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

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

Description of contents

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(7) Film no. Sheet no.

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

Explanation Of Numerals & Symbols

1. Main Building A
2. Main Building B
3. Main Building C
4. Main Building D
5. Wood-Working Shop
6. Storehouse of Teaching Materials (of Engineering Dept.)
7. Lecture-Theater
8. Lecture-Hall (old)
9. Lecture-Hall (new)
10. Great Classroom & Specimen Room
11. Classroom for Drawing & Chart-Work
12. Physics Classroom
13. Chemistry Classroom
14. Garage
15. Storehouse
16. Gas- Generating Room
17. Transformer Substation
18. Astronomy Classroom
19. Lumber Storehouse
20. Gymnasium
21. Dressing Room & Shower Room
22. Porter's Lodge
23. Main Gate
24. Basket-Ball Court
25. Tennis Court
26. Volley-Ball Court
27. Official Residence of President
28. Official Residence of Vice-President
29. Signal Practice Pole

43. Bath-Houses (2)
44. Boiler-Room (for Laundry)
45. Hospital
46. /
47. Students' Club-House
48. Cooks' Dormitory
49. Food Storehouse
50. Stores
51. Club-House
52. Bachelors' Boarding House
53. Foundry
54. Lavatory
55. Turnery
56. Assembly Shop
57. Finishing Shop
58. Provisional Boat-House
59. Maneuvering Classroom
60. Forge
61. Night-Duty Room
62. Storehouse of Ship's Fittings
63. Sail-Making Classroom
64. Cutter Slope
65. Signal Staff
66. Pier A
67. Pier B
68. Hog-Pen
69. Greenhouse
70. Storehouse of Farming Tools
71. Laboratory of Engines & Turbines
72. Laboratory of Electric [illegible]

14. Garage
15. Storehouse
16. Gas- Generating Room
17. Transformer Substation
18. Astronomy Classroom
19. Lumber Storehouse
20. Gymnasium
21. Dressing Room & Shower Room
22. Porter's Lodge
23. Main Gate
24. Basket-Ball Court
25. Tennis Court
26. Volley-Ball Court
27. Official Residence of President
28. Official Residence of Vice-President
29. Signal Practice Pole
30. Wrestling Ring
31. Playground
32. Baseball Ground
33. Football Ground
34. Rugby Ground
35. Former Site of Magazine
36. Kitchen Garden
37. Kitchen Garden
38. Central Office of Dormitories
39. Dormitories (12)
40. Lavatory
41. Students' Dining-Hall
42. Kitchen

57. Finishing Shop
58. Provisional Boat-House
59. Maneuvering Classroom
60. Forge
61. Night-Duty Room
62. Storehouse of Ship's Fittings
63. Sail-Making Classroom
64. Cutter Slope
65. Signal Staff
66. Pier A
67. Pier B
68. Hog-Pen
69. Greenhouse
70. Storehouse of Farming Tools
71. Laboratory of Engines & Turbines
72. Laboratory of Electric Instruments & Internal Combustion Engines

Small Reservoir (for Fighting Fire)
Building
Building to be Removed
Trees
Signal Staff
High-Voltage Wire & Tower
Great Reservoir (for Fighting Fire)
Well

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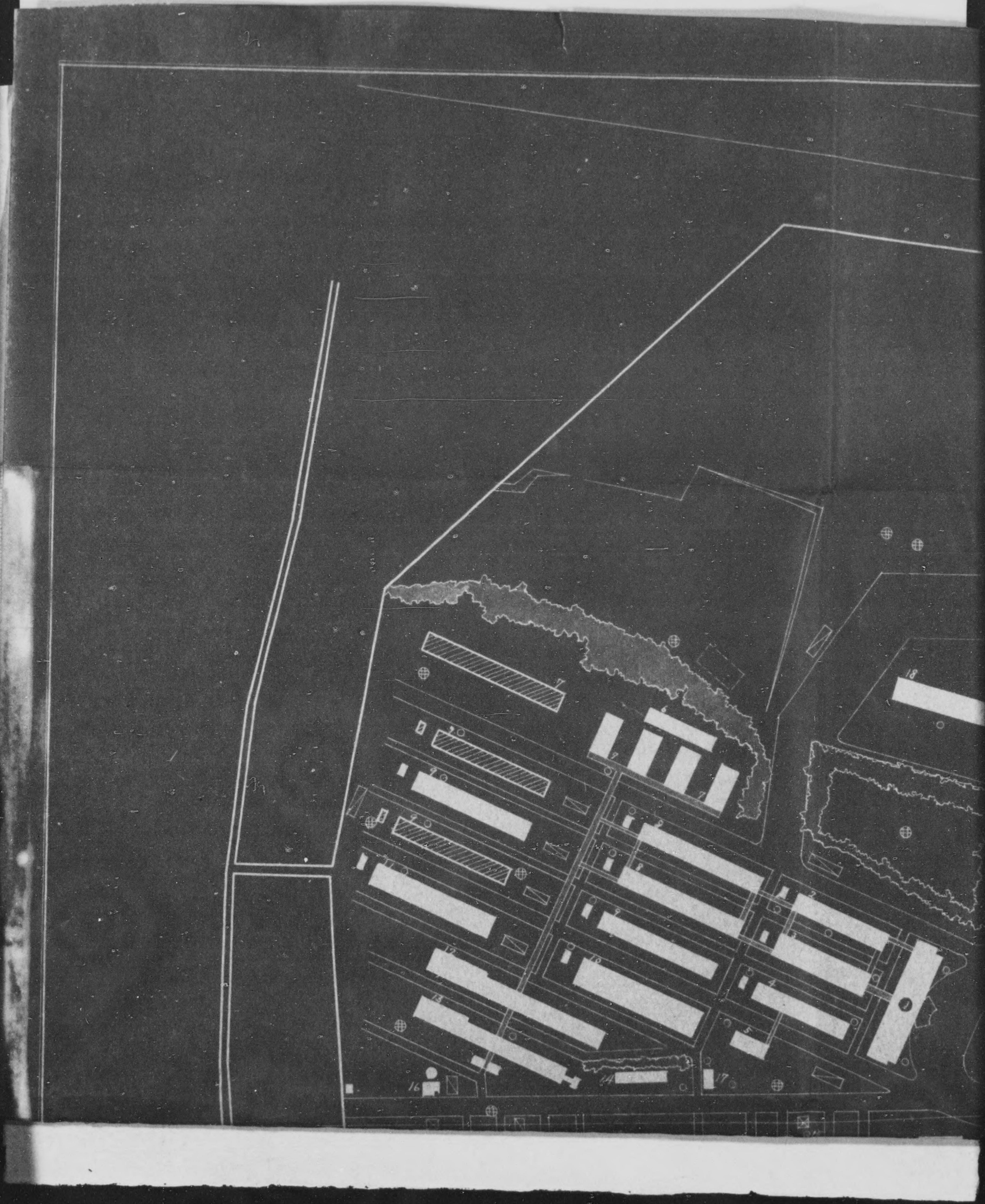

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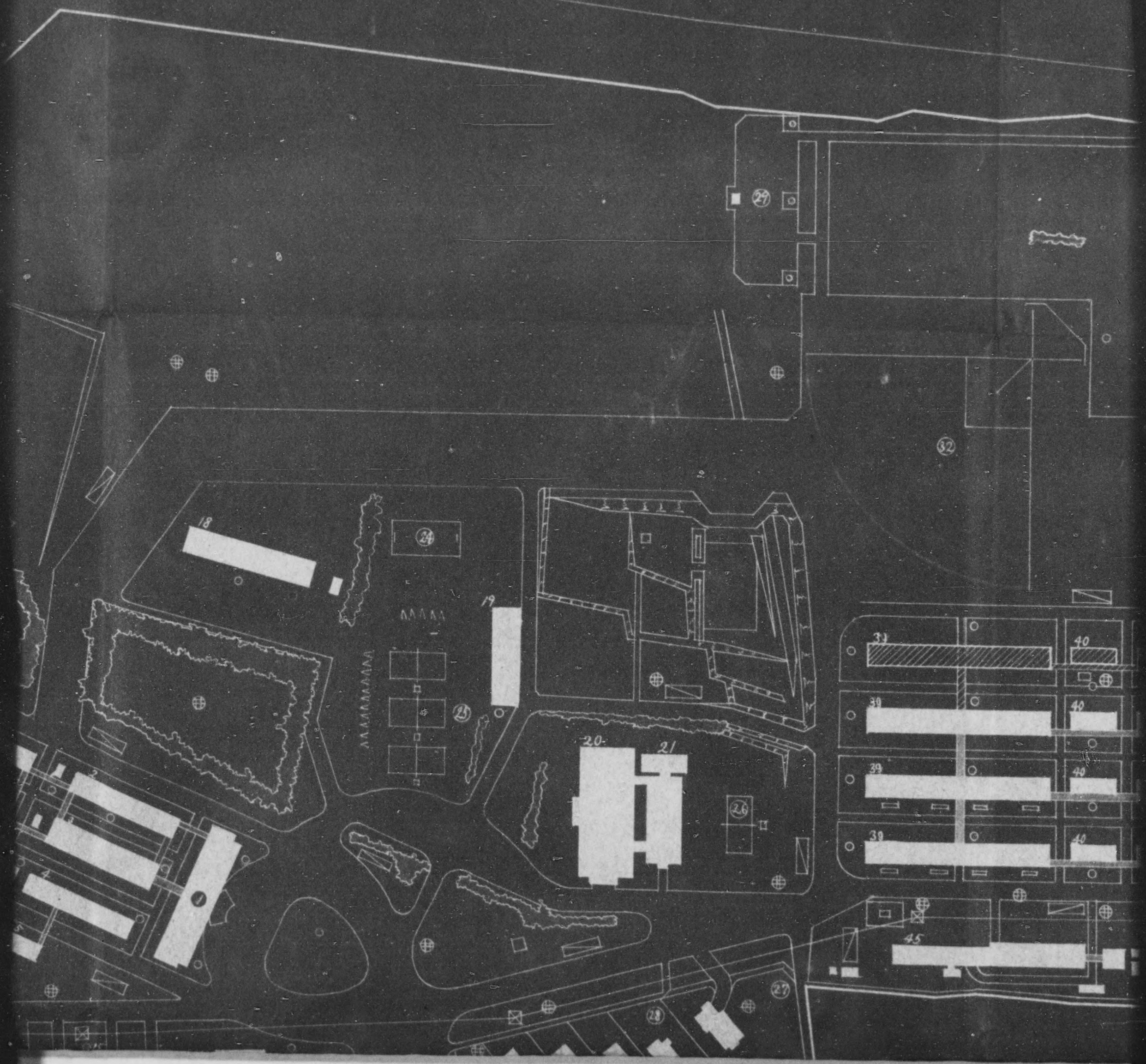

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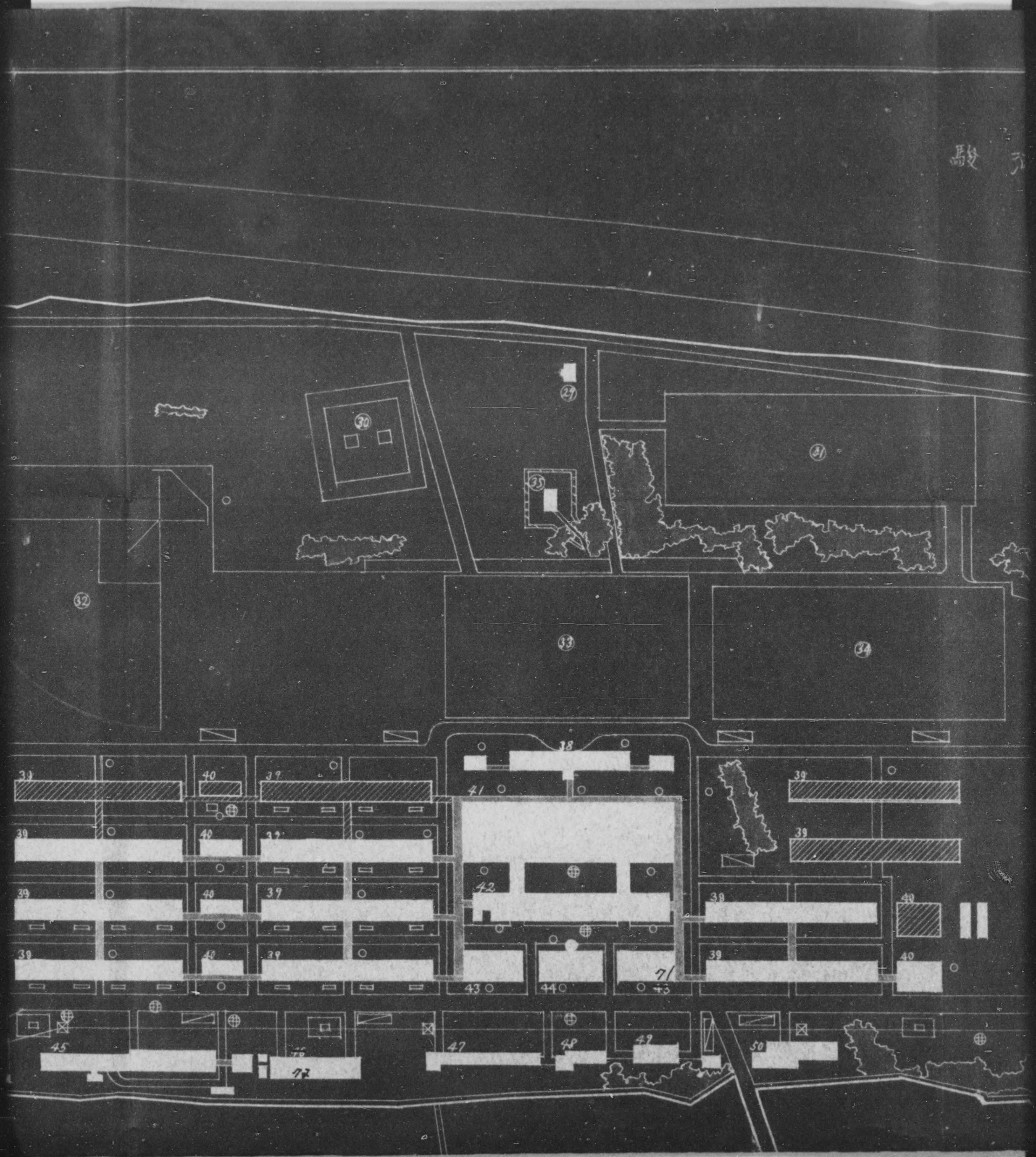

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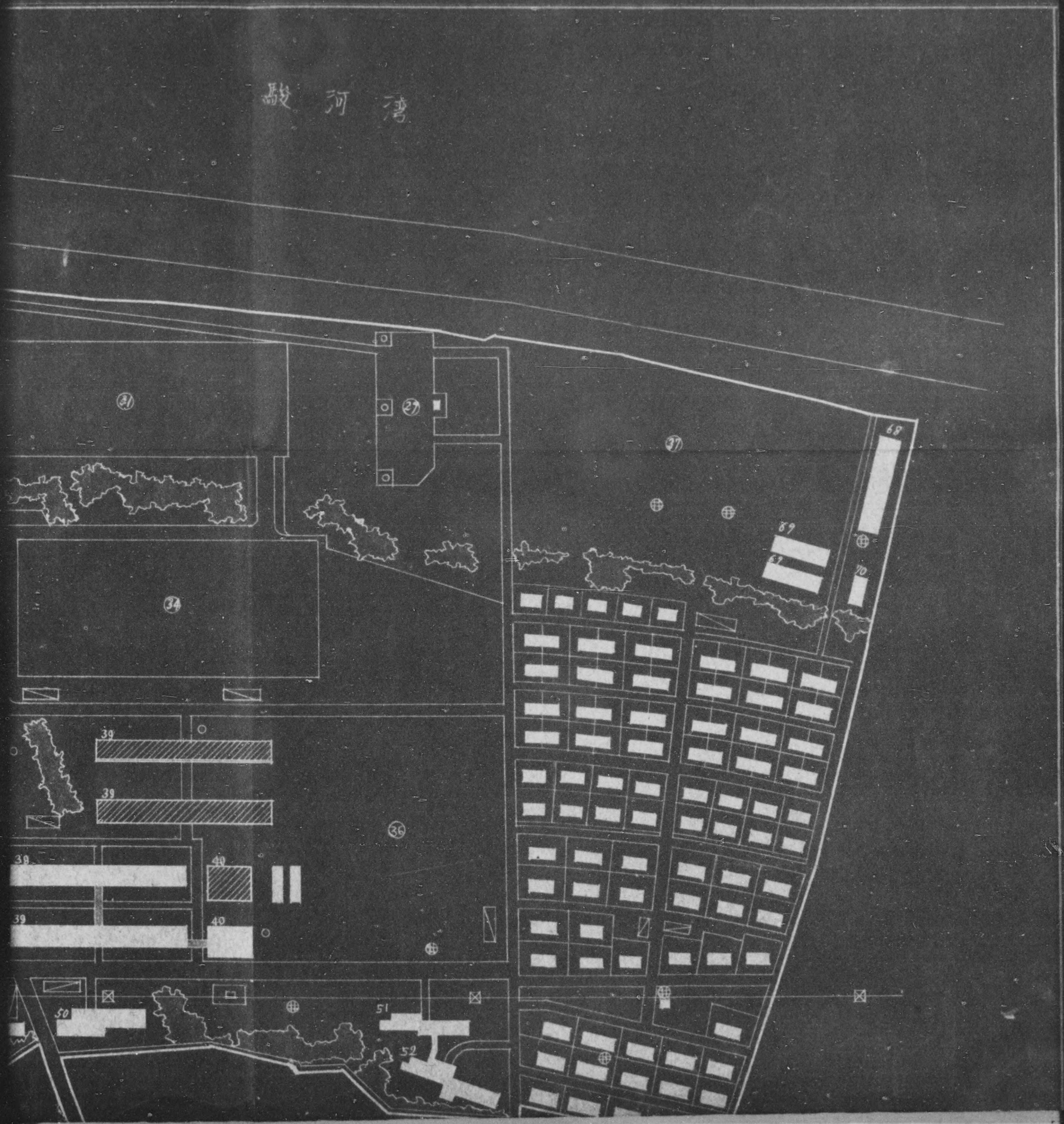

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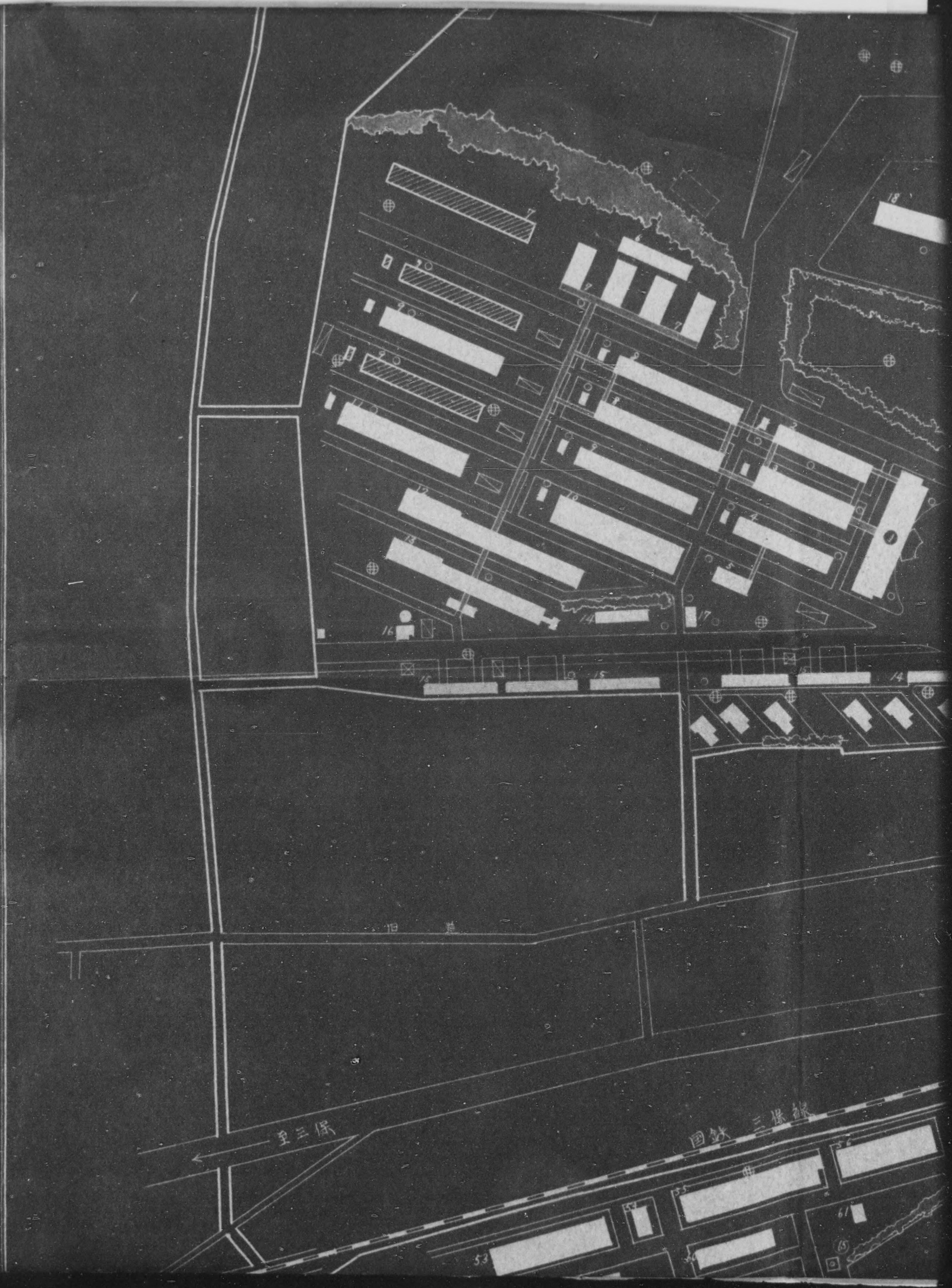

