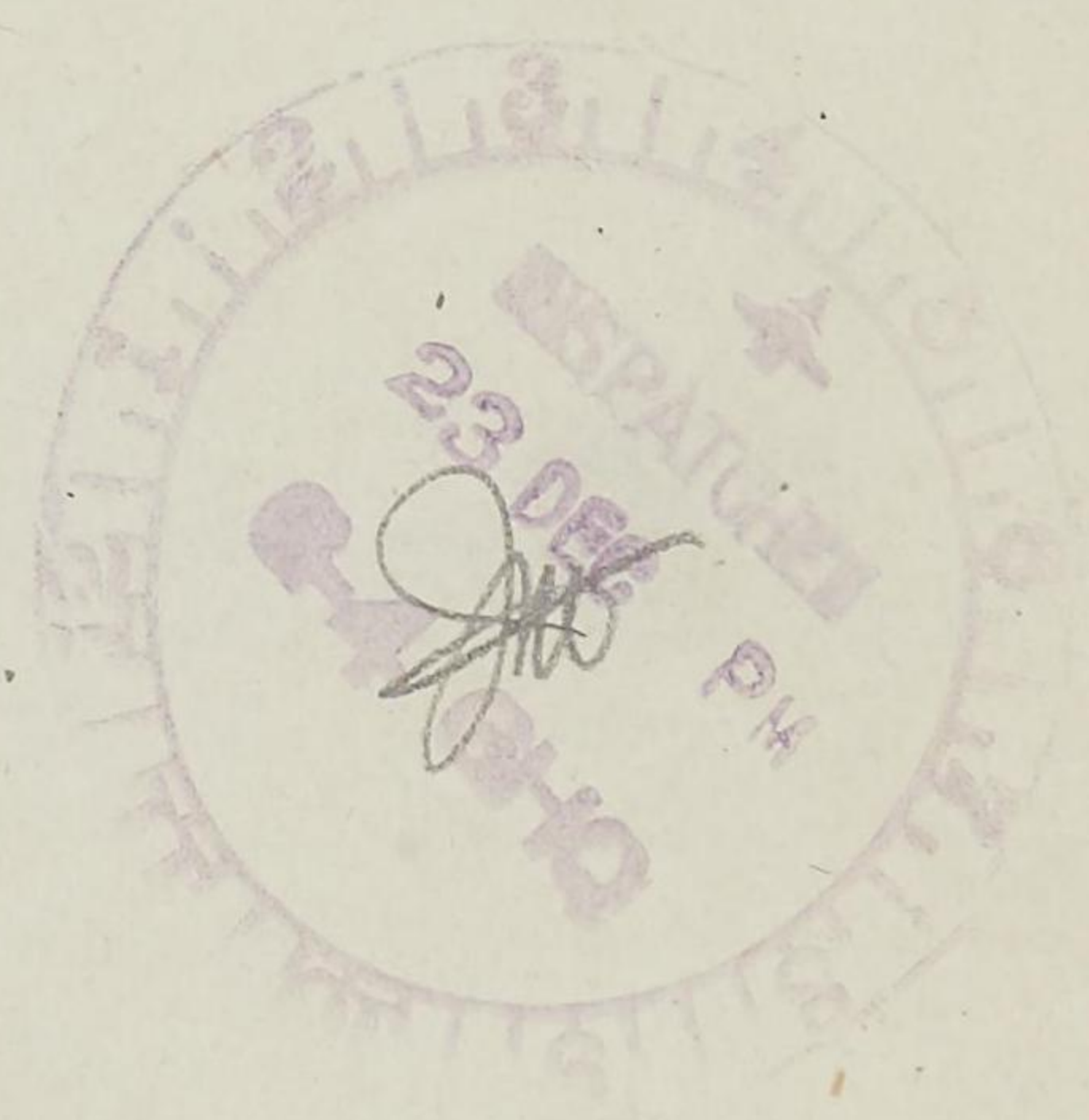
MEMORANDUM FOR RECORD

Subject: Marine Repair Conditions in Japan

1. See M/Rs and G-4 Journals 93654 and 93808 re return this correspondence to Trans O for rewrite of proposed indorsement and preparation for submission to C/S.
2. Trans O has prepared subject correspondence for presentation to C/S and secured approval from IG.
3. Recommend G-4 approval by initialling opposite G-4 on C/N to C/S. AND ON TAB G.
4. Within established G-4 policy.
5. Interest of RYCOM are not affected.
6. Action completed on G-4 Journal Number 94119.

J.E.B. JEB 26-5371
 E.F.W. EFW 26-6032
 N.M.W. NMW 26-6444

G-4 ROUTING	
A C/S G-4	<u>JEB</u>
D AC/S G-4	<u>JEB</u>
EXECUTIVE	
PLANS & POLICY	
① OPERATIONS	<u>JEB</u>
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
② ADMINISTRATION	<u>NMW</u>



(E)

OPNS

333
~~334~~ AMTK
~~4418~~
~~5763~~

IG 333.1

Shipments to Korea

Col Watt 26-6390

IG

G-4

17 December 1949

1

A recent visit by an inspector general to the American Mission in Korea disclosed the following deficiencies.

a. The ship, SGT MUELLER, docked at Inchon 14 Dec 49 with 70% of its cargo of 10,300 bags of cement broken, causing considerable waste and much extra labor in resacking. The above incident was observed by Mr. Ansel Taylor, Inspector, Department of State. He was informed by an officer on the ship that the cement was sacked in "two-ply" bags, rather than "six-ply" ordinarily used. Twenty thousand (20,000) bags of cement are still to be received at this point. Corrective action is indicated to prevent loss of material and labor in future shipments.

b. Shipments of supplies and equipment to Korea from the Eighth Army have not been satisfactory in regard to the description of contents. The above comment does not apply to shipments of Signal equipment, which have been marked in a superior manner.

E. A. Z.

2

From: G-4

To: IG

Lt Col Tucker 26-6456

Date: 9 DEC 1949

The information furnished in Checknote 1 above has been brought to the attention of CG, Eighth Army and GHQ Engineer Section by letter directing corrective action.

