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June 27, 1949.

There is also considerable evidence that the Soviet Government has already incorporated southern Sakhalin, the Kuril Islands, and the Habomai-Shikotan area into the Soviet Union. South Sakhalin and the Kuril Islands were reportedly made an administrative subdivision of the Khabarovsk District by an ordinance issued by the Presidium Executive Committee on February 20, 1946. Reports from repatriates also indicate that all place names have been given Russian designations, and that in the spring of 1946 a Soviet civil administration replaced the initial military government in southern Sakhalin, the Kuril Islands, and the Habomai-Shikotan Group. On February 25, 1947, the Soviet Union Presidium reportedly adopted regulations making all Sakhalin and the Kuril Islands a separate administrative area distinct from the Khabarovsk District. These reports, combined with formal claims to territorial sovereignty noted above, plainly indicate that the Soviet Government intends to regard these areas as permanent, integral parts of the Soviet Union.

II. Basis of Present Soviet Position in Southern Sakhalin, the Kuril Islands, and the Habomai-Shikotan Group

The basis of the present Soviet position in southern Sakhalin and the Kuril Islands, but not in the Habomai Group and Shikotan Island, is the Three Power Agreement signed at Yalta on February 11, 1945, by Premier Stalin, President Roosevelt, and Prime Minister Churchill. This agreement provides that among the "former rights of Russia violated by the treacherous attack of Japan in 1904 ... the southern part of Sakhalin as well as the islands adjacent to it shall be returned to the Soviet Union"; and that, additionally, "the Kuril islands shall be handed over to the Soviet Union." With the Soviet Union's entry into the war against Japan on August 8, 1945, Soviet forces immediately began the occupation of southern Sakhalin, the Kuril Islands, and the Habomai-Shikotan area. No part of the Yalta Agreement or any subsequent agreements, however, specifically provided for the Soviet occupation of these territories.

General Order No. 1 of September 2, 1945 (the day of Japan's formal surrender), issued to the Japanese Government by the Supreme Commander, directed that Japanese forces in "Manchuria, Korea North of 38 degrees North latitude, Karafuto, and the Kurile Islands shall surrender to the Commander-in-Chief of Soviet Forces in the Far East." General Order No. 1 makes no specific mention of the Habomai Islands or Shikotan Island, and there is no indication as to whether they were regarded as part of the Kuril chain or as among the so-called "minor islands" adjacent to the four main islands of Japan.

According

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According to Japanese sources, the surrender of Japanese units in the above-cited areas to Soviet forces was already taking place by virtue of an agreement reached on August 19, 1945, between the Chief of Staff of the Japanese Kwantung Army in Manchuria and the Commander-in-Chief of Soviet Forces in the Far East. This agreement provided for the local cessation of hostilities in Manchuria and the surrender of arms. At the end of the war the Hokkaido-Kuril-Habomai-Shikotan area was defended by the Fifth Area Army with headquarters in Hokkaido. The northern Kuril Islands (from Shimushu to Uruppu) were under the 91st Division with headquarters on Paramushiru Island; the southern Kuril Islands (Etorofu and Kunashiri), the Habomai Group, and Shikotan Island were defended by the 89th Division with headquarters on Etorofu. In view of the Soviet-Kwantung Army surrender agreement of August 19, the Commanding General of the Fifth Area Army ordered the 91st Division in the northern Kuril Islands to cease hostilities and surrender its arms to the Soviet forces. The northern Kuril Islands were then being rapidly occupied by Soviet forces which continued to move down the chain into the southern Kuril Islands under the jurisdiction of the 89th Division. On August 31 the Commanding General of the Fifth Area Army placed the 89th Division under the command of the 91st Division in order to facilitate the surrender of the southern Kuril Islands into which Soviet forces were then pouring. Before the order could be executed, however, the entire Kuril chain, including Kunashiri, as well as the Habomai Group and Shikotan Island, were completely in Soviet hands. General Order No. 1 of September 2, therefore, did not actually effect the surrender of Japanese forces in the Kuril Islands. Before it was issued the Japanese in the Kuril Islands as well as in the Habomai-Shikotan area had surrendered to the Soviet forces on the basis of the August 19 agreement.

While providing a basis, or accord, for the Soviet military occupation of the Kuril Islands and southern Sakhalin, neither the Yalta Agreement nor any subsequent understanding entitles the Soviet Union to territorial sovereignty over these areas. At most, the Yalta Agreement must be regarded as a preliminary understanding among the Soviet Union, the United States, and Great Britain with respect to the future disposition of certain parts of the Japanese Empire. The Soviet Union, therefore, cannot claim territorial sovereignty in southern Sakhalin and the Kuril Islands any more than the United States can claim territorial sovereignty over the Ryukyu Islands, or China over Formosa. Southern Sakhalin, and the Kuril Islands, like the Ryukyu Islands and Formosa, were integral parts of the Japanese Empire, their Japanese territorial status having been previously recognized by the Powers, including the Soviet Union, the United States, and China, in various treaties as well as in diplomatic and general usage. What the Soviet Union does at the present enjoy in southern Sakhalin and the Kuril Islands is administrative control by virtue of military occupation.

Unlike

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Unlike southern Salhalin and Formosa which were integral parts of the Japanese Empire but in the form of colonial possessions with distinct colonial administrations, the Kuril Islands, like the Ryukyu Islands, were administratively and politically, integral parts of Metropolitan Japan. The Ryukyu Islands constituted one of Japan's home prefectures. The Kuril Islands were an integral part of the Hokkaido administration, forming districts of one of the gun, or counties, which make up the Nemuro Shicho, or Nemuro Branch Administration.[1]

Notwithstanding the distinction between parts of the Japanese Empire and integral parts of the Japanese home islands (Metropolitan Japan), it is clear that Sakhalin, the Kuril Islands, the Ryukyu Islands, and Formosa were internationally recognized as territories over which Japan enjoyed full and undisputed sovereignty. From the standpoint of accepted international law and procedure, therefore, any transfer of sovereignty over these territories must be upon the basis of a formal treaty or instrument to which Japan, as the party relinquishing sovereignty, is a signatory. The problem of Korea, however, appears to represent a distinct exception to this generalization. While Korea was also an integral part of the Japanese Empire, it was also once an independent, sovereign state and was so recognized by the Powers, including Japan, in formal treaties and agreements. Its postwar detachment from Japan does not, therefore, appear to be a territorial transfer, but a restoration of sovereignty, the effecting of which would not necessarily require formal acknowledgment by Japan in a treaty or other international instrument.

III. Other Allied Policy Statements Concerning Japan's Territorial Limits

The Yalta Agreement does not specifically define the geographical limits of the term "Kurile Islands" used therein. Other declarations and policy documents concerning the territorial limits of Japan are equally general in so far as the so-called minor outlying islands are concerned.

The Cairo Declaration of December 1, 1943, states that "Japan shall be stripped of all the islands of the Pacific which she has seized or occupied since the beginning of the First World War in 1914, and that all territories Japan has stolen from the Chinese such as Manchuria, Formosa, and the Pescadores, shall be restored to the Republic of China. Japan shall also be expelled from all other territories which she has taken by violence and greed." It is difficult to envisage

application

1/ See Administrative Subdivisions of Japan, Department of State, August, 1946.

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application of the Cairo Declaration's territorial provisions to the Kuril Islands. They were acquired by Japan long before the first World War, they were not "stolen" from China (or anyone else), and the manner in which Japan acquired the islands by the Shimoda and Saint Petersburg treaties of 1855 and 1875, respectively, hardly suggests that Japan secured this territory by "violence and greed."

The Potsdam Declaration of July 26, 1945, however, somewhat elaborates the territorial provisions outlined at Cairo, with the statement that "the terms of the Cairo Declaration shall be carried out and Japanese sovereignty shall be limited to the islands of Honshu, Hokkaido, Kyushu, Shikoku and such minor islands as we determine." The Instrument of Surrender, signed on September 2, 1945, makes no mention of territorial limitations, but the United States Initial Post-Surrender Policy for Japan, prepared jointly by the State, War, and Navy Departments on August 29, 1945, restates the provisions of the Potsdam Declaration to the effect that "Japan's sovereignty will be limited to the islands of Honshu, Hokkaido, Kyushu, Shikoku and such minor outlying islands as may be determined." More specific is the Basic Initial Post-Surrender Directive to SCAP for the Occupation and Control of Japan, prepared by the Joint Chiefs of Staff (JCS Directive No. 18), dated November 8, 1945, which defines Japan as "the four main islands of Japan: Hokkaido (Yezo), Honshu, Kyushu, and Shikoku and about 1,000 smaller adjacent islands including the Tsushima Islands."

JCS Directive No. 18 (also known as JCS 1380/15) specifically provides in Section 4, d for the separation of Japan from certain outlying areas.

> "You [the Supreme Commander] will take appropriate steps in Japan to effect the complete governmental and administrative separation from Japan of (1) all Pacific islands which she has seized or occupied under mandate or otherwise since the beginning of the World War in 1914, (2) Manchuria, Formosa, and the Pescadores, (3) Korea, (4) Karafuto, and (5) such other territories as may be specified in future directives."

The implementation of this provision of JCS Directive No. 18 was carried out by a General Headquarters directive to the Japanese Government of January 29, 1946 (SCAPIN 677), whereby the Japanese Government was directed "to cease exercising, or attempting to exercise, governmental or administrative authority over any area

outside

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outside Japan, or over any government officials and employees or any other persons within such areas." For the purpose of this directive, Japan was defined as including the four main islands (Hokkaido, Honshu, Kyushu, and Shikoku), along with approximately 1,000 smaller adjacent islands, including the Tsushima Islands and the Ryukyu (Nansei) Islands north of 30 degrees north latitude (excluding Kuchinoshima Island). The territories excluded, and thereby separated governmentally and administratively from Japan, are as follows:

"(a) Utsuryo (Ullung) Island, Liancourt Rocks (Take Island) and Quelpart (Saishu or Cheju) Island;

"(b) The Ryukyu (Nansei) Islands south of 30 degrees North Latitude (including Kuchinoshima Island), the Izu, Nanpo, Bonin (Ogasawara) and Volcano (Kazan or Iwo) Island Groups, and all other outlying Pacific Islands /including the Daito (Ohigashi or Gagari) Island Group, and Parece Vela (Okino-tori), Marcus (Minami-tori) and Ganges (Nakano-tori) Islands/;

"(c) The Kuril (Chishima) Islands, the Habomai (Hapomaze) Island Group (including Suisho, Yuri, Akiyuri, Shobotsu and Taraku Islands) and Shikotan Island."

A further paragraph of SCAPIN 677 excluded all Pacific islands seized or occupied under mandate or otherwise by Japan since the beginning of the World War in 1914, Manchuria, Formosa, and the Pescadores, Korea, and Karafuto (southern Sakhalin). The definition of Japan used in SCAPIN 677 is to apply to all future directives and communications from General Headquarters, but "nothing in this directive shall be construed as an indication of Allied policy relating to the ultimate determination of the minor islands referred to in Article 8 of the Potsdam Declaration." This qualification in SCAPIN 677 does not apply, of course, to the territories enumerated as being outside the directive's definition of Japan, since Article 8 of the Potsdam Declaration is concerned solely with the limiting of Japanese sovereignty to the four main islands "and such minor islands as we determine".

It will at once be noted that SCAPIN 677 provides a much more detailed and precise delimitation of Japan than any definition found in previous documents, including JCS Directive No. 18. The detailed delimitation defined in SCAPIN 677 to implement Section 4, d of JCS Directive No. 18 was formulated in the Government Section of General Headquarters, and the Habomai Islands and Shikotan Island are for the first time specifically mentioned in a document dealing with the boundaries of Japan.

It

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It would appear that in drafting SCAPIN 677 the Government Section went considerably beyond the scope of Section 4, d of JCS Directive No. 18. The terms of this directive are, of course, general and any practical implementation would require a more detailed definition of Japan's limits, especially with respect to small and widely scattered islands. Nevertheless, it is significant that JCS Directive No. 18 mentioned neither the Kuril Islands nor the Habomai-Shikotan Islands, although Karafuto is specifically cited in Section 4, d. Since the Kuril Islands were in effect pledged to the Soviet Union by the Yalta Agreement and were under Soviet occupation at the time SCAPIN 677 was drafted, any practical implementation of Section 4, d would of necessity have required specific mention of the Kuril Islands. The Habomai-Shikotan area, however, was not mentioned in the Yalta Agreement, nor, in fact, has it ever been mentioned in any international instrument however far back in history, having always been regarded and accepted as an integral part of Japan. The only consideration favoring specific mention of this area in SCAPIN 677 was its unilateral if not unauthorized occupation by Soviet forces. By specifically citing the Habomai-Shikotan area, however, SCAPIN 677 tends substantially to endorse if not validate the Soviet position there. It is especially significant that SCAPIN 677 does not describe the Habomai Islands and Shikotan Island as an integral part of the Kuril archipelago. On the contrary, they are specifically enumerated along with the Kuril Islands, and from the wording of the text of SCAPIN 677 it is difficult to avoid the implication that the Soviet Union is thereby recognized as enjoying a position in both the Kuril Islands and the Habomai-Shikotan area as two distinct regions. While the Yalta Agreement "handed over" the Kuril Islands to the Soviet Union, it may be said that SCAPIN 677 in effect "handed over" the Habomai Group and Shikotan Island, and must, therefore, be regarded as a kind of addendum to the provisions of the Yalta agreement.

It may be argued that practical considerations at the time SCAPIN 677 was drafted precluded any other course of action, especially the fact that Soviet forces were actually in possession of the Habomai-Shikotan area. Nevertheless, if there was ever a more opportune time to attempt to clarify the status of the Habomai-Shikotan islands, it was certainly before General Headquarters undertook by SCAPIN 677 to effect the governmental and administrative separation of this territory from Japan.

Since

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Since JCS Directive No. 18 was put into force before the creation of the Far Eastern Commission, this directive was later filed with the Commission for review. Upon the basis of this directive, the Far Eastern Commission undertook to formulate its own basic post-surrender policy for Japan. While none of the provisions of JCS Directive No. 18 were disapproved by the Far Eastern Commission, it did result in an FEC policy decision of June 19, 1947, entitled "Basic Post-Surrender Policy for Japan". Nothing equivalent to Section 4, d of JCS Directive No. 18, providing for governmental and administrative separation of specified areas appears in the FEC Policy Decision of June 19, 1947, the only territorial stipulation of which provides that "Japan's sovereignty will be limited to the islands of Honshu, Hokkaido, Kyushu, Shikoku and such minor outlying islands as may be determined." The Far Eastern Commission has not therefore in its own policy decisions committed itself to a precise delimitation of Japan's future national boundaries in terms of such areas as the Kuril Islands, the Habomai Group, and Shikotan Island.

It is significant to note in passing that shortly after General Headquarters issued SCAPIN 677 on January 29, 1946, this Mission in its capacity as Office of the United States Political Adviser, sent a communication to the Supreme Commander on February 26, 1946, enclosing for the Supreme Commander's information a copy of a Department of State memorandum dated, January 29, 1946, which gives a brief summary of Japan's claims to the Kuril Islands and the previous Russo-Japanese treaties governing their disposition. 2/

IV. Establishment of a Japanese Fishing Area

By SCAPIN 1033 of June 22, 1946 (as amended) the Supreme Commander established an area embracing waters around the Japanese islands in which Japanese fishing and whaling are authorized. The establishment of this area is, of course, a SCAP administrative matter and is not legally definitive of the territorial sovereignty of Japan, although undoubtedly it will be a factor in the Soviet claim to the entire Kuril chain as well as to the Habomai Group and Shikotan Island.

The limit of the fishing area in the vicinity of the Kuril Islands was established at a line running three miles off the eastern coast of Hokkaido to a point off Cape Nosappu, and thence passing through a

point

2/ Department's instruction no. 73 of February 4, 1946.

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point midway between Cape Nosappu and Kaigara-jima, a small rock at the eastern extremity of the Habomai Group. Thus the waters of the Habomai Group, Shikotan, and the entire Kuril chain are excluded from the fishing area which in this vicinity is limited to only a three-mile belt along the eastern coast of Hokkaido, narrowing to a channel about one mile in width in the Goyomai Straits between Kaigara-jima and Cape Nosappu.

The authorized fishing area, therefore, pays particular respect to the Soviet position in the Kuril-Habomai-Shikotan area. Such respect for the Soviet position, however, is not necessitated by the Yalta Agreement or any subsequent measure, including SCAPIN 677 which detached these territories from Japan. By comparison, it may be noted that the Ryukyu Islands are entirely within the authorized fishing area, although they were also detached from Japan by SCAPIN 677 and their present legal status is fully comparable to that of the Kuril Islands, viz., occupied territory. While important political considerations have, of course, governed the deference shown the Soviet Union in this matter, and have likewise overruled a proposal for a northern extension of the boundaries of the fishing area, it should be recognized that such deference tends to substantiate the Soviet position and will unquestionably be exploited by the Soviet Government in the event that any effort is made to readjust the territorial stipulations of the Yalta Agreement.

V. Japanese Claims to the Kuril Islands

It would appear that those who participated in the Yalta Conference were either ignorant of or completely ignored the historical basis of Japan's position in the Kuril Islands, and, accordingly, readily consented to the Soviet demand that this territory be "handed over."

From at least the beginning of the 17th century, the Japanese regarded the Kuril Islands (or what they knew of the archipelago) and to a lesser extent Sakhalin as parts of the northern Japanese district of Ezo (the early name for Hokkaido) which the Tokugawa Shogunate in 1603 made the feudal fief of the Matsumae family.

The Kuril Islands first became vaguely known to Europeans as a result of their "discovery" by the Dutch navigator Maarten Gerritszoon d'Vries in 1643. His crude map shows only Kunashiri ("State Land") and part of

Etorofu

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Etorofu ("Compagnies Land") as lying off the eastern coast of "Jeso" (Ezo, or Hokkaido).

The first Japanese map attempting to depict the Kuril Islands is the famous Shoho Map, made in the first year of the Shoho era, or 1644. Prepared on orders of the Tokugawa Shogunate, the map shows the entire area of Japan, being a compilation of individual regional maps prepared by the various feudal lords. The section covering northernmost Japan was therefore presumably made by the Matsumae daimyo to show the Matsumae domain. Ezo, or Hokkaido, is depicted in an exceedingly distorted manner; to the North of Ezo is a smaller island (Sakhalin) and to the northeast are over thirty small islands, most of which are named, representing the Kuril archipelago.

The so-called Mogami Map, prepared by Tokunai Mogami and submitted to the Shogunate in 1791 with a report on the customs and manner of Ezo, gives a fairly accurate delineation of the Kuril Islands and the Habomai-Shikotan group. This map depended to a considerable extent on Russian sources for data on the Kuril Islands north of Uruppu, but Etorofu, Kunashiri, and the Habomai-Shikotan area were drawn on the basis of extensive surveys of Ezo and vicinity conducted on orders of the Shogunate in the years 1785-1786.

There are a number of other Japanese maps of this area made before the 19th century, but in all maps and chronicles of the period the Kuril Islands are either indicated directly or by implication as being a part of the Matsumae domain in Ezo.

The first reported appearance of Russians in the Kuril archipelago occurred about 1711-1713 when an exploring party entered the island chain from Kamchatka. By the end of the 18th century the Russians had extensively explored the archipelago as far south as Uruppu where a small settlement was established. The Russian advance alarmed the Japanese who despatched several expeditions toward the end of the 18th century to investigate Russian activities, make surveys, and establish markers proclaiming the islands Japanese territory. As a further measure, the Shogunate terminated the Matsumae administration of the Kuril Islands in 1799 and assumed direct control over the territory. In 1801 the Shogunate sent an expedition to Uruppu to demand that the Russian settlement be withdrawn. The Russians complied with this demand in 1805 and thereafter there appears to have been a kind of unwritten understanding whereby the Uruppu Channel (between Uruppu and Shimushiru islands) served as the boundary between the Russian and Japanese spheres of influence in the Kuril Islands.

Before the Shogunate assumed direct administration of the Kuril Islands in 1799, they had been universally regarded in Japan as the private holdings of the Matsumae

family

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family which had enjoyed a feudal suzerainty over Ezo as a result of having received the territory as a fief at the beginning of the 17th century. During the first half of the 19th century, although the Tokugawa Shogunate with its feudal basis of administration continued to govern Japan, the Kuril Islands began to acquire a more modern political significance with plain implications of western concepts of national ownership and sovereignty. This was occasioned in part by the transfer of the territory from clan (feudal) administration to shogunal (national) administration, and in part by the conflict between Russian and Japanese interests in the islands and subsequent negotiations on the subject which at once gave the Kuril Islands an international significance.

It is interesting to note therefore that the more accurate maps of the Ezo, Sakhalin, and the Kuril areas in the first half of the 19th century acquired an unmistakable political character with distinct colors employed to indicate national ownership or sovereignty.

One of the best maps of this new category is entitled Kaisho Ezo Zenzu which it is significant to note means "The Revised Map of All Ezo". The map was drawn by Ki Toshima on the basis of Japanese surveys and available information from Russian and other foreign sources. It was published by woodblock printing in Edo (Tokyo) in the 7th year of the Kaei era, or 1854. A copy of this map is in the undersigned's possession.

"The Revised Map of All Ezo" depicts Hokkaido, the Kuril Islands, and Sakhalin. Ezo is classified as three areas. The southern part of the island now known as Hokkaido is labeled Ezo; the northern part, Nishi (West) Ezo; the eastern part, Higashi (East) Ezo; while the island of Sakhalin is marked Kita (North) Ezo. In an explanatory note, it is stated that although there are various names for Sakhalin, it is referred to as Kita Ezo. From the standpoint of coloring, the island now known as Hokkaido, Sakhalin, Uruppu, Etorofu, and Kunashiri in the Kuril Islands, and Shikotan and the Habomai Islands have a yellow border, indicating Japanese territory. The other Kuril Islands from Shimushiru northward have a green border, indicating Russian territory.

The undersigned has in his possession a number of other woodblock printed maps published in this period which, while not so accurate from the cartographic standpoint, are of interest as examples of the extent to which the Kuril Islands had acquired a modern political significance to the Japanese.

1. Totatsu

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1. Totatsu Enkai Zu (Map of the Coast of Eastern Tartary). Published in Edo in the 7th year of Kaei (1854), this map shows the Sea of Okhotsk, the coast of Siberia, Sakhalin, the Kamchatka Peninsula, and the islands stretching from Kamchatka to Hokkaido, Hokkaido, and the northern tip of the main island of Japan, Honshu. Northern Honshu and Hokkaido are indicated in yellow for Japanese territory. This color is also used for Shikotan Island and the Habomai Group, and the islands of Kunashiri and Etorofu. Sakhalin is depicted as two islands, the southern and larger one, marked Karafuto, and the northern one, Sakhalin. About one half of the southern island called Karafuto is shaded yellow with the remainder as well as the island called Sakhalin colored pink. The color pink, however, is used to indicate territory marked on the map as "Manshu", or a part of China. A dotted line extending westward from a point north of the mouth of the Amur River is labelled "Russian Border" (Roshia Kokkyo). The area north of this line and extending eastward to the Kamchatka Peninsula and thence southwest through the Kuril Islands to and including Uruppu Island is shaded green, indicating Russian territory. According to this map, therefore, Shikotan, the Habomai Group, Kunashiri, and Etorofu were regarded as parts of Tokugawa Japan, along with a portion of the island of Karafuto. 3/

2. Dai Nippon Enkai Yokyo Zenzu (Complete Map of Important Features of the Coasts of Japan). This map, also published in Edo in 1854, shows the entire Japanese archipelago, the Bonin Islands, the Ryukyu Islands, Korea, the present Maritime Province, the littoral of the Sea of Okhotsk, including the Kamchatka Peninsula, and the Kuril Islands. It is printed in three colors from engraved wood blocks. All Japanese areas are shaded in pink and, besides the four main islands, include the Bonin Islands, the Ryukyu Islands, the Tsushima Islands, the Habomai Group, Shikotan Island and Kunashiri, Etorofu, and Uruppu in the Kuril chain, along with approximately half of Sakhalin. Korea and the territory which is now the Maritime Province are shaded yellow, indicating Chinese territory, while the littoral of the Sea of Okhotsk, the Kamchatka Peninsula, and the remaining Kuril Islands are shaded green, indicating Russian territory.

3. Manshu

3/ Parenthetically, it may be noted that Russia actually acquired sovereignty over the area on this map marked "Manshu", which is approximately the present Maritime Province, first, by the Treaty of Aigun (May 29, 1858) with China by which the Sino-Russian boundary was fixed first at the Amur River, and later by the Treaty of Peking (November 14, 1860) by which China ceded to Russia all territory east of the Ussuri River (the present Maritime Province). Earlier, by the Treaty of Nerchinsk (1689), the Russo-Chinese boundary had been defined as the northern watershed of the Amur River.

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3. Manshu Roshia Kyokai Zu (Map of the Manchurian and Russian Borders). This map is undated, but from the character of the woodblock printing and coloring it is probably of the Kaei era. It depicts the northern tip of Honshu, Hokkaido, the Kuril Islands, Sakhalin (indicated as a peninsula of the mainland), the present Maritime Province, and a part of Siberia, including the Kamchatka Peninsula. The Kuril Islands north of Etorofu, the Kamchatka Peninsula, and the portion of Siberia to a point north of the mouth of the Amur River are shaded a light tan, denoting Russian territory. The present Maritime Province area is green, which color extends over a portion of the peninsula labeled "Kita Ezo Chi"(North Ezo District). To the north of this area is a small island marked Sakhalin. The tip of Honshu, Hokkaido (marked Ezo), and over half of the peninsula called Kita Ezo Chi, the Habomai Group, Shikotan, Kunashiri, and Etorofu are all shaded pink, denoting Japanese territory.

4. Ezo Kokyo Yochi Zenzu (Complete Map of the Ezo Districts). This is an exceptionally large map of the northern areas, published in Edo in Kaei 7 (1854). Kamchatka and the present Maritime Province (marked "Santan" and "Manshu") are shaded a brownish purple with mountains in green. The rest of the map covering northern Honshu, Hokkaido, Sakhalin, and the Kuril Islands is a kind of yellow with mountains in green. On this map the entire Kuril chain as well as the Habomai-Shikotan area are colored in a manner which would indicate that these territories were regarded as a part of Japan. The Kuril Islands are labelled "Chishima" (the traditional Japanese name) with a note that they are also known by the names Chupuka and Kuril islands. Sakhalin is called Kita Ezo Karafuto (North Ezo Karafuto) with a note that the island is also known as Sakhalin and Taraikai. Eastern Hokkaido is marked Higashi (East) Ezo, the northwestern part of the island, Nishi (West) Ezo, and the southern part, Kuchi Ezo, literally meaning "Entrance to Ezo".

5. Hokkaido Koku-Gun Zu (Map of the Provinces and Counties of Hokkaido). This map was published in the second year of the Meiji era (1869) by the Kaitakushi, a government office newly established for the purpose of developing Hokkaido. The map is printed in colors from engraved wood blocks. Hokkaido, Sakhalin, and the Kuril Islands are in the same colors and drawn in minute detail. Small portions of the present Maritime Province and the Kamchatka Peninsula also appear at the edges of the map but are colored a light grey and are without topographical details. Although this map was published after the conclusion of the Shimoda Treaty of 1855 which divided the Kuril Islands between Japan and Russia at the Etorofu Straits, the cartographic treatment of the Kuril Islands and Sakhalin would suggest that the Kaitakushi regarded these areas as parts of Hokkaido. The political subdivisions of

Hokkaido

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Hokkaido proper are plainly indicated on the map; Kunashiri and Etorofu islands are marked "Chishima-shu" and the two islands are subdivided into gun. Southern Sakhalin is labelled "Kawafuto- (sic.) shu", but no gun subdivisions are indicated. The Habomai Islands and Shikotan appear as a part of Nemuro-gun in Nemuro-shu. While the coloring for the areas may possibly suggest that all the Kuril chain and Sakhalin were regarded as belonging to Japan despite the Treaty of Shimoda, there is no doubt from the nature and the map and its title that the officials of the Kaitakushi regarded the following areas as integral parts of modern Japan: the Habomai Islands, Shikotan Island, Kunashiri and Etorofu islands, and the southern portion of Sakhalin for which Japanese provincial names and in some cases gun or county names are plainly indicated.

