

DD742/A4-3/lcp
Serial: 038

U. S. S. FRANK KNOX (DD-742)
Care of Fleet Post Office,
San Francisco, California.

RESTRICTED

~~CONFIDENTIAL~~

15 September 1948.

From: Commanding Officer.
To: Commander Task Force SEVENTY ONE.
Via: Commander Task Group SEVENTY ONE POINT TWO.
Subject: Movement from Tsingtao to Shanghai, To Kirun and Return,
report of.
Enclosure: (A) General Account of Movement from Tsingtao to Shanghai,
Kirun and Return.
(B) Detailed Report of the U.S.S. FRANK KNOX and SOUTHERLAND
Visit to Kirun.

1. Enclosures (A) and (B) are submitted as parts of this report which is made to provide pertinent information relative to the movement of the FRANK KNOX (DDR742) and SOUTHERLAND (DDR743) in company to Shanghai and Kirun departing Tsingtao on 27 August 1948 and returning on 6 September 1948. Since the visit to Kirun is considered worthy of special attention, enclosure (E) outlines the situation in that port in some detail as found by the FRANK KNOX and SOUTHERLAND.

2. The limited, but beneficial training activities enroute are outlined in enclosure (A). The particulars of the visit of these ships at Shanghai are not considered to be different from those of the other ships which have visited there.

3. The visit to Shanghai was considered to be one primarily for liberty and recreation. Shore leave and liberty were granted in accordance with S.O.P.A. instructions applicable to brief visits and the recreation objective of the stay in this port was fully met. In the case of the visit at Kirun, the prime objective, that of "showing the flag", was considered as met and in addition an unexpected amount of recreation for the ships' companies was derived. The pleasure which crewmen apparently derived from liberty in a port from which movement into the interior was possible, and in a port where shore going was free from the petty annoyances common to most ports in the Western Pacific area was gratifying. The general success which is attributed to the visit to Kirun, is considered to be due in no small part to the helpfulness, cooperation, and advice of the American Consul General, Mr. Krenz, and the American Consul, Mr. Beverstock, both in Taipei. Through the Assistant Naval Attache in Shanghai, the Consul, Mr. Beverstock, and in turn the Consul General, Mr. Krenz, were advised in detail of the visit of the KNOX and SOUTHERLAND. With this advance notice, they were able to take some of the steps in preparation such as would be permitted by the early detailed information recommended below. As noted in the chronological account, the American Consul, Mr. Beverstock, was brought out promptly, and as a result of this early contact, the handling of the remainder of the visit was facilitated.

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4. As a supplement of this report the following recommendations regarding future visits to Keelung, or any port in Formosa, are submitted. It is believed pertinent to mention that these recommendations are the result of discussions with the American Consul General and Consul, of the experiences of this visit. These officials strongly support the recommendations given below, regarding the earliest practicable dissemination of as complete information regarding scheduled visits as possible. It is also considered pertinent to note that the desirability of early information regarding scheduled visits was also mentioned by Chinese authorities, who expressed regret at not having known in time enough to make what they considered adequate preparation for the arrival of the ships. As far as could be learned, the knowledge of local Chinese authorities about the visit of the FRANK KNOX and SOUTHERLAND was supplied through the American Consulate General at Taipei.

(a) The present system of clearances and notification regarding visits of naval vessels, in particular, to Keelung, should be expanded to provide not only the earliest practicable advance notice of a scheduled visit and its length, but also the latest information on time of arrival.

(b) The local, or nearest, American representative should be advised of the approximate number of officers and men on board the ships making the visit, the name, and rank, of the senior officer of the ship or ships, subordinate commanders, if any, and names and ranks of Commanding Officers. That part of this particular recommendation, regarding the ranks of officers, was the subject of special comment in the course of conversation with the Commanding General of the Keelung Fortress.

(c) In the event a visit is intended to be an informal one as in case of a very brief stay, under which circumstances the formalities attending upon a more extensive visit could not be adequately met, the fact should be set forth in the usual advisory to U.S. officials concerned. Local Chinese authorities should be ~~especially~~ notified in this respect. It appears that it is assumed that any visit is a complete and official one, unless otherwise advised in advance.

(d) As much information as possible should be made available in advance to units regarding the various ports of call, in order to permit all possible development of the visit.