G. L. E.

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	

19 DEC 1949
GHQ
ENGINEER
SECTION

19 DEC 1949
PM

Syp
93894

G4 File

*W 333
* 333
* 333
* 333*

Col Watt 26-6390

Shipments to Korea

IG 333.1

14 December 1949

0-A

IG

A recent visit by an inspector general to the American Mission in Korea disclosed the following deficiencies.

a. The ship, SGT WUELLER, docked at Inchon 14 Dec 49 with 70% of its cargo of 10,000 bags of cement broken, causing considerable waste and such extra labor in reworking. The above incident was observed by Mr. Ansel Taylor, Inspector, Department of State. He was informed by an officer on the ship that the cement was sacked in "two-ply" bags, rather than "six-ply" ordinarily used. Twenty thousand (20,000) bags of cement are still to be received at this point. Corrective action is indicated to prevent loss of material and labor in future shipments.

b. Shipments of supplies and equipment to Korea from the Eighth Army have not been satisfactory in regard to the description of contents. The above comment does not apply to shipments of Signal equipment, which have been marked in a separate manner.

E. A. E.

14 Col Tucker 26-6390

Date: 19 DEC 1949

To: IG

From: 0-1

The information furnished in Checknote 1 above has been brought to the attention of G-4, Eighth Army and G-3 Engineer Section by letter directing corrective action.

[Handwritten signature]

0-4 ROUTING

- A C/S 0-4
- D ACS 0-4
- EXECUTIVE
- PLANS & POLICY
- OPERATIONS
- CONST. & FAC
- TRANSPORTATION
- SUPPLY
- PETROLEUM
- BUDGET
- PERSONNEL
- ADMINISTRATION

DISPATCH
17 DEC 1949
19 SECTION
GHQ/FEC

*23844
299*

G4 File



MEMO FOR RECORD:

19 Dec 49 GD SP ELT:elh

1. By C/N 1, 17 Dec 49, IG informed G-4 that cement was being received at Inchon, Korea with 70% of the bags broken. IG also reported that shipments of supplies and equipment, except signal, were not satisfactory with respect to the description of contents.
2. By this C/N, IG is informed that the matter has been brought to the attn of CG 8A and GHQ Engr by a ltr directing 8A to take corrective action. (IG is furnished a copy of the ltr.)
3. No further G-4 action required. Action complete on G-4 Journal No. 93894.

ELT ELT (26-6456)

EHM EHM (Div Ch)

333
~~X 564~~
~~X 560~~

GD OP NMW/erf

Shipping Conditions in Tokyo, Japan

Col Winn, 26-6444
19 DEC 1949

G-4

Trans O

1. 1. Request this be set up as an action to be submitted to the C/S through G-4.
2. Reference, in C/N to C/S, should be made to WCL 27063.

1 Incl
Ltr fr US Senate
w/Incls & Incl

-----G. L. E.-----

19 December 1949

MEMO FOR RECORD:

1. By AG Routing Slip, 15 Dec 49, Trans O forwarded 2nd Ind, GHQ, FEC, to I.G., DA, in answer to basic ltr from US Senate, Committee on Expenditures in the Executive Departments, 8 Sep 49, and 1st Ind, AGO, DA, 28 Oct 49, for G-4 concurrence prior to dispatch.
2. DA msg WCL 27063, 6 Dec 49, states desire that report of action taken be airmailed direct to I.G., DA.
3. It was directed by Deputy Assistant C/S G-4 that proposed Ind be returned to Trans O for preparation for submission to C/S thru G-4 for approval.
4. This action returns papers to Trans O stating G-4's desire.
5. Within established G-4 policy.
6. Action complete on G-4 Jo. No. 93808.

NMW mmw 26-6444

G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	mmw
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	mmw

G-4 File



mmw
Opns
93808

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
AND
FAR EAST COMMAND

A/OPN

ROUTING SLIP

FROM: TRANS SECT DATE: 15 DEC. 1949 1949

TO:

- Commander-in-Chief _____
- Aide-de-Camp _____
- Chief of Staff _____
- D C of S FEC _____
- D C of S SCAP _____
- SGS _____
- G-1 _____
- G-2 _____
- G-3 _____
- G-4 (2) _____
- JSPOG _____
- AG (3) _____
- Antiaircraft _____
- Central Purchasing O _____
- Chaplain _____
- Chemical _____
- Civ Personnel _____
- Engineer _____
- Fiscal _____
- Hq Comdt _____
- IG (1) EAZ _____
- JA _____
- Medical _____

- Ordnance _____
- PM _____
- PIO _____
- Ryukyus Mil Govt _____
- QM _____
- Signal _____
- Sp Services _____
- Trans _____
- TI&E _____
- Civ Comm _____
- CI&E _____
- Civ Int _____
- Civil Property Custodian _____
- Civ Trans _____
- Diplomatic _____
- ESS _____
- Gen Acctg _____
- Gen Proc _____
- Government _____
- Legal _____
- NRS _____
- PH&W _____
- Statistics & Report Sec _____

FOR:

- Approval (1) (2) _____
- Comment or _____
- Concurrence _____
- Information _____
- Initials _____
- Issuance of Orders _____
- Necessary Action _____

- Note and Return _____
- Distribution Desired _____
- Signature (3) _____
- Dispatch (3) _____
- Attachment of _____
- Reference _____
- File _____

VIA AIRMAIL

[Signature]
H.T.M.



c/n

G-4 to Trans O.

1. Request this be set up as an action to be submitted to C/S through G-4.

2. Reference in c/n to C/S should be made to WCL 27063.

G.L.E.

Oyus
Pl return to Trans O.
Fg

Capt Little 26 5450

333
~~4580~~
17 Dec 49

AG 200.4(28 May 1949)CPO

Inspection Trip

Cen Pur Off

Chief of Staff
Thru: Ass't Chief of Staff, G-4

16 Dec 1949

- (1) 1. Request authorization of travel for Tsuneco Tamba, Textile Advisor, CPO, a Japanese National.

<u>Date of Departure</u>	<u>Duration of Trip</u>	<u>Place to be Visited</u>
20 December 1949	3 days	Itami Air Base

2. Mr. Tamba is to accompany Col. D. H. Alkire and Lt. Col. C. M. Bryen on an inspection trip of an Air Force uniform manufacturer's establishment.

3. This trip was not included on the monthly forecast because it was necessitated by unforeseen events.

G-4 copy

----- for *HLH* ----- *AM*
 A. E. N. -----
 GD OP NMW/PJM/JET/aid
 Major Tilton 26-6052
 Date: 17 Dec 49

From: G-4 To: Chief of Staff

- 2 1. G-4 interposes no objection to travel of the above named personnel by military aircraft.
2. Billeting and messing facilities for Tsuneco Tamba have been arranged for by the CPO during the visit.