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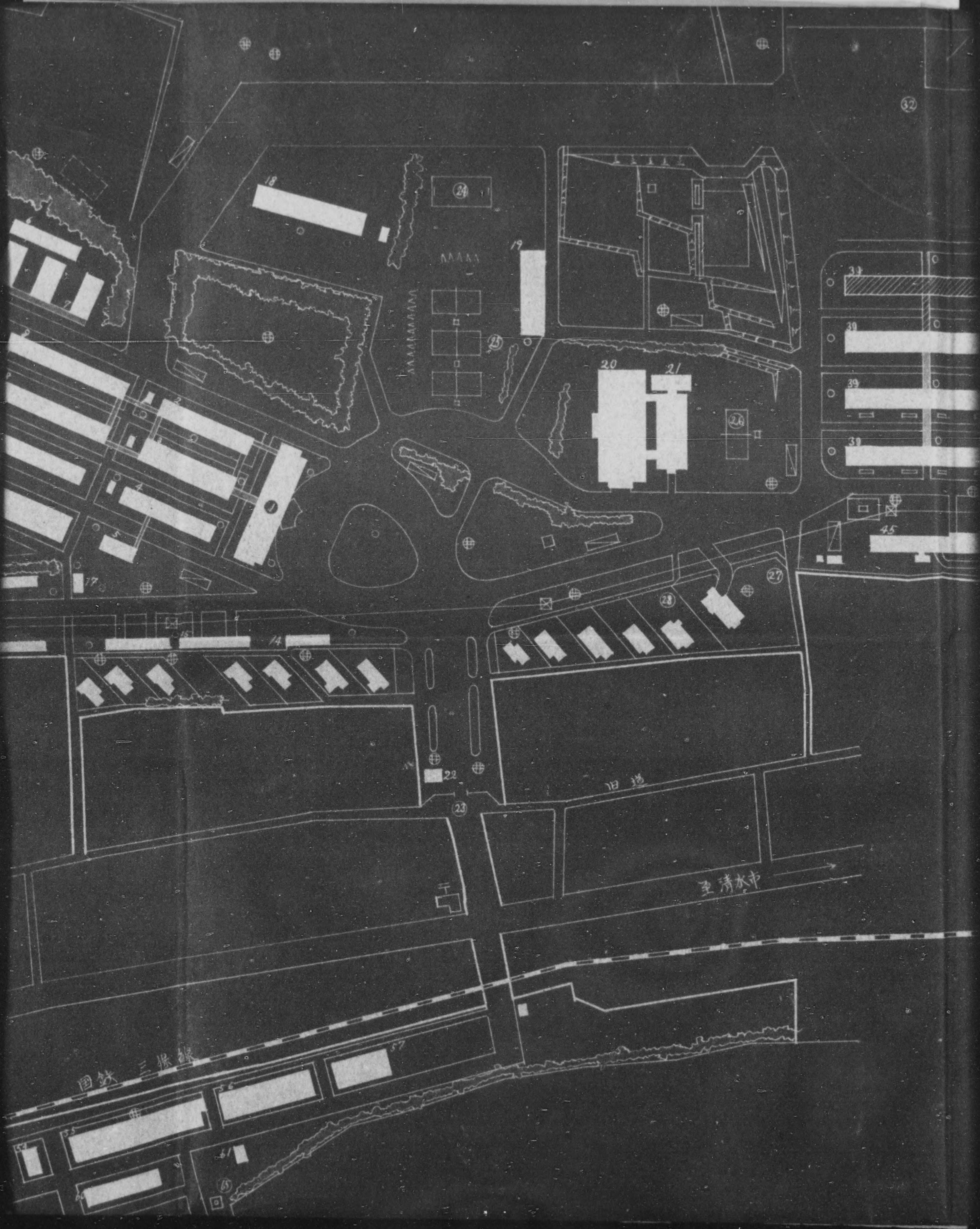

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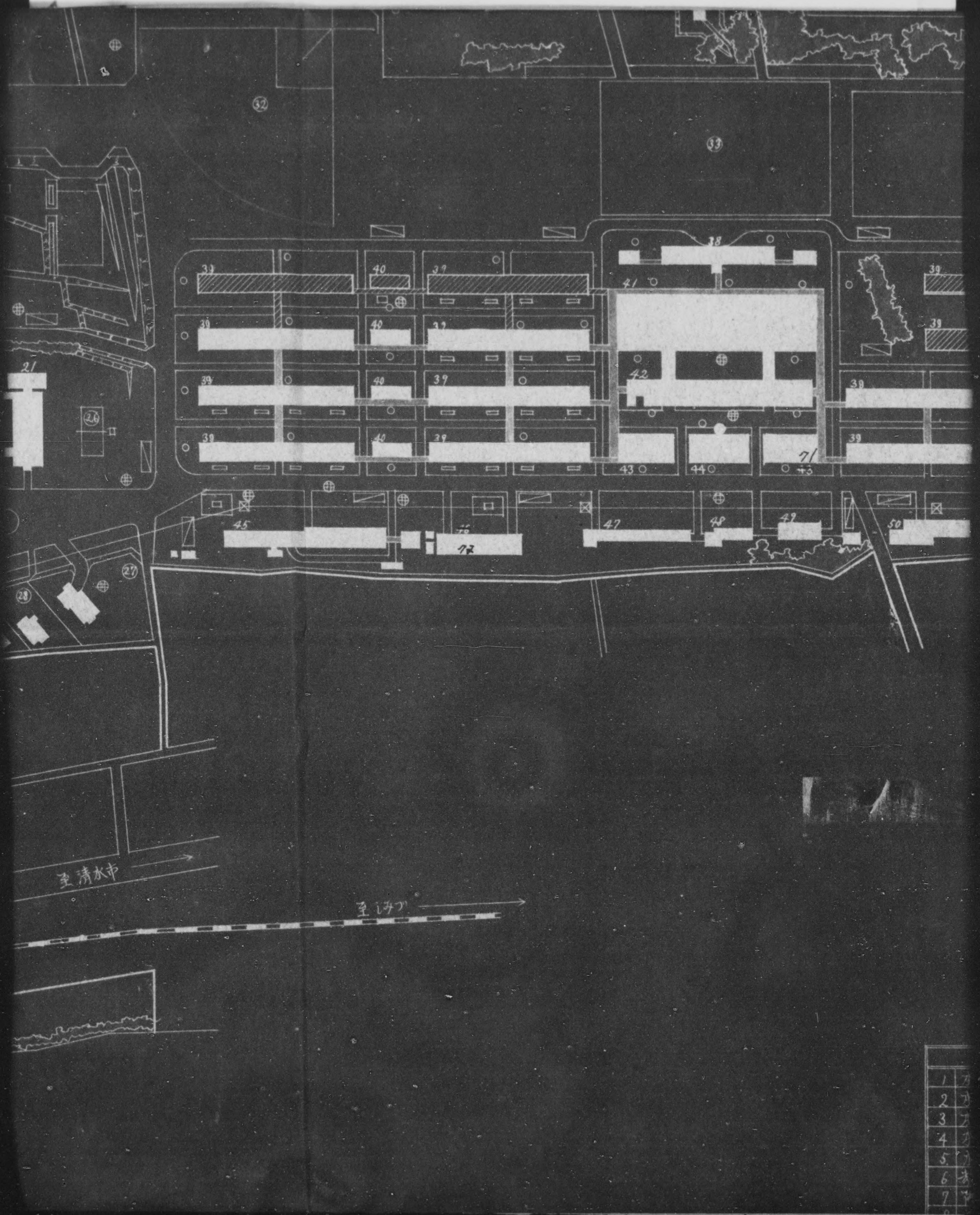

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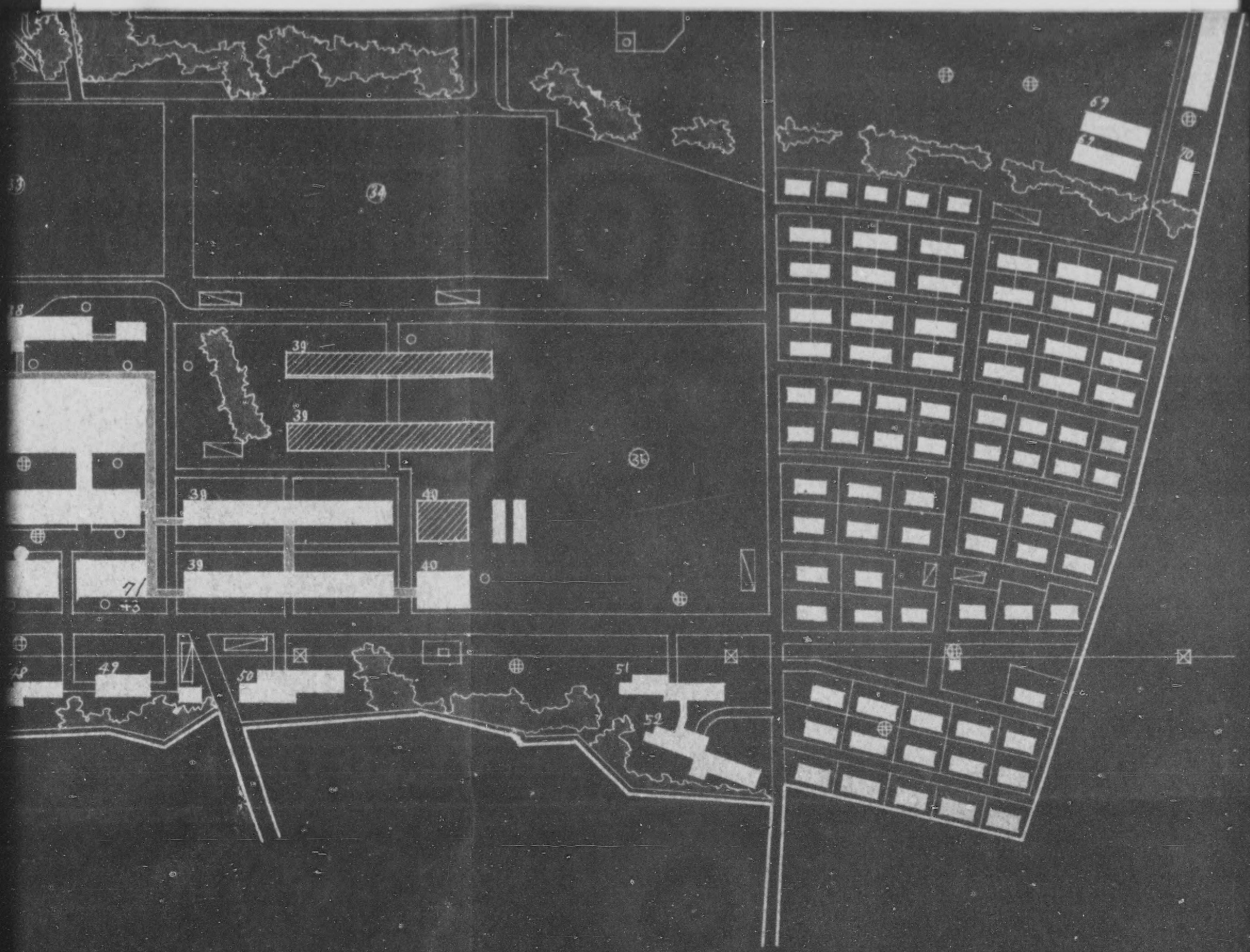

施設名称及凡例

1	本館(い)棟	22	門衛所	43	浴室(二棟)	64	カッター・スロープ
2	本館(ろ)棟	23	正門	44	機械室(洗濯)	65	信号柱
3	本館(は)棟	24	バスケットボールコート	45	医務室	66	A 技場
4	本館(に)棟	25	テニスボールコート	46	~~[illegible]~~	67	B 技場
5	木工室(塔婆)	26	バレーボールコート	47	柔技クラブ	68	豚舎
6	教材格納庫(物理科)	27	校長官舎	48	教婦合宿所	69	温室
7	講堂	28	教頭官舎	49	倉庫	70	農具庫
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		

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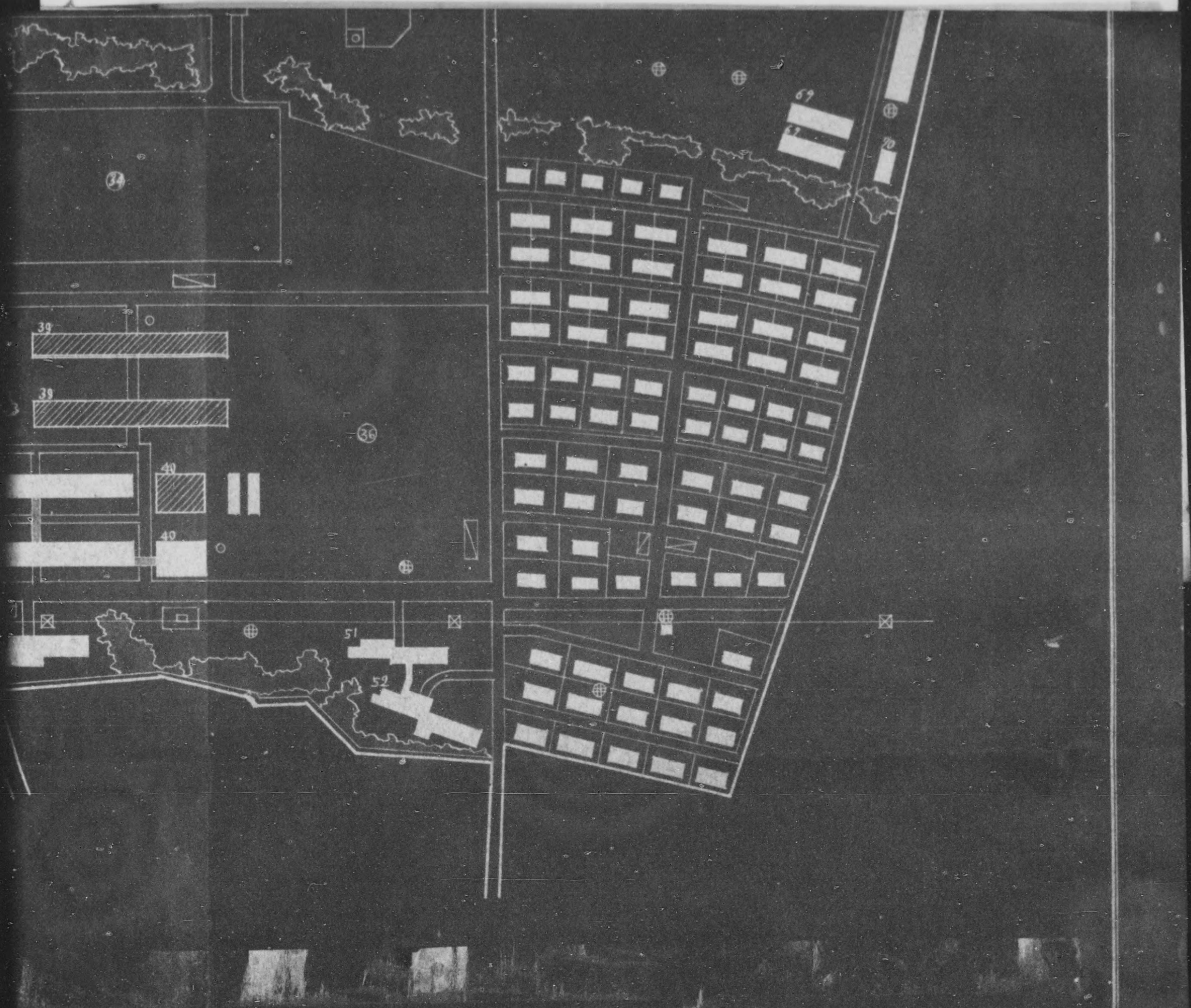

施・設名称並び・例

1	本館(い)棟	22	門・衛所	43	浴室(二棟)	64	カッター・スロープ
2	本館(ろ)棟	23	正門	44	機関室(洗濯)	65	信号柱
3	本館(は)棟	24	バスケットボールコート	45	医務室	66	A 投錨
4	本館(に)棟	25	テニス・ボールコート	46	母子栄養室	67	B 投錨
5	木工室(増築)	26	バレーボールコート	47	生徒クラブ	68	豚舎
6	教材格納庫(機関科)	27	教長官舎	48	妊婦合宿所	69	温室
7	機械講堂	28	教頭官舎	49	食糧倉庫	70	農具庫

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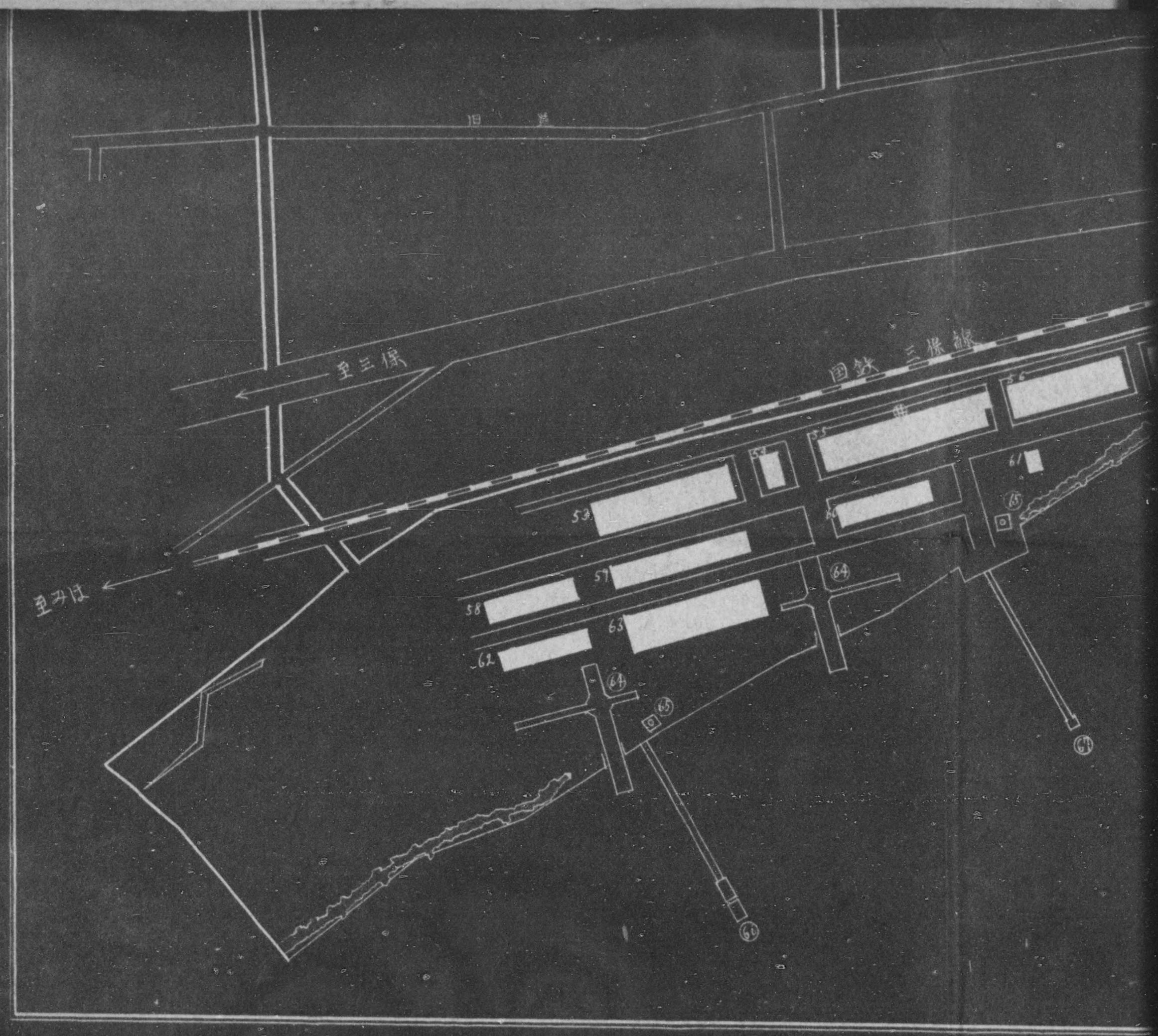

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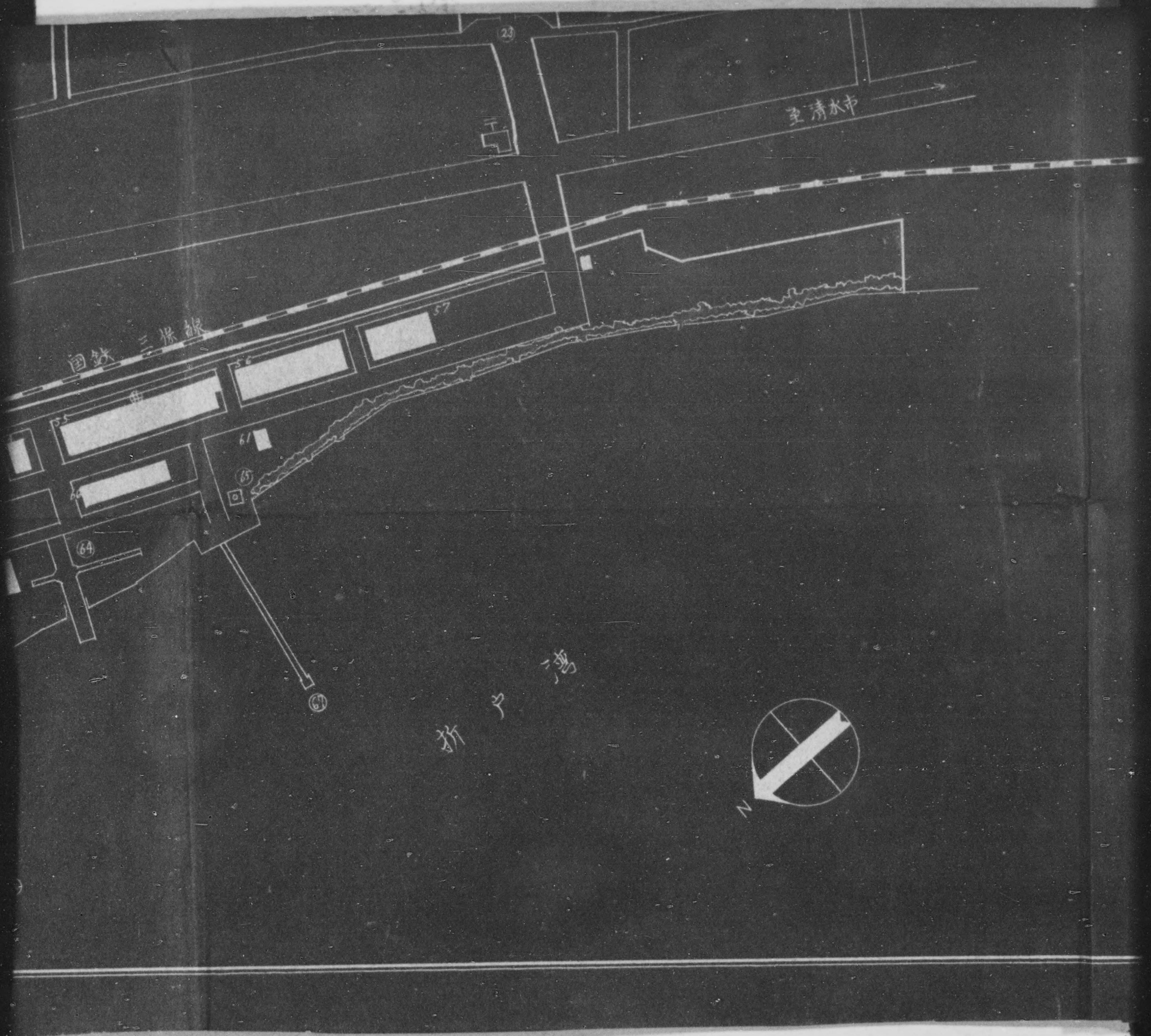

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至ヒみづ

高等商船學校施設全般圖

静岡縣清水市折戸

昭和23年6月30日現在

縮尺 2000分の1

0 20 40 60 80 100 120 140 160 180 200 米

0 10 20 30 40 50 60 70 80 90 100 間

	施設		
1	本館(い)棟	22	門
2	本館(ろ)棟	23	正
3	本館(は)棟	24	バスケット
4	本館(に)棟	25	テニス
5	水工室(營繕)	26	バレー
6	教材格納庫(機関科)	27	校
7	階段講堂	28	教
8	普通講堂(旧)	29	信
9	普通講堂(新)	30	相
10	大教室・機械室	31	体
11	航図海図教室	32	野
12	物理講堂	33	フット
13	化學講堂	34	ラグビ
14	車庫	35	火薬
15	倉庫	36	農耕
16	瓦斯発生室	37	農耕
17	受電室	38	生徒
18	天文講堂	39	生徒
19	教材格納庫(旧校舎)	40	便所
20	体育館兼大講堂	41	生徒
21	更衣並洗浴室	42	厠

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施設名称一覧図例

1	本館(い)棟	22	門衛所	43	浴室(二棟)	64	カッター・スロープ
2	本館(ろ)棟	23	正門	44	機械室(洗濯)	65	信号柱
3	本館(は)棟	24	バスケットボールコート	45	医務室	66	A 技場
4	本館(に)棟	25	テニスボールコート	46	四段巣箱工場	67	B 技場
5	本工室(潜艇)	26	バレーボールコート	47	生徒クラブ	68	豚舎
6	教材格納庫(機関科)	27	校長官舎	48	教婦合宿所	69	温室
7	階段講堂	28	教頭官舎	49	食糧倉庫	70	農具庫
8	普通講堂(旧)	29	信号練習台	50	販売所	71	蒸汽機関並カービン実験室
9	普通講堂(新)	30	相撲場	51	集会所	72	発機並内燃機関実験室
10	大教室・機本室	31	体操場	52	独身合宿所		
11	製図・海図教室	32	野球場	53	木型鋳造工場		
12	物理講堂	33	フットボールコート	54	便所・洗面所		
13	化学講堂	34	ラグビーコート	55	旋盤工場		
14	車庫	35	火薬庫跡	56	仕上組立工場	○	小型防火水槽
15	倉庫	36	農耕地(官舎割当)	57	組立工作工場		既設建物
16	瓦斯発生室	37	農耕地(直營)	58	仮納庫		取解予定建物
17	受電室	38	生徒寮本部	59	運用技業室		樹木林
18	天文講堂	39	生徒寮(12棟)	60	鍛冶工場		信号柱
19	本材格納庫(旧便所)	40	便所・洗面所	61	学道室		高圧路線並鉄柱
20	体育館兼大講堂	41	生徒大食堂	62	運具庫(航海科)		大型下水水槽
21	更衣並洗体室	42	厨房	63	観帆講堂		井戸

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THE SYNOPSIS OF THE NAUTICAL COLLEGE

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THE SYNOPSIS OF THE NAUTICAL COLLEGE

SHIMIZU CITY, SHIZUOKA PREF.