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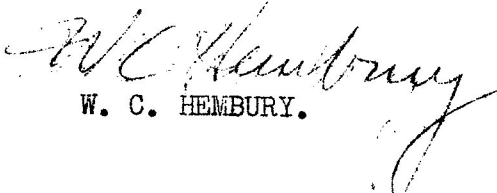
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(e) The procedure for payment of harbor charges should be standardized and classified. In this connection it is recommended that the standardization be along the lines of a procedure by which such charges are certified by the ships for payment by the local U. S. representative. It is further recommended in this connection that the procedure which is to be followed be communicated to the port officials concerned in order to eliminate possible misunderstandings and inconsistencies in handling such situations.

5. In conclusion it is reported that the movement from Tsingtao to other ports, namely Shanghai and Kirun (Keelung) was very beneficial primarily to the morale of personnel, and was beneficial also to the training of both ships. The cruising provided a good background for individual ship exercises, and the ports provided different sights and scenes for the ships' companies. As previously noted also, the contacts made with the Chinese in the course of the trip were considered such as to be consistent with the mission of the U. S. forces in China.


W. C. HEMBURY.

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General Account of Movement from Tsingtao to Shanghai
Kirun and Return

General

In accordance with pertinent directives the U.S.S. FRANK KNOX and U. S. S. SOUTHERLAND departed from Tsingtao on 27 August and proceeded in company to Shanghai, where the ships arrived on 28 August and departed on 1 September. From there these ships further proceeded in company to Kirun (Keelung) where arrival and departure was on 2 and 4 September, respectively. The movement was completed with the return to Tsingtao area on the morning of 6 September, 1948. Commanding Officer, U.S.S. FRANK KNOX as senior commanding officer was O.T.C. and functioned as S.C.P. as appropriate.

Enroute

Periods enroute were devoted to upkeep (present best possible appearances in port) while also utilizing the time for individual ship training, simple tactics, and ship handling.

Both training and upkeep were limited by unfavorable weather during practically all of the time enroute Kirun, and the first day out of that port, on return. Specific exercises were carried out as noted below under training.

In Port

Ships were moored in nest at buoys U1 and U2 at Shanghai.

Provisions, fuel, and water were promptly and efficiently supplied by the Naval Port Facilities at Shanghai, in addition to incidental services and helpful information.

Shore leave and liberty were given in Shanghai in accordance with S.O.P.A. directives.

The stay was notable for the relative absence of infractions of discipline.

Shore leave and liberty for the same hours as existed in Shanghai, were arranged for and given in Kirun. The stay here was perhaps even more notable for the relative absence of infractions of discipline. There were two notable exceptions, one in each, FRANK KNOX and SOUTHERLAND. In the former case a man was sixteen hours absent overleave when picked up by local Chinese authorities for the Naval Shore Patrol, and in the latter case for a man who was similarly absent overleave, and absent from SOUTHERLAND at sailing.

Training

27-28 August - SOUTHERLAND conducted Communication Competitive Exercise No. 1. Conducted elementary ship handling and individual ship exercises.

1-2 Sept. - FRANK KNOX conducted Communication Competitive Exercise No. 1.

4~~th~~ Sept. - Both ships conducted test firing of VT fuses. Both ships conducted Exercises Y-11-AW, Y-14-AW, Radar Double Echo Check, Elementary Ship Handling, and individual ship exercises.

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General Account of Movement from Tsingtao to Shanghai
Kirun and Return (Cont'd)

Navigation

Familiarization of ship control personnel with waters through which cruised is considered of notable importance. The information available in sailing directions about Yangtze River approaches was found out of date in some instances. Notable among the aids to navigation which were found not exactly as described was information pertinent to Chi Toan Light vessel, and the entrance channel buoys marked "A", "B", and "C". Chi Toan Light Vessel was shown on the chart but not accounted for in sailing directions. Only one entrance channel buoy is accounted for on charts as well as in sailing directions.

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ENCLOSURE (A)

Detailed Report of FRANK KNOX and SOUTHERLAND
Visit to Kirun

In accordance with pertinent directives, U.S.S. FRANK KNOX and SOUTHERLAND departed from Shanghai 1000 Item, 1 September 1948 and arrived at Kirun (Keelung) at 1215 Item, 2 September 1948. In order to provide pertinent information about the port of Kirun and its approaches for future reference, the following detailed report is submitted. The report, further, is divided into various parts which are appropriate to the categories into which the particulars of the visit may be conveniently grouped.

A. Chronological Summary

Thursday, 2 September 1948.

1215 Anchored in outer harbor.

Received Lt. Col. Wei-Yeh-Chen, representative of Commanding General Keelung Fortress, K. L. Cheyne, Inspector, representative of the Keelung Harbor Bureau, Lt. Chau, Chinese Navy, representative of the Naval Station, Kee-Loon, Third Naval District, and the secretary to the mayor of Keelung, Julian Lo.

