Declassified E.O. 12065 Section 3/402/NNDG NO. 715009

Supplemental Provision

This Law shall come into force as from April 1, 1951.

Reason

To contribute a smooth operation of the customs administration and in view of recent development of smugglings, it is necessary to increase the cash reward to the supplier of information on the violation of the laws and orders concerned, make it obligatory for the person, who has found any article involved in the suspected violation of the laws and regulations, to deliver such article to the customs office, create a new system under which a cash reward is given in case the delivered article has reverted to the Treasury, and make clear the basis for the collection of special permission and other fees, and, at the same time, to make adjustment of various provisions of the Law. This is the reason for submitting this Bill to the Diet.

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UNCLASSIFIED

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

C H E C K S H E E T

(Do not remove from attached sheet)

Subject: Draft Legislation

Note No.	
	Maj Guida 26-6076 From: Govt Sec To: G2/PSD Date: 28 February 1951
1.	1. Immediate introduction of the attached draft bill in the Diet is proposed by House of Representatives. 2. Your prompt comment is requested. 1 Incl Bill for Partial Amendments to Port and Harbor Law
	C. J.
	Col Pulliam 26-5915 From: G-2 To: Govt Sec Date: 6 March 1951
2	PSD/G-2 offers no objection to the proposed amendments to the Port and Harbor Law. 1 Incl n/d -C.A.W.- - - - - - - - -
	MEMO FOR RECORD: GS by C/N 1, subj: "Draft Legislation," dtd 28 Feb 51, fwds to G-2 for comment a proposed amendment to the Port and Harbor Law. These amendments will not affect the activities of Maritime Safety Agency. This c/n informs GS that PSD/G-2 offers no objection to the proposed amendments. Incl in PSD files. HEP 26-5915

010.3A

PSD File Copy G-2/PSD/HEP/sm

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PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: [illegible] DATE: 10 Dec 51

3	Chief of Division	
1	Executive Officer	[illegible]
4	Capt. Russell	
	Capt Graves	
1	Administrative Officer	[illegible]
6	Chief Clerk	
	Fire Branch	
	Liaison Branch	
5	Maritime Branch	[illegible]
	Police Branch	
	Prison Branch	
	Stat & Anal Branch	

FOR:
Information ___ Comment ___
Action _____
Approval ___ File ___

Remarks:

no objection - OLD
RML

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House of Representatives

February 27, 1951.

Bill for Partial Amendments to the Port and Harbor Law.

(Presented by TSUBOUCHI Hachiro (L))

The Port and Harbor Law (Law No. 218, 1950) shall be partially amended as follows:

To Article 12, Par. 1, the following two items shall be inserted as item (5-2) and as item (11-2) respectively.

"(5-2) Receive an entrance or a clearance notice from an entering or a clearing vessel respectively within the port area."

"(11-2) Render good offices for improvement of the loading, unloading, storage, pier and transportation facilities of goods within the port area and the waterfront area beside those mentioned in the preceding item."

In Par. 2 of the same Article, "preceding paragraph" shall be amended as "paragraph 1"; the same Paragraph 2 shall be made as Paragraph 4 and the following two Paragraphs shall be added next to Par. 1 of the same Article.

"2. Necessary matters in connection with the entrance or the clearnance notice provided for in item (5-2) of the preceding Paragraph shall be provided for by the by-law of the public entity provided for in the Articled of Incorporation out of the local public entities organizing the Port Authority."

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"3. The enactment of the by-law in the preceding Paragraph shall be effected by respecting the original draft worked out by the Port Authority concerned."

In Article 16, Par. 2, "preceding paragraph" shall be amended as "preceding two paragraphs"; Par. 2 shall be made as Par. 3 and the following paragraph shall be added next to Par. 1 of the same Article.

"2. With regard to the Board of Directors to be set up for the Port Aurhority, the component local public entities of which exceed seven in number, the number of members of the Board of Directors may be increased till the number of the local public entitiss concerned is reached regardless of the provisions of the preceding paragraph."

In Article 17, Par. 1, item (3) shall be made as item (4); item (2) shall be made as item (3) and item (1) shall be amended as follows:

"1. Member of the National Diet.

2. Member of the Assembly of local public entity. However, the same shall not apply in case only one assembly member is appointed member of the Board of Directors from among the assemblymen recommended by the assemblies of the local public entities under which the Port Authority is organized."

In Article 22, Par. 2, "Article 16 paragraph 2" shall be amended as "Article 16 paragraph 3".

In Article 27, "Article 16 paragraph 2" shall be amended as "Article 16, paragraph 3, proviso in Article 17 paragraph 1 item (2)".

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Supplementary Provisions:

This law shall be enforced as from the day of its promulgation.

TF

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

C H E C K S H E E T

(Do not remove from attached sheet)

Subject: Draft Legislation

Note No.	
1.	From: Govt Sec To: G2/PSD Date: 5 March 1951 Capt Norris 26-6076 1. Immediate introduction of the attached draft bill in the Diet is proposed by **Transportation Ministry.** 2. Your prompt comment is requested. 1 Incl **Bill for Ship's Officer**
2	From: G-2 To: Govt Sec Date: 7 March 1951 Col Pulliam 26-5915 PSD/G-2 offers no objection to the bill for Ship's Officers. 1 Incl w/d - C.A.W. - - - - - - - - - -

MEMO FOR RECORD:

GS by C/N 1, subj: "Draft Legislation," dtd 5 Mar 51, fwds to PSD/G-2 for comment a bill for Ship's Officers. This bill is intended to secure the safety of navigation of vessels by prescribing the qualifications of those who are to man a vessel as ship's officers. This c/n informs GS that PSD/G-2 has no objection to the proposed bill. Incl in PSD files.

HEP 26-5915

PSD File Copy

G-2/PSD/HEP/sm

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FOMNO.112

Bill for Ship's Officer

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Supplementary Provisions

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Bill for Ship's Officer

Chapter I. General Provisions

(Purpose)

Article 1. The purpose of this Law is to secure the safety of navigation of vessels by prescribing the qualifications of those who are to man a vessel as ship's officers.

(Definition)

Article 2. In this Law "vessel" shall mean a Japanese vessel (a Japanese vessel as prescribed in Article 1 of the Ship's Law (Law No. 46 of 1899); hereinafter the same),a vessel other that a Japanese vessel which has been chartered by a person who may possess a Japanese vessel or a vessel other than a Japanese vessel which navigates only between ports or on the lakes, rivers or harbors of Japan (Honshu, Hokkaido, Shikoku, Kyushu and such other islands attached thereto as stipulated by Ministry of Transportation Ordinance; hereinafter the same), excepting those vessels given in the following items:

(1) Vessels of less than 5 gross tons;

(2) Vessels operated or chiefly operated by oars;

(3) Japanese vessels chartered by those who may not possess Japanese vessels or such other vessels as prescribed by Ministry of Transportation Ordinance.

2. In this Law "ship's officer" shall mean a person who, in a vessel, performs the function of a Captain, First Mate, Second Mate, Third Mate, Chief Engineer, First Engineer, Second Engineer, Third Engineer, First Ship's Radio Operator, Second Ship's Radio Operator or Third

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vessel or a vessel other than a Japanese vessel [illegible]

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3. In this Law "marine technician" shall mean a person who has obtained the license mentioned in Article 4.

(Application of the Law)

Article 3. In this Law the provisions in regard to the owner of a vessel shall apply to the manager in the case of a jointly owned vessel or the charterer in the case of a chartered vessel.

Chapter II. Marine Technician's License and State Examination for Marine Technicians

(License)

Article 4. A person intending to be a ship's officer shall obtain a license as marine technician.

2. The marine technician's license mentioned in the preceding paragraph shall be given by the Director of the Maritime Safety Agency to a person who has passed the State Examination for

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(2) Vessels operated or chiefly operated by oars;

(3) Japanese vessels chartered by those who may not possess Japanese vessels or such other vessels as prescribed by Ministry of Transportation Ordinance.

2. In this Law "ship's officer" shall mean a person who, in a vessel, performs the function of a Captain, First Mate, Second Mate, Third Mate, Chief Engineer, First Engineer, Second Engineer, Third Engineer, First Ship's Radio Operator, Second Ship's Radio Operator or Third Ship's Radio Operator.

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Chapter II. Marine Technician's License and State Examination for Marine Technicians

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(1) Vessels of less than 5 gross tons;

(2) Vessels operated or chiefly operated by oars;

(3) Japanese vessels chartered by those who may not possess Japanese vessels or such other vessels as prescribed by Ministry of Transportation Ordinance.

2. In this Law "ship's officer" shall mean a person who, in a vessel, performs the function of a Captain, First Mate, Second Mate, Third Mate, Chief Engineer, First Engineer, Second Engineer, Third Engineer, First Ship's Radio Operator, Second Ship's Radio Operator or Third Ship's Radio Operator.

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Chapter II. Marine Technician's License and State Examination for Marine Technicians

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Marine Technicians (hereinafter referred to as " the Examination").

3. The application for the license mentioned in paragraph 1 above shall be made within three months from the day when the applicant passed the examination.

(Qualifications)

Article 5. The license mentioned in the preceding Article shall be given in accordance with the following kinds of qualifications:

A Class Captain
A Class First Mate
A Class Second Mate
B Class Captain
B Class First Mate
B Class Second Mate
C Class Captain
C Class Mate
Small-sized vessel operator
A Class Chief Engineer
A Class First Engineer
A Class Second Engineer
B Class Chief Engineer
B Class First Engineer
B Class Second Engineer
C Class Chief Engineer
C Class Engineer
A Class Ship's Radio Operator
B Class Ship's Radio Operator
C Class Ship's Radio Operator

2. The Director of the Maritime Safety Agency may, as regard the license in respect of the qualifications of A Class Chief Engineer, A Class First Engineer, A Class Second Engineer, B Class Chief Engineer, B Class First Engineer, B Class Second Engineer, C Class Chief Engineer, C Class Engineer, restrict the kind of ship's machinery

A Class Second Engineer
B Class Chief Engineer
B Class First Engineer
B Class Second Engineer
C Class Chief Engineer
C Class Engineer
A Class Ship's Radio Operator
B Class Ship's Radio Operator
C Class Ship's Radio Operator

2/ The Director of the Maritime Safety Agency may, as regard the license in respect of the qualifications of A Class Chief Engineer, A Class First Engineer, A Class Second Engineer, B Class Chief Engineer, B Class First Engineer, B Class Second Engineer, C Class Chief Engineer, or C Class Engineer, restrict the kind of ship's machinery.

(Cases Not Licensed)

Article 6. Any person coming under one of the following items shall not be granted a license:

(1) A person under 18 years of age in the case of the license in regard to the qualifications of a small-sized vessel operator and a person under 20 years of age in the case of the license in regard to the qualifications other than those of a small-sized vessel operator;

(2) A person whose license as marine technician has been revoked by the decision mentioned in Article 4 paragraph 2 of the Marine Accident Inquiry Law (Law No. 135 of 1947);

(3) A person with respect to whom two years have not elapsed since the day when his license was revoked in accordance with the provisions of Article 10.

(Registration and Certificate of Competency)

Article 7. The Director of the Maritime Safety Agency shall, when he has given a license to a person, register it in the Marine Technician License Register and issue a certificate of

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competency to such person.

2. The Marine Technician License Register shall be kept by the Maritime Safety Agency.

(Term of Validity of License)

Article 8. The term of validity of a license shall be five (5) years reckoned from the day of the licensing; provided that, in the cases where a marine technician is, at the time of expiration of the effective term of his license, in a place outside Japan or in other cases prescribed by Ministry of Transportation Ordinance, the license held by such person shall continue to be valid for such period not exceeding one (1) year as may be fixed by Ministry of Transportation Ordinance even after expiration of the term of validity.

2. A license in regard to the qualifications of A Class Ship's Radio Operator, B Class Ship's Radio Operator or C Class Ship's Radio Operator shall lose its validity even during the effective term mentioned in the preceding paragraph in case a Radio Operator's license as provided for in Article 4 of the Radio Law (Law No. 131 of 1950) has become invalid.

(Renewal of License)

Article 9. A marine technician may apply to the Director of the Maritime Safety Agency for the renewal of his license for the same class of qualifications.

