

PROJECT CORONA HARVEST

EDICING 101304

SECRET

Director  
Aerospace Studies Inst  
AFMIL Research Branch  
Maxwell AFB, Alabama

RETURN TO:

DN-313-41  
JUL 1963

No.

HISTORY  
of the

313<sup>TH</sup> AIR DIVISION

PROJECT CORONA HARVEST

DO NOT DESTROY

PROJECT CORONA HARVEST

DO NOT DESTROY

No. 020668



1 JULY 1963 - 31 DECEMBER 1963  
SUPPORTING DOCUMENTS  
VOLUME II

SECRET

2-8590-2



SECRET

DOWNGRADED AT 3 YEAR INTERVALS:

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10

K-DIV-313-HI JUL-DEC 1963	1.2	RETURN TO	Director Aerospace Studies Inst AFMIL Academy Branch Maxwell AFB, Alabama
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DOWNGRADED AT 3 YEAR INTERVALS:

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313th AD, 1963-II

APPENDIX 1

KEY PERSONNEL OF THE 313TH AIR DIVISION

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313th AD, 1963-II

APPENDIX 1

KEY PERSONNEL OF THE 313TH AIR DIVISION

1 JULY - 31 DECEMBER 1963

HEADQUARTERS, 313TH AIR DIVISION

<u>POSITION</u>	<u>NAME</u>
Commander	Major General Robert M. Stillman (1 July - 18 July)
	Major General Albert P. Clark (18 July - 31 December)
Vice Commander	Vacant (1 July - 2 July)
	Colonel James W. Newsome (2 July - 31 December)
Protocol Officer	Captain Marvin Rosenglick (1 July - 16 September)
	Vacant (16 September - 30 October)
	Second Lieutenant John F. Gee, III (30 October - 31 December)
Aide de Camp	Captain Crawford O. Shockley (1 July - 11 July)
	Captain Marvin Rosenglick (Acting) (11 July - 1 October)
	First Lieutenant John M. Elle (1 October - 31 December)

OFFICE OF ADMINISTRATIVE SERVICES

Director of Administrative Services Lieut. Colonel Russell W. Betts, Jr.  
(1 July - 31 December)



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<u>Position</u>	<u>Name</u>
<u>JUDGE ADVOCATE SECTION</u>	
Staff Judge Advocate	Lieut. Colonel William H. Yates (1 July - 31 December)
<u>OFFICE OF INFORMATION</u>	
Information Officer	Lieut. Colonel Merritt G. Garner (1 July - 31 December)
Deputy Information Officer	Mr. Robert L. Lansche (Civilian) (1 July - 31 December)
Command Historian	Mr. Wayne G. Peterson (Civilian)* (1 July - 31 December)
OIC, Armed Forces Radio and Television Service, Okinawa	Lieut. Colonel Henri L. Tapie** (1 July - 15 July)
	Major Damon E. Eckles** (15 July - 31 December)
<u>OFFICE OF THE ASSISTANT FOR SAFETY</u>	
Safety Officer	Lieut. Colonel Dennis J. Clark (1 July - 7 October)
	Major Earle T. Carothers, Jr. (7 October - 31 December)
Nuclear Safety Officer	Captain Bruce E. Graham (1 July - 6 July)
	Vacant (6 July - 14 October)
	First Lieutenant Hugh E. Killin, Jr. (14 October - 31 December)
Ground Safety Officer	Captain Karl J. Toth (Acting)*** (1 July - 15 July)

\*Assigned to the 6313th Air Base Wing effective 1 July 1963.

\*\*Detailed from the 6313th Air Base Wing. Major Tapie was promoted to the rank of lieutenant colonel effective 15 July 1963.

\*\*\*Additional duty. Regular duty assignment: Flying Safety Officer, 6313th Air Base Wing.



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<u>Position</u>	<u>Name</u>
Ground Safety Officer	Mr. Jack W. Dunseith (Civilian)* (15 July - 31 December)
<u>DIRECTORATE OF SECURITY AND LAW ENFORCEMENT</u>	
Director of Security and Law Enforcement	Lieut. Colonel Theodore J. Newnam** (1 July - 31 December)
<u>OFFICE OF THE STAFF SURGEON</u>	
Staff Surgeon	Colonel Paul V. Davis*** (1 July - 31 December)
<u>OFFICE OF THE STAFF CHAPLAIN</u>	
Staff Chaplain	Lieut. Colonel Kenneth G. Parks**** (1 July - 14 December)  Major Joe L. Morris**** (14 December - 31 December)
<u>OFFICE OF THE STAFF COMPTROLLER</u>	
Staff Comptroller (Accounting and Finance Staff Officer)	Lieut. Colonel Norman W. Todd (1 July - 31 December)
<u>OPERATIONS DIRECTORATE</u>	
Director of Operations	Lieut. Colonel Richard S. Griffith (Actg.) (1 July - 30 July)  Colonel Richard D. Goree (30 July - 31 December)

\*Additional duty. Regular duty assignment: Ground Safety Officer, 6313th Air Base Wing.

\*\*Additional duty. Regular duty assignment: Director of Security and Law Enforcement, 6313th Air Base Wing.

\*\*\*Additional duty. Regular duty assignment: Commander, 6332d USAF Dispensary, and Director, Base Medical Service, Kadena Air Base.

\*\*\*\*Additional duty. Regular duty assignment: Base Chaplain, Kadena Air Base.

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<u>Position</u>	<u>Name</u>
Assistant Director of Operations	Lieut. Colonel Richard S. Griffith* (1 July - 31 December)
Chief, Plans, Programs, and Requirements Division	Lieut. Colonel Colin J. Walker** (1 July - 19 July)
	Lieut. Colonel Gerald D. Fitzgerald** (19 July - 31 December)
Chief, Plans Branch	Lieut. Colonel Gerald D. Fitzgerald** (1 July - 19 July)
	Captain Charles L. Kelly (19 July - 31 December)
Chief, Programs and Requirements Branch	Vacant (1 July - 2 September)
	Captain James L. Thompson (2 September - 31 December)
Chief, Logistics Plans Branch****	Major Robert J. Morris (1 July - 30 September)
Chief, Operations and Training Division	Lieut. Colonel Richard S. Griffith (1 July - 31 December)
Chief, Current Operations Branch	Major Raymond A. Williams (1 July - 22 July)
	Captain Robert E. Weaver (22 July - 9 October)
	Lieut. Colonel James C. Williams (9 October - 31 December)
Chief, 313th Air Division Air Operations Center	Major John H. Bowers (1 July - 31 December)

\* Additional duty. Regular duty assignment: Chief, Operations and Training Division.

\*\* Promoted to rank of lieutenant colonel effective 15 July 1963.

\*\*\* This function was transferred to the Materiel Directorate effective 1 October 1963.



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<u>Position</u>	<u>Name</u>
Passive Defense Officer	Major Robert W. McGuire* (1 July - 31 December)
Chief, Special Operations Activities Division	Lieut. Colonel Erick O. Linden (1 July - 31 December)
Chief, Intelligence Division	Captain Clark E. Williams (Acting) (1 July - 31 July)
	Lieut. Colonel John T. Whitescarver (31 July - 31 December)
Chief, Operations Intelligence Branch	Captain Clark E. Williams (1 July - 31 December)
Chief, Manpower and Organization Division	Captain Roland F. Crim (Acting) (1 July - 15 July)
	Lieut. Colonel Darwin R. Addis (15 July - 31 December)
Chief, Kadena Manpower Branch	Second Lieutenant Milton L. Haines (1 July - 31 December)
Chief, Naha Manpower Branch	Captain Robbie V. Young (1 July - 31 December)
Organization and Management Engineering Officer	Captain Roland F. Crim (1 July - 9 September)
	Vacant (9 September - 16 September)
	Captain Marvin Rosenglick (16 September - 31 December)
 <u>MATERIEL DIRECTORATE</u>	
Director of Materiel	Colonel Mitchell A. Cobeaga (1 July - 31 December)
Chief, Supply and Services Division	Lieut. Colonel George Edwards (1 July - 27 November)
	Lieut. Colonel Iver C. Fitschen (27 November - 31 December)

\*Additional duty. Regular duty assignment: Assistant Chief, 313th Air Division Operations Center.

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<u>Position</u>	<u>Name</u>
Chief, Supply and Seaweed Branch	1st Lieutenant Willard R. Chambers (9 September - 31 December)
Chief, Inter-Service Supply and Services Branch	CWO (W-3) Bryan R. Howerton (1 July - 11 September)
	Vacant (11 September - 31 December)
Air Force Representative, Sub-Area Petroleum Office, Ryukyus (SAPOR), and POL Officer	Captain Alvin G. Crawford* (1 July - 31 December)
Chief, Maintenance Division	Major Evan L. Stoll (1 July - 22 July)
	Major William R. Catlin (22 July - 31 December)
Air Force Representative with the Ryukyus Exchange System**	Lieut. Colonel Dudley W. Hogan, Jr.** (1 July - 1 August)
Chief, Munitions Division	Vacant (1 July - 7 October)
	Lieut. Colonel Hoyt A. Jolly, Jr. (7 October - 31 December)
Chief, Logistics Plans Division***	Major Robert J. Morris*** (1 October - 31 December)
<u>OFFICE OF CIVIL ENGINEERING</u>	
Civil Engineering Officer	Lieut. Colonel Douglas C. Oldershaw**** (1 July - 3 August)
	Major Mark L. Nagel**** (3 August - 31 December)

\*Detailed from the 6313th Air Base Wing.

\*\*This function was transferred to the Personnel Directorate on 1 August 1963.

\*\*\*The Logistics Plans Division was transferred from the Operations Directorate effective 1 October 1963.

\*\*\*\*Additional duty. Regular duty assignment: Commander, 6313th Civil Engineering Squadron, and 6313th Air Base Wing Director of Engineering.



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<u>Position</u>	<u>Name</u>
Assistant Civil Engineering Officer	Mr. Lloyd H. Hellmann (Civilian) (1 July - 31 December)
 <u>OFFICE OF PROCUREMENT</u>	
Procurement Officer	Major Lynn J. Corp (1 July - 31 December)
	CWO (W-2) Willie M. Johnson (1 July - 13 July)
	Vacant (13 July - 13 August)
	Captain John F. Thomason (13 August - 31 December)
Deputy Procurement Officer	2d Lieutenant Charles F. Kelsch (1 July - 6 October)
	Vacant (6 October - 31 December)
 <u>PERSONNEL DIRECTORATE</u>	
Director of Personnel	Lieut. Colonel Robert J. Thornton (1 July - 22 July)
	Vacant (22 July - 26 July)
	Colonel Dean B. Brown (26 July - 31 December)
Assistant Personnel Officer	Vacant (1 July - 30 August)
	Lieut. Colonel Albert E. Hughes (30 August - 31 December)
Air Force Representative with the Ryukyus Exchange System*	Lieut. Colonel Dudley W. Hogen, Jr.* (1 August - 31 December)

\*This function was transferred from the Materiel Directorate to the Personnel Directorate on 1 August 1963.

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<u>Position</u>	<u>Name</u>
Civilian Personnel Officer	Mr. Louis W. Conroy, Jr. (Civilian)* (1 July - 31 December)

DISTRICT OFFICE #43, 1005TH SPECIAL INVESTIGATIONS GROUP (IG) PACAF

Commander, OSI District Office #43	Lieut. Colonel James T. Emott (1 July - 19 September)
	Lieut. Colonel George E. Hewitt (19 September - 31 December)

DETACHMENT NO. 2, 1045TH OPERATIONAL EVALUATION AND TRAINING GROUP

Detachment No. 2 Commander	Colonel Alpheus W. Blizzard (1 July - 31 December)
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KADENA AIR BASE SUBORDINATE UNIT COMMANDERS

<u>Position</u>	<u>Name</u>
18th Tactical Fighter Wing Commander	Colonel George B. Simler (1 July - 31 December)
18th Tactical Fighter Wing Deputy Wing Commander	Colonel Jones E. Bolt (1 July - 31 December)
18th Tactical Fighter Wing Executive Officer	Major Thomas B. Huddleston, Jr. (1 July - 31 December)
18th Tactical Fighter Wing Director of Operations	Colonel Floyd White (1 July - 31 December)
18th Tactical Fighter Wing Director of Materiel	Colonel John W. Carpenter (1 July - 31 December)
12th Tactical Fighter Squadron Commander	Lieut. Colonel John C. Neill (1 July - 31 December)
44th Tactical Fighter Squadron Commander	Lieut. Colonel Grant R. Smith (1 July - 31 December)

\*Assigned to the 6313th Air Base Wing. Ex officio 313th Air Division  
Civilian Personnel Officer.



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<u>Position</u>	<u>Name</u>
67th Tactical Fighter Squadron Commander	Lieut. Colonel Grady Morris (1 July - 31 December)
15th Tactical Reconnaissance Squadron, Photo, Jet, Commander	Major Alexander P. Butterfield (1 July - 31 December)
18th Field Maintenance Squadron Commander	Lieut. Colonel Billy B. Wilson (1 July - 11 October)
	Lieut. Colonel Charles Lower (11 October - 31 December)
18th Armament and Electronics Maintenance Squadron Commander	Major James A. Head (1 July - 31 December)
18th Organizational Maintenance Squadron Commander	Lieut. Colonel Marvin H. Ahrens (1 July - 21 October)
	Lieut. Colonel Walter A. Miller (21 October - 31 December)
498th Tactical Missile Group (PACAF) Commander	Colonel Warren E. Vinzant (1 July - 31 December)
498th Tactical Missile Group (PACAF) Deputy Commander	Lieut. Colonel Malcolm A. McNall (1 July - 12 December)
	Vacant (12 December - 31 December)
498th Tactical Missile Group (PACAF) Executive Officer	Major Norman C. Bausch* (1 July - 31 December)
498th Missile Maintenance Squadron (PACAF) Commander	Major Eugene F. Phillips (1 July - 31 December)
873d Tactical Missile Squadron (PACAF) Commander	Lieut. Colonel Dudley A. Dilley (1 July - 31 December)
874th Tactical Missile Squadron (PACAF) Commander	Major Raymond E. Geer (1 July - 16 November)
	Major Vincent J. Bruttomesso (16 November - 29 December)
	Lieut. Colonel Henry R. Tillie (29 December - 31 December)

\*Additional duty. Regular duty assignment: 498th Tactical Missile Group (PACAF) Staff Administrative Officer.

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<u>Position</u>	<u>Name</u>
658th Tactical Hospital Commander	Captain David P. Connolly (1 July - 31 December)
6313th Air Base Wing Commander	Colonel John R. Roche (1 July - 31 December)
6313th Air Base Wing Deputy Commander	Colonel Cornelius G. Brosnan (1 July - 31 December)
6313th Air Base Wing Executive Officer	Lieut. Colonel Raymond S. Barnes <sup>*</sup> (1 July - 31 December)
6313th Air Base Wing Director of Personnel	Lieut. Colonel Walter C. Kurowski (1 July - 31 December)
6313th Air Base Wing Director of Services	Lieut. Colonel William E. Pitcher <sup>**</sup> (1 July - 31 December)
6313th Air Base Wing Director of Operations	Lieut. Colonel Thomas J. Williams (1 July - 31 December)
6313th Air Base Wing Director of Security and Law Enforcement	Lieut. Colonel Theodore J. Newnam (1 July - 31 December)
6313th Air Base Wing Director of Engineering	Lieut. Colonel Douglas C. Oldershaw (1 July - 3 August)
	Major Mark L. Nagel (3 August - 31 December)
6313th Materiel Squadron Commander	Lieut. Colonel Donald R. Nimmo (1 July - 5 July)
	Major Carlton D. Williams (5 July - 12 August)
	Major Vincent A. Bauman (12 August - 31 December)
6313th Support Squadron Commander	Lieut. Colonel William E. Pitcher (1 July - 31 December)

<sup>\*</sup>Additional duty. Regular duty assignment: Chief of Administrative Services, 6313th Air Base Wing.

<sup>\*\*</sup>Additional duty. Regular duty assignment: Commander, 6313th Support Squadron.



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<u>Position</u>	<u>Name</u>
6313th Air Police Squadron Commander	Major Charles N. Dungan (1 July - 1 December)
	Captain Robert H. Brooks (1 December - 31 December)
6313th Civil Engineering Squadron Commander	Lieut. Colonel Douglas C. Oldershaw (1 July - 3 August)
	Major Mark L. Nagel (3 August - 31 December)
6332d USAF Dispensary Commander	Colonel Paul V. Davis (1 July - 31 December)
6313th Headquarters Squadron Section Commander	Major James C. Fournie (1 July - 31 December)
Detachment 4, 1st Medical Services Wing Commander	Captain Richard C. Hausler (1 July - 28 August)
	Vacant (28 August - 6 October)
	Captain Lowell F. Peterson (6 October - 31 December)
15th Physiological Training Flight Commander	Captain Frederick F. Thimm (1 July - 31 December)
400th Munitions Maintenance Squadron (Theater) Commander	Lieut. Colonel Anthony H. Richard, Jr. (1 July - 31 December)
400th Munitions Maintenance Squadron (Theater) Deputy Commander	Major James H. Bauer (1 July - 31 December)
418th Munitions Maintenance Squadron Commander	Lieut. Colonel George Wetzler, Jr. (1 July - 31 December)
1962d Communications Group (AFCS) Commander	Colonel James L. Caselli (1 July - 31 December)
1962d Communications Group (AFCS)* Deputy Commander	Lieut. Colonel Tilmon B. Cantrell (1 July - 31 December)

\*The position of Deputy Commander, 1962d Communications Group (AFCS) was established effective 1 July 1963.

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<u>Position</u>	<u>Name</u>
6922d Security Wing (USAFSS) Commander	Colonel Donald A. Reed (1 July - 8 August)
	Colonel John R. Neal (8 August - 31 December)
6927th Security Squadron (USAFSS)** Commander	Lieut. Colonel Robert G. Sandstrom* (1 July - 31 December)
1505th Support Squadron (Transport) Commander	Lieut. Colonel George E. Bye (1 July - 31 December)
11th Air Postal Squadron Commander	Major Clifford L. Martin (1 July - 13 August)
	Major Milton S. Mitchell (13 August - 31 December)
Detachment 8, 1st Weather Wing Commander	Lieut. Colonel Henry Baldi (1 July - 10 October)
	Lieut. Colonel Robert F. Durbin (10 October - 31 December)
Detachment 2, 2875th Ground Electronics Engineering Install- ation Agency Squadron Commander	Captain Marvin D. Meadows (1 July - 31 December)
6002d Standardization/Evaluation Group Commander	Colonel Joel D. Thorvaldson (1 July - 31 December)
6002d Standardization/Evaluation Group Deputy Commander	Lieut. Colonel Milton E. Nelson (1 July - 3 September)
	Lieut. Colonel Abner M. Aust, Jr. (3 September - 31 December)
Detachment 2, 315th Air Division	Major James H. Watkins (1 July - 14 October)
	Major Charles D. Boyer, Jr. (14 October - 31 December)

\*Promoted to the rank of lieutenant colonel effective 15 July 1963.

\*\*The 6927th Radio Squadron Mobile (USAFSS) at Onna Point, Okinawa, was redesignated as the 6927th Security Squadron (USAFSS) effective 1 July 1963, per USAFSS SO GB-5, dtd. 26 March 1963.



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<u>Position</u>	<u>Name</u>
Detachment 12, 4440th Aircraft Delivery Group Commander	Major David G. Fisher (1 July - 31 December)
Detachment 2, Headquarters, 3d Air Division (SAC) Commander	Lieut. Colonel Edward E. Sandin (1 July - 31 December)

NAHA AIR BASE SUBORDINATE UNIT COMMANDERS

<u>Position</u>	<u>Name</u>
51st Fighter Interceptor Wing Commander	Colonel Lester C. Hess (1 July - 31 December)
51st Fighter Interceptor Wing Deputy Commander for Operations	Lieut. Colonel Craig H. Fairburn (1 July - 29 July)
	Lieut. Colonel Cecil V. Steed (acting) (29 July - 13 August)
	Colonel Lloyd R. Larson* (13 August - 31 December)
51st Fighter Interceptor Wing Deputy Commander for Materiel	Colonel Ralph S. Fuhrmeister, Jr. (1 July - 29 July)
	Colonel David M. Taylor (29 July - 31 December)
51st Fighter Interceptor Wing Administrative Staff Officer	Major Leo A. Sussman (1 July - 31 December)
Chief, Combat Operations Division, 51st Fighter Interceptor Wing	Lieut. Colonel Cecil V. Steed (1 July - 31 December)
16th Fighter Interceptor Squadron Commander	Major Ethan A. Grant (1 July - 6 July)
	Lieut. Colonel Garnet D. Page (6 July - 31 December)
51st Field Maintenance Squadron Commander	Lieut. Colonel Elmer H. Jose, Jr. (1 July - 31 December)
51st Organizational Maintenance Squadron Commander	Lieut. Colonel Hubert K. Druhe (1 July - 29 October)
	Major Everett P. Musselman (29 October - 31 December)

\*Additional duty as Commander, 51st Air Base Group from 16 December to 31 December 1963.

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<u>Position</u>	<u>Name</u>
51st Armament and Electronics Maintenance Squadron Commander	Lieut. Colonel Ernest S. McDonald (1 July - 31 December)
623d Aircraft Control and Warning Squadron Commander	Lieut. Colonel Roland L. Wolfe (1 July - 31 December)
6351st USAF Dispensary Commander	Lieut. Colonel Jerrold L. Wheaton* (1 July - 31 December)
51st Air Base Group Commander	Colonel Edwin R. Bane (1 July - 16 December)
	Colonel Lloyd R. Larson** (16 December - 31 December)
Special Assistant to the 51st Air Base Group Commander	Lieut. Colonel Jesse W. Simpson (1 July - 3 July)
	Vacant (3 July - 31 December)
51st Air Base Group Executive Officer	Lieut. Colonel Robert E. Woody (1 July - 31 July)
	Lieut. Colonel Harold A. Wicklund (31 July - 31 December)
51st Air Base Group Director of Personnel	Lieut. Colonel Harris L. Jenson (1 July - 31 December)
51st Air Base Group Director of Security and Law Enforcement	Lieut. Colonel John A. Webster (1 July - 11 August)
	Vacant (11 August - 16 August)
	Major Frank J. Rahmer (16 August - 31 December)
51st Support Squadron Commander	Lieut. Colonel Sam L. Almon (1 July - 8 July)
	Lieut. Colonel James V. Merritt (8 July - 3 October)

\*Additional duty as Director, Base Medical Service, Naha Air Base.

\*\*Additional duty. Regular duty assignment: Deputy Commander for Operations, 51st Fighter Interceptor Wing.



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<u>Position</u>	<u>Name</u>
51st Support Squadron Commander	Lieut. Colonel Walter A. Smith, Jr. (3 October - 31 December)
51st Materiel Squadron Commander	Captain Charles B. Weir (1 July - 29 July)
	Captain Warren S. Barnes (29 July - 2 August)
	Major Bruce L. Lackey (2 August - 4 September)
	1st Lieutenant Thomas M. Thedford (4 September - 31 December)
51st Civil Engineering Squadron Commander	Major Paul Heath (1 July - 31 December)
51st Air Police Squadron Commander	Lieut. Colonel John A. Webster* (1 July - 11 August)
	Vacant (11 August - 16 August)
	Major Frank J. Rahmer* (16 August - 31 December)
Detachment 5, 1st Medical Services Wing Commander	Captain John R. Rogers (1 July - 15 July)
	Captain William G. Elliott (15 July - 5 November)
	Captain Richard O. Ranheim (5 November - 31 December)
Detachment 1, 315th Air Division (Combat Cargo) Commander	Colonel Jack L. Crawford, Jr. (1 July - 31 December)
Detachment 1, 315th Air Division (Combat Cargo) Deputy for Operations	Colonel Clarence B. Slaughter, Jr. (1 July - 31 December)
Detachment 1, 315th Air Division (Combat Cargo) Deputy for Materiel	Lieut. Colonel Warner M. Brundrett (1 July - 5 September)
	Lieut. Colonel Roger W. Manteuffel (5 September - 31 December)

\*Additional duty. Regular duty assignment: Director of Security and Law Enforcement, 51st Air Base Group.

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<u>Position</u>	<u>Name</u>
21st Troop Carrier Squadron, Medium, Commander	Lieut. Colonel Ned M. Letts (1 July - 12 December)
	Lieut. Colonel Donald C. Carlson (12 December - 31 December)
35th Troop Carrier Squadron, Medium, Commander	Lieut. Colonel Richard D. Cote (1 July - 25 September)
	Lieut. Colonel George D. Clark (25 September - 31 December)
817th Troop Carrier Squadron, Medium, Commander	Lieut. Colonel George F. Owen (1 July - 31 December)
2152d Communications Squadron Commander	Lieut. Colonel William S. Hodge* (1 July - 31 December)
33d Air Rescue Squadron Commander	Lieut. Colonel Robert P. Ash (1 July - 13 December)
	Lieut. Colonel Kenneth J. Mask (13 December - 31 December)
Detachment 14, 1st Weather Wing Commander	Major Woodrow B. Huff (1 July - 31 December)
Detachment 3, 313th Air Division	Captain Raymond R. Mendonsa (1 July - 31 December)
Detachment 1, 5th Communications Squadron, Division, Commander	Captain James D. Mellon, Jr. (1 July - 31 December)
Detachment 1, 7th Aerial Port Squadron Commander	Major Oscar W. Yetez (1 July - 31 December)
Detachment 2, 11th Air Postal Squadron Commander	Captain Ralph H. Middlebrook (1 July - 31 December)

\* Promoted to the rank of lieutenant colonel effective 15 July 1963.

313th AD, 1963-II

APPENDIX 2

CONTRACTS LET BY THE  
313TH AIR DIVISION OFFICE OF PROCUREMENT  
1 JULY - 31 DECEMBER 1963



CONTRACTS LET BY THE 313TH AIR DIVISION

OFFICE OF PROCUREMENT

1 JULY - 31 DECEMBER 1963

July: Fifteen numbered contracts totalling \$131,877 and 43 unnumbered contracts totalling \$8,060 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa during the month of July 1963. There were also 43 delivery orders and communications services authorizations totalling \$39,752.

- (a) Contract AF 62(321)-2215, in the amount of \$8,534, was awarded to Island Builders' Supply Co. for maintenance of the sprinkler systems in Buildings 762 and 766 at Kadena Air Base (KAD-12-4).
- (b) Contract AF 62(321)-2216, in the amount of \$1,008, was awarded to Motohiko Tanaka for piano tuning at Kadena and Naha Air Bases.
- (c) Contract AF 62(321)-2217, in the amount of \$38, was awarded to the Nago Telephone and Telegraph Office for telephone services for Kadena Air Base.
- (d) Contract AF 62(321)-2218, in the amount of \$1,589, was awarded to Barclay and Co. for repair of thermofax machines at Kadena and Naha Air Bases.
- (e) Contract AF 62(321)-2219, a fixed price contract, was awarded to Barclay and Co. for repair of thermofax machines at Kadena and Naha Air Bases.
- (f) Contract AF 62(321)-2220, a blanket purchase agreement, was awarded to Okinawa Kensetsu Kogyo Co. for hot mix asphalt for Kadena Air Base.
- (g) Contract AF 62(321)-2221, a blanket purchase agreement, was awarded to Ryukyu Asphalt Co. for hot mix asphalt for Kadena Air Base.
- (h) Contract AF 62(321)-2222, in the amount of \$1,725, was awarded to Westpac, Inc., for maintenance of the AFRTS tower antenna.

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- July:
- (i) Contract AF 62(321)-2223, in the amount of \$300, was awarded to Central Appliance Service Co. for maintenance of two refrigeration units in the 15th Tactical Reconnaissance Squadron at Kadena Air Base.
  - (j) Contract AF 62(321)-2224, in the amount of \$115,186, was awarded to Stanbo Protective Coatings for alteration of the aviation fuel system at Kadena Airfield.
  - (k) Contract AF 62(321)-2225, a requirement type contract, was awarded to Sanko Construction Co. for repair of wooden furniture for Kadena Air Base.
  - (l) Contract AF 62(321)-2226, a blanket purchase agreement, was awarded to JHW, Inc., for ready-mix concrete for Kadena Air Base.
  - (m) Contract AF 62(321)-2227, a blanket purchase agreement, was awarded to Okinawa Kensetsu Kogyo Co. for ready-mix concrete for Kadena Air Base.
  - (n) Contract AF 62(321)-2228, a blanket purchase agreement, was awarded to DeMauro Construction Corp. for ready-mix concrete for Kadena Air Base.
  - (o) Contract AF 62(321)-2229, in the amount of \$3,497, was awarded to Yokatsu Kensetsu Co. for custodial services for Kadena Air Base.

Two salvage contracts totalling \$5,766 were awarded to Kobashigawa Shokai for bones and fats and to Kyoei Shokai for garbage respectively during the month of July 1963.

A total of \$2,150 was expended for 163 cash purchases by the Imprest Fund Officer during the month of July 1963.

August: Six numbered contracts totalling \$62,414 and 32 unnumbered contracts totalling \$12,115 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa during the month of August 1963. There were also 33 delivery orders and communications services authorizations totalling \$27,056.

- (a) Contract AF 62(321)-2230, in the amount of \$33,000, was awarded to Westpac, Inc., to install an underground 13.8 KV electrical distribution system at Naha Air Base (NAH-14-3).

313th AD, 1963-II, Appendix 2

- August:
- (b) Contract AF 62(321)-2231, in the amount of \$3,607, was awarded to Barclay and Co. for thermofax paper for Kadena Air Base.
  - (c) Contract AF 62(321)-2232, in the amount of \$14,993, was awarded to Daniel R. Buck for custodial services for Naha Air Base.
  - (d) Contract AF 62(321)-2233, in the amount of \$3,000, was awarded to Fukuyama Shoji Co. for equipment rental for an air conditioner at Kadena Air Base.
  - (e) Contract AF 62(321)-2234, in the amount of \$3,450, was awarded to Okinawa Kensetsu Co. for sand for Kadena Air Base.
  - (f) Contract AF 62(321)-2235, in the amount of \$4,364, was awarded to Yamane Gumi for gravel for Kadena Air Base.

One salvage contract in the amount of \$33,800 was awarded to Kobashigawa Shokai for trash and refuse during the month of August 1963.

A total of \$4,045 was expended for 145 cash purchases by the Imprest Fund Officer during the month of August 1963.

September: Eight numbered contracts totalling \$121,509 and 40 unnumbered contracts totalling \$39,131 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa during the month of September 1963. There were also 79 delivery orders and communications services authorizations totalling \$52,849.

- (a) Contract AF 62(321)-2236, in the amount of \$2,755, was awarded to Hashimoto Gumi for rhombic antennas for Kadena Air Base.
- (b) Contract AF 62(321)-2237, a fixed-price contract, was awarded to Toguchi Auto Parts for automotive parts for Kadena Air Base.
- (c) Contract AF 62(321)-2238, in the amount of \$15,988, was awarded to Yamane Gumi for grass cutting services at Kadena Air Base.
- (d) Contract AF 62(321)-2239, in the amount of \$17,243, was awarded to Ueki Paint Co. to replace metal storm screens on the permanent BOQ's with reinforced-concrete ornamental blocks.



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- September: (e) Contract AF 62(321)-2240, in the amount of \$8,800, was awarded to Okisui Construction Co. for cleaning and painting of the water tower at Naha Air Base.
- (f) Contract AF 62(321)-2241, in the amount of \$20,173, was awarded to Yokatsu Kensetsu Co. for custodial services for Kadena Air Base.
- (g) Contract AF 62(321)-2242, in the amount of \$37,250, was awarded to Tokai Electrical Installations for maintenance of the field maintenance hangar at Naha Air Base.
- (h) Contract AF 62(321)-2243, in the amount of \$19,300, was awarded to Maeda Gumi for maintenance of the Adams Gymnasium at Naha Air Base.

No salvage contracts were awarded during the month of September 1963.

A total of \$3,831 was expended for 132 cash purchases by the Imprest Fund Officer during the month of September 1963.

October: Ten numbered contracts totalling \$35,678 and 39 unnumbered contracts totalling \$12,549 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa during the month of October 1963. There were also 46 delivery orders and communications services authorizations totalling \$48,949.

- (a) Contract AF 62(321)-2244, in the amount of \$17,094, was awarded to Paccon Corp. for maintenance of the McConnell Theater at Naha Air Base.
- (b) Contract AF 62(321)-2246, a blanket purchase agreement, was awarded to Toguchi Auto Parts for automotive parts for Kadena Air Base.
- (c) Contract AF 62(321)-2247, a blanket purchase agreement, was awarded to Turco Products for chemical compounds for Kadena Air Base.
- (d) Contract AF 62(321)-2248, a blanket purchase agreement, was awarded to Light Motors for repair of vehicles at Kadena and Naha Air Bases.
- (e) Contract AF 62(321)-2249, a blanket purchase agreement, was awarded to Okinawa Motors Co., Ltd., for repair of vehicles at Kadena and Naha Air Bases.

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- October:
- (f) Contract AF 62(321)-2250, a blanket purchase agreement, was awarded to S&S Motors for repair of vehicles at Kadena and Naha Air Bases.
  - (g) Contract AF 62(321)-2251, a blanket purchase agreement, was awarded to Hama's Garage for repair of vehicles at Kadena and Naha Air Bases.
  - (h) Contract AF 62(321)-2252, a blanket purchase agreement, was awarded to Miya's Garage for repair of vehicles at Kadena and Naha Air Bases.
  - (i) Contract AF 62(321)-2253, in the amount of \$10,984, was awarded to Hashimoto Gumi for maintenance of the open storage areas at Naha Air Base.
  - (j) Contract AF 62(321)-2254, in the amount of \$7,600, was awarded to Okinawa Denki Suido Kogyo Co. for repair of the air conditioning system in the group conference room (Building #604) at Naha Air Base (NAH-19-4).

No salvage contracts were awarded during the month of October 1963.

A total of \$4,927.00 was expended for 185 cash purchases by the Imprest Fund Officer during the month of October 1963.

November: Eight numbered contracts totalling \$263,724 and 46 unnumbered contracts totalling \$16,010 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa during the month of November 1963. There were also 45 delivery orders and communications services authorizations totalling \$35,644.

- (a) Contract AF 62(321)-2255, in the amount of \$47,270, was awarded to Maeda Gumi for construction of an addition to the dispensary at Naha Air Base.
- (b) Contract AF 62(321)-2256, in the amount of \$30,465, was awarded to Ueki Paint Co. for painting of the base exchange and commissary buildings at Naha Air Base.
- (c) Contract AF 62(321)-2257, in the amount of \$26,562, was awarded to D. F. Fischer & Sons for maintenance of roads at Naha Air Base.

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- November:
- (d) Contract AF 62(321)-2258, in the amount of \$9,311, was awarded to Tokai Electrical Installations for the construction of support facilities for the Mobile RAPCON installation at Naha Air Base.
  - (e) Contract AF 62(321)-2259, in the amount of \$44,196, was awarded to Yokatsu Kensetsu for maintenance of the temporary dependents' school buildings at Naha Air Base. This contract was returned without approval by Fifth Air Force.
  - (f) Contract AF 62(321)-2260, in the amount of \$29,950, was awarded to Shinkai Kensetsu Co. for maintenance of miscellaneous warehouses at Naha Air Base. This contract was returned without approval by Fifth Air Force.
  - (g) Contract AF 62(321)-2261, in the amount of \$74,604, was awarded to Demauro Construction Corp. for repair of the taxiway and runway at Naha Air Base. This contract was returned without approval by Fifth Air Force.
  - (h) Contract AF 62(321)-2262, in the amount of \$1,366, was awarded to Associated American Engineers Overseas, Inc., for architectural-engineering services in connection with the designing of an addition to Building 220 (the Base Finance Office) at Kadena Air Base.

No salvage contracts were awarded during the month of November 1963.

A total of \$6,244 was expended for 202 cash purchases by the Imprest Fund Officer during the month of November 1963.

- December:
- No numbered contracts and 47 unnumbered contracts totalling \$18,202 were awarded to local contractors and business firms for the procurement of supplies, services, and construction for Air Force activities on Okinawa during the month of December 1963. There were also 28 delivery orders and communications services authorizations totalling \$27,042.

No salvage contracts were awarded during the month of December 1963.

A total of \$2,794 was expended for 178 cash purchases by the Imprest Fund Officer during the month of December 1963.



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APPENDIX 3

313TH AIR DIVISION FATALITIES FOR THE YEAR

1963

APPENDIX 3

313TH AIR DIVISION FATALITIES FOR THE YEAR 1963

- 1 April 1963 - Captain Edward Klosterman (26924A), 44th Tactical Fighter Squadron, died as a result of a military aircraft accident four miles northeast of Nellis AFB, Nevada. Disposition of remains unknown.
- 22 May 1963 - A3C Ernest Metoxin (AFL6670984), 18th Armament and Electronics Maintenance Squadron, died as a result of a gunshot wound of the chest, apparent suicide, in Room 5A, Barracks 713, Kadena AB. Disposition of remains unknown.
- 29 May 1963 - A2C Douglas W. Olson (AFL8595916), 18th Organizational Maintenance Squadron, died as a result of gunshot wound of chest, apparent suicide, at 213 North 23d Street, Waco, Texas, while on leave. Disposition of remains unknown.
- 22 Aug. 1963 - Major Clifford L. Martin (AO572521), 11th Air Postal Squadron, died as a result of a coronary occlusion in the Monaco Motel, 3073 Las Vegas Boulevard South, Las Vegas, Nevada. Remains returned to Shawnee, Oklahoma, for burial.
- 24 Aug. 1963 - A1C Walter Taylor (AFL4461819), 6313th Air Base Wing, died as a result of aspirated gastric contents in the respiratory tract and a lacerated liver, at the Airmen's Club, Kadena AB. Disposition of remains unknown.
- 24 Sept. 1963 - TSgt Raymond V. Flanders (AFL1096698), 18th Organizational Maintenance Squadron, died as a result of myocardial infarction. Was stricken at home and pronounced dead on arrival at the 6332d USAF Dispensary, Kadena AB. Remains buried at Long Island National Cemetery.
- 29 Sept. 1963 - TSgt Joseph J. Van Laarhoven (AFL6284732), 18th Field Maintenance Squadron, died as a result of a myocardial infarction at his home, 2930 Ruddell Terrace. Interment at Fort Snelling National Cemetery, Minneapolis, Minnesota.
- 19 Oct. 1963 - A2C Raymond G. Schemenauer (AFL5643189), 623d Aircraft Control and Warning Squadron, died from drowning on Miyako Jima, Ryukyu Islands. Remains returned to Sandusky, Ohio.



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- 15 Nov. 1963 - A2C Eugene A. Lee (AFL7623353), Detachment 1, 6927th Security Squadron, died as a result of diffuse cerebral contusions received when struck by a motor scooter. Place of death: Camp Kue Army Hospital, Okinawa. Remains returned to Fort Snelling National Cemetery, Minneapolis, Minnesota, for interment.
- 19 Nov. 1963 - Captain Vernon T. Sutter (AO3065362), 873d Tactical Missile Squadron, died from multiple injuries suffered in an aircraft accident 21 miles south-southeast of Yokota AB, Japan. Interment in Keokuk National Cemetery, Keokuk, Iowa.
- 19 Nov. 1963 - Captain Vincent J. Joy, Jr. (AO3080976), 18th Tactical Fighter Wing, died from multiple injuries suffered in an aircraft accident 21 miles south-southeast of Yokota AB, Japan. Interment at Mobile National Cemetery, Mobile, Alabama.
- 5 Dec. 1963 - A2C Pete Allan Elder (AFL6723396), Detachment 2, 2875th Ground Electronics Engineering Installation Agency (GEEIA) Squadron, died as a result of skull fractures received when involved in a civilian vehicle accident on Ie Shima, Ryukyu Islands. Disposition of remains unknown.
- 8 Dec. 1963 - SSgt Earl W. Thornal (AFL4361163), 874th Tactical Missile Squadron, died as a result of self-inflicted gunshot wound to head. Death occurred at Camp Kue Army Hospital. Burial at Andrew, South Carolina, Civilian Cemetery.



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APPENDIX 4

OPEN MESS ANALYSIS

313th AD, 1963-II, Appendix 4

OPEN MESS ANALYSIS

1963

MONTHLY COMPARISON PROFIT AND LOSS

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
July	\$ 6,114	\$(1,814)	\$ 3,370	\$(1,310)	\$ 5,103	\$( 960)
August	8,681	( 117)	5,471	1,253	6,171	3,971
September	5,135	3,190	6,848	(1,934)	5,412	1,048
October	5,765	3,962	6,530	6,524	4,361	2,478
November	7,133	8,208	4,703	11,744	4,954	3,979
December	3,084	2,413	2,413	8,688	5,853	9,871

NET PROFIT AND LOSS

CALENDAR YEAR TO DATE

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
July	\$38,034	\$(2,750)	\$24,294	\$(7,558)	\$32,591	\$ 3,754
August	46,715	(2,867)	29,765	(6,305)	38,672	7,725
September	51,850	323	36,613	(8,239)	44,174	8,773
October	57,615	4,285	43,142	(1,715)	48,535	11,251
November	64,747	12,493	47,845	10,029	53,488	15,230
December	67,831	14,906	50,258	18,717	59,341	25,101

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OPEN MESS ANALYSIS  
MONTHLY COMPARISON OF PROFITS - 1963

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
<u>July:</u>						
Total Sales	\$70,211	\$31,453	\$69,379	\$51,432	\$74,740	\$39,522
Food Sales	35,522	17,690	24,281	19,986	22,073	9,155
Beverage Sales	9,314	4,578	15,548	15,036	15,774	12,248
Package Goods Sales	9,454	5,489	16,216	9,659	3,245	-0-
Bingo Sales	5,339	-0-	3,871	2,341	1,751	967
Other Activity	21,074	8,114	23,583	18,358	18,858	10,002
Income						
Dues Income	4,510	2,962	2,341	1,616	2,208	1,425
Non-Operating Income	17	197	340	236	1,122	855
<u>August:</u>						
Total Sales	\$73,841	\$30,842	\$73,046	\$50,468	\$79,222	\$38,615
Food Sales	37,886	18,366	26,658	20,987	23,257	9,644
Beverage Sales	11,353	4,473	16,529	15,430	18,115	12,756
Package Goods Sales	9,638	4,740	16,789	8,139	3,226	-0-
Bingo Sales	4,833	-0-	3,293	2,237	1,887	880
Other Activity	20,870	6,828	25,330	15,650	19,230	11,654
Income						
Dues Income	4,470	2,885	2,312	1,583	2,278	1,447
Non-Operating Income	2,945	27	427	540	3,319	231
<u>September:</u>						
Total Sales	\$76,802	\$34,361	\$69,467	\$49,763	\$76,028	\$37,235
Food Sales	40,964	19,887	\$24,477	\$19,829	\$21,892	\$ 8,817
Beverage Sales	11,521	5,113	15,521	14,725	15,728	12,465
Package Goods Sales	10,035	5,531	16,289	9,454	3,814	-0-
Bingo Sales	4,732	-0-	3,756	2,269	2,235	739
Other Activity	25,883	14,667	25,805	14,798	19,370	9,549
Income						
Dues Income	4,995	3,020	2,394	1,564	2,269	1,380
Non-Operating Income	275	50	2,282	267	1,156	198



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OPEN MESS ANALYSIS  
MONTHLY COMPARISON OF PROFITS - 1963

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
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October:

Total Sales	\$74,668	\$31,721	\$69,013	\$47,609	\$75,118	\$35,542
Food Sales	38,726	18,732	25,620	19,790	23,133	8,384
Beverage Sales	11,901	4,867	14,431	13,491	15,804	12,071
Package Goods Sales	9,241	4,817	15,985	9,094	3,622	-0-
Bingo Sales	5,242	-0-	3,418	2,250	1,703	740
Other Activity	17,823	8,677	22,589	15,050	16,173	9,912
Income						
Dues Income	4,985	3,065	2,407	1,637	2,274	1,428
Non-Operating Income	354	69	835	296	839	243

November:

Total Sales	\$56,829	\$37,466	\$70,946	\$50,803	\$80,938	\$30,459
Food Sales	28,784	21,442	25,988	21,118	24,145	10,004
Beverage Sales	8,093	5,956	14,648	14,661	16,950	13,657
Package Goods Sales	9,704	5,860	17,245	9,747	4,189	-0-
Bingo Sales	-0-	448	3,203	2,688	1,626	663
Other Activity	9,354	11,437	20,332	17,715	14,839	11,538
Income						
Dues Income	5,165	3,075	2,416	1,638	2,204	1,497
Non-Operating Income	3,273	36	306	340	1,668	158

December:

Total Sales	\$53,691	\$33,421	\$71,305	\$47,222	\$80,769	\$30,045
Food Sales	26,736	18,381	22,737	17,837	23,456	10,736
Beverage Sales	7,156	5,123	11,706	11,384	17,279	11,224
Package Goods Sales	12,796	7,382	26,162	15,059	6,942	-0-
Bingo Sales	-0-	-0-	414	605	-0-	-0-
Other Activity	10,483	9,467	17,869	17,106	16,381	12,289
Income						
Dues Income	5,085	3,130	2,467	1,723	2,703	1,636
Non-Operating Income	90	109	282	896	869	197

313th AD, 1963-II, Appendix 4

OPEN MESS ANALYSIS  
MONTHLY COMPARISON OF EXPENSES - 1963

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
<u>July:</u>						
Salaries (Mil)	\$ 1,743	\$ 691	\$ 3,189	\$1,985	\$ 2,416	\$ 1,347
Salaries (US Civ)	1,095	269	1,514	-0-	695	-0-
Salaries (Ryukyu)	16,576	9,593	15,194	11,179	16,760	9,655
Entertainment	6,742	4,428	9,454	9,851	9,064	6,013
Depreciation	2,494	1,402	3,651	2,095	2,603	1,196
Miscellaneous	2,904	439	1,653	715	3,368	533
<u>August:</u>						
Salaries (Mil)	\$ 1,856	\$ 707	\$ 3,322	\$ 2,005	\$ 2,605	\$ 1,454
Salaries (US Civ)	1,317	269	1,565	-0-	700	-0-
Salaries (Ryukyu)	17,513	9,688	16,042	11,092	17,370	10,027
Entertainment	8,354	4,701	9,655	10,191	9,215	6,367
Depreciation	2,897	1,402	3,580	2,095	2,778	1,198
Non-Operating Expenses	1,151	386	979	726	4,416	506
<u>September:</u>						
Salaries (Mil)	\$ 1,856	\$ 636	\$ 3,343	\$ 1,987	\$ 2,414	\$ 1,441
Salaries (US Civ)	1,332	269	1,545	-0-	1,325	-0-
Salaries (Ryukyu)	18,076	10,261	15,022	11,945	17,419	10,388
Entertainment	8,778	4,491	8,470	9,541	9,749	6,134
Depreciation	3,028	1,402	3,581	2,094	2,690	1,203
Non-Operating Expenses	961	412	2,428	714	1,794	467

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OPEN MESS ANALYSIS

MONTHLY COMPARISON OF EXPENSES - 1963

Month	Kadena Officers Club	Naha Officers Club	Kadena NCO Club	Naha NCO Club	Kadena Airmen's Club	Naha Airmen's Club
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October:

Salaries (Mil)	\$ 1,933	\$ 684	\$ 3,422	\$1,519	\$ 2,196	\$ 1,393
Salaries (US Civ)	1,310	269	1,505	-0-	1,325	-0-
Salaries (Ryukyu)	16,868	9,816	15,243	10,889	15,968	9,836
Entertainment	8,291	3,730	8,393	5,529	10,533	5,409
Depreciation	3,039	1,415	3,859	2,202	2,968	1,208
Non-Operating Expenses	876	414	982	618	925	467

November:

Salaries (Mil)	\$ 1,344	\$ 774	\$ 3,321	\$1,170	\$2,306	\$ 1,421
Salaries (US Civ)	1,274	260	1,540	246	1,325	-0-
Salaries (Ryukyu)	15,499	10,066	15,641	9,784	16,191	12,687
Entertainment	4,343	4,198	8,179	6,175	10,479	5,869
Depreciation	2,949	1,415	3,468	2,202	3,060	1,208
Non-Operating Expenses	(746)	(366)	(841)	(544)	(284)	(324)

December:

Salaries (Mil)	\$ 1,085	\$ 499	\$ 2,494	\$1,075	\$2,008	\$ 1,193
Salaries (US Civ)	1,373	288	1,511	316	1,450	-0-
Salaries (Ryukyu)	14,381	13,407	15,153	13,049	15,880	7,562
Entertainment	4,501	3,495	6,332	3,567	13,081	4,485
Depreciation	2,990	1,413	3,333	2,202	3,003	1,208
Non-Operating Expenses	13	16	1,144	134	122	131



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NUMBER OF MEMBERS

Month	<u>KADENA</u>			<u>NAHA</u>		
	Officers Open Mess	NCO Open Mess	Airmen's Open Mess	Officers Open Mess	NCO Open Mess	Airmen's Open Mess
July	935	2,341	2,208	565	1,616	1,523
August	942	2,312	2,278	575	1,583	1,580
September	1,032	2,394	1,564	615	2,269	1,504
October	1,050	2,407	2,274	619	1,637	1,442
November	1,034	2,416	2,204	626	1,637	1,497
December	1,012	2,467	2,703	619	1,723	1,636

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OPEN MESS ANALYSIS - 1963

NUMBER OF EMPLOYEES

Month	Kadena Officers Club			Kadena NCO Club			Kadena Airmen's Club			Ratio of Members to Employees Kadena		
	Mil	US Civ	Ryukyu	Mil	US Civ	Ryukyu	Mil	US Civ	Ryukyu	Officers	NCO	Airmen
July	17	3	260	21	5	250	8	2	320	3.3:1	8.4:1	6.6:1
August	17	5	257	21	4	263	7	2	331	3.3:1	8.0:1	6.7:1
September	17	5	256	21	4	257	7	3	335	3.7:1	8.4:1	6.5:1
October	17	5	255	21	4	255	8	3	327	3.7:1	8.5:1	6.7:1
November	25	5	261	44	6	270	20	3	311	3.5:1	7.5:1	6.6:1
December	11	5	267	30	6	265	18	3	307	3.6:1	8.2:1	8.2:1

313th AD, 1963-II, Appendix 4

OPEN MESS ANALYSIS - 1963

NUMBER OF EMPLOYEES

Month	Naha Officers Club			Naha NCO Club			Naha Airmen's Club			Ratio of Members to Employees		
	Mil	US Civ	Ryukyu	Mil	US Civ	Ryukyu	Mil	US Civ	Ryukyu	Officers	NCO	Airmen
July	6	1	146	8	-0-	165	6	-0-	149	3.7:1	9.3:1	9.8:1
August	6	1	146	8	-0-	167	6	-0-	149	3.8:1	9.0:1	*
September	6	1	145	8	-0-	162	6	-0-	147	4.1:1	9.2:1	9.8:1
October	6	1	149	8	-0-	163	6	-0-	147	4.0:1	9.6:1	9.4:1
November	6	1	146	8	2	163	6	-0-	143	4.1:1	9.5:1	*
December	5	1	145	8	1	160	6	-0-	113	4.5:1	*	*

\* Ratio over 10:1.



313th AD, 1963-II, Appendix 4

KUME SHIMA NCO CLUB

Month	Net Profit and Loss	Net Profit and Loss to Date	Number of Members	Dues	Mil	US Civ	Ryukyuan	Ratio of Members to Employees
July	\$290	\$1,787	113	\$1.00	2	-0-	4	*
August	382	2,169	95	1.00	2	-0-	4	*
September	707	2,876	120	1.00	2	-0-	4	*
October	130	3,006	88	1.00	3	-0-	3	*
November	510	3,516	106	1.00	3	-0-	4	*
December	812	4,328	105	1.00	3	-0-	4	*

\*Ratio over 10:1.