1430 Received Mr. R. C. Beverstock, American Consul at Taipei on board. Underway to shift to berths 6 and 15 in inner harbor.

Official call made on mayor of Keelung.

Landed Shore Patrol, consisting of one-half standard unit from each ship and commenced shore leave and liberty. The senior officer of the units was ordered as Senior Shore Patrol Officer. One unit patrolled Keelung, the other Taipei.

Official call made on Commanding General of Keelung Fortress.

Commanding Officers of visiting ships and aides of Chinese officials entertained by Consul and Mrs. Beverstock.

Friday, 3 September.

Received return call of Mr. Liang Chieh - Chong, mayor of Keelung.

Received return call of Maj. Gen. Yao Cherng - Jai, commanding general of Keelung Fortress.

1215 Made official call on Commander Cheng Kung Hsu, RCN, Commanding, Naval Station, Kee-Loon, Third Naval District, Formosa, in company with the American Consul.

1245 Made official call on American Consul General at Taipei.

Luncheon given by Consul General and Mrs. Krenz, followed.

1700 Made official call, in company with American Consul General on the Commanding General of the Formosa Garrison Forces at his Taipei headquarters.

PM Consul General and Mrs. Krenz entertained for officers of both ships.

Dinner in Keelung in celebration of Chinese V-J Day attended by selected representatives from both ships as honor guests along with Chinese military at Keelung.

Consul General, and the American Consul, members of the American Colony and their ladies, Maj. Gen Yao and members of his staff, entertained on board the SOUTHERLAND with buffet dinner and movie.

Saturday, 4 September 1948.

1200 Received return call of Consul General on board. Consul General and Mrs. Krenz, and Consul and Mrs. Beverstock entertained at lunch on board FRANK KNOX.

Detailed Report of FRANK KNOX and SOUTHERLAND
Visit to Kirun (Cont'd)

B. Navigation

- (a) The comparatively narrow entrance to the harbor is made even more difficult of approach, because of strong currents which sweep across the entrance, approximately normal to the entry course. These currents are shown on charts, but at the time of entry of KNOX and SOUTHERLAND a strong SE wind increased this factor. In the case of the KNOX, compensation for set resulted in almost a steady swing through the harbor entrance.
- (b) Variations in early approach to the harbor entrance are limited, because of restrictions on sea room represented by Kirun Tao and Shin Ro Bank which are about 1.5 miles apart, two miles north of the entrance. KNOX and SOUTHERLAND negotiated the early approach at 20 to 15 knots to reduce the effect of drift, with apparent success. This is recommendable under conditions which permit. However, under low visibility conditions, a low speed would have to be accepted with not only the drift problem, but the piloting problem greatly increased. It appears essential, even under relatively favorable conditions to proceed step by step generally south from Agin court ID., to Kirun Tao, to the harbor entrance.
- (c) Anchorages in the inner harbor clear of the fairway are limited because of the presence of wrecks. Two hulls at the eastern side of the outer harbor were found not to be charted. One of these made the berth which was taken by the KNOX suitable only as a temporary anchorage, that is, on condition that the ship anchors clear of the fairway.
- (d) Although the services of pilots were used to moor ships in the inner harbor, the protected and comparatively accessible location of this part of the port is such that most berths are to be considered easily reached without assistance.
- (e) The local pilots state that any berth in the inner harbor would be secure for a ship during a typhoon, but the outer harbor berths would not.

C. Port Facilities

- (a) Berths generally along the western side of the inner harbor are used. It appears that outer harbor anchorages are considered temporary. This conclusion is drawn from the fact that the harbor representatives who were received aboard after the ships had anchored, primarily brought the information that inner harbor berths and pilots were available, and in connection with that information, desired to know when it was desired to make the shift.

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Visit to Kirun (Cont'd)

C. Port Facilities (Cont'd)

- (b) Harbor wharves would be suitable for naval vessels up to, but not including cruisers. In view of reasonable charges for this convenience their use is recommended. The pilotage and wharfage charges per ship for in and out pilotage and two days alongside totalled \$25.00 and \$12.00 respectively.
- (d) Water is available in barges, but no fueling source was evident. A large area of the innermost part of the wharveside, however, was taken up with coal storage and handling.
- (e) No brow or accommodation ladders are available. The tide range was approximately 3 ft. This fairly small range combined with height of wharf relative to height of deck made possible the improvisation of staging for use as a brow.