September, 1949

1. A Brief History. 2
2. The Educational System. 3
3. Subjects, Hours of Nautical College and the Proposed Maritime University. 5
4. The Curriculum of the Supplementary Course. 7
5. A List of the Personnel. 9
6. Table of the Students. 10
7. Buildings Classified and Acreage. 11

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No. 1.

A BRIEF HISTORY OF THE NAUTICAL COLLEGE

As the Nautical College is the amalgamation of the Tokyo Nautical College and the Kobe Nautical College, a brief history of the two institutions is mentioned in order to clarify the nature of the present Nautical College.

I. The Tokyo Nautical College, situated at Etchujima, Fukagawa, Tokyo.

In November, 8th year of Meiji (1875), the Mitsubishi Mercantile Marine School, a private institution, was formed.

In April, 15th year of Meiji (1882), the Mitsubishi Mercantile Marine School was transferred to the Ministry of Agriculture and Commerce and renamed the Tokyo Mercantile Marine School.

In April, 19th year of Meiji (1886), the Tokyo Mercantile Marine School was taken over by the Ministry of Communications and renamed the Mercantile Marine School.

In April, 14th year of Taisho (1925), the school was taken over by the Ministry of Education and became the Tokyo Nautical College governed by the College Act.

In November, 17th year of Showa (1942), the College was taken over by the Ministry of Communications.

In April, 18th year of Showa (1943), the Nautical College Act and the Nautical College Regulations were issued, by which the Nautical Colleges at Tokyo and Shimizu were governed. Engineering Course, which lasted for three years at the College proper and one year in practical training. On finishing the course at the College proper, the students had to undergo the following training:

Navigation Course - Sailingship and steamship practice for one year.

Engineering Course - Workship and steamship pratice for one year.

In April, 20th year of Showa (1945), the Tokyo Nautical College made a merger with the Kobe Nautical College under the name of the Nautical College (Shimizu, Shizuoka Prefecture).

II. The Kobe Nautical College, situated at Fukae, Honjo-mura, Muko-gun, Hyogo Prefecture.

In August, 9th year of Taisho (1920), the Kobe Nautical College was founded. The Kawasaki Mercantile Marine School, a private institution, was contributed to the government and became the Kobe Nautical College under the control of the Ministry of Education.

In November, 9th year of Taisho (1920), the first batch of students were matriculated.

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Navigation Course - Sailingship and steamship practice for one year.

Engineering Course - Workshop and steamship pratice for one year.

In April, 20th year of Showa (1945), the Tokyo Nautical College made a merger with the Kobe Nautical College under the name of the Nautical College (Shimizu, Shizuoka Prefecture).

II. The Kobe Nautical College, situated at Fukae, Honjo-mura, Muko-gun, Hyogo Prefecture.

In August, 9th year of Taisho (1920), the Kobe Nautical College was founded. The Kawasaki Mercantile Marine School, a private institution, was contributed to the government and became the Kobe Nautical College under the control of the Ministry of Education.

In November, 9th year of Taisho (1920), the first batch of students were matriculated.

From then onward the College was run on practically the same plan as the Tokyo Nautical College.

III. The Nautical College, situated at Orido, Shimizu, Shizuoka Prefecture.

In April, 18th year of Showa (1943), the Shimizu Nautical College was founded under the control of the Ministry of Communications with the eventual object of replacing the Tokyo Nautical College and the Kobe Nautical College. The Nautical College Act and Regulations were issued and the first batch of students were matriculated.

In April, 20th year of Showa (1945), the Tokyo Nautical College and the Kobe Nautical College (together with its branch schools at Osaka and Okayama) were consolidated into the Nautical College.

In October, 20th year of Showa (1945), the Nautical College Act and Regulations were revised and the aims of education reverted to those of the pre-war days.

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No. 2

THE EDUCATIONAL SYSTEM OF THE NAUTICAL COLLEGE

SHIMIZU, SHIZUOKA PREFECTURE

1. Departments: Navigation and Engineering.

2. School years:

   (a) Main Course - 4 years (divided as follows) :-

   School work 3 years
   Practice 1 year
   Nav. - Nav. practice 1 year
   Eng. - Workshop practice ½ year
   Nav. practice ½ year

   (b) Supplementary Course

   School Work 6 months or 1 year.
   (Navigation and Engineering)

3. Qualifications of the Applicants: Graduates of the upper secondary schools or those officially qualified as possessing the same degree of scholar-ship (the age limit between 16 and 21 years).

4. Year grades and Classes: The whole of the students divided into classes, each of which consisting roughly of 40 students.

5. Students: All students are housed in the Dormitory.

6. School expenses:

   (a) Instruction fee: Free for 2nd and 3rd year students.
   ¥ 2,400 for 1st year students.

   (b) ¥ 1.300 collected monthly from each student for the present to defray part of board expenses.

7. School year:

   (a) Each school year begins in April, consisting of 3 terms, with examinations in each. The present 1st year classes have 2 terms, with examination in each.

   (b) The Supplementary Course students are enrolled and graduated in February and Sept

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(Navigation and Engineering)

3. Qualifications of the Applicants: Graduates of the upper secondary schools or those officially qualified as possessing the same degree of scholar-ship (the age limit between 16 and 21 years).

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7. School year:

   (a) Each school year begins in April, consisting of 3 terms, with examinations in each. The present 1st year classes have 2 terms, with examination in each.

   (b) The Supplementary Course students are enrolled and graduated in February and September.

8. Class-work:

   (a) Each school-hour consists of 50 minutes, 6 or 7 hours being given each day, except on Saturday, which has 4 hours.

   (b) The unit of class-work is, as a rule, a single or combined classes.

9. Subjects:

   See the curriculum for the subjects and their contents for each course together with their weekly hours.

10. The subjects for 3rd year students have been divided into required and optional ones, in order not only to incite students to study of their own accord by giving them access to wider fields of culture, but also to foster such qualities in them as to enable them to engage in various kinds of activities after graduation. No optional subjects have been set up for 1st year and 2nd year students.

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11. Apprenticeship:

As mentioned under 2 (a), these students who have finished class-work are sent out for practice to the places specified below as apprentices.

Navigation students are engaged in practice for one year on board the training-ships belonging to the Navigation Training School of the Ministry of Transportation. Engineering students are engaged in practice for half a year together with navigation students on board the above training-ships, and spend the other half year at one of twelve dockyards, engaged in the manufacture and repair of engines.

Of the training-ships, the Nippon-maru and the Kaiwo-maru are at present engaged in repatriation work, the others used solely for training purposes.

12. Graduation:

When students have finished the prescribed school-work and course of practice, they graduate after undergoing a graduation examination.

13. Supplementary Course:

As during the War, the term of study at the Nautical College and its branches had been shortened in order to meet the urgent demand for seamen, the said institutions at one time turning out graduates after only so short a time of training as 2½ years, it became necessary to re-educate such graduates for the purpose of supplying their deficiency of knowledge and technical skill as seamen. The present course which has been opened with that end in view will be maintained for three successive years, the term of study being ½ year or 1 year.

At present the course comprises only Nautical Department students, ~~but~~ and no Engineering Department students.

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No. 3.

SUBJECTS, HOURS OF THE NAUTICAL COLLEGE AND THE PROPOSED MARITIME UNIVERSITY

Navigation Course

	Subject	Maritime University Compulsory	Maritime University Optional	Nautical College Compulsory	Nautical College Optional
Cultural Science	Philosophy		60		70
	Psychology		30 } 150	} 140	-
	Cultural geography		30		-
	Literature		30		-
	1st foreign language	240	120	525	70
	2nd " "	-	150	-	70
Social Science	Law	30	30	125	35
	Economics	30	-	125	-
	History	-	60	-	70
	Sociology	-	30	-	-
	Statistology	-	30	-	-
Natural Science	Mathematics	180	120	385	-
	Physics	90	90		35
	Astronomy	-	30 }	350	-
	Chemistry	-	60		-
	Navigation No.1 Lecture	75	45		35
	" No.2 "	135 } 405	15 } 120		-
	" No.3 "	135	30	} 560	35
	" No.4 "	60	30		-
	Seamanship No.1 Lecture	180			-
	" No.2 "	150 } 420	} 60		-
	" No.3 "	60		} 525	-
	" No.4 "	30	60		-
	Ship-building	60	30	70	-
	Electric wave engineering	30	60	105	35
	Dynamics for navigator	-	60	-	-

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	End " "	-		150		-	70
Social Science	Law	30		30		125	35
	Economics	30		-		125	-
	History	-		60		-	70
	Sociology	-		30		-	-
	Statistology	-		30		-	-
Natural Science	Mathematics	180		120		385	-
	Physics	90		90			35
	Astronomy	-		30		350	-
	Chemistry	-		60			-
Professional Subjects	Navigation No.1 Lecture	75		45			35
	" No.2 "	135	405	15	120		-
	" No.3 "	135		30		560	35
	" No.4 "	60		30			-
	Seamanship No.1 Lecture	180					-
	" No.2 "	150	420		60		-
	" No.3 "	60				525	-
	" No.4 "	30		60			-
	Ship-building	60		30		70	-
	Electric wave engineering	30		60		105	35
	Dynamics for navigator	-		60		-	-
	Marine electric engineering	60		-		105	-
	Marine engineering	60		-		105	-
	Marine Commercial Law	30		-		20	35
	Shipping economics	60		-		50	-
	Shipping administration	-		30		-	35
	Seamen administration	-		30		-	35
	Port and harbor transportation	-		30		35	-
	Marine hygienics	30		-		35	-
	Signal technics	-		90		105	-
	Practical training on board.						
		No.1	180 days while in school, and for 90 days of ~~[illegible]~~ which lessons will be given on board.				
		No.2	6 months			1 year	
	Physical exercise	120				210	
	Special Lectures	-				35	
	Graduation thesis						

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Engineering Course

	Subject	Maritime University Compulsory	Maritime University Optional		Nautical College Compulsory		Nautical College Optional
Cultural Science	Philosophy	-	60	150	140		70
	Psychology	-	30				-
	Cultural geography	-	30				-
	Literature	-	30				-
	1st foreign language	240	-		315		70
	2nd " "	-	150		-		70
Social Science	Law	-	60	90	155		35
	Economics	-	30				-
	History	-	60		-		70
	Sociology	-	30		-		-
	Statistology	-	30		-		-
Natural Science	Mathematics	180	195		420		70
	Physics	150	120		385		70
	Astronomy	-	30				-
	Chemistry	60	30				-
Professional Subjects	Marine engineering No.1 lecture	105					
	" No.2 "	105					
	" No.3 "	135					
	" No.4 "	105	30	810	980		
	" No.5 "	135	-				
	" No.6 "	105	30	210			
	" No.7 "	105	-				
	" No.8 "	15	150				
	" No.9 "	135	90		210		35
	" No.10 "	135	120		298		-
	Out-line of navigation	60	-		140		-
	Ship-building	30	60		35		-
	Screw propulsion	30	-		-		-
	Marine commercial law	-	30		20		-

		-	60	90	155	35
Social Science	Economics	-	30			-
	History	-	60		-	70
	Sociology	-	30		-	-
	Statistology	-	30		-	-
Natural Science	Mathematics	180	195		420	70
	Physics	150	120		385	70
	Astronomy	-	30			-
	Chemistry	60	30			-
Professional Subjects	Marine engineering No.1 lecture	105			980	
	" No.2 "	105				
	" No.3 "	135				
	" No.4 "	105	810	30		
	" No.5 "	135		-		
	" No.6 "	105		30	210	
	" No.7 "	105		-		
	" No.8 "	15		150		
	" No.9 "	135		90	210	35
	" No.10 "	135		120	298	-
	Out-line of navigation	60		-	140	-
	Ship-building	30		60	35	-
	Screw propulsion	30		-	-	-
	Marine commercial law	-		30	20	-
	Marine economics	-		60	-	35
	Marine administration	-		30	-	35
	Seaman administration	-		30	-	-
	Marine hygienics	-		30	-	35
	Practical training, Signal	45		-	170	-
	Practical training, on board					
	No.1	7 days while in school				
	No.2	6 months			6 months	
	" at school workshop	180			62	
	" at shipyard	2 months			6 months	
	Physical exercise	120			210	
	Special lectures	-			35	
	Graduation thesis					

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No.4

THE CURRICULUM OF THE SUPPLEMENTARY COURSE

Navigation

Subject (required)		Hours per week
Seamanship	Lecture and Practice	3
Stowage		2
Navigation	Lecture and Practice	2
Nautical instruments	Lecture, Practice and electric wave eng.	4
Meteorology		1
Salvage		1
Temporary repair of Ship		
Navigation rules		2
Shipping business		4
Marine Engineering		2
Ship building		1
Maritime law		4
English	Correspondence and Current English	3
	Conversation	2
Hygienics on Ship		1
Handling of launches		1
Handling of boats		2
Special lectures		4

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Salvage Temporary repair of Ship		1
Navigation rules		2
Shipping business		4
Marine Engineering		2
Ship building		1
Maritime law		4
English	Correspondence and Current English	3
	Conversation	2
Hygienics on Ship		1
Handling of launches		1
Handling of boats		2
Special lectures		4
Total		39

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Engineering

Subject (required)		Hours per week
Navigation and Seamanship		2
Marine engineering	Diesel	2
	Turbine	1
	Reciprocating	1
	Practice	4
Steam-boiler and practice		2
Fuel		1
Management of engine		1
Salvage and temporary repair		2
Engine design and drawing		4
Maritime law		4
Electric engineering	Lecture	2
	Practice	2
Applied mathematics		1
Applied mechanics		1
English	Correspondence & Current Eng.	2
	Conversation	2
Handling of launches		1
Handling of boats		2

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Steam-boiler and practice		1
Fuel		1
Management of engine		2
Salvage and temporary repair		4
Engine design and drawing		4
Maritime law		2
Electric engineering	Lecture	2
	Practice	1
Applied mathematics		1
Applied mechanics		2
English	Correspondence & Current Eng.	2
	Conversation	1
Handling of launches		2
Handling of boats		2
Special lectures		39
Total		

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No.5

LIST OF PERSONNEL OF THE NAUTICAL COLLEGE

Position	Occupied by
Director	1 person
Head Professor	1
Educational Official (1st class)	1
Educational Official (2nd class)	41
Chief Secretary (2nd class)	2
Technical Official (2nd class)	1
Educational Official (3rd class)	26
Secretary (3rd class)	16
Technical Official (3rd class)	2
Including	
Full-time Lecturer	11
Part-time Lecturer	8
Clerk	25
Telephone Operator	2
Guard	9
Assistant Technician	6
Chauffeur	3
Nurse	4
Sailor	3
Assistant Engineer	1
Boiler Man	4
Carpenter	1
Handy Man (Stationed here)	13
Handy Man (Stationed at Dormitories in Maizuru and Sasebo)	2
Cook (Stationed here)	20
Cook (Stationed in Tokyo)	2
Assistant Clerk	3
Total	207

1. List of the Personnel arranged according to Duties:

Duty	Name	Class
Director	Tetsuzo Kikuue	1st
	Nobunaki Yazaki	do.

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Part-time Lecturer	11
Part-time Lecturer	8
Clerk	25
Telephone Operator	2
Guard	9
Assistant Technician	6
Chauffeur	3
Nurse	4
Sailor	3
Assistant Engineer	1
Boiler Man	4
Carpenter	1
Handy Man (Stationed here)	13
Handy Man (Stationed at Dormitories in Maizuru and Sasebo)	2
Cook (Stationed here)	20
Cook (Stationed in Tokyo)	2
Assistant Clerk	3
Total	207

1. List of the Personnel arranged according to Duties:

Duty	Name	Class
Director	Tetsuzo Kikuue	1st
Head Professor	Nobuyuki Yazaki	do.
Chief, General Affairs Sect.	Takeo Yamamoto	2nd
Chief, Accounting Sect.	Kizo Takiguchi	do.
Chief, Instruction Sect.	Nagayuki Shinozaki	do.
Chief, Student Sect.	Kiyomatsu Yoshino	do.
Chief, Library Sect.	Eisuke Asai	do.
Chief, Medical Sect.	Shigeo Takenaka	do.

2. Number of Professors and Lecturers:

Those of 1st class	3
Those of 2nd class	41
Those of 3rd class	18
Lecturers	19
Total	81

3. Number of Clerks:

Those of 2nd class	3
Those of 3rd class	26
Employees	97
Total	126

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No.6

TABLE OF THE STUDENTS

(a) Students of the Main Course. (Sept. 1949)

Navigation apprentices	Engineering apprentices	Nav. 3rd	Eng. 3rd	Nav. 2nd	Eng. 2nd	Nav. 1st	Eng. 1st	Total
94	77	74	72	67	67	81	75	
171		146		134		156		607

(b) Students of the Supplementary Course. (Sept. 1949)

	Residents	Day-students	Total
Nav. Dept.	45	0	45

(c) Number of Admitted and Graduated.