VI. The Russo-Japanese Treaty Settlements Affecting the Kuril Islands and Sakhalin

Throughout the first half of the 19th century Russo-Japanese contact and friction in the Kuril Islands and Sakhalin continued, resulting in a prolonged series of interrupted negotiations begun as early as 1813 by the so-called Rikord Mission which finally resulted in the first formal treaty between Japan and Russia, signed at Shimoda on February 7, 1855. The French text of Article 2 of this treaty reads as follows:

> La frontiere entre la Russie et la Japon passera désormais entre les îles Itouroup et Ouroup. L'île Itouroup appartient tout entiere au Japon, et l' île Ouroup, ainsi que les autres îles Kouriles situees au nord de cette île, appartiennent a la Russie. Quant à l'île Krafto (Sakhaline ou Saghalien), elle reste, comme par le passé, indivise entre la Russie et le Japon.

By this treaty Russia recognized Japan's possession of the islands of Kunashiri and Etorofu, while Japan recognized Russia's possession of the remaining islands of the Kuril chain, the boundary between the two countries being established at the straits between Etorofu and Uruppu islands. At the same time, Russia and Japan agreed that the island of Karafuto (Sakhalin) was to remain undivided, or without boundary, between them. In other words, the treaty recognized a kind of joint occupancy or condominium. The Shimoda Treaty of 1855 is the first formal instrument in international relations concerned with the Kuril Islands, but it is significant to note that it makes no mention of the Habomai Islands or Shikotan.

After

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

After the Treaty of Shimoda there was a marked increase in Russian activity in Sakhalin, and the Japanese Government decided that it was advisable to establish a definite delimitation of the Russian and Japanese positions. After a long period of negotiations a general settlement was made by the Russo-Japanese Treaty of Saint Petersburg, signed on May 7, 1875. This treaty is officially known as the Treaty for the Exchange of the Island of Sakhalin with the Group of the Kuril Islands (Traité d'Echange de l'île de Sakhaline Contre le Groupe des Îles Kouriles). By Article 1, Japan ceded to Russia its rights and interests in Sakhalin, and by Article 2, Russia ceded to Japan the portion of the Kuril Islands then in Russia's possession, enumerated as eighteen islands between Shimushu, at the extreme northern tip of the chain, to Uruppu, inclusive. By this treaty, the Russo-Japanese boundary in the Kuril area was established as the straits between Cape Lopatka on Kamchatka and Shimushu Island.

The Saint Petersburg Treaty thus gave Japan full sovereignty over the Russian portion of the Kuril Islands, as previously recognized by the Treaty of Shimoda, making the entire Kuril archipelago Japanese territory. It should be noted that the Saint Petersburg Treaty was concerned only with Uruppu and the Kuril Islands north thereof. The erroneous statement frequently appears that Japan, by the Saint Petersburg Treaty of 1875, exchanged her interests in Sakhalin for all the Kuril Islands. Like the Treaty of Shimoda, the exchange agreement of 1875 also made no reference to the Habomai Islands or Shikotan Island.

As a result of the Russo-Japanese War (1904-1905), Japanese forces invaded and occupied Sakhalin. At the Portsmouth Peace Conference, Japan demanded that Russia cede to Japan the entire island, but a compromise settlement was finally incorporated in Article 9 of the Portsmouth Treaty of September 5, 1905, by which Japan received from Russia the southern half of Sakhalin with the 50th degree of north latitude serving as the boundary between the two countries. The Kuril Islands, let alone the Habomai-Shikotan area, was not discussed at the Portsmouth Peace Conference.

VII. The Validity of the Yalta Agreement

Viewed from the historical standpoint, the Soviet Union has no valid claim to the Kuril Islands, except, of course, as a war prize for the Soviet Union's belated and limited participation in the war against Japan. On this basis, however, the Soviet Union would be equally entitled to claim any other part of Japan as a war prize, such as Hokkaido.

The

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The Soviet claim to southern Sakhalin, also endorsed by the Yalta Agreement, has some validity in that Japan had once recognized, by the Saint Petersburg Treaty of 1875, full Russian sovereignty over the entire island, but had later, as a result of the Russo-Japanese War, received the southern half of the island on the basis of what might be called a "war prize" claim. The Kuril Islands, however, afford no such considerations for governing their disposition.

The Habomai Islands and Shikotan Island were not specifically mentioned in the Yalta Agreement. While a part of the Kuril Islands and Sakhalin were at various times the subjects of conflicting claims between Japan and Russia and were dealt with in formal treaties between the two countries, at no time were the Habomai Islands and Shikotan Island ever the subjects of international dispute or discussion. These islands have always been regarded and recognized as integral parts of Metropolitan Japan.

The present Soviet position in the Habomai Islands and Shikotan Island stems from the failure to make a clear and accurate definition of the Kuril Islands at the time the Yalta Agreement was concluded, the unilateral occupation of the Habomai-Shikotan area by Soviet forces at the end of the war, and the tacit endorsement of Soviet occupation afforded by General Headquarters in SCAPIN 677 and SCAPIN 1033. The Habomai-Shikotan area was apparently never mentioned in the discussions at Yalta, and the Soviets were most likely permitted thereby to have the impression that we considered these islands a part of the Kuril chain, geographically and administratively. When Japan surrendered, Soviet forces lost no time in occupying these islands, aided by the fact, of course, that no other Allied force was there to occupy them first. They have thus been acquired by the Soviet Union largely through default.

VIII. Future Considerations

By virtue of the loose language of the Yalta Agreement, along with the Soviet Union's rapid occupation of the Kuril Islands, the Habomai Group, and Shikotan Island in the last days of the war, the Soviet Government is able to advance substantial territorial claims to these areas which are difficult to contest. Furthermore, the Soviet Government is now in the advantageous position to point, if necessity arises, to what amounts to tacit recognition of the Soviet position in these islands by measures which in effect supplement and fortify the terms of the Yalta Agreement, namely, SCAPIN 677 and SCAPIN 1033. Nevertheless, in any future discussion of this subject, such as may take place at a peace conference, it would be well to take into careful account the following considerations:

1. Historical

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1. Historical Position of the Kuril Islands. By the Saint Petersburg Treaty of 1875, in exchange for Japan's relinquishment of her claims to and interests in Sakhalin, Russia relinquished certain islands; but these were not the entire chain from Kamchatka to Hokkaido, because the entire chain was not in Russia's possession. The two southern islands of Kunashiri and Etorofu have always in historical times belonged to Japan, a situation which Russia formally recognized as early as the Shimoda Treaty of 1855. By the Saint Petersburg Treaty, Russia merely relinquished what was then recognized as the Russian portion of the chain, namely, Uruppu and the islands north thereof.

2. Historical Position of the Habomai Group and Shikotan. These islands have always been regarded and recognized as integral parts of Japan, and their status has never been the subject of discussion or dispute between Japan and any other country. The only instruments of an international character dealing directly with this area are SCAPIN 677 and SCAPIN 1033, both of which, however, should be regarded as purely SCAP administrative measures having no legal bearing on the ultimate disposition of these islands.

3. The Problem of an Effective Boundary. If the Soviet Union is permitted to remain in permanent possession of the entire Kuril chain from Kamchatka to Hokkaido and the Habomai Group and Shikotan Island, the boundary between Japan's position in Hokkaido and the Soviet position in the Kuril-Habomai area will present a difficult problem. The narrow waters separating Hokkaido from the Kuril Islands and the Habomai Group bear considerable traffic during the fishing season when there are frequently dense fogs in this area. Such a situation will unquestionably lead to repeated violations of Soviet-held waters by Japanese vessels and violations of Japanese waters by Soviet craft. From a practical standpoint, therefore, a boundary line running between Hokkaido and Kunashiri Island and thence through the narrow Goyomai Straits between Cape Nosappu and Kaigara-jima does not offer a satisfactory boundary.

4. Economic Considerations. Heretofore, the important Hokkaido fisheries have depended to a considerable extent upon the waters of the Kuril Islands, the Habomai Group, and Shikotan. From the Habomai area alone was produced almost half of Hokkaido's edible seaweed which in turn amounted to about 97 percent of Japan's total production. Furthermore, other fisheries, particularly crab, in the Hokkaido region are primarily dependent upon the waters between the Habomai-Shikotan group and

Kunashiri

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Kunashiri Island. The loss of these islands represents an exceedingly critical restriction on Japan's already overtaxed facilities for producing foodstuffs. From pre-war experience with the Soviet-Japanese fishing conventions, by which Japanese were permitted to fish in Siberian waters, it is very unlikely that Japan in the foreseeable future will be able to acquire fishing rights from the Soviet Union in the Kuril Islands, the Habomai Group, Shikotan, or elsewhere.

5. Strategic Considerations. Soviet possession of Kunashiri Island and the Habomai Islands brings the ominous power of the Soviet Union within exceedingly close proximity to Metropolitan Japan. That the Japanese must regard such close proximity to their disarmed homeland a grave liability is only natural.

In view of these important historical, economic, and strategic considerations, Japan is fully justified in expecting a reasonable territorial readjustment in this area. It is believed that such a readjustment should restore to Japan those territories which have always been recognized as integral parts of the Japanese home islands and which have never heretofore been the subject of dispute, namely, the two southernmost Kuril Islands of Etorofu and Kunashiri, the Habomai Islands, and Shikotan Island. Such a readjustment could be of no conceivable loss or burden to the Soviet Union, either economically or strategically. The territory involved consists of only 1,868.69 square miles, 1,830.11 square miles represented by Kunashiri and Etorofu, and only 38.58 square miles represented by the Habomai Group and Shikotan. The restoration of this territory to Japan, however, would go far to rehabilitate the vital Hokkaido fisheries, eliminate a real strategic hazard to Japan, and provide a far more satisfactory political boundary between Soviet and Japanese territories. Instead of the tortuous "MacArthur Line" now running through the narrow, fog-bound Nemuro, Kokke, and Goymai channels, the boundary would be at the center of the Etorofu Straits, the deep water channel, free from dangerous tides and currents, which separates Etorofu and Uruppu islands, with a width of 22 miles at its narrowest point.

Charles N. Spinks

Charles N. Spinks

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

INCOMING AIRGRAM

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DEPARTMENT OF STATE DIVISION OF COMMUNICATIONS AND RECORDS TELEGRAPH BRANCH

Action Assigned to NA

Action Taken _____

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Date of Action _____

Action Office Symbol _____

Name of Officer _____

Direction to DC/R _____

DIVISION OF NORTHEAST ASIAN AFFAIRS JUL - 6 1949 DEPARTMENT OF STATE

AIRGRAM NNB

801

FROM: USPOLAD, Tokyo.

Date of mailing: June 29, 1949.

Recd.: July 5, 1949 1:30 p.m

SECRET (For Department use only).

Office of FAR EASTERN AFFAIRS JUL 6 1949 DEPUTY DIRECTOR Department of State

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Secretary of State,

Washington.

A-168, June 28, 1949.

Reference this Mission's despatch no. 376 of June 13, 1949, transmitting proposed directive authorizing Japanese 1949-1950 Antarctic whaling expedition.

Chief of Staff has directed that proposed directive enclosed with despatch under reference not be issued and has instructed Headquarters Natural Resources Section to take alternative steps to permit Japanese Government and whaling industry to prepare for coming expedition. Chief of Staff suggested directive to effect that Japanese Government should take necessary steps to place vessels of antarctic whaling fleets in suitable condition for safe and efficient whaling operations on the high seas (without referring to Antarctic operations in coming season). Economic and Scientific Section objects to this procedure since it is responsibility of Japanese whaling industry, not of Japanese Government, to prepare ships for whaling operations and since large sum estimated at approximately four billion yen, which will be required to finance the expedition, should have more firm authorization than that suggested by Chief of Staff.

Natural Resources Section now submitting to Chief of Staff both its original proposal as enclosed in despatch under reference together with alternative proposal described above.

HUSTON

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894.628/6-2849

SECRET FILE

JMD

PERMANENT RECORD COPY.—This copy must be returned to DC/R central files with notation of action taken.

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THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

DIVISION OF
NORTHEAST ASIAN AFFAIRS
JUL 14 1949
DEPARTMENT OF STATE

Office of the United States
Political Adviser for Japan

Tokyo, July 1, 1949.

No. 424

CONFIDENTIAL (For Department use only).

Subject: Directive Authorizing Japanese Fishery Inspection System.

The Honorable
The Secretary of State,
Washington.

Sir:

894.628/7-1949

I have the honor to refer to this Mission's despatch no. 92 of February 12, 1949, forwarding a plan of the Natural Resources Section of Headquarters for a Japanese fishery patrol and the comments of this Mission on that plan. In that connection there
1/ is enclosed a copy of a directive shortly to be issued to the Japanese Government authorizing the establishment of a fishery inspection system substantially similar to the plan enclosed in the despatch under reference. The enclosed directive, which it is expected will be issued to the Japanese Government in a few days, incorporates the suggestions made earlier by this Mission to the effect that the word "patrol" should be avoided, that the authority of the inspection vessels should be clearly stated, and that the boundary of the area to be patrolled should be defined.

The Note for Record which is appended to the enclosed directive and which contains classified information, indicates that eleven vessels are to be used by the Fisheries Agency of the Japanese Government and, as is stated in the directive, are to operate westward somewhat beyond the authorized area in the Yellow and East China Seas and southward and eastward considerably beyond the authorized fishing area. The Note for Record also estimates that it will require an appropriation of about ¥150,000,000 to finance the inspection system. It is understood that the Economic and Scientific Section of Headquarters, after considerable deliberation, authorized this expenditure.

Also enclosed

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Tokyo's Despatch No. 424,
July 1, 1949.

2/ Also enclosed is a copy of a note dated June 30, 1949, which this Mission has sent to the Missions in Japan of each of the countries represented on the Far Eastern Commission stating that the Supreme Commanderwould shortly issue to the Japanese Government the authorization contained in the first enclosure to this despatch. As was stated in the second enclosure to the despatch under reference, it is hoped that diplomatic preparation of this kind will largely obviate subsequent criticism and charges of "rearmament".

Natural Resources Section officials indicate their hope that the inspection system will materially reduce violations of fishing regulations and will thus largely justify action by the Supreme Commander in the future to expand the present authorized area to the south and to the east.

Respectfully yours,

Cloyce K. Huston
Chargé d'Affaires ad interim

Enclosures:

1. Copy of directive to Japanese Government.

2. Copy of note dated June 30, 1949, to FEC Missions in Japan.

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RBFinn:hh

Parchment mat to Department.

Copy to American Embassy, Seoul.
Copy to American Embassy, Manila.
Copy to American Embassy Office, Canton.

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Enclosure No. 1 to Despatch No. 424
dated July 1, 1949, from United States
Political Adviser for Japan, Tokyo,
subject: "Directive Authorizing
Japanese Fishery Inspection System".

COPY

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

HGS/WCH/RVT/jw

AG 333 (22 Jun 48)NR
SCAPIN

MEMORANDUM FOR: THE JAPANESE GOVERNMENT

SUBJECT: Japanese Fishery Inspection System

1. Reference:

a. Memorandum for Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 800.217 (22 Jun 48)NR, SCAPIN 1033, subject, "Area Authorized for Japanese Fishing and Whaling," 22 June 1946, and SCAPIN 1033/1, 23 December 1948.

b. Memorandum to General Headquarters, Supreme Commander for the Allied Powers, from the Japanese Government, C.L.C.O. No. 2852 (2P), subject, "Measures to Prevent Japanese Fishing Boats from Trespassing Upon Area Outside Boundary of Authorized Area," 11 August 1948.

2. The Japanese Government is authorized to establish a fisheries inspection system as proposed by Memorandum referred to in paragraph 1 b above, subject to the modifications listed below:

a. The purpose of the inspection system authorized by this Memorandum is to enforce the provisions of Memorandum for the Japanese Government, SCAPIN 1033, and any subsequent amendments or modifications thereof, as well as other pertinent fisheries regulations. Inspection vessels will be responsible for assisting in the enforcement of instructions issued by the Supreme Commander for the Allied Powers and of laws and regulations of the Japanese Government in regard to Japanese fishery operations.

b. Available vessels of the type and size suitable for conducting inspection duties will be put into immediate operation and provisions will be made to increase the number of vessels used if the need for such is demonstrated to be necessary to insure effective enforcement.

c. Inspection vessels are authorized to operate within the area bounded as follows: From a point midway between Nosappu Misaki and Kaigara Jima at approximately 43°23'14" North Latitude,

145°50'30"

Enc. 1 to Dep. 424, 1-1-49

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

Enclosure No. 1 to
Tokyo's Despatch No.
424, July 1, 1949.

145°50'30" East Longitude; to 43°North Latitude, 146°30' East Longitude; thence to 45°North Latitude, 165°East Longitude; thence east along the 45° parallel to the 180th meridian; thence south along the 180th meridian to 10°North Latitude; thence west along the 10°North parallel to 132°East Longitude; thence to 22° North Latitude, 126°East Longitude; thence to 24°North Latitude, 122°30' East Longitude; thence north to 34°North Latitude, 122°30' East Longitude; thence east to 34°North Latitude, 128°40' East Longitude; thence to 40°North Latitude, 135°East Longitude; thence 45°30' North Latitude, 140°East Longitude; thence east to 45°30' North Latitude; 145°East Longitude rounding Soya Misaki at a distance of three (3) miles from shore; south along the 145th meridian to a point three (3) miles off the coast of Hokkaido; thence along a line three (3) miles off the coast of Hokkaido rounding Shiretoko Saki and following a mid-channel course through the Nemuro Kaikyo to a point 43°26'17" North Latitude, 145°48'03" East Longitude; thence in a south-easterly direction to the starting point midway between Nosappu Misaki and Kaigara Jima.

d. Japanese inspection vessels shall not approach closer than ten (10) miles to the coast of any foreign country or its island possessions within the area defined in the preceding paragraph.

e. The modified International E instead of the Japanese flag shall be used to mark inspection vessels.

f. Inspection vessels will not engage in fishing operations of any kind.

g. Inspection vessels shall obtain authorization for each voyage from Commander, United States Naval Activities, Japan.

h. Inspection vessels will not be vested with police powers.

3. The Japanese Government shall take immediate action to carry out all phases of proposed plan as modified in paragraph 2, above.

4. Direct communication between Natural Resources Section, General Headquarters, Supreme Commander for the Allied Powers and the Ministry of Agriculture and Forestry, concerning matters within the scope of this memorandum, is authorized.

5. This authorization does not establish a precedent for the operation of inspection vessels in any other area for any subsequent period of time; nor is it an expression of Allied policy relative to

the ultimate

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Enclosure No. 1 to
Tokyo's Despatch No.
424, July 1, 1949.

the ultimate determination of national jurisdiction, international boundaries, or fishing rights in the area concerned or in any other area.

FOR THE SUPREME COMMANDER:

CONFIDENTIAL

NOTE FOR RECORD:

1. SCAPIN 1033, 22 Jun 46 and SCAPIN 1033/1, 23 Dec 48, define the area in which Japanese fishing boats are authorized to carry on fishing operations. Imperial Ordinance 311, 11 Jun 46, guides the Japanese in enforcing SCAPINs and prosecuting violations.

2. Between 30 Dec 46 and 20 Oct 48 seventy-eight instances of Japanese boats fishing outside the authorized area were reported. Information substantiating violations was sufficient to obtain convictions in Japanese courts in only three of these instances.

3. In a memorandum dated 8 May 48 the Chinese Mission informed DS that it was directed by its home Government to notify the Japanese Government through General Headquarters, Supreme Commander for the Allied Powers, that the Chinese Government would have to take appropriate measures unless such violations were effectively checked.

4. In compliance with instructions of the Chief, Fisheries Division, NR, the Japanese Government on 13 Aug 48 submitted a plan embracing all measures considered essential to the satisfactory discharge of its responsibility to enforce SCAPIN 1033. The principal proposals of this plan are:

a. Eleven vessels owned or to be chartered by the Fisheries Agency are to be authorized to patrol Eastern China waters and the southern and eastern boundaries of the authorized area. All patrol vessels would be marked with a Japanese flag painted in the middle, on both sides of the boat, and a white line around the ship.

b. All fishing boats are to be marked with their registration numbers at a place suitable to be seen from the upper air, in addition to the mark on the bow prescribed by the Fishing Boat Registration Regulation.

c. Fishing vessels with radio equipment, including otter trawlers and bull trawlers of over 50 gross tons and tuna boats over 75 gross tons, shall report their position every noon to the Fisheries Agency. All boats of these types and sizes which do not have such radio equipment must be so equipped within six months from the day

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approval

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approval is given the plan by SCAP. Any such vessel not so equipped within six months will be restricted to operate in an area small enough to reduce the possibility of violations. Preliminary conferences on this subject between the Fisheries Agency and the Ministry of Communications indicate that a satisfactory schedule of time and radio frequencies can be arranged for this purpose.

d. Penalties for violation of SCAPIN 1033 will include:

(1) Confiscation of the catch or of an amount of money equivalent to the price, will be imposed on the operator. The estimated value of the catch is, otter trawler ¥2,500,000, bull trawler ¥2,000,000, tuna boat ¥1,000,000 to ¥2,300,000 depending on size of boat.

(2) Confiscation of fishing facilities (gear). The current value of fishing facilities varies from ¥550,000 to ¥2,500,000 depending on type and size of boat.

(3) Sentencing of the captain of the boat to imprisonment with hard labor not to exceed 10 years, and imposing a fine of not more than ¥75,000.

(4) Administrative cancellation of vessel's license to engage in fishing operations.

e. The fishing boat operators and associations undertake to:

(1) Warn all persons suspected of violations and report them to the Fisheries Agency.

(2) Prepare posters for prevention of violations under instructions of the Fisheries Agency and post them in the pilot houses and crew spaces of all deep-sea fishing ships and at fishing bases.

f. Permission is requested for the patrol boats to operate in the area described. This includes a small area of water outside of the authorized area in the Yellow and East China Seas and a considerable area to the south and east of the authorized fishing area.

g. To carry out this plan will require an appropriation of an estimated ¥150,000,000 to charter patrol vessels and cover the expenses, and an allotment of about 113,000 kilograms of steel, 74,300 kilograms of copper, 36,000 kilograms of lead, 7,300 kilograms of pig iron, and 2,500 koku of lumber, for the manufacture and installation of 226 radio sets on 209 bull trawlers and 17 tuna boats now without such sets.

5. The

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Enclosure No. 1 to
Tokyo's Despatch No.
424, July 1, 1949.

5. The Japanese inspection system as authorized in the above SCAPIN, is required to enforce SCAPIN 1033, SCAP has the responsibility for authorizing the Japanese to fish in certain areas under JCS Directive 20 A, 7 Nov 45, and for seeing that they remain within the area which SCAP specified.

6. This SCAPIN approved by the Chief of Staff, 24 Jun 49.

R.V.T._____26-8491

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Enclosure No. 2 to Despatch No. 424
dated July 1, 1949, from United
States Political Adviser for Japan,
Tokyo, subject: "Directive Authorizing
Japanese Fishery Inspection System."

COPY

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

Diplomatic Section

The Diplomatic Section of General Headquarters, Supreme Commander for the Allied Powers, presents its compliments to the United Kingdom Liaison Mission in Japan and has the honor to invite attention to the fact that, in order to protect the interests of the Allied Powers (particularly those directly concerned with Japanese fishing) and in order to contribute to proper regulation of Japanese fishing activities, the Supreme Commander is about to authorize the Japanese Government to establish a fisheries inspection system. Inspection vessels, which will be without police powers and will not engage in fishing, will be permitted to operate within the area defined by the authorization.

Enclosed is a copy of the Supreme Commander's contemplated instruction shortly to be issued to the Japanese Government containing this authorization.

Enclosure:

Copy of SCAPIN to
Japanese Government.

Tokyo, June 30, 1949.

Copies to G-2/GL
NRS

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(Same note to other FEC Missions).

611-649 - 1949

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

U/FW - FISHERIES
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Office of the United States
Political Adviser for Japan

Tokyo, July 1, 1949.

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JUL 11

No. 427

UNCLASSIFIED

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Subject: Japanese Fish Production and Distribution.

The Chargé d'Affaires ad interim has the honor to enclose five copies of a press release issued on June 27, 1949, by General Headquarters in regard to the production and distribution of fish.

c

The press release, which was prepared by the Natural Resources Section, states that Japan's estimated catch for this year is 6,800,000,000 pounds of fish as contrasted with 5,700,000,000 pounds in 1948, and forecasts catches of 7,001,000,000 pounds for 1950 and 7,108,000,000 pounds for 1951. The press statement notes that by 1950 it is expected that there will be no serious shortage of materials such as nets, twine, and rope, with the expected result that production will reach the maximum which can be obtained from the present area on a sustained yield basis. The press release also describes improved methods for transporting and marketing fisheries products in Japan.

Enclosure:

Five copies of General Headquarters press release of June 27, 1949.

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RETURN TO DC/R FILES WITHIN 14 DAYS, WITH A NOTATION OF ACTION TAKEN.

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

Enclosure to Despatch No. 427 dated July 1, 1949, from USPOLAD, Tokyo, subject: "Japanese Fish Production and Distribution".

GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

Information Bulletin No. 7 27 June 1949

OVERALL FISHERIES PRODUCTION.

SCAP's Natural Resources Section has estimated Japanese fisheries production for 1950 at 7,011,000,000 pounds and 7,108,000,000 pounds for 1951 as compared with 5,700,000,000 pounds in 1948 and an estimated 6,800,000,000 pounds this year.

Actual production, it was pointed out, may deviate considerably from the estimates as the result of biological or oceanographic conditions. As in fisheries in other parts of the world, the production of the Japanese fisheries, particularly some of the pelagic species, are featured by sharp fluctuations, the principal causes of which are variations in environmental conditions affecting spawning and survival of young and in oceanic conditions affecting the migrations and availability of marketable fish.

The sardine and herring fisheries, which have been declining in recent years are liable to such sharp fluctuations both in abundance and availability. The conditions affecting the catch of these fish in particular may affect production significantly for 1950 and 1951.

Since the surrender in 1945, shortages of materials such as nets, twine, and rope have limited production seriously. Beginning in 1948 larger quantities of materials were imported by the Supreme Commander for the Allied Powers for the Japanese fisheries, and in 1949 it is expected that the supplies of such materials will about meet the minimum requirements for the present SCAP-authorized fishing area.

By 1950 and 1951 it is expected that there will be no serious shortage of materials, so that production will reach the maximum which can be obtained from the present area on a sustained yield basis. Further increases will depend on improvements in sardines and herring, better management of other fisheries to increase their productivity, and expansion of aquiculture.

New ice manufacturing and ice storage plants have been constructed to increase the over-all daily output of ice by 900 tons. This gain of about 6.5 percent over 1948 production will reduce the deficit in ice supply to the fishing industry from about 350,000 tons in 1948 to about 80,000 tons in 1949.

