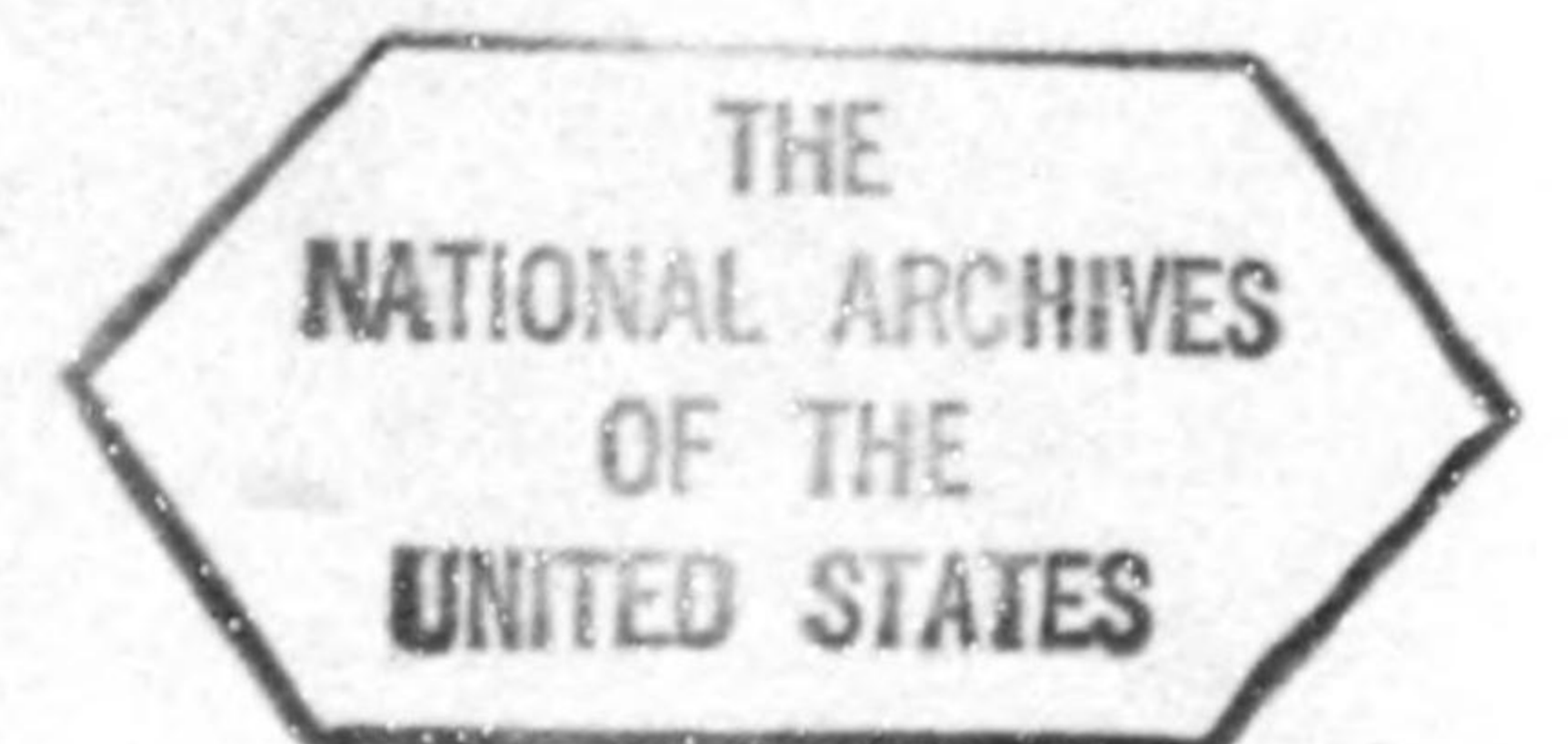


GHQ/SCAP Records(RG 331)
Description of contents



- (1) Box no. 2242
- (2) Folder title/number: (14)
Fishery Inspection System
- (3) Date: Aug. 1948 - May 1950

(4) Subject:

Classification	Type of record
615	c, e

(5) Item description and comment:

(6) Reproduction: Yes No

(7) Film no.

Sheet no.

