REPORT OF

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

Source: Nikkei National Museum, 2010-4-4-5-1-1
www.nikkeimuseum.org

Source: Nikkei National Museum, 2010-4-4-5-1-2
www.nikkeimuseum.org

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VANCOUVER, B. C.
December
1942

Source: Nikkei National Museum, 2010-4-4-5-1-3
www.nikkeimuseum.org

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Source: Nikkei National Museum, 2010-4-4-5-1-4
www.nikkeimuseum.org

REPORT OF THE JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

1. INTRODUCTION:

Immediately following the declaration of war with Japan in December 1941, steps were taken by Naval Service to bring into custody all fishing vessels owned by persons of Japanese nationality or Japanese origin. Over 1300 vessels of the various types were involved and these vessels were located at many places along the entire length of the British Columbia coast.

The method adopted was to assemble vessels at specific mooring areas, principally in the Fraser River near New Westminster where approximately 1,000 vessels were moored. Some 200 vessels were stored in Tuck's Inlet at Prince Rupert and the remainder at other outports. Vessels were immobilized when seized or after assembly at moorings, by removing vital engine parts and certain navigating instruments.

Circumstances attending the mass assembling of vessels at temporary moorings, in one small area in the Fraser River, under the severe weather conditions prevailing in December and January, caused considerable damage to individual units. Both hull and engine damage occurred and a number of small boats sank at their moorings.

This first impounding action contemplated only immobilization, consequently no provision was made for conditioning vessels for sale prior to the forming of the Japanese Fishing Vessels Disposal Committee.

Source: Nikkei National Museum, 2010-4-4-5-1-5
www.nikkeimuseum.org

2. ORIGIN AND PURPOSE OF THE COMMITTEE:

The removal of this substantial part of the fishing fleet from active service, when the product was of vital importance to the food supply of the United Nations, prompted the Government to appoint a Committee for the purpose of returning these vessels to active fishing in the hands of fishermen of other than Japanese origin, so that the defence measure of impoundment would not result in a decrease in the production of the fishing industry of British Columbia. Therefore, under the authority of the War Measures Act, and of Order-in-Council, P.C. 288, of January 13th, 1942, this Committee known as the Japanese Fishing Vessels Disposal Committee was created with the following personnel:-

The Honourable Mr. Justice Sidney Smith - Chairman.

Commander B. L. Johnson, D. S. O., R. C. N. R.

Mr. Kishizo Kimura.

The terms of reference recited in Order-in-Council were as follows:-

(1) "To make such arrangements as will make it possible for the present owners of detained vessels to freely negotiate for charters, leases or sales of such vessels as they own to persons other than those of Japanese origin, provided that the Committee approve of such charters, leases, or sales, which approval shall be a prerequisite for the use of such vessel under fishing license.

(2) "Where necessary, to arbitrate disagreements on price between owners and intending purchasers with a view to preventing advantage being taken of duress.

(3) "To report on claims which may be made on the government for damage to, or deterioration of, the vessels and equipment while under detention.

(4) "To report on claims which may be made on the government for the returning of the detained vessels from their present storage place to places where they were picked up.

(5) "By consultation with the Department of Fisheries, to determine which of the detained vessels shall first come under the arrangements to be put back into production.

(6) "To report on steps that should be taken to dispose of vessels which the present owners are unable to sell, charter, lease or otherwise transfer."

Source: Nikkei National Museum, 2010-4-4-5-1-6
www.nikkeimuseum.org

3. ORGANIZATION AND INITIAL STEPS:

The Committee held its first meeting in Vancouver on January 24th, 1942, when Mr. A. E. McMaster was appointed Executive Assistant, and initial procedure determined. A necessary staff immediately was organized, and the Committee's office was opened to the public in the Marine Building on January 28th, 1942.

With the advent of this Committee, it became necessary to reverse completely the immobilization procedure. Vessels had to be reconditioned for active fishing service and placed in position permitting the Committee to promote their sale to eligible fishermen.

Therefore, late in the month of January, in co-operation with the Committee, Naval Service proceeded to carry out the following:

(1) Raise sunken vessels and place them in local shipyards for overhaul.

(2) Repair hulls and engines of other vessels as required.

(3) Provide suitable mooring and assemble vessels thereat in position to facilitate inspection by prospective buyers, and for their convenience provide a ferry service from New Westminster Terminals to the fleet.

(4) Catalogue vessels by names, numbers and locations at the moorings.

Pending the availability of this fleet for inspection by prospective purchasers, the offices of the Committee were engaged in assembling the necessary data to permit of a comprehensive sales campaign, and to set up practical policies to accomplish the return of vessels to the Fishing Industry as quickly as possible.

Source: Nikkei National Museum, 2010-4-4-5-1-7
www.nikkeimuseum.org

Listing of vessels by Japanese owners was promoted with the very effective help of Mr. K. Kimura. This enabled the Committee to prepare detailed descriptive vessel sheets which were segregated according to type and made available to the public.

The Committee consulted with the principal Fishing Companies, Fishing Associations, Unions, and the Chief Supervisor of Fisheries, as to the requirements of the Industry. The markets were otherwise explored, and the public was informed through the press, by extensive advertising and by circular as to the procedure necessary for purchasing these fishing vessels.

4. GOVERNING POLICIES ADOPTED BY THE COMMITTEE:

The general policies adopted are outlined as follows:-

(1) Prospective purchasers were encouraged to negotiate freely with Japanese owners towards a mutually satisfactory purchase agreement. To this end the facilities of the offices of the Committee were extended to them.

(2) Having in mind that the Committee was a temporary agency and that it was desirable to obtain transfer of title without delay, only outright sales were approved.

(3) Term payments were permitted providing substantial cash payments were made, and providing deferred amounts were covered by mortgage. Deferred payments however, were the responsibility of the contracting parties, the Committee assuming no responsibility therefore except for approval of the terms of sale.

Source: Nikkei National Museum, 2010-4-4-5-1-8
www.nikkeimuseum.org

(4) In the event of a dispute between parties as to price, the services of the Committee were offered to arbitrate the difference.

(5) Facilities for inspection of vessels were provided through the issuance of permits and, as stated above, by the operation of a regular ferry service from New Westminster Terminals to the Fishing Fleet moorings.

(6) When a vessel was sold and damage or loss of equipment was claimed, provision was made for inspection by the surveyors of the Committee and Naval Service prior to release of vessel. Where loss or damage was found by surveyors to have occurred while vessel was in the custody of Naval Service, allowance was recommended under certain prescribed principles explained later in this report under section dealing with "Naval Claims", Page 30.

(7) When an agreement for sale was approved by the Committee, the cash payment involved was paid in to the offices of the Committee, an order on Naval Officer in charge of the fleet for the release of vessel given to the purchaser, and the Registrar of Shipping advised of the transaction. The new owner was then able to submit his Agreement for Sale to the Registrar of Shipping and secure his License or Certificate of Registry.

(8) The cash received by the Committee in these transactions in behalf of the Japanese owners, was disbursed to them after deduction of the 1% service charge, survey fees when applicable, and payments to creditors as authorized by the vendors. These Japanese owners liquidated a large amount of their mortgage and other indebtedness in this manner through the Committee.

Source: Nikkei National Museum, 2010-4-4-5-1-9
www.nikkeimuseum.org

5. CLASSIFICATION OF VESSELS:

The impounded vessels, as finally listed with the Committee, consisted of the following:

No. of Vessels	% of Total	Type
68	5	Seiners
120	9	Trollers
860 (859)	64	Gill-Netters
148 (149)	11	Packers
141	11	Cod-Fishers, etc.
1337	100	Total

(Y.W. No 11 (BATM) Classified as Gill-Netter, Almost Have been "Packer" O.N. 172,340

Vessels varied greatly in age, consequently in value. While information as to age was not available for all vessels, this data was supplied for a large number by the Japanese owners when listing their vessels with the Committee. The following compilation from this data can be taken as indicative of the relative position by age groups. It should be noted however, that the natural tendency of the Japanese owners in supplying this information was towards minimization. They were the vendors of these vessels.

Age	No. of Vessels	% of Total
1 to 3 years	210	18.4
4 to 6 "	209	18.3
7 to 9 "	157	13.8
10 to 12 "	236	20.7
13 to 15 "	175	15.3
16 to 18 "	60	5.2
19 to 21 "	44	3.9
22 to 24 "	34	3.0
25 years old and over	16	1.4
Total	1141	100%

In normal years there are several hundred fishing vessels built annually in British Columbia, especially of the Gill-Netter type. Construction practically has ceased under the restrictive priority conditions prevailing. As a consequence, the availability of these Japanese vessels served as a means of permitting the metamorphosis which has taken place in the Fishing Industry of this Province since Japanese fishermen were denied the right to participate therein.

Source: Nikkei National Museum, 2010-4-4-5-1-10
www.nikkeimuseum.org

6. CHRONOLOGICAL REVIEW OF THE COMMITTEE'S OPERATIONS:

For the purpose of this review it has been considered advisable to divide the activities into four periods which we designate as follows:-

A - Initial Sales

B - Most Active Sales

C - Declining Sales and Transfer to Custodian

D - Closing Period

Period A - Initial Sales

January 28 to February 28th, 1942

Until the Naval Service establishment at New Westminster advanced the work of conditioning the vessels concerned, inspection of individual units could be effectively accomplished only by bringing selected boats to New Westminster Terminals for inspection by prospective buyers. This resulted in slow progress in sales in the initial period of operations.

Consulation with the General Supervisor of Fisheries of British Columbia and with other authorities, revealed the desired priority in best serving the various types of fishing. Herring fishing was in progress when the Committee opened its offices and, due to the importance of facilitating the production of a large herring pack needed to meet the urgent requirements of the British Government, preference was given to releasing boats used in this branch of the Industry. Spring salmon trolling came on in February, Halibut fishing the following month, and the principal Salmon fishing in June. Wherever possible then, preference in releasing vessels was given in that order.

Source: Nikkei National Museum, 2010-4-4-5-1-11
www.nikkeimuseum.org

The principal fishing companies recognized the mutuality of interest in restoring vessels to active fishing and agreed to cooperate with the Committee in every possible way. They explained their position: that they were not interested in the capital investment represented in the purchase of these fishing vessels as such, but acknowledged the necessity of financing white fishermen in support of the policy of the Committee in approving of outright sales only.

In this period there existed an erroneous impression in the minds of certain Japanese groups that they might be allowed to fish under supervision. This built up certain sales resistance, to overcome which the Committee appointed several Japanese recommended by Mr. Kimura, actively to dissipate the impression and to urge all Japanese owners to take advantage of the facilities offered by the Committee in disposing of their vessels.

In addition to the vessels in the Fraser River, descriptions of the impounded vessels at Prince Rupert and out-ports were segregated and their availability advertised; and the fishing companies having interests in the districts concerned, fully advised.

Amongst the vessels impounded were many which, while operated by Japanese fishermen, were actually owned by the fishing companies. Some of these vessels too, sustained damage and/or loss of equipment while in Naval Custody. On verification of approved ownership, and after survey in the event of claim for loss or damage, these vessels were accordingly released. Such vessels have been reported under the caption "Released to Owners".