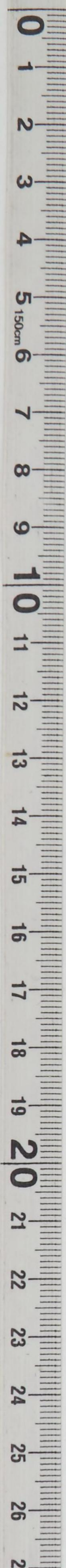
----- G.L.E. -----

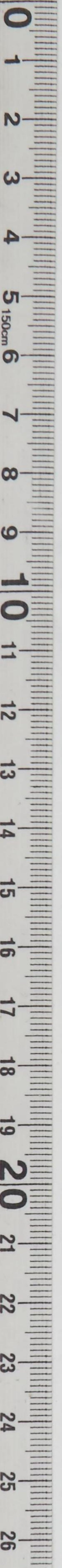
G-4 ROUTING	
A C/S G-4	
D AC/S G-4	
EXECUTIVE	
PLANS & POLICY	
OPERATIONS	<i>HLH</i>
CONST & FAC	
TRANSPORTATION	
SUPPLY	
PETROLEUM	
BUDGET	
PERSONNEL	
ADMINISTRATION	<i>AM</i>

DISPATCHED
17 DEC 1949
AM

Open

93866





88

~~533~~
~~17 Dec 49~~

Capt Little SS 5450

AG 200.4(28 May 1949)CPO

Inspection Trip

18 Dec 1949

Com Pwr Off

Chief of Staff
Thurman's Chief of Staff, G-4

1. Request authorization of travel for James Tamba, Textile Advisor, CPO, a Japanese National.

(1)

<u>Date of Departure</u>	<u>Duration of Trip</u>	<u>Place to be Visited</u>
20 December 1949	3 days	Izumi Air Base

2. Mr. Tamba is to accompany Col. D. H. Alkire and Lt. Col. C. M. Bryan on an inspection trip of an Air Force uniform manufacturer's establishment.

3. This trip was not included on the monthly forecast because it was necessitated by unforeseen events.

G-4 copy

From: G-4
To: Chief of Staff
Date: 17 Dec 49
Major Files 28-6025
GD OP NMW/PJM/JET/aid

1. G-4 interposes no objection to travel of the above named personnel by military aircraft.

2. Billings and messing facilities for James Tamba have been arranged for by the CPO during the visit.

16 DEC 1949
GPO
17 DEC 1949
GPO

G-4 ROUTING	
ADMINISTRATION	
PERSONNEL	
BUDGET	
PETROLEUM	
SUPPLY	
TRANSPORTATION	
CONST & FAC	
OPERATIONS	
PLANS & POLICY	
EXECUTIVE	
DACS G-4	
A CS G-4	

93890

G-4 OPERATIONS

GD OP NMW/PJM/JET/erf
17 December 1949

MEMO FOR RECORD:

Subject: Inspection Trip

1. Basic is C/N 1, CPO to C/S thru G-4, 16 Dec 49, requesting authorization for travel by air for Tsuneo Tamba, Textile Advisor. Mr. Tamba is to accompany two (2) American officers to Itami Air Base for three (3) days effective 20 Dec 49.

2. Air Branch, G-4 Operations, (Maj Wilwerding) states that air travel is authorized under FEAF regulation for Indigenous personnel employed by the Army when traveling on official business.

3. Information obtained by G-4 (Maj Tilton) from CPO (Maj Bowman) is that Mr. Tamba owns the clothing factory which is the destination near Itami. Purpose of visit is to purchase a large quantity of blue material for Air Force uniforms. This purchase has been authorized by the Dept of the Army. During the visit Mr. Tamba will billet and subsist at his own quarters in Itami.

4. Instant C/N is self-explanatory.

5. Within established policy.

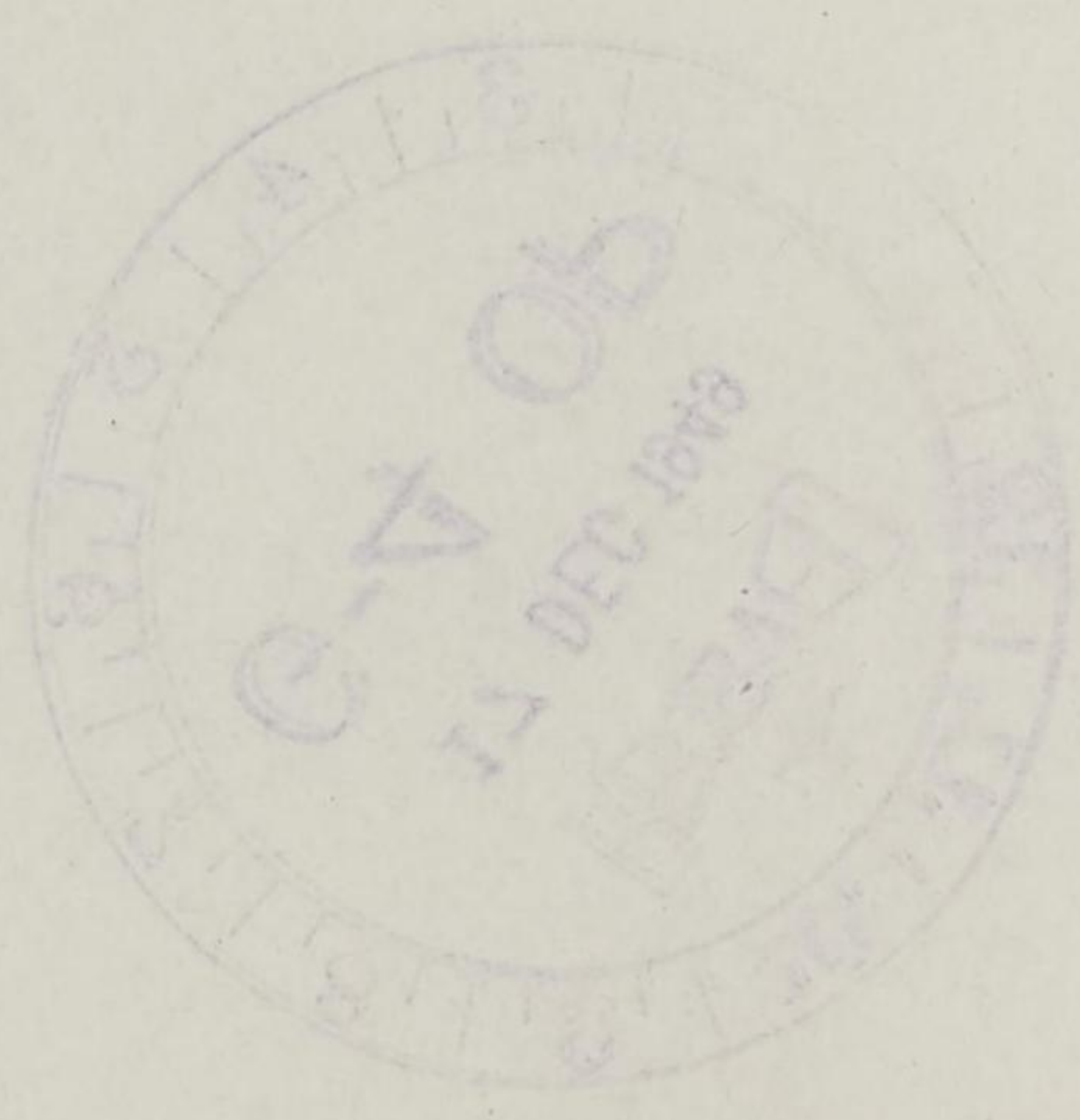
6. Interests of RYCOM are not affected.