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MIYAKO JIMA NCO CLUB

Month	Net Profit and Loss	Net Profit and Loss CY to Date	Number of Members	Dues	Number of Employees			Ratio Members to Employees
					Mil	Civ	Ryukyuan	
July	(\$ 42)	\$2,169	110	---	3	-0-	11	7.9:1
August	379	2,548	112	\$1.00	3	-0-	9	9.3:1
September	958	3,506	120	1.00	3	-0-	10	9.2:1
October	229	3,735	120	1.00	3	-0-	13	7.5:1
November	(267)	3,468	93	1.00	3	-0-	13	5.8:1
December	( 19)	3,449	86	1.00	3	-0-	13	5.4:1

\*Ratio over 10:1.

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YOZA DAKE NCO CLUB

Month	Net Profit and Loss	Net Profit and Loss CY to Date	Number of Members	Dues	Mil	Civ	Ryukyuan	Ratio of Members to Employees
July	\$(1,331)	\$2,456	190	\$.50	3	-0-	20	8.3:1
August	( 8)	2,448	200	.50	3	-0-	20	8.7:1
September	615	3,063	189	.50	3	-0-	23	7.3:1
October	220	3,283	195	.50	3	-0-	22	7.8:1
November	664	3,947	183	.50	3	-0-	22	7.3:1
December	75	4,021	191	.50	3	-0-	22	7.6:1



313th AD, 1963-II, Appendix 4

OKINO-ERABU JIMA NCO CLUB

Month	Net Profit and Loss	CY to Date Net Profit and Loss	Number of Members	Dues	Number of Employees			Ratio of Members to Employees
					Mil	Civ	Ryukyuan	
July	\$563	\$4,258	96	\$1.00	5	-0-	5	9.6:1
August	598	4,856	87	1.00	5	-0-	6	7.9:1
September	184	5,040	89	1.00	5	-0-	6	8.1:1
October	453	5,493	100	1.00	5	-0-	7	8.3:1
November	360	5,853	96	1.00	5	-0-	7	8.0:1
December	737	6,590	91	1.00	5	-0-	6	8.3:1

\*Ratio over 10:1.

313th AD, 1963-II

APPENDIX 6

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

313th AD, 1963-II, Appendix 6

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

JULY 1963

(1) Scrap and Waste

Scrap received during July	354,691#
Transferred to D.O.D. agencies (Army, Navy, Marines)	235#
Utilized within the Air Force	5,666#
Scrap disposed of by sale (Spot seal bid, retail)	360,314#
Scrap on hand 1 July 1963	1,237,137#
Scrap on hand 1 August 1963	1,205,365#
20,248 lbs. of scrap with value of \$4,000 reclassified as 61451261603	

(2) Surplus and Excesses

Total excesses received during July 1963	\$ 810,084.30
Total excesses transferred (D.O.D.)	20,224.10
Utilized within the Air Force	16,833.27
Total excesses expended, destroyed, or inventoried	158,515.70
Total excesses disposed of by sale (Spot or seal bid, retail)	185,310.50
Total excesses on hand 1 July 1963	1,187,586.04
Total excesses on hand 1 August 1963	1,616,786.77

(3) Monies Received

Money collected from spot bid sales	\$ 21,173.73
Money collected from operation of the retail store	6,935.74
Money collected from sealed bid sales	<u>1,661.27</u>
TOTAL	\$ 29,776.74

Five spot bid sales were conducted during July 1963.



SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITY

AUGUST 1963

(1) Scrap and Waste

Scrap received during August 1963	394,758#
Transferred to D.O.D. agencies (Army, Navy, Marines)	22,115#
Utilized within the Air Force	107,305#
Scrap disposed of by sale (Spot or seal bid, retail)	563,950#
Scrap on hand 1 August 1963	1,205,137#
Scrap on hand 1 September 1963	906,525#

(2) Surplus and Excesses

Total excesses received during August 1963	\$ 561,425.80
Total excesses transferred (D.O.D.)	35,129.60
Utilized within the Air Force	23,398.76
Total excesses expended, destroyed, or inventoried	294,670.25
Total excesses disposed of by sale (Spot bid and retail)	180,198.10
Total excesses on hand 1 August 1963	1,616,786.77
Total excesses on hand 1 September 1963	1,644,815.86

(3) Monies Received

Money collected from spot bid sales	\$ 30,837.70
Money collected from operation of the retail store	5,541.09
Money collected from sealed bid sales	<u>749.07</u>
TOTAL	\$ 37,127.86

Three spot bid sales were conducted during August 1963.

313th AD, 1963-II, Appendix 6

SUMMARY OF 313TH AIR DIVISION REDISTRIBUTION AND MARKETING ACTIVITIES

SEPTEMBER 1963

(1) Scrap and Waste

Scrap received during September	952,895#
Transferred to D.O.D. agencies (Army, Navy, Marines)	NONE
Utilized within the Air Force	110#
Scrap disposed of by sale (Spot or seal bid, retail)	321,674#
Scrap on hand 1 September 1963	906,525#
Scrap on hand 1 October 1963	1,527,236#
Upgraded to Class 55 and Class 95	10,400#

(2) Surplus and Excesses

Total excesses received during September	\$ 356,163.70
Total excesses transferred (D.O.D.)	29,246.52
Utilized within the Air Force	17,730.81
Total excesses expended, destroyed, or inventoried	311,257.83
Total excesses disposed of by sale (Spot bid and retail)	239,796.80
Total excesses on hand 1 September 1963	1,644,815.86
Total excesses on hand 1 October 1963	1,402,947.60

(3) Monies Received

Money collected from spot bid sales	\$ 4,493.37
Money collected from operation of the retail store	34,295.03
Money collected from sealed bid sales	<u>2,502.50</u>
TOTAL	\$ 41,290.90

Two spot bid sales were conducted during September 1963.

313th AD, 1963-II

APPENDIX 7

FLYING HOURS FOR OKINAWA-BASED AIRCRAFT



KADENA AIR BASE

<u>JULY</u>		<u>AUGUST</u>		<u>SEPTEMBER</u>	
<u>Flying Time</u>		<u>Flying Time</u>		<u>Flying Time</u>	
F-100	83:20		38:20		20:00
RF-101	574:0		427:55		460:00
F-105D	1848:30		1372:00		1942:00
T-33A	336:05		389:55		307:00
C-47	126:45		82:55		205:00
C-54	153:45		103:40		144:00
<u>OCTOBER</u>		<u>NOVEMBER</u>		<u>DECEMBER</u>	
<u>Flying Time</u>		<u>Flying Time</u>		<u>Flying Time</u>	
RF-101	501:30		474:00		355:00
F-105D	2417:30		1739:00		1532:00
T-33A	477:20		360:00		380:00
C-47	282:05		227:00		100:00
C-54	117:15		130:00		110:00

NAHA AIR BASE

<u>JULY</u>		<u>AUGUST</u>		<u>SEPTEMBER</u>	
<u>Flying Time</u>		<u>Flying Time</u>		<u>Flying Time</u>	
F-102A	666:30		637:05		493:55
C-130A	No Figures		2004:15		No Figures
T-33A	239:35		438:50		168:00
HU-19	64:00		No Figures		48:05
<u>OCTOBER</u>		<u>NOVEMBER</u>		<u>DECEMBER</u>	
<u>Flying Time</u>		<u>Flying Time</u>		<u>Flying Time</u>	
F-102A	599:10		545:00		337:15
C-130A	2434:10		No Figures		1996:45
T-33A	231:10		193:40		195:10
HU-19	63:25		31:40		55:35

313th AD, 1963-II, Appendix 8

APPENDIX 8

BASE POPULATION FIGURES

FOR

KADENA AND NAHA AIR BASES

## KADENA AIR BASE

As of 31 July 1963

Organization	MILITARY				CIVILIAN				
	Officer		Enlisted		Citizens		Non-Citizens		
	Assigned	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
313 Air Division	40	42	60	86	24	24	3	1	
558 USAF Band	1	1	19	20					
6313 AB Wg & Det	54	57	344	411	53	64	260	255	
6313 AP Sq	8	7	617	598	1	1	231	229	
6313 Civ Eng Sq	9	9	227	197	86	86	783	782	
6313 Mat Sq	11	11	512	457	23	24	138	128	
6313 Sup Sq	15	14	366	314	20	8	576	555	
6332d USAF Disp	32	34	84	82	4	4	33	32	
15 Phy Tng Flt	2	2	19	21					
Hq 18 Tac Ftr Wg		59		210	7	8	6	6	
12 Tac Ftr Sq	36	31	4	4					
44 Tac Ftr Sq	36	30	4	4					
67 Tac Ftr Sq	36	33	4	4					
15 Tac Rec Sq		26		32					
18 Fld Maint Sq		11		560			98	92	
18 A&E Maint Sq		6		534					
18 Org Maint Sq	5	6	368	344					
418 Mun Maint Sq	8	7	386	384			42	40	
498 Tac Msl Gp	28	34	93	169	3	1	3	2	
873 Tac Msl Sq	23	24	126	132					
874 Tac Msl Sq	24	24	125	144					
498 Msl Maint Sq	1	1	217	223					
TOTAL	369	469	3,575	4,930	221	220	2,174	2,123	



## KADENA AIR BASE

As of 31 July 1963

Organization	MILITARY				CIVILIAN			
	OFF & WO		Enlisted		Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
<u>Attached</u>								
Det 4, 1st Med Svc Wg	2	2	6	8				
400 Mun Maint Sq (T)	26	27	157	168	1	1		
Det 3, 9 Aero Med Sq	1	1	3	3				
11 Air Postal Sq	3	21	27	196				
Dist Off 43, OSI	10	8	16	21	4	4	3	3
Det 2, 315 Air Div	2	2	5	5				
658 Tac Hosp	4	3	21	26	6	4		
6002 Stan/Eval Gp	33	32	22	22			5	5
Det 8, 1 Wea Wg	12	10	41	42			91	78
1505 Sup Sq	23	24	193	184				
Det 3, 7651 AC&I Sq	1	1	5	6				
Det 12, 4440 A/C Del Gp	2	2	1	1				
6922 Sec Wg	38	34	415	384				
6927 Sec Sq & Det	15	18	465	602				
FTD 911A	1	1	29	28				
FTD 911L, 3415 Tech Sch	1	1	14	14				
Det 2, 2875 GEEIA Sq	1	1	25	31				
1038 Aud Gen	2	2	2	2	1	1		
Det 2, 1045 OE&T Gp	21	18	57	53				
1962 Comm Gp	28	33	811	889	13	12	42	39
PACAF Manpower Val Team	2	2	2	2	1	1		
Det 2, 3d Air Div	1	1	7	7				
AFLC					9	9		
TOTAL	229	243	2,324	2,694	35	32	143	127
GRAND TOTAL	592	712	5,899	7,624	256	252	2,317	2,250

TOTAL DEPENDENT STRENGTH: 8,671

NAHA AIR BASE

As of 31 July 1963

Organization Assigned	MILITARY				CIVILIAN			
	OFF & WO		Enlisted		Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
51 FIW	38	41	158	150	9	7	7	13
16 FIS	33	33	8	8				
51 Fld Maint Sq	7	7	514	457	4	3	52	82
51 A&E Maint Sq	12	12	298	277				
51 Org Maint Sq	7	6	409	374			10	9
51 AB Gp	32	37	153	196	18	17	40	36
51 Sup Sq	19	14	188	187	5	5	245	247
51 Mat Sq	8	8	308	264	12	12	119	113
51 Civ Eng Sq	6	5	113	117	60	61	428	404
51 AP Sq	3	4	176	170	0	1	197	196
623 AC&W Sq & Det	56	56	437	489			139	135
6351 USAF Disp	23	23	48	49	2	2	23	22
TOTAL	244	246	2,810	2,738	110	108	1,260	1,258

## NAHA AIR BASE

As of 31 July 1963

Organization	MILITARY				CIVILIAN			
	OFF & WO		Enlisted		Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
<u>Attached</u>								
Det 1, 315 Air Div	18	17	26	30	1	1		
21 TC Sq (315 AD)	76	74	91	90				
35 TC Sq (315 AD)	62	62	43	39				
817 TC Sq (315 AD)	62	64	43	39				
33 ARS (MATS)	30	32	99	105				
2152 Comm Sq (AFCS)	11	12	363	362	3	3	25	24
5 Comm Sq (315 AD)	1	2	19	18				
Det 5, 1 Med Svc Wg	2	2	3	3				
Det 2, 11 Air Post Sq	1	1	12	13			1	1
Det 1, 7 Aer Port Sq	6	5	78	69			29	29
Det 1, Dist Off 43, OSI	2	1	3	2			1	1
Det 14, 1 Wea Wg (MATS)	4	4	21	19			3	3
FTD 909F (ATC)	1	1	25	25				
1038 Aud Gen (Hq Comd)	4	4	1	1				
Det 3, 313 Air Div	4	4	24	20				
AFLC					2	2		
Coast Guard (Treas Dept)							5	5
TOTAL	284	285	851	835	6	6	64	63
GRAND TOTAL	528	531	3,661	3,573	116	114	1,324	1,321

TOTAL DEPENDENT STRENGTH: 4,954



## KADENA AIR BASE

As of 31 August 1963

Organization Assigned	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
313 Air Division	40	39	60	81				
558 USAF Band	1	1	19	22	24	24	3	1
6313 AB Wg & Det	54	50	344	409	53	55	260	249
6313 AP Sq	8	9	617	574	1	1	231	229
6313 Civ Eng Sq	9	8	227	207	86	86	783	770
6313 Mat Sq	11	11	512	450	23	21	138	132
6313 Sup Sq	15	15	366	314	20	19	576	561
6332d USAF Disp	32	32	84	84	4	4	33	30
15 Phy Tng Flt	2	2	19	20	7	8	6	6
Hq 18 Tac Ftr Wg		56		203				
12 Tac Ftr Sq	36	30	4	4				
44 Tac Ftr Sq	36	34	4	4				
67 Tac Ftr Sq	36	35	4	4				
15 Tac Rec Sq		22		30				
18 Fld Maint Sq		9		585			98	96
18 A&E Maint Sq		6		523			1	1
18 Org Maint Sq	5	5	368	324				
418 Mun Maint Sq	8	7	386	375				
498 Tac Msl Gp	28	33	93	177			42	42
873 Tac Msl Sq	23	26	126	134	3	1	3	2
874 Tac Msl Sq	24	26	125	135				
498 Msl Maint Sq	1	1	217	211				
TOTAL	369	462	3,575	4,870	221	219	2,174	2,119

## KADENA AIR BASE

As of 31 August 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
<u>Attached</u>								
Det 4, 1st Med Svc Wg	2	1	6	6				
400 Mun Maint Sq (T)	26	27	157	169	1	1		
Det 3, 9 Aero Med Sq	1	1	3	3			2	2
11 Air Postal Sq	3	18	27	186			3	3
Dist Off 43, OSI	10	7	16	20	4	4		
Det 2, 315 Air Div	2	2	5	5				
658 Tac Hosp	4	4	21	23				
6002 Stan/Eval Gp	33	31	22	23	6	5	5	5
Det 8, 1 Wea Wg	12	9	41	40			91	83
1505 Supp Sq	23	24	193	180				
Det 3, 7651 AC&I Sq	1	1	5	5				
Det 12, 4440 A/C Del Gp	2	2	1	1				
6922 Sec Wg (USAFSS)	38	34	415	352				
6927 Sec Sq & Det 1	15	17	465	629				
FTD 911A	1	1	29	26				
FTD 911L, 3415 Tech Sch	1	1	14	14				
Det 2, 2875 GEEIA Sq	1	1	25	29				
1038 Aud Gen	2	2	2	2	1	1		
Det 2, 1045 OE&T Gp	21	18	57	51			42	39
1962 Comm Gp & Det 1 & 2	28	29	811	879	13	12		
PACAF Manpower Val Team	2	2	2	2	1	1		
Det 2, Hq 3d Air Div (SAC)	1	1	7	8				
AFLC					9	9		
TOTAL	229	233	2,324	2,653	35	33	143	132
GRAND TOTAL	592	695	5,899	7,523	256	252	2,317	2,251

TOTAL DEPENDENT STRENGTH: 8,848

## NAHA AIR BASE

As of 31 August 1963

Organization	MILITARY				CIVILIAN				
	OFF & WO		Enlisted		Citizens		Non-Citizens		
	Assigned	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
51 FTW	36	42	158	151	9	7	7	10	
16 FIS	33	33	8						
51 Fld Maint Sq	7	8	514	456	4	4	52	82	
51 A&E Maint Sq	12	11	298	270				1	
51 Org Maint Sq	7	6	409	360			10	9	
51 AB Gp	32	38	153	192	18	15	40	37	
51 Sup Sq	19	15	188	201	5	5	245	248	
51 Mat Sq	8	7	308	266	12	12	119	115	
51 Civ Eng Sq	6	5	113	120	60	59	428	405	
51 AP Sq	3	6	176	177		1	197	194	
623 AC&W Sq & Det	56	57	437	500			139	135	
6351 USAF Disp	23	23	48	52	2	2	23	20	
TOTAL	244	251	2,810	2,753	110	105	1,260	1,256	



NAHA AIR BASE

As of 31 August 1963

Organization	MILITARY				CIVILIAN			
	OFF & WO		Enlisted		Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
Attached								
Det 1, 315 Air Div	18	18	26	28	1	1		
21 TC Sq (315 AD)	76	71	91	88				
35 TC Sq (315 AD)	62	63	43	39				
817 TC Sq (315 AD)	62	61	43	37				
33 ARS (MATS)	30	32	99	97				
2152 Comm Sq (AFCS)	11	12	363	362	3	3	25	24
5 Comm Sq (315 AD)	1	1	19	19				
Det 2, 11 Air Post Sq	1	1	12	12			1	1
Det 1, 7 Aer Port Sq	6	5	78	78			29	27
Det 1, Dist Off 43, OSI	2	1	3	2			1	1
Det 14, 1 Wea Wg (MATS)	4	4	21	19			3	3
FTD 909F (ATC)	1	1	25	25				
1038 Aud Gen (Hq Comd)	4	4	1	1				
Det 3, 313 Air Div	4	4	24	20				
AFLC					2	2		
Coast Guard (Treas Dept)							5	5
Det 5, 1 Med Svc Wg	2	2	3	5				
TOTAL	284	280	851	832	6	6	64	61
GRAND TOTAL	528	531	3,661	3,585	116	111	1,324	1,317

TOTAL DEPENDENT STRENGTH: 4,956

KADENA AIR BASE

As of 30 September 1963

Organization Assigned	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
313 Air Division	40	38	60	80	24	25	3	2
558 USAF Band	1	1	19	18				
6313 AB Wg & Det	54	50	344	381	53	55	260	248
6313 AP Sq	8	9	617	569	1	1	231	229
6313 Civ Eng Sq	9	8	227	203	86	84	783	758
6313 Mat Sq	11	11	512	451	23	20	138	135
6313 Sup Sq	15	15	366	315	20	19	576	556
6332d USAF Disp	32	40	84	80	4	4	33	30
15 Phy Tng Flt	2	2	19	19				
Hq 18 Tac Ftr Wg		56		199	7	8	6	6
12 Tac Ftr Sq	36	30	4	5				
44 Tac Ftr Sq	36	34	4	4				
67 Tac Ftr Sq	36	35	4	4				
15 Tac Rec Sq		22		28				
18 Fld Maint Sq		9		554			98	95
18 A&E Maint Sq		7		517			1	1
18 Org Maint Sq	5	5	368	314				
418 Mun Maint Sq	8	7	386	379			42	42
498 Tac Msl Gp	28	33	93	139	3	3	3	2
873 Tac Msl Sq	23	26	126	137				
874 Tac Msl Sq	24	26	125	153				
498 Msl Maint Sq	1	1	217	218				
TOTAL	369	465	3,575	4,767	221	219	2,174	2,104

## KADENA AIR BASE

As of 30 September 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
<u>Attached</u>								
Det 4, 1st Med Svc Wg	2	1	6	6				
400 Mun Maint Sq (T)	26	26	157	167	1	1		
Det 3, 9 Aero Med Sq	1	1	3	3				
11 Air Postal Sq	3	18	27	192			2	2
Dist Off 43, OSI	10	9	16	21	4	4	3	3
Det 2, 315 Air Div	2	2	5	6				
658 Tact Hosp	4	4	21	22				
6002 Stan/Eval Gp	33	31	22	21	6	4		
Det 8, 1 Wea Wg	12	10	41	40			5	5
1505 Sup Sq	23	22	193	184			91	81
Det 3, 7651 AC&I Sq	1	1	5	5				
Det 12, 4440 A/C Del Gp	2	2	1	1				
6922 Sec Wg (USAFSS)	38	34	415	347				
6927 Sec Sq & Det	15	18	465	610				
FTD 911A	1	1	29	27				
FTD 911L, 3415 Tech Sch	1	1	14	14				
Det 2, 2875 GEEIA Sq	1	1	25	28				
1038 Aud Gen	2	2	2	2	1	1		
Det 2, 1045 OE&T Gp	21	18	57	53				
1962 Comm Gp & Det	28	29	811	858	13	12	42	40
PACAF Manpower Val Team	2	2	2	2	1	1		
Det 2, Hq 3d Air Div (SAC)	1	1	7	8				
AFLC					9	9		
<hr/>								
TOTAL	229	234	2,324	2,617	35	32	143	131
GRANT TOTAL	592	699	5,899	7,384	256	251	2,317	2,235

TOTAL DEPENDENT STRENGTH: 8,978



## NAHA AIR BASE

As of 30 September 1963

Organization Assigned	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
51 FIW	38	42	158	154	9	7	7	10
16 FIS	33	33	8	8				
51 Fld Maint Sq	7	8	514	442	4	4	52	74
51 A&E Maint Sq	12	10	298	276			1	
51 Org Maint Sq	7	6	409	358			10	8
51 AB Gp	32	38	153	184	18	15	40	37
51 Support Sq	19	15	188	191	5	5	245	245
51 Mat Sq	8	7	308	262	12	12	119	116
51 Civ Eng Sq	6	5	113	111	60	42	428	411
51 AP Sq	3	6	176	157		1	197	198
623 AC&W Sq & Det	56	57	437	479			139	135
6351 USAF Disp	23	22	48	55	2	2	23	20
TOTAL	244	249	2,810	2,677	110	88	1,260	1,254

## NAHA AIR BASE

As of 30 September 1963

<u>Organization</u>	<u>MILITARY</u>				<u>CIVILIAN</u>			
	<u>Officer</u>		<u>Enlisted</u>		<u>U.S. Citizens</u>		<u>Non-Citizens</u>	
<u>Attached</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>
Det 1, 315 Air Div	18	18	26	29	1	1		
21 TC Sq (315 AD)	76	71	91	90				
35 TC Sq (315 AD)	62	63	43	40				
817 TC Sq (315 AD)	62	61	43	39				
33 ARS (MATS)	30	31	99	91				
2152 Comm Sq (AFCS)	11	12	363	357	3	3	25	24
5 Comm Sq (315 AD)	1	1	19	19				
Det 5, 1 Med Svc Wg	2	2	3	6				
Det 2, 11 Air Post Sq	1	1	12	15			1	1
Det 1, 7 Aer Port Sq	6	5	78	79			29	27
Det 1, Dist Off 43, OSI	2	1	3	2			1	1
Det 14, 1 Wea Wg (MATS)	4	4	21	18			3	3
FTD 909F (ATC)	1	1	25	26				
1038 Aud Gen (Hq Comd)	4	4	1	1				
Det 3, 313 Air Div	4	4	24	20				
AFLC					2	2		
Coast Guard (Treas Dept)							5	5
<b>TOTAL</b>	<b>284</b>	<b>279</b>	<b>851</b>	<b>832</b>	<b>6</b>	<b>6</b>	<b>64</b>	<b>61</b>
<b>GRAND TOTAL</b>	<b>528</b>	<b>528</b>	<b>3,661</b>	<b>3,509</b>	<b>116</b>	<b>94</b>	<b>1,324</b>	<b>1,315</b>

TOTAL DEPENDENT STRENGTH: 4,990

## KADENA AIR BASE

As of 31 October 1963

Organization Assigned	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
313 Air Division	39	42	60	76				
558 USAF Band	1	1	19	18	24	23	3	2
6313 AB Wg & Det	55	52	348	392				
6313 AP Sq	8	10	617	591	53	56	251	249
6313 Civ Eng Sq	8	9	217	207	1	1	231	231
6313 Mat Sq	11	13	507	462	87	83	787	762
6313 Sup Sq	16	16	333	324	23	21	144	135
6332 USAF Disp	32	40	84	83	20	23	531	548
15 Phy Tng Flt	2	2	19	19	4	3	33	30
Hq 18 Tac Ftr Wg		55		203	7	8	6	6
12 Tac Ftr Sq	36	35	4	4				
44 Tac Ftr Sq	36	36	4	4				
67 Tac Ftr Sq	36	33	4	4				
15 Tac Rec Sq		24		28				
18 Fld Maint Sq		10		551				
18 A&E Maint Sq		8		500			100	96
18 Org Maint Sq	5	4	368	308			1	1
418 Mun Maint Sq	8	7	386	389				
498 Tac Msl Gp	28	31	93	154			42	42
873 Tac Msl Sq	23	27	126	135	3	3	1	0
874 Tac Msl Sq	24	27	125	181				
498 Msl Maint Sq	1	1	216	217				
TOTAL	369	483	3,530	4,850	222	221	2,130	2,102



## KADENA AIR BASE

As of 31 October 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Attached	Auth	Asgd	Auth	Asgd	Auth	Asgd	Asgd
Det 4, 1st Med Svc Wg	2	2	6	9				
400 Mun Maint Sq (T)	26	25	156	163	1	1		
Det 3, 9 Aero Med Sq	1	1	3	3				
11 Air Postal Sq	3	17	27	192			2	2
Dist Off 43, OSI	13	8	20	21	4	4	3	3
Det 2, 315 Air Div	2	2	5	6				
658 Tac Hosp	4	4	25	23				
6002 Stan/Eval Gp	33	32	22	21	6	6		
Det 8, 1 Wea Wg	12	9	41	40			5	5
1505 Sup Sq	22	22	195	177			91	85
Det 3, 7651 AC&I Sq	1	1	5	5				
Det 12, 4440 A/C Del Gp	2	2	1	1				
6922 Sec Wg (USAFSS)	39	37	344	351				
6927 Sec Sq & Det	16	17	503	553				
FTD 911A	1	1	29	27				
FTD 911L, 3415 Tech Sch	1	1	14	14				
Det 2, 2875 GEEIA Sq	2	1	41	26			1	
1038 Aud Gen	3	3	3	2	1	1		
Det 2, 1045 OE&T Gp	21	19	57	54				
1962 Comm Gp & Det	26	27	766	854	12	12	43	40
PACAF Manpower Val Team	2	1	2	2	1	1		
Det 2, Hq 3d Air Div (SAC)	1	1	8	8				
AFLC					9	9		
TOTAL	233	233	2,273	2,552	34	34	145	135
GRAND TOTAL	602	716	5,803	7,402	256	255	2,275	2,275

TOTAL DEPENDENT STRENGTH: 9,114

## NAHA AIR BASE

As of 31 October 1963

Organization	MILITARY				CIVILIAN				
	Officer		Enlisted		U.S. Citizens		Non-Citizens		
	Assigned	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
51 FIW		40	42	154	148	9	9	6	7
16 FIS		33	32	8	8				
51 Fld Maint Sq		7	8	554	434	4	4	52	70
51 A&E Maint Sq		12	11	255	270			1	0
51 Org Maint Sq		8	6	400	355			10	8
51 AB Gp		33	37	154	187	16	15	40	36
51 Support Sq		14	14	174	176	5	5	267	251
51 Mat Sq		8	7	294	265	11	12	124	120
51 Civ Eng Sq		6	5	118	110	59	59	421	414
51 AP Sq		3	6	174	136		1	202	202
623 AC&W Sq & Det		54	55	437	473			133	134
6351 USAF Disp		23	26	48	52	2	2	23	20
TOTAL		241	249	2,770	2,614	106	107	1,279	1,262

NAHA AIR BASE

As of 31 October 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
Attached	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
Det 1, 315 Air Div	18	18	26	28	1	1		
21 TC Sq (315 AD)	76	69	91	91				
35 TC Sq (315 AD)	62	63	43	45				
817 TC Sq (315 AD)	62	62	43	41				
33 ARS (MATS)	30	28	98	86				
2152 Comm Sq (AFCS)	12	14	305	360	3	3	24	23
5 Comm Sq (315 AD)	1	1	19	20				
Det 5, 1 Med Svc Wg	2	2	6	5				
Det 2, 11 Air Post Sq	1	1	17	16			1	1
Det 1, 7 Aer Port Sq	6	5	80	69			29	28
Det 1, Dist Off 43, OSI	2	1	3	2			1	1
Det 14, 1 Wea Wg (MATS)	4	4	25	18			3	3
FTD 909F (ATC)	1	1	27	27				
1038 Aud Gen (Hq Comd)	4	4	1	1				
Det 3, 313 Air Div	4	4	24	19				
AFLC					2	2		
Coast Guard (Treas Dept)							5	5
TOTAL	285	277	808	828	6	6	63	61
GRAND TOTAL	526	526	3,578	3,442	112	113	1,342	1,323

TOTAL DEPENDENT STRENGTH: 5,030



## KADENA AIR BASE

As of 30 November 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
Assigned	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
313 Air Division	39	43	60	78	24	23	3	3
558 USAF Band	1	1	19	18	53	56	251	255
6313 AB Wg & Det	55	54	348	386	1	1	231	230
6313 AP Sq	8	10	617	617	87	84	787	767
6313 Civ Eng Sq	8	9	217	209	23	22	144	135
6313 Mat Sq	11	13	507	466	20	23	531	546
6313 Sup Sq	16	16	333	326	4	4	33	31
6332d USAF Disp	32	40	84	83	7	8	6	6
15 Phy Tng Flt	2	2	19	18				
Hq 18 Tac Ftr Wg		58		205				
12 Tac Ftr Sq	36	36	4	4				
44 Tac Ftr Sq	36	36	4	4				
67 Tac Ftr Sq	36	34	4	5				
15 Tac Rec Sq		24		28			100	95
18 Fld Maint Sq		8		542			1	1
18 A&E Maint Sq		9		485			42	42
18 Org Maint Sq	5	5	368	341			1	1
418 Mun Maint Sq	8	8	386	381	3	3		
498 Tac Msl Gp	28	31	93	162				
873 Tac Msl Sq	23	26	126	150				
874 Tac Msl Sq	24	26	125	190				
498 Msl Maint Sq	1	1	216	243				
TOTAL	369	490	3,530	4,941	222	224	2,130	2,112

## KADENA AIR BASE

As of 30 November 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
Attached								
Det 4, 1st Med Svc Wg	2	2	6	6				
400 Mun Maint Sq (T)	26	25	156	161	1	1		
Det 3, 9 Aero Med Sq	1	1	3	3				
11 Air Postal Sq	3	17	27	193			2	2
Dist Off 43, OSI	13	9	20	21	4	4	3	3
Det 2, 315 Air Div	2	2	5	6				
658 Tac Hosp	4	4	25	27				
6002 Stan/Eval Gp	33	32	22	20	6	6		
Det 8, 1 Wea Wg	12	9	41	40			5	5
1505 Sup Sq	22	22	195	182			91	89
Det 3, 7651 AC&I Sq	1	1	5	5				
Det 12, 4440 A/C Del Gp	2	2	1	1				
6922 Sec Wg (USAFSS)	39	37	344	341				
6927 Sec Sq & Det	16	19	503	585				
FTD 911A	1	1	29	25				
FTD 911L, 3415 Tech Sch	1	1	14	15				
Det 2, 1045 OE&T Gp	21	13	57	55				
1962 Comm Gp & Det	26	29	766	863	12	12	43	40
Det 2, 2875 GEEIA Sq	2	1	41	25			1	1
1038 Aud Gen	3	3	3	2	1	1		
PACAF Manpower Val Team	2	1	2	2	1	1		
Det 2, Hq 3d Air Div (SAC)	1	1	8	8				
AFLC					9	9		
TOTAL	233	232	2,273	2,586	34	34	145	140
GRAND TOTAL	602	722	5,803	7,527	256	258	2,275	2,252

TOTAL DEPENDENT STRENGTH: 9,213

## NAHA AIR BASE

As of 30 November 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
Assigned	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
51 FIW	40	40	154	154	9	7	6	6
16 FIS	33	32	8	8				
51 Fld Maint Sq	7	9	554	438				
51 A&E Maint Sq	12	11	255	271	4	4	52	70
51 Org Maint Sq	8	4	400	354			1	0
51 AB Gp	33	36	154	228			10	8
51 Support Sq	14	12	174	173	16	17	40	37
51 Mat Sq	8	7	294	282	5	5	267	254
51 Civ Eng Sq	6	4	118	104	11	12	124	120
51 AP Sq	3	5	174	156	59	58	421	416
623 AC&W Sq & Det	54	54	437	456		1	202	201
6351 USAF Disp	23	26	48	55	2	2	133	134
							23	22
TOTAL	241	240	2,770	2,679	106	106	1,279	1,268



NAHA AIR BASE

As of 30 November 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
Attached								
Det 1, 315 Air Div	18	17	26	27	1	1		
21 TC Sq (315 AD)	76	71	91	88				
35 TC Sq (315 AD)	62	63	43	46				
817 TC Sq (315 AD)	62	62	43	41				
5 Comm Sq (315 AD)	1	1	19	23				
2152 Comm Sq (AFCS)	12	12	305	356	3	3	24	23
33 ARS (MATS)	30	27	98	88				
Det 5, 1 Med Svc Wg	2	2	6	5				
Det 2, 11 Air Post Sq	1	1	17	14			1	1
Det 1, 7 Aer Port Sq	6	5	80	71			29	28
Det 1, Dist Off 43, OSI	2	1	3	2			1	1
Det 14, 1 Wea Wg (MATS)	4	4	25	18			3	3
FTD 909F (ATC)	1	1	27	26				
1038 Aud Gen (Hq Comd)	4	4	1	1				
Det 3, 313 Air Div	4	4	24	22				
AFLC					2	2		
Coast Guard (Treas Dept)							5	5
TOTAL	285	275	808	828	6	6	63	61
GRAND TOTAL	526	515	3,578	3,507	112	112	1,342	1,329

TOTAL DEPENDENT STRENGTH: 5,208

## KADENA AIR BASE

As of 31 December 1963

Organization Assigned	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
313 Air Division	39	44	60	79				
558 USAF Band	1	1	19	20				
6313 AB Wg & Det	55	54	348	356	24	24	3	3
6313 AP Sq	8	10	617	610	53	55	251	255
6313 Civ Eng Sq	8	9	217	216	1	1	231	231
6313 Mat Sq	11	12	507	465	87	84	787	771
6313 Sup Sq	16	16	333	322	23	22	144	142
6332d USAF Disp	32	38	84	83	20	23	531	520
15 Phy Tng Flt	2	2	19	19	4	4	33	32
Hq 18 Tac Ftr Wg		60		204	7	8	6	6
12 Tac Ftr Sq	36	35	4	4				
44 Tac Ftr Sq	36	37	4	4				
67 Tac Ftr Sq	36	35	4	5				
15 Tac Rec Sq		23		29				
18 Fld Maint Sq		8		578				
18 A&E Maint Sq		9		479			100	96
18 Org Maint Sq	5	5	368	316			1	1
418 Mun Maint Sq	8	7	386	379			42	42
498 Tac Msl Grp	28	33	93	159	3	3	1	1
873 Tac Msl Sq	23	26	126	151				
874 Tac Msl Sq	24	25	125	184				
498 Msl Maint Sq	1	1	216	263				
TOTAL	369	490	3,530	4,925	222	224	2,130	2,100

## KADENA AIR BASE

As of 31 December 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
<u>Attached</u>								
Det 4, 1st Med Svc Wg	2	2	6	5				
400 Mun Maint Sq (T)	26	25	156	159	1	1		
Det 3, 9 Aero Med Sq	1	1	3	3				
11 Air Postal Sq	3	17	27	195			2	2
Dist Off 43, OSI	13	10	20	21	4	4	3	3
Det 2, 315 Air Div	2	2	5	6				
658 Tac Hosp	4	5	25	25				
6002 Stan/Eval Gp	33	32	22	20	6	5		
Det 8, 1 Wea Wg	12	9	41	40			5	5
1505 Sup Sq	22	22	195	179			91	89
Det 3, 7651 AC&I Sq	1	1	5	5				
Det 12, 4440 A/C Del Gp	2	1	1	1				
6922 Sec Wg (USAFSS)	39	28	344	323				
6927 Sec Sq & Det	16	19	503	599				
FTD 911A	1	1	29	26				
FTD 911L, 3415 Tech Sch	1	1	14	15				
Det 2, 2875 GEEIA Sq	2	1	41	25			1	1
1038 Aud Gen	3	3	3	2	1	1		
Det 2, 1045 O&T Gp	21	22	57	51				
1962 Comm Gp & Det	26	28	766	881	12	12	43	39
PACAF Manpower Val Team	2	1	2	2	1	1		
Det 2, Hq 3d Air Div (SAC)	1	1	8	8				
AFLC					9	9		
TOTAL	233	232	2,273	2,591	34	33	151	146
GRAND TOTAL	602	722	5,803	7,516	256	157	2,281	2,246

TOTAL DEPENDENT STRENGTH: 9,238



## NAHA AIR BASE

As of 31 December 1963

Organization	MILITARY				CIVILIAN				
	Officer		Enlisted		U.S. Citizens		Non-Citizens		
	Assigned	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
51 FIW		40	42	154	155	9	7	6	7
16 FIS		33	33	8	7				
51 Fld Maint Sq		7	9	554	474	4	4	52	69
51 A&E Maint Sq		12	11	255	273			1	1
51 Org Maint Sq		8	4	400	384			10	7
51 AB Gp		33	36	154	213	16	16	40	38
51 Support Sq		14	13	174	180	5	5	267	250
51 Mat Sq		8	7	294	274	11	12	124	120
51 Civ Eng Sq		6	4	118	109	59	58	421	416
51 AP Sq		3	4	174	161		1	202	199
623 AC&W Sq & Det		54	54	437	450			133	133
6351 USAF Disp		23	25	48	54	2	2	23	22
<hr/>									
TOTAL		241	242	2,770	2,734	106	105	1,279	1,262

## NAHA AIR BASE

As of 31 December 1963

Organization	MILITARY				CIVILIAN			
	Officer		Enlisted		U.S. Citizens		Non-Citizens	
	Auth	Asgd	Auth	Asgd	Auth	Asgd	Auth	Asgd
<u>Attached</u>								
Det 1, 315 Air Div	18	17	26	31	1	1		
21 TC Sq (315 AD)	76	69	91	96				
35 TC Sq (315 AD)	62	64	43	47				
817 TC Sq (315 AD)	62	59	43	42				
5 Comm Sq (315 AD)	1	1	19	23				
2152 Comm Sq (AFCS)	12	12	305	561	3	3	24	23
33 ARS (MATS)	30	27	98	86				
Det 5, 1 Med Svc Wg	2	2	6	5				
Det 2, 11 Air Post Sq	1	1	17	14			1	1
Det 1, 7 Aer Port Sq	6	5	80	72				
Det 1, Dist Off 43, OSI	2	1	3	2			1	1
Det 14, 1 Wea Wg (MATS)	4	4	25	18			3	3
FTD 909F (ATC)	1	1	27	26				
1038 Aud Gen (Hq Comd)	4	4	1	1				
Det 3, 313 Air Div	4	4	24	18				
AFLC					2	2		
Coast Guard (Treas Dept)							5	5
TOTAL	285	271	808	842	6	6	63	62
GRAND TOTAL	526	513	3,578	3,576	112	111	1,342*	1,324

TOTAL DEPENDENT STRENGTH: 5,236

313th AD, 1963-II

APPENDIX 9

THE WATER SHORTAGE SITUATION AND RESULTING CONSERVATION PROGRAM



APPENDIX 9

THE WATER SHORTAGE SITUATION AND RESULTING CONSERVATION PROGRAM

Typhoons have historically occupied an ambivalent position in the Ryukyu Islands. While their destructive ways have caused the inhabitants to regard them with fear and dread, the islands' proneness to suffer from a shortage of water unless rain falls fairly frequently has often resulted in the people's praying for a typhoon. For with typhoons generally comes water--though there are such phenomena as "dry typhoons." At the same time, of course, the citizenry have hoped that the typhoon winds would be sufficiently temperate to leave the islands battered, maybe, but not leveled.

Unfortunately for the approximately one million people of the Ryukyus (if we include the military and their dependents, all of whom consumed water none the less for being there only temporarily), a strange weather pattern began to manifest itself in 1962. While the first half of the year produced about the normal rainfall, that for the second half fell well below what was to be expected, as Okinawa and the other islands of the chain were visited by no typhoons worthy of the name. As a consequence, Detachment 8, 1st Weather Wing, at Kadena Air Base, recorded only 77.36 inches of rainfall for 1962, while Detachment 14 at Naha Air Base registered even less--70.49 inches.

Things got decidedly worse as 1963 hove on the scene, Kadena having received only 4.78 inches and Naha 8.14 inches by mid-year. Typhoons developed to the south and east of Okinawa on numerous occasions, but all avoided the thirsty island as though it were entertaining the plague.

One of the first tangible indications that the military on Okinawa were becoming concerned about the declining water reserves came in the form of an article in the 19 April 1963 issue of the Naha Air Base Operation Outpost, which declared in bold headlines that there was a "Water Shortage Here." In this article, Major Paul Heath, Naha Air Base's Civil Engineer, took the base personnel to task for not practicing conservation of water to anything like the extent which was necessary and of which they were capable. Moreover, he warned, if voluntary individual conservation were not practiced, water would be completely shut off during certain periods of the day. The base had already closed down the swimming pools until the crisis was over, and any washing of cars was henceforth prohibited. Other conservation measures which a USARYIS (United States Army, Ryukyu Islands) circular had laid down, according to Major Heath, were (1) a prohibition was placed on the watering of lawns except with a sprinkler can or pail; (2) concrete slabs or building roofs were not to be wetted down; (3) showers were to be used in place of bathtubs, if possible; (4) all plumbing leaks were to be repaired immediately; (5) laundry was to be washed less frequently by increasing each machine load; and (6) all native help was to be supervised, to insure that these people also practiced maximum conservation.

Next, in the Operation Outpost of 10 May 1963, Major Heath told of USARYIS water officials' discovery that the people of Okinawa utilizing the island-wide water system were consuming 20 per cent more water than was being received. This situation pointed even more ineluctably to water rationing. The same issue carried a front page article giving detailed instructions on the emergency treatment of water "when water rationing comes into effect."



At Detachment 2, 623d ACEW Squadron, on Kume Jima, a small island some 62 miles west of Kadena AB, the men went without showers not infrequently and practiced conservation to the utmost, in order to have enough water to help the native Kumejimans. The first village well had gone dry in February 1963, and since that time the site's water truck had made up to 10 trips a day, carrying 4,000 gallons daily for the seven villages of the island. Major Harry L. Van Quill, the detachment commander, commented that one could appreciate the plight of the natives only seeing at first hand the long lines which formed every time the water truck came down the mountain from the reservoir providently constructed some years before for Site P-54. At first there had been enough water to assist the seven villages without any effect on the detachment's consumption habits, but by May 1963 this gesture of good will meant sacrifice at the early warning site.

The integrated water system on Okinawa consisted of 10 reservoirs which could normally produce 27.8 million gallons of raw water per day, but already, by 3 May, this volume had declined to 22.8 millions.

On 9 May the Ameku and Beiryu Housing Areas, both within the Naha City limits, and the Naha fire station went on rationing which would leave them without water 16 hours per day.

At Camp Sukiran, one of the permanent bases occupied by the 3d Marine Division, an imaginative warrant officer conceived the idea of damming spring water in the camp's Habu Canyon, which was currently flowing into the sea. It was estimated that at the time of the program's inception on 25 May that it would enable the Marines to supply some 7,500 gallons daily to the Okinawan villages of Kishaba, Ogido, and Okusuku, after



the water had been purified by field-type water treatment units. In time, moreover, it was calculated that the project could produce more than 20,000 gallons of purified water per day.

All was not cooperation and mutual assistance between military and native populaces, however. At Shikiya Village, Chinen-Son, in southern Okinawa, around 100 villagers gathered at the local reservoir on 23 May to demand exclusive right to the water which supplied Bucknerville Housing Annex, Composite Service Group, and a Hawk missile site--altogether about 1,500 Americans. Previously, the villagers had agreed to accept a share of the water for irrigation of the rice fields grown on land for which the military was paying annual rent but which it was not actually using. According to this arrangement, the Army agreed to share the water on a 60-40 basis, in order to save the crops on 30,000 tsubo of land. (A tsubo was 36 square feet of land.)

At this point, the villagers, led by Mayor Seiko Nagayoshi of Chinen-Son, changed their minds and assembled at the reservoir to enforce their demand for exclusive use of the water supply. In anticipation of possible violence, 30 policemen were dispatched to the scene by the Yonabaru Police Station, but no physical clash took place. The trouble was settled two days later, when the Army agreed to supply water for irrigation from the 100 gallons-per-minute spring both day and night.

As the unprecedented drouth continued unabated, the Governor of Kagoshima Prefecture in Japan, Katushi Terazone, announced that the citizens of Kagoshima would do what they could toward ameliorating the plight of the people of Okinawa by sending water on ships coming to Naha. The first 1,400 gallons arrived aboard the Naha Maru on 1 June, and 9,000 gallons

more came in on the Naminoue Maru the next day. The American vessels M. M. Dant and President Tyler followed suit on June 6th and 10th with 100 and 130 tons of water respectively, which they pumped into the Naha water system.

On 7 June 1963, the Army announced that much more inclusive water rationing than heretofore would go into effect on the 9th, with some 90 per cent of the island to be affected. For many areas the new program would mean 18 hours a day without water until such time as enough rain fell to break Okinawa's worst dry spell in some 70 years. For others it would mean a 10 to 50 per cent reduction in regular water supplies. The 10 per cent who would continue to receive water as usual included Kadena Air Base, since it was connected to the main 16-inch pipeline leading directly from the Hirayama and Zukeyama reservoirs nearby. To turn off these water mains would impair Okinawa's water-producing capacity, while also creating a fire danger, since water pressure would be reduced to a point where water could not be forced back into tributary pipes, if a fire occurred in areas where water rationing was in effect. Also, cutting off Kadena and the other areas served directly by the 16-inch main pipes would mean sending out men to dig up and manually cut off a 100 or so valves. Besides, if the main water pipe were shut down, the island water system would lose water which the reservoirs did not have the capacity to hold.

Other areas which would not be affected by the new rationing measures were those which had already been subjected to strict water rationing measures, such as the Naha area. As a species of reward for those areas which had voluntarily reduced water consumption to a bare minimum, they, too, would be spared the rigorous rationing.



The following areas would receive water at a reduced rate throughout each day: Camp Murtreous (Marine) would be reduced 50 per cent; Camp Courtney (Marine) 50 per cent; Kadena AB 10 per cent; Marine Corps Air Facility Futema 50 per cent; Naha Port and the Wheel area (Army) 10 per cent; and Naha AB 10 per cent.

The drouth received a temporary repulse on 12 June, when Tropical Storm Rose brought about an inch of rain to Okinawa and 2-1/2 inches to Miyako Jima, but even this was not considered sufficient by Naha City officials to warrant lifting water rationing there.

At Naha Air Base, Major Heath, the Civil Engineering Officer and ex officio base water conscience, noted that Rose's rain was both too little and too late. Therefore, he found it necessary to instruct base personnel to wash dishes only once a day, to cut the frequency of clothes washing, using only full washer loads and cutting the rinse cycles, to reduce toilet flushing consonant with respect for sanitary conditions, and to use only enough water to lather and then rinse when taking a shower, never letting a steady stream of water flow uninterruptedly from the tap.

Where Tropical Storm Rose had failed, Typhoon Shirley succeeded, in a modest way. Rain which followed in the latter's wake on 18-19 June doused Kadena and the surrounding area with 1.11 inches of rain, while officials at the Ryukyu Weather Bureau in Naha City recorded a mere 0.3 inch. Since, however, the reservoirs which fed the island integrated water system were chiefly in the vicinity of Kadena Air Base, authorities concluded that rationing could be lifted temporarily for a few hours in some areas.



Despite these typhoon-induced rains and other showers which made June the wettest month for Kadena AB since November 1962, with 4.78 inches gratefully received, personnel at Naha AB continued to consume more water than was being produced. As a result, on 3 July the water was turned off at the base for 19 hours each day, being available thereafter only from 1400 to 1900 hours daily. According to Major Heath, this was the first time in Naha Air Base's 18-year history that water had been rationed on the base.

While officials refused to eliminate daily showers for airmen, they encouraged quick showers by having the handles taken off some of the showers in the barracks, theorizing correctly that the men waiting their turn would spur those under the showers to make short work of it. At the same time, families were directed not to fill their bathtubs each day, then carelessly drain the water left over the next day, as this thoughtless procedure was "one of the greatest wasters" of water, according to engineering authorities.

Bad as all this was, worse was to come. On 16 July 1963, as rainfall continued to be conspicuous for its absence, Naha AB announced that daily rationing was being increased from 19 to 20 hours each day, with water to flow through the pipes only from 1500 to 1900 hours. Despite all this, however, the populace at Naha AB continued to use water with such profligacy during the hours it was turned on that the base ran out of water every evening from 30 minutes to an hour before the engineers shut the pipes off for the day at 1900. Thus, the base actually had water available for only three and a fraction hours each day!

At the meeting of Area Joint Sub-Committee No. 4 (Logistics) on 3 August 1963, Colonel C. E. Reid, USA, the sub-committee chairman, presented a memorandum containing additional stringent water conservation measures to be implemented around 31 August, if sufficient rain did not fall before that time. The first of these measures was to use salt water for the sanitary flushing of toilets and urinals; the second was to establish water stations at which potable water would be dispensed along the main lines for self-service distribution to organizations, families, and individuals; and the third was to supply 24-hour potable water to meet operational requirements only.

On 12 August 1963, Major William R. Catlin, Chief of 313th Air Division's Maintenance Division, recorded the water utilization measures being followed in connection with the 51st Fighter Interceptor Wing wash rack, normally a very heavy user of water. First, F-102 aircraft were being washed only prior to periodic (PE) inspections, and even these were not complete washes, but applied only to the wheel wells and other areas found to be particularly dirty. If an aircraft were found to be reasonably clean, it was not washed at all. Second, the C-130 aircraft were washed before going into the corrosion control facility for work, but even then the washing was limited to the areas of the plane where the contractor would be doing his work. Prior to PE inspections, the C-130 wheel wells only were washed. Third, two C-130's were being washed at Tachikawa AB, Japan, each week. And, though none had yet been washed at Misawa AB, Japan, during their visits to that base, one per week might be washed there at a later date. Fourth, in the case of the 33d



Air Rescue Squadron's HU-16's rotating between Clark AB, Philippine Islands, and Naha, an attempt was made to wash as many as possible at Clark. Whenever it was necessary to wash the 33d's helicopters, non-potable water delivered by truck was utilized. Fifth, while the 51st Wing's wash rack was presently consuming three to five thousand gallons of water each day, a project was underway to hook a 5,000-gallon trailer to the pumps on the wash rack. This would allow non-potable water to be substituted for the limited washing still being done.