The incentive for fishermen to use more care in handling fish at sea is increased by the fact that a strict inspection system is being established at all major landing ports, and a revision of the link system for distribution of fuel oil is being considered. As soon as the inspection standards and procedures are firmly established, it is planned that no distribution of fuel oil will be made in exchange for fish of substandard quality.

Marketing conditions have improved owing to the increase in ice production noted above, an increase in cold storage capacity, a marked improvement in rail transportation facilities, and increased capacities in various phases of the fish processing industry.

The cold storage capacity in Japan is being increased by about 1,800 tons. More than 1,000 tons of this capacity expansion have been completed, and the remainder is expected to be constructed by December 1949. During 1948, 250 refrigeration cars of 25-ton capacity were constructed and are in operation. The construction of 300 additional 15-ton capacity cars in 1949 is in the planning stage. If this plan is finalized it will greatly ease bottlenecks existing in rail transportation.

The system used in the United States for accelerating the movement of perishable products trains has been adopted by the Japanese. Reefer cars containing such perishables as fish are now moved on a fast schedule with a minimum of delay at switching points. Consequently, fish shipments are arriving at their destinations in much better condition. Also, a system has been established whereby all rail cars used for the transport of foodstuffs are cleaned at regular intervals. The cars are inspected frequently to insure that the procedure established is functioning.

(more)
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Increases in capacity of fish processing facilities have been realized with the construction or rehabilitation of freezing and cold storage plants, canning plants, and other processing establishments such as fish meal and fish cake plants. This permits the routing of a larger portion of the catch to these industries, thus relieving to some extent the gluts of fresh fish distribution channels, which have occurred in the past.

Lesiglation in the form of the Food Sanitation Act has been promulgated and is being implemented. About 2,000 inspectors have been assigned to major fish receiving and shipping ports and are being trained to grade fish according to its end use.

Fish in prime condition is designated for transport to large consuming areas which are distant from the point of origin; fish of lower quality is allocated for consumption in local or nearby areas; and fish unfit for human consumption is designated as fertilizer.

When this inspection system is firmly established and functioning properly it may be expected that price schedules will be adopted to conform to the grades of fish. This will serve to encourage the fish market operators to handle the fish in a proper manner and take cognizance of sanitary requirements.

Facilities for aquatic research in Japan are more numerous and extensive than in any other country, but research on fish population for the purpose of determining the management regulations needed to maintain high yield is far behind that in many other countries, both in quantity and quality. However, reorganization of the governmental research work has been initiated to provide for better coordination and attention to conservation problems, and several research programs on this subject are underway.

The department of the Japanese government having responsibility for fisheries matters has been reorganized and advanced from the status of a bureau to that of an agency. This step should result in more efficient administration and research, inasmuch as one result of the reorganization is the creation of a Division of Research. This division will coordinate and supervise all research on fisheries problems done by the central government.

Cooperative programs for research on the herring and sardine fisheries, which have declined greatly in recent years, have been undertaken by the central government and some of the prefectural research institutions.

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894.628/7-549

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

United States Political Adviser
for Japan

Tokyo, July 5, 1949.

U/FW - FISHERIES
no action required
JUL 20 1949
file WPL/dp 7/26/49
AND WILDLIFE

No. 432

CONFIDENTIAL

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Subject: Expansion of Japanese Fishing Area.

The Honorable
Secretary of State,
Washington.

Sir:

894.628/5-1949
U/FW FR FE ITP
OLI L POS

I have the honor to refer to this Mission's despatch no. 317 of May 16, 1949, transmitting the views of three visiting American experts in regard to Japanese fishing operations and summarizing the attitude of General Headquarters in respect to expansion of the authorized Japanese fishing area. In this connection there is enclosed a copy of a United Press despatch appearing in the Pacific Stars and Stripes for June 18, 1949, in which an official of the Natural Resources Section of Headquarters is quoted as saying "There has been no change in the situation" in regard to extension of the fishing area.

Numerous petitions have been submitted to the Japanese Government and to Headquarters requesting that the present area be expanded, particularly westward toward China in order to encompass a very valuable fishing territory. The Japanese Government, toward the conclusion of the last Diet session, also submitted a formal petition to Headquarters requesting extension of the fishing area. The enclosed press release indicates that Headquarters has rejected this petition and has not changed its requirements that the Japanese must abide by Headquarters regulations and must comply with standard fishing practices before an extension will be considered.

It was suggested by this Mission to the Natural Resources Section that a formal Headquarters press release indicating this position would be effective in countering adverse publicity raised in China and Korea, particularly by the petition of the Japanese Government. It was pointed out to the Natural Resources Section that the Korean Ambassador had called to protest against any possible expansion of the present area toward Korea (see enclosed copy of a memorandum of conversation dated June 11, 1949).

In response to this suggestion, the Natural Resources Section has prepared and transmitted to this Mission a statement of Headquarters policy with respect to expansion of the Japanese fishing area, which indicates that the Supreme Commander will not authorize expansion until Japanese fishermen abide by appropriate regulations and show that they can obtain the maximum sustained yield in the present area. A copy of this Natural

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RETURN TO DC/R FILES WITHIN 14 DAYS, WITH A NOTATION OF ACTION TAKEN.

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3/ this Natural Resources Section statement of June 21, 1949, in enclosed.
4/ Also enclosed is a copy of a note dated July 5, 1949, from this Mission as the Headquarters' Diplomatic Section to the Korean Diplomatic Mission in Japan containing the substance of the Natural Resources Section statement.

Headquarters officials are, however, reluctant to issue a press statement which might unduly limit the powers of the Supreme Commander in regard to the Japanese fishing area. This reluctance is heightened by the probability that some extension eastward and southward may be authorized after Japanese self-regulation measures have improved. Enclosed is a 5/ copy of an article appearing in the Nippon Times for June 22, stating that the Japanese Government is now undertaking readjustment measures designed to reduce dragnet and trawling operations in the western portion of the fishing area; it appears that this step is being undertaken as a result of rather strong pressure from the Natural Resources Section.

Natural Resources Section officials also state that they are preparing a statement of Headquarters' position with respect to the diplomatic procedure to be followed should the Supreme Commander propose an extension of the present area. This procedure will be based on a policy proposal now being considered by the Far Eastern Commission (FEC 27/1 series) and will provide that the Supreme Commander will consult with the diplomatic representatives of any nation whose interests would be directly concerned by an extension of the Japanese fishing area. Although the Supreme Commander is opposed to making any extension conditional upon the consent of a directly concerned nation, this procedure will nevertheless provide a definite protection for countries such as China, Korea, and the Philippines, which appear to fear that the fishing area will be extended by unilateral Headquarters action off their shores without their knowledge. This statement of Headquarters' position is now being prepared for submission to the Chief of Staff and then to Washington for approval.

Respectfully yours,

Cleyce K. Huston
Chargé d'Affaires ad interim

att.

Enclosures:

1. Copy of a United Press despatch appearing in the Pacific Stars and Stripes for June 18, 1949.
2. Copy of memorandum of conversation dated June 11, 1949.
3. Copy of Natural Resources Section statement of June 21, 1949.
4. Copy of note dated July 5, 1949.
5. Copy of article appearing in Nippon Times for June 22, 1949.

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Parchment Mat to the Department

Copy to American Embassy, Seoul

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DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

Enclosure No. 1 to Despatch No. 432 dated July 5, 1949, from the United States Political Adviser for Japan, Tokyo, on the subject "Expansion of Japanese Fishing Area".

CONFIDENTIAL

Source: Pacific Stars and Stripes for June 18, 1949.

(C O P Y)

FISHERIES STILL BOUND BY "MacARTHUR LINE"

By United Press

General MacArthur's headquarters has rejected a formal Japanese Government petition for expansion of Japan's postwar overseas fisheries grounds, it was officially stated.

Lt. Col. Hubert G. Schenck, chief of SCAP's Natural Resources Section, said the government and the Japanese fishing industry have long been familiar with SCAP's objections to any relaxation of the present limits, and "there has been no change in the situation."

He said some Japanese fisheries companies still are not living up to the terms the Occupation headquarters has set as prerequisites for any relaxation of the "MacArthur Line". American officials point out that Japanese fishing boats frequently have violated the fisheries boundaries and the industry has continued old practices of over-exploiting some areas and using antiquated methods.

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Enclosure No. 2 to Despatch No. 432 dated July 5, 1949, from the United States Political Adviser for Japan, Tokyo, on the subject "Expansion of Japanese Fishing Area".

CONFIDENTIAL

(C O P Y)

MEMORANDUM OF CONVERSATION

Tokyo, June 11, 1949.

SUBJECT: Protest of Korean Government Against Westward Extension of "MacArthur Line" Limiting Japanese Fishing Area.

PARTICIPANTS: Ambassador CHUNG Han-pum, Chief, Korean Diplomatic Mission in Japan, accompanied by Mr. KWAK Myung-duk, First Secretary of Mission.

Mr. Cloyce K. Huston

Ambassador Chung called today at his request and said that he had received a telegram from his Government directing him to present to General Headquarters the official Korean position as regards news reports that Headquarters was planning to shift westward, that is, toward Korea, the so-called "MacArthur Line" which at present delimits the area in which the Japanese are allowed to take fish. He said that his Government must object to any such shifting of the MacArthur Line for the following reasons:

1. Economically, because any westward extension of the Japanese fishing area would be harmful to the fish production available to the Koreans.

2. Politically, Korea is now the "last line of defense against communism" and should accordingly be given every possible aid by the Allied Occupation of Japan.

3. From the point of view of security and order, it was desirable to avoid incidents or disturbances that might arise as a result of the penetration of the Japanese fishing vessels into Korean waters, particularly as the Koreans would suspect the Japanese of ulterior motives in case their fishing activities carried them too far westward.

Ambassador Chung stated that there were currently many violations of the MacArthur Line by Japanese fishermen and that in order to stop such violations it was highly desirable that Korean vessels be authorized to arrest fishermen found on the western side of the MacArthur Line.

I told Ambassador Chung that this Headquarters has no intention of extending the MacArthur Line westward toward Korea, at least no such extension is being considered at the present time. I added that there has been some discussion of the feasibility of extending the line in other directions, but that for the moment General Headquarters was concentrating on endeavoring to ensure Japanese observance of the presently existing limits. Ambassador Chung said that this information would be very re-assuring to his Government.

I pointed

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Enclosure No. 2 to
Despatch No. 432 dated
July 5, 1949.

I pointed out to Ambassador Chung that the question of the exercise of policing authority on the high seas by vessels of other nations had been the subject of extensive consideration and numerous conversations in this Headquarters in the course of which no grounds had been found on which any other nation might claim the right outside its own territorial waters to exercise any policing authority vis-a-vis Japanese fishing vessels, such authority residing alone in the Supreme Commander for the Allied Powers, who had issued the directive delimiting the Japanese fishing area and was alone responsible for its enforcement. I explained at some length the difficulties and problems which might be created in case any country should take it upon itself to assume policing authority in this connection.

Clayton E. Huston

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Enclosure No. 3 to Despatch No. 432 dated July 5, 1949, from the United States Political Adviser for Japan, Tokyo, on the subject "Expansion of Japanese Fishing Area".

CONFIDENTIAL

(C O P Y)

GENERAL HEADQUARTERS

SUPREME COMMANDER FOR THE ALLIED POWERS

CHECK SHEET

Mr. W.C. Herrington
26-6218
HGS/WCH/jm

NR 432.1 (21 Jun 1949)Fi Subject: Fishing Areas

From: NR To: DS Date: 21 Jun 1949

1. This note has reference to telephone conversation in which Mr. Finn requested a statement concerning SCAP policy in respect to expansion of fishing area.

2. In response to petitions from the Japanese Government and other sources, for extension of fishing area, SCAP representatives have iterated and reiterated the statement that no petition for extension would be considered until the Japanese Government convinces SCAP of these two things:

a. That Japanese fishermen will respect the regulations and agreements controlling their operations, whether these regulations are established by the Supreme Commander for the Allied Powers, their own government, or by international agreement.

b. That Japanese fishermen and their government desire and are able to prevent over-exploitation of aquatic resources and to obtain the maximum sustained yield through adequate research and regulations.

3. Because of the interest of other nations in Japanese fishing activities, SCAP has adopted the policy of discussing proposed extensions with nations having a primary interest in the areas under consideration. It can be accepted, therefore, that no area extensions will be made until the above conditions have been met.

- H. G. S. - - - - - - - - - - - - - - -

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Enclosure No. 4 to Despatch No. 432 dated July 5, 1949, from the United States Political Adviser for Japan, Tokyo, on the subject "Expansion of Japanese Fishing Area".

CONFIDENTIAL

(COPY)

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Diplomatic Section

The Diplomatic Section of General Headquarters, Supreme Commander for the Allied Powers, presents its compliments to the Korean Diplomatic Mission in Japan and has the honor to refer to a conversation between Ambassador Chung and Mr. Huston of June 11, in regard to expansion of the authorized Japanese fishing area.

The representations made by the Ambassador were referred to the Natural Resources Section of Headquarters, which, in confirming the information given Ambassador Chung verbally by Mr. Huston, states the position of Headquarters to be that no expansion of the present area will be favorably considered until (1) Headquarters is convinced that Japanese fishermen will respect regulations and agreements controlling their operations, whether these regulations are established by the Supreme Commander, the Japanese Government, or by other agreement, and (2) the Japanese Government and Japanese fishermen show that they are willing and able to prevent over-exploitation of Japanese aquatic resources and to attain the maximum sustained yield through appropriate fisheries research and supervision. A petition recently submitted to Headquarters by the Japanese Government requesting expansion of the present area has been rejected for the reason that the Japanese Government has not indicated its ability to comply with the above conditions.

It is also the policy of this Headquarters that proposed extensions of the present area will be discussed through diplomatic channels with nations having a direct interest in the areas under consideration. Assurance can be given, therefore, that extension of the present area will not be authorized until the above conditions have been met and until there has been diplomatic discussion with representatives of nations directly concerned by any proposed expansion.

Tokyo, July 5, 1949.

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Enclosure No. 5 to Despatch No. 432 dated July 5, 1949, from the United States Political Adviser for Japan, Tokyo, on the subject "Expansion of Japanese Fishing Area".

CONFIDENTIAL

Source: Nippon Times for June 22, 1949.

FISHING INDUSTRY TO REVAMP SETUP

30 Per Cent Readjustment Plan to Be Carried Out in Dragnet Operation

In view of SCAP's rejection of the recent Japanese petition requesting the expansion of Japan's fisheries grounds, the Agriculture and Forestry Ministry has decided to strictly live up to its present fishing limits and to positively enforce various measures to maintain her natural resources.

As the first step toward achieving this purpose, the Ministry has resolved to carry out a 30 per cent readjustment of the dragnet and trawl industries now operating in the western seas.

The proposed readjustment was announced by the Marine Products Board of the Agriculture and Forestry Ministry Monday, according to Kyodo.

The Government's readjustment plan was slated to be discussed at a four day meeting of the Japan Deep-Sea Dragnet Fishing Industry Society held at Shimonoseki Monday.

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IN REPLY REFER TO:

OFA-1823

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
WASHINGTON 25, D. C.

U/FW - FISHERIES
transmittal slip
cleared
AND WILDLIFE

July 14, 1949

SEP 20 1949

MEMORANDUM

To: Dr. W. M. Chapman
Special Assistant to the Under Secretary (U/FW)
Department of State

From: Acting Chief
Office of Foreign Activities

Subject: Transmittal of letter to T. Chawanya (Japan)

Enclosed is a letter to Mr. T. Chawanya of Hakodate City, Hokkaido, Japan, in response to his request for publications relating to the fishing industry. If the Department of State perceives no objection, please transmit the letter to the addressee.

Two copies of the incoming and outgoing letter are enclosed for your information.

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Stillman Wright
Stillman Wright

Attachment

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IN REPLY REFER TO

OFA-1824

ADDRESS ONLY THE
DIRECTOR, FISH AND WILDLIFE SERVICE

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
WASHINGTON

July 14, 1949

T. Chawanya, Managing Director
Hokkai Suisan Shinbun Ltd.
4 Matsukazecho
Hakodate City, Hokkaido, Japan

Dear Sir:

This is in response to your letter of June 24, 1949, requesting publications on the fishing industry.

The organization of the Supreme Commander for the Allied Powers, in Tokyo, is prepared to handle all questions relating to the fishing industry in Japan. For that reason I suggest that you direct your inquiry to Mr. William C. Herrington, Chief, Fisheries Division, Natural Resources Section, GHQ, Supreme Commander for the Allied Powers. In the event that Mr. Herrington approves your request for publications, and forwards it to this office, we shall be pleased to supply those available. Since we have a large number of publications on many special phases of the industry, it would be desirable to indicate subjects of particular interest.

Sincerely yours,

Stillman Wright, Acting Chief
Office of Foreign Activities

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

C O P Y

Messrs. Fish and Wild Life Service
U.S. Dept.
Washington D.C.
U.S.A.

June 24th 1949

Dear Sirs;

I am dwelling and managing a newspaper named Hokkai Suisan Shinbun Ltd., regarding marine product industry at 4 Matsukazecho, Hakodate City, Hokkaido, Japan.
The other day when I visited the library of C.I.E. Hakodate I saw some pamphlets or others regarding marine product industry and also was informed by the chief librarian that you have plenty of pamphlets and other materials of the same industry.
Although it is very difficult for me to express my intention fully with my poor knowledge of English I am always wishing eagerly to contribute this industry through my business and for this purpose I hereby wish that you will be good enough to encourage me by sending me any pamphlets or other materials which may develop our marine product industry so much.
I am eagerly looking forward to your kind reply.

Yours faithfully,

Hokkai Suisan Shinbun Ltd.

/s/ T. Chawanya
Managing Director.

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THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

United States Political Adviser
for Japan

U/FW - FISHERIES
no action required
JUL 27 1949
File - WFL
AND WILDLIFE

Tokyo, July 15, 1949.

No. 461

UNCLASSIFIED

REC'D
JULY 25

ACTION
UFW ENC

Subject: Transmittal of Directive Authorizing Japanese Fishery Inspection System.

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The Chargé d'Affaires ad interim has the honor to refer to this Mission's despatch no. 494 of July 1, 1949, concerning the Japanese fishery inspection system and to enclose five copies of a directive issued by General Headquarters to the Japanese Government (SCAPIN 1033/2 of June 30, 1949) authorizing the latter to establish the inspection system. The directive defines the area in which the inspection vessels are to operate and prohibits approach by these vessels to points closer than ten miles to the coast of any foreign country. The directive also states that inspection vessels will not engage in fishing operations of any kind and will not be vested with police powers.

2/

Also enclosed are five copies of a press release issued on July 2, 1949, by General Headquarters describing the above directive. The press release states that eleven unarmed vessels equipped with radios will be used to maintain surveillance over the approximately 1,000 trawlers and 1,000 tuna vessels now operating within the authorized fishing area.

Enclosures: att.

1. Five copies of SCAPIN 1033/2 of June 30, 1949.

2. Five copies of press release issued on July 2, 1949, by General Headquarters.

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Parchment Mat to the Department

cc: American Embassy, Manila.
American Embassy, Nanking.
American Embassy, Seoul.

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RETURN TO DCR FILES WITHIN 14 DAYS, WITH A NOTATION OF ACTION TAKEN.

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Enclosure No. 1 to Despatch No. 461 dated July 15, 1949, from the Office of the United States Political Adviser for Japan, Tokyo.

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 333(22 Jun 46)NR
SCAPIN 1033/2

30 June 1949

MEMORANDUM FOR: THE JAPANESE GOVERNMENT

SUBJECT: Japanese Fishery Inspection System

1. Reference:

a. Memorandum for Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 800.217 (22 Jun 46)NR, SCAPIN 1033, subject, "Area Authorized for Japanese Fishing and Whaling," 22 June 1946, and SCAPIN 1033/1, 23 December 1948.

b. Memorandum to General Headquarters, Supreme Commander for the Allied Powers, from the Japanese Government, C.L.C.O. No 2852 (2P), subject, "Measures to Prevent Japanese Fishing Boats from Trespassing Upon Area Outside Boundary of Authorized Area," 11 August 1948.

2. The Japanese Government is authorized to establish a fisheries inspection system as proposed by Memorandum referred to in paragraph 1 b above, subject to the modifications listed below:

a. The purpose of the inspection system authorized by this Memorandum is to enforce the provisions of Memorandum for the Japanese Government, SCAPIN 1033, and any subsequent amendments or modifications thereof, as well as other pertinent fisheries regulations. Inspection vessels will be responsible for assisting in the enforcement of instructions issued by the Supreme Commander for the Allied Powers and of laws and regulations of the Japanese Government in regard to Japanese Fishery operations.

b. Available vessels of the type and size suitable for conducting inspection duties will be put into immediate operation and provisions will be made to increase the number of vessels used if the need for such is demonstrated to be necessary to insure effective enforcement.

c. Inspection vessels are authorized to operate within the area bounded as follows: From a point

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midway between Nosappu Misaki and Kaigara Jima at approximately 43°23'14" North Latitude, 145°50'30" East Longitude; to 43°North Latitude, 146°30' East Longitude; thence to 45°North Latitude, 165°East Longitude; thence east along the 45°parallel to the 180th meridian; thence south along the 180th meridian to 10°North Latitude; thence west along the 10°North parallel to 132° East Longitude; thence to 22° North Latitude, 126°East Longitude; thence to 24° North Latitude, 122°30' East Longitude; thence north to 34°North Latitude, 122°30' East Longitude; thence east to 34°North Latitude, 128°40'East Longitude; thence to 40°North Latitude, 135°East Longitude; thence to 45°30' North Latitude, 140° East Longitude; thence east to 45°30' North Latitude, 145°East Longitude rounding Soya Misaki at a distance of three (3) miles from shore; south along the 145th meridian to a point three (3) miles off the coast of Hokkaido; thence along a line three (3) miles off the coast of Hokkaido rounding Shiretoko Saki and following a mid-channel course through the Nemuro Kaikyo to a point 43°26'17" North Latitude, 145°48'03" East Longitude; thence in a southeasterly direction to the starting point midway between Nosappu Misaki and Kaigara Jima.

d. Japanese inspection vessels shall not approach closer than ten (10) miles to the coast of any foreign country or its island possessions within the area defined in the preceding paragraph.

e. The modified International E instead of the Japanese flag shall be used to mark inspection vessels.

f. Inspection vessels will not engage in fishing operations of any kind.

g. Inspection vessels shall obtain authorization for each voyage from Commander, United States Naval Activities, Japan.

h. Inspection vessels will not be vested with police powers.

3. The Japanese Government shall take immediate action to carry out all phases of proposed plan as modified in paragraph 2, above.

4. Direct communication between Natural Resources

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

AG 333(22 Jun 46)NR
SCAPIN 1033/2

Section, General Headquarters, Supreme Commander for the Allied Powers and the Ministry of Agriculture and Forestry, concerning matters within the scope of this memorandum, is authorized.

5. This authorization does not establish a precedent for the operation of inspection vessels in any other area for any subsequent period of time; nor is it an expression of Allied policy relative to the ultimate determination of national jurisdiction, international boundaries, or fishing rights in the area concerned or in any other area.

FOR THE SUPREME COMMANDER:

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

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Enclosure No. 2 to Despatch No. 461 dated July 15, 1949, from the Office of the United States Political Adviser for Japan, Tokyo.

GENERAL HEADQUARTERS
FAR EAST COMMAND
Public Information Office

Press Release: 1200
2 July 1949

INSPECTION SERVICE FOR FISHING FLEET

An inspection service designed to contain the Japanese fishing fleet within the postwar, SCAP designated boundaries has received SCAP approval.

Specifications for the eleven ship fleet were proposed by the Japanese government as were recommendations for penalties to be applied to crews and owners of boats found guilty of operating in unauthorized waters.

SCAP instruction to the Japanese government outlined the area within which the Japanese fishing fleet may operate. Although this area contains rich fishing resources, the authorized fishing grounds are smaller than the area Japanese fishermen usually covered in prewar days.

Unarmed, the inspection fleet is without police power and may only report on the activities of fishermen and fishing boats. In case the original inspection fleet proves inadequate to the task, a later increase in size was authorized in the original draft of the plan.

At present, approximately one thousand trawlers fish the shallow waters between Japan and the coast of the Asia mainland and an equal number of tuna fishing ships work the surface of the deep water of the Pacific west of the 165th merridian. Radio as well as visual observation will be used to maintain surveillance over this fleet. Each of the eleven inspection craft will be equipped with radio and according to the provisions of the inspection program, each fishing craft operating offshore must also be equipped with radio within six months after the inspection system received SCAP approval. Minimum size of boats to be allowed to operate offshore has been set at 60 gross tons for trawlers and 75 gross tons for tuna fishing boats.

By means of triangulation using radio compass, two inspection ships can establish the location of a single fishing boat. Single inspection craft operating near the border of the fishing grounds can also determine from the direction of the calls received whether or not the sender is outside the authorized fishing area. Fishing ships will be required to report their positions each day.

Each inspection craft will fly the modified international E flag and each will be marked so that it can be easily identified from the air. Inspection ships may not approach closer than 10 miles to the coast of any foreign nation which borders the fishing grounds and no inspection craft will be allowed to participate in fishing operations.

The program proposed by the Japanese government approved by SCAP provides the following maximum penalties as punishment for those who are found guilty of infractions of the regulations.

The penalties will include:

Confiscation of fish catch or a fine equivalent to the cash value of the catch; confiscation of fishing gear including nets, etc., but excluding the fishing ship; imprisonment of the fishing ship captain for not more than 10 years or fine of not more than 75,000 yen, and administrative cancellation of the fishing vessel's right to fish.

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PHARMACEUTICAL EXPERTS ARRIVE

Five members of the American Pharmaceutical Association who will review progress in pharmaceutical affairs in Japan for SCAP's Public Health and Welfare Section, arrived here by air last night.

They are Dr. Glenn L. Jenkins, president of the American Pharmaceutical Association and Dean of the College of Pharmacy, Purdue University, LaFayette,

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DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

Ind.; Dr. Hugh C. Muldoon, Dean of the College of Pharmacy, Duquesne University, Pittsburgh; Dr. Troy Daniels, Dean of College of Pharmacy, University of California at Berkeley; Don Francke, chief pharmacist, University of Michigan Hospital at Ann Arbor; and F. Royce Franzoni, vice president of of the National Association Board of Pharmacy of Washington, D.C.

During their 30 day visit members of the Mission will confer with governmental officials, education, professional and industrial leaders in pharmacy, as well as visit various types of establishments concerned with these activities.

Later they will tour Japan for 10 days, visiting Hiroshima, Fukuoka, Osaka, Kyoto and Gifu.

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EDUCATORS JOIN CIE

Two American educators, who worked with Japanese educators here last winter, have returned to serve with SCAP's Civil Information and Education Section.

Dr. Luther W. Stalnaker, Des Moines, on leave from Drake University where he is Dean of the College of Liberal Arts and Professor of Philosophy, has joined the staff of the Civil Information and Education Section as advisor on social sciences and humanities. He also is assisting Japanese government agencies concerned with the simplification of the Japanese language. Dr. Stalnaker was a member of the five-man U.S. Cultural Science Mission that last winter worked with Japanese educators in the humanities and social sciences.

Miss Edna Ambrose, Springvale, Me., who was one of the U.S. specialists on the staff of the Institute for Educational Leadership held in Tokyo last winter, has been assigned to the Elementary Education unit of CIE. Miss Ambrose taught at the University of Main and Harvard's School of Education during summer sessions.

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AUG 17 1949

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

(BLUE)

JUL 20 1949

UNCLASSIFIED

No. 64

To the

Officer in Charge of the American Mission,

Oslo.