(i) Main Course

	Admitted		Graduated	
	Nav.	Eng.	Nav.	Eng.
Shimizu	2,670	2,654	1,037	1,061
Tokyo	3,979	3,448	3,108	2,800
Kobe	1,528	1,526	1,497	1,456
Total	8,177	7,628	5,642	5,317

(ii) Supplementary Course

	Admitted		Graduated	
	Nav.	Eng.	Nav.	Eng.
Shimizu	550	269	447	236

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(i) Main Course

	Admitted		Graduated	
	Nav.	Eng.	Nav.	Eng.
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Total	8,177	7,628	5,642	5,317

(ii) Supplementary Course

	Admitted		Graduated	
	Nav.	Eng.	Nav.	Eng.
Shimizu	550	269	447	236
Total	550	269	447	236

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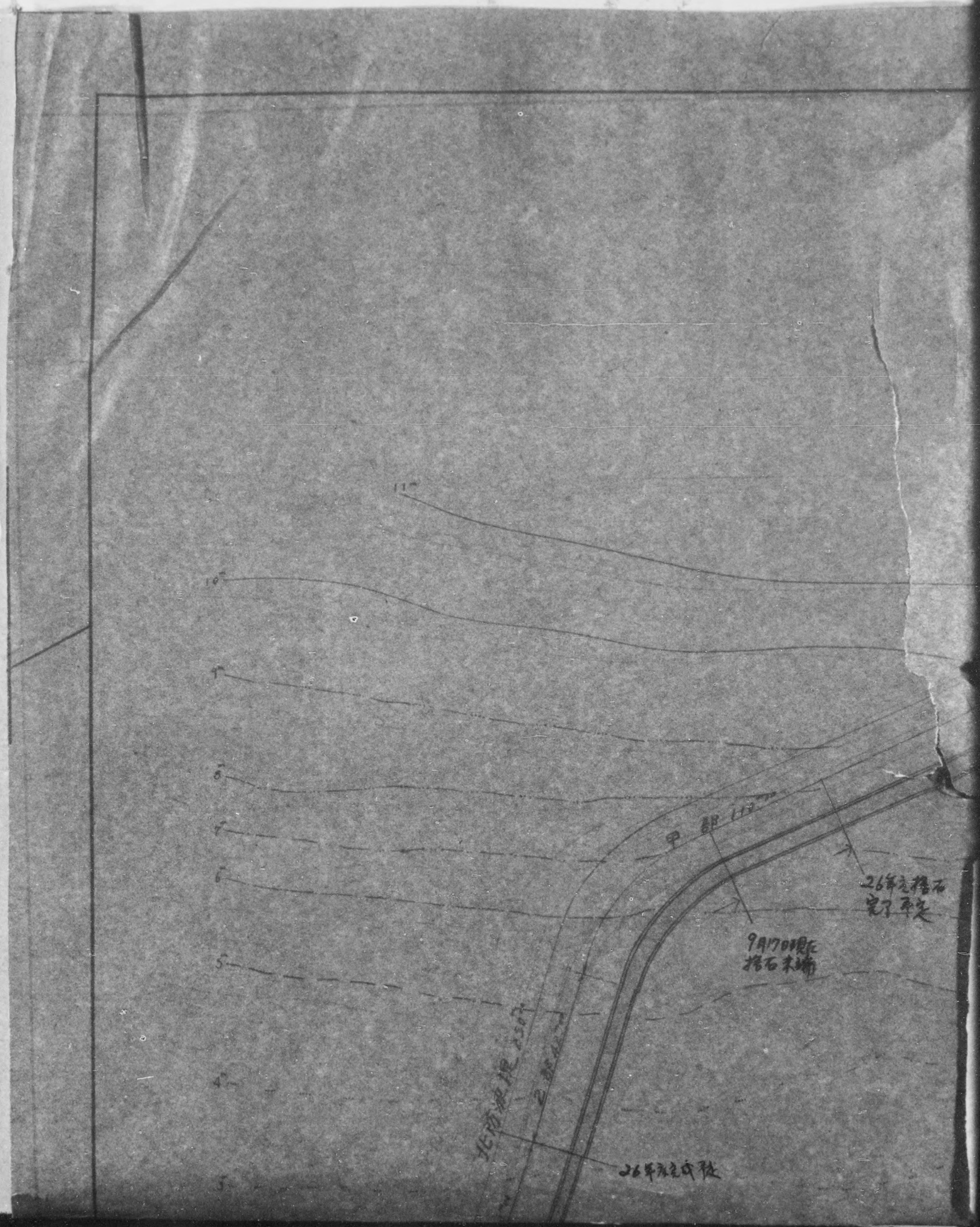

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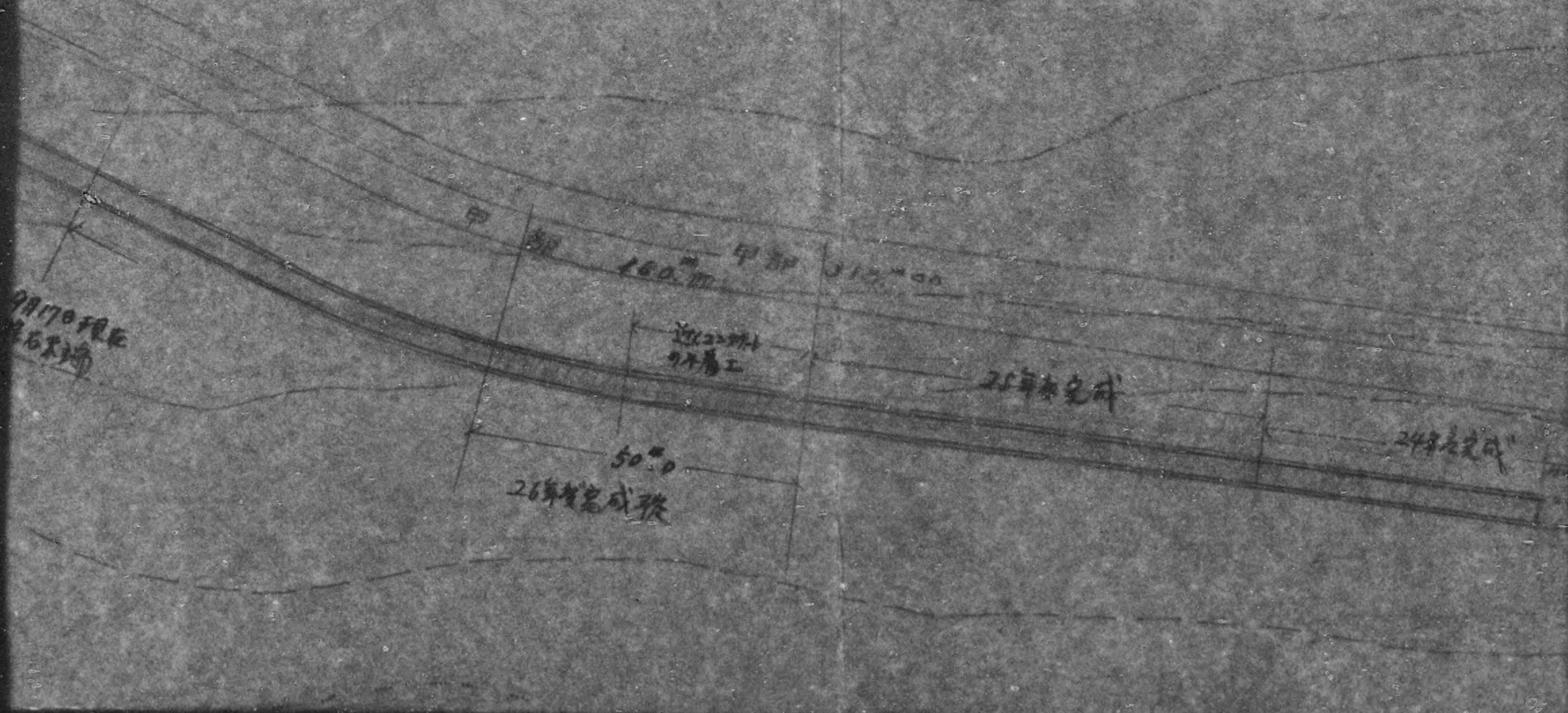
串本港平面圖

縮尺 一千分之一



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平面圖

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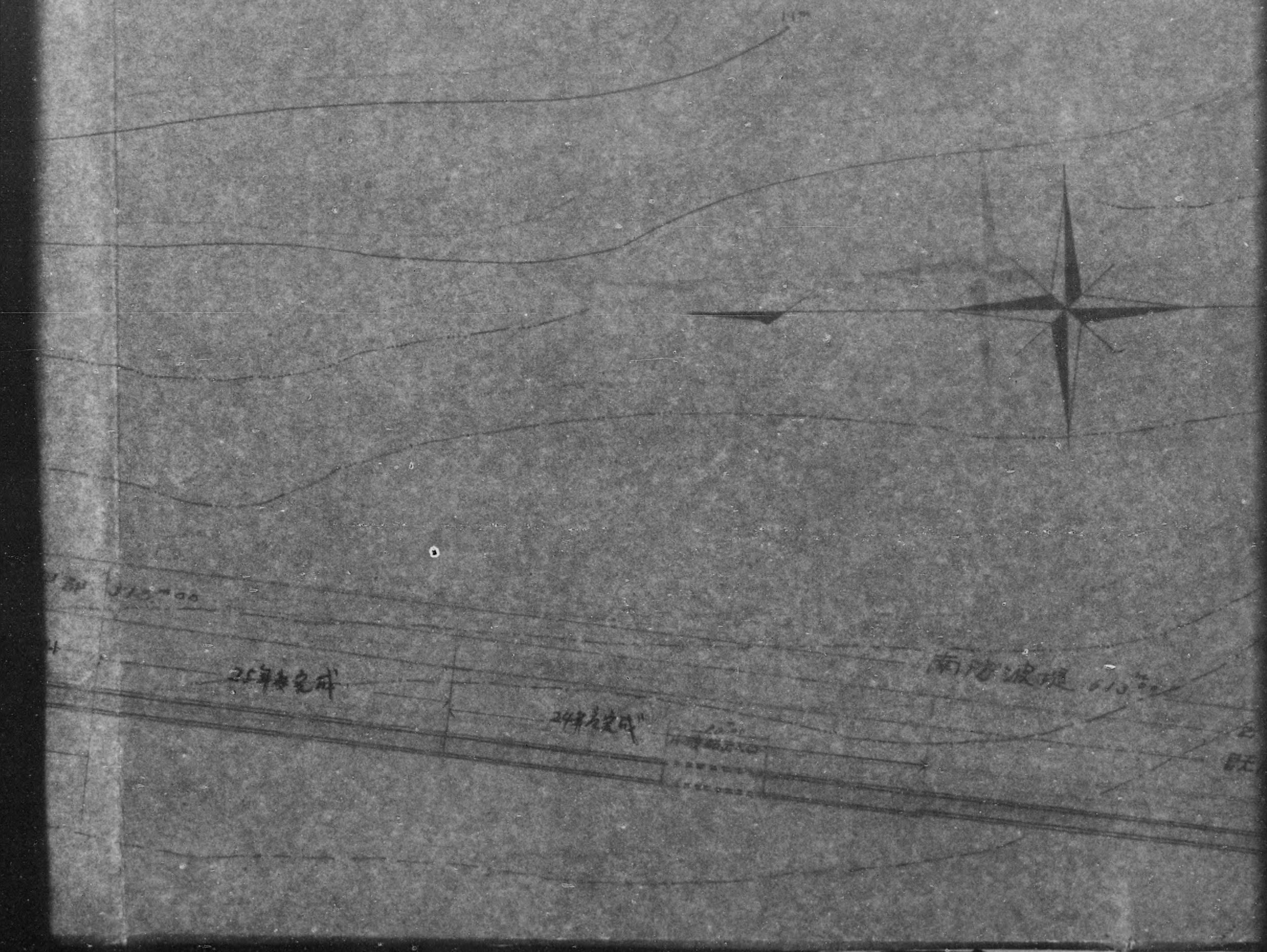

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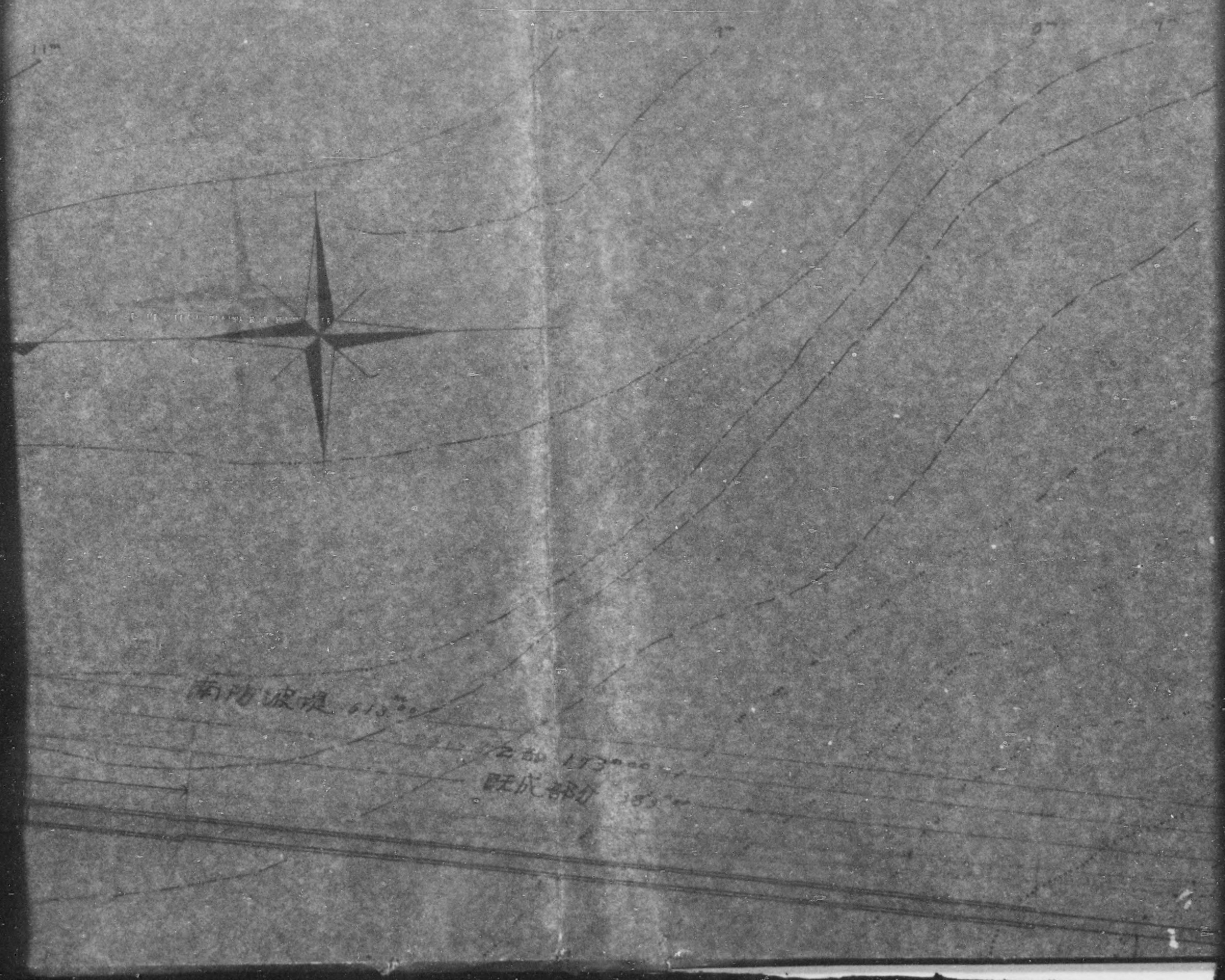

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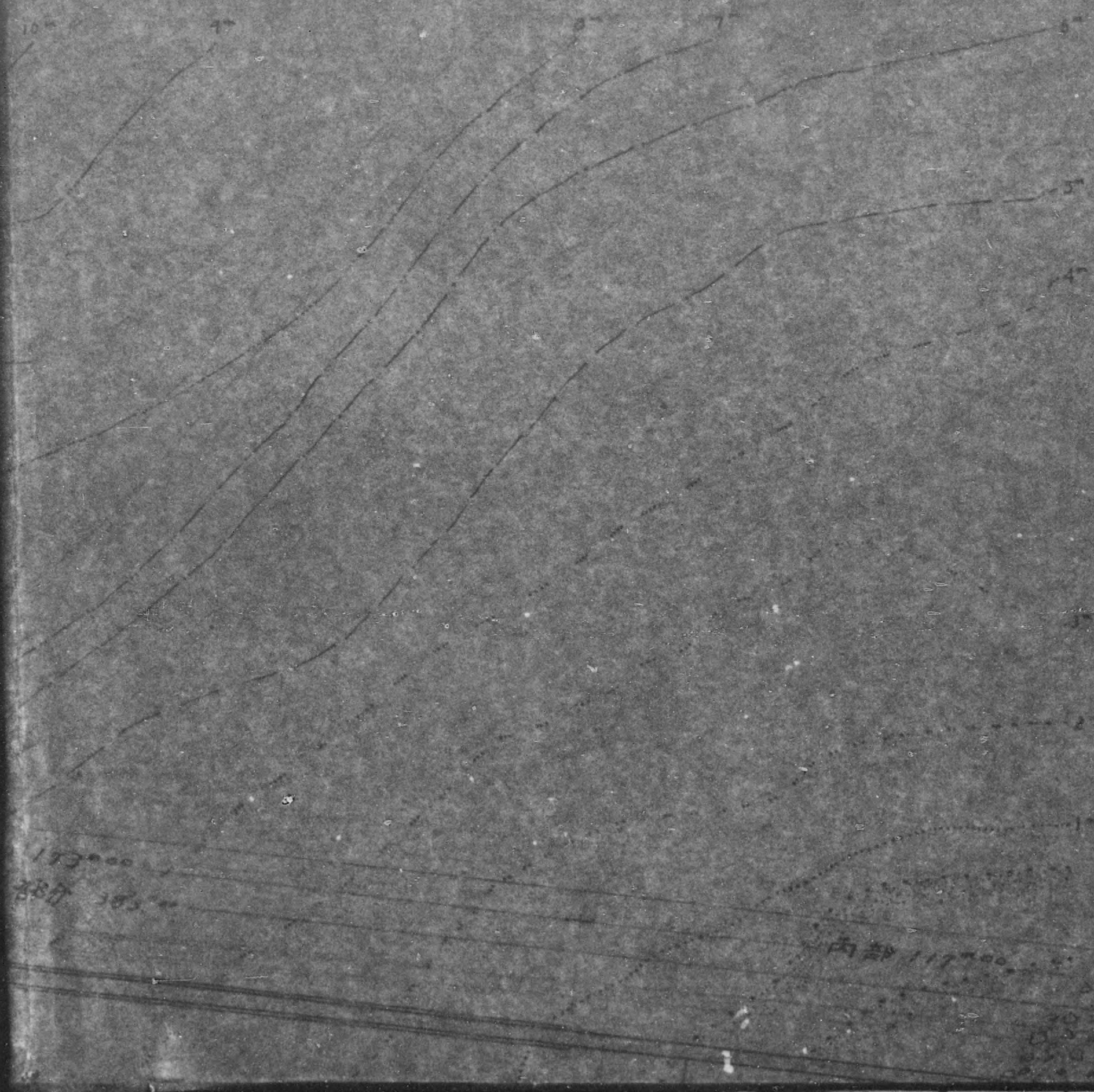
第二號

串本港平面圖

設計全三枚內 其一



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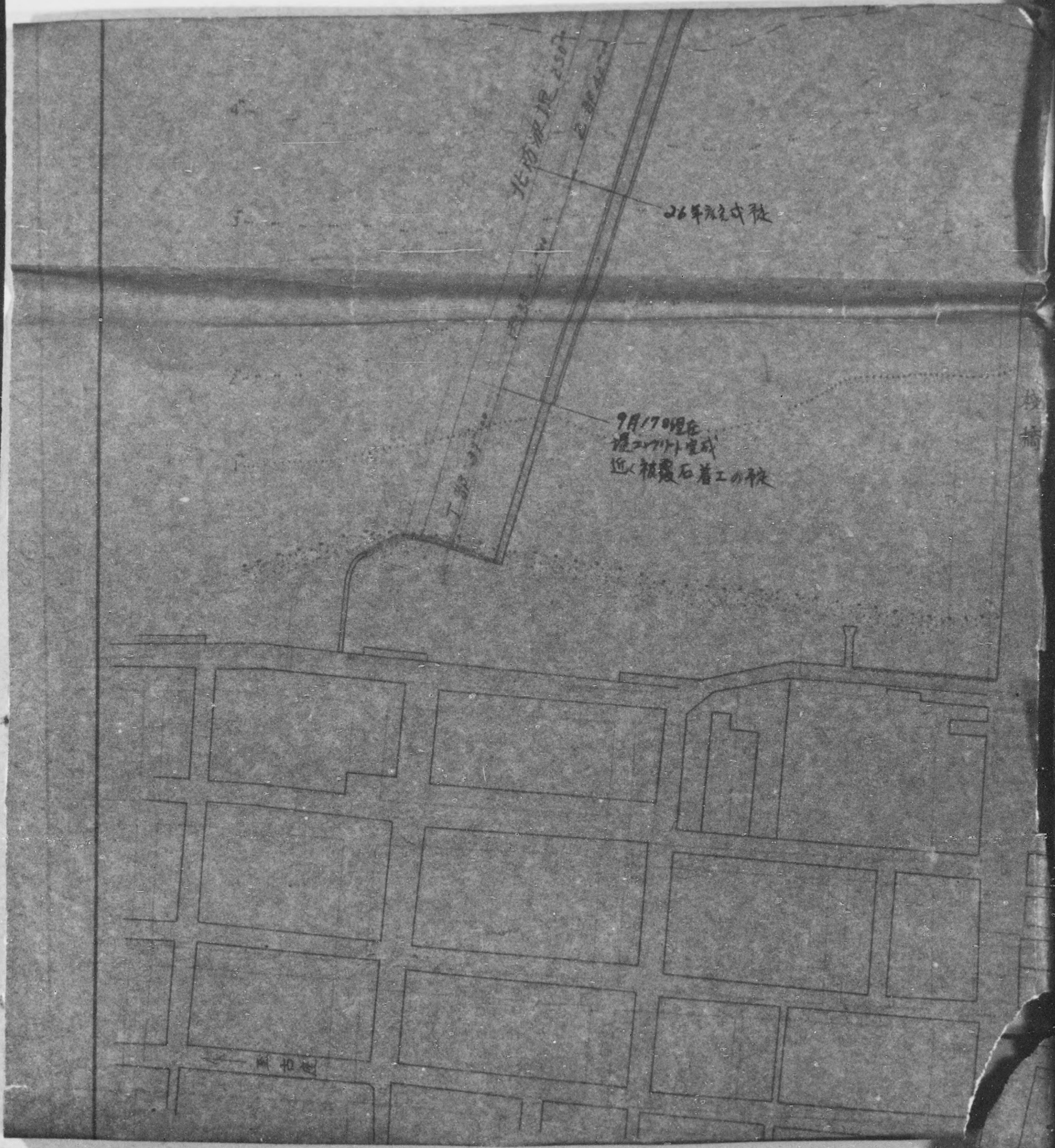

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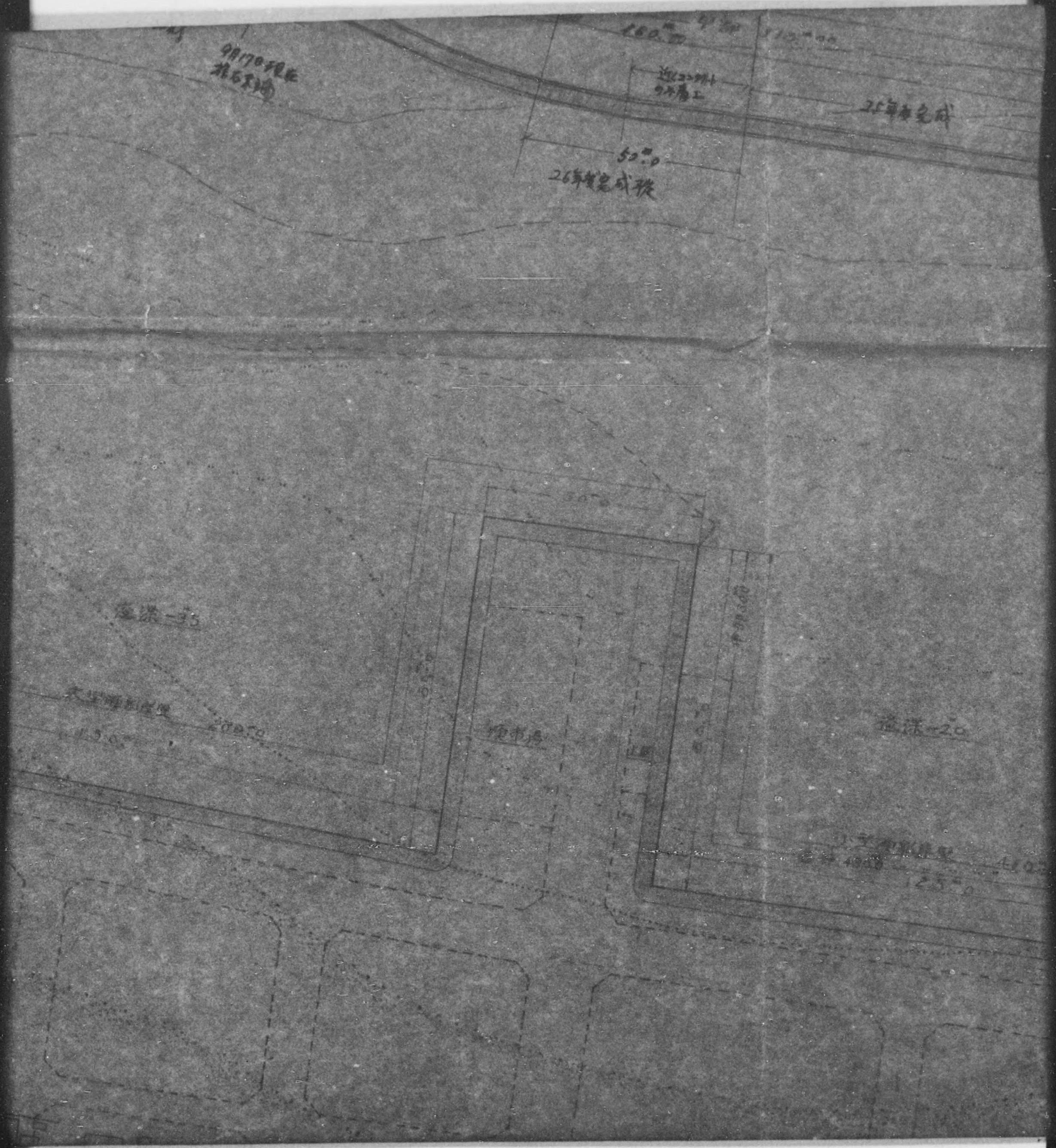