Towards the end of this period, a sufficient number of vessels was available for inspection at Fraser River moorings to warrant the inauguration of a regular ferry service from New Westminster Terminals.

Source: Nikkei National Museum, 2010-4-4-5-1-12
www.nikkeimuseum.org

Re Vessels released by Customs (up to March 5 - 75 Vessels. Maybe Cannery vessels.

一、日系が購入（全額、仕払済の）も未だものであるが当録手続未済の船

二、日系が購入、一部金額仕払中の為め当録手続不能の船

三、日系が購入契約書に署名したものゝ決済していない為め当録不能の船

四、日系が準備船として傭船契約に依り編集しつゝある船

1331
702

Cust - 178

Actual leftovers
97
12
113 to Cust.

Source: Nikkei National Museum, 2010-4-4-5-1-12-1
www.nikkeimuseum.org

Page 8 (不買の理由は事実とは違う)

Para 2 日系連絡委員

Para. 4 "Released to Owners"

(事実は大部分は日系人が購入したものと思われるが当該手続きが延引してみたものであろう)

Page 9 Re Survey to establish Suggested negotiat' Price

日米評価見積の問題点は Rate of Dep. と見解基準の相違

Replacement Value vs. Dep. Value?

Source: Nikkei National Museum, 2010-4-4-5-1-12-2
www.nikkeimuseum.org

The following vessels were released during this period: i.e., from the opening of the Committee's offices to February 28th, 1942.

Type of Vessel	Sales	Released to owners	Req's'd by Services	Total Released
Seiners	11	1	11	23
Trollers	4	0	1	5
Gillnetters	26	49	0	75
Packers	4	3	13	20
Cod Boats, etc.	1	8	2	11
Total	46	61	27	134

In this period 343 persons inspected the vessels and 63 vessels were surveyed by the Surveyors of the Naval Service and the Committee.

Period - Most Active Sales
March 1st - May 31st
1942

The anticipated increase in sales activity did not open up immediately after the inauguration of regular inspection service at the moorings. It was found that the deterrent factor was disagreement as to price. In listing their vessels with the Committee, the majority of Japanese owners quoted an excessive price. This was generally higher than the prospective purchaser was prepared to pay, consequently the Committee engaged a highly qualified fishing vessel valuator to survey all unsold vessels and place a fair value on each unit. The value so determined was used as a basis to establish what became known as the Committee's "Suggested Negotiating Price". Cards were printed showing this negotiating price, and one posted in a window of each pilot house.

This action at once greatly stimulated negotiations and the period of most active sales consequently occurred in March, April, and early in May. Two hundred and fifty-six vessels were sold in March, two hundred and thirty seven in April and one hundred and thirty-two in May.

Source: Nikkei National Museum, 2010-4-4-5-1-13
www.nikkeimuseum.org

The method adopted in surveying vessels for alleged damage or loss of equipment was explained on Page five (5) hereof. No provision for the payment of the ensuing claims had been made when this sales period opened. The Committee recommended that the necessary finances should be provided for this purpose and suggested that the offices of the Committee be utilized to prepare the necessary documents and submissions to the end that approved claims be promptly paid. This recommendation was accepted and the necessary authorization given effect through Orders-in-council P.C. 3737 May 5th, 1942 and P.C. 6787, July 31st, 1942. For the purpose of reference, we shall discuss this factor more in detail later in this report under the caption "Report on Loss and Damage Claims" - Schedule 6, Page 30.

By the middle of May over 600 boats had been sold, and all these sales were consummated by free negotiation between buyer and seller. When the requirements of the Committee were understood by the Japanese owners, the majority became reconciled to the disposal of their vessels and cooperated to this end. This is exemplified in the fact that, while the simple arbitration procedure of the Committee was well understood, in one case only was this arbitration requested in order to settle a price dispute and both parties were completely satisfied with the award.

However, in the latter part of May it became evident that certain Japanese groups were determined to retain ownership of their vessels and leave it to Government agency to continue their care and upkeep indefinitely. Inasmuch as these groups had been afforded an equal opportunity to sell as the co-operating majority, and in view of the fact that it was essential to relieve the Navy Service from the care of the vessels remaining in custody as quickly as possible the Committee adopted the following resolution:-

Source: Nikkei National Museum, 2010-4-4-5-1-14
www.nikkeimuseum.org

"When a bona fide offer to purchase a vessel is made by an eligible applicant and the price is deemed fair, but not less than "suggested negotiating price", and the Japanese continues to refuse to sell, or places an unduly high price on his vessel and refuses to arbitrate, the Committee will sell the vessel at a price determined as fair by them, accepting cash payment therefor which shall be held in trust until the Japanese owner completes the transaction by delivering his license or register and executing a Bill of Sale.

"The new owner to be given a letter or prepared form, addressed to the Registrar of Shipping, of a nature acceptable to him. This form will permit the new owner to operate the vessel, pending completion of permanent documents."

152 vessels were sold under this "Forced Sales" plan. Following the consummation of a forced sale, the Committee advised the former Japanese owner of the details of the sale, and of the proceeds available to him on the execution by him of the regular sales agreement form furnished by the Committee. Approximately two-thirds of these owners regularized the sale by executing the "forced sales" document, and in these cases the net amount accruing was remitted by the Committee to the vendor at his evacuation camp. The completed bill of sale then was forwarded to the new owner, thus enabling him to obtain a clear title.

The Committee was under obligation to the remaining new owners similarly to clear their titles. Consequently, on explaining the situation to the Custodian of Enemy Property, he, under the authority vested in him, executed bills of sale for the vessels concerned, in behalf of Japanese owners. The titles were thus cleared on all the remaining vessels sold under this plan and the net amounts due Japanese owners remitted accordingly to the Custodian.

The total value of all sales under this plan amounted to $72,031.00. The Committee's"suggested negotiating Price" was $70,110.00 and the actual surveyed value was $60,000.00; hence in total, the owners received 2.7% above the negotiating price and 20% above the survey price, on a total of 152 vessels concerned.

Source: Nikkei National Museum, 2010-4-4-5-1-15
www.nikkeimuseum.org

Up to this time no releases were approved without assurance that the vessel purchased would be used by the new owner in the Fishing Industry of British Columbia. In the latter part of May, the Committee reached the conclusion that a position had been attained whereby the vessels then returned to the Fishing Industry through sales and releases insured that the production of the industry would not suffer by reason of Naval Impoundment action.

In view of this and with the consent of the Minister of Fisheries, the remaining vessels were offered to the general public and wide publicity of this policy given through the Press. Very few sales to the general public resulted, chiefly due to the rigid gasoline restrictions and also to the fact that the vessels remaining available were not well adapted to other than fishing purposes.

On March 15th the British Admiralty Technical Mission requested that twenty (20) vessels of a specified type and speed be selected from those available for the purposes of the British Admiralty. In co-operation with the Commanding Officer, Pacific Coast Naval Service, this selection was promptly made and the Technical Mission's specification as to repair and shipment carried through to a conclusion during this and in the following period. Further details are shown in Schedule 2, Page 24.

The vessels released in this period were as follows:

Type of Vessel	Sales	Released to Owners	Req's'd by Services	Total Released
Seiners	22	0	0	22
Trollers	33	3	10	46
Gillnetters	463	86	8	557
Packers	75	3	15	93
Cod Boats & Misc.	32	25	0	57
TOTAL ...	625	117	33	775

During this period 2858 people visited the fleet, 364 surveys were made in connection with claims for loss and damage and 713 vessels were surveyed for valuation.

Source: Nikkei National Museum, 2010-4-4-5-1-16
www.nikkeimuseum.org

Period C

June 1st to August 5th
1942

Period of declining sales and the transfer of vessels remaining unsold at August 5th 1942, to the Custodian of Enemy Property.

As June advanced, it became evident that the capacity of the current market to absorb these vessels was nearing exhaustion. The principal objective of the Committee in regard to the needs of the Fishing Industry having been attained, it became imperative that the Navy personnel at the New Westminster establishment be relieved.

Prolonged negotiations took place with the fishing companies in June and July with object of having them take over the remaining vessels either by purchase or under a bailment plan with option to purchase. For a time it appeared that one or other of these plans might be successful, but in the end only one Company, Nelson Bros. Fisheries Ltd., concluded an arrangement. They took over the responsibility of 52 vessels on an arrangement which included option of purchasing or of using any one or more vessels during the current fishing season at a nominal rental of $25.00 per boat.

Early in July, when it was apparent that the fishing companies would not take all of the remaining vessels, the Committee recommended that the Custodian of Enemy Property assume responsibility for them. This recommendation was approved and the transfer authorized through Order-in-council P.C. 6247 July 20th, 1942. The Committee assisted both agencies in arranging the details of effecting the transfer which was consummated on August 5th, 1942.

This transfer included 97 vessels at New Westminster, 16 at Prince Rupert and several at outlying canneries, and the responsibility for the supervision of the Nelson Bros. agreement.

Source: Nikkei National Museum, 2010-4-4-5-1-17
www.nikkeimuseum.org

Coincident with the release of vessels by Naval authority, a joint survey was made by the surveyors of Naval Service and the Custodian's office in order to fix responsibility for loss or damage claims.

A summary of vessels released during the period, June 1st to August 5th inclusive, follows:

Period C - June 1st - August 5th, 1942

Type of Vessel	Sales	Released to Owners	Req'n'd by Services	Transf'd to Custodian	Total
Seiner	13	0	3	1	17
Troller	16	2	- 2	44	60
G.Netter	138	12	- 1	70	219
Packer	14	3	- 16	18	19
Cod Boats	21	7	- 1	43	70
TOTAL	202	24	- 17	176	385

NOTE - Minus figures represent number of requisitioned vessels converted to sales.

661 persons inspected the fleet in this period, 299 vessels were surveyed for assessment of claims for loss or damage and 214 for valuation.

Period D
August 6th to November, 1942.

Final period of operation

Order-in-Council P.C. 3737 only provided for the transfer of the vessels unsold at July 31st, 1942, together with the records pertaining thereto. No provision was made for the transfer of records and of the unfinished business of the Committee concerned with the vessels sold or released by it nor for the adminstration of Naval claims. However, the Custodian agreed to assume this added responsibility, provided the Committee would bring this work to as near a state of completion as practical, prior to transfer.

Source: Nikkei National Museum, 2010-4-4-5-1-18
www.nikkeimuseum.org

It was also mutually agreed that the Committee would release to the Custodian's office at the time of such transfer, as many experienced members of its staff as were deemed necessary.

The remaining work of the Committee included completion of: Naval claims, purchases of vessels for the Royal Canadian Services, disbursements of amounts due Japanese owners and the assembling of permanent records.

In many cases the assembling and completing of documents supporting claims against Naval Service proved a slow procedure, due chiefly to the delay in securing the necessary papers from both the Fishing Companies and the evacuated Japanese owners. Schedule 6, Page 30, contains further details of the principles followed in the administration of claims, and the status when transfer was made to the Custodian.

