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

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

Description of contents

(1) Box no. 304

(2) Folder title/number: (11)
Pilots

(3) Date: ?

(4) Subject:

| Classification | Type of record |
|---|---|
| 618 | e, v |

(5) Item description and comment:

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

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PILOTS

The present Japanese pilot system except for a few minor changes such as rates and pilot districts is based on Pilot Regulations Law #63, 1899. These Pilot Regulations have set up twelve legal pilotage districts where the regulations are enforced by The Ministry of Transportation through the Marine Section of the General Maritime Bureau. In important ports such as Shiogama, Niigata and Sakata which are not included in the pilotage districts, the prefectural governments set up their own pilot regulation which are closely similar to the national Pilot Regulations. In ports and harbors not covered by the above two types of regulations, there are no regulations govering pilots and the pilotage of ships. The National Pilot Regulations (A) and an example of the prefectural (Shiogama) pilot regulations (b) are attached. Since the prefectural pilot regulations are based on the national pilot Regulations, this report will be mainly concerned with the latter and from this, a general idea of all pilots can be obtained.

The National Pilot Regulations sets up the legal pilot districts and then number of pilots to be assigned to each district. Map (C) attached locates all the pilot districts of Japan. And Maps (D) attached show individually each pilot district. At present there are twelve legal pilot districts. They are Tokyo Bay, Tokyo Harbour, Isuzinada, Nakai (Inland Sea), Shimonoseki, Nagasaki, Shimabare

above two types of regulations, there are no regulations covering pilots and the pilotage of ships. The National Pilot Regulations (A) and an example of the prefectural (Shiogama) pilot regulations (b) are attached. Since the prefectural pilot regulations are based on the national pilot Regulations, this report will be mainly concerned with the latter and from this, a general idea of all pilots can be obtained.

The National Pilot Regulations sets up the legal pilot districts and then number of pilots to be assigned to each district. Map (C) attached locates all the pilot districts of Japan. And Maps (D) attached show individually each pilot district. At present there are twelve legal pilot districts. They are Tokyo Bay, Tokyo Harbour, Isuminada, Nakai (Inland Sea), Shimonoseki, Nagasaki, Shimabara Sea and Bay, Hykodate, Muroran Port, Otaru Port, Nagoya Yokkaichi and Fushigi. The attached chart (E) gives the name of the pilot districts and their boundaries. As mentioned before, the national pilot regulations also designate the amount of pilots in each district. The following chart gives the alloted and actual figures.

| PILOTAGE DISTRICT | ALLOTED PILOTS | ACTUAL PILOTS |
|---|---|---|
| Tokyo Bay | 7 | 7 |
| Tokyo Harbor | 4 | 4 |
| Isuminada | 8 | 7 |
| Naikai | 23 | 16 |
| Shimonoseki | 10 | 10 |
| Nagasaki | 1 | 1 |
| Shimabara | 4 | 4 |
| Hakodate Port | 1 | 1 |
| Muroran Port | 3 | 2 |
| Otaru Port | 2 | 1 |
| Nagoya Yokkaichi | 6 | 4 |
| Fuchigi | 2 | 1 |
| TOTAL | 71 | 58 |



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The attached national pilot regulations set up the fees that are to be charged in each pilot district. However, the fees given in the pilot regulations have since been increased. At present they are approximately three times as much. The attached chart (F) gives the present fees for the different sections in the legal pilot districts. When the pilotage fee is not fixed by the national or prefectural regulations, the fees in the following chart shall be charged:

| GROSS TON | C.M.M.C. Official and Mariner requested | All others | at night |
|---|---|---|---|
| Below 1000 | ¥30 | ¥60 | add ¥30 |
| 1000 | ¥45 | ¥105 | add ¥45 |
| or over 3000 | ¥45 | ¥135 | add ¥45 |
| or over 5000 | ¥60 | ¥165 | add ¥60 |
| or over 7000 | ¥75 | ¥195 | add ¥60 |

(NOTE): 1. Gross tonnage of a warship is 3/5 of the displacement.
2. The above figures are for all drafts of ships.

Official pilots are appointed by the Marine Section of the General Maritime Bureau. The necessary requirements are given in detail in the National Pilot Regulations. In general, an applicant must be a Japanese National between the ages of twenty-three (23) and sixty (60), who must meet certain physical and professional requirements. Physically the applicant must have good eyes, eyesight, hearing, physique and be free of major diseases. Professionally, he must have been a master of a ship of 2000 gross or more for two years and know the waters where he wishes to become a pilot. Combinations of the above requirements will

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| | | | |
|---|---|---|---|
| or over 3000 | ¥45 | ¥135 | add ¥45 |
| or over 5000 | ¥60 | ¥165 | add ¥60 |
| or over 7000 | ¥75 | ¥195 | add ¥60 |

(NOTE): 1. Gross tonnage of a warship is 3/5 of the displacement.
2. The above figures are for all drafts of ships.