7. Completes action on G-4 Jo. No. 93866.

JET [Signature] 26-6052

PJM [Signature] 26-8545

NMW [Signature] 26-6444



G-4 OPERATIONS

GD OP NMW/PJM/JET/erf
17 December 1949

MEMO FOR RECORD:

Subject: Inspection Trip

1. Base is G/N I, CPO to G/S thru G-4, 16 Dec 49, requesting author-
ization for travel by air for Tameso Tamba, Textile Advisor. Mr. Tamba is
to accompany two (2) American officers to Tami Air Base for three (3) days
effective 20 Dec 49.

2. Air Branch, G-4 Operations, (Maj Wilverding) states that air travel
is authorized under TEAF regulation for indigenous personnel employed by the
Army when traveling on official business.

3. Information obtained by G-4 (Maj Tilton) from CPO (Maj Bowman) is
that Mr. Tamba owns the clothing factory which is the destination near Tami.
Purpose of visit is to purchase a large quantity of blue material for Air
Force uniforms. This purchase has been authorized by the Dept of the Army.
During the visit Mr. Tamba will billet and subsist at his own quarters in
Tami.

4. Instant G/N is self-explanatory.

5. Within established policy.

6. Interests of RYCOM are not affected.

7. Completes action on G-4 Jo. No. 93866.

JET 56-6052
PJM 56-8512
NMW 56-6114



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RESTRICTED

JGC/REY/JMI/lars
G-4 ROUTING

EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
ADMINISTRATION	_____

Mr, Sq, 20th Air Force, 333 AI-2 (AAI, 51st Air Base Gp, FY 1950), subj: Case Report, Headquarters, Twentieth Air Force, No. 6, 51st Annual Air Inspection, 51st Air Base Group, 51st Fighter Wing, San Francisco, California, Fiscal Year 1950, UNSATISFACTORY, Protection and Prevention, 12 September 1949.

AO 333.1 (12 Sep 49)CE 7th Ind

GENERAL HEADQUARTERS, FAR EAST COMMAND, APO 500 17 DE

TO: Commanding General, Far East Air Forces, APO 925

1. This headquarters is not aware of the change in policies and procedures effecting supply of compressed gases and gas cylinders, and more particularly of CO₂ fire extinguishers as indicated in paragraph 1 of sixth indorsement. It is known that the entire subject of procurement, supply, maintenance, funding and other responsibilities of the several services for gases and gas cylinders has been under study at Department of Army level for some time.

2. Pending the establishment of a separate Air Force stock of gases, cylinders, and repair facilities therefor which is indicated in paragraph 2 of sixth indorsement, the Army Engineer Depots of Far East Command will continue to be responsible for supply of gases and gas cylinders for authorized allowances and the servicing of cylinders.

3. Lack of sufficient serviceable cylinders in Ryukyus Command and funds for testing and servicing of same has prevented Ryukyus Command giving full and timely support to either Army or Air Force units. Arrangements have been made for Ryukyus Command to ship an unlimited quantity of CO₂ fire extinguisher cylinders to Eighth Army for testing, repair and recharge. See Commander-in-Chief, Far East, message XX 1902h of 12 August 1949 to Eighth Army and Ryukyus Command, with information copy to Far East Air Forces. According to Ryukyus Command's message 2 01405 of 17 August 1949 to Eighth Army, 723 Air Force cylinders have been shipped to Eighth Army for servicing. This service, which is accomplished under Japanese procurement contracts, requires reimbursement to the Japanese economy. Lack of Army Engineer funds has so far prevented effectiveness of this Japanese source of service for Ryukyus Command.

4. It is suggested that if Twentieth Air Force is still at this time suffering lack of supply of gas cylinders, that Air Force funds be made available to Ryukyus Command for transfer to Eighth Army in order to accomplish the servicing of cylinders for the Twentieth Air Force.

5. Attention is invited to paragraph 1b of Eighth Army's third indorsement to letter Headquarters, Far East Air Materiel Command, and Thirteenth Air Force Wing, MAW 413.2, subject: CO₂ Fire Extinguisher Equipment Requir-



93857
(Dr SB)

G-1 COPY

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AG 333.1 (12 Sep 49)CM 17 DEC 49 7th Ind

Subj: Case Report, Headquarters, Twentieth Air Force, No. 6, Report of Annual Air Inspection, 51st Air Base Group, 51st Fighter Wing, APO 239, Unit 2, San Francisco, California, Fiscal Year 1950, UNSATISFACTORY Fire Protection and Prevention.

ing Hydrostatic Tests, 3 November 1949, in which it is anticipated that a sufficient stock of cylinders will be available in the Eighth Army Engineer Depot in about 15 days to meet requirements of Far East Air Materiel Command.

6. The importance of shipping cylinders to Depot for servicing on a scheduled program to assure that an equal number of cylinders are serviced in successive like periods to complete testing of all cylinders in five years is again stressed. This is a necessity as Depots are authorized (over and above normal stock levels) only a 5% reserve of total authorized cylinder allowances to provide for replacement of those turned in for servicing.