2. The Director of the Maritime Safety Agency shall, when there is an application mentioned in the preceding paragraph, give the examination to the applicant within the scope necessary for

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Radio Operator or 6 Class Ship's Radio Operator shall lose its validity even during the effective term mentioned in the preceding paragraph in case a Radio Operator's license as provided for in Article 4 of the Radio Law (Law No. 131 of 1950) has become invalid.

(Renewal of License)

Article 9. A marine technician may apply to the Director of the Maritime Safety Agency for the renewal of his license for the same class of qualifications.

2. The Director of the Maritime Safety Agency shall, when there is an application mentioned in the preceding paragraph, give the examination to the applicant within the scope necessary for the renewal of license as may be fixed by Ministry of Transportation Ordinance.

3. The provisions of paragraph 1 of the preceding Article shall apply mutais mutandis to the renewal of license.

(Revocation, etc. of License

Article 10. The Director of the Maritime Safety Agency may, when a marine technician comes under one of the following items, revoke his license, order to suspend his duty during a fixed period of not more than one (1) year or give warning to such person; provided that this shall not apply to the case where the sea casualty mentioned in Article 2 of the Marine Accident Inquiry Law has been caused by one of these items:

(1) When he has violated the provisions oft this Law or orders based thereon;

(2) When he has committed any malfeasnance in performing his duty as a ship's officer.

Ar(Hearing)

Article 11. The Director of the Maritime Safety Agency shall, when he intends to make the disposition in accordance with the provision of the preceding Article, hold a public hearing.

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2. In the case of the preceding paragraph the Director of the Maritime Safety Agency shall notify the parties connected with the disposition is going to be made and the date and place of the hearing by 15 days prior to the date, and made public the date and place of the hearing.

3. At the hearing the parties connected with the disposition or proxies thereof or those interested in the case may state their opinions and produce evidences in regard to the case concerned.

(Execution of the Examination)

Article 12. The examination shall be conducted by the Director of the Maritime Safety Agency according to the different kinds of qualifications mentioned in Article 5 paragraph 1.

(Contents of the Examination)

Artilce 13. The examination shall be conducted for the purpose of deciding whether the applicant has knowledge and ability required for a ship's officer.

2. The examination shall consist of the physical examination and the technical examination.

(Qualifications for the Examination)

Article 14. No person other than those who have such experience of having been on board a vessel as fixed by Ministry of Transportation Ordinance according to the different Kinds of qualifications mentioned in Article 5 paragraph 1, shall take the examination.

2. A person who holds a certificate granted by a foreign government as regards seamanship or operation of ship's machinery and who has been approved by the Director of the Maritime Safety Agency may take the examination

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Article 13. The examination shall be conducted for the purpose of deciding whether the examinee has knowledge and ability required for a ship's officer.

2. The examination shall consist of the physical examination and the technical examination.

(Qualifications for the Examination)

Article 14. No person other than those who have such experience of having been on board a vessel as fixed by Ministry of Transportation Ordinance according to the different Kinds of qualifications mentioned in Article 5 paragraph 1, shall take the examination.

2. A person who holds a certificate granted by a foreign government as regards seamanship or operation of ship's machinery and who has been approved by the Director of the Maritime Safety Agency may take the examination in regard to such qualifications as recognized by the Director of the Maritime Safety Agency as corresponding, regardless of the provision of the preceding paragraph.

3. The examination in regard to the qualifications of A Class Ship's Radio Operator, B Class Ship's Radio Operator or C Class Ship's Radio Operator shall not be taken by any person other than those who have obtained the license mentioned in Article 41 of the Radio Law as fixed by Ministry of Transportation Ordinance as regards the qualifications mentioned in Article 40 of the same Law, in addition to those as provided for by paragraph 1.

(Disposition of a Dishonest Examinee)

Article 15. In case any dishonest conduct is found relating to the examination, the Director of the Maritime Safety Agency may suspend the person connected with the unjust conduct from receiving the examination or annul his success in the examination.. In such case he may cause such dishonest person not to take the examination for a fixed period not exceeding two (2) years.

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(Delegation to the Order)

Article 16. Besides the matters prescribed in this Law, the details related to the license such as application for and registry of license, form, issuing, re-issuing, presentation and return of certificate of competency, etc. and the details for giving the examination such as subjects and formalities of the examination, standards of the physical examination, etc. shall be prescribed by Ministry of Transportation Ordinance.

Chapter III. Ship's Officer

(Qualifications of Those to Man a Vessel as Ship's Officers)

Article 17. The owner of vessel shall cause any of the vessels given in the Vessel column of the Annexed Table No. 1 to be manned with marine technicians having qualifications mentioned in the Qualification column of the same Table or upper grade thereof, as ship's officers enumerated in the Ship's Officer column of the same table; provided that vessels having no wireless facilities shallrequire no person to be on board to perform the duty of A Class Ship's Radio Operator, B Class Ship's Radio Operator or C Class Ship's Radio Operator.

2. The classification of upper and lower grades of qualifications mentioned in the preceding paragraph shall be in accordance with the Annexed Table No.2.

Article 18. The provisions of the preceding Article shall not apply to the case given in each of the following items:

ship's officers enumerated in the Ship's Officer column of the same table; provided that vessels having no wireless facilities shallrequire no person to be on board to perform the duty of A Class Ship's Radio Operator, B Class Ship's Radio Operator or C Class Ship's Radio Operator.

2. The classification of upper and lower grades of qualifications mentioned in the preceding paragraph shall be in accordance with the Annexed Table No.2.

Article 18. The provisions of the preceding Article shall not apply to the case given in each of the following items:

(1) When a vessel the ownership of which has been obtained or which has been chartered in a foreign country (any place outside Japan: hereinafter the same) is brought to a port of Japan from a port of the foreign country;

(2) When a vessel sailing between ports of a foreign country has caused a vacancy in her ship's officers and replenishment thereof is dificult;

(3) When a vessel sailing between a port of Japan and that of a foreign country has caused a vacancy in her ship's Officers outside Japan and sails back to the port of Japan;

(4) Besides the cases prescribed in the preceding two items, when a vessel has, while navigating, caused a vacancy in her ship's officers and replenishment thereof is difficult.

Article 19. The owner of a vessel shall, when the approval of the Director of the Maritime Safety Agency has been obtained in case his vessel falls under any of the following items, be satisfied with manning the vessel with the marine technicians of the designated

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qualifications as ship's officers of the designated duty, regardless of the provisions of Article 17:

(1) When a vessel is being towed by another vessel;

(2) When a vessel is not employed for navigation on account of docking, repair or any other reason;

(3) When a vessel is of a peculiar structure or equipment.

(Ship's Officership which a Marine Technician May Assume)

Article 20. No person other than marine technicians who have the qualifications mentioned in the Qualifications column of the Annexed Table No. 1 of upper grade thereof shall perform the duty of the ship's officers enumerated in the Ship's Officer column of the same Table on board the vessels given in the Vessel column of the same Table.

2. The provisions of Article 17 paragraph 2 shall apply mutatis mutantis to the classification of upper and lower grades of qualifications of the preceding paragraph.

Article 21. In case the owner of a vessel has obtained the approval of the Director of the Maritime Safety Agency in accordance with the provisions of Article 19, the marine technician of thedesignated qualifications may perform the duty of the ship's officer of the designated duty in the vessel concerned, regardless of the provisions of the preceding Article.

(Carrying of Certificate of Competency)

Article 22. A marine technician shall when he performs the duty of a ship's officer, keep his certificate of competency in the vessel.

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2. The provisions of Article 17 paragraph 2 shall apply mutatis mutantis to the classification of upper and lower grades of qualifications of the preceding paragraph.

Article 21. In case the owner of a vessel has obtained the approval of the Director of the Maritime Safety Agency in accordance with the provisions of Article 19, the marine technician of thedesignated qualifications may perform the duty of the ship's officer of the designated duty in the vessel concerned, regardless of the provisions of the preceding Article.

(Carrying of Certificate of Competency)

Article 22. A marine technician shall when he performs the duty of a ship's officer, keep his certificate of competency in the vessel.

(Putting Up of Ship's Officers List)

Article 23. The owner of a vessel shall, as regards such vessels as may be fixed by Ministry of Transportation Ordinance, put up a list of the ship's officers on board at a conspicuous place in the vessel.

Chapter IV. Miscellaneous Provisions

(Prohibition of Transfer, etc. of Certificate of Competency)

Article 24. The marine technician shall not transfer or lend his certificate of competency to others.

(Appeal)

Article 25. A person who is disatisfied with the dispositions made by the Director of the Maritime Safety Agency in accordance with this Law or orders based thereon, may appeal to the Minister of Transportation.

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(Fees)

Article 26. Those who apply for the examination, who apply for re-issuing of their certificate of competency or who apply for the license in regard to the qualifications of a small-sized vessel operator shll pay the fees.

2. The amount of the fees of the preceding paragraph shall be fixed by Cabinet Order within the limit not exceeding five hundred (500) yen for the applicant for the examination, three hundred (300) yen for the applicant for the re-issuing of the certificate of competency and of not more than one hundred (100) yen for the applicant for the license as regards the qualifications of a small-sized vessel operator.

(Delegation of Business)

Article 27. The authority of conduct such business concerning the license and examination of a marine technician as related to the qualification of a small-sized bessel operator may, as may be fixed Cabinet Order, be delegated to the governor of To, Do, Fu or prefecture.

(Affairs in Foreign Countries)

Article 28. Affairs mentioned in Article 19 and such other matters as may be provided for by Ministry of Transportation Ordinance shall, in a foreign country, be handled by a consul.

(Enactment of Orders)

Article 29. The Minister of Transportation shall confer with the Minister of Agriculture and Forestry in case he intends to enact any Order based on this Law.

Chapter V. Penal Provisions

Declassified E.O. 12065 Section 3/402/NNDG NO. 775009

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(Enactment of Orders)

Article 29. The Minister of Transportation shall confer with the Minister of Agriculture and Forestry in case he intends to enact any Order based on this Law.

Chapter V. Penal Provisions

(Penal Provisions)

Article 30. A person who has violated the provision of Article 17 paragraph 1 shall be punished with a fine not exceeding two hundred thousand (200,000) yen.

Article 31. A person who comes under one of the following items shall be punished with a fine not exceeding thirty thousand (30,000) yen:

(1) A person who has violated the provisions of Article 20 paragraph 1;

(2) A person who has been engaged in the work of a ship's officer in violation of the disposition of suspension of work as provided for in Article 10 or in Article 5 of the Marine Accident Inquiry Law.

Article 32. A person who has violated the provision of Article 22, Article 23 or Article 24 shall be punished with a fine not exceeding five thousand (5,000) yen.

(Dual Punishment Provisions)

Article 33. When a representative of a juridical person or an agent, employee or other

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workers of a juridical person or an individual has perpetulated the offences under Article 30 in connection with the business of the juridical person or individual, not only the perpetulator shall be punished, but also the juridical person or individual shall be sucjected to the punishement under the same Article. However, this shall not apply to the juridical person or individual who has been proved to have exerted due attention and supervision regarding the business in order to prevent such offence of the agent, employee or other workers of the juridical person or individual.

Supplementary Provisions

(Date of Enforcement)

1. The date of enforcement of this Law shall be so fixed by Cabinet Order as to be within a period not exceeding six (6) months calculating from the date of promulgation.

2. With regard to the application of the provisions of Article 17 paragraph 1 and Article 20 paragraph 1, "the Annexed Table No.1" in these provisions shall read "the Annexed Table No.3, No.4, No. 5, No. 6 or No. 7" on and after September 1, 1954.

(Abolishment of the Ship's Officer Law)

3. The Ship's Officer Law (Law No. 68 of 1896; hereinafter referred to as "the old Law") shall be abolished.

(Amendment of Other Laws)

4. The Temporary Ship's Control Law (Law No. 93 of 1937) shall be partially amended as follows:

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period not exceeding six (6) months calculating from the date of promulgation.

2. With regard to the application of the provisions of Article 17 paragraph 1 and Article 20 paragraph 1, "the Annexed Table No.1" in these provisions shall read "the Annexed Table No.3, No.4, No. 5, No. 6 or No. 7" on and after September 1, 1954.

