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GHQ/SCAP Records (RG 331, National Archives and Records Service)

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LIST OF PAPERS

File under No. Pilot Association
8 MSA Gen

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
	T. Smith Port Agent S.Fran.Bar P.	8 Sep 47	All steamship companies & agents.	By-law for Pilot's Assoc.of the Tokyo-Bay Pilot District Pilot Rates & Regulations, U.S.Ports,San Francisco, State of Wash.New York,N.Y.
AG 548(16 Aug 49)	K. B. Bush Brig.Gen.AG	31 Oct 49	Memo for Jap.G.	Tokyo Kaiwan Pilot Dist.
D r a f t	Yokosuka Pilots	10 Feb 50	G-2(ref.G-2draft)	Opinion of 3 assoc.for G-2 draft.
	Maj. Lantz	10 Mar 50	Chief, PSD	Jap.Pilots on Allied Ships

1505—FEC Printing Plant—3/50—30M

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Intelligence Section, G-2
PUBLIC SAFETY DIVISION

APO 500
10 March 1950

Telephone Conversation

Subject: Japanese Pilots on Allied Ships

To: Chief, Public Safety Division

1. In telephone conversation this date with Major Sanderson, Kobe Base Command Operations, he was advised that the Kobe Japanese pilot, Y. Kageyama, is now up for trial before the Maritime High Marine Court and it is PSD's belief that the license of this pilot will be revoked.

2. Major Sanderson was reminded that since SCAP reserves the right to exclude from piloting allied ships any pilot deemed unfit, Kobe Base Command, as one of the operating agencies of 8th Army, may exercise this exclusion right for SCAP. Such action of exclusion of any pilot, however, will not affect the pilot's license or status in any pilots' association.

3. The authority of the Commanding Officer, Kobe Base Command, for excluding such pilot for cause, is included in his general authority to refuse to accept unsatisfactory services of any nature from Japanese agencies.

The Japanese pilots' recourse is by plea through Japanese channels to SCAP.

ROBERT M. LANTZ
Maj Inf

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D R A F T

10 February 1950

Opinion of the three pilot-associations for G-2 draft

At present the pilots of Yokosuka Harbor are salaried employees under JG by the U.S. Navy at Yokosuka and their income is restricted to the salary paid by the Government. The aspect of things in the management of pilotage business at Yokosuka is quite different from those in the ports of Yokohama and Tokyo.

Accordingly, in the first place, we solicit the assistance and encouragement of G-2 and Yokosuka Navy to enable the licensed pilots of Yokosuka to organize an independent association to stand on its own bottom and then to put it under the supervision and care of the Japanese Government.

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C
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File

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 548 (16 Aug 49)GB/CIS/PSD 31 Oct 49
SCAPIN 6932-A

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Tokyo Kaiwan Pilot District

1. The Supreme Commander for the Allied Powers deems compulsory pilotage of non-Japanese vessels in the outer-Tokyo Bay area no longer necessary. Accordingly, Memorandum from the Supreme Commander of the Allied Powers, file AG 548 (10 Nov 47) CTS-W, SCAPIN 4855-A, 10 November 1947, subject, "Tokyo Kaiwan Pilots Association, formation of," is rescinded.

2. It is desired that the Japanese Government take the necessary action to provide the minimum number of qualified pilots for the Yokosuka-Yokohama-Tokyo harbor areas.

3. Charter and operating procedures of the Association authorized by the Maritime Safety Agency, Ministry of Transportation, to furnish pilot services in the Yokosuka-Yokohama-Tokyo Harbors will be submitted within thirty (30) days to the Maritime Safety Agency and shall be subject to approval of the Supreme Commander for the Allied Powers.

4. The Supreme Commander for the Allied Powers reserves the right to exclude from employment as pilots on Allied Vessels any pilot of the Association deemed unfit. This is not to be so construed as to affect the rights of the pilot as a member of the Association.

5. Pilot station boat "ARB-870" may be retained in custody of the Maritime Safety Agency, Ministry of Transportation, and utilized as coast patrol for the saving of life and property and enforcement of law in the harbors, bays, sounds and waters adjacent to Japan. It shall not be armed and is subject to recall by the Supreme Commander for the Allied Powers within thirty (30) days on order of the Commander, Naval Forces, Far East.