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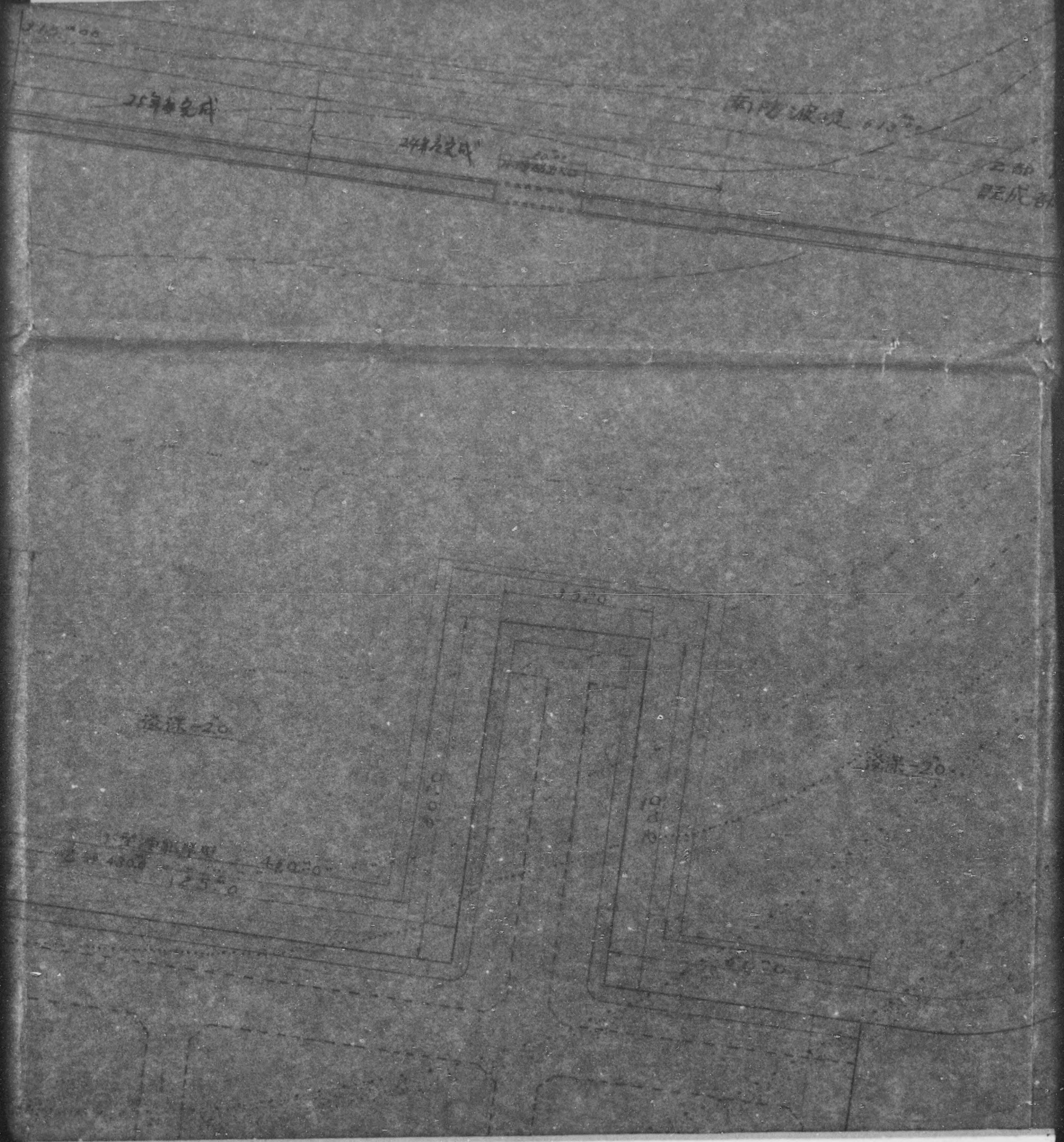

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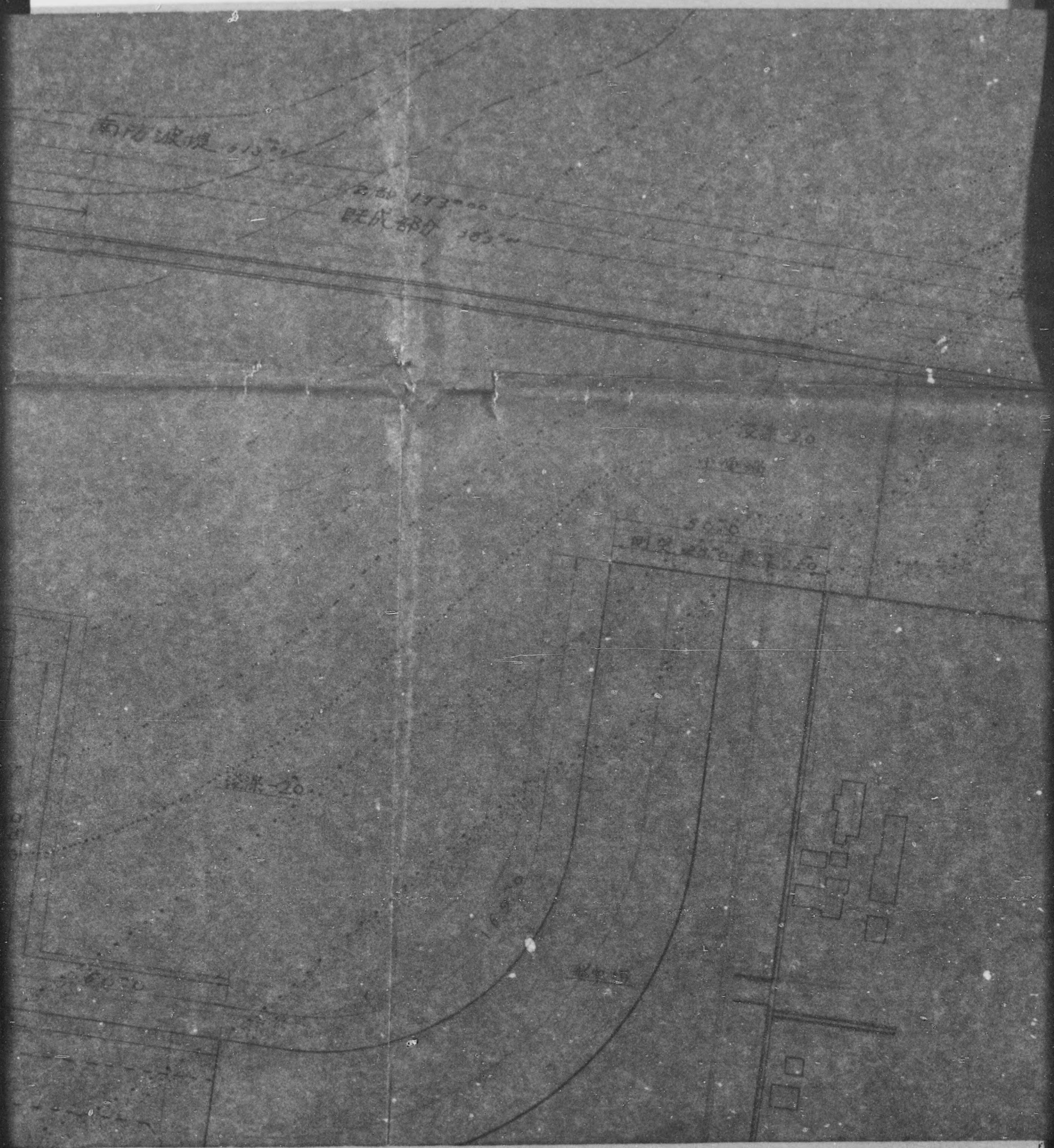

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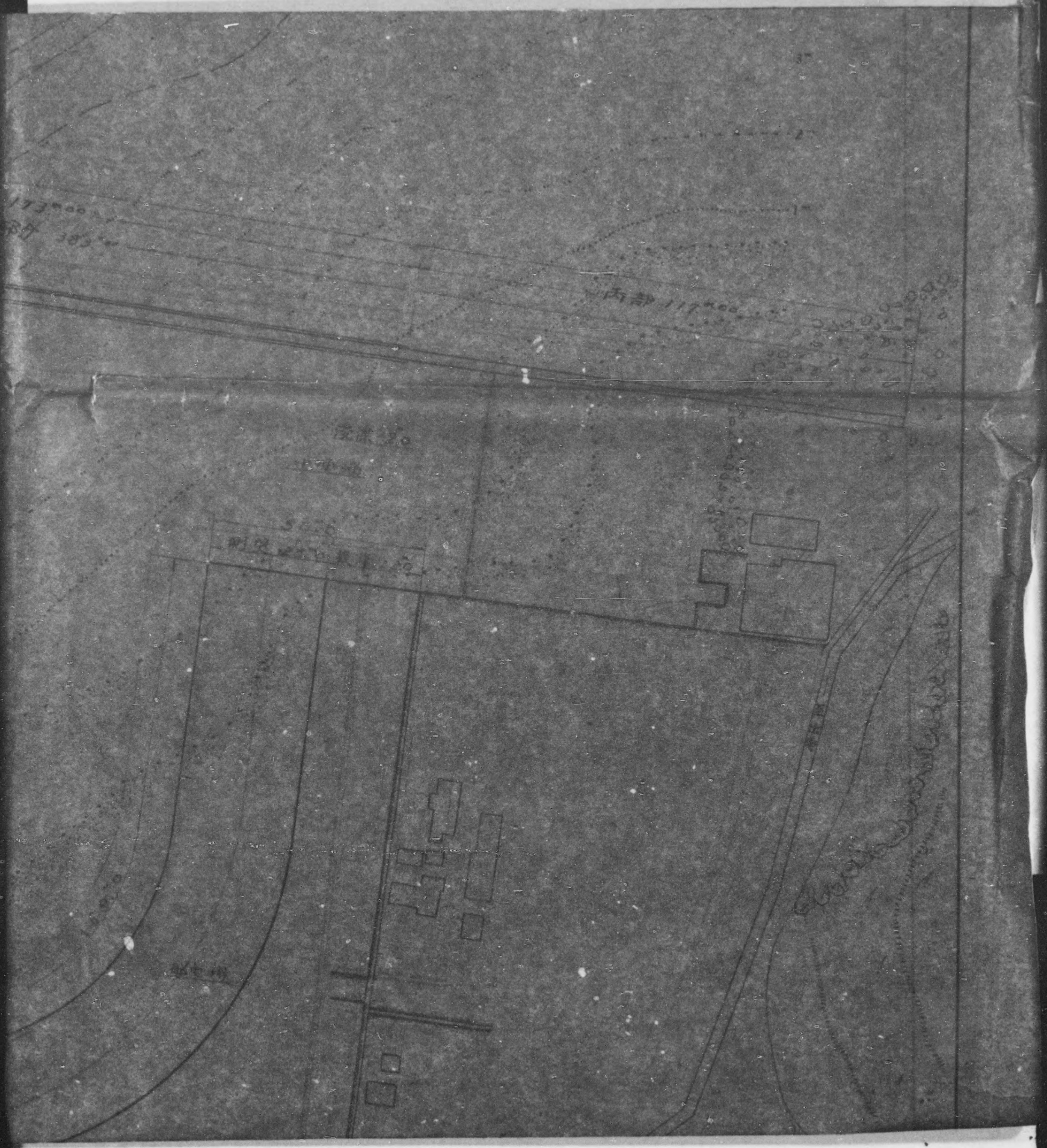

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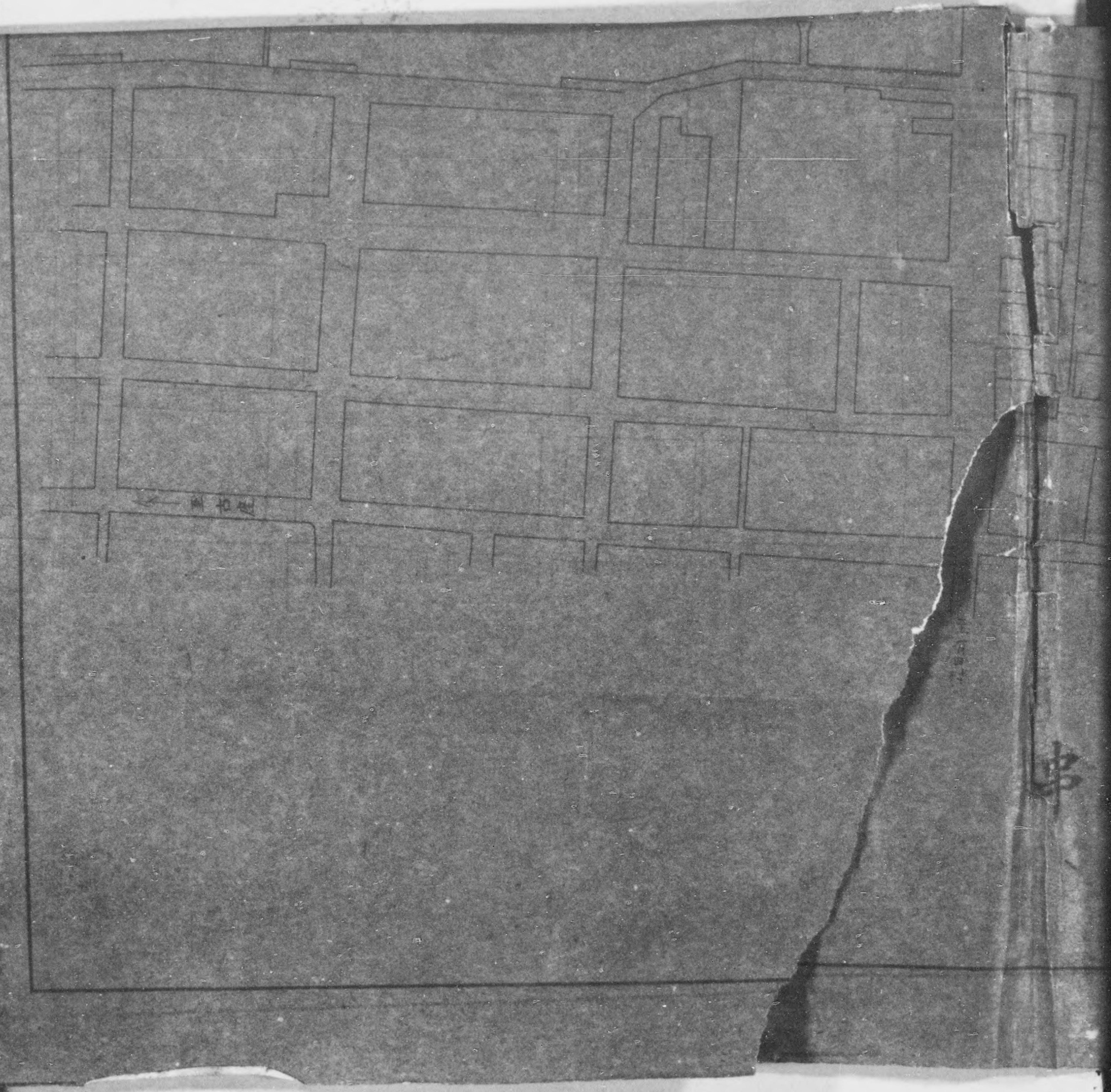

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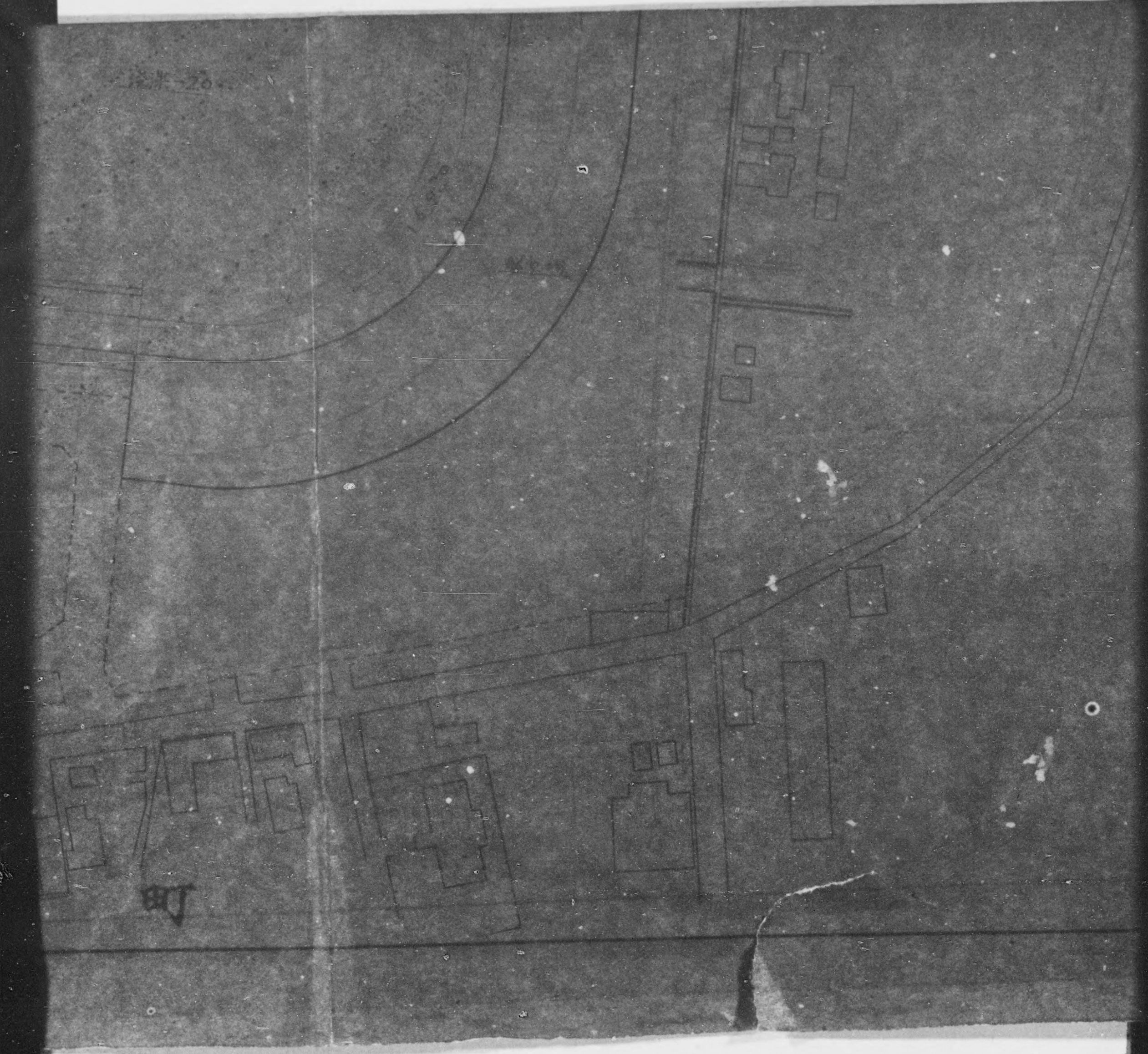

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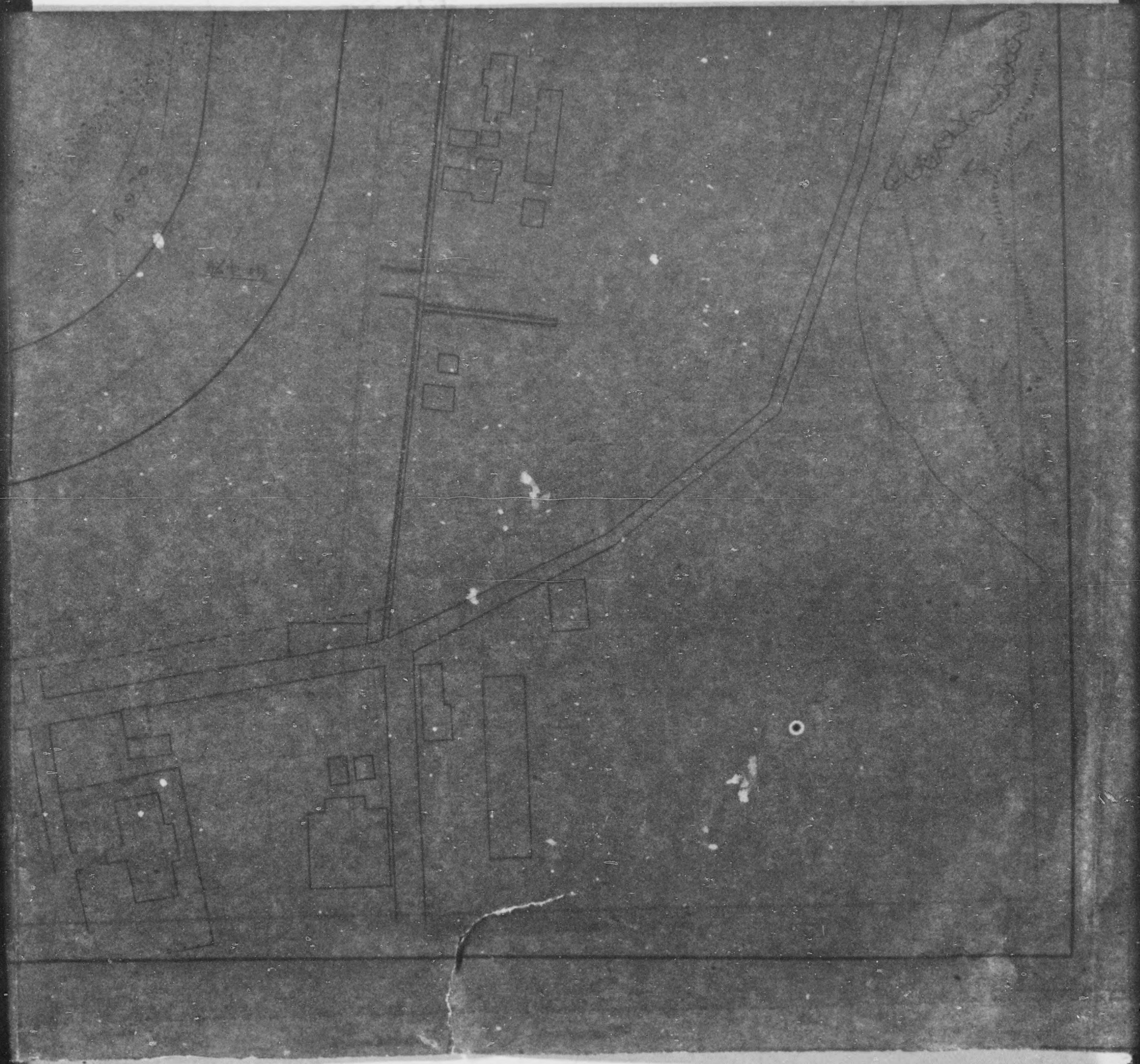