(Abolishment of the Ship's Officer Law)

3. The Ship's Officer Law (Law No. 68 of 1896; hereinafter referred to as "the old Law") shall be abolished.

(Amendment of Other Laws)

4. The Temporary Ship's Control Law (Law No. 93 of 1937) shall be partially amended as follows:

Article 12 shall be amended as follows:

Article 12. Deleted.

5. The Registry Tax Law (Law No. 27 of 1896) shall be partially amended as follows:

In Article 9 item (1), "B Class Second Mate 150 yen" shall be amended as "B Class Second Mate 150 yen, C Class Captain 100 yen"; and "B Class Second Engineer 150 yen" shall be amended as "B Class Second Engineer 150 yen, C Class Chief Engineer 100 yen".

6. The Marine Pilot Law (Law No. 121 of 1949) shall be partially amended as follows:

Article 5 item (3) shall be amended as follows:

(3) A person who has had his license as a marine technician under the Ship's Officer Law (Law No. _____ of 1951) revoked or has had his duty of a captain suspended three times or more;

7. The Marine Accident Inquiry Law shall be partially amended as follows:

In Article 4 paragraph 2, "the holder of a certificate of competency" shall be amended as "the marine technician".

Article 5 shall be amended as follows:

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Article 5. The disciplinary punishment shall be divided into the following three kinds, the application of which shall be decided according to the relative degree of offences:

(1) Revocation of license;

(2) Suspension of work;

(3) Warning.

2. The period of suspension of work shall be not less than one (1) month but not more than three (3) years.

In Article 34 paragraph 1, "the holder of a certificate of competency" shall be amended as "the marine technician" and in Article 59, "prohibition of a certificate of competency or revocation of a pilot's license" shall be amended as "revocation of licens"; in Article 60," a certificate of competency or pilot's license" shall be amended as "the work"; and in Article 61, "whose certificate of competency or pilot's license" shall be amended as "whose license or work".

(Transitional Provisions)

8. A person who holds at the time of enforcement of this Law a certificate of competency of such kinds as provided for in Article 3 of the old Law (including such other certificate as may be used in lieu of the certificate of competency under the old Law in accordance with the provisions of paragraph 3 of Supplementary Provisions of the Law for the Partial Amendments to the Ship's Officer Law (Law No. 5 of 1944); hereinafter referred to as "the old certificate") shall, on the date of enforcement of this Law be regarded as a person licensed in accordance with this Law in regard to the qualifications of the same title as that of the

work"; and in Article 61, "whose certificate of competency or pilot's license shall be amended as "whose license or work".

(Transitional Provisions)

8. A person who holds at the time of enforcement of this Law a certificate of competency of such kinds as provided for in Article 3 of the old law (including such other certificate as may be used in lieu of the certificate of competency under the old Law in accordance with the provisions of paragraph 3 of Supplementary Provisions of the Law for the Partial Amendments to the Ship's Officer Law (Law No. 5 of 1944); hereinafter referred to as "the old certificate") shall, on the date of enforcement of this Law be regarded as a person licensed in accordance with this Law in regard to the qualifications of the same title as that of the old certificate, and the registry on the Ship's Officer License Register for such person in accordance with the old Law shall be regarded as the registry on the Marine Technician License Register under this Law and also the certificate of competency held by such person shall be regarded as the certificate of competency under this Law.

9. The Director of the Maritime Safety Agency may, when applied by a person who is regarded as licensed in regard to the qualification of a C Class Mate or C Class Engineer in accordance with the provision of the preceding paragraph and who has such sea experience until August 31, 1954 as provided for by Ministry of Transportation Ordinance, give to such person a license in regard to the qualification of a C Class Captain or C Class Chief Engineer without conducting the examination.

10. In case a person who, at the time of enforcement of this Law, is a student of a school where technical knowledge is given in respect of seamanship, operation of ships machinery

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or wireless telegraphy and who applies for the examination only for the first time after graduating from such school, the Director of the Maritime Safety Agency may exempt such person from taking the technical examination as may be fixed by Ministry of Transportation Ordinance.

11. The application of penal provisions to acts committed prior to the enforcement of this Law shall be as the former instances even after the enforcement of this law.

12. The disposition of prohibition or suspension of use of the certificate of competency made in accordance with the provisions of the former Seamen Discipline Law (Law No. 69 of 1892) or the Marine Accident Inquiry Law shall respectively be regarded as the disposition of revocation of marind technician's license or suspension or work made in accordance with the provisions as amended of the Marine Accident Inquiry Law. In this case, the term of suspension shall still be as the former instances.

sion shall still be as the former instances.

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Annexed Table No. 1

Vessel	Ship's Officer		Qualifications
Steamships whose navigating area is the Smooth Water Area	under 200 G/T	Cap.	C-Class Mate
		Chief Eng.	C-Class Eng.
	under 500 G/T	Cap.	B-Class Second Mate
		Chief Eng.	B-Class Second Eng.
	under 700 G/T	Cap.	B-Class First Mate
		Chief Eng.	B-Class Second Eng.
	under 1000 G/T	Cap.	B-Class First Mate
		Chief Eng.	B-Class First Eng.
	1000 G/T and over	Cap.	B-Class First Mate
		First Mate	B-Class Second Mate
		Chief Eng.	B-Class First Eng.
		First Eng.	B-Class Second Eng.
Vessels whose navigating area is the Minor Coasting Area or fishing vessels (excluding sailing vessels with auxiliary engine and fishing vessels under	uncer 200 G/T	Cap.	C-Class Mate
		Chief Eng.	C-Class Eng.
		First Ship's Radio Operator	C-Class Ship's Radio Operator
	under 500 G/T	Cap.	B-Class Second Mate

	under 1000 G/T	Cap.	B-Class First Mate
		Chief Eng.	B-Class First Eng.
	1000 G/T and over	Cap.	B-Class First Mate
		First Mate	B-Class Second Mate
		Chief Eng.	B-Class First Eng.
		First Eng.	B-Class Second Eng.
Vessels whose navigating area is the Minor Coasting Area or fishing vessels (excluding sailing vessels with auxiliary engine and fishing vessels under 20 G/T)	uncer 200 G/T	Cap.	C-Class Mate
		Chief Eng.	C-Class Eng.
		First Ship's Radio Operator	C-Class Ship's Radio Operator
	under 500 G/T	Cap.	B-Class Second Mate
		First Mate	C-Class Mate
		Chief Eng.	B-Class Second Eng.
		First Eng.	C-Class Eng.
		First Ship's Radio Operator	C-Class Ship's Radio Operator
	under 1000 G/T	Cap.	B-Class First Mate
		First Mate	C-Class Mate
		Chief Eng.	B-Class First Eng.
		First Eng.	C-Class Eng.
		First Ship's Radio Operator	B-Class Ship's Radio Operator
	1000 G/T and over	Cap.	B-Class Cap.
		First Mate	B-Class Second Mate.
		Chief Eng.	B-Class Chief Eng.
		First Eng.	B-Class Second Eng.
		First Ship's Radio Operator.	B-Class Ship's Radio Operator

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Vessels whose navigating area is the 1st Major Coasting Area, 2nd Major Coasting Area or 3rd Major Coasting Area or fishing vessels (excluding sailing vessels and fishing vessels under 20 G/T)with employment restriction of Class II or Class III, which are engaged in fishing in the B-Area.	under 100 G/T	Cap. Chief Eng.	C-Class Mate C-Class Eng.
	under 200 G/T	Cap. Chief Eng. First Ship's Radio Operator	B-Class Second Mate C-Class Eng. C-Class Ship's Radio Operator
	under 300 G/T	Cap. First Mate Chief Eng. First Eng. First S.R.O.	B-Class Second Mate C-Class Mate B-Class Second Eng. C-Class Eng. C-Class S.R.O.
	under 400 G/T	Cap. First Mate Chief Eng. First Eng. First S.R.O.	B-Class First Mate C-Class Mate B-Class Second Eng. C-Class Eng. C-Class S.R.O.
	under 500 G/T	Cap. First Mate Chief Eng. First Eng. First S.R.O.	B-Class First Mate C-Class Mate B-Class First Eng. C-Class Eng. C-Class S.R.O.
	under 1000 G/T	Cap. First Mate Second Mate Chief Eng. First Eng.	B-Class First Mate B-Class Second Mate C-Class Mate B-ClassFirst Eng. B-Class Second Eng.

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	Chief Eng.	B-Class Second Eng.
	First Eng.	C-Class Eng.
	First S.R.O.	C-Class S.R.O.
under 500 G/T	Cap.	B-Class First Mate
	First Mate	C-Class Mate
	Chief Eng.	B-Class First Eng.
	First Eng.	C-Class Eng.
	First S.R.O.	C-Class S.R.O.
under 1000 G/T	Cap.	B-Class First Mate
	First Mate	B-Class Second Mate
	Second Mate	C-Class Mate
	Chief Eng.	B-ClassFirst Eng.
	First Eng.	B-Class Second Eng.
	Second Eng.	C-Class Eng.
	First S.R.O.	B-Class S.R.O.
under 3000 G/T	Cap.	B-Class Cap.
	First Mate	B-Class First Mate
	Second Mate	B-Class Second Mate
	Chief Eng.	B-Class Chief Eng.
	First Eng.	B-Class First Eng.
	Second Eng.	B-Class Second Eng.
	First S.R.O.	B-Class S.R.O.
	Second S.R.O.	C-Class S.R.O.
under 5000 G/T	Cap.	A-Class Cap.
	First	B-Class Cap.
	Second	B-Class First Mate
	Third	B-Class Second Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	B-Class Chief Eng.
	Second Eng.	B Class First Eng.
	Third Eng.	B-Class Second Eng.
	First S.R.O.	A-Class S.R.O.
	Second S.R.O.	B-Class S.R.O.
	Third S.R.O.	C-Class S.R.O.

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	5000 G/T and over	Cap.	A-Class Cap.
		First Mate	B-Class Cap.
		Second Mate	B-Class First Mate
		Third Mate	B-Class First Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	A-Class First Eng.
		Second Eng.	B-Class First Eng.
		Third Eng.	B-Class First Eng.
		First Ship's Radio Operator	A-Class S.R.O.
		Second S.R.O.	B-Class S.R.O.
		Third S.R.O.	C-Class S.R.O.
Vessels whose navigating area is the Ocean Going Area or fishing vessels with employment restriction of Class II or Class III which are engaged in fishing in the A-Area.	under 200 G/T	Cap.	A-Class Second Mate
		First Mate	B-Class First Mate
		Chief Eng.	A-Class Second Eng.
		First Eng.	B-Class First Eng.
		First S.R.O.	C-Class S.R.O.
	under 500 G/T	Cap.	A-Class First Mate
		First Mate	A-Class Second Mate
		Chief Eng.	A-Class First Eng.
		First Eng.	A-Class Second Eng.
		First S.R.O.	C-Class S.R.O.
	under 1000 G/T	Cap.	A-Class First Mate
		First Mate	A-Class Second Mate
		Second Mate	A-Class Second Mate
		Chief Eng.	A-Class First Eng.
		First Eng.	A-Class Second Eng.

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Vessels whose navigating area is the Ocean Going Area or fishing vessels with employment restriction of Class II or Class III which are engaged in fishing in the A-Area.	under 200 G/T	Cap.	A-Class Second Mate
		First Mate	B-Class First Mate
		Chief Eng.	A-Class Second Eng.
		First Eng.	B-Class First Eng.
		First S.R.O.	C-Class S.R.O.
	under 500 G/T	Cap.	A-Class First Mate
		First Mate	A-Class Second Mate
		Chief Eng.	A-Class First Eng.
		First Eng.	A-Class Second Eng.
		First S.R.O.	C-Class S.R.O.
	under 1000 G/T	Cap.	A-Class First Mate
		First Mate	A-Class Second Mate
		Second Mate	A-Class Second Mate
		Chief Eng.	A-Class First Eng.
		First Eng.	A-Class Second Eng.
		Second Eng.	A-Class Second Eng.
		First S.R.O.	B-Class S.R.O.
	under 3000 G/T	Cap.	A-Class Cap.
		First Mate	A-Class First Mate
		Second Mate	A-Class Second Mate
		Third Mate	A-Class Second Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	A-Class First Eng.
		Second Eng.	A-Class Second Eng.
		Third Eng.	A-Class Second Eng.
		First S.R.O.	A-Class S.R.O.
		Second S.R.O.	B-Class S.R.O.
	under 10,000 G/T		
		Cap.	A-Class Cap.
		First Mate	A-Class First Mate
		Second Mate	A-Class First Mate
		Third Mate	A-Class Second Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	A-Class First Eng.
		Second Eng.	A-Class First Eng.
		Third Eng.	A-Class Second Eng.