6. Communication and liaison between the Maritime Safety Agency, Ministry of Transportation, and Public Safety Division, G-2, GHQ, SCAP, is authorized.

7. Priority of pilotage requests to the Association shall be established, when necessary, by Commander, Fleet Activities

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AG 548 (16 Aug 47)GB/CIS/PSD, SCAPIN 6932-A
Subject; Tokyo Kaiwan Pilot District

for Yokosuka Harbor and the U.S. Port Commander, 2d T. Med.Port for Yokohama-Tokyo Harbors. For this purpose liaison between the Association and the respective Port authorities is authorized.

FOR THE SUPREME COMMANDER:

/s/ K. B. BUSH,
Brigadier General, AGD
Adjutant General.

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Pilot Rates
+ Regulations

U.S. Ports
San Francisco
State of Wash.
Newport News, Va

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COPY

SAN FRANCISCO BARPILOTS
PIER NO. 7
San Francisco, California

September 8, 1947

TO ALL STEAMSHIP COMPANIES AND AGENTS:

As result of legislation enacted in the 1947 session of the California State Legislature, effective at 12:01 a.m., September 19, 1947, following Bar Pilotage rates will apply inward and outward through the Golden Gate and into or out of the Bays of San Francisco, San Pablo and Suisun:

(a) All vessels under five hundred net registered tons, $2,00 per draft foot.

(b) All vessels over five hundred net registered tons, $2,00 per draft foot plus one and five-eights cents per ton for each ton net registered.

Very truly yours,

T. SMITH
Port Agent

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BEFORE THE BOARD OF PILOTAGE COMMISSIONERS

OF THE STATE OF WASHINGTON

IN THE MATTER OF THE APPLICATION OF THE PUGET SOUND PILOTS ASSOCIATION ON BEHALF OF THE MEMBERS THEREOF FOR AN INCREASE IN TARIFFS, TOLLS AND CHARGES	ORDER

On this 3rd day of July, 1947 at a duly and regularly called meeting of the Board of Pilotage Commissioners of the State of Washington, at the office of the said Pilotage Board, New Armory Building, 305 Harrison, Seattle 9, Washington, there were present the following commissioners: Earl N. Anderson, Director of the Department of Labor and Industries and Chairman of said Board; Captain Einar Thomsen and Captain Joseph Reardon, representatives of the Puget Sound Pilotage Association; Charles Tait, representing the ship operators on said Board; H. W. Burchard, being absent, the matter of the application of the Puget Sound Pilots Association for an increase of tariffs, tolls and charges, was fully considered and the Board makes the following findings:

I

That a quorum was present and that due notice of the hearing on the application by the Puget Sound Pilots Association for an increase in tariffs, tolls and charges was given as provided by law, notice having been given by registered mail at least fifteen days prior to the date of the hearing, June 19, 1947 and having been served upon all pilots licensed under this Act and upon all vessel operators and agents who have registered with the Board.

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II

That Pilotage Commission finds it is reasonable, necessary and expedient to insure proper and safe pilotage upon the waters covered by this Act and to facilitate the efficient administration thereof, by reason of the fact that the existing schedules of pilotage tariff are inadequate, that an increase be granted in the tariffs, tolls and charges to the members of the Puget Sound Pilots Association and that it is therefore in order to revise the schedule of rates heretofore adopted and in force and effect and the Board does hereby find that the following tariffs, tolls and charges are reasonable, necessary and expedient, to wit:

CLASSIFICATION	RATE
Mileage (Per Mile) (Minimum fee, $30.00) NOTE: Mileage computed by chart of U. S. Coast and Geodetic Survey	$ 1.35
Harbor Shifts - Live Ship)Seattle Port)	25.00
Harbor Shifts - Live Ship (Other than Seattle Port)	30.00
Harbor Shifts - (Dead Ship)	50.00
Dead Ship towing charge (Per Mile) (Minimum fee, $60.00)	2.70
Compass adjustment	40.00
Degaussing calibration	50.00
Radio direction finder calibration	40.00
Launching vessels	50.00
Trial trips, 6 hours or less Over 6 hours, (per hour)	100.00 15.00
Shilshole - Salmon Bay	50.00
Salmon Bay - Lake Union	40.00
Lake Union - Lake Washington (plus mileage from Webster Point)	50.00

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Cancellation Charge	25.00
Docking delay, (after 3 hours)	25.000
Sailing delay, after 2 hours (per hour)	15.00