In the latter part of July instructions to purchase vessels for the Naval Service, the Army and the Air Force were received from the Department of Munitions and Supply. These included all vessels previously requisitioned from the Japanese Fishing Fleet: 27 by Naval Service, 10 by Army Service Corps and 6 by the Air Force. At the time these vessels were requisitioned, early in the year, values were established by the Advisory Board on requisitioning and were based on surveys made by Lloyd's Register of Shipping. Originally it had been intended that all the requisitioned vessels should be chartered from the Japanese owners and it was not until July that this policy was changed and outright purchase decided upon.

These purchases were effected on the basis of Lloyd's surveyed price, charter fees from the time of requisitioning to date of purchase being disregarded. All the Japanese owners were living at evacuation camps, which required that negotiations be carried on by correspondence.

Source: Nikkei National Museum, 2010-4-4-5-1-19
www.nikkeimuseum.org

While difficulty was experienced in satisfying some of the vendors over the cancellation of interim charter fees, all the purchases were brought to a practical conclusion during this final period.

The method used in handling the documents concerned was as follows:-

(1) When bill of sale was completed this document with the Committee's certified invoice was forwarded to the Negotiations Branch for the Director General, Shipbuilding Branch, Department of Munitions and Supply.

(2) On receipt of cheques in payment financial encumbrances were cleared, the Committee's commission of one percent (1%) and survey charges deducted and the balance of purchase price remitted to vendor. A statement showing the details of the purchases is included herein as Schedule 3, Page 25 and 26.

Audit of the Committee's accounts was carried out under the direction of Mr. S. V. Roberts, Supervising Treasury Officer, Vancouver. Verification of the sales operating records was completed December 3rd, and these were transferred to the Custodian, December 4th, 1942.

The following statements show the closing figures as verified by audit, details and analyses of which are included in the following section and as Schedule 4, Page 27, in Part II hereof.

Distribution of Sales Values

	No. Vessels	Value
Sales of Vessels to Fishing Industry	887	$1,021,530.89
" " " " Royal Canadian Services	43	314,210.00
" " " " British Admiralty Technical Mission	20	70,315.00
TOTAL vessels sold	950	$1,406,055.89
Sale of Fishing gear, Camps, etc.		16,800.00
Sale of Misc. small Row-boats, etc.		326.00
TOTAL value of sales		$1,423,181.89

Source: Nikkei National Museum, 2010-4-4-5-1-20
www.nikkeimuseum.org

Closing Financial Summary

Total of Cash Collections on above sales		$1,116,889.62
Payment to Vendors	$1,089,097.47	
Remittances to Receiver General	16,658.81	
Transferred to Custodian Nov.30/42	11,133.34	
Balance	$1,116,889.62	$1,116,889.62

The details of the balance transferred to the office of the Custodian, viz., $11,133.34, are set out in the audited statement included herein as Schedule 5A, Page 29. The history of each account concerned is contained in individual vessel files which will enable the Custodian to complete all transactions without difficulty.

7. COST OF OPERATION OF COMMITTEE'S OFFICES

The total cost of the Committee was considerably effected by the added work involved in the handling of Naval Claims for loss and damage and in the supervision of the conditioning and shipping of British Admiralty Technical Mission vessels.

The recommendation of the Committee that a One percent (1%) commission on sales be assessed, was based on an estimate of cost which contemplated only the implementing of the terms of reference contained in Order-in-Council PC 288, January 13th, 1942.

While the additional costs were anticipated when these added responsibilities were assigned to it, the Committee considered it impracticable to recommend that the commission rate on remaining vessels be increased in order to cover the added costs. However, a record of the expenses of the several services performed was maintained and thus it is possible to submit the following distribution of costs so that assessment may be made accordingly:-

Source: Nikkei National Museum, 2010-4-4-5-1-21
www.nikkeimuseum.org

Total Costs Classified	Amount
Pay Rolls, including Marine Surveyors	$15,937.41
Office Rend and General Office Expense	5,576.79
Travelling expenses, including Auto allowances	952.08
Sundry Expenses, including legal fees, Advertising - General Adminstrative Expense	2,447.21
Total Expenses	$24,913.49

Distribution of Expenses to Services

	Amount	%
A - Sales and Releases of vessels to the Fishing Industry, O-I-C P. C. 288	$12,311.47	49.5
B - Purchase of Vessels for R.C. Services	2,395.17	9.6
C - British Admiralty Technical Mission Vessels, Purchase of - Supervision of repair - Shipping, etc.	2,551.81	10.3
D - Adminstration of Naval Claims Settlements - O-I-C,P.C. 3737,5/5/42	7,655.04	30.6
Total cost of all Services	$24,913.49	100.00

Recapitulation to show the Net Cost of Services in returning vessels to the Fishing Industry

Grand total cost of all Services as shown above		$24,913.49
Less Cost of supervising Naval claims	$7,655.04	
Less Cost re B.A.T.M. vessels	$2,551.81	
Credit by Commission & Survey	803.15	
Net B. A. T. M.	$1,748.66	1,748.66
TOTAL cost of special services	$9,403.70	$9,403.70
Leaving gross cost of carrying through the principal function of the Committee under Order-in-Council P.C. 288, Jan. 13th, 1942		15,509.79
Revenue received on these vessels from Commission at 1% in accordance with O-I-C P.C. 987, Feb. 9/42 and from recovery of Survey Fees		16,658.81
Excess revenue on this Principal Function		$ 1,149.02

Note - December costs estimated in above figures.

Source: Nikkei National Museum, 2010-4-4-5-1-22
www.nikkeimuseum.org

8. ANALYTICAL SUMMARIES OF ALL VESSELS SOLD AND RELEASED

The following table shows the distribution of all vessels registered through the offices of the Committee

SUMMARY OF VESSELS RELEASED

Number of Units Closing figures

Sold to	SEINERS	TROLLERS	G.NETTERS	PACKERS	COD BOATS ETC.	TOTAL
The Public	53	57	625	94	58	887
Br.Adm.T.Mission	-	3	1	15	1	20
R.C.Naval Service	14	2	2	8	1	27
R.C. Air Force	-	3	-	3	-	6
R.C. Army Corps	-	4	5	-	1	10
TOTAL sold	67	69	633	120	61	950
PERCENTAGE	7.1	7.3	66.6	12.6	6.4	100
Released to owners	1	5	145	9	40	200
PERCENTAGE	.5	2.5	72.5	4.5	20.0	100
# Transferred to Custodian	-	46	82	18	41	187
PERCENTAGE	-	25.0	44.0	9.0	22.0	100
Total vessels released	68	120	860	147	142	1337
PERCENTAGE	5.1	9.0	64.3	11.0	10.6	100

includes 52 vessels transferred to Nelson Bros. - see page 13

No. persons inspecting fleet	3,862
No. surveys for loss and damage	726
No. surveys for value	927

References for further details -

Sales to the Public	Schedule	1	Page 23
Sales to B.A.T.M. Services	"	2	" 24
Sales to R.C. Services	"	3	" 25

Most of the vessels turned over to the Custodian will be sold or leased to the Fishing Industry, over fifty having been sold to date. Therefore, ultimately, 90% of the entire impounded fleet will have been returned to active fishing.

Source: Nikkei National Museum, 2010-4-4-5-1-23
www.nikkeimuseum.org

An analysis of the 887 vessels sold to the Public through these offices shows the following distribution: -

Principal Fishing Co's	Total number of vessels	% of total
Cassiar Packing Co.	13	1.5
B. C. Packers Ltd.	237	26.7
Canadian Fishing Co.	151	17.1
A. B. C. Packing Co.	99	11.1
Nelson Bros. Ltd.	67	7.5
J. H. Todd and Sons	29	3.3
F. Millerd and Co.	29	3.3
Great West Packing Co.	22	2.5
North Shore Packing Co.	7	.8
Queen Charlotte Fisheries Ltd.	6	.7
TOTAL	660	74.5
Individual Fishermen and Small Companies	227	25.5
GRAND TOTAL	887	100%

Distribution of Vessels Sold

Types

	Fishing Companies		Individual		Total	
	No.	%	No.	%	No.	%
Seiners	42	6.3	11	4.8	53	6.0
Trollers	18	2.7	39	17.2	57	6.4
G.Netters	507	76.9	118	52.0	625	70.5
Packers	74	11.2	20	8.8	94	10.6
Cod Boats, etc.	19	2.9	39	17.2	58	6.5
TOTAL	660	100.0	227	100.0	887	100.0

It may be noted that 75% of the sales to the Industry were made to the principal fishing companies compared with 25% to the individuals and small companies. An analytical statement of this distribution is shown herein as Schedule 1, Page 23

The large companies purchased the major percentage of all types except trollers and cod boats - types principally concerned in the production of fresh fish. This product is sold freely in open markest whereas products from other types generally go to specific canning companies.

Source: Nikkei National Museum, 2010-4-4-5-1-24
www.nikkeimuseum.org

The large companies were concerned in seeing to it that vessels of the gillnetter, seiner and packer types were made available to fishermen who required financial assistance in securing these vessels. The Companies purchased the boats in their own names but immediately resold to individual fishermen at the same purchase price, giving liberal terms for repayment without interest. It is reasonable to conclude that at least 90% of all small vessels purchased by the fishing companies ultimately will be owned by individual fishermen, and that, therefore, 93% of the 887 vessels sold through the Committee will be so owned.

The average price paid for each type of vessel (exclusive of those especially selected for the British Admiralty Technical Mission and for the Royal Canadian Services) was as follows:

Type	No. of Vessels	Average price
Seiners	53	$ 5,694.26
Trollers	57	1,321.05
Gillnetters	625	620.14
Packers	94	2,275.78
Cod Boats, etc.	58	740.04
TOTAL	887	$ 1,151.67

The Seiners and packers were principally of the smaller size, most of the larger vessels of these types having been requisitioned by the Canadian Services.

Comparisons have been made of the price originally placed on vessels by Japanese owners, the Surveyors' price and the Committee's "Suggested negotiating price". Price data was not available on all vessels but the large number taken into calculation can be accepted as indicative of the total position.

Source: Nikkei National Museum, 2010-4-4-5-1-25
www.nikkeimuseum.org

The result showed that the actual average sales price was:

5.8% above the "Suggested negotiating price"

21.7% above the Surveyors' appraised price

22.5% below the Japanese initial asking price

It has been stated already that, except for "Forced Sales" all transactions were consummated after free negotiation between buyer and seller. No sales were approved at a price below "Suggested negotiating price" without the consent of the owner.

9. CONCLUSION

The Committee gratefully acknowledges the excellent co-operation received throughout the period of its activities from the following:

Commanding Officer, Pacific Coast, Naval Service and the Officers of his Command

Deputy Minister of Fisheries, Mr. A. J. Whitmore, and Mr. F. O. Weeks of the Department of Fisheries, Ottawa.