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	First S.R.O.	A-Class S.R.O.
	Second S.R.O.	B-Class S.R.O.
	Third S.R.O.	B-Class S.R.O.
10,000 G/T and over	Cap.	A-Class Captain
	First Mate	A-Class Captain
	Second Mate	A-Class First Mate
	Third Mate	A-Class Second Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	A-Class Chief Eng.
	Second Eng.	A-Class First Eng.
	Third Eng.	A-Class Second Eng.
	First S.R.O.	A-Class S.R.O.
	Second S.R.O.	A-Class S.R.O.
	Third S.R.O.	B-Class S.R.O.

Remark: "B-Area" shall mean the area surrounded by lines Long. 180° E, Lat. 13° S, Long. 94° E and Lat. 63 N and "A-Area" shall mean the area other than the B-Area.

Third Mate	A-Class Second Mate
Chief Eng.	A-Class Chief Eng.
First Eng.	A-Class Chief Eng.
Second Eng.	A-Class First Eng.
Third Eng.	A-Class Second Eng.
First S.R.O.	A-Class S.R.O.
Second S.R.O.	A-Class S.R.O.
Third S.R.O.	B-Class S.R.O.

Remark: "B-Area" shall mean the area surrounded by lines Long. 180° E, Lat. 13° S, Long. 94° E and Lat. 63 N and "A-Area" shall mean the area other than the B-Area.

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Annexed Table No. 2

Upper Grade	Lower Grade
A-Class Captain	A-Class First Mate
A-Class First Mate	B-Class Captain
A-Class First Mate	A-Class Second Mate
B-Class Captain	B-Class First Mate
A-Class First Mate	B-Class Second Mate
B-Class Second Mate	C-Class Captain
C-Class Captain	C-Class Mate
C-Class Mate	Small-sized vessel operator
A-Class Chief Engineer	A-Class First Engineer
A-Class First Engineer	B-Class Chief Engineer
A-Class First Engineer	A-Class Second Engineer
B-Class Chief Engineer	B-Class First Engineer
A-Class Second Engineer	B-Class First Engineer
B-Class First Engineer	B-Class Second Engineer

A-Class First Mate	B-Class Second Mate
B-Class Second Mate	C-Class Captain
C-Class Captain	C-Class Mate
C-Class Mate	Small-sized vessel operator
A-Class Chief Engineer	A-Class First Engineer
A-Class First Engineer	B-Class Chief Engineer
A-Class First Engineer	A-Class Second Engineer
B-Class Chief Engineer	B-Class First Engineer
A-Class Second Engineer	B-Class First Entincer
B-Class First Engineer	B-Class Second Engineer
B-Class Second Engineer	C-Class Chief Engineer
C-Class Chief Engineer	C-Class Engineer
A-Class Ship's Radio Operator	B-Class Ship's Radio Operator
B-Class Ship's Radio Operator	C-Class Ship's Radio Operator

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Annexed Table No. 3

Vessels other than fishing vessels.

Vessel	Ship's Officer	Qualifications
Sailing vessels under 20 G/T or sailing vessels other than fishing vessels whose navigating area is the Smooth Water Area (only those having no propelling engine of 40 horse-powers or over.	Captain	Small-sized vessel operator
Sailing vessels under 20 G/T or sailing vessels other than fishing vessels whose navigating area is the Smooth Water Area (only those having propelling engine of 40 horse-powers or over	Captain	Small-sized vessel operator
	Chief Engineer	C-Class Engineer
Steamships whose navigating area is the Smooth Water Area	under 100 G/T Cap.	C-Class Mate
	Chief Eng.	C-Class Eng.
	under 200 G/T Cap.	C-Class Cap.
	Chief Eng.	C-Class Chief Eng.
	under 500 G/T Cap.	B-Class Second Mate

whose navigating area is the Smooth Water Area (only those having no propelling engine of 40 horsepowers or over.			
Sailing vessels under 20 G/T or sailing vessels other than fishing vessels whose navigating area is the Smooth Water Area (only those having propelling engine of 40 horsepowers or over	Captain		Small-sized vessel operator
	Chief Engineer		C-Class Engineer
Steamships whose navigating area is the Smooth Water Area	under 100 G/T	Cap. Chief Eng.	C-Class Mate C-Class Eng.
	under 200 G/T	Cap. Chief Eng.	C-Class Cap. C-Class Chief Eng.
	under 500 G/T	Cap. Chief Eng.	B-Class Second Mate B-Class Second Engineer
	under 1000 G/T	Cap. Chief Eng.	B-Class First Mate B-Class First Eng.
	1000 G/T and over	Cap. First Mate Chief Eng. First Eng.	B-Class First Mate. B-Class Second Mate B-Class First Eng. B-Class Second Eng.
Vessels whose navigating area is the Minor Coasting Area	under 50 G/T	Cap. Chief Eng.	C-Class Mate C-Class eng.
	under 100 G/T	Cap. Chief Eng.	C-Class Cap. C-Class Eng.

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	under 200 G/T	Cap. First Mate	C-Class Mate Small-sized vessel operator
	under 500 G/T	Cap. First Mate Chief Eng. First Eng.	B-Class Second Mate C-Class Mate B-Class Second Eng. C-Class Eng.
	under 1000 G/T	Cap. First Mate Chief Eng. First Eng.	B-Class First Mate C-Class Cap. B-Class First Eng. C-Class Chief Eng.
	1000 G/T and over	Cap. First Mate Chief Eng. First Eng.	B-Class Cap. B-Class Second Mate B-Class Chief Eng. B-Class Second Eng.
vessels whose navigating area is the 1st Major Coasting Area	under 100 G/T	Cap. Chief Eng.	B-Class First Mate B-Class First Eng.
	under 200 G/T	Cap. First Mate Chief Eng. First Eng.	B-Class First Mate C-Class Mate B-Class First Eng. C-Class Eng.

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		First Mate	C-Class Cap.
		Chief Eng.	B-Class First Eng.
		First Eng.	C-Class Chief Eng.
	1000 G/T and over	Cap.	B-Class Cap.
		First Mate	B-Class Second Mate
		Chief Eng.	B-Class Chief Eng.
		First Eng.	B-Class Second Eng.
vessels whose navigating area is the 1st Major Coasting Area	under 100 G/T	Cap.	B-Class First Mate
		Chief Eng.	B-Class First Eng.
	under 200 G/T	Cap.	B-Class First Mate
		First Mate	C-Class Mate
		Chief Eng.	B-Class First Eng.
		First Eng.	C-Class Eng.
	under 500 G/T	Cap.	B-Class First Mate
		First Mate	B-Class Second Mate
		Chief Eng.	B-Class First Engineer.
		First Eng.	B-Class Second Eng.
	under 1000 G/T	Cap.	B-Class Captain
		First Mate	B-Class Second Mate
		Second Mate	C-Class Cap.
		Chief Eng.	B-Class Chief Eng.
		First Eng.	B-Class Second Eng.
		Second Eng.	C-Class Chief Eng.
	under 2000 G/T over	Cap.	B-Class Captain
		First Mate	B-Class First Mate
		Second Mate	B-Class Second Mate
		Chief Eng.	B-Class Chief Eng.
		First Eng.	B-Class First Eng.
		Second Eng.	B-Class Second Eng.

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under 300 G/T	Cap.	B-Class Cap.
	First Mate	B-Class First Mate
	Second Mate	B-Class Second Mate
	Third Mate	B-Class Second Mate
	Chief Eng.	B-Class Chief Eng.
	First Eng.	B-Class First Eng.
	Second Eng.	B-Class Second Eng.
under 5000 G/T	Cap.	A-Class Cap.
	First Mate	B-Class Cap.
	Second Mate	B-Class First Mate
	Third Mate	B-Class Second Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	B-Class Chief Eng.
	Second Eng.	B-Class First Eng.
	Third Eng.	B Class Second Eng.
5000 G/T and over	Cap.	A-Class Cap.
	First Mate	A-Class First Mate
	Second Mate	B-Class First Mate
	Third Mate	B-Class First Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	A-Class First Eng.
	Second Eng.	B-Class First Eng.
	Third Eng.	B-Class First Eng.
Vessels whose navigating area is the 2nd Major Coasting Area, 3rd Major	under 3000 G/T	Cap.	A-Class Cap.
		First Mate	A-Class First Mate
		Second Mate	A-Class Second Mate

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		Second Eng.	B-Class First Eng.
		Third Eng.	B Class Second Eng.
	5000 G/T and over	Cap.	A-Class Cap.
		First Mate	A-Class First Mate
		Second Mate	B-Class First Mate
		Third Mate	B-Class First Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	A-Class First Eng.
		Second Eng.	B-Class First Eng.
		Third Eng.	B-Class First Eng.
Vessels whose navigating area is the 2nd Major Coasting Area, 3rd Major Coasting Area or Ocean-Going Area.	under 3000 G/T	Cap.	A-Class Cap.
		First Mate	A-Class First Mate
		Second Mate	A-Class Second Mate
		Third Mate	A-Class Second Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	A-Class First Eng.
		Second Eng.	A-Class Second Eng.
		Third Eng.	A-Class Second Eng.
	under 10,000 G/T	Cap.	A-Class Cap.
		First Mate	A-Class First Mate
		Second Mate	A-Class First Mate
		Third Mate	A-Class Second Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	A-Class First Eng.
		Second Eng.	A-Class First Eng.
		Third Eng.	A-Class Second Eng.
	10,000 G/T and over	Cap.	A-Class Cap.
		First Mate	A-Class Cap.
		Second Mate	A-Class First Mate
		Third Mate	A-Class Second Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	A-Class Chief Eng.
		Second Eng.	A-Class First Eng.
		Third Eng.	A-Class Second Eng.

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Annexed Table No. 4

Fishing vessels

Fishing vessels under 20 G/T (only those having no propelling engine of 40 horse-powers or over)		Cap.	Small-sized vessel operator
Fishing vessels under 20 G/T (only those having propelling engine of 40 horsepowers or over)		Cap. Chief Eng.	Small-sized vessel operator C-Class Eng.
Fishing vessels with employment restriction of Class 1 or fishing transport under 50 G/T	under 50 G/T	Cap. Chief Eng.	C-Class Mate C-Class Eng.
	under 100 G/T	Cap. Chief Eng.	C-Class Cap. C-Class Chief Eng.
	100 G/T and over	Cap. First Mate Chief Eng.	C-Class Cap. Small-sized vessel operator C-Class Chief Eng.
	50 G/T	Cap.	C-Class Cap.

Fishing vessels under 20 G/T (only those having propelling engine of 40 horsepowers or over)		Cap.	Small-sized vessel operator
		Chief Eng.	C-Class Eng.
Fishing vessels with employment restriction of Class 1 or fishing transport under 50 G/T	under 50 G/T	Cap.	C-Class Mate
		Chief Eng.	C-Class Eng.
	under 100 G/T	Cap.	C-Class Cap.
		Chief Eng.	C-Class Chief Eng.
	100 G/T and over	Cap.	C-Class Cap.
		First Mate	Small-sized vessel operator
		Chief Eng.	C-Class Chief Eng.
Fishing vessels (excluding under fishing transports under 50 G/T) with employment restriction of Class II or Class III which are employed within B-Area	50 G/T	Cap.	C-Class Cap.
		Chief Eng.	C-Class Chief Eng.
	under 100 G/T	Cap.	B-Class Second Mate
		Chief Eng.	B-Class Second Eng.
	under 300 G/T	Cap.	B-Class First Mate
		First Mate	C-Class Cap.
		Chief Eng.	B-Class First Eng.
		First Eng.	C-Class Chief Eng.
	under 500 G/T	Cap.	B-Class Cap. or A-Class Second Mate
		First Mate	B-Class Second Mate
		Second Mate	C-Class Cap.
		Chief Eng.	B-Class Chief Eng. or A-Class Second Eng.
		First Eng.	B-Class Second Eng.
		Second Eng.	C-Class Chief Eng.