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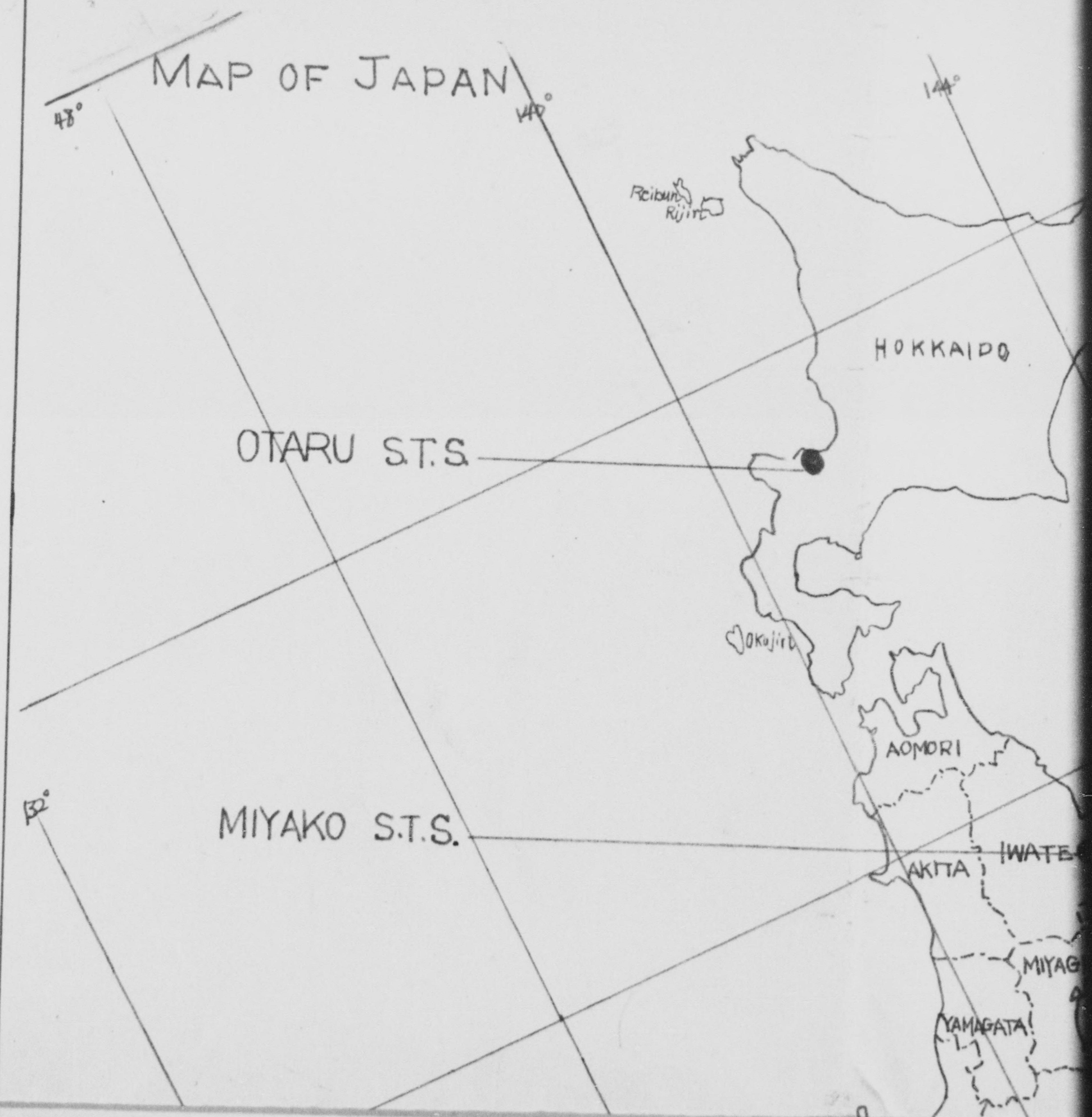
LOCATION OF NAUTICA



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OF NAUTICAL SCHOOLS

空襲 2 年

Marine Institute-1

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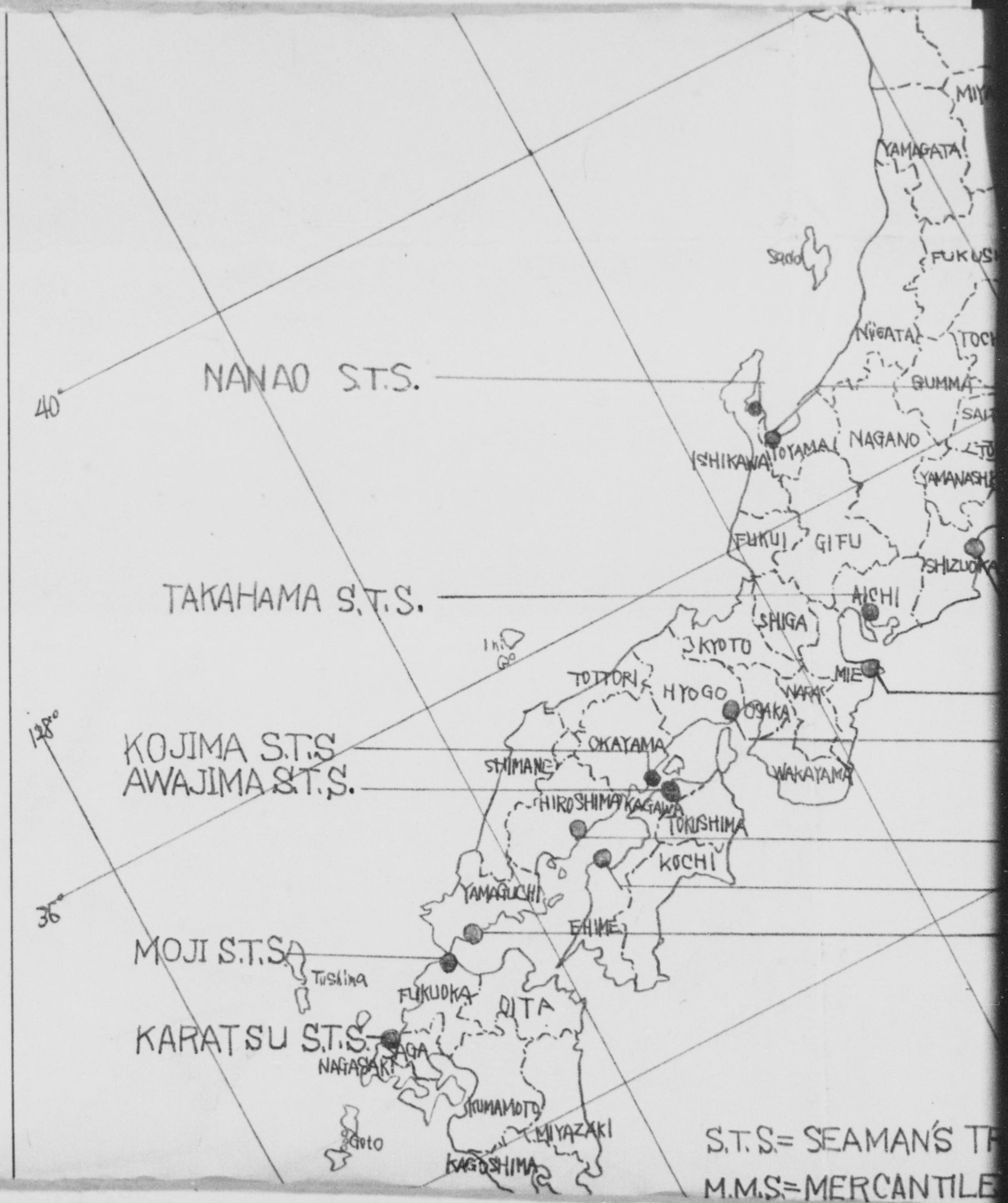

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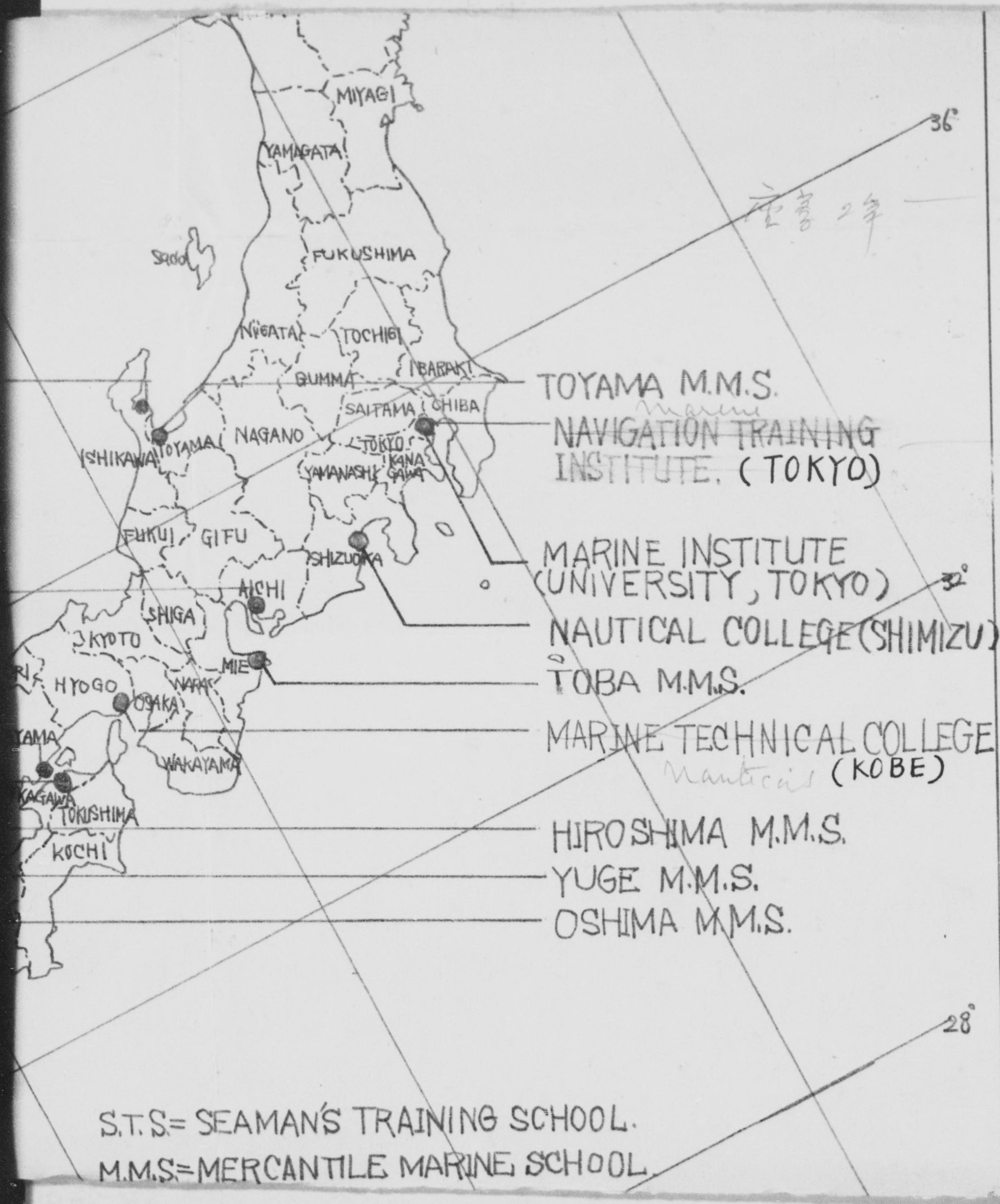

Marine Institute-1

Nautical College-2

M.M.S-5

STS-8

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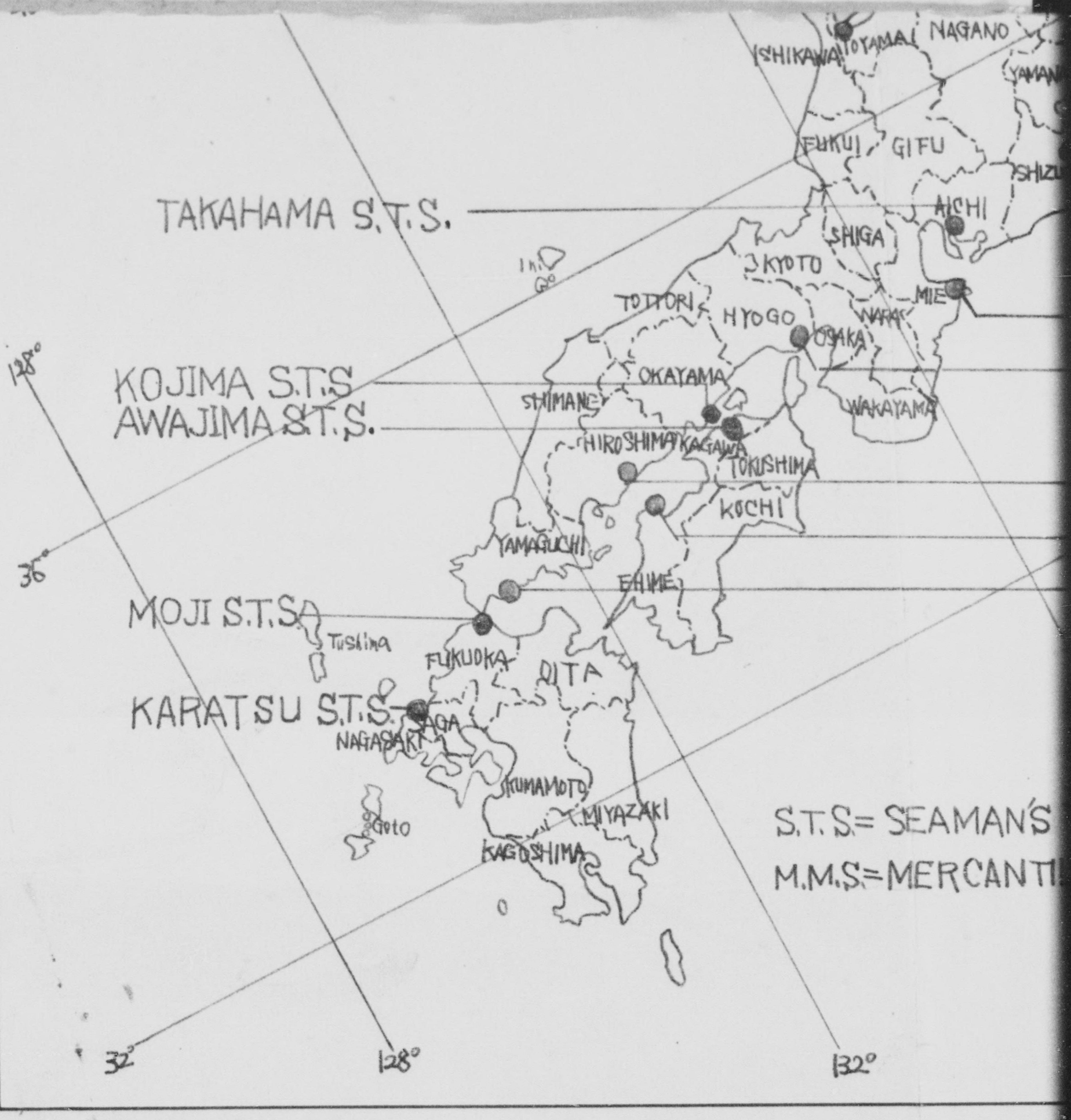

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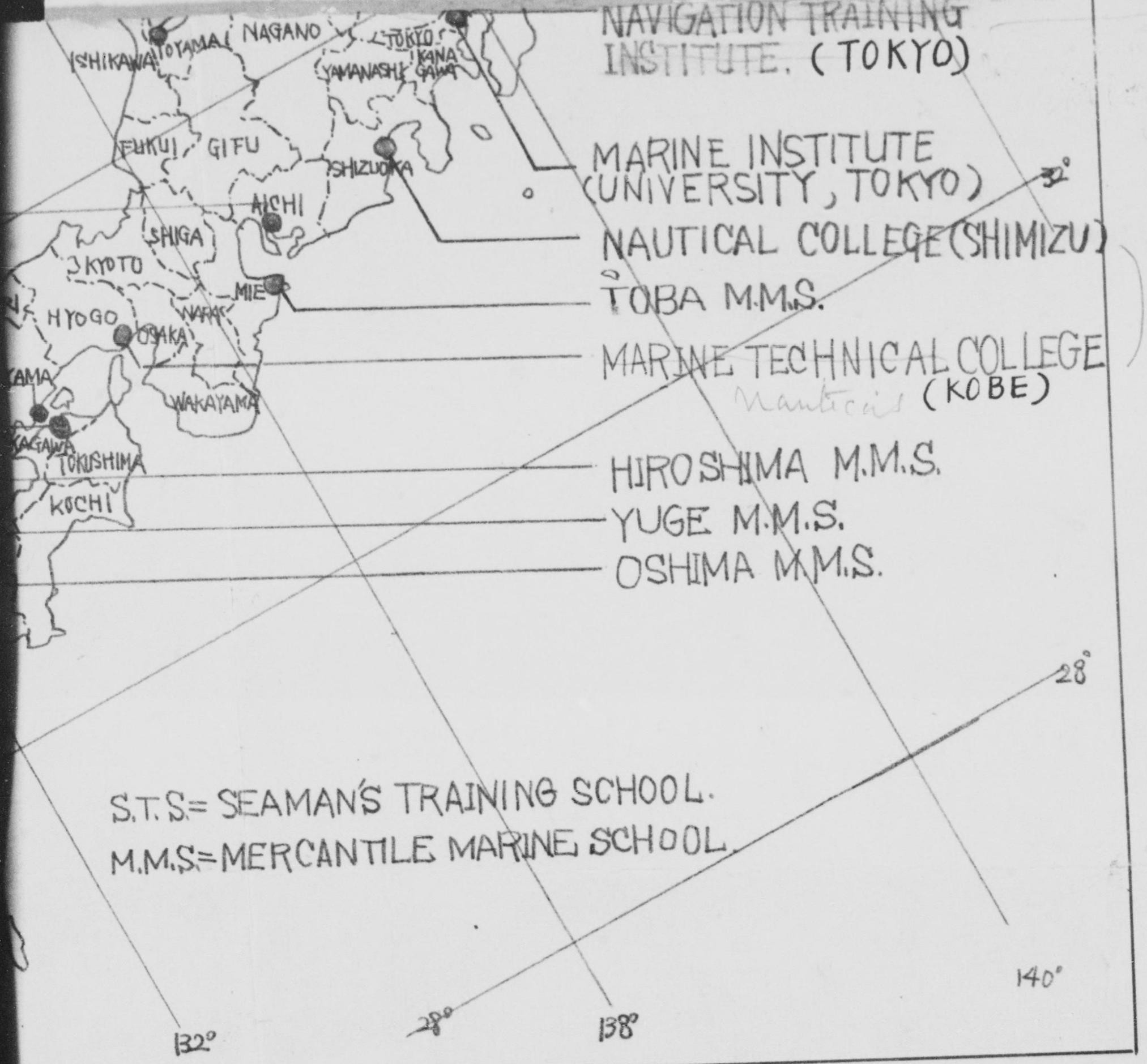

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Present no. of student

教課概要

校名	科別	修業年限 席上	修業年限 繋船	修業年限 洗船	修業年限 工場	修業年限 小計	現在生徒数 席上課程 1年	2年	3年	小計	練習船	洗船	工場	小計	合計	教官数	備考
海務學院	N						12	12		24					24	23	
	E						11	12		23					23		
高等商船學校	N	3年	1年			4年	81	67	74	222	80			80	302	62	卒業後は學術試驗を免除して甲種二等航海士又は甲種二等機関士免狀を授与され其の後は乘船實習に從い甲一免狀又は甲長免狀を授与される。
	E	3年	6月		6月	4年	76	67	72	217	35		38	73	290		
海技專門學院	本科 N	2					28	38		66					66	37	卒業者は學術試驗を免除して甲一免狀を授与され其の後は乘船實習に從い甲長免狀を授与される。
	本科 E						30	39		69					69		
	特修科 N	1					77			77					77		卒業者は各科の名稱と同一の免狀を學術試驗を免除して授与される。
	特修科 E						52			52					52		
富山商船學校	N	3年	1年	1年5月		5年5月	24	18	20	62	37	32		69	131	16	卒業者は學術試驗を免除して甲二免狀を授与される。
	E	3年	1年		1年5月	5年5月	27	22	20	69	41	32		73	142		
鳥羽商船學校	N	仝		上			26	23	20	69	40	43		83	152	16	
	E		仝		上		27	19	19	65	47	43		90	155		
大島商船學校	N	仝		上			24	21	21	66	71	57		128	194	18	
	E		仝		上		24	22	22	68	64	50		114	182		
広島商船學校	N	仝		上			27	17	22	66	24	13		37	103	12	
	E		仝		上		25	19	19	63	30	17		47	110		
弓削商船學校	N	仝		上			24	16	19	59	35	27		62	121	15	
	E		仝		上		26	18	16	60	32	30		62	122		
兒島海員養成所	N	1	0				50			50					50	7	
	E	1					39			39					37		
小樽海員養成所	N	1					37			37					37	6	
	E	1					24			24					24		
唐津海員養成所	N	1					40			40					40	7	
	E	1					33			33					33		
宮古海員養成所	N	1					46			46					46		