The month of August 1963 saw a brief bettering of the acute water situation as 9.18 inches fell at Kadena and 8.14 inches; however, even this aquatic effort was below the normal amount for that month, and the next three months witnessed a decided relapse in rain production. On 7 November, accordingly, the U. S. Army Engineer Group began pumping salt water from the East China Sea to the Sukiran Troop Area through six-inch pipes specially installed for sanitation purposes. Affected were the Army and Marine Corps units in the Sukiran area. The mains carrying potable water into the troop barracks were shut off completely, and water for drinking and cooking was delivered by truck. As the first phase of the project for installing salt water distribution pipelines to all Army areas, the Sukiran job was to be followed in order by the Futenma, Sada, and Chatan Housing Areas, Camp Kue, and the Kishaba, Plaza, and Machinato-Naha Housing Areas.

Potable water for USARYIS family housing areas would be supplied on a self-service basis from water points to be installed by the Army Engineers in each housing area. Salt water for family housing areas would be



delivered by truck from a water point in each housing area and stored in 55-gallon drums adjacent to each home.

The use of salt water for sanitary purposes, including the flushing of toilets, washing, and cleaning, was expected to save thousands of gallons of fresh water daily. Nevertheless, unless it rained soon, USARYIS officials declared that additional, more stringent water rationing measures would have to be placed in effect.

Although the order was not strictly adhered to, the Army did extend salt water distribution to the housing areas as threatened. On 13 November the Chatan and Sada Housing Areas had their fresh water turned off, and the Kishaba Housing Area followed on the 20th, as did the Futenma Housing Area on the 29th.

Meantime, during the week of 11-15 November, 55-gallon drums with the tops removed had been distributed throughout Kadena Air Base as waste-water containers to be used for flushing toilets, washing cars, and the like. In addition, a sound truck moved through the family housing areas blaring out tape-recorded announcements which told housewives what measures they should be taking to save water.

At the same time, radio and television outlets of the island--principally, but not exclusively, Armed Forces Radio-Television Service (AFRTS), Okinawa--continued to carry water conservation "commercials" on a continuing basis, as did the base newspapers, in the form of articles, editorials, and advertizements. School children in the base schools were also taught water conservation measures by their teachers.

The 55-gallon containers scattered over Kadena Air Base were soon followed by six-inch salt water lines, which linked the adjacent East China

Sea with the enlisted men's barracks. As in the case of the pipe previously laid by the Army into the Sukiran troop area, this pipe was intended to furnish water for continual sanitary operation of the commodes and other purposes not requiring fresh water. However, the order to turn off the water was held in abeyance as long as possible, in the hope that rain would fall in time; for it was realized that once salt water was pumped into the sanitary pipelines, they would corrode and rust far more quickly than under normal usage.

Naha Air Base, for its part, stood on the verge of salt water consumption and was the only military installation south of Kadena which had not already been placed on a saline diet, when heavy rains finally fell during the first week of December. An estimated 200 million gallons were added to the island reservoirs--enough water to take care of Okinawa's needs for about 20 days. The following week, Kadena received an additional 2.19 inches and Naha 2.60 inches. The prayers for rain which had been conducted at base chapels and elsewhere had been answered.

Following a heavy rain in the vicinity of Kadena, most water usually soaked into the ground, some ran into the reservoirs of the island integrated water system, and some poured into the Hijagawa and Tengan Rivers. These two streams carried water from the reservoirs to the USARYIS water treatment plants and filled the basins at the pumping stations.

In order to prevent this water from going to waste by flowing over the spillway and out to sea, the Engineer Group announced on 6 December that they were temporarily suspending the use of salt water for sanitary purposes and make the surplus fresh water available for use. However, they wanted everyone to understand that the water rationing program for



Okinawa was not at an end, but would continue until the reserve supply was adequate for the island's needs.

On 10 December the Army Engineers announced that water rationing would be resumed at 1900 that night in the Sukiran and Machinato troop areas, as well as the Kishaba, Futenma, Chatan, Sada, and lower Plaza family housing areas, inasmuch as the runoff of fresh water from the previous week's heavy rains was almost ended. Koza City would also return to a 12-hour water service every other day between the hours of 1000 and 2200.

To the intense relief of everyone concerned, 1.2 more inches of rain fell on Kadena and 2.0 inches on Naha that same day, causing the engineers to postpone the resumption of rationing until at least 13 December. Miyako received six inches--a record for the Ryukyus in 1963--and Yaeyama, which was more sorely afflicted by the long drouth, received four lifesaving inches of water. When 13 December rolled around, the Army announced that water rationing had again been "temporarily suspended," but, at the same time, urged that those people having access to salt water continue to use it for sanitary purposes, in order to conserve the fresh water and postpone the return to rationing as long as possible.

Having said this, the U. S. Army authorities quietly allowed the subject of water rationing to subside into the limbo of yesterday's events and mentioned it no more, as rain continued to fall with more than normal frequency. By the end of December, Kadena had recorded 13.09 inches of rainfall for the month--an all-time record precipitation for December--while Naha showed 5.76 inches on its rain chart. With this downpour, any further need for rationing went out the window--or, perhaps more appropriately, down the drain.



## RAINFALL DATA FOR 1963

<u>Month</u>	Det. 8 <u>Kadena AB</u>	Det. 14 <u>Naha AB</u>
January	1.44"	1.92"
February	1.28"	1.29"
March	1.19"	1.09"
April	2.26"	1.39"
May	0.58"	0.53"
June	4.78"	1.92"
July	2.79"	3.53"
August	9.18"	8.14"
September	5.34"	5.55"
October	2.60"	1.13"
November	1.72"	1.91"
December	<u>13.09"</u>	<u>5.76"</u>
TOTAL	46.25"	34.16"

313th AD, 1963-II, Appendix 10

APPENDIX 10

ISSUES OF AVIATION PETROLEUM  
AT KADENA AND NAHA AIR BASES

313th AD, 1963-II, Appendix 10

ISSUES OF AVIATION PETROLEUM

(All Figures in Gallons)

July 1963

<u>Base</u>	<u>JP-4</u>	<u>115/145</u>	<u>1100 Oil</u>	<u>1010 Oil</u>	<u>7808 Oil</u>
Kadena	4,438,301	1,388,612	12,998	84	980
Naha	2,247,102	337,516	705	120	2,082
TOTAL	6,685,403	1,726,128	13,703	204	3,062

August 1963

<u>Base</u>	<u>JP-4</u>	<u>115/145</u>	<u>1100 Oil</u>	<u>1010 Oil</u>	<u>7808 Oil</u>
Kadena	3,316,885	1,191,781	11,740	156	697
Naha	2,183,815	464,845	605	108	1,710
TOTAL	5,500,700	1,656,626	12,345	264	2,407

September 1963

<u>Base</u>	<u>JP-4</u>	<u>115/145</u>	<u>1100 Oil</u>	<u>1010 Oil</u>	<u>7808 Oil</u>
Kadena	3,440,057	1,234,636	13,833	157	913
Naha	2,026,543	252,137	-----	60	1,680
TOTAL	5,466,600	1,586,773	13,833	217	2,593

October 1963

<u>Base</u>	<u>JP-4</u>	<u>115/145</u>	<u>1100 Oil</u>	<u>1010 Oil</u>	<u>7808 Oil</u>
Kadena	3,978,720	1,254,377	13,777	289	702
Naha	2,503,313	336,011	1,294	144	1,920
TOTAL	6,482,033	1,590,388	15,071	433	2,622



313th AD, 1963-II, Appendix 10

ISSUES OF AVIATION PETROLEUM

(All Figures in Gallons)

November 1963

<u>Base</u>	<u>JP-4</u>	<u>115/145</u>	<u>1100 Oil</u>	<u>1010 Oil</u>	<u>7808 Oil</u>
Kadena	3,691,600	1,052,120	10,041	48	720
Naha	2,155,827	335,790	488	54	1,620
TOTAL	5,847,427	1,387,910	10,529	102	2,340

December 1963

<u>Base</u>	<u>JP-4</u>	<u>115/145</u>	<u>1100 Oil</u>	<u>1010 Oil</u>	<u>7808 Oil</u>
Kadena	3,077,102	931,096	9,110	24	408
Naha	1,587,976	280,207	381	123	2,086
TOTAL	4,665,078	1,211,303	9,491	147	2,494

313th AD, 1963-II

SUPPORTING DOCUMENTS



5AFR 23-4

5AF REGULATION  
NO. 23-4

HEADQUARTERS FIFTH AIR FORCE  
APO 925 24 November 1961

Organization and Mission - Field

313TH AIR DIVISION

PURPOSE: To state the mission and responsibilities, and outline command relationships of the 313th Air Division.

1. Mission. The mission of the 313th Air Division is to maintain assigned and attached forces at a degree of combat readiness that will insure the success of directed military operations.
2. Organization. The 313th Air Division is a subordinate command of Fifth Air Force. It is provided with a headquarters and such units and facilities necessary to accomplish its mission and to carry out Fifth Air Force air defense responsibilities in the 313th Air Division area.
3. Responsibilities. The Commander, 313th Air Division, will:
  - a. Exercise command of assigned units except for that direct control retained by the Commander, Fifth Air Force, over offensive tactical forces.
  - b. Control and/or support attached units as directed.
  - c. Organize, administer, equip, and train assigned and attached units and combat crews in accordance with directives, policies and plans issued by this and higher headquarters.
  - d. In coordination with commands having contiguous, related, or supporting responsibilities, prepare plans as required in support of Fifth Air Force emergency and contingency war plans.
  - e. Insure that combat training is conducted in accordance with existing directives and oriented toward the development of an operational capability consistent with tasks assigned in current war plans, operational plans, and operations orders. Emphasis will be placed upon the specific plans and directives listed in Attachment 1.

This regulation supersedes 5AFR 23-4, 8 Jun 60.



5AFR 23-4

f. Insure that all combat and combat direct support units are furnished with plans, directives, and operational orders and command policy guidance in sufficient detail to provide the total guidance necessary to maintain a high degree of combat readiness.

g. Insure the publication and maintenance of general and domestic emergency plans.

h. Monitor the development and conduct of training programs to include:

(1) Technical training necessary to fulfill Fifth Air Force requirements for technical and other specialized personnel.

(2) General military training in accordance with applicable AF Unit Training Standards.

(3) Assist in aircrew, ground crew, technical and other training for military members of friendly foreign nations under the Military Assistance Program as required.

(4) Other training as directed.

i. Contribute toward development of:

(1) Tactics and techniques of aerial warfare.

(2) Requirements for new weapons and weapon systems.

(3) Improved utilization of current weapons and weapon systems.

j. Provide aircraft for, and supervision over, annual flying requirements of assigned and attached aircrew personnel outlined in AFR 60-3.

k. Provide administrative and logistic support, as directed.

l. Support the Strategic Air Command, Military Air Transport Service and other USAF activities in accordance with the current priorities of programmed units as reflected on current USAF programming document.

m. When directed, exercise operational control of forces other than those of the United States.

n. Exercise operational control of US Army and Navy antiaircraft artillery, surface-to-air missile units, and other antiaircraft artillery made available for integration into the 313th Air Division air defense system.

o. Represent CINCPAC and CINCPACAF in coordination of all airspace and air traffic control matters within the Okinawa Flight Information Region.

5AFR 23-4

- p. Conduct search and rescue operations as directed.
- q. Organize and administer an effective flight, missile, nuclear, and ground safety program within all assigned and attached Air Force units.
- r. Provide for sustained internal security and expanded security emergency protection of assigned Air Force installations.
- s. Provide for the development, construction, maintenance, and operation of assigned installations required in support of the mission.
- t. Exercise general courts-martial jurisdiction over assigned units of Fifth Air Force in the Ryukyu Islands.
- u. Coordinate with and provide assistance to other United States military services and governmental agencies to include:
  - (1) Formulating and jointly planning local ground defense search and rescue, civil disturbance, typhoon, natural disaster, military facility recovery, emergency noncombatant evacuation, and special demonstration plans, with local Army, Navy, Marine and governmental agencies.
  - (2) Participating in combined training and operations with local Army, Navy, Marine, and governmental agencies as directed by the Commander, U.S. Forces.
  - (3) Coordinating with appropriate local Army, Navy, and Marine commanders to insure uninterrupted operation of jointly used facilities and installations.
  - (4) Contributing personnel to the Joint-Service Ryukyuan Armed Services Police Force and the Ryukyuan Army and Air Force Exchange Service.
  - (5) After completion of appropriate agreements, providing a base, training facilities and support for Naval Fleet Activities offensive and defensive training and weapons testing operations.
  - (6) Supporting the CINCPACREP, Ryukyu Islands, in the discharge of his joint service responsibilities by serving as the Air Force member of the Area Joint Committee and by providing appropriate Air Force membership to the Joint Planning Group, all subcommittees and panels.
  - (7) Coordinating with appropriate local United States governmental authorities, all Air Force activities which have an impact on the civil economy or affect civil activities.
  - (8) Supporting the High Commissioner of the Ryukyu Islands in the discharge of the United States civil administration responsibilities in the Ryukyu Islands.



5AFR 23-4.

v. Insure that all commanders and staff officers are familiar with the principles and policies contained in Joint Chiefs of Staff Publication: Unified Actions Armed Forces.

w. Insure preparation of mission directives for all assigned units reporting directly to Hq 313th Air Division.

x. Insure that mission directives have been prepared for all units within the division and require that all mission directives be reviewed semi-annually and updated when required.

4. Miscellaneous. On matters pertaining to the mission and responsibilities of the air division, the Commander, 313th Air Division, is authorized to communicate directly with other Fifth Air Force subordinate and friendly force commanders, except as otherwise directed by this or higher headquarters.

OFFICIAL

JACOB E. SMART  
Lieutenant General, USAF  
Commander

GREGORY Q. STANLEY  
Lieutenant Colonel, USAF  
Asst Director of Administrative Services

1 Attachment  
Listing of Plans and Directives



LISTING OF PLANS AND DIRECTIVES

1. Training:

- a. PACAFM 51-2
- b. PACAFM 51-3
- c. PACAFM 51-4
- d. PACAFM 51-6
- e. 5AF OPLAN 135-59
- f. 5AF OPLAN 138-59

2. Operations:

- a. PACAFM 55-4
- b. PACAFM 55-5
- c. PACAFM 55-7
- d. PACAFM 55-8
- e. 5AF OPLAN 109-59
- f. 5AF OPLAN 146-60
- g. 5AF OPLAN 164-60
- h. 5AF OPLAN 175-60
- i. PACAF Procedures for Positive Control

3. Emergency and Contingency War Plans:

- a. 5AF GWP 1-61
- b. 5AF OPLAN 25-6.
- c. 5AF OPLAN 27-60
- d. 5AF OPLAN 32-59
- e. 5AF OPLAN 152-60

2

5AFR 55-18

5AF REGULATION  
NO. 55-18

HEADQUARTERS FIFTH AIR FORCE  
APO 925 11 September 1962

Operations

DIVISION/WING AREAS OF RESPONSIBILITY

PURPOSE: To delineate the areas of air defense responsibility to sector commanders within Fifth Air Force's Far East Air Defense Region.

1. Applicability. This regulation applies to air division/wing commanders designated as air defense sector commanders and pertains only to the area of responsibility chargeable to the Commander, Fifth Air Force.

2. Explanation of Terms:

a. Area of responsibility. The geographical area assigned for the purpose of allocating surveillance and reporting responsibilities in consonance with air defense capabilities.

b. Air Defense Sector. The area of responsibility assigned to an Air Defense Control Center and bounded by established ADIZ.

c. Far East Air Defense Region. The area of responsibility assigned to Fifth Air Force.

3. Fifth Air Force Sector Commanders. The air defense sector commanders within the Far East Air Defense Region are as follows:

- a. Northern Air Defense Sector - Commander, 39th Air Division.
- b. Central Air Defense Sector - Commander, 41st Air Division.
- c. Western Air Defense Sector - Commander, 8th Tactical Fighter Wing.
- d. Korean Air Defense Sector - Commander, 314th Air Division.
- e. Okinawan Air Defense Sector - Commander, 313th Air Division.

4. Responsibilities of Air Defense Sector Commanders. The sector commander has operational jurisdiction over the air defense forces in his sector and is responsible for the conduct of the air defense operation in his area of responsibility.

This regulation supersedes 5AFR 55-18, 14 Jan 60.  
OPI: 5FODC (5FOOT-O-D)



5AFR 55-18

5. Areas of Responsibility. The Far East Region is divided into the following areas of responsibility:

a. 39th Air Division. The area encompassed by the points 45°45' N 145°45' E thence south along this meridian to 44°26' N 145°45' E thence southwest to 44°03' N 145°19' E thence three miles parallel from the coast of Hokkaido to 43°30' N 145°22' E thence to 43°26' N 145°48'30" E thence to 43°23'15" N 145°50'35" E thence 43°20' N 145°52' E thence three miles parallel from the coast of Hokkaido to 43°16' N 145°44' E thence to 42°47' N 146°23' E thence generally northeast, staying 40 nautical miles off the eastern flank of the Kurile Island chain to 52°30' N 160° E thence south to 38° N 160° E thence west to 39° N 140° E thence northwest to 42° N 131°40' E thence generally northeast staying 40 nautical miles off the eastern flank of the USSR to 45°45' N 138°45' E thence east to starting point 45°45' N 145°45' E.

b. 41st Air Division. The area encompassed by the points 38° N 160° E south to 30° N 160° E west to 30° N 134° E north to 36° N 134° E northwest to 37°17' N 133° E north to 41°35' N 133° E southeast to 39° N 140° E east to 39° N 142°30' E southeast to 38° N 144°38' E thence east to starting point 38° N 160° E.

c. 8th Tactical Fighter Wing. The area encompassed by the points 37°17' N 133° E southeast to 36° N 134° E south to 30° N 134° E west to 30° N 123° E north to 32° N 123° E northwest to 33° N 121°50' E east to 33° N 127° northeast to 35°13' N 129°48' E to 36° N 130°30' E to starting point 37°17' N 133° E.

d. 313th Air Division. The area encompassed by the points 30° N 145° E southwest to 23° N 132° E west to 23° N 123° E north to 30° N 123° E thence east to starting point 30° N 145° E.

e. 314th Air Division. The area encompassed by the points 41°35' N 133° E south to 37°17' N 133° E southwest to 36° N 130°30' E to 35°13' N 129°48' E to 33° N 127° E west to 33° N 121°50' E thence generally north, east and south along a line 40 nautical miles off the China-North Korea coast to a point 40 nautical miles southwest of the western end of the DMZ thence along center of DMZ to point 40 nautical miles northeast of eastern end of DMZ thence generally north along a line 40 nautical miles off the North Korea-China coast to point 42° N 131°40' E thence southeast to starting point 41°35' N 133° E.

OFFICIAL:

GLADYS M. NELSON  
Lieutenant Colonel, USAF  
Director of Administrative Services

JACOB E. SMART  
Lieutenant General, USAF  
Commander

1 Attachment  
Map, Div/Wg Areas of  
Responsibility



SECRET 3

HEADQUARTERS  
FIFTH AIR FORCE  
UNITED STATES AIR FORCE  
APO 925 SAN FRANCISCO, CALIFORNIA

REPLY TO  
ATTN OF: 5FODC

27 June 1960  
Revised 1 August 1960

SUBJECT: (S) Hq Fifth Air Force Direct Control of Tactical Striking Forces  
(This supersedes letter dated 27 June 1960)

TO: 313th Air Div.

1. This paper clarifies paragraph 3a, 5AF Regulation 23-4 which is the mission directive of the 313th Air Division. A degree of direct control of all Fifth Air Force strike forces by this headquarters is essential in assuring a quick reacting atomic force under current policy of employment of atomic weapons. This degree extends beyond the "centralized control" traditional in the employment of conventional forces.

2. Control is defined as "Authority which may be less than full command, exercised by a commander over part of the activities of subordinate or other organizations." The following is the minimum control that this headquarters intends to retain and exercise over tactical striking forces of your division:

a. Ordering, directing and monitoring maneuvers and deployments of forces in the exercise of emergency and contingency war plans.

b. Ordering and monitoring routine and special force deployments.

c. Ordering, directing, monitoring and evaluating combat readiness training programs.

d. Controlling and directing the wartime employment of strike forces through the Fifth Air Force Operations Centers. This system provides direct communication between this headquarters and tactical wings.

e. Controlling and directing the peacetime employment of forces under the Quick Strike Program.

f. Such other control as operational necessity dictates.

3. The necessity for retention of direct control of tactical wings by this headquarters has reduced the requirement for personnel on your operations staff. It is not necessary or desirable that your staff duplicate the efforts of this headquarters in the direction and

SECRET

0 8 8 3

control of our strike forces. I do however, consider it necessary and desirable that you keep yourself and key members of your staff informed on the planned employment and operational readiness of the strike forces assigned your division in order that you may be prepared to carry out effectively, the responsibilities assigned to you in Annex E, and described in the Command Relationships Annex, of the WPC.

4. You will note that your new mission directive requires that you assure the achievement of combat readiness training, the preparation of plans and orders and the provision of command policy and guidance along with other responsibilities toward the command and control of tactical striking forces. I do not intend that these requirements should prompt an expansion of your operations staff. I believe that these responsibilities may be discharged within your present staff capabilities with the assistance of your inspection system and tactical wing staffs.

5. The control of tactical striking forces outlined in paragraph 2 above will be exercised through direct communication with tactical Wings and Groups. Information copies of all correspondence between this headquarters and tactical units of other than routine nature, will be furnished to your headquarters.

ROBERT W. BURNS  
Lieutenant General, USAF  
Commander



4

HEADQUARTERS  
6313TH AIR BASE WING (PACAF)  
United States Air Force  
APO 239, San Francisco, California

SPECIAL ORDER  
G-42

1 July 1963

Announcement is made of the designation of a Headquarters Squadron Section,  
Headquarters, 6313 Air Base Wing, PACAF, APO 239, effective 1 July 1963.  
Authority: Par 15, AFR 20-27.

FOR THE COMMANDER

CLAYTON E HARRIS  
CWO W4, USAF  
Asst Chief, Administrative Services

DISTRIBUTION  
A

G-42



5

HEADQUARTERS  
313TH AIR DIVISION (PACAF)  
United States Air Force  
APO 239, San Francisco, California

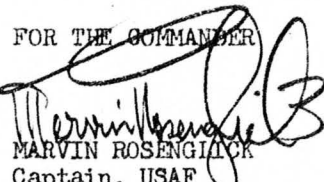
SPECIAL ORDER  
G-6

1 July 1963

1. Paragraph 1, Special Order G-3, this headquarters, 27 March 1962, is rescinded effective this date.
2. Under the provisions of AFR 20-27, the following units are attached to the Headquarters Squadron Section, 6313 Air Base Wing (PACAF), for administrative control, excepting court martial jurisdiction and administrative board actions affecting officer personnel which is retained by the Unit of Assignment.

Headquarters, 313 Air Division (PACAF)  
558 Air Force Band (PACAF)

FOR THE COMMANDER

  
MARVIN ROSENGLICK  
Captain, USAF  
Deputy Director, Administrative Services

DISTRIBUTION  
A


6

HEADQUARTERS  
313TH AIR DIVISION (PACAF)  
United States Air Force  
APO 239, San Francisco, California

SPECIAL ORDER  
G-7

18 July 1963

ASSUMPTION OF COMMAND - Under the provisions of AFR 35-54, the undersigned hereby assumes command of the 313 Air Division, effective this date, vice MAJOR GENERAL ROBERT M STILLMAN, 1114A, relieved.



ALBERT P. CLARK  
Major General, USAF  
Commander

G-7

10-H 7

HEADQUARTERS  
313TH AIR DIVISION (PACAF)  
United States Air Force  
APO 239, San Francisco, California

SPECIAL ORDER  
G-8

4 November 1963

1. Special Order G-3, this headquarters, 27 March 1962, is rescinded effective this date.
2. The following assigned and tenant units or activities are attached to the 6313 Air Base Wing for Administrative and Logistical Support (excluding Field Maintenance and Supply), as may be required by AFR 11-4 or official host-tenant support agreements.

- \*Headquarters, 313 Air Division
- 18 Tactical Fighter Wing
- \*558 Air Force Band
- \*\*15 Tactical Recon Squadron
- 498 Tactical Missile Group
- \*\*400 Munitions Maintenance Squadron (T)(PACAF)
- 11 Air Postal Squadron (PACAF)
- District Office 43, 1005 Special Investigations Group (HEDCOMM)
- Det 4, 1st Medical Service Wing (PACAF)
- Det 3, 9th Aero Medical Evac Squadron (PACAF)
- Det 2, 315 Air Division (PACAF)
- Hq 6002 Stand/Eval Group (PACAF)
- Det 8, 1st Weather Wing (MATS)
- 1505 Support Squadron (MATS)
- Det 3, 7651 Aeronautical Charting and Information Squadron (MATS)
- Det 12, 4440 A/C Group (TAC)
- Okinawa Division Tachikawa Air Procurement Office, AMFP (AFIC)
- Det 1, 2876 GEEIA Squadron (AFIC)
- 6922 Security Wing (USAFSS)
- 6927 Security Squadron (USAFSS)
- Det 911L, 3415 USAF Tech School (ATC)
- Det 911A, Field Training (ATC)
- Kadena Resident Office Auditor General (Hq Comd)
- Det 2, 1045 Operational Evaluation and Training Group (Hq Comd)
- Headquarters, 1962 Communications Group (AFCS)
- Det 2, Hq 3d Air Division (SAC)
- PACAF Manpower Validation Team (PACAF)

\*Except as outlined in 313 Air Division Special Order G-6, 1 July 1963.  
\*\*No change in other attachments/assignments.

3. Legal proceedings are as outlined in paragraph 10, Air Force Regulation 11-4.

- a. Commander, 313 Air Division will exercise general court martial jurisdiction.

G-8



b. Commander, 6313 Air Base Wing, will exercise special and summary court martial jurisdiction and actions under Article 15, Uniform Code of Military Justice.

4. The following assigned and tenant units or activities are attached to the 18 Tactical Fighter Wing for Supply and Field Maintenance as may be required by AFR 11-4 or official host-tenant support agreements.

- \*Headquarters, 313 Air Division
- 6313 Air Base Wing
- \*558 Air Force Band
- 15 Tactical Recon Squadron
- 498 Tactical Missile Group
- \*\*400 Munitions Maintenance Squadron (T) (PACAF)
- 11 Air Postal Squadron (PACAF)
- District Office 43, 1005 Special Investigations Group (HEDCOM)
- Det 4, 1st Medical Service Wing (PACAF)
- Det 3, 9th Aero Medical Evac Squadron (PACAF)
- Det 2, 315 Air Division (PACAF)
- Hq, 6002 Stand/Eval Group (PACAF)
- Det 8, 1st Weather Wing (MATS)
- 1505 Support Squadron (MATS)
- Det 3, 7651 Aeronautical Charting and Information Squadron (MATS)
- Det 12, 4440 A/C Group (TAC)
- Okinawa Division Tachikawa Air Procurement Office, AMFP (AFIC)
- Det 1, 2876 GEEIA Squadron (AFIC)
- Headquarters, 1962 Communications Group (AFCS)
- 6922 Security Wing (USAFSS)
- 6927 Security Squadron (USAFSS)
- Det 911L, 3415 USAF Tech School (ATC)
- Det 911A, Field Training (ATC)
- Kadena Resident Office Auditor General (Hq Comd)
- Det 2, 1045 Operational Evaluation and Training Group (Hq Comd)
- Det 2, Hq 3rd Air Division (SAC)
- PACAF Manpower Validation Team (PACAF)

\*Except as outlined in 313 Air Division Special Order G-6, 1 July 1963  
\*\*No change in other attachments/assignments.

5. Promotion authority is contained in AFR 39-29.

6. This order rescinds all previous conflicting orders of attachments pertaining to aforementioned units.

7. Conflicting Responsibilities: The responsibilities established under this Special Order will not conflict or relieve commanders of responsibilities established in other Air Force directives for specific units.

8. Authority: Air Force Regulations 11-4, 20-27 and 39-29, and the concurrent use and support agreements presently in effect between the Major Air Commands concerned and Pacific Air Force.

FOR THE COMMANDER

*Russell W. Betts, Jr.*  
RUSSELL W. BETTS, JR.  
Lt Colonel, USAF  
Director, Administrative Services

DISTRIBUTION  
A

8

HEADQUARTERS  
313TH AIR DIVISION (PACAF)  
United States Air Force  
APO 239, San Francisco, California

SPECIAL ORDER  
G-9

15 November 1963

1. Special Order G-8, this headquarters, 4 November 1963, is rescinded effective this date.

2. The following assigned and tenant units or activities are attached to the 6313 Air Base Wing for Administrative and Logistical Support (excluding Field Maintenance and Supply), as may be required by AFR 11-4 or official host-tenant support agreements.

- \*Headquarters, 313 Air Division
- 18 Tactical Fighter Wing
- \*558 Air Force Band
- \*\*15 Tactical Recon Squadron (PJ)
- 498 Tactical Missile Group
- \*\*400 Munitions Maintenance Squadron (T) (PACAF)
- 11 Air Postal Squadron (PACAF)
- District Office 43, 1005 Special Investigations Group (Hq Comd)
- Det 4, 1st Medical Service Wing (PACAF)
- Det 3, 9th Aero Medical Evac Squadron (PACAF)
- Det 2, 315 Air Division (PACAF)
- Hq 6002 Stand/Eval Group (PACAF)
- Det 8, 1st Weather Wing (MATS)
- 1505 Support Squadron (MATS)
- Det 3, 7651 Aeronautical Chart and Information Squadron (ACIC)
- Det 12, 4440 Aircraft Delivery Group (TAC)
- Det 2, 2875 GEEIA Squadron (AFLC)
- 6922 Security Wing (USAFSS)
- 6927 Security Squadron (USAFSS)
- FTD 911L, 3415 Tech Training School, USAF (ATC)
- 911A, 3321 Field Training Detachment (ATC)
- 1038th USAF Auditor General, Resident Office (Hq Comd)
- Det 2, 1045 Operational Evaluation and Training Group (Hq Comd)
- Headquarters, 1962 Communications Group (AFCS)
- Det 2, Hq, 3rd Air Div (SAC)
- PACAF Manpower Validation Team (PACAF)

\*Excepting court martial jurisdiction and administrative board actions affecting officer personnel which is retained by the unit of assignment.

\*\*No change in other attachments/assignments.

3. Legal proceedings are as outlined in paragraph 10, Air Force Regulation 11-4.

a. Commander, 313 Air Division will exercise general court martial jurisdiction.

G-9



b. Commander, 6313 Air Base Wing, will exercise special and summary court martial jurisdiction and actions under Article 15, Uniform Code of Military Justice.

4. The following assigned and tenant units or activities are attached to the 18 Tactical Fighter Wing for Supply and Field Maintenance as may be required by AFR 11-4 or official host-tenant support agreements.

- \*Headquarters, 313 Air Division
- 6313 Air Base Wing
- \*558 Air Force Band
- \*\*15 Tactical Recon Squadron (PJ)
- 498 Tactical Missile Group
- \*\*\*400 Munitions Maintenance Squadron (T) (PACAF)
- 11 Air Postal Squadron (PACAF)
- District Office 43, 1005 Special Investigations Group (Hq Comd)
- Det 4, 1st Medical Service Wing (PACAF)
- Det 3, 9th Aero Medical Evac Squadron (PACAF)
- Det 2, 315 Air Division (PACAF)
- Hq, 6002 Stand/Eval Group (PACAF)
- Det 8, 1st Weather Wing (MATS)
- 1505 Support Squadron (MATS)
- Det 3, 7651 Aeronautical Chart and Information Squadron (ACIC)
- Det 12, 4440 Aircraft Delivery Group (TAC)
- Det 2, 2875 GEEIA Squadron (AFIC)
- Headquarters, 1962 Communications Group (AFCS)
- 6922 Security Wing (USAFSS)
- 6927 Security Squadron (USAFSS)
- FTD 911L, 3415 Tech Training School, USAF (ATC)
- 911A, 3321 Field Training Detachment (ATC)
- 1038th USAF Auditor General, Resident Office (Hq Comd)
- Det 2, 1045 Operational Evaluation and Training Group (Hq Comd)
- Det 2, Hq, 3rd Air Div (SAC)
- PACAF Manpower Validation Team (PACAF)

\*Excepting court martial jurisdiction and administrative board actions affecting officer personnel which is retained by the unit of assignment.

\*\*Attached to the 18 Tactical Fighter Wing for organizational maintenance.

\*\*\*No change in other attachments/assignments.

5. Promotion authority is contained in AFR 39-29.

6. This order rescinds all previous conflicting orders of attachment pertaining to aforementioned units.

7. Conflicting Responsibilities: The responsibilities established under this Special Order will not conflict or relieve commanders of responsibilities established in other Air Force directives for specific units.

G-9

8. Authority: Air Force Regulations 11-4, 20-27 and 39-29, and the concurrent use and support agreements presently in effect between the Major Air Command concerned and Pacific Air Force.

FOR THE COMMANDER

*Russell W. Betts, Jr.*

RUSSELL W. BETTS, JR.  
Lt Colonel, USAF  
Director, Administrative Services

DISTRIBUTION

A



9

HEADQUARTERS  
3D AIR DIVISION (SAC)  
United States Air Force  
APO 334, San Francisco, California

SPECIAL ORDER  
G-4

12 April 1963

1. Detachment 2, 27th Communications Squadron, Division (SAC), APO 239, San Francisco, California, is discontinued effective 1 Jul 63.

a. Unit personnel will be transferred to Detachment 2, Headquarters 3 Air Division (SAC), APO 239, San Francisco, California, on a permanent change of assignment without a permanent change of station.

b. Authorized organizational property and equipment will be transferred to Det 2, Hq 3 Air Division (SAC).

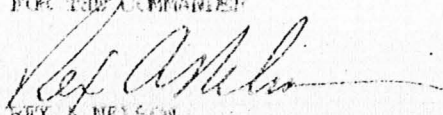
c. Organizational records will be disposed of in accordance with AFM 181-5.

d. Funds will be disposed of and final reports will be submitted in accordance with current regulations.

e. Authority: SAC Message DPLMM 25989, 25 Mar 63 and AFR 20-27.

2. Detachment 2, Headquarters 3 Air Division (SAC), is organized effective 1 July 1963, at APO 239, San Francisco, California under the appropriate naming call of the Headquarters 3 Air Division Unit Manning Document No. 0000S3100122. This detachment will assume all mission responsibilities formerly assigned to the Kadana SACLO Function and Det 2, 27th Communications Squadron, Division. Authority: SAC Message DPLMM 25989, 25 Mar 63 and AFR 20-27.

FOR THE COMMANDER

  
REX A. NELSON  
Captain, USAF  
Deputy Director of  
Administrative Services

DISTRIBUTION  
1 - Hq USAF (AFCEE-2) 20 - LP  
1 - Hq USAF (AFCEAS-5) 5 - RIXC  
1 - Hq USAF (AFAPCSP-3)  
2 - ARRC, 3800 York St, Denver, Colo.  
10 - Hq SAC (DCISP)  
5 - Hq SAC (DPIMO)  
7 - Hq PACAF  
5 - Hq USAF  
5 - Hq 313 AD  
5 - Hq 6313 ABW  
5 - Det 2, Hq 3AD  
5 - SACLO  
5 - 27 Comm Sq  
5 - Det 2, 27 Comm Sq, Div  
1 - Each 3 AD and 3960 CSOF Agency

G-4



10

HEADQUARTERS  
UNITED STATES AIR FORCE SECURITY SERVICE  
San Antonio, Texas

SPECIAL ORDER  
GB-5

26 March 1963

1. The following units are redesignated as indicated effective 1 July 1963. Station, unit of assignment and authorized strength will remain unchanged. New Organization Identification Numbers are as indicated. Authority: Ltr, Hq USAF (AFOMO-X3), 21 September 1962, Redesignation of Units and Air Force Regulation 20-27.

<u>PRESENT DESIGNATION</u>	<u>NEW DESIGNATION</u>	<u>NEW ORGN IDENTIFICATION NUMBER</u>
Hq 6910 Radio Group Mobile	Hq 6910 Security Group	691042740000
6912 Radio Squadron Mobile	6912 Security Squadron	691242750000
6913 Radio Squadron Mobile	6913 Security Squadron	691342750000
6915 Radio Squadron Mobile	6915 Security Squadron	691542750000
6916 Radio Squadron Mobile	6916 Security Squadron	691642750000
6918 Radio Squadron Mobile	6918 Security Squadron	691842750000
Hq 6917 Radio Group Mobile	Hq 6917 Security Group	691742740000
6923 Radio Squadron Mobile	6923 Security Squadron	692342750000
Hq 6925 Radio Group Mobile	Hq 6925 Security Group	692542740000
6927 Radio Squadron Mobile	6927 Security Squadron	692742750000
6929 Radio Squadron Mobile	6929 Security Squadron	692942750000
Hq 6930 Radio Group Mobile	Hq 6930 Security Group	693042740000
6932 Radio Squadron Mobile	6932 Security Squadron	693242750000
Hq 6933 Radio Group Mobile	Hq 6933 Security Group	693342740000
6935 Radio Squadron Mobile	6935 Security Squadron	693542750000
6939 Radio Squadron Mobile	6939 Security Squadron	693942750000
6945 Radio Squadron Mobile	6945 Security Squadron	694542750000
6980 Radio Squadron Mobile	6980 Security Squadron	698042750000
Hq 6981 Radio Group Mobile	Hq 6981 Security Group	698142740000

6984 Radio Squadron Mobile	6984 Security Squadron	698442750000
6985 Radio Squadron Mobile	6985 Security Squadron	698542750000
Hq 6986 Radio Group Mobile	Hq 6986 Security Group	698642740000
Hq 6987 Radio Group Mobile	Hq 6987 Security Group	698742740000
6988 Radio Squadron Mobile	6988 Security Squadron	698842750000
6989 Radio Squadron Mobile	6989 Security Squadron	698942750000

2. Headquarters 6950 Radio Group Mobile is redesignated Headquarters 6950 Security Wing, Chicksands RAF, England and assigned to European Security Region effective 1 July 1963. Personnel authorization will be in accordance with Unit Manning Document 6950 R40 427 3 with an authorized strength of 32 officers, 965 airman and 43 civilians. Equipment authorized under Organization Identification Number 695042730000. Authority: Ltr, Hq. USAF (QFOMO-X2), 7 December 1962, Security Service Wing in UK and Air Force Regulation 20-27.

3. The 6952 Radio Squadron Mobile is redesignated Headquarters 6952 Security Group, Kirknewton RAF, Scotland, and assigned to 6950 Security Wing effective 1 July 1963. Personnel authorization will be in accordance with Unit Manning Document 6952 R40 427 4 with an authorized strength of 27 officers, 723 airmen, and 73 civilians. Equipment authorized under Organization Identification Number 695242740000. Authority: Ltr, Hq USAF (AFOMO-X-2), 7 December 1962, Security Service Wing in UK and Air Force Regulation 20-27.

4. Detachment 2, 6940 Technical Training Squadron is designated and organized at Pensacola CY, Florida, effective 1 May 1963. Personnel authorizations will be in accordance with Unit Manning Document 6940 T14 676 9 with an authorized strength of 5 airmen. Equipment authorized under Organization Identification Number 694067650002. Authority: Air Force Regulation 20-27.

5. The 6961 Communications Squadron is discontinued at Kelly Air Force Base, Texas effective 1 April 1963.

a. Personnel will be reassigned to 2056 Communications Squadron, Air Force Communications Service.

b. Supplies and equipment will be absorbed by 2056 Communications Squadron. Organization Identification Number 696160250000 is void on date of discontinuance.

c. Organizational records will be disposed of in accordance with paragraph 040408, AFM 181-5.

d. Funds will be disposed of and final reports will be submitted in accordance with current directive.

e. Authority: Air Force Regulation 20-27.

FOR THE COMMANDER

LLOYD G. STUBBS  
CWO W-3, USAF  
Asst Dir of Admin Svcs



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HEADQUARTERS  
PACIFIC AIR FORCES  
United States Air Force  
APO 953, San Francisco, California

SPECIAL ORDER  
G-47

12 July 1963

1. The following detachments of 11 Air Postal Squadron are designated and organized at locations indicated, effective 1 October 1963. Detachments are assigned Processing Codes indicated.

<u>DETACHMENT NUMBER</u>	<u>LOCATION</u>	<u>PROCESSING CODE</u>
Detachment 27	Onna Point Administrative Annex, R.I.	K2BH03
Detachment 28	Djakarta City, Indonesia	K2MA03

- a. Personnel will be furnished from parent unit.
  - b. Detachments will be equipped in accordance with Air Force Regulation 400-32 and Volume VII, Air Force Manual 67-1.
  - c. Personnel authorizations will be as contained in appropriate Unit Manning Document.
  - d. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.
  - e. Authority: Air Force Regulation 20-27.
2. Detachment 39, 1 Air Postal Squadron is discontinued effective 1 October 1963 at Washington Heights Family Housing Annex, Japan.
- a. Personnel will be absorbed by parent unit.
  - b. Supplies and equipment will be disposed of in accordance with current directives.
  - c. Organizational records will be disposed of in accordance with Air Force Manual 181-5.
  - d. Funds will be disposed of and final reports submitted in accordance with current directives.
  - e. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.
  - f. Authority: Air Force Regulation 20-27.

G-47

3. The 36 Tactical Fighter Squadron is reorganized effective 8 September 1963, under an appropriate Unit Manning Document with capability as cited in O/T R1645, 1 February 1962, paragraphs 1 and 2J, Part I (Part IIQ); strength, 35 officers and 74 airmen. This strength is not the authorized strength, but represents the total of the composition as cited in Part II of the O/T.

a. Personnel will be furnished from parent unit.

b. Unit will be equipped in accordance with Air Force Regulation 400-32 and Volume VII, Air Force Manual 67-1.

c. Air Force Organizational Status Change Report (AF-01) will be submitted in accordance with Air Force Regulation 20-49.

d. Authority: Air Force Regulation 20-27, Department of the Air Force AFOMO letter 902m, 27 September 1962 and AFOMO letter 982m, 21 February 1963.

FOR THE COMMANDER IN CHIEF

E. W. METZGER JR  
Lt Col, USAF  
Deputy Director of Admin Services



SECRET

12

FROM: 18TACFTRWG KADENA AB OKINAWA

TO: 5AF FUCHU AS JAPAN

INFO: 313AD KADENA AB OKINAWA (MESSENGER)

SECRET 18DOT 0241 5AFOC.

INFO: 313AD (OC). THIS MSG IN TWO PARTS. PART ONE. REQUEST CLARIFICATION OF THE RESPONSIBILITIES OF THE 15TRS. WITH THE DEPLOYMENT OF 6 AIRCRAFT TO SAIGON IN SUPPORT OF PACAF OPSORDER 220-62, ABLE MABLE, THE 15TRS CAN NOT IN ADDITION SUPPORT 5AF OPSPLAN 32-62. PART TWO. THE 15TRS IS ALSO UNABLE TO FULFILL ITS COMMITMENTS UNDER THE 5AF GWP 1-63 DURING PERIODS OF AIRCRAFT ROTATION BETWEEN SAIGON AND KADENA. THIS OCCURS TWICE EACH MONTH. PRESENTLY THE TOTAL NUMBER OF 15TRS RF101 AIRCRAFT IN THE PACIFIC THEATER IS FIFTEEN.

15/1420I MAY 1963

SECRET

0900



13

HEADQUARTERS  
(DETACHMENT B-430)  
USARPAC SPECIAL WARFARE COMBAT DEVELOPMENTS AND TRAINING ACTIVITY  
1ST SPECIAL FORCES GROUP (AIRBORNE), 1ST SPECIAL FORCES  
APO 331, San Francisco, California

RISFT

20 August 1963

SUBJECT: Air Support Request

THRU: Channels

TO: Commanding General  
313th Air Division  
ATTN: OC/P  
APO 313 AS-F

This activity requests your installation furnish the following instruction and demonstration, Wednesday, 23 October 1963 to augment Counterinsurgency Course 2-64 to be presented to Allied and US Officers and Enlisted men of the Pacific area.

1. 0800-1200; Characteristics, Capabilities of the F-100, F-101 and the F-105; Forward Air Control Techniques and Capabilities. Conducted at the USARPAC SWCD/TA, Matsuda Range Okinawa.
2. 1300-1600; Fire Power and Flying demonstration, consisting of Strafing, Rocket Firing, Napalm, Sidewinder Missile and aerial photo coverage. Conducted at Easley Range (USMC).

SIDNEY R HINDS JR  
Major, Infantry  
Commanding

14

HEADQUARTERS  
313TH AIR DIVISION  
APO 239, SAN FRANCISCO, CAL.

31300-P

Air Support Request

26 Aug. 63

18TFW

INFO: IX Corps

1. Request the 18TFW provide instructor personnel and weapons demonstration as requested in the attached letter. The course is being attended by about 70 personnel in the PACOM area including high ranking officers.
2. Direct communication is authorized for completion of arrangements pertaining to the use of Easley Range and preparation of suitable target materials. Captain Griffen is the 1st Special Forces Group Project Officer. (Phone--Dial 50 ask for Magnito 115.)
3. Request the 18TFW appoint a senior project officer, prepare an operation order, and appropriate scenario and lesson plans as required. A copy of the operation order will be furnished 313ADIV attn: OC for review not later than 14 Oct 63.

FOR THE COMMANDER:

RICHARD D. CORRE  
Colonel, USAF  
Director of Operations

1 Atch  
Ltr, RISFT, 20 Aug 63



15

HEADQUARTERS 18TH TACTICAL FIGHTER WING  
KADENA AIR BASE OKINAWA  
27 September 1963

18TFW FRAG ORDER 39-63  
1st Special Forces Air Support

REFERENCES: Letter, Det B-430, 1st Special Forces Gp (Airborne) (RISFT), 20 Aug 63, Air Support Request. Letter, 313AD (313OC-P), 26 Aug 63, Air Support Request

1. GENERAL: 1st Special Forces Group (Airborne), 1st Special Forces has requested 18TFW support of Counterinsurgency Course 2-64 being presented to allied and US officers and enlisted men of the Pacific area with class room instruction and fire power demonstration on 23 October 1963.

2. MISSION: The 18TFW will present RF-101, F-105D and FAC capabilities and techniques briefings and demonstration on 23 October 1963.

3. TASKS FOR SUBORDINATE UNITS:

a. 44TFS will provide: project officer and necessary pilots, FACs and briefing officers in support of this mission.

b. 15TRS will provide: project officer and two aircrews.

c. 18DMM will provide:

(1) Sufficient F-105Ds in F-30 configuration to support 10 sorties on 19 October 1963, 20 sorties on 21 October 1963 and 10 sorties on 23 October 1963.

(2) 2 RF-101 sorties on 21 October 1963, and 2 RF-101 sorties on 23 October 1963 in support of this mission.

(3) 2 F-105 sorties on 21 October 1963 and 2 F-105 sorties on 23 October 1963 in F-40 configuration.

d. 418DMS will provide: necessary load crews and munitions in support of this mission.

e. 18DOT will provide: subsequent Frag Orders, Interservice coordination, project officer briefings, scenarios and schedules in support of this mission.

f. 418ME will provide: project officer for consultation on target construction.

4. GENERAL INSTRUCTIONS:

a. Names of project officers, FACs and briefing officers will be submitted to 18DOT by 1200 4 October 1963.



b. Initial briefing will be at 0900L, 9 October 1963 in 18TFW O&T.  
The following personnel will attend:

18DOT Project Officer  
44TFS Project Officer  
44TFS F-105 Briefing Officer  
44TFS FAC Briefing Officer  
44TFS FAC  
18DEW Project Officer  
418SMS Project Officer  
18SEF (GAM-83) Officer  
1st Special Forces Project Officer  
418MTE Officer  
15TRS Project Officer

- c. Subsequent briefings will be conducted by the 44TFS.
- d. Flying schedules for practice and actual missions will be submitted by 18DOT.
- e. Practice missions will be flown on Easley Range on 19 and 21 October 1963.
- f. Configuration for missions will be as follows:

<u>DATE</u>	<u>T.O.T.</u>	<u>NR A/C</u>	<u>CONFIG</u>
19 Oct 63	1000	5	F-30, 1MCL, 4B20
19 Oct 63	1015	5	F-30, 2BO, 1BCL, A
21 Oct 63	0800	5	F-30, 1BCL, 4RO
21 Oct 63	0815	5	F-30, 2BO, 1BCL, A
21 Oct 63	1500	2	RF-101
21 Oct 63	1515	5	F-30, 3ACL, 3SR30
21 Oct 63	1520	5	F-30, 2BO, 6BCL, A
21 Oct 63	1535	2	F-40, G3
23 Oct 63	1300	2	RF-101
23 Oct 63	1305	5	F-30, 3MCL, 3SR30
23 Oct 63	1320	5	F-30, 2BO, 6BCL, A
23 Oct 63	1335	2	F-40, G2

- g. Four F-105s will drop napalm and fire 2.75" rockets in two passes.
- h. Four F-105s will drop eight 750# M117 bombs in two passes and strafe.
- i. One F-105 will fire a AGM-12 bull pup.
- j. AFM 55-105 and 18SEF checklists will determine delivery methods and patterns. All passes will be controlled by a FAC in the target area.
- k. One RF-101 will fly by viewing stands, take nose oblique photos, land immediately at Kadena, fast develop and print sufficient copies to be delivered to spectators within 30 minutes.

l. Orbit points and altitudes will be determined by 44TFS Project Officer.

m. Individual flight briefings, T.O. times and T.O.T.s will be based on "H" hours for each mission and will be determined at a later date by LEDOT.

n. Schedule of events and activities will be published by 1st Special Forces Project Officer.

5. LOGISTICS MATTERS: Normal

6. COMMAND AND SIGNAL MATTERS: Normal

OFFICIAL:

G. B. SIMLER  
Colonel, USAF  
Commander

FLOYD WHITE  
Colonel, USAF  
Director of Operations



16

FROM: 18TACFTWKG KADENA AB OKINAWA  
TO: 5AF FUCHU AB JAPAN  
INFO: 313AIRDIV KADENA AB OKINAWA (MESSENGER)

UNCLAS//FTO 18DOT 10-16

FOR 5FOOT-M-V (Capt Farwig). INFO 31300. REF 18DMS-R 11-K-02. SUBJECT:  
TRAINING EXERCISE. THIS MSG IN THREE PARTS. PART I. THE 18TACFTWKG  
HAS BEEN DIRECTED BY 313AIRDIV TO PROVIDE FAC'S, RF101 AND F-105  
BRIEFING OFFICERS, AND CLOSE AIR SUPPORT DEMONSTRATIONS FOR STUDENT AND  
SPECIAL GUESTS OF THE FIRST SPECIAL FORCES COUNTERINSURGENCY SCHOOL ON  
23 OCT 63. SPECIAL GUESTS INCLUDE RANKING OFFICERS FROM ALL MILITARY  
SERVICES ON OKINAWA. PART II. PRACTICE MISSIONS USING INERT ORDNANCE  
WILL BE ON 19 AND 21 OCT 63 IN THE A.M. LIVE ORDNANCE WILL BE USED FOR  
DRESS REHEARSAL 21 OCT 63 (P.M.) AND 23 OCT 63 FOUR F-105S WILL DELIVER  
NAPAIM AND 2.75" ROCKETS, FOUR F-105S WILL DELIVER 750# BOMBS AND STRAFE,  
AND ONE F-105 WILL FIRE THE AGM-12B BULL PUP. PART II. THIS MSG IS FOR  
YOUR INFORMATION AND COMMENT. PROJECT OFFICER IS CAPT O'NEILL, 18DOT,  
PHONE 43224.

