

*Mr. Kimura*

*22/1/42*

Com. B. L. Johnson,  
K. Kimura.

Re. Japanese Fishing Vessels.

Here are some ideas for consideration:

1. The name of the Committee might be "Committee on Japanese Fishing Vessels."

It would be necessary to obtain an office and this should be in the Marine Bldg., as this is probably the most central location. Mr. Dawson, the Dominion Architect should be consulted as to this. There should be a notice on the door carrying the name of the Committee.

2. The office will be under the joint charge of Commander Johnson and Mr. Kimura. They will engage an Executive Assistant to the Committee who will be responsible for the general administration of the office and particularly all moneys. He should send a report to the Minister of Fisheries at Ottawa twice or three times a week by Air Mail reporting generally on progress. The E. A. will engage all necessary clerical help and in doing this will be subject to the approval of the Committee. At present it would seem that at least three Canadian clerks and three Japanese clerks would be about the number necessary, together with stenographers.

The E.A. will open a bank account. Perhaps the handiest bank would be the branch in the Marine Bldg.

I think it well to concentrate everything in that building. Cheques could be signed by any two members of the Committee.

In the general administration of the office the two members of the Committee will have separate offices and give their whole time to the disposition of the fishing vessels. The Chairman will be at all times available. I shall see to it that I can be reached at any hour

of the day whether I am on the Bench or not. I shall also be available any evening. As a general rule it will not be necessary to consult the Chairman upon matters upon which both members agree unless they are of special importance. All matters about which there may be difference of opinion should be considered at a meeting of the whole Committee.

I take it that the general idea is to allow ship owners and purchasers to make their own private arrangements if they can. In this event the Committee simply approves of the arrangement made and the vessel is at once transferred. If they cannot reach an agreement, however, the Committee then upon hearing the necessary evidence should decide what is fair in the circumstances. This decision should then be binding on both parties.

It is essential that there should be an immediate means of communication between all members of the Committee and also the Committee members, and the vessels and surveyors etc. It may be possible to arrange to have several messengers boys always on hand to run messages.

It is also essential that vessels should be released on the telephone request of the E.A. to the Naval Control Office. This request will then be confirmed in writing. The point is however that there should be no delay in releasing a vessel once arrangements had been made. Perhaps Com. Johnson could take this up with the Naval authorities.

For the present it might be advisable to charge  
\* 1 percent. commission on all vessels held and all moneys collected. This should defray the expenses of the administration of the office. All moneys should pass through the hands of the E.A. who will be directly responsible for same. He will collect them from purchasers and after deducting the 1 percent. commission pay them over immediately to the Japanese owners.



following:

1. Mr. Gleam, Registry of Shipping. He has a list of the fishing vessels registered and licensed.
2. The Custodian of Enemy Property, Mr. McPherson, 1404 Royal Bank Bldg., 'phone Marine 2741. He is interested in vessels commandeered and owned by Japanese who are not citizens.
3. Nels Loughheed, Lumberman. He called upon me and wanted to discuss some Japanese matters but I asked him to wait. Please be sure and get in touch with Mr. Loughheed at first opportunity.
4. The Dominion Architect, Mr. <sup>Dawson</sup> Johnson, Public Works Department, who is today in Vancouver.
5. The Steamship Inspection Department, - Mr. Robinson.
6. Board of Marine Underwriters, - Capt. Clarke. See what survey reports he has on hand.
7. It may be necessary to open a similar office in Prince Rupert. (The E. A. should consider this.)

It will be necessary to obtain the appropriate stationery and office furniture. This can be done through Mr. Dawson. I should like to see the stationery before it is finally printed.

All vessels will be sold "as is." If any damage has been done in the meantime to any of them this should be carefully noted and agreed upon and reported at once to Ottawa. The whole responsibility for the vessel should pass at once to the purchaser.

I think all information to the newspapers should be given by the E.A. and by him alone. This will prevent overlapping and wrong news being given out.

*Scamper Smith  
Chamman*

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# CANADIAN PACIFIC TELEGRAPHS



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W.D. NEIL, GENERAL MANAGER OF COMMUNICATIONS, MONTREAL

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Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

Copy of telegram received by Mr. Justice Sidney Smith, Chairman  
J.F.V.D.C. from Ottawa, January 23rd 1942.

"Re. Commission telegram 22nd would appreciate details of  
conditions which suggest desirability of making disposal charge  
stop order in council would be necessary to authorize money  
so derived would need be turned in directly to Government as  
revenue"

(Signed) A. J. Whitmore

Telephoned by S.S. to A.E.M. 10:30 AM.



NIGHT LETTER

January 22, 1942.

Canadian Pacific Telegraphs,  
Vancouver, B.C.

TO: Director of Western Fisheries,  
Department of Fisheries,  
Hunter Bldg.,  
OTTAWA, CANADA.

The Japanese Fishing Vessel Disposal Commission in formal meeting today after careful consideration and in view of the complicated detail involved in effecting amicable disposal of vessels are of the opinion that a charge of one percent of the monies collected for sales or charters should be made. The Commission has appointed A.E. McMASTER who has held high executive positions in British Columbia industries, as executive assistant to the Commission. Please wire opinion as to the one percent transfer charge.

(Sgd) Japanese Fishing Vessel Disposal Commission.

Charge: Japanese Fishing Vessel Disposal Commission.  
Room 1530 Marine Bldg.,  
Vancouver, B.C.