The Secretary of State transmits herewith two reports concerning the 1948-49 Japanese Antarctic whaling expedition.

Should no objection be perceived thereto it would be appreciated if the Embassy would transmit these to the International Bureau of Whaling Statistics, Sandefjord, Norway.

894.628/7-2049

Enclosures:

1. Report on operations of Nisshin Maru No. 1.

2. Report on operations of Hashidate Maru.

CR
JUL 1949

A true copy of the signed original

894.628/7-2049
CS/H

U/FW:ECastleman:mdh
7/12/49

NOE FE NA

DOE - ITP Unit
Anal.
Rev.
Dat.
Dist.

UNCLASSIFIED

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

~~In reply refer to~~
~~U/FW~~

AUG 25 1949

UNCLASSIFIED

No. 76

To the

Officer in Charge of the American Mission,

Oslo.

The Secretary of State transmits herewith a report received from the Supreme Commander for the Allied Powers concerning Japanese whaling operations in the waters adjacent to the Bonin Islands during the 1949 season.

Should no objection be perceived thereto it would be appreciated if the Embassy would transmit the enclosed report to the International Bureau of Whaling Statistics, Sandefjord, Norway.

894.628/7-2349

Enclosure:

Report on Japanese whaling operations during 1949 season.

DOC. DIVISION
Anal. ..... true copy of the signed original
Rev. .....
Cat. .....

CR
AUG 24 1949 P.M.

U/FW:ECastleman:mh
8/24/49

UNCLASSIFIED

NOE
cleared by phone with Mr. Rogers

894.628/7-2349
CS/H

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

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Cruise Starts Today

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HAT MAKERS, N HIT IMPORTS

tinued From Page 37

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requesting action by the
Commission, the applicants
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U. S. WILL RE-ENTER WHALING INDUSTRY

Company Investing $8,000,000 in Ships and Equipment for Antarctic Season

Whaling under the United States flag, which virtually has been non-existent as an important industrial factor for the last decade, now is having its second comeback since the turn of the century and an expedition will be ready when the Antarctic hunting season opens this fall, it was reported yesterday.

Clifford N. Carver, a director of the Olympic Whaling Company, Inc., said the company already had completed most of the steps preliminary to the actual whaling operation. The company probably will be the sole United States-flag whaler among the several nations participating in the hunt.

Between eight and nine million dollars will be required for the project, Mr. Carver explained. He said it involved the purchase and reconversion of a T-2 type tanker, which will be the mother ship, or whaling factory, and twelve former Navy corvettes. The latter will serve as the hunting boats.

The work on the mother ship, the 16,641-deadweight ton tanker Herman F. Whiton, for which no new name has yet been selected, was started earlier this month at the Howaldtswerke shipyard, in Kiel, Germany. The reconversion of the smaller craft will be started at the same yarde some time next month.

The Whiton will get a new forward section that will add forty-one feet to her length, making her 565 feet long overall, and about 2,000 tons to her deadweight, it was said. An additional deck will be put on and her accommodations increased to take care of a whaling crew of about 325 instead of the normal 45 of a tanker. Much of the whale processing equipment will be housed in the area created beneath the new deck.

Capacity of 4,000 Whales

The latest entrant into the whaling field, Mr. Carver asserted, will have a capacity of approximately 4,000 whales, or 25,000 tons of whale oil. She is expected to be ready for service about Jan. 15.

The corvettes, each about 830 gross tons and 190 feet long, will have new superstructures and their forward sections rebuilt to whaling requirements.

The entrance of the Olympic Whaling Company into the Antarctic field has been the subject of considerable interest in Norway. Reports from abroad said Norwegian interests were strongly opposed to American whaling. Opposition is based on the fact that the catch is limited by international agreement and large United States operations would take a deep cut in the Norwegian share.

The new company, Mr. Carver said, was formed some months

THE WEATHER THROUGHOUT THE NA

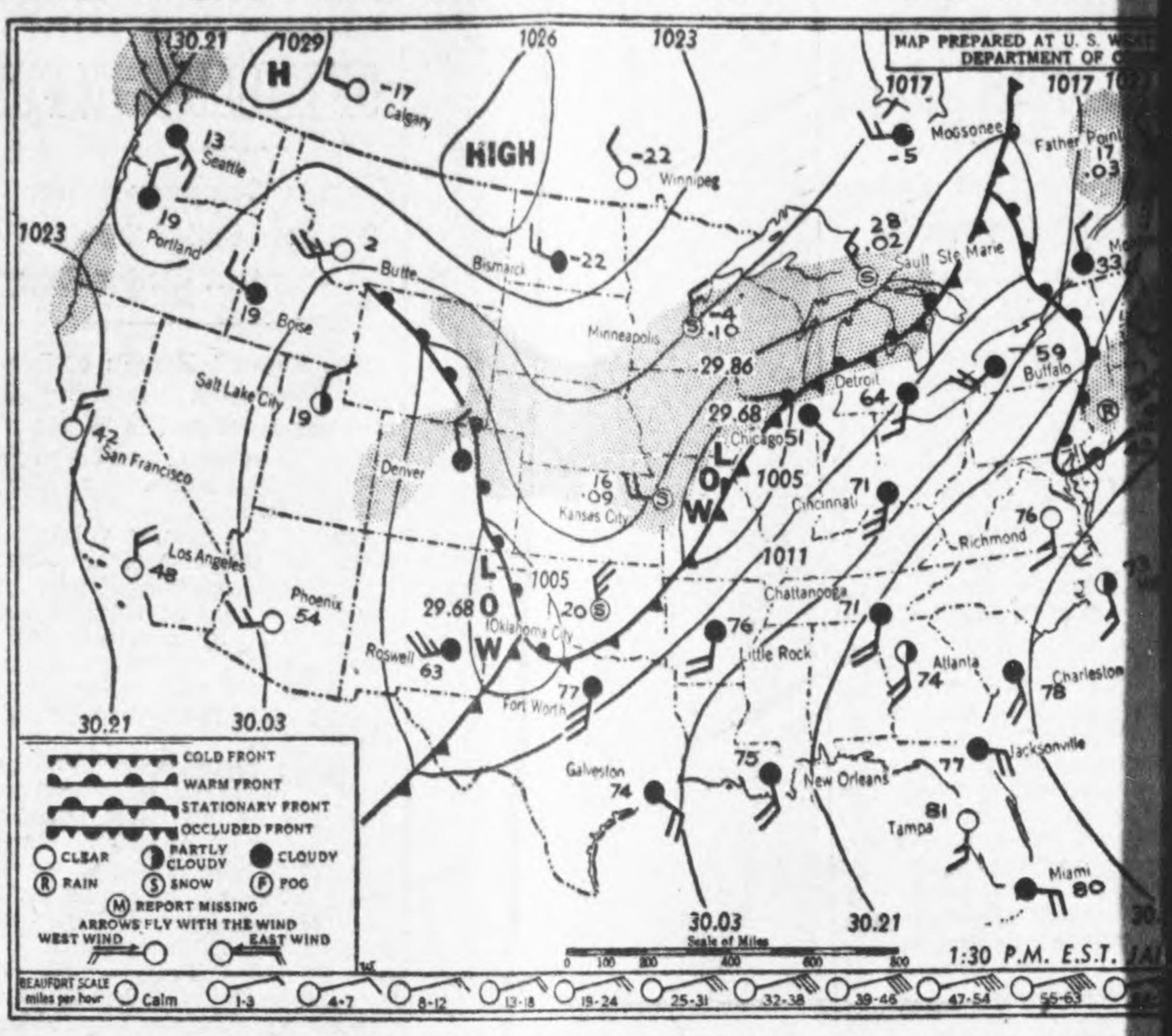

Figure beside Station Circle indicates current temperature (Fahrenheit); a decimal number beneath temperature indicates precipitation in inches during the past six hours.

Cold front: a boundary line between cold air and a mass of warmer air, under which the colder air pushes like a wedge, usually advancing southward and eastward.

Warm front: a boundary between warm air and a retreating wedge of colder air, over which the warm air is forced as it advances, usually northward and eastward.

Stationary front: an air mass boundary which shows little or no movement.

Occluded front: a line along which warm air has been lifted from the earth's surface by the opposing wedges of cold air. This warm air often causes precipitation a

Shading on the above map indic precipitation during the past six hou

Isobars (solid black lines) are barometric pressure and form pres which control air flow. Labels in inches.

Winds are counter-clockwise towa of low-pressure systems, and clockwis from high-pressure areas.

Pressure systems usually move e average movement of 500 miles a d mer and at a rate of 700 miles a day

The Summary

A narrow tongue of cold air extending southwestward from New England into eastern Pennsylvania yesterday prevented the New York City area from experiencing the remarkably warm weather that was occurring over western New York and Pennsylvania. The noon temperature at Rochester was 71 and at Pittsburgh 73. These kind of temperatures were typical of those over the southeastern portion of the country. In contrast to this were temperatures in the Central and Northern Plains and Northern Rocky Mountains, where a mass of extremely cold air predominated. Thermometer readings in North Dakota and eastern Montana were 25 below zero. Rain and freezing rain occurred yesterday morning in Maine, the Western Lakes and the lower Missouri Valley, while snow fell from the Central Plains into the Northern Rockies.

A low-pressure system that developed over Missouri yesterday morning will move into Michigan this morning. The strong high-pressure area over Montana will move north of Lake Superior with a ridge extending southward to vail over the southeastern and southwestern portions of the nation.

The Forecast

United States Weather Bureau.

LONG ISLAND—Fog early this morning then lifting and becoming fair and warmer this afternoon, highest temperature in the 60's.

INTERIOR EASTERN NEW YORK—Cloudy and mild today with scattered showers in the west and north portions and turning colder in the north portion by tonight.

WESTERN NEW YORK—Scattered showers today and becoming colder by tonight.

NORTHERN NEW JERSEY—Foggy early this morning, becoming fair and warmer this afternoon, highest temperature in the upper 60's.

CONNECTICUT—Mostly cloudy and warmer today and tonight.

NEW YORK RECORDS

	Tem.	Hu.		Tem.	Hu.
12 Midnight	43	..	12 Noon	42	88
1 A. M.	43	..	1 P. M.	43	82
2 A. M.	43	..	2 P. M.	42	83
3 A. M.	43	..	3 P. M.	45	83
4 A. M.	40	..	4 P. M.	44	85
5 A. M.	39	..	5 P. M.	45	81
6 A. M.	39	..	6 P. M.	44	90
7 A. M.	39	..	7 P. M.	44	92
8 A. M.	40	89	8 P. M.	46	88
9 A. M.	41	85	9 P. M.	46	88
10 A. M.	41	91			
11 A. M.	41	90			

Temperature Data

(Ending 7 P. M., E. S. T.)

Highest yesterday, 46 at 5:15 P. M.
Lowest yesterday, 37 at 6:15 A. M.
Mean yesterday, 42.
Normal on this date, 30.
Departure from normal, +12.
Departure this month, +280.
Departure since Jan. 1, +280.
Highest this date last year, 50.
Lowest this date last year, 28.
Mean this date last year, 39.
Highest mean this date, 50.
Lowest mean this date, 9.
Highest this date, 57 in 1947.
Lowest this date, 0 in 1945.
Degree days yesterday, 23.

TOUR OF SWI TO BE CONT

A three-week to land, with all expe cluding round trip sage, is offered to t women by the Am for Friendship Wit

Mrs. Oscar Ziegle retary, said yeste winners would be basis of their abili American business women, farm wom wives to their oppo Switzerland. Candi be any age, mar mothers or childle to the society at 8 Street by March 15 following questions

1. What do yo Switzerland?

2. What would y about Switzerland?

3. What aspects United States wou convey to Swiss wo

4. How could yo the Swiss understan

5. What use wou home of your expe tribute to America Switzerland?

The society will

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

RE-ENTER INDUSTRY

ing $8,000,000 Equipment tle Season

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nd nine million required for the er explained. He e purchase and -2 type tanker, mother ship, or nd twelve for- . The latter will g boats.

mother ship, the ton tanker Her- r which no new n selected, was s month at the ipyard, in Kiel, onversion of the e started at the ime next month. get a new for- will add forty- gth, making her rall, and about deadweight, it tional deck will accommodations are of a whaling instead of the anker. Much of sing equipment the area created eck.

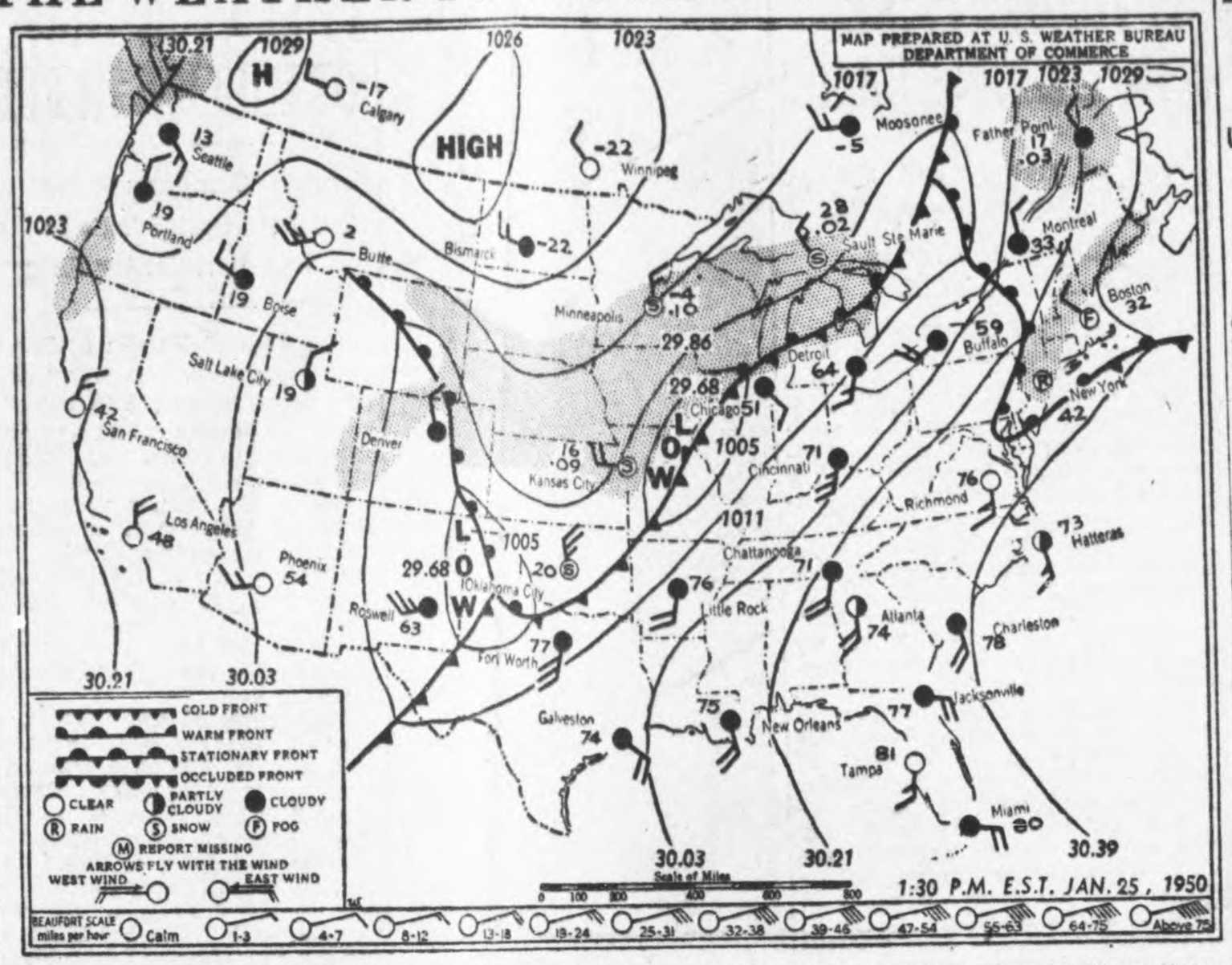
,000 Whales

nt into the whal- er asserted, will f approximately 25,000 tons of expected to be bout Jan. 15.

each about 830 0 feet long, will uctures and their rebuilt to whal-

of the Olympic y into the Ant- en the subject of est in Norway. road said Nor- ere strongly op- n whaling. Op- on the fact that ted by interna- and large United would take a orwegian share. ny, Mr. Carver some months

THE WEATHER THROUGHOUT THE NATION



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TOUR OF SWITZERLAND TO BE CONTEST PRIZE

A three-week tour of Switzerland, with all expenses paid, including round trip airplane passage, is offered to three American women by the American Society for Friendship With Switzerland.

Mrs. Oscar Ziegler, executive secretary, said yesterday that the winners would be selected on the basis of their ability to represent American business or professional women, farm women and housewives to their opposite numbers in Switzerland. Candidates, who may be any age, married or single, mothers or childless, should send to the society at 8 West Fortieth Street by March 15 answers to the following questions:

1. What do you know about Switzerland?
2. What would you wish to learn about Switzerland?
3. What aspects of life in the United States would you like to convey to Swiss women?
4. How could you contribute to the Swiss understanding of us?
5. What use would you make at home of your experiences to contribute to American knowledge of Switzerland?

The society will conduct the win-

IMPASSE ON TUGS ENTERS LAST WEEK

U. S. Mediators Set Separate Sessions Today, Hope for a Joint Meeting Tomorrow

Negotiations between tugboat owners and workers moved into the final week of the reported present contract yesterday, with little or no progress reported since the discussions opened about a month ago. The contract expires at midnight on Tuesday.

Federal mediators arranged for separate sessions today with committees of Local 333, United Marine Division of the International Longshoremen's Association, AFL, and the Marine Transportation Employers Association and expressed hope for a joint meeting tomorrow.

Thomas R. Steutel, a commissioner of the Federal Mediation and Conciliation Service, said last night that the employers had agreed to meet with him at 1:30 P. M. and the union an hour later. Both sessions will be held in the Maritime Exchange, 80 Broad Street.

Traditionally, negotiations in the tugboat industry move into the final days of a contract before real bargaining is begun.

Last year's "first team" of mediators — Mr. Steutel; Frank H. Brown, regional director of the Federal agency; Joseph E. O'Grady, director of the city's Division of Labor Relations, and William J. McCormack, New York industrialist who generally serves as the Mayor's special representative — are once more on hand, and settlement efforts may be expected to be stepped up.

The union's committee is headed by Captain William V. Bradley and Joseph O'Hare, president and treasurer of Local 333, respectively. The employers' group is led by James P. McAllister, chairman, and Lloyd H. Dalzell, vice chairman. Joseph P. Ryan, president of the union, is also close to the negotiations.

The union's original demands included a 20 per cent wage increase, improved health and life insurance, an employer-financed pension plan and other benefits. The wage proposal was cut to 10 per cent at a meeting on Tuesday. The employers have not yet submitted any counter proposals, union spokesmen said.

The present wage scale ranges from $1.185 an hour for deckhands, cooks, oilers and firemen on single-crew tugs, generally used as an example, to $1.67 an hour for captains. Local 333 represents about 3,500 men on tugs and self and non-propelled type oil barges.

ISRAELI SHIP SAILS TODAY

Vessel First U. S. Craft Shifted Directly to New Land's Flag

BALTIMORE, Jan. 25 (AP)—The first American ship to be transferred directly to the Israeli flag will sail tomorrow from Baltimore.

Ceremonies transferring the ship from the Isthmian Steamship Com-

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...ght, however, that the ... to its existence which the ...ssions implied, made it many for the industry to obtain ...view.

...tch Ship Damaged by Mine

...AMBURG, Germany, Jan. 25 ...ters)—German salvage tugs were this morning towing the ...0-ton Holland-Amerika line Delftdyk into Bremerhaven "heavy damage to the engine ...a large leak in the hull" caused ...er striking a mine off the ...r estuary late last night. One ...ber of the crew was severely ...ed.

ago, with Robert Berenson, as president. Mr. Carver himself an old hand in the industry, and a member of a family that has been identified with the whaling industry for more than a century. Mr. Berenson is now abroad handling details of the project, but is expected back in this country in the next few days.

Mr. Carver said that every effort has been made by his company to go into whaling on an amicable basis with the interests opposing the move. He said Olympic still was attempting to work out an arrangement satisfactory to the Norwegians, even to the extent of permitting them extensive financial participation in the concern.

Texas. Pressure will remain high off the East Coast and the Plateau region.

The broad flow of air from the South will continue over the eastern portion of the country, producing unseasonably warm weather for the fourth straight day. The cold air will advance into the Southern Plains and the lower Ohio Valley bringing a return to normal temperatures there. Rain is expected to oaccur in a band from western New York through the Ohio Valley to Texas. Snow is forecast to fall over a large area from the Western Great Lakes through the Plains and Rocky Mountain area to the Northern Cascades. Fair weather will pre-

Since Sept. 1, 1949, 2,065.

Precipitation Data
(Ending 7 P. M., E. S. T.)
Total this month to date, 1.58.
Departure from normal, —1.46.
Total since Jan. 1, 1.58.
Departure from normal, —1.46.
Normal this month, 3.66.
Days with rain this date, 26 since 1871.
Greatest amount this month, 6.82 in 1936.
Least amount this month, 1.08 in 1916.

Relative humidity—7 A. M., E. S. T., 93; 7 P. M., E. S. T., 92.
Precipitation—7 A. M., E. S. T., none; 7 P. M., E. S. T., trace.

Barometer readings at sea level—7 A. M., E. S. T., 30.35; 7 P. M., E. S. T., 30.32

The sun rises at 7:12 A. M., E. S. T., and sets at 5:05 P. M., E. S. T., in the metropolitan area.

take it as quickly as possible. Turn the water on only for rinsing. Turn it off for soaping.

Ships That Arrived Yesterday

	From	Date	Ship	From	Date
...ARY	Southampton	Jan. 20	NORINDIES	Boston	Jan. 24
	Marseille	Jan. 14	CHOLOMA	Boston	Jan. 24
JOHNSON	TRIESTE	Jan. 13	AMER. FORWARDER	Boston	Jan. 24
...L	Cristobal	Jan. 20	ESSO MONTEVIDEO	Cartagena	——
...ULA	Cartagena	Jan. 21	MORMACELM	Narvik	——
	Havana	Jan. 21	MACOA	P'to de la Cruz	——
...E	Philadelphia	Jan. 24	H. LUCKENBACH	Salonika	——
...BOMBAY	Coastwise	——	EXTON	Baltimore	Jan. 24
	Los Angeles	——	CHOCTAW	Philadelphia	Jan. 24
...EN	Coastwise	——	DYNAFUEL	Coastwise	——
	Guanta	——	SANTA TERESA	Carupano	——
...AVE	Philadelphia	Jan. 24	STANVAC S'GAPORE	Returning	——
...RNEY	Baltimore	Jan. 24			

Incoming Passenger and Mail Ships

(*As Reported by Wireless)

Today

	Passengers	From		Will Dock
...AE. U. S. Army	(1,168)	Bremerhaven, Jan. 16	*1 P. M.	W. 21st St.

Tomorrow

...ALS. U. S. Army		Bremerhaven, Jan. 17	*8 A. M.	11. S. I.
...MUDA, Furness	(260)	Bermuda, Jan. 25	*9 A. M.	W. 55th St.

Saturday, Jan. 28

...Amer.	(90)	Antwerp, Jan. 16	*4 P. M.	5th St., Hoboken

Sunday, Jan. 29

No Arrivals

Monday, Jan. 30

...-Amer.	(123)	Rotterdam, Jan. 20		5th St., Hoboken
	(165)	Liverpool, Jan. 22		W. 14th St.
...ull		San Juan, Jan. 26		Pacific St., Bklyn.
...ace		Valparaiso, Jan. 11		W. 16th St.
...ed Fruit		Puerto Barrios, Jan. 25		Rector St.

Tuesday, Jan. 31

...c	(51)	Copenhagen, Jan. 20		8th St., Hoboken
...ace		Barranquilla, Jan. 26		W. 10th St.

Wednesday, Feb. 1

...States		Southampton, Jan. 25		W. 21st St.
...EY, U. S. Army		Bremerhaven, Jan. 22		Unassigned
...U. S. Army		Bremerhaven, Jan. 22		Unassigned
...e		Cartagena, Jan. 28		W. 16th St.
		Cristobal, Jan. 27		W. 24th St.

...ips That Departed Yesterday

Due	Date	Ship	Due	Date
Bremen	Feb. 4	*ATLANTIC OCEAN	Philadelphia	Jan. 25
Brisbane	Feb. 24	AMERICAN PRESS	Baltimore	Jan. 26
Cristobal	Jan. 30	NATHANIEL PALMER	Coastwise	——
Philadelphia	Jan. 25	JULESBURG	Texas City	——
Norfolk	Jan. 25	YAQUE	Fort Pierce	——
Puerto Barrios	——	R. MARRON	San Pedro	——
Boston	Jan. 25			

...day night.

...ing Passenger and Mail Ships

...noted below are those for General Postoffice and the Church Street ...lose at Brooklyn General Postoffice one hour earlier Mondays to Fri... Saturdays and three hours earlier on Sundays and holidays. Mails ...n one-half hour later and at Grand Central Station one hour earlier ...office. Ordinary printed matter, parcel post and registered mail ...egular mails' closing time (Brooklyn General Postoffice four hours ...stated. Dates after names of ports indicate scheduled date of ...supplementary mail at either the Postoffice or steamship piers

...DAY

...tic

...ck Diamond), Ant... ...m Feb. 9 (mails ... Java St., Brook... matter and parcel ...ourg and Nether...

...ted States), Ant... ...n Feb. 9 (mails ...V. 19th St. Let... parcel post for

... Feb. 13, Aden ...apore March 1 ...sed Monday);

...Feb. 9 (mails) ...ilton St. ...ica), Bergen ...iansand Feb. ... 5 A. M.); ...er mail and

South America, West Indies, Etc.

ATLANTIDA (Standard Fruit), Port-au-Prince Jan. 31 and Kingston Feb. 5 (mails close 8 A. M.); sails from Murray St. Letter mail, printed matter and parcel post for Haiti. Also letter mail for Cayman Island and Jamaica.

ITALIA (Home Lines), cruise (no mails); sails 11 P. M. from W. 14th St.

JUNIOR (United Fruit), Cristobal Jan. 31 (mails close 4 A. M.); sails from Rector St. Letter mail, printed matter and parcel post for Canal Zone, west coast of Nicaragua and Panama.

KATHRYN (Bull), San Juan Jan. 30 and Trujillo City Feb 1 (mails close 5 A. M.); sails from Pacific St., Brooklyn. Letter mail, printed matter and parcel post for Dominican Republic, Puerto Rico, St. Croix and St. Thomas.

URUGUAY (Moore-McCormack), Trinidad Jan. 31, Rio de Janeiro Feb. 8, Santos Feb. 9, Montevideo Feb. 12 and Buenos Aires Feb.

SHIPPING—MAILS

ALL HOURS GIVEN IN EASTERN STANDARD TIME

13 (mails close 6 A. M.); sails 5 P. M. from Canal St. Letter mail, printed matter and parcel post for Antigua, Argentina, Barbados, Dominica, Grenada, British and French Guiana, Montserrat, Paraguay, Nevis, St. Kitts, St. Lucia, St. Vincent, South Brazil, Surinam, Trinidad, Uruguay and Ciudad Bolivar in Venezuela.

SAILING TOMORROW

Transatlantic

AMERICAN CLIPPER (United States), Plymouth Feb. 5 and Cherbourg Feb. 6 (mails close 1 P. M.); sails from W. 20th St. Printed matter for Albania, Algeria, Austria, Bulgaria, Canary Islands, Cape Verde Islands, Cyprus, France, Gibraltar, Great Britain, Hungary, Iceland, Ireland, Madagascar, Northern Ireland, Portugal, Rumania, Spain, Switzerland, Tunisia, Turkey and Yugoslavia. Parcel post for Austria, France, Great Britain, Iceland, Northern Ireland and Switzerland.

