

Exhibit 2790

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Temporary Law Controlling Shipping

Law No. 93 of 10th Sept. 1937  
Effective 1st Oct. 1937

Art. 1 The purpose of this law is to regulate, hereby maritime communications and traffic, at large in connection with the China Incident.

Art. 2 The term "transportation and shipping agents" used in this law applies to Japanese nationals or Japanese juridical persons who are engaged in the business of transporting passengers or goods at sea.

Art. 3 Except those who are so specified by order anyone desiring to transfer, loan, (including chartered ships on terms) offer as security or to turn over a Japanese-ship to a party prohibited from possessing Japanese-ships (including vessels so specified by the Ordinance enforced in the Awantung Province), shall obtain permission to do so from the government.

The provision of the preceding paragraph shall apply mutatis mutandis to ships under construction.

Art. 4 When anyone entitled to possess Japanese ships, desires to procure a non-Japanese ship (including Japanese-ships so specified by the ordinance in force in the Awantung Province), he shall obtain permissions to do so from the government. This however, does not apply to ships so specified by order. Permission in the preceding paragraph may be made conditional.

Art. 5 The Government may prohibit or restrict transportation and shipping agents from engaging in transportation work between

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certain foreign ports.

Art. 6 The Government may order transportation and shipping agents to sail on an assigned route or navigate assigned waters or carry assigned passengers or goods.

Art. 7 The Government may give necessary orders to transportation and shipping agents, ship-owners or ship-builders, in regard to freightage, fee for sending ships (including fee for chartered-ships on terms), or building or sales prices.

Art. 8 The Government may give necessary orders to ship-builders relating to change of ship-building priority, adjustment for procurement of materials and ship equipment, and other matters concerning ship-building.

Art. 9 The Government may give necessary orders to transportation and shipping agents or to ship-owners concerning shipping accommodations or preparations and protection of crew.

Art. 10 The Government may ask transportation and shipping agents, ship-owners and ship-builders to submit a report on their business condition.

Art 11 The Government may make regulations by an Ordinance, different from the provisions of the Ocean Line Auxiliary Law, with regard to the qualification of ships available as auxiliary vessels.

Art.12 The Government may make regulations, by an Ordinance, different from the provisions of the Shipping Personnel Law, relating to the fixed number of crew to man a ship and the

classification of their certificates.

Art. 13 Whenever an order is to be issued under the provision of Art. 7, it shall be submitted to the Shipping Control Committee for approval.

Regulations as to the Shipping Control Committee shall be prescribed by an Imperial Ordinance.

Art. 14 In violation of the provision of Art. 3, anyone who transfers, loans (including chartered-ships on terms), offers as a security or turns over a Japanese-ship without permission shall be sentenced to a less than two-year prison term fined 3000 yen or less.

Art. 15 Anyone coming under anyone of the following paragraphs shall be sentenced to a less than one-year prison term or fined 2000 yen or less.

- (1) In violation of the provision of Par. 1, Art. 4, anyone procuring a ship without permission.
- (2) Anyone violating the terms set forth in the provision of Par. 2, Art. 4.
- (3) Anyone acting in contravention of the prohibition or restriction under the provision of Art. 5.
- (4) Anyone violating orders issued in accordance with the provision of Art. 6 or 7.

Art. 16 Anyone violating orders in accordance with the provision of Art. 8 or 9, shall be fined 2000 yen or less.

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Art. 17 Anyone violating the provision of Art. 10 and fails to report or makes a false report shall be fined 500 yen or less.

Art. 18 Transportation and shipping agents, ship owners or ship-builders cannot be immuned from punishment on the ground that they did not give directions when their manager or agent, their ship-master or other employee has violated this law or any order issued under this law, in regard to his business and duty.

Art. 19 In case transportation and shipping agents, ship-owners or ship-builders belong to incorporations penal regulations under this law or under orders issued in accordance with this law, shall apply to directors, managers or other members conducting the business of the juridical person, and to legal representatives in case persons concerned are minors or mentally deranged. However minors who have the ability of an adult shall not be treated as provided in the preceding paragraph.

Art. 20 In the case of the preceding two articles, prison terms shall not be applied.

Art. 21 Penal regulations of this law shall apply to acts committed locally where this law is not in force, by representatives agents, employees and others in service of a juridical person, who has its head office or main place of business within the area where this law is in force. The same applies to acts committed locally where this law is not in force by a person or his agent, employee or any other in his service, who resides in the area where

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this law is in force.

Art. 22 Provision of this law and of orders issued in accordance with this law, relating to ship-owners shall apply, in the case of joint ownership, to shipping managers if such shipping managers have been designated.

Art. 23 Special provisions may be made by Imperial Ordinances, in Korea and Formosa, relative to the provisions of articles 11--13.

#### Supplementary Provisions

The date of enforcement of this law shall be fixed by an Imperial Ordinance.

This law shall be abolished within a year after the China Incident terminates.

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CERTIFICATE OF SOURCE AND AUTHENTICITY

I, SATO, Asao, who occupy the post of Cabinet Secretary, hereby certify that the document hereto attached, written in Japanese, consisting of 1 page and entitled "Temporary Law Controlling Shipping" is an exact copy of an excerpt from an official gazette issued by Japanese government (on the 10th of September 1937).

Certified at Tokyo,  
on this 13 day of June, 1947

/S/ SATO, Asao (seal)

I hereby certify that the above signature and seal were affixed hereto in the presence of the Witness.

At the same place,  
on this same date.

Witness: IKAWA, Natsuichi (seal)