BY COMMAND OF GENERAL MCGARTHER:

MAILED 1100 DEC 17 '49 AG. - 612

Copy furnished:
CG, RUCR, APO 331

H. FRAZIER
Captain, AGD
Asst Adj Gen

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HEADQUARTERS
TWENTIETH AIR FORCE
Office of the Inspector General
APO 239

12 September 1949

333 AI-2 (AAI, 51st Air Base Gp, FY 1950)

SUBJECT: Case Report, Headquarters, Twentieth Air Force, No. 6,
Report of Annual Air Inspection, 51st Air Base Group,
51st Fighter Wing, APO 239, Unit 2, San Francisco,
California, Fiscal Year 1950, UNSATISFACTORY Fire
Protection and Prevention.

THRU : Commanding Officer
51st Air Base Group
51st Fighter Wing
APO 239, Unit 2

Commanding General
51st Fighter Wing
APO 239, Unit 2

TO : Commanding General
Twentieth Air Force
APO 239

Attn: Inspector General

I. DEFICIENCIES

1. The following deficiencies noted in the course of the Annual Air Inspection of the 51st Air Base Group, 51st Fighter Wing, APO 239, Unit 2, San Francisco, California, conducted by personnel assigned to the Office of the Air Inspector, Headquarters, Twentieth Air Force, APO 239, under the supervision of John A. Laird, Jr., Colonel, USAF, during the period 4 - 13 August 1949, are reported under the provisions of paragraph 39, Air Force Regulation 123-1, 24 June 1948, as amended.

2. In some units of the 51st Air Base Group, as indicated in the memorandum report, it was noted that UNSATISFACTORY fire protection and prevention conditions prevailed.

a. Fire extinguishers of all types in some areas were unfilled, untagged, inoperative or overdue for inspection, indicating failure of fire inspectors to perform required inspections.

b. Faulty and makeshift electrical wiring was noted in buildings occupied by some units of this group.

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333 AI-2 (AAI, 51st Air BaseOp, FY 1950) Case Rp No. 6

II. RECOMMENDATIONS

3. It is recommended that immediate action be taken to correct discrepancies noted in order to alleviate the danger of a possible loss of life, property and equipment.

4. This report will be indorsed by each headquarters within ten (10) days, indicating the positive corrective action taken on all listed discrepancies so as to reach this headquarters with three (3) copies of basic communication and four (4) copies of all indorsements and inclosures.

/s/ John A. Laird, Jr.
JOHN A. LAIRD, JR.
Colonel, USAF
Inspector General - 20th AF

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333 AI-2 (12 Sep 49) AB 1st Ind AB/GJO/mld
SUBJECT: Case Report, Hqs. Twentieth Air Force, No. 6,
Unsatisfactory Fire Protection and Prevention 22 September 1949

HEADQUARTERS, 51ST AIR BASE GROUP, APO 239 UNIT 2

THRU: Commanding General, 51st Fighter Wing, APO 239 Unit 2

TO : Commanding General, Twentieth Air Force, APO 239
Attn: Inspector General

I. DEFICIENCIES

1. In compliance with paragraph h of basic communication the following corrective action has been taken to correct listed irregularities and/or deficiencies.

2. No comment necessary.

a. Fire Inspectors have inspected, refilled, and retagged all serviceable fire extinguishers used by units of the 51st Air Base Group. Where unserviceable extinguishers were found, a responsible member of the inspected activity was directed to turn them in to supply. Fire inspectors are now required to turn in a daily record of their inspecting activities to the Officer in Charge.

b. Unit Commanders have been instructed to turn in work orders for removal of all faulty and makeshift electrical wiring. Air Installation will complete the rewiring on 15 October 1949.

II. RECOMMENDATIONS

3. Action has been taken to correct discrepancies noted in basic communication and follow up inspections will be made to insure that such conditions do not recur.

4. Indorsed and forwarded as required.

/s/ Goodlett J. Glaser
GOODLETT J. GLASER
Lt. Col., USAF
Commanding

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333 AI-2 (AAI, 51st Air Base Gp, FY 1950)IG 2nd Ind WEM/OMK/awh
SUBJECT: Case Report, Headquarters, Twentieth Air Force, No. 6, Report
of Annual Air Inspection, 51st Air Base Group, 51st Fighter
Wing, APO 239, Unit 2, San Francisco, California, Fiscal Year
1950, UNSATISFACTORY Fire Protection and Prevention.

HEADQUARTERS, 51ST FIGHTER WING, APO 239, UNIT 2

TO: Commanding General, Twentieth Air Force, APO 239

1. a. The primary cause of poor wiring in the 51st Air Base Group as well as elsewhere in the 51st Fighter Wing is lack of proper material and trained personnel to do daily R & U work. The shortage of personnel affects both the electrical and the supply sections.

b. The 51st Fighter Wing is making every attempt to secure adequately trained personnel by maintaining close liaison with Twentieth Air Force Civilian Personnel Section, emphasis on the civilian recruitment program, and assignment with on-the-job training of qualified military personnel to the electrical section. The Base Supply Section is maintaining a close liaison with Air Installations and a five months forecast of R & U supplies is being made up, in an effort to overcome supply difficulties.

c. With the impending critical shortage of personnel it is ill-advised to make a definite statement as to when buildings of the 51st Air Base Group and other buildings of the 51st Fighter Wing will be properly wired. However, except for emergencies, all available electrical supplies and personnel are being utilized completely in repairing and replacing the existing wiring, interior and exterior, which is below standard and considered a fire hazard.

2. a. The status of fire extinguishers has been a matter of such concern to this Headquarters for numerous months past. Files of this Headquarters contain copies of correspondence submitted to Headquarters Rycom from Twentieth Air Force with subsequent indorsements to this Headquarters, indicating that funds for the repair and test of cylinders and extinguishers would not be available until 1 September 1949 and further that such work would need to be performed in Japan without replacement extinguishers provided during such repair. Our most recent report pertaining to this matter was submitted to Headquarters, Twentieth Air Force, letter Subject: Revised Carbon Dioxide Fire Extinguisher Report, dated 8 August 1949.

b. As an alternative to shipment of cylinders and extinguishers to Japan this Headquarters has been desirous of obtaining hydrostatic test equipment with which repairs and testing could be performed locally. Twentieth Air Force Msgm 9041, Pol-4, dated 9 April 1949, stated that hydrostatic test equipment was being shipped from FRAMCOM. A subsequent follow-up to this Msgm obtained no results. Twentieth Air Force Msgm 7419, Pol-4, dated 30 July 1949, required that a requisition be submitted for the testing equipment. This requisition was submitted by our Headquarters on voucher #17C-50-9, dated 12 August 1949.