AMERICAN SCOUT (United States), Liverpool Feb. 5 (mails close 10 A. M.); sails from W. 34th St. Letter mail, printed matter and parcel post for Liverpool and Scotland in Great Britain and Northern Ireland.

CHOCTAW (Waterman), Bremen Feb. 6 and Hamburg Feb. 8 (mails close 1 P. M.); sails from 42d St., Brooklyn. Letter mail, printed matter and parcel post for Czechoslovakia and Germany.

EXANTHIA (American Export), Genoa Feb. 7, Trieste Feb. 14 and Rijeka Feb. 16 (mails close 6 A. M.); sails from W. 44th St. Letter mail and printed matter for Italy, Malta and Trieste. Parcel post for Albania, Hungary, Italy, Trieste and Yugoslavia.

EXTON (American Export), Lisbon Feb. 3, Tunis Feb. 5, Piraeus Feb. 8, Istanbul Feb. 10, Burgas Feb. 11 and Constanza Feb. 12 (mails close 6 A. M. today); sails from Exchange Place, Jersey City. Letter mail and printed matter for Cape Verde Islands, Greece and Portugal. Parcel post for Cape Verde Islands, Bulgaria, Greece, Portugal, Portuguese Guinea, Rumania, Tunisia and Turkey.

NOONDAY (Waterman), Genoa Feb. 6 and Piraeus Feb. 11 (mails close 1 P. M. today), sails from 42d St., Brooklyn. Letter mail and printed matter for Greece, Italy, Malta and Trieste. Parcel post for Greece and Italy.

TEMERAIRE (Barber), Matadi Feb. 15 (mails close 6 A. M.); sails from Williams St., Brooklyn. Letter mail and printed matter for Boma, Leopoldville and Matadi in Belgian Congo. Parcel post for Belgian Congo.

WASHINGTON (United States), Cobh Feb. 2, Havre Feb. 3, Southampton Feb. 3 and Hamburg Feb. 5 (mails close 5 A. M.); sails noon from W. 21st St. Letter mail and printed matter for Albania, Algeria, Austria, Bulgaria, Canary Islands, Cape Verde Islands, Cyprus, France, Gibraltar, Great Britain (except Liverpool and Scotland), Hungary, Iceland, Ireland, Madagascar, Portugal, Rumania, Spain, Switzerland, Tunisia, Turkey and Yugoslavia. Parcel post for Germany (Berlin, Hamburg and U.S.S.R. zone only) and Ireland.

South America, West Indies, Etc.

ALCOA PENNANT (Alcoa), Hamilton Jan. 30, Charlotte Amalie Feb. 3, St. Kitts Feb. 4, Antigua Feb. 5, Pointe a Pitre Feb. 6, Dominica Feb. 7, Fort de France Feb. 8 and Trinidad Feb. 9 (mails close 4 A. M.); sails from Columbia St., Brooklyn. Letter mail, printed matter and parcel post for Antigua, Barbados, Bermuda, Dominica, Grenada, British and French Guiana, Guadeloupe, Martinique, Montserrat, Nevis, St. Kitts, St. Lucia, St. Vincent, Surinam, Trinidad, Ciudad Bolivar in Venezuela and St. Thomas in the Virgin Islands.

CAPE ANN (United Fruit), Port Limon Feb. 6 (mails close 9 A. M.); sails from Morris St. Letter mail, printed matter and parcel post for Costa Rica.

CELESTIAL (Sprague), Rio de Janeiro Feb. 10, Santos Feb. 12, Montevideo Feb. 16 and Buenos Aires Feb 18 (mails close 6 A. M.); sails from Court St., Brooklyn. Letter mail and printed matter for Argentina, Paraguay, South Brazil (except Bahia, Natal, Parahyba, Pernambuco and Sergipe) and Uruguay. Parcel post for Argentina, Paraguay, South Brazil (except Bahia and Pernambuco) and Uruguay.

MORMACSAGA (Moore-McCormack), Bahia Feb. 10, Rio de Janeiro Feb. 13, Santos Feb. 15, Montevideo Feb. 19 and Buenos Aires Feb. 21 (mails close 8 A. M.); sails from Canal St. Letter mail, printed matter and parcel post for Argentina, Paraguay, South Brazil and Uruguay.

MOUNT WHITNEY (American Hawaiian), Cristobal Feb. 1 (mails close 10 A. M.); sails from 35th St., Brooklyn. Letter mail, printed matter and parcel post for Canal Zone, Costa Rica, west coast of Nicaragua and Panama.

SANTA CATALINA (Grace), Aruba Feb. 1, La Guayra Feb. 2, Guanta Feb. 5, Cumana Feb. 7 and Carupano Feb. 8 (mails close 8 A. M.); sails from W. 25th St. Letter mail and printed matter for Aruba in the Netherlands West Indies and Venezuela (except Ciudad Bolivar, La Vela de Coro, Maracaibo, Pampatar, Porlamar and Puerto Cabello). Parcel post for Aruba in Netherlands West Indies and Venezuela (except Ciudad Bolivar, Maracaibo, Pampatar, Porlamar, Puerto Cabello and Valencia).

SANTA MARGARITA (Grace), Buenaventura Feb. 3, Guayaquil Feb. 5, Talara Feb. 6, Callao Feb. 8, Mollendo Feb. 10, Antofagasta Feb. 12, Chanaral Feb. 13 and Valparaiso Feb. 15 (mails close 8 A. M.); sails 5 P. M. from W. 16th St. Letter mail and printed matter for Chile (except Arica and Iquique, Cauca, Narino and Valle Departments and Bogota in Colombia, Ecuador and Peru (except Iquitos and Tacna). Parcel post for Chile (except Arica and Iquique), Cauca, Narino and Valle Departments and Bogota in Colombia, Ecuador and Peru (except Iquitos).

SANTA MONICA (Grace) Puerto Cabello Feb. 1, Maracaibo Feb. 3 and Barranquilla Feb. 9 (mails close 8 A. M.); sails 5 P. M. from W. 10th St. Letter mail and printed matter for Colombia (except Cauca, Narino and Valle Departments and Bogota) and Puerto Cabello and Maracaibo in Venezuela. Parcel post for Colombia (except Cauca, Narino and Valle Departments and Bogota) and Puerto Cabello, Maracaibo and Valencia in Venezuela.

SANTA PAULA (Grace), Curacao Jan. 31, La Guayra Feb. 1 and Cartagena Feb. 4 (mails close 4 A. M.); sails noon from W. 16th St. Letter mail and printed matter for Cartagena in Colombia, Netherlands West Indies (except Aruba), and Caracas, La Guayra and La Vela de Coro in Venezuela. Parcel post for Cartagena in Colombia, Netherlands West Indies (except Aruba), and Caracas, Cumarebo and La Guayra in Venezuela.

VERAGUA (United Fruit), Havana Jan. 31 and Puerto Barrios Feb. 4 (mails close 9 A. M.); sails 4 P. M. from Rector St. Parcel post for Cuba.

SAILING SATURDAY, JAN. 28

Transatlantic

ALCOA PIONEER (Stevenson), Genoa Feb. 7 (mails close 6 A. M.); sails from 7th St., Hoboken. Letter mail and printed matter for Italy, Malta and Trieste. Parcel post for Italy.

BRITANNIC (Cunard), Mediterranean Cruise (no mails); sails 10:30 A. M. from W. 50th St.

QUEEN MARY (Cunard), Cherbourg Feb. 2 and Southampton Feb. 2 (mails close 2 A. M.); sails 1 P. M. from W. 50th St. Letter mail and printed matter for Albania, Algeria, Austria, Bulgaria, Canary Islands, Cape Verde Islands, Cyprus, France, Great Britain, Gibraltar, Hungary, Iceland, Ireland, Madagascar, Northern Ireland, Portugal, Rumania, Spain, Switzerland, Tunisia, Turkey and Yugoslavia.

ROBIN MOWBRAY (Robin), Capetown Feb. 16, Lourenco Marques Feb. 24, Mombasa Feb. 28 and Dar-es-Salaam March 5 (mails close 5 A. M.); sails from Columbia St., Brooklyn. Letter mail, printed matter and parcel post for Kenya and Uganda, Nyasaland Protectorate, Portuguese East Africa, South Africa, Tanganyika Territory and Zanzibar (including Pemba).

South America, West Indies, Etc.

QUEEN OF BERMUDA (Furness), Hamilton Jan. 30 and Nassau Feb. 1 (mails close 4 A. M.); sails 3 P. M. from W. 55th St. Letter mail, printed matter and parcel post for Bermuda.

LATER SAILINGS

Sunday, Jan. 29

No Sailings

Monday, Jan. 30

TRANSATLANTIC

Gen. J. H. McRae (U. S. Army) ..... Bremerhaven

Tuesday, Jan. 31

TRANSATLANTIC

Gen. M. Rose (U. S. Army) ..... Bremerhaven

Wednesday, Feb. 1

TRANSATLANTIC

Pvt. E. H. Johnson (U. S. Army) ..... Trieste

SOUTH AMERICA, WEST INDIES, ETC.

Cristobal (Panama) ..... Cristobal

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

Berenson, as
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dustry, and a
that has been
whaling indus-
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country in the

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by his company
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d Olympic still
work out an ar-
tory to the Nor-
he extent of per-
ensive financial
he concern.

Texas. Pressure will remain high off the East Coast and the Plateau region.

The broad flow of air from the South will continue over the eastern portion of the country, producing unseasonably warm weather for the fourth straight day. The cold air will advance into the Southern Plains and the lower Ohio Valley bringing a return to normal temperatures there. Rain is expected to oaccur in a band from western New York through the Ohio Valley to Texas. Snow is forecast to fall over a large area from the Western Great Lakes through the Plains and Rocky Mountain area to the Northern Cascades. Fair weather will pre-

Since Sept. 1, 1949, 2,065.

Precipitation Data
(Ending 7 P. M., E. S. T.)
Total this month to date, 1.58.
Departure from normal, —1.46.
Total since Jan. 1, 1.58.
Departure from normal, —1.46.
Normal this month, 3.66.
Days with rain this date, 26 since 1871.
Greatest amount this month, 6.82 in 1936.
Least amount this month, 1.08 in 1916.

Relative humidity—7 A. M., E. S. T., 93; 7 P. M., E. S. T., 92.
Precipitation—7 A. M., E. S. T., none; 7 P. M., E. S. T., trace.

Barometer readings at sea level—7 A. M., E. S. T., 30.35; 7 P. M., E. S. T., 30.32

The sun rises at 7:12 A. M., E. S. T., and sets at 5:05 P. M., E. S. T., in the metropolitan area.

take it as quickly as possible. Turn the water on only for rinsing. Turn it off for soaping.

ners on a tour of the Alpine country, arranging meetings with Swiss women of similar station in life and also arranging for sightseeing. Passage will be from New York by Swissair about Sept. 15.

Greek Ship Refloated

VICTORIA, B. C., Jan. 25 (AP)—The 10,000-ton Greek freighter Kostis Lemos was refloated today from Sansum Point, near Cowichan Bay, coastal craft in the vicinity reported. She was freed under her own power. Damage was believed slight, and no injuries were reported. She had gone aground a few hours earlier. She was bound for Chemanns, B. C., presumably to load lumber.

pany to the M. Dizengoff & Co. Shipping, Ltd., were held yesterday at the Maryland Drydock Company.

Mrs. William Greenfeld, acting vice president of Hadassah of Baltimore, and Mrs. William Fury, wife of the executive director of the Baltimore Zionists, joined in running up the flag of Israel on the 424-foot ship.

The vessel's name was changed from Atlantic City to Meir Dizengoff, the name of the first Mayor of Tel Aviv.

Other ships that have flown the Israeli flag since the war have been chartered, Canadian Victory vessels or former American vessels that had served under other flags.

SHIPPING—MAILS

ALL HOURS GIVEN IN EASTERN STANDARD TIME

13 (mails close 6 A. M.); sails 5 P. M. from Canal St. Letter mail, printed matter and parcel post for Antigua, Argentina, Barbados, Dominica, Grenada, British and French Guiana, Montserrat, Paraguay, Nevis, St. Kitts, St. Lucia, St. Vincent, South Brazil, Surinam, Trinidad, Uruguay and Ciudad Bolivar in Venezuela.

SAILING TOMORROW

Transatlantic

AMERICAN CLIPPER (United States), Plymouth Feb. 5 and Cherbourg Feb. 6 (mails close 1 P. M.); sails from W. 20th St. Printed matter for Albania, Algeria, Austria, Bulgaria, Canary Islands, Cape Verde Islands, Cyprus, France, Gibraltar, Great Britain, Hungary, Iceland, Ireland, Madagascar, Northern Ireland, Portugal, Rumania, Spain, Switzerland, Tunisia, Turkey and Yugoslavia. Parcel post for Austria, France, Great Britain, Iceland, Northern Ireland and Switzerland.

AMERICAN SCOUT (United States), Liverpool Feb. 5 (mails close 10 A. M.); sails from W. 34th St. Letter mail, printed matter and parcel post for Liverpool and Scotland in Great Britain and Northern Ireland.

CHOCTAW (Waterman), Bremen Feb. 6 and Hamburg Feb. 8 (mails close 1 P. M.); sails from 42d St., Brooklyn. Letter mail, printed matter and parcel post for Czechoslovakia and Germany.

EXANTHIA (American Export), Genoa Feb. 7, Trieste Feb. 14 and Rijeka Feb. 16 (mails close 6 A. M.); sails from W. 44th St. Letter mail and printed matter for Italy, Malta and Trieste. Parcel post for Albania, Hungary, Italy, Trieste and Yugoslavia.

EXTON (American Export), Lisbon Feb. 3, Tunis Feb. 5, Piraeus Feb. 8, Istanbul Feb. 10, Burgas Feb. 11 and Constanza Feb. 12 (mails close 6 A. M. today); sails from Exchange Place, Jersey City. Letter mail and printed matter for Cape Verde Islands, Greece and Portugal. Parcel post for Cape Verde Islands, Bulgaria, Greece, Portugal, Portuguese Guinea, Rumania, Tunisia and Turkey.

NOONDAY (Waterman), Genoa Feb. 6 and Piraeus Feb. 11 (mails close 1 P. M. today), sails from 42d St., Brooklyn. Letter mail and printed matter for Greece, Italy, Malta and Trieste. Parcel post for Greece and Italy.

TEMERAIRE (Barber), Matadi Feb. 15 (mails close 6 A. M.); sails from Williams St., Brooklyn. Letter mail and printed matter for Boma, Leopoldville and Matadi in Belgian Congo. Parcel post for Belgian Congo.

WASHINGTON (United States), Cobh Feb. 2, Havre Feb. 3, Southampton Feb. 3 and Hamburg Feb. 5 (mails close 5 A. M.); sails noon from W. 21st St. Letter mail and printed matter for Albania, Algeria, Austria, Bulgaria, Canary Islands, Cape Verde Islands, Cyprus, France, Gibraltar, Great Britain (except Liverpool and Scotland), Hungary, Iceland, Ireland, Madagascar, Portugal, Rumania, Spain, Switzerland, Tunisia, Turkey and Yugoslavia. Parcel post for Germany (Berlin, Hamburg and U.S.S.R. zone only) and Ireland.

South America, West Indies, Etc.

ALCOA PENNANT (Alcoa), Hamilton Jan. 30, Charlotte Amalie Feb. 3, St. Kitts Feb. 4, Antigua Feb. 5, Pointe a Pitre Feb. 6, Dominica Feb. 7, Fort de France Feb. 8 and Trinidad Feb. 9 (mails close 4 A. M.); sails from Columbia St., Brooklyn. Letter mail, printed matter and parcel post for Antigua, Barbados, Bermuda, Dominica, Grenada, British and French Guiana, Guadeloupe, Martinique, Montserrat, Nevis, St. Kitts, St. Lucia, St. Vincent, Surinam, Trinidad, Ciudad Bolivar in Venezuela and St. Thomas in the Virgin Islands.

CAPE ANN (United Fruit), Port Limon Feb. 6 (mails close 9 A. M.); sails from Morris St. Letter mail, printed matter and parcel post for Costa Rica.

CELESTIAL (Sprague), Rio de Janeiro Feb. 10, Santos Feb. 12, Montevideo Feb. 16 and Buenos Aires Feb 18 (mails close 6 A. M.); sails from Court St., Brooklyn. Letter mail and printed matter for Argentina, Paraguay, South Brazil (except Bahia, Natal, Parahyba, Pernambuco and Sergipe) and Uruguay. Parcel post for Argentina, Paraguay, South Brazil (except Bahia and Pernambuco) and Uruguay.

MORMACSAGA (Moore-McCormack), Bahia Feb. 10, Rio de Janeiro Feb. 13, Santos Feb. 15, Montevideo Feb. 19 and Buenos Aires Feb. 21 (mails close 8 A. M.); sails from Canal St. Letter mail, printed matter and parcel post for Argentina, Paraguay, South Brazil and Uruguay.

MOUNT WHITNEY (American Hawaiian), Cristobal Feb. 1 (mails close 10 A. M.); sails from 35th St., Brooklyn. Letter mail, printed matter and parcel post for Canal Zone, Costa Rica, west coast of Nicaragua and Panama.

SANTA CATALINA (Grace), Aruba Feb. 1, La Guayra Feb. 2, Guanta Feb. 5, Cumana Feb. 7 and Carupano Feb. 8 (mails close 8 A. M.); sails from W. 25th St. Letter mail and printed matter for Aruba in the Netherlands West Indies and Venezuela (except Ciudad Bolivar, La Vela de Coro, Maracaibo, Pampatar, Porlamar and Puerto Cabello). Parcel post for Aruba in Netherlands West Indies and Venezuela (except Ciudad Bolivar, Maracaibo, Pampatar, Porlamar, Puerto Cabello and Valencia).

SANTA MARGARITA (Grace), Buenaventura Feb. 3, Guayaquil Feb. 5, Talara Feb. 6, Callao Feb. 8, Mollendo Feb. 10, Antofagasta Feb. 12, Chanaral Feb. 13 and Valparaiso Feb. 15 (mails close 8 A. M.); sails 5 P. M. from W. 16th St. Letter mail and printed matter for Chile (except Arica and Iquique, Cauca, Narino and Valle Departments and Bogota in Colombia, Ecuador and Peru (except Iquitos and Tacna). Parcel post for Chile (except Arica and Iquique), Cauca, Narino and Valle Departments and Bogota in Colombia, Ecuador and Peru (except Iquitos).

SANTA MONICA (Grace) Puerto Cabello Feb. 1, Maracaibo Feb. 3 and Barranquilla Feb. 9 (mails close 8 A. M.); sails 5 P. M. from W. 10th St. Letter mail and printed matter for Colombia (except Cauca, Narino and Valle Departments and Bogota) and Puerto Cabello and Maracaibo in Venezuela. Parcel post for Colombia (except Cauca, Narino and Valle Departments and Bogota) and Puerto Cabello, Maracaibo and Valencia in Venezuela.

SANTA PAULA (Grace), Curacao Jan. 31, La Guayra Feb. 1 and Cartagena Feb. 4 (mails close 4 A. M.); sails noon from W. 16th St. Letter mail and printed matter for Cartagena in Colombia, Netherlands West Indies (except Aruba), and Caracas, La Guayra and La Vela de Coro in Venezuela. Parcel post for Cartagena in Colombia, Netherlands West Indies (except Aruba), and Caracas, Cumarebo and La Guayra in Venezuela.

VERAGUA (United Fruit), Havana Jan. 31 and Puerto Barrios Feb. 4 (mails close 9 A. M.); sails 4 P. M. from Rector St. Parcel post for Cuba.

SAILING SATURDAY, JAN. 28

Transatlantic

ALCOA PIONEER (Stevenson), Genoa Feb. 7 (mails close 6 A. M.); sails from 7th St., Hoboken. Letter mail and printed matter for Italy, Malta and Trieste. Parcel post for Italy.

BRITANNIC (Cunard), Mediterranean Cruise (no mails); sails 10:30 A. M. from W. 50th St.

QUEEN MARY (Cunard), Cherbourg Feb. 2 and Southampton Feb. 2 (mails close 2 A. M.); sails 1 P. M. from W. 50th St. Letter mail and printed matter for Albania, Algeria, Austria, Bulgaria, Canary Islands, Cape Verde Islands, Cyprus, France, Great Britain, Gibraltar, Hungary, Iceland, Ireland, Madagascar, Northern Ireland, Portugal, Rumania, Spain, Switzerland, Tunisia, Turkey and Yugoslavia.

ROBIN MOWBRAY (Robin), Capetown Feb. 16, Lourenco Marques Feb. 24, Mombasa Feb. 28 and Dar-es-Salaam March 5 (mails close 5 A. M.); sails from Columbia St., Brooklyn. Letter mail, printed matter and parcel post for Kenya and Uganda, Nyasaland Protectorate, Portuguese East Africa, South Africa, Tanganyika Territory and Zanzibar (including Pemba).

South America, West Indies, Etc.

QUEEN OF BERMUDA (Furness), Hamilton Jan. 30 and Nassau Feb. 1 (mails close 4 A. M.); sails 3 P. M. from W. 55th St. Letter mail, printed matter and parcel post for Bermuda.

LATER SAILINGS

Sunday Jan 29

No Sailings

Monday, Jan. 30

TRANSATLANTIC

Gen. J. H. McRae (U. S. Army) ..... Bremerhaven

Tuesday, Jan. 31

TRANSATLANTIC

Gen. M. Rose (U. S. Army) ..... Bremerhaven

Wednesday, Feb. 1

TRANSATLANTIC

Pvt. E. H. Johnson (U. S. Army) ..... Trieste

SOUTH AMERICA, WEST INDIES, ETC.

Cristobal (Panama) ..... Cristobal

Reports From Foreign Ports

ARRIVALS

Ship	At	Date
ATLANTIC	Alexandria	Jan. 25
Barranquilla Jan. 25	SANTA CLARA	.....
Puerto Cabello Jan. 25	SANTA SOFIA	.....
BRAZIL	Rio de Janeiro	Jan. 25
CARONIA	Rio de Janeiro	Jan. 25
SANTA ROSA	La Guayra	Jan. 25
AMERICA	Southampton	Jan. 24
ARGENTINA	Rio de Janeiro	Jan. 24
FORT AMHERST	St. Thomas	Jan. 24
FORT AMHERST	St. Croix	Jan. 24
SANTA ISABEL	Callao	Jan. 24
ANCON	Cristobal	Jan. 23

DEPARTURES

Ship	From	Date
ARGENTINA	Rio de Janeiro	Jan. 25
QUEEN OF BERMUDA	Bermuda	Jan. 25
EXCAMBION	Leghorn	Jan. 25
SANTA ISABEL	Callao	Jan. 24
FORT AMHERST	St. Thomas	Jan. 24
SANTA ROSA	Curacao	Jan. 24
SANTA CLARA	Maracaibo	Jan. 24
SANT LUISA	Cristobal	Jan. 23

Freighters and Tankers Due Today

Ship	From	Will Dock
AMER. CLIPPER	Philadelphia	60, N. R.
AMER. VETERAN	Manchester	59, N. R.
BOKEFORS	Boston	20, B. R.
BOWHILL	Santos	2, E. B.
DONA NATI	Philadelphia	8, E. B.
EDISON MARINER	Bremen	A. B.
EMPIRE SPARTAN	Boston	5, B. T.
ESSO NEW ORLEANS	Aruba	.....
FERNGLEN	Sundsvall	Pt. Newark
FRANCES	Philadelphia	51, N. R.
GULFSTREAM	Pt. Arthur	138 St., E. R.
HVRATSKA	Philadelphia	20 St., Bn.
JACKATAR	St. Johns	37, E. R.
LAFAYETTE	Providence	Green St, Bn.
MARAVI	Banes	9, N. R.
MARY SWEENEY	Cornerbrook	75, N. R.
MEIR DIZENGOFF	Baltimore	Col. St., Bn.
MORMACDOVE	Norfolk	16, Bklyn.
MOUNT WHITNEY	Philadelphia	Pt. Newark
NOONDAY	Norfolk	6, B. T.
PIONEER LAKE	Philadelphia	61, N. R.
POLARUSOIL	Orange	Carteret
RED CANYON	Baytown	.....
REP. DEL ECUADOR	Philadelphia	11, Bklyn.
ROBIN MOWBRAY	Philadelphia	3, E. B.
RUSTENB'RG CASTLE	St. Vincent	38, Bklyn.
S. Q. BROWN	Harbor Island	Bayonne
SEATRAIN TEXAS	Texas City	Edgewater
SIR JOHN FRANKLIN	Los Angeles	3, Hob.
SOUTH MOUNTAIN	Philadelphia	Bayonne
STEEL RECORDER	Halifax	4, S. I.
STEEL ROVER	Boston	4, S. I.
SVEN SALEN	Baltimore	6, Bklyn.
TALLEYRAND	Baltimore	36, Bklyn.
CALIFORNIA	Providence	Linden

Outgoing Freighters Not Assigned Mail

Ship	Destination	Date
GUDRUN MAERSK	Antwerp	Jan. 26
COLOMBIA	Buenaventura	Jan. 26
CAPE NOME	Hamburg	Jan. 26
EMPIRE GLENCOE	Singapore	Jan. 26
SVEN SALEN	Bangkok	Jan. 26
PIONEER LAKE	Yokohama	Jan. 26
HOLBERG	Trujillo City	Jan. 26
CASTOR	La Guayra	Jan. 26
ELIZABETH	San Juan	Jan. 26
COLISTER	Trujillo City	Jan. 26
AGWIMONTE	Vera Cruz	Jan. 26
NORINDIES	Havana	Jan. 26
LISHOLT	Tsingtao	Jan. 27
VINDEGGEN	Curacao	Jan. 27
LAURA MAERSK	Kobe	Jan. 27
EUCADIA	Bristol	Jan. 27
MAIDAN	London	Jan. 27
BRATTNINGSBORG	La Guayra	Jan. 27
CAMPERO	Buenos Aires	Jan. 27
REPUB. DE ECUADOR	Guayaquil	Jan. 27
OSLO	Maracaibo	Jan. 27
ISAIAH	Port-au-Prince	Jan. 27
BRESLE	Fort de France	Jan. 27
MARNA	Puerto Barrios	Jan. 27
CHOLOMA	Puerto Barrios	Jan. 27
AGWIDALE	Havana	Jan. 27
BOKEFORS	Havana	Jan. 27
BAHIA DE MARIEL	Havana	Jan. 27
SI BRODIN	Recife	Jan. 28
STEEL NAVIGATOR	Hong Kong	Jan. 28
URUGUAY	Oslo	Jan. 28
IRISH PINE	Dublin	Jan. 28
VILJA	Alexandria	Jan. 28
PRES. JOHNSON	Manila	Jan. 28
CITY OF SWANSEA	Calcutta	Jan. 28
STEEL KING	Bombay	Jan. 30
FRANCES	Istanbul	Jan. 30
TALLEYRAND	Hong Kong	Jan. 30
AMERICAN CHIEF	Hamburg	Jan. 31
RAGNHILDSHOLM	Amsterdam	Jan. 31
SIRIUS	Helsinki	Jan. 31
S. O. JEWETT	Genoa	Jan. 31
AVERDYK	Antwerp	Jan. 31
FERNSEA	Naples	Jan. 31
HELLENIC BEACH	Salonika	Jan. 31
JACKSTAR	Tel Aviv	Jan. 31
JAPARA	Port Said	Jan. 31
CIU. DE MANIZALES	Cartagena	Jan. 31
PIONEER GEM	Brisbane	Jan. 31
DONA NATI	Manila	Jan. 31
A. N. GOULANDRIS	Piraeus	Jan. 31
RAGUNDA	Bahia	Jan. 31
MARKEN	Karachi	Jan. 31
AURA	Bahrein	Jan. 31
MORMACHAWK	Recife	Jan. 31
EXPRESS	Lisbon	Feb. 1
STEEL MAKER	Honolulu	Feb. 1
VASSILIS	Hong Kong	Feb. 1
MORMACLARK	Manaos	Feb. 1
ARENDSDYK	Buenos Aires	Feb. 1
SANTA RITA	Buenaventura	Feb. 1
SARPEDON	Aruba	Feb. 1
PROMINENT	Nassau	Feb. 1
INDOCHINOS	Havre	Feb. 1

Overseas Plane Arrivals and Departures

Weather permitting, all airline arrivals and departures are from La Guardia Airport unless otherwise noted. The cities listed below in capital letters are terminal points. With rare exceptions, all inbound and outbound planes carry mail.