15/0225Z OCT 1963



SECRET

17

3130C-P

Easley Range Close Support Exercise for USARPAC  
Counter-Insurgency School

28 Oct 63

313CR

1. The following for your information regarding the 18th Tactical Fighter Wing participation in USARPAC Counter-Insurgency School.

a. On 26 August 1963, we received a request through channels to furnish ground school instruction and an aerial demonstration of the 18th Tactical Fighter Wing reconnaissance and close air support capabilities to the USARPAC Counter-Insurgency School. The Counter-Insurgency School runs about eight weeks beginning on 9 September. The course is attended by about 75 to 100 students throughout the Far East.

b. Captain Reese, 44th Tactical Fighter Squadron, presented classroom instruction on the weapons delivery capabilities of the F100, F105 and close air support FAC functions. Captain Waltz, 15th Tactical Reconnaissance Squadron, covered the RF101 capabilities and photo techniques and processing of film.

c. The program on Wednesday, 23 October, was set up as the final day of the School with two major events.

(1) Close Air Support. This program is designed to show the students of the USARPAC School the methods and techniques of close support weapons delivery. Primary emphasis is on delivery technique regardless of type aircraft used. Secondary emphasis is on the F105 capability to pinpoint and hit different targets with multiple configurations of a wide variety of weapons.

(2) Air Mobility Demonstration. Consists of: Paratropping various air delivery items with accuracy into small areas; demonstration of high altitude, low opening (HALO) method of air infiltration where small numbers of troops can be parachuted into small areas without detection; demonstration of repelling from helicopters when terrain will not permit a helicopter landing.

d. Schedule of Events.

13001. Head-on pass by RF101 taking photographs of the reviewing stands. The RF101 will return immediately to Kadena, process the film and return the prints to the students before the end of the show to demonstrate rapid processing and film delivery capability.

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13051. Four F105 aircraft configured with 3 Napalm cans each and 38 Rockets will deliver weapons under FAC control on selected targets in the Easley Range area. (See attached leaflet.)

13201. Four F105s configured with 8/750# bombs will make a salvo delivery followed by strafing passes using the M-61 Gatling gun.

13351. One F015 will deliver the AGM-12 Bullpup missile at selected Easley Range target. (See leaflet.)

13451. Air mobility demonstration by 1st Special Forces (Airborne).

e. Reviewing stands are available for distinguished visitors and a loud speaker system is installed to be used in conjunction with the 18th Tactical Fighter Wing FAC jeep for a description of events as they occur. Army and Marine distinguished visitors are: Major General Lincoln, Major General Masters and Brigadier General Davis.

f. The trip to Easley Range from Kadena is timed at 45 minutes. If you plan to make the trip, recommend a helicopter be used. Helicopter pads are available within walking distance of the reviewing stands.

RICHARD D. GOREE  
Colonel, USAF  
Director of Operations

1 Atch  
a/s

# SECRET

18

HEADQUARTERS  
313TH AIR DIVISION  
UNITED STATES AIR FORCE  
APO 239, San Francisco, California

31300-P

13 NOV 1963

Request for Ground Liaison Officer

Commanding General, IX Corps

1. Recent planning indicates a marked increase in joint training exercises with elements of the U.S. Army in the Western Pacific. The joint exercise plan recently approved by our respective headquarters and the joint training regulation published earlier this year, provide a sound bases for the development of a well-rounded joint training and exercise program for our combat units.
2. The 18th Tactical Fighter Wing has recently completed conversion to the F-105 aircraft and is again ready to participate in joint operations. In our planning for the 18th participation in joint training exercises in the scope and magnitude expected, the need for ground liaison officers to assist in this planning and the training of Air Force personnel has become increasingly apparent. A formal request for the permanent assignment of GLOs has been passed recently to Headquarters, Fifth Air Force (see attached letter).
3. During the next four to six months before such action could be expected to culminate in officers actually being assigned to duty, the need for qualified Army officers to participate in formalized instruction to aircrews and forward air control personnel and to assist in joint exercise planning is considered to be urgent. Your consideration is requested, therefore, for the temporary assignment of an Army officer qualified to assist us in these functions in order that we may attain maximum mutual training benefits and safety during the forthcoming joint exercises.

A. P. CLARK  
Major General, USAF  
Commander

1 Atch  
Ltr, 31300-P to Hq 5AF, same  
subj and date



19

HEADQUARTERS  
313TH AIR DIVISION  
UNITED STATES AIR FORCE  
APO 239, San Francisco, California

31300-P

13 NOV 1963

Request for Ground Liaison Officer Assignment

5AF (5FOCR)

1. The 313th Air Division has collaborated with Headquarters USARYIS and IX Corps in writing respectively a joint interservice training regulation and a joint exercise plan. Together these documents provide arrangements for scheduled monthly joint training exercises, cross-training of Army and Air Force officers in matters related to joint operations, frequent contact between our headquarters on interservice matters, liaison with the 173d Airborne Brigade (Sep) and 1st Special Forces Group Headquarters and subordinate units, and annual interservice orientation tours. These activities, together with participation in joint training exercises with other elements of the U.S. Army in the western Pacific, will greatly increase the scope and magnitude of joint operations in which this headquarters and the 18th Tactical Fighter Wing will participate.
2. In planning for an increase in these joint programs, the need for permanently assigned ground liaison officers to assist in the preparation of exercise plans and the training of Air Force personnel has become increasingly apparent. Assignment of ground liaison officers should be similar in scope to the recently implemented COMARC Regulation 350-36, 27 May 1963, developed in support of CONUS TAC liaison requirements. Briefly, CLO assignment at the 313th Air Division and 18th Tactical Fighter Wing should be effected to assist continuously in: planning of joint training exercises and programs, instructing on Army organization, operations, tactics and equipment, assisting commanders in unit training matters pertaining to ground support and examining air-ground procedures of particular interest to pilots such as target selection, designation, identification and acquisition, and the safety of friendly troops.
3. I solicit your support in obtaining permanent assignment of ground liaison officers to the headquarters of the division and the 18th Tactical Fighter Wing, and request that your headquarters take priority action to effect such assignments.
4. Interim to permanent assignment of ground liaison officers, I am requesting IX Corps, USARYIS to furnish ground liaison assistance on a temporary basis.

A. P. CLARK  
Major General, USAF  
Commander

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HEADQUARTERS  
FIFTH AIR FORCE (PACAF)  
UNITED STATES AIR FORCE  
APO 925, San Francisco, California

5FODC

Request for Ground Liaison Officer Assignment

26 NOV 1963

313AD (3130-P)

1. Your request for the assignment of Ground Liaison Officers to 313AD and 18TFW included in your letter, subject as above, dated 13 Nov 1963, has been forwarded to PACAF with strong endorsement by this Headquarters.
2. For your information, PACAF is developing an improved air/ground program and has proposed the assignment of ALO's to the 25th Inf Div, 1st Cav Div, 7th Inf Div and 173rd Abn Brig. Proposal includes assignment of GLO's to 5AF, 315AD and 315AD. PACAF stated that the 313th Air Division is not included in this exchange due to present close working relationship with IX Corps. Additionally, the physical close proximity of the Army/USAF units is also a factor in this regard.
3. I agree that exchange of ALO/GLO between your Headquarters and IX Corps/173rd Abn Brig would be most beneficial and have supported this position to PACAF. I will keep you advised of developments.
4. The PACAF proposals are for AF Eyes Only and will not be discussed with Army representatives until the program proposals are firm.

FOR THE COMMANDER

D. C. POLHAMUS  
Brigadier General, USAF  
Chief of Staff



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HEADQUARTERS, IX CORPS  
APO 49, San Francisco, California

23 December 1963

Maj Gen A. P. Clark  
Commander, 313th Air Division  
United States Air Force  
APO 239, San Francisco, California

This is in reply to your letter of 13 November concerning a requirement for an Army officer for four to six months on temporary duty to assist in training your command in Army aspects of joint operations, and in joint planning for future exercises.

I am pleased that we are now able to support your request by arranging that an officer of the 173d Airborne Brigade (Sep) report on temporary duty orders to the 18th Tactical Fighter Wing. This officer, Captain Tedd M. Lewis, Infantry, will report on 6 January 1964 for 120 days temporary duty. If decision on your request in this matter to Fifth Air Force has not been received by the termination of the 120-day period, I will arrange that Captain Lewis be replaced on temporary duty by another qualified Army officer.

L. J. LINCOLN  
Major General, United States Army  
Deputy Commanding General



SECRET NOFORN

22

HEADQUARTERS  
51ST FIGHTER INTERCEPTOR WING  
UNITED STATES AIR FORCE  
APO 235, San Francisco, California

REPLY TO  
ATTN OF: 51CR

4 Feb 1964

SUBJECT: (Clearwater) Retention of the 35TCS at Naha and Rotation  
of the 815TCS to Lockbourne AFB Ohio

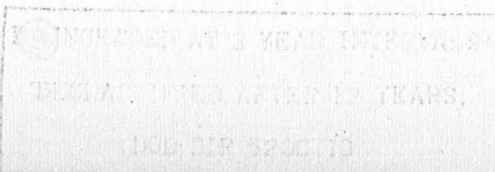
TO: 313Air Div (CR)

1. Studies of the manpower, training, supply support and maintenance problems of the proposals outlined in PACAF PAD 64-3A indicate that cost reduction, increased combat effectiveness (ICE) and gold flow could be better served by the continued assignment of three troop carrier squadrons to Naha and the movement of the 815TCS from Tachikawa to CONUS.

2. Assignment of all units to Naha would permit central control of all PACAF assets for the C-130. Concentrated supply at Naha would not increase the number of line items here appreciably but would permit elimination of items peculiar to the C-130 from other base supplies in PACAF with the subsequent reduction in workload and storage space. Single base location and responsibility would insure compatibility of mobility kits to aircraft commitments.

3. Assets are in place to support three troop carrier squadrons at Naha. Rotation of the 815TCS would permit shipment to the 317th Troop Carrier Wing the majority of the AGE at Tachikawa that is peculiar to the C-130 while return of the 35TCS would release very few pieces of equipment. Items on hand at Naha are based on fleet support requirements, not necessarily an equal number per squadron, and will continue to be required in the same numbers to support two squadrons, plus proposed support of the 815th. Return of the 815th would preclude some of the manhour investment in the juggling of assets as outlined under the current PAD.

4. Retention of the 35TCS in Okinawa, a minimum gold flow area, contrasted to the 815th TCS in Japan, would more effectively support the Nation's gold flow program.



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5. The transfer of the heavy maintenance/T56 workload to Naha would negate any saving of personnel expected with the loss of a squadron. Therefore only those individuals identified by the 6100th (approximately 114 were cited in 315Air Div Message 315MC-0004) could be saved under the PAD 64-3A as written. Retention of the 35TCS at Naha would permit return of all personnel and dependents identified with the 815TCS to the CONUS.

6. The aircraft maintenance requirements must be planned/scheduled to provide the airframes required to support the allocated flying hours and the operational ready rate. This can be accomplished most effectively and economically from one adequate location.

7. Aircraft maintenance must have complete base supply and field maintenance shops support if the NORM/NORS time is to be kept to a minimum. Scheduled inspections, corrosion control work, TCTO accomplishments, fuel cell repairs plus unscheduled maintenance can be best accomplished by a single maintenance organization at one location under one responsible individual (the Chief of Maintenance). Unscheduled maintenance away from the home station, plus MOD/IRAN, can be better coordinated and supported from concentrated resources.

8. The concentration of repair and test equipment necessary for the repair of C-130 items would improve the Base self sufficiency program and reduce duplication. Concentration of PACAF requirements at one station should permit depots to authorize and support more equipment for self sufficiency action.

9. Two large aircraft maintenance hangars will be available at Naha in April 1964. These two hangars will each provide working space for two C-130 aircraft plus eight fighter type aircraft at any one time. In addition to the hangar space we have five aircraft maintenance docks for phased/PE inspections, fuel cell repair and unscheduled maintenance. We also have a wash rack, plus all required field maintenance supporting shops. OMS buildings required to support three squadrons of C-130 aircraft and a fighter squadron are on hand and in use. In the near future the PACAF Corrosion Control Facility will be opened at Kadena Air Base. This facility will be only five minutes by air and forty minutes by road from Naha which would mean a minimum of time lost to ferry operations.

10. Maximum flexibility in scheduling and utilization of all PACAF C-130 airframes could be achieved by single ownership and control at Naha. This would be especially true for aircraft committed to the

DECLASSIFIED AT 3 YEAR INTERVAL

2

DECLASSIFIED AFTER 12 YEARS.

100-1-1000-10

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Alert Pad at Kadena where the proximity to Naha would be tantamount to at home support.

11. Aircraft maintenance organizations must provide positive control and be able to identify those responsible in order to prove safe and effective. The split function envisioned by PAD 64-3A does not provide this condition and is considered unacceptable.

12. Recommend that the 815TCS be returned to the U.S. and the 35TCS be retained at Naha.

LESTER C. HESS  
Colonel, USAF  
Commander

DO NOT WRITE IN THESE SPACES  
RECEIVED AT 11:15 AM 11/11/64  
11/11/64  
11/11/64

SECRET NOFORN



23

MEMORANDUM OF UNDERSTANDING  
BETWEEN  
18TH TACTICAL FIGHTER WING, 6313TH AIR BASE WING  
AND  
3RD BOMB WING

1. Purpose: To establish responsibility for support of a special deployment mission.
2. Scope: This memorandum of understanding is applicable to the 18th Tactical Fighter Wing, 6313th Air Base Wing and 3rd Bomb Wing.
3. General: Provide support for approximately seven (7) days for three (3) B-57 aircraft.
4. Responsibilities:
  - a. The 6313th Air Base Wing will:
    - (1) Provide billeting and messing for nine (9) officers and twenty-five (25) airmen.
    - (2) Provide one (1) station wagon for operations and one (1) Pick-up truck for maintenance personnel.
    - (3) Provide office and briefing room space complete with telephone (Area "D" T-2450).
    - (4) Provide medical services as required.
  - b. The 18th Tactical Fighter Wing will:
    - (1) Provide the following equipment: 1 ea F-1 Jack, 1 ea C-21 Generator, 1 ea MC-1 Compressor, 1 ea Lox Trailer, 3 ea (20) Ton Jacks, B-3, 1 ea C-1 Maintenance Platform.
    - (2) Provide approximately 60 ea 25# practice bombs (smoke).
    - (3) Implement the base flying safety program. Report, investigate, and initiate aircraft accident reports in accordance with AFR 62-14 if required.
    - (4) Conduct airmunitions safety as required by AFR 32-20 and applicable T.O.s.
    - (5) Provide parking space for three (3) B-57 aircraft for the approximate dates of 23 thru 29 Sept 63.
    - (6) Provide necessary field maintenance and A&E support.
  - c. The 3rd Bomb Wing will:

(1) Provide qualified licensed operators for loaned vehicles if unable to be furnished by host.

5. Approval: The terms of this agreement are acceptable and is effective upon approval by the 18th Tactical Fighter Wing, 6313th Air Base Wing and 3rd Bomb Wing Commanders.

Agreed.

JOHN W CARPENTER  
Colonel, USAF  
Director of Materiel  
18th Tactical Fighter Wing

Approved.

G. B. SHILDER  
Colonel, USAF  
Commander, 18th Tac Ftr Wg

JOHN R ROCHE  
Colonel, USAF  
Commander, 6313th ABW

FRANCIS E. TIMLIN  
Colonel, USAF  
Commander  
3rd Bomb Wing



SECRET

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3130C-P

Fifth Air Force Visitation

1 Oct 63

3130C

1. A visitation to Fifth Air Force was conducted on 24 September 1963 in conjunction with a Mail Pouch flight. Both the Plans and Programs Division and Operations and Training Division were visited. The following points of interest to the 313th Air Division were covered.

a. Operations and Training.

(1) Support Operations

(a) There is no additional flying time available for the first quarter FY 1964. Mail Pouch will have to use the 2 per cent overfly provided for in PA 65-2.

(b) Within the FY 1964 C-47 aircraft will be reduced to 14 in Fifth Air Force. Thirteen C-47's have definite requirements; eight are Special Mission aircraft assigned to Osan AB. The remaining aircraft are to be consolidated at Tachikawa. When I asked Fifth Air Force what they planned to do with the C-47 pilots, they did not have an answer other than "possibly train them in the T-33." I advised Fifth Air Force of all the support requirements levied on the C-47. Their answer is, "We are going to lose the C-47. It is inevitable."

(c) PACAF queried Fifth Air Force on how many C-54's they wanted replaced by C-118's. The answer that was forwarded to Hq USAF on 23 September 1963 was "all". The first C-118 arrivals will go to MATS at Tachikawa.

(d) Fifth Air Force was queried on the following items and the answer had to be researched.

1. Are four T-33's assigned to Kadena Air Base specifically designated as STAN/EVAL aircraft?

2. Who has priority STAN/EVAL or ORI support?

3. How can PACAFR 60-10 (crew rest) be compatible with Mail Pouch requirements?

(e) I was advised that we should receive the 1720:00 hours T-33 time requested.

(2) Special Missions.

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(a) Was advised that 5FOOT-X wanted 313th Air Division to decide what T-33 section would run any particular Mail Pouch. 5FOOT-X 0067B, dated 7 February 1963, was not to be construed to mean that Kadena was the only one designated to run the mission.

(b) Schedule for Detachment #1, SAC, for the month of October was obtained and passed on to T-33 Operations, Kadena.

### (3) Training and Exercise Division.

(a) 18th Tactical Fighter Wing requested that I check on the status of jump training for FAC. Both PACAF and Fifth Air Force have taken a new approach on this subject. Major Sorensen indicated that request for such training should receive approval.

(b) Capt Collins advised that PACAF OPLAN 104-63 will have a supporting plan drawn up by Fifth Air Force. A Frag Order will be published; however, due to the late arrival of the plan, we should proceed with what we have. He said that there is a requirement for a control staff.

(c) Live firing on Nightmare Exercise will be 16 October; the following two days will be weather back-up.

### (4) Combat Operations Division

(a) Lt Col Rogers was queried on the best approach to have a GLO assigned to the 313th Air Division and what was in the mill at Fifth Air Force on this subject. His answer was that there is no short cut; the formal request will have to be processed at all levels of command, USAF and USA.

### b. Director of Plans and Programs.

#### (1) Plans Division

(a) Change #1 to Fifth Air Force OPLAN 27-63 has been forwarded to 313th Air Division. Change #2 will be out in about thirty days but not later than 1 December 1963.

(b) (S) Logistics annex to Fifth Air Force OPLAN 27-63 does not provide for pylon tanks for 18th Tactical Fighter Wing aircraft in phase II. This is being resolved at Fifth Air Force and a letter is presently being coordinated. Anticipate 18th Tactical Fighter Wing providing own support in this area. (i.e., tanks transported from Kadena)

(c) Fifth Air Force OPLAN 23-63 has been forwarded to Hq USAF for coordination.

(d) There is a new Fifth Air Force OPLAN 25-64 in the mill and should be finalized within thirty days.

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(e) The new Fifth Air Force OPLAN 32-64 is in for signatures and should be forwarded to 313th Air Division on or about 14 October 1963.

2. This letter is classified SECRET because it reveals logistics deficiencies in Operations Plan.

JAMES L. THOMPSON  
Captain, USAF  
Chief, Programs Officer  
Directorate of Operations

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3130C-P

Special File

29 Oct 63

313MC  
313JA  
313OS

313OP  
313PC  
313AC

313SG  
313CE  
313TC

313IO  
313DS  
313AS-C  
IN TURN

1. Headquarters 313th Air Division is designated as Fifth AF Alternate Headquarters (Reor) and must be prepared to perform the essential wartime function, assume command, and activate Hq Fifth AF Alternate (Reor) at such time as it is determined that both Hq Fifth AF and Fifth AF Alternate (Advanced)(41st Air Division) are non-operational.
2. Fifth Air Force Alternate Files are maintained at this headquarters by the Classified Section of the Director of Administrative Services. These files consist of selected publications and duplicate copies of documents and reports necessary to conduct essential wartime functions at alternate locations. Material for the file is originated by the OPR at Fifth AF and is forwarded to the alternate locations by special file transmittal form.
3. The Fifth AF/313th Air Division 17-yr series oplans (COP) require a periodic review of the Fifth AF alternate files by each addressee. After the initial review, it is desired that each agency review their respective files once each calendar quarter beginning in January. Notification of the review will be issued by this office each quarter as a reminder.
4. It is requested that each staff agency review the file initially as to adequacy and currency of the material. Your comments and recommendations, if any, should be completed in the following format:
  - a. Reference of Specific Document(s) to include subject and date.
  - b. Statement pertaining to adequacy or currency of the material.
  - c. Recommendations for improvement of your file or deletion if considered of no value.
  - d. Recommended changes to specific documents or procedures involved.

Report your conclusions to 3130C-P as soon as possible but not later than 15 November 1963 for consolidation and submission to Headquarters Fifth AF. Negative replies are required if appropriate.

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5. This letter is classified SECRET as the association of either of the two organizations mentioned as an alternate headquarters of Fifth AF is classified SECRET, GP-1

FOR THE COMMANDER

RICHARD D. GOREE  
Colonel, USAF  
Director of Operations

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313ADIV, KADENA AB, OKINAWA

5AF, FUCHU AS, JAPAN

INFO: 13 AF, CLARK AB, P.I.

13 ATF (P), TAIPEI, TAIWAN

COMUSTDC, TAIPEI, TAIWAN

USARYIS, FORT BUCKNER, OKINAWA (COURIER)

IX CORPS, FORT BUCKNER, OKINAWA (COURIER)

173 AIRBORNE BRIGADE (SEP), SUKIRAN, OKINAWA (COURIER)

18 TFW, KADENA AB, OKINAWA (COURIER)

CONFIDENTIAL/31300-P G-0157

SUBJECT IS SKY SOLDIER IV SCHEDULED FOR 20-26 OCTOBER. PERIODICALLY, THE IX CORPS, USARYIS SCHEDULES A JOINT AIRBORNE EXERCISE IN COOPERATION WITH GRC AIRBORNE UNITS, TAIWAN. CLOSE AIR SUPPORT FOR THE MANEUVER IS PROVIDED BY THE 405 TFW, CLARK AIR BASE. IN PAST EXERCISES THE 405 TFW FURNISHED 6 F100'S OPERATING OUT OF KUNG KUAN UNDER THE OPERATIONAL CONTROL OF COM 13ATF (P), TAIWAN FOR OFFENSIVE CLOSE SUPPORT OF U.S. ARMY 173 BRIGADE UNITS. DURING A RECENT PLANNING CONFERENCE CONVENED AT COMUSTDC, THE COMMANDING GENERAL 173 AIRBORNE BRIGADE (SEP) REQUESTED OUR CONSIDERATION TO FURNISH 6 F105'S TO PARTICIPATE AS AGGRESSOR AIR. IT IS ANTICIPATED THAT THE F105'S WOULD FLY 10 SORTIES EACH DAY FOR A 6 DAY PERIOD. 18 TFW PARTICIPATION WOULD BE HIGHLY BENEFICIAL IN TERMS OF JOINT TRAINING, CAPABILITY DEMONSTRATION AND PRACTICE MOBILITY BENEFITS. PAST EXERCISE PLANS HAVE INCLUDED THE REQUIREMENT FOR AIR STRIKES ON THE FIRST 3 DAYS WITH A BREAK ON THE 4TH DAY AND CONTINUATION FOR THE LAST 3 DAYS. THE BASIC CONCEPT OF OPERATION PROPOSES NO INTERFERENCE WITH THE 405 TFW AIR-GROUND STRIKES. OFFENSIVE AND AGGRESSOR GROUND FORCES WOULD BE CONTROLLED

BY RESPECTIVE PAC'S WITH BOTH AIR UNITS UNDER OPERATIONAL CONTROL OF COM  
13 ATF (P) COC. WE ANTICIPATE NO LOGISTIC SUPPORT PROBLEMS IN CONJUNCTION  
WITH THIS EXERCISE. REQUEST APPROVAL YOUR HEADQUARTERS FOR DIRECT COMMUN-  
ICATION WITH 13AF TO INITIATE DETAILED PLANNING. YOU WILL BE ADVISED OF  
FINAL DECISION REGARDING PARTICIPATION WHICH MUST BE BASED UPON RESULTS OF  
DETAILED PLANNING. OP-4.

13/0530Z AUG 1963



OKINAWA MORNING STAR  
Wednesday, October 16, 1963

'SKY SOLDIER IV'

U.S.-CHINESE PARATROOPERS  
KICK-OFF EXERCISE SUNDAY

TAIPEI, Taiwan (TO)--"Sky Soldier/Tien Bing IV," a two-nation combined airborne defense training exercise, is to open on Sunday when American and Chinese paratroopers jump into southern Taiwan, the Ministry of National Defense and the U.S. Taiwan Defense command announced yesterday.

During the exercise, Sino-U.S. Army and Air Force units will be given seven days of tactical field training in defensive operations against a simulated invading force.

"Sky Soldier/Tien Bing IV" will be the fourth such exercise conducted by the combined forces of the U.S. and Nationalist China in recent years.

Brig. Gen. Ellis W. Williamson, commanding general of the 173d Airborne Brigade (separate), has been named exercise director, Gen. P. Y. Yu, commanding general of the Chinese airborne troops, will serve as deputy exercise director. The tactical play of all Chinese and American forces will be directed by the exercise staff at exercise director headquarters near Tainan, in southern Taiwan.

Task forces of the Chinese airborne troops and of the U.S. Okinawa-based 173d airborne brigade will be dropped from troop carrier aircraft into the maneuver area Sunday morning and again Oct. 24.

Responding to a simulated aggressor invasion, Chinese paratroopers will make the first drop followed closely by American units of the 173d brigade.

U.S. forces participating will include the 1st and 2d battalions (airborne), 503d Infantry, which, together with other supporting elements from within

the 173d, will be organized into two combined arms task forces.

Troop a/lifts and close air support for the exercise will be provided by the Chinese air force and the U.S. 13th air forces and the 315th air div. of the 5th air force.



RYUKYUAN REVIEW  
Friday, 18 October 1963

173d TO JUMP ON TAIWAN SUN.

TAIPEI, TAIWAN--Sky Soldier/Tien Bing IV, a joint and combined airborne defense training exercise, will open on October 20 here when American and Chinese paratroopers jump into southern Taiwan, the Ministry of National Defense and the U.S. Taiwan Defense Command announced today.

During the exercise, Sino-American Army and Air Force units will be provided seven days of tactical field training in defensive operations against a simulated invading force. Sky Soldier/Tien Bing IV will be the fourth such exercise conducted by the US/CRC Forces in recent years.

Brigadier General Ellis W. Williamson, USA, Commanding General, 173rd Airborne (Separate), has been designated Exercise Director, while General P. Y. Yu, Commanding General of the Chinese airborne troops, will serve as Deputy Exercise Director. Tactical play of all Chinese and American forces will be directed by the exercise staff at Exercise Director Headquarters near Tainan.

Task Forces of both the Chinese Airborne Troops and of the United States Okinawa-based 173rd Airborne Brigade (Separate) will be dropped from troop carrier aircraft into the maneuver area on the morning of October 20th and again on the morning of October 24th.

Responding to a simulated aggressor invasion, Chinese paratroopers will make the first drop followed closely by American units of the 173rd Airborne Brigade.

United States Forces participating will include the 1st and 2nd Battalions (Airborne), 503d Infantry, which, together with other supporting



elements from within the 173rd, will be organized into two combined arms task forces. Troop airlift and close air support for the exercise Air Force and the United States 13th Air Forces and the 315th Air Division of the 5th Air Force. [sic]

PACIFIC STARS AND STRIPES  
Wednesday, 23 October 1963

1,700 'SKY SOLDIERS' JUMP  
INVADER ENGAGED BY U.S., CHINESE TROOPS.

BY ANDREW HEADLAND, JR.  
(S&S Taiwan Bureau Chief)

TAINAN, Taiwan--Exercise Sky Soldier/Tien Ping IV jumped off on schedule here with massive separate airdrops of 1,700 American and Chinese paratroopers and equipment into the rice fields of southern Taiwan.

About 800 American and 900 Chinese paratroopers participated in the well-coordinated exercise, fourth of its type in recent years.

The paratroops landed before reviewing stands erected at two drop zones a few miles apart in flat lowlands south of Tainan Sunday.

The field problem, scheduled to last until Saturday, is designed to provide training for American and Chinese airborne units in defending Taiwan against a simulated invader.

Troops from the Okinawa-based 173d Airborne Brigade (Separate) jumped from 12 C-124 Globemasters to begin their part of the assault against the "invader." This was shortly after Chinese airborne troops had dropped into their designated area.

After landings were completed, the American and Nationalist China units consolidated their positions against simulated enemy resistance and moved east toward a line of hills, where a link-up of the two forces was effected late in the afternoon at Tortoise Hole bridge near A-Lien.

Monday and Tuesday the Sino-American forces were to concentrate on ground operations aimed at forcing the theoretical invaders into the sea.

Brig. Gen. Ellis W. Williamson, commanding general, 173d Airborne



Brigade, was one of several officials parachuting into the Chinese drop zone shortly after combat control team had set up navigational aids and readied the area for the mass airdrop.

Making the jump with him was General P. Y. Yu, deputy exercise director and commanding general of the Chinese airborne troops; Col. W. L. Huang, deputy Chinese airborne regimental commander and chief of staff for the exercise, and Lt. Col. James Browning, deputy commander, 173d Airborne Brigade, and deputy chief of staff for the exercise.

After the jump Williamson termed it a "professional privilege and a personal pleasure" to be directing the exercise. He complimented the Chinese airborne troops for showing "high professional proficiency."

Globemasters participating in the American phase of the exercise were from the 1503d Air Transport Wing. Twenty-three C-130 Hercules from the 315th Air Div. were used for carrying heavy equipment. Included in the equipment were 105mm howitzers, M-274 mechanical mules, jeeps and three-quarter-ton trucks.

Among fighters participating in the exercise are F-105s from the 18th Tactical Fighter Wing, Kadena AB, Okinawa, and F-100s from the 405th Tactical Fighter Wing, Clark AB, P.I.

Airdrops at both the American and Chinese drop zones were observed by high-ranked American and Chinese officials including Vice Adm. Charles L. Melson, commander, U.S. Taiwan Defense Command and senior American military representative in Taiwan; Admiral Ni Yue-si, commander-in-chief, Chinese Navy; General S. C. Tang, deputy chief of the general staff, Ministry of National Defense; Maj. Gen. Albert P. Clark, commanding general, 313th Air Div., Okinawa; and Brig. Gen G. E. Pinkston, commander, Taipei AS and Air Task Force 13 (Provisional).



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THE HADENA FALCON  
Saturday, 26 October 1963

#### 213TH ADIV. SUPPORTS "SKY SOLDIER"

"Globemaster" and C-130 "Hercules" aircraft of Pacific Air Forces dropped 850 United States paratroopers from the 173 Airborne Brigade as part of exercise Sky Soldier/Tien Bing IV.

"Sky Soldier IV" is a joint and coordinated airborne defense training exercise with participating forces from the government of the Republic of China and the United States.

Pacific Air Force's F-105 "Thunderchiefs" from the 18th Tactical Fighter Wing of the 313th Air Division simulated "aggressor" aircraft in the Sino-American exercise "Sky Soldier/Tien Bing IV" Tuesday while F-100 "Supersabres" from the 405th Fighter Wing in the Philippines supplied close tactical air and ground support for the simulated "friendly forces."

Now in its sixth day, "Sky Soldier/Tien Bing IV" is a joint coordinated training exercise between ground and air forces of the government of the Republic of China and the United States.

Task forces of the Chinese airborne and the Okinawa based U.S. 173d Airborne Brigade (Separate) were dropped the first day of the exercise by PACAF C-130s and C-124s while the PACAF "Thunderchiefs" and "Supersabres" supplied the needed close air and ground tactical support for the paratroopers.

During the second day of the bi-country# defensive exercise, airborne troops pushed their twin attacks against a simulated "invading" aggressor force. The Chinese and American task forces joined after seizing the final objectives.

"Sky Soldier/Tien Bing IV" is under the overall supervision of Brigadier

General Ellis W. Williamson, Commanding General of the 173d Airborne Brigade (Separate), while Chinese General P. U. Yu, Commanding General of the Chinese airborne troops is the Deputy Director for the seven day defensive exercise.

Brigadier General Gladwyn E. Pinkston, Commander of Air Task Force 13 (Provisional) Headquartered at Taipei, is the Tactical Air Commander, U. S. Forces, for "Sky Soldier/Tien Bing IV".

Participation in the Sino-American exercise is just one of a multitude of missions undertaken by PACAF units. Other duties of C-130s and C-124s include airdrop supply, airlanded re-supply, aeromedical evacuation, airlift of complete units and the operation of air terminals.

Each service is expected to . . . . ? [Words omitted]

The C-124 and C-130 unit capabilities are under the control of the Commander-in-Chief, Pacific Command (CINCPAC) and it is CINCPAC who establishes priorities for movement of units, passengers, cargo or airlift.

Equipped with modern aircraft and manned by experienced air crews, PACAF provides the Pacific theater a highly flexible airlift arm, a flexibility that permits a concentration of forces . . . [Words omitted]

With the 405th Fighter Wing in the Philippines providing close tactical air support with F-100s and F-105s, fighter aircraft from the 18th Tactical Fighter Wing on Okinawa, PACAF/USAF is gaining valuable experience in the Sino-American exercise, "Sky Soldier/Tien Bing IV".



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PACIFIC STARS AND STRIPES  
Saturday, 26 October 1963

THUNDERCHIEFS  
FLY CLOSE SUPPORT  
FOR 'SKY SOLDIER'

TAINAN, Taiwan (OI)--The U.S. Air Force's F-105 Thunderchiefs, described as the "world's most powerful one-man airplanes," and capable of attacking an aggressor at speeds better than 1,400 miles an hour, entered the United States-Republic of China airborne maneuver, Exercise Sky Soldier, this week.

The Thunderchiefs, assigned to Fifth Air Force's 18th Tactical Fighter Wing at Kadena AB, Okinawa, flew in close tactical support as an "aggressor" to support Army forces.

The 18th, which converted from the F-100 to the F-105 in 1962, is commanded by Col. George B. Simler.

The F-105s flew sorties at low altitudes among the rolling green hills of southern Taiwan, utilizing their automatic terrain avoidance radar. Their entry into this semi-annual exercise marked the first participation of Pacific Air Forces F-105s in such maneuvers in the Pacific.

The Kadena AB F-105 was the first wing of its type in PACAF to pass its operational readiness inspection on the initial test.

Exercise Sky Soldier, known to the Chinese as Tien Bing IV, is nearing the completion of its first week. The U.S.-Republic of China exercise began Sunday.



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OKINAWA MORNING STAR  
Wednesday, 23 October 1963

# SINO-AMERICAN PARATROOPERS PARTICIPATE

## 'SKY SOLDIER' STAGED IN TAIWAN

TAIWAN, Taiwan, Oct. 22--Sino-American airborne troops participating in a coordinated defensive exercise dubbed "SKY SOLDIER/TIEN BING IV" yesterday pushed their twin attacks against a simulated "invading" Aggressor force and secured Phase Line "BLUE" half way between here and the Hsia-tan-shui river, by late afternoon.

Exercise play of the maneuvers was in its second day and found troopers of both countries in high spirits as their attacks progressed.

Parachuting into the exercise area yesterday morning, the Chinese and American paratroopers are pushing inland, seizing all assigned objectives in southern Taiwan.

American participants in the exercise are members of the Okinawa-based 173d Airborne Brigade, who jumped in from Naha and Kadena air bases on Okinawa yesterday morning to join paratroopers of the Republic of China Airborne to begin their counterattacks on simulated enemy invaders.

Troop carrier aircraft, as well as close air supports, are being provided by units of the U.S. Pacific Air Forces and their Chinese counterparts.

Exercise director is U.S. Brig. General Ellis W. Williamson, commanding general, 173d Airborne Brigade (Separate). Chinese Airborne General P. Y. Yu is the deputy exercise director.

Aggressor forces, played by the 173d's Troop E, 17th Cavalry, headquarters company and company D, 16th Armor, commanded by Capt. John D.

Sammons, participated in harassing actions throughout the night, keeping the Okinawa-based troopers' nerves on edge and reflexes sharp. Chinese "Aggressors" performed similar "services" for their counterparts from the Chinese airborne forces.

First phase of the seven-day field problem terminates tomorrow.



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TAIPEI REVIEW  
Friday, 25 October 1963

#### AIRBORNE LAUNCHES ATTACK

#### TWO PRONGED THRUST JOINS SKY-SOLDIERS

FORT BUCKNER (IO)--Seventeen hundred Chinese and American airborne troops parachuted into southern Taiwan Oct. 20 to start the joint defensive exercise dubbed "Sky Soldier/Tien Bing IV."

In the second day of operations, a two pronged offensive was launched against an "invading" aggressor force. By late afternoon tactical successes secured the Phase Line "Blue" half way between Tainan and Hsia-tan shui River.

In the staff war room in A-Iien, 173rd Abn Bde CG, Brig Gen Ellis W. Williamson, is directing the exercise assisted by Chinese General P. Y. Yu who heads the Chinese Army's airborne units. Under these two men a battle staff of officers from both countries keeps tabs on the exercise and jointly makes decisions.

At 8 a.m. Oct. 20, paratroopers from the Chinese airborne troops made an assault by dropping from Chinese Air Force planes into drop zone "King," an area of fields and rice paddies south of Tainan. An hour and half later, the troopers of the 173rd parachuted into drop zone "Linn," a few miles farther north to drive aggressors from the rich agricultural area of southern Taiwan.

It Col Walter E. Adams' 1st Bn, 503rd Inf, were the first American units used in the mock war. Along with their Chinese counterparts, drop zones were brought under control from the "enemy."

A link up of Chinese and American task forces at Chi-Shan was accomplished late afternoon Oct. 22 as aggressor resistance to the east fell



to strong counterattacks. The aggressor forces in the exercise are the 173rd's Troop E 17th Cav, Hq and Hq Co, and Co D, 16th Armor, commanded by Capt John D. Sammons.

Under Capt Sammons, harassing actions throughout the night has sic kept the Sino-American forces nerves on edge and reflexes sharp. Chinese aggressor units have been providing similar tactics in their areas.

After the Oct 22 action an administrative break terminated the first phase of the week-long war giving a one-day retrograde to departure airfields and home stations.

Yesterday the 2nd Bn, 503rd Inf, and Chinese Airborne forces began the second phase of the mock war.

An American forces spokesman commented, "We are delighted to be able to come to Taiwan and participate in a training exercise like this. The men like to get out in the field and look forward to this kind of maneuver. Their morale is exceptionally high."

In the American units the men have given the characteristically airborne "All the Way" effort to their assignments. Said one private, "This is where I find out if I learned my training lessons." During a dinner break NCO's could be seen going over their next mission making sure the move would come off as planned.

"I've trained my squad to react to certain situations--so far they've done everything asked of them," a squad leader commented proudly. "Every exercise, large or small, lets us know where we stand. . . how good we really are."

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PACIFIC STARS AND STRIPES  
Friday, 25 October 1963

#### QUIET RETURNS AS 'SKY SOLDIER' ENDS

TAINAN, Taiwan--A lull settled over the rich rice paddy countryside of southern Taiwan Wednesday as United States and Chinese paratroopers wound up four days afield in exercise Sky Soldier Tien Ping IV.

The lull signified the end of the training exercise for 1,700 Nationalist and American troops participating so far. It was only the beginning, however, for an equal number of troops of the joint forces who were scheduled to drop Thursday.

The large-scale maneuver enters its second phase Thursday with two separate airdrops of Okinawa-based paratroopers from the 2d Bn. (Airborne), 503d Inf., 173d Airborne Brigade (Separate), and their Chinese counterparts.

The maneuver is based on repelling a hypothetical invader from taking over the cities and countryside of southern Taiwan.

A total of about 800 American and 900 Chinese troops are involved in both phases of the field problems.

With the conclusion of its part in the activities, the brigade's 1st Bn. was to return to Okinawa Tuesday in the same 315th Air Div. C-130s and C-124s which brought over the 2d Bn.

Immediately after Chinese and American paratroopers finish their drops Thursday into separate drop zones, they will receive supplies and vehicles by heavy drop. Additional troops and equipment are to be air-landed later in the day.

So far the exercise has been conducted in a manner which apparently has won the unanimous approval of observers and participants.



Chaplain (Capt.) William Froeschner and Chaplain (Maj.) William Barragy, chaplains at the 173d Airborne Brigade, both jumped during the first phase of the exercise. Both said the maneuver has been characterized by "outstandingly good" Sino-American relationships.

Capt. Rondal Versky, controller for Hq. and Hq. Co. of the 1st and 2d Bns., said the exercise is the best tactical airdrop he has participated in or observed in more than three years.

SP4 Billy D. Sager, Hq. Co. 173d, said: "It was the best of 13 jumps, including five mass jumps I have participated in."

"Since then, my assignments have brought me into contact with my Chinese counterparts. It's a pleasure to work and associate with them."

By Saturday, both U.S. and Chinese airborne forces are scheduled to wipe out the theoretical enemy supposedly entrenched in hilly country southeast of Tainan.

Before that there will be forces marches and large-scale movements of men and equipment as they take their objectives.

Simulated gunfire from light arms, smoke bombs and 106MM recoilless rifles mounted on jeeps add realism to the exercise.

The defenders are practicing both conventional and unconventional warfare tactics against "enemy" offering organized attacks, harassing and interdiction fire, infiltration of communication lines, and defense of their static positions.

Brig. Gen. Ellis W. Williamson and Chinese General P. Y. Yu, commanding generals of the participating airborne elements, are the exercise director and deputy director.



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PACIFIC STARS AND STRIPES  
Saturday, 26 October 1963

'SKY SOLDIER'  
BULL'S-EYE  
FOR 1,800

S&S Taiwan Bureau

TAINAN AS, Taiwan--About 1,800 American and Chinese paratroopers made perfect drop landings in fields southeast of here Thursday to start the second and final phase of Exercise Sky Soldier/Tien Bing IV.

The massive training exercise involves 700 troopers of the Okinawa-based 2d Bn. (Airborne), 503d Inf., 173d Airborne Brigade (Separate), and 200 troopers from other elements of the brigade, besides 900 Nationalist Chinese airborne troops. Their mission is to eliminate a theoretical invader.

Earlier in the week the brigade's 1st Bn. completed a similar drop from U.S. Air Force transports.

The well-executed drop won high praise from Maj. Gen. Lawrence J. Lincoln, deputy commander U.S. Army Ryukyu Islands and IX Corps on Okinawa.

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OKINAWA MORNING STAR  
Tuesday, 29 October 1963

TROOPS RETURN TO OKINAWA  
'SKY SOLDIER' ENDS IN TAIWAN

TAIWAN, Taiwan--Following a week of rigorous field training, which included two airborne assaults, Exercise "Sky Soldier/Tien Bing IV" ended over the weekend when U.S. and Chinese troops prepared to return to their home bases.

The joint defensive training exercise, designed to test and exercise capabilities of the Sino-American airborne forces, successfully repelled a simulated "invasion" of southern Taiwan.

For the first time in the series of exercises involving Chinese and American airborne units, the field portion of the maneuvers was conducted in two identical phases over the same maneuver area. This enabled two battalions of U.S. and Chinese forces to receive the training.

An exercise director headquarters spokesman said, "This has been one of the most successful training exercises we have yet held. The ability of staff officers of both countries to work together has been one of the highlights of the operation."

"Sky Soldier/Tien Bing IV" was the fourth such defensive airborne training exercise conducted in southern Taiwan. Seventeen hundred paratroopers from the 173d airborne brigade (separate) on Okinawa joined Chinese airborne forces for a week's training in the canefields and paddies of the area.

Republic of China air force units as well as those from the U.S. Air Force (PACAF) provided close air support for the jump and the push inland by the paratroopers.



OHIOANA MORNING STAR

by the paratroopers.

Exercise director was Brig. Gen. Ellis W. Williamson, commanding general of the 173d. Deputy exercise director was Chinese General P. Y. Xu, of the Chinese airborne. An exercise headquarters staff with members from both countries directed the coordinated operations.



PACIFIC STARS AND STRIPES  
Wednesday, 30 October 1963

EXERCISE CALLED BEST TO DATE

'SKY SOLDIERS' WILLIAMSON: WE WANT MORE

S&S Taiwan Bureau

A-LIEN, Taiwan--Brig. Gen. Ellis W. Williamson, director of exercise Sky Soldier/Tien Bing IV, said Saturday that the exercise has proved of such value that military officials already are looking ahead to exercise No. 5 "whenever it can be scheduled."

Over a cup of coffee in his tent near A-Lien in southern Taiwan, the 45-year-old general expressed high enthusiasm for the efficient manner in which Sino-American forces cooperated in carrying out the problems involved.

He noted that junior leaders benefited by handling a wide variety of command functions they would encounter if under actual combat conditions. Besides simulated ground combat with close air support, training phases included supply problems, psychological warfare, medical evacuation of simulated casualties and other concepts of ground-airborne operations.

Williamson pointed out that on Saturday, last day of the week-long exercise, men who had been without rest for 48 hours were still "playing the game to the hilt."

About 1,500 paratroopers of the Okinawa-based 1st Bn., (Airborne), 503d Inf., 173d Airborne Brigade (Separate), which Williamson commands, and Chinese airborne troops participated in the Sino-American maneuvers.

"I have the impression our men found a certain thrill in coming to Taiwan from Okinawa to carry out a definite problem in a definite time

schedule," Williamson said. "Riflemen, radiomen, technicians of all kinds--fit their skills together very well."

Airdrops of paratroopers and equipment from C-124 Globemasters and C-130 Hercules aircraft of the 315th Air Div. have been characterized by veterans of previous Sky Soldier exercises as the best of their type to date. It is Williamson's first participation in a Sky Soldier maneuver.

The general termed tactical air support by both aggressor and defending forces "extremely" beneficial as a form of training, "ground-air elements have coordinated very well," he said. "One is dependent on the other. We depend on the Air Force to give us our flexibility by means of its airlift."

Williamson also had a complimentary word for local inhabitants living in the 25-mile square exercise area. They were, he said, "exuberant" spectators whose cooperative attitude aided the problem and whose friendly overtures extended to presenting hundreds of pounds of pineapples and other fruit to troops afield.

Incidental support from Chinese Army elements ranged from providing stands for visitors watching the mass drops to retrieving parachutes and other items in the fields. The service enabled 1,700 paratroopers to move on without delay. At Williamson's operational headquarters in A-Lien, Chinese and American officers shared staff responsibility in all sections on a 50-50 basis.

General P. Y. Yu of the Chinese airborne served as exercise deputy director.

Before embarking for the return flight to Okinawa Sunday, 173d Airborne troops were invited to watch a Chinese entertainment troupe perform at an air base near Taiwan.

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RYUKYUAN REVIEW  
Friday, 1 November 1963

# AIRBORNE EXERCISE COMPLETED

TAINAN, Taiwan--The rigorous field training exercise of Sino-American airborne troops ended here last week when US and ROC troops moved back to their home stations.

The two airborne assault exercise, "Sky Soldier/Tien Bing IV," was a two phase test of the two airborne forces' ability to repel a simulated invasion of southern Taiwan.

This year, for the first time in the annual series of exercises, Chinese and American airborne units conducted two identical phases over the same maneuver area. This doubled the number of participants by allowing two battalions of US and Chinese forces to receive the training.

## SAID 'SUCCESSFUL'

An Exercise Director Headquarters spokesman at A-Lien said, "This has been one of the most successful training exercises we have yet held. The ability of staff officers of both countries to work together has been one of the highlights of the operation. Of course, the troopers in the field have lived up to our highest expectations of cooperation and esprit."

The "Sky Soldier/Tien Bing IV" exercise was the fourth such defensive airborne training conducted by US and ROC forces in southern Taiwan. Seventeen hundred paratroopers from the 173rd Airborne Brigade (Separate) from Okinawa joined Chinese airborne for the week's training in the cane-fields and rice paddies of the area.

Republic of China Air Force units as well as those from the US Air Force (PACAF) provided close air support for the jump and the push inland by the paratroopers.



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3130C-P

NIGHTMARE Conference Report

31 Oct 63

3130C

1. (U) Authority: 314ADIV DOCX 065-63 and verbal order of Chief, Plans and Programs.
2. (U) Period: 1030 Hours, 29 October 1963.
3. (U) Party composition: Capt James L. Thompson, 313ADIV, and Major Harvey W. Prosser, 18th Tac Ftr Wg.
4. (U) Place/unit visited: 314ADIV, Osan AB, Korea.
5. (U) Purpose: Planning Conference NIGHTMARE KILO and "STRONG SHIELD."
6. (U) Personnel contacted: Col Boedecker, Director of Operations, 314ADIV, and Major Hill, Exercise Division, 314ADIV.
7. (U) Remarks: The following is a resume of points covered.
  - a. 314th Air Division discussion:
    - (1) FAC communications were limited to a three- to five-mile range. Three Korean jeeps, normally reliable, had limitations. This will be corrected and an Army APC will be made available.
    - (2) Orbit patterns were too large. As much as a seven- (7) minute delay on fighters after called by FAC. This should be almost immediate fire power. Problem was primarily F-105 and ROKAF.
    - (3) There were an excessive number of duds. All bombs are to be marked with aircraft tail number. (see attached 314ADIV ltr, Nightmare Juliet)
    - (4) Aircraft were arriving at orbit point too early. F-105's arrived 18 minutes early so that they could be light on fuel for their passes. Communications caused a slight delay and this in turn made aircraft low on fuel for recovery.
    - (5) Several fire bombs (Napalm) nose fuses were found on the range with arming wires still attached. 18th TAC Ftr Wg will have munitions specialist follow-up on this during NIGHTMARE KILO.

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(6) Major Hill, 314ADIV project officer for exercise, stated that there will be "no jettison of rocket pads." On the last exercise a full pad of rockets was jettisoned by F105. 5AF has directed reuse of pads if possible. 18th Tac Ftr Wg questioned safety factor in landing with hung rockets with M.E. heads. 18th Tac Ftr Wg will check their directives and advise 314ADIV.

b. 18th Tactical Fighter Wing discussion:

(1) Maj Prosser requested clearance to drop inert 750 lb bombs on "wet" run. None are available in Korea but 314ADIV had no objections if the 18th Tac Ftr Wg wanted to bring their own. EOD voiced mild objection in that they would have no way of knowing the bombs were inert until they are recovered along with "duds" on live firing day.

(2) 18th Tac Ftr Wg requested clearance to drop six to eight 750 lb bombs from MER racks on one pass (salvo). Eglin AFB study requires 8000 feet spectator clearance for one 750 lb and 8500 feet for multiple drops. 314ADIV obtained a waiver for single drops as range is only 7200 feet long. The Army voiced no objections as they required only 4500 feet for multiple 750 lb bomb drops. A request will be forwarded to 5AF for a waiver by 314ADIV and 18th Tac Ftr Wg. This will not receive approval for November exercise. PACAF requires a 30-day notice on ordnance expenditures. Because of difficulties experienced by EOD recoveries on multiple drops (see attached letter), it is doubtful if 5AF will approve. 314ADIV and 18th Tac Ftr Wg will recommend loads to 5AF.

(3) 18th Tac Ftr Wg requested clearance to drop two 750 lb bombs on one pass. 314ADIV will request 5AF waiver on 8500 lb clearance limitation.

(4) Range orientation for participating pilots was requested. L-20 aircraft will be set up with 1300 take-off scheduled for 11 November.