Official pilots are appointed by the Marine Section of the General Maritime Bureau. The necessary requirements are given in detail in the National Pilot Regulations. In general, an applicant must be a Japanese National between the ages of twenty-three (23) and sixty (60), who must meet certain physical and professional requirements. Physically the applicant must have good eyes, eyesight, hearing, physique and be free of major diseases. Professionally, he must have been a master of a ship of 2000 gross or more for two years and know the waters where he wishes to become a pilot. Combinations of the above requirements will also make him eligible. These combinations are in the regulations for the pilot service examination which is attached (G). After passing the physical examination and meeting the professional requirements, and applicant must pass a written examination which includes such subjects as English, Guiding and steering a ship, Compass needle, Navigation Laws and Navigation aids. The final test is oral and with the passing of this test he is eligible to obtain a pilots certificate.

With the award of the pilot certificate, he may then take his place as a pilot for the area which he had indicated in his pre-examination. Before he can operate, he must join the pilot association which exists in every district where there are two or more pilots. The pilot association represents all the official



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pilots in the particular pilot district. The association handles all business and financial affairs. The profits of the association are divided equally among the members. The Pilot Association of the Inland Sea Pilot District is attached (H). It shows in general what all the other pilot associations are like.

In general, the pay security and working conditions of the pilot are good. His pay depends on the amount of sea traffic in his pilotage district. At present some pilots earn as much as ¥6000 per month. The Pilot Association provides for benefits and remunerations in case of sickness or accident. Aslo there is a Japan Pilots Society which protects the interests of the pilots and promotes cordial relations among the members. The organization of this society is attached (J). There is some friction at present between C.M.M.C. who represent the shipowners and the pilots. The C.M.M.C. is encouraging ships captains by giving them bonouses if they do not employ the use of a pilot. This materially affects the income of the pilot.

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B

Regulations for Control of Pilots in the Port of Shiogama
(Extracted)

Prefectural Ordinance of Miyagi No. 34 of July, 1929. Revised by Prefectural Ordinance of Miyagi No. 32 of Aug., 1932, Lately and by others.

Article 1. No one else than a person who obtains permission for pilot in accordance with this ordinance, shall make a pilotage for ship in a port and harbor in this prefecture.

Article 7. Where a permission for pilot is made, a permit of annexed Form shall be delivered.

A pilot shall carry the permit of the preceding paragraph with him, and, where an appropriate official or a master of ship requests it, shall show it..

Article 8. A person who obtains a permission for pilot, shall determin immediately the pilotage charges and shall obtain the approval of the Prefectural Governor therefor. The same shall apply to the case of alteration of charges.

A pilot shall not request other money or goods than the approved charges.

Article 9. A pilot shall not refuse the demand of pilotage.

Article 10. A pilot, in case of pilotage for ship, shall hang out at his pilotage boat a signal flag provided in Art. 18 of the Detailed Regulations for Enforcement of the Pilotage Law in the day time, and a signal lamp provided in Art. 8 of the Water Collision Prevention Law in the night-time.

Article 11. A pilot shall not pilot two or more ships at one time.

Article 12. A pilot may accompany only one pilotage disciple on board the ship which he pilots. And, he shall obtain the ship master's consent, where he intends to accompany two more.

Article 14. A pilot shall, where he has completed his pilotage, submit a document in which the following particulars are to be described, and shall obtain the ship master's description.

1. The name, the owner, the capacity tonnage and the water supply of the ship;
2. The area in which he has piloted;
3. The date on which he has begun or ended to pilot;

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Article 12. A pilot may accompany only one pilotage disciple on board the ship which he pilots. And, he shall obtain the ship master's consent, where he intends to accompany two more.

Article 14. A pilot shall, where he has completed his pilotage, submit a document in which the following particulars are to be described, and shall obtain the ship master's description.

1. The name, the owner, the capacity tonnage and the water supply of the ship;
2. The area in which he has piloted;
3. The date on which he has begun or ended to pilot;
4. The amount of charge.

The document of the preceding paragraph shall be kept for one year.

Article 15. Where a pilot leaves the ship, the pilotage flag shall be removed.

Article 16. A pilot shall, where the ship which he pilots comes in distress, report thereof without delay to the Chief of the police office under the jurisdiction of which the area is.

Article 19. A pilotage boat shall be equipped under the following conditions, and before the use, an application stating the classification, the name, the fixtures of ropes, the length, the width, the depth and the capacity tonnage, shall be submitted to the prefectural governor, and the approval shall be obtained therefor.

1. The outside of the ship shall be in black;
2. At the upper part of the ship side, it shall be shown clearly that it is a pilotage boat.

Article 28. This regulations shall come into force as from Aug. 1, 1929.
(The form of the permit omitted).