DUE TODAY

BERLIN (via Frankfort, Amsterdam, Glasgow)—9:10 A. M. (Idlewild) (AOA).

BERMUDA—6:25 P. M. (PAA); 8:20 P. M. (Idlewild) (BOA).

BUENOS AIRES (via Montevideo, Rio de Janeiro, Belem, Port of Spain, San Juan)—8:10 P. M., 9:15 P. M. (PAA).

CALCUTTA (via New Delhi, Karachi, Istanbul, Brussels, London)—2:10 A. M. (PAA).

CARACAS (via Curacao, Trujillo City, San Juan)—9:15 A. M. (PAA).

HAVANA—4:45 P. M. (Idlewild) (NA).

LONDON—8:10 A. M. (Idlewild) (PAA); 10:20 A. M. (Idlewild) (BOA).

LYDDA (via Zurich, Paris, Rome)—10 A. M. (TWA).

MANILA (via Seoul, Tokyo, Anchorage)—9:45 P. M. (Idlewild) (NWest).

PARIS—11 A. M. (Idlewild) (AF).

ROME (via Amsterdam)—1 P. M. (Idlewild) (KLM).

SAN JUAN—12:30 A. M. (Newark) (EAL); 4:35 P. M., 5:15 P. M. (PAA).

STOCKHOLM (via Copenhagen, Hamburg)—11:35 A. M. (Idlewild) (SAS).

DEPARTING TODAY

BERLIN (via London, Frankfort)—3 P. M. (Idlewild) (AOA).

BERMUDA—10:30 A. M. (PAA); Noon (Idlewild) (BOA); 4:45 P. M. (COL).

BOGOTA (via Barranquilla)—1 A. M. (AVIANCA).

BUENOS AIRES (via San Juan, Port of Spain, Belem, Rio de Janeiro, Montevideo)—11 P. M., 11:59 P. M. (PAA).

CAIRO (via Paris, Geneva, Milan, Rome, Athens)—3 P. M. (TWA).

CARACAS (via San Juan, Trujillo City, Curacao)—7:30 P. M. (PAA).

HAVANA—10 A. M. (Idlewild) (NA).

HELSINKI (via Reykjavik, Oslo, Stockholm)—11 A. M. (Idlewild) (AOA).

JOHANNESBURG (via Lisbon, Dakar, Accra, Leopoldville)—11 A. M. (PAA).

LONDON—10 A. M. (Idlewild) (BOA); 4 P. M. (Idlewild) (PAA).

ROME (via Paris)—10 A. M. (Idlewild) (AF); (via Paris, Zurich)—Noon (TWA).

SAN JUAN—12:30 A. M. (Newark) (EAL); 8:30 A. M., 11:30 P. M. (PAA).

TEHERAN (via Amsterdam)—9:30 P. M. (Idlewild) (KLM).

day

From	Date
Boston	Jan. 24
Boston	Jan. 24
Boston	Jan. 24
Cartagena	.....
Narvik	.....
P'to de la Cruz	.....
Salonika	.....
Baltimore	Jan. 24
Philadelphia	Jan. 24
Coastwise	.....
Carupano	.....
Returning	.....

Ships

	Will Dock
P. M.	W. 21st St.
A. M.	11, S. I.
A. M.	W. 55th St.
P. M.	5th St., Hoboken
5th St., Hoboken	
	W. 14th St.
Pacific St., Bklyn.	
	W. 16th St.
	Rector St.
8th St., Hoboken	
	W. 10th St.
	W. 21st St.
	Unassigned
	Unassigned
	W. 16th St.
	W. 24th St.

rday

Due	Date
Philadelphia	Jan. 25
Baltimore	Jan. 26
R Coastwise	.....
Texas City	.....
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EC 7/7W

DIVISION OF NORTHEAST ASIAN AFFAIRS

AUG - 5 1949

DEPARTMENT OF STATE

THE FOREIGN SERVICE OF THE UNITED STATES OF AMERICA

United States Political Adviser for Japan

U/FW - FISHERIES AND WILDLIFE

action transferred AUG 4 - 1949 to Mr. Geary - NA. 8/8/49

Tokyo, July 27, 1949.

No. 499

RESTRICTED

REC'D AUG 2

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U/FW-2encs

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Subject: Directive Authorizing Japanese 1949-1950 Antarctic Whaling Expedition.

The Acting Political Adviser has the honor to enclose five copies of a directive issued by General Headquarters, Supreme Commander for the Allied Powers, to the Japanese Government (SCAPIN 6693-A of July 7, 1949) authorizing Japanese whaling expeditions in the Antarctic for 1949-1950 season. Japanese whaling operations in the Antarctic will be conducted on a basis substantially similar to that of the past season: two fleets are authorized and provisions for control of the expedition are laid down. The enclosed directive also instructs the Japanese Government to make a survey of each vessel in the expedition which will carry liquid cargo in order to insure the absence of structural deficiencies.

The enclosed directive has been issued as a "SCAPIN A" or administrative instruction. In this way, its distribution is considerably more limited than that of ordinary Headquarters directives; for example, the missions in Japan representing foreign governments do not receive copies of administrative SCAPINs. Headquarters officials are now considering means whereby notice of the coming expedition may be given to interested nations.

Enclosure:

Five copies of SCAPIN 6693-A dated July 7, 1949.

S 522.8

RBFinn:gmd

cc: American Embassy, London.
American Embassy, Oslo.
American Embassy, Canberra.
American Embassy, Wellington.

Parchment Mat to the Department.

RESTRICTED

894.628/7-2749

FILMED MAR 6 1951

ACTION COPY

RETURN TO DC/R FILES WITHIN 14 DAYS, WITH A NOTATION OF ACTION TAKEN.

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

D-499 Tokyo

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 800.217 (7 Jul 49)NR/Fi
SCAPIN 6693-A

7 July 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Japanese Whaling Operations in the Antarctic in the 1949-1950 Season.

1. Reference is made to:

a. Memorandum for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 800.217 (23 Nov 48)NR/Fi SCAPIN 1942, 23 November 1948, Subject, "Whaling Industry."

b. Memorandum from the Japanese Government to General Headquarters, Supreme Commander for the Allied Powers, MAF No. 76'49, dated 13 May 1949.

2. Japanese whaling operations in the Antarctic are hereby authorized for the 1949-1950 season. Such operations will be conducted in accordance with the provisions of reference memorandum, 1 a, above.

3. Within thirty days of the receipt of this memorandum the Japanese Government will submit to the Supreme Commander for the Allied Powers for approval a plan for the organization and operation of an Antarctic whaling expedition consisting of two fleets. The plan will include a list of the names and gross tonnages of the factory ships, catchers, and auxiliaries to be used and the names of the personnel who will manage each fleet. Subsequent to the approval of the plan or modification thereof, any substitution of vessels or personnel for those named must be approved by the Supreme Commander for the Allied Powers.

4. Vessels participating in the whaling expedition will comply with the following:

a. Each vessel will be marked and operated in conformity with directives from the Administrator, Naval Shipping Control Authority.

b. The master of each of the participating factory ships will maintain a duplicate of the ship's log which will be available for inspection at all times and upon completion of the expedition will be submitted, properly certified, to the Supreme Commander for the Allied Powers.

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c. During the voyage to and from the whaling area no vessel will approach land nearer than 12 miles. The route to be followed by each vessel will be supplied to the Supreme Commander for the Allied Powers and the Commander, Naval Forces, Far East, by the Japanese Government 15 days prior to the departure of each vessel from Japan and from the whaling area.

d. The master of each of the participating factory ships during the periods enroute to and from the whaling area will forward daily radiograms to the Fisheries Agency in Tokyo listing the position of his ship at 1200 hours local time on the date the radiogram is dispatched.

e. The master of each of the participating factory ships during the whaling operations will forward a daily radiogram to the Fisheries Agency in Tokyo containing the following information:

(1) Position of his ship at 1200 hours local time on the date the radiogram is dispatched.

(2) Number and kind of whales processed during the previous 24 hour period ending at 2400 hours local time, output of whale oil and other products, and raw material weights of meat, blubber and other materials processed as food stuffs.

f. The senior Japanese Government Inspector aboard each of the two participating factory ships will personally verify all information forwarded to the Fisheries Agency in Tokyo by radiogram as required in paragraphs d and e above.

g. The master of each of the two factory ships will, upon conclusion of whaling operations, dispatch a radiogram to the Fisheries Agency in Tokyo stating the date of departure of his ship from the whaling area.

5. Applications for frequencies for radio communications by the whaling fleets will be made to Civil Communications Section, General Headquarters, Supreme Commander for the Allied Powers.

6. The Fisheries Agency will maintain at its office in Tokyo a file of all communications between the whaling fleets and Japan for reference by the Supreme Commander for the Allied Powers when desired.

7. Thirty days prior to the departure of the first units of the expedition the Japanese Government will notify the Supreme Commander for the Allied Powers of the allocation of petroleum

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products to the participating companies. The Japanese Government will also verify the amount of petroleum products aboard each vessel immediately prior to its departure from Japan and upon its arrival in Japan from the whaling area. Within ten days of the departure and arrival the Japanese Government will notify the Supreme Commander for the Allied Powers of the exact amounts of petroleum products aboard each vessel.

8. The Japanese Government will conduct a complete survey of each vessel destined to carry liquid cargo to insure the absence of any structural deficiencies prior to its departure from Japan. Each of such vessels to which modifications or repairs have been made will be surveyed upon completion of those modifications or repairs. Each of such vessels which have been used for purposes other than whaling since the end of the 1948-49 Antarctic whaling expedition will be surveyed within thirty days prior to its departure from Japan. The cargo space of all vessels surveyed will be empty at the time of survey. A report of the survey will be submitted to General Headquarters, Supreme Commander for the Allied Powers ton days prior to the departure of each surveyed vessel from Japan.

9. The Japanese Government will verify the cargo of each vessel arriving in Japan from the whaling area, and within ten days of the discharging of cargo will notify the Supreme Commander for the Allied Powers of the exact cargo of each vessel and the condition of the cargo.

10. The attention of the Japanese Government is directed to the memorandum referred to in paragraph 1 a above. Reports required by the referenced memorandum will be submitted to the Supreme Commander for the Allied Powers prior to 1 June 1950.

11. This authorization does not establish precedent for whaling operations in any area for any subsequent period of time; nor is it an expression of Allied policy relative to ultimate determination of national jurisdiction, international boundaries, or fishing or whaling operations in any area.

FOR THE SUPREME COMMANDER:

R. M. Levy

R. M. LEVY
Colonel, AGD
Adjutant General

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

STANDARD FORM NO. 64

SCAP feels that the seizures are threatening to reduce marine food production and that he has an obligation to protect the fishing fleet. He has asked the Army to request a portion of the Seventh Task Fleet (Tab C). ~~asked the Army to request a portion of the Seventh Task Fleet and from the assistance of the Seventh~~

Office Memorandum • UNITED STATES GOVERNMENT

Office of FAR EASTERN AFFAIRS OCT 17 1949 Director Department of State

TO : FE - Mr. Butterworth DATE: October 14, 1949

FROM : NA - Mr. Allison

SUBJECT: Plan to Use U.S. Navy to Enforce Japanese Fishing Area

During 1948 and 1949 a total of sixty-seven seizures of Japanese fishing vessels both inside and outside the ~~MacArthur line~~ SCAP authorized area has been reported. Most of these seizures have been by the Chinese who in many instances have retained the vessels for operations in the civil war, and in some instances they have resorted to sinking the vessels and killing the crews. Some of the vessels have been seized by the Soviets, but the latter have been more circumspect in seizing vessels only when they were beyond the limited area. Numerous protests have been lodged by SCAP with the Chinese Mission in Tokyo to no avail. ~~and~~ The Department is now in receipt of a letter from the Secretary of Defense requesting that the Department lodge a formal protest with the Chinese Government. ~~This protest is in the process of preparation.~~ Secretary Johnson's letter attached in the reply to ~~the proposed~~ to give the Dept's views on the various measures involving the use of force which have been taken or are being considered (Tab A).

SCAP has telegraphed the Department of the Army that the situation has reached the point where he wants instructions issued to the Commander of the Seventh Task Fleet to render assistance in preventing illegal seizure of Japanese fishing vessels operating on the high seas. The attached telegram from the Commander of the Seventh Task Fleet dated October 13 indicates that effective October 23 he will put into operation a plan to patrol the fishing area, that any attempt to violate the rights of Japanese fishing vessels by any ship either in or out of the authorized area will be considered an act of piracy, and that force may be used if necessary to free the Japanese fishing vessel and escort the offending vessel back to Japan. In Despatch No. 553, August 13, USPOLAD stated that while the Mission agreed with the need for effective means to prevent such seizures, it took the position that a naval patrol by the U.S. would incur the possibility of complicated incidents and at the same time raise the question of taking similar action against Soviet and possibly other seizures.

As far as is known, the Department has not been consulted in connection with the instructions which have been issued to use the Seventh Task Fleet for this purpose. The Navy action proposed might easily get us into trouble ~~but~~ probably not serious trouble. However, you may wish to call the matter to the attention of the Under Sec's. ~~meeting~~.

Attachments:

1. Telegram dated October 13, 1949. not here
2. Despatch No. 553.

894.618/8-1349 I did not send a memo

FW 894.628/8-1349

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ACCESS RESTRICTED

The item identified below has been withdrawn from this file:

File Designation 894.628/8-1349

No. 553

Date August 13, 1949

From Tokyo

To

In the review of this file this item was removed because access to it is restricted. Restrictions on records in the National Archives are stated in general and specific record group restriction statements which are available for examination. The item identified above has been withdrawn because it contains:

- [x] Security-Classified Information
- [ ] Otherwise Restricted Information

Chief/NA Guides
Authority

3/31/76
Date
MPW

WITHDRAWAL NOTICE

GENERAL SERVICES ADMINISTRATION

GSA FORM 7117 (2-72)

GPO : 1973 O - 503-659

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THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

United States Political Adviser
for Japan

No. 573

Tokyo, August 23, 1949.

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CONFIDENTIAL

U/FW & FISHERIES
SEP 8 1949
AND WILDLIFE

no action required
DC/R File - WFL - 9/8/49

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Subject: Sinking of Japanese Fishing Vessel by Chinese.

The Honorable
The Secretary of State,
Washington.

Sir:

I have the honor to refer to this Mission's despatch no. 553 of August 13, 1949, concerning Chinese seizures of Japanese fishing vessels on the high seas and this Mission's communications in its capacity of Diplomatic Section, General Headquarters, with the
1/ Chinese Mission in Japan on the subject, and to transmit a copy of a memorandum prepared by the Natural Resources Section, dated August 8, 1949, concerning an interview with the Chief Engineer of the Akashi Maru No. 105, a Japanese fishing vessel which was sunk on the high seas by a Chinese vessel.

According to this memorandum, the Akashi Maru No. 105 was seized by an armed Chinese vessel on June 10, taken in tow, but later sunk by gun fire. As the vessel was sinking, the Chinese craft swept the hull with machine gun fire. As a result, the captain and three crew members were killed, and four crew members are missing and presumed to be dead. Four crew members survived the attack. The survivors were later rescued by a British vessel, taken to Hong Kong, and repatriated to Japan on June 19.

FR 793.94

This incident was brought to the attention of the
2/ Chinese Mission in a communication dated August 23, 1949, a copy of which is enclosed, requesting the Chinese Mission to consider this incident in connection with this Mission's previous communications concerning unwarranted seizures of Japanese fishing vessels by Chinese patrols.

Respectfully yours,

W. J. Sebald

894.628/8-23 49

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RETURN TO DC/R FILES WITHIN 14 DAYS, WITH A NOTATION OF ACTION TAKEN.

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Enclosures: att

1. Memorandum from NRS, August 8, 1949.

2. Letter from Diplomatic Section to Chinese Mission, August 23, 1949.

Parchment Mat to Department.

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DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

Enclosure no. 1 to Despatch
no. 573 dated August 23, 1949
from the United States Political
Adviser for Japan, Tokyo, on the
subject, "Sinking of Japanese
Fishing Vessel by Chinese.

(COPY)

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Natural Resources Section

NR 432.11 (8 Aug 49)Fi 8 August 1949

MEMORANDUM FOR: Record

SUBJECT: Capture and Sinking of the Akashi-maru No. 105

1. On 2 August 1949 a meeting was held in Fisheries Division Office to obtain the details of the sinking of the Akashi-maru No. 105. Present were:

Mr. T. Ohata, Chief Engineer of Akashi-maru No. 105
Mr. T. Sei, Taiyo Gyogyo K.K.
Mr. T. Nomura, Taiyo Gyogyo K.K.
Mr. J. Ishizeki, Interpreter, Taiyo Gyogyo K.K.
Mr. S. Suzuku, Japanese Fisheries Agency
Mr. T. Kanagawa, Maritime Safety Board
Mr. W. C. Neville, Fisheries Division, NRS
Mr. S. Nagata, Fisheries Division, NRS
Mr. W. C. Herrington, Fisheries Division, NRS

2. In response to questioning Mr. Ohata reported as follows:

a. The Akashi-maru No. 105 was a steel bull trawler of 76 gross tons, powered with the 160 horsepower hot bulb engine and with a speed of 8.5 knots. She was owned by the Taiyo Gyogyo K.K. This boat and her partner, Akashi-maru No. 103, left Shimonoseki on 1500 hours of 30 May. On the 2nd of June at 1600 hours they reached a point estimated to be 29° 19' N. 124° 19' E with soundings of 8 m. and began fishing. On the 9th of June while in the region 27° 30' N and 124° 10' E at 1935 hours they began cruising in search of better fishing grounds and at 2230 hours Akashi-maru No. 105 lost sight of No. 103. Mr. Ohata was in the engine room most of the time so that much of his story is a repetition of information obtained from the captain before his death. In searching for Akashi-maru No. 103 the vessel ran west, probably outside of the authorized fishing area. At about 0100 hours,

10 June

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10 June 1949, several lights were seen indicating other vessels were fishing in that area. A light was seen approaching and the Akashi-maru No. 105 became suspicious and changed course to the east. The approaching boat then turned a searchlight on the Akashi-maru No. 105 and fired a shell across her bow. The Akashi-maru No. 105 stopped her propeller and the other ship came along side.

b. The pursuing ship carried no flag and had no markings which could be seen by Mr. Ohata. She was about twice the length of the Akashi-maru No. 105 and her deck was about four feet above that of the Akashi-maru No. 105 which has a freeboard of about five feet. On the after-deck of this ship which was along side the Akashi-maru No. 105, Mr. Ohata saw a gun turret with two guns just aft of the funnel. He did not see the forward part of the boat so does not know what armament was carried forward. On the stern this boat carried a stack of chairs and tables. The ship was gray, somewhat darker than the color of U. S. warships.

c. One man boarded the Akashi-maru No. 105 with the end of a 2/4" wire rope which he ordered the Japanese crew to secure to the bow. He walked forward with two Japanese fishermen to make fast the tow cable and remarked to them in Japanese, "You have had hard luck." This man spoke Japanese without an accent and wore a uniform and cap of dark khaki with two dark lines on the cap, which appeared to Mr. Ohata to be similar to that worn by the prewar Japanese Navy. No other members of the crew of the attacking boat came on board the Akashi-maru No. 105, but Mr. Ohata heard them talking among themselves and all spoke Chinese. Mr. Ohata has spent several years at Tsingtao and can distinguish between the spoken Chinese and Korean. He also stated that the faces of the crew of the other boat were definitely Chinese. Three of the Chinese crew wore officers caps, 3 wore caps with turned up ear flaps and two wore typical sailor's caps. The Japanese speaking officer then returned to the Chinese boat and shortly afterward a note was handed down written in Chinese-Japanese characters. Mr. Ohata glanced at this note and then handed it to the captain. He saw that it indicated directions for four speeds - full, half, stop and one more which he could not make out.

d. The Chinese Boat signaled full speed ahead and, with the assistance of the tow provided by the Chinese boat, a speed was reached which Mr. Ohata estimated to be 16 or 17 knots. At about 0300 hours on 10 June 1949, the towing wire snapped and the Chinese boat swung around and through a megaphone ordered the Akashi-maru No. 105 to follow at full speed. When the latter approached too close, a shell was fired across her bow; if she dropped back, a shell was fired across her stern.

e. At

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Enclosure no. 1 to
Tokyo's no. 573,
August 23, 1949.

e. At 10000 hours continuous shelling began while Mr. Ohata was in his bunk, which he left and came on deck. He counted 30 explosions of the shells and the ship began sinking. This was delayed temporarily by the bulkhead separating the engine room from the forward and after hold. While the ship was sinking, the Chinese boat began sweeping the hull with machine gunfire. The No. 1 fireman was hit by shell fragment and others were wounded. When machine gunning stopped, Mr. Ohata came on deck and the men began attempting to put together a raft.

f. At 1010 hours eight men jumped from the vessel as the engine room flooded, leaving four men apparently killed. Three of the escaping men were badly wounded; one in the thigh, one in the back and one in the head. Following this the shooting stopped and the Chinese boat circled back past the debris while the Japanese survivors hid. A raft was made up of the floating debris but six hours later broke completely and the fragments were divided among the eight men. Four of these remained in one group and two were separated somewhat from the remainder, while the other two disappeared during this time.

g. At about 2300 hours a light was sighted and the surviving fishermen shouted to attract attention. Four survivors were picked up at 2310 hours Hong Kong time by the SS Christo Par of Panama and brought to Hong Kong. The two others disappeared before they could be picked up. At 1400 hours on the 12th of June they reached Hong Kong and remained on the boat until 1200 hours on the 13th of June when they landed and were held in a refugee camp. They left Hong Kong on the 14th of June on the British steamer San Goro and on the 19th of June arrived at Kobe.

h. During the time that they were being towed by the Chinese boat, Mr. Ohata discussed the situation with Capt. Morita of the Akashi-maru No. 105. The captain believed that they were still in the authorized area when sighted by the Chinese boat.

3. Mr. Ohata wished to extend thanks to the crew of the SS Christo Par who supplied them with clothing, cigarettes, and $25 American and $32 Hong Kong.

4. The following is the list of crew members as reported:

a. Dead: 4

Captain, MORITA Shigematsu - was killed on the spot

Sailor, KIMOTO Iwao - was killed on the spot

Sailor,

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Enclosure no. 1 to
Tokyo's Despatch no.
573, August 23, 1949.

Dead:

Sailor, MORIMOTO Asata - was severely wounded, fell overboard and died.
Operator, YOSHIMORI Yaematsu - was severely wounded and died.

b. Missing: 4

Sailor, HASHIMOTO Kazumi - was severely wounded and missing.

Operator, YOSHIWARA Yoshio - was severely wounded and missing.
Probationary Navigator, IRIE Yoshitomo - missing.
Trainee, IDEDA Shikai - missing

c. Returned alive: 4

Chief Engineer, OHATA Tsuruo
Operator, NOMIYAMA Toshio
Sailor, KUSUMOTO Motoichi
Cook, MIYAYOSHI Masayoshi

WILLIAM C. HERRINGTON
Chief, Fisheries Division

Copies to:
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ComNavFe

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Enclosure no. 2 to Despatch no. 573 dated August 23, 1949 from the United States Political Adviser for Japan, Tokyo, on the subject, "Sinking of Japanese Fishing Vessel by Chinese".

(COPY)

GENERAL HEADQUARTERS
Supreme Commander for the Allied Powers
Diplomatic Section

The Diplomatic Section, General Headquarters, Supreme Commander for the Allied Powers, presents its compliments to the Chinese Mission in Japan and has the honor to refer to the Diplomatic Section's communications of June 27, July 18, and August 8, 1949, concerning seizures of Japanese fishing vessels on the high seas by Chinese patrols.

A further serious incident for consideration in connection with those previously reported has now been brought to the attention of General Headquarters, namely, the case of the Akashi Maru No. 105, which is reliably reported to have been forcibly seized by an armed Chinese vessel in the East China Sea on June 10, 1949, taken in tow by the Chinese and later sunk by gun fire. While the Akashi Maru No. 105 was sinking, the Chinese vessel swept the fishing craft with machine gun fire. The captain of the fishing vessel and three members of the crew were killed by machine gun fire, four crew members are missing and are presumed to be dead, and four crew members survived the attack. The survivors were later rescued by a British vessel, taken to Hong Kong, and repatriated to Japan on June 19.

It is requested that the Mission communicate the foregoing to the Chinese Government for consideration in connection with the communications under reference and that the Diplomatic Section be provided as soon as may be possible with any information which may be available in the premises, as well as the views of the Chinese Government.

Tokyo, August 23, 1949.

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THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

United States Political Adviser
for Japan

894.628/8-2949

DIVISION OF
NORTHEAST ASIAN AFFAIRS
SEP 27 1949
DEPARTMENT OF STATE

Tokyo, August 29, 1949.

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No. 594

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File

Secret Airgram dispatched to POLAD 11/29/49 Mrs. (NA)

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Subject: Proposed Northern Extension of the Japanese Fishing Area.

The Honorable
Secretary of State,
Washington.

m

006451

Sir:

I have the honor to refer to this Mission's despatch no. 416 of June 27, 1949, concerning Soviet and Japanese territorial claims to the Kuril Islands and the Habomai-Shikotan Group.

The Natural Resources Section, General Headquarters, has requested this Mission's views concerning a proposal now being discussed for a northern extension of the authorized Japanese fishing area as established by SCAPIN 1033 as amended. The present boundaries of the fishing area and the proposed extension are indicated on the enclosed sketch. The present boundary in northern Hokkaido would be extended to the middle of the Soya (La Perouse) Straits between Hokkaido and Sakhalin, extending eastward to the point 149° 10' east longitude and 45° 44' north latitude; thence south, passing the midpoint of the Etorofu Straits between Etorofu Island and Uruppu Island in the southern Kuril Islands, to the point 149° 10' east longitude and 45° north latitude; thence east to the northeastern corner of the present boundary.

1/

The proposed extension would eliminate the unsatisfactory boundary now passing through the Nemuro and Goyomai Straits which provides the Japanese in eastern Hokkaido only a three-mile belt as a fishing area and as a navigation channel between Hokkaido and the Kuril and Habomai Islands. The proposed extension would also make available to the Japanese excellent fishing grounds in the waters between Kunashiri Island and the Habomai Islands which are now outside the authorized fishing area. It is in this area that many of the Soviet seizures of Japanese fishing craft have taken place.

