

UNCLASSIFIED

~~SECRET~~

9627

~~SECRET~~

COMMAND REPORT

TRANSPORTATION SECTION
GENERAL HEADQUARTERS
FAR EAST COMMAND

1-31 JANUARY 1951

DOWNGRADED BY
DECL.

~~SECRET~~

DECLASSIFIED BY
AUTHORITY OF DOD DIR. 5200.1-R
BY BAKERS 20028

gh

~~SECRET~~

AK

UNCLASSIFIED

~~SECRET~~

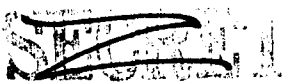
UNCLASSIFIED

UNCLASSIFIED

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
I. Mission and Functions - - - - -	1
II. Organization - - - - -	1
III. Narrative Account of Major Activities - - - - -	1
1. Summary of Major Operational Highlights	
IV. Supporting Documents:	
Tab A - Trans. Section Journal	
Tab B - CINCPAC Msg CX 52878, 9 Jan 1951	
Tab C - CINCPAC Msg CX 53201, 11 Jan 1951	
Tab D - CINCPAC Msg C 53251, 11 Jan 1951	
Tab E - Msgform CINCPAC, AQ 565(19 Dec 50)TO, 14 Jan 51	
Tab F - CINCPAC Msg CX 53408, 14 Jan 1951	
Tab G - O/N No. 1, TO to CCS, 17 Jan 1951	
Tab H - Msgform CINCPAC, AQ 311.1(19 Jan 51)TO, 19 Jan 51	
Tab I - CINCPAC Msg CS 53799, 19 Jan 51	
Tab J - Tech Channel Letter, Trans Section, Hq, EVSAK, subj: Motor Vehicle Failures, 17 Jan 1951	

RECEIVED
 20 JAN 1951
 10:00 AM
 1000
 1000



UNCLASSIFIED

~~SECRET~~
UNCLASSIFIED

NARRATIVE SUMMARY
TRANSPORTATION SECTION, GENERAL HEADQUARTERS, FAR EAST COMMAND
1 - 31 JANUARY 1951

I. MISSION and FUNCTIONS

There were no major changes in the mission and functions of the Transportation Section during the period covered by this report.

II. ORGANIZATION

There were no major changes in the organizational structure of the Transportation Section during the period covered by this report.

III. NARRATIVE ACCOUNT OF MAJOR ACTIVITIES

1. Summary of Major Operational Highlights

a. Early in January, the Red Ball ferry service between Moji, Japan and Pusan, Korea was increased from three to six sailings per week in order to adjust available cargo ferry space to the needs of the changing tactical situation in Korea and to expedite the reopening of international surface mail through Japan to Korea by MSTS vessels.

These ferries are scheduled so as to take care of cargo arriving daily on the Red Ball Express, a daily, fast freight train from the Tokyo-Yokohama area to the Port of Moji. (Tab B)

b. On 8 January 51, the Commanding General, Eighth Army requested that the United States Navy Hospital Ships Consolation, Repose and Haven be committed to the Eighth Army for use as station hospitals at Pusan, Korea. This request was turned down, since it was not deemed advisable to restrict the use of these vessels to one specific mission, in one specified area. The Commanding General, Eighth Army was assured, however, that these vessels would continue to support the Eighth Army and, when not employed in other missions in support of the Eighth Army, could be used to augment station hospital facilities. (Tab C)

c. A study of the requirements for ZI based vessels to be retained in the Far East Command during the first quarter of 1951 revealed the following minimum requirements:

<u>Month</u>	<u>Cargo Vessels</u>	<u>Passenger Vessels</u>
January	126	11
February	95	6
March	60	4

~~SECRET~~

UNCLASSIFIED

~~SECRET~~
UNCLASSIFIED

These requirements apply to resupply lift and do not include shipping for unit moves or redeployment. (Tab D)

d. On 19 Dec 1950, the COMSTWESPAC requested that the operation of passenger and cargo ferries to Korea be consolidated at Sasebo, Japan, instead of the cargo ferries operating from Moji and the passenger ferries from Sasebo. After a detailed study of problems involved, it was determined, and so relayed to the COMSTWESPAC, that, although the request was sound in principle, it was impossible to accomplish at this time. (Tab E)

e. To insure uniformity and adequacy of data submitted in support of water transportation requirements in the Far East Command, a procedure applicable to all users of water transportation was formulated and forwarded on 14 Jan to all interested commands for implementation. This procedure requires that requests for water transportation of military cargo contain complete information in the following form:

- (1) Port of loading
- (2) Specific information on cargo to be lifted, broken down as follows:
 - (a) Army, Navy, AF, MDAF, FGA, GA RIGs, or other cargo.
 - (b) Class of supply (I thru V), listing separately number of wheeled vehicles, private automobiles, HHCs, ammunition by type and other hazardous cargo by type.
 - (c) Weight of each heavy lift over 5 tons and dimensions of unusual size cargo.
 - (d) Long and measurement tons of each class or type of cargo.
- (3) Port of discharge.
- (4) Date cargo will be available for shipment. (Tab F)

f. The changed tactical situation in Korea during January generated a surplus of American hospital cars and kitchen cars in Korea, because of the shortening of rail lines of communication. In order to relieve the congestion resulting from these surpluses and also to retain this equipment under Army control, the CG JACOM was directed to provide temporary storage and maintenance in Japan. Upon evacuation of these

~~SECRET~~

UNCLASSIFIED

~~SECRET~~
UNCLASSIFIED

cars from Korea, it is intended that they remain in Japan until the situation is sufficiently stable to permit their return to the ZI. These cars were secured from the ZI specifically to meet patient transportation requirements in an earlier phase of the Korean conflict.

g. Early in January, permission was granted CINCPAC to authorize MBTS to lift international surface mail on a reimbursable basis in the absence of normal commercial traffic between Japan and Korea. Rates were established at 23.7¢ per pound for letters and 2.9¢ per pound for newspapers and parcel post, covering shipments in the 300 to 1500 mile range. (Tab G). On 19 January, the CG JLCOM was advised of this subject and directed that bookings in this category be accepted by the 2d Transportation Major Port from the Japanese Ministry of Postal Services. (Tab H)

h. A major adjustment in policy was effected by the establishment of a procedure whereby requirements for water transportation from Korea and within Korea were to be submitted by the Eighth Army by dispatch to designated representatives of COMNAVFE, rather than CINCPAC. The change was effected in the interest of more rapid handling of requirements on the spot during the prevailing emergency in Korea.

i. In order that corrective action might be taken, a study was made to determine the causes of the most frequent failures of trucks operating in Korea. This study was completed on 17 January and recommendations for overcoming such failures were forwarded to the Chief of Transportation, Department of the Army. (Tab I)

~~SECRET~~
UNCLASSIFIED

UNCLASSIFIED

4 Jan	6 Jan	1163	Red Ball Sailings	Requested action by MSTIS to increase weekly Red Ball cargo sailings Moji/Pusan from 3 to 6 weekly. This was action on a JICOM request, approved because changes in the tactical situation required increased flow of cargo between Moji and Pusan. CI 52878 (Tab B) refers.
3 Jan	10 Jan	1330	Utilization of Hospital Ships	In response to Army Eight request to have hospital ships Consolation, Repose and Haven committed to Army Eight as station hospitals at Pusan, stated policy that while the vessels were to be used in support of Army Eight, it was not advisable to restrict their use to the single mission of functioning as station hospitals. CI 53201, (Tab C) refers.
30 Dec 6 Jan	11 Jan 11 Jan	5238 1263	Retention and Rotation of ZI-Based Vessel	In response to DA request for info on CINCPAC capabilities for return of ships to ZI and CINCPAC requirements by month thru 31 March for shipping to be retained within FECON, forwarded requests info based on Comtranspac data and stated that revisions would be forwarded 15th of each month thru March. C-53251 (Tab D).
19 Dec	12 Jan	1369 1444	Survey of Locations of Red Ball Ferry Terminals in Japan	Advised MSTIS in response to a request from MSTIS for resurvey of Sasebo and Moji terminals with the view toward consolidating the terminals, and after coordination with JICOM, that it was desired to maintain current operating arrangements, i.e., the cargo ferry from Moji, and the passenger from Sasebo. Msgform 19 Dec. (Tab E)
Initiated	13 Jan	1558	Submission of Water Requirements	Corrected deficiencies in methods used by major commands to submit water transportation requirements to CINCPAC. CINCPACSG CI 53408 (Tab F)
10 Nov 13 Jan	18 Jan 18 Jan	3244 1518	MSTIS Carriage of Mail on Reimb. Basis Japan/Korea	In response to request from CCS to develop info on transportation of int'l. surface mail from Japan to Korea, TS reduced possibilities to transportation by MSTIS, obtained permission from DA to authorize MSTIS to carry the mail, also obtained applicable rates from DA. C/N to CCS 18 Jan (Tab G) and msgform to JICOM same date (Tab H) refer.

UNCLASSIFIED

UNCLASSIFIED

11 Jan 12 Jan	18 Jan	1433 1501	Procedure for Submission of Motor Requirements	In coordination with COMNAVFE and G-3, established a new procedure for submission of requirements for water transportation by Army Eight. Procedure applied to movements from Korea and within Korea, and was designed to bring method of routing requirements into line with current tactical situation. (X 53799 (Tab I)).
	22 Jan	1775	Motor Vehicle failures	Notify DA of failures in Korea of certain types of trucks. (Tab J).
	21 Jan	1640 1780	Storage of Hospital and Kitchen Cars	Directed CG JICOM to maintain and store hospital cars and kitchen returned from Korea until definite determination of non-requirement. Ultimate destination of cars is ZI.