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E

Boundary Lines of Pilotage Districts

| Name | Boundary Line |
| --- | --- |
| Tokyo Bay | Line drawn from Sunozaki in Chiba Prefecture to the western tip of Jyogashima through Moroisozaki. |
| Tokyo Port | A part of the circumference drawn with its radius of 3 nautical miles and its center at Shinagawa Light-House. |
| Izumisada | Line drawn from Takurasaki in Wakayama to Nanaishibana and line drawn from Esaki in Hyogo to the western bank of Akashikawaguchi. |
| Naikai (Inland Sea) | Line drawn from Takurazaki in Wakayama to Nanaishibana in Hyogo.<br>Line drawn from Shionomisaki in Hyogo to Oisozaki in Tokushima Line drawn from Satamisaki in Ehime to Sekizakiin Oita through Takashima.<br>Line drawn from Ajirozaki in Yamaguchi to Myokensaki in Fukuoka. |
| Shimonoseki | Line drawn obliquly by 45 degrees from Busaki in Fukyoka and line drawn from Myokensaki in Fukuoka to Ajirozaki in Yamaguchi. |
| Nagasaki | Line drawn from Fukudasaki in Nagasaki to the northern tip of Jozima and line drawn from the southern tip of Okinoshima to Fukabori through the southern tip of Kayaki-jima. |
| Shimabara Sea and Bay | Line drawn from Kuzisaki in Nagasaki to Kakisozaki in Kumamoto, including the Port of Misumi. |
| Hakodate | Line drawn from Ohanguisaki in Hokkai province to Katsuto-shi Misaki. |
| Muroran Port | Line drawn from Enrumu in Hokkaido to |

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| | |
|---|---|
| | Hamisaibana in Hyogo.<br>Line drawn from Shimomisaki in Hyogo to Oisozaki in Tokushima Line drawn from Satamisaki in Ehime to Sekizaki in Oita through Takashima.<br>Line drawn from Ajirozaki in Yamaguchi to Myokenzaki in Fukuoka. |
| Shimonoseki | Line drawn obliquly by 45 degrees from Buzaki in Fukyoka and line drawn from Myokenzaki in Fukuoka to Ajirozaki in Yamaguchi. |
| Nagasaki | Line drawn from Fukudazaki in Nagasaki to the northern tip of Jozima and line drawn from the southern tip of Okinoshima to Fukabori through the southern tip of Koyaki-jima. |
| Shimabara Sea and Bay | Line drawn from Kumizaki in Nagasaki to Kakisezaki in Kumamoto, including the Port of Misumi. |
| Hakodate | Line drawn from Changdizaki in Hokkai province to Katsuto-shi Misaki. |
| Muroran Port | Line drawn from Emrumu in Hokkaido to Hotoishi misaki through Osato Shima. |
| Otaru Port | Line drawn from Hiraiso Misaki in Hokkaido to Kayashiba misaki. |
| Nagoya Yokkaichi | Line drawn from Kusunokizaki in Miye to Onigazaki in Aichi. |
| Fushigi | Line drawn from Yotsu Light-house to Abinohana in Toyama. |

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Chart F

| Pilotage district | Pilotage Charges<br>Line | Pilotage charge for steamer |
|---|---|---|
| Tokyo Bay and Tokyo Port | From the pilotage district line of Tokyo Bay to Yokohama anchorage, or the reverse | ¥132 |
| | From the p.d. line of Tokyo Bay to the p.d. line of Tokyo Port, or the reverse. | 180 |
| | From the p. d. line of Tokyo Bay to Tokyo Port anchorage, or the reverse. | 222 |
| | From Yokohama anchorage to the p. d. line of Tokyo Port, or the reverse. | 90 |
| | From Yokohama anchorage to Tokyo Port anchorage, or the reverse. | 135 |
| | From the p. d line of Tokyo Port to Tokyo anchorage, or the reverse. | 75 |
| Kyushinada, Naikai and Shimonoseki | From Tomogashima Channel to Kobe anchorage, or the reverse. | 105 |
| | From Tomogashima Channel to Osaka anchorage, or the reverse. | 132 |
| | From Kobe anchorage to Osaka anchorage, or the reverse. | 70 |
| | From Kobe anchorage to Moji or Shimonoseki anchorage, or the reverse | 390 |
| | From Kobe anchorage to the western p. d. line of Naikai, or the reverse | 420 |
| | From Kobe anchorage to Wakamatsu anchorage, or the reverse | 450 |

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| | | |
|---|---|---|
| | From Yokohama anchorage to Tokyo Port anchorage, or the reverse. | 135 |
| | From the p. d line of Tokyo Port to Tokyo anchorage, or the reverse. | 75 |
| Iyeminada, Naikai and Shimonoseki | From Tomogashima Channel to Kobe anchorage, or the reverse. | 105 |
| | From Tomogashima Channel to Osaki anchorage, or the reverse. | 132 |
| | From Kobe anchorage to Osaka anchorage, or the reverse. | 70 |
| | From Kobe anchorage to Moji or Shimonoseki anchorage, or the reverse | 390 |
| | From Kobe anchorage to the western p. d. line of Naidai, or the reverse | 420 |
| | From Kobe anchorage to Wakamatsu anchorage, or the reverse | 450 |
| | From Moji, Shimonoseki or Wakamatsu anchorage to the western p. d. line of Shimonoseki, or the reverse. | 150 |
| | From Moji, or Shimonoseki anchorage to Wakamatsu anchorage, or the reverse | 105 |
| | From Moji, or Shimonoseki anchorage to the eastern p. d line of Shimonoseki, or the reverse. | 105 |
| | From the eastern p. d line of Shimonoseki to Wakamatsu anchorage. | 165 |
| | From the western p.d. line of Shomonoseki to the eastern p.d. line of Shimonoseki. | 150 |
| | From the northern mounth of Bungo Channel to the eastern p.d line of Shimonoseki, to the reverse. | 195 |
| | From the northern mouth of Bungo Channel to Kobe anchorage, or the reverse. | 390 |