D. Recreation

- (a) The facilities for recreation in the city of Keelung itself are very limited. They are as limited as the city is in size. The city is crowded between the shores of the bay and harbor which form the port, and the hills which rise with a minimum of level land between them and the shores. There are no athletic fields or similar recreational areas, none at least, of which the consular authorities were aware, and none which came to the view of the visitors.
- (b) Both Keelung and Taipei are small towns with Taipei the larger. Both consist principally of streets of small shops. Taipei has a greater number which are more diversified. Those of Keelung are just of a nature and number limited to the town's own small population, plus the military.
- (c) Any consideration of the recreational facilities of Keelung and its value as a port of visit should include the city of Taipei and the country surrounding it. Taipei is 16 miles from Keelung over a very good highway or via train. Keelung and Taipei in many respects are considered as twin cities. Although an hour between the two by car, bus, or rail, there is a general circulation of the population between the two, mostly from Keelung to Taipei, which is the larger, and seat of government of the whole island of Formosa.

Detailed Report of FRANK KNOX and SOUTHERLAND
Visit to Kirun (Cont'd)

D. Recreation (Cont'd)

(c) (Cont'd)

The comparatively short trip from Keelung is scenic; however, it is only an introduction to the scenery which surrounds Taipei. The city itself is definitely quiet and provincial, but it is comparatively neat and clean, as are its people. As a matter of fact a general appearance of neatness and cleanliness of the cities of Keelung and Taipei would tend to be inconsistent with the reported prevalence of disease. Small buses between Keelung and Taipei every half hour, make trips until 2200. Trains run every hour until the same hour. Taxies operate between the two cities at nominal rates. The shore patrol officer in Taipei on one occasion mobilized the available taxies to transport left over men of the liberty party and his shore patrol back to Keelung when scheduled second trip of special buses didn't materialize and the 2200 train was missed. This was done at the cost of 75,000 Taiwan Yen, or a net of about \$0.40 each. Taipei has quite a few shops whose prices are reportedly reasonable and one or two principle bars. There is an athletic field, and as reported by the consular representatives, one or two baseball teams who would liked to have played our teams if time had been available.

- (d) A survey of the ships' companies indicates that favorable impressions of these places were the result in part of the relative ease in getting around through the excellent rail and bus service, the lack of bothering from the local population, and the comparatively reasonable prices.

E. Special Facilities

- (a) Local Chinese authorities put at the disposal of the two ships three buses, which under the direction of the shore patrol made a trip up each day to Taipei at the start of liberty, and one or two trips back to Keelung at the end of liberty hours. The first night two return trips were made. On the second night the same two trips were scheduled, but according to the police of the Foreign Affairs Division the drivers arrived at Keelung and secured after their 2030 trip.
- (b) Cars were offered to the Commanding Officers and Officers but these offers were not taken up until the afternoon of the second day, because of indefiniteness of plans and availability of adequate transportation through the American Consul. As a matter of fact, it was with the help of the American Consul that all concerned were able to be transported to make official calls on the mayor of Keelung and the Commanding General of the Keelung Fortress. One vehicle only, in a relatively bad state of repair, was apparently available locally at the time. On the second evening however, two very nice cars were on hand to transport officers from the ships to a dinner in Keelung.

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Detailed Report of FRANK KNOX and SOUTHERLAND
Visit to Kirun (Cont'd)

E. Special Facilities (Cont'd)

(b) Cont'd)

in celebration of Chinese V-J Day. Earlier that day, though, two cars which had been offered, and promised by the mayor, to provide special transportation for officers to Taipei failed to materialize.

(c) The local police are very cooperative and very efficient. They worked closely and helpfully with the shore patrol. On the first night one man was absent overleave from the KNOX. After contact with the Foreign Affairs Division of police through the Consul General, the man was found by the local police and turned over to naval authorities in a matter of two or three hours. The fact that the local police were not as successful in a similar case of another man absent overleave from the SOUTHERLAND on the second night, is not considered to detract from their apparent efficiency.

F. Miscellaneous

- (a) The main part of Keelung is only half mile or so from the wharves, except in the case of the more northerly berths where the SOUTHERLAND was moored, where the distance was increased by having to go around the western extremity of the harbor.
- (b) Only Taiwan Yen are in circulation. Money is exchanged at the Taiwan Banks or its branch at Keelung. The exchange rate was approximately 7,000 to the dollar with 7,340 the rate quoted by the American Consul as existing at that time at the banks.
- (c) Each ship experienced one VD case attributed to contact in the Keelung - Taipei area.