SECRET

H. Matsukata
26-8964

Japanese Fishery Inspection System

SS

HRS

8 May 1950

1. Government Section does not concur in the issuance of the proposed SCAPIN.
2. The record shows that the Japanese Government has already established a fisheries inspection system as proposed by the government itself and authorized (with certain modifications) by the Supreme Commander in SCAPIN 2050 of 10 October 1949. To issue a new SCAPIN directing the Japanese Government to establish a service which is already authorized and in existence would put the Supreme Commander in a ludicrous light.
3. The existing SCAPIN describes the limits of the area within which the inspection vessels are authorized to operate and states that they "shall be responsible for assisting in the enforcement of the instructions issued by the Supreme Commander for the Allied Powers and of laws and regulations of the Japanese Government in regard to Japanese fishery operations", and that "available vessels of the type and size suitable for conducting inspection duties shall be put into immediate operation, and provisions shall be made to increase the number of vessels used if the need for such is demonstrated to be necessary to insure effective enforcement". Further, the existing SCAPIN specifically authorizes direct communication between the Japanese Government and HRS for the usual GRI staff advice and supervision in the implementation of the SCAPIN. Any further directive on this subject would therefore appear superfluous.
4. At this stage in the occupation it may be timely to note that the issue of confining Japanese fishing activities within an arbitrarily defined area becomes less acute with the passage of time. Since it is universally recognized that the continued delay in the restoration of formal peace with its attendant freedom of movement is by no means the responsibility of the Japanese, the indefinite prolongation of existing restrictions would be in direct conflict with the assurances explicitly given by the Allied Powers in the Atlantic Charter, the Potsdam Declaration, and the covenants of the United Nations. Viewed in this light, the Occupation's objectives would appear to be better served by substantial performance within the capacity of the Japanese to achieve than by strict enforcement of meticulous observance of precise boundary lines -- a degree of performance which they may be unable physically to effectuate in the vast expanse of ocean encompassed by the so-called MacArthur Line.
5. GS does not believe that the issuance of a SCAPIN containing detailed instructions as to number and specifications of inspection vessels and equipment, qualifications of crews and legal enforcement procedures would insure

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Japanese Fishery Inspection System

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NRS

5 May 1950

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(Cont'd)

effective observance of fishing area limits -- unless the Japanese, both the fishing industry and government authorities, are convinced of the need to stay within such limits in their own best interests. The frontier should be moral rather than legal, and the effort should be made to instill such conviction by cautioning the Japanese authorities to curtail violations of the authorized area and by appealing to the fishermen themselves to observe the prescribed limits. In this connection the active attention and interest which the Chinese, Korean, Philippine and Russian authorities have evinced in the movement of Japanese vessels and their propensity for seizing those which wander within range of their patrols should effectively restrain any widespread tendency to trespass into unauthorized areas. A further restraining influence should be the realization that faithful compliance with occupation requirements is a test of Japanese ability to observe similar obligations when assumed under inter-national agreements. It should be noted that the failure of the fisheries inspection system to perform satisfactorily during its first seven months of operation, as reported by NRS, occurred during the incumbency of the Chief of the Fisheries Bureau who was dismissed in March 1950, which suggests the possibility that the new Chief may be able to do better. If, however, despite the best efforts along the lines suggested, flagrant and widespread violations of the authorized fishing areas continue, a possible remedy may be found in transferring the fisheries inspection service to the jurisdiction of the Maritime Safety Board, which, having no direct association with the fishing industry, may more impartially enforce the regulations than the Ministry of Agriculture and Forestry. This alternative, it may be remembered, was advocated both in the Japanese Government and in this headquarters when the establishment of the system was under study.

----- C. V. -----

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W.M. Terry, 26-7561
HGS/WCH/GMA/WMT/1h

NR 433.2 (May 50)FI

Subject: Japanese Fishery Inspection System

From: NR

To: G-2

Date: 3 May 1950

G-3

G-4

DS

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GS

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1. Reference is made to SCAPIN 2050, subject as above, 10 Oct 49, which authorizes the Japanese Government to establish a fishery inspection system to enforce the provisions of SCAP directives pertaining to the authorized fishing area. (Incl 1)

2. NR has conducted a study of the inspection system, authorized by reference SCAPIN, during seven months of operation and has determined that the system is not and has not been effective in curbing violations of the authorized area. NR attributes this situation to inadequate support for the system from the Japanese Government and the fishing industry, which resulted in the allocation to the system of insufficient funds, qualified personnel, and adequate equipment. NR considers that a reorganization of the system is necessary to insure effective operation, and that the Japanese Government must be directed to effect certain minimum changes.