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| | | |
|---|---|---|
| Nagasaki | From the p.d line to the anchorage within this port, or the reverse | 90 |
| Shimabara | From the p.d. line to Kuchinotsu anchorage, or the reverse. | 75 |
| | From the p.d. line to Misumi anchorage or the reverse. | 105 |
| | From the p.d. line to Miike anchorage, or the reverse. | 165 |
| | From the p.d. line to Sumingye anchorage, or the reverse. | 255 |
| Hakodate Port | From the p.d line to the anchorage within this port, or the reverse. | 90 |
| Muroran Port | From the p.d. line to the anchorage within this port, or the reverse. | 90 |
| Otaru Port | From the p.d. line to the anchorage within this port or the reverse. | 90 |
| Nagoya Yokkaichi | From the p.d. line to the anchorage within Nagoya Port, or the reverse. | 105 |
| | From the p.d. line to the anchorage within Yokkaichi Port, or the reverse. | 60 |
| | From the anchorage within Nagoya Port to the anchorage within Yokkaichi Port, or the reverse. | 135 |
| Fushigi | From the p.d. line to the anchorage within this port, or the reverse. | 75 |

REMARKS:

1. The Pilotage Charges for steamers in this table are determined as to those not exceeding 1000 gross tons and the drafts of which are below 3 meters and with each increase 1000 gross tons or each increase of 30 centimeters in draft, six-hundreths of the charge shall be added.

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| | | |
|---|---|---|
| | within this port, or the reverse. | 90 |
| Muroran Port | From the p.d. line to the anchorage within this port, or the reverse. | 90 |
| Otaru Port | From the p.d. line to the anchorage within this port or the reverse. | 90 |
| Nagoya Yokkaichi | From the p.d. line to the anchorage within Nagoya Port, or the reverse. | 105 |
| | From the p.d. line to the anchorage within Yokkaichi Port, or the reverse. | 60 |
| | From the anchorage within Nagoya Port to the anchorage within Yokkaichi Port, or the reverse. | 135 |
| Fushigi | From the p.d. line to the anchorage within this port, or the reverse. | 75 |

REMARKS:

1. The Pilotage Charges for steamers in this table are determined as to those not exceeding 1000 gross tons and the drafts of which are below 3 meters and with each increase 1000 gross tons or each increase of 30 centimeters in draft, six-hundreths of the charge shall be added.

2. The pilotage charges for sailing vessels shall be 80% plus the original sharge as of those for steamers. However, if they have engines and use them, the charges shall be determined in the agreements with the masters.

3. The tonnage expressed in displacement shall be deemed the gross tonnage at 3 fifths thereof.

4. The draft means the deepest draft of bow or stern during the time from the beginning of guidance by a pilot to the end.

5. To an officials of the C.M.M.C. and mariners requested, the amounts equal to 30% of these charges shall be paid.

(Note)

This table shows the new charges under the Detailed Regulation for Enforcement of the pilotabe Law (amended on March 20, 1946), and the new charges are three times of the old.

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G

## The Regulations for the Pilot Service Examination

Ministry of Communication's Ordinance No. 34 of 1899, Revised by the same Ordinances Nos. 22 of 1906, 45 of 1910, 64 of 1913, 34 of 1914, 81 of 1920, 76 of 1923, 41 of 1924, 11 of 1928, 18 of 1930, 43 of 1930, 10 of 1937, 36 of 1938 and by Ministry of Transportation and Communications Ordinance No. 6 of 1943.

Article 1. The pilot service examination shall be held at a place on a date, both of which to be fixed by the Ministry of Transportation.

The Ministry will announce the name of Maritime authorities that will hold the examination, the date, the name of pilotage district and the number to be adopted, 30 days prior to the date of examination.

Article 2. A person falling under Arts. 3 or 4 of the Pilot's Law shall not be qualified for the examination.

Article 3. A person who meets one of the following careers shall be qualified for the examination.

1. A person who has been on the duties of master aboard an ocean-going ship of 2,000 tons (gross) and more for more than two years and has trained himself as apprentice pilot, for more than six months in the pilotage district, where he intends to receive the examination.

2. A person who has been on the duties of master aboard an ocean-going ship of 2,000 tons (gross) and more for more than two years, during which he has pursued the pilotage business more than twenty navigations in the pilotage district, where he intends to receive the examination.

3. A person who has been on the duties of master aboard an ocean-going ship of 2,000 tons (gross) and more for more than two years during which he has engaged in navigation more than ten times in the pilotage district where he intends to receive the examination and also has trained himself as apprentice pilot in the same district more than three months.

4. (Revised and enforced on April 24, the 21st year of Showa-1946, by the Ministerial Ordinance No. 19).

A person with a career of captain or commis aboard a naval ship

the examination.

1. A person who has been on the duties of master aboard an ocean-going ship of 2,000 tons (gross) and more for more than two years and has trained himself as apprentice pilot, for more than six months in the pilotage district, where he intends to receive the examination.

2. A person who has been on the duties of master aboard an ocean-going ship of 2,000 tons (gross) and more for more than two years, during which he has pursued the pilotage business more than twenty navigations in the pilotage district, where he intends to receive the examination.