UNCLASSIFIED

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE TO-M ELR:LAH:RWH:gu

UNCLASSIFIED
PROTECTED

061259

FROM: C INCFE TOKYO JAPAN
TO : COMSWSWPAC TOKYO JAPAN.....PRIORITY (COURIER)
INFO: CG JICOM YOKOHAMA JAPAN.....PRIORITY (COURIER)
COMNAVFE TOKYO JAPAN.....PRIORITY (COURIER)
CG ARMY EIGHT KOREA.....PRIORITY
CG 2D LOG COMD KOREA.....PRIORITY
CO MOJI PORT COMMAND JAPAN...PRIORITY

CX 52878 Reference CG JICOM msg EX 33102 dtg 040828Z.
Request action be taken to provide six Red Ball cargo sailing
weekly between Moji - Pusan. Sailing to be daily except Tuesday.
Request date new schedule to be effective.

OFFICIAL:

APPROVED:

K. B. BUSH
Brigadier General, USA
Adjutant General

H. T. MILLER
Colonel, TC
Transportation Officer

Copies to: ROK (Trans 5)

MEMO FOR RECORD:

1. CG JICOM msg EX 33102 dtg 040828Z requested that Red Ball cargo sailing from Moji-Pusan be changed from 3 sailings to 6 sailings weekly. This request based on change in tactical situation and availability of cargo.
2. Lt Col Gifford, JICOM concurred in requesting new schedule, daily except Tuesday. The exclusion of Tuesday based on small volume of freight available for movement of the Tokyo -Yokohama area on Sunday.
3. Action on Trans Jo. No. 1163 suspended until 20 Jan pending schedule changed by COMSWSWPAC.

RWH 26-7944

UNCLASSIFIED
PROTECTED

Tab B

C
O
P
Y

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE TO ELR, LAH, RWH:tu

~~UNCLASSIFIED~~

110639

FROM: CINCPAC TOKYO JAPAN
TO : CG ARMY EIGHT KOREA.....PRIORITY
INFO: COMNAVFE TOKYO JAPAN.....PRIORITY (COURIER)
COMSTWESPAC TOKYO JAPAN.....PRIORITY (COURIER)

CX-5320)

URMSG G-1-639 KMD, DTG 0821101. USNHS Consolation, Repose and Haven have been employed in support of Eighth Army. It is not deemed practicable to commit these ships for an indefinite period on station hospitals, however, ships will continue to support Eighth Army.

OFFICIAL:

APPROVED:

K. B. BUSH
Brigadier General, USA
Adjutant General

H. T. MILLER
Colonel, TC
Transportation Officer

Copies to:
ROK
Surgeon
Trans (7)

MEMO FOR RECORD:

10 Jan 51

1. CG Army Eight msg G 1-639 KMD requested that the USNHS Consolation, Repose and Haven be committed Eighth Army as station hospitals at Pusan and vicinity for an indefinite period.
2. COMNAVFE msg 040856Z stated that the Consolation had been asgd restricted avail for condenser repairs until 16 Jan. The ship to sail to Pusan when ready for sea.
3. COMNAVFE msg 040718Z to CTG 90.1 stated Repose and Haven sail Pusan at CTG 90.1 discretion. If hosp ship evas to Yoko desirable, direct Haven lead evac at Pusan and proceed Yoko.
4. The Consolation, Repose and Haven are to be used in support of Eighth Army as floating hosp and it is not deemed advisable to restrict their use to one specific purpose (station Hospitals). When not

TAB C

~~UNCLASSIFIED~~

MEMO FOR RECORD: (continued)

employed in other missions in support of Eighth Army these hosp
ships can be used to augment station hosp facilities.

5. Coordination: Med Sec (Col Moreland); COMNAVFF (Cdr Prince)
6. Routed thru G-4 for approval prior to dispatch.
7. Action suspended on T/J 1330 until dispatch.

RWF _____ 26-7944

UNCLASSIFIED

GENERAL HEADQUARTERS
FAR EAST COMMAND

OUTGOING MESSAGE

TO-M RLR:RWH:WHE:tu

~~UNCLASSIFIED~~

111233

FROM: CINCPE TOKYO JAPAN
TO : DA WASH DC. PRIORITY

C-53251 For G-4/G1. URMSG W 80062 DTG 301826Z Dec
CINCPE MSG G 52718 DTG 041826Z.

Fluctuating requirements dictated by mil sit in Korea and increased use of Japanese shpg in world trade compound problem of determining requirements for XI based ves retentions in theater.

Minimum rqmts for retention are: Jan - 11 pass, 126 cargo; Feb 8 pass, 95 cargo; Mar - 4 pass, 60 cargo. This applies to re-sup lift and does not include unit moves or redeployment.