(5) A request was made to use live ordnance on practice day. 314ADIV cannot approve; 5AF approval must be obtained. This is a feasible request in that all the safety precautions are in effect that are required for live firing.

(6) Range photographs were requested. 314ADIV provided 18th Tac Ftr Wg with photographs. Also, a period was provided on 12 November to permit RF-101 from 15TRF to make photo runs on the range.

(7) On previous exercises the time the F-105's were permitted on the range was limited to 10 minutes in the a.m. and 10 minutes in the p.m. This compressed the time available for all events to a point where more time was required. The 18th Tac Ftr Wg went to this conference prepared to request 15 minutes of range time both periods. They were provided 7 minutes each period. Lt Gen Fischer, U.S. Army, wants time allocated to air units limited. His representative at this meeting said, "We do not want the troops to think they can expect this much air support." Col Boedecker, on his own, extended the range time for the 18th Tac Ftr Wg to 10 minutes in the a.m. only.

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Since the Army is in the driver's seat in Korea, this problem will require some discussion between Gen Preston and Gen Fischer. The cost for only 14 or 17 minutes merits consideration at this point.

c. This conference was rather limited as Maj Prosser, a ROKAF major, and I were the only members of participating organizations present. 5AF, 3d Bomb Wing and 39ADIV did not send a representative.

8. (S) Major Hill was contacted for information on Operation "STRONG SHIELD." Specifically, the Concept of Operations and forces involved were requested. The following information was obtained:

a. "STRONG SHIELD" is a semi-annual CPX. Previous exercises were "STRONG SHIELD" in December 1962 and COUNTER BLOW in April/May 1963.

b. It is an exercise of 314ADIV 27 Plan.

c. The Operations order is being written and will be distributed within 10 days. I had 313ADIV added to the distribution list.

d. No further information is available at this time.

9. This correspondence is classified SECRET as it mentions Operation "STRONG SHIELD" which is classified SECRET.

JAMES L. THOMPSON  
Captain, USAF  
Chief, Programs Officer

1 Atch  
Ltr, 314ADIV, Nightmare Juliet

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HEADQUARTERS  
313TH AIR DIVISION  
APO 239, San Francisco

31300-P

Staff Visit to Fifth Air Force

27 Nov 63

31300

1. Authority. Visit in conjunction with Mail Pouch.
2. Period. 21 November 1963.
3. Party Composition. Captain Thompson.
4. Place/Unit Visited. Fifth AF Operations & Training, Fifth AF Director, Plans and Programs, Fifth AF C&E, Fifth AF Ammunition Control.
5. Purpose. Resolve problems of 27-Plan, GWP 1-64 Annex N, PACAF OPLAN 198-62, Fuzing Problem on 750 lb bomb, JP-4 Fuel at Port Moresby (600,000 lb) and Nightmare Lima.
6. Personnel Contacted. Col Sirney, Lt Col Seaver, Lt Col West, Lt Col Van Natta, Maj Hagan, Maj Murphy.
7. Remarks.
  - a. 313ADIV interest.
    - (1) Change is due in the field NLT 1 Dec 1963. Hold publication of 313ADIV OPLAN 27-64 until new Fifth AF change can be incorporated.
    - (2) Fifth AF OPLAN 25-(Yr) is in the process of complete revision. More administrative change than operational to conform with PACAFM 55-2.
    - (3) PACAF OPLAN 198-62 was not on distribution list for 313ADIV. Since it pertains to Taiwan Authenticators, we should be on the list. A letter is being prepared by OC-P requesting six copies.
    - (4) 313ADIV recently received Annex N, Unconventional Warfare, to GWP 1-64. This annex started out similar to the 27-Plan annex and was gradually copied word for word from the PACAF Plan. When Fifth AF was confronted on what approach they wanted us to take as far as writing our plan, they admitted confusion. They suggested we set up an E&E indoctrination course and then decided that perhaps Annex U, Personnel Assistance and Recovery, will do that when published. Annex N is vague, "We should be prepared to be prepared." Capt Kelly plans to pursue this further on his Fifth AF visitation. Attached is a short brief of Annex N for your review. We are preparing a supporting plan as directed.

(5) The 18th Tac Ftr Wg requested that I investigate the possibility of having 600,000 lbs of JP-4 delivered to Port Moresby. Socony-Mobil has the contract; fuel will be available for "Happy Valley" deployment.

(6) The 18th Tac Ftr Wg requested to be relieved from December Nightmare. I discussed this with Lt Col Van Natta. He said that all decisions would be made by the Commander on this point. A written request must be submitted by the 18th Tac Ftr Wg. I personally do not believe the 18th Tac Ftr Wg has sufficient justification to be relieved from this exercise. (Msg was received from Fifth AF disapproving the 18th Tac Ftr Wg request.)

(7) I researched the high "dud" rate experienced by the 18th Tac Ftr Wg in multi-release of the 750 lb bomb. The following points were brought out by Fifth AF Ammunition Control.

(a) By directive, 750 lb bombs use rear fuze only on century series aircraft. A new front fuze is slowly making its way to the field. Local modification of present fuze is unauthorized.

(b) Bombs used are not WW II vintage. All arming mechanisms are bench checked. Gen Clark was previously briefed to the contrary by personnel at Nightmare Range.

(c) After a thorough check of the duds recovered on the range, it was found that the arming fuzes lacked a few revolutions of the fully armed position. It is felt that the release altitude was too low for the F-105. The six duds for 24 bombs dropped were all from one aircraft. All six were not completely armed.

(d) Fifth AF Ammunition Control wanted to know why 18th Tac Ftr Wg dropped rocket pods after all rockets were fired. Previous directive requested salvage of pods. 18th Tac Ftr Wg C&T stated that pods are unusable after rockets have been fired from every chamber.

(8) Fifth AF Plans Division requested that we adhere to PACAFM 55-2 and 55-2A in the preparation of future plans. Fifth AF plans will conform; in fact, the new 25-Plan has changes on almost every page, the majority being administrative changes.

(9) In the future, all visitations to Fifth AF should include a message indicating officer's name, organization, security clearance and need to know. A letter, to be retained in Director of Plans and Programs files, listing the above information and signed by the Chief, Plans and Programs, 313th Air Division, will suffice.

JAMES L. THOMPSON  
Captain, USAF  
Chief, Programs Officer  
Directorate of Operations

41  
OKINAWA MORNING STAR  
Tuesday, 20 August 1963

#### DIVERS PROBE MIDORI-MARU HULL

#### MARITIME AGENCY OPENS INQUIRY IN FERRY DISASTER

U.S. military and Ryukyuan divers yesterday went about the grim task of recovering bodies of passengers from the hold of the ill-fated Ryukyuan ferry Midori-maru which capsized Saturday off Naha port.

As of last night, Government of Ryukyus police have listed 55 passengers still missing and believed dead with 64 of the dead accounted for.

The tremendous salvage job--which employed 39 American and Ryukyuan divers--is being conducted in 80 feet of water where the ship sank. Authorities said that the divers are using light diving equipment, as a result of which they can only spend several minutes on the bottom and must return to the surface for a 45-minute rest. Therefore there are only several divers actually working at the bottom at one time.

Government of Ryukyus statistics yesterday showed that of the 262 persons now believed aboard the ferry, 143 were saved in what has been called the greatest rescue operation in the Ryukyus since the war.

All of the rescued passengers had been adrift for almost five hours until word of the disaster reached Okinawa--only 18 miles away.

Although a search of the area was still in progress yesterday, police held little hope for the remaining 55 persons--many of whom were children.

As a result of yesterday's operations, 51 bodies had been recovered by divers and surface craft. In addition to the official search and rescue craft sweeping the area, numerous small boats manned by anxious relatives



of the missing persons, flocked to the site of the salvage operation anxiously scanning the seas for survivors.

The scope of the tragedy was not fully realized by authorities until Sunday night when it was determined that nearly 60 passengers had boarded the vessel without being placed on the manifest. The unknown passengers made the rescue operation all the more difficult as officials were unable to determine just how many persons were still missing.

Passengers who lived through the ordeal yesterday were just beginning to come out of shock.

From a hospital bed at Naha's Seventh Day Adventist hospital, the Rev. Daniel Ige, a Lutheran missionary from Honolulu, recuperated from his ordeal as his wife stood at his bedside.

Although earlier reports indicated that there had been only four Americans aboard the ferry--all of whom were saved--it was later discovered that the 32-year old missionary had been a passenger enroute to Kume island to conduct church services.

Clearly reflecting the physical and mental strain of his ordeal, Rev. Ige said he had been on the ship's second deck when it capsized.

He was hurled into the water and--like many other passengers--clung to the telephone pole, one of many which had been lashed to the ship's deck. Officials said the wooden poles probably saved many lives by giving the survivors something to cling to during their ordeal in the rough seas.

Rev. Ige estimated that he was in the water from six to eight hours before being picked up by a Ryukyuan fishing boat.

"I thought I couldn't make it," he said. "I felt so weak. My chest and arms were sore."

Pointing to his bruised arms, he recalled how several times he had

almost let go of the pole but managed to maintain his grip. Asked if he talked to other survivors clinging to the same pole during his ordeal, he answered, "No, I couldn't do anything."

Another survivor, a 62-year-old farmer from Kume island, described the disaster as "the most terrible I've ever experienced."

Yoshimori Nomura was released from Naha's Red Cross hospital yesterday after being treated for minor injuries. The elderly survivor said he had been standing on deck when the ferry tipped and--like the others--drifted for five hours before being spotted and rescued by a U.S. Army helicopter.

During the period he recalled seeing a makeshift raft, carrying approximately 10 persons, swallowed by the rough waters. "It never returned to my sight," he said.

Another survivor, 64-year old Seikichi Asato, described the experience as a "horrible dream."

"When the ships came, we waved and waved and waved our hands and handkerchiefs."

His children narrowly averted the tragedy by remaining here on Okinawa because they were late in arriving at Tomari port and missed the ship.

Meanwhile, the Government of Ryukyus Maritime Inquiry agency yesterday opened an investigation into the factors behind the greatest sea disaster in Ryukyuan history.

Choei Ohama, chairman of the inquiry board, said that the investigation will be "impartial and not influenced by the sentiment of the victims's families and harsh, uninformed opinions."

Scenes at Tomari port, Naha hospitals and police stations yesterday

reflected the aftermath of the disaster. Sobbing relatives huddled at the facilities anxiously clinging to quickly dwindling hopes.

They mournfully probed through piles of water soaked clothing and personal possessions snatched from the water and stacked in the port area.

The salvage operation will continue today.

The Midori-maru was launched at Shimonoseki shipyard, Japan, in 1943 as a coastal patrol ship for the Japanese navy. Following the war it was converted into a passenger ship and purchased by the Ryukyu Kaiun shipping company in 1953.

It travelled between Okinawa and the southern Miyako island group until the spring of 1962 when it was sold to the Sunabe shipping company and put on the Naha-Kume jima island run.



OKINAWA MORNING STAR  
TUESDAY, 20 August 1963  
1/

#### WHAT WENT WRONG?

As the task of sorting out the living from the dead continues following Saturday's maritime tragedy, the questions which remain unanswered loom ever larger.

According to the ship's log, the Midori-maru had spent a month in drydock at Shimonoseki, Japan, between June 25 and July 25 of this year. Upon emerging from drydock the craft was inspected by the Government of the Ryukyus and was approved for coastal operation. Presumably at this time the ship's survival equipment was adequate for its rated passenger load of 209 adults including 15 crewmen. The crew was surely familiar with the route because the Midori-maru had been on the 50-mile Okinawa, Kumejima run since May 1962. The 20-year old ship had been in operation in Ryukyuan waters since 1943 and was considered to be in the prime of its sea-going life.

So what went wrong?

There is a hint that the ship was overloaded since police estimates say that there were some 262 persons aboard the ship which was rated to carry only 209 persons. The fact that many of the passengers were children, however, modifies the 209 adult passenger quota slightly.

When maritime safety officials open their investigation into the tragedy they are bound to be confronted by one stubborn question. That is, why were 53 persons aboard the ship omitted from the ship's passenger list?

There are several suspicions as to the reason behind the omission of

these names.

Did the owners of the ship deliberately compile a short list of passengers to avoid paying taxes on the full revenue from the passenger list or were members of the crew exercising a bit of moonlight enterprise by selling tickets for passage aboard the craft in competition with the ship's owners? Or was the omission of 53 names from the official passenger lists simply a manifestation of sloppy record keeping on behalf of the ship's crew?

The cruel sea did not acquire its name idly. Those who earn their living from the sea soon learn to hold it in awe. Safety regulations which have been developed over the ages are the embodiment of common sense practices which are necessary to protect lives against the terrors of the sea. If a maritime safety investigation board discovers that human failure or human greed contributed to Saturday's tragedy, then the law must be prepared to take the next step and deal quickly and justly with those who are responsible.

In the meanwhile, the operators of other shipping companies would do well to review their own safety practices and safety survival equipment. The Midori-maru was apparently well equipped against disaster when it sank with a loss of more than 100 lives. The cruel sea is a formidable foe. It demands the best from those who serve it and sometimes even the best is not good enough to prevent the sea from taking what it wants.

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OKINAWA MORNING STAR  
Monday, 21 February 1955

CRUEL, STORMY SEAS SMASH 19 SHIPS  
OFF OKINAWA, 500 LIVES ARE PERILED

Savage seas smashed shipping in the Okinawa area yesterday, filling the air with SOS's and sending the Salisbury Sound from its White Beach berth on a mercy errand to save one of 19 floundering ships.

The American President Line luxury liner President Cleveland diverted its course from Manila to Japan and was standing by another of the stricken Okinawan vessels.

All told, 19 ships of various sizes were in distress, carrying more than 500 persons.

The USNS Salisbury Sound, command ship of the Formosa patrol, got underway within minutes after an Air Force air-sea rescue appeal for help in the saving of 25 crewmen and 146 passengers on the ill-fated Nanshu Maru. Many of her crew were still at liberty, but the doughty navy vessel plunged to the rescue at full tilt.

Distress signals were received from three ships in the Okinawa area and the office of the Naha coastal radio station Sunday was the scene of tormented ship owners and distraught relatives of passengers aboard the threatened ships.

In greatest danger at press time was the 360-ton Nanshu Maru, which carried 146 passengers and 25 crewmen. It was in response to the Nanshu's distress signals that the Salisbury Sound left port and two others altered their courses.

The Nanshu Maru sent out its first SOS that it was being buffeted by heavy seas and howling gales approximately 115 miles southwest of



Okinawa and asked for aid. Nearest potential rescue craft, the Akashisan Maru, ten hours away from the Nanshu Maru to the west, altered her course and steamed toward the stricken craft.

The second SOS from the Nanshu Maru told that she was filling with water and that she was in immediate danger of sinking. This distress call, relayed from the Naha coastal radio, turned the Japanese ship Nichi Maru around in the face of the gale and entered her in the race for rescue also. Although the Nichi Maru was only 55 miles from the stricken craft, heavy seas and head winds were calculated to slow her progress and require ten hours for the rescue mission.

The Salisbury Sound, brought into the rescue effort at the request of the 33rd air sea rescue squadron at Kadena, left White Beach at 4 yesterday and was scheduled to be at the scene of the feared sinking at 2 this morning.

Last message from the Nanshu Maru was that a navy plane had sighted her and was circling her, but no contact had been established between the ship and the plane.

While the Nanshu fought for her life, the luxury liner President Cleveland hovered over another smaller craft, the Okinawa craft Midori Maru, which was wallowing adrift one hundred miles off Okinawa.

The Cleveland responded to an SOS earlier yesterday and arrived at the side of the Midori in mid-afternoon. The master of the Cleveland radioed to Naha that the Midori had taken water into its oil and was drifting helplessly. The Midori asked the Cleveland to stand by during the night pending the arrival of a second rescue craft. The Cleveland was standing by.

A three thousand-six hundred ton Japanese freighter, the Kansai Maru, radioed distress signals from a position north of Formosa and then her calls were lost in a welter of frantic rescue calls and answers from craft which

were responding to the time honored call of the ship in distress.

In addition to the larger craft which carried radio communication, a number of smaller inter-island craft were the source of concern.

At least one hundred crewmen and passengers were unreported on five small craft which were making the short runs between Okinawa and the outlying islands when the fury of the storm hit. The Asahi Maru, 86 tons, was unreported enroute to Naha from Miyako with 15 passengers and 12 crewmen aboard.

The Kyoei Maru, 106 tons, with 27 passengers and 11 crewmen, was unreported after leaving Okinawa for the Daito islands 250 miles east of Naha Saturday.

The Seiha Maru, enroute to Okinawa from Tokuno Shima in the northern Ryukyus with 100 cattle and an undetermined number of persons aboard, was also unreported.

The Tonan Maru, which left the Daito islands for Okinawa with 12 persons aboard, arrived late last night, but the Choei Maru which left the Daitos at the same time with 14 aboard had not arrived at press time.

Early yesterday morning, a Naha-based crash rescue boat from the 22nd crash boat squadron was severely damaged and tossed aground at Naha Port where its crew was attempting to dock it during the storm.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
CIVIL INFORMATION AND EDUCATION DEPARTMENT  
Wednesday, 23 February 1955

The Okinawa Times - News Article

BOATS RETURN SAFELY ONE AFTER ANOTHER

A Minami Daito liner, the Choei Maru (108 tons), with 14 passengers and 15 crewmembers on board had not been heard of since its departure on February 19, but at 3:55 p.m. on the 22nd, a U.S. military plane found the ship about 75 miles east-southeast of Okinawa. The ship is expected to enter Baten Port around daybreak of the 23rd. The plane is watching the ship.

The Katsuyoshi Maru No. YF 20, and the Zuiki Maru No. YF 19, were reported to have been missing since they went fishing on February 19. At 11 a.m. of the 20th, a military plane found them anchored between Okinawa and Miyako Islands. Six crewmembers are on board the Zuiki Maru and eight on the Katsuyoshi Maru.

At 4:17 p.m., February 22, a U.S. naval plane found in the neighboring water of Yaeyama, a drifting ship which was seeking help and appeared to be out of fuel. The Police Headquarters immediately requested the Yaeyama Police Station to take rescue measures. The ship is regarded to be the Tonan Maru, which has been the object of concern.

According to information received by the Police Headquarters from the Miyako Police Station, the Midori Maru, belonging to the Ryukyu Kaiun Kaisha (302 tons), which was tossed around by the raging waves for four days, safely entered the Hirara Port at 1 p.m., February 22, accompanied



by the Orion Star. It is said that the 121 passengers and 25 crew-members are all safe and the ship had no damages.

The pilot-house was damaged on the Daisan Shinso Maru (14 tons) belonging to the Naha District Fishery Cooperative while engaged in fishing in the waters east of Miyako. It had drifted for about 31 hours, but returned to Tomari Port at about 2 p.m. on the 22nd.

According to the Police Headquarters, the missing fishing canoes numbered 7 as of 8 p.m. of the 22nd. The Itoman Police Station has dispatched a canoe equipped with engine in addition to the Kanafuku Maru (30 tons). Some policemen of the Itoman Water Police are on board these search boats. On the other hand, small-sized boats which have not been heard of by 8 p.m., 22nd, are 5 passenger or cargo boats and 4 fishing boats.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
CIVIL INFORMATION AND EDUCATION  
Tuesday, 22 February 1955

The Ryukyu Shimpō - Editorial

LET US PREVENT SEA DISASTERS

Due to the sudden gust of wind which visited the area of the Yellow Sea, East China Sea, and the Nansei Islands (Ryukyus) from the night of the 19th to the morning of the 20th, more than 20 regular boats of the Sakishima line, fishing vessels, and canoes met with disaster, making the persons concerned and the general public apprehensive. Especially, it seems that the disaster of the Nanshu-Maru (330-ton) and Midori-Maru (250-ton) has given not a little shock to the general public.

Fortunately, the SOS reached (land and other foreign ships) and both ships narrowly escaped the crisis, thanks to the rescue measures of Japanese and other foreign ships, as well as the dispatch of a warship by the military authorities. The mere thought of disaster in the event no Japanese or other foreign ships were in the nearby waters makes us shudder. Thus, we were taught by the case of this time that the regular liners which were considered suitable during ordinary weather were like leaves swaying on a tree once they met with the stormy weather. In this connection, it is as if we had felt anew the necessity of bigger ships for navigation.

Incidentally, we can not but recognize the present situation in which we can not simply replace small boats by big ones, though it is indisputable that there is nothing like big boats (for navigation). Since the Sakishima liners in pre-war days received the subsidy of the national



treasury and extended their service as far as Formosa, the service of big ships was possible. However, at present there is no national subsidy and the vessels on the route are within the framework of outlying service having no connection with Formosa, and the distribution of big ships is hopeless in terms of the management of shipping companies.

The point is that the quantity of cargo and number of passengers to satisfy the big vessels will become a problem, and cargoes such as rice from Formosa and coal from Iriomote as in pre-war days are necessary. With regard to these cargoes, we can think of the trade with Formosa and the mass production of lumber, underground natural resources, and other export goods with the progress of the Yaeyama development. At any rate, since the allocation of big vessels is necessary, it is hoped that the Government will also make adequate study and give consideration so that the boats on the Sakishima line will be replaced by big ones in the near future.

What was specially brought to the surface with the case of this time was the completion of the radio equipment on vessels. The Nanshu-Maru and Midori-Maru were able to be free of the crisis only because they dispatched an immediate SOS and were keeping in touch with land and the rescue ships every minute. Whenever the ships, regardless of whether they are for transportation or fishing, go out to sea, they should not neglect the completion of radio equipment, and attention should be paid for thorough equipment of life preservers on the part of all vessels, including small cargo boats, in preparation for emergency and for the observation of the law which aims at safe navigation. The authorities should also strengthen the control in this aspect so that there will be no regrets.

The Nansai Islands are notorious for typhoons and sudden gust of



winds because of their geographical location, and no one can assure when an accident will occur. In particular, it is hoped that the persons concerned would pay constant attention to the prevention of accidents on the sea, and the Government authorities should give full consideration to the radical prevention of sea disasters, such as replacing the present boats with big vessels.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Friday, 23 August 1963

The Okinawa Times (evening edition) - News Article

MARINE DISASTER REPORT SUBMITTED TO GOVERNMENT

NISHIKAJIKU Shiro, captain of the sunken Midori Maru, submitted this morning to the GRI Water Transportation Section, a report on the marine disaster. The report said that the Midori Maru with 194 passengers and 14 crew members aboard, completed preparation for safe navigation and left Tomari Port for Kumejima at 10:50 a.m. (17 August) after an official inspection.

The report also said, "Upon perceiving the danger of the ship, which listed 45-50 degrees to the starboard around 11:50 a.m. the same day, the radio operator was immediately ordered to send an SOS, and the passengers and crew members were ordered to leave the ship."

ITOSU Seitoku, 30-year old radio operator and chief mate of the sunken vessel, reportedly told the press that he had definitely sent out an SOS.



OKINAWA MORNING STAR  
Tuesday, 27 August 1963

### SKIPPER'S CLAIMS IRE SURVIVOR

Angered survivors of the Midori-maru sinking yesterday protested claims of the ferry's skipper, who said that crew members carried out rescue operations following the worst maritime disaster in Okinawa's post war history.

Gakyo Tokeshi, 19, said he and ship captain Shiro Kajiku were among the first to swim to safety on Sand island, about 2 miles from where the ferry sank Aug. 17. Tokeshi said that when he and the captain swam to land the captain sat down on the beach and made no move to direct or take part in any rescue of persons floating in the ocean near the island.

Tokeshi made his charges after hearing that Kijiku testified before a board of inquiry which is now probing the disaster that he and his crew attempted to rescue floundering passengers after the ferry went down some 10 miles west of Naha.

Naha police reported that a latest tally showed that 85 are known dead, 27 are listed as missing, and 130 persons survived the tragedy. The ferry was on a regular run between Okinawa and Kume-jima, some 50 miles west of Okinawa.

Tokeshi, a village employe in Gushikawa in central Okinawa, lost his 10-year old brother in the sinking. He said he could not believe that Kajiku could make any claim to conducting or taking part in rescue operations.

Tokeshi and Kajiku later swam to a barge near the island and returned to Naha port with the first word of the tragedy. Their report touched



off the greatest air-sea rescue operation in the Ryukyus history since WW II.

The government inquiry was still attempting to determine if the 300-ton ferry had taken on more than its 220-person capacity. The investigation was hampered by the company's method of counting passengers: a child under 12 is counted as half a person and a baby 2 or under is not counted as a passenger.

A spokesman for the Naha police said that the inquiry board was also probing the possibility that the ferry was carrying inadequate life-saving equipment in case of emergency.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Wednesday, 21 August 1963

Okinawa Times - Editorial

WHAT WILL BE DONE ABOUT COMPENSATION  
FOR LOSS OF HUMAN LIFE?

The rescue work of the victims of the Midori-Marui disaster and the recovery of bodies appear to have been more or less completed. As of yesterday, there were 75 known dead, 43 missing persons and 143 survivors. The number of missing persons is not necessarily accurate, because of the incomplete passenger list, but the fact that so many persons are estimated to be missing is quite deplorable. It is hoped that the search work will be continued as far as circumstances permit and as many bodies as possible recovered, hoping at the same time to find a survivor by some miracle.

The disposition of the case, after the completion of the present rescue activities, will be followed by an investigation concerning the cause of the tragedy by the Marine Disaster Inquiry Board, and the relief measures of the bereaved families. The government put the "Relief Law" into action the day the tragedy took place and gave medical treatment, supplied meals, and provided transportation to persons concerned by establishing a countermeasure headquarters. For the time being, the after care of the disaster appears to be progressing smoothly and, insofar as this is concerned, there is no problem.

What troubles us most is the problem of compensation for loss of lives. Naturally, human life cannot be compensated for with money or materials, but it would be too pitiable if the family of the sole bread-

winner who died in the shipwreck received no compensation whatever. It is reported that the shipping company is not legally required to compensate for the death of the passengers. Unless a passenger had taken out a life insurance policy, there is no way of compensating for his death.

Among the victims of the marine disaster is one family in which the parents drowned, leaving four helpless children behind. Then there is a mother who died leaving a crippled only son in a hospital. At any rate, there are many cases in which a family cannot get by without the person who died in the disaster. These people should not be left unprotected. The enforcement of the Relief Law is aimed at the enforcement of emergency measures, which at best, would only supplement the livelihood temporarily. However, no matter how we may reason about it, that alone is not enough.

Actually, relief movements are being carried out in various quarters in the hope of obtaining a substantial sum of money by individual contributions, but aside from this, it is hoped that the Executive Branch will take more adequate relief measures. As in the saying, "A wonder lasts only seven days," if the zeal of the people were to wane without a follow-up, it would be quite meaningless. It is only by taking such points into consideration that we may be able to express our condolence to the departed souls of the marine disaster victims.



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PACIFIC STARS AND STRIPES  
Wednesday, 21 August 1963

#### 51 FERRY VICTIMS SOUGHT

By Gunnery Sgt. Matt Matheson  
S&S Okinawa Bureau

NAHA, Okinawa--U.S. military divers continued Tuesday to probe the wreck of the Midori Maru, the Okinawa ferryboat which sank near here last Saturday afternoon carrying at least 72 persons to their death.

Divers pulled five bodies from one compartment in about 23 minutes Tuesday morning after they resumed the operations halted Monday at darkness. The divers also recovered a 85-pound U.S. mailbag, as well as ship's papers and small items of cargo bound for Kumejima.

Only four American servicemen had been reported on the ship when it sank, but the Rev. Daniel Ige, 32, a Lutheran missionary from Honolulu, was also aboard. He is now hospitalized in Seventh Day Adventist Hospital in Naha.

Tuesday morning, 18 persons were still hospitalized in Naha besides Rev. Ige, suffering from shock and exposure after drifting in the water for several hours Saturday night.

Fifty-one of the reported 270 passengers and crewmembers aboard the Ryukyuan ferry are still unaccounted for by government of the Ryukyus police who are coordinating the search.

A combined air-sea search Saturday evening and Sunday by military aircraft and civilian surface vessels picked up 143 persons safely.

Monday, 37 U.S. Army and Marine Corps divers located the 320-ton ferryboat in about 78 feet of water eight miles off Naha, and four miles

from Kamiyashima (Sand) Island.

Working in four-men teams, the divers pulled about 47 bodies from the wreck Monday. Each team, using only light diving equipment, can stay below only 30 minutes and requires a 30-minute rest after diving.

The Midori Maru capsized and sank in "about five to seven minutes" shortly after noon Saturday.

Currents have been continually shifting the wreck, making the search for bodies extremely perilous, according to a U.S. Army Transportation Group spokesman.

The divers are working from an army tugboat anchored to the wreck to keep it from moving along the ocean bottom in the swift, changing currents.

The divers are depending on "slack water" when high tides give them about 90 minutes on the bottom without the five mile-an-hour current, according to the Army spokesman. It was during such a time Monday that the divers pulled more than 40 bodies from one compartment in the sunken ship.

Bodies of the victims, including countless children trapped when the ship capsized, are being transferred from the tug to GRI police boats which take the victims to Tomari Port. Identification by relatives and friends has been difficult because of the length of time the bodies have been in the water.

Hundreds of Ryukyuans line the dock at Tomari waiting for the boats to dock with the bodies. A long line of caskets also is on the dock.

As the victims arrive, police announce descriptions over a loud-speaker while anxious parents, brothers and sisters silently file into the temporary morgue housed in a tent on the dock. As bodies are identified, they are removed to Naha crematories or to their homes by the



relatives.

About 11 boats are in the immediate area of the wreck, including several Ryukyuan fishing boats which remain on the outer edge of the search area until they are called to help take the bodies to Naha.

The rescue of the passengers by joint rescue units of the Army, Navy, Air Force and Marine Corps has been called the greatest rescue operation in the Ryukyu Islands since World War II.

Tuesday morning, some 18 persons were still hospitalized with shock and exposure after drifting in the water for several hours Saturday night.

The Midori Maru had a cargo of telephone poles on its decks which were torn loose when the ship capsized. The floating poles were credited with saving many lives, including four Americans going to their duty station at Kumejima.



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OPERATION OUTPOST  
Naha Air Base  
Friday, 30 August 1963

#### 4 KUME AS SURVIVORS TELL OF SHIPWRECK

SECOND SUCH ORDEAL FOR CAPTAIN ;  
MEETS 1947 COMPANION IN HOSPITAL

Four Kume Air Force personnel rescued from the Midori-Marui disaster two weeks ago are back on duty at the island radarsite, discounting their loss of personal possessions in the sinking in view of the fact that they were among the 143 survivors.

The four--one captain and three airmen second class--were the only American servicemen among the 261 persons on the ferry. Of these, 118 lost their lives.

For Capt. Finis E. Drinkwater, the ordeal was a "bad dream" come true. He can compare the experience with an occurrence in 1947 when he and a Marine companion were adrift in a small boat off the coast of California for 18 hours.

Ironically, Drinkwater and his companion in 1947 met in the Camp Kue Hospital last Sunday following the Midori-Marui disaster. Marine Sgt. Charles Koenig, now stationed at Camp Hansen, was in the hospital with a broken rib and there followed the coincidental reunion.

In 1947, Drinkwater and Koenig were stationed on the U.S.S. Columbus and had set out from the ship in a small boat for liberty in Long Beach; Calif. Sidetracked in a dense fog, the boat ran out of gasoline and began drifting, finally winding up 24 miles away near Huntington Harbor.

After 18 hours on the water, the pair was rescued by a civilian cabin cruiser and returned safely to shore.

"The 1947 incident seems like a bad dream because it was so many years ago and I was so young," Drinkwater said. He then added wryly that he would prefer the small boat to a telephone pole any day.

The captain was referring to the telephone poles he and the airmen and many Ryukyuan passengers clung to in the East China Sea after the Midori-Maru sank. For seven hours until their rescue, the poles kept the men afloat.

Capt. Drinkwater and A2C Ed Bancroft were returning to Kume from leaves on Okinawa. A2C Bob Ostermiller and A2C Gary Little had been on leave in Hong Kong. The captain is a weapons controller at Kume, Little and Ostermiller are radar crew members, and Bancroft is an air policeman on the island.

The four were standing on the top deck when the ship overturned in the rough waters, spilling them and a number of telephone poles overboard, along with Ryukyuan passengers. In the water, the airmen grabbed a pole and hung on desperately.

When 10 Ryukyuan also clambered onto the pole, Bancroft and Ostermiller gave up their spaces and swam to a second pole nearby. Seven hours later when the men were rescued, the two poles had drifted several miles apart.

"The huge waves beat on us constantly," said Capt. Drinkwater. "We were so occupied with just hanging on that there was no time to think about anything else."

At first, the two poles kept crashing into each other, said the survivors, and a watermelon kept hitting the pole, floating away, and then returning. For a while, Drinkwater held onto the melon, but then



gave up and devoted his attention to gripping the pole and fighting the waves.

The boat capsized at 11:40 a.m. Drinkwater estimates that they were picked up around 7 p.m., but he is not certain because his water-logged wristwatch stopped functioning shortly after 4.

Drinkwater and Little were picked up by helicopters and Bancroft and Ostermiller by a Ryukyuan boat.

The four men returned to Kume last Friday with their lives, but they lost numerous possessions with the sunken ship. Drinkwater had just picked up \$400 worth of clothing on Okinawa--including a new mess dress uniform--while the airmen lost smaller items such as jewelry and radios, many of them purchased a few days earlier in Hong Kong.



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PACIFIC STARS AND STRIPES  
Thursday, 22 August 1963

#### FERRY SURVIVORS DESCRIBE DISASTER

By SP5 Joe Groner  
S&S Okinawa Bureau

NAHA, Okinawa--"This was the first time for something like this for us and we hope it is the last," said A/2C Edward G. Bancroft, one of the four Air Force men who were rescued Saturday night from an Okinawan ferry boat that capsized with more than 200 persons aboard 18 miles west of Naha port.

Bancroft, Capt. Finis E. Drinkwater, A/2C Gary D. Little, and A/2C Robert Ostermiller, were aboard the Midori Maru which sank near Sand Island while en route to Kumejima Island 55 miles west of Naha.

All four of the men are from the 623rd Aircraft Control and Warning Sq., Det. 2, on Kumejima.

Bancroft, relaxing Sunday in the U.S. Army Hospital at Camp Kue, said, "The boat tilted to the left side. It looked like she might survive as she slowly came up a little, but suddenly she went further down.

"It happened so fast. It took us about one minute to decide to get off after she went further down the second time," he said. "The first three hours in the water were the easiest. We hung onto telephone poles as best we could. We all stayed together which gave us encouragement."

"But, after we actually saw bodies floating near us, then the conditions got a little bad," Bancroft said.

"I kept thinking, wondering if the ship's captain had enough time to send an SOS before she went down. If he had, I knew we were only

about an hour out of Maha. If not, I remembered other boats would be passing by."

Bancroft said they saw boats at 2 p.m. and at 4 p.m. but both veered in another direction. "The bad part of the whole thing," he said, "was that we saw planes and helicopters flying overhead but heading in an opposite direction."

Drinkwater, senior director at the Kumejima Air Force site, said all four of the men were confident of rescue, and that he never had a doubt that they would make it.

Drinkwater said that before the sinking, "it started to rain, so quite a few of the people aboard the boat went down to the second and third decks. Many of the people who are missing could have been trapped there with no chance of getting out.

"There was just one sweep of water and all the area in the second deck was underwater," the captain said. "The people there didn't have a chance." The reason we didn't stay longer was because all the area below the main deck was underwater."

"We grabbed what food or candy we could find floating in the water in case we would have to remain on the water for a long time," said Bancroft. "At about 6 p.m. Saturday, we saw a boat coming directly for us, then suddenly it made a 90-degree turn and headed back. But they picked up a life raft and soon 6 or 7 ships began forming a search pattern.

Little said it "was a good thing the sun stayed behind the clouds" even though all the men did get sunburned on the face. "If it had been a clear day, I would be afraid to say what would have happened."



OKINAWA MORNING STAR  
Friday, 23 August 1963

IN WAKE OF FERRY DISASTER  
PLAN STRONGER SAFETY MEASURES

In the wake of the tragic sinking of the Midorimaru, which Saturday claimed 118 lives, the Ryukyus Sea Disaster Relief Assn. has announced plans to offer stronger guidance in maritime safety measures for inter-island shippers.

The guidance program will include instructions for all local ship crews on radio communications at sea. Crews will also be instructed to teach passengers how to make use of available life jackets and other emergency life saving equipment.

The need for stronger safety measures at sea was brought out in Saturday's disaster--the worst maritime tragedy in the Ryukyus in post war years--when it was evident that it was not learned here that the ferry had gone down until more than four hours after the sinking.

The 300-ton ship went down near Sand island, some 10 miles from Okinawa, within sight of Naha. The ship was carrying 243 passengers and a crew of 14. Rescue efforts were also hampered because the ship's manifest was not complete.

Relief association officials said that the death toll would not have been nearly as high if the ship had radioed an SOS before the ship sank.

It was also learned that the Midori-maru passed two other vessels just 10 minutes before it capsized. Neither of the vessels noticed that the ferry was in trouble.

Until now, the association charged, no local shipping firm has ever



offered any pre-voyage instructions on use of life jackets or other emergency equipment.

Meanwhile, the Government of the Ryukyu Islands financing inspection bureau conferred with three Ryukyuan insurance companies urging them to prepare a new insurance program to protect ship passengers.

The talks between GRI officials and insurance company representatives have been further strengthened by Chief Executive Seisaku Ota's statement Sunday that if it was necessary, he would invoke Article 19 of the maritime transportation law making it mandatory for local insurance companies to carry this type of protection for ship passengers.

Following the talks, the insurance representatives tentatively agreed to prepare a maritime passenger insurance policy.

Secretary of the Army Cyrus R. Vance has dispatched a message of condolence to Government of the Ryukyu Islands' Chief Executive Seisaku Ota and the Ryukyuan people upon the sinking of the Midori-maru. The message reads:

"On behalf of the U.S. government, I wish to express to you and to the Ryukyuan people our feeling of shock and grief at the ferry-boat accident of Aug. 17, which caused such a tragic loss of life. We extend our deepest sympathy to the relatives and friends of those who lost their lives in that unfortunate disaster."

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Wednesday, 28 August 1963

The Ryukyu Shimpo - News Article

MIDORI MARU CAPTAIN TO BE REINVESTIGATED

The Marine Disaster Inquiry Board yesterday completed the general investigation of all crew members of the sunken Midori Maru. However, the investigation of the crew members disclosed that a false statement may have been made by Captain NISHIKAJIKU Shiro in submitting a report on the marine disaster, and the board has decided to reinvestigate the captain.

According to the report of the captain, a thorough inspection was made of the engine, body, passengers and cargo before the ship's departure from Tomari port. In the course of the board investigation, however, the crew members said that electric poles were loaded just prior to the departure, and the upper load was heavy, while the hatch was empty. Thus, the board found a false statement in the captain's report. Moreover, a divergency in statements was noted among other crew members regarding the rescue activities and other aspects.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Friday, 8 May 1964

The Okinawa Times - News Article

'POLICE APPROVED DEPARTURE,' SAYS SUNKEN VESSEL SKIPPER

The Marine Accidents Inquiry Agency yesterday held the third hearing on the Midori Maru incident (in which a 302.9-ton regular Okinawa-Kumejima liner capsized around noon, 17 August 1963).

The hearing on the day ended in the questioning of examinee NISHIKAJIKU Shiro, the skipper of the sunken vessel. In reply to the questions of Councillor NISHIHARA, NISHIKAJIKU made a noteworthy reply that "the police approved the departure of the ship after conducting an inspection."

As for the cargo, the examinee stated that the ship was listing to the port side but the position was corrected when the cargo was rearranged, and electric poles, drum cans and other big items were firmly tied down to the vessel.

NISHIKAJIKU also said that matting on the deck was brought by the passengers. At the near hearing scheduled for the 28th, ITOSU, radio operator-purser of the vessel, will be examined.



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OKINAWA MORNING STAR  
Wednesday, 21 August 1963

DIVERS CALL OFF  
SEARCH OPERATION

American military and Ryukyuan divers yesterday called off salvage operations at the site of the sunken ferry Midori-maru after recovering 62 bodies Monday and yesterday.

The ferry capsized off Naha Saturday carrying 188 persons to their deaths. Only 75 bodies were recovered, and the other 43 persons are still missing and officially declared dead. *[sic; probably should read 118]*

Although the official effort has been curtailed, many small Ryukyuan craft yesterday still swarmed in the area. Many of them were manned by relatives of the missing passengers.

The 300-ton ferry of the Sunabe steamship line carrying 261 persons was enroute to Kume island, 50 miles west of Naha, when it was struck broadsides by a series of waves. It capsized and rocketed to the bottom in just seven minutes, 18 miles from Naha port and within sight of small, uninhabited Sand island. Due to the strong currents, none of the survivors were able to swim to the island and floundered in the heavy seas until word of the disaster reached Okinawa almost five hours later.

Officials said that the dead bodies recovered included 56 females and 18 males, 36 of whom were under 20 years old.

Divers said that most of the bodies in the ship were found crammed at the entrance to the third class cabin where the frenzied victims apparently had tried to escape through the three-foot door.

In addition to the bodies recovered from the Midori-maru, the divers

also brought up numerous personal possessions including suitcases, small handbags and cameras.

While the salvage effort was called off, the surface search for more bodies still continues with both American and Ryukyuan ships and aircraft participating.

The tragedy focused attention on local shipping lines, of which there are currently 46 operating a total of 50 vessels, over five tons, engaging in inter-island commerce. Only 12 of these are made of steel and the majority are four-five years old.

Shipping regulations require that all passenger ships maintain life-jackets for 120 per cent of its maximum passenger and crew capacity as well as other safety equipment.

Unconfirmed reports said that the Midori-maru was not carrying the required safety gear and the matter is currently being probed both by the Government of Ryukyu's maritime board and a special police board of inquiry. A police spokesman said that their probe will center on the fact that there were over 260 persons aboard a ship designed to carry a 207 maximum.

The regulations also demand that a ship be inspected by the government at least once a year. Informed sources said that in many cases local ship-pers neglect maintenance of safety equipment until the inspection.

Meanwhile, Ryukyu weather bureau authorities reported that the sea was unusually rough Saturday but general weather conditions should not have caused a 300-ton ship to capsize.

The ship had been insured with the Kyowa Maritime and Fire Insurance Company. Search for the missing bodies will continue today.



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OKINAWA MORNING STAR  
Thursday, 22 August 1963

'ATTACKED BY GUST OF WIND'  
CAPTAIN DESCRIBES TRAGEDY

As police and maritime officials prepared to open their probe today of the tragic Midori-Maru disaster, the captain of the ill-fated ferry yesterday said that his 300-ton liner was capsized Saturday by an "irresistible force."

Midori-Maru skipper Capt. Shiro Kajiku told police investigators that he was making the 50-mile trip between Naha and Kume island without charts and "depending on my experience." He said he had often travelled the route and it was familiar to him.

Kajiku visited the site of the tragedy yesterday afternoon accompanied by police in a government chartered launch.

Squatting on the deck and cradling his head in his arms, the 38-year old master haltingly related his version of the tragedy that claimed 118 lives.

"The wind speed when we left Tomari port (Naha) was 18 mph," Kajiku said. "We were travelling at 11 knots and while the ship was pitching forward heavily it was not rolling."

The captain said that about 60 minutes from port the wind picked up and it began raining--the fringe of a tropical depression which he said was hovering near the southern Ryukyu Miyako island group.

When they neared Sand island where the capsizing occurred, Kajiku said that the waves became rougher and began lashing at the side of the vessel despite evasive action by the crew.



While passing the small, uninhabited island, the veteran seaman recalled that the wind speed had reached 26 mph, forcing a five to seven degree roll in the heavily-laden ferry.

He said the ship tipped and capsized when it was "attacked by a gust of wind and a series of triangular waves" simultaneously.

Police said that Kajiku and officials of the Sunabe Steamship company which owned the ship "may be charged with negligent homicide and violation of maritime laws."

A spokesman said there is a "strong suspicion" that required safety precautions were neglected.

The Midori-Marui was carrying 257 persons, 14 of which were crewmen. Of the crew, only one man lost his life, although several were working in the engine room in the lowest deck of the vessel.

The police probe is expected to center on the fact that over 50 passengers were not listed on the ship's manifest which complicated the rescue operation and kept authorities guessing as to how many persons were still missing.

As of last night the official police record showed 144 survivors, 78 dead accounted for and 35 persons still missing but officially declared dead.

As a result of the disaster, Government of Ryukyus officials are expected to enforce compulsory insurance for all Ryukyuan passenger ships.

Also of concern to police is the fact that the vessel was loaded beyond its 207 passenger maximum.

Police revealed yesterday that local criminal elements Saturday night were at work as thousands of anxious relatives and friends crammed Tomari port to await rescue ships. Numerous persons reported having their pockets picked both Sunday and Monday.

PACIFIC STARS AND STRIPES  
Friday, 23 August 1963

#### FERRY SKIPPER TELLS STORY

NAHA, Okinawa (AP)--The captain of the Okinawan ferry Midori Maru which sank off Okinawa Saturday carrying possibly more than 110 persons to their death said Wednesday his ship was capsized by "irresistible force."

Shiro Kajiku, skipper of the 300-ton ill-fated ferry, told police investigators that he was making the 50-mile trip from Naha to the Kume Island without charts and "depending on my experience."

Kajiku visited the site of the tragedy Wednesday afternoon accompanied by police.

He said the waves became rougher and began lashing at the side of the vessel. While passing a small, uninhabited island, the veteran seaman recalled that the wind speed had reached 26 miles an hour.

Kajiku said the Midori Maru capsized when it was simultaneously "attacked by a gust of wind and a series of triangular waves."

A police spokesman said there is a "strong suspicion" that required safety precautions were neglected. Only one out of a 14-man crew was killed in the disaster, although several were working in the engine room.

The police probe is expected to center on the many passengers who were not listed on the ship's passenger list.

As a result of this, the number of casualties still varies. Official police records Wednesday night showed 261 persons were aboard the Midori Maru, of whom 145 were rescued. Seventy-seven bodies have been recovered by American and Ryukyuan divers, and 39 persons are still listed missing.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYUS  
OFFICE OF PUBLIC AFFAIRS  
Wednesday, 21 August 1963

The Okinawa Times - News Article

NAHA POLICE PROBING CAUSE OF MIDORI MARU DISASTER

The Investigation Section of Naha Police Station, which is probing the cause of the sinking of the 302.3-ton Midori Maru in the sea off Naha, yesterday conducted a spot inspection of the scene of the disaster. The inspection was conducted in the Daigo-Yusho Maru (35.5-ton) which took exactly the same course as the ill-fated Midori Maru. On board the vessel were policemen, public procurators, Midori Maru skipper KAJIKU Shiro, and others.

KAJIKU tearfully explained that the sea was rough on the day, but he navigated without using any charts, since he was experienced in the Kumejima line. He said that the disaster would not have taken place had there been no gusts and triangular waves. He added that the wind velocity had reached 12 or 13 meters by the time his ship passed Chibishi, but he did not sense any danger until the ship suddenly foundered.



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OKINAWA MORNING STAR  
Saturday, 24 August 1963

BEFORE MIDORI-MARU SANK  
RADIO OPERATOR CLAIMS HE SENT SOS SIGNALS

Seitoku Itosu, purser and radio operator for the ill-fated ferry Midori-Marui, said yesterday that he tapped out a series of SOS signals shortly before the 300-ton ship sank.

The 30-year old seaman added however that he thinks the signal was not aired because the vessel had already begun sinking and the radio room was rapidly filling with water.

Itosu made the statements to newsmen after appearing--together with Captain Shiro Kajiku--before a GRI maritime board currently probing the disaster.

The radio operator said he could not remember how he escaped from the radio room where, he said, he had been on duty when the vessel capsized 11:50 a.m. last Saturday.

Itosu denied rumors that he was out of the radio room attending to "other duties" when disaster struck.

Capt. Kajiku, also testifying, told the investigators that at the time the capsizing occurred he was in command of the ship from the bridge. He revealed that several minutes before the ship sank he realized the imminent danger and ordered SOS signals transmitted.

At the same time, Kajiku continued, he ordered passengers and crew to abandon ship.

In addition to the maritime board probe, the GRI police are planning a separate inquiry into the disaster as the result of which charges may

be brought against the person or persons deemed responsible for the tragedy.

Meanwhile, welfare agencies on Okinawa yesterday continued their all-out efforts to raise relief money for the survivors of victims of the Midori-Marui which sank off Okinawa last Saturday taking 112 persons to their death.

Among those agencies conducting the fund raising drive were the Okinawa Red Cross, the Government of the Ryukyu islands, the Okinawa City-Town-Village Assn., the Social Welfare Assn., all the island's newspaper, radio and television enterprises, shipping companies, and many other private businesses.

It is not known officially how much the collecting agencies have raised, but one Naha newspaper reported that the drive had topped the \$4,000 mark.

Officials of the GRI yesterday talked with fund-raising organizations on how the money would be distributed.

Meanwhile the families of the dead yesterday held their first memorial service for the victims of Okinawa's greatest post-war maritime tragedy. Buddhist custom requires that memorial services be held every seventh day for 49 days when a member of the immediate family dies.

Diving operations continued over the sunken 300-ton ferry in an attempt to recover as many bodies as possible. Patrol boats also combed the sea some 10 miles west of Naha on the chance that more bodies would be recovered.

When the ship went down near Sand island in heavy seas, there were 261 persons aboard, including 144 who were rescued seven hours following the disaster.

The GRI postal service issued a notice yesterday that an estimated



500 parcels being shipped to Kume-Jima when the ship went down were recovered and all but 50 of them will be dried and reshipped.

Officials said compensation would be paid for anything destroyed in shipment.



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PACIFIC STARS AND STRIPES  
Monday, 26 August 1963

MORE FACTS SOUGHT  
ON FERRY SINKING

NAHA, Okinawa--The government of the Ryukyus Maritime Disaster Inquiry Agency Monday was to continue its investigation of the Midori Maru in hopes of finding out why the 302-ton vessel capsized and sank Aug. 17 carrying 112 persons to their death.

Capt. Shiro Kajiku, skipper of the ill-fated vessel, says he was in complete command of the ship until it sank and that he had ordered SOS signals to be sent.

Seitoku Itokazu, radioman aboard the vessel, said he sent out several SOS signals at the order of Kajiku but he feared that the distress signals did not reach Okinawa because the vessel had already begun to sink and the communications room was taking on water.

Sunday, several Ryukyuan boats with relatives and friends of missing persons aboard the vessel continued a surface search of the disaster area in hopes their loved ones may still be found.

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OKINAWA MORNING STAR  
Thursday, 29 August 1963

CHARGES AND COUNTER-CHARGES:  
MIDORI-MARU PROBE CONTINUES

Bitter charges and counter-charges yesterday filled the Naha meeting room of a special Government of Ryukyus maritime board currently probing the Midori-MarU tragedy.

Committee sources said that as the result of apparently conflicting testimonies, ferry skipper Capt. Shiro Kajiku will "very probably" be recalled to appear before the group.

Kajiku and his radio operator, Seitoku Itokazu, had testified earlier when the hearings opened.

In a written statement later repeated before the investigating body, Kajiku claimed that he had inspected the vessel before it left Naha port Aug. 17, on its ill-fated voyage.

A subsequent witness, however--another crew member--told the board that when the ship left port it appeared to be loaded in a "top-heavy" manner.

Eighteen miles from Naha the 300-ton vessel capsized and 112 passengers were drowned.

