DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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AQUATIC PRODUCTION

	DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
1.		Shipping Program of Fresh Marine Products - October 1949	
2.	14 Jul 47	Report on the Fishing Industry in Chugoku Region.	CMGR
3.	3 Sep 47	Fishing Enterprises	SCAP
4.	23 Dec 47	Coastal Fishery Rights	
5.	3 Feb 48	Democratization and the Fishing Industry	SCAP
6.	20 Feb 48	Plan for Improving and Enlarging Ice-Mfg. Refrigeration & Re-icing Facilities in	C.R. CMGR
7.	22 May 48	Jap. Fishing Craft in Unauthorized Waters.	8A
8.	12 Jul 48	3rd Ind-Petition for Extension of Fishing Area	SCAP
9.	27 Aug 48	Packing, Icing and Re-Icing of Fish Shipments	CMGR
10.	27 Sep 49	Appendix 144(Perishable Foods)	SCAP
11.	11 May 50	Mothership-Type Tuna Fishing Operations	"
12.	17 May 50	Deletion of 2720 Kilocycles from Assignment to Japanese Fishery Ships in Certain Area Waters	"
~~13.~~	~~1 Sept, 1950~~	~~Air Force Bombings and Gunnery Ranges~~	~~SCAP, CAS.~~
13.	September 50	Law for Prevention of Exhaustion of Mrine Resources (Extract from NRS Weekly Summary #247	SCAP, NR
14.	31 Oct. 1950	Fishing Boat Insurance	CCAR Econ. NR.
15.	31 Aug. 1950	Enforcement Order for the Fishing Port Law	Cabinet Order No.239
16.	10 Nov. 50	Concerning to the control provisions for illegal fishery used small or medium trawler.	L & G Sec, CCAR
17.	31 Mar 1951	The 5th Antarctic Whaling Expedition (M.S. No.2 Tenyo Maru)	Taiyo Fishing Co., Ltd.

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Nat. Res. Division
File No. S-1-G

Mr Kensel

31 March 1951

Col. William M. Keane,
Chief, Chugoku Civil Affairs Region

Sir:

The 5th Antarctic whaling expedition which has made a satisfactory sucess, has recently come to an end, and the whaling fleets are now en route to Japan.

M.S. No.2 Tenyo Maru of our company, the whale meat carrier taken part in the recent expedition belonging to our No.1 Nisshin Maru fleet, is scheduled to arrive in Shimonoseki port on 4 April, 1951 from the Antarctic for the purpose of unloading whale meat assigned to the Kyushu and the Chugoku area. And, we respectfully request the honor of your presence at the reception party, celebrating her safe return and success, to be held in the said vessel at Shimonoseki port on Wednesday the 4th day of April 1951 at 1300 hour.

Yours respectfully,

Iroku Ito

Iroku Ito
Managing Director
Taiyo Fishing Co., Ltd.
61 Takezaki-cho,
Shimonoseki City.

Any recommendations?
Sir S.T.
Recommend you attend—
This is one of the largest
fishing Cos in the world
H Lest

K Mr Neis departed 1424
Train 3 April to attend
celebration. SI

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Nat. [illegible]. Division
File No. File S-1-G
Kan.

REPORTS

10 November 1950
L & G Section

SUBJECT: Concerning to the control provisions for illegal fishery used Small or Medium Trawler.

1. SENSHA-MANGA or HIKOKI-MANGA is a cant (jargon) and it means a illegal fishery used small or medium trawler.

2. All these small or medium fishery in Seto Inland Sea are prohibit by following regulations.

3. Any person who is against all these regulations shall be punished with one of these regulations having a heavy penalty.
The Criminal Code says in Article 54 that "In case an individual act is one involving several offences, or an act which is a means of committing an offence or a result of such offence constitutes another offence, the most serious ofthe inflictable penalties shall be imposed."

* Enforcement Regulations for the Fisheries Law (Ministry of Agriculture and Forestry Ordinance No. 16. March 14, 1950)

Article 1. Any trawler fishery (excluding trawler fishery west of 130°E) shall not be operated.

Article 2. Any provision of the Ministerial Ordinances issued under the Fisheries Law (hereinafter referred to as "Law") concerning to restriction or prohibition of the kinds, size or quantity of aquatic animalsand plants, or the period or area of their gathering, taking or culturing or the fishing gears or fishing methods to be used shall not apply to any experiment, research or other activites to be operated by persons who have been granted permission therefor on the ground of experiment, research or other special reasons by the Minister of Agriculture and Forestry.

Article 14. Any person who has violated the provision of Article 1 shall be punished with penal servitude for a period not exceeding two years or a fine not exceeding fifty thousand yen, or with both penal servitude and fine.
In the case mentioned in the pr eceding paragraph, any fish catch, products therefrom, fishing vessel and fishing gear owned or possessed by the offender may be confiscated. However, in case where the confiscation of the whole or part of these articles owned by the offender is impracticable, a penalty equal to the value thereof may be imposed upon him.

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* Ministerial Ordinance concerning the Effect of the Ministerial Ordinace issued under the Old Fisheries Law. (Ministery of Agriculture and Forestry Ordinance No. 18. March 14, 1950)

Article 1. The follwong Ministerial Ordinance established under the Old Fisheries Law (Law No. 58 of 1910) shall be deemed to have been established in accordance with the provisions of the Fisheries Law (Law No. 267 of 1949)

@ Regulations for Small and Medium Trawler Fisheries (Ministry of Agriculture and Forestry Ordinance No. 20 of 1934)

@ Regulations for Fisheries in the Seto Inland Sea (Ministry of Agriculture and Forestry Ordinance No. 47 of 1937)

* Regulation for Small or Medium Trawler Fisheries (Ministry of Agriculture and Forestry Ordinance No. 20 of 1934)

Article 1-(2). Any small or medium trawler fishery shall be operated unless the licence of the Minister of Agriculture and Forestry be obtained therefor.

Article 8. Any small or medium trawler fishery shall not be operate in the area notified by the Ministry of Agriculture and Forestry Ordinace.

Article 26-(2). For any small or medium trawler fishery, authorized by Minister of Agriculture and Forestry, the Article 2 and preceding Article shall not be apply mutatis mutandis.

Article 27. Any person who has violated the provision of Article 1-(2), Article 8, Article 9 paragraph 1, Article ..... or any person who does not obey the anchoring order as prescribed in Article 25-(3) shall be punished with a penal servitude for a period not exceeding two years or a fine not exceeding fifty thousand yen, or with both.

In the case mentioned in the preceding paragraph, any fish catch, products therefrom, fishing vessel, and fishing gear owned or possessed by the offender may be confiscated. However, the confiscation of the whole or part of the abovementioned Articles owned by the offender is impracticable, a penalty equal to the value thereof may be imposed upon him.

* The Regulations for Fisheries in the Seto Inland Sea (Ministry of Agriculture and Forestry Ordinacee No. 47 of 1937)

Article 1. This law shall be apply mutatis mutandis to the fisheries in the Seto Inland Sea.

The Seto Inland Sea as used in the predededing paragraph shall mean the marine waters as prescribed in Article 109 paragraph 2 of the Fisheries Law (Law No. 267 of 1949).

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Article 2. Any fishery which provided under the Article 26-(2) paragraph 1 of the regulations for Two-Boat Trawler Rishery (Small or Medium Trawler Fishery) shall not be operated by steamship.

Article 15. Any person who is gainst the regulation from Article 2 to Artidle 6, ...shall be punished with a penal servitude for a period not exceeding two years or a fine not exceeding fifty thousand yen, or with both; and .....

In the case mentioned in the preceding paragraph, any fish catch, products therefrom, fishing vessel, and fishing geat owned or possessed by the offender may be confiscated. However, the confiscation ofthe whole or part of the above mentioned Article owned by the offender is impractivable, a penalty equal to the balue thereof may be imposed upon him.

Any person .....

Article 16. In case where any representative of a juridical person, or any agent, employee or other worker of a juridical person or individual has, relevant to the business affairs or properties of the juridical person or individual, committed the violation mentioned paragraph 1 or 3 of the preceding Article, not only shall the offender be punished, but the juridical person or individual shall also be fined in accordance with the provision of the same Article.

aquatic animals and plants;

2. Restiction or prohibition relating to sale or possession of aquatic animals and plants or products therefrom;
3. Restriction or prohibition relating to fishing gears or fishing boats;
4. Restriction relating to the number or qualification of fisheries operators;
5. Restriction or prohibition relating to abandonment or leakage of such things as injurious to aquatic animals and plants;
6. Restriction or prohibition relating to collection or removal of such things as necessary for propagation and protection of aquatic animals and plants;
7. Restriction ~~and~~ or prohibition relating to transplantation of aquatic animals and plants.

Necessary penal provisions may be stipulated in the Ministerial Ordinances or regulations as prescribed in the preceding paragraph

The penalties which may be stipulated in the penal provisions as mentioned in the preceding paragraph shall be, in case of the Minist rial Ordinances, penal servitude for a period not exceeding two years, a fine not exceeding fifty thousand yen, detention or minor fine, and in case of the regulations, penal servitude for a period not exceeding six months, a fine not exceeding ten thousand yen, detention or minor fine.

In the Ministerrial Ordinances or regulations as prescribed in paragraph 1, provisions may be stipulated concerning confiscation of the fish catch, products therefrom, fishing vessels and fishing gears as owned or possessed by the offender and the aquatic

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animals and plants as mentioned in item (7) of the same paragraph, as well as concerning penalties equal to the value in case where no confiscation of the whole or part of these Articles owned by the offender is practicable.

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N.R. / NFIS

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CHUGOKU
INFORMATION:
O.D. 13.

AUG 31 1950

CT

ENFORCEMENT ORDER FOR THE FISHING PORT LAW (Cabinet Order No. 239, dated 29 July 1950)

In accordance with the provisions of Article 13 paragraph 5, Article 15, Article 44 and paragraph 1 of the Supplementary Provisions of the Fishing Port Law (Law No. 137 of 1950), the Cabinet establishes this Cabinet Order.

(Time of enforcement)

Article 1 The day of enforcement of the Fishing Port Law (hereinafter referred to as "the law") shall be July 29, 1950.

(Travelling expenses and allowances)

Article 2 The travelling expenses and allowances to be demanded or paid in accordance with the provisions of Article 13, paragraph 5 and Article 15 of the Law shall be as provided for by the law concerning the Travelling Expenses of the National Public Personnel and Others (Law No. 114 of 1950).

(Delegation of powers)

Article 3 The powers of the Minister of Agriculture and Forestry as specified below shall be delegated to the governor of To, Do, Fu or prefecture in accordance with the provision of Article 44 of the Law. However, the Minister of Agriculture and Forestry may exercise for himself the power as specified in item (12):

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(1) The permission as prescribed in the latter part of Article 19 paragraph 5 of the Law (excluding the case where the operator of the fishing port repair and construction works concerned is To, Do, Fu or a prefecture);

(2) The instruction as prescribed in Article 23 paragraph 1 of the Law (excluding the case where the operator of the fishing port repair and construction works concerned is To, Do, Fu or a prefecture);

(3) The permission as prescribed in the latter part of Article 24 paragraph 2 (excluding the case where the operator of the fishing port repair and construction works concerned is To, Do, Fu or a prefecture and including the case applied mutatis mutandis in Article 36 paragraph 1 of the Law);

(4) The designation of the fishing port management body as prescribed in Article 25 paragraph 1 of the Law for type 1 fishing port and type 2 fishing port (excluding those to be designated by the Minister of Agriculture and Forestry), the cancellation of designation of the fishing port management body as prescribed in paragraph 3 of the same Article and the holding of a public hearing as prescribed in paragraph 4 of the same Article;

(5) The approval as prescribed in Article 34 paragraph 1 of the Law in the case where the governor of To, Do, Fu or prefecture has designated a fishing port management body in accordance with the provision of the preceding item;

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(6) The permission as prescribed in Article 37 paragraph 1 of the Law (excluding the permission for the fisheries communication facilities and the permission for alteration of the form and nature or the location of any fishing port facilities, or removal thereof, owned or occupied by To, Do, Fu or a prefecture);

(7) The order as prescribed in Article 37 paragraph 2 of the Law for any one who shall obtain the permission of the governor of To, Do, Fu or prefecture in accordance with the provision of the preceding item;

(8) The approval as prescribed in Article 38 of the Law (excluding the case where To, Do, Fu or a prefecture is owning or occupying any basic facilities);

(9) The permission as prescribed in Article 39 paragraph 1 of the Law (excluding the case where the person who intends to do such action is To, Do, Fu or a prefecture);

(10) The order as prescribed in Article 39 paragraph 3 of the Law for any one who shall obtain the permission of the governor of To, Do, Fu or prefecture in accordance with the provision of the preceding item;

(11) The order as prescribed in Article 39 paragraph 5 of the law (excluding the case where the owner or occupant concerned is To, Do, Fu or a prefecture);

(12) The request for submission of reports or data, entrance, survey, inspection or questioning as prescribed in Article 41 paragraph 1 or 2 of the Law.

2. In case where the governor of To, Do, Fu or prefecture has carried out any designation of a fishing port management body or any cancellation thereof in accordance with the provision of item (4) of the preceding paragraph

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or has given any approval in accordance with the provision of item (5) of the same paragraph, he shall report the Minister of Agriculture and Forestry thereupon without delay.