3. It is of utmost importance that the inspection system be placed on an effective basis immediately so as to avoid unfavorable effects upon Japan's interest in fishing area extension, and international fisheries relations. For this reason NR proposes the attached SCAPIN, which contains changes that can and should be effected without delay. These changes, though not sufficient to correct all evils, will insure great immediate improvement in the system. Additional recommendations will be proposed after further investigation. (Incl 2)

4. NR plans to submit the attached proposed SCAPIN to GS for approval on 20 May 50. Your concurrence and/or comments are requested prior to that date.

3 Incls

2-as incd above

3-C.L.C.O. #2852

----- H.G.S. -----

COPY

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 333(22 Jun 46)NR
SCAPIN 2050

10 October 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Japanese Fishery Inspection System

1. References:

a. Memorandum for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 333(22 Jun 46)NR, SCAPIN 1033/2, subject as above, 30 June 1949.

b. Memorandum for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 800.217(22 Jun 46)NR, SCAPIN 2046, subject, "Area Authorized for Japanese Fishing and Whaling," 19 September 1949.

c. Memorandum to General Headquarters, Supreme Commander for the Allied Powers, from the Japanese Government, C.L.C.O. No 2852 (2P), subject, "Measures to Prevent Japanese Fishing Boats from Trespassing Upon Area Outside Boundary of Authorized Area," 11 August 1948.

2. Memorandum for the Japanese Government, SCAPIN 1033/2, referred to in paragraph 1a above, is rescinded.

3. The Japanese Government is authorized to establish a fisheries inspection system as proposed by Memorandum referred to in paragraph 1c above, subject to the modifications listed below:

a. The purpose of the inspection system authorized by this Memorandum is to enable the Japanese Government to enforce the provisions of Memorandum for the Japanese Government, SCAPIN 2046, and any subsequent amendments or modifications thereof, as well as other pertinent fisheries regulations. Inspection vessels shall be responsible for assisting in the enforcement of instructions issued by the Supreme Commander for the Allied Powers and of laws and regulations of the Japanese Government in regard to Japanese fishery operations.

b. Available vessels of the type and size suitable for conducting inspection duties shall be put into immediate operation and provisions shall be made to increase the number of vessels used if the need for such is demonstrated to be necessary to insure effective enforcement.

c. Inspection vessels are authorized to operate within the area bounded as follows: From a point midway between Nosappu Misaki and Kaigara Jima at approximately 43°23'14"

End #1

AG 333(22 Jun 46)NR
SCAPIN 2050

North Latitude, 145°50'30" East Longitude; to 43° North Latitude, 146°30' East Longitude; thence to 45° North Latitude, 165° East Longitude; thence east along the 45° parallel to 175° West Longitude; thence south along the 175th Meridian to 10° North Latitude; thence west along the 10° North Parallel to 132° East Longitude; thence to 22° North Latitude, 126° East Longitude; thence to 24° North Latitude, 122°30' East Longitude; thence north to 34° North Latitude, 122°30' East Longitude; thence east to 34° North Latitude, 128°40' East Longitude; thence to 40° North Latitude, 135° East Longitude; thence to 45°30' North Latitude, 140° East Longitude; thence east to 45°30' North Latitude, 145° East Longitude rounding Soya Misaki at a distance of three (3) miles from shore; south along the 145th meridian to a point three (3) miles off the coast of Hokkaido; thence along a line three (3) miles off the coast of Hokkaido rounding Shiretoko Saki and following a mid-channel course through the Nemuro Kaikyo to a point 43°26'17" North Latitude, 145°48'03" East Longitude; thence in a south-easterly direction to the starting point midway between Nosappu Misaki and Kaigara Jima.

d. Japanese inspection vessels shall not approach closer than three (3) miles to the coast of any island within the area defined in the preceding paragraph not under the present administration of the Japanese Government.

e. The modified International E instead of the Japanese flag shall be used to mark inspection vessels.

f. Inspection vessels shall not engage in fishing operations of any kind.

g. Inspection vessels shall obtain authorization for each voyage from Commander, United States Naval Forces, Japan.

h. Inspection vessels shall not be vested with police powers.