3. A person who has been on the duties of master aboard an ocean-going ship of 2,000 tons (gross) and more for more than two years during which he has engaged in navigation more than ten times in the pilotage district where he intends to receive the examination and also has trained himself as apprentice pilot in the same district more than three months.

4. (Revised and enforced on April 24, the 21st year of Showa-1946, by the Ministerial Ordinance No. 19).

A person with a career of captain or commdn aboard a naval ship of 700 tons (displacement) and more or with a career of navigation officer aboard a naval ship of 5,000 tons (displacement) and more shall be deemed as identical as those on the duties of master in the preceding items.

As far as the pilot service examinations in the pilotage districts such as Tokyo Bay, Izumisada, Inland Sea and Shimonoseki are concerned, the gross tonnage of ocean-going ship in the preceding items shall be more than 3,000 tons.

As far as the examinations in the districts such as Tokyo Port, Nagasaki Port, Hakodate Port, Muroran Port, Otaru Port, Nagoya-Yokkaichi (Revised by the Ministerial Ordinance No. 134 dated Dec. 21 of 1944) and Fushigi are concerned, the training period of apprentice pilot in the first clause shall be for more than three months in its item No. 1 and for more than one month and a half in its item No. 3.

Article 3(2). As to the career of a person who wants to receive the examination for the first time in a district newly nominated, it may depend on the notification of the Ministry of Transportation irrespective of the regulations of preceding article.

Article 4. An examinee for the pilot service examination shall file an application for it together with his curriculum vital and identity card to the maritime authorities that will give the examination, seven days (holidays not to be counted in) prior to the examination date.

Article 5. The career shall be certified and confirmed by the following documents:

1. Career of having experienced on board a merchant ship, the crews ledger or the certificate corresponding to it.



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2. Career of having experienced on board a ship belonging to the Navy or a Government office, the written appointment or certificate by the competent Government Office or by the vessel concerned.

3. Career as apprentice pilot, certificate by the pilot concerned and the master.

4. Career of having navigated in the pilotage district where the examination is given, the log-book or the certificate by ship-owner.

Article 6. The identity card shall include the following items, item Nos. 1 to 3 inclusive being certified by a census officer and item No. 4 by a mayor or headman of city, ward, town or village over the domicile.

1. Full Name.
2. Domicile
3. Date of birth.
4. Declaration that one falls out of item Nos. 2 and 3 in the Art. 3 of Pilot's Law.

Article 7. The pilot service examination shall consist of those for physical and intellectual. Only a person passed through the physical examination shall be qualified for the intellectual.

Article 8. The intellectual examination shall be divided into the written one and the oral according to the prospect of the official examiner and held on the following subjects.

1. English.

2. Explanations about nautical mark, tide, geographical features, watercourse, harbour, anchorage, and what is a dangerous thing.

3. How to guide and steer a ship.

4. How to inspect the different compass needle.

5. Laws and regulations concerning the protection for vessel collision, the supervision over watercourse and harbour and the proper office of a pilot.

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4. Declaration that one falls out of item Nos. 2 and 3 in the Art. 3 of Pilot's Law.

Article 7. The pilot service examination shall consist of those for physical and intellectual. Only a person passed through the physical examination shall be qualified for the intellectual.

Article 8. The intellectual examination shall be divided into the written one and the oral according to the prospect of the official examiner and held on the following subjects.

1. English.

2. Explanations about nautical mark, tide, geographical features, watercourse, harbour, anchorage, and what is a dangerous thing.

3. How to guide and steer a ship.

4. How to inspect the different compass needle.

5. Laws and regulations concerning the protection for vessel collision, the supervision over watercourse and harbour and the proper office of a pilot.

Only a person passed through the written examination shall be qualified for the oral in case of the joint examination for the written and oral as well.

Article 9. An examinee shall pay in as fee ¥1.00 for the physical examination and as to the intellectual, the following sum per one pilotage district.

For the Inland Sea pilotage district- - - - - - - - - ¥15.00.
For the pilotage districts other than the above - - ¥10.00.

Article 10. Article 3 of the regulations for the marine official examination, the former column of the first clause of Art. 18, Arts 19 to 21 inclusive, Arts. 24 and 25 shall be correspondingly applied to in case of the pilot service examination.
(Revised by the Ministerial Ordinance No. 134 dated Dec. 21, 19th year of Showa - 1944).

Article 10 (2) The final result of pilot service examination shall be settled by the official examiner in reference to the career during which an examiner has attended to the duties of a master and also has navigated in the district concerned.

Supplementary Provision.

Article 11. This Regulations shall be enforced as from the date of enforcement of Pilot's Law.

Supplementary Provision

(Supplementary provision to the Ministerial Ordinance No. 10 dated March 1937)



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The Ordinance shall be enforced as from May 1, 1937

Supplementary Provisions

(Supplementary provisions to the Ministerial Ordinance No. 36 dated April 1938)

The Ordinance shall be enforced as from May 1, 1938.

A person with the career qualifying for the examination under the regulations heretofore shall be qualified for it under the Ordinance provided for two years since the enforcement of the Ordinance.

FINIS

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14

Contract of Inland Sea Pilots' Association
Revised and Sanctioned on August 12, 1941

Chapter I Name of the Association and other Regulations

Article 1. This association is called the Inland Sea Pilots' Association.

Article 2. This association is organized with all members of the inland sea pilots.