Supplementary Provision

This Cabinet Order shall come into force asfrom July 29, 1950.

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File S-1-G

Office Memorandum

CHUGOKU CIVIL AFFAIRS REGION
ECONOMICS SECTION

TO : Chief, Economics Section

DATE: 31 October 1950

FROM : Natural Resources Division

SUBJECT: Fishing Boat Insurance

1. Analysis of Shimane Prefectural Government's monthly report for September on fishing boat insurance, reveals the following statistics as regards size, horsepower, tonnage, insured value and annual premiums for fishing boats covered by insurance in that prefecture:

a. Powered Vessels:

Average tonnage - 8.09 tons
Average horsepower - 31.78 H.P.
Average insured value - ¥237,470.
Average annual premium- ¥ 14,916.

b. Non-Powered Vessels:

Average tonnage - .98 tons
Average insured value - ¥8,727.
Average annual premium- ¥ 203.

2. As can readily be seen, the high premium rates for powered vessels is the reason for common disinterest.

3. In perusing the foregoing statistics, it should be remembered that they are averages for only one prefecture, Shimane. Premium rates differ according to method of fishing, sea area in which fishing is accomplished and of course tonnage, horsepower, etc.

4. This situation was pointed out to Mr. Smith, SCAP Fisheries Division on his recent trip to this region. SCAP Fisheries Division is currently coordinating with the Fisheries Agency to revise the Fishing Boat Insurance law in order to eliminate some of the inequities and make the insurance more practical and appealing to fishermen. One school of thought prevalent in Tokyo is to put the insurance on a compulsory basis but according to Mr. Smith this is neither advisable or a healthy innovation. Something on this will probably come out when the diet session begins in early November.

5. Mr. Smith also advised that Civil Affairs should NOT encourage this program too much and give Japanese the feeling it is a SCAP sponsored program as it is not.

RICHARD A. NEIS, DAC
Mining and Fisheries Branch
Natural Resources Division

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- C O P Y -

file S-1-6

Law for Prevention of Exhaustion of Marine Resources

a. The Law for Prevention of Exhaustion of Marine Resources, Law No 171, was enacted by the Diet 1 May 1950. Under provisions of Cabinet Order No 147, issued 19 May 1950, the Law became effective as of 20 May 1950. Enforcement regulations were set forth in Ordinance No 66, issued by the Minister of Agriculture and Forestry on 22 June 1950.

b. A draft of the Law as enacted follows.

Law for Prevention of exhaustion of Marine Resources (Law No 171 of 1950)

(Purpose)

Article 1. The purpose of this Law is to prevent exhaustion of marine resources in order to maintain their highest production rate in future.

(Prescribed Number of Licensed Fishing Boats)

Article 2. In case where the Minister of Agriculture and Forestry considers that marine resources are in danger of exhaustion, he shall determine by Ministerial Ordinance a maximum number of fishing boats (hereinafter referred to as "the prescribed number") to engage in the operation of the fisheries, by types of fisheries and by sea areas, in respect to the designated high sea fisheries mentioned in Article 52 of the Fisheries Law (Law No 267 of 1949) or the fisheries for whose operation the license from the Minister of Agriculture and Forestry is needed in accordance with the provisions of the Ordinance issued under Article 65 paragraph 1 of the same Law.

2. In case where the Minister of Agriculture and Forestry determines the prescribed number, he shall synthetically take into consideration the productive capacity of marine resources as shown in scientific researches, the number of the persons now engaging in actual operations of such fisheries, and other natural, social and economic conditions.

3. In case where the Minister of Agriculture and Forestry determines the prescribed number, he shall hear opinions of interested persons through public hearing to be held in advance, announcing the date and the place thereof, and shall hear also in advance the opinion of the Central Fisheries Adjustment Council (hereinafter referred to as "Council").

(Cancellation and Alteration of Licenses because of Excess of Prescribed Number)

Article 3. In case where the prescribed number has been determined in accordance with the provisions of the preceding Article, if the number of the fishing boats now under license for fishing operation (including authorizations for commencing fishing operation; hereinafter the same) with respect to the types of fisheries concerned and the sea-areas therefor ex-

EXTRACT FROM NRS WEEKLY SUMMARY #247

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ceeds the fixed number, the Minister of Agriculture and Forestry shall, according to the standard determined by Ministerial Ordinance while considering the following matters, designate, in respect to the fishing boats exceeding the prescribed number, the date for cancellation of the license for fisheries concerned, the operation areas thereof to be altered and the date of such alteration to be effected.

(1) The number of fishing boats for which each fisheries operator has been granted licenses with respect to the types of fisheries concerned and the sea-areas therefor;

(2) The number of trips of fishing boats which have been engaging in the fisheries concerned, major operation places, number of operation days and net hauling, hauls and other operating condition;

(3) Labor conditions, such as wages and other allowances;

(4) Extent of economical dependency of each fisheries operator on the fisheries concerned.

2. In case where the Minister of Agriculture and Forestry determines the standard mentioned in the preceding paragraph, he shall hear opinions of interested persons through public hearing to be held in advance, announcing the date and the place thereof.

3. In case where the Minister of Agriculture and Forestry makes a designation in accordance with the provision of paragraph 1, he may designate, when deems it necessary to do so, the operation areas of fishing boats concerned to be altered and the date for such alteration with respect to the fishing boats which were granted licenses with respect to the types of fisheries concerned, and the sea-areas therefor and which have not received the designation mentioned in the same paragraph.

4. In case where the Minister of Agriculture and Forestry intends to make the designation prescribed in paragraph 1 or the preceding paragraph, in advance he shall notify in writing the fisheries operators concerned of the reason for such designation and give them or their proxies a chance to produce favorable evidences as well as to explain themselves at a public hearing.

5. The designation prescribed in paragraph 1 or 3 shall be made through a public notice.

6. In case where the public notice mentioned in the preceding paragraph has been given, the license for fisheries concerned shall, regardless of the term of validity thereof, be deemed to have been, on the day of such designation, cancelled or altered as to operation areas.

(Compensation for Loss)

Article 4. In case where any person whose license has been cancelled or whose

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operation area has been altered in accordance with the provision of paragraph 6 of the preceding Article has suffered loss as the result of such disposition, the Government shall make compensation for the loss as may be usually caused thereby.

2. The amount of the compensation prescribed in the preceding paragraph shall be determined by the Minister of Agriculture and Forestry upon hearing the opinion of the Council and a public notice thereof shall be given.

3. The methods of payment of the compensation shall be determined by Cabinet Order.

4. Any person who is not satisfied with the amountof the compensation of which a public notice has been given under the provision of paragraph 2 may demand an increase in the amount by legal action within ninety (90) days from the day of its public notice.

5. In case of the legal action mentioned in the preceding paragraph, the State shall be a defendant.

(Measures for Fisheries Employees)

Article 5. Any person whose license has been cancelled in accordance with the provision of Article 3 paragraph 6 shall pay the amount of money as specified by Ministerial Ordinance out of the compensation delivered him, to those persons who were working on board his fishing boat whose license was cancelled and to those persons who were engaging in land operation for the same fishing boat, respectively, as of the day of the public notice prescribed in paragraph 5 of the same Article.

(Investigation of Marine Resources)

Article 6. In order to achieve the purpose of this Law, the Minister of Agriculture and Forestry shall carry out scientific investigation into the following matters relating to the types of fisheries for which the marine resources may be deemed to be in danger of exhaustion:

(1) Hauls by fishing ground, by fishing season and by species of marine resources;

(2) Composition of length and weight of body and age, and conditions of spawning, growth and migration of the products mentioned in the preceding item;

(3) Number of operation days by fishing ground and by fishing season, operation trips and operation hours and other operation condition;

(4) Sea conditions by fishing ground and by fishing season relative to water temperature, salt, plankton, nutritious salts and others.

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2. The Minister of Agriculture and Forestry may, as provided for by Cabinet Order, delegate parts of the matters mentioned in the preceding paragraph to the governor of To, Do, Fu or prefecture.

(Demand of Submission of Reports)

Article 7. In case where the Minister of Agriculture and Forestry or the governor of To, Do, Fu or prefecture deems it necessary to do so for the purpose of making the investigations mentioned in the preceding Article, he may demand persons who operate or engage in fisheries to submit reports on the quantity, season and method of hauls and other necessary matters.

(Penal Provisions)

Article 8. Any person who has failed to submit the reports prescribed in the preceding Article or has made false reports shall be punished with a penal servitude for a period not more than six months or a fine not exceeding ¥10,000.

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Nat. Res. Division
File No. 5-1-9
CHUGOKU

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Communications Section
APO 500

INFORMATION:
O.D. 13.

CCS/DR 409

17 May 1950

MEMORANDUM FOR: The Ministry of Telecommunications

MAY 22 1950

SUBJECT: Deletion of 2720 Kilocycles from Assignment to Japanese Fishery Ships in Certain Area Waters

1. Reference is made to SCAPIN 1744, as amended.

2. The Radio Regulatory Agency of the Ministry of Telecommunications will take immediate steps to delete 2720 kilocycles from assignment to Japanese fishery ships operating Pacific coastal area except Hokkaido.

3. Substitution of one of the following frequencies to the vessels concerned in lieu of 2720 kilocycles is authorized:

2440 kilocycles
2450 kilocycles
2545 kilocycles
2785 kilocycles.

GEORGE I. BACK
Brigadier General, USA
Chief, Civil Communications Section

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Nat. Res. Division
File No. S-1-G

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 800.217(11 May 50)NR
SCAPIN 2097

11 May 1950

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Mothership-Type Tuna Fishing Operations

1. Authorization is hereby granted for the operation of mothership-type tuna fishing expeditions in the area extending south from the authorized fishing area and bounded by a line extending from 24 degrees north latitude, 180 degrees longitude south to 5 degrees north latitude; thence west to 5 degrees north latitude, 170 degrees east longitude; thence south to the Equator; thence west to 140 degrees east longitude; thence northwesterly to 5 degrees north latitude, 130 degrees east longitude; thence north to 20 degrees north latitude; thence west to 123 degrees east longitude; thence north to 24 degrees north latitude, 123 degrees east longitude.

2. The expeditions authorized in para 1 above will operate under the following conditions:

a. No vessel of the expedition will approach closer than three (3) miles to any land not under the administrative control of the Japanese Government.

b. Each participating vessel will be marked and operated in conformity with directives from the Administrator, US Naval Shipping Control Authority for Japanese Merchant Marine.

c. The master of each participating mothership will forward a daily radiogram to the Fisheries Agency, Tokyo, containing the position of his ship at 1200 hours local time on the day the radiogram is dispatched.

d. The master of each participating catcher boat will, while in the fishing area authorized in para 1 above, report daily to the mothership of his fleet the position of his ship at 1200 hours local time.

e. The master of each participating catcher boat will, during fishing operations, maintain a navigation and fishing log showing daily catch by number of fish and species, location of catch, type and amount of gear used, number of sets, and other data of fishing and navigational nature which may be specified by the High Commissioner for the Trust Territories of the Pacific Islands. Within thirty days after

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the return of the expedition to Japan, the Japanese Government will submit copies of these logs in the English language to General Headquarters, Supreme Commander for the Allied Powers.

f. The Japanese Government will assign two inspectors to each fleet to insure compliance with the provisions of this Memorandum and other applicable Memoranda from General Headquarters, Supreme Commander for the Allied Powers, and applicable laws of the Trust Territories.

3. Representatives of the High Commissioner for the Trust Territories of the Pacific Islands, who will be agents of the Supreme Commander for the Allied Powers, may periodically board vessels of the expedition to conduct inspections within his area of responsibility. These representatives will be given all possible assistance and accommodation.

4. A representative of the Supreme Commander for the Allied Powers will accompany each fleet to insure compliance with the provisions of this Memorandum and other applicable Memoranda and instructions from General Headquarters, Supreme Commander for the Allied Powers.

5. Direct radio communications between the motherships of the expedition and Japanese coastal radio stations is authorized.

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

7. The Japanese Government will submit a report to General Headquarters, Supreme Commander for the Allied Powers, by 1 June 1950 containing the names and gross tonnages of all vessels which will participate in the expedition, and full details of operation and methods of compilation of statistics.

FOR THE SUPREME COMMANDER:

K B Bush

K. B. BUSH, 6
Brigadier General, USA,
Adjutant General.

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file S-1-9

APPENDIX 144 (Perishable Foods)
28 September 1949

24 FA #5811
27 September 1949

Implementing Instructions for the Fresh and Processed Marine Products Distribution Regulation

1. The method of handling de-controlled marine products (cf. Art. 2 of Fresh Marine Products and Processed Marine Products Distribution Regulations hereafter referred to as Fresh and Processed Regulations).

a. The method of their transactions will be determined for each market and adequate guidance will be given to have minimum confusion and frication.

b. De-controlled marine products will not be included in the reports of the receiving, shipping or collecting agencies together with those which are controlled.

c. Special instructions will be issued in regard to their link with materials and staple foodstuffs.