4. The Japanese Government shall take immediate action to carry out all phases of proposed plan as modified in paragraph 3, above.


5. Direct communication between Natural Resources Section, General Headquarters, Supreme Commander for the Allied Powers and the Ministry of Agriculture and Forestry, concerning matters within the scope of this memorandum is authorized.

6. This authorization does not establish a precedent for the operation of inspection vessels in any other area for any subsequent period of time; nor is it an expression of Allied

AG 333(22 Jun 46)NR
SCAPIN 2050

policy relative to the ultimate determination of national jurisdiction, international boundaries, or fishing rights in the area concerned or in any other area.

FOR THE SUPREME COMMANDER:


R. F. LEVY,
Colonel, AGD,
Adjutant General.

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG ()NR
SCAPIN

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Japanese Fishery Inspection System.

1. References:

a. Memorandum for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 800.217 (22 Jun 46)NR, SCAPIN 2046, subject: "Area Authorized for Japanese Fishing and Whaling," 19 September 1949.

b. Memorandum for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 333 (22 Jun 46) NR, SCAPIN 2050, subject: "Japanese Fishery Inspection System", 10 October 1949.

c. Memorandum to General Headquarters, Supreme Commander for the Allied Powers, from the Japanese Government, C.L.C.O. No 2852 (2P), subject: "Measures to Prevent Japanese Fishing Boats from Trespassing Upon Area Outside Boundary of Authorized Area," 11 August 1948.

2. Memorandum for the Japanese Government, SCAPIN 2050, referred to in paragraph 1b above, is rescinded.

3. The Japanese Government is directed to establish a fisheries inspection system as proposed by Memorandum referred to in 1c above, subject to the modifications listed below:

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a. The purpose of the inspection system is to enable the Japanese Government to enforce the provisions of Memorandum for the Japanese Government SCAFIN 2046, and any subsequent amendments or modifications thereof, as well as other pertinent fisheries regulations. Inspection vessels shall be responsible for assisting in the enforcement of instructions issued by the Supreme Commander for the Allied Powers, and of laws and regulations of the Japanese Government relative to Japanese fishery operations.

b. Thirteen inspection vessels shall be put into immediate operation. These vessels shall meet the following standards:

- (1) Maximum speed of not less than 12 knots.
- (2) Range of not less than 50 days at cruising.^{speed.}
- (3) Equipped with sufficient communications facilities to permit operation on all maritime and fisheries radio frequencies.
- (4) Equipped with radar of the surface search type.

c. Provisions shall be made to increase the number of vessels used if the need for such to insure enforcement is demonstrated.

d. Inspection vessels are authorized to operate within the area bounded as follows: From a point midway between Kosappu Misaki and Kaigara Jima at approximately 43°23'14" North Latitude, 145°50'30" East Longitude; to 43°

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North Latitude, $146^{\circ}30'$ East Longitude; thence to 45° North Latitude, 165° East Longitude; thence east along the 45° parallel to 175° West Longitude; thence south along the 175th Meridian to 10° North Latitude; thence west along the 10° North Parallel to 132° East Longitude; thence to 22° North Latitude, 126° East Longitude; thence to 24° North Latitude, $122^{\circ} 30'$ East Longitude; thence north to 34° North Latitude, $122^{\circ} 30'$ East Longitude; thence east to 34° North Latitude, $128^{\circ}40'$ East Longitude; thence to 40° North Latitude, 135° East Longitude; thence to $45^{\circ}30'$ North Latitude, 140° East Longitude; thence east to $45^{\circ}30'$ North Latitude, 145° East Longitude rounding Soya Misaki at a distance of three (3) miles from shore; south along the 145th meridian to a point three (3) miles off the coast of Hokkaido; thence along a line three (3) miles off the coast of Hokkaido rounding Shiretoko Saki and following a mid-channel course through the Nemuro Kaikyo to a point $43^{\circ}26'17''$ North Latitude, $145^{\circ} 48'03''$ East Longitude; thence in a south-easterly direction to the starting point midway between Nosappu Misaki and Kaigara Jima.

e. All deck, engineering, and communications officers assigned to inspection vessels shall be thoroughly qualified individuals, employed by the Japanese Government, and in no way connected with commercial fishing interests.