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333 AI-2 (AAI, 51st Air Base Gp, FY 1950) IG 2nd Ind
Subject: Case Report, Headquarters, Twentieth Air Force, No. 6,
Report of Annual Air Inspection, 51st Air Base Group

c. It is believed that receipt of proper pressure testing equipment for the cylinders and extinguishers will alleviate many of the existing problems of this nature.

/s/ John W. Weltman
JOHN W. WELTMAN
Colonel USAF
Commanding

333 (12 Sep 49) IG 3rd Ind

HEADQUARTERS, TWENTIETH AIR FORCE, APO 239

10 October 1949

TO: Commanding General, Far East Air Forces, APO 925
ATTN: Inspector General

1. Forwarded under the provisions of FEAF Regulation 123-1.
2. Corrective action is considered adequate.
3. Reference paragraph 2b, 2nd Indorsement, subject test equipment is not available at FEANCOM at present. The FOL Officer, this headquarters, was advised verbally 9 September 1949 by Major Gruber, A-4 Division, FEAF, that test equipment had been requisitioned from the Zone of Interior on emergency requisition by FEANCOM and that this headquarters would be advised upon receipt of shipping instructions. Radio AMBTS-6-3 49954 from FEANCOM, 22 September 1949, advised that subject requisition was still pending.

/s/ Y. H. Taylor
Y. H. TAYLOR
Brigadier General, USAF
Commanding

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BASIC: Ltr, 333 AI-2 (AAI, 51st Air Base Gp, FY 1950), Hq 20th AF, OIG, APO 239, 12 Sept 1949, subj: Case Report, Hq 20th AF, No. 6, Report of AAI, 51st Air Base Gp, 51st Ftr Wg, APO 239, Unit 2, San Francisco, Calif., FY 1950, UNSATISFACTORY Fire Protection and Prevention

AG 333 IC-AI

4th Ind

Headquarters, Far East Air Forces, APO 925

28 October 1949

TO: Commanding General, Far East Air Materiel Command, APO 323

Pending establishment of/or facilities for hydro-static testing, reference letter ANG MCHBXE 24, subject: Compressed Gases and Compressed Cylinders, dated 19 September 1949, forwarded to your Headquarters by 1st Indorsement, this Headquarters, dated 11 October 1949, request this Headquarters be informed of the action being taken to provide replacement extinguishers during the period extinguishers are in shipment and undergoing repair.

BY COMMAND OF LIEUTENANT GENERAL STRATHEMEYER:

/s/ John H. Weikert
JOHN H. WEIKERT
Major General, United States Air Force
Vice Commander

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BASIC: Ltr, 333 AI-2 (AII, 51st Air Base Op, FY 1950) Hq 20th AF, OIG, APO 239, 12 Sept 1949, subj: Case Report, Hq 20th AF, No. 6, Report of AAI, 51st Air Base Op, 51st Ftr Wg, APO 239, Unit 2, San Francisco, Calif., FY 1950, UNSATISFACTORY Fire Protection and Prevention

AHLSB 333

5th Ind

7 November 1949

Headquarters, Far East Air Materiel Command, APO 323

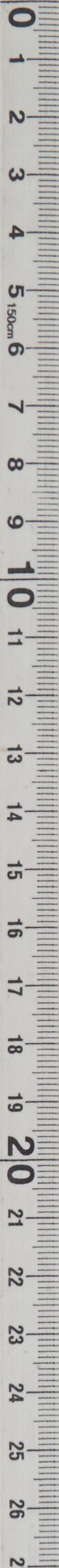
TO: Commanding General, Far East Air Forces, APO 925

Reference AWC letter BOMSKH 2h, 19 September 1949, Subject: Compressed Gases and Compressed Gas Cylinders, necessary coordination with logistical commands involved and preparation of initial instructions to AF installations in this theater is being accomplished with the utmost dispatch. Meanwhile, the only immediate source of supply of compressed gas cylinders and compressed gases, except breathing oxygen and Freon, is the Engineer Depot supporting the separate land masses in this theater, that is Eighth Army Engineer Depot in Japan, Rycom Engineer Depot at Okinawa, Harbo Engineer Depot at Guam and Philaircom Engineer Depot in the Philippines. It is anticipated that it will be several months before AF stocks of cylinders can be obtained and the procurement of compressed gases scheduled locally, during which time AF installations must necessarily continue to obtain cylinders and gases as heretofore. It is, therefore, recommended that FRC-CHQ be requested to direct the necessary support of the 51st Fighter Wing by the Rycom Engineer Depot with respect to providing replacement fire extinguishers.

FOR THE COMMANDING GENERAL

/s/ W. Hodges
W. HODGES
Capt., USAF
Asst. Adj. Gen.

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BASIC: Ltr, 333 AI-2 (AAI, 51st Air Base Gp, FY 1950) Hq 20th AF, OIG, APO 239, 12 Sept 1949, subj: Case Report, Hq 20th AF, No. 6, Report of AAI, 51st Air Base Gp, 51st Ftr Wg, APO 239 Unit 2, San Francisco, Calif., FY 1950, UNSATISFACTORY Fire Protection and Prevention

AO 333 IO-AI

6th Ind.

Headquarters, Far East Air Forces, APO 925

9 December 1949

TO: Commander-in-Chief, Far East, APO 500

1. Due to recent change in supply policies and procedures, the Air Force has been charged with supplying its own compressed gases and gas cylinders. This includes portable CO₂ fire extinguishers used in aircraft, on the flying line and in connection with crash fires.

2. Inasmuch as this is a recently established policy, and the Air Force in this theater has no cylinders with which to meet its new requirements for storage and issue, we have been depending, to a large extent, on the engineer depots to furnish our requirements. Generally these requirements have been met, except for quinquennial testing of these cylinders.

3. It will be several months before requirements can be established and the necessary cylinders and gases obtained from the EI. During this period the Air Forces must continue to depend on the engineer depots for a large part of their support. Request your headquarters indicate the extent the Air Force can depend upon your depots for furnishing these materials, and particularly the support that can be obtained in testing both Air Force owned and Army owned compressed gas cylinders.