2. Designation of landing places, producing areas and consuming areas and the determination of the minimum obligatory quantity of shipments and receipts (cf. Art. 3, 4, 10 and 11 of the Fresh and Art. 3, 4, 9 and 10 of the Processed Regulations).

a. A Class Landing Places or A Class Producing Areas which have been annulled will be designated B Class Landing Places or B Class Producing Areas respectively on the day of annulment (15 October 1949). The minimum obligatory quantity of shipment (collection) shall be announced at the same time.

b. Any consuming areas designated by the Ministry of Agriculture and Forestry will not be designated by the prefectural governor as a B Class Landing Place unless there is good reason and it is approved by the Fishery Agency.

c. The minimum obligatory quantity for receiving agencies will be reviewed taking into consideration the changes in the variety of controlled marine products.

3. Registration and annulment of licensed shipping (collection) and receiving agencies (cf. Art. 4 and 11 of the Fresh and Art. 4 and 10 of the Processed Regulations).

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a. No registration will be granted to enterprising organizations which are governed by the Enterprising Organization Law.

b. The performance of the minimum obligatory quantity of shipment and receipts will be investigated for fresh marine products once every half year and for processed marine products every year. Those failing to meet requirements will have their licenses revoked. The conversion rate for processed marine products w ich may be substituted for fresh fish will be announced.

c. The computation of actual performance for those shipping and receiving agencies in areas which were A Class and are henceforth B Class will be done on 15 October 1949.

4. Observance of shipment allocation (cf. Art. 7 of the Fresh and Art. 6, par. 3 of the Processed Regulations).

Appropriate guidance will be given to assure that shipping agencies ship a proportional quantity, wherever possible, of their allocation to receiving agencies every 10 day period.

5. Permission for fishery operators to process fresh marine products (cf. Art. 8, item 2 of the Fresh Regulation).

a. Fishery operators will be urged to ship fresh marine products. Fresh fish may be processed only within that quantity allocated to the licensed shipping agencies for processing.

b. The amount of processed fish which may be substituted for fresh fish in fresh fish shipping plans may be authorized only within the quantity allocated for shipment as fresh fish substitutes.

6. Licensed and registered retailers (cf. Art. 13 of the Fresh and Art. 12 of the Processed Regulations).

a. Licenses will be granted to only those stores which have adequate facilities and meet sanitary requirements.

b. 25 to 100 families will be the minimum number of registrations necessary for a licensed store to be classified as a registered store.

c. Consumers will be urged to register at the nearest retailer.

7. Sub-allocation plan (cf. Art. 18 of the Fresh and Art. 17 of the Processed Regulations).

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

a. Sub-allocation plans will be made and enforced by the prefectural officials themselves or by officials in cities, towns or villages as designated by the prefectural governor. This business must not be delegated to any non-official.

b. Allocated rations will be distributed to each household consumer in the eight major cities at a minimum of 150 momme or more per month.

c. No controlled marine products, as specified in Art. 2 of the Temporary Control Law for Restaurant Business, will be distributed to light restaurants as prescribed in the same law.

8. Distributing allocated ration products (cf. Art. 19 of the Fresh and Art. 18 of the Processed Regulations).

Any collective sub-allocation of allocated ration products by intermediate bodies will be strictly prohibited and it will be enforced in such a manner that any refusal by a registered retailer to accept allocated ration products can be confirmed.

9. Refusal to accept allocated ration products (cf. Art. 21 of the Fresh and Art. 21 of the Processed Regulations).

"Justifiable reasons" will be limited to a narrow interpretation such as when the area of a registered retailer has been destroyed by fire, etc., and will not include reasons such as difficult to sell due to prices.

10. Distribution of general distribution goods (cf. Art. 24 of the Fresh and Art. 23 of the Processed Regulations).

a. The transactions of general distribution goods at the market will be according to special instructions.

b. Special methods of handling general distribution goods will be submitted to the Fishery Agency for approval. They will be handled as rejected products until instructions are issued.

11. Measures taken for non-payment of price (cf. Art. 26 of the Fresh and Art. 32 of the Processed Regulations).

The term of payment of price of registered retailers, licensed retailers and consumers other than household consumers may be determined in general but the payment of prices among other transacting agencies will be determined by the prefectural governor taking into consideration the special problems of these agencies.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

12. Dissolution of existing committees.

Existing allocation committees, shipping committees, marine products advisory committees and any similar committees or groups composed in whole or in part of non-officials, which have regularly been advising concerned government officials in the performance of their functions under the Fresh Marine Products and the Processed Marine Products Distribution Regulations are to be dissolved. No such committees or groups are to be regularly consulted by the concerned officials at producing areas or consuming areas, but the concerned government officials may, from time to time, as deemed necessary, seek information and advise from members of the industry, consumers and other person.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

~~Confidential~~

S-1-G

HEADQUARTERS
CHUGOKU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
APO 317

Kure, Honshu

9892 CMGR 430 (D-Kure)

27 August 1948

SUBJECT: Packing, Icing and Re-icing of Fish Shipments

TO: Commanding General
Eighth Army
APO 343
(ATTN: Military Government Section)

1. This headquarters has gone into the problem of establishing re-icing points for keeping up the freshness of fish in railway freight cars traveling from Shimonoseki to consuming areas in Kobe, Osaka and Nagoya with the Hiroshima branch of the Japanese Government Railways. The report submitted by the Japanese railway is forwarded for your information.

2. The report shows a very negative attitude by the Japanese railway authorities towards this plan. The difficulties given in the report are not considered by this headquarters to be difficulties but rather unwillingness on the part of the Japanese railways to set up a re-icing system.

3. In the past frequent recommendations have been made by the Chugoku Military Government Region and by teams in the Region on this subject of improving the delivery of fish to consuming areas. All of these recommendations have always come to naught through lack of cooperation and apathy on the part of the Japanese authorities concerned.

4. The following recommendations are submitted:

a. That approval be given this headquarters to take strong measures to get the Japanese railway authorities in the Chugoku Region to set up re-icing points where required.

b. That the Japanese Government Railways be made financially responsible for the delivery of the fish to the consuming areas in the same condition as when loaded at the dispatching point, thus forcing them to cut down the time now taken for the journey between the dispatching point and the delivery point, and assuring that re-icing stations are established.

c. That a system of packing fish crates into the railway freight cars be employed by allowing an open space through the center of the car to improve the air circulation within the car, and to enable re-icing to be carried out without the necessity of completely unloading the freight cars.

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CMGR 430 (D-Ki)
Subj: Packing, Icing and Re-icing of Fish Shipments

27 August 1948

d. That a larger type fish crate be used to hold the same amount of fish as at present, but which will allow a greater amount of ice to be packed with the fish.

e. That strict liaison be maintained between the railways and the concerned fishing authorities so that the time taken transferring the fish from the fishing craft to the railway cars to be cut to a minimum, and freight cars are not kept at dispatching points any longer than is necessary.

f. That strict inspection of reefer cars be made at dispatching points so that only those cars with proper insulation and in good state of repair and sanitation are used for transporting of fish.

5. Your attention is also drawn to recommendations contained in a letter from this headquarters, file CMGR 531 (D-Cr), dated 3 Mar 1948, subj: "Transportation Facilities in the Chugoku Region," paragraphs 4a, c,f,g and h.

1 Incl:
As indicated in para 1

RUSSELL C. SNYDER
Colonel, FA
Commanding

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

NND 775013 NARS

BASIC: Ltr. Hq Chugoku Mil Govt Region, Hqs & Hqs Det., APO 317. CHER 430 (D-Kin), subject: "Packing Icing and Re-icing of Fish Shipments", dated 27 August 1948.

AGHCHM 431 1st Ind 30 Sep 1948

Headquarters Eighth Army, APO 343

TO: Supreme Commander for the Allied Powers, APO 500
(Attn: Civil Transportation Section)

1. Forwarded for your information and consideration of the recommendations contained in paragraph 4 of the basic communication.

2. Information received by this headquarters reveals that entire shipments of fish and sea foods are often completely spoiled and unfit for consumption upon arrival at their destination as a result of dilatory and indifferent handling on the part of transportation personnel.

3. This headquarters realizes that some of the recommendations in the basic letter and 1st indorsement are impossible of fulfillment at this time because of the lack of equipment. However, it is also known that in many cases shipping practices and procedure are not conducted in an efficient and expeditious manner to make the best use of available equipment and icing facilities. Therefore it is recommended that constant pressure be exerted on the Ministry of Transportation to increase the efficiency of movement of fresh fish.

FOR THE COMMANDING GENERAL:

1 Incl:
1 copy w/d

/s/ R. Schafer
/t/ R. SCHAFER
Lt. Col., AGD
Asst. Adjutant General

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

Ltr. Hq Chugoku Mil Govt Region, Hqs & Hqs Det., APO 317, CMGR 430 (D-Kin), subject: Packing Icing and Re-icing of Fish Shipments, dtd 27 August 1948.

AG 431(27 Aug 48)CTS-R 2nd Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS, APO 500, 13 October 1948

TO: Commanding General, Eighth Army, APO 343

1. Recommendations contained in basic communication and first indorsement on transportation of marine products have been noted.

2. The large percentage of spoilage does not result entirely from inefficient transportation. Inadequate stationary refrigerator facilities, spoilage prior to arrival at ports, and the handling of these products with forks or spears are other contributing factors.

3. Representatives of Supreme Commander for the Allied Powers and Eighth Army held conference 20 August 1948 to determine corrective measures which must be taken to prevent spoilage. (See inclosure No. 2.) Additional measures to increase transportation efficiency will be taken as follow:

a. Request Japanese Government Railways to operate regular daily schedules of perishable blocks on through trains from centers of production to large consuming areas.

b. Request Japanese Government Railways to extend locomotive runs on these through trains to reduce the number of stops enroute.

c. Strict enforcement of refrigerator car cleaning regulations.

d. Accelerate the refrigerator car repair program.

BY COMMAND OF GENERAL MacARTHUR:

2 Incls:
1. N/C
Added 1 Incl.
2. Memo of Conf
20 Aug 48

/s/ J. F. Bradshaw
/t/ J. F. BRADSHAW
Major, AGD
Asst Adj Gen

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

BASIC: Ltr, Hq Chugoku Mil Govt Region, subj: Packing, Icing and Re-icing of Fish Shipments, dtd 27 August 1948.

AGMGEM 431 3rd Ind. 23 Oct 1948

Headquarters Eighth Army, APO 343

TO: Commanding Officer, Chugoku Military Government Region, APO 317

Attention is invited to the preceding indorsement.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

2 Incls:
n/c

/s/ R. Schafer
/t/ R. SCHAFER
Lt. Col., AGD
Asst. Adjutant General

CMGR 430 (D-Hi) 4th Ind

Headquarters, Chugoku Military Government Region, APO 317, Kure, Honshu, 30 October 1948

TO: Commanding Officer, Hiroshima Military Government Team, APO 317
Commanding Officer, Yamaguchi Military Government Team, APO 317
Commanding Officer, Okayama Military Government Team, APO 317
Commanding Officer, Shimane Military Government Team, APO 317
Commanding Officer, Tottori Military Government Team, APO 317

Forwarded for information. Your attention is invited to 2nd indorsement.

BY ORDER OF LIEUTENANT COLONEL McNAMARA:

2 Incls:
n/c

JERRY W. TOM
1st Lt, USAF
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CTS-R DRC:KNC:jw
20 August 1948

MEMO OF CONFERENCE IN RE: Fish Spoilage and Refrigeration

TIME AND PLACE: 0900, 19 August 1948, ESS/IN Office

PERSONS PRESENT:
Mr. Oglesby, ESS/Chem - Proc Food
Mr. Alley, ESS/Chem
Mr. Baker, ESS/ - Cork
Mr. Heutz, " - Eng
Mr. Stitt, " - P & D
Mr. Kleinerman, " - Reg
Mr. Kight, " - Sci. & Tech
Mr. Penn/packer, PAG
Mr. Adams, NRS
Mr. Luten, "
Capt James, Mil Govt
Capt Glicquennei, Mil Govt
Mr. Merrill, 8th Army Engr
Mr. Shimei "
Maj. Seothern, PHW
Mr. Barton, CTS-P
Mr. Rey, CTS-R

1. Representatives of ESS and NRS pointed out the following: Approximately 10% of the fish now caught are spoiled when delivered to port. An additional 10% is lost during transportation from the fishing port to the place of consumption. Lack of refrigeration facilities is only one of the factors which now contribute to the spoilage of fish.

Fishing boats frequently return to port with the fish adequately iced but nevertheless partially spoiled. The principle cause of spoilage after landing is a shortage of refrigerator cars. An annual load ton capacity of 1,526,000 tons is required. At present only 1,127,000 tons are available per year for marine products, a shortage of 26%.

It is necessary in many cases to use ordinary box cars. These are unsatisfactory except for the very shortest hauls. If an adequate number of refrigerator cars are provided, re-icing en route will not be necessary. The longest hauls are from the extreme parts of Hokkaido, Wakkani to Tokyo and from Kageshima to Osaka, which amounts to 1500 kms and requires from 4 to 4½ days. The average for the entire country is 577 kms and requires 1.7 days.

Failure of the railroads to insure that cars are properly cleaned also results in considerable spoilage. In addition to these conditions, there is a shortage of ice production and ice storage capacity.