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By extending the boundary to the proposed limits, Soviet-occupied Etorofu, Kunashiri, the Hobomai Group, and Shikotan Island would be brought within the authorized fishing area. Paragraph 3a of SCAPIN 1033 provides that

> "Japanese vessels will not approach closer than twelve (12) miles to any island within the authorized area which lies south of 30° North Latitude with the exception of Sofu Gan. Personnel from such vessels will not land on islands lying south of 30° North Latitude, except Sofu Gan, nor have contact with any inhabitants thereof."

Paragraph 3b also imposes this twelve mile limit to the island of Takeshima which is north of 30° north latitude. Although the twelve mile limit is at present restricted to specific islands within the authorized fishing area (principally the Bonin and Ryukyu Islands which are under United States occupation), this provision of SCAPIN 1033 is believed to offer an undesirable precedent for the Kuril and Habomai Islands if these islands were brought within the fishing area by the proposed northern extension. The application of a twelve mile limit to the Kuril-Habomai islands would in effect negate any fishing advantages which might be gained by the proposed extension, since large parts of the best fishing areas would be cut off due to the close proximity of the Soviet-occupied islands. Moreover, if the twelve mile limit were literally applied with respect to Suisho Island in the Habomai Group, it would be impossible for Japanese vessels to use the Goyomai Straits, the width of which between Nosappu Cape in Hokkaido and Suisho Island is only approximately three miles.

In discussing informally the proposed northern extension with the Natural Resources Section, this Mission has expressed the view that action on this matter be postponed until current discussion of the Japanese fishing area problem in the Far Eastern Commission more fully clarifies the policy of the United States and the Commission. It has also been suggested that the present twelve mile limit of SCAPIN 1033 presents a problem which might complicate the proposed northern extension, and that before such an extension is taken up it would be advisable to give consideration to amending SCAPIN 1033 so that the twelve mile limit is modified to the customary three mile limit. Such a preliminary step would only affect territories now occupied by the United States.

While the likelihood of strong Soviet opposition to the proposed northern extension of the fishing area is fully recognized, this Mission believes that it is necessary and desirable to effect some kind of rectification of the northern boundaries of the fishing area at the earliest opportunity. The present boundary in eastern

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Hokkaido creates an impracticable, unworkable situation. The so-called MacArthur Line deprives the Japanese in this area of the only good fishing grounds, a situation which is conducive to premeditated violations of the fishing area however strict patrols and enforcement may be and however much efforts are made to educate the Japanese to abide by the provisions of SCAPIN 1033. The rewards for violating the provisions are great and are coupled with a deep-rooted attitude on the part of the Japanese that they have been unjustly deprived of one of their best and traditional fishing grounds. The fact, too, that much of the Kuril fishing area is on the high seas (that is, beyond the three mile limit of any Kuril territories) gives the Japanese a further argument in favor of fishing in these waters.

The present fishing boundary in the Hokkaido-Kuril-Habomai area also constitutes a serious hazard to navigation by vessels which endeavor to abide by the provisions of SCAPIN 1033 and stay within the MacArthur Line.

The most important argument in favor of the proposed northern extension is believed to be found in the future political implications which have grown out of Soviet occupation of the southern Kuril Islands and the Habomai Group. While the provisions of SCAPIN 1033 are, strictly speaking, a SCAP administrative matter having no bearing on the future disposition of territories or determination of political boundaries, it is now clear that the Soviet Government is thinking in terms of the present MacArthur Line, in the channels bordering eastern Hokkaido, as the future political boundary. The longer this situation is left unchanged, the more justified will the Soviet Government feel itself in regarding the MacArthur Line as a basis for a permanent political boundary. Even though Soviet opposition may be of such character as to prevent realization of the proposed northern extension, it is believed that such a proposal should be made at the earliest opportunity to show that SCAP does not regard the present boundary as a permanent, immutable line. Even an unsuccessful effort to extend the line in this area may serve as a useful precedent when the Japanese peace settlement is made and it becomes necessary to draw Japan's future international boundaries. As the situation now stands, all action taken by SCAP with regard to the northern boundaries of the fishing area has paid extreme deference to the Soviet position, not only in the southern Kuril Islands but also with regard to the unilateral steps taken by the Soviet Union in occupying the Habomai Group and the island of Shikotan, neither area of which can be properly regarded as a part of the Kuril Islands as pledged to the Soviet Union at the Yalta Conference.

In view

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Tokyo's Despatch No. 594,
August 29, 1949.

In view of these considerations and the pending proposal of the Natural Resources Section, this Mission would appreciate the Department's views on the proposed northern extension of the fishing area.

Respectfully yours,

W. J. Sebald

W. J. Sebald

Enclosure:
Sketch indicating
proposed extension

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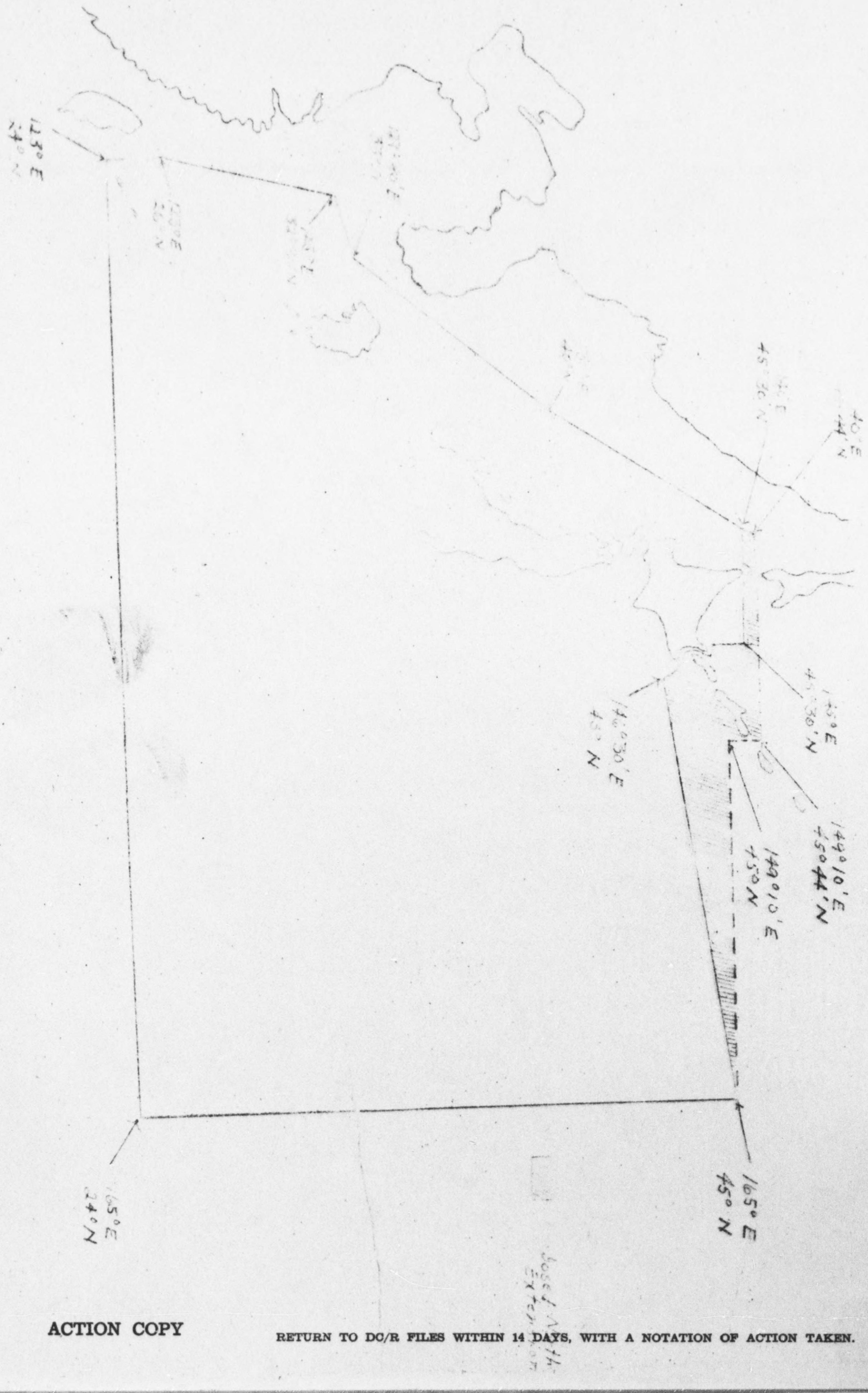
SECRET

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

SECRET

Enclosure to Despatch no. 594 dated August 29, 1949 from the United States Political Adviser for Japan, Tokyo, on the subject, "Proposed Northern Extension of the Japanese Fishing Area".



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RETURN TO DC/R FILES WITHIN 14 DAYS, WITH A NOTATION OF ACTION TAKEN.

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International
FISHERMEN & ALLIED WORKERS OF AMERICA
AFFILIATED WITH THE CONGRESS OF INDUSTRIAL ORGANIZATIONS
INTERNATIONAL FISHERMEN & ALLIED WORKERS OF AMERICA CIO

J. F. JURICH, President
OSCAR ANDERSON, Vice-President
JEFF KIBRE, Secretary-Treasurer

4124 ARCADE BUILDING
SEATTLE 1, WASHINGTON

WMC
~~WFF~~
CUD

U/FW FISHERIES
Copy sent to WMC 9/19/49
SEP 16 1949
Reply drafted 9/29/49 EC/ll
AND WILDLIFE
DC/R file

September 14, 1949

894.628/9-1449

Dr. W. M. Chapman,
Special Assistant,
Department of State,
Washington, D. C.

Dear Dr. Chapman:

Enclosed you will find copy of my letter to Senator Warren G. Magnuson which is self-explanatory.

As you will note, we have raised this question with Senator Morse also, as well as our Congressmen. We will greatly appreciate anything you may be able to do on this matter. Should you need further information, please call on us.

Very truly yours,

J. F. Jurich

J. F. JURICH
President

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INTERNATIONAL FISHERMEN & ALLIED WORKERS OF AMERICA CIO

International
FISHERMEN & ALLIED WORKERS OF AMERICA
AFFILIATED WITH THE CONGRESS OF INDUSTRIAL ORGANIZATIONS

J. F. JURICH, President
OSCAR ANDERSON, Vice-President
JEFF KIBRE, Secretary-Treasurer

4124 ARCADE BUILDING
SEATTLE 1, WASHINGTON

September 14, 1949

Hon. Warren G. Magnuson,
Senate Office Building,
Washington, D. C.

Dear Senator Magnuson:

The fishing industry has informed me that the Army has announced that effective October 1st, it will discontinue buying fish through the Seattle Quartermaster Market Center for shipments to troops of occupation in Japan and the South Pacific.

Apparently this means that badly needed employment in the Pacific Northwest will be shelved for the benefit of the building of the Japanese fishing fleet.

On behalf of thousands of our members who will be affected, we vigorously protest this step, and ask that you do everything within your power to give our employees opportunities to work and earn a living, as employment available to them is almost down to zero, if not working in the industry.

I realize this raises any number of problems, but I believe that American workers should be given first opportunity to whatever work may be available. The import of foreign fish products and lack of foreign markets is already putting a great strain on the economy of those communities where fishing predominates. 65% of the Army's Japanese and South Pacific purchases are made, at the present time, through the Seattle Quartermaster Market Center.

Please advise on anything you can do in this matter.

Yours sincerely,

J. F. JURICH
President

JFJ:g
uopwa 55

cc Sen. Morse, Cong. Tollefson,
Jackson, Mitchell, Mack, Holmes
also Dr. W. M. Chapman

DECLASSIFIED E.O. 11652, Sec 3(E) and 5(D) or (E) NNDG# 760050

In reply refer to
U/FW

SEP 27 1949

Dear Mr. Jurich:

I refer to your letter of September 14, 1949 to Dr. Chapman relative to Army purchases of fish for troops in the Pacific.

Dr. Chapman has been absent from the Department on a trip to the West Coast and since his schedule called for him to be in Seattle by the middle of last week, your letter together with information obtained from the office of the Quartermaster General was sent to him for use in the event that a personal discussion of this question could be arranged.

In view of the above you are no doubt already familiar with the following information; however, this will serve as a confirmation.

The Quartermaster General's office informs that there is an Army directive, over a year old, to the effect that "overseas commanders will make maximum utilization of local indigenous sources prior to requisitioning for subsistence on the United States".

Although this directive has been applied in certain European areas, General MacArthur has evidently not considered that the fishing industry of Japan was able to supply his occupation forces, so he is only now bringing Japan in under the directive. It was pointed out,

however,

Mr. J. F. Jurich, President,
International Fishermen & Allied Workers,
4124 Arcade Building,
Seattle 1, Washington.

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however, that the change in procurement applies only to troops in Japan and not to all the troops in the Pacific area.

It was further pointed out that the total purchases of fish from San Francisco and Seattle by the Quartermaster from September 1948 to August 1949 amounted to 6,127,715 pounds. The total quantity shipped to Japan during this period amounted to 1,252,000 pounds, or about 20% of the total amount of fish purchased. It was then reiterated that the Seattle Quartermaster Market Center will continue to buy fish for Alaska, Northwest military installations, and all other areas in the Pacific except Japan.

Under the circumstances there does not appear to be any action that could be appropriately taken by this office. The Quartermaster General's office has given assurance of its awareness of the problems of the fishing industry but does not believe the industry will be seriously affected by this action.

If further information is needed I shall be glad to hear from you.

Sincerely yours,

Warren F. Looney
Foreign Affairs Specialist
Fisheries and Wildlife
Office of the Under Secretary

CR
SEP 27 1949 P.M.

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September 27, 1949

NA
(Cleared by phone with Mr. Fearey)
EC

Department of the Army
(Cleared by phone with Mr. George Baxter)
EC

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WFL

U/FW

U/FW - FISHERIES
no action required
OCT 4 1949
FILE - WFL
AND WILDLIFE

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Office of the United States
Political Adviser for Japan

Tokyo, September 15, 1949.

No. 638

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Subject: Sinking of Japanese Fishing Vessel by Chinese Patrol.

The Honorable
The Secretary of State,
Washington.

Sir:

I have the honor to refer to this Mission's despatches no. 553 and 573 of August 13 and 23, 1949, respectively, concerning seizures of Japanese fishing vessels in the East China Sea by Chinese patrols and representations made to the Chinese Mission in Japan on this subject by this Mission in its capacity of Diplomatic Section, General Headquarters.

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Under date of September 2, 1949, the Japanese Ministry of Foreign Affairs addressed a communication to General Headquarters concerning the sinking of the Japanese fishing vessel Akashi Maru No. 105 by a Chinese patrol on June 10 and the seizure of five
1/ other fishing vessels on May 12 and June 10. A copy of the communication from the Ministry of Foreign Affairs is enclosed. Regardless of the exact position where the shelling and sinking of the Akashi Maru took place, the Japanese Ministry of Foreign Affairs considers the attack a flagrant violation of established rules of international law and has requested General Headquarters to protest to the Chinese Government on behalf of the Japanese Government to the end of assuring that adequate measures are taken to prevent any recurrences of similar incidents.

Accompanying the communication from the Japanese Ministry of Foreign Affairs is a report prepared by the Maritime Safety Board and dated August 5, 1949, regarding the sinking of the Akashi Maru
2/ No. 105. According to this report, a copy of which is enclosed herewith, all available evidence indicates that the Akashi Maru was captured in the vicinity of 124°35' east longitude and 28°40' north latitude, and was fired upon and sunk in the vicinity of 124° east longitude and 29°10' north latitude, both positions being well within the authorized fishing area.

Another report

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3/ Another report by the Maritime Safety Board (copy enclosed) accompanying the communication from the Ministry of Foreign Affairs describes the seizures of the fishing vessels Miho Maru and Tokai Maru on May 17, and the Kasho Maru No. 5 (a steam trawler of 277 tons), and the Zenshin Maru Nos. 3 and 5 on June 10. The Miho Maru escaped and returned to Japan on June 4. The Zenshin Maru No. 3 was subsequently released by the Chinese and returned to Japan on June 15.

4/ There is also enclosed a tabulation compiled by the Ministry of Foreign Affairs of all reported seizures of Japanese fishing vessels during 1948 and 1949. The tabulation gives a total of sixty-seven seizures, twelve of which have been made by Chinese patrols (not including the Akashi Maru, which was sunk). Of vessels seized by the Chinese, three have escaped or been returned; of the other fifty-five seizures, forty-seven have been returned.

With regard to the request in the communication from the Japanese Ministry of Foreign Affairs that General Headquarters protest to the Chinese Government over the sinking of the Akashi Maru, the Ministry of Foreign Affairs has been informed that a communication was addressed to the Chinese Mission on August 23, 1949, by this Mission in its capacity of the Diplomatic Section of General Headquarters (this Mission's despatch no. 573 already cited).

Respectfully yours,

W. J. Sebald

W. J. Sebald

Enclosures: all.

1. Copy of communication dated September 2, 1949, from Ministry of Foreign Affairs.
2. Copy of report dated August 5, 1949, by Maritime Safety Board on Akashi Maru No. 105.
3. Copy of report dated July 29, 1949, by Maritime Safety Board.
4. Copy of tabulation by Ministry of Foreign Affairs on seizures of Japanese fishing vessels during 1948 and 1949.

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Enclosure No. 1 to Despatch No. 638 dated September 15, 1949, from Office of the United States Political Adviser for Japan, Tokyo, subject: "Sinking of Japanese Fishing Vessel by Chinese Patrol".

COPY

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS. (Attention Diplomatic Section)

FROM : Ministry of Foreign Affairs.

SUBJECT: Request to the SUPREME COMMANDER FOR THE ALLIED POWERS to take necessary steps in order to lodge a protest with the Chinese Government regarding the sinking of "No. 105 Akashi Maru", and seizure of other Japanese vessels.

GAPAB/FO

September 2, 1949.

1. The Ministry of Foreign Affairs was duly informed by the Director-General, Maritime Safety Agency, of the sinking of "No. 105 Akashi Maru" on June 10, 1949; of the detention of steam-trawler "Miho Maru" and "Tokai Maru" on May 12, 1949; of the detention of steam-trawler "Kasho Maru No. 5", "Zenshin Maru No. 5" and "No. 3" on June 10, 1949. The report of above cases are /sic/ enclosed herewith.

2. Although the report with regard to the sinking of "Akashi Maru" does not specify the nationality of the vessel in offensive, it is logical and reasonable to assume from the circumstances in which the other ships were seized that the vessel in question is of Chinese origin. The report reveals that "No. 105 Akashi Maru" was ordered to steam alongside by a warship of unknown origin on June 10, 1949 while sailing on Eastern China Sea. The vessel attempted to escape, but was forced to stop after receiving a threatening gunfire. From this point on she was towed by the warship by means of a cable. However, the cable broke off and although the vessel was following the warship at full speed as ordered, she was suddenly fired upon and sank eventually. Four members of the crew were killed and four others are still missing.

3. According to the report reached at the Maritime Safety Agency, the point where Akashi Maru met the warship is clearly within the limits set forth by the SCAP Memorandum dated June 22, 1946 concerning the area authorized for Japanese fishing and whaling. The Ministry of Foreign Affairs considers it logical to conclude that it is implied in the Memorandum that no attack will be made by the Allied warships upon a Japanese vessel peacefully engaged in fishing within the authorized area.

4. It appears, however, that the Chinese authorities claim that this incident occurred within the territorial waters of China. But even in the territorial waters, it constitutes a flagrant violation of the established rules of international law, in war or peace, to have recourse to armed attack upon a peaceful vessel in the circumstances in question.

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5. It is the

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5. It is the opinion of this Ministry that the case of "No. 105 Akashi Maru" together with other similar incidents deserves full attention on the part of the Japanese Government and that a strong protest should be lodged with the Chinese Government in regard thereto. It will be highly appreciated, therefore, if the Supreme Commander for the Allied Powers take necessary steps to protest to the Chinese Government on behalf of the Japanese Government and to duly notify the Chinese Government in order that adequate measures be taken to prevent any recurrence of similar incidents in future.

FOR THE MINISTER:

Ichiro OHTA
Vice Minister.

Incls:

1. Report on No. 105 AKASHI Maru.
2. Report on vessels seized by Chinese.
3. Information on Ships Detained.

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Enclosure No. 2 to Despatch No. 638 dated September 15, 1949, from Office of United States Political Adviser for Japan, Tokyo, subject: "Sinking of Japanese Fishing Vessel by Chinese Patrol".

COPY

MARITIME SAFETY BOARD
MINISTRY OF TRANSPORTATION

MSB No. 1052 (PL)

5 August 1949

TO: Supreme Commander for the Allied Powers.

FROM: Director-General, Maritime Safety Board.

VIA: Foreign Office.

Subject: Report on No. 105 AKASHI Maru.

We should like to submit the report on No. 105 AKASHI Maru case enclosed herewith.

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

No. 105 Akashi-maru Case.

1. Sunken Vessel.

(1) Name: No. 105 Akashi Maru.
(2) Port of Registry: Shimonoseki Port.
(3) Gross Tonnage and Horse Power: 75.85 tons, Semi-diesel Engine, 160 Horse Power.
(4) Owner of the Vessel: Taiyo Fishery Co. 61 Takezaki-cho, Shimonoseki.
(5) Crew: 12 including Master MORITA Shigematsu.

2. Date of Accident: 10 June 1949; 1000

3. Place of Accident:

With the master dead and the mate missing it is difficult to trace the exact place of disaster. But, it is inferable, from what the survivors say, that the vessel was captured somewhere around Long. 124°35' E/ Lat. 28°40'N and later was sunken somewhere around Long. 124°E/Lat. 29°10' N.

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4. Casualties:

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4. Casualties: 4 alive, 4 dead and 4 missing.

5. Vessel in offensive.

The vessel in question whose name is unknown was a dark-grey, one funnelled, about 800 ton warship of unknown nationality. It was equipped with 4 pieces of what seemed to be a /sic/ 8cm. gun and 5 pieces of machine gun fore and aft. Abroad /sic/ were seen about 20 soldiers, several of whom were armed with automatic rifles. One of them was heard speaking Japanese with no provincial accent.

6. Outline of Accident:

Together with fellow boat No. 103 Akashi-maru the boat left Shimonoseki for the fishing ground on 30 May. On 2 June at Long. 124°35'E/Lat. 29°19' N the boat operation /sic/ and went on till it reached Long. 124° E/Lat. 27°48' N on 6 June, 2000 when it turned north to change the ground.

While heading north, the boat sight of the fellow boat amidst many fishing lights around there and went further north in search for her. The next day at 0100 it discovered a light in the direction of northwest and approached to find, instead of her, a warship of unknown nationality. "Follow us or you shall be fired" ordered a voice from the ship in clear Japanese. However, as the boat was within the MacArthur Line and found no reason to accompany her it attempted to escape. For about one hour it ran at full speed, but it could not get off her for it came to undergo intimidating fires from her and was forced to stop. Then she came in contact with the boat and towed it forcibly with wires. At about 0330 the wires broke under the high speed and it was ordered to accompany her at full speed. However, around 1000 when it was following her it was suddenly exposed to shots of about 40 shells and several hundreds of bullets for about 10 minutes. The engine stopped and the following 4 crew died. A dock-member named KIMOTO died instantaneously in front of the steering-gear, MORITA, the master, died in his room and boatswain MORIMOTO, seriously injured in the steering room, was blown off overboard by a shell when he appeared later on the deck, while chief engineer, YOSHIWARA, was seriously injured and died in the engine room.

The remaining eight men hurriedly built a raft in the boat which was going to the bottom. At 1500 the raft, however, was broken up and the eight men on it were obliged to swim, holding on to its scattered boards. Striving to keep company /with/ each other they swam westward. At 1700 HASHIMOTO and YOSHIWARA were left behind, from serious wound and cold. Around 1800 Apprentice IKEDA and Mate IRIE were also left behind among waves.

Discovering a vessel with side-light approaching from north, the remaining four cried for help at the top of their voice.

The vessel

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Enclosure No. 2 to Tokyo's
Despatch No. 6_8, September 15,
1949.

The vessel stopped at once and sent a rescue boat by which Chief Engineer OHATA, Oiler NOMIYAMA, Deck-member KUSUMOTO and Cook MIYAYOSHI were saved. Meanwhile the searchlight of the rescue vessel caught sight of IKEDA and IRIE who had been adrift when they suddenly disappeared into the waters.

It is supposed that they were dragged into water by sharks which were found in groups around there.

For over one hour utmost effort had been made to find out HASHIMOTO and YOSHIWARA and other two, but no trace of the four could be found.

It turned out that the rescue vessel was a Panama ship named Cristoval on whose board the four survivors entered Hongkong Port on 12 June were admitted into a hospital for refugees on 15 June. After staying there for 27 days, they got on board a British ship named Sungora on 13 July, entered Kobe Port on 19 and returned to their head office at Shimonoseki on 20 July.

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Enclosure No. 3 to Despatch No. 638 dated September 15, 1949, from Office of the United States Political Adviser for Japan, Tokyo, subject: "Sinking of Japanese Fishing Vessel by Chinese Patrol".

COPY

MARITIME SAFETY BOARD
MINISTRY OF TRANSPORTATION

MSB No. 1029 (PL) 29th July, 1949.

TO: Maritime Branch, PSD., G-2, SCAP.

FROM: Law Enforcement Sec., MSB.

SUBJECT: Report on vessels seized by Chinese.

Contents:

(A) Steam Trawler "MIHO-MARU" & "TOKAI-MARU", both 99.26 tons gross of Tobata were seized at Eastern Sea on 12th May but the former fled from them on 30th and returned home 4th June 1949.

(B) Steam Trawler "KASHO-MARU No. 5", 277.08 tons gross of Nagasaki was seized at Eastern Sea on 10th June and the crew were released next day except 4 of them, and backed home on board "ZENSHIN-MARU No. 3" on 15th July 1949.

(C) Sailing Ship with Motor "ZENSHIN-MARU" No. 5 & No. 3 both 66.20 tons gross of Tomioka were seized at Eastern Sea on 10th June but the latter was released on the next day with her whole crew, taking also the crew of No. 5 except 2 of them and backed home on 15th June, 1949.

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

MARITIME SAFETY BOARD
MINISTRY OF TRANSPORTATION

MSB No. 1029 (PL) 29 July 1949.

I. Outline of Miho-Maru and Tokai-Maru Seizure Case.

1). Date and Place of Departure.

1 May 1949, 0800 Japan Fishery Company's Quay at Tobata Port.

2). Type

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2). Type, Name, gross Tonnage and Crew of Captured Vessels.

a. Trawl-Boat, Miho-Maru, 99.26 tons, 15 Crew including Chief mate MUKAI Fujie.

b. Trawl-Boat Tokai-Maru, 99.26 tons, 16 Crew including Chief mate SAKAMOTO Sengoro.

3). Date and Place of Seizure. 2.3" 12 May, 1949.

Long. 125°15' E.)
Lat. 32°20' N.) within MacArthur Line.

4). Seizure. An LST type vessel belonging to Chinese Navy.

5). Period of Internment. From 12 May to 30 May, 19 days.

II. Outline of Case.

Since starting operation on 2 May the two vessels, Tokai-maru acting as principal and Miho-maru as subordinate, had been engaged in fishing in the authorized fishing area, when on the date and near the spot mentioned above an LST type vessel belonging to the Chinese Navy emerged and ordered them to halt by an intimidating fire. Then a Chinese Naval officer, without giving any reason, took command of the vessels, drove them on a northward trip from the spot of seizure for about thirty hours and laid them at anchor for two days at Reizan Island.

15 May: Entered Tsintao Port and deprived of 2,000 cases of fishes.

17 May: About fifteen Chinese including Naval officers, sailors and their families embarked in to live together.

27 May: With those Chinese soldiers on board sailed for Shusan Islands, accompanied by Tokai-Maru, Chinese junks and other seven or so vessels.