Chief Supervisor of Fisheries, Vancouver, and Mr. Wm. Chapman

Custodian of Enemy Property, Vancouver

Registrar of Shipping, Vancouver, Mr. A. J. Gleam and Mr. S. B. Kemp

Registrar of Shipping, New Westminster

Registrar of Shipping, Prince Rupert

Royal Canadian Mounted Police, Vancouver,

British Columbia Security Commission

Principle Fishing Companies

The Daily Press

Respectfully submitted

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

Executive Assistant

Source: Nikkei National Museum, 2010-4-4-5-1-26
www.nikkeimuseum.org

PART II

Source: Nikkei National Museum, 2010-4-4-5-1-27
www.nikkeimuseum.org

Source: Nikkei National Museum, 2010-4-4-5-1-28 www.nikkeimuseum.org

ANALYSIS OF VESSELS SOLD TO THE FISHING INDUSTRY

PRINCIPAL FISHING COMPANIES	SEINERS		TROLLERS		GILLNETTERS		PACKERS		COD BOATS, etc.		TOTAL	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount	No.	Amount
B. C. Packers	11	$51,770.00	9	$15,225.00	183	$121,399.00	25	$56,385.00	9	$6,075.00	237	$250,854.00
Canadian Fish Co.	6	39,771.00	2	2,900.00	119	81,431.95	18	37,400.00	6	6,565.00	151	168,067.95
A.B.C.Packing Co.	1	7,500.00	-	--	83	45,140.04	13	21,849.00	2	226.30	99	74,715.34
Nelson Bros.	5	34,000.00	4	4,825.00	55	35,666.00	3	4,000.00	-	--	67	78,491.00
J.H.Todd and Sons	8	48,490.00	1	1,500.00	16	8,975.00	3	13,900.00	1	675.00	29	73,540.00
F. Millerd & Co.	5	6,415.00	-	--	18	11,225.00	5	9,900.00	1	605.00	29	28,145.00
Great West Pkg. Co.	-	--	-	--	21	12,825.00	1	3,400.00	-	--	22	16,225.00
Cassiar Pack. Co.	-	--	-	--	12	6,375.00	1	750.00	-	--	13	7,125.00
North Shore Pkg. Co.	4	27,200.00	2	3,300.00	-	--	1	9,500.00	-	--	7	40,000.00
Queen Charlotte Fisheries Ltd.	2	21,750.00	-	--	-	--	4	6,050.00	-	--	6	27,800.00
TOTAL	42	$236,896.00	18	$27,750.00	507	$323,036.99	74	$163,134.00	19	$14,146.30	660	$764,963.29
AVERAGE PER VESSEL		5,640.38		1,541.67		637.15		2,204.51		744.54		1,159.03
INDIVIDUAL FISHERMEN	11	64,900.00	39	47,550.00	118	64,552.00	20	50,789.60	39	28,776.00	227	256,567.60
AVERAGE PER VESSEL		5,900.00		1,219.23		547.05		2,539.48		737.85		1,130.25
TOTAL INDUSTRY	53	301,796.00	57	75,300.00	625	387,588.99	94	213,923.60	58	42,922.30	887	1021,530.89
AVERAGE PER VESSEL		$5,694.26		$1,321.05		$620.14		$2,275.78		$740.04		$1,151.67

Schedule No. 1

REPORT ON BRITISH ADMIRALTY TECHNICAL MISSION VESSELS PURCHASED

During the month of March, in co-operation with Naval Service, 20 vessels of specific dimensions and power were selected from those available (principally of the small packer type) for the British Admiralty Technical Mission, Ottawa. After trial speed runs and final selection of vessels, the Committee was requested to complete the commission in co-ordination with Lloyd's Register of Shipping. This included the following details:

Surveying for value and reconditioning
Supervising shipyard work
Purchase of vessels from Japanese owners
Purchase of spare parts as specified
Securing priority for U. S. A. purchases
Securing of special rail freight rates
Shipping of vessels and parts as completed
Preparation of all documents, including invoices
Settlement of purchase price with Japanese

The first vessels were shipped May 9th. 1942 and the final shipment was made July 27th.

The amount of detail involved in carrying out this work was considerably out of proportion to that of ordinary sales, consequently a record of the cost to the Committee was made and is shown as a separate item on Page 18 hereof.

Particulars of the vessels concerned are as follows:

No.	Name of vessel	Registered or Licensed No.	Vessel type	Purchase Price
1	"Biwako"	134105 V	Troller	$1,640.00
2	"Blue Heaven"	2292 NW	Troller	4,100.00
3	"Brockton Point"	150427	Packer	3,260.00
4	"Cherryland"	1798 NW	Packer	2,140.00
5	"Florence Y"	154339	Packer	4,180.00
6	"Gardner M"	154669	Packer	2,650.00
7	"Grain"	154973	Packer	1,860.00
8	"Hommura"	154331	Packer	4,450.00
9	"Howe Sound"	140919	Packer	5,430.00
10	"Kuroshima II"	153271	Packer	3,750.00
11	"Matsue I"	134115	Packer	2,440.00
12	"Matsue II"	158920	Packer	4,660.00
13	"Ozaki II"	2265 NW	Packer	4,200.00
14	"S. A."	1573 V	Packer	2,800.00
15	"Salt Spray"	141533	Packer	2,500.00
16	"Sea Eagle H"	1626	Misc.	3,650.00
17	"T. M. B. No. I"	170685	Packer	4,000.00
18	"Viola Y"	2776 NW	Packer	5,550.00
19	"Western Pride"	170394	Troller	2,680.00
20	"Y. W. No. 11"	172340	~~Gillnetter~~ Packer	4,375.00
	Total of 20 Vessels			$70,315.00

Source: Nikkei National Museum, 2010-4-4-5-1-29
www.nikkeimuseum.org

STATEMENT OF VESSELS PURCHASED BY THE COMMITTEE IN BEHALF OF THE DEPARTMENT OF MUNITIONS AND SUPPLY FOR THE ROYAL CANADIAN SERVICES

No.	Name of Vessel	Registered or Licensed No,	Vessel type	Purchase Price
		NAVAL SERVICE		
1	"Barclay Sound"	172543	Seiner	$16,400.00
2	"Blue Nose"	3236 NW	Troller	3,650.00
3	"C. S. C. No. II"	155102	Seiner	7,500.00
4	"Early Field"	153080	Seiner	7,300.00
5	"Glendale V"	1573 NW	Seiner	14,800.00
6	"Seiner"	152892	Seiner	8,360.00
7	"Western Maid"	158916	Seiner	10,200.00
8	"May S"	154437	Seiner	8,750.00
9	"Chatham S"	183606	Packer	1,650.00
10	"Smith Sound"	172530	Seiner	14,100.00
11	"Sea Flash"	2750	Troller	2,950.00
12	"Kuroshio"	171790	Packer	22,000.00
13	"Arashio"	171791	Packer	21,830.00
14	"Sakura"	3253 NW	Gillnet	1,500.00
15	"Howe Sound"	173572	Seiner	21,000.00
16	"Camenita"	154340	Seiner	6,900.00
17	"Y. M."	2650 NW	Gillnet	1,750.00
18	"Chamiss Bay"	154926	Seiner	10,800.00
19	"Departure Bay"	153296	Packer	7,500.00
20	"Departure Bay II"	154660	Packer	12,500.00
21	"Moresby III"	153050	Seiner	5,850.00
22	"Merry Chase"	155235	Seiner	11,250.00
23	"Hatta VII"	171798	Seiner	10,250.00
24	"Loyal II"	156618	Packer	13,800.00
25	"Loyal I"	154648	Packer	10,900.00
26	"Springtime V"	172350	Packer	12,400.00
27	"Queen Bee"	1988 PR	Misc.	1,800.00
	Total of value - 27 vessels			$267,690.00

Source: Nikkei National Museum, 2010-4-4-5-1-30
www.nikkeimuseum.org

No.	Name of Vessel	Registered or Licensed No.	Vessel type	Purchase Price
		AIR FORCE		
1	"Red Wing"	3267 NW	Troller	$3,550.00
2	"Silver Spring"	3220 NW	Troller	3,750.00
3	"Evergreen"	3263 NW	Troller	3,500.00
4	"Kiku"	172327	Packer	5,600.00
5	"Sea Maid Y II"	173402	Packer	7,500.00
6	"Springtime"	152878	Packer	6,100.00
	Total of Value - 6 vessels			$30,000.00
		ARMY SERVICE CORPS		
1	"Mary Y" 3149	1504 NW	Troller	$1,700.00
2	"Blue Heaven"	2896 NW	Troller	3,180.00
3	"Castle Island"	0910 NW	Gillnet	1,100.00
4	"S. H." 1372	2291 NW	Gillnet	1,100.00
5	"T. Y."	2249 NW	Troller	1,750.00
6	"Y. O. II"	2778 NW	Misc.	1,050.00
7	"Elsie N"	3303 NW	Gillnet	1,800.00
8	"Emy S"	1809 NW	Troller	1,840.00
9	"Riptide"	5415 NW	Gillnet	1,200.00
10	"I. S."	2768 NW	Gillnet	1,800.00
	Total of value - 10 vessels			$16,520.00
		ALL SERVICES		
	Grand total - 43 vessels			$314,210.00

Source: Nikkei National Museum, 2010-4-4-5-1-31
www.nikkeimuseum.org

Source: Nikkei National Museum, 2010-4-4-5-1-32
www.nikkeimuseum.org

SUMMARY OF ALL VESSELS SOLD AS LISTED IN SCHEDULES 1 - 2 and 3

THE FISHING INDUSTRY	SEINERS	TROLLERS	GILLNETTERS	PACKERS	COD BOATS & MISC.N.O.S.	TOTAL
TOTAL VALUE	$301,796.00	$75,300.00	$387,588.99	$213,923.60	$42,922.30	$1,021,530.89
AVERAGE PER UNIT	5,694.26	1,321.05	620.14	2,275.78	740.04	1,151.67
No. of units	53	57	625	94	58	887
BR.ADMIRALTY T. MISSION						
TOTAL VALUE	-	8,420.00	4,375.00	53,870.00	3,650.00	70,315.00
AVERAGE PER UNIT	-	2,806.66	4,375.00	3,591.33	3,650.00	3,515.75
No. of units	-	3	1	15	1	20
R. C. SERVICE VESSELS						
TOTAL VALUE	153,460.00	25,870.00	10,250.00	121,780.00	2,850.00	314,210.00
AVERAGE PER UNIT	10,961.43	2,874.44	1,468.28	11,070.91	1,425.00	7,307.21
No. of units	14	9	7	11	2	43
GRAND TOTAL OF SALES						
TOTAL VALUE	455,256.00	109,590.00	402,213.99	389,573.60	49,422.30	1,406,055.89
AVERAGE PER UNIT	6,794.86	1,565.57	636.41	3,246.45	810.20	1,480.06
No. of units	67	69	633	120	61	950

RECONCILEMENT WITH VALUE OF ALL SALES

Total value of Fishing Vessel sales as above	$1,406,055.89
Value of sales, Pleasure and Bow boats	326.00
Value of sales, Fishing Gear, Camps, etc	16,800.00
Grand total value of all sales (See Page 28)	$1,423,181.89

FINANCIAL SUMMARIES

	No. of Vessels	Value of Sales	Cash Collections	Payment to Vendors	Com. & S'vey charges remitted to Rec. General
February	46	$124,729.85	$77,352.97	$55,343.05	$
March	256	401,575.39	315,962.47	278,600.29	1,247.20
April	238	202,046.00	182,886.87	210,308.34	4,442.75
May	136	133,243.00	97,051.84	85,821.34	2,765.46
June	120	73,150.00	67,990.00	41,750.30	1,734.93
July	58	30,698.00	30,707.00	24,935.85	1,059.00
August	41	123,269.00	80,608.90	71,389.64	459.48
September	7	12,661.65	11,229.57	52,893.63	1,335.19
October	29	236,723.00	232,600.00	166,892.45	151.62
November	19	85,095.00	20,500.00	101,162.58	3,463.18
TOTAL	950	$1,423,181.89	$1,116,889.62	$1,089,097.47	$16,658.81

CLOSING ACCOUNTS AS VERIFIED BY TREASURY DEPT.