2. Conclusions:

Incl. #2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

a. That top priority be given to the construction of additional refrigerator cars sufficient to insure the additional 400,000 load tons which are required.

b. That study be made of the needs for re-icing en route, at fishing ports and destination and if necessary that ice plants and ice storage facilities be constructed at the most appropriate places.

c. That present ice storage facilities and ice manufacturing facilities be repaired promptly before undertaking any new construction.

d. That any new construction be based on a Military Government survey and that the sites for this new construction be approved at prefectural level rather than national level as is the present practice.

e. That every effort be made to supply the required refrigeration, ammonia, calcium chloride and refrigerator oil, and containers for these materials.

3. Actions:

a. CTS will:

(1) Determine number of additional refrigerator cars required for the movement of 400,000 additional tons of marine products.

(2) Determine material requirements and Yen expenditures required for this construction.

(3) Formulate an additional refrigerator construction program to be completed during this fiscal year.

(4) Require the JGR and private railways to insure that these cars are properly cleaned immediately after unloading.

b. ESS will:

(1) Allocate the necessary materials for construction of additional refrigerator cars, repair of existing ice storage and ice manufacturing facilities and construction of any additional facilities required.

(2) Supply the required amount of refrigeration.

c. Military Government Teams will make a survey required to determine amount of additional construction and the site best suited for such construction.

4. Conferees will meet again in the near future to consolidate the requirements of each interested section in order to formulate an overall plan.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

GOVERNMENT RAILWAY
HIROSHIMA RAILWAY DIVISION OFFICE

1. Re-icing at an intermediate station causes the entry of warmer air into the inside of the car that are reasonably cooled, so as a result, the temperature in the car will rather rise up and the freshness reduce.

2. From the above stated reason, we don't consider the re-icing of cars en route as the adequate means.

3. Further, when the special investigation party on freshness of fish, containing the staff of your headquarters had come to shimonoseki, the members of marine products association answered for their enquiry, the uselessness of re-icing.

4. Consequently, for the retaining of freshness, suggested by your headquarters, two plans will be taken in consideration as under,

   (a) Additional amount of ice will be packed at time of loading.

   (b) Install the building resembling big ice box which could regulate the temperature of outside of car same as that of inside.

5. We are enforcing above stated 4(a), plan, and the plan 4(b) is theoretical plan.

6. For your information, we will show the amount of ice at fish leaving stations as under:

	Beyond Nagoya (over 2 days)	For Kyoto, Osaka, Kobe
Summer season	4.5 ton (2.5 ton)	4.0 ton (2.0 ton)
Winter season	3.5 ton (1.5 ton)	2.0 ton (1.0 ton)

Note: Figures in brackets show the amount of additional ice.

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Ice

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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C O P Y

AG 800.217 (25 May 48) NR/Fi 3rd Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS,
APO 500, 12 July 1948

TO: Commanding General, Eighth Army, APO 343

1. The petition from the Japan Pelagic Trawlers' Association for extension of areas, submitted through the Yamaguchi Military Government Team, supplements similar petitions from the same and other interested groups, which have been submitted at numerous times during the past year.

2. This matter has been extensively discussed within General Headquarters, Supreme Commander for the Allied Powers, by United States officials in Washington, and in the Far East Commission. Favorable action has been obstructed by the unfavorable reaction caused by violations of the authorized area by Japanese trawlers and by the strong opposition of other nations, particularly China and Korea.

3. The problem created by violations of the authorized fishing area recently has been discussed at length with the Japan Pelagic Trawlers Association by the Chief of Fisheries Division, Natural Resources Section, General Headquarters, Supreme Commander for the Allied Powers (incl 2).

4. In view of the present situation, no action in regard to extension of area is contemplated at present.

BY COMMAND OF GENERAL MacARTHUR:

/s/ J. F. Bradshaw
/t/ J. F. BRADSHAW
Major, AGD
Asst Adj Gen.

2 Incls:
1. N/c
Added 1 Incl
2. Memo for record dated 8 July 48.

(8)

#4

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

AG 800.217 (25 May 48) NR/F1 3rd Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS,
APO 500, 12 July 1948

TO: Commanding General, Eighth Army, APO 343

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BY COMMAND OF GENERAL MacARTHUR:

/s/ J. F. Bradshaw
/t/ J. F. BRADSHAW
Major, AGD
Asst Adj Gen

2 Incls:
1. N/c
Added 1 Incl
2. Memo for record dated 8 July 48.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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BY COMMAND OF GENERAL MacARTHUR:

/s/ J. F. Bradshaw
/t/ J. F. BRADSHAW
Major, AGD
Asst Adj Gen

2 Incls:
1. N/c
Added 1 Incl
2. Memo for record dated 8 July 48.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

5-1-6

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

AG 091(Japan)(MG-L)

22 MAY 1948

SUBJECT: Japanese Fishing Craft in Unauthorized Waters.

TO : Commanding Officer
Chugoku Military Government Region
APO 317

Copy of a letter from the Commanding General, United States Army Military Government in Korea concerning the disposal of Japanese fishing vessels in unauthorized waters, is forwarded for your information.

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

1 Incl:
As indicated.

R SCHAFER
Lt Col, AGD
Asst Adj Gen

CMGR 800.217 (D-Dn) 1st Ind

Headquarters, Chugoku Military Government Region, APO 317, Kure, Honshu,
28 May 1948

TO: Commanding Officer, Hiroshima Military Government Team, APO 317
Commanding Officer, Yamaguchi Military Government Team, APO 317
Commanding Officer, Okayama Military Government Team, APO 317
Commanding Officer, Shimane Military Government Team, APO 317
Commanding Officer, Tottori Military Government Team, APO 317

1. Forwarded for your information and necessary action.

2. Request that information contained in incl 1 be disseminated to all Japanese Fisherman.

BY ORDER OF COLONEL SNYDER:

1 Incl:
n/e

JERRY W. TOM
1st Lt, USAF
Adjutant

(7)

#3

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

HEADQUARTERS
UNITED STATES ARMY MILITARY GOVERNMENT IN KOREA
APO 235 Unit 2

MGAGR 546 24 April 1948

SUBJECT: Japanese Fishing Craft in Unauthorized Waters

TO : See Distribution

1. It is anticipated that in the future certain cases will be referred to Provost Courts for trial involving the capture of Japanese deep sea fishing craft caught in Korean waters in violation of the fishing areas established by the Supreme Commander Allied Powers in September 1945 and as extended on 22 June 1946.

2. The Korean Coast Guard has been directed to apprehend these fishing craft when found in Korean waters, and to deliver them to the nearest Korean Customs Office. The Customs officials have been directed to refer these cases to the nearest US Army Provost Court for trial.

3. Should the trial result in a verdict of guilty, the Provost Court will order the fishing craft confiscated and placed in the custody of the Marine Bureau of the Department of Transportation. The Department of Transportation has been instructed to make all confiscated fishing craft available to the Korean Fisheries Corporation.

4. Japanese personnel aboard the confiscated vessels will be detained and ordered deported to Japan. In order to accomplish this deportation the Office of Foreign Affairs, SKIG, will be notified by letter, giving complete information as to names, adresses, etc., of the persons to be deported.

/s/ W. F. Dean
W. F. DEAN
Major General, U S Army
Commanding

DISTRIBUTION:
2 "C" Less Military and Civil
Staff Sections.

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

5-1-6

HEADQUARTERS
CHUGOKU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
APO 317

Kure, Honshu

20 Feb 1948

CMGR 465 (D-Cr)

SUBJECT: Plan for improving and enlarging ice-manufacturing, refrigeration and re-icing facilities in Chugoku Region.

TO : Commanding Officer, Hiroshima Mil Govt Team, APO 317
Commanding Officer, Yamaguchi Mil Govt Team, APO 317
Commanding Officer, Okayama Mil Govt Team, APO 317
Commanding Officer, Tottori Mil Govt Team, APO 317
Commanding Officer, Shimane Mil Govt Team, APO 317

1. Present drive on foodstuffs throughout this region has brought to the attention of this headquarters the following conditions:

a. Shipments of perishable foodstuffs into and out of this region arrive at their destination in various stages of decomposition. This condition is caused by total lack of re-icing at all rail road points of this region.

b. Shipments of fish turned into ports of this region are always in advanced stage of rot due to ships staying out at sea and not carrying enough ice to preserve the catch until the boat returns to port.

c. Ice manufacturing plants are working only one six (6) or eight (8) hour shift per day for five (5) days per week.

2. This headquarters recommends that steps be taken immediately to improve this situation in the near future.

3. The following outline is forwarded as a suggested procedure for preliminary steps toward improvement of and possible elimination of the condition as it now exists:

a. Conferences with heads of fishing associations in order to acquaint them with the situation as it now stands and trying to eliminate the cause. (A prearranged on-schedule pickup boat would eliminate most of the cause at sea).

SCAP 2228 (6) #2

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

b. Conferences with heads of railroads and ice manufacturers for the purpose of explaining the situation and attempting to iron-out any difficulties such as liaison working agreements between these two concerned groups.

c. Conferences with heads of government sections concerned with loading and shipment surveillance of perishable foodstuffs in order to determine possibilities of improvement in the ice-packing and re-icing enroute of foodstuffs.

d. Conferences with heads of ice manufacturing plants for the express purpose of increasing available ice to double the amount now available in all prefectures.

BY ORDER OF COLONEL SNYDER:

JERRY W. TOM
1st Lt, USAF
Adjutant

1 Incl:
Ice facilities in each prefecture.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY COPY

5-1-G

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Information and Education Section
Analysis and Research Division

PUBLICATIONS ANALYSIS, 3 February 1948 No. 142

Democratization and the Fishing Industry

The vital role of the fishing industry, both as a supplier of domestic food and as a potential export factor, is apparent to the majority of magazine writers. In this connection, many current articles deal with the problems confronting the industry: restricted areas of operation, difficulty in obtaining supplies, scarcity of efficient vessels, and shortage of operating capital.

Writers are concerned with the necessity for thorough democratization of the industry which is said to be steeped in feudalistic survivals and petty bureacratic elements. Proposed orientation of fishermen is based principally on education through fishery unions, involving either local units or a national structure, possibly Government-sponsored. There is general agreement that education of the individual is of prime importance if any lasting effect is to be achieved, and the suggestion is made that the release of closely-held fishing rights to fishermen at large would bring about a worthwhile and healthy resurgence of the productive urge.

Other commentators discuss fishery schools and marine laboratories, with emphasis on the importance of thorough training for the future of the industry, since conservation, technological skill, and maximum use of all facilities henceforth must take the place of the formerly extensive range of the Japanese fishing grounds.

Democratization and Fishery Unions

An outline of past and present conditions in the fishing industry, written by Yoshiyuki Suzuki, appears in SUNADORI. Pointing out the importance of this industry under present conditions, Suzuki states that "for the solution of the Food problem, for full activity of foreign trade, and for the reconstruction of the national economy, the Japanese fishing industry will play an increasingly important role. Defeat has brought to Japan not only the curtailment of her territory but an increased density of population; and Japan, as a sea-girt country, must recognize the importance of her fisheries and do her best to realize their democratic development.

"The Japanese fishing industry is said to occupy as much as 25 percent of the world volume, and to employ nearly 3,000,000

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

individuals at present. This position might appear to be pre-eminent, but investigation of present management conditions and the economics of fishing communities will reveal a great number of problems to be solved. In particular, the overthrow of certain remaining feudalistic traditions and conditions is necessary on every level. For this purpose, organization of an efficient fishery cooperative union and partial amendment of existing fishery laws are essential. For the further emancipation of the fishermen and the democratization of the industry, concrete measures must be taken according to the form of management involved in each case."

Suzuki describes the development of events leading up to the promulgation of the Fishery Cooperative Union Law (in 1933): "Far back in the Tokugawa era (1603-1867), the people of the fishing villages operated under systems of migumi (net groups) or goningumi (five net groups), by which they cooperated in the production of marine products. These systems were combined to form the urahama (sea-shore) system, which was the beginning of the present fishery trade union. After the Meiji Restoration, however, the capitalistic system of economy gradually was extended to the fishing villages, bringing to an end the primitive system of cooperation among the groups. In 1886, a codification of fishery rules was settled upon, and all fishing grounds formerly held in common by whole villages were put under central control.

"The economic panic of 1931-1932 struck a severe blow at fishing villages; they felt the need of cooperative activity in every branch of fishery economy, and the result was the establishment of the Fishery Cooperative Union Law in 1933. This Cooperative Union was active in the fullest sense until the outbreak of the China Incident, after which the bureaucratic wartime control system gradually began to suppress its functions. Since the close of the war, however, a renewed cry for the democratization of the marine products industry has arisen among fisherfolk, and the birth of a new union on a cooperative basis has become an integral part of the democratization of Japan. This means the dissolution of all marine products associations which exist as obstacles to the inevitable progress of free fishermen."

Considering the structure of such a proposed cooperative union, Suzuki states that "it must, first of all, be organized autonomously as well as democratically by the fishermen themselves. It cannot be denied that the old Fishery Cooperative Union was organized and controlled by bureaucratic organs owing to lack of cooperative consciousness on the part of the members, and, also, that it was too dependent on the aid and subsidies of the Government. Some remnant of the urahama system still is extant; this has allowed undue influence to remain in the hands of 'bosses.' The new union must shake free of such traces of feudalism and make democratic progress toward development of the fishery industry in the autonomous sense.