IT IS HEREBY ORDERED, effective 12:01 A.M. July 16, 1947 that the following tariffs, tolls and charges be in effect and are hereby made effective as of 12:01 A.M., July 16, 1947:

CLASSIFICATION	RATE
Mileage (Per Mile) (Minimum fee, $30.00) NOTE: Mileage computed by chart of U. S. Coast and Geodetic Survey	$ 1.35
Harbor Shifts - Live Ship (Seattle Port)	25.00
Harbor Shifts - Live Ship (Other than Seattle Port)	30.00
Harbor Shifts - (Dead Ship)	50.00
Dead Ship towing charge (Per mile) (Minimum fee, $60.00)	2.70
Compass adjustment	40.00
Degaussing calibration	50.00
Radio direction finder calibration	40.00
Launching vessels	50.00
Trial trips, 6 hours or less Over 6 hours, (per hour)	100.00 15.00
Shilshole - Salmon Bay	50.00
Salmon Bay - Lake Union	40.00
Lake Union - Lake Washington (plus mileage from Webster Point)	50.00
Cancellation charge	25.00
Docking delay, (after 3 hours)	25.00
Sailing delay, after 2 hours (Per hour)	15.00

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IT IS FURTHER ORDERED, that a copy of this ORDER shall be mailed by registered mail to each licensed pilot and to every vessel operator or agent who has registered with this Board. The mailing shall be three days prior to the effective date of this Order, to wit: July 16th, 1947, at 12:01 A.M. DATED this 3rd day of July, 1947

(s) Earl N. Anderson
Chairman

(s) Charles TAit
Commissioner

(s) Captain Finar Thomsen
Commissioner

(s) Captain Joseph Reardon
Commissioner

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CHARGES FOR EXTRA SERVICE

For transporting a vessel within the Port of New York, the fee shall be $25.00 for any movement from anchorage to anchorage, dock to dock, dock to anchorage, or anchorage to dock except in any case where a different fee shall have been established.

For transporting a vessel from New York to Perth Amboy, or from Perth Amboy to New York, the fee shall be $2.50 per foot of the vessel's draft.

For transporting a vessel from New York to Leonardo, or from Leonardo to New York, the fee shall be $2.50 per foot of the vessel's draft.

A pilot who, after reporting on board a vessel, shall be dismissed forthwith without rendering any piloting service shall be entitled to $10.00 as compensation for time consumed in traveling to and from the vessel.

Pilots, in the performance of their regular duties, when called upon by ship owners or agents to transport a ship from dock to stream or from stream to dock, or from dock to dock without the assistance of tug boats, may collect the sum of $10.00 in addition to the regular fee prescribed by statue.

When a pilot is called upon to swing a ship in connection with adjustment of her compass or calibration of her direction finder, or both, his compensation shall be $10.00 for each complete adjustment of compass and $10.00 for each complete calibration of direction finder, in addition to the regular pilotage.

Vessels returning from sea in consequence of headwinds or stress of weather, shall pay full pilotage.

For delivering a letter on board a vessel coming to New York ordering her to go instead to another port without entering the Port of New York, the charge shall be a sum equal to one-half of the inward and outward pilotage of the said vessel.

For pilotage from New York to Jamaica Bay, or from Jamaica Bay to New York the fees shall be at the same as for pilotage by way of Sandy Hook.

A pilot detained on baord a vessel on account of quarantinable disease shall be entitled to a fee of $25.00 for each day detained.