Total collections as above		$1,116,889.62
Payment to Vendors as above	$1,089,097.47	
Remitted to Receiver General	16,658.81	
Paid to Custodian of Enemy Property, 11/30/42	11,133.34	
TOTAL disbursement	$1,116,889.62	$1,116,889.62

Source: Nikkei National Museum, 2010-4-4-5-1-33
www.nikkeimuseum.org

ANALYSIS OF TRANSFERRED BALANCE TO CUSTODIAN

UNDISBURSED AMOUNTS

Date	Ledger folio	Vessel	Amount	Reason of deferred disbursement
May 13	577	"Booth Bay"	$123.75	*C.T.L. - claim pending
May 22	619A	"Ocean Falls Boats"	322.74	Identification of owner not complete
July 20	828	"Howthone II"	146.00	*C.T.L.-- claim pending
" 23	830	"Mayne Island"	195.50	*C.T.L. - claim pending
" 31	835	"Mareno"	27.20	*C.T.L. - claim pending
Aug. 31	857	"Grain"	1,836.40	Held for discharge of mortgage
May 24	625A	"Scrap material"	61.50	Salvage account
Oct. 5	869	"Bluenose"	68.90	Held for credit of R.C.N.S.
" 5	870	"C. S. C. II"	150.00	"
" 5	871	"Early Field"	300.00	"
" 5	873	"Seiner"	255.00	"
" 5	876	"Chatham S"	286.00	"
" 5	878	"Sea Flash"	71.85	"
" 5	883	"Camenita"	368.00	"
" 5	884	"Y. M." 2650	32.00	"
" 20	895	"Hatta V"	2,013.53	Held at request of Custodian and R. C. N. S.
Nov. 24	902	"Sea Maid Y II"	5,594.17	Held for discharge of Mortgage
TOTAl of unpaid balances ...			$11,852.54	
Less Commission on unpaid invoices ...			719.20	
Paid to Custodian of Enemy Property 11/30/42.			$11,133.34	

*C.T.L. - Constructive Total Loss

The method of handling these claims under this classification is described under shhedule 6[B] Page 32. These unpaid balances represent the salvage values of damaged vessels and will be remitted with claims as a credit against claimed value of vessel. The claims pending in this statement were not completely assessed as to fair value at the time of transfer of records.

The various items shown as held for the credit of R.C.N.S. represent approximate amounts estimated by Naval Service to be deducted from settlement of purchase price of vessels, as agreed to by Japanese owners at the time of requisitioning.

The Commission on unpaid invoices, $719.20, deducted prior to transfer to the Custodian, was remitted to Receiver General of Canada as part of the Committee's earnings. It represents the Commission and Survey charges on service vessels purchased on which payment had not been received from the Treasury at the time accounts were closed.

Source: Nikkei National Museum, 2010-4-4-5-1-34
www.nikkeimuseum.org

REPORT ON LOSS AND DAMAGE CLAIMS - NAVAL SERVICE

In the process of immobilizing Japanese fishing vessels and while these vessels were in Naval Custody, considerable hull damage and equipment losses occurred as incidental to the large scale impounding action under emergent conditions. The greatest damage occurred in December 1941 and January 1942, to the vessels in the Fraser River where the greater part of the immobilized fleet was assembled and where severe weather conditions prevailed in those months.

The steps taken by Naval Service to re-condition damaged vessels is explained in Section three of this report. As vessels were sold or released to registered and licensed owners, surveys were made by the Surveyors of Naval Service and the Committee, from which values for claim allowances were assessed. On the recommendations of Commanding Officer Pacific Coast, Naval Service, and the Committee, provision was made for the payment of approved claims through the authority of Order-in-Council PC 3737, May 5th, and PC 6787, July 31st. 1942

Schedule No. 6

Source: Nikkei National Museum, 2010-4-4-5-1-35
www.nikkeimuseum.org

The general principles in the acceptance of claim liability as recited in these orders-in-council are briefly outlined as follows:

(a) "Vessels sunk during impoundment. Cost of raising and reconditioning to place machinery in running condition, making hull reasonably water-tight and providing one priming coat of paint.

(b) Other hull and engine damage. Cost of re-conditioning on satisfactory assurance that damage occurred while under impoundment.

(c) Equipment losses. Allowance based on a sufficiency for the safe operation of vessel, conditional upon there being satisfactory evidence that such equipment was aboard when vessel was impounded. Due consideration to be given to depreciated values."

The general procedure followed in the handling of claims is outlined herein as a matter of record.

Survey for damage or loss was a prerequisite to the acceptance of liability by Naval Service. Considerable equipment removed from vessels at the time of their impoundment was assembled at a Naval Depot, New Westminster Terminals. As vessels were sold and surveys made, these stores were drawn upon, insofar as possible, to satisfy allowed claims for shortages. When these stores were exhausted, or in the event of available stores not being suitable to fill requirements and these being supplied by the Purchasers, claim was accepted by the Committee to the value allowed by the Surveyors.

As these vessels arrived at assembly points in the Fraser River under Naval escort, and the Japanese crews were disembarked, they were told by Naval Officers to take their personal belongings ashore. In many cases these instructions were taken literally and nearly everything portable was taken. For this reason, the principle of disallowing claims for personal belongings, galley equipment and the like, was adopted.

Source: Nikkei National Museum, 2010-4-4-5-1-36
www.nikkeimuseum.org

Except under special circumstances equipment allowances were confined to the bare requirements necessary to permit of the safe operation of vessel, such as anchor, line, batteries, navigation lights, compass and certain engine room tools.

When hull damage was found, and Surveyors determined that such damage occurred while in Naval custody, repairs were effected by Naval personnel or at shipyards under Naval supervision, or appropriate allowance made if the reconditioning were left to the Purchaser.

In the case of a vessel being declared a constructive total loss by the Surveyors and approved by the Committee, the value of the vessel at the time of impoundment was determined by Surveyors and this amount allowed the owner in settlement of claim. Where any salvage value remained in the damaged vessel it was sold to the highest bidder and the amount received was taken into the accounts of the Committee and reported in the claim settlement statement.

The liability of Naval Service for loss and damage was to Japanese owners. Consequently the purchaser was required to support his claim with an "Assignment of Claim" form executed by the Japanese vendor.

Claims were filed at the offices of the Committee when they were reviewed by the joint Surveyors, and Claim Settlement Statements prepared. These documents were then signed by the Surveyors, the Executive Assistant, the Chairman or Vice-chairman of the Committee and the Commanding Officer Pacific Coast, Naval Service. Vouchers were prepared to cover and submitted with all related documents to the Department of Fisheries, Ottawa.

Source: Nikkei National Museum, 2010-4-4-5-1-37
www.nikkeimuseum.org

On receipt of settlement cheque by the Committee the execution of a final "Release and Discharge" form was secured coincidentally with payment to Claimant. This document was executed in duplicate, the original of which was mailed to Mr. F. O. Weeks, Chief Treasury Officer, Department of Fisheries, and the duplicate filed in vessel history files now in the offices of the Custodian of Enemy Property.

All naval claims could not be completed before the records of the Committee were turned over to the Custodian on November 30th. 1942. It was found that some of the new owners actively engaged in fishing immediately after purchasing their vessels had not executed their claim documents. Fishing Companies also were dilatory in this respect. Due to the last extraordinary salmon run on the Fraser River and a shortage of labor the entire staff including that of the office, was engaged in production, and consequently they were forced to delay completion of their claim documents. All of these were brought as nearly as possible to completion prior to turning the records over to the Custodian.

It was found that an enormous amount of detail was involved in handling these claims and a considerable part of the remaining staff of the Committee for the past several months was occupied in this work.

The approximate statistical claims position at the time of transfer was as follows:

	No.	Value of original claims	Value of allowed claims	Reduction
Shipyard claims	264	$55,191.69	$55,191.69	$
Constructive total losses	15	11,485.00	6,833.12	4,651.88
General claims	400	37,836.50	27,270.69	10,565.81
TOTAL		$104,513.19	$89,295.50	$15,217.69

Assembled and vouchered	505	$72,834.23
Partly assembled	174	16,461.27
Total claims registered	679	$89,295.50

Claims paid	338	45,180.57
Claims unpaid	341	44,114.93
Total claims registered	679	$89,295.50