"Reform of the fishing rights system--to take another aspect of the problem--is a question as important as that of farm land reform, since it means the emancipation of fishery people from

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absentee control and the ajustment of unbalanced fishing resources now influenced by monopolistic interests. Independent fishing occupies 80 percent of all the fishing industry in Japan; so, in reforming the system, much attention must be paid to the stability of fishermen's living conditions, as well as to the increase of over-all production." With this in view, "the establishment of fishery rights for working fishermen is of absolute necessity as a preliminary to any effective increase in productive power. The transfer of such rights from private ownership to a representative organization of the people is a logical conclusion."

Further Union Discussion

The goal for fishermen, according to Seizo Okamoto, writing in GYOSON, "in order to realize the significance of the new constitution, is the formation of a sturdy organization which will enable them to fight for democratization of the fisheries.

"Nothing is more important than improvement of the operating system and working conditions in the fisheries, the promotion of working efficiency to increase productive strength, and the resulting abundance of marine products. To this end, fishermen should determine necessary reforms and impose their demands on the Government. No full realization of democratic aims can come about as long as management is in the hands of selfish interests."

Yutaro Miyagi, in SUNADORI, calls for the elimination of "feudalism" in fishing circles: "The present Fishery Society and the Mrine Products Association are detested by the fishermen, both by reason of their excessive bureaucracy and consequent inefficiency, and because of their failure to take proper care of members of fishing communities who are hard pressed for materials and money. Fishing villages are said to be the last outposts of feudalism; so, by systematic removal of undemocratic elements, the 'boss' system would disappear and feudalism would be banished. Fishing villages, as a whole, are looking forward to the formation of a new cooperative union, which sould function not only as a part of the national economic structure, but also must take charge of the welfare of the fishermen as individuals, for example, in the purchase of daily necessities, and in the advancement of fishing village culture."

A further attack on existing fishery organizations is made by the same Yutaro Miyagi, in GYOSON. Calling them bureaucratic rather than cooperative societies, Miyagi writes that "so far, the demands of the poor fishermen, who make up the majority of the population of fishing villages, have been ignored by net owners and bosses in these communities. Fishery rights which have been held exclusively by these privileged individuals must be released to fishermen at large. Unless the productive activity of these men is cooperatized, the stabilization of fisher management and the cultivation of economic power cannot be expected * * * The true democratization of fishing villages will begin when all activity is carried out on a bais of mutual reliance and cooperation."

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Seizaemon Aoki, Diet member, in SUNADORI, calls for the awakening of political consciousness on the part of fishermen. "It is highly regrettable," Aoki writes," that in the marine products idnustry there are many agents who represent the interests of companies, while there is no outlet for fishermen themselves to display political interests and concern. Under existing circumstances, improved living standards are in the remote future."

Citing the fact that various political organizations representing the interests of farmers have been formed, and that the farmers' movement is active in rural districts, this writer stresses the necessity or sending men who represent fishermen's interests to the Diet: "It is very doubtful if the existing marine products association really represents the interests of the fishermen. As last year's Diet was featured by the emancipation of the farmers, so must the current Diet be featured by the emancipation of the fishermen. The emancipation of fishermen means, in effect, to free them from the burden of control of fishery rights by vested interests and at the same time to secure the necessary materials for them through legal channels at moderate prices. They also must be guaranteed sufficient profits to maintain their minimum standard of living and to carry out smooth fishing operations."

Fishery Problems

Various difficulties confronting the fishing industry are discussed by Kenjiro Okubo, in JITSUGYO TEMBO. "Japanese economy is still in a muddle," he writes. "Key industries still have to recover, and industrial enterprises as a whole are encountering serious difficulties under the prevailing inflationary trend. The fishing industry is no exception, and, although a fair number of companies are now in operation, the volume of business is only a shadow of its prewar self. This general decline may be attributed to the restricted fishing areas, and to the loss of fishing boats sustained by such leading firms as Nippon Suisan, Nichiro Gyogyo, and Hayashi-Kane. However, tuna and bonito fishing, with other trawling operations, are quite active in the Kyushu area and offer hope for the future.

"Bottlenecks in fishing operations are many," Okubo states. "Especially notable are shortages of vessels, oil, ropes, and capital. Shortages are responsible for the current reduced operating schedule of many firms. An oceangoing tuna boat, for example, currently makes only six round trips yearly as compared with a prewar average of eight. With construction costs of vessels increasing daily, fishery enterprisers are encountering grave difficulties in bringing forth any profitable form of operation. This situation is due, in part, to the Government's inconsistency in not fixing official prices for shipbuilding, while taking rigorous measures to maintain the official price of fish."

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This writer goes on to discuss the official price scale for fish, and argues for abolition of controls in order to encourage the industry. He closes by stating that "not only can the food problem be solved through the fishing industry, but great contributions can be made to the foreign trade situation through the production and marketing of canned goods on a nationwide scale."

The toughest bottleneck ahead of the fishing industry, according to an ORIENTAL ECONOMIST staff writer, is the shortage of such supplies as rope and nets. Especially serious "is the present scarcity of fishing rope, as the actual supply accounts for only 10 percent of the estimated demand. In the case of fishing nets, supply is estimated to comprise about 20 percent of demand.

"Manila hemp is the most important material for fishing rope, and about 150,000,000 pounds were imported annually during 1935-1936, of which about 69,000,000 pounds were used by fisheries. Fishing interests claim that their present demand for Manila hemp is about 70,000,000 pounds, with an estimated minimum need of about 40,000,000 pounds. By comparison with this figure, the Government's hemp allotment represents only six percent. During the April-June period of 1947, for example, only 249,000 pounds of hemp were supplied. What is worse, of this amount, Manchurian hemp (semma) comprised the major portion. The allotment for the July-September period was increased to 60,000 pounds, but was not supplied in full. As for Manila hemp, the first shipload after the end of the war, amounting to 1,600 bales, arrived in July 1947; of this 1,167 bales were allotted for fisheries, 100 bales for ship equipment, and 333 bales for export purposes.

"For the July-September period, 3,044 bales of hemp were allotted for distribution, of which 2,388 bales (700,000 pounds) were set aside for fishery use. Of this quota, 1,500 bales were earmarked for Antartic whaling, leaving only 888 balesfor fishing operations in home waters. Some fishing circles are reported to believe that the shortage of fishing rope is so acute as to endanger continuation of fishing operations.

"There is little hope for immediate increase in imports of Manila hemp and sisal hemp. Certain substitutes are available at home, but local hemp and flax are not suitable for fishing rope manufacture. At present there are 203 rope-making factories in Japan, and these firms are eager to obtain Manila hemp in exchange for manufactured goods."

The following table (source: Ministry of Agriculture and Forestry) gives imports of Manila hemp.

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Year	Total Imports	Allotted to Fisheries
1935	152,840,000 lbs.	69,000,000 lbs.
1936	150,650,000	69,300,000
1937	122,440,000	56,320,000
1938	82,000,000	33,000,000
1939	82,340,000	41,210,000
1940	111,310,000	54,540,000
1941	61,200,000	30,000,000
1942	23,140,000	11,340,000
1943	47,180,000	21,230,000
1944	17,320,000	7,270,000

Hope for Fishermen

"It is well known how important marine products are to Japan," writes Ikusaku Amamiya, in SUNADORI. But "marine products have risen in importance with the increase in population, while the fishing grounds simultaneously have decreased in area." Nevertheless, Amamiya is optimistic: "In spite of the importance of deep-sea fishing, coastal fishing is more effective and is capable of greatly increased production through the application of scientific techniques and proper study. As the future of coastal fishing is linked with the applied knowledge of fishermen and enterprisers, study must be made of the breeding, growth, and habits of coastal marine products in order to remedy the present ignorance of personnel concerned. * * * By such study and research, the effective utilization of coastal resources will provide abundant fishing grounds for the nation."

Fishermen are urged to abandon their profligate habits and invest their earnings in the fishing industry. "It goes without saying that capital is necessary for productive enterprise, along with knowledge and understanding. Fishermen, whose standard of economy is said to be lower than any other producing class, should consider this matter of capital. They can hope for little development in the future unless they participate in the economic progress of their communities... and their aim should be to promote culture, to advance in knowledge, and to strengthen their economic position through sound investment."

Tatsuji Ozaki, professor at the Mitani Fisheries School (Aichi prefecture), outlines projected educational activities in a SUISAN SEKAI article. In accordance with a newly adopted system, "substantial reform will be made in the Fisheries School, beginning with the spring term of 1948. Among proposed changes, the school course is to be extended from two to three years, and will embrace three divisions: Fisheries, Aquatic Products, and Increased Production. Other revisions are embodied... and include increased field work. Chemistry is deleted from the Fisheries Department, but increased emphasis is place on chemistry in Aquatic Production."

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Another writer, Yoshitaka Murakami or the Marine Laboratory (Iwate prefecture), in SUNADORI, suggests that the Government recognize the importance of proper research and education in the marine products field, and subsidize selected schools and laboratories on a scale sufficient to ensure economic freedom for teachers and students engaged in this work.

SOURCES

(Magazines, Circulation and Authors*)

GYOSON, 5,000 Yutaro Miyagi, Seizo Okamoto; JITSUGYO TEMBO, 3,000, Kenjiro Okubo; SUISAN SEKAI, 3,000, Tatsuji Ozaki; SUNADORI, 3,000, Yutaro Miyagi, Yoshiyuki Suzuki, Seizaemon Aoki, Yoshitake Murakami, Ikusaku Amamiya;
*Where available.

Eight other articles were need but not quoted directly in the preparation of this report, which is based on articles published from August 1947 to January 1948.

These reports constitute an analysis of comment and information reaching the Japanese people through the medium of Japanese language magazines. Approximately 1,000 publications are scanned each month for material related to topics of possible interest to the Occupation. The reports are made up largely of direct quotations in order to show what is being presented to the Japanese reading public. Because these quotations are the opinions and views of the authors and publishers concerned, no means are available to check their accuracy.

Previous Publications Analyses Dealing with the Fishing Industry

Fishing Enterprises, Pub. Anal. No. 114, 3 September 1947.
Discusses democracy in fishing villages, the link system, effects of inflation on fishermen and the industry.

Fishing Industry, The, Pub. Anal. No. 93, 18 February 1947.
Covers marine production and distribution, needed materials, the advance of capital into costal fisheries, and individual enterprises.

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INFO

~~FISHERIES~~ RIGHTS

COASTAL FISHERY RIGHTS

Origin of the System

Contrary to the public conception of the Japanese fishing industry, the bulk of Japanese marine production comes from coastal fisheries operated by small-scale fishermen, rather than from deep-sea operations. Owing to the density of population and the importance of marine products in the inadequate Japanese diet coastal fishing in Japan is the most intensified in the world. Because of this intensification the privilege of fishing is valuable and greatly desired. To conserve fishery resources by limiting the number of fishermen, the Japanese have allowed an extremely complicated and feudalistic system of fishery rights to develop. These rights have all the characteristics of real property, and some have changed hands many times. In some instances they are in the hands of families who have held them since feudal days.

The greatest evil which has developed under the present system is the landlord-tenant relationship between the right holder and the actual fisherman. Money which should be the fisherman's income is frequently diverted as rent to a right holder for the privilege of fishing, and benefits neither the fisherman nor the state. The system has also retarded production by allowing several fishery rights to become concentrated in one holder who then operated only the most profitable. In addition, absentee ownership has obstructed sustained yield measures.

History of Fishery Rights

The present system of rights is deeply rooted, having originated in feudal Japan. In a statement before the Allied Council of Japan on 5 February 1947 (Natural Resources Section Weekly Summary No 69, 8 February 1947) a representative of the Natural Resources Section summarized the history of fishing rights in Japan:

Until 1866, overlords controlled coastal and fresh-water fishing rights in Japan. Gradually these rights were transferred to individuals or villages in exchange for feudal tribute. Control, however, remained in the hands of feudal lords, to whom disputes over fishing rights were referred.

Following the Meiji Restoration in 1868 control reverted to the central government. The national state proclaimed its authority to approve or disapprove fishing rights, although traditional rights were given full consideration in the execution of this authority. No until 1875 were these altered property relations recognized by the first statute to attempt control of Japanese marine exploitation.

In 1886 a Diet bill encouraged formation of communal associations. Fisheries societies were formed in every village and hamlet where fishing

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was a means of livelihood. Legally, the right belonged to immorial tradition; in reality, it belonged to societies of fishermen.

In 1910 and 1933 the Imperial Diet passed laws revolutionizing the character of fishing rights, which today are no longer communal property. They are private property subject to mortgage, hypothecation, alienation, and all the tests of private property.

Types of Fishery Rights

1. Exclusive Fishery

Exclusive fishery is the right to catch a certain kind of fish with a certain kind of gear in a specified area of water. These rights are registered with the Ministry of Agriculture and Forestry. An unlimited number of combinations of fish and gear may be listed under the rights. In June 1947 a survey of the varieties of fishing listed under exclusive rights showed 2,794 combinations. Once an exclusive right is registered, no one may conduct a particular type of fishing in an area without the right holder's permission, even when the holder has listed a number of methods which he does not practice.

Exclusive rights are sub-divided into (a) offshore exclusive rights and (b) customary exclusive rights, which differ not in the fishing privilege but in the origin of the right. The law of 1910 provided that all traditional exclusive rights in force prior to passage of the law would remain in effect as "customary exclusive rights". Rights registered after the law was passed were to be called "offshore exclusive rights", although these "offshore rights" really cover inshore fishing. New types of fish and gear may be added to offshore rights any time after the right is registered, but customary rights do not permit the addition of new types of fish or gear.