f. Japanese inspection vessels shall not approach closer than three (3) miles to the coast of any island within

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the area defined in the preceding paragraph not under the present administration of the Japanese Government.

g. The Modified International E instead of the Japanese flag shall be used to mark inspection vessels.

h. Inspection vessels shall not engage in fishing operations of any kind.

i. Inspection vessels shall obtain authorization for each voyage from Commander, United States Naval Forces, Japan.

j. Captains of inspection vessels shall be authorized to halt and board Japanese fishing vessels found beyond the limits of authorized fishing area to conduct immediate investigations, and shall, if deemed necessary, seize logs and charts as evidence.

k. The owners of any fishing vessel found outside the authorized fishing area, and the captain thereof, shall be liable to punishment as proposed in paragraphs 1, 2 and 3 of "Notes" on page 3 of annexed sheet No 1 of reference Memorandum, unless, the captain of a fishing boat, found beyond the limits of the authorized fishing area proves beyond reasonable doubt that his vessel operated outside the authorized fishing area because of circumstances beyond his control.

l. Continuation of the requirements concerning the reporting of noon positions contained in paragraphs C, a and "Remarks" 1, 2 and 3 on page 4 of annexed sheet

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No 1 of reference Memorandum is not approved.

m. Fishing vessels (Otter trawlers, ball trawlers, over 50 gross ton, and tuna boats over 75 gross tons) shall be required to answer immediately all radio or other signals from inspection vessels or shore radio installations.

4. The Japanese Government shall take immediate action to carry out all phases of the proposed plan as modified in paragraph 3, above .

5. Direct communication between Natural Resources Section, General Headquarters, Supreme Commander for the Allied Powers, and the Ministry of Agriculture and Forestry, concerning matters within the scope of this memorandum is authorized.

6. This authorization does not establish a precedent for the operation of inspection vessels in any other area for any subsequent period of time; nor is it an expression of Allied policy relative to the ultimate determination of national jurisdiction, international boundaries, or fishing rights in the area concerned or in any other area.

FOR THE SUPREME COMMANDER:

NOTE FOR RECORD

1. SCAPIN 2050 authorized the Japanese Government to establish a fishery inspection system to assist in enforcing the provisions of SCAPIN 2046, which defines the area in which Japanese fishing and whaling operations may be conducted. The system was to be established in conformity with proposals submitted by the Japanese Government in Memorandum C.L.C.O. No 2852 (2P), subj: Measures to Prevent Japanese Fishing

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Boats From Trespassing Upon Area Outside Boundary of Authorized Area," 11 August 48, and modifications thereof contained in SCAPIN 2050.

2. A study of the inspection system during seven months of operation reveals that the system is not and has not been effective. NR attributes this to a lack of support from the Japanese Government and the fishing industry, which resulted in the allocation of insufficient funds, qualified personnel, and equipment to the inspection system. In addition, no real attempt has been made to correct deficiencies which have appeared in operation. NR considers that a reorganization of the system is necessary to insure effective operation. The changes contained in the proposed SCAPIN can be effected immediately. Others require further investigation and coordination with interested SCAP staff sections.

3. The proposed SCAPIN revises SCAPIN 2050 and makes the following changes:

a. Directs rather than authorizes the Japanese Government to establish an inspection system (para 3). Since the Japanese Government has not established an effective inspection system, it must be directed rather than authorized to do so.

b. Directs the Japanese Government to place 13 inspection vessels in operation, and specifies minimum standards which these vessels shall meet (para 3b). SCAPIN 2050 directed that: "Available vessels of the type and size suitable for conducting inspection duties shall be put into immediate operation and provisions shall be made to increase the number of vessels used if the need for such is demonstrated.....". A study of seven months of operation, during which time as few as six and no more than nine vessels were in full time service, has convinced NR that the number of vessels operated is inadequate and that a minimum of 13 vessels is necessary to insure reasonably effective inspection. In addition none of the vessels in service is suitable for inspection duties. Since the Japanese Government has not increased the number of vessels in spite of a demonstrated need it must be directed to place at least 13 vessels in operation, and minimum standards must be specified.