Source: Nikkei National Museum, 2010-4-4-5-1-38
www.nikkeimuseum.org

Source: Nikkei National Museum, 2010-4-4-5-1-39
www.nikkeimuseum.org

Source: Nikkei National Museum, 2010-4-4-5-1-40
www.nikkeimuseum.org

NAVAL CATALOGUE AT JUNE 10th, 1942

NAME OF VESSEL	INDEX NO.	REGISTRATION NUMBER	NAVAL NO.	ENGINE	H.P.	L	B	D	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
~~B. K. 763~~	245	~~NW 2039~~	~~NW 006E~~	~~P~~	~~7~~	~~26~~	~~6~~	~~3~~	~~1932~~		~~374.00~~	~~B. Kawabata~~ 7/9.
~~B. N. 1089~~	253		~~NW 005M~~	~~E~~							~~316.00~~	~~B. Nakatsu~~ 6/9.
EDITH POINT	575	V 6510		Chr.	60	30	7	3	1935	1940	240.00	R. H. Yamada John S. Nagata
E. O. 1021	520	NW 3186	NW 016D	Univ.	2 5	26.8	6.8	2.10	1937	1941	660.00	K. Oseki
F. K. 1397		NW 3293	V 021P	V	8	30	7	3.6	1932	1938		F. Koyama
F. R. 660			V 078X									
FUMI H 152	529	V 5086	V 013E	E 7	6-7	26	6.2	2.4	1934	1940	431.00	H. Osomura
~~H. H. 1038~~	476		~~NW 078E~~	Chr.	72	29	6.10	3.6	1939	1936	660.00	K. Kamamura 6/24
K. K. 1101	470	NW 1387	NW 073F	E							431.00	N. Kayanagi
K. N. 743	207	NW 2980	NW 097M	Br.	8-10	28.4	7	3.2	1931		288.00	N. Kichimosoke
M. M. 1022	455	NW 2231	NW 001D	P	14-18	29	7.6	3.4	1941		978.00	M. Miki
M. M. 1367 — ? (RM)	477	NW ~~1587~~ 1687.	NW 094C	P							345.00	~~Murata Matatomo~~? Kichimoto Shigeru
~~M. A. 1216~~	447	~~NW 1709~~	~~NW 066D~~	~~Br.~~	~~8~~	~~30~~	~~7~~	~~3~~	~~1929~~		~~374.00~~	~~N. Akune~~ 7/10
~~N. H. 6240~~	526	~~NW 2338~~	~~NW 004F~~	~~E~~	~~14~~	~~30~~	~~7.6~~	~~3.6~~	~~1938~~	~~1939~~	~~690.00~~	~~N. Yamanna~~ Rold June 15.
N. O. 1009	183	V 1873	NW 016H	V	1 7	30	7	3.6	1931		403.00	N. Okine
~~O. K. 1700 SOLD~~	157	~~NW 2572~~	~~NW 095H~~	~~P~~	~~5~~	~~28~~	~~6~~	~~3~~	~~1938~~	~~1938~~	~~86.00~~	~~O. Kanachi~~
R. K. 1425	357	NW 776	NW 011H	Gray	4						540.00	R. Kunagai
~~SEA PATROL, A.U.6662 #2~~	423	~~N 571~~	~~N 064B~~	~~E~~	~~1 7~~	~~30~~	~~7~~	~~3~~	~~1922~~	~~1939~~	~~431.00~~	~~T. Uyeyama~~ 8/1
SEA PATROL, T.U.3212 #3	437	N 570	N 063B	V	1						316.00	N. Uyeyama
~~SEA PATROL, N.U.3316 #4 SOLD~~	436	~~N 669~~		V	1						~~403.00~~	~~M. Uyeyama~~
SHAMROCK	132	PR 108	V 057W	V	1						230.00	
S. M. 34 (SK)	457	NW 2682 (002K)	~~NW 075N~~	P	1						374.00	S. Kamai
~~S. M. 1284 SOLD~~	605	~~NW 242~~	~~NW 040E~~								~~316.00~~	~~S. Minamide~~
~~S. U. 3332~~	334	~~NW 886N~~	~~N 791A~~	~~E~~	~~1~~						~~115.00~~	7/4
S. Y.	596	VIC 1155	HW 008D	P	1 7	30	6.10	3.3	1925	1933	374.00	Kengo Yamaguchi
~~T. A. 1381~~	368	~~NW 2607~~	~~NW 054H~~	~~E~~	~~7~~						~~374.00~~	6/25
T. K. 1032 (NOBUKO)	392	V 3967	NW 025H	Stan	5	28	7	3	1931		316.00	T. Koyanagi
Y. K. #3	161	NW 2100	V 009D	E	1						431.00	Y. Kondo
~~Y. N. 1227 Sold~~	218	~~NW 2417~~	~~NW 066G~~	~~P~~	~~1 12~~	~~30~~	~~6.10~~	~~3~~	~~1937~~		~~776.00~~	~~Y. Nakano~~

Sold - Checked off obto - incl 22nd June.

Source: Nikkei National Museum, 2010-4-4-5-2-1
www.nikkeimuseum.org

GILL-NETTERS NAME OF VESSEL	INDEX NO	REGISTRATION NUMBER	NAVAL NO	ENGINE	H.P.	DIMENSIONS L.	B.	D.	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
~~No. Name Y O~~	372	NW 2548	NW 090H								259.00	Yoshio Oikawa
~~A.M. 1320~~	248	~~SY 5120~~	NW 064F	F.M.	6	30	7	3	1923			A.Mase 7/4
Betty S. TS 170	240	NW 2852	NW 091D	E 1	6	27	6	2.6	1934		184.00	Y. Sato
Blue Fox			N 7F									Nanaimo Shipyards
D.H. 1126	342	NW 2036	NW 060E	E 1	7	30	7	3	1938		489.00	D. Hattori
~~Florence K. YK 1144~~	500		NW 076F	Atlas Diesel							431.00	6/24
~~H.I. 1033~~	387	N 3975	V 029F	Regal	6	27	6.7	2.7			374.00	H.Ito 7/8
H.Y. 191 Y.T.	226	NW 2818	NW 024E	E 1	6	27	7	2.6	1929		403.00	M.Y Takasaki
~~I.H. 65~~		NW 1631	NW 055E	P								Ichiji Hamade 7/10
J.Y. 1286	604		NW 028E	E 1	8	30	7	3	1929		374.00	Y. Yamamoto
~~Kanako 789~~			PR 091K	E 1								Shinzo Matsui 7/10
~~K.F. 1379~~	618	NW 1420	V 1428032F	V 1	6	30	7	2.6	1920	1936	374.00	K. Fukunago 7/7
~~K.H. 1291~~	405	NW 554	NW 075 E	V 1	8	31	7	3	1926	1931	316.00	Y. Nakado 6/25
K.I. 217	271		V 060H	E 1							144.00	K. Iwaski
~~Kirishima SH 1214~~	225		NW 095D	E 1							489.00	T. Hayashi 7/3
K.M. 59	396		N 009C	Bridgeport 1	Fairbanks						86.00	Kichitaro Maeda?
~~K.M. 1139 S.N .Sold~~	414	NW 2251	NW 046 F	E 1							173.00	S. Nakana
~~K.M. 1588~~	223	NW 2409	NW 073C	Ben	8	28	7	3.3	1931		359.00	K. Kurakami 8/1
~~M.K. 1187~~	496	NW 1104	NW 093D	E 1							460.00	T. Kokulo 6/25
M.Y. 1309	452	NW 2127	NW 052C	Ben	8	28	6.10	3.4	1933		460.00	Matakichi Yamamoto
Perhaps A 5358	230			E 6								
S.A. 1212	227		NW 048C	E 1	6	28	7.5	3	1921	1937	288.00	S.Akina
~~S.E. 1144~~	466	NW 3266	NW 035H			27	6.7	3	1938		345.00	Endo, Shigeharu 7/9
S.H. 1049	429	V 5743	V 055H	P 8	7	28	6.6	2.11		1940	201.00	S. Hirota 6/24
S.H. 1360	202	NW 3235	NW 042H	E 4	4	26	6	[illegible]	1930		98.00	S. Hirota 7/3
~~S.K. 219~~	315		NW 029H	Stand.							144.00	M. Koyanagi 7/10
~~S.M. 6685~~		NW 2137	YD 058K	V 1	5	27	6.5	3	1934	1934		S. Muto 7/15
~~Smoky NW 3269~~	469	V 2380	NW 095K	V 2							546.00	M. Wilson 7/8
S.N. 1270	450	NW 1538	NW 054E	Acadia	8-10	32	7.2	3.4	1921		403.00	S. Nakata 6/25
S.S. 1057 Sold	465	NW 3207	NW 007D	P 2	12	31	7	3			978.00	S. Sasaki
S.T. 1190 Sold	406		NW 045F	E 1	7	28	7	3	1936		316.00	S. Tani
The Maid H.K. 1030		V 4080	NW 022H	E 1								H. Koyanagi 7/10
T.K. 116 Sold	233	115	NW 046C	E 1	5	29	6.5	3	1932	1938	288.00	T. Kuroda
~~T.N. 1422 (Y.N.)~~	485	NW 3122	NW 008E								288.00	Y. Nakagawa 7/6
T.U. 1092	374	NW 3185	NW 090M E	E 1							259.00	T. Uyeda 6/23
White Lily S.K.328	458	NW 1364	V 132E	V 2	15	31	7.2	3.8	1931	1931	546.00	T. Nakano
~~Y .F. 1035~~		NW 3195	NW 041H	2	6	26	6.6	3			403.00	Y.Fujioka 6/30.
Y.M. 1326	492	NW 398	NW 096D	E 1		30	7	3	1932		288.00	Y. Murakami

Source: Nikkei National Museum, 2010-4-4-5-2-2
www.nikkeimuseum.org

NAVAL CATALOGUE AT JUNE 10, 1942

GILL-NETTERS

NAME OF VESSEL	INDEX NO.	REG. NO.	NAVAL NO.	ENGINE	H.P.	DIMENSIONS	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
~~V. S.3902~~ AOBA	272	V5317	V010G	E.1 Fresby 7						8/1 大東鮭去.
~~T. Y.~~ SOLD		NW4359	NW038H	E.						
No Name (Z.O.)			NW093F	OIKAWA ZOSHIN						J. Oikawa

PACKERS

~~B.H. II~~	564	154438	NW011E	Atlas D.50		44.9x12.3x7.3	1927		4500.	B. Hamada 6/17
Frederick	425	NW1552	NW041C	V.	14	34 x8.3 x3.11	1922		288.	M. Kamitakahara
~~Kinji II~~		V862	NW 27D							7/6.
~~Lake Biwa S.J.~~	546	154424	V028C	V.	20	42.4x9.2x4.9	1915	1932	575.	Y. Isegai 8/1
~~S. M. (Gill-Net.)~~	153	V1398	V035E	V	1				345.	S. Matsumoto 8/1
~~Asahi~~ SOLD	582	NW2568	NW006H	P.	2				690.	Y. Hatakeyama
~~Asahi II~~ SOLD	586	NW1457	NW026N	Relaco	2				345.	H. Hatakeyama
Cherub	502		NW036H	P.					518.	Y. Kanada
C. N. 2380 (Gill-Net.)(Troller)	631	NW193		V.	8				460.	C. Nishimura
~~Eburne (Sold)~~										
Fuji	290	NW2604	NW052H						403.	H. Asaki
Gerry Point IV	591	154971	V019C	Ent.	16	34.4x9x4.2	1929	1929	1553.	Y. Oye
Green Cove II	551	155239		Frisco	25	32x8.2x4.2	1929	1929	1020.	Green Cove Salteries
~~Guinea Gold~~	592		NW083E	P.2	18	34x8.6x5.4	1927		863.	D. Matsuchiro 7/8.