FOR THE COMMANDING GENERAL:

/s/ John M. Weikert
JOHN M. WEIKERT
Major General, USAF
Vice Commander

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G-4 OPERATIONS

GD OP NMM/EFW/JEB/mck
16 December 1949

G4 File

MEMO FOR RECORD:

Subject: Report of Investigation, LT-57

1. See M/R on G-4 Journal 90348 re G-4 approving a Trans O proposed action to CS requesting nomination of IG from GHQ to conduct an investigation on the unseaworthiness of LT-57. The CS approved the action.

2. C/N 4, IG to CS thru G-4 presents report of investigation. The results of this IG investigation are as follows:

a. Evidence:

G-4 ROUTING	
A C/S G-4	_____
D AC/S G-4	_____
EXECUTIVE	_____
PLANS & POLICY	_____
OPERATIONS	_____
CONST & FAC	_____
TRANSPORTATION	_____
SUPPLY	_____
PETROLEUM	_____
BUDGET	_____
PERSONNEL	_____
ADMINISTRATION	_____

- (1) The LT-57 was transferred from the Joint United States Military Advisory Group, Shanghai, to San Francisco Port of Embarkation for storage.
- (2) The vessel, which arrived in Yokohama on 11 January 1949, was placed in drydock at Asano Shipyard, where repairs amounting to about \$5500.00 were made and numerous items of supplies and equipment were issued to the ship. Subsequent to the repairs, a sea trial was conducted by Mr. Alfred Oxley, the Master, and the vessel performed satisfactorily.
- (3) Inspections by Army officers and Japanese engineers at Yokohama revealed that the vessel was seaworthy when she departed Yokohama. Mr. Oxley registered no protest to sailing, did not mention any irregularities in his log, and signed his sailing orders which, among other things, stated that the vessel was in all respects ready for sea.
- (4) The vessel departed Yokohama on or about 13 February with the FS-154 in tow. On 17 February, during bad weather, the tow chain parted and the tow was lost. It was later secured and the vessels proceeded.
- (5) On 27 February engine trouble developed. Temporary repairs were made at sea and the vessel sailed for Guam for permanent repairs, arriving there on 4 March.
- (6) Satisfactory repairs were made to the main engine, and, among other things, a new timing chain was installed on the port generator. During test the crankshaft of the generator broke. Replacement crankshafts were not available in Guam.



G4 File

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- (7) All supplies requisitioned and on hand were issued to the vessel at Guam.
- (8) On several occasions while the vessel was in Guam, Mr. R. E. Gibson, Chief Engineer of the LT-57, was observed in an intoxicated condition while on duty. The First and Second Assistant Engineers were also reported for being intoxicated.
- (9) The Commanding General, MARBO, advised CINCFE of the condition of the port generator and recommended that, if the vessel was to sail to Honolulu, she proceed in convoy without a tow. The Master and the Chief Engineer protested the sailing because one generator was inoperative. CINCFE approved the recommendations made by MARBO and the vessel sailed from Guam in convoy on 25 April.
- (10) The number-five cylinder of the main engine failed on or about 10 May and the LT-57 was towed to Honolulu.

b. Conclusions:

- (1) That every reasonable consideration was given to the LT-57 and her crew by the Port officials at Yokohama and Guam.
- (2) That the LT-57 was seaworthy when she departed Yokohama.
- (3) That, because of an inoperative generator, the vessel was not in all respects seaworthy when she departed Guam.
- (4) That, prior to sailing, every reasonable safety and precautionary measure was taken by the Port officials at Guam and that, under the circumstances, the dispatch of the vessel was justified.

c. Recommendations:

- (1) That two (2) copies of the report of investigation be forwarded to the Chief of Transportation, Department of the Army.
- (2) That no further action be taken by this headquarters.

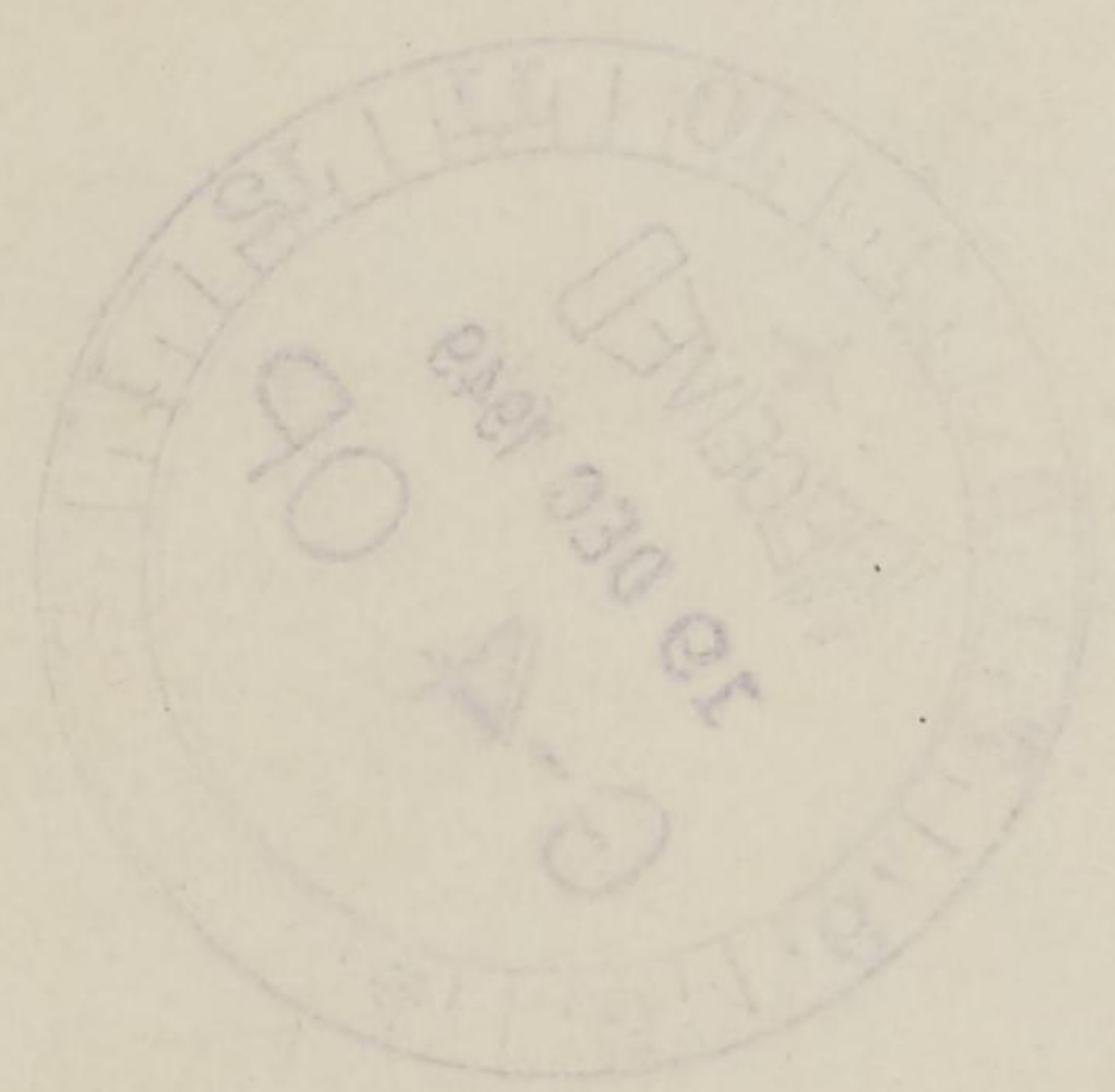
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3. Recommend G-4 approval by initialing opposite G-4 on C/N 4.
4. RYCOM's interests are considered.
5. Completes action on G-4 Journal No. 93817.