c. Requires that all deck, engineering, and communications officers assigned to inspection vessels be thoroughly qualified personnel, employed by the Japanese Government, and in no way connected with commercial fishing interests (para 3c). At present most inspection vessels are chartered from fishing companies and are manned by crews in the employ of those companies, a single Government inspector being assigned to each vessel. It has been found that crews are not reliable, since their sympathies lie with fishermen rather than with

the government, and that they have at times acted so as to hamper the efforts of the Government inspector. Further, certain of the Government inspectors have been found to be unqualified. The employment of qualified officers by the Government will assist in correcting these faults.

d. Directs that captains of inspection vessels shall be authorized to halt and board Japanese fishing vessels found beyond the limits of the authorized fishing area to conduct immediate investigations, and shall, if necessary, seize logs and charts as evidence (para 3j). At present prosecution of suspected violators of SCAPIN 2046 depends entirely upon evidence provided by the inspector assigned to the reporting inspection vessel. In many cases such evidence is the statement of the inspector that the accused vessel was found outside the authorized area, supported by the log of the inspection vessel. An outright denial by the captain of the fishing boat, supported by log and chart, both of which can easily be falsified, makes conviction extremely difficult. By authorizing captains of inspection vessels to conduct on-the-spot investigations and to seize logs and charts as evidence, convictions of the guilty and acquittal of the innocent will be expedited.

e. Directs penalties for violations of SCAPIN 2046 proposed by the Japanese Government be imposed unless the captain of a fishing vessel found outside the authorized fishing area proves beyond reasonable doubt that his vessel was operated in violation of SCAPIN 2046 because of circumstances beyond his control (para 3k). The Japanese Criminal Code prohibits punishment for acts committed without criminal intent unless specifically provided for in law. The Cabinet Order which implements SCAPIN 2050 contains in its penalty clauses no specific provisions for punishment regardless of intent. Thus in each case of reported violation it is necessary to prove intent. The difficulties in so doing are so great that in none of the 35 cases reported since the initiation of the system has a court decision been reached. Not only do wilful violators escape rapid convictions, but the entire group of fishermen who operate outside the area because of unnecessarily careless navigation cannot be dealt with effectively. Under these circumstances the efforts of the most effective inspection system are nullified. Both evils can be removed by requiring the captain of a fishing vessel reported outside the area to prove that he operated in violation because of circumstances beyond his control, e.g., engine failure, weather.

f. Disapproves continuation of the requirement that all fishing vessels (Otter trawlers, bull trawlers over 50 gross tons, and tuna boats over 75 gross tons) report their noon positions to the Japanese Government daily (para 3l).

AG 3336
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The Japanese Government proposed this requirement in order that inspection vessels might use radio direction finding equipment to fix the position of each fishing vessel as it reported its position. In operation this procedure has proved ineffective in strengthening control over fishing vessels and has overloaded communications channels. No reason exists for continuing it.

g. Directs that the vessels specified in f above, be required to answer all radio or other signals from inspection vessels and shore radio stations (para 3m). This requirement will permit inspection vessels to use radio direction finding equipment to fix positions as deemed necessary without involving additional heavy radio traffic.

4. NR considers these steps to be the minimum for immediate improvement of the inspection system. Other measures will be proposed upon completion of investigation.

W.H.T. _____ 26-7561

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Transmittal Letter is -
CLCO No. 2852 (2P).

TO : GENERAL HEADQUARTERS OF THE SUPREME COMMANDER
FOR THE ALLIED POWERS.

FROM : Ministry of Agriculture and Forestry.

SUBJECT: Measures to prevent the violation of the Japanese
fishing area limitation.

M.A.F. No. 83-'48.

August 10, 1948.

Reference. SCAP Memorandum AG 800.217 (SCAPIN 1033) NR.
dated June, 22, 1946, Subject, "area Authorized
for Japanese Fishing and Whaling".

1. The Japanese Government has often served warnings to Japanese fishermen to observe reference Memorandum, and when the violation was committed, has taken proper actions to punish the offenders severely for the purpose of extermination such violations.

Notwithstanding the Government's efforts mentioned above, the violations have greatly increased recently.

These facts are not only the acts disgraceful for the goodwills of GHQ, which were shown on increasing distribution of fishing materials and on the authorization of Antarctic whaling expeditions, but also the matters of grave concern of Japanese fishery.

2. Japanese Government is well conscious of effective and proper steps having to be taken in order to exterminate these violations and have a plan to carry out action mentioned on the Annexed Sheets No. 1.