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under 1500 G/T	Cap.	B-Class Cap.
	First Mate	B-Class First Mate
	Second Mate	B-Class Second Mate
	Chief Eng.	B-Class Chief Eng.
	First Eng.	B-Class First Eng.
	Second Eng.	B-Class Second Eng.
under 3000 G/T	Cap.	B-Class Cap.
	First Mate	B-Class First Mate
	Second Mate	B-Class Second Mate
	Third Mate	B-Class Second Mate
	Chief Eng.	B-Class Chief Eng.
	First Eng.	B-Class First Eng.
	Second Eng.	B-Class Second Eng.
	Third Eng.	B-Class Second Eng.
3000 G/T and over	Cap.	A-Class Cap.
	First Mate	B-Class Cap.
	Second Mate	B-Class First Mate
	Third Mate.	B-Class Second Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	B-Class Chief Eng.
	Second Eng.	B-Class First Eng.
	Third Eng.	B-Class Second Eng.
Fishing vessels with employment restriction of Class II or Class III (excluding fishing transports under 50 G/T) which	under 200 G/T	Cap. — A-Class Second Mate
		First Mate — B-Class First Mate
		Chief Eng. — A-Class Second Eng.
		First Eng. — B-Class First Eng.

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		Second Eng.	B-Class Second Eng.
		Third Eng..	B-Class Second Eng.
	3000 G/T and over	Cap.	A-Class Cap.
		First Mate	B-Class Cap.
		Second Mate	B-Class First Mate
		Third Mate.	B-Class Second Mate
		Chief Eng.	A-Class Chief Eng.
		First Eng.	B-Class Chief Eng.
		Second Eng.	B-Class First Eng.
		Third Eng.	B-Class Second Eng.
Fishing vessels with employment restriction of Class II or Class III (excluding fishing transports under 50 G/T) which are employed within the A-Area	under 200 G/T	Cap.	A-Class Second Mate
		First Mate	B-Class First Mate
		Chief Eng.	A-Class Second Eng.
		First Eng.	B-Class First Eng.
	under 500 G/T	Cap.	A-Class First Mate
		First Mate	A-Class Second Mate
		Second Mate	B-Class First Mate
		Chief Eng.	A-Class First Eng.
		First Eng.	A-Class Second Eng.
		Second Eng.	B-Class First Eng.
	under 1500 G/T	Cap.	A-Class First Mate
		First Mate	A-Class Second Mate
		Second Mate	A-Class Second Mate
		Third Mate	B-Class First Mate
		Chief Eng.	A-Class First Eng.
		First Eng.	A-Class Second Eng.
		Second Eng.	A-Class Second Eng.
		Third Eng.	B-Class First Eng.
	under 3000 G/T	Cap.	A-Class Cap.
		First Mate	A-Class First Mate
		Second Mate	A-Class Second Mate
		Third Mate	A-Class Second Mate

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Chief Eng.	A-Class Chief Eng.
First Eng.	A-Class First Eng.
Second Eng.	A-Class Second Eng.
Third Eng.	A-Class Second Eng.

under 10,000 G/T		
	Cap.	A-Class Cap.
	First Mate	A-Class First Mate
	Second Mate	A-Class First Mate
	Third Mate	A-Class Second Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	A-Class First Eng.
	Second Eng.	A-Class First Eng.
	Third Eng.	A-Class Second Eng.

10,000 G/T and over	Cap.	A-Class Cap.
	First Mate	A-Class Cap.
	Second Mate	A-Class First Mate
	Third Mate	A-Class Second Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	A-Class Chief Eng.
	Second Eng.	A-Class First Eng.
	Third Eng.	A-Class Second Eng.

Remark: "B-Area" shall mean the area surrounded by lines Long. 180° E,

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	Second Eng.	A-Class First Eng.
	Third Eng.	A-Class Second Eng.
10,000 G/T and over	Cap.	A-Class Cap.
	First Mate	A-Class Cap.
	Second Mate	A-Class First Mate
	Third Mate	A-Class Second Mate
	Chief Eng.	A-Class Chief Eng.
	First Eng.	A-Class Chief Eng.
	Second Eng.	A-Class First Eng.
	Third Eng.	A-Class Second Eng.

Remark: "B-Area" shall mean the area surrounded by lines Long. 180° E, Lat. 13° S, Long. 94° E and Lat. 63° N and "A-Area" shall mean the area other than the B-Area.

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Annexed Table No. 5

Passenger vessels

Vessel	Ship's Officer	Qualifications
Passenger vessels whose navigating area is the Smooth Water Area or Minor Coasting Area	under 1600 G/T	First Ship's Radio Operator — B-Class Ship's Radio Operator
	under 3000 G/T	First S.R.O. B-Class S.R.O. Second S.R.O. C-Class S.R.O.
	3000 G/T and over	First S.R.O. A-Class S.R.O. Second S.R.O. C-Class S.R.O. Third S.R.O. C-Class S.R.O.
Passenger vessels whose navigating area is the Major Coasting Area	under 500 G/T	First S.R.O. B-Class S.R.O.
	under 3000 G/T	First S.R.O. A-Class S.R.O. Second S.R.O. C-Class S.R.O.
	3000 G/T and over	First S.R.O. A-Class S.R.O. Second S.R.O. B-Class S.R.O. Third S.R.O. C-Class S.R.O.
Passenger vessels whose navigating area is the 2nd or 3rd Major Coasting Area or Ocean-Going Area	under 500 G/T	First S.R.O. A-Class S.R.O.
	under 3000 G/T	First S.R.O. A-Class S.R.O. Second S.R.O. B-Class S.R.O.

	3000 G/T and over	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	C-Class S.R.O.
		Third S.R.O.	C-Class S.R.O.
Passenger vessels whose navigating area is the Major Coasting Area	under 500 G/T	First S.R.O.	B-Class S.R.O.
	under 3000 G/T	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	C-Class S.R.O.
	3000 G/T and over	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	B-Class S.R.O.
		Third S.R.O.	C-Class S.R.O.
Passenger vessels whose navigating area is the 2nd or 3rd Major Coasting Area or Ocean-Going Area	under 500 G/T	First S.R.O.	A-Class S.R.O.
	under 3000 G/T	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	B-Class S.R.O.
	under 10,000 G/T	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	B-Class S.R.O.
		Third S.R.O.	B-Class S.R.O.
	10,000 G/T and over	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	A-Class S.R.O.
		Third S.R.O.	B-Class S.R.O.

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Annexed Table No. 6

Vessels other than passenger vessels and fishing vessels

Vessels other than passenger vessels whose navigating area is the Smooth Water Area or Minor Coasting Area	under 1600 G/T	First Ship's Radio Operator	B-Class Ship's Radio Operator
	under 5500 G/T	First S.R.O. Second S.R.O.	B-Class S.R.O. C-Class S.R.O.
	5500 G/T and over	First S.R.O. Second S.R.O. Third S.R.O.	A-Class S.R.O. C-Class S.R.O. C-Class S.R.O.
Vessels other than passenger vessels whose navigating area is the 1st Major Coasting Area.	under 1600 G/T	First S.R.O.	B Class S.R.O.
	under 5500 G/T	First S.R.O. Second S.R.O.	A-Class S.R.O. C-Class S.R.O.
	5500 G/T and over	First S.R.O. Second S.R.O. Third S.R.O.	A-Class S.R.O. B-Class S.R.O. C-Class S.R.O.
Vessels other than	under 1600 G/T	First S.R.O.	A-Class S.R.O.

Smooth Water Area or Minor Coasting Area	under 5500 G/T	First S.R.O.	B-Class S.R.O.
		Second S.R.O.	C-Class S.R.O.
	5500 G/T and over	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	C-Class S.R.O.
		Third S.R.O.	C-Class S.R.O.
Vessels other than passenger vessels whose navigating area is the 1st Major Coasting Area.	under 1600 G/T	First S.R.O.	B Class S.R.O.
	under 5500 G/T	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	C-Class S.R.O.
	5500 G/T and over	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	B-Class S.R.O.
		Third S.R.O.	C-Class S.R.O.
Vessels other than passenger vessels whose navigating area is the 2nd or 3rd Major Coasting Area or Ocean-Going Area	under 1600 G/T	First S.R.O.	A-Class S.R.O.
	under 5500 G/T	First S.R.O.	A-Class S.R.O.
		Second S.R.O.	B-Class S.R.O
		Third S R.O.	B-Class S.R.O.
	10,000G/T and over	First S.R.O.	A-Class S.R.O.
		Second S.R.O	A-Class S.R.O.
		Third S.R.O.	B-Class S.R.O.

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Annexed Table No. 7

Fishing vessels

Vessel	Ship's Officer		Qualifications
Fishing vessels with employment restriction of Class I	under 500 G/T	First Ship's Radio Operator	C-Class Ship's Radio Operator
	500 G/T and over	First S.R.O.	B-Class S.R.O
Fishing vessels with employment restriction of Class II or Class III which are employed in the B-Area	under 500 G/T	First S.R.O.	C-Class S.R.O.
	under 1600 G/T	First S.R.O.	C-Class S.R.O
	under 5500 G/T	First S.R.O. Second S.R.O.	A-Class S.R.O C-Class S.R.O.
	5500 G/T and over	First S.R.O. Second S.R.O. Third S.R.O.	A-Class S.R.O. B-Class S.R.O. C-Class S.R.O.
Fishing vessels with employment restriction	under 500 G/T	First S.R.O.	B-Class S.R.O.

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of Class I	500 G/T and over	First S.R.O.	B-Class S.R.O
Fishing vessels with employment restriction of Class II or Class III which are employed in the B-Area	under 500 G/T	First S.R.O.	C-Class S.R.O.
	under 1600 G/T	First S.R.O.	C-Class S.R.O
	under 5500 G/T	First S.R.O. Second S.R.O.	A-Class S.R.O C-Class S.R.O.
	5500 G/T and over	First S.R.O. Second S.R.O. Third S.R.O.	A-Class S.R.O. B-Class S.R.O. C-Class S.R.O.
Fishing vessels with employment restriction of Class II or Class III which are employed in the A-Area	under 500 G/T	First S.R.O.	B-Class S.R.O.
	under 1600 G/T	First S.R.O.	A-Class S.R.O.
	under 5500 G/T	First S.R.O. Second S.R.O.	A-Class S.R.O. B-Class S.R.O.
	under 10,000 G/T	First Second Third	A-Class S.R.O. B-Class S.R.O. B-Class S.R.O.
	10,000 G/T and over	First Second Third	A-Class S.R.O. A-Class S.R.O. B-Class S.R.O.

Remark: "B-Area" shall mean the area surrounded by lines Long. 180° E, Lat. 13° S, Long. 94° E and Lat. 63° N and "A-Area" shall mean the Area other than the B-Area.

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Reason

In order to secure the safety of navigation of vessels, it is necessary to prescribe such matters as marine technician's license, State Examination for Marine Technicians and qualifications of those who are to man a vessel as ship's officers. This is the reason wherefor this bill is presented.

Reference
Reference

FOMNO 112

Ship's Officer Law

(Law No. 68 of April, 1896)

Amended by: Law No. 69 of March, 1905
Law No. 46 of April, 1929
Law No. 12 of March, 1933
Law No. 5 of February, 1944

Article 1 A Japanese ship shall be manned with officers in accordance with the provisions of the present law except in cases otherwise provided for by Ordinance. Provided, however, that this shall not apply to the ships which are not subject to the provision of Article 2 of Paragraph 1 of the Ships' Safety Law.

The term "ship's officers" used in this law means the captain, chief mate, second mate, third mate, chief engineer, first engineer, second engineer, third engineer, first radio operator, second radio operator, and third radio operator.

Article 2 A person who holds no certificate of competency cannot be a ship's officer.

Article 3 The certificates of competency are of the following seventeen kinds:-

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chief mate, second mate, third mate, chief engineer, first engineer, second engineer, third engineer, first radio operator, second radio operator, and third radio operator.