Kajiku had also said that he ordered passengers to abandon ship as well as an immediate SOS flashed. Passengers, however, claimed that they leaped off the sinking vessel on their own initiative and no abandon ship order was given.

Currently, a team of GRI police investigators are conducting another probe on Kumejima island--where the vessel was bound for and where the



majority of passengers resided. A police spokesman said the team is investigating rumors that survivors, slated to appear as future witnesses may have been coached regarding their planned testimony.

In addition, several passengers claim that Itokazu was not on duty in the radio room when the disaster occurred.



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OKINAWA MORNING STAR  
Thursday, 7 November 1963

MIDORI-MARU  
SKIPPER ARRESTED  
BY NAHA POLICE

Naha police yesterday arrested Captain Shiro Nishi Kajiku, captain of the ill-fated ferry Midori-Marui and the ship's purser-radio operator, Seitoku Itosu, on suspicion of accidental homicide and inflicting bodily injury.

The arrests wound up a three-month police investigation touched off last Aug. 15 when the 300-ton vessel capsized and sank 18 miles from Naha claiming 112 lives, the worst sea tragedy in Ryukyuan history. Over 100 others were snatched from the sea by the greatest air-sea rescue effort here since the war.

A police spokesman declared that their investigation pin-pointed blame for the accident on the captain whom, they continued, was "careless in loading the ship's cargo" and "did not pay heed to established navigational procedures or maritime safety regulations."

Purser Seitoku Itosu, who doubled as radio operator, said he had sent out a series of SOS minutes before the vessel plunged to the bottom. This was disputed by many of the witnesses appearing during the probe who claimed they had seen Itosu on the ship's bridge when she capsized.

Local radio stations usually monitoring emergency channels recalled hearing no emergency signals.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF THE HIGH COMMISSIONER  
PUBLIC AFFAIRS DEPARTMENT  
Friday, 14 August 1964

Ryukyu Shinpo - News Article

NEW FACTS BROUGHT TO LIGHT AT MIDORI MARU HEARING

The 9th marine disaster inquiry hearing involving the Midori Maru (which capsized off Tomari Port on 17 August 1963) was held yesterday afternoon at the special court set up at the Okinawa Kaikan Hall. Upon examining ITOSU Seitoku (radio operator and purser), a discrepancy was noted between his statements and those made earlier by NISHIKAJIKU Shiro (skipper of the sunken vessel) in connection with the position and condition of the vessel during the time from the radio weather forecast to the sinking of the vessel.

It was also brought to light through the statement of ITOSU who testified that he had sent out three SOS (consecutively) that he did not radio the name of the vessel. As a result, the Marine Accident Inquiry Agency decided to hold another hearing on 11 September.



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OKINAWA MORNING STAR  
Sunday, 18 August 1963

# MAN RELATES LOSING SON IN DISASTER

By ROBERT M. PROSSER

Yasufumi Yoshinaga, a sun blistered farmer from Kumejima, pointed at his wrist watch. The hands, still partly awash in salt water in their crystal case, pointed at 11:55. "That's the time the ship went down," Yoshinaga said in a flat voice as he clutched an army blanket about his loins at a Naha air base mess hall. Yoshinaga added that his two sons went down with the ship as the three members of the family were returning to Kumejima aboard the 300-ton Midori-maru following a brief end of summer holiday in Naha.

Yoshinaga was one of 29 persons who had been snatched from the water off Sand island by U.S. military helicopters which were alerted at 4:30 in the afternoon. Another 156 persons were rescued by surface craft in what was the most intense air sea rescue operations to be seen in Ryukyuan waters since the end of the war.

According to survivors, the Midori-maru, a ship owned by the Sunabe steamship company, left Tomari port at 11 a.m., on a regularly scheduled run to Kumejima, some 50 miles west of Naha. Aboard were 199 passengers and crewmen. Police reports said that another 40 persons had also gone aboard the ship before departure but were not on the ship's manifest.

An hour later, as the Midori-maru was steaming in the lee of Sand island, an uninhabited outcropping 18 miles from Naha, for reasons which are unexplained the ship "broached." In the seas which were described as



heavy by passengers the heavily loaded ship was rocked when a series of waves struck the ship broadsides and turned it over. Survivors say that within five to seven minutes the ship was on the bottom.

Then started the ordeal for the passengers who were washed clear from the ship and, ironically enough, struggled in the water for four-and-a-half hours within sight of Okinawa before their plight was known on shore.

At 4:30 word of the tragedy was received on shore when a small craft docked with the first handful of survivors. Immediately a concerted air-sea rescue operation was begun which involved helicopters from Naha's 33rd Air-Sea Rescue group; giant HU 16 flying bananas from Hanyu army air field and marine helicopters from Futema marine air facility. As darkness overtook the area, helicopters droned in geometric patterns over the disaster area which was marked with a muddy blob where the ship went down and punctuated with a few floating relics which included a floating oar and an empty life ring.

Surface craft weaving white mustaches of foam plodded through the debris below as helicopter crews strained their eyes crossing and recrossing the area in search of survivors.

By 7:30, according to confused reports, some 111 persons had been brought to shore by ship and another 40 persons had been rescued by aircraft. Among the passengers who were rescued by aircraft were four Americans including a Captain Benacourt Drinkwater and three unidentified enlisted men.

At 9:20 the Kanato Maru, a 900-ton ship of the Okinawa Kaiun Kaisha line nosed into Tomari port carrying another consignment of survivors. Ryukyuan police and hospital attendants working with ant-like efficiency, off-loaded the survivors and loaded them aboard American military ambulances,

Okinawan civilian ambulances, police cars and private vehicles with production line efficiency. Most of the survivors were carried off the Karato Maru on the backs of police and firemen.

Thousands of Okinawans jammed the highways and the rooftops in the neighborhood of Tomari port to watch rescue operations and search for family members and friends who had been reported aboard the unfortunate craft. Passenger lists were posted at Tomari port, but in the frenzy of the mass rescue there was little opportunity to restore family members to one another.

As rescue operations proceeded in the Tomari port area, an American official, remembered Yoshinaga Yasufumi who has ending [sic] his holiday at a Naha airport mess hall and put through a phone call to the installation. At a late hour last night and as the result of massive cooperative community effort, Yoshinaga might not have lost his sons after all.



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PACIFIC STARS AND STRIPES  
Monday, 19 August 1963

'YOU GROW UP A LOT IN 7 HOURS'

S&S Okinawa Bureau

CAMP KUE, Okinawa--"It is the most growing up and the most praying I have done in seven hours," said A/2C Edward G. Bancroft in the U.S. Army Hospital here Sunday after being rescued from a ferryboat that capsized Saturday with more than 200 persons aboard.

Bancroft and three other Air Force men were the only Americans aboard the Midori Maru, which was taking them back to their duty station on Kume-jima Island, 55 miles west of Naha.

"I think one of the biggest morale boosts we had during the seven hours we were in the water was the fact that we could see land all the time," said Capt. Finis E. Drinkwater, senior director at the Kume-jima Air Force site.

"I was scared at first," said A/2C Gary D. Little. "I thought for awhile I was going to push up daisies. But, after a while we settled down holding onto a log, and things looked better."

"I didn't think we'd make it, I really didn't," said A/2C Gary D. Little.

All four men were reported in good condition and were expected to be released from the hospital Monday.

Besides sunburn on the face, they were all bruised around the arms and wrists from the ordeal of holding onto floating telephone poles, part of the ferryboat's cargo.

"The amazing thing to me," said Bancroft, "was that there was no panic. We had people in the water all around us, women, children and old



people, and there was no yelling or screaming. Everyone remained calm."

"The main reason they saved so many was that they were such a well disciplined group," Drinkwater agreed. "There was no panic, plus the fact the telephone poles were there."

The poles, 15 to 20 of them, according to Drinkwater, were stored on the top deck and came free when the 302-ton vessel hit some rough waves about 18 miles outside Naha Port and rolled over.

Bancroft and A/2C Robert Ostermiller were picked up by an Okinawan boat which joined the huge air-sea search and rescue effort. Drinkwater and Little were picked up by Army helicopters.

Drinkwater said all four were together on the top deck when the vessel suddenly dipped sharply to the left and took water over the rail. After a momentary uprighting, it tilted again and "just rolled into the water, like a plane doing a turn," Drinkwater said.

"It was just a split second, then we turned over. It just lay on its side," Drinkwater said. "There was a lot of screaming, and it finally went down in three to five minutes."

That was at about 11:40 a.m. Saturday, he said, when the vessel was about three miles past uninhabited Sand Island and about 18 miles from Naha Port.

Drinkwater said the four Air Force men stayed together, hanging onto telephone poles, until rescued.

All four were on pass or leave at the time. Little and Ostermiller were returning to duty following a leave trip to Hong Kong and Taipei. Drinkwater and Bancroft had both been on three-day passes in Naha.

Drinkwater said the Air Force men on Kumejima usually took the ferry when military transportation was unavailable.

"The really unpleasant part of it," said Drinkwater, "was to see the dead bodies floating around. There were at least four floating near us."

The four said they did not suffer from thirst or hunger during the more than seven hours they were in the water.

"We found some oranges floating in the water," Drinkwater said, "and we stuffed them into our pockets, but they soon floated out and were gone. Then, we grabbed a watermelon and held onto that for awhile, until it became too difficult to hold."

"An orange came floating past, and I grabbed it and bit into it a few times," said Bancroft. "That made me feel a lot better. We had all swallowed so much sea water we weren't very hungry."



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PACIFIC STARS AND STRIPES  
Monday, 19 August 1963

FERRYBOAT SINKING  
COPTERS PULL SURVIVORS FROM SEA

BY SID WHITE  
S&S Okinawa Bureau Chief

NAHA, Okinawa--At least 16 persons died and more than 40 were missing after an Okinawan ferryboat capsized and sank Saturday with more than 200 persons aboard, including four Americans.

The Americans, all servicemen from Naha AB, were rescued and reported in satisfactory condition Sunday in the Camp Kue Army Hospital.

An intensive air-sea search for survivors continued Sunday in the sinking area near Sand Island, about 18 miles west of Naha Port.

The tragedy occurred about noon Saturday when the 302-ton ferryboat Midori Maru capsized while en route to Kumejima, about 55 miles west of Naha.

The four Americans aboard were identified as Capt. Finis E. Drinkwater, A/2C Edward G. Bancroft, A/2C Gary D. Little and A/2C Robert Ostermiller, all from the 623d Aircraft Control and Warning Sq., Det. 2 at Naha AB.

The Air-Defense Control Center at Naha AB reported as of 7:30 a.m. Sunday that 146 persons had been rescued, and that 16 bodies had been recovered.

The Sunabe Kaiun Ship Co., which owned the ferryboat, said manifests showed there were 194 passengers and 14 crewmembers aboard, for a total of 208. The company said the ship had a capacity of 207.

Okinawa police said unconfirmed reports had another 20 to 40 persons aboard the ship who were not on the manifest.

Police said the ferryboat turned over in heavy waves about noon Saturday.



Survivors said the ship sank within 10 minutes, leaving the water strewn with debris and struggling survivors.

First word of the tragedy was received in Naha about four hours after the ship sank when one passenger and one crewmember who managed to swim to Sand Island were brought to Naha Port on a sand barge.

Sixteen airplanes and helicopters from the 33d Air Rescue Sq. at Naha AB and Army and Marine airfields on Okinawa and a number of surface vessels rushed to the area.

The air search was called off at 11 p.m. Saturday, but was resumed at 6 a.m. Sunday with 14 aircraft, including helicopters.

Survivors rescued by ship were brought to Tomari Port throughout the night and were hustled off to hospitals for examinations.

Susumu Tomori, engineer aboard the ferryboat and one of the two persons who reported the disaster, said on arrival at Tomari Port aboard a rescue vessel:

"The ship keeled over to the starboard side twice with waves coming over the ship. I soon found a lifeboat and pulled some 20 people into it."

Hiroshi Iramina, 13, a passenger, reported:

"I was in the cabin when the ship rolled over and water poured in. I was floating and pushed myself upward. I was caught by a ladder, but managed to get free when the water came in for the second time.

"I somehow got into the water and clung to a floating pole. It kept rolling and I couldn't hold onto it, so I grabbed a raft nearby and held onto that. There were about 10 persons on it, including some girls and men."

A spokesman for the Naha AB Information Office said Sunday that survivors plucked from the water by helicopter Saturday were taken to

Sand Island so the choppers could return to the area for more rescues.

Those critically injured were flown directly from the disaster area to Naha AB and whisked aboard ambulances for the Naha General Hospital.

The spokesman added that during the rescue operations Saturday, the combined Air Force, Army and Marine helicopter-and-aircraft force had made 62 trips between Naha AB and the disaster area either to unload survivors or to refuel.

"The excellent response from all of the services contacted, this undoubtedly contributed to the low death rate," said Maj. Henry S. Walendorf, 33d Air Rescue Sq., mission controller for the rescue operations.



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OKINAWA MORNING STAR  
Monday, 19 August 1963

AFTER FERRY BOAT SINKING

AMERICAN SURVIVORS RELATE EXPERIENCE

By Jerry Heaster  
STAR Staff Writer

"I did more growing up and more praying than I've ever done in my life during that seven hours," said A/2C Edward G. Bancroft, 22.

"For a while there I didn't think we were going to make it," said A/2C Robert A. Ostermiller, 22.

"It was the worst experience of my life," said A/2C Gary D. Little, 21.

"It swamped like a rowboat. No one had a chance to do anything," Captain Finis E. Drinkwater said, describing the sinking of the Midori-maru Saturday, carrying 13 known persons to their death.

The four air force men were the only American passengers among 271 passengers and crew when the 300-ton ferry went down off Sand island, about 10 miles west of Naha. The ferry was making a regular run to Kume-jima, some 50 miles west, when it sank.

Drinkwater, Bancroft, Ostermiller and Little were returning to Det. 2, 623d Aircraft Control & Warning Sq., a radar station at Kume, after visiting Naha AB.

Yesterday they told a story of courage, fear, sinking hopes and finally--thankfulness.

They are now at Camp Kue army hospital recuperating from severe sunburn, exposure and minor cuts and bruises.

The four said they owed their lives to one thing--a load of creosoted



telephone poles which the ship was carrying as cargo on deck and which washed overboard and were immediately grabbed by everyone nearby. They said that they saw at least 50 other Okinawans using the telephone poles to keep themselves afloat.

"The ship began listing and shipping water over the decks," Drinkwater said. "It righted and then listed again. Then it turned over. Within three to five minutes it sank.

"It swamped like a rowboat. No one had a chance to do anything," he said.

They described people screaming in terror as they were pitched into the water and mothers calling for lost children.

The four said they tried to stay together, but after about three hours the two telephone poles which they and about 20 Okinawans were using began to separate. Little and Drinkwater were later picked up by an army helicopter piloted by Maj. C. A. Wyllie. Ostermiller and Bancroft were picked up by a fishing boat.

What did they talk about during their seven-hour ordeal floating in the open sea?

"We made a promise to each other that if one of us came out of it we would go visit the other's parents and tell them how it happened. For a while there I didn't think we were going to make it," said Ostermiller.

Little thought occasionally of how good a cigaret might taste. They all tried to beat thirst by waiting for breaks in the swells and then catching rain water in their mouth while looking skyward.

All of the men praised the courage of their companion Okinawans. "Nobody panicked," said Little. "Everyone was trying to help everyone else.

Mothers were holding their children's heads above water with one hand while hanging on to the pole with the other."

"It made me have a lot of respect for the Okinawan people after seeing the way they reacted. The children didn't cry or show fear, and everyone worked together," said Bancroft describing the scene.

"I asked Capt. Drinkwater if there were sharks in this area and he said, "Don't think about it!" so I tried not to," Little said.

Bancroft said everyone began losing hope as darkness approached because they knew no one would find them after nightfall.

"We could see helicopters taking off from Naha AB and start searching the area and then go off in the other direction. Once a ship was coming right for us, and just before it got there it made a 90-degree turn away from us," Bancroft said.

"That was the heartbreaker," he said, describing the feeling of seeing the boat turn away. "It was getting close to dark then.

They said that although they were close to Sand island they couldn't swim because the current was too stiff. And the tides kept washing them away from the island.

They said that because it was a nice day most of the passengers were on deck--which probably saved many lives. All of them expressed amazement when told that some of those in the hold when the ship sank did survive.

"I guess they popped up to the surface much the same as a bubble is forced to the top of water," Drinkwater said.

Although the four looked as if they had been broiled rare by the sun, they said it would have been much worse if it had been a cloudy day.

Staying aboard the slippery telephone pole in the 15-foot swells was the most difficult job of all, according to the four.



Although it was a terrible experience, Bancroft said that if you survived, you came out of it a better man.

"I did more growing up and more praying than I've ever done in my life during that seven hours," he said.

His friends seemed to agree--Tragedy brings out the best in the good and the worst in the bad.



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OKINAWA MORNING STAR  
Sunday, 18 August 1963

FERRY SINKS, 177 SAVED  
SHIP CAPSIZES OFF NAHA;  
HUGE AIR-SEA SEARCH BEGUN

By JERRY HASTER  
STAR Staff Writer

Some 177 persons were saved from a watery death last night after being lost at sea for more than four hours--almost in sight of Okinawa after a ferry boat on which they were riding capsized and sank near Sand island about 18 miles from Okinawa.

Eight persons were known dead and 14 others were missing and presumed lost. Four U.S. servicemen who were aboard were reported safe.

The servicemen were identified tentatively as Capt. Benacourt G. Drinkwater and A/2C Robert A. Ostermiller. Observers at Tomari port said Drinkwater described himself as feeling "terrible" when he got off a rescue boat. Ostermiller was said to be in good condition. Two other servicemen--one identified only as Nixon--were also reported in good condition.

The 300-ton Midori-maru, a ferry carrying 199 passengers and crew members from Naha to Kume-jima, some 50 miles west, capsized at 12:05 p.m. yesterday off Sand island.

A police report said there were 40 other passengers aboard who were not listed on the ship's manifest. But rescue officials could not confirm this.

The first word of the disaster reached Okinawa about 4:30 p.m., when the captain and two crew members were brought to Tomari port in Naha.

First news of the ship's sinking touched off one of the greatest air-sea rescue operations in local history.

Thirteen military helicopters from the U.S. Army flight detachment at Hamby field, Naha AB, the 33d Air Rescue Sq., and Futema marine corps air facility worked with countless numbers of Ryukyuan fishing craft and two Army tugs to search the area.

Maj. C. A. Wyllie, an army helicopter pilot, and his crew brought more than 20 persons into Naha AB, where they were taken to a nearby dining hall and later to an unknown hospital.

Thousands of persons gathered at Tomari port to watch the rescue operation and armed services medical teams, policemen and firemen worked together to rush the survivors to local hospitals.

Civil Administrator Shannon McCune, who watched the rescue operation at Tomari port, called the rescue's success "amazing" and praised the efforts of rescue team workers.

Although survivors brought into Naha AB by helicopter crews looked in fair shape, many of those carried in by ship at Tomari showed the effects of their long ordeal of drifting in the open sea. Many had to be carried from rescue ships, while others were half-carried and stumbled into waiting ambulances.

Many of the passengers were school children returning to their homes in Kume-jima after spending summer vacations in Okinawa.

Passengers said the disaster came without any apparent warning as the ship seemed to capsize while being tossed about by rough seas. One passenger said it took about seven minutes for the ship to sink into the sea after it capsized. All the survivors escaped with nothing more than the clothes they were wearing.



Local officials were amazed that it took more than four hours before first word of the sinking was received here, since the disaster occurred only 18 miles off the coast in fishing grounds where ship traffic is normally heavy.

Military helicopters continued to search the area throughout the night.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYUS  
OFFICE OF PUBLIC AFFAIRS  
Wednesday, 28 August 1963

The Okinawa Times - News Article

SUNKEN VESSEL CAPTAIN ASSERTS HE COOPERATED POSITIVELY IN RESCUE WORK

In connection with the "Midori Maru disaster," TOKESHI Gakyo, a 19-year old survivor of Gushikawa-Son in Kumejima, commented on the marine disaster report submitted to the GRI Maritime Section by Captain NISHIKAJIKU and expressed doubt about the statement of the captain that he had engaged positively in the rescue work.

Captain NISHIKAJIKU yesterday refuted the criticism of TOKESHI and said that TOKESHI's statement is contrary to fact. The captain maintained that he ordered the dispatch of an SOS and he helped row a boat which took 14 passengers to Chiibishi islet. He said that he himself had ordered a crew member and TOKESHI to report the disaster. He also contended that not a single leaf was seen on the sea, although TOKESHI maintained that drifting persons were seen.

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OKINAWA MORNING STAR  
Monday, 19 August 1963

FERRY DEATH TOLL RISES

GRI POLICE REPORT 116 STILL  
MISSING IN BOAT DISASTER

The Known death toll in the disastrous sinking of the ferry boat Midori-maru rose to 13 yesterday and little hope remained for 116 passengers who were still unaccounted for late last night.

A count of latest figures released by the GRI Police department listed 142 rescued, alive and safe, 13 known dead, and 116 missing.

A GRI police spokesman said the ship was carrying a total of 271 persons, 194 passengers listed on the ship's manifest, 62 persons unlisted, and 15 crewmembers. The number of unlisted passengers was arrived at through relatives who knew their families were on board, 43 persons who were rescued but whose names did not appear on the ship's manifest, and other similar methods.

The search for survivors was continued yesterday as 10 helicopters from the combined military rescue services and countless Ryukyuan surface vessels scoured the area. The copters flew 10 abreast less than 100 feet apart and 300 feet above the water back and forth over the search area. These methods resulted in the rescue of two more persons early yesterday.

The search was called off at 6:30 p.m. yesterday and was to resume early this morning.

Col. Robert P. Ash, commander of the 33rd air rescue squadron, said yesterday that the army, marine, navy and air force personnel who participated in the search Saturday and Sunday "showed an outstanding degree of

professionalism while conducting the operation under the most miserable search conditions which could exist."

Divers located the sunken vessel yesterday afternoon but due to strong currents were not able to carry out a search of the ship.

Although the ferry went down almost within sight of Okinawa, no word was received here until more than four hours after the ship sank. First news of the disaster was carried here by the captain and two crewmen who had been picked up and brought into Naha port aboard a small fishing vessel.

The first rescue mission was made by the 33rd Air Rescue Sq. at Naha AB which coordinated the massive rescue operation throughout Saturday and yesterday. Maj. Henry S. Wallendorf, who directed the rescue operation at Naha AB, praised the "excellent response from the services" which he said was responsible for the amazingly high survival rate.

He said the disaster area had been "saturated" with aircraft throughout the operation.

While military aircraft picked up survivors, countless Ryukyuan fishing vessels continued to bring in other survivors to Naha and Tomari ports where military and Okinawa ambulances waited to take them to local hospitals. Some 10,000 persons gathered at the port to witness the dramatic rescue operation.

Although survivors brought in by helicopter looked in fair shape, those rescued by ship showed the effects of their long ordeal in the rough seas. Many were carried off rescue ships, while others were half-carried and stumbled their way to shore and waiting medical treatment. Rescue boats continued to arrive at the ports throughout Saturday night



into the early morning hours yesterday.

U.S. Civil Administrator Shannon McCune, who stood vigil throughout the night at Tomari port, called the success of the rescue operation "amazing."

High Commissioner Caraway yesterday congratulated the "many Americans and Ryukyans who worked for long hours under difficult circumstances to rescue the passengers."

He called it "the largest, most successful rescue operation in the Ryukyu islands since the war."

Caraway lauded the U.S. air crews, doctors and nurses, Ryukyuan and military policemen and others who aided the operation.

He also offered his deepest sympathy to surviving relatives and friends of those who were lost.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Monday, 19 August 1963

The Ryukyu Shimpo - Editorial

LET US PREVENT THE REPETITION OF THE SEA DISASTER

The sinking of the Midori-Marui, regular passenger-cargo liner between Naha and Kumejima, has become the greatest sea disaster unparalleled in recent times, in the number of victims, the dead and the missing. The rescue operation is going on with the concerted effort of the military, the Ryukyuan Government, and the public in general, and we place expectation on the strenuous effort of the rescue squad for keeping to the minimum the number of the dead and the missing, and hope for speedy administering of aid to the rescued.

In order to cope with the shipwreck of the Midori-Marui, the government on the 18th held an emergency meeting of its department directors and decided to invoke the Marine Disaster Rescue Law, the Disaster Relief Law, and the Police Duty Execution Law, to intensify the rescue and relief activities. The government took prompt countermeasures, but equally prompt was the start of rescue work after receipt of word of the disaster.

The first report of the disaster reached the Tomari Maritime Police Detachment four hours after the incident took place. The government immediately set up headquarters for the rescue of the shipwreck victims, mobilized the police force, ordered all vessels at anchor to go to the rescue, and requested the U.S. forces to help in the rescue work, thus keeping the number of victims to a minimum. Yet, no matter

how perfect the rescue operation might have been, the fact that the disaster claimed many lives and many persons are still missing is beyond retrieval. It makes us feel regrettable when thinking that if the ship had not sunk and the news of the distress had been relayed without loss of time, there might have been no need to produce so many victims.

The cause of the disaster may be clarified with the investigation, but the shipwreck of the Midori-Maru made the Okinawan people keenly aware of the importance of safe navigation. It is hoped that the GRI Construction and Transportation Department, Police Department, shipping companies, and shipping service utilizers will learn a lesson from the tragic sinking of the Midori-Maru.



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PACIFIC STARS AND STRIPES  
Tuesday, 20 August 1963

DIVERS LOCATE FERRY  
116 STILL MISSING

S&S Okinawa Bureau

NAHA, Okinawa--The combined military and civilian air-sea search continued Monday in hopes of finding some of the reported 116 persons still missing in the sinking Saturday of an Okinawan ferryboat.

At least 17 are known dead and 142 were reported rescued as of early Monday afternoon in the sinking of the 320-ton ferryboat Midori Maru. The ship capsized in heavy seas Saturday with 271 persons aboard.

Four Americans traveling on the ship were among those rescued Saturday night as military rescue services and Ryukyuan ships combed the area for survivors.

Government of the Ryukyus police divers located the ship in 150 feet of water Sunday afternoon about 2½ miles southwest of Sand Island, 18 miles west of Naha Port. Strong currents prevented the divers from entering the wreckage to recover those believed trapped below decks. The ship sank in "five to seven minutes," according to survivors.

GRI Welfare Department spokesmen said 11 survivors and three bodies will be shipped to Kumejima aboard the ferryboat Wakaba Maru.

Chief Executive Seisaku Ota Sunday said that under the Maritime Relief Act the GRI will pay for all passenger expenses including treatment, lodging and other miscellaneous items incurred in the tragedy.

Welfare officials said there were still about "30 persons still hospitalized Monday," as opposed to 65 in Naha Hospital Sunday morning.

The ferryboat, which reportedly had a capacity of 207 persons sank almost within sight of Okinawa. But the mishap was not discovered for some four hours after the ship sank. A small fishing boat picked up a passenger and a crew member from Sand Island and brought them to Naha where the sinking finally was reported.

Hundreds of Ryukyans continued their vigil at Tomari Port Monday as the feverish activity of recovery operations continued in the worst maritime accident in Okinawa since World War II.

Military aircraft from all Armed Services on Okinawa took part in the rescue operations for about five hours Saturday night and throughout Sunday and will, according to a military spokesman, "continue until there is absolutely no need for us."

Helicopters flying 300 feet above the water and from 75 to 100 yards apart combed the area where the ship went down. The copters picked up two more survivors with this search pattern early Sunday morning, according to Col. Robert P. Ash, commander of the 33d Air Rescue Sq. at Naha AB, which is coordinating both air and operations.

"We didn't let so much as a small handbag get by us during the search operations," Ash said Monday.

At least 38 persons were picked up by helicopters Saturday night and flown to Naha AB for treatment and transfer to Ryukyuan hospitals.

Conflicting reports of the number of persons aboard apparently were caused when 50 or 60 persons boarded the ship just before it sailed from Naha Port for Kumejima without being put on the manifest.

Of the known survivors, 43 persons were rescued and 5 bodies recovered of persons whose names were not on the manifest.

Sunabe Shipping Co. officials said Monday that the discrepancies in



the number of saved, dead and missing could be caused by misreading of the ship's manifest, as well as the fact that "some rescued passengers went directly to their homes without being reported as being accounted for."

Of the 15 crew members aboard, 14 have been accounted for.

According to Ash, most of the bodies recovered were those of adults, although some children were among the 13 known dead.

The search site is only five minutes by air from Naha AB. Ash said that efforts now would center around two HU-16 amphibian aircraft which Monday will report to the 33d Rescue's Control Center any possible survivors or bodies. Helicopters then will be dispatched to the scene. Forty-two sorties were flown by helicopters, HU-16s and Army L-20 aircraft Sunday.

Maj. Henry F. Wallendorf, assigned to the 33d Air Rescue Sq and mission controller for the rescue operation, said Sunday that it was unfortunate that word of the disaster came as late as it did.

"We are always ready," said Wallendorf. "An initial report reached us about 5 p.m. Saturday that a boat had possibly turned over out of Naha. We called everyone possible to try and find the position.

"The Air Defense Control Center (ADCC) at Naha AB finally was able to confirm that a boat had sunk, but they did not know the exact location.

"One crews here [sic] were immediately alerted and in about 5 to 10 minutes were sent out," he said. "But it was not until 7:10 p.m. Saturday night when one of the chopper pilots finally spotted the disaster area where the ship sank.

"He radioed back that there was much debris and many survivors in the area," said Wallendorf. "By that time, we knew we only had about a half hour of daylight." Wallendorf said it was "amazing" that it happened



this way. "It was fantastic with all those people in the water, and  
yet nobody knew about it."

OKINAWA MORNING STAR  
Wednesday, 1 January 1964

MIDORI-MARU, TOP LOCAL STORY OF 1963

It was an unseasonably cool Saturday afternoon in August. Many Americans were at the Okinawa Yacht club viewing and participating in the club's annual water regatta and participating in water safety week. Others were at beaches, clubs or movies.

To the Ryukyuan community it was also a typical summer's afternoon. No special events were taking place and the usual community bustle was rolling at a slow quasi-holiday pace.

During that long afternoon no one realized that less than 18 miles away over several hundred people were fighting for their lives. A helicopter, tramp steamer, fishing boat--even a row boat--happening by the right time might have saved 112 lives and spared 150 men, women and children an agonizing ordeal they'll never forget.

The 256 passengers and crewmen had boarded the Midori-Marui ferry at Naha port at 11:30 a.m., Aug. 17. Most were in a holiday mood, looking forward to the brief ocean voyage to tiny Kume-Jima island, 50 miles west of Naha. While not a long trip, it lent opportunity for several hours of open-deck sunshine and fresh sea air or relaxation in the ship's lounge.

As it turned out, the difference between on-deck sunshine and below-deck lounge leisure was that of life or death.

At exactly 12:05 p.m., as the 300 ton converted Japanese patrol boat plowed through heavy seas near Sand Island, it was struck broadsides by a series of towering--and as yet unexplained--waves.

The heavily laden vessel rocked violently and within seconds



capsized, spilling both its shrieking human passengers and mute cargo into the sea.

Accounts of what actually happened aboard the stricken vessel during its final seconds are controversial.

Captain Shiro Nishikajiku claims he immediately sounded an emergency alarm ordering "abandon ship" after which, he later related, he snapped instructions to radioman-purser Seitoku Itosu to fire an SOS. Itosu claims he sent the messages and then leaped to safety.

Passengers, however, charged that Itosu was not at his station when the waves hit and no radio stations ever reported hearing the alleged messages. In addition, some said that the Captain did not order an abandon-ship but merely jumped overboard together with the persons he was responsible for.

When the vessel tipped, confusion reigned. Mothers screamed for their children, fathers hysterically tried to locate their families. For several minutes all fought for some means to keep their heads above the pitching, angry seas. Some did. Others didn't.

The ordeal had just begun, but those bobbing helplessly in the water luckily did not know that. If they did they might not have had the courage to face the next five hours.

Although the ship was travelling a known sealane, generally bustling with traffic, their plight amazingly remained unknown to the rest of the world for five hours.

A load of telephone poles stacked on the ship's deck undoubtedly saved scores of lives, giving the victims something to cling to. The logs were chemically coated and, after becoming wet, turned into glossy slivers of ice, forcing survivors to constantly fight to maintain their



grips. After being rescued many persons were treated for arm and chest bruises as the result of their battle to hang onto the poles.

Some of the survivors recalled helplessly giving into the urge just to close their eyes and slip under the sea, only to be supported--physically and morally--by the stronger ones. Some fathers carried members of their families through the entire afternoon and complete strangers came to the aid of one another. All individual acts of heroism will never be known.

A group of survivors, including Captain Nishikajiku, managed to swim to nearby Sand island, a small uninhabited clump of land. Strong currents prevented the majority of victims from attempting the swim, although many probably did, only to lose their lives in the try.

Again, Captain Nishikajiku's conduct came under subsequent criticism when survivors with him on the island charged he made no attempt to rescue those still foundering. Nishikajiku denied the charge, saying he was physically ravaged and in no position to help anyone.

Shortly after 4:30 p.m., a fishing boat happened upon the scene and several weakened survivors were yanked from the waters. Lacking a radio, the small boat made for Naha port at full speed, giving the outside world first news of the disaster.

Within minutes the tempo of the island quickened to cope with the emergency. Ryukyuan police and fire units accompanied by their U.S. military counterparts swarmed to Tomari port, commandeering every vessel in sight--large or small--to effect what later proved to be the greatest rescue operation in post-war history here.

As the news flashed like streaks of lightning across Okinawa, the U.S. military machine began to react in record time. Helicopters from

Naha air base, Hamby army air field, the Marine Corps Air Facility and Kadena swarmed into the air accompanied by boats of every description, ranging from LST's to special services launches.

Like a vast amphibious army, the force descended to the disaster site, followed by wave after wave of men and machines. Off-duty pilots heard the news on their home radios and sped to their units. Every available helicopter was pressed into service, even some which had been dead-lined for repairs but were safely operable, even though they would not have been used on normal missions.

Suddenly, the rescuers found themselves confronted with a new problem: darkness.

As the sun fell, pilots were unable to see the victims and the rescue ships were in danger of battering the persons they had come to save.

The answer came quickly. Giant flares were dropped from the aircraft, turning night into day and enabling the operation to proceed. Harried pilots were forced to watch for victims with one eye and keep wary tabs on other aircraft with the other to avoid the constant danger of mid-air collision. Despite the scores of aircraft, not one incident occurred.

In the meantime, the word had spread throughout Okinawa's cities and villages. Families and friends of persons aboard the ill-fated ship crowded into flood-lit Tomari port, joining the hundreds of rescue workers and curious-bystanders already there.

Some swept by near-hysteria, fell easy prey to pickpockets who were apparently unmoved by the tragedy.

Every ambulance in Naha and scores of Okinawan and U.S. military vehicles jammed into the small port area. Then, amid the clamor and



confusion the first boat load of survivors arrived. The crowd stilled momentarily as they anxiously sought a familiar face among the blanketed figures walking and being carried off the ship and rushed to hospitals where all available doctors and nurses awaited them.

At Naha air base, the air force quickly geared for the emergency and set up messhall and dispensary aid stations to care for the stream of survivors coming in by air.

For hours, long into the night, the herculean effort continued until 144 persons had been snatched to safety. Finally, no more rescue ships pulled in, and those standing anxious vigil reluctantly departed, clinging to the sliver of hope that their loved ones had come in at another dock or were airlifted to safety.

Hospitals and police were flooded with calls. The existing confusion was compounded by the fact that some of the passengers had not been listed on the ship's manifest. Shipping officials claimed they were late arrivals; others alleged that it was standard practice to delete a percentage of passengers from manifests to beat government taxes. The matter is still under investigation.

When the final lists were compiled--and this was not for several days--they showed 144 persons had been saved and 112 men, women and children lost their lives. To this day, 26 of them are still unaccounted for.

Sunday, the rescue effort continued, but workers were faced with a grimmer task. It was obvious that those missing could not have survived a day and a night in the sea. Subsequent operations tragically proved this assumption correct.

For three days the search for bodies continued with surface, air, and undersea Ryukyuan and military divers participating until it became



obvious that further efforts would be in vain.

The divers described scores of victims trapped by rushing water and gravity in the second deck ship's lounge. Their descriptions permitted reconstruction of the tragic scene that occurred as the passengers frantically tried to jar bolted portholes and blocked passageways to escape the nightmare of water.

Five Americans on board--four of whom were air force men enroute to their Kume-Jima radar site--were saved. The tiny island, on which most of the victims lived, fell into a pit of mourning. Almost everyone had lost a relative or friend.

As the scope of the tragedy emerged, it triggered a great, but predictable, public clamor for punishment of those responsible.

Why wasn't safety equipment available? Was the radio operator at his post? Why weren't many passengers listed on the manifest? Was the vessel overloaded?

The Ryukyuan police and the Government's Maritime Safety Agency launched two separate probes to answer these questions. Over 200 witnesses, safety experts and shipping officials were called to testify. When the investigations ended, Captain Nishikajiku, radioman-purser Itosu and navigator Sho Shima were arrested in early November on charges ranging from negligent homicide to violation of the radio-wave control law. They are scheduled to be tried early this year.

Owners of the ferry, the Sunabe shipping company, stated that they were financially unable to meet the claims of the survivors and negotiations between the two are still continuing. Local Ryukyuan and American organizations--civic, commercial and private--launched welfare drives to raise funds for the victims and their families. Thousands of dollars were raised.

In one case, a Kume-Jima farmer who had lost his daughter returned all but 50 cents to the GRI agency distributing the funds.

"The money cannot bring back my daughter," he explained simply.

"There are others who need it more than I do. Give it to them."

He kept 50 cents, he said, so as "not to hurt the feelings of the kind persons" who donated the funds.

As with most great tragedies, immediate reforms were demanded by the public and quickly effected by the politicians. New laws regarding passenger manifests, safety regulations, cargo disposition and even compulsory insurance regulations for shipping firms are now on the books.

For the time being, at least, Okinawa's shipping companies are following the letter of the law--both old and new law.

But it took the Number One news story on Okinawa of 1963 to do it. And the loss of 112 lives.



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FROM: 33ARESCUESQ NAHA AB OKINAWA  
TO : ARS ORLANDO AFB FLORIDA  
INFO: PAC ARESCUE CEN HICKAM AFB HAWAII  
MATS MCP SCOTT AFB ILLINOIS  
HQ USAF AFXOPGF WASH 25 D.C.  
NAHA ADCC OKINAWA (COURIER)

UNCLAS 33ARO-17-H-1.

FOR ARSCP. RCS: 1-ARS-FL, OPENING REPORT. MISSION 33-153-17 AUG 63.  
ADCC. RECOVERY. CAPSIZED FERRY BOAT. REPORTED TO BE 209 PERSONS  
ABOARD. RYUKYUAN INTER-ISLAND FERRY BOAT, "MIDORI-MARU". SURVIVAL  
EQUIPMENT UNKNOWN. BETWEEN KUME-JIMA AND NAHA PORT. COORDINATES:  
2620N 12740E. ADCC NOTIFIED 33ARSQ 17/1745L. APPROXIMATELY 209 PERSONS  
INVOLVED. WEATHER IN AREA: 2000 BROKEN, 3000 SCATTERED, WINDS SOUTH  
AT 15 KNOTS, VISIBILITY, 10 MILES. INITIAL ARS ACTION: HU-16B NR 51-0071  
AIRBORNE FOR MISSION 17/1805L. FUTURE PLANS: SEVEN HELICOPTERS PRESENTLY  
ON SCENE, EIGHT TO BE KEPT ON SCENE THROUGHOUT THE NIGHT. ONE HU-16 TO  
REMAIN AS ON-SCENE COMMANDER. TWO HU-16'S TO BE UTILIZED FOR FLARE  
DROPS. ADDITIONAL INFORMATION: SURVIVORS ARE PRESENTLY BEING PICKED  
UP BY ALL AVAILABLE FACILITIES SUCH AS AIR FORCE, ARMY, NAVY, AND MARINE  
HELICOPTERS, NAVY AND ARMY TUGS, AND OTHER COMMERCIAL BOATS. SURVIVORS  
ARE PRESENTLY BEING TAKEN TO VARIOUS POINTS OF SAFE HAVEN UNTIL AT  
SUCH A TIME WHEN THEY CAN ALL BE TRANSPORTED TO OKINAWA. 33ARS/3 HU16/  
2 HH19/MARINE 3 H21/51ABGP 2 HH19/NUMBER OF BOATS ESTIMATED AT SIX

17 AUG 63



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Monday, 19 August 1963

The Okinawa Times - News Article

U.S. MILITARY PLAYS ACTIVE ROLE IN RESCUE OPERATION

The U.S. military played a big role in the rescue work of the Midori Maru passengers. In particular, the 33rd Air Rescue Squadron of Naha Air Base displayed its mobile power and professional activity. The smooth activities of both the Ryukyuan and American rescue groups led to the successful rescue operation of many victims despite the big disaster.

Asked about the rescue activity, Lt. Col. Robert P. ASH, commander of the Air Base Rescue Squadron, was quoted as saying, "Word was received from USCAR Public Safety Department around 5:30 p.m., 17 August that a small vessel seemed to have capsized at the offing of a sandy islet, and rescue work was requested soon after. After confirming the disaster, the Army, Navy, Air Force, and Marines were contacted and 13 helicopters and three planes were sent out. The military will continue with the search on the 19th.

"There is a possibility additional survivors will be found. It may differ according to individuals, but one may survive for a week in the sea under the present condition of the waters." The squadron rescued 46 persons, two of whom died.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Friday, 23 August 1963

The Ryukyu Shimpo - News Article

AIR RESCUE SQUADRON PLAYS ACTIVE ROLE IN SAVING LIVES

On the afternoon of 17 August, loud speakers in the Officers Club, the NCO Club, and the Enlisted Men's Club of Naha Air Base simultaneously blurted out, "Now, hear this. Now, hear this! All members of the 33rd Air Rescue Squadron, report to your duty stations immediately. This is an emergency order." Hearing this emergency order, all squadron members stirred into action. Thanks to their quick action, the Midori-Maru disaster was kept to a minimum. It may be said that it was also largely due to the thorough-going humanism of the American forces which orders the dispatch of a plane, even at rumors of danger of human life.

The Army, Navy, Air Force, and the Marines took part as one body in the rescue operation of the victims of the Midori-Maru disaster. The first news of the disaster reached the Air Defense Control Center (ADCC) of Naha Air Base through USARYIS Headquarters and was subsequently reported to the entire U.S. forces. It was thus that helicopters and amphibian planes of the Army, Navy, Air Force, and the Marines began their rescue operations, but the most spectacular rescue operation was performed by the 33rd Air Rescue Squadron (Commanding Officer, Lt. Col. Robert P. ASH) attached to Naha Air Base.

The first news of the disaster reached the Rescue Control Center (RCC) from the ADCC at 5:45 p.m., and Lt. Col. ASH, who was in white beach trousers, rushed into the commander's office as he was. The



information up to the time was that "there is a rumor an Okinawan fishing boat is in trouble." However, Commander ASH ordered the dispatch of planes, saying that, insofar as human lives are concerned, it is not futile to send out aircraft even on the strength of a mere rumor. Thus, the loud speakers conveyed the emergency call.

The 33rd Air Rescue Squadron consists of seven HU-16 large-sized amphibian aircraft and two HU-19 helicopters, and has 140 men. One large amphibian plane and one helicopter are always in readiness. The squadron's field of rescue operation extends as far as Singapore and Saigon to the south.

Simultaneous with the emergency order, assistant operations chief, Major Henry WARREN DORF, got into an aircraft and assumed command. Flare bombs with a visibility of eight kilometers were tossed into the sea from an amphibian plane at intervals of 700 meters, while helicopters picked up survivors with hooks and life belts. More than 200 flare bombs were dropped, and a helicopter had to fly back and forth to and from Naha Air Base eight times to supply the flare bombs. It is reported that the Air Rescue Squadron alone used 15 planes for the rescue operation.

That night, officers, NCOs and servicemen ate sandwiches and slept with their clothes on at headquarters, stretched out on benches. The Midori-Maru disaster turned out to be a serious one which required an uncommon activity of the squadron. Lt. Col. Ash, who is a man of few words, expressed regret over the loss of so many lives and went on to say, "The rescue squadron has the mission of saving human lives, and the pilots undergo rigid training so as to withstand any danger." He further noted that, insofar as human lives are concerned, it is not futile to send out an aircraft, even on the basis of a mere rumor.

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OPERATION OUTPOST  
Naha Air Base  
Friday, 23 August 1963

UNSUNG MIDDLEMEN AID GIANT RESCUE

By Capt. Sam Slade  
2152nd Information Office

As they began a routine shift in the Naha control tower last Saturday, little did TSgt. Harold L. Brooks and A2C Edward R. Fishburne of the 2152nd Comm Sq realize that Okinawa's largest postwar maritime disaster had taken place some four hours earlier.

Unknown to all but those aboard the ill-fated vessel, the Midori-Maru had capsized with all 261 persons aboard. Three days later the toll would be 143 rescued and 118 dead or presumed dead.

At 4:30, the Air Defense Control Center asked the tower to check out a report that a ship had capsized between Naha and Kume Jima. Sgt. Brooks called a Navy C-1A which was about to land and asked the pilot to look for the ship.

The Navy pilot located the sunken ship and survivors only eight miles northwest of the field at 6:56. The tower relayed the report to the ADCC and wheels were set in motion for the largest air-sea rescue operation in Okinawa's postwar history. Within 30 minutes, helicopters were returning with the first survivors.

Brooks and Fishburne helped solve some of the problems which would have prevented rescuers from getting maximum use of the few remaining minutes of daylight. Realizing that 17 aircraft and helicopters were working in a small area and were using different radio frequencies, Fishburne performed coordination which got all the aircraft switched to the rescue control.



frequency so they could be effectively directed by the on-the-scene commander.

Airman Fishburne also requested fuel and oil trucks to proceed to base operations well before the first helicopters returned, thus reducing their ground time to a minimum. Meanwhile, Sgt. Brooks had his hands full launching and recovering over 55 flights, including assistance to two helicopters returning with airborne emergencies.

As darkness descended, the tower operators had Okinawa Approach Control block off all airspace surrounding the scene to an altitude of 4,500 feet so that flares could be dropped safely. This was necessary because parts of both the Naha and Kadena traffic patterns extend into the rescue area.

Brooks and Fishburne worked on into the night, launching and recovering aircraft and relaying information between aircraft and relaying information between aircraft, the ADCC, rescue control center and base operations. At 9:30, they overheard a Marine and Air Force helicopter that had located a body but were unable to recover it.

Knowing that Army ships on the scene were radio-equipped, Fishburne called the harbormaster, learned the radio frequency in use and had Brooks relay it to the on-the-scene commander who was orbiting the area in an Air Rescue HU-16. Then, by using the HF single sideband radio on the HU-16, the rescue commander was able to direct surface vessels to survivors and bodies inaccessible [sic] to the helicopters.

As rescue operations were secured for the night at 11 p.m., Sgt. Brooks and Airman Fishburne wearily signed off duty. They knew that from their perspective as the only participants with complete communications contact, they had played a significant part in the gigantic rescue effort.

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RYUKYUAN REVIEW  
Friday, 23 August 1963

ARMY 'COPTERS SAVE LIVES  
SEA DISASTER VICTIMS  
LIFTED FROM WATER  
BY FLIGHT SECTION CREWS

FORT BUCKNER (RR)--Helicopters from the USARYIS Flight Section at Hamby Air Field Saturday answered a request by the U.S. Air Force's Air Defense Control Center at Maha Air Base for assistance in rescuing survivors of the ferry boat Midori-maru disaster.

The flight section was called at 6 p.m. and within an hour one of the helicopters pulled one of the first survivors, Captain Finis E. Drinkwater, from the sea. By 7:31 p.m. all four Army helicopters from Hamby Air Field were on the scene rescuing the ill-fated passengers.

The Army helicopter crews continued rescue operations until 11 p.m. Saturday evening evacuating 31 persons to medical facilities at Maha Air Base. "The Army helicopters were the first ones on the scene and have been credited with 50 per cent of the rescues," Major Clement A. Wyllie stated.

Reports from the helicopter crews disclosed that the number of bodies floating in the water near survivors caused many to become hysterical and hampered the rescue operation.

"We lowered rescue harnesses from our hovering helicopters to the women and children first," Major Wyllie remarked. "However, because of the mental state of some survivors we had to take time to make sure that the rescue harness wasn't wrestled away from the children and women."

Rescue operations were resumed Sunday at 6 a.m. and continued for



twelve hours. Rescue operations were called off at noon Monday. The Hamby-based helicopters logged a total of 42 flying hours and 21 sorties.

The helicopters used in the operation were one UH-1A (6 passenger) and three CH-21's (20 passenger).

USARYIS Flight Section members who participated in the rescue mission were:

Major Clement A. Wyllie, Jr., Captain Gerald H. Hanson, 1st Lt. .  
Donald W. Farnham, CWO Clarence D. Corson, Jr., CWO Frederick J. Carll,  
SP6's Jorge E. Paninski, Robert M. Mendoza, SP5's Orvin L. Stringham,  
Howard L. Bancroft, Jr., Richard E. Murry, Timothy Brownhill, Carl D.  
Covington, Harold W. Baker, and SP4's Dale E. Moser and Henry C. Perryman.

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RYUKYUAN REVIEW  
June 19, 1964

TWO AWARDED SOLDIER'S MEDALS  
CITED FOR BRAVERY  
DURING RYUKYUAN  
FERRYBOAT DISASTER

FORT BUCKNER (IO)--Two U.S. Army helicopter crewmen were cited here for their heroism Aug. 17, 1963, while rescuing ill-fated passengers of the Midori-Maru ferryboat disaster 10 miles off the coast of Naha, Okinawa.

Specialists Five Orvin L. Stringham and Henry C. Perryman, assigned to the U.S. Army's Hamby Airfield, were awarded the Soldier's Medal by direction of the President of the United States.

Both men started rescue operations at 5:45 p.m. and worked until 11 p.m. that evening playing "an important role" in saving the lives of at least eight disaster victims.

When their helicopter arrived at the scene of the sea disaster, the wind was gusty and the sea rough. The aircraft could not be hovered in one position long enough to permit the exhausted survivors to fasten the rescue harness.

Stringham, without regard for personal safety, lowered himself into the rough seas and began assisting the survivors into the harness. Meanwhile Perryman stood outside the aircraft on the landing ski and fastened ropes around the victims for hauling into the helicopter. Stringham rescued eight persons while hanging by one arm. In a state of exhaustion, he continued to assist with Perryman in the rescue operations until 11 p.m.

During an attempt to rescue a Ryukyuan woman, the rescue harness became unfastened and she fell back into the sea. Stringham held the exhausted woman's head above water until he could refasten the collar.

The heroes were awarded the Soldier's Medal by Maj Gen Charles S. D'Orsa, deputy commanding general, Usaryis and IX Corps, at a retreat ceremony here last Friday.



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OKINAWA MORNING STAR  
Tuesday, 20 August 1963

'MINUTES' SAVED  
142 ON LOST FERRY

BY JERRY HEATER

Only minutes saved countless passengers from a watery grave Saturday after the Midori-maru went down within sight of Okinawa carrying 262 persons.

This is the opinion of Maj. Henry S. Wallendorf of the 33d Air-Sea Rescue Sq. at Naha AB, who directed the four-service air rescue operation--the greatest air-sea rescue operation in Okinawa's post war history.

"We started making the first pick-ups only an hour before dark. If there had been much more delay I'm afraid it would have been a different story," Wallendorf said, telling of the massive search and rescue effort that was carried out Saturday evening 10 miles west of Naha.