Est 20 cargo ves will be employed intra-theater on one trip rotational basis prior to release to XI.

Propose to furn revisions these figures 15th ea month thru Mar.

It is emphasized that the need for retention of ves is governed by missions to be accomplished and since the nr of ves varies greatly in ea instance, suf ves must be aval to insure completion of tasks without undue delay.

OFFICIAL:

APPROVED:

K. B. BUSH
Brigadier General, USA
Adjutant General

H. T. MILLER
Colonel, TC
Transportation Officer

Copies to: ROK, Trans (7 cys)

MEMO FOR RECORD:

11 Jan 51

1. a. DA msg W 80062, 3D Dec to CINCPE (TJ 5438) rqstd that DA be advised of:

- (1) CINCPE capabilities for return of shpg to XI
- (2) CINCPE rqmts by me thru 31 Mar for shpg to be retained within the comm.

b. CINCPEFORM AG 565 (4 Jan 51) TO of 4 Jan 51 to DEP-COMSTWESPAC rqstd submission of info on which to base a reply to

Tab D

~~SECRET~~
UNCLASSIFIED

Memo for Record (continued)

DA W 80062.

1. CINCPAC MSG C 52718 DTG 041321Z was interim reply to DEPTAR.

2. COMSTWESPAC Msg DTG 060350Z to CINCPAC (T/J 1263) furn date incorporated in instant msg to DA.

3. Proposal to furn revisions considered desirable in light of rapidly changing sit in Korea.

4. Coordination: G-4 (Lt Col Ahlen)

5. Action completed on T/J 5438 and 1263.

WHB _____ 26-5813

UNCLASSIFIED

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP

14 Jan 51

SECURITY CLASSIFICATION

UNCLASSIFIED

PRECEDENCE FOR:

ACTION

COURIER

INFORMATION

COURIER

 BOOK MESSAGE ORIGINAL MESSAGE MULTIPLE ADDRESS

CRYPTOPRECAUTION

 YES NO

REFERS TO MESSAGE:

IDENTIFICATION

COMSWSWES PAC 190530Z

CLASSIFICATION

RESTRICTED

TO:

CINCFE APO 500

COMSWSWES PAC APO 500

INFO:

CG JICOM APO 343

COMNAVFE NAVY NR 1165

CG FEAF APO 925

Reference is made to COMSWSWES PAC message 190530Z December 1950 and CG JICOM message EX 33184, date-time-group 090135Z.

The operation of both cargo and passenger ferries from Sasebo has been given detailed consideration, and for cogent reasons, it is desired that the present arrangement be continued.

Copies to: ROK, Trans (7)

TO-M ELR:LAH:RUH:tu
12 Jan 51

MEMO FOR RECORD:

1. COMSWSWES PAC msg 190530Z Dec 50, requested that the oph of the pass and cargo ferries be re-surveyed with the view toward consolidating the oph at Sasebo instead of opng the cargo ferries fr Moji and pass fr Sasebo.

2. By joint messageform, CINCFE, AG 565 (17 Dec 50)TO, 23 Dec 50 CG JICOM was requested to comment on COMSWSWES PAC msg 190530Z Dec and to submit recommendations to CINCFE.

3. CG JICOM msg EX 33184 DTG 090135Z replied to msgfm above and stated that it was highly desirable to operate both pass and cargo ferries fr one port and the advantage was in favor of Moji. However, other factors such as avail of housing space for trp and the comfort and care of trps routed to Korea via Red Ball made it nec to operate the

SECURITY CLASSIFICATION

UNCLASSIFIED

PAGE

1

OF

PAGES

DRAFTER'S NAME (and signature, when required)

RELEASING OFFICER'S SIGNATURE

H. Frazier
H. FRAZIER ymg

SYMBOL

AG 565 (19 Dec 50)TO

TELEPHONE

OFFICIAL TITLE

Major, AGC
Asst Adj Gen

Tab E

NME FORM 1 MAY 49 173

REPLACES WD AGO FORM 11-168, 15 JUN 1945, AND WD AGO FORM 0990, 1 APR 1946, WHICH MAY BE USED.

6399-FEC P&PC-10/50-50M

UNCLASSIFIED

MEMO FOR RECORD (Cont'd)

pass ferries fr Sasebo. Reem that cargo ferries continue to operate from Moji and pass svc continue from Sasebo until such time as the trf to Moji is feasible.

4. Coordination, G-1 (Lt Col Townsend): G-4 (Maj Benford)
5. Routed thru G-1 and G-4 prior to dispatch.
6. Action suspended on T/J 1369 until 15 Jan pending approval and dispatch. Action completed on T/J 1444.