Article 2 A person who holds no certificate of competency cannot be a ship's officer.

Article 3 The certificates of competency are of the following seventeen kinds:-

The captain of A class
The first mate of A class
The second mate of A class
The captain of B class
The chief mate of B class
The second mate of B class
The mate of C class
The chief engineer of A class
The first engineer of A class
The second engineer of A class
The chief engineer of B class
The first engineer of B class
The second engineer of B class
The engineer of C class
The radio operator of A class
The radio operator of B class
The radio operator of C class

The competent Minister may issue a certificate upon which some limitations are endorsed.

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Article 4 The fixed number of ship's officers to be manned on a vessel and the kinds of their respective certificates of competency shall be as enumerated in Table No. 1.

In place of the certificate specified in Table No. 1, another kind of certificate may be used in accordance with the provisions of Ordinance.

Article 5 A certificate of competency shall be granted to a person who, in accordance with the rules of examinations prescribed by the competent Minister, has taken and passed satisfactory medical and intellectual examinations, and has been recorded on the register of certificates of competency.

A proper certificate may be granted without any intellectual examination to a person who has been on board a vessel of the Navy and has been engaged in navigation, operation of marine engines, or communications by radio, or to a person who has completed a required course and practice of a school where navigation, operation of marine engines or communications by radio is taught, and to whom no necessity of giving

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accordance with the rules of examinations prescribed by the competent Minister, has taken and passed satisfactory medical and intellectual examinations, and has been recorded on the register of certificates of competency.

A proper certificate may be granted without any intellectual examination to a person who has been on board a vessel of the Navy and has been engaged in navigation, operation of marine engines, or communications by radio, or to a person who has completed a required course and practice of a school where navigation, operation of marine engines or communications by radio is taught, and to whom no necessity of giving such examination is recognized by the competent Minister.

A certificate of competency as a ship's officer for a small type of boats may be granted without any intellectual examination, according to the rules prescribed by the competent Minister.

Article 6 A person who comes under any of the following items shall not be a ship's officer and shall not be eligible for the medical and intellectual examinations mentioned in the preceding Article:

1. A person who has been punished by a penal servitude or imprisonment more than six years.

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2. A person who has been sentenced to a penal servitude or imprisonment less than six years and has not yet finished the term or is not free from the execution of such sentence.

3. A person who is unfit for his duties by reason of such physical or mental defect as insanity, idiocy, deformity etc.

4. A person whose certificate of competency has been revoked.

5. A person whose certificate of competency has been suspended.

6. A person who has been adjudicated bankrupt and has not rehabilitated as yet.

The competent Minister may cause the marine authorities to examinate holder of the certificate of competency suspected to fall under Item 3 of the preceding paragraph.

Article 7 In regard to officers of the following ships, special regulations may be prescribed by Ordinance:

1. A ship which navigates only between foreign port;

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5. A person whose certificate of competency has been suspended.

6. A person who has been adjudicated bankrupt and has not rehabilitated as yet.

The competent Minister may cause the marine authorities to examinate holder of the certificate of competency suspected to fall under Item 3 of the preceding paragraph.

Article 7 In regard to officers of the following ships, special regulations may be prescribed by Ordinance:

1. A ship which navigates only between foreign port;

2. A ship used only for fishing or some other special purpose;

3. A ship which has special structure.

Article 8 When a ship is not manned with ship's officers according to the provisions of the present law or of the Ordinance issued thereunder, the shipowner, the ship's husband in the case of a co-owned vessel, or the charterer in the case of a chartered vessel shall be fined less than 500 yen.

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A person who has served as an officer in violation of the provisions of the present Law or of the Ordinance issued thereunder, a person who has performed the duties of an officer while his certificate is under provisional suspension or seizure, or a person who has lent his certificate in under provisional suspension or seizure, or a person who has lent his certificate to another person and allowed the use thereof, shall be liable to the penalty of the preceding paragraph.

Article 9 The the person who has committed offences mentioned in the preceding Article, the example of the concurrence of offences in the Criminal Code shall not be applied.

When the owner, husband or charterer of a vessel is a juridical person or a minor or an interdict, the penalty of Paragraph 1, Article 8, shall be imposed on the representative of such person or a legal representative of such minor or interdict. Provided, that this shall not apply to any minor who has the ability of a major in regard to the management of vessels.

Article 9-2 The provisions of the present law and of the Ordinance issued thereunder may be applied to the ship which is not of a Japanese Nationality but is with the provisions of Ordinances

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shall not be applied.

When the owner, husband or charterer of a vessel is a juridical person or a minor or an interdict, the penalty of Paragraph 1, Article 8, shall be imposed on the representative of such person or a legal representative of such minor or interdict. Provided, that this shall not apply to any minor who has the ability of a major in regard to the management of vessels.

Article 9-2 The provisions of the present law and of the Ordinance issued thereunder may be applied to the ship which is not of a Japanese Nationality but is with the provisions of Ordinance.

Article 9-3 A certificate of competency issued by the Governor-General of Chosen, and acknowledged by the competent Minister to be equivalent to that issued in accordance with the provisions of Article 5 shall be regard as the certificate issued by the competent Minister according to the provisions of Article 5.

Article 9-4 A prefectual governor may prscribe, with the approval of the competent Minister, necessary regulations concerning the qualification of a person who shall perform the duties corresponding to those of an officer on a ship to which the provision of Paragraph 1, Article 2 of the Ships Safety Law is not applied.

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Supplementary Provisions:

Article 10 This Law shall come into force as from July 1, 1897.

Article 11 The Notification No. 28 of 1880 and the Notification No. 75 of 1881 shall be abolished as from the day of the enforcement of this Law.

Article 12 The license granted in accordance with the Notification 82 of 1875, the Notification No. 94 of the same year and the Notification No. 75 of 1881 shall be exchanged for a corresponding one in accordance with the Table No.2; the procedures and the time of the said exchange shall be fixed by the Minister of Communications.

All the old licenses as mentioned in the preceding paragraph may be substituted for new ones until they have been exchanged.

Article 13 This Law shall not apply to the sailing-vessel of not less than 150 koku for a year starting from the day of the enforcement of this Law.

Article 14 The Minister of Communications may grant a corresponding certificate of competency without an examination within a year from the day of the enforcement of this of not less than 150 koku, taken charge of the

Article 12 The license granted in accordance with the

1875, the Notification No.94 of the same year and the Notification No. 75 of 1881 shall be exchanged for a corresponding one in accordance with the Table No.2; the procedures and the time of the said exchange shall be fixed by the Minister of Communications.

All the old licenses as mentioned in the preceding paragraph may be substituted for new ones until they have been exchanged.

Article 13 This Law shall not apply to the sailing-vessel of not less than 150 koku for a year starting from the day of the enforcement of this Law.

Article 14 The Minister of Communications may grant a corresponding certificate of competency without an examination within a year from the day of the enforcement of this of not less than 150 koku, taken charge of the navigation of the vessel for three years and is actually serving as a master at the time of the enforcement of this Law.

Article 15 The Minister of Communications may, in regard to the steam-vessel of less than 500 tons of register tonnage of the Near-sea Area, and of not less than 200 tons of register tonnage of the Coasting Area, in Table No. 1, allow a person who holds a certificate of competency for a second engineer to serve as a chief engineer and the vessel not to be manned with a first engineer within a year from the day of the enforcement of this Law.

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Supplementary Provisions:

(Additional Regulations to the Law No. 69 of March, 1905)

A person who has been registered in the Mariner's Register prior to the enforcement of this Law shall be regarded as registered in the Ledger of Certificate of Competency.

The Japanese vessel existing at the time of the enforcement of this Law may, unless otherwise specially provided by an Order, be manned in accordance with the regulations heretofore until December 31, 1905.

Supplementary Provisions:

(Additional Regulations to the Law No. 46 of April, 1929)

The date for the enforcement of this Law shall be fixed by an Imperial Ordinance. (Came into force as from May 10, 1930, according to the Imperial Ordinance No. 25 of February, 1930:)

A person who is actually serving as a ship's officer at the time of the enforcement of this Law may, as to be prescribed by the Minister of Communication, serve as the same officer on board the same vessel as heretofore so long as he serves as such after the enforcement of this Law.

In regard to the application of this Law, a person who has been sentensed

(Additional Regulations to the Law No. 48 of April, 1929

The date for the enforcement of this Law shall be fixed by an Imperial Ordinance. (Came into force as from May 10, 1930, according to the Imperial Ordinance No. 25 of February, 1930:)

A person who is actually serving as a ship's officer at the time of the enforcement of this Law may, as to be prescribed by the Minister of Communication, serve as the same officer on board the same vessel as heretofore so long as he serves as such after the enforcement of this Law.

In regard to the application of this Law, a person who has been sentensed to a capital punishment in accordance with the old Criminal Code shall be regarded as entenses to a penal servitude of 6 years or to a heavier punishment than imprisonment without hard labor.

Supplementary Provision:

(Additional Regulations to the Law No. 12 of March, 1933)

The date for the enforcement of this Law shall be fixed by an Imperial Ordinance according to each article. (came into force as from March 1, 1934, according to the Imperial Ordinance No. 18, 1934.)

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Supplementary Provisions

o (Additional Regulations to the Law

The date for the enforcement shall be fixed by an Imperial Ordinance.

(Came into force a as from November 2, 1944)

The Certificate of Competency granted prior to the enforcement of this Law shall, as to be prescribed by an Order, be exchanged for a corresponding Certificate of Competency as mentioned in Article 3 paragraph 1 ofthe amended Ship's Officer Law.

The Certificate of Competency granted prior to the enforcement of this Law may be substituted until it has been exchanged for a corresponding Certificate of Competency in accordance with the provision of the preceding paragraph.

A corresponding Certificate of Competency as mentioned in Article 3 paragraph of the amended Ship's Officer Law may, as to be prescribed by an Order, be granted to a person who is actually serving as a ship's radio operator at the time of enforcement of this Law or one who has served as such prior to the enforcement of this Law.

The ship's officer required to man a vessel actually under way and

corresponding Certificate of Competency as mentioned in Article 3
paragraph 1 ofthe amended Ship's Officer Law.

The Certificate of Competency granted prior to the enforcement of this Law may be substituted until it has been exchanged for a corresponding Certificate of Competency in accordance with the provision of the preceding paragraph.

A corresponding Certificate of Competency as mentioned in Article 3 paragraph of the amended Ship's Officer Law may, as to be prescribed by an Order, be granted to a person who is actually serving as a ship's radio operator at the time of enforcement of this Law or one who has served as such prior to the enforcement of this Law.

The ship's officer required to man a vessel actually under way and any other vessel defined by an Order may be otherwise provided for separately by an Order.