3. In order to carry out the plan mentioned above, the Japanese Government applies to GHQ, for the permission of these vessels as mentioned on the Annexed Sheets No. 1 being used as patrol boats, and in case of these vessels being authorized to be used as patrol boats, the Government applies for the permission of their navigation within the area drawn on the Annexed Sheet No. 2.

4. For the purpose of carrying out the plan mentioned above, it is necessary to install radio equipments on the vessels without them. As for the matter, the Japanese Government ought to distribute the materials mentioned on the Annexed Sheet No. 3 to the makers concerned.

5. For the same purpose, the Japanese Government requires the appropriation of approximately ¥100,000,000.00. The items of the appropriation are as stated on the Annexed Sheet No. 4.

end #3

6. The Japanese Government will be able to make the people concerned observe the directive of reference Memorandum, carrying out these plans, when it has been authorized by GHQ. of the actions referred to in paragraph 3 and has come to be able to distribute the materials referred to in paragraph 4 and, in addition to the said two conditions, be able to disburse the appropriation referred to in paragraph 5.

For The Minister

S. Katayanagi

Vice Minister of Agriculture
and Forestry.

Annexed Sheet No. 1

Counter Measures for Prevention against Violation
of Fishing Area Limits.

1. Measures to be taken:

The Fisheries Agency shall take the following steps;

- A. The Government supervisory power for fishing industry shall be strengthened as soon as possible in order to produce practical effects.
- B. A firm policy of administrative disposition for a violator shall be established.
- C. The Government and the official patrol boats shall always be informed of the position of every fishing boat in operation.
- D. A captain, a person who takes charge of a captain's duties or a person who commands fishing operation shall swear himself to observance of fishing ground limits.
- E. Every fishing boat shall newly bear the mark of her registration number (the size of each letter or number shall be approximately 30 sq. cm) at a place suitable to be seen from the upper air, other than the mark prescribed by the Fishing Boat Registration Regulation.

On the part of private enterprisers of fishing industry, the following measures shall be taken thereupon:

- A. To promote self-awakening for the importance of keeping fishing ground limits.
 - (a) A warning shall be given to a suspected person of violation which shall be reported furthermore to the Director of the Fisheries Agency.
 - (b) Under the instruction of the Fisheries Agency, posters for prevention of violation shall be put up at fishing bases, fishing ships, the pilot houses and crew spaces by all the deep sea fishing boats.

2. Main Points:

A. Arrangement of Fisheries Patrol Boats.

- a. On the Eastern China Waters.

Name of office to which the patrol boat belongs	Name of boat	Tonnage	Patrol term	Base Port
Fisheries Agency	Matsutaka-maru	268	Patroling at present	Karatsu Port, Saga Prefecture
Fisheries Experimental Station, Nagasaki Prefecture	Tsura-maru	123	From August	Nagasaki Port, Nagasaki Prefecture
Fisheries Agency	No.2 Tamazono-maru	316	From Sep.	Tobata Port, Fukuoka Prefecture
Ditto	No.11 Akabono-maru	372	Ditto	Shimonoseki Port, Yamaguchi Pref.
Ditto	No.12 Taiyo-maru	283	Ditto	Ditto
Ditto	No.15 Taiyo-maru	284	Ditto	Ditto
Ditto	No.1 Koyagi-maru	273	Ditto	Nagasaki Port, Nagasaki Pref.
Ditto	No.2 Koyagi-maru	274	Ditto	Ditto
The First Fisheries College	Shinyo-maru	235	From Oct.	Karatsu Port, Saga Prefecture

Total Number 9 ships

b. On the Pacific Ocean side:

Name of office to which the patrol boat belongs	Name of boat	Tonnage	Patrol term	Base Port
First Fisheries College	Shunkotsu-maru	531	From Oct.	Tokyo Port.
Fisheries Agency	Sasshu-maru	261	Ditto	Ditto

Total Number 2 ships

Remarks:

1. Regarding the marks of a patrol boat, Japanese flags shall be painted in the middle of the both sides of the boat and white line around the ship.
 2. Above mentioned ships marked with * shall be chartered from fishermen to be used as patrol boats.
- B. Administrative dispositions of a vessel which has committed a violation of fishing area limits:
- a. Regarding the vessel which has committed the violation, her license of fishing operation shall be cancelled.