Of the 1942 volume of exclusive fisheries' marine products, 73.37 percent was fish, 11.20 percent was shellfish, and 15.43 percent was seaweed. A breakdown of fishing methods registered under exclusive rights in June 1947 shows that 30 percent are net fisheries, 15 percent long line and hand lines, 43 percent seaweed and shellfish, and 12 percent other methods.

Virtually all exclusive rights are held by fishing associations. Sometimes association members use the rights as communal property; sometimes fishermen pay the association for the use of the right. In Japanese records this is not considered leasing, but is reported as holder-operated.

2. Fixed-Net Fishery

Fixed-net fishery rights cover fisheries where nets are securely affixed to the sea bottom and do not move with the current or tide. These rights are within areas of water also covered by exclusive rights.

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Fixed-net fisheries operate seven kinds of nets catching 167 kinds of fish in Japan. Administrative requirements for the operating of fixed nets have been made difficult for associations to fulfill because of the financial risks involved in fixed-netting.

3. Demarcated Fishery

Demarcated fishery rights cover shallow waters reserved for the cultivation by aquiculturists of marine products such as oysters, seaweed, and edible kelp. Three types of aquiculture producing 11 kinds of marine products are practiced under demarcated rights. Areas covered by demarcated rights are also included in an exclusive right.

4. Special Fishery

Special fishery rights are those to operate a specific type of gear from boat or shore. Nine types of fishing and gear, including beach seine and dolphin fishing, catch 61 kinds of fish in special rights fisheries. Special rights waters are also covered by exclusive rights.

The Japanese often refer to "common of piscary right". This is not a right and has no legal basis. "Common of piscary right" refers to an unofficial contract in which the holder of an exclusive right grants a second party the use of that right. Piscary agreements have become so traditional that frequently they are now unofficially recognized as rights.

Relative Importance of Rights

The relative importance of the four types of coastal fishery rights is illustrated by the following chart, which shows the percentage of total rights fisheries production in 1942 according to the type of right:

Exclusive Right Fisheries	68%
Fixed-net Fisheries	19.0%
Special Fisheries	6.3%
Demarcated Fisheries	6.7%

FISHERIES AUTHORIZED BY JAPANESE GOVERNMENT

Commercial Fishing

The laws governing commercial fishing in Japan divide fishing into four general groups: (a) right fisheries, (b) license fisheries, (c) free fisheries, and (d) fisheries in waters not open to public use.

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However, most of the fish production comes from two major groups, right fisheries and license fisheries, which in turn are divided into sub-groups.

Either central or prefectural government permission of some type is required to engage in any fishery included in the two major groups. Rights approach the problem of fishery control through limitations in types of gear to be used and varieties of fish to be caught, without reference to the number of boats used by fisheries. Licenses, on the other hand, exercise control by limiting the number of vessels fishing in deep-sea areas.

Groups of Fisheries

The four groups and the sub-groups are:

1. Right fisheries	
a. Exclusive fishery	Right granted by the Minister of Agriculture and Forestry
Off-shore exclusive fishery	
Customary exclusive fishery	
b. Fixed-net fishery	Rights granted by prefectural governor
c. Demarcated fishery	
d. Special fishery	
2. License Fisheries	
a. Steam ship trawl fishery	Licensed by Minister of Agriculture and Forestry
b. Factory ship fishery	
c. Whaling fishery	
d. Danish seine fishery	
e. Tuna and bonito fishery	
f. Fisheries subject to undermentioned ordinances	
(1) Prefectural fishery regulation ordinance	Licensed by prefectural governor
(2) Inland Sea (Setonaikai) fishery regulation ordinance	
(3) Ordinance concerning the enforcement of Fisheries Law Art 50	
3. Free Fisheries	No permission needed
4. Fisheries in waters not open to public use	No permission needed

Right fisheries govern only coastal fishing areas. Rights cover the entire coast of Japan, extending to sea for distances varying from a few meters to as much as 22,000 meters in isolated instances in Hokkaido. The average is about 1,500 meters. Individuals, companies, and associations hold these rights, which now have the characteristics of real property. In general, boats without screws operate these fisheries, although a few power-driven boats are used.

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License fisheries are, for the most part, those commonly known as pelagic or deep-sea fisheries. In addition they include portions of the Inland Sea and certain types of fishing, such as drive-in nets, which are covered by prefectural ordinances. Every boat engaging in pelagic fishing must be licensed. Overfishing is prevented by limiting the issue of licenses. The licenses are valid for a period of 5 or 10 years. The cost of the license is trivial, barely covering administrative expense.

Free fisheries are operated in coastal waters. The same fishing methods used in rights fisheries are utilized. As long as no right has been registered for the type of gear used and kind of fish caught in a specified area of water, anyone can exercise the privilege of free fisheries. However, when a right is registered, free fishing must cease.

Fisheries in waters not open to public use are those operated in privately owned waters such as ponds.

The predominant position of right fisheries in coastal waters, which contribute nearly two-thirds of the marine production of Japan, is illustrated in the following chart showing the relative importance of the production of the four fisheries groups for 1942:

Fisheries in Waters Not Open to Public Use	0.6 %
License Fishery	29.2 %
Free Fisheries	6.3 %
Right Fisheries	63.9 %

The percentages are in terms of quantity of products. This total does not include whaling or factory ship production in foreign waters.

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Civil Information and Education Section
Analysis and Reseach Division

PUBLICATIONS ANALYSIS, 3 Sept. 1947. No.114

Fishing Enterprises

Amid general recognition of the importance of the fishing industry, both in the alleviation of the food crisis and in future prospects as an export industry, Japanese magazines are aware of the necessity for democratization of ultra conservative factions reportedly remaining in fishing villages and remote communities. Some writers are concerned with problems of the individual fisherman, some with the community of which he is a part; still others are concerned with democratization of local enterprises. The point is made that fishing villages are of no less importance than agricultural communities, and the Government is urged to accord equal importance to needed reforms in their structure and inherent conservatism. In this connection, the necessity for autonomy in smaller centers -- where village brokers and net owners have held unduly preponderant positions --is stressed. The link system, generally praised, is frequently discussed -- with occasional suggestions for improvement, principally in connection with higher official prices for maritime products and an increased supply of vital fishing equipment.

Democracy in the Fishing Villages

Democratization of fishing villages must be achieved through individual effort, and must include reform of fishery associations and management as well as enlightenment of the fishermen themselves, in the opinion of Shinichi Funayama, writing in SUISANKAI. "Fishing villages have diversified organization of control, of which the most important is the gyogyokai (fishery association)," he explains. "Although this gyogyokai first was formed as a controlling body, it has become the central organ of all fishing activities. The democratization of fishing villages must, therefore, begin with the democratization of this association. * * * In wartime this association was used to extend militaristic control over fishing enterprises, but after our defeat it was restored to its original mission of concern with the welfare and interests of fishing people. This alone, however, cannot be called democratization, nor can any democratizing act which comes from official levels be termed true democratization -- such must be worked out by the fishermen themselves. The gyogyokai, therefore, must strive for the interests of the fishermen rather then for the interest of the State."

Democratization also must be adopted by fishery management and "may be effected in the phases of fishery rights, enterprising, wage system, and fishing technique. The best method of democratizing fishery rights is to grant them to fishery associations, and not to individuals."

The forms of fishery enterprises "are of infinite variety, from grand scale management down to the single fisherman. It is evident that democratization of enterprising cannot be brought about by uniform action throughout the industry; it must be the result of action in accordance with the several forms and characters involved. Large-scale enterprises easily may be democratized through the improvement of labor conditions, treating them as genuine labor problems. But in the case of medium or small-scale enterprises, care must be taken to unite the workers and to allow them participation in management and in the improvement of labor conditions."

Funayama discusses fishery wages, and urges collective bargaining as the basis for wages of "cooperative character." Along the same line of thought:

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"The democratization of fishery enterprises must be achieved by the modernization and mechanization of techniques. Such democratization may extend to either capitalistic, socialistic, or cooperative forms of enterprise, but -- because there are certain limits to the application of either capitalism or socialism in the fishing industry -- it would seem that the cooperative principle is most suitable."

In closing, this writer again emphasizes the importance of the individual, and mentions the necessity for improved housing in fishing villages and electrification of these areas.

Democratization of fishing communities is closely akin to that of farm villages because of the inherent conservatism of both, an EKONOMISUTO editorialist maintains. "Concerning the reformation of the fishing villages, there is a difference in the policies of the Department of Agriculture and Forestry and the Central Marine Products Association (Chuo Suisankai), which latter organization advocates more radical measures. * * * Such radical reformation is, after all, contingent on the awakening of the fisherman himself." Outlining the differences in opinion, this writer days that the Government "aims first at the increase of fishing production to alleviate the food crisis," while the Chuo Suisankai "is concerned with the establishment of fishing village policy, and believes that the formation of a special fishing union will hinder the democratic development of small fishing businesses."

Detailing the relationship between fishing village brokers, net owners, and fishery workers, this writer states that centralization of power in the hands of village capitalists has led to subordination of the interests and welfare of the fishermen. He calls for "the formation of cooperative unions by small capitalists and fishermen in the villages, to compete with present monopolies. For this purpose, the political and social emancipation of fishing villages is of urgent necessity."

Following an extensive dissertation on the economic necessity for autonomous control of industry as a whole, Takeo Watanabe, in SUISANKAI, applies his arguments to fishing enterprises. "At present," he writes, "fish products are officially priced at an unduly low level, whereas necessary items -- such as shipbuilding materials, fuel, nets, etx. -- are in short supply and of high cost. Therefore, unless official prices are raised drastically unless necessary materials are supplied or controls removed, it is clear that complete breakdown must result." Watanabe brands the Government's counter-measures -- "small-scale price raising" -- as inadequate, and claims that "the situation will be saved only by more decisive measures, or by the intoruction of autonomous control in fisheries. To gain the latter end, it is imperative to establish cooperative bodies which will act to stabilize the economic base of fishery enterprises through the joint forwarding, selling, and purchasing of maritime products. These cooperative bodies must be linked directly with consumer livelihood cooperatives, so as to regulate demand to supply as well as to stabilize fish prices. Needless to say, one of the premises of autonomous control in the fishing industry is the increase of maritime production. To accomplish this, arrangements must be made for establishment of a production plan, fair distribution of materials, setting up of rational fish prices based on fair cost calculation, efficient transportation, and a workable system of fish distribution.

"To take charge of these fundamental problems, this author suggests "a supreme commission organized by the representatives of democratic bodies concerned, and by learned and experienced persons. This would have full authority, based on the over-all cooperation of producer and consumer alike."

Production and the Link System

The link system, in which heavy oils and other necessary materials are distributed to fisheries on the basis of productive return, is generally hailed as the greatest single factor in the increase of maritime production. There is, however, considerable feeling that certain factors -- notably the low official price of fish -- lessen the potential effectiveness of link operation.

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A DAIAMONDO staff writer stresses the diversion of "a large percentage" of the increased catch to black-market channels: "The production of fish and shelfish during the past year (this article is dated 21 July 1947) has reached a rate which is two or three times that of'1945. While actual distribution has been only about half that of prewar days, this increasing rate of production is very significant. Partly due to seasonal influences, the main causes were the distribution rule set up in April, which established 70 landing places and about 200 distribution organs. In spite of surpluses at all landing places, however, only about sixty percent of the catch reached the six major cities and the remote prefectures; the remainder being diverted to the black market. The reason for this is mainly the unreasonably low official prices of maritime products, which -- since fully half of the necessary materials must be obtained in the black market -- are ruinous for the average operator. Producers desire not only a rise in the official prices, but would prefer distribution of needed fishing materials at official prices, which may be done best through the link system properly applied."

Operation of the Link System

In a more detailed exposition on the link system Tatsuo Aoyagi, writing for JITSUMU CHISHIKI, claims that it is necessary to extend and intensify the functioning of the system, together with the amendment of existing link rates. "The fishery link system was successful from its inception, inasmuch as initially it'was able to supply fisheries with an adequate supply of link materials, which brought about an increase in the actual forwarding of fishery products. Later, however, the supply of link materials began to decrease, which forced many producers into the black market, and resulted in the siphoning off of a considerable quantity of the catch."

"Of all link materials, the most important article is oil, and Japan must depend on imports for 80 to 90 percent of this material." Aoyagi continues. "In order to realize a perfect fishery operation, the time between allocation and delivery of link materials must be shortened as much as possible, and existing link rates must be amended so as to conform more closely to actualities. * * * Under the present system, the monthly quota of oil is decided upon about the 20th of each month, on the basis of the actual forwardings of the two preceding months. Such quota allocations must be taken over by the end of the month in which they are made. But in practice this allows too short a time for fisheries in remote areas to take up their full quota. In order to rationalize this aspect of the link system, the elapsed time between submission of the actual forwarding reports and subsequent quota allocation should be shortened as much as possible. This would enable fishermen to secure full delivery of their oil."