鳥羽商船學校	N	仝 上			26	23	20	69	40	43		83	152	16
	E	仝 上			27	19	19	65	47	43		90	155	
大島商船學校	N	仝 上			24	21	21	66	71	57		128	194	18
	E	仝 上			24	22	22	68	64	50		114	182	
広島商船學校	N	仝 上			27	17	22	66	24	13		37	103	12
	E	仝 上			25	19	19	63	30	17		47	110	
弓削商船學校	N	仝 上			24	16	19	59	35	27		62	121	15
	E	仝 上			26	18	16	60	32	30		62	122	
兒島海員養成所	N	1	0		50			50					50	7
	E	1			39			39					37	
小樽海員養成所	N	1			37			37					37	6
	E	1			24			24					24	
唐津海員養成所	N	1			40			40					40	7
	E	1			33			33					33	
宮古海員養成所	N	1			46			46					46	7
	E	1			45			45					45	
七尾海員養成所	N	1			49			49					49	8
	E	1			49			49					49	
東島海員養成所	N	1			45			45					45	8
	E	1			46			46					46	
門司海員養成所	N	1			49			49					49	12
	E	1			40			40					40	
高浜海員養成所	N	1			49			49					49	14
	E	1			44			44					44	

卒業者は学術試験を免除して甲二免状を授与される。

卒業者は学術試験を免除して乙種二等航海士免状を授与される。

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

1947　　1948

受験者及び卒業者数調

學校名	科別	1947年 受験者数	1947年 入学者数	1947年 合格率	1947年 卒業者数	1948年 受験者数	1948年 入学者数	1948年 合格率	1948年 卒業者数	備考
海務學院	N	43	25	58%	9	35	12	34%	23	
	E	22	15	68	9	24	12	50	15	
海技專門學院	本科 N	156	53	34	42	124	40	32	53	
	本科 E	150	50	33	43	117	40	34	49	
	特修科 N	154	96	62	92	133	95	71	86	
	特修科 E	87	58	67	50	94	67	71	54	
高等商船學校	N	852	71	8.3	322	947	73	7.8	176	
	E	401	72	1.8	356	462	66	14.3	190	
富山商船學校	N	188	25	13	32	246	25	12	0	24年10月卒業の予定
	E	125	25	20	32	161	25	16		
鳥羽商船學校	N	303	25	8.5	41	363	25	7		
	E	172	25	14	43	175	25	14.3		
大島商船學校	N	252	25	9.9	72	312	25	8		
	E	121	25	23	77	163	25	15.3		
広島商船學校	N	154	25	16	22	206	25	12.1		
	E	113	25	22	25	124	25	22		
弓削商船學校	N	257	25	9.7	27	278	25	9		
	E	138	25	18	35	153	25	16.4		
兒島海員養成所	N	256	68	27	47	190	27	14.2	20	
	E	357	102	29	56	162	36	22	33	
小樽海員養成所	N	122	43	35	28	115	23	20	19	
	E	112	43	38	24	81	16	22	15	
唐津海員養成所	N	139	[illegible]	22	35	166	32	19	29	
	E	181	49	27	35	241	48	20	39	

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1947

受験者及び卒業者数調

1948

學校名	科別	1947年 受験者数	1947年 入学者数	1947年 合格率	1947年 卒業者数	1948年 受験者数	1948年 入学者数	1948年 合格率	1948年 卒業者数	備考
海務學院	N	43	25	58%	9	35	12	34%	23	
	E	22	15	68	9	24	12	50	15	
海技專門學院	本科 N	156	53	34	42	124	40	32	53	
	本科 E	150	50	33	43	117	40	34	49	
	機關科 N	154	96	62	92	133	95	71	86	
	機關科 E	87	58	67	50	94	67	71	54	
高等商船學校	N	852	71	8.3	322	947	73	7.8	176	
	E	401	72	1.8	356	462	66	14.3	190	
富山商船學校	N	188	25	13	52	246	25	12	0	24年10月卒業の予定
	E	125	25	20	52	161	25	16		
鳥羽商船學校	N	303	25	8.5	41	363	25	7		
	E	172	25	14	43	175	25	14.3		
大島商船學校	N	252	25	9.9	72	312	25	8		
	E	121	25	23	77	163	25	15.3		
広島商船學校	N	154	25	16	22	206	25	12.1		
	E	113	25	22	25	124	25	22		
弓削商船學校	N	257	25	9.7	27	278	23	9		
	E	138	25	18	35	153	25	16.4		
兒島海員養成所	N	256	68	27	47	190	27	14.2	20	
	E	357	102	29	56	162	36	22	33	
小樽海員養成所	N	122	43	35	28	115	23	20	19	
	E	112	43	38	24	81	16	22	18	
唐津海員養成所	N	189	[illegible]	22	35	166	32	19	24	
	E	181	49	27	35	241	48	20	39	

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鳥羽商船學校	N	303	25	12.5	41	363	25	7	0	24年10月卒業の予定
	E	172	25	14	43	175	25	14.3		
大島商船學校	N	252	25	9.9	72	312	25	8		
	E	121	25	23	77	163	25	15.3		
広島商船學校	N	154	25	16	22	206	25	12.1		
	E	113	25	22	25	124	25	22		
弓削商船學校	N	257	25	9.7	27	278	25	9		
	E	138	25	18	35	153	25	16.4		
兒島海員養成所	N	256	68	27	47	190	27	14.2	20	
	E	357	102	29	56	162	36	22	33	
小樽海員養成所	N	122	43	35	28	115	23	20	19	
	E	112	43	38	24	81	16	22	13	
唐津海員養成所	N	139	[illegible]	22	35	166	32	19	29	
	E	181	49	27	35	241	48	20	39	
宮古海員養成所	N	218	66	30	48	181	37	20	21	
	E	310	101	33	81	297	55	19	40	
七尾海員養成所	N	248	58	23	60	114	22	19	23	
	E	241	86	36	71	184	47	26	37	
室蘭海員養成所	N	264	78	30	57	171	30	18	25	
	E	247	107	45	76	221	48	22	41	
門司海員養成所	N	0	0	0	0	257	55	21	44	
	E	78	18	23	10	307	81	26	54	
高浜海員養成所	N					282	60	21	48	
	E					370	95	26	77	

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PUBLIC SAFETY DIVISION
ROUTINE SLIP

FROM: SAD

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

FOR:
Information___Comment____
Action_____
Approval_____File_____

Remarks:

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Maritime Branch
copy to be
returned to them
when Historical
Div returns
"Summary of Maritime
Planning Group Report" and
Spec. Rep on Study of Jap C. St.

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

~~1:30 Police Stat. Training~~

THURSDAY

13

OCTOBER

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

GENERAL HEADQUARTERS
FAR EAST COMMAND
Military Intelligence Section, General Staff

APO 500

MEMORANDUM FOR THE CHIEF OF STAFF:

I. THE PROBLEM:

To assist the Japanese Government to become self-sustaining in the maintenance of law and order on the high seas and navigable waters of Japan by authorizing the establishment of a Maritime Safety and Revenue Marine Service which would combine, under one head, all activities related to (1) enforcement of maritime law, (2) protection of the customs revenue (prevention of smuggling and illegal entry), (3) establishment of standards of maritime safety, (4) maintenance of aids to navigation, (5) provision of sea-rescue facilities, and (6) other related government maritime safety functions; and to reply to a Japanese Government request to organize a maritime safety organization.

II. FACTS BEARING ON THE PROBLEM:

A. The Japanese Government, in December 1945, manifested a need for the proposed service by requesting authority to expand the Water Police and by subsequent related requests, (Tab I). Public Safety Division secured an expert to determine the facts and to present recommendations relative to the Japanese Government needs in this respect.

B. CLO No. 3924 (CM), 23 May 1947, subject: "Establishment of Maritime Safety Organization," (Tab II), makes reference to SCAPIN 1622, (Tab III), and requests authority to establish a maritime safety organization to implement compliance with this SCAPIN, and to consolidate existing maritime safety agencies.

C. SCAPIN No. 1622, 22 April 1947, (Tab III), authorizes the Japanese Government to utilize thirty-eight (38) vessels for prevention of smuggling and illegal entry, and to increase activities concerning maritime safety. However, COMNAVFE has stated that these vessels will not be available to the Japanese Government until August 1947 as they are presently engaged in minesweeping.

D. The survey conducted by Captain Frank N. Meals, USCG, definitely determined that (1) divided, overlapping and dual, or complete lack of responsibility is evident among the eight (8) national, three (3) private, and forty (40) prefectural and city agencies presently charged with the administration and operation of maritime activities, (2) extensive smuggling and illegal entry prevail with which existing law enforcement agencies have been impotent to effectively deal, (3)

CIS/FSD CCS Information

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BASIC: Establishment of Maritime Safety & Revenue Marine Service.

widely divergent maritime law, port regulations and enforcement methods engender an inefficient maritime safety policy, (4) unrestored and improperly maintained navigational aids, and waters cluttered with unmarked wreckage continuously endanger both Japanese and Allied shipping, and (5) a majority of the agencies concerned with maritime safety and law enforcement, including the Water Police, are disinterested and inexperienced in maritime matters (Tab IV).

E. SCAP Sections and Naval Headquarters with SCAP have a direct interest in, and are concerned with, the functions which would be coordinated and performed by the proposed service, as evidenced by:

1. Fifty-nine (59) active SCAPINS directing, or related to, these functions directed to the Japanese Government. (Tab V).

2. COMNAVJAP, SCAJAP and FEELOSCAP letters have (a) recommended establishment of a Coast Guard, and (b) directed the Japanese Government to provide sea-rescue facilities in certain areas. (Tab VI).

III. DISCUSSION:

A. The economic security of a sovereign nation requires that it exercise control over its territorial waters. Japanese maritime law enforcement being inter-prefectural in nature, the Japanese Government requires a central agency to protect its national authority and to maintain law and order on its territorial waters. The proposed Maritime Safety and Revenue Marine Service is designed to coordinate all maritime safety and law enforcement activity in one specialized organization which, upon implementation (Tab VII) to its fullest concept, will fulfill the needs of the Japanese Government in this respect. A majority of these functions are currently performed by bureaus of the Ministry of Transportation.

B. Japanese radio facilities, formerly utilized by the Second Demobilization Bureau, have been recommended and are available for initial implementation of this service. The authorization to proceed with initiation of the proposed service is of greater importance than the matter of equipment. Implementation can be gradual, dependent upon the amount of personnel, equipment and facilities as are, become, or are made, available.

C. There has been no previous assignment or delineation of responsibilities relative to the subject: Therefore, it will be necessary to publish competent orders to this effect. Approval of the recommendations set forth herein would increase the responsibility and

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activity of the G-2 Section and require the assignment of qualified United States Coast Guard specialists to assist, as in Korea, in the establishment of this service.

IV. RECOMMENDATIONS:

A. It is recommended that the Japanese Government be authorized, by proposed memorandum, (Tab VIII) to establish a Maritime Safety and Revenue Marine Service.

B. It is recommended that the recommendations of the Maritime Planning Group be approved for the ~~immediate/~~long range implementation of the proposed service.

C. It is recommended that the responsibilities and the channels of communication to be used for those authorized to exercise direct or indirect control of the proposed Maritime Safety and Revenue Marine Service be delineated through the publication of the proposed General Order (Tab IX).

D. It is recommended that the assignment of qualified U. S. Coast Guard specialists be approved and that the proposed radio (Tab X) to the War Department requesting such personnel be approved and dispatched.

E. It is recommended that the release of certain radio facilities be approved and that the proposed check sheet (Tab XI) to the Chief, Civil Communication Section, SCAP, be approved and dispatched.

F. It is recommended that, should the Supreme Commander desire to request final action concerning the establishment of a Maritime Safety and Revenue Marine Service for Japan from the War Department, the proposed radio (Tab XII) to the War Department Chief of Staff be approved and dispatched.

Concurrences:

G-1 Concurs (_____)
G-3 Concurs (_____)
G-4 Concurs (_____)
CCS Concurs (_____)
DS Concurs (_____)
PHW Concurs (_____)

C. A. WILLOUGHBY
Brigadier General, G.S.C.
Ass't Chief of Staff, G-2

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BASIC: Establishment of Maritime Safety & Revenue Marine Service.

ESS Concurs ( )
GS Concurs ( )
CNJ Concurs ( )

Tab I - IJG Requests Related to Improvement of Water Police & Related Activities.
Tab II - CLO No. 3924 (CM), 23 May 47.
Tab III - SCAPIN 1622.
Tab IV - Brief & Summary of Maritime Planning Grp Report.
Tab V - SCAPINS Related to Maritime Safety & Law Enf.
Tab VI - COMNAVJAP, SCAJAP & FLTLOSCAP Ltrs Related to Maritime Safety & Law Enforcement.
Tab VII - Implementation Plan.
Tab VIII - Proposed Memo for IJG.
Tab IX - Proposed General Order.
Tab X - Proposed Radio to WDSCA - Personnel Request.
Tab XI - Proposed check sheet to CCS, SCAP.
Tab XII - Proposed Radio to WDSCA Authority Request.

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THE SUBJECT ON STRENGTHENING THE WATER POLICE

In our country surrounded by the sea, the defence in the water-area such as territorial waters and rivers (control of stowaways, repression of piratic deeds, prevention and exclusion for the damage of vessels, the protection of the people living on the waters) is a great important matter as the responsibility of the police, but the usual water-police has kept only a few police officials and vessels showed in the list (c) and most of the vessels have been damaged by the several times big air-raids during the war and most of them were not able to use, so it is desirable to enrich and strengthen the vessels as much as showed in the list (b), but for the present matter we desire that water-police for the important port should be strengthened promptly as much as showed in the list (a) and we should be satisfactly for the essential defence in the port where the coming and going of the vessels is very frequent on account of the remobilized soldiers, Chinese, Koreans and Formosans and on account of exports and imports of the various goods. So it is to be wished that you should give us your consent.

And we wish that the vessels, fuels and other materials necessary for the business should be delivered from things sent by the navy according to disarmament.

REMARKS

1. New establishment and increase to be used as the reception center for the jurisdiction of the ports and harbours of the prefectures.

According to the directions of your Headquarters, dated on the 15th of October, the reception center for demobilization was established at Maizuru and other eleven ports which will be under the jurisdictions of 8 prefectures as well as urban prefectures including Hokkaido, Nagasaki, Yamaguch, Fukuoka, Kyoto, Hiroshima, Kagoshima. For these port and harbours in compliance with the rate of their importance, new establishment and increase shall be made for the water-police.

2. New establishment and increase for the ports and harbours under the jurisdiction of the prefectures and urban prefectures where the shipping for arrival and clearance are prosperous.

Situating in the great city or Metropolis or with the progress of the establishment for peaceful Japan the arrival and outgoing of ships passengers and materials will be busy at such port Kobe and other 16 ports and harbours which are under the jurisdictions of 14 prefectures as well as urban prefectures including Hokkaido, Metropolitan Police Board, Osaka, Kanagawa, Hyogo, Nagasaki, Niigata, Aich, Aomori, Fukui, Toyama, Kagawa, Ehime, Oita. For these ports and harbours in compliance with the rate of their importance, new establishment and increase shall be made for the water police.

TAB I

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HEP/ab CCS Information

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REMARKS

The contents of increase for the water-police power with the provisions mentioned before shall be as follows:

(1) Police officers

Number of the present	1247
Number of the increase	3274
Total	4521

(2) Vessels

Number of the present:	86 small size
Number of the increase:	109 medium size
	160 small size
Total:	109 medium size
	246 small size

(3) Increase of already established water-police power by the local governments include:

Hokkaido, Metropolitan Police Board, Osaka, Kanagawa, Hyogo, Nagasaki, Aomori, Toyama, Yamaguchi, Fukuoka.

(4) Prefectures and urban prefectures where the new establishments are required:

Kyoto, Niigata, Aichi, Fukui, Hiroshima, Kagawa, Ehime, Oita, Kagoshima.

(These will be nine including the prefectures and urban prefectures).

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COPY

(A)

THE LIST OF STRENGTHENING THE WATER POLICE

Prefectures	Number of Vessels			Number of Water Police Stations	CREW		Name of locations to be stationed by the W. P. Station
	Medium	Small	Total		Policemen	Mates and Engineers	
Hokkaido	18	42	60	4	772	78	Hakodate, Otaru, Kushiro, Abashiri
Keishicho	5	10	15	1	192	20	Tokyo
Kyoto	3	7	10	1	128	13	Maizuru
Osaka	5	10	15	1	192	20	Osaka
Kanagawa	9	21	30	3	384	39	Yokohama, Yokosuga, Uraga
Kyogo	5	10	15	1	192	20	Kobe
Nagasaki	14	36	50	2	613	64	Nagasaki, Saseho
Niigata	3	7	10	1	128	13	Niigata
Aichi	3	7	10	1	128	13	Nagoya
Aomori	5	10	15	1	192	20	Aomori
Fukui	3	7	10	1	128	13	Tsuruga
Toyama	3	7	10	1	128	13	Fushiki
Hiroshima	3	7	10	1	128	13	Kure
Yamaguchi	8	17	25	2	320	33	Shimonoseki, Senzaki

Incl. 1 Chart A

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The List of Strengthening the W.P.

Kagawa	3	7	10	1	128	13	Takamatsu
Ehime	3	7	10	1	128	13	Uwajima
Fukuoka	10	20	30	2	384	40	Hakata, Moji
Oita	3	7	10	1	128	13	Beppu
Kagoshima	3	7	10	1	128	13	Kagoshima
TOTAL	109	246	355	27	4521	464	

COPY

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Table of Equipment for Water-Police Vessels (B)

Prefectures	Number of Vessels			Number of Water-Police Stations	Policemen	Mates and Engineers	Arms	Name of Locations to be stationed by the W.P. force
	Medium	Small	Total				Light Machine-gun	
Hokkaido	18	42	60	4	772	78	18	Hakodate Otaru Kusiro Abasiri
Keisicho	8	22	30	1	375	38	8	Port of Tokyo
Kyoto	6	14	20	1	252	26	6	
Osaka	8	22	30	1	375	38	8	Port of Osaka
Kanagawa	12	28	40	2	504	52	12	Yokohama, Yokosuga
Phoga	6	14	20	1	252	26	6	Kobe
Nagasaki	14	36	50	2	613	64	14	Nagasaki Saseho
Niigata	12	28	40	2	504	52	12	Niigata Naoetu
Tiba	5	10	15	1	192	20	5	Tateyama
Ibaragi	5	10	15	1	192	20	5	Nakaminato
Mie	5	10	15	1	192	20	5	Yokkaichi
Aiti	3	7	10	1	128	13	3	Nagoya
Sizuoka	6	14	20	2	256	26	6	Simoda Simizu
Miyagi	5	10	15	1	192	20	5	Siogama
Fukusima	3	7	10	1	128	13	3	Onahama
Iwate	3	7	10	1	128	13	3	Miyako
Aomori	10	25	35	2	441	45	10	Port of Aomori Hatinoe

Incl. 1 - Chart B

Yamagata	6	14	20	1	252	26	6	Sakata
Akita	5	10	15	1	192	20	5	Funakawa
Fukui	6	14	20	1	252	26	6	Turuga
Isikawa	6	14	20	1	252	26	6	Nanso
Toyama	6	14	20	1	252	26	6	Fusiki
Ttori	4	11	15	1	189	19	4	Sakai
Simane	5	10	15	1	192	20	5	Hamada
Okayama	3	7	10	1	128	13	3	Tapano
Hiroshima	3	7	10	1	128	13	3	Kure
Yamaguti	6	14	20	1	252	26	6	Simonoseki
Wakayama	5	10	15	1	197	20	5	Tanabe
Tokusima	6	14	20	1	252	26	6	Komatusima
Kagawa	3	7	10	1	128	13	3	Takamatu
Ehime	3	7	10	1	128	13	3	Uwazima
Koti	5	10	15	1	192	20	5	Koti
Fukuoka	14	36	50	3	630	64	14	Moji Wakamatu, Hakta
Oita	6	14	20	2	256	26	6	Saeki Beppu
Saga	5	10	15	1	192	20	5	Karatu
Kumamoto	3	7	10	1	128	13	3	Misumi
Miyazaki	5	10	15	1	192	20	5	Yusu
Kagosima	6	14	20	1	252	26	6	Kagosima
Total	240	560	800	49	10,132	1,040	240	

Notes:-

Locations of the Water-Police Stations are not yet fixed: They are to be decided after the careful examination of the real conditions. Therefore, there may be some change about them later.

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LIST OF THE PRESENT NUMBER

OF

THE WATER-POLICE & ITS HOLDING VESSELS

(C)

Name of Prefectures	Name of Water-Police	Present Number: Superintendent	Inspector	Asst Inspector	Sergeant	Policemen	Total	Number of Vessels (Small)
Hokkaido	Hakodate	1	1	3	9	31	45	1
Keishicho	Tokyo	1	1	9	19	156	186	15
Osaka	Osakako	1	1	7	15	95	119	11
	Ajigawa		1	1	6	48	59	7
	Kizugawa		1	1	9	36	47	7
Kanagawa	Yokohama Rinko	1	1	10	19	130	161	7
Hyogo	Kobe	1	1	8	14	87	111	11
Nagasaki	Nagasaki	1	1	4	6	47	59	7
Aomori	Aomori		1	4	14	85	104	1
Toyama	Hushiki		1	1	5	20	27	1
Yamaguchi	Shimonoseki	1		4	9	48	62	3
Fukuoka	Moji	1	2	7	9	108	127	
	Wakamatsu	1	1	5	7	74	88	15
	Hakata		2	3	8	39	52	
Total		9	15	67	149	1,006	1,247	86

Notes:

1. The holding vessels are worn out and unfit for use.

2. Included among the vessels are motor boats of about sixty-five (65) tons to four (4) tons, inclusive, with a few hand-rowing boats besides.