Notes:

A vessel which has committed a violation of fishing area limits shall be dealt with as follows:

1. As a rule, the catch made by the ship which has violated the fishing ground limits shall be confiscated and in case the catch can not be confiscated, the price equivalent to the catch shall be imposed on the operator.

The estimated value of catch made by a fishing vessel of each type shall be as follows:

By and otter trawling vessel	¥2,500,000
By ball trawling vessels	¥2,000,000
By tuna boat in 75 ton class	¥1,000,000
in 95 ton class	¥1,600,000
in 135 ton class	¥2,300,000

2. Any fishing vessel with radio equipments shall, while in operation, also report the positions of vessels without radio and are in operation near her.

3. In case a fishing vessel without radio equipments does not come to be equipped with radio within the above mentioned period, the fishing area available for the vessel shall be reduced to a limit that there is no fear to violate the authorized fishing area limit.

(1) number of fishing vessels that are equipped with radio equipments.

Steel	100
Copper	100
Lead	100
Other	100

(2) number of fishing vessels that are not equipped with radio equipments.

Steel	100
Copper	100
Lead	100
Other	100

(3) estimated quantity for fabrication of radio equipment.

The following materials are required for 100 sets of radio
(100 sets - 100 sets)
(100 sets - 100 sets)

Steel	100,000 kg.
Copper	100,000 kg.
Lead	100,000 kg.
Other	100,000 kg.
High-iron	100,000 kg.

Annexed Sheet No. 3

Materials necessary for furnishing the radio equipment.

(1) Number of fishing boats.

Otter trawler	56 boats
Small trawler (over 50 tons)	380 pairs
Tuna boat (over 75 tons)	544 boats

(remark) Small trawler operate by one pair of boat, so one boat of a pair shall be furnished of radio.

(1) Number of fishing boats that are furnished of radio equipments.

Otter trawler	56 boats
Small trawler	171 pairs
Tuna boats	527 boats

(1) Number of fishing boats lacking in radio equipments.

Otter trawler	0
Small trawler	209 pairs
Tuna boats	17 boats

(1) Materials necessary for furnishing of radio equipment.

The following materials are required by 226 sets of radio
(125 W - 135 sets)
(50 W - 91 sets)

Steel	113,000 kg.
Copper.	74,300 kg.
Lead	36,000 kg.
Lumber.	2,500 koku
Pig-iron	7,300 kg.

Annexed sheet No. 4

The estimated expenditure necessary for carrying out the counter-measures for violation of fishing ground limits.

A. Estimated expenditure by vessel	¥95,263,000.00
(Charter fee and navigation fee)	
Particular:	
1. HATSUTAKA-MARU	¥ 7,802,000.00
2. TSURU-MARU	¥ 1,271,300.00
3. No. 3 TAMAZONO-MARU	¥14,416,800.00
4. No.11 AKEBONO-MARU	¥ 9,766,800.00
5. No.12 TAIYO-MARU	¥14,416,800.00
6. No.15 TAIYO-MARU	¥14,416,800.00
7. No. 1 KOYAGI-MARU	¥10,972,300.00
8. No. 2 KOYAGI-MARU	¥10,972,300.00
9. SHINYO-MARU	¥ 1,167,300.00
10. SHUNKOTSU-MARU	¥ 3,359,800.00
11. SASSHU-MARU	¥ 6,700,800.00
B. Other estimates	¥ 2,800,000.00
Particular:	
1. Fishing vessel	
Communication expenses	¥ 1,500,000.00
2. Printing expenses	¥ 300,000.00
3. Miscellaneous	¥ 1,000,000.00
Total Estimate	¥98,063,000.00

out 49

8 May 1950

Mr. Iiyama Tahei, Chief of Fisheries Bureau, Ministry of Agriculture and Forestry, was discharged 4 Mar 1950.

Mr. IESAKA Kohei, may be appointed as the temporary successor to Mr. Iiyama. The National Personnel Authority has verified for the Ministry that Mr. Iesaka's qualifications are satisfactory. On 6 May, NPA recommended that an Acting Chief be ~~appointed~~ ^{selected} from within the Ministry instead of making a formal appointment. The Ministry's conclusion is not known.



Yamamoto, Yutaka april

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