Another matter indispensable to the rationaliz ation of the system is the revision of existing link rates. Much importance is attached to the utilization of the link system as a food counter-measure for the great cities and inland prefectures. Due to priority schedules balance is in danger of being lost in the link rates between specified landing areas and other regions. It thus becomes only natural for fishermen to prefer to land their catches at such specified areas, so that they can obtain a special supply of compensatory articles in addition to link supplies. Fishermen residing far from such centers are obliged to be contented with supplies of oil alone, though they have attained or surpassed their goals. These complexities arise from ill-balanced link rates, and from the compensation system; and lead only to violation of the official price system."

Also important is "the establishment of authonomous forwarding organs" to expedite movements of marine products to the consumer. To do this, "it is necessary to establish cooperation between fishermen and central forwarding agencies. Along this line, establishment of a system of responsibility by the individual fisherman must be backed by the Government, so that forwarding agencies may take action against those who violate allocations set up in the forwarding schedule."

Praise for the principle of the link'system, with advice for tightening loose ends, comes from Yoshimasa Sakamura, head of the Investigation

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Section of the Fisheries Bureau, who writes in SUNADORI. According to Sakamura, the low percentage of fish deliveries to large centers such as Tokyo cannot be ascribed to poor catches; but can be corrected by "solidification of the link system. . . in order to secure the future of Japanese fisheries."

Fishing Villages and Inflation

The commonly held view of Japanese fisherman as being rich in new yen is refuted by a student investigation made in Tagomura and printed in TEIKOKU DAIGAKU SHIMBUN. "It often is said that fishing villages are richly endowed in new yen. This may be true with villages closely connected with big city consumption, but more remote villages sometimes are forced to self to merchants and brokers at prices below the official rate." The investigating body found poor conditions in fishing villages of this area," and recommended "the establishment of cooperative industrial enterprises in order to support the fishermen and to provide a broad base for future export trade."

A DAIAMONDO staff writer reports a Hypothec Bank investigation in Kanto Province which supports this view, and states that middlemen and brokers make three times the net profit of fishermen: "Fishing village inflation stands, after all, upon black-marketing. Although a fisherman's gross income may be increased by black-marketing, this profit is eaten up by increased cost of materials -- and the net profits disappear into the pockets of black-market brokers."

A Glance at the Fishing Industly

Expressing the opinion that fishing is a paying business, BOEKI TIMES reports that "new fishery enterprises have sprung up like so many mushrooms, and established companies have been intent on increasing their capitalization." This writer states that "insofar as fisheries are concerned, vessels, men and technical skill enlisted in the service of these lines are the most essential factors to achievement of the desired end." Three fishery companies whose stock has been offered to the public are briefly reviewed:" 1) Nippon Suisan is carrying on both coastwise and deep-sea fishing, and of prime interest to this company is whaling. The profit for last year came to ¥56 million, both from whaling and from trawling enterprises. 2) Nichiro Gyogyo, though hardest hit by war damages, is more favored in men and technical skill than many others, and may be in a more advantageous position than many other newer firms for this reason. 3) As for Kyokuyo Hogei, only one vessel is now in operation, with five under construction; but company officials are very optimistic as regards the future."

Sources

(Magazines, Circulation and Authors*)

BOEKI TIMES, 3,000, one staff article; DAIAMONDO, 20,000, two staff articles; EKONOMISUTO, 15,000, one staff article; JITSUMU CHISHIKI, 3,000, Tatsuo Aoyagi; SUISANKAI, 2,500, Shinichi Funayama; Takeo Watanabe; SUNADORI, 3,000, Yoshimasa Sakamura; TEIKOKU DAIGAKU SHIMBUN, 30,000, one staff article. *Where available.

This report is based on articles in Japanese magazines published April to July, 1947.

Previous Publications Analyses Dealing with the Fishing Industry

Fishing Industry, The, Pub. Anal. No.93 18 February 1947.
Covers marine production and distribution, needed materials the advance of capital into costal fisheries and individual enterprises.

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S-1-G

HEADQUARTERS
CHUGOKU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
APO 317

D/CJC/wt

CMGR 800.217

Kure, Honshu

14 July 1947

SUBJECT: Report on the Fishing Industry in Chugoku Region

TO: Commanding General
Eighth Army
APO 343

1. The following report, based upon a three-month investigation throughout Chugoku Military Government Region, is forwarded for your information.

2. The link system of fuel distribution is about 60% effective. Investigation has revealed that the fuel allocation is not increased sufficiently to take care of the increase in the seasonal catch, number of new boats launched, and unrestricted increase of fishermen and new fishing associations. An important factor that reduces the efficiency of the link system in this area is that the bulk of the fish are sent to the larger consuming areas where more fuel oil is obtainable for the same amount of catch, and where black market "link systems" function more efficiently.

3. The licensing of retail stores and elimination of free-sales stores has increased the fish available to local legal markets approximately 25%. However, part of this increase may be credited to the increase in the seasonal catch.

4. The following recommendations are submitted for the improvement in the fishing industry in the Chugoku Military Government Region:

a. Appoint an expeditor in all phases of fishing equipment manufacture to ensure that the bulk of finished equipment reaches legal channels. It has been noticed that allocated raw materials are being shunted into industries other than that for which intended. As, for example, fishing material going to textile manufacturers.

b. The formation of an efficient "Bureau of Standards" to determine weight, size, and material content so as to raise the quality of equipment sold. The tendency at present is to use inferior materials and short weights.

c. Further increase in fishing-product prices and a profit ceiling decrease in equipment prices. Profit of equipment manufacturers in this region is a reported 35 to 40%.

(2)

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Ltr. Hq. Chugoku Mil Govt Region, APO 317, dtd 14 Jul 47, CMGR 800.217,
subject: Report on the Fishing Industry in Chugoku Region

d. Tighter control of the link system so as to eliminate illegal barter of fish for fuel oil.

e. A regulation to enable the water police to act as fish wardens or the establishment of patrols for the purpose of controlling the fishing industry on water, and wiping out waterfront gangs and black-market rings dealing in fish products and equipment. In this connection, a directive giving the power of local apprehension, investigation and conviction to water patrols, similar to United States coastal and inter-island patrols, would be of great aid to police officials.

f. In conjunction with the distribution laws, a method should be inaugurated whereby the large consuming areas will not accept more than the allocation of fish that is requested for their immediate use. This would eliminate the possibility of a like situation now pending in coastal fishing areas such as Shimonoseki, Yamaguchi Prefecture. This city reports high catches but 80% has to be shipped out, giving non-fishing areas a good supply of fish while the fishing areas must contend with a small supply.

RUSSELL C. SNYDER
Colonel, FA
Commanding

S-1-G (1)

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Shipping Program of Fresh Marine Products - October 1949

Unit: 1,000 Kan)

Shipping Prefecture	Designated Consuming Area: Tokyo F	S	R	T	Yokohama F	S	R	T	Nagoya F	S	R	T	Kyoto F	S	R	T	Osaka F	S	R	T	Kobe F	S	R	T	Hiroshima F	S	R	T	Fukuoka F	S	R	T	Sub-Total T
Hokkaido	250	20	130	400	50	10	20	80	10	5	25	40	10	5	15	30	10	10	30	50	10		10	20									620
Aomori	305		147	452	74		28	102	25		31	56	5		7	12	35		29	64			2	2									688
Iwate	173	95	112	380	30	14	32	76	6	12	4	22	2	14	4	20	7	11	5	23					2	6	2	10					531
Miyagi	139	98	63	300	53	31	36	120	35	18	37	90		10	18	28	8	30	12	50		20	12	32									620
Fukushima	32	248	12	292	6	36		42		10		10														10		10					354
Ibaraki		70		70		30		30		40		40		30		30		40		40		20		20		10		10					240
Chiba	91	42		133	42	19		61		2		2		1		1		2		2		1		1		2		2					202
Kanagawa	96	19	5	120	84	19	5	108	2	5		7					2	5		7													242
Niigata	6		2	8																													8
Ishikawa									2	2	3	7	1	1	2	4	2		1	3	1	1	2	4									18
Fukui									10			10	10			10	7			7	5			5									32
Shizuoka	29	18	5	52	2	2	2	6	20	31	19	70		12	2	14		17	8	25		15	3	18									185
Aichi									50			50																					50
Mie									10	7		17	1	2		3	2	4		6	3	3		6									32
Kyoto													10	2		12	1	2		3													15
Hyogo	79	6		85													67	1		68	36	5		41									194
Wakayama									2	4		6					1	7		8													14
Tottori													21	1		22	23	1		24	5			5	4			4					55
Shimane									6			6	52	10		62	94	13		107	62	9		71	87	14		101					347
Yamaguchi	80			80	30			30	142			142	214	2		216	490			490	311	1		312	340	10		350	85		85		1,705
Fukuoka	20		2	22	12		4	16	36		4	40	27		5	32	190		20	210	86		10	96	45		5	50	347	5	352		818
Saga	4			4													25			25	12			12	4			4	45		45		90
Nagasaki	95			95	40			40	75			75	49			49	376			376	129			129	56			56	258		258		1,078
Miyazaki																					6			6	20			20					26
Kagoshima																	2			2									19	1	20		22
TOTAL	1,320	610	478	2,408	423	161	127	711	431	136	123	690	481	96	53	630	1,342	143	105	1,590	666	75	39	780	558	52	7	617	754	1	5	760	8,186
Whale Meat				225				60				30				9				198				110							12		644

F - Fresh Fish
S - Designated Substituted for Fresh Fish
R - Frozen Fish
T - Total

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Shipping Prefecture	INLAND PREFECTURES																														Sub-Total
	Tochigi				Gumma				Saitama				Yamanashi				Nagano				Gifu				Shiga				Nara				Okayama				
	F	S	R	T	F	S	R	T	F	S	R	T	F	S	R	T	F	S	R	T	F	S	R	T	F	S	R	T	F	S	R	T	F	S	R	T	T
Hokkaido	6	4	20	30	6	4	20	30	15	5	40	60	4		16	20	70	10	40	120	10		10	20	10		10	20			4	4					304
Aomori	55		22	77	55		22	77	60		17	77	4		6	10	10		18	28			6	6			4	4									279
Iwate	23	32	17	72	18	14	12	44	16	14	14	44	11	15	14	40	18	48	15	81	4	15	8	27	4	8	6	18									326
Miyagi	52	29	29	110	45	30	29	104	63	36	44	143	18	25	17	60	24	26	30	80	42	24	29	95		10	5	15		8	10	18					625
Fukushima	57	16	3	76	7	66	6	79	7	23	4	34	4	10	2	16	5	15	3	23																	228
Ibaraki		30		30		40		40		70		70		30		30		60		60		40		40		30		30		10		10					310
Chiba	2			2	6	12		18	43	34		77	2	2		4	12	18		30		1		1		1		1									133
Kanagawa	13	3		16	12	2		14	15	5		20	6	2		8	8	4		12																	70
Niigata					2		9	11			5	5					10		21	31																	47
Ishikawa															1	1	2	1	1	4	4	2	2	8	1			1			1	1					15
Fukui																					15			15	16			16	12			12					43
Shizuoka													15	5	6	26					18	8	8	34		8	2	10		14	4	18					88
Mie																					2	4		6	7	6		13	9	6		15					34
Kyoto																									1	1		2									2
Hyogo																									8			8									8
Wakayama																														4		4					4
Tottori																																	13	1		14	14
Shimane																									16	1		17	9	1		10	81	16		97	124
Yamaguchi																					28			28	16			16	38			38	238	12		250	332
Fukuoka					5		5														10			10	6			6	21			21	35	5		40	82
Nagasaki																					40			40	12			12	47			47	44			44	143
Miyazaki																																	12			12	12
TOTAL	208	114	91	413	156	168	98	422	219	187	124	530	64	89	62	215	159	182	128	469	173	94	63	330	97	65	27	189	136	43	19	198	423	29	5	457	3,223
Whale Meat															4																4						8

Shipping Prefecture	Coal 1/ Miners				Other 2/ Prefectures				Special Consumers	Processing	Canning	Fish Bait Fresh Local Consumer	Fish Bait Fresh 3/ Non Local Consumer	Fr Freezg 4/ Local Plants	Export Freezing	Export Canning	Others	Grand Total			
	F	S	R	T	F	S	R	T	R	F	F	F	F	F	F	F	F	F	S	R	T
Hokkaido	150	10	20	180	765	60	265	1,090	4	9,600	20			70	20	180		11,266	143	679	12,088
Aomori					241		133	374	2	516	10	5		60	12	6	774	2,252		474	2,726
Iwate					59	56	33	148	4	272	5			145	43	6	452	1,296	354	282	1,932
Miyagi					177	134	92	453	6	585	52			375	159	94	676	2,597	579	469	3,645
Fukushima	25	25		50	10	37	3	50		40				17	8	4	566	788	496	33	1,317
Ibaraki	20			20		30		30						8		4		32	580		612
Chiba										230	10			52		54	162	706	137		843
Kanagawa					10			10			8			50	16	40	67	429	64	10	503
Niigata					4		13	17			2	1					196	221		50	271
Toyama											5			14				19			19
Ishikawa					16	1	2	19		2		7					57	95	8	15	118
Fukui					12			12			2						40	129			129
Shizuoka						6	4	10		175	19			56		90	220	644	136	63	843
Aichi																		50			50
Mie										1,833	3		7	4		3	48	1,932	32		1,964
Kyoto									7		1						37	50	5	7	62
Hyogo																	236	426	12		438
Wakayama										88	4						14	109	15		124
Tottori																	46	112	3		115
Shimane					7	1		8			11	1				26	268	720	65		785
Hiroshima										168								168			168
Yamaguchi	*46 50		*46 50		110		10	120	4	50	8	4		22	4	30	1,065	3,401	25	14	3,440
Tokushima										300								300			300
Kagawa										80								80			80
Ehime										800								800			800
Kochi										40							9	49			49