Source: Nikkei National Museum, 2010-4-4-5-2-3
www.nikkeimuseum.org

NAME	INDEX NO.	REGISTRATION NO.	NAVAL NO.	ENGINE	H.P.	DIMENSIONS L. B. D.	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
PACKERS										
Hama 3326		N	N 065							T.Hama
Harukade		154820	NW 008C	85 Buick		36' 9' 5'	1928			S.Nishi
Kiku	460	134291	V 036C	E	20	35 9 4'2	1914		633	G.Hatashita
Kuroshima	533	V 1970	V 073 N	V 2	14	37 7'6 2'8	1925	1929	575	E.Nakashina
Masako	49	141522	NW 023C	Thormcroft	35	33'6 8'2 3'0				T.Oda
Mayflower	583	NW 2020	NW 085D	Bridgeport	20	38 8½ 4	1932		805	K.Murao
New Celtic	541	V 134438	V 040C	V 2	14	38 9'5" 4'4		1925	403	S.Yoshihara
Point Ose	542	153400	N 40A	Naipatru						N.Okawa
(6 N) Sakura Sold	584		NW 030L	Corliss					690	S.Sato
S.K. 11	242	NW 1736	NW 042C	Bensid 2					748	K.Matsu 7/10
S.N.	262	NW 1865	V 097P	V2					805	7/7
T.M.	545	V 4371	V 005N	NE 2	16	38 8 4½	1932	1932	978	I.Ryujin
Tonosama	536	153164	V 082D	V 20					805	M.Yanainoyo
No name			NW 080H							
No name JE	632	NW 1797	NW 080H	V	26	33'5 8'5 4	1926	1926	374	
TROLLERS										
C.M. 3285	122	NW 1164	N 032B	V	8	33 7'5 3'4	1920		661	7/16
E.K. 2403	607	Vic 2265		P 2	28	30 7 3	1925	1929	460	A.Kondo 7/10/42
H.M. 2392	251	Vic 2241		E	15	33 7'8 3'8	1929	1937	661	H.Madokoro
I.D. 3383	443	NW 3241		V2	15	30 7'3 3'			431	I.Domai 4/24
I.Y. 3147	179 TSUKIMI	Vic 1901		V 1					345	I.Yoshida
J.N. 2395		NW 1268		P 2	18	32 7'8 3½	1929			Y.Nakutsu
Kiniyo MM 8140	36	N 448		V 2					748	Kenji Kuroiwa 7/20
Lucky Shot IM 3119)	487	NW 1328		V 2	15	32½ 7'2 3.2	1927		518	M.Ikari
M.M. 2584	459	NW 1319		V 2	15	34 7½ 3½	1931	1941	604	M.Mori 7/7
M.N. 12 (K.N.)	384	NW 938	NW 083H	P 1					345	M.Nishi Kaneo Nakatsu
Mylrea S.S.3131)	200	N 153402		V 2	15	32'8 8.5 4.3	1927		690	S.Sakai
T.T.Sea Bride 2388)	428	Vic		V 15					546	
S.M. 2528		Vic 1793		V 2	15	32 7 3	1922			S.Mayede
S.S. 2433	494	N 347		P2	28	30 7 3	1920	1932	489	S.Suguro
T.M. 3116 Sold										
Toad Cod	495	4131	V 006T	V1006T	V				259	T.Silvgruen
T.S. 3132	178	Vic 1841		V 2	15	36 8.5 4.5	1932	1932	345	T.Shimiza
T.W. 3144	348	NW 1258		Lister 2	18	32 7'5 3.5	1924		575	T.Watanabe
White Lily KT3133)	488	Vic 1228		P 2	18	31.5 7.1 3	1927	1932	431	K.Tsuchiya
Acme NH 3101	298	Vic 1224		V 2	16	34 8 35	1923	1932	805	N.Hakoda

Source: Nikkei National Museum, 2010-4-4-5-2-4
www.nikkeimuseum.org

NAME	INDEX NO.	REGISTRATION NO.	NAVAL NO.	ENGINE	H.P.	DIMENSIONS L. B. D.	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
T.N. 3142	297	Vic 2344		Regal	20	36 7.5 4	1928	1932	690	T.Nasu
T.O. 3128		Vic 1614		V 2	12	32 8 4.5	1932	1932		T.Oye
T.T. 3134	295	Vic 1613		Standard	25	37 8.6 4.6	1932	1932	1265	T.Tamai
T.U. 3240(S.U.)		N 1324	NW 077 037K	K.1						T.Ueyama
Ucluelet, S.N.3106)184		Vic 1233		V 2					575	S.Nishi may be Shigeo Nishi
Wadena. K.M.	346	NW 154757		Bol. 20		36 8'8 5'5	1928	1932	1150	K.Machitzuki
Y.N. 3125	126	Vic 1430	V 037R	V 2					633	6/27
Y.N. 3320		N 473	N 055C	E 1	8	30 7 2.6				C.R.Westington
CODFISH										
B.Y. 43 (S.Y.)	167	NW 1625 3763?	N 003C	P					374	B.Yokato Shigeo Yokota
Camrose #2	208	N 668	N 088B						1955	
K.N. 359 KONGO	498	Vic 1216	V 031A	Buffalo					403	K.Nishimoto
Denman, TU 356	193	3406	V 033A	E 1	8-10	35'8 9' 4'	1920	1933	345	T.Uyeda
Flying Spear	238	N 672 572	N 090B	V 1		32 7'6 3'10	1936		891	T.Maeda 7/10/42
Golden Wing	418	NW 2719	V 046V	V	8		1940	1932	1035	I.Nogami
Hinomisaki	417	N 466	N 036B	V 1	10	37 8 3½	1930	1930	748	M.Shin 8/1
K.M. 1368	337	NW 2060	NW 004E	E 1					575	H.Matsume 7/10/42
I.N. 690 (GN.)	517	NW 1830 3012	V 056F	V					1265	I.Makahara may be G.N.
Kiyo S. No.1 S010	411	N 447	N 089B	V 1	10	38 8 4	1928	1928	805	M.Shin
K.M. 360 FRISBY		Vic 1192	V 032 A	Brisby 1						Muneyo Kawasoe
K.N. 18	434	NW 1916	NW 043 E	E 1					431	6/26.
K.U. KNIGHT #2		Vic 960	V 034A	Universal 4						Kuniyo Uyeda
Midori	211	NW 1337		P	18	32.7 3'4	1922	1935	690	H.Nishi
MI-2 KN 3		NW 2455	V 050E							MINOSUKE. NAKATA
MN 694 NAKATA	461		V 028H	E					604	
MU 691	499		N 035B	V 1	8	32 7½ 3'10			575	S.Uyeyama
MY 1025	511		NW 022D	V 1					345	M.Yashihara
Pass River	231	NW 1619	V 100C	E 1					86	K.Kawayaye 7/13
Race Point KN 622)521		NW 154754	V 091D	V 1	10	38 7'8 4	1927	1929	690	K.Noda
Sea Great SH 685		S010	N 019B	E 1	10	39 7'8 3'5	1928	1938		S.Haraguchi
T.H. 3316	522	N 344	N 021B	V 1					288	
T.K. 768	258	V 6603	MW 084H	P 1					173	S.Inouye (NW 186 H.YO.) 大江ヤサブマ?
T.M. 73	555	N 455	N 012D	E 1					288	I.Murakami
T.N. 1136	146	NW 1648	N 004C	E 1					489	T.Nakatina
Y.N. 3350	455	N 442	N 015B	E 1					489	Y.Nishihama 6/30
Y.S. 31	184	NW 2809	NW 065	E V 2					803	Y.Shioui 6/24
H.M. 57		NW 2173	NW 017K	V 12	8	28 7 3	1934		863	H.Mizutani

Source: Nikkei National Museum, 2010-4-4-5-2-5
www.nikkeimuseum.org

NAME	INDEX NO.	REGISTRATION NO.	NAVAL NO.	ENGINE	H.P.	DIMENSIONS L. B. D.	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
Codfish										
~~Come K. 464 SOLD~~	587	141320	V 091		25	31'2 8'7 3'4			575	~~K.Hamura~~
Fumi K.	275	V 3755	V 011	D E 1					834	
Hokui I.	547	PR 174	PR 090D	E 2						T.Kuwahara
T.D. 670	58	N 604	N 75A	E 1					345	Toyokichi, Domar
~~Ikeda 699 Sold~~										
Jack Point 2	589	N. 153389	N 94 A	Deutz Dies	1(36)	40'5 9'10 5'4)	1927	1936	1140	S.Haraguchi
Jack Point 4 KY 664 504		N 539	N 086B	V	12	34' 7'8 3'6	1928		690	Kumakichi Ogohida
T.N. 673 KM	481	N#-979C	NW 070C	P 1					460	S.Mayegawa
~~Kathleen~~	540	N 443	V 015 C	V Diesel	35				1093	~~K.Koyama~~ 7/12
K.D. 39 QD	627		V 054F	E 7					345	T.Nakada Daijiro Domar
K.N. 92		V 5728	NW 027 K	V 7						K.Nishi
K.N. 689	73	N 598	V 076F	V 2	15	32' 2" 7'7" 3'2	1930	1932	230	K. Nakahara
Kosuga, 11 625	505	N	N 018B	V					690	
Little Tiger	475	V 1512	V 027H	V 2	15	33½ 7½ 3'8		1931	489	U.Tsuji
Trollers Cont'd										
Fragrance 3139	263	V 403		V 2					805	T.Murao
~~Good Hope MH Sold~~										
IT 3136	601	NW 1657		V2	16	36 8 4	1928		920	
King Fisher RH 3103)	577	Vic 1207		V18	15	33 7'3 4'3	1923	1938	891	R.Hamade
Kay I.	569	NW 837		P18		32 7 3'2	1927		661	K.Isowa
Mary Y. 3149	44	NW 1504		E 2	20	35 8 3	1930		1093	K.Yoshihara
Miss Ucluelet	578	Vic 156476		V 2	16	31'5 8'4 5	1930		748	K.Shimizu
M.N. 2386 FUJI		Tofino 114		E 2	15	34 7'6" 4	1927	1937	[illegible]	M.Nakagowa
Mount Fredrick		Vic 2278		V 15	15	32 7'5 3'5	1938		[illegible]	K.Yoshihara
Neal, K.K. 3112	580	Vic 1887		V 25	25	35 8'2 4	1928	1932	1150	T.Koyama
~~S.N. 5158~~		~~NW 1684~~		P	14	34 7'6 3.3	1924	1927		~~T.Kobriama~~ 6/30
Spring Cove		Vic 1226								Fumito Kuroyama