SANDY HOOK PILOTS
24 STATE STREET
NEW YORK 4, N. Y.
WHitehall 4-0930

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FEET and INCHES	Inward Pilotage	Pilotage Outward	FEET and INCHES	Inward Pilotage	Pilotage Outward
6	$ 30.00	$ 27.00	22	$110.00	$ 99.00
6.6	32.50	29.25	22.6	112.50	101.25
7	35.00	31.50	23	115.00	103.50
7.6	37.50	33.75	23.6	117.50	105.75
8	40.00	36.00	24	120.00	108.00
8.6	42.50	38.25	24.6	122.50	110.25
9	45.00	40.50	25	125.00	112.50
9.6	47.50	42.75	25.6	127.50	114.75
10	50.00	45.00	26	130.00	117.00
10.6	52.50	47.25	26.6	132.50	119.25
11	55.00	49.50	27	135.00	121.50
11.6	57.50	51.75	27.6	137.50	123.75
12	60.00	54.00	28	140.00	126.00
12.6	62.50	56.25	28.6	142.50	128.25
13	65.00	58.50	29	145.00	130.50
13.6	67.50	60.75	29.6	147.50	132.75
14	70.00	63.00	30	150.00	135.00
14.6	72.50	65.25	30.6	152.50	137.25
15	75.00	67.50	31	155.00	139.50
15.6	77.50	69.75	31.6	157.50	141.75
16	80.00	72.00	32	160.00	144.00
16.6	82.50	74.25	32.6	162.50	146.25
17	85.00	76.50	33	165.00	148.50
17.6	87.50	78.75	33.6	167.50	150.75
18	90.00	81.00	34	170.00	153.00
18.6	92.50	83.25	34.6	172.50	155.25
19	95.00	85.50	35	175.00	157.50
19.6	97.50	87.75	35.6	177.50	159.75
20	100.00	90.00	36	180.00	162.00
20.6	102.50	92.25	36.6	182.50	164.25
21	105.00	94.50	37	185.00	166.50
21.6	107.50	96.75	37.6	187.50	168.75

FOR VESSELS INBOUND
$5.00 PER FOOT
FOR VESSELS OUTBOUND
$4.50 PER FOOT

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PILOT REGULATIONS
FOR THE
BAYS OF SAN FRANCISCO, SAN PABLO AND SUISUN

Section 1169. A vessel is spoken by day be a pilot boat displaying a Union Jack or by night by a pilot boat displaying a torch or flare within a distance of three miles of the vessel. In all cases where inward bound vessels are not spoken until inside of the bar, the full rates of pilotage shall be reduced fifty per cent. Vessels engaged in the whaling or fishing trades are exempt from all pilotage unless a pilot is actually employed.

Section 1170. Every vessel spoken inward or outward bound, shall pay the following rates of bar pilotage through the Golden Gate and into or out of the bays of San Francisco, San Pablo and Suisun.

(A) All vessels under five hundred tons, two dollars per draft foot.

(B) All vessels over five hundred tons, two dollars per draft foot plus one and five eighth cents per net ton for each ton registered measurement.

Section 1172. If a vessel, which is subject to the payment of bar pilotage, enters any port of the bays of San Francisco, San Pablo or Suisun solely by reason of being in distress or requiring care it shall pay one-half the full pilotage rates.

Section 1173. A vessel, which is subject to the payment of bar pilotage shall pay one-half the full pilotage rates if it enters any port of the bays of San Francisco, San Pablo or Suisun for:

(A) Anchoring.

(B) Reporting or receiving orders.

(C) Taking on water, fuel for bunkers, stores and other supplies, for use on the vessel and which are not intended for transfer to and use on any other vessel. But if such a vessel discharges or takes on any cargo or passengers, or if any water, fuel, stores, or other supplies taken on is transferred to and used on another vessel this reduction does not apply.

Pilotage for Bay and Harbor Moves

Along the front, dock to dock - - - - - - - - - - - - - $ 30.00

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Oakland or Alameda	$ 30.00
Encinal to Howard Terminal	30.00
Encinal to Outer Harbor, Oakland	30.00
Islais Creek or Hunters Point	35.00
San Francisco to Richmond or San Pablo	45.00
Up river to Crockett, Avon, Oleum, Martinez, Port Costa or Mare Island	60.00
San Francisco to Antioch	85.00
San Francisco to Redwood City	40.00
San Pablo to Oleum	45.00
San Pablo to Martinez	50.00

Degaussing, adjusting direction finder and compass. 7 to 8 hours	$100.00
Degaussing and adjusting direction finder	75.00
Degaussing and adjusting compass	75.00
Adjusting compass and direction finder	50.00
Degaussing. 2 to 3 hours	50.00
Adjusting direction finder	50.00
Adjusting compass. 2 to 3 hours	50.00
Minimum charge	50.00

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CAPT. R. NEYAZAKI

LICENSED PILOT FOR THE PORT OF YOKOHAMA

OFFICE:
1-CHOME KAIGAN-DORI, NAKAKU,
YOKOHAMA TEL. (2) 5104

RESIDENCE:
NO. 75 YAMATE, NAKAKU,
YOKOHAMA TEL. (2) 9375

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横濱港水先人

根谷崎利三郎

事務所 横濱港水先人組合
横濱市中区海岸通り一丁目一番地
米八軍港長事務所内
電話 ② 五一〇四番
自宅 横濱市中区山手町七五番地
電話本局 ② 九三七五番

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Bye-law for the Pilot's Association of the Tokyo-Bay Pilot District

Chapter I Name, Purpose and Office

Article 1. This association shall be called as the Pilot's Association of the Tokyo-Bay Pilot District.