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1/* For Fukuoka Totaling 210

Shipping Prefecture	Coal 1/ Miners				Other 2/ Prefectures				Special Consumers	Processing	Canning	Fish Bait Fresh Local Consumer	Fish Bait Fresh 3/ Non Local Consumer	Fr Freezg 4/ Local Plants	Export Freezing	Export Canning	Others	Grand Total			
	F	S	R	T	F	S	R	T	R	F	F	F	F	F	F	F	F	F	S	R	T
Fukuoka	120			120	18			18						5			214	1,197		60	1,257
Saga	* 5			* 5																	
	50			50						276				5		6	187	619			619
Nagasaki	*151			*151																	
	65			65	98			98		2,823	7			52		100	983	5,500			5,500
Kumamoto										750				10				760			760
Oita										380								380			380
Miyazaki					4			4		70						120	12	244			244
Kagoshima	* 8			* 8	25	1		26		32	1	1				2	74	134	2		166
TOTAL	690	35	20	745	1,556	376	555	2,487	27	19,115	163	19	7	945	262	765	6,403	37,535	2,656	2,156	42,347
Whale Meat								14													666

Detailed Shipping Program of Fresh Marine Products for Other Prefectures 2/

Shipping Prefecture		Aomori	Iwate	Miyagi	Akita	Yamagata	Fukushima	Ibaraki	Niigata	Toyama	Ishikawa	Fukui	Shizuoka	Aichi	Mie	Kagawa	Kumamoto	Total
Hokkaido	F	250	30	120	100	50	30	10	55	80	30	10						765
	S	20			20	10			10									60
	R	30	20	30	30	20	10	40	35	20	20	10						265
	T	300	50	150	150	80	40	50	100	100	50	20						1,090
Aomori	F		110	11	75	7	30	3	5									241
	R		24	16	21	15	22	7	8				20					133
	T		134	27	96	22	52	10	13				20					374
Iwate	F				16	9	5	14	1	4			10					59
	S				23	7	5	4	7				10					56
	R				16	10	2	4	1									33
	T				55	26	12	22	9	4			20					148

Note: Whale Meat 5 for Nagasaki, 4 for Kochi and 4 for Saga.

Shipping Prefecture		Aomori	Iwate	Miyagi	Akita	Yamagata	Fukushima	Ibaraki	Niigata	Toyama	Ishikawa	Fukui	Shizuoka	Aichi	Mie	Kagawa	Kumamoto	Total
Miyagi	F		30		12	42	24	11	14	4			40					177
	S		22		12	18	14	10	41	2	2		60	3				184
	R		16		10	20	12	9	21		2			2				92
	T		68		34	80	50	30	76	6	4		100	5				453
Fukushima	F					10												10
	S					2		5	10				20					37
	R							3										3
	T					12		8	10				20					50
Ibaraki	S								10		10	10						30
Kanagawa	F							2		2	2			4				10
Niigata	F						4											4
	R						13											13
	T						17											17
Fukui	F									1	1			10				12
Shizuoka	S													6				6
	R													4				4
	T													10				10
Shimane	F													5		2		7
	S													1				1
	T													6		2		8
Yamaguchi	F									29				30		60		110
	R									10								10
	T									30				30		60		120
Fukuoka	F									4					4	10		18
Nagasaki	F													14		4	80	98
Miyazaki	F															4		4
Kagoshima	F																25	25
	S																1	1
	T																26	26
Ishikawa	F									14				2				16
	S								1									1
	R									2								2
	T								1	16				2				19
TOTAL	F	250	170	131	203	118	93	40	75	129	33	10	50	65	4	80	105	1,556
	S	20	22		55	37	19	19	79	2	12	10	90	10			1	376
	R	30	60	46	77	65	59	63	65	32	22	10	20	6				555
	T	300	352	177	335	220	171	122	219	163	67	30	160	81	4	80	106	2,487
Whale Meat					1													14

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Detailed Shipping Program of Fresh Marine Products for Frozen Fish Bait - October 1949 4/
Fresh Fish Bait for Non-Local Consumer

Shipping Port	Hyogo - B-port
Mie- B-port	7

Fish Bait for Freezing for Local Plants

Name of Prefecture	Shipping Port	Iwate	Ibaraki	Tokyo	Kanagawa		Shizuoka				Ishikawa	Fukui	Kochi	Toku shima	Shimane	Kagoshima	Local Consuming	Total
		Ofunato			Misaki	B-port	Yaizu	Numazu	Ito	B-port	Usetsu	B-port	B-port		B-port	B-port		
Hokkaido	B-port	5	20	20	10	15												70
Aomori	Hachinoe		5	10	5	5											25	50
	Obata																8	8
	Aomori			2														2
Iwate	Miyako		10	10	10												20	50
	Kamaishi		3	10			10		7								20	50
	Otsuchi				5	5	5										5	20
	Ofunato		4	4													17	25
Miyagi	Shiogama		5	5	5	10	10	5		5							30	75
	Ishinomaki			20	30	15	5	10	5	5			6	4			50	150
	Kisennuma		4	5			6			5							80	100
	Watanoha			7	5	4	10										4	30
	Onagawa			8	2		10											20
Fukushima	Onahama			5													5	10
	Ena																2	2
	Yotsukura																5	5
Ibaraki	B-port	3								5								8
Chiba	Choshi				5	6		5	6	5							20	47
	Chikura					5												5
Kanagawa	Misaki																50	50
Shizuoka	Ito																10	10
	Shimizu																41	41
	Numazu																5	5
Toyama	B-port										2	5			7			14
Mie	Owase																3	3
	Nagashima																1	1
Yamaguchi	Shimonoseki			5		5	2								10			22
Nagasaki	Nagasaki			10	4	6	4	5		10					5	8		52
Saga	Karatsu			5														5
Fukuoka	Tobata									5						10		5
Kumamoto	B-port																	10
TOTAL		8	51	126	81	76	62	25	18	40	2	5	6	4	22	18	401	945

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Shipping Program of Processed Marine Products - October 1949 Unit: 1,000 kan

(Processed Sardine)

Shipping Prefecture		Hokkaido	Aomori	Iwate	Miyagi	Akita	Yamagata	Fukushima	Ibaraki	Tochigi	Gumma	Saitama	Chiba	Tokyo	Kanagawa	Niigata	Toyama	Ishikawa	Fukui	Yamanashi	Nagano	Gifu
Hokkaido	B	10																				
Aomori	B		11																			
	D		7																			
Iwate	B			5		1	1			1	1	1		1						1	1	1
	D			5		2	2			4	4	4			8					2	2	1
Miyagi	B				3					1	1			1								
	D			3	53	18	21	21	15	30	28	29		48	15	17				3	15	18
Fukushima	D						5	13									5			2	10	4
Ibaraki	B								6													
Chiba	B									7	8	~~11~~	19	13	8					3	3	1
	D									1	1	1		1	1					1	1	
Shizuoka	B													3						2	1	
Mie	B						2	2	2	2		3		2	6	4	2	5	2	16	20	36
Ehime	B													2	2				2	2	3	3
Saga	B															3	4				2	2
Nagasaki	B								2	7	2	10		15	15	10	5	10		4	15	10
	D													5	4		3					5
Kumamoto	B									4		4				2	1				1	4
Total	B	10	11	5	3	1	3	2	10	22	12	29	19	37	31	19	12	15	4	28	46	57
	D		7	8	53	20	28	34	15	35	33	34		54	28	17	13			8	28	28
	F																					

D - Sardine, dried. B - Sardine, boiled and dried. F - Sardine, flaked, boiled and dried. S - Sardine, salted.

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(Processed Sardine - continued)

Shipping Prefecture		Shizuoka	Aichi	Mie	Shiga	Kyoto	Osaka	Hyogo	Nara	Wakayama	Tottori	Shimane	Okayama	Hiroshima	Yamaguchi	Tokushima	Kagawa	Ehime	Kochi
Miyagi	B		1				1												
	D	16	18			7	14	19	7										
Chiba	B	4	5			1	1						1	1					
	D	1	1				1												
	F	5																	
Shizuoka	B	30	2																
	F	10																	
Mie	B		13	44	40	65	71	81	32		2						3		4
	D			2	1				1										
	F			20															
Wakayama	B						5		5	10									
Tokushima	B					15	25	15								20			
Kagawa	B																20		
Ehime	B	4	3		4	3	5	10	3		1	1	4	5	2	5	10	38	5
	F					5	10	10					10	10		5	5	60	5
Kochi	B																		7
	F																		5
Hiroshima	B				4	4	4	4	2		4	4	6	34					
Yamaguchi	B														12				
Saga	B		2				2												
	F						10						5	20				10	
Nagasaki	B	15	20	3		5	10	15	4	20		5			2	5	6		5
	D	8	10			25	11	20	4	25			5					5	
	F	80	10			5	25	5					10	30	15	5		50	4
Kumamoto	B		5			4	8	10	2		6		7	5	2		5		4
	F	50	10			5	15	5					5	10	15	5		30	
Total	B		51	47	48	97			48	30	13	10			18	30	44		
	D		29	2	1	32			12	25									
	F		20	20		15									30	15	5		

(Processed Sardine - continued)

Shipping Prefecture		Shizuoka	Osaka	Hyogo	Okayama	Hiroshima	Ehime	Kochi	Fukuoka	Saga	Nagasaki	Kumamoto	Oita	Miyazaki	Kagoshima
Oita	B			5	6	6			5				22	8	
	D				5								15		
	F						15						8		
Miyazaki	B		2	2	2	2								10	
	D		1	1	1	1								4	
	F	5					10	3					2		
Kagoshima	B														6
	F											2			2
Total	B	53	134	142	26	53	38	25	54	25	19	17	32	25	8
	D	25	27	40	11	1	5		12	6	18	4	16	4	
	F	150	60	20	30	70	175	17	15		25	10	12		6

(Processed Cod)

Shipping Prefecture	Hokkaido	Aomori	Tokyo	Kanagawa	Niigata	Toyama	Yamanashi	Nagano	Kyoto	Osaka	Hyogo	Nara	Fukuoka	Saga	Nagasaki	Kumamoto
Hokkaido	10		17	8	12	9	2	7	8	9	3	4	8	3	3	3
Aomori		9														

(Salted Cuttle-fish)

Shipping Prefecture	Hokkaido	Aomori	Iwate	Akita	Yamagata	Fukushima	Gumma	Niigata	Toyama	Ishikawa	Yamanashi	Nagano	Gifu	Aichi	Osaka	Hiroshima
Hokkaido	38			10	10	5	5	2	2	7		2	2	5	10	2
Aomori		8									2					
Iwate			18								2					

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(Baked Fish Paste - Yakichikuwa)

Shipping Prefecture	Hokkaido	Aomori	Iwate	Miyagi	Akita	Yamagata	Fukushima	Ibaraki	Tochigi	Gumma	Saitama	Tokyo	Kanagawa	Yamanashi	Nagano	Gifu	Aichi	Mie	Shiga	Kyoto	Osaka	Hyogo	Nara	Wakayama
Hokkaido	50							4		6	10	260	20	12	60	20	40	-	10	16	60	6		
Aomori		8	3		3	4				4	6	16	4	2	4	4	10			14	12			
Miyagi			7	20	4	10	10	2	2	8	4	30	4	2	4	4	15		4	6	10	2		
Fukushima							4	2	2	2	2	6		2	2		2			2	2		2	
Mie																1	1	8	1	1	2	2	3	1
Total	50	8	10	20	7	14	14	8	4	20	22	312	28	18	70	29	68	8	15	39	86	10	5	1

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Shipping Program of Whale Meat - October 1949

Unit: 1,000 kan

Shipping Company	Shipping Port	Designated Areas								Other Prefecture							Others	Storage	Extraction of Oil	Processing	Total
		Tokyo	Yokohama	Nagoya	Kyoto	Osaka	Kobe	Fukuoka	Sub-total	Nara	Yamanashi	Akita	Kochi	Saga	Nagasaki	Sub-total					
Nihon Suisan Co.	Kiritappu	45	8	15	5	35	25	4	137					4		4	8	10	31	13	203
	Hakodate	33	2			10	5		50								0.6				50.6
	Kamaishi	10	2	2		15	5	2	36								4		12	5	57
	Sub-total	88	12	17	5	60	35	6	223					4		4	12.6	10	43	18	310.6
Taiyo Fishing Co.	Akkeshi	66	21	8	4	65	23	6	193	4	4		4			12			27	15	247
Kyokuyo Hogei Co.	Kushiro	65	25	5		60	48		203						5	5	20		34	35	297
	Kamaishi	2	2			4	4		12												12
	Sub-total	67	27	5		64	52		215						5	5	20		34	35	309
Nitto Hogei Co.	Iwate-Osawa	4				9			13			1				1	1		10	1	26
Total		225	60	30	9	198	110	12	644	4	4	1	4	4	5	22	33.6	10	114	69	892.6

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