"It's remarkable in the number of people who survived," he said.

Wallendorf's appraisal of the rescue operation's success was even more impressive because of the 262 persons aboard, 143 were saved. As of late last night 64 were known dead and another 55 persons were missing. Hope for their survival is all but lost.

Wallendorf, who has been in the air force's air-rescue service since 1950, said it was the greatest rescue effort he has been involved in as far as the number of persons were concerned.

The 33d Air-Sea Rescue Sq. received the first report of the disaster about 4:30 p.m. Saturday and sent an SA-16 Albatross to the area to investigate. The Albatross confirmed the report and a call for help went out

to all services from Naha's air defense control center.

Wallendorf said the response from the army, navy and marine corps was "magnificent." Within minutes there were 14 helicopters searching the area and picking up survivors while the 33d directed the team effort.

"The area was saturated," was the way Wallendorf explained it, adding that "saturation" meant that no other aircraft could operate safely in the area without great risk of mid-air collisions.

Even with all safety precautions there was still a great danger to the rescue pilots--especially after nightfall, Wallendorf pointed out.

He said that with crews concentrating on the search area below there was some chance of collision, and also more than 200 flares were dropped, and there was a danger of flares hitting lower flying choppers.

The rescue missions continued Saturday until 11 p.m. and were resumed and continued all day Sunday and Monday.

Wallendorf said paramedics were flown into Sand island about two miles from where the ship went down, and as chopper crews picked up survivors they were lifted to the island to wait until enough had been picked up to make a full load back to Naha AB.

Only those who needed immediate medical treatment were flown directly to the base because night was falling and the searchers needed all the daylight they could take advantage of.

In all, the chopper crews brought in more than 40 survivors and directed other rescue ships to the scene.

Although the final death toll of the Midori-maru will probably make it one of the greatest maritime tragedies in Ryukyus history, there are 143 persons who directly--or indirectly--owe their lives to the quick action of the unsung heroes of the U.S. military's air-sea rescue service.



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FROM: 33ARESCUESQ NAHA AB OKINAWA

TO : ARS ORLANDO AFB FLORIDA

INFO: PAC ARESCUE CEN HICKAM AFB HAWAII

MATS MCP SCOTT AFB ILLINOIS

HQ USAF AFXOPGF WASH 25 D.C.

313TH AIR DIVISION KADEMA AB OKINAWA

HQ USARYIS FORT BUCKNER OKINAWA ATTN: CHIEF OF STAFF

5AFCC FUCHU AS JAPAN

UNCLAS 33ARC-18-H-1.

FOR ARSCP. RCS: 1-ARS-FL, PROGRESS REPORT NUMBER ONE. MISSION NUMBER  
33-153-17 AUG 63. 18 AGU 63. GEN NM RADIUS OF COORDINATES: 2617N  
12732E. WEATHER IN SEARCH AREA: 100 SCATTERED, 2500 BROKEN, WITH  
INTERMITTENT 800 BROKEN. VISIBILITY: 7 MILES WITH SCATTERED SHOWERS,  
WIND SOUTHWEST AT 10 MPH, GUSTING TO 15 MPH. SEA CONDITIONS: SWELLS  
FROM 220 DEGREES (PRIMARY) AND 270 DEGREES (SECONDARY) WITH APPROX 2-3  
FOOT WAVES. A TOTAL OF 162 PERSONNEL HAVE BEEN RECOVERED INCLUDING  
16 DECEASED. ACCURATE FIGURES DIFFICULT TO OBTAIN DUE TO NUMEROUS  
AGENCIES ASSISTING IN RECOVERY AND RELEASING AT NUMEROUS LOCATIONS.  
AREA OF WRECKAGE WELL DEFINED WITH EXTENSIVE DEBRIS, ALSO NUMEROUS  
SHARKS NOW OBSERVED IN THE AREA. CONCENTRATED AIR/SURFACE SEARCH  
CONTINUES. (14) HELICOPTERS AND (3) HU-16 AIRCRAFT PARTICIPATED 17  
AUG 63. (2) HU-16, (2) L-20'S AND 12 PLUS SURFACE VESSELS. SEARCH  
AREA CONSIDERED WELL SATURATED. NO ADDITIONAL EQUIPMENT REQUIRED.  
FOLLOWING ACTIVITY REPORTED FOR 17 AUG 63. 33ARSQ (3) HU-16, FLEW  
12 SORTIES FOR 10 PLUS HOURS. (2) HH-19 FLEW APPROXIMATELY 8 SORTIES

33ARSCUESQ NAHA AB OKINAWA

FOR 5 PLUS 00 HOURS. 51ST ABGP PROVIDED (2) HH-19'S ON APPROXIMATELY 6 SORTIES FOR 4 PLUS 55 HOURS. US NAVY VP-4 AND VP-5 SQUADRONS UTILIZED (3) HELICOPTERS ON ESTIMATED 12 SORTIES. FLYING TIME UNREPORTED. MARINE CORPS (MAAG16) SQUADRON UTILIZED (3) HELICOPTERS ON APPROX 11 SORTIES FOR 8 PLUS 30 HOURS. US ARMY (HAMBY AAF) UTILIZED (3) HH-21 HELICOPTERS ON 5 SORTIES FOR 6 PLUS 45 HOURS AND (1) UH-1 AIRCRAFT ON 2 SORTIES FOR 3 PLUS 40 HOURS. AN ESTIMATED 30-40 SURFACE VESSELS (GOVERNMENT AND CIVILIAN) PARTICIPATED THROUGHOUT THE NIGHT. SEARCH SWEEPS CONTINUE AT PRESENT TIME. TWO AMBULANCES PROVIDED BY US ARMY HOSPITAL AT CAMP KUE, TWO USAF AMBULANCES PROVIDED BY NAHA AB HOSPITAL. NUMEROUS OTHER MILITARY AND CIVILIAN PERSONNEL PARTICIPATING IN VARIOUS SUPPORT ACTIVITIES. 33ARSQ COORDINATING THIS MISSION AT REQUEST OF ADCC. ALL ACTIVITIES NOT YET REPORTED WILL BE INCLUDED IN NEXT PROGRESS REPORT. PUBLIC RELATIONS RELEASES ARE BEING MADE BY 51ST ABGP OFFICE OF INFORMATION. SEARCH CREWS REPORT 95-98 PER CENT EFFECTIVENESS.

18 AUG 1963



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 20 August 1963

The Okinawa Times (evening edition) - News Article

PICKPOCKETS ACTIVE AT TOMARI PORT

Numerous victims of pickpockets at Tomari port were reported to the police yesterday. The pickpockets were actively engaged in their profession amid the confusion at the port which was crowded with people awaiting the victims of the Midori Maru to be brought in, as well as several hundred curious spectators.

One of the victims of the pickpockets was YOGI Tatsuo of Naha City, who reported that someone had picked his pocket of a wallet containing \$113 and a driver's license.

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OPERATION OUTPOST  
NAHA AIR BASE  
Friday, 23 August 1963

# BASE DIRECT SHIP RESCUE TASK

Kincheloe Dining Hall was turned into a rescue haven and base aircraft crews did yeoman service for three days after the tragic sinking Saturday of the Midori-Maru ferry boat which claimed the lives of an estimated 118 persons.

While the death toll ran high, the number of persons saved in the greatest peacetime air-sea rescue operation in the history of Okinawa was even higher as 143 survivors were pulled from the water and brought back safely to Okinawa.

Those saved included an Air Force captain and three airmen who were returning on the boat to duty at Kume Air Station after spending leaves here. They are Capt. Finis E. Drinkwater, A2C Edward G. Bancroft, A2C Robert A. Osternmiller and A2C Gary D. Little, all assigned to the 623rd AC&W Sq.

The ship, carrying 261 persons, turned over and sunk [sic] in heavy waves 18 miles west of Naha Port at about noon on Saturday. It was 4:30 that afternoon before word of the disaster reached Okinawa.

Immediately, aircraft of the 33rd Air Rescue Sq. and other services converged on the area to start the largest rescue effort staged on Okinawa in recent years. Before the search ended Tuesday, 82 sorties had been flown by the combined team which spent almost 139 hours in the air.

Of the 143 survivors returned to the island, 38 were recovered by military aircraft and the others by boat. The 33rd and the Air Defense Control Center here coordinated all rescue operations.

The first survivors to be returned to Naha AB Saturday night were

taken to Kincheloe Dining Hall where they received refreshments and medical aid from Air Force medics before transfer to civilian hospitals in Naha City.

Rescue teams fought against the clock Saturday as less than an hour of daylight remained by the time they arrived over the scene. Debris and people clinging to debris dotted the rough water below.

Flares dropped from HU-16 amphibian aircraft of the 33rd allowed rescue operations to continue until almost midnight Saturday and they were resumed at first light Sunday. Again halted Sunday evening, the search continued Monday before it was called off.

Of the 82 sorties flown by all aircraft involved, the 33rd flew 28. The rescue squadron accounted for 42 of the 139 hours flown.

Also pressed into service was the UH-19 helicopters of Naha's base flight section, and all base aircraft operating in the area Monday were alerted to be on the lookout for additional survivors in the water below.

Hampering the operations at first was the fact that an indefinite number of unmanifested passengers were on the boat. It was finally determined that the 320-ton vessel carried probably 256 passengers, 62 of whom were not listed.

Army, Navy and Ryukyuan divers Monday began recovering bodies of passengers trapped inside the ship which sunk [sic] in 80 feet of water. As of Monday night, 51 had been brought to the surface, leaving an estimated 64 still unaccounted for after 13 bodies had been recovered earlier.

Despite the great loss of life, officials were elated over the rescue operations which they called highly successful. Said Lt. Gen. Paul W. Caraway, high commissioner of the Ryukyu Islands, in a statement:

"I wish to congratulate and thank all of the many Ryukyuan and Americans who worked together for long hours under difficult circumstances



to rescue the passengers of the Midori-Maru. Hundreds of Ryukyans and Americans responded unhesitatingly to the call for help and worked as a team in the largest and most successful rescue operation in the Ryukyuan Islands since the war."

The high commissioner had special praise for the Air Defense Control Center at Naha and the 33rd Air Rescue Sq.

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#### GEN. CLARK VISITS KUME

Maj. Gen. Albert P. Clark, commander of the 313th Air Div., flew to Kume Jima Monday where he paid a sympathy visit to the Kume Jimans who had relatives and friends aboard the ill-fated Midori-Mar~~u~~ last weekend.

He was accompanied by Col. Lester C. Hess, commander of the 51st FIW, and Maj. Elliott B. Black, chief of the Air Defense Control Center here.

At a meeting in the Nakasato mayor's office, the division commander expressed the Air Force's sympathy to the many Kume Jimans who were personally affected by the tragedy.

The Kume officials praised the rescue operations and thanked those persons involved for saving many that were aboard the craft.

Also discussed was the people-to-people program on Kume and the cordial relations that exist between the island's inhabitants and the men of Kume air station.

The party then went to the air station for an inspection tour. They were met on arrival by Maj. Earl B. Rodriguez, who recently replaced Maj. Harry Van Quill as station commander.

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FROM: 33ARNSCUESQ NAHA AB OKINAWA  
TO : ARS ORLANDO AFB FLORIDA  
INFO: PAC ARESCUE CEN HICKAM AFB HAWAII  
MATS MCP SCOTT AFB ILLINOIS  
HQ USAF AFXOPGF WASH 25 D.C.  
313TH AIR DIVISION KADENA AB OKINAWA  
CHIEF OF STAFF, HQ USARYIS FORT BUCKNER OKINAWA  
5AFCC FUCHU AS JAPAN  
NAHA ADCC OKINAWA (COURIER)

UNCLAS 33ARC-18-H-2.

FOR ARSCP. RCS: 1-ARS-F1, PROGRESS REPORT NUMBER TWO. MISSION NUMBER  
33-153-17 AUG 63. 18 AUG 63. CONTINUED SEARCH WITHIN A 10-20 NM RADIUS  
OF COORDINATES: 2617N 12732E. NINETY-EIGHT PER CENT EFFECTIVE. WEATHER  
AND VISIBILITY IN SEARCH AREA: 1000 SCATTERED, VISIBILITY UNLIMITED.  
SEA CONDITIONS: LIGHT TO MODERATE. WINDS: SW AT 10 KNOTS GUSTING TO  
15 KNOTS. TWO ADDITIONAL RYUKYUAN SURVIVORS RECOVERED BY 33ARSQ HH-19  
AND ONE DECEASED RYUKYUAN YOUTH RECOVERED BY SURFACE VESSEL THIS DATE.  
AIR/SURFACE SEARCH WILL CONTINUE THROUGH 19 AUG 63.

18 AUG 63



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Monday, 19 August 1963

The Ryukyu Shimpo - News Article

114 MISSING IN SHIP DISASTER

The Rescue Headquarters of Naha Police Station which is searching for missing passengers of the Midori Mari, a 302.8-ton regular Okinawa-Kumejima liner which sank around noon of the 17th, called off its second day search at 7 p.m., 18 August.

Twenty-five military and local vessels and 13 military helicopters took part in the search on the day, rescuing three survivors and picking up four bodies. Around 4 p.m. the same day, a diver located the sunken ship, which belongs to the Sunabe Kaiun (water transportation) Company.

Rescue Headquarters said that as of 7 p.m. on the 18th, there were 142 survivors, 13 known dead and 114 passengers and crewmembers missing.

The search will be resumed at 8 a.m. today. The ship had on board 272 persons, of which 194 were passengers on the manifest, 63 were unlisted passengers, and 15 were crewmembers.



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NEWS RELEASE  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Sunday, 18 August 1963

GENERAL CARAWAY'S STATEMENT ON SINKING OF THE MIDORI MARU

Naha, Okinawa, Aug. 18 -- High Commissioner Paul W. Caraway has kept in constant touch with the situation ever since he heard, late yesterday afternoon, of the misfortune which befell the passengers of the ship, Midori Maru.

Immediately upon receiving word of the sinking, General Caraway directed the military units under his command to provide maximum assistance to the rescue and care of survivors, and called on all of the Okinawa-based United States military services for assistance. All responded magnificently.

The High Commissioner made this statement today:

"I wish to congratulate and thank all of the many Ryukyuans and Americans who worked together for long hours under difficult circumstances to rescue the passengers of the Midori Maru. Hundreds of Ryukyuans and Americans unhesitatingly responded to the call for help and worked as a team in the largest and most successful rescue operation in the Ryukyu Islands since the war.

"Great credit is due to the Ryukyuan and American skippers, ships and boat captains and to the pilots of Army, Navy, Air Force, and Marine planes and helicopters who rescued many survivors from the water; to the doctors and nurses from Ryukyuan and American hospitals, who worked at Tomari Port and Naha Air Base to take care of survivors; and to the Government of the Ryukyu Islands' Police and the Ryukyuan Armed

Services Police, who brought order into what could have been a chaotic situation.

"Among the many military units and individuals who participated in the rescue operation, a special debt of gratitude is owed to the 33rd Air Rescue Squadron and the men who operate the Air Defense Control Center at Naha Air Base; the U.S. Army Flight Detachment at Hanby Field; the United States Army Transportation Group; and Marine Air Group 16.

"Through excellent teamwork it was possible to rescue most of the Midori Maru's passengers. I have not yet received a report on how many casualties there may have been, although I have been informed that despite the heroic efforts of the rescue teams, there are some who lost their lives and others still unaccounted for. I, too, am enduring the anxiety of the people whose relatives and friends are as yet not accounted for. I offer my deepest sympathy and my condolences to the surviving relatives and friends of those who were lost. Neither words, nor heroic deeds, can return them. Perhaps knowing that all of us in the Ryukyu Islands are sharing their sorrow will make it easier to bear."



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 20 August 1963

The Okinawa Times - News Article

FIFTY-ONE ADDITIONAL BODIES RECOVERED FROM SUNKEN VESSEL

Fourteen American and Ryukyuan vessels and some 200 American and Ryukyuan personnel took part yesterday in the operation for recovering the bodies of the victims of the Midori Maru disaster. As a result, the bodies of 14 males and 37 females were recovered and were turned over to the respective bereaved families. Thus, the death toll rose to 64, but 65 persons (including unregistered passengers) are said to be still missing. Moreover, 142 persons survived the disaster.

Participating in the operation were 25 divers from the U.S. Army, Marines, and the First Special Forces, in addition to five local divers. The search operation was made difficult because of the rapid current, and the search was discontinued at 5:25 p.m. The operation will resume at 6 a.m. today.



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PACIFIC STARS AND STRIPES  
Wednesday, 21 August 1963

#### DIVER DESCRIBES DISASTER

By SP5 Joe Groner  
S&S Okinawa Bureau

NAHA, Okinawa--A U.S. Army transportation diver at the scene of the sunken Okinawa ferryboat Midori Maru told Stars and Stripes Tuesday "our job will soon be over, as most compartments of the sunken hull have been investigated during the two-day body recovery and salvage job."

Freddie Neylor, in charge of the Army Transportation Group's Marine Division, is directing 37 divers in the task of trying to locate more than 50 persons still reported missing in last Saturday's boat sinking that took at least 72 lives.

"The divers are working in teams clearing the debris. One man enters the compartments while another tends him from outside," Neylor explained. "When the bodies are located, they are tied on a line fifteen feet apart from each other to ease handling on the way to surface," he said.

"The bodies are badly decomposed and are beginning to get very light," Neylor said. "As soon as they are lifted a few feet from the bottom, they float freely to the surface. We expect that many of the bodies which may be lying on the bottom will begin coming to the surface."

Neylor said personnel involved in the recovery operation include 18 men assigned to the 1st Special Forces Group (Airborne) and Col. Robert W. Garrett, group commander.

Other divers include personnel from the 3d Marine Div. Scuba Instructors' School under the direction of Cpl. Pete Hansen, in addition to 12 divers from the U.S. Army Transportation Group.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 20 August 1963

The Ryukyu Shimpo (evening edition) - News Article

EIGHT BODIES REMOVED FROM SUNKEN VESSEL THIS MORNING

The search for bodies in the sunken Midori Maru resumed at 6 a.m. today. The weather was fine and the sea was calm, but the rapid current remained unchanged. Bodies of two males and four females were recovered by the military and local divers by noon today, while two floating bodies of females were also recovered. With this, the death toll reached 71.

According to the divers, there are no more bodies inside the vessel. It is believed that the other missing passengers may be drifting, and the Naha police requested the military for an aerial search by discontinuing the operation inside the ship.



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Friday, 13 September 1963

The Ryukyu Shimpō - News Article

JOINT MEMORIAL SERVICES HELD FOR MIDORI-MARU VICTIMS

Joint memorial services for the Midori-Marū victims were held yesterday at the northern pier of Tomari Port, under the co-sponsorship of Naha City and Sunabe Kaiun Kaisha (water transportation) Company.

Attending were some 700 persons, including Mayor NISHIME Junji, Sunabe Kaiun President KOKUBA Kotaro, USCAR Liaison Office Director Edward O. FREIMUTH representing the High Commissioner, Chief Executive OTA, and representatives of various quarters.

In his words of condolence, Chief Executive OTA expressed regret that all victims could not be rescued despite the all-out efforts of the military and the Okinawans.

Following the services, President KOKUBA noted that the search for the 26 missing persons was conducted until the 9th but had to be suspended because of the approaching typhoon [Gloria]. He said that as soon as the weather is good, military divers will be requested to search further inside the Midori-Marū.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Saturday, 24 August 1963

The Ryukyu Shimpo - News Article

TWENTY-EIGHT PASSENGERS STILL MISSING

The Midori Maru Disaster Rescue Headquarters of Naha Police Station was dissolved last evening. In dissolving the headquarters, a statement was issued noting that 1) it was concluded after studying the reports of the divers, that there are no more bodies inside the sunken ship nor in the area of the disaster; 2) the future search will be carried out mainly by the Sunabe Shipping Company; 3) 121 Okinawan ships, 816 general people, 939 policemen, 69 firemen, 14 helicopters, 7 aircraft, and vessels participated in 140 hours of rescue and search operations; and 4) as of 7 p.m. on the 23rd, 28 persons were still missing.

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PACIFIC STARS AND STRIPES  
Saturday, 24 August 1963

U.S. SHIP LEAVES NAHA  
CARRYING FERRY SURVIVORS

NAHA, Okinawa--The Military Sea Transportation Service ship AKL 31 sailed from Naha Friday for Kumejima Island, taking 78 survivors, relatives and friends home following the Midori Maru ferryboat disaster.

The relatives and friends had spent a week here since the sinking last Saturday in hope of finding missing kin.

Aboard the 800-ton vessel, skippered by U.S. Navy Capt. T. K. Pea, were the remains of a 14-year-old girl and a 17-year-old boy, two of five bodies recovered Thursday as the search continued.

Latest figures Friday from recovery headquarters at Tomari Port placed the dead and missing at 112 persons, with 83 bodies found and 29 missing. In all, 144 were rescued.

The MSTS ship was provided to make the trip to Kumejima at the request of the U.S. high commissioner.

Friday, 12 Okinawan search boats fanned out over the area in which the Midori Maru sank, some 18 miles west of Naha port.

About 20 persons remained at Tomari port. Hundreds had crowded the docks earlier, hoping relatives and friends would be found.

Among those on the MSTS ship was Soshi Yamashiro, who was returning home to Kumejima with the ashes of his 14-year-old daughter, whose body was recovered Thursday.

"It was a great relief to me that at least we could recover her body," the grief-stricken parent said.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Friday, 23 August 1963

The Ryukyu Shimpō - News Article

29 PERSONS STILL MISSING FROM SEA DISASTER

The sea disaster rescue headquarters of Naha Police Station yesterday sent out nine vessels to the spot where the Midori Maru capsized on the 17th, and recovered five more bodies by sunset. Some 100 relatives of the missing persons awaited at the north pier of Tomari Port on the day, and each time a vessel returned from the search, they swarmed to the vessel to see if they could find their loved one.

With the discovery yesterday, the number of missing persons was reduced to 29, while the confirmed deaths reached 83 (including one crew member). The survivors of the disaster number 144 (including 13 crew members). Four divers will participate in today's search and will resume the search inside the sunken vessel.



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PACIFIC STARS AND STRIPES  
Thursday, 22 August 1963

#### DIVERS FAIL TO FIND 43 ON FERRY

By Gunnery Sgt. Matt Matheson  
S&S Okinawa Bureau

NAHA, Okinawa--Diving operations into the sunken hull of the Idori Maru, the Okinawan ferry boat that capsized 18 miles from here Saturday afternoon carrying at least 75 persons to their death, were called off Wednesday.

Forty-three passengers are still unaccounted for and presumed dead. Sixty-two bodies were recovered Monday and Tuesday by 37 military divers. Thirteen bodies had been recovered earlier.

The 320-ton ferryboat sank in about 7 minutes in heavy seas shortly after noon Saturday with 261 persons aboard.

Military helicopters from all armed forces on Okinawa and Ryukyuan surface vessels rescued 143 persons Saturday in what has been described as the worst maritime accident in the Ryukyu Islands since World War II.

Monday the 33d Air Rescue Sq. from Naha AB called off its air search but will continue to have aircraft in readiness. The divers have also agreed to stand by in case they are needed again.

One body of a young teenager was found Wednesday morning by a fishing boat returning to Naha, which is how Government of the Ryukyus officials and military observers believe most of the missing 43 bodies will be discovered--by chance and on small islands near the disaster scene.

Small fishing boats are still in the area which is 18 miles off Naha port and 2 miles from Sand Island. Some of the boats contain relatives

and friends of missing persons who refuse to leave the area until the missing are recovered.

Some 120 relatives of missing passengers aboard the ferryboat, which was going to Kumejima, about 55 miles from Naha, arrived from that island Tuesday to identify and claim bodies. All bodies recovered were brought to Tomari port where a temporary morgue was set up. Hundreds of Ryukyans lined the dock area waiting for police and fishing boats to return from the scene of the sinking.

While officially the search is over for victims of the sinking, Ryukyuan government machinery has moved into high gear.

Earlier, Chief Executive Seisaku Ota said the GRI would pay all bills including hospitalization, transportation, and miscellaneous expenses incurred by survivors of the accident. Tuesday, he issued an order replacing the Midori Maru with the ferryboat Nakaba Maru on the Naha-Kumejima run.

GRI police have begun an official investigation into the cause of the sinking. (Ship owners reported immediately after the sinking that the ship was licensed to carry 207 passengers and crew members.)

Much confusion surrounded the early reports of the number of passengers and crew members aboard the Midori Maru when it left Naha carrying many Kumejima residents who had been on late summer vacations on Okinawa. Fifty-two persons were found to have been aboard the ship, though not carried on its passenger lists.

Shukji Arakaki, chief of the GRI Maritime Disaster Inquiry Agency, said Wednesday that an investigation into the accident from an "administrative viewpoint" has begun while the police investigation will center around "possible criminal charges." GRI officials have also laid plans to set up an insurance system for passengers of inter-island ferries.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Thursday, 22 August 1963

The Okinawa Times - News Article

THREE ADDITIONAL BODIES RECOVERED

Eight vessels were sent out yesterday to the spot of the Midori Maru disaster, the fifth day after its occurrence, and three additional bodies were recovered. All three were identified.

The known number of passengers and crew members of the sunken vessel, as of 8 p.m. yesterday, totaled 256, consisting of 144 survivors (including 13 crew members), 78 confirmed deaths (including one crew member), and 34 missing persons. However, the definite number of passengers aboard the Midori Maru is not known, because of the incomplete list of passengers. It is said that the search for the missing bodies will continue today.

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PACIFIC STARS AND STRIPES  
Tuesday, 27 August 1963

CLARK MESSAGE  
ON FERRY DISASTER

KADENA AS, Okinawa (OI)--During a visit Aug. 19 to an Air Force installation at Kumi-jima Island, the new 313th Air Div. commander, Maj. Gen. A. P. Clark, met with local mayors to express his sympathy for victims of the sinking of the Midori Maru.

The general made the following statement:

"I am deeply grieved by the great tragedy that befell many families of Kumi-jima when the Midori-maru sank last Saturday. Although we can do nothing to bring back those who are lost, it is nonetheless a time to be grateful for the living--those who survived and were rescued from the treachery of exposure in the open sea.

"The Air Force is grateful for its capability to supply personnel and facilities in a joint operation with other U.S. services and U.S. civilians cooperating with Ryukyuan efforts to mount an effective search and rescue operation. There were many lost and my heart is filled with sorrow. The unusually rapid sinking no doubt prevented any warning to passengers, or to land based communication facilities, and unfortunately delayed the rescue operation.

"We must live with this tragedy, but from it there are obvious lessons to be realized. Improvements of rescue operations and safety of vessels on the sea must be reevaluated in the light of Saturday's misfortune. If, as a result of investigative study, the chances for safety at sea are increased, then these many unfortunate souls who perished will not have died in vain."



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Wednesday, 21 August 1963

The Ryukyu Shimpō - News Article

FAMILY MEMBERS OF MIDORI MARU VICTIMS ARRIVE FROM KUMEJIMA

The 391-ton Wakaba Maru left Hanasaki Port of Kumejima yesterday, bound for Tomari Port with 100 family members of the victims of the Midori Maru disaster. An additional 60 persons who were unable to board the Wakaba Maru were allowed to take a military vessel through the kindness of the military authorities. When the Wakaba Maru came to the spot where the Midori Maru sank, the ship stopped for 10 minutes and sounded its whistle, while the passengers threw wreaths into the sea and offered a three-minute silent prayer for the repose of the victims' souls. The family members arrived at Tomari Port around 6 p.m. Some of them had a happy reunion with the survivors, while others identified the bodies of their loved ones, and still others ascertained the missing persons.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Thursday, 22 August 1963

The Okinawa Times - evening edition - News Article

MEMORIAL SERVICE HELD FOR 25 MIDORI MARU VICTIMS

A joint memorial service was held this morning at the Daitenji Temple in Naha for 25 persons who fell victims of the Midori Maru disaster. The memorial service was attended by some 200 bereaved family members and other relatives of the deceased. The remains were scheduled to be taken to Kumejima aboard the Wakaba Maru and the Shirase Maru, leaving Tomari Port at 11 a.m. However, the number of passengers exceeded the capacity of the ships, and some time was required before agreement was reached among the bereaved families, Sunabe Water Transportation Company, and the water police.

The two ships left Tomari at noon with the remains of 46 persons, in addition to three relatives for each remain. Incidentally, the U.S. military will provide a vessel for transporting the bereaved family members and relatives to Kumejima tomorrow.



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Sunday, 8 September 1963

The Ryukyu Shimpo - News Article

JOINT MEMORIAL SERVICE HELD FOR MIDORI MARU VICTIMS

Kumejima - Kumejima Island lost 75 lives, including those missing, in the disastrous sinking of the Midori Maru on 17 August. On the 7th, a joint memorial service was held for the victims, co-sponsored by the two villages of the island, Kumejima teachers association and the Sunabe Water Transportation Company. Attending were some 4,000 persons, including Chief Executive OTA, Civil Administrator McCUNE, and Legislator TAIRA Koichi (representing the Legislature). Following the service, Sunabe Company President KOKUBA Kotaro pledged efforts for safe navigation in the future and expressed the hope of the company to do what it can for the bereaved families. High Commissioner CARAWAY sent a message of condolence to the memorial service.

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PACIFIC STARS AND STRIPES  
Monday, 9 September 1963

#### rites Honor Boat Victims

NAHA, Okinawa (S&S)--Memorial services were held on Kumejima Island off the southern coast of Okinawa Saturday for the 85 Kumejima residents who died when the Okinawan ferryboat Midori Maru capsized and sank Aug. 17 some 50 miles west of here.

The services were sponsored by town officials on the island and by the Sunabe Shipping Co. here, owners of the ill-fated vessel. Some 100 persons, including relatives of the victims and government officials, attended the services after going to the island in a Sunabe boat.



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OKINAWA MORNING STAR  
Wednesday, 11 September 1963

#### VOYAGE RECALLS TRAGIC MEMORIES

U.S. and Ryukyuan officials Saturday assembled on tiny Kume-jima island, 50 miles west of Naha, to bid final honors to the 112 victims of the Midori-maru tragedy.

A joint memorial service, held on the Kume-jima high school grounds, was attended by relatives and friends of the victims, as well as high ranking local officials.

A majority of the victims resided on the island to which the 300-ton ferry had been enroute when it capsized and sank 18 miles from Naha Aug. 17.

Representing the U.S. Government was Civil Administrator Shannon McCune. Also on hand for the ceremony was Government of Ryukyus Chief Executive Seisaku Ota. Both men laid wreaths on the huge altar erected in memory of the victims.

Meanwhile, the Government of Ryukyus welfare department announced yesterday that almost \$30,000 has been raised by individual and group donations for relief of the survivors. A government spokesman said that 80 percent of the money will go to families of the deceased persons while the remainder will be doled out to those who were rescued but lost personal belongings.

A joint police-maritime board investigation is still underway, and, a spokesman said yesterday, there is a "strong indication" that captain Shiro Nishikajiku may be tried on accidental homicide charges.

In the meantime, the government has intensified its crackdown on shipping regulations and promised that future violators will be prosecuted

to the full extent of the law.

Numerous surprise inspections were staged last week aboard local vessels with an emphasis on safety equipment, the authorities said.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Thursday, 22 August 1963

The Okinawa Times - News Article

COMPENSATION FOR VICTIMS OF MARINE DISASTER UNDER STUDY

The GRI Legal Affairs Department is studying the compensation and solatium problem for victims of the Midori Maru incident in order to offer advice on the claims procedure. The study includes precedent cases of maritime disasters in Japan, methods for computing the compensation, and claims procedures.

According to the civil law, the right of claim is valid for three years following the notification of the disaster. There will be no problem with regard to claims for dead passengers on the manifest and the unlisted known dead. However, there seems to be a question concerning the right of claim for the unlisted missing passengers due to difficulty of their confirmation.

Department Director KUGAI expressed the hope to be prepared to respond to inquiries about claim procedures at any time.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Monday, 19 August 1963

The Okinawa Times - Editorial

SHOCKING SINKING OF THE MIDORI MARU

The sinking of the Midori Maru on the 17th is an unparalleled maritime tragedy in recent years. Thanks to the unsparing efforts of the military and the local people in the rescue of the victims, 141 passengers and crew members barely escaped death. Unfortunately, however, in addition to the recovery of 13 bodies, more than 50 persons are still listed missing, and they are given up for lost. Most of the missing persons may have been trapped in the steerage and have gone down with the ship. Moreover, it appears that many passengers jumped aboard the ship just as it was pulling out of the port, and the exact number of passengers cannot be determined.

With the progress of investigation and the report from families concerned, the number of casualties will likely increase. It is quite unreasonable that the exact number of persons aboard the ship should be unknown, even though it is a ferry which requires only a few hours to reach its destination. The number of survivors whose names do not appear on the passenger list is well over 60, indicating that the Midori Maru had by far exceeded the capacity.

Safety of passengers during navigation, even in home waters lane, must be strictly maintained; for no one can tell when a sea disaster will occur. On the 17th the passage of the trough of atmospheric pressure brought about stronger winds and high waves; but, even then,



it was not so bad, for at 2 p.m. the weather bureau merely issued a warning. Thus, it cannot be said that it was caused by force beyond human control. Be that as it may, the cause of the disaster will be made clear by the investigation of the Marine Disaster Inquiry Board. The important thing here is for each vessel to work out a thorough safety measure and provide against sea disasters, so as not to repeat the marine disaster.

The problem which now confronts us is to continue the search for the missing persons and help the victims who were barely rescued to get on their feet again as soon as possible. The problem of compensation for the victims by the shipping company will arise in the future, but, in the meantime, it is hoped that the government relief measure headquarters, the Red Cross, private groups, and the people in general will get together and help the victims of this unprecedented sea disaster.

Divers, as well as salvage groups, have begun the search for the sunken ship, and it is hoped that they will do everything in their power for the recovery of bodies. It is not yet known whether or not the refloating of the sunken vessel is possible, but if it could be refloated in a short time, we may expect more recovery of bodies. The disastrous sinking of the cargo-passenger ship this time has greatly shocked the people in general, as well as persons directly concerned with the disaster. It is up to us to reconsider the maritime safety and work out measures to insure marine safety in the future.

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THE OKINAWA MORNING STAR  
Sunday, 1 September 1963

Editorial

THE DOUBLE STANDARD

East is east and west is west and never the twain shall meet when it comes to accepting the responsibility for your own actions. This deplorable fact is apparent in the reactions which follow in the wake of the sinking of the Midori-Maru.

Over the past 15 years several accidents have occurred on Okinawa which involved the loss of both American and Ryukyuan life as the result of plane crashes. The plane crewmen involved were engaged in the selfless task of protecting the Ryukyus and Japan from ever-present and well identified enemies. The accidents occurred in spite of the most alert attention to detail and in defiance of the fact that the equipment was the finest and the flying and ground personnel involved were observing the most rigid and proven safety methods.

When these regrettable events occurred, the Ryukyuan press and Ryukyuan legislative and semi-public bodies mounted campaigns of reproach against the Americans which amounted to near hysteria. Americans were deplored for their crass commercialism and their bestial disregard for life, limb and the human rights of all and sundry. Staggering financial claims were lodged against the U.S. Government while political groups kept up a bitter chorus of condemnation against the Americans and their right to maintain a hard-won military base on Okinawa.

But let the Okinawans drown and abuse one another in the most flagrant manner and all protests are quickly smothered under a blanket of official disinterest. Newspapers, if they are interested at all in



the fate of the dead or the sorrow of the survivors, register their interest by taking up token collections on the <sup>///</sup>streets of Naha. This activity, which amounts to public begging, helps transfer financial responsibility for the tragedy from the shoulders of the shipping company to the general public.

With a fine eye for a bargain, members of the Communist Okinawa Peoples party and the striking workers at the local plywood plant fall in beside the Midori-maru collection-takers and extend their own beggars' paws for any alms which might be aimed at the Midori-maru collection boxes--but miss.

The Midori-maru was not engaged in a vast philanthropic enterprise when it went down drowning 112 persons and hurling another 130 persons into the sea for an eight-hour life and death ordeal. The Midori-maru and its owners were operating for hire. For a fee the operators had contracted to carry a group of passengers safely from one shore to another. From the testimony of the survivors there is reason to suspect that the operators of the craft were guilty of criminal mismanagement and an abysmal lack of basic seamanship as it pertains to passenger loading and normal sea-going safety practices. There is also ample evidence to suspect the operators of the ship of cheating on their tax obligations by overloading the craft with non-registered passengers.

Even if the ship had been outfitted with standard survival equipment, those passengers who were being carried in excess of the ship's rated capacity could be expected to drown in case of mishap.

The operators of the Midori-maru aren't the only ones who were at fault in this tragic sinking. The government officials who were content to close their eyes to the violation of international safety practices

must share the responsibility of this tragedy with the owners of the late Midori-maru.

In the final search for those who are guilty of contributing to the Midori-maru tragedy, we must point to the Ryukyuan legislature. This august body is renowned for passing laws which cannot be enforced while ignoring the obvious. In the past the legislature has passed laws against airplane crashes and has developed legislation which allows alleged traffic victims to sue the insurance company of their choice if they can't recall the details of their accident. They failed, however, to make shipping companies either financially or physically responsible for the welfare of their passengers.

This is what is known as a double standard. Translated into reality the double standard says that Americans must be protected with every known financial and moral armor before they can consider themselves to be half safe when dealing with Okinawan public opinion. On the other side of the double standard coin, the wealthy Okinawan can get away with murder and become the immediate object of public benevolence.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 27 August 1963

The Ryukyu Shimpo (evening edition) - News Article

RELIEF MONEY FOR MIDORI MARU VICTIMS REACHES \$20,000

The GRI Welfare Department yesterday tallied up the relief money collected to date among various workshops and organizations for the Midori Maru victims, and found that the sum totaled \$21,028.25. The department decided to allocate 80 per cent of the money to the dead and the missing and 20 per cent to the survivors. Accordingly, a sum of \$150.20 will be paid as condolence money for each of the 112 dead and missing, while each of the 130 survivors will receive \$32.35. Deputy Director NAKAYAMA Kenjun or Welfare Section Chief KOKUBA Zaisei will be sent to Kumejima on the 27th to present the money. The Okinawa Times topped the list in the drive by collecting \$7,474.61, followed by Kumejima Natives' Association with \$3,536.28, and the Ryukyu Shimpo with \$2,928.73. The drive will continue until the end of the month.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Thursday, 22 August 1963

The Ryukyu Shimpo - News Article

GRI DECIDES TO GIVE CONTINUED ASSISTANCE TO MIDORI MARU VICTIMS

The Executive Branch held an extraordinary meeting of its department directors yesterday to discuss measures for the disastrous sinking of the Midori Maru (around noon of the 17th). Following the conference, Administrative Services Department Director OTA Shochi said that (1) problems involving the marine disaster will be handled by the Marine Disaster Inquiry Board and the Police Department; (2) the government will continue extending a helping hand to the victims of the disaster; (3) the government will continue to search for the missing bodies; and (4) donations will be collected from the government employees.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYUS  
OFFICE OF PUBLIC AFFAIRS  
Friday, 23 August 1963

The Ryukyu Shimpō (evening edition) - News Article

OKINAWA LIONS CLUB DONATES \$1,000 FOR MIDORI MARU VICTIMS

Four officials of the Okinawa Lions Club called on Chief Executive OTA this morning and presented a \$1,000 check for the relief of the Midori Maru disaster victims. The presentation was based on the decision made at the general meeting of the club held on the 21st. Moreover, Vice President UECHI Kazufumi conveyed the intention of the Kyushu Headquarters of the Lions Club in Japan to cooperate in the relief of the victims. The Asahi Educational Neighborhood Association in Aja of Naha City today started a street campaign to raise funds for the relief of the victims.



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OKINAWA MORNING STAR  
Wednesday, 28 August 1963

**\$21,000 FOR VICTIMS  
OF FERRY BOAT SINKING**

The government of Ryukyus yesterday announced that over \$21,000 has been raised by local organizations for relief of Midori-maru survivors.

The 300-ton ferry sunk off Okinawa Aug. 17 carrying 112 persons to their deaths.

A government spokesman said that 80 percent of the money will be given to families of the dead victims, while the remaining 20 percent shall go to survivors to compensate for personal possessions lost in the disaster.

In addition, a GRI welfare department representative is now visiting tiny Kume jima island, 50 miles west of Naha, where most of the victims resided in an effort to determine what further aid might be necessary.

The fund raising drive will continue through next month. In connection with the drive, a night of entertainment with cover charges and pledged donations earmarked to aid survivors and relatives of victims of the sunken Midori-maru is planned by the management of the local VFW Post 9723.

As of late yesterday, 14 floor shows had agreed to give their services to the affair which will begin at 8 p.m. Sept. 4 and wind up when all donated shows have performed, Joe Japac, club manager, announced.

Japac predicted around 20 shows, furnished by local theatrical agents, will give of their time to make the project a success.

Among performers already pledged are Tony Scott and his group, Johnny Hawker (formerly with Ink Spots), Bobby Monahan (who will fly in from Japan),

Johnny Borge and others.

The \$1 cover charge for the event will be put with telephone and other pledges to aid survivors and relatives of victims of the ferry sinking.

Japec said pledges may be made up to noon Saturday by calling the VFW post office (Tel. 74275) or by calling other numbers which will be listed in newspapers and over radio station KSBK. The radio began announcing the big event last night.

In a campaign to aid survivors of last year's catastrophic typhoon in the Philippines, the Post raised more than \$1,800 through cover charge and pledges. As in this event, floor shows were donated by local agents.



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PACIFIC STARS AND STRIPES  
Saturday, 7 September 1963

#### VFW POST AIDS FERRY VICTIMS

NAHA, Okinawa (S&S)--Veterans of Foreign Wars Post 9723 here has collected \$1,328 to aid victims of the Midori Maru ferryboat disaster which claimed 112 lives on Aug. 17.

The post started its fund drive with a benefit variety show Wednesday. Some 60 entertainers performed in 22 acts.

The money will be used to help survivors and families of the victims. Club officials said they would accept phone donation pledges until noon Saturday.

A memorial service for victims of the sinking will be held on Kumejima Saturday under the sponsorship of town offices on Kumejima and Sunabe Shipping Co. here.

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OKINAWA PRESS TRANSLATIONS  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Friday, 13 September 1963 (evening edition)

The Okinawa Times - News Article

FAMILY OF MIDORI-MARU VICTIM RETURNS RELIEF MONEY

UEZU Ansho, 49, today returned \$157 relief money which was presented in token of sympathy for the death of his 14-year-old daughter in the Midori-Maru disaster, to the GRI Welfare Department through Gushikawa-Son Mayor UEZU. The letter accompanying the money noted that his family is not so hard up for money and asked that the money be given to someone who had lost both parents or a husband in the disaster. He also noted that he accepted 20 cents of the \$157.20 in gratitude for the kind consideration of all inhabitants.

Deeply moved by the action, an official concerned of the department concerned expressed the hope to make efforts to respond to UEZU's laudable consideration.

Incidentally, the Naha City Office yesterday decided to cancel the "Tomari Port Festival" scheduled for the 21st and the 22nd because of the Midori-Maru disaster.



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Monday, 7 October 1963 (evening edition)

The Okinawa Times - News Article

LEGISLATIVE COOPERATION SOUGHT FOR  
COMPENSATION OF MIDORI-MARU VICTIMS

The sub-committee of the Legislature's Government and Legal Affairs Committee met on the 5th to discuss the Midori-Maru case and heard the requests of the bereaved families through the mayors of Gushikawa and Nakazato-Son. The two mayors noted that 1) the bereaved families in Kumejima have formed an association and are studying the amount of compensation to be requested; 2) the association is not satisfied with the Sunabe Shipping Company's proposal to pay \$1,000 for each adult and \$200 or \$300 for each child; and 3) the association will decide on the definite amount to be requested after the Maritime Disaster Deliberation Council reaches a conclusion. The mayors also asked the sub-committee to clarify legal grounds for the complete payment of compensation.

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OKINAWA MORNING STAR  
Wednesday, 9 October 1963

MIDORI-MARU PROBE CONTINUES  
DISASTER CLAIMS UNSETTLED

Although almost two months have passed since the tragic sinking of the Midori-maru ferry last Aug. 17, no settlement has been made for either the survivors or relatives of the 112 victims.

The Association of the Midori-Marui Survivors recently formed on Kume-shima island is currently collecting data to accompany their claims to the Sunabe Shipping Co., owner of the ill-fated freighter, which capsized and sunk approximately 18 miles from Naha.

A spokesman for the Sunabe Shipping Co., which operated the ill-fated vessel, was quoted as saying that the firm is currently operating in "red-ink" and is financially unable to fulfill the compensation claims. The official indicated that Sunabe may have to call on associated firms under the same general ownership for support.

The spokesman added that the exact amount of compensation claims to be paid will be determined following consultations with survivors and government officials.

Meanwhile, GRI maritime agency officials are currently continuing their concentrated inquiry into the circumstances surrounding the disaster, the worst sea tragedy in local history.

The agency is scheduled to wind up its probe in November.

Coinciding with the Maritime Disaster Agency probe is a separate investigation by the GRI Police Department on the grounds of possible criminal negligence. The police have questioned a total of 130 witnesses regarding the disaster and are scheduled to take statements from many more prior to arriving at any conclusions.



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PACIFIC STARS AND STRIPES  
Sunday, 20 October 1945

#### \$400 OFFER MADE IN DISASTER

YAMA, Okinawa--Officials of Sumitomo Shipping Co. said Sunday negotiations are under way to decide financial compensation for victims of the Midori Maru ferryboat sinking which claimed 112 lives Aug. 17.

A spokesman for the company which owned the 302-ton ferry boat said the company has offered \$400 for each victim.



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THE OKINAWA MORNING STAR  
Tuesday, 29 October 1963

POLICE PRESS  
SHIP PROBE

A Naha police special investigation squad Sunday made an on-the-spot survey of the ill-fated Midori-Marui which claimed 112 lives last August when she sank in the sea west of Naha.

The survey, the third one conducted by Naha Police to probe causes of the tragic accident, was made by five detectives and four divers from the U.S. military units.

Previous investigation indicated that the 300-ton ferry boat was broken in two pieces at the bottom of the sea approximately 18 miles from Naha.

The latest survey was to determine whether the crack was caused by tidal currents or by stress at the time of the sinking.

Coinciding with the police investigation, officials of the GRI maritime disaster agency are also probing the sinking, the worst sea disaster ever recorded here.

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THE OKINAWA MORNING STAR  
Thursday, October 31 1963

SAY MIDORI-MARU MAY  
HAVE BEEN SABOTAGED

Entering the final phase of an investigation into the tragic Midori-Marui sinking last August, Naha police yesterday revealed that there are indications the 300-ton ferry may have been sabotaged.

The authorities based the speculative theory on reports by police and U.S. military divers who revisited the scene for the third time last week.

A number of pictures were taken of the sunken vessel which showed that the steel hull had crumpled, as if by an explosive force.

Informed police sources said pictures indicated that the damage to the ship had not been caused by tidal currents after the vessel had been sunk. The police, however, would make no official statement regarding the sabotage theory pending further investigation.

The ship sank last August, 18 miles from Naha, with a loss of over 100 lives, the worst sea tragedy in Ryukyuan history. Both surviving passengers and crewmen said it had been swamped by heavy seas.

Naha police and the Government of Ryukyu Maritime Agency are conducting separate probes in an attempt to pinpoint blame for the disaster.



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PACIFIC STARS AND STRIPES  
Friday, 1 November 1963

#### HINT SABOTAGE IN FERRY SINKING

NAHA (AP)--Entering the final phase of an investigation into the tragic Midori Maru sinking last August, Naha police Wednesday revealed they have indications that the 300-ton ferry may have been sabotaged.

The authorities based the theory on reports by police and U.S. military divers who revisited the scene for the third time last week.

A number of pictures were taken of the sunken vessel which showed that the steel hull had crumpled, as if by an explosive force.

Police sources said the pictures indicated that damage to the ship had not been caused by tidal currents after the vessel sunk.

The police, however, would make no official statement regarding the sabotage theory, pending further investigation. The ship sank 18 miles from Naha with a loss of over 100 lives, the worst sea tragedy in Ryukyuan history.

Survivors said it had been swamped by heavy seas. Naha police and the Government of Ryukyus Maritime Agency are conducting separate probes.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Thursday, 27 August 1964

The Okinawa Times - News Article (evening edition)

SKIPPER OF CAPSIZED MIDORI MARU INDICTED

The Central Circuit Procurator's Office yesterday prosecuted NISHIKAJIKU Shiro, 50-year old skipper of the ill-fated 302.8-ton Midori Maru, to the Central Circuit Court, on the charges of accidental homicide, bodily injuries, and accidental sinking of the vessel in the performance of duties.

The disposal of radio operator ITOSU and quartermaster SHIMA is under study.

According to the indictment, NISHIKAJIKU joined the Midori Maru crew as the first mate in May 1962 and became the skipper after obtaining the third class master's license on 2 August 1963. The Midori Maru left Tomari port for Kumejima on 17 August 1963, carrying 14 crew members, 229 passengers and 25.9-ton cargo. However, NISHIKAJIKU neglected the required precaution prior to the departure of the ship, and the vessel sank around 11:40 a.m. the same day, causing the death of 112 passengers and injuries of 97 persons.



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OKINAWA MORNING STAR  
Friday, 29 August 1964

CITE SHIP'S SKIPPER  
IN FERRY TRAGEDY

The Government of the Ryukyus Central Circuit procurator's office yesterday indicted Shiro Nishikajiku, skipper of the ill-fated Midori-Maru, which claimed 112 lives last August when she sank in the sea west of Naha.

He was charged with accidental homicide, causing injury, and negligence of duties resulting in the sinking of the ship.

The indictment, filed with the central circuit court after a one-year investigation into the sinking, indicated Nishikajiku failed to take proper precautionary measures as captain of the ship and accidentally killed 112 passengers and injured 97 others by sinking the Midori-Maru at about 11:00 a.m., August 17, 1963, on the high seas about 18 miles west of Naha. At the time, the boat was heading for Kumejima island with 229 passengers aboard.

The captain was required to check the weather and proper cargo loading, but he neglected to check both, the indictment said.

The indictment also charged that the captain allowed 229 passengers (three persons over the limitation) to board the ship, and allowed about 100 passengers to stay on deck, thus endangering the safety of the vessel.

The skipper, the investigation indicated, also failed to take precautionary measures when heavy waves began pounding the ship shortly after leaving Naha.

The GRI Maritime Accident Inquiry board also investigated the Midori-Maru disaster and is expected to conclude its independent investigation soon. No date has been set yet for the trial.



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PACIFIC STARS AND STRIPES  
Thursday, 12 November 1964

FERRYBOAT CAPTAIN  
GOES ON TRIAL

NAHA, Okinawa--Shiro Nishikajiku, 42, skipper of the Okinawan ferryboat Midori Maru which capsized and sank in rough waters near here last Aug. 16, went on trial in the Government of the Ryukyu Central Circuit Court Tuesday.

He was charged with technical negligence leading to the death of the 112 persons who died in the disaster.

The Midori Maru was on a routine passenger run from Naha Port to Kumejima Island, some 50 miles west of Naha, last August when it ran into rough waters and sank some 16 miles out of Tomari Port. The disaster was the worst in GRI maritime history.

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OUTPOST  
Naha Air Base  
Friday, 17 July 1964

SHIPWRECK SURVIVORS BUY BOOKS FOR KUME  
4 AF MEN ABOARD MIDORI-MARU  
GIVE WELFARE SHARES TO SCHOOLS

Schools on Kume Shima which lost 14 students in the tragic sinking of the Midori-Maruferry boat 11 months ago recently saw their library stock soar, thanks to the "survivors' shares" donated by four U.S. Air Force men who were also aboard the ill-fated vessel.