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Table No. 1

The List showing the Fixed Number of Officers

Navigation Area	Gross Tonnage	The Name of Officer	The Kind of Certificate	Fixed Number
Smooth Water Area	Under 200 tons	Captain	The Mate of C class	1
		Chief Engineer	The Engineer of C class	1
			The Second Mate of B class	1
	Under 500 tons	Captain		
		Chief Engineer	The Second Engineer of B class	1
			The First Mate of B class	1
	Under 1, 000 tons	Captain		
		Chief Engineer	The First Engineer of B class	1
	Above 1,000 tons	Captain	The First Mate of B class	1
		First Mate	The Second Mate of B class	1
		Chief Engineer	The First Engineer of B class	1
		First Engineer	The Second Engineer of B class	1
Coasting Area	Under 200 tons	Captain	The Mate of C class	1
		Chief Engineer	The Engineer of C class	1
		First Radio Operator	The Radio Operator of C class	1
	Under 500 tons	Captain	The Second Mate of B class	1
		Chief Mate	The Mate of C class	1
		Chief Engineer	The Second Engineer of B class	1
		First Engineer	The Radio, Operator of C class	1
	Under 1,000	Captain	The Chief Mate of B class	1
		Chief Mate	The Second Mate of B class	1
		Chief Engineer	The First Engineer of B class	1
		First Engineer	The Second Engineer of B class	1
		First Radio	The Radio Operator of B class	1

	Above 1,000 tons	Captain	The First Mate of B class	1
		First Mate	The Second Mate of B class	1
		Chief Engineer	The First Engineer of B class	1
		First Engineer	The Second Engineer of B class	1
Coasting Area	Under 200 tons	Captain	The Mate of C class	1
		Chief Engineer	The Engineer of C class	1
		First Radio Operator	The Radio Operator of C class	1
	Under 500 tons	Captain	The Second Mate of B class	1
		Chief Mate	The Mate of C class	1
		Chief Engineer	The Second Engineer of B class	1
		First Engineer	The Radio Operator of C class	1
	Under 1,000	Captain	The Chief Mate of B class	1
		Chief Mate	The Second Mate of B class	1
		Chief Engineer	The First Engineer of B class	1
		First Engineer	The Second Engineer of B class	1
		First Radio Operator	The Radio Operator of B class	1
	Above 1,000 tons	Captain	The Captain of B class	1
		Chief Mate	The Second Mate of B class	1
		Chief Engineer	The Chief Engineer of B class	1
		First Engineer	The Second Engineer of B class	1
		First Radio Operator	The Radio Operator of B class	1
Near Sea Area	Under 200 tons	Captain	The Chief Mate of B class	1
		Chief Engineer	The First Engineer of B clas	1
		First Radio Operator	The Radio Operator of B class	1
	Under 500 tons	Captain	The Chief Mate of B class	1
		Chief Mate	The Second Mate of B class	1
		First Engineer	The Second Engineer of B class	1
		First Radio Operator	The Radio Operator of B class	1
	Under 1,000 tons	Captain	The Captain of B class	1
		Chief Mate	The Second Mate of B class	1
		Second Mate	The Mate of C class	1
		Chief Engineer	The Chief Engineer of B class	1

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	First Engineer	The Second Engineer of B class	1
	Second Engineer	The Engineer of C class	1
	First Radio Operator	The Radio Operator of B class	1
	Second Radio Operator	The Radio Operator of C class	1
Under 3,000 tons	Captain	The Captain of B class	1
	Chief Mate	The Chief Mate of B class	1
	Second Mate	The Second Mate of B class	1
	Chief Engineer	The Chief Engineer of B class	1
	First Engineer	The First Engineer of B class	1
	Second Engineer	The Second Engineer of B class	1
	First Radio Operator	The Radio Operator of B class	1
	Second Radio Operator	The Radio Operator of C class	1
Under 5,000 tons	Captain	The Captain of A class	1
	Chief Mate	The Captain of B class	1
	Second Mate	The Chief Mate of B class	1
	Third Mate	The Second Mate of B class	1
	Chief Engineer	The Chief Engineer of A class	1
	First Engineer	The Chief Engineer of B class	1
	Second Engineer	The First Engineer of B class	1
	Third Engineer	The Second Engineer of B class	1
	First Radio Operator	The Radio Operator of A class	1
	Second Radio Operator	The Radio Operator of B class	1
	Third Radio Operator	The Radio Operator of C class	1
Above 5,000 tons	Captain	The Captain of A class	1
	Chief Mate	The Chief Mate of A class	1
	Second Mate	The Chief Mate of B class	1
	Third Mate	The Chief Mate of B class	1
	Chief Engineer	The Chief Engineer of A class	1
	First Engineer	The First Engineer of A class	1
	Second Engineer	The First Engineer of B class	1
	Third Engineer	The First Engineer of B class	1

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	First Engineer	The Second Engineer of B class	1
	Second Engineer	The Engineer of C class	1
	First Radio Operator	The Radio Operator of B class	1
	Second Radio Operator	The Radio Operator of C class	1
Under 3,000 tons	Captain	The Captain of B class	1
	Chief Mate	The Chief Mate of B class	1
	Second Mate	The Second Mate of B class	1
	Chief Engineer	The Chief Engineer of B class	1
	First Engineer	The First Engineer of B class	1
	Second Engineer	The Second Engineer of B class	1
	First Radio Operator	The Radio Operator of B class	1
	Second Radio Operator	The Radio Operator of C class	1
Under 5,000 tons	Captain	The Captain of A class	1
	Chief Mate	The Captain of B class	1
	Second Mate	The Chief Mate of B class	1
	Third Mate	The Second Mate of B class	1
	Chief Engineer	The Chief Engineer of A class	1
	First Engineer	The Chief Engineer of B class	1
	Second Engineer	The First Engineer of B class	1
	Third Engineer	The Second Engineer of B class	1
	First Radio Operator	The Radio Operator of A class	1
	Second Radio Operator	The Radio Operator of B class	1
	Third Radio Operator	The Radio Operator of C class	1
Above 5,000 tons	Captain	The Captain of A class	1
	Chief Mate	The Chief Mate of A class	1
	Second Mate	The Chief Mate of B class	1
	Third Mate	The Chief Mate of B class	1
	Chief Engineer	The Chief Engineer of A class	1
	First Engineer	The First Engineer of A class	1
	Second Engineer	The First Engineer of B class	1
	Third Engineer	The First Engineer of B class	1
	First Radio Operator	The Radio Operator of A class	1

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	Under 5,000 tons	Captain	The Captain of A class	1
		Chief Mate	The Captain of B class	1
		Second Mate	The Chief Mate of B class	1
		Third Mate	The Second Mate of B class	1
		Chief Engineer	The Chief Engineer of A class	1
		First Engineer	The Chief Engineer of B class	1
		Second Engineer	The First Engineer of B class	1
		Third Engineer	The Second Engineer of B class	1
		First Radio Operator	The Radio Operator of A class	1
		Second Radio Operator	The Radio Operator of B class	1
		Third Radio Operator	The Radio Operator of C class	1
	Above 5,000 tons	Captain	The Captain of A class	1
		Chief Mate	The Chief Mate of A class	1
		Second Mate	The Chief Mate of B class	1
		Third Mate	The Chief Mate of B class	1
		Chief Engineer	The Chief Engineer of A class	1
		First Engineer	The First Engineer of A class	1
		Second Engineer	The First Engineer of B class	1
		Third Engineer	The First Engineer of B class	1
		First Radio Operator	The Radio Operator of A class	1
		Second Radio Operator	The Radio Operator of B class	1
		Third Radio Operator	The Radio Operator of C class	1
Deep Sea Area	Under 3,000 tons	Captain	The Captain of A class	1
		Chief Mate	The Chief Mate of A class	1
		Second Mate	The Second Mate of A class	1
		Third Mate	The Second Mate of A class	1
		Chief Engineer	The Chief Engineer of A class	1
		First Engineer	The First Engineer of A class	1
		Second Engineer	The Second Engineer of A class	1
		Third Engineer	The Second Engineer of A class	1
		First Radio Operator	The Radio Operator of A class	1
		Second Radio Operator	The Radio Operator of B class	1
	Under 10,000 tons	Captain	The Captain of A class	1
		Chief Mate	The Chief Mate of A class	1
		Second Mate	The Chief Mate of A class	1
		Third Mate	The Second Mate of A class	1
		Chief Engineer	The Chief Engineer of A class	1
		First Engineer	The First Engineer of A class	1
		Second Engineer	The First Engineer of A class	1
		Third Engineer	The Second Engineer of A class	1
		First Radio Operator	The Radio Operator of A class	1
		Second Radio Operator	The Radio Operator of B class	1
		Third Radio Operator	The Radio Operator of B class	1

Declassified E.O. 12065 Section 3/402/NNDC NO. 77009

Above 10,000 tons	Captain	The Captain of A class	1
	Chief Mate	The Captain of A class	1
	Second Mate	The Chief Mate of A class	1
	Third Mate	The Chief Mate of A class	1
	Chief Engineer	The Chief Engineer of A class	1
	First Engineer	The Chief Engineer of A class	1
	Second Engineer	The First Engineer of A class	1
	Third Engineer	The First Engineer of A class	1
	First Radio Operator	The Radio Operator of A class	1
	Second Radio Operator	The Radio Operator of A class	1
	Third Radio Operator	The Radio Operator of B class	1

N.B. In case of a ship which denotes the carrying capacity with Japanese Koku, 10 Koku shall be converted into 1 ton gross.

The fixed number in the above table shows the least number to be manned except that of the captain or the chief engineer.

In case of a ship without any radio apparatus iy need not be manned with any radio operator, and in case of a sailing vessel (except one having an auxiliary motor) it need not be manned with any engineers.

Declassified E.O. 12065 Section 3/402/NNDC NO. 77500 9

Declassified E.O. 12065 Section 3/402/NNDG NO. 775009

Draft Legislation Capt Norris 26-6076

Govt Sec G-2/PSD 20 February 1951

1. 1. Immediate introduction of the attached draft bill in the Diet is proposed by the Attorney General's Office.

2. Your prompt comment is requested.

1 Incl
Bill for Partial Amends to
Law for Establishment of
Attorney-General's Office

- C. W. -

From: G-2 To: Govt Sec Col Pulliam 26-5915
Date: 23 February 51

2 PSD/G-2 has no objection to the proposed amendments to the Law for Establishment of the Attorney General's Office. This amendment will aid in correcting defects in the present law.

1 Incl
w/d

- -C.A.W.- - - - - - - - - -

MEMO FOR RECORD:

GS by C/N 1, subj: "Draft Legislation," dtd 20 Feb 51, fwds to PSD/G-2 for comment a bill for partial amendment to the Law for Establishment of the Attorney General's Office. This bill puts into effect the changes in status of the several branch correctional institutions by advancing them to main institutions. This bill was coordinated with PSD Prison Br prior to submission to the Diet. This c/n informs GS that PSD/G-2 has no objection to the proposed amendments. This amendment will aid in correcting defects in present law. Incl in PSD files.

HEP 26-5915

PSD File Copy

G-2/PSD/HEP/sm

Declassified E.O. 12065 Section 3/402/NNDG NO. 775009

PUBLIC SAFETY DIVISION
ROUTING SLIP

FROM: FB DATE: 23 Feb 51

1	Chief of Division
1	Executive Officer
4	Capt Russell
	Capt Graves
1	Administrative Officer
5	Chief Clerk
	Fire Branch
	Liaison Branch
	Maritime Branch
	Police Branch
	Prison Branch
	Stat & Anal Branch

FOR:
Information ___ Comment ___
Action ___
Approval ___ File ___

Remarks:

23 Feb 51

This Bill carries into effect the changes in status of the general branch correctional institutions by advancing them to Main institutions. This bill in draft form was submitted to Prison Board 6 Feb for presentation at the forthcoming Board meeting. Prison Board has no objection BJR

Declassified E.O. 12065 Section 3/402/NNDG NO. 775009

0239

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

C H E C K S H E E T

(Do not remove from attached sheet)

Subject: Draft Legislation

Maj Guide
26-6076

Note No.	
1.	From: Govt Sec To: G2/PSD Date: 3 March 1951 The attached bill, drafted by House of Representatives has been cleared for immediate introduction into the Diet. 1 Incl: Dog Race Bill No. 2 C. W.
2	Col Pulliam 26-5915 From: G-2 To: Govt Sec Date: 5 March 1951 PSD/G-2 offers no objection to the proposed Dog Race Bill. 1 Incl w/d -C.A.W.- MEMO FOR RECORD: GS by C/N 1, subj: "Draft Legislation," dtd 3 Mar 51 fwds to PSD/G-2 for comment a proposed Bill to permit Dog Racing in Japan. This c/n informs GS that PSD offers no objection to the proposed bill. Incl in PSD files. HEP 26-5915

PSD File Copy G-2/PSD/HEP/sm

Declassified E.O. 12065 Section 3/402/NNDG NO. 775009

House of Representatives

March 2, 1951.

Dog Race Law

(Presented by NOMURA Sentaro)

(Performer)

Article 1. To, Do, Fu and prefectures, and the cities mentioned in the attached list (hereinafter referred to as "Special Cities") may perform the dog race with the consents of the respective assemblies, in accordance with the provisions of this law.

2. Any person other than To, Do, Fu and prefectures who may perform the dog race in accordance with the provision of the preceding paragraph (hereinafter referred was the "dog race performer) shall not perform the dog race selling a voting ticket for the winning dog or anything similar in nature.

(Reporting)

Article 2. The dog race performer shall file an advance report with the Prime Minister on the following items. Any change in the matters filed shall likewise be reported.