JEB JEB 26-5371
EFW EFW 26-6032
NHW NHW 26-6444

Concurrences:
Trans O (Lt Col Re Hmann and Major McCallum)



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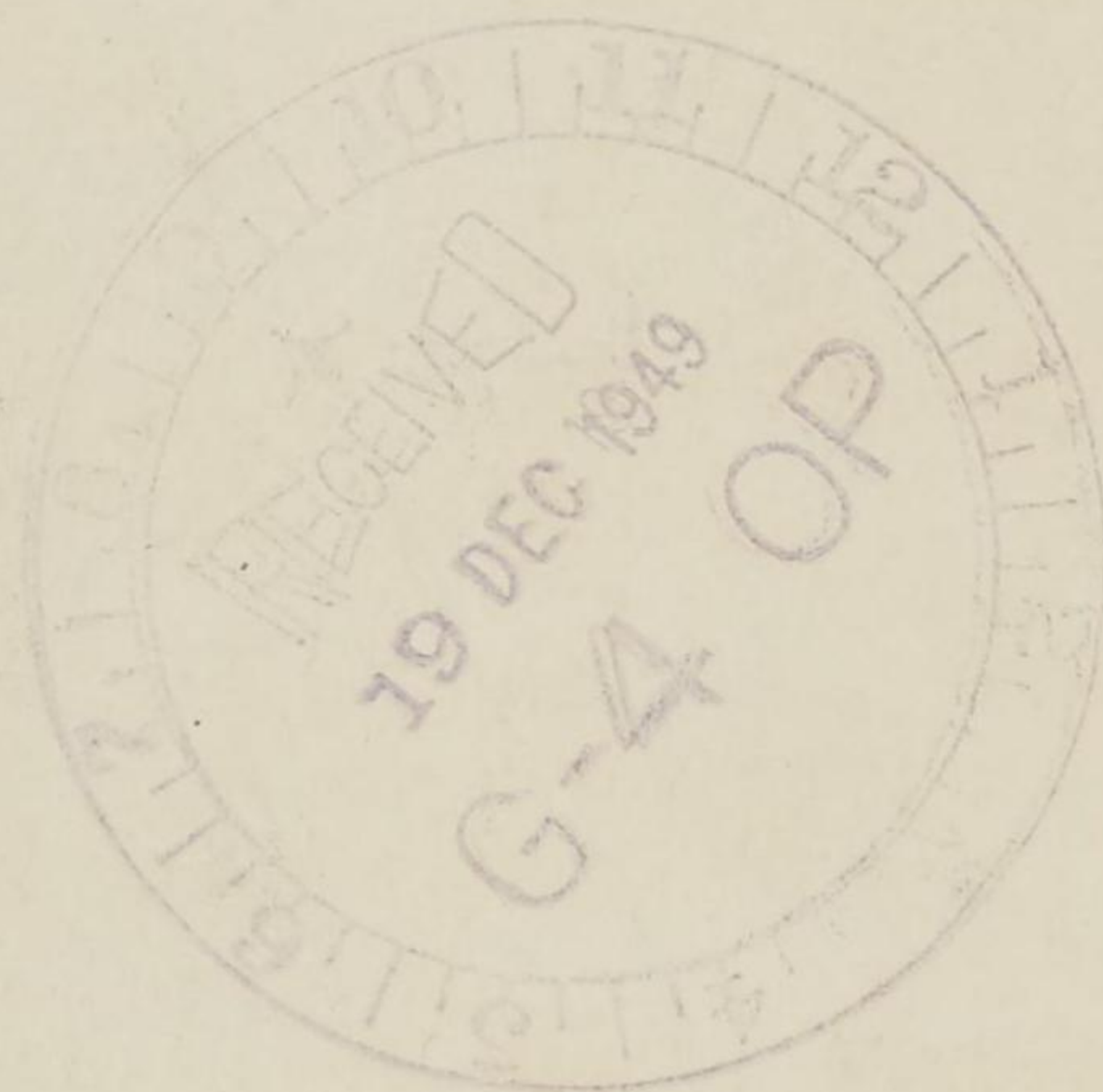
- 3. Recommend G-4 approval by initialing opposite G-4 on C/N 4.
- 4. RYCOM's interests are considered.
- 5. Complete action on G-4 Journal No. 8817.

JRB 38-5271

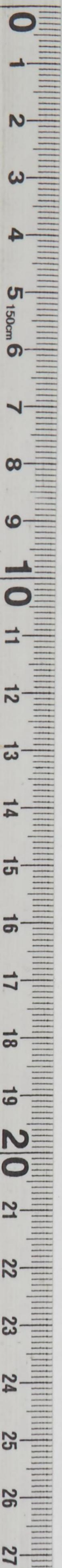
HW 38-8033

MM 38-8444

References:
Trans O (Lt Col Reimann and Major McCallum)



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CROSS REFERENCES OTHER THAN RADIO

DATE 16 DEC 49

FROM: G-4

TO: M/R

SUBJECT: INSPECTION TRIP

(With M/R)

DOCUMENT IN..... 531

JN. 93865



~~132.2~~
~~140~~
333
~~525 MARBO~~

CROSS REFERENCES OTHER THAN RADIO

DATE 15 DEC 49

FROM: COM

(1)

TO: C/S

SUBJECT: STATUS OF ACCOUNTS NICA

DOCUMENT IN..... 132.2