Maj. Earl B. Rodriguez, commander of Det. 2, 623rd AC&W Sq. at Kume, presented 583 books worth \$418.36 to school officials in the names of the officer and three airmen involved in the tragedy who have already returned to the United States.

The Midori-Maruferry sank near Sand Island just west of Okinawa on Aug. 17, 1963, claiming the lives of 118 persons. These included 14 students from Kume schools--10 boys and 4 girls.

Also on the boat were Capt. Finis E. Drinkwater, A2C Edward G. Bancraft, A2C Gary D. Little and A2C Robert Ostermiller, all enroute back to their duty stations at Kume Air Station. All four were rescued after spending up to 18 hours in the water.

Following the tragedy, donations and other money provided by the Government of the Ryukyu Islands was pooled and equal "survivors' shares" were set up for each of the 143 persons rescued after the ordeal, including the four Kume men.

Prior to their respective transfers to the U.S., however, the four decided to donate their shares to a worthy cause as a memento to the Kume



students who lost their lives.

A survey revealed that there were 1,922 students in Kume's junior and senior high schools. It was also found that the schools were in need of Japanese-English books since all books in the island's school system except for a few in Kume's Senior High School were in the Japanese language.

A committee selected the 538 books and used the full survivors' shares of the four airmen to pay for them.

Each of the four men lost some personal possessions in the shipwreck. Two of them were returning from trips to Hong Kong and were bringing back radios and jewelry. Captain Drinkwater had just picked up \$400 worth of clothing on Okinawa. The Air Force reimbursed them partially for their losses.

Lt. Col. Roland L. Wolfe, commander of the 623rd, was scheduled to join Major Rodriguez in making the presentation, but his trip to Kume was halted by Typhoon Betty, which was in the area at the time.



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OKINAWA PRESS TRANSLATION  
OFFICE OF SPECIAL INVESTIGATIONS  
Sunday, 18 August 1963

The Okinawa Times - News Article

PAST MAJOR MARINE DISASTERS IN THE RYUKYUS

The past major marine disasters in the Ryukyus are as follows:

1. On 7 December 1952, a Naha-to-Nase liner, the Shinsei Maru, foundered off Kogome Port at Okierabu Island after she had lost her balance suddenly. Nearly 200 persons on board were drowned. The causes of the disaster were: Overloading to the capacity of 80 passengers. Picking up additional passengers after the police had inspected the boat. Leaving in spite of rough weather. The skipper sailed without a license. Only two survived.
2. On 8 December 1952, the Yaeyama Maru (40.39 tons) sank off the coast of Uganzaki at Yaeyama Island. The 31 passengers and crew were lost.
3. On 29 August 1953, the Baisan Kenko-Mar sank off the coast of Tarama Island. The 12 crewmen were lost.
4. On 18 November 1957, the Yusei Maru sank off the coast of Yonaguni Island, two hours after springing a leak in her bottom. The vessel had 31 people on board, of which number 17 lost their lives.
5. On 19 February 1955, the Tonan Maru, carrying a full load of sugar, left Minami Daito Island at 0800 hours for Baten Port, Okinawa. At midnight, she was caught in monsoon winds and nothing has been heard from this boat since. The 30 crewmen and passengers are still missing.
6. On 5 February 1958, the Daisan Nisshin Maru, which had departed Daito Island, sank in a collision with the Akashisan Maru, a Japanese boat, while she was heading for Baten Port, Okinawa. The three crewmen died.

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UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYUS  
OFFICE OF THE HIGH COMMISSIONER  
OFFICE OF PUBLIC AFFAIRS  
NEWS RELEASE 63-365  
August 19, 1963

ARMY, MARINE DIVERS RECOVER 6 MORE BODIES FROM MIDORI MARU

Naha, Okinawa, Aug. 19--Nine U.S. Army Transportation Group and U.S. Marine Corps divers relocated the Midori Maru at 11:15 a.m. today and by 1:53 p.m. had recovered six more bodies from the sunken vessel.

The Harbor Master's Office at Naha Military Port said that the divers recovered the bodies of a small boy, two teenage girls, a teenage boy, and two adults. Identification of the bodies has not yet been made.

At 11:15 a.m. today the Midori Maru was relocated in approximately 80 feet (27 meters) of water. Treacherous underwater currents are making it so difficult for the divers that recovery operations were forced to cease at 1:10 p.m. after four bodies had been recovered.

Despite the currents which are continuously shifting the sunken ship, divers resumed their perilous work at 1:45 p.m. and recovered two additional bodies eight minutes later.

According to the Harbor Master's Office, the three U.S. Army Transportation Group and six Marine Corps divers are operating off the Army tug LT-1962, a 100-foot vessel. Mr. Freddy Naylor, a civilian employed by USATG, is the senior diver. Captain of the tugboat is Eufanio Flores, a Filipino national employed by USATG.

Additional divers from the Government of the Ryukyu Islands are also reported to be conducting recovery operations in the area from aboard a GRI vessel, the Shirama Maru.

By midafternoon today, it was not known how long today's recovery operations would continue.



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UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYUS  
OFFICE OF THE HIGH COMMISSIONER  
OFFICE OF PUBLIC AFFAIRS  
NEWS RELEASE: 63-370  
August 22, 1963

MAMMOTH AIR-SEA RESCUE-RECOVERY OPERATION REVIEWED

Naha, Okinawa, Aug. 22--The largest air-sea rescue-recovery operation in Okinawa's peacetime history came to a close on Aug. 20 and American and Ryukyuan officials are reviewing their efforts.

The U.S. Forces--Army, Navy, Air Force and Marines--in calling off the operation, said they were prepared to continue to assist in any residual search in which their personnel and equipment can be properly used.

As of 10 p.m. today, the survivor figure stood at 144 out of an estimated 256 persons aboard; 83 bodies have been recovered, and at least 29 persons are still missing, a probable death toll of 112 persons.

Triggered by the tragic sinking of the 300-ton Midori Maru 18.5 kilometers west of Naha on Aug. 17, the four-day joint military and civilian rescue-recovery operation wrote a new chapter in American-Ryukyuan cooperation and courage.

Coordinating the giant effort was the 33rd Air Rescue Squadron (ARS), Naha Air Base (NAB), under the command of Lieutenant Colonel Robert P. Ash.

An over-all total of 14 Army, Navy, Air Force and Marine helicopters, four Air Force amphibious aircraft, and three Army fixed-wing aircraft were involved in search, rescue and recovery missions. These planes flew a total of approximately 140 hours, with the major effort on Saturday and Sunday, Aug. 17-18.

Aircraft involved included four amphibians and two helicopters of the 33rd ARS; five helicopters and three fixed-wing aircraft of the



U.S. Army, Ryukyu Islands, Flight Detachment and the 173rd Brigade (Airborne), Hamby Army Airfield; four helicopters of Marine Air Group 16, Futenma; two helicopters of the 51st Air Base Group, NAB, and one helicopter of the U.S. Navy's VU-5, Detachment Bravo, stationed at Naha Air Base.

The aircraft were directly involved in rescuing 37 persons and the recovery of one body. Despite the use of 21 aircraft of six different types engaged in an emergency situation in marginal weather in a restricted area, there were no accidents. This, said Lt. Col. Ash, is the result of professional attitude, magnificent training, courage, and a high degree of cooperation between the four military services.

Rough seas prevented the amphibians from landing in the disaster area. These aircraft flew top cover, coordinated the helicopter action, assisted in directing surface craft in the area and lit the scene with flares after darkness fell to enable the search to continue until midnight. The Naval Air Facility alone provided 275 flares. The amphibians and the other fixed-wing aircraft continued the search mission during the next three days.

Small helicopters shuttled rescued persons from the water to uninhabited Sand Island,  $2\frac{1}{2}$  miles from the disaster area; later these persons were placed aboard larger helicopters and taken to Naha Air Base, while others were taken by boat to Naha and Tomari ports.

Large helicopters were able to haul in greater numbers of survivors and transport them directly to Naha Air Base. At Naha Air Base, the survivors were given immediate medical examinations, treatment, if necessary, refreshments at a dining hall, and then taken to Ryukyuan hospitals.

Surface craft operating in the rescue-recovery work included two

Military Sea Transportation Service (MSTS) ships, seven U.S. Army Transportation Group (USATG) vessels, and 71 Government of the Ryukyu Islands (GRI) and private craft, operating mostly from Naha and Tomari ports.

This combined fleet rescued the majority of survivors and recovered many of the dead during the first two days of the operation.

American military and civilian divers, Ryukyuan divers employed by USATG and GRI divers began recovery operations from the sunken ship on Monday, Aug. 19, and continued through the next day.

During the high point of diving operations on Aug. 19, at least 39 divers were operating simultaneously; of these, 25 were military, 12 were American civilian or Ryukyuan employees of USATG, and two were from the GRI.

However, the total number of divers involved at varying times during the operation included 25 divers from the 1st Special Forces, 12 American and Ryukyuan civilian employees of USATG, 10 from the GRI, and six divers from Hq Battalion, the 3rd Service Battalion, and the 1st Communications (Provisional) Company, 3rd Marine Division.

Divers were operating in from 80 to 100 feet of water and against terrific odds. Powerful underwater currents continually shifted the sunken ship, imperiling the lives of the divers. Shortly after 1 p.m. on Aug. 19 the currents became so vicious that operations were interrupted; however, divers resumed their work within the hour.

By the afternoon of Aug. 20, the divers had recovered 62 bodies from the hull of the Midori Maru, all that remained in the ship. Diving recovery operations were then called off.

The GRI estimates that Ryukyuan crews in its surface fleet totaled 1,065. Eighty firemen and 692 policemen were involved in transferring the



survivors and the dead from boats to hospitals; the police also handled vehicle and crowd control in the port areas and at hospitals. More than 222 Ryukyuans were involved in identification work, including 130 policemen, 30 physicians, 12 nurses, and an undetermined number of GRI employees.

The 33d ARS estimates that approximately 300 U.S. Forces personnel were involved in the operation on Aug. 17, including personnel of the U.S. Army Hospital ambulances. However, there is no count of the hundreds of others involved throughout the operation, including aircraft ground crews and coordinating officials of the four military services.

Several Office of the High Commissioner personnel, including those of the Public Safety and Public Health and Welfare Departments, were involved in necessary coordination with the GRI and the military services. But there will never be a count of the unknown and unsung Ryukyuans and Americans who contributed in countless small but important ways to the sad but shining rescue and recovery operation.

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OKINAWA MORNING STAR  
Monday, 19 August 1963

#### WORLD'S WORST PLANNERS

First of all we can be thankful for some magnificent international cooperation on the part of the Americans and the Ryukyans that the majority of the passengers aboard the Midori-maru were saved after Saturday afternoon's maritime tragedy.

The energy and resourcefulness displayed by the police, helicopter crews and surface craft rescue workers were matched only by the stoicism of the persons who were rescued.

In honest retrospection, however, we can't help but conclude that the Okinawans are the world's most inspired rescue artists and the world's most dismal planners. That some 271 people could flounder in the sea within sight of Okinawa for four and a half hours without causing comment sets some sort of a record for casualness.

Among the questions to be asked in the wake of a ship sinking within sight of land and the subsequent loss of an undetermined number of lives are the inevitable queries into the safety practices followed by the operators of the ship.

Japan regards itself as a leading maritime nation. Okinawan leaders regard the Japanese as the source of all wisdom. Were the operators of the Midori-maru following the inspired leadership of Japanese seamanship when they managed to capsize their craft on a relatively calm day and within sight of shore?

Where was the rescue equipment that would normally be carried by a



ship which is apparently licensed to carry up to 256 paying passengers?

Operators of even the smallest pleasure craft are encouraged to carry flares and smoke signals aboard along with survival equipment for all passengers. Presuming that simple radio equipment was beyond the ability of the operators of the Midori-maru to maintain in sound working condition, were smoke flares also beyond the reach of the operators of the craft? Every boating season brings the rescue of hapless outboard motor craft owners and amateur sailors. The rescue is accomplished within sight of land and usually as the result of flare distress signals. Still, a ship carrying 271 persons mysteriously foundered within sight of land and the plight of the passengers went unrecognized for four and a half hours.

Anyone who has been a passenger aboard any of the smaller commercial craft which ply the waters between Okinawa and the islands to the north and south including Japan is bound to have experienced twinges of uneasiness when he inspected the safety equipment aboard these craft.

Life boat and life raft launching devices are usually so clogged with layers of paint that crewmen would be required to blast in order to free this life saving gear from the mother ship. Endless miles of rotten line is attached to these craft. Attempts to untie these lines from their apparent permanent moorings usually discloses that the original knot tied by the ship builder is still in place.

As the result of generations of receiving the mill rejects and the tagends of equipment from Japan, the people of the Ryukyus have become some of the world's greatest artists in patch work. Once a piece of equipment has been received in the Ryukyus, it becomes the immediate object of a life of cannibalization. As elements wear out they are replaced by makeshift components which are themselves the rejects of other

obsolete machines. Maintenance of equipment under these circumstances is something of a nightmare.

So is it with safety equipment aboard many of the island's seagoing craft. Saturday's tragedy is proof of this contention.

Saturday's rescue efforts on behalf of the passengers of the Midori-maru were a masterpiece of community cooperation. The circumstances which surrounded the need for the rescue show poor planning by members of the community who are responsible for the safety of passengers aboard commercial ocean-going craft.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Monday, ~~28~~<sup>19</sup> August 1963

Okinawa Times - Commentary (Tonight's Topic Column)

RESCUE ACTIVITIES OF AMERICAN MILITARY

There is a TV program called "The Eighth Rescue Squad" which deals with rescuing from the jaws of death someone who has fallen into a dam or is pinned in a heap of scrap iron and is unable to free himself. It is a story in which men of the rescue squad brave danger and help persons out of danger by cool judgement. In the process of the rescue work, one feels a thrilling suspense. These men appear to be very well trained, and their composed activity inspires the onlookers with confidence.

In Red China and Soviet Russia, a stock epithet "heroic" is attached to everything. If one were to follow this way of reasoning, the actions of the Rescue Squad are certainly heroic, but on looking at the TV program, one does not feel any heroism. They seem to be doing things most naturally. After the end of war, and since we began to live in the same communities with the Americans, we have always admired the American rescue activities and we are deeply moved by their humanitarian spirit.

Whenever there is an emergency case in an outlying island and adequate medical treatment cannot be obtained, the American authorities, in response to request for assistance, send out helicopters to make a mercy flight, and the sick person is taken to an appropriate private hospital, or to the Army Hospital in certain cases, so as to give the best medical treatment possible. We have seen many of these mercy flights and have more or less become immune to them, but the rescue work still continues without a

break. The people who received such help must certainly be grateful.

Several years after the end of the war, a big fire broke out in Naha. Soon a large crowd gathered, but they could do nothing but create confusion. Then American servicemen who arrived on the scene of the fire immediately began combating the fire in earnest, while other servicemen who happened to come by took off their coats and participated in the fire fighting. At first, it was thought that they were fighting the fire for the thrill of it, but the people's curiosity soon turned into admiration at the sight of their devotion to the fire fighting. After the fire was brought under control, they helped clear the debris as if it was the most natural thing to do, and went away in an orderly manner, without even so much as a triumphant look.

In the case of the disastrous sinking of the Midori-Marui, the American military sent out more than 20 helicopters and rescue planes and cooperated in the search for survivors of the disaster. It is reported that they will keep on searching while there is still hope. The humanism backed by the Christian teachings has become a strong backbone among the American people. Although it may be nothing to them, we wish to take our hats off.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Monday, 19 August 1963

The Okinawa Times (evening edition) - News Article

SIXTY-ONE SCHOOL CHILDREN AMONG THE MISSING

The Okinawa Teachers Association (OTA) held a board meeting this morning and decided to send condolence telegrams to the mayors of Nakazato and Gushikawa Son and surviving family members of school children and teachers victimized in the Midori Maru disaster.

The OTA also decided to develop an extensive movement for aiding these families by collecting 50 cents from the teachers, 10 cents from university and senior high school students, and three cents from elementary and junior high school pupils.

A survey conducted by the OTA secretariat reveals that of the 107 school children who were on board the Midori Maru, 43 survived, three died, and 61 are missing; while of the 12 teachers, six survived and six are missing.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Monday, 19 August 1963

The Ryukyu Shimpo (evening edition) - News Article

REMAINS OF SEA DISASTER VICTIMS FOUND

Diving operation was resumed this morning to salvage the sunken Midori Maru. According to Times reporter KUNOYOSHI who took part in the search aboard a 18-ton fishing vessel, a military tug and several local vessels were seen at the spot of the disaster today, and 18 military and 8 local divers took part in the operation. The sea was calm but the tidal current flowed fast, with the result some time was required before the location of the sunken vessel was confirmed. At 11:50 a.m., IKEDA Hiroshi, a 32-year-old diver, came up and reported that he found the bodies of two girls and two boys. Because of the rapid current, however, the removal of the bodies from the vessel was postponed until low tide this afternoon. Meanwhile, military divers had removed six bodies (three males and three females) from the vessel as of noon today.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Monday, 19 August 1963

Ryukyu Shimpo (evening edition) - News Article

MARINE DISASTER INQUIRY BOARD MEETS TO LAUNCH INVESTIGATION

The Marine Disaster Inquiry Board met today to discuss arrangements for the investigation of the Midori Maru incident. The board intends to handle the case with prudence, as the incident is the most serious since the board's establishment in 1952. The board was planning to hear the circumstances at the time of the accident from Skipper NISHIKAJIKU, but since he is still in a state of mental confusion, the board decided to start with the crewmen and passengers.

It is said that it will take a long time to bring the details of the case to light due to shortage of the investigating officials and the seriousness of the incident.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 20 August 1963

The Okinawa Times -- (evening edition) - News Article

FULL-SCALE POLICE INVESTIGATION PLANNED ON MIDORI MARU CASE

It is reported that the "Midori Maru Disaster Guard Headquarters" established in Naha Police Station will complete the recovery of bodies by the 20th, and start investigating acting captain KAJIKO SHIRO of the sunken vessel and other persons concerned.

At an interview with a Times reporter, GRI Police Headquarters Chief ARAKAKI Shukuju said that the spot investigation may start today with the participation of the procurator's office, and upon completion of the investigation, persons concerned will be investigated.

Asked if there were any errors in the official inspection by a policeman concerning the excessive number of passengers, the police chief said that an investigation on this point indicated there were no errors.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYUS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 20 August 1963

Ryukyu Shimpō (evening edition) - News Article

TEACHERS ASSOCIATION URGES THOROUGH INQUIRY INTO MIDORI MARU DISASTER

The Okinawa Teachers Association yesterday held an emergency board meeting and issued a statement in regard to the "Midori Maru disaster." The statement noted that the victims of the disaster include six teachers and more than 60 pupils and students who are missing, and expressed condolence to the bereaved families.

The statement noted that the sea disaster did not seem to have been unavoidable and said, "We cannot overlook the haphazard management of the outlying island shipping service and commercialism of the shipping companies. Therefore, we urge the authorities concerned and the shipping companies to reflect upon themselves, probe thoroughly into the cause of the disaster, and take drastic measures for the prevention of similar incidents. We also request that adequate compensation be paid to the victims."

The statement concluded by expressing sincere appreciation for the devoted rescue operation of military and Ryukyuan persons concerned.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 20 August 1963

Okinawa Times (evening edition) - News Article

SEVEN ORGANIZATIONS RISE UP FOR RELIEF OF MIDORI MARU VICTIMS

Seven organizations in Naha City met yesterday to discuss relief measures for the Midori Maru victims, and decided on the following relief measures. The Okinawa Social Welfare Council will accept donations of money and goods until the end of the month with the cooperation of its branches in various localities and the mass communication media. The Kankoro (Government Employees Unions Federation) will carry out a similar campaign from the 20th to the 26th by seeking monetary and material contribution of all government employees. The Okinawa Teachers Association will seek contributions of school supplies in addition to monetary donations.

Moreover, the Okinawa Youth Council, the Okinawa Shi-Cho-Son Mayors Association, Okinawa Women's Federation, and the PTA Federation will hold their respective general meetings around the 20th and present relief money to the victims.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Tuesday, 20 August 1963

Ryukyu Shimpo - News Article

COLLECTION OF CONTRIBUTION PREPARED IN KANSAI AREA  
FOR SEA DISASTER VICTIMS

Kansai - More than 100,000 Okinawans residing in Osaka and Hyogo Prefectures are awaiting a detailed report on the "Midori Maru disaster" with an uneasy feeling. The Okinawa Prefectural People's Association in Osaka yesterday sent telegrams of sympathy to the mayors of Nakazato and Gushikawa-Son in Kumejima.

The association has decided to start collecting contributions upon learning details of the disaster.

The accident was top-played and reported in detail by the Japanese newspapers. Upon reading the report in the 18 August morning edition, some 50 members of the Kumejima Natives Association gathered at the home of the association chairman and awaited the radio and TV news with an uneasy feeling. The Kansai Branch of the Ryukyu Shimpo is flooded with inquiries from persons concerned.



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PACIFIC STARS AND STRIPES  
Wednesday, 21 August 1963

OTA PRAISES FORCES  
FOR RESCUE AID

S&S Okinawa Bureau

NAHA, Okinawa--Seisaku Ota, chief executive of the Ryukyu Islands, Tuesday sent a letter to Lt. Gen. Paul W. Caraway, U.S. high commissioner, thanking him for the assistance of U.S. Forces in rescue operations for survivors of the Midori Maru disaster Saturday and Sunday.

The 320-ton ferry sank about 8 miles west of Naha Saturday with 270 persons aboard, of whom 140 were rescued. Sixty-three bodies have been recovered, but more than 50 are still missing.

In his letter, Ota expressed heart-felt thanks for the whole-hearted help by the U.S. Army, Navy, Marine and Air Force in the search, rescue, and medical treatment of survivors.

"The unprecedented sea disaster gave us a great shock," the letter said.

"I can find no adequate words to express my appreciation for your deep concern in the disaster shown in your statement (issued Sunday).

"Please impart my deepest thanks to all personnel who devotedly joined the rescue operations."

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OPERATION OUTPOST  
Naha Air Base  
Friday, 23 August 1963

7 NAHA CREWS  
JOIN AIR SEARCH

The following crews from the 33rd Air Rescue Sq and the base flight section participated in the three-day search for survivors of the sunken Midori-Maru:

33rd ARS

HU-16--Capt. James F. Chubner, Toledo, Ohio; Capt. Charles S. Myers, Northumberland, Pa.; Capt. James E. Reincke, Wanakoneka, Ohio; SSgt Donald G. Scott, Timberlake, S.D.; SSgt Anthony C. Johnson, El Dorado, Kan.

HU-15--Capt. Dale A. McGuire, Barstow, Calif.; 1st Lt. Richard D. Hoover, Lakewood, Fla.; 1st Lt. Raymond L. Lebsack, Missoula, Mont.; SSgt Bobby L. Lamb, Charleston, S.C.; SSgt Franklin D. R. Saunders, Hedgesville, W. Va.; MSgt. Ted R. Hawkins, Buffalo Cove, N.C.; SSgt Charles W. Hoell, Jr., Astoria, Ore.

HU-16--Maj. Thomas J. Lunn, Bowden, Okla.; Capt. Ralph H. Angstadt, Fleetwood, Pa.; 1st Lt. William W. Michael, Tacoma, Wash.; SSgt Calvin R. Gill; SSgt John J. Kostecka, West, Tex.; TSgt. Paul L. Jenkins, McGehee, Ark.; ALC Dudley R. Peckinpugh, Evansville, Ind.

HH-19--1st Lt. Michael C. Tennery, Downers Grove, Ill.; 1st Lt. Gordon L. Hall, Ashtabula, Ohio; ALC Eddie D. Smith.

HH-19--Capt. Robert W. Davis, Middlesex, N.J.; Capt. Lucian A. Gunter, Norfolk, Va.; SSgt David H. Blouin.

51st Air Base Gp.

US--Capt. Charles D. Bathman, ALC R. A. Ely, SSgt. J. C. Gorny.

UH-19--Capt. Paul H. Schnucker, A2C J. P. Johnson, SSgt. C. F. James.



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Saturday, 24 August 1963

The Ryukyu Shimpo - Commentary

VOTE OF GRATITUDE TO THE U.S. FORCES

The Legislature has adopted a resolution to express condolence to the victims of the Midori-Maru disaster. Because it was a disaster which took a toll of more than 100 persons, the resolution adopted by the Legislature is very timely, by way of mourning over their death.

At this point, it may be a good idea to adopt a resolution of gratitude for the spectacular rescue operation of the U.S. Forces. All inhabitants of Okinawa unanimously recognize the splendid rescue operation of the U.S. forces in the Midori-Maru disaster. The rescue of 144 survivors and the recovery of 83 bodies out of more than 250 persons aboard the Midori-Maru was due to the joint search effort of the Okinawans and the U.S. forces, but it is without doubt that such good results could not have been attained without the cooperation of the U.S. forces.

Fourteen helicopters of the U.S. Army, Navy, Air Force, and Marines, four Air Force amphibian planes, and three Army planes took part in the rescue operation, in addition to the participation of nine military vessels, scores of divers, doctors and nurses, who tended to the needs of the weakened survivors. This is a manifestation of the traditional American humanism. It is a beautiful posture of American servicemen, who came running from wherever they were, to man the aircraft, saying, "Where human life is concerned, it is worth sending out planes even on a rumor." We applaud their good deed and offer gratitude for their

rescue activities.

Up till now, countless lives were saved by mercy flights of the U.S. Forces from Yaeyama, Miyako, Daito Islands, and other outlying islands. To these men and women, the military aircraft are "wings of salvation," while the pilots who flew the mercy flights are their benefactors. Where human life is concerned, the U.S. military planes even brave bad weather. The U.S. forces engage in rescue work, disregarding their own fatigue and at the risk of their own lives. It seems to us that the Government of the Ryukyu Islands should express gratitude to the American military, representing the Okinawan people.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Monday, 26 August 1963

The Okinawa Times (evening edition) - News Article

FORMER MIDORI MARU CAPTAIN PRAISES CAPTAIN NISHIKAJIKU

OTA Shusei, 64, former captain of the sunken Midori Maru, returned to Tomari Port today from Japan aboard the Daishichi Kunisachi Maru, a 231.7-ton ship belonging to the Sunabe Water Transportation Company. OTA, who is presently captain of the Kunishachi Maru, said that he has been looking after the welfare of Captain NISHIKAJIKU since the latter was 16 years of age and taught him the sea life. OTA also said, "NISHIKAJIKU is only licensed to navigate ships up to 200 tons, but he is a veteran skipper, and his skill is as good as mine. As captain of ships on the Sakishima and Aguni lines, he has considerable experience in navigating the course where the Midori Maru met with disaster." He added that Midori Maru was a coastal defense ship of the former Japanese Navy, but the body of the ship was long for a 300-ton-class vessel, and it was difficult to steer the ship.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Saturday, 7 September 1963

The Okinawa Times - News Article

JOINT MEMORIAL SERVICE FOR MIDORI MARU VICTIMS TO BE HELD TODAY

A joint memorial service for the victims of the Midori Maru disaster will be held this afternoon at the Kumejima High School grounds, under sponsorship of Nakazato-Son, Gushikawa-Son, local teachers association, and Sunabe Kaiun (water transportation company). Also attending the service will be Civil Administrator McCUNE, Chief Executive OTA Seisaku, Director OTA Shochi of Administrative Services Department, and many other persons concerned. According to the recent announcement of Naha Police Station, there are 85 known dead and 27 persons still listed as missing as a result of the disastrous sinking of the ship. Kumejima Island, which lost nearly 80 school children and three teachers, observed the first Obon season with deep sorrow. Incidentally, a joint memorial service will be observed at Tanari port on the 10th, sponsored by Naha City and Sunabe Kaiun.



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PACIFIC STARS AND STRIPES  
Friday, 13 September 1963

DIVERS TO REVISIT SCENE  
FERRY BOAT PROBE CONTINUES

NAHA, Okinawa--The Government of the Ryukyus police has asked the civil administration for help in interviewing military rescue crews and divers involved in rescuing survivors and recovering bodies from the Okinawa ferry boat Midori Maru which capsized and sank near here Aug. 17.

Officials of the Public Safety Dept. of U.S. Civil Administration Ryukyus said here Wednesday the police plan to take some of the military divers to the scene of the tragedy again for positive identification on where the ship sank, its position in the water and exactly how the bodies were recovered.

Police are conducting an intensive investigation on the ill-fated vessel which sank some 50 miles west of here, killing 112 persons.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC INFORMATION  
United States Civil Administration of the United States  
Wednesday, 18 September 1963

The Okinawa Times - News Article

KOKUBA THANKS RESCUE SQUADRON

At the regular meeting of the Naha Rotary Club held on 17 September, KOKUBA Kotaro, president of the Sunabe Shipping Company, presented a letter of appreciation to Lt Col Ash (rotary club member), Commanding Officer of the Naha Air Base Rescue Squadron, for the wholehearted cooperation of the squadron in the rescue of the victims of the Midori Maru disaster.



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OKINAWA MORNING STAR  
Friday, 20 September 1963

#### MIDORI-MARU INQUIRY TO HEAR MILITARY DIVERS

A special board of inquiry investigating the sinking of the Midori-maru--in which 112 persons were drowned--today begins hearing testimony of 41 divers of the U.S. military who probed the sunken ship searching for bodies.

Government of the Ryukyu islands police spokesmen said that if the investigation produces evidence that the ship's skipper was responsible for the ship's sinking he will be charged with negligent homicide in the disaster.

The ship went down Aug. 17 some 10 miles west of Naha with nearly 250 persons aboard, resulting in the greatest post-war air-sea rescue operation in the Ryukyus.

The captain of the ship was Shiro Nishikajiku.

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PACIFIC STARS AND STRIPES  
Saturday, 21 September 1963

#### DIVERS TESTIFY IN FERRY SINKING

NAHA, Okinawa--The government of the Ryukyus board investigating the sinking of the Midori Maru began hearing testimony Friday from 41 American divers who searched the sunken ferryboat for bodies following the largest maritime disaster in the Ryukyus since World War II.

The 302-ton ferry boat sunk 18 miles off Naha port Aug. 17, claiming 112 lives.

A GRI police spokesman said the interviews with the American divers are to gather additional information on the sinking, believed to have been caused by technical negligence of the captain, Shiro Nishikajiku.

The divers are being interviewed in groups and it will take about a week to complete the interviews, the spokesman said.

Some divers are expected to be taken to the scene of the disaster to examine the sunken ship and confirm statements gathered by investigators.

Fourteen crew members of the Midori Maru, including the captain, and many survivors have already been questioned, the spokesman said.



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Monday, 23 September 1963 (evening edition)

The Okinawa Times - News Article

BEREAVED FAMILIES OF MIDORI MARU VICTIMS  
ORGANIZED TO SOLVE COMPENSATION PROBLEM

Kumejima - A bereaved families association for settling the compensation problem of the Midori Maru victims was formed on the 21st at the village office of Gushikawa-Son in Kumejima. At the meeting, a four-item resolution was adopted for submission to the High Commissioner, Chief Executive, Legislature Speaker, Chief Judge of the Marine Disaster Inquiry Board, Police Department director, and other authorities concerned. The resolution asked that the investigation of the Midori Maru disaster be conducted properly and fairly, adequate compensation be paid for lost lives, every possible effort be made for encouraging the grief-stricken bereaved families, and proper measures be taken to prevent the recurrence of similar disasters.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Thursday, 26 September 1963

The Okinawa Times - News Article

TWO INSURANCE COMPANIES APPLYING FOR SHIP PASSENGER INSURANCE BUSINESS

The Ryukyu and Kyowa Fire and Marine Insurance Companies, respectively, recently submitted to GRI Financial Inspection Bureau an application for a license to engage in ship passenger compensation liability insurance business.

The bureau is now studying the applications, but it is said that there is a big difference in the premium rate and the maximum amount of compensation between the two companies, and the bureau is faced with the problem of how to adjust the differences. The bureau is of the intention to conduct a careful study by making reference to a similar system in Japan, in view of the strong public nature of the enterprise. The earlier disastrous sinking of the Midori-Marui took a toll of 112 lives, but no prospect is seen as yet for payment of compensation for the victims. There is a limitation in the shipping company's capability to pay such a compensation, and the two insurance companies are planning the business to cope with such a situation.



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PACIFIC STARS AND STRIPES  
Friday, 27 September 1963

#### FERRYBOAT DIVERS QUIZZED

NAHA, Okinawa--A special police board investigating the sinking of the ferryboat Midori Maru has finished interviewing American divers who recovered bodies from the sunken vessel after the disaster.

The 302-ton ferryboat sunk in heavy seas some 18 miles west of Naha Aug. 17, claiming 112 lives.

A policeman spokesman said more than 10 of 41 American divers who participated in the body recovery work have been interviewed, and information obtained from them mainly concerned the condition and location of the sunken ship and bodies, and tide currents.

The information from the divers, along with testimony from more than 100 survivors, crew members, port and company officials, and weather data, is to be used in backing up the police suspicion that the tragedy occurred as a result of technical negligence of the captain of the boat, Shiro Nishikajiku.

The police spokesman also said about 70 per cent of the investigation has been completed, and some American divers will be taken to the scene of the tragedy in the near future to re-examine the condition of the sunken vessel.

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OKINAWA MORNING STAR  
Tuesday, 1 October 1963

#### MIDORI PROBE CONTINUES

Local ship captains engaged in Ryukyuan inter-island trade yesterday denied charges that they are "sailing by the seat of their pants" rather than relying on proven navigational aids.

The joint announcement by the captains, coming in the wake of a current investigation probing the tragic Midori-maru sinking last month, observed that all licensed captains here have had at least 10 years experience in addition to passing periodic tests.

They said that when underway they rely on their instruments--sextants and compasses--and do not steer by intuition.

Meanwhile, it was announced yesterday that ship passengers in the Ryukyus will be insured in the future as the Government of Ryukyus and two Okinawan insurance companies agreed on a basic plan to provide full coverage to sea travelers.

The agreement, reached between the GRI Finance Inspection Bureau and the Ryukyu and Kyowa insurance companies will provide for a \$100,000 maximum to be set aside in a special fund to cover claims resulting from a sea disaster with a \$1,000 maximum designated for an individual.

Passengers will be charged a five-cent premium to be included in the cost of their ticket.



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Friday, 4 October 1963

The Okinawa Times - News Article

AMERICAN LEGION PRESENTS \$400 TO FAMILIES  
OF MIDORI MARU VICTIMS

The American Legion Post in Sukiran presented \$400 as condolence money to the bereaved families of the Midori Maru victims through Deputy Director NAKAYAMA of the GRI Welfare Department on 3 October. The money which was raised among the American Legion members will shortly be distributed to the bereaved families.

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PACIFIC STARS AND STRIPES  
Monday, 7 October 1963

UNIT CITED FOR RESCUE

FUTEMA MCAF, Okinawa (ISO)--Marine Aircraft Group 16 has been cited by several letters of appreciation for its help in the rescue operations for passengers of the disaster-struck Midori-Maru ferryboat.

The letters came from the commanding generals of the 1st Marine Aircraft Wing and 3d Marine Div., the high commissioner, the Chief Executive of the Ryukyu Islands, commander, Pacific Air Rescue Center, and the commander of the 33d Air Rescue Sq. at Naha.

The letters praised the skill and professionalism of MAG-16 personnel.



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Wednesday, 6 November 1963

The Okinawa Times - News Article (evening edition)

MIDORI MARU SKIPPER AND RADIO OPERATOR ARRESTED

The special investigation office of Naha Police Station, which is inquiring into the case of the Midori Maru disaster, this morning arrested skipper NISHIKAJIKU Shiro, 42, and purser-radio operator ITOSU Seitoku, 32, on the suspicion of accidental homicide resulting from negligence of duties.

In connection with their arrest, special investigation office chief NAGAYAMA stated, "The Midori Maru capsized on 17 August. With the establishment of the special investigation office on 24 August, the police have thus far investigated 93 survivors and 47 other persons concerned. The police have also made inquiries of other agencies and have compiled 16 reports. As a result, it has become clear that the negligence of the skipper was responsible for the Midori Maru disaster, while questions have arisen in connection with the dispatch of an S.O.S. by the radio operator."

He added that the investigation of the two will be completed in 48 hours, and they will be turned over to the procurator's office.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Thursday, 7 November 1963

The Okinawa Times - News Article

ANOTHER MIDORI-MARU CREWMAN ARRESTED

The special investigation office of the Naha Police Station yesterday apprehended another Midori-MarU crewman, SHIMA Nao (27), in Naha on suspicion of accidental homicide and infliction of bodily injuries resulting from negligence of duty.

This followed the arrest earlier of Skipper NISHIKAJIKU Shiro and purser-radio operator ITOSU Seitoku. The survey disclosed that SHIMA was at the helm when the ship capsized.

It is said that the three suspects are admitting that they are partly to blame. According to the findings of the investigation, the Midori-MarU disaster was caused by a series of unfavorable conditions, such as 1) unstable cargo loading, 2) lack of taking precautions against bad weather, and 3) unskilled piloting.



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PACIFIC STARS AND STRIPES  
Friday, 8 November 1963

### 3 HELD IN PROBE OF SINKING

#### S&S OKINAWA BUREAU

NAHA, Okinawa--Naha police investigators arrested the skipper, radioman and a sailor of the ill-fated Midori Maru ferryboat Wednesday, winding up their two-and-a-half-months of investigation into the worst maritime disaster in the Ryukyus since World War II.

The arrests were on suspicion of technical negligence resulting in death and injury. The 302-ton Midori Maru sank in heavy seas off Naha Aug. 17 on its regular run to Kumejima some 50 miles west of here, claiming 112 lives.

A police spokesman said the three men will be tried after they give their final statements to police and their case turned over to the Government of the Ryukyu Procurators Office.

The Procurators Office, which acts like a U.S. district attorney, will review police investigation data and seek indictment of the seamen.

Investigation chief Kazuo Nagayama said some 140 persons including 93 survivors and 14 crew members have been interviewed by police.

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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Friday, 8 November 1963

The Okinawa Times (evening edition) - News Article

MIDORI-MARU SKIPPER, TWO CREWMEN TURNED OVER TO PROCURATOR

The Naha Police Station's special investigation office early this morning sent skipper NISHIKAJIKU Shiro, 42, purser-radio operator ITOSU Seitoku, 32, and SHIMA Sho, 27, pilot, to the Central Circuit Public Procurator's Office on charges of accidental homicide resulting from negligence of duties.

In addition, charges of destroying the ship will be also lodged against the skipper and radio operator. Chief NAGAYAMA of the special investigation office held a press conference this morning and said that the special investigation office will be dissolved today. The examination of the three will be immediately started by Public Procurator KABIRA. The three are denying some of the charges, insisting that it was "beyond human control."



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OKINAWA PRESS TRANSLATION  
OFFICE OF PUBLIC AFFAIRS  
United States Civil Administration of the Ryukyu Islands  
Friday, 8 November 1963

The Okinawa Times (evening edition) - News Article

MIDORI-MARU SKIPPER, TWO CREWMEN TURNED OVER TO PROCURATOR

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THE KADENA FALCON  
Saturday, 9 November 1963

"DIVER OF THE YEAR AWARD"  
GOES TO SSgt. NELSON

In a precedent setting ceremony held outside 6313th Air Base Wing headquarters on Kadena AB early this week, SSgt. Robert J. Nelson, Det. 1, 6927th Security Wing, was presented the Kadena Skin Diving Club's first "Diver of the Year" award, by Col. Cornelius C. Brosnan, deputy commander.

Nelson was cited by the Skin Diving Club, and by Col. Brosnan, for "exemplary and professional performance of duties which resulted in an outstanding record of safety, efficiency, and competitive spirit."

Colonel Brosnan praised Nelson for two distinct incidents, one, in which he was directly responsible for the saving of a life at Moon Beach, Okinawa, just two months ago. Hearing a cry for help, Sgt Nelson raced to the aid of a man who was drowning, brought him to shore, and administered first aid. The citation read by Col. Brosnan, stated that without his quick thinking the man would have drowned.

The second incident in which Sgt. Nelson received praiseworthy comment was when the ill-fated Midori Maru ferry foundered off Okinawa. In a response to a plea for professional divers, Nelson went to the scene and assisted in recovery efforts. The letter stated, "That subsequent recovery efforts proved highly successful was due in large measure to your contributions of technical skill and your excellent knowledge of local conditions."

ACCIDENT-FREE CLUB

During the presentation ceremonies it was pointed out that the Kadena Skin Diving Club has had no serious incidents or accidents since its founding in 1958. In addition, selection of Sgt. Nelson as the recipient of the first



"Diver of the Year" award, was no accident. The inscription on the trophy which represents a skin diver swimming under water reads: "Staff Sergeant Robert J. Nelson, June 1962 - June 1963, Instruction - Safety - Competition - Recovery - Spear Fishing - Marine Biology - Community Relations."

Sergeant Nelson qualifies in all aspects attested by the high honor he was afforded by members of his club, and Col. Brosnan. He had consistently assisted in instructing skin diving enthusiasts since his assignment here in 1959.

In the words of Col. Brosnan, "Your contributions to the sport of skin diving and SCUBA diving, to the Kadena Skin Diving Club to this base, will remain an asset to Kadena and to the Air Force. Our congratulations and a hearty well done, Robert J. Nelson."



PACIFIC STARS AND STRIPES  
Thursday, 21 November 1963

#### QUESTION MIDORI CREWMEN

NAHA, Okinawa--The Government of the Ryukyus Public Procurator's Office, investigating the case involving three crew members of the Midori Maru ferry boat disaster has sent a procurator to Kumejima Island off the coast of Okinawa to seek additional information on the tragedy.

The ferry boat sank Aug. 17 on its way to Kumejima some 50 miles west of here, claiming 112 lives.

A spokesman for the GRI Procurator's Office said Procurator Satoru Kabira will question Midori Maru crew members on Kumejima on testimony by Shiro Nishikajiku, skipper; Seitoku Itokazu, radioman, and Sho Shima, steerman of the ferryboat.

The three were arrested Nov. 16 by GRI police on suspicion of technical negligence resulting in death after completion of an 80-day investigation into the sinking. Some 130 survivors, crew members, and American divers who recovered bodies from the sunken ship were questioned in the investigation.

The three were detained 48 hours and released.

The Procurator's Office has been reviewing the police data on the case since the police turned over the case to the office Nov. 16.

The office, acting like a U.S. district attorney's office, will decide to indict or dismiss the case, depending upon the results of its own investigation.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Thursday, 5 December 1963

The Ryukyu Shimpō - News Article

INVESTIGATION OF MIDORI MARU DISASTER ENCOUNTERS DIFFICULTY

The Marine Disaster Inquiry Board is integrating the results of the investigation pertaining to the earlier disastrous sinking of the Midori Maru, but the prospect for a trial within the year has become dim, due to the negative attitude taken by the various quarters in offering information concerning the case.

After the completion of an over-all investigation, the integration of the report was entrusted to UEDA Hirokichi, a member of the inquiry board. However, there are still five inquiries which have not been answered, even though a month has elapsed since they were sent out. The trial cannot be started until the five inquiries are answered, due to their importance in the solution of the case.



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OKINAWA MORNING STAR  
Saturday, 7 December 1963

#### FERRY PROBE NOT COMPLETE

The inquiry by the government of the Ryukyus into the Midori-maru disaster is unlikely to be completed for some time to come, authorities said yesterday.

Officials of the GRI Sea Disaster Inquiry agency have already completed their initial probe into the tragic sinking of the ferry which claimed 112 lives in the sea off Naha last August.

However, the government agency still has some of their letters of inquiry to organizations concerned still unanswered.

Investigators said these references are "very important" without which they cannot conclude their investigation.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Monday, 6 January 1964 (evening edition)

The Okinawa Times - News Article

HEARING ON MIDORI MARU DISASTER TO OPEN NEXT MONTH

A hearing on the marine disaster of the Midori Maru, which capsized off Tomari port on 17 August 1963, will start at the end of February in compliance with the proposal of the Marine Accidents Inquiry Agency commissioners. The progress of the hearing will be watched with interest because of the loss of many lives in the disaster.

The agency commissioners are pointing out the negligence of duty on the part of NISHIKAJIKU Shiro, skipper of the sunken ship. Moreover, they are also pointing out 1) the improper cargo loading and excessive number of passengers; 2) failure to take measures for the rolling of the ship; and 3) negligence of preparation against bad weather.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYUS  
PUBLIC AFFAIRS DEPARTMENT  
Tuesday, 3 March 1964

The Okinawa Times - News Article

FIRST HEARING ON MIDORI MARU INCIDENT TO START ON 17TH

The Marine Accident Inquiry Agency held a meeting of judges yesterday and decided to hold the first hearing on the sinking of the Midori Maru on 17 March. In the incident which took place last 17 August, 112 persons lost their lives.

SHIMOJI Kanchu and NISHIHIRA Shugi have been named counsellors to NISHIKAJIKU Shiro, skipper of the sunken ship. Considerable time was required before the hearing could be held because many persons involved with the case had to be questioned. The agency also explained that the hearing was delayed as this is the first time a counsellor's system will be adopted for a marine disaster case, and there was need for providing ample time to make preparations.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
Public Affairs Department  
Wednesday, 18 March 1964

The Okinawa Times - News Article

FIRST HEARING HELD ON MIDORI MARU INCIDENT

The first hearing on the disastrous sinking of the Midori-Maru was held yesterday at the Okinawa Kaikan (hall). Among some 50 spectators were members of the bereaved families and persons concerned with the ship company.

Following the identification of the examinees (defendants), the commissioners attempted to start the fact findings, but the counsellors insisted on postponing the hearing on the grounds the cause of the alleged culpable negligence on the part of the examinees is not clear.

As a result, the hearing was postponed, much to the disappointment of members of the bereaved families. They expressed the hope that the case will be settled without any loss of time because of the pending compensation problem. Meanwhile, the counsellors stated that they will insist on "force beyond control" as a cause of the incident.



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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF THE HIGH COMMISSIONER  
PUBLIC AFFAIRS DEPARTMENT  
Tuesday, 13 August 1964

The Okinawa Times (evening edition) - News Article

KUMEJIMA OBSERVES FIRST ANNIVERSARY OF MIDORI MARU DISASTER

Kumejima Reporter ARAKAKI Nobukatsu - August 17 was the first anniversary of the Midori Maru disaster, but due to the approach of Typhoon No. 14 [Kathy], members of the bereaved families were unable to visit the graves and conducted the memorial services at home. Joint memorial services will be held at the Kumejima Senior High School grounds on the 27th, while all islanders will offer a silent prayer at 12 a.m. the same day.

The Times and the Shimpo reported that the Sunabe Kaiun Kaisha (owner of the Midori Maru) observed memorial services for the victims at the compound of the Okinawa cement plant located at the north pier of Tomari Port, with the attendance of some 80 persons.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Friday, 28 August 1964

The Ryukyu Shimpo - News Article

MEMORIAL SERVICES HELD FOR VICTIMS OF MIDORI MARU DISASTER

Kumejima - Joint memorial services were held yesterday at the Kumejima High School grounds for the 112 persons who died when the Midori Maru sank on its way to Kumejima on 17 August last year. The services were attended by some 1,000 bereaved family members, USCAR and GRI officials, as well as leaders of Gushikawa and Nakazato-Son.

Amid the heavy atmosphere which prevailed, the sobbing of the bereaved family members became louder when the strains of the "Midori Maru Elegy" composed for the occasion by a teacher of Yomitan High School flowed out into the school grounds from a tape-recorder.

Representatives of the bereaved families appealed in their condolence addresses that such a disaster be never allowed to be repeated. Compensation, trial, and other problems remain for the future, while preparations are being made for erecting a memorial and publishing a book on the disaster.



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OKINAWA MORNING STAR  
Tuesday, 15 March 1955

LOCAL VESSEL  
SINKS, 10 DIE

An unidentified U.S. destroyer escort yesterday morning picked up the sole survivor of the capsized Sakishima Maru, Ryukyuan cargo ship, which reportedly sank 25 miles south of Miyako Sunday night from structural failure, GRI police headquarters reported.

Choei Shimozato, only one of 11 crewmen who survived the incident, said he and two others clung to a life raft when the small craft began to sink while the remaining crewmen jumped overboard and apparently drowned.

The American destroyer escort picked up Shimozato and two dead companions in the tiny raft and were proceeding to Okinawa late last night. An oil slick and wreckage, including lumber, were visible near the raft.

A search for the 81-ton cargo ship began Sunday around noon when Miyako shipping officials reported the Sakishima Maru was overdue after leaving Naha's Tomari Port early Saturday morning.

After Miyako police radioed GRI Police on the missing vessel, the 313th air division at Kadena dispatched two SA-16s and a C-47 from its 33rd air rescue squadron to assist in the emergency call.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
PUBLIC AFFAIRS DEPARTMENT  
Wednesday, 27 January 1965

Ryukyu Shimpo - News Article

COMPENSATION FOR VICTIMS OF 'MIDORI MARU' DISASTER TO AVERAGE \$1,000

A committee composed of Judge YAMADA Isamu of the Central Circuit Court, and Professors KUBA Masahiko and SUMAGAWA Keishin of the Ryukyus University, has been mediating between the Sunabe Kaiun (shipping) Company and the bereaved families of the victims of the "Midori Maru sinking" disaster.

Since a compromise was recently reached on the amount of compensation to be paid for the victims, the committee will visit Kumejima tomorrow to conduct final adjustments on the distribution of the compensation. As a result of some 10 meetings, a compromise was reached on the payment of compensation ranging from \$600 to \$1,600 for those who died, by taking into consideration the age and amount of money the victim would have earned if he were alive.



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PACIFIC STARS AND STRIPES  
Monday, 25 January 1965

#### FERRYBOAT TRIAL TO RESUME

NAHA, Okinawa--The Government of the Ryukyus Central Circuit Court Feb. 25 will open a 13-day special court session on Kumejima, some 50 miles west of here, to resume the Midori Maru ferryboat sinking trial, it was announced Saturday.

Court officials said the special session will be held to hear testimony by 67 survivors of the boat disaster who reside on Kumejima.

The 130-ton ferryboat capsized and sank in August two years ago in heavy seas off Naha, claiming 112 lives.

The skipper of the boat, Shiro Nishikajiku, and two other crew members aboard the boat were prosecuted last year on charges of technical negligence leading to death.

During the first hearing on the case held here in November, the prosecution submitted statements by survivors and rescue officials, but they were not accepted, because the defense council claimed the ship incident was inevitable and the charges against the crew members were not appropriate.

The prosecution made a motion to call in all its witnesses for testimony to support the charges brought against the crew members and this was accepted.

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OKINAWA PRESS TRANSLATION  
UNITED STATES CIVIL ADMINISTRATION OF THE RYUKYU ISLANDS  
OFFICE OF PUBLIC AFFAIRS  
Monday, 1 February 1965

The Okinawa Times - News Article

MEDIATORS FAIL TO GET AGREEMENT OF KUMEJIMA BEREAVED FAMILIES

A three-member mediation committee for the Midori Maru disaster compensation problem returned on the 31st after a three-day mediation with the bereaved families in Kumejima. The committee proposed a compromise plan of paying an average \$1,000 compensation for each deceased person within the framework of \$112,000, in a four-year installment, but the bereaved families reportedly showed dissatisfaction at the amount and the method of payment.

However, there was indication among the bereaved families that they might give consideration to the acceptance of the compensation. The committee is reportedly of the intention to recommend the company to make a lump-sum payment and obtain a government loan, if necessary.