Article 3. The aim of the association consists in keeping the order of pilotage and promoting public facility in the cooperation of the members.

Article 4. The headquarters shall be established in Kobe, Hyogo Pref. its branch in Shimonoseki, Yamaguchi Pref. or in Moji, Tukuoka Pref. and sub-branches or agency in necessary places.
Necessary regulations on the branch, sub-branches and agency shall be made seperately.

Chapter 2 Regulations on President and other directors.

Article 5. The following directors shall be appointed:

| | |
|---|---|
| President: | 1 |
| Vice President: | 1 |
| Managers: | 3 |

Article 6. The directors shall be elected by the members.
Each member shall have a voting right.
He may abstain from it.

Article 7. The directors shall be elected in the ordinary general meeting to be held in January every year except in case some members cannot attend the general meeting. They are requested to send their sealed ballot paper to the association office until the previous day of the election day without fail.
The ballot paper shall be invalid except one issued by the association.

Article 8. The order of the election of the directors shall be as follows:

First: President,
Second: Vice President
Third: Managers

## Chapter 2 Regulations on President and other directors.

Article 5. The following directors shall be appointed:

| | |
|---|---|
| President: | 1 |
| Vice President: | 1 |
| Managers: | 3 |

Article 6. The directors shall be elected by the members.
Each member shall have a voting right.
He may abstain from it.

Article 7. The directors shall be elected in the ordinary general meeting to be held in January every year except in case some members cannot attend the general meeting. They are requested to send their sealed ballot paper to the association office until the previous day of the election day without fail.
The ballot paper shall be invalid except one issued by the association.

Article 8. The order of the election of the directors shall be as follows:

First: President,
Second: Vice President
Third: Managers

Article 9. When the following cases occur among the directors, the President shall be requested to hold a by-election within 14 days:

1. In case a director dies.
2. In case he was disqualified to be a member.
3. In case he tendered his resignation on account of his disease or other accidents and it was recognized by two thirds of the members.

Article 10. The by-election may be held by such method that the members send their ballots to the president.
However, the box shall be opened under supervision of the president and two members.

Article 11. Those who gained the largest number of votes shall be elected.
However, in case there are more than two who gained the same number, the elected shall be one who was granted his pilot license prior to the others. In case their licenses were given on the same date, the elected shall be decided by lot.

Article 12. The elected shall not be permitted to abstain. However, a director re-elected with the majority of votes may abstain from his qualification only one time.
In case he abstained in accordance with the above-paragraph, a person with the next number of votes shall be elected. In case there is no next person, another election shall be held.



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In case there are two next persons with the same number, the elected shall be decided in accordance with the case of the preceding article.

Article 13. The elected shall be appointed directors on February 1st of the year with the exception of the case of the by-election.

Article 14. The term of the directors shall be one year. However, that of a director appointed by the by-election shall be the remaining term of the formen director.

Article 15. The president shall manage general affairs of the association.

Article 16. The Vice President shall always assist the president and act in place of the latter in case he is absent or cannot perform his duties on account of some accident.

Article 17. In case of both president and vice president are absent, all affairs shall be managed by the managers conference.

One of them shall audit all accounts of the association under the president. The auditor of the account shall be elected by mutual vote of the managers.

Article 18. The president shall if necessary, convoke a directors' meeting to consult on business.

The members may demand the opening of the meeting at any time, presenting their opinion on affairs.

Necessary regulations on the meeting shall be made seperately.

Article 19. The directors' meeting shall be composed of the president, vice-president and managers.

Article 20. The following items shall be decided in the director's meeting:

1. Matters to be decided by the meeting according to this contract.
2. Matters unnecessary to be decided by the general meeting among plans presented by some members.

Article 21. Association affairs shall be succeeded from the former director to newly appointed one.

Article 22. The association shall employ two salaried clerks, two salaries assistants and no more than three boys. However, one of the clerks shall work at the branch.

Employment of the clerks who were selected by the directors' meeting shall be recognized by more than two-thirds of the members.

The clerks shall attend to associations business under the president.

A member sho found their illicit actions ahall present a report on the matters to the president. In this case he shall take proper measures through the directors' meeting.

In case others is a demand to dismiss the clerks by the decision of more

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The clerks shall attend to associations business under the president.

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In case others is a demand to dismiss the clerks by the decision of more than two-thirds of the members, the president shall immediately take the procedure of their dismissal.

Employment and dismissal of the assistants and boys shall be decided by the directors' meeting.

## Chapter 3 Regulations on the members' piloting

Article 23. The order of engagement and its operation shall be all kept in the order book and the order shall be inserted on the bulletin board of the office.

The disposal of the engagement affairs shall comply with the order regulations made seperately in the Headquarters, with the branch regulations in the bank, and with the sub-branch regulations in the sub-branch agency.

Article 24. The first order of engagement shall fall on the pilot who has the least number of times in pilotage.

Article 25. Members who are the directors shall have the same right and duty as other members in pilotage.

Article 26. A member who cannot be engaged in pilotage for a long time because of illness on other accident shall be requested to inform the office of its reason and term.



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In this case the president shall be requested to report to the Communications Ministry.

Article 27. In case a captain refused the pilot of the first order on account of just reason, the next shall be engaged.