Article 2. This association shall be organized by all the licensed pilots of the Tokyo-Bay Pilot District.

Article 3. The purpose of this association shall be to manage the piloting service in Tokyo, Yokohama and Yokosuka harbors as well as Tokyo-Bay with the cooperation of its members and, at the same time, to contribute to the interest of the public by maintaining order of piloting service.

Article 4. This association shall have its main office and branch offices in Yokohama City and Tokyo, Yokohama and Yokosuka Cities respectively.

Chapter II Officials

Article 5. This association shall have the following officials:

1. President 1;
2. Vice-president 2;
3. Councillors several.

The officials shall be elected from among the members at the regular or the extraordinary general meeting.

Article 6. In case an official has come under any of the following items, the president shall hold a byelection within 14 days of the fact:

1. When the official has died;
2. When he has been disqualified;
3. When he has applied for retirement on account of sickness or other reasons.

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Article 7. An elected person shall serve as an official from June 1 of the year except in the case of an election at the inaugural meeting or a byelection.

Article 8. The term of office of an official shall be one year. Provided that the term of an official who fills a vacancy as a result of a byelection shall be the remainder of the term of office of his predecessor.

Article 9. The president shall represent the association and shall preside over the affairs of the association.

The president shall call a regular and an extraordinary general meetings as well as an officials' meeting, and shall preside over these meetings.

Article 10. The vice-president shall assist the president.

The vice-president shall act for the president in case the latter is prevented from discharging his duties.

Article 11. One of the councillors shall supervise over the fiscal affairs of the association under the direction of the president.

The councillor who supervises over the fiscal affairs shall be elected by mutual vote.

Article 12. The president may call an officials' meeting in case of necessity.

Members of the association may, at any time, request an officials' meeting to be held by presenting their opinions on the business of the association under joint signature of not less than three members.

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Article 13. The officials' meeting shall consist of the president, vice-presidents and councillors.

? Article 14. Important matters concerning the functions of the association or opinions presented by members concerning the business of the association which are not required of the approval of the general meeting may be discussed and decided at the officials' meeting.

Article 15. The association may have clerks in accordance with the decision of the officials' meeting.

The clerks shall execute the businesses and functions of the association under the direction of the president.

Chapter III Pilotage Service

Article 16. In regard to incoming vessels proceeding from the mouth of Tokyo Bay to the harbors in Tokyo Bay, that proceeding either to Tokyo, Yokohama or Yokosuka harbor shall be assigned with a member belonging to the Tokyo, Yokohama or Yokosuka branch office respectively; that proceeding to a harbor other than Tokyo, Yokohama and Yokosuka harbors shall be assigned with a member belonging to a branch office near the harbor of arrival.

? UNNECESSARILY CUMBERSOME
OLD

Article 17. In case of the preceding Article, when a member belonging to the branch office at the harbor of arrival is unable to be assigned, a member belonging to another branch office shall, under the instruction of the president, be assigned. In this case, the member concerned shall, as a rule, pilot the vessel from the place of embarkation at the mouth of Tokyo Bay to each harbor limit of Tokyo, Yokohama and Yokosuka harbors.

PSD/G-2 NOTE: ART. 17; SINCE ALL PILOTS OF THE ASS'N ARE TO BE LICENSED FOR EVERY PART OF THE TOKYO BAY PILOT DISTRICT AS DEFINED IN THE MARINE PILOT LAW NECESSITY IN ANY CASE OF TAKING ON A SECOND PILOT APPEARS DOUBTFUL.

agree with above
OLD

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Article 18. Any outbound vessel proceeding either from Tokyo, Yokohama or Yokosuka harbor to the mouth of Tokyo Bay, shall be assigned with a member belonging to the branch office of the harbor of departure.