REF: 26-7944

UNCLASSIFIED

GENERAL HEADQUARTERS
FAR EAST COMMAND

C O P Y

OUTGOING MESSAGE

TO-M ELR/LAH/ATB/EN/jwr

14 Jan 51

FROM: CINCFE TOKYO JAPAN

TO: CG ARMY EIGHT KOREA.....ROUTINE
CG JLCOM YOKOHAMA JAPAN.....ROUTINE (COURIER)
CG MARBO GUAM.....ROUTINE
CG RYCOM OKINAWA.....ROUTINE
COMNAVFE TOKYO JAPAN.....ROUTINE (COURIER)
CG FEAF TOKYO JAPAN.....ROUTINE (COURIER)
CG PHILCOM (AF) CAPB LUZON PI.....ROUTINE

INFO: CG 2D LOG COMD KOREA.....ROUTINE
CO 2D T MAJ PORT YOKOHAMA JAPAN..ROUTINE (COURIER)
CO 7TH T MED PORT KOREA.....ROUTINE
CO US MIL PORT MANILA PI.....ROUTINE

CX 53408 Subj is submission of transportation requirements for water lift. CINCFE msg CX 51169 DTG 130747 Dec NOTAL refers. Desire requirements for water trans of mil cargo contain complete info in the fol form:

- A. Port of loading.
- B. Specific info on cargo to be lifted, broken down as fol:
 - 1. Army, Navy, AF, MDAP, ECA, Garicoa or other cargo.
 - 2. Class of supply (I through V), listing separately number of wheeled vehicles, private automobiles, HHGS, ammo by type and other hazardous cargo by type.
 - 3. Weight of each heavy lift over 5 tons and dimensions of unusual size cargo.
 - 4. Long and measurement tons of each class or type of cargo.
- C. Port of discharge.
- D. Date cargo will be aval for shipment.

Desire changes in requirements to include increases, decreases or cancellation be held to minimum, but submitted promptly when necessary.

OFFICIAL:

APPROVED:

K. B. BUSH
Brigadier General, USA
Adjutant General

H. T. MILLER
Colonel TC
Transportation Officer

Copies to: C-in-C (2), C/S, G-4

Tab F

TO-M ELR/LAH/ATB/EN/jwr
13 January 1951

MEMO FOR RECORD:

1. CINCFE msg CX 51169, DTG 130747, to CG Army Eight, CG JLCOM and CG FEAF desired all requirements for water transportation to state tonnage, type and size cargo to be lifted rather than an estimate of the number and type of vessels required.

2. Requirements for water trans of mil cargo are being received in sketchy, incomplete and inconsistent form. These requirements result in considerable unnecessary action by telephone and radio before they can be finalized and submitted to MSTs. Recent examples include:

a. CG RYCOM msg Y 40025, DTG 030810Z, states: "EVIL booked cargo totals 42,300 M/T with over 10,000 M/T in the port." This msg necessitated dispatch of a msg by CINCFE requesting breakdown of booked cargo. CG RYCOM's answering msg, Y 40113, DTG 100310Z, does not list long tons, and lists the requirement as general cargo and wheeled vehicles, including "misc vehicles". If misc vehicles includes pvt autos, they cannot be loaded aboard a time chartered vessel, which is the type COMSTSWESPAC is most likely to assign to meet RYCOM's requirements.

b. MSTs TC Robin Goodfellow was assigned to lift 5310 M/T from Manila to Yokohama and 1588 M/T from Manila to Okinawa. CO US Mil Port Manila msg R 114-P-T DTG 080225Z requests that Okinawa cargo be deleted from Goodfellow, as "cargo for Okinawa includes heavy lifts which cannot be removed by ships gear, and sufficient cargo to completely load ves for Yoko disch is aval." This necessitated dispatch of a msg by CINCFE requesting complete details to include total number of heavy lifts and weight of each.

c. CG FEAF msg MF 10169 MAT-SUP-T of 3 Jan requested lift of vehicles from Kashii (Itazuke) to Miho. Itazuke is not a port and extensive telephoning was required before it was determined that the cargo would be loaded at Moji.

3. A uniform system for submitting requirements and changes thereto would obviate unnecessary phone calls and exchanges of radios and delays in submission of requirements to MSTs.

4. Action initiated and completed on TJ No. 558.

EN _____ 26-6555

*Start
10/21*

Mr Brady, 26-5833

**Transportation of International Surface
Mails to the Republic of Korea**

Trans O

CCB

~~Trans O~~

1

1. Reference is made to CCB O/N 1, Subject as above, dated 10 November 1950 to Trans O, and Trans O C/N 2 in reply dated 19 November.

2. The Department of the Army has advised that COMSEC may authorize USIB to lift international surface mail on a reimbursable basis in the absence of normal commercial traffic between Japan and Korea. However, any mail originating in the United States for the Republic of Korea or which has entered into the United States Postal System at any point is entitled to free transportation to Korea on USIB vessels by agreement between the Post Office Department and the Department of Defense.