Article 28. A member may decline the proposal of a ship because of illness or unavoidable incident. In this case the next shall be engaged.
However, in case it is necessary to decide whether the above unavoidable incident is right or not, this matter shall be decided by the directors' meeting.

Chapter 4 Regulations on Discipline of the Association

Article 29. The members shall be obliged to observe the article of this contract and items decided in the general meeting.

Article 30. The members shall not be actions to disgrace their face as pilots regardless of their engagement in pilotage.

Article 31. The members shall make efforts to respect the order of the association and and strengthen it s union and promote confidence among them.

Article 32. In case a despute occurs among members, it shall, if simple, be solved by themselves. If it is impossible to be solved, it shall be mediated by the decision of the directors' meeting.
In case the mediation is regarded unfair, the members concerned shall be permitted to demand the judgement of the authorities or to take the procedure of a civil suit.
In case the president regards the dispute important and apt to influence the discipline and order, he shall report the authorities on the details.

Article 33. In case members violate this contract and other items which they should observe as members, the association shall impose penalty not exceeding one hundred yen per action.
The above cases shall be decided by the president through the directors' meeting.

Chapter 5 Regulations on the Accounts

Article 34. All of pilotage shall be the income of the association and given to the members at the same rate closing the fee on the counting day every month.
Absent members shall be given in accordance with working days except absent days. Those who absent themselves from duty for two weeks continuasly or more than that due to illness shall be given one-fourth of the [illegible]

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Article 35. Deleted.

Article 36. Deleted.

Article 37. The president and the autitor shall pay special attention to accounts and audit and sign to the monthly balance sheet. The settling day shall be the 25th day of every month.

Article 38. The president shall present the balance sheet of the previous fiscal year to the general meeting to be held in January and get the permission. The fiscal year shall be the period from January to December.

Article 39. The members may review account books at any time.

Article 40. The members shall bear the expenses of the association equally and pay to the office at the end of every month an absent person's charge shall be decided in accordance with his working days except absent.

The estimated appropriation for the association shall be compiled every year and decided by the general meeting.

Article 41. Each member shall be requested to pay ¥100 as reserve fund every month.



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Article 42. In case a member seceded from the association, it shall return his portion to the present price of its joint property.

In case of his death, the above right shall belong to his successor.

The present price of this article, Paragraph 1, shall be decided in the directors( meeting. If some members are dissentiet to the decision, they may demand to decide it in the general meeting.

Article 43. A new member shall pay entrance-fee equal to one persons' portion to the joint property.

He shall be requested to pay all of his entrance-fee within 3 years, but it depends upon his well whether he pays all at one time or pay by monthly instalements of more than 10 per cent of his monthly income.

Article 44. A new member shall pay special reserve fund at the following rate of his income every month for 3 years since the opening of his business:

| | |
|---|---|
| For one year since the day of the opening: | 7 per cent |
| For one year of the next year: | 5 per cent |
| For one year of the third year: | 3 per cent |

Article 45. The entrance-fee, reserve fund, special reserve fund, penalty, surplus money of the expenses of the association, and interest on deposit shall be all transferred to the fundamental fund of the association.

Article 46. All of the property of the association shall belong to the members and be classified into the following items:

1. Fundamental fund:
   The fundamental fund shall be kept by the most secure means and paid for expenditures decided by the general meeting except for the extra expenses.
2. Circulating fund and reserve fund for extra expenses:
   The circulating fund shall be decided in accordance with current circumstances.
   The reserve fund for extra expenses shall be also decided in accordance with current circumstances and this deposit money shall be paid as follows:
   a. To an article the price of which is not exceeding ¥1,000 with the agreement of the directors' meeting.
   b. To an article the price of which is over ¥1,000 with the agreement of the general meeting.
      In case the association is wanting in the reserve fund of extra expenses, it may transfer some of the fundamental fund into the reserve with the agreement of the directors' meeting.

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   a. To an article the price of which is not exceeding ¥1,000 with the agreement of the directors' meeting.
   b. To an article the price of which is over ¥1,000 with the agreement of the general meeting.
   In case the association is wanting in the reserve fund of extra expenses, it may transfer some of the fundamental fund into the reserve with the agreement of the directors' meeting.
3. Equipment attached to the association and all other belongings. The equipment and other belongings shall be all revalued in the general meeting to be held on January every year.

## Chapter 6 Regulations on the Meetings

Article 47. The meetings of the association shall be classified into an ordinary general meeting and an extraordinary general meeting.

Article 48. The ordinary general meeting shall be held in January and July every year. However, in case there is no items to be decided, the meeting of July shall not be held.

Article 49. The extraordinary general meeting shall be held in case the directors' meeting recognizes it necessary or more than one-fourth of the members demand it.

Article 50. The members shall be requested to present detailed accounts to the association in case they intend to lay some bills before the general meeting.

Article 51. In case the president intends to hold the general meeting, he shall be requested to inform the members of its place, date and bills.



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Article 52. In case a member is unable to attend the general meeting due to illness or an accident, he may entrust his right to vote to another member, with a power of attorney. In this case the entrusted member shall be requested to present the power of attorney to the chairman.

Article 53. The president shall preside over the meeting, becoming the chairman.
He may give his opinion, designating a person who is qualified to act for him as chairman.