Incl. 1 - Chart C

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PREFECTURES	NUMBER OF POLICEMEN	NUMBER OF VESSELS MEDIUM	SMALL	TOTAL	WIRELESS AND RADIO SET	LIFE-PRESERVER	CLOTHES FOR LIFE PRESERVER	ROPE (Cat)
Hokkaido	772	18	12	60	18	772	772	600
Keishicho	192	5	10	15	5	192	192	150
Kyoto	128	3	7	10	3	128	128	100
Osaka	192	5	10	15	5	192	192	150
Kanagawa	384	9	21	30	9	384	384	300
Tyogo	192	5	10	15	5	192	192	150
Nagasaki	613	14	36	50	14	613	613	500
Niigata	128	3	7	10	3	128	128	100
Aichi	128	3	7	10	3	128	128	100
Aomori	192	5	10	15	5	192	192	150
Fukui	128	3	7	10	3	128	128	100
Toyama	128	3	7	10	3	128	128	100
Hiroshima	128	3	7	10	3	128	128	100
Yamaguchi	320	8	17	25	8	320	320	250
Kagawa	128	3	7	10	3	128	128	100
Ehime	128	3	7	10	3	128	128	100
Fukuoka	384	10	20	30	10	384	384	300
Oita	128	3	7	10	3	128	128	100
Kagoshima	128	3	7	10	3	128	128	100
TOTAL	4,521	109	246	355	109	4,521	4,521	3,550

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LESS AND O SET	LIFE-PRESERVER	CLOTHES FOR LIFE PRESERVER	ROPE (fathom)	SEARCH LIGHT	BINOCULAR	CAMERA	BEDDING AND BEDCLOTHES	UTENSIL FOR COOKING	MA[illegible]
18	772	772	600	60	60	60	772	772	SO[illegible]
5	192	192	150	15	15	15	192	192	
3	128	128	100	10	10	10	128	128	
5	192	192	150	15	15	15	192	192	
9	384	384	300	30	30	30	384	384	
5	192	192	150	15	15	15	192	192	
14	613	613	500	50	50	50	613	613	
3	128	128	100	10	10	10	128	128	
3	128	128	100	10	10	10	128	128	
5	192	192	150	15	15	15	192	192	
3	128	128	100	10	10	10	128	128	
3	128	128	100	10	10	10	128	128	
3	128	128	100	10	10	10	128	128	
8	320	320	250	25	25	25	320	320	
3	128	128	100	10	10	10	128	128	
3	128	128	100	10	10	10	128	128	
10	384	384	300	30	30	30	384	384	
3	128	128	100	10	10	10	128	128	
3	128	128	100	10	10	10	128	128	
109	4,521	4,521	3,550	355	355	355	4,521	4,521	

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(D)

LAR	CAMERA	BEDDING AND BEDCLOTHES	UTENSIL FOR COOKING	MATERIAL FOR EMERGENCY	CRUDE PETROLEUM MEDIUM	SMALL	TOTAL	
0	60	772	772	SOMEWHAT	3240	2040	5280	
5	15	192	192	"	900	1200	2100	
0	10	128	128	"	540	840	1480	
5	15	192	192	"	900	1200	2100	
0	30	384	384	"	1620	2520	3140	
5	15	192	192	"	900	1200	2100	
0	50	613	613	"	2520	4320	6840	
0	10	128	128	"	540	840	1480	
0	10	128	128	"	540	840	1480	
5	15	192	192	"	900	1200	2100	
0	10	128	128	"	540	840	1480	
0	10	128	128	"	540	840	1480	
0	10	128	128	"	540	840	1480	
5	25	320	320	"	1440	2040	3480	
0	10	128	128	"	540	840	1480	
0	10	128	128	"	540	840	1480	
0	30	384	384	"	1620	2520	3140	
0	10	128	128	"	540	840	1480	
0	10	128	128	"	540	840	1480	
5	355	4,521	4,521	"	19,440	26,640	45, 080	(tons)

Incl. 1 - Chart D

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COPY

TO : COMMANDER NAVAL ACTIVITIES JAPAN.

FROM : Central Liaison Office, Tokyo.

SUBJECT: Utilization of SCS's and PCS's as Police Patrol Boats.

C.L.O. No.615 (PHW)

16 November 1946

1. The Home Ministry is contemplating to utilize twenty-eight (28) SCS's (auxiliary subchasers) and ten (10) PCS's (auxiliary patrol craft) of the former Japanese Navy, in order to reinforce police patrol boats against the illegal entry of Koreans into Japan, and negotiations are under way with the various government authorities concerned.

2. The application of the said Ministry in this regard, addressed to the Commander Naval Activities Japan, is enclosed herewith.

3. The above vessels, until recently used for repatriation and mine-sweeping, are now in the custody of the Second Demobilization Bureau, pending ultimate disposition by the Commander Naval Activities Japan.

4. It is requested that approval be given in this respect.

FOR THE PRESIDENT:

(K. Asakai)
Director of General Affairs,
Central Liaison Office.

Enclosure: An application as indicated in Para. 2. above.

TAB I

COPY

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

COPY

MINISTRY OF TRANSPORTATION
MARUNOUCHI, TOKYO

COPY

June 26, 1946

TO: Public Health & Welfare Section
G H Q. S C A P.

From: General Maritime Bureau
Ministry of Transportation.

Subject: Suppression of Illegal Entry into Japan.

(1) With reference to employment of ex-naval ships of 8 Coast Defense Ships (CD) and 11 Submarine Chasers and Auxiliary Mineswepers (CH & A.M.S.) for patrol purposes in connection with the above subject.

(2) These CD, CH & A.M.S. have been quickly constructed during the wartime. From view point of armour, they are much inferior to other combatant war vessels constructed in prewartime. For instance, the steel plate of its hull is a 8 millimetres in thickness which being nothing better than that of ordinary merchant ships.

(3) Due to the fact that, in the area of northern Kyushu coast and San-in coast where patrol is to be done, the sea is rough very frequently, we need C.D. or C.H. type of vessels with good speed for patrolling in this area. However, no suitable vessel other than these ex-naval ships are available at present.

(4) Under these circumstances, we wish to make official application to SCAP through the Central Liaison Office for authorization of employment of the ex-naval ships for patrol purposes in the above connection as specified per the attached list, further asking for supply of arms, ammunition, searchlight and fuel oil necessary for operation of these vessels.

(5) It is highly appreciated if you would kindly understand our position and give your valuable supports to materialise our patrol program at earliest possible date.

GENERAL MARITIME BUREAU
MINISTRY OF TRANSPORTATION

TAB I

COPY

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C O P Y

C O P Y

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

From: Central Liaison Office, Tokyo.

Subject: Suppression of Illegal Entry into Japan.

C.L.O. No. 3005 (ET)

20 June 1946.

1. Reference:

a. SCAP Memorandum AG 014.33 (12 Jun 46) GC (SCAPIN - 1015), subject as above.

b. SCAJAP Memorandum, serial 1034 dated 24 January 1946, subject: "Establishment of Japanese Rescue Tug Service."

c. SCAJAP Memorandum, serial P-1596 dated 30 January 1946, subject: "Establishment of Japanese Rescue Tug Service".

2. With a view to implementing reference a. Memorandum, the Ministry of Transportation has sent to the Directors of the Kyushu and Chugoku Maritime Bureaus and the Director of the Lighthouse Bureau the following instructions:

a. They shall seize all ships illegally entering into Japan and bring them together with all crew, passengers and cargo to Senzaki, Sasebo or Maizuru and deliver them to U.S. Military authorities at the ports.

b. The Director of the Kyushu Maritime Bureau shall organize the Special Coast Guard with three big tug boats "KAIRYU", "KAIHO" and "FUJI" and other suitable government or private-owned vessels.

c. They shall keep close contact with the Lighthouse Bureau for securing prompt information in order to carry out the subject measures effectively.

d. The Director of the Chugoku Maritime Bureau and the Director of the Lighthouse Bureau shall positively cooperate with the Director of the Kyushu Maritime Bureau.

COPY

TAB I

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3. Further, the Japanese Government has decided to take the following steps:

a. Strengthening of government agencies:

(1) Dispatch of the water-police to:

(a) Tsushima
(b) Karatsu (covering Iki)
(c) Moji
(d) Hakata
(e) Senzaki
(f) Maizuru
(g) Sasebo (covering Goto)
(h) Skai

Each of the above new stations has one patrol and four small vessels to be assigned for inspection and examination.

(2) Establishment of the Headquarters of Vegilance on the Ships illegally Entering into Japan under the Central Maritime Bureau of the Ministry of Transportation with the Director of the said Bureau as its chief.

(3) Establishment of the Centre of Vigilance on the Ships Illegally Entering into Japan under the Kyushu Maritime Bureau with the Director of the said Bureau as its chief.

b. Arrangements will be made so that appropriations, materials and communication equipments will be transferred from the Second Demobilization Board to the Ministry of Transportation in order to meet the urgent requirements of the subject program.

c. Care will be taken so that execution of the subject measures will not interfere with repatriation and minesweeping activities.

d. The attention of the lighthouse vigilance posts, Japanese ships sailing along the coast and population on the coast will be called to the urgent necessity of stopping ships illegally entering into Japan and they will be requested to report on these ships to the "Centre of Vigilance on the Ships Illegally Entering into Japan", or patrol boats.

e. When a patrol boat has apprehended a ship illegally entering into Japan, it will bring the ship together with crew, passengers and cargo to Senzaki, Sasebo or Maizuru and deliver it to the U. S. military authorities at the ports.

f. Close cooperation will be maintained among the Ministries of Transportation, Home Affairs, Public Welfare and Finance.

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g. The assistance of the General Headquarters concerning fuels, arms, equipments and police force necessary for carrying-out of the subject measures is proposed to be requested.

4. The Ministry of Public Welfare has designated Korea as an area where cholera is prevalent in order to implement the directions of the General Headquarters and prevent the epidemic from spreading into Japan. The steps mentioned in the preceding paragraph will be continued even after the danger of cholera is over in order to stop illegal entry into Japan and illicit trade.

FOR THE PRESIDENT:

(T. KATSUBE)

Chief of Liaison Section,
Central Liaison Office.

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

C-O-P-Y

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

FROM : Central Liaison Office, Tokyo.

SUBJECT: Establishment of Maritime Safety Organization.

C.L.O. No. 3924(CM)

23 May 1947

1. Reference: SCAP Memorandum AG560(22 Apr 47)CIS/PSD (SCAPIN 1622), subject: "Utilization of SCS's and PCS's as Police Patrol Boats."

2. In compliance with the reference Memorandum and with due consideration for the circumstances surrounding the application for utilization of the 38 vessels mentioned in the reference Memorandum, the Japanese Government hereby requests the approval of the General Headquarters, Supreme Commander for the Allied Powers for the establishment of a maritime safety organization on the following lines:

a. An executive organ for enforcement of laws concerning public safety at sea is to be established in the Ministry of Transportation, and the Light-house Bureau, the Hydrographic Department and other organs concerned in maritime safety now under the Ministry of Transportation are to be united into this organ.

b. The personnel of this executive organ are to be invested with authority for inspection and supervision at sea.

c. Arrangements are to be made as to the adjustment of the functions to be performed by this executive organ and the existing water police, customs and other organs.

FOR THE PRESIDENT:

(K. ASAKAI)
Director of General Affairs,
Central Liaison Office

Copy to: Commander Naval Forces, Far East.

TAB II

C-O-P-Y

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

BRIEF OF MARITIME PLANNING GROUP REPORT

1. The survey made by the Public Safety Division indicates a need for a central coordinating agency within the Japanese government to provide for: (1) the enforcement of Japanese laws on the high seas and navigable waters of Japan; (2) the establishment of standards for Maritime Safety; (3) the maintenance of navigational aids; (4) the provision of rescue facilities; (5) the investigation of failures and recommendations of improved standards; (6) the coordination of these related functions under one responsible agency.

2. There is currently an overlapping of authority of maritime law enforcement functions among several bureaus of the Japanese government. This results in lack of coordination, dual responsibility, inadequate supervision and non-coverage of essential laws or dangerous situations.

3. The establishment within the Japanese government of a "coast guard" or Maritime Safety and Revenue Marine Service is in accord with the need set forth in paragraph 1 and will be a corrective remedy to factors set forth in paragraph 2 which are not in keeping with the aims of the occupation.

4. The General Maritime Bureau and other Bureaus of the Ministry of Transportation currently perform the majority of the activities of maritime law enforcement or have facilities related to Maritime Safety. The Ministry of Transportation is therefore the logical central agency to coordinate and control the various maritime law enforcement and marine safety functions.

5. It is therefore recommended that:

a. A Maritime Safety and Revenue Marine Service be established in the Ministry of Transportation.

b. All functions relative to Maritime Safety and Marine Revenue be removed from other agencies of the Japanese Government and consolidated under the recommended service.

c. The Maritime Planning Report submitted by the Public Safety Division be approved as a guide for the long range program for this service.

HEP/mnb CCS Info

TAB IV

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THE SYNOPSIS OF THE NAUTICAL COLLEGE

SHIMIZU SHIZUOKA PREFETURE
JUNE 5, 1947.

1. The Educational Principles. 1
2. The Educational System. 2
3. Brief History. 14
4. List of the Staff. 17
5. The Applicants for Admission & the Admitted. 21
6. Classified Number of Books. 22
   Buildings Classified. 22
7. The Table of Ages of the Students. 23
8. Medical Institution & Students' Health Condition. 24
9. The Training Expenses. 26
10. Welfare Work for the Students. 28
11. Welfare Work for the Personnel. 30

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THE EDUCATIONAL PRINCIPLES OF THE NAUTICAL COLLEGE SHIMIZU, SHIZUOKA PREFECTURE

The College aims at :

1. Fostering men who, not only possessing their expert knowledge and scientific art as mercantile marine officers, but also realizing to the full the mission of the higher seaman, will be able to endure the specific condition of life at sea.

2. Fostering men who, realizing the internationality of shipping trade, are possessed of peaceful ideals and of talents contributing to world peace.

3. Fostering men of pure and simple heart who will abide by peace and justice.

4. Fostering men who, living among a number of men, will be able to act up to their principles of independence, self-reliance and responsibility.

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No. 2.

THE EDUCATIONAL SYSTEM OF THE NAUTICAL COLLEGE SHIMIZU, SHIZUOKA PREFECTURE

1. Departments : Navigation and Engineering.

2. School year :

   (a) Main Course 4 years (divided as follows) :-

   School work 3 years

   Practice 1 year

   Nav.,-Nav., practice 1 year

   Eng.,-Workshop practice half year
   Nav., practice half year

   (b) Post-graduate Course

   School Work 1 year
   (Navigation and Engineering)

3. Students : Selected from among middle-grade school graduates (males of more than 16 and not exceeding 20 years of age) by examination.

4. Year grades and Classes : The whole students divided into classes, each of which consisting roughly of 40 students.

5. Students' own life : About 45 students in each of the rooms at the dormitory in the school grounds, the whole students forming a self-governing body.

6. School expenses :

   (a) Each student granted about ¥26 per month excepting 1st year and Post-graduate (not in cash).

   (b) Instruction-free.

   (c) ¥240 collected monthly from each student for the present to defray part of board expenses.

7. School year and Holidays :

   (a) Each school year begins in April, consisting of 3 terms, with examinations in each.

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No. 2.

(b) The post-graduates enter in January and leave in December.

8. Class-Work :

(a) Each school-hour consists of 50 minutes, 6 or 7 hours being given each day, except on Saturday, which has 4 hours.

(b) The unit of class-work is, as a rule, a single class or combined classes.

9. Subjects : See annexed papers for the subjects and their contents for each course together with their weekly hours.

10. The subjects for 3rd-year students have been divided into required and optional ones in order not only to incite students to study of their own accord by giving them access to wider fields of culture, but also to foster such qualities in them as to enable them to engage in various kinds of activities after graduation. No optional subjects have been set up for 1st year and 2nd-year students.

11. Apprenticeship :

As mentioned under 2 (a), those students who have finished class-work are sent out for practice to the places specified below as apprentices.

Navigation students are engaged in practice for one year on board the training-ships belonging to the Navigation Training School of the General Maritime Bureau, the Ministry of Transportation. Engineering students are engaged in practice for half year together with navigation students on board the above training-ships, and spend the other half year at one of two dockyards, engaged in the manufacture and repair of engines.

Of the training-ships, the Nihon-maru and the Kaio-maru are at present occupied in repatriation work, the others in coal transportation.

12. Graduation :

When students have finished the prescribed school-work and course of practice, they graduate after undergoing a graduation examination.

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No. 2 -3

13. Post-graduate Course :

As during the War the term of study at the Nautical College and its branches had been shortened in order to meet the urgent demand for seamen, at one time turning out graduates after only so short a time of training as 2½ years, it became necessary to re-educate such graduates for the purpose of supplying their deficiency of knowledge and technical skill as seamen. The present course which has been opened with that end in view will be maintained for three successive years, the term of study being 1 year.

The curriculum consists of 18 hours of required subjects and 3 or 4 electives per week, allotting the students a considerable margin of free time, thereby enabling them to do as much independent work as possible.

Nearly all the students of this temporary course belong to the Civilian Merchant Marine Committee, which pays their expenses.

Annexed Papers (1)

Subjects For Navigation Course

Subjects	Contents	Hours Per Week								
		1st year			2nd year			3rd year		
		Term	2	3	Term	2	3	Term	2	3
Navigation	Geo-navigation, Coasting: Nautical astrenemy	2	1	1	3	2	2	3	3	3
Nautical Instruments	Compass, Log, Sounding Apparatus, Chronometer, Radio direction-finder	1	1	1	2	1	1	2 x1	2 x1	2 x1
Maritime Law	Preventing Collision at sea, Harbor regulations, Sailing law of inland sea, Safety law of a ship					1	1	1 x1	1 x1	1 x1
Seamanship	General idea of ship, Handling a ship, Preservation & temporary repair of a ship in emergency case, Upkeep of a ship	2	3	3	2	2	2	2	2	2
Stewage of Cargoes	Introduction to ship's stewage, Stewage of various cargoes, Shipping procedures & documents.					1	1	1	2	2
Meteorology	Introduction to meteorology, Meteorological instruments & observation, Weather forecast, Upper air	1	1	1	1	1	1	1	1	1
Oceanography	Sea-water, Sea waves, Current & tide							x1	x1	x1
Shipbuilding	Construction of a steel vessel, Principles of shipbuilding				1	1	1	1		
Engineering of Electric Wave	Theory of alternating currnet, Vacuum valves, Transmitter & receiver, Electric wave.	1	1	1				1	1	1
Electrical Engineering	Introduction to electro-magnetics, Electric lamps, Distribution of current	1	1	1	1	1	1	1	1	1
Hygiene in Ship	Prevention of epidemics, Method of bandage, Infections & contagious diseases, Venereal diseases, First-aid measures							x1	x1	x1

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Subjects	Contents	Hours per Week								
		1st year			2nd year			3rd year		
		Term: 2	3		Term: 2	3		Term: 2	3	
Mathematics	Differential & integral calculus, Analytical geometry, Plane trigonometry, Spherical trigonometry, Nomography, Theory of errors	6	6	6	5	5	5	x2	x2	x2
Applied Dynamics	Fluid dynamics, Wave motion, Strength of materials							2	2	2
Physics	Dynamics, Optics, Thermo-dynamics, Oscillation, Electro-magnetics, Atomic theory, Experiments	3	3	3	2	2	2	x1	x1	x1
Chemistry	Inorganic chemistry, Organic chemistry, Theoretical chemistry, Experiments	2	2	3	1	1	1			
English	Translation, Composition, Conversation, Commercial Correspondence	5	5	5	5	5	5	5 x3	5 x3	5 x3
Laws	Outline of law, Civil law, Commercial law, International law, Maritime law	1	1	1	2	2	2	x3	x3	x3
Administration of Shipping Business	Organization of marine enterprise, Shipping business	2	2	1	2	2	2	1 x2	1 x2	1 x2
Introduction to Culture	Outline of modern culture, Social history of Japan, History of Western thought, Various problems of culture	2	2	2	2	2	2	x6	x6	x6
Practice	Practice of seamanship, Handling boats, Code of signals	4	4	4	4	4	4	3 x1	3 x1	3 x1
Engineering	Mechanism and management of various types of marine engines and boilers. Exposition of fuel, lubricating oil, ~~and~~ Boiler-water	1	1	1	1	1	1	1	1	1

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Subjects	Contents	Hours per Week								
		1st year			2nd year			3rd year		
		Term	2	3	Term	2	3	Term	2	3
Secondary Foreign Languages	German, French, Chinese								x2	x2	x2

x ..... indicates hours allotted to optional subjects.

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Annexed Papers (3)

Subjects for Engineering Course

Subjects	Contents	Hours per Week: 1st year, Term 1	1st year, Term 2	1st year, Term 3	2nd year, Term 1	2nd year, Term 2	2nd year, Term 3	3rd year, Term 1	3rd year, Term 2	3rd year, Term 3
Steam-Boiler	Marine cylindrical boiler, Water-tube boiler, Boiler mountings & fittings, Draft apparatus, Apparatus of combustion.	1	1	1	1	1	1			
Steam-Engine	Construction of reciprocating engines & accessories, Indicators.	2	2	2	1	1	1			
Steam-Turbine	Construction of turbine, Reduction gears.				1	2	2	1	1	1
Internal Combustion Engines.	Construction of gasolene engines, Diesel engines & accessories.							2	2	2
Auxiliary Engine	Various kinds of pumps, Condenser, Feed-water system, Refrigerating machine, Steering engine, Deck machinery.							1	1	1
Management of Engines	Inspection, adjustment & management of marine engines, boilers, etc.							2	2	2
Design & Drawing	Drawing, Design & drawing of machine parts, marine cylindrical boilers, steam-engines & Diesel engines.	2	2	2	2	2	2	3	3	3
Propulsion of ship	Resistance of ship, Calculation of horse-powers, Propellers, Efficiency of Propellers.							1	1	1
Mechanism	Motion of machines, Screws, Cams, Gears, Link motion							1	1	1

(8)

Declassified E.O. 12065 Section 3-402/NNDG No. 775009

Subjects	Contents	Hours per Week								
		1st year			2nd year			3 rd year		
		Term			Term			Term		
		1	2	3	1	2	3	1	2	3
Electrical Engineering	Electrical measuring-instruments, Measuring of resistance, Direct-current machines. Theory of alternating-current machines, Electric lamps, Distribution of current.				3	2	2	2	2	2
								x_2	x_2	x_2
Shipbuilding	Construction of a steel vessel, Principles of shipbuilding.							1	1	1
Navigation & Seamanship	Nautical instruments, Navigation, Meteorology, Handling a ship, Stowage of cargoes.	1	1	1	1	1	1	1	1	1
Hygiene in Ships	Prevention of epidemics, method of bandage, Infectious & contagious diseases, Venereal diseases, First-aid measures.							x_1	x_1	x_1
Mathematics	Algebra, Plane trigonometry, Analytical geometry, Differential calculus, Integral calculus, Nomograph, Theory of errors.	8	8	8	5	4	3	x_2	x_2	x_2
Physics	Optics, Dynamics, Elasticity, Wave motion, Electric-magnetics, Atomic theory, Experiments.	3	3	3	2	3	4	x_1	x_1	x_1
Mechanics	Vector, Rectilinear motion in a plane, Oscillation, Force & equilibrium.	2	2	2	1					
Strength of Materials	Tension, Compression, Shearing, Bending, Buckling, Twisting.				2	2	2			
Hydraulics	Hydrostatics, Friction & resistance of fluid, Theory of centrifugal pumps				1	1	1			
Mechanics of Engines	Friction, Velocity & acceleration of machine parts, Balancing, Governors.							1	1	1

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