(1) The name and location of the place where a dog race is to be held.

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(2) Matters concerning facilities of the dog race ground.

(3) Matters concerning visitors and the admission fee.

(4) Rules for performing the dog race.

(5) Rules for the sale of the voting ticket for the winning dog and the payment of dividend.

(6) Other matters recognized necessary by the Prime Minister.

(Race Days and Race Ground)

Article 3. The dog race shall not be held more than 12 days a month in each dog race ground; it is provided, however, that an exception is made where it is permitted by the Prime Minister on each occasion under special circumstances such as commemoration, charity and other performances.

2. The number of dog race grounds shall not be more than two in a To, Do, Fu or prefecture and more than one in a Special City. Provided, however, that the number of dog race grounds in a prefecture, in which one ore more Special Cities are found, shall be one each for the prefecture and Special City.

(Admission Fee)

Article 4. The dog race performer, when holding a dog race, must charge the visitor an admission fee of not less than 10 Yen and not more than 100 Yen.

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(The Voting Ticket for the Winning Dog)

Article 5. The dog race performer may sell the voting ticket for the winning dog with a face value of 10 Yen or 20 Yen.at par.

2. The dog race performer may sell a voting ticket for the winning dog, which is equivalent to 10 or 100 of such tickets as are prescribed in the preceding paragraph.

(Limitation on the purchase of the voting ticket for the winning dog)

Article 6. Any official of the local public entity related with the dog race, trainer or other persons engaged in the business of the dog race shall be prohibited to purchase the voting ticket in the races such persons are related with.

(The Method of Voting for the Winning Dog)

Article 7. The method of voting for the winning dog shall consist of four systems: namely the winning, placing, forecasting and dual winning.

Article 8. In the winning system, the dog that comes in first shall be the qualified winner.

2. In the placing system the qualified winners shall be the dog coming first, if, at the commencement of the sale of the ticket, the number of starters is not more than 4; and those coming in first and second, if the

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number of starters is not less than 5 and not more than 7; and those coming in first, second and third, if the number of starters is not less than 8.

3. In the forecasting system, a team of two dogs coming in first and second in the order forecast shall be the qualified winners.

4. In the forecasting system, if the racing dogs are 7 or more in number, the forecasting ballot numbers may be placed on the racing dogs, following the example shown in Annex No.1.

5. The ballot numbers as provided for in the preceding paragraph shall be deemed the numbers of the dogs in the forecasting system.

6. In the dual winning system, a team of two dogs coming in first in two races performed on the same day shall be the qualified winners.

7. In the dual winning system, if the racing dogs are 7 or more in number in any one of the races which are combined together for the purpose of voting, the dual system ballot numbers may be given to the racing dogs, following the examples of paragraphs 2 and 5.

(Revenue of the Performer)

Article 9. The performer of the dog race may revenue as his earning a sum equivalent to 25 per cent of the total sale of the voting ticket for the winning dog.

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(Divided in case there is a holder of the voting ticket on the winner)

Article 10 The dog race performer shall pay to the holders of the voting tickets on the winners as dividends, in proportion to the number of tickets held, the amount equivalent to 75 percent of the net proceeds of the voting tickets sold for a race (net proceeds which remains after deducting the amount to be repaid in accordance with the provision of Article 14, paragraph 5, from the gross sale of the voting tickets in each system of voting; hereinafter the same.

2. The amount of the devidend to be paid in accordance with the provision of the preceding paragraph shall be calculated by applying the formula as shown in Annex No.2.

3. If in calculating the dividends in accordance with the two preceding paragraphs, there is no holden of tickets in the winning dogs, such dogs shall be regarded as not having won the race in so far as the calculation of dividends is concerned.

4. In case the amount calculated in accordance with the preceding three paragraphs is less than the face value of the voting ticket, the amount of the divident shall be the equivalent of the said face value.

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(Dividend in case of there being no holder of the voting ticket on the winner)

Article 11. With regard to the net proceeds in the case of there being no holder of the voting tickets on the winner, the amount equivalent to 75 percent of such net proceeds shall be paid as dividends to the holders of the voting tickets on the dogs other than the winner in the race, in proportion to the number of voting tickets.

(Calculation of fractions in dividends)

Article 12. In paying the dividends, if the amount calculated in accordance with the provisions of the preceding two Articles has any fraction of less than one yen, such fraction shall be rounded off.

2. The amount derived from rounding off the fractions as mentioned in the preceding paragraph shall accrue to dog race performer.

(Claim and prescription for dividednds)

Article 13. The right for the dividends as mentioned in the provisions of Article 10 and 11 shall be extinguished by prescription, in case it is not exercised for 30 days reckoned from the date of the sale of the relative voting tickets on the winning dog.

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(Invalidation of voting)

Article 14. If, after the voting ticket have been sold in the winning, placing and forecasting system, anything coming under the following items has occurred in respect to the relative dog race, the voting on such race shall be null and void.

1) Absence of the dogs to run the race, or the number of dogs has been reduced to one:

2) The race has not materialized:

3) Absence of a qualified winner or winners in the race in regard to any particular system.

2. If, after the voting ticket have been sold in the dual voting system, anything coming under the following items has occurred in respect to the relative dog race, the voting on such race shall be null and void.

1) Either the number of dogs to run the races which are combined together for voting has been reduced to one in each race, or there is no dog to run in either one of races;

2) Either one of the races combined together for voting has not materialized;

3) There has been no qualified winner in the race relating to the voting.

3. In case the dog (or the dog belonging to a team in forecasting and dual systems) indicated on the voting ticket sold has not foined the race, the voting for such dog shall be null and void. In case only one of the dog has

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run the race, when the dogs of the same forecasting ballot number forms a team in the forecasting system, the sumerule shall be applied to the voting on such team.

4. In case that the whole or a part of the returns of the voting tickets sold to those other than the visitors cannot be totalled with the returns of the voting tickets sold to the visitors due to natural calamity or any other inevitable reasons, the voting of the outsiders the returns of which could not be totalled shall be null and void.

5. In the cases of the preceding four paragraphs, any person who has the relative voting ticket may demand the dog race performer refund the face value in exchange for such voting ticket.

6. The right to claim mentioned in the preceding paragraph shall be extinguished by prescription in case it is not exercised for 30 days reckoned from the date of the sale of the relative voting tickets.

(Registration of Dog Owner)

Article 15. In case any person wants to enter his dog in any dog race held by a performer, the owner of the dog shall make registration in advance with the dograce performer concerned.

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2. No person who comes under any of the following items shall be permitted to get the registration mentioned in the preceding paragraph:

1) Any imcompetent or quasi-incompetent person or any bankrupt who has not yet been rehabilitated:

2) Any person who has ever been condemned to a heavier penalty than a fine in consequence of a violation of this Law:

3) Any person who has been sentenced to penal servitude of more than one year

(Registration of Dog)

Article 16. No dog unless it is registered with a dog race performer shall be permitted to participate in a dog race to be held by such dog race performer.

(Training of Dog)

Article 17. No person other than the trainer who has obtained the license from the dog race performer shall train any dog for any dog race to be held by the said dog race performer.

(Registration Fee and Charge for License)

Article 18. With reference to the registration and license provided for in the preceding three Articles, the dog race performer may charge a registration fee of not more than Yen 1,000 and a license charge not more than Yen 500.

(Suspension etc. of Dog Race)

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Article 19. In case the dog race performer violates this Law, any order to be issued according to this Law, or any measure based thereon, the Prime Minister may, after warning, order the dog raceperformer to suspend the dog race, or the selling of the voting tickets, or other necessary procedures.

2. In case the Prime Minister wants to suspend the dog race or the selling of voting tickets in accordance with the provisions of the preceding paragraph, he must open public hearings concerning the said dog race performer, notifying its date and place beforehand. However, in case of urgency, the hearings may be opened ex post facto.

(Maintenance of Order, etc.)

Article 20. The Prime Minister may order the necessary matters for maintaining the order in the dog race ground, or for securing equity in the dog race.

(Supervision)

Article 21. The Prime Minister and the prefectural governor respectively may cause the dog race performers in general or those in the prefecture concerned to report on the holding or ending of a dog race, accounting and such other matters as are deemed necessary or may inspect the relative documents and account-books.

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2. The prefectural governor must report to the Prime Minister the information or the results of inspection obtained in accordance with the provisions of preceding paragraph.

(Penal Provisions)

Article 22. Any person who comes under any of the following items shall be liable to imprisonment with hard labor for not exceeding 5 years or a fine not exceeding 500,000 yen.

(1) Any person who has violated the provisions of Article 1, paragraph 2.

(2) Any person who has attempted to gain profit by making others perform an act similar to the voting for the winning dog in connection with the dog race.

Article 23. Any person who has staged a dog, giving it any drug or dope which temporarily heightens or reduces the dog's racing ability shall be liable to imprisonment with hard labor for not exceeding 3 years or a fine not exceeding 300,000 yen.

Article 24. Any person who has committed a crime mentioned in the preceding two Articles may be punished with both penal servitude and fine according to circumstance.

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Article 25. Any person who falls under any of the following items shall be punished with a fine not exceeding ¥100,000.

(1) Any person who violates the provision of Article 6.

(2) Any person who has sold a voting ticket to a person with the knowing that such person is prohibited to purchase ~~it~~ the voting ticket in accordsnce with the provision of Article 6.

(3) Any person who has performed an act similar to the voting for the winning dog, in the case of Article 22, item 2.

(Miscellaneous Provisions)

Article 26. Matters necessary for the enforcement of this law shall be determined by the Cabinet Order.

2. Except for such matters as are prescribed in this Law and orders based thereon, those concerning the holding of a dog race and others necessary matters shall be defined by the regulations of To, Do, Fu and prefecture or Special City concerned.

Article 27. The matters which belong to the competence of the Prime Minister according to this law shall be executed through the assistance of the Director-General of Local Autonomy Agency.

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Supplementary Provisions

This law shall be enforced as from the day of its promulgation.

Separated Sheet

Yokohama	City
Nagoya	City
Kyoto	City
Osaka	City
Kobe	City
Fukuoka	City

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Annex No. 1

In case of

7 racing dogs	Dog Number	1 2 3 4 5 6 7
	Forecasting and dual system voting number	1 2 3 4 5 6
8 racing dogs	Dog Number	1 2 3 4 5 6 7 8
	Forecasting and dual system voting number	1 2 3 4 5 6
9 racing dogs	Dog Number	1 2 3 4 5 6 7 8 9
	Forecasting and dual system voting number	1 2 3 4 5 6
10 racing dogs	Dog Number	1 2 3 4 5 6 7 8 9 10
	Forecasting and dual system voting number	1 2 3 4 5 6
11 racing dogs	Dog Number	1 2 3 4 5 6 7 8 9 10 11
	Forecasting and dual system voting number	1 2 3 4 5 6
12 racing dogs	Dog Number	1 2 3 4 5 6 7 8 9 10 11 12
	Forecasting and dual system voting number	1 2 3 4 5 6
13 racing dogs	Dog Number	1 2 3 4 5 6 7 8 9 10 11 12 13
	Forecasting and dual system voting number	1 2 3 4 5 6
14		Follow the above method.

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Annex No. 2

Formula

$$(W - \frac{D}{P}) \times (1 - \frac{25}{100})$$

W: Amount represented by the total face value of the voting tickets on the winner.

D: Amount represented by the total face value of the voting tickets on the dogs other than the winner which have run in the race concerned.

P: Number of the winner with the exception of the following cases in method of voting for the winning dog in placing system.

	In case placed dogs include up to 3rd one.		In case placed dogs include up to 2nd one.
	When there are 3 or more 2nd placed dogs.	When there are 2 or more 3rd placed dogs.	When there are 2 or more 2nd placed dogs.
1st placed	P' - (N-2)	P' - (N'-2)	P' - (N'-1)
2nd placed	(P'-(N-2)xN/2	P' -(N'-1)xN' / P'-(N'-1)	(P'-(N'-1))xN
3rd placed	P': Number of placed dogs	P': Number of placed dogs	P': Number of placed dogs
	N: Number of 2nd placed dogs	N: Number of 3rd placed dogs.	N: Number of 2nd placed dogs.