3. The rates applicable, 23.7¢ per pound for letters and 2.9¢ per pound for newspapers and parcel post, cover shipments in the 300 to 1500 mile range and were furnished COMSEC by the United States Post Office Department.

4. The Japanese Ministry of Postal Services can obtain detailed information on booking procedures from the Outbound Cargo Branch, Transportation Division, Second Transportation Major Post. The post is being instructed through the appropriate command to accept bookings of Japan/Korea mail on a reimbursable basis from the Ministry.

5. Procedures for reimbursement will be developed by USIB on presentation of the requirement for movement of the mail.

Copy furnished:

G-4
----- H.I.M. -----

COMSEC

Tab G

TO-M EIR:IAH:FWH:WEB:tu
16 Jan 51

MEMO FOR RECORD:

1. DEPTAR msg DA 38388 DTG 121831Z to CINCPAC (T/J 1518) furn rates for svmt of international surface mails fr Japan to Korea. Permission was granted CINCPAC to auth MSTS carriage of such mail in DEPTAR msg WCL 33725 DTG 210025Z Dec and WCL 35488 DTG 292190Z Dec in response to request contained in CINCPACSG Z 26150 DTG 190117Z Nov. Action to obtain permission to auth svmt by MSTS based on inquiry recd fr CCS in C/W to Trans O, Subj: Trans of International Surface Mails to the Republic of Korea, 10 Nov (T/J 3244).
2. Col Boyd of JICOM (Navys Control) and Col Pennington of 2d T Maj Port advise that 2d T Maj Port will accept bookings when instructed to do so by CINCPAC.
3. Lt Mall of COMSISWESPAC-Contracts, states that COMSISWESPAC does not know how to handle reimbursement and billing procedure on svmt of mail on behalf of the Japanese Ministry of Postal Services, but that inquiry will be made to COMSIS by priority radio immediately on receipt of requirements.
4. Instant C/W to CCS is part action on trans journal numbers 1518 and 3244. Action will be completed by msgfr to JICOM directing that 2d T Maj Port will accept bookings fr Japanese Ministry of Postal Services.

WEB _____ 26-5813

1 JAN 1951

JOINT MESSAGEFORM

19 January 1951

UNCLASSIFIED

From: CINCPAC APO 500 COURIER
To : CG JLCOM APO 343
Info:

Subject is transportation of international surface mail from Japan to Korea by MSTs. DA advises that MSTs may be authorized to carry such mail Japan/Korea on a reimbursable basis in absence of suitable commercial transportation. Desire that bookings in this category be accepted by 2d T Maj Port from Japanese Ministry of Postal Services. Billing and reimbursing procedures will be developed by COMSTSWESPAC on presentation of requirements. Emphasize that authority is limited to movement from Japan to Korea.

Copies to: ROK, Trans (7), CCS

H. FRAZIER
Major, AGO
Asst Adj Gen

Tab H

GENERAL HEADQUARTERS
FAR EAST COMMAND

CITECINC MESSAGE TO-M ELR:LAH:CEP:gmb

UNCLASSIFIED

FROM: CINCFA TOKYO JAPAN

TO : CG ARMY EIGHT KOREA.....PRIORITY
CG JICOM YOKOHAMA JAPAN.....PRIORITY (COURIER)
COMNAVFE TOKYO JAPAN.....PRIORITY (COURIER)

INFO: CG FEAF TOKYO JAPAN.....PRIORITY (COURIER)
CG 2D LOG COMD KOREA.....PRIORITY
COMSTWESPAC TOKYO JAPAN.....PRIORITY (COURIER)
METS REP PUSAN KOREA.PRIORITY
CTF 90.....PRIORITY
CTE 96.14.....PRIORITY

CS 50799 Army Eight msg GX 1-869, KTR, DTG 1105481 NCTAL. This msg in three parts.

Part 1 to all. Effective immediately the following procedure for submission of requirements for water transportation by Army Eight will apply. This procedure supersedes all previous instructions relative to the submission of requirements for water transportation from Korea and within Korean waters which are in conflict with provisions of this msg.

Part 2 to CG Army Eight.

a. For lifts from Korea and within Korean waters, requirements will be submitted by dispatch to designated representatives of COMNAVFE, info CINCFA, COMNAVFE, AND CG FEAF when appropriate.

b. If COMNAVFE representatives unable to furnish required shipping within reasonable time CINCFA to be advised immediately, info COMNAVFE, giving full particulars.

Part 3 to CG Army Eight and CG JICOM. Direct communication between CG Army Eight and CG JICOM, info CINCFA and COMNAVFE representatives, is directed to determine, prior to outloading, ports of discharge for cargoes destined Japan.