Night of the same day: Stopped at Reizan Island.

28 May: All the Chinese soldiers on board either landed there or removed to junks or a three-masted vessel. There were seen twenty-five or so vessels full of soldiers.

29 May: An under-officer on guard informed that they might leave for Shusan Island or Okinawa about 2 June. In the night all the members of Miho-Maru deliberated on a method of escape.

30 May: At 0300 all the members dared to make their escape. There were sweeping fires from machine guns from behind, but all escaped in safety.

4 June: Returned to Tobata.

III. Relation

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Enclosure No. 3 to Tokyo's
Despatch No. 638, September 15,
1949.

III. Relation between case in question and rumor about groups of Chinese vessels escaping to Japan. Assuming that there might be certain connection between the above information and the rumor that groups of the Chinese governmental vessels were congregating to Reizan Island to leave for Okinawa or Shusan Islands, our Headquarters inquired the chief mate of Miho-Maru and got the answer which coincides with ours. From the above information we think it is quite likely that the rumor in question has been engendered by such situation.

TO: Nagasaki M.S. Local Hqs.

Report on Sea-disaster by
KURODA Saneharu

Type and name of vessel: SS. No. 5 Kasho-maru.

Register No. of vessel: No. 58343.

Area of Navigation or limit to operation: Third Class B.

Gross Tonnage: 277.08 tons.

Port where vessel belongs: Nagasaki-shi.

Kind of Engine: Steam engine.

Nominal horse power: 480 h.p.

Name and address of person to whom vessel belongs: Kawanami Industrial Co., 1, Sadakore-cho, Kita-ku, Osaka-shi.

Fukaura, Kasho-mura, Nishisonoki-gun, Nagasaki-ken.
Chief Mate: KURODA Saneharu. Certificate of Competency for Seamanship. B-class 1st class mate, Fishing Boat.

Fukaura, Kasho-mura, Nishisonoki-gun, Nagasaki-ken.
Chief Engineer: MIURA Rin. Certificate of Competency for Seamanship. B-class 2nd class Engineer.

Date and place where event occurred: 10 June 1949: 0300. Fishing ground in Eastern Sea of China.

Detailed Account of Event:

On 5 June 1949, 1330 our boat left Kasho Island outside Nagasaki Port for the fishing ground.

On 8 June: 1630 we started operation, casting net presumably at the point Long 124°06'E/ Lat. 27°43'N. It was raining and the wind velocity marked 1. Two days later on 10 June, 0300 when drawing net northeastward presumably at the point Long. 124°01'E/Lat. 27°32'N, we happened to notice on the port quarter a vessel with lights off, but

with a

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with a search-light on coming very close toward us. Hardly had we noticed her, when she fired a signal fire and ordered us to halt. Accordingly, we stopped at once and hauled in net. The weather then was rainy with the north wind marking 2. The sea was running a bit high and the visibility was very poor.

Threatened with fire we were obliged to accompany her and sailed together southwestward. During the trip we were given intimidating fires whenever we made any deviation or lag whatever from our course. Under so strict a vigilance we were made /to/ accompany her. Meanwhile, on 10 June, abt. 10.00 two trawl boats Nos. 3 and 5 Zenshin-maru were also captured and joined us on a southward trip. It was very quiet at sea and the weather became rainy and foggy. Around 03.00 of the next day 11 June, we stopped by order near the point presumably Long. 122°04' E/Lat. 25°40' N. About 09.30 of the same day we were given order that all the members of our boat except one deck-crew and three engineering crew were to remove to No. 3 Zenshin-maru with which to go back to Japan.

Around 11.00 we started for home on board the same boat and reached outside Nagasaki Port on 15 June, 22.30. By the way, all the documents belonging to our boat had been confiscated before we left her and we were deprived of almost all our personal belongings by the Chinese.

The matters concerning the crew of our boat and No. 3 Zenshin-maru are as follows:

1. Crew of our boat: Listed in the annexed sheet. (Omitted.)

2. Detained crew of our boat: Deck-crew: ARIFUKU Umeichi; Engineering crew: SAHARA To, YOSHIZUMI Yuji, SHIMADA Koichi. Total 4.

3. The items concerning No. 3 Zenshin-maru:

Name of vessel: No. 3 Zenshin-maru.

Type: Sailing-ship w/motor.

Register No. of vessel: No. 62713.

Gross Tonnage: 66.20 tons.

Port where vessel belongs: Tomioka-sho, Amakusa-gun, Kumamoto-ken.

Name of Chief Mate: MITSUMA Keigo.

TO: Nagasaki M.S. Local Hqs.

Report on Sea-disaster by
MOROTANI Yoshitake.

Type and

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Enclosure No. 3 to Tokyo's
Despatch No. 638, September 15,
1949.

Type and name of vessel: Sailing-ship w/motor. No. 5 Zenshin-Maru.

Register No. of vessel: No. 62174.

Area of Navigation or Limit to Operation: Second class.

Gross tonnage: 66.20 tons.

Port where vessel belongs: Tomioka-cho, Amakusa-gun, Kumamoto-ken.

Kind of engine: Semi-diesel engine.

Nominal horse power: 100 h.p.

Name and address of person to whom vessel belongs: MOROTANI Yoshitake, 33 Katabuchi-machi 2-chome, Nagasaki-shi.

Chief Mate: MATSUMOTO, Chitose, 178 Hiradogoya-machi, Nagasaki-shi. Certificate of Competency for Seamanship. C-class mate.

Chief Engineer NOGUCHI Yichigoro, 171 Inasa-cho, 1 chome, Nagasaki-shi. Certificate of Competency for Seamanship. 3rd Class engineer, Coastal Motor-boat.

Date and place where event occurred: 10 June 1949: 0900. Fishing ground in Eastern Sea of China.

Detailed Account of Event:

On 29 May 1949, 0900 our boat left Nagasaki for the fishing ground, accompanied by No. 3 Zenshin-Maru. On 1 June we started operation presumably at the point Long. 124°05'E/Lat. 27°25'N. After drawing net four times toward southwest we found many fishing boats there and continued operation around there. The weather was continuously rainy and the north wind blew. The sea was running high and the visibility was very poor.

After 10 June; 0900 when we were drawing net northeastward presumably at the point Long. 123°40'E/Lat. 27°13'N, something like a naval vessel suddenly became visible on the port bow. We hauled in net and were about to sail eastward, when we were ordered to stop by a blank short. The same vessel came to us in twelve or so minutes and ordered us, two vessels, to accompany her with an intimidating fire, informing that we would be fired at at once in case we should disobey their order. At 10:00 we were obliged to sail southwestward, accompanying her. During the trip we were under so strict a vigilance that we were given intimidating fire as soon as we showed any deviation or lag whatever from our course.

We sailed at about 7 knots per hour. Later the weather improved and the sea also became quiet, at 0300 of the next day 11 June we were ordered to stop presumably at the point Long. 122°03'E/Lat. 25°40'N. Around 0300 several armed Chinese soldiers embarked in to inspect the insides of our boat and infomed that our boat should be captured and all the crew except chief mate and one engineer should be sent back to Japan on board our fellow ship No. 3 Zenshin-Maru. About 11.00 of the same day

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we got

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we got on board the same vessel and started. We reached outside Nagasaki Port on 15 June, 23.30.

By the way, the crew of our boat and the detained persons are as follows:

1. Crew of our boat. (Omitted.)

2. Detained crew of our boat:

Chief mate: MATSUMOTO Chitose. Engineering Crew: AMANO Hiyoshi.

To: Nagasaki M.S. Local Headquarters.

Report on Sea-disaster by MITSUMA Keigo.

Type and name of vessel: S.S. No. 3 Zenshin-Maru.

Register no. of vessel: No. 62713.

Area of navigation or limit to operation: second class.

Gross tonnage: 66.20 tons.

Port where vessel belongs: Tomioka-cho, Amakusa-gun, Kumamoto-ken.

Kind of engine: Semi-diesel engine.

Nominal horse power: 100 h.p.

Name and address of person to whom vessel belongs: MOROTANI Yoshitake, 33 Katabuchi 2-chome, Nagasaki-shi.

Chief Mate: MITUMA Keigo, 178 Hiradoyoya-machi, Nagasaki-shi. Certificate of Competency for Seamanship. C-class mate.

Chief Engineer: WABUCHI Chotaro, 3 Asahi-cho, 3-chome, Nagasaki-shi. Certificate of Competency for Seamanship. 2nd class Engineer, Coastal Motor-boat.

When and where event occurred: 10 June 1949:0900. Fishing ground in Eastern Sea of China.

Detailed Account of Event:

Together with our fellow boat No. 5 Zenshin-maru we left Nagasaki for the fishing ground on 29 May 1949, 0900. On 1 June we started operation presumably at the point Long. 124°05' E/Lat. 27°25'N. After drawing net four times toward southwest we found many fishing boats there and continued operation around there. The weather was continuously rainy and the north wind blew. The sea was running high and the visibility was very poor.

After 10 June;

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After 10 June; 0900 when we were drawing net northeastward presumably at the point Long. 123°40' E/ Lat. 27°13' N., something like a navel vessel suddenly became visible on the port bow. We hauled in net and were about to sail eastward, when we were ordered to stop by a blank shot. The same vessel came to us in twelve or so minutes and ordered us, two vessels, to accompany her with an intimidating fire, informing that we should be fired at once in case we should disobey their order. At 10.00 we were obliged to sail southwestward, accompanying her. During the trip we were under so strict a vigilance that we were given intimidating fires as soon as we showed any deviation or lag whatever from our course.

We sailed at about 7 knots per hour. Later, the weather improved and the sea also became quiet. At 0300 of the next day 11 June we were ordered to stop presumably at the point Long. 122°03' E/ Lat. 25°40'N. Around 0800 several armed Chinese soldiers embarked in our boat. On inspection of our boat they confiscated all the ship's documents and fishing equipment as well as some personal belongings of our crew. Further, they ordered that as No. 5 Zenshin-maru should be captured, we should take all her crew except chief mate and an engineering crew back to Japan. Accordingly, eight crew of the said boat joined us; furthermore, sixteen crew including chief mate of No. 5 Kasho-maru which was also captured got on board and we left the spot at 1100 and reached outside Nagasaki Port on 15 June 22.30. (By the way, the crew of our boat are as listed in the annexed sheet.) (Omitted.)

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Enclosure No. 4 to Despatch No. 638 dated September 15, 1949 from Office of the United States Political Adviser for Japan, Tokyo, subject: "Sinking of of Japanese Fishing Vessel by Chinese Patrol".

COPY

INFORMATION ON SHIPS DETAINED

KOREA

Name of Vessel	Tonnage	Shipowner	Place	Date	Place of Detention	Vessel	Returned or Crew	Ve
No. 1 KORYU-maru	99.83	HAMADA Rokuo	Unknown	26 Feb 48	Unknown	Returned	Returned	1
No. 1 TENYO-maru	75.80	Taiyo Fisheries Fishing Group	Unknown	4 Mar 48	Unknown	Returned	Returned	1
No. 10 HISSHIN-maru	Unknown	Unknown	Unknown	12 Mar 48	Unknown	Returned	Returned	17
MIZUHO-maru	80.12	Japan Fisheries Co., Ltd.	South of Saishuto Island	14 May 48	Unknown	Returned	Returned	28
SOSUI-maru	88.62	Japan Fisheries Co., Ltd.	Unknown	8 Jan 48	Mopo	Returned	Returned	8
RIKOKU-maru	88.56	Japan Fisheries Co., Ltd.	Unknown	8 Jan 48	Mopo	Returned	Returned	8
No. 27 TAIYO-maru	93.00	Taiyo Fisheries Co., Ltd.	Unknown	17 Jan 48	Mopo	Returned	Returned	8
No. 14 DAITO-maru	64.17	MORIGUCHI Yukio	Unknown	7 Feb 48	Unknown	Returned	Returned	8
No.15 DAITO-maru	64.17	MORIGUCHI Yukio	Unknown	7 Feb 48	Unknown	Returned	Returned	8

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ical Adviser
"Sinking of
by Chinese

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INFORMATION ON SHIPS DETAINED

wner	Place	Date	Place of Detention	Vessel	Returned or Not Crew	Date Vessel	Crew	Remarks
	Unknown	26 Feb 48	Unknown	Returned	Returned	1948	Unknown	
Fish- Fish- roup	Unknown	4 Mar 48	Unknown	Returned	Returned	1948	Unknown	
own	Unknown	12 Mar 48	Unknown	Returned	Returned	17 Mar 48	17 Mar 48	
Fish- Co.,	South of Saishuto Island	14 May 48	Unknown	Returned	Returned	28 Jun 48	28 Jun 48	
Fish- Co.,	Unknown	8 Jan 48	Mopo	Returned	Returned	8 Jan 49	Unknown	
Fish- Co.,	Unknown	8 Jan 48	Mopo	Returned	Returned	8 Jan 49	Unknown	
Fish- Co.,	Unknown	17 Jan 48	Mopo	Returned	Returned	8 Jan 49	Unknown	
UCHI	Unknown	7 Feb 48	Unknown	Returned	Returned	8 Jan 49	Unknown	
UCHI	Unknown	7 Feb 48	Unknown	Returned	Returned	8 Jan 49	Unknown	

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Enclosure No. 4 to Tokyo's
Despatch No. 638, September 15 1949.

INFORMATION ON SHIPS DETAINED (Continu

KOREA (Continued)

Name of Vessel	Tonnage	Shipowner	Place	Date	Place of Detention	Vessel	Returned or Crew	
No. 2 KORYO-maru	99.83	HAMADA Rokuo	Unknown	26 Feb 48	Reisui	Returned	Returned	
No. 21 MEIGEN-maru	93.00	ICHIKAWA Motoji	While sailing south of Saishuto Island	14 May 48	Unknown	Returned	Returned	
No. 6 YUTAKA-maru		Omi Ocean Fisheries Group	While sailing south of Saishuto Island	7 Jan 48	Unknown	Returned	Returned	12
No. 8 YUTAKA-maru		Omi Ocean Fisheries Group	While sailing south of Saishuto Island	7 Jan 48	Unknown	Returned	Returned	12
No. 7 KYOWA-maru	48.63	Kurahashi Ocean Fisheries Group	Unknown	25 Feb 48	Reisui	Not returned	Retn'd	
No. 2 TENYO-maru	75.80	Tenyo Fisheries Co., Ltd.	Unknown	4 Mar 48	Saishuto Island	Not retn'd	Retn'd	
No. 11 NISSHIN-maru		Nichiro Fisheries Co., Ltd.	Makukoto-ura, Saishuto Island	15 Mar 48	Grounded near Saishuto Island	Not retn'd	Retn'd	1

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5 1949. INFORMATION ON SHIPS DETAINED (Continued)

er	Place	Date	Place of Detention	Returned or Not: Vessel	Crew	Date: Vessel	Crew	Remarks
	Unknown	26 Feb 48	Reisui	Returned	Returned	8 Jan 49	Unknown	
	While sailing south of Saishuto Island	14 May 48	Unknown	Returned	Returned	8 Jan 49	Unknown	
n s	While sailing south of Saishuto Island	7 Jan 48	Unknown	Returned	Returned	12 Mar 49	12 Mar 49	
n s	While sailing south of Saishuto Island	7 Jan 48	Unknown	Returned	Returned	12 Mar 49	12 Mar 49	
i sh- oup	Unknown	25 Feb 48	Reisui	Not returned	Retn'd		Unknown	
sh- o,	Unknown	4 Mar 48	Saishuto Island	Not retn'd	Retn'd		Unknown	
s o	Makukoto-ura, Saishuto Island	15 Mar 48	Grounded near Saishuto Island	Not retn'd	Retn'd	12 Mar 49	Unknown	

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Enclosure No. 4 to Tokyo's Despatch
No. 638, September 15, 1949.

INFORMATION ON SHIPS DETAINED (Continued)

KOREA (Continued)

Name of Vessel	Tonnage	Shipowner	Place	Date	Place of Detention	Returned or Not Vessel	Crew	Date Vessel
KUMI-maru	80.44	Japan Fisheries Co., Ltd.	South of Saishuto Island	14 May 48	Unknown	Not retn'd	Retn'd	
No. 1 HEIWA-maru	54.09	Heiwa Fisheries Co., Ltd.	South of Saishuto Island	22 Oct 48	Saishu Port, Saishuto Island	Not retn'd	Retn'd	
No. 2 HEIWA-maru	54.09	Heiwa Fisheries Co., Ltd.	South of Saishuto Island	22 Oct 48	Saishu Port, Saishuto Island	Not retn'd	Retn'd	
No. 1 CHIYO-maru	75.00	Nagato Fisheries Co., Ltd. Yamato-cho, Shimoniseki	E.126.15 N. 33.25	26 Dec.48	Northwest Saishuto Island Aground Shiyoto Island	Returned	Returned	
No. 12 BANKI-maru	65.00	Fuku Fish-eries Co., Ltd.	E.126.35 N. 32.25	29 Feb 49		Returned	Returned	
TAIHAN-maru	32.00	MIZUNO-Nobuko, Tottori Pref.	Tsushima Channel.	3 May 49		Returned	Not retn'd	

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INFORMATION ON SHIPS DETAINED (Continued)

Place	Date	Place of Detention	Returned or Not: Vessel	Returned or Not: Crew	Date: Vessel	Date: Crew	Remarks
South of Saishuto Island	14 May 48	Unknown	Not retn'd	Retn'd		Unknown	
South of Saishuto Island	22 Oct 48	Saishu Port, Saishuto Island	Not retn'd	Retn'd		27 Dec 48	Released
South of Saishuto Island	22 Oct 48	Saishu Port, Saishuto Island	Not retn'd	Retn'd		27 Dec 48	
E.126.15 N. 33.25	26 Dec.48	Northwest Saishuto Island	Returned	Returned		12 Mar 49	
h=. E.126.35 .. N. 32.25	29 Feb 49	Aground Shiyoto Island	Returned	Returned		12 Mar 49	Captain died
	Tsushima Channel.	3 May 49	Returned	Not retn'd			

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Enclosure No. 4 to Tokyo's Despatch
No. 638, September 15, 1949.

INFORMATION ON SHIPS DETAINED (Continued)

SOVIET

Name of Vessel	Tonnage	Shipowner	Place	Date	Place of Detention	Returned or Not Vessel	Crew	Vessel
MASAYOSHI-maru	28.00	Unknown	Unknown	Unknown	Unknown	Returned	Returned	Unknown
TOWA-mar	17.00	Unknown	Off Laua	8 Feb 46	Unknown	Returned	Returned	Unknown
No. 2 AKATSUKI-maru	16.00	Unknown	Parak Island	30 Apr 46	Unknown	Returned	Returned	Unknown
No. 13 HAMADO-maru	69.00	Unknown	Between Paraku and Shibotsu	6 May 46	Unknown	Returned	Returned	Unknown
GYOU-maru No. 16	69.00	Unknown	Off Paraku	3 Jun 46	Unknown	Returned	Returned	Unknown
KISSHO-maru	47.00	Unknown	Off Kunashiri	12 Jun 46	Unknown	Returned	Returned	Unknown
SHINEI-maru	2.00	Unknown	Off Morimoshi Island	26 May 47	Unknown	Returned	Returned	Unknown
HOKUSHI-maru	12.00	Unknown	Off Karukari Island	16 Aug 47	Unknown	Returned	Returned	Unknown
No. 20 HAMADA-maru	7.00	HAMAMOTO-Kaichi	Supposed Nautical Miles Off Zembekotan, Kunishiri Island	7 May 48	Towed to Kunishiri Island	Returned	Returned	Unknown
HIROSHI-maru	8.56	SAWAGAMI-Hiroshi	Near Homaisaki, Suisho Island	8 Jul 48	Unknown	Returned	Returned	Unknown
No. 30 HEIAN-maru	12.27	IZUMI Katsuhei	Near Shihatsuto Island	4 Aug 48	Unknown	Returned	Returned	Unknown
No. 11 EBISU-maru	10.91	HAMAYA Kichijiro	While sailing for Shimai from off Ochiai	8 Aug 48	Towed to Shumi-ji, Suishoto Island	Returned	Returned	Unknown

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INFORMATION ON SHIPS DETAINED (Continued)

ace	Date	Place of Detention	Returned or Not Vessel	Crew	Date Vessel	Crew	Remarks
known	Unknown	Unknown	Returned	Returned	Unknown	Unknown	
f Laus	8 Feb 46	Unknown	Returned	Returned	Unknown	Unknown	
rak Island	30 Apr 46	Unknown	Returned	Returned	Unknown	Unknown	
tween Paraku d Shibotsu	6 May 46	Unknown	Returned	Returned	Unknown	Unknown	
f Paraku	3 Jun 46	Unknown	Returned	Returned	Unknown	Unknown	
f Kunashiri	12 Jun 46	Unknown	Returned	Returned	Unknown	Unknown	
f Morimoshi land	26 May 47	Unknown	Returned	Returned	Unknown	Unknown	
f Kurukari land	16 Aug 47	Unknown	Returned	Returned	Unknown	Unknown	
pposed Kanti- l Miles Off mbekotan, nishiri land	7 May 48	Towed to Kunishiri Island	Returned	Returned	Unknown	Unknown	
ar Homaisaki, isho Island ar Shihatsuto land	8 Jul 48	Unknown	Returned	Returned	Unknown	Unknown	
land	4 Aug 48	Unknown	Returned	Returned	Unknown	Unknown	
ile sailing r Shimai om off hiai	8 Aug 48	Towed to Shumi-ji, Suishoto Island	Returned	Returned	Unknown	Unknown	

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Enclosure No. 4 to Tokyo's Despatch
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INFORMATION ON SHIPS DETAINED (Continued)

SOVIET (Continued)

Name of Vessel	Tonnage	Shipowner	Place	Date	Place of Detention	Returned or N		
						Vessel	Crew	Ves
KAIFUKU-maru	45.36	MINAMI Yukizo	1 nautical mile off Onnemoto, Shimaimura	19 Aug 48	Unknown	Returned	Returned	Unk
ZENSEI-maru	8.27	KINE Kiyomitsu	Near Mokka-mappu Saki	24 Aug 48	Near Suishoto Island	Returned	Returned	Unk
SANROKU-maru	12.28	OTABE Isao	Near Mokka-mappu Saki	24 Aug 48	Unknown	Returned	Returned	Unk
SEIKO-maru	5.00	NAKAMURA Seijiro	Off Onnemoto, Shimaimura	27 Aug 48	Detained and towed	Returned	Returned	Unk
JHIYO (or CHIE)	3.53	HEBIKAWA Kichijiro	Off Onnemoto, Shimaimura	27 Aug 48	Detained and towed	Returned	Returned	Unk
UME-maru	4.89	INOTSUME-Misuyoshi	2 nautical miles southeast of Nosappu Lighthouse	2 Sep 48	Detained and towed	Returned	Returned	Unk
No. 23 SHINSEI-maru	16.50	TAIYO Fisheries Co., Ltd.		19 Sep 48	Detained and towed	Returned	Returned	Unk
HOYO-maru	55.94	Japan Fisheries Co., Ltd.		6 Oct 48	Detained and towed	Returned		17
								17
SAKI-maru	39.65	Tokai Kisen Fisheries Co., Ltd.		9 Oct 48	Unknown	Returned		
No. 6 SHINSEI-maru	10.00	Unknown	Nokka-nappu Saki	13 Oct 48	Unknown	Returned	Unknown	Un

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INFORMATION ON SHIPS DETAINED (Continued)

Place	Date	Place of Detention	Returned or Not: Vessel	Crew	Date: Vessel	Crew	Remarks
nautical mile f Onnemoto, imaimura		Unknown	Returned	Returned	Unknown	Unknown	
	19 Aug 48						
ar Mokka-ppu Saki	24 Aug 48	Near Suishoto Island	Returned	Returned	Unknown	Unknown	
ar Mokka-ppu Saki	24 Aug 48	Unknown	Returned	Returned	Unknown	Unknown	
f Onnemoto, imaimura	27 Aug 48	Detained and towed	Returned	Returned	Unknown	Unknown	
f Onnemoto, imaimura	27 Aug 48	Detained and towed	Returned	Returned	Unknown	Unknown	
nautical miles utheast of eappu Lighthouse	2 Sep 48	Detained and towed	Returned	Returned	Unknown	Unknown	
	19 Sep 48	Detained and towed	Returned	Returned	Unknown	Unknown	
	6 Oct 48	Detained and towed	Returned		17 May 49		
					17 May 49		
	9 Oct 48	Unknown	Returned				
kka-nappu ki	13 Oct 48	Unknown	Returned	Unknown	Unknown	Unknown	

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Enclosure No. 4 to Tokyo's Despatch
No. 638, September 15, 1949.

INFORMATION ON SHIPS DETAINED (Continued)

SOVIET (Continued)

Name of Vessel	Tonnage	Shipowner	Place	Date	Place of Detention	Returned Vessel	Returned Crew
No. 8 HATTO-maru	77.00	SETO	Missing E.124.45 N. 45.15	18 Oct 48	Unknown	Returned	
No. 8 SOYO-maru	77.00	YONEKURA Hachirota	Off Kishibetsu	19 Oct 48	Unknown	Returned	
No. 6 SHINSEI-maru	10.77	TOYAMA Takao	Near Suishoto Island	13 Oct 48	Unknown	Cast ashore. Returned	Not retrn'd
SEIKICHI-maru	28.00	HAMADA Matsujiro		Unknown		Not returned	
No. 5 KOTOBUKI-maru	53.00	TSUDA Kamshisa	Near Suishoto Island	16 Sep 48	Unknown	Not returned	Not retrn'd
No. 2 SETUN-maru	Unknown	HAMADA-Masazo	Unknown	Unknown			
HOUU-maru	11.00		Off Onnemoto Shimai-mura	1 Jun 49	Unknown		
KANAICHI-maru	4.00		Off Onnemoto Shimai-mura	1 Jun 49	Unknown		
HAKKO-maru	58.83	Nitto Fisheries Co., Ltd.	Near Nijorock, southeast of Nishinotoro-Saki, Sakhalin.	30 May 49	Unknown		
HINODE-maru	24.14	Nichiro Fisheries Co., Ltd.	Near Nijorock, southeast of Nishinotoro-Saki, Sakhalin	30 May 49	Unknown		
TAIHO-maru	28.78	SHIRASE Goro	"	30 May 49	Unknown		

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INFORMATION ON SHIPS DETAINED (Continued)

Place	Date	Place of Detention	Returned or Not: Vessel	Crew	Date: Vessel	Crew	Remarks
Missing E.124.45 N. 45.15	18 Oct 48	Unknown	Returned		17 May 49	Unknown	
Off Kishibetsu	19 Oct 48	Unknown	Returned		17 May 49	Unknown	
Near Suishoto Island	13 Oct 48	Unknown	Cast ashore. Returned	Not retrn'd			
	Unknown		Not returned				
Near Suishoto Island	16 Sep 48	Unknown	Not returned	Not retrn'd			
Unknown	Unknown						
Off Onnemoto Shimai-mura	1 Jun 49	Unknown					Detained by Soviet ship ✓
Off Onnemoto Shimai-mura	1 Jun 49	Unknown					Detained by Soviet ship ✓
Near Nijorock, southeast of Nishinotoro-Saki, Sakhalin.	30 May 49	Unknown					Informed by Japanese fishing vessel intercepting radio.
Near Nijorock, southeast of Nishinotoro-Saki, Sakhalin	30 May 49	Unknown					Informed by Japanese fishing vessel intercepting radio.
"	30 May 49	Unknown					"