Source: Nikkei National Museum, 2010-4-4-5-2-6
www.nikkeimuseum.org

NAVAL CATALOGUE AT JUNE 10th, 1942

NAME OF VESSEL	INDEX NO.	REGISTATION NUMBER	NAVAL ENGINE NO.	H..P.	DIMENSIONS L.	B.	D.	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
Codfish	~~105~~ 104									288.00	
M.Y. 1122	105	NW 1856	NW 009E V. 1							374.00	M. Yoshida R. Narno sold June 5th.
~~R.N. 1415~~		NW 2616	NW 077D Bensid 1								R. Konishi ?
S.K. xxxxxx S.M. (RK)		NW 1014	Standard 1								
S.K. 1026 S.M.	2	NW 3142	NW 080 C.E.1	7	30	7	3	1931		316.00	S.Morimoto ? Mizuno
~~S.M. 1258~~			NW 013F P.1								
~~S.S. 1073~~			NW 098F P.1	6	27	6½	2½	1931	1936		S.Sakurai 8/1
~~S.U. 1571~~ (Y.K. Miss)	391		NW 003J V.1							489	
Terra Nova (Tarra Oua) Y.K		V2570	NW 019H								
~~T.G. 1085~~	71	NW 87	NW 087 H.P.1	5	27	6½	3	1930	1918	259.00	T. Goto sold June 16th.
~~T.O. 1024~~ SOLD	491	NW 3185	NW 003D P	10-12	31	8	3½	1930	1941	776.00	T. Omatani
T.O. 1352		NW 3173	NW 007E Chry.	70	30	7	3	1937			T. Ohama
Y.I or I Y		V 2408	V 2								Y. Iwasaki - J. Otomo.
~~Y.K. 1151~~	83	NW 1868	NW 094D Benson	8						299.00	Y.Kochi 6/30
~~Y.Y. 1034~~	254	NW 3977	V.028F E 1	6	28.6	7.2	3	1932		259.00	Y. Yamamoto 6/23.
No. Name - E.H.			VNW 007D (This no belongs to Kaichi Suzuki								V- 007 D. - E Hayashi ?
No.Name Nojima, Teiko - K. Saimito			NW 081H								Miyajoko 7/11 Kuwa ?
Gill Net No.Name			E.4								
~~G.S. 1810~~	511	NW 2627	NW 007H P.1	5	28	6	2½	1932		259.00	G.Susaki 7/7
H.K.K.K.1374		V 3979	V 086E Frich								Hiroshi Kataoka
~~S.U. 1344~~	41	NW 3075	NW 071E Lycoming	6	30	7	3	1928		~~352~~	S.Ono 7/7
J.R. 396	205	~~NWx872~~	NW 076O P 1	6	30	6.10	4	1930		115.00	A. Tasaka
K.C. 626	162		V.143E							431.00	K. Chiba
~~K.M. 1244~~ H.M.		NW 1559	NW 081E E.1								K.Narita 6/5 *
Cod-Fish ~~Marine Beauty K.K.~~	286		V 075F Mannheim	10	31	7.8	2.10	1928	1939	748.00	K.Koyama 7/9
Miss Seymour S.N.466	506	284	V 087 P E	7				1919	1937½	518	S.Nogami
~~K.S. 669~~	635	N.~~2252~~ 596	N 005C E	7	30	7	3	1925	1934	259.00	M. Susuki 7/7
Ocean Chief T.Y 561	600	NW 2293	V.058F V	10	56	7	3	1937		863.00	T.Yamasaki 7/8
Seaking T.H.11	394	NW 1727	N.006C $.1							431.00	H.Hashimoto
Seymour Beauty	343	NW	V.090F Grey Die.	55				1929	1941		S.Okurai
Smiler		Vic 1407	V.E.035A Univers.	18	26	6.10	3.2	1928	1938	~~x~~	V. Uyedi
S.N. 623 YN	532	N 455	N 016B V.40							748.00	
Swan Point H.A.661		N 575	N 78 A Hicks	8	33.7	7.6	3.3	1936	1936		H. Aragi
T.N.YA.YE - 9		NW 3327	NW.068H								Tokutaro Nakatsu.
Toyoko	159	V 3892	V 012 D E 1							259.00	R.Kitagawa
~~T.S. 26~~	75	NW 1794	NW 082H E 1							374.00	T. Shoji 7/10/42
T.S.27	341	NW 1563	NW 071H Bensid	8						345.00	NN-3370 ? Tsunehiro Shoji ?
~~T.M.56~~	650	NW 1980	V 011F E 1	10	35	7.5	3½	1930		546.00	U. Mukai 7/13/42
~~T.N. 27~~	373	NW 1526	NW 067H F Atlas?	8	28	2.5	3.2	1921		288.00	V.Nishi 7/14
Y.W. 3322			N.048B V.10								

May be Yoshikawa Wakuta (Seller)
Engine E 8

Source: Nikkei National Museum, 2010-4-4-5-2-7
www.nikkeimuseum.org

NAME OF VESSEL	INDEX NO.	REG. NO.	NAVAL NO.	ENGINE	H.P.	DIMENSIONS	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
GILL NET										
E. H. 1410	32		NW.072H	Atlas	1				374.	E. Hari
~~E. M. 1312~~	~~5~~	~~NW159~~	~~NW.090D~~	~~P. 1~~	~~8~~	~~30x7x3~~	~~1936~~	~~1931~~	~~374.~~	~~E. Morishita~~ 7/15
~~F. Y. 1275~~ ISUZU	624		NW.010F	P. 1						~~F. Yoshimoto~~ 7/10/42
~~K. I. 1409~~	107	NW2270	NW.064D	E. 1					201.	~~Kishi Iwai~~ sold May 5th.
~~K. Y. 1477~~ SOLD	~~387~~	NW2195	NW.036D	V. 1	7	30x6.10x3.6	1935		~~403.~~	~~K. Yoshida~~
~~M. N. 31~~	131	V.5137	NW.089G	Bensid 1-8		30x7x3	1932		316.	~~M. Yamashita~~ 4/25
M. Y. 77	140	NW.333	NW.033F	Fairbanks-Morse	6	28.6x10.2x10	1916		288.	M. Yamashita

Source: Nikkei National Museum, 2010-4-4-5-2-8
www.nikkeimuseum.org

NAVAL CATALOGUE AT JUNE 10th, 1942

NAME OF VESSEL	INDEX NO.	REG. NO.	NAVAL NO.	ENGINE	H.P.	DIMENSIONS	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
K. N. 1249	144		NW031E	Benard Atlas	2	32x7x3	1931		403.	K. Nishi
K. O. 1108		NW1904	NW003F	E.		32x7½x3½	1930			K. Okada
K. Y. 3202 (BA 94)	359	PR1132	PR064H	E.	1				460.	K. YOSHIDA
L. A. 1904	268		NW064C	E.	1				173.	S. Shimono
~~Loma~~	~~117~~	~~157024~~								
~~M. D. 1099 (Sold)~~										
M. M. J.I.1214 Popeye II		NW425	NW017F	F.	1					M. Marumoto
Oceanic 284 KT3188 -										
-	305	V5882	PR068H	V.					288.	Gen. Fishing K. Toda
~~Penny Miss~~										
R. T.402		NW3097	RT	P.	6	28x6.8x3	1940	1940		R. Tabata
S. I. 1369	30	NW878	NW021H	P.	2-8	31x7'2"x3	1918		201.	S. Ito
T. M. 388	617	NW1240	NO21C	V.	15	34x8x4	1920	1940	920.	T. Matsumura
~~T. O. 1324 (Sold)~~										
~~U. N. 4865 -~~	~~321~~									
No Name?			NW.062	P.	1				201.	~~H. Haneuo~~ 7/4
Y. H. 1005		NW059F	NW.3159	V.	1-7	30x7.2x3	1932			Y. Higo
~~Y. N. 4866~~	~~21~~	~~NW3361~~	YD052K	E.	6	28x6½x3	1934		288.	~~Y. Nishi~~ 7/10/42
Y. O. 811	270		NO76A	P.	7	29x6'8"x3	1927		190.	Nanaimo Shipyards
No Name - Koyema, Tsunetaro ?			Vic 1221							Nishi 西与助

Source: Nikkei National Museum, 2010-4-4-5-2-9
www.nikkeimuseum.org

DUTY BOATS

NAME OF VESSEL	INDEX NO.	REG. NO.	NAVAL NO.	ENGINE	H.P.	DIMENSIONS	HULL BUILT	ENGINE BUILT	CURRENT PRICE	OWNER
K.T.1245	444	NW2586	NW025F	E.					661.	Y. Takesaki 7/14
Y. S. 4487			V011W							Y. Saito
T. M. 1100		NW2181	NW089E							7/7
T. Y.		NW2249								
Emy S.	381	1809		Chrysler	6				1380.	
Swallow T.U		NW3184	NW020D							
H. N. Aurora	548	NW2404	NW068C	Gas	6				840. H. Niki	T. Suda Sold June 17th.
Dawn Patrol Sold	203	3166	NW044D						600.	
Cyclone	572	3617	V009T						1080.	Shozo Ingawa 7/7
T. T. 88	629	NW1843	V051F	E.	2				805.	
Yonezi No.5	566	141793	V035S						345.	Nanaimo Shipyards 7/15
Cielo	619	NW3339	N008C	V.	30				845.	Nanaimo Shipyards 8/6
Departure Bay V		155241	N030C	Frisco	40					" 8/6.
Garry Point IV	591	154971	V019C	Enterprise					1553.	Y. Oye

Duplication with Page 3

Source: Nikkei National Museum, 2010-4-4-5-2-10
www.nikkeimuseum.org

APPENDIX TO NAVAL CATALOGUE NEW WESTMINSTER, JUNE 27th, 1942 (11)

NAME OF VESSEL	REGISTRATION NO.	NAVAL NO.	TYPE	
Vessels at the fleet				
B. G. 1084		NW 002G	G. N.	Sold 6/30
J. N. 804		V 137F	G. N.	Sold
Y. K. or Miss Terra Nova		NW 019H	G. N.	7/9
Y. O. No. 6	Van 2781	N 033C	Packer	
F. K. 3111	Vic. 1794		Troller	
K. N. 1624		NW 091F	G. N.	
T. T. 88 — X Duplication	NW 1843	V 051E	Other	See Page 10/10
HAWTHORNE II or S. K. 360	Vic. 1438	V-045A.	Other	7/20
KINJI III	156570 or 156590	V 020N	Packer	Requisitioned for Army
FUTABA		NW 012A	G. N. (gas boat) storage	
Wrecks on Beach				
No Name —		V 071E		
S. O. 680			Other	Sold for wrecking
No Name		V 084F		
Queen Mary (beach) —			G. N.	
No Name (partially sunk grey hull) —			Cod boat	
Kimiko				
At Mercers				
Departure Bay			Packer	Requisitioned for R. C. N.
J. T. —		V 066U	G. N.	
Booth Bay	KM 78	Vic 2322	Other	Sold
Mayne Island	IA 703	V 074E	Other	Special 7/23
N. M. 3115	1639		Troller	
F. T. 679				
Izumi VIII	170430	V 032W	Packer	
Violet S	1782 & 2376			7/15

Source: Nikkei National Museum, 2010-4-4-5-2-11
www.nikkeimuseum.org

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

Index VESSELS AT VANCOUVER SHIPYARDS JULY 1942

667	1. -✓ I.Y. 67	I.Yoshida	N 062B		Other
665	2. -✓ T.Y. 2372	T.Yoshida	NW 1281		Troller
666	3. -✓ N.K. 2375	N.Karatsu			Troller
662	4. -✓ Y.S. 1236	Y.Sakai	NW 2028	NW 074F	Gill-Netter
~~663~~	~~5. ✓ Venus AM 1297~~	~~S.Suzuki~~	~~SS 2480~~	~~2386~~	~~Troller~~ 8/6.
664	~~6. ✓ T.K. 663~~	~~Tomegoro Konishi~~	~~NAN 474~~	~~N 077A~~	~~Troller~~ 7/15

AT STANLEY PARK SHIPYARDS JULY 1942

Rec	1. Jessie Island No.9	T.Matsuyama & Co	155231	CUSTODIAN	packer

AT WRIGHT'S SHIPYARDS JULY 1942

642	1. -✓ Bridgeport	Takezo Uyeno	1729	V 070G	Other
641 &652	2. -✓ T. K. 2402	T.T.Kondo	NW1936	VE 050B	Troller
651	3. -✓ T.W. 2578	T.Watanabe	VIC 1759		Troller

At Chappel Bros.

1. - Camrose A. Mijamoto 153,150 V-084D. Packer.

Source: Nikkei National Museum, 2010-4-4-5-2-12
www.nikkeimuseum.org