OFFICIAL:

K.E.BUSH
Brigadier General, USA
Adjutant General

APPROVED:

H.T.MILLER
Colonel, TC
Transportation Officer

Copies toK ROK, Trans (7)

UNCLASSIFIED

TAB I

MEMO FOR RECORD:

TO-M ELR:RWH:CEP:dfr
18 January 1951

1. Army Eight message GX 1-660 KTR DTG 090900I authorized 2d Log Comd direct communications with CINCPAC and JICOM for the purpose of requesting water transportation from Korea to Japan ports as designated by CG JICOM.

2. Army Eight message GX 1-869 KTR DTG 110548 I referred to Army Eight message GX 1-660 KTR and recommended that a naval representative at Pusan be authorized to assemble and dispatch shipping according to the requirements of 2d Log Comd.

3. COMNAVFE message 120908Z referred to Army Eight message GX 1-869 KTR and stated:

a. MSTC Representative Pusan has authority to arrange direct with CG 2d Log Comd for shipping for outloading and in addition has authority to nominate and dispatch MSTC shipping.

b. Impractical to delegate authority to MSTC representative Pusan to assemble shipping since this task can only be accomplished with efficiency at COMNAVFE headquarters.

c. In view of excellent Tokyo to Pusan communications, anticipate no delay will result from continued use of present arrangements (part a above).

4. CINCPAC Letter AG 500 (24 July 50) GD, subj: Transportation Requirements and Priorities, 10 Aug 50 designated Army Eight as the agency to receive, consolidate and submit to CINCPAC requirements for water transportation from Korea.

5. In view of the present situation and in the interests of expediency and efficient utilization of available shipping it is deemed desirable to delegate authority to Army Eight for direct arrangements with designated COMNAVFE representative relative to the utilization of water transportation for lifts from Korea and within Korean waters.

6. Concurrence: COMNAVFE (Capt W.F. Benson)

7. Coordination: G-4 (Maj Benford)

8. Routed through G-4 for approval prior to dispatch.

9. Action resuspended on Trans Jo. No. 1433 and suspended on Trans Jo No. 1501 until 20 January pending dispatch.

CEP _____ 26-613

UNCLASSIFIED

HEADQUARTERS
EIGHTH UNITED STATES ARMY KOREA (EUSAK)
Transportation Section
APO 301

17 January 1951

SUBJECT: Motor Vehicle Failures

TO: Transportation Officer
CHQ, FEC
APO 500

1. As per request of your office, the most frequent failures of motor vehicles and probable causes of such failures are indicated below with comments and recommendations.

2. a. The 1/4 ton trucks: Operation over extremely rough road conditions has resulted in unusually high failures of the following:

- (1) Spring shackles
- (2) Weak body (where door panel drops)
- (3) Front spring seat plates
- (4) Radiators

b. Comments: Initially approximately 20% of the above failures were attributed to speeding over rough roads and overloading. This condition was corrected immediately in all units. However, failures still remain unusually high.

c. Recommendations:

- (1) Spring shackles should be re-inforced.
- (2) The body should be re-inforced where the door panel drops.
- (3) Spring seat plates should be heavier.
- (4) Radiators should be re-inforced to reduce shock and vibration.

3. a. 3/4 ton (Dodge) trucks: Operation over extremely rough road conditions has resulted in unusually high failures of the following:

Jan 17

UNCLASSIFIED

Tab J

UNCLASSIFIED

SUBJECT: Motor Vehicle Failures, dtd 17 Jan 51

- (1) Front springs
- (2) Radiators
- (3) Cargo bed (too weak)

b. Comments: The above failures are attributed mainly to rough roads. Convoy drivers are often unable to avoid holes and rough spots due to dust and other factors.

c. Recommendations:

- (1) A slightly heavier front spring.
- (2) Radiators should be re-inforced to reduce shock and vibration.
- (3) Cargo beds should be re-inforced with steel sheets.

4. a. 2 1/2 ton (6x6) cargo truck: Operation over extremely rough road conditions has resulted in unusually high failures of the following:

- (1) Front springs.
- (2) Shock absorber links.
- (3) Shock absorbers.
- (4) Transfer cases (cracking).
- (5) Axle flange stud.
- (6) Body bolts (shearing and breaking).
- (7) Wooden cargo beds.
- (8) Radiators.
- (9) Seal beam headlights.
- (10) Fuel pumps.
- (11) Rotors and distributor points.
- (12) Clutch plates

b. Comments:

- (1) Front Springs: Approximately twenty percent of the front spring failures have been due to speeding over

~~UNCLASSIFIED~~

SUBJECT: Motor Vehicle Failures, dtd 17 Jan 51

rough roads, forty percent due to overloading (necessary - emergency overloading), and forty percent due to metal fatigue, crystallization and the fact that the front spring is "too weak" for the terrain in Korea. The present weak shock absorber also adds to the high front spring failures.