Article 54. The general meeting cannot be held in case more than two-thirds of all members are not present.
However half of the above two-thirds shall be regarded as attendants by means of powers of attorney.

Article 55. In case attendants do not reach the fixed number, the general meeting shall be postponed till the day when more than the fixed number have arrived.

Article 56. Bills laid before the general meeting shall be passed with the majority of attendants including powers of attorney. In case of a tie, the chairman shall decide then.
However items concerning the revision of this contract or supplementary provisions shall be requested to get the agreement of more than two-thirds of all members.
The members' right to vote shall be equal.

Article 57. The president shall be requested to wirte down in the proceedings the day, the place, the names of the attendants and those who presented their power of attorney, and the details of the proceeding, and make his signature with counter-signatures of two members.

## Chapter 7 Regulations on the qualification of Probationary Pilots

Article 58. Probationary pilots shall be requested to have once taken the captaincy of a ship over gross tonnage 1,000 for more than two years.

Article 59. The exercise of mobationary pilots shall be made within two men at the same time.

Article 60. A probationary pilot shall be appointed with the agreement of the majority of the members.

Article 61. The president and the probationary pilots shall sign each other to the two written contracts for appointments made between them. One being kept in the office, the other kept in the hand of the probationary pilot.
After the finish of the aboe-procedure the president shall supervise his

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After the finish of the aboe-procedure the president shall supervise him and members shall lead him occasionally.

Article 62. The exercise term of probationary pilots shall be in accordance with the pilot examination regulations. They must experience more than four ships for piloting every month and the term through which they absented themselves due to illness or some accident shall not be counted.

Article 63. In case a probationary pilot finished his exercise, the president shall write the finishing day, his conduct and talents during the training in the written contracts for appointment and certificate his completion signing again to the written contracts.

Article 64. In case the president employed a probationary pilot, he shall present the communications ministry with a copy of the contract.



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The Contract of Japan Pilots Society
Enacted on July 5, 1930
Revised on June 21, 1941

Article 1. The aim of this society is to develop the piloting operation, to promote the welfare of the pilots and at the same time to cultivate friendly relations between the members.

Article 2. This society shall be called "Japan Pilots Society".

Article 3. The office of this society shall be established in the office of pilots guild located in No. 5 Kaigan Street (bund), Kobe Ward, Kobe City.

Article 4. This society shall be consisted of the pilots who have been licensed by Communication Ministers and they shall be the regular members. Those pilots who were one licensed can be recommended as special members through the consultation of the councillors, however, they have not the right to vote.

Article 5. This society will investigate marine affairs, especially, the affairs concerned in piloting, and publish the results.

Article 6. The regular members shall pay the membership fee which is decided by general meeting.

Article 7. This society shall have the following staffs:

| | |
|---|---|
| The President: | 1. |
| Directors: | 5. One of whom shall be the managing director. |
| Councillor: | Several. |

The district of which the members are less than five shall have one councillor, and the district of which the members are more than six shall have a councillor for every five-members, and the name of councillors shall be reported to the Society Office fifteen days before the General Meeting.

The director shall be elected from the members by mutual vote. In case of President being elected from the non-official members according to the following provision, the managing director shall be elected by mutual vote of directors. The president shall be elected by mutual vote of directors. However, the President can be elected from non-official members, and in this case, the board of directors shall recommend him and will appoint him after obtaining the consent of the board of councillors.

Article 8. Every staffs term of office shall be two years, and when a vacancy is cau-

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Article 6. The regular members shall pay the membership fee which is decided by general meeting.

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| The President: | 1. | |
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The director shall be elected from the members by mutual vote. In case of President being elected from the non-official members according to the following provision, the managing director shall be elected by mutual vote of directors. The president shall be elected by mutual vote of directors. However, the President can be elected from non-official members, and in this case, the board of directors shall recommend him and will appoint him after obtaining the consent of the board of councillors.

Article 8. Every staffs term of office shall be two years, and when a vacancy is caused, it shall be filled by election.

The councillors shall be appointed on April 1st and the President and the Directors shall be changed on the day of the ordinary General Meeting.

The President who is elected by mutual vote of Directors shall hold the post of the managing Director in addition to his own.

The managing Director shall manage the general affairs and take the charge of accounts with the one of the Directors.

The Directors shall assist the President and manage the affairs of Society.

The councillors shall confer on the important affairs.

Article 9. The ordinary general meeting shall be held in April every year and shall be convined by the President. The extraordinary General meeting shall be held if it is demanded by more than three Directors, or by more than fifteen members or by the members in more than three areas. However, in case the extraordinary general meeting can not be held for some reasons it can be substituted by expressing ayes or nos in written letters.

In case of the ordinary general meeting is to be held, the object of conference, date and place shall be written to the members thirty days before the meeting.

The opening of the extraordinary general meeting shall be written to the members at least seven days prior thereof.



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General meeting shall not be opened if more than half of the representatives of districts or more than half of the members are not present. However, those who have entrusted their right to other members shall be considered to have attended.

The decision shall be made by majority.

In case the ayes and noes are equally divided, the decision shall be made by the president.

Fifty percent of the traveling expenses of the Directors and the Councillors to attend the General Meeting shall be paid by the Society.