Any outbound vessel proceeding from a harbor other than Tokyo, Yokohama and Yokosuka harbors to the mouth of Tokyo Bay shall be assigned with a member belonging to the branch office near the harbor of departure.

Article 19. Any member who has been requested to pilot a vessel which is proceeding from the mouth of Tokyo Bay to any harbor in Tokyo Bay, and one which is proceeding from any harbor in Tokyo Bay to the mouth of Tokyo Bay shall conduct piloting in accordance with the following rules:

1. A notice shall be given to the branch office at the harbor of arrival or departure not later than twelve hours before the arrival at the mouth of Tokyo Bay in case of an incoming vessel or not later than six hours before the departure from a harbor in case of an outbound vessel respectively.
2. A ferry-boat used to embark or debark a vessel on the sea area other than the harbor area and the vicinity of its boundary shall, for the time being, be provided by the shipowner or its agent; in case arrangement for a ferry-boat has been entrusted, the actual expenses for the arrangement shall be asked of the shipowner or its agent.

Article 20. In case of the piloting service between each of Tokyo, Yokohama and Yokosuka harbors, a member who has embarked a vessel at the harbor of departure shall, as a rule, pilot the vessel to the limit of the harbor of arrival, and, within the harbor, a member belonging to the branch office at the harbor shall pilot the vessel.

NO

SAME REASONING AS ON ART. 17

agree

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Article 21. In case the members belonging to a branch office are not enough to carry out piloting service smoothly due to a temporary increase of vessels requesting piloting at the branch office concerned, members belonging to another branch offices hall, under the instruction of the president, go to the branch office concerned to assist the piloting service temporarily.

Chapter IV Finance

Article 22. The pilotage of the Tokyo Bay Pilot District excluding the harbor pilotage within each of Tokyo, Yokohama and Yokosuka harbors shall be the revenue of the association. The harbor pilotage within each of Tokyo, Yokohama and Yokosuka harbors shall be the revenue of each branch office and shall be special account. The main office shall, at the end of each month, distribute among the members who have engaged in piloting service within Tokyo Bay (excluding services within each of Tokyo Yokohama and Yokosuka harbors), in proportion to the number of their piloting services, the balanse of its revenue after deducting working and other necessary expenses from it.

In this case, when there is a deficit in the balance, the amount of the deficit shall be covered by subscribing equally from the revenue of each branch office in proportion to the number of affiliated members.

share & share alike mandatory for obtaining high standard desired

DON't WHY All pilots share and share alike irrespective number of pilots is established by various Pilot Pens. At times there may be an inequitable distribution and the one group shows be penalized disproportionately.

Chapter V General Meeting

Article 23 In case the net pay for a member belonging to a branch office does not come up to the fixed amount of pay on account of a sudden decrease of the revenue of a branch office as a result of unavoidable circumstances,

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members of other branch offices shall, when they are capable of bearing it, subscribe to the amount of deficit in the fixed amount of pay in proportion to the number of members affiliated. The fixed amount of pay abovementioned shall be decided at the regular or the extraordinary general meeting.

Article 24. The fiscal year shall begin on April 1 of the year and end on March 31 of the next year; the settlement of accounts of the previous year shall be reported at the regular general meeting.

Article 25. Members shall reserve a fixed amount of money every month to be earmarked for retirement fund. The fixed definite amount for reserve fund shall be determined at the regular or extraordinary general meeting.

Article 26. In case new construction of a main office or a branch office building or a new pilot boat has been projected, members shall reserve a fixed amount of money every month in proportion to the required sum. The amount of the reserve shall be determined at the regular or extraordinary general meeting.

Chapter V General Meeting

Article 27. The regular general meeting shall be held in May every year.

Article 28. The extraordinary general meeting shall be held when deemed necessary by the officials' meeting or at the request of more than one-fourth of the total members. Provided that the extraordinary general meeting may, when there is no time to hold it, be substituted by explaining the agenda to members and putting them to vote in writing.

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Article 29. Members shall be notified of the agenda, date and place not later then 14 days or 7 days before the day of holding a regular or an extraordinary general meeting respectively.

Article 30. The general meeting may not be held unless not less than two-thirds of the total members are present. Provided that any member who has been delegated by another member shall be regarded as present.

Article 31. The proceedings of the general meeting shall be decided by the majority of the members who are present, and in case of a tie, the decision shall be made by the chairman.