- (2) Shock Absorber Links: Failure is believed due to weakness in design since breakage occurs at both ends.
- (3) Shock Absorbers: The present shock absorber is believed too weak to carry the rebound of the average 3 1/2 ton load carried by cargo trucks in Korea (1200 rations, 18 drums POL, etc). Other causes; faulty shock absorbers (especially on rebuilt shock absorbers).
- (4) Transfer Cases: Due to the extremely rough roads, vibration and shock are causing many transfer cases to crack.
- (5) Axle Flange Studs: These studs continuously come loose.
- (6) Body Bolts: The present body bolt is inadequate as it cannot withstand the excessive vibration and shock caused by the unusually rough Korean terrain. Body bolts shear or break.
- (7) Wooden Cargo Beds: Cargo trucks with wooden beds are inadequate for the tremendous amount of fifty-five gallon POL drums that the trucks must load, haul and unload. Invariably, trucks are loaded from POL cars at sidings, and it is a rare incident when the truck bed is on a level with the car bed. Generally, there is a twelve to eighteen inch drop, and this drop is the greatest cause of wooden truck bed failure. Eventually, a two foot hole appears in the truck bed. Even if salvage tires are used to cushion this drop, the last three drums must be dropped on the truck bed. Using a heavy plank helps some but it is too slow for the speed necessary in war. Leaking oil drums speed the deterioration of the wood in the wooden truck bed.
- (8) Radiators; Leaky radiators have been and still are major problems. The vibration and shock caused by the unbelievably rough roads and paddy fields causes the radiator to leak in many places.
- (9) Seal Beam Headlights: Vibration and shock due to poor road conditions affect the glass and wire harness. The present collar is not absorbing the vibration and shock.

UNCLASSIFIED

~~UNCLASSIFIED~~

SUBJECT: Motor Vehicle Failures, dtd 17 Jan 51

- (10) Fuel Pumps: Water in gasoline during freezing temperatures causes fuel pump failures. Even when fuel filters are cleaned regularly, water is still present. Condensation in drums and gas tanks and inadequate refueling facilities add to this condition.
- (11) Rotors and Distributor Points: Cracking and burning of rotors and points has been so consistent as to cause parts shortage. The actual causes are unknown.
- (12) Clutch Plates: Rough terrain and mountainous roads with heavy loads places an additional strain on the clutch mechanism.

c. Recommendations:

- (1) Front Springs: A stronger and heavier spring is necessary.
- (2) Shock Absorber Links: A complete redesign is necessary to prevent breakage.
- (3) Shock Absorbers: A stronger shock absorber is needed. Preferably with an adjustment for rough travel.
- (4) Transfer Cases: A slightly heavier transfer case.
- (5) Axle Flange Studs: Redesign to prevent loosening.
- (6) Body Bolts: A slightly heavier and larger body bolt.
- (7) Wooden Cargo Beds: Redesign using re-inforced steel. A partial covering of sheet steel only to cover critical area is not recommended as the deterioration problem caused by the leaking POL drums will remain a problem.
- (8) Radiators: Improve the bonding and shock absorbing qualities of the mounting.
- (9) Seal Beam Headlights: Redesign to absorb the excessive vibration and shock.
- (10) Fuel Pumps: Redesign to eliminate diaphragm failure due to ice conditions.
- (11) Rotors and Distributor Points: A higher quality material is needed or change that portion of the electrical system from direct current to alternating current.
- (12) Clutch Plates: A heavy duty type of clutch plate is needed.

UNCLASSIFIED

~~SECRET~~
UNCLASSIFIED

SUBJECT: Motor Vehicle Failures, dtd 17 Jan 51

5. Vehicle Electrical System: Rotors, distributor points and spark plugs have always caused a high mortality figure. The cause of which are numerous and varied and beyond the scope of this paper. This has also been a constant and major maintenance problem for organizational maintenance personnel. By changing this portion of the electrical system from direct to alternating current these deficiencies can be reduced to a point where replacement and maintenance would be negligible. This would require the installation of an alternating current type coil and a few minor adjustments. However the initial cost would soon be compensated for by the reduction in replacement parts and maintenance.

6. Cab 2 1/2 ton truck: The present cab design of the 2 1/2 ton 6x6 cargo truck is entirely inadequate. The cab should be enclosed and as wide as the cargo body. To give arm and hand signals from the present cab visible from the rear is most difficult. The enclosed cab would eliminate driver casualties during sub-zero weather. It is not uncommon for drivers to have frozen feet and hands during long hauls. Since truck operations in an active theater require almost continuous 24 hour operations, space should be provided in the cab for the assistant driver to sleep. Further, combat packs and sleeping bags are now tied to the running boards or truck body since no space is available for this equipment. The sleeping compartment should be similar to commercial type cabs.

7. It is suggested that the above items be submitted to the Chief of Ordnance since they are too numerous for Unsatisfactory Equipment Reports.

s/ E.C.R. Lasher
E. C. R. LASHER
Colonel TC
Transportation Officer

~~SECRET~~
UNCLASSIFIED