### SUGGESTED PROCEDURE

1. Applicants for the purchase of fishing vessels should be referred to the owners and purchaser and owner will then negotiate. If both can agree on the price the transaction can be promptly completed. If an agreement can not be reached, the Commission will appoint <sup>surveyor</sup> an umpire provided the gulf between the owner and purchaser is not too wide but an umpire will only be appointed if both sides agree to accept his decision, the umpire fee, if any, to be absorbed equally. If the owner and purchaser wish to survey the boat they will be furnished with a pass to the naval custodian.
2. Prospective purchasers who have not contacted an owner should be assisted in making a contact.
3. Passes are not yet to be issued to prospective purchasers who have not contacted owners.
4. If a Japanese owner claims for damage this claim should be definitely cleared before the vessel is sold.
5. Claims for detention; claims for delivery or re-delivery should be filed with the Commission before the purchase is completed. Claims correctly filed under this clause will clear the way for purchase and they will be considered by the Commission in the order of their presentation. No claims under this clause can be filed after the purchase is completed.

January 23rd, 1942.



AGENDA

JAPANESE FISHING VESSELS DISPOSAL COMMISSION

Saturday, January 24, 1942.

Exchange of telegrams with Ottawa relative to 1% charge.

Policy matters general - See memorandum headed "Suggested Procedure".

Discussion of policy in respect to the following matters:

Issuing permits for examination of vessels where larger Fishing Companies are concerned.

Re. owner's accredited representative being recognized in lieu of owner for inspection permits.

Difference in treatment of Japanese nationals.

Question of Chief Clerk appointment.

Letters from North shore Pecking Company.

Fire boat proposal.

Form of letter head desired.

Banking resolutions.

Finances.

*Mr. K. H.*P R O C E D U R E

PROCEDURE AS LAID DOWN BY THE JAPANESE FISHING VESSEL DISPOSAL COMMITTEE FOR THE TRANSFER OF TITLE ON REGISTERED AND LICENSED VESSELS OF JAPANESE ORIGIN AND OWNERSHIP COMING UNDER THEIR JURISDICTION.

Japanese Fishing Vessels Disposal Committee

1. To satisfy themselves that they have no objection to the bill of sale in question, either from the point of view of the vender or the vendee.
2. A report from the Royal Canadian Mounted Police setting out that they have nothing on file detrimental to either the vender or the vendee.
3. To check against the list of Japanese and Japanese vessels, submitted to them by the Custodian of Alien Property.
4. The complete and necessary payment called for in the bill of sale.
5. When the above four items have been duly completed the Commission will forward a letter to the Registrar of Shipping at the vessel's port of registry, setting out therein their consent to the transfer of title.

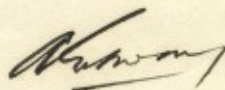
The Registrar of Shipping.

The Registrar of Shipping will take no action in the transfer of any vessel coming under the jurisdiction of this Committee until the letter above mentioned has been received.



The Registrar of Shipping will be responsible that all documents required by part one of the Canadian Shipping Act in regard to transfer of title, are correctly executed.

On completion of the transfer in the Registry books, at the Port of Registry, the Registrar, at such port, will notify the Committee in writing of such transfer.



*David L. L. L. L.*  
*January 28th 1942*

*approved*  
*L. J.*  
*L. J.*  
*B. L. J.*

AGENDA      MEETING OF THE COMMITTEE      FEBRUARY 3rd., 1942.

1. Policy re acceptable form of agreement for sale, as a pre-requisite to release of vessels.
2. Collection of cash payments by J.F.V.D.C. in behalf of owner.  
( possible liability, direct or inferential.)
3. Collection of 1 %.
4. Possible liability in accepting advices of claims against boats sold, other than Mortgages.
5. Question of chartering.
6. Damage claims - our procedure.
7. Press - confusing current articles - action. ?
8. Application - renewal of.- Harbor Fire Boats.
9. B.C.Packer's complaint - " Sea Island #2 "
10. Propaganda developing sales delays. Counter measures.
11. Banking position - Cheques.
12. Kay Kajawara's predicament with Hoffar. Mr. Kimura's file.



AGENDA FOR SUB-COMMITTEE MEETING

2:30 p.m. Feb. 4th, 1942.

1. North Shore Fishing Co. Nets included in purchase price-- Nakamura urgently in need of funds asks if balance of 1/2 1st payment can be released to him from 1st payment immediately. Advise Wilson Ma. 4641.
- ✓ 2. Canadian Fishing Co. 11 vessels at Wales Island Cannery. Status.
- ✓ 3. B. C. Packers Fleets. Status.
- ✓ 4. Responsibility of clearance chattel mortgages Discussion.
- ✓ 5. Suggestion authorizing J. A. Martin's signature on inspection orders.
- ✓ 6. Form of agreement for sale.
7. Press release deferred.
- ✓ 8. Distribution of accounts for surveys. *(In case of arbitration, 50/50 owner + seller.)*  
e.g. John Gould \$16.00 *Committed. (87) Damaged*
- ✓ 9. Conditioning notice This would be a declaration of progress. Approval of form.
- ✓ 10. Outline of Disposal Procedure Approval of form
- ✓ 11. Summary of Steps in Procedure
12. Harbor Fire Boats "Western Chief" and "Marmae" originally requested.
13. L. Marquis, Fulford Harbor Application for inspection. Discuss for policy.

AGENDA FOR SUB-COMMITTEE MEETING

2:30 p.m. Feb. 6th, 1942.

1. Weekly report to Ottawa
- ✓ 2. Power of Attorney -  
Japanese owners  
representative
- ✓ 3. 11 Vessels Nelson Bros.  
at Prince Rupert
- ✓ 4. Navy League of Canada
5. Fisheries Institute of  
B. C. Letter of  
Feb. 5th, 1942
6. Adjustments of Claims  
for discussion.



AGENDA FOR SUB-COMMITTEE MEETING

2:30 p.m. Feb. 10th, 1942.

1. Representative of owners  
in Office.

Mr. K. or appointee.

2. Fisheries Institute.

Their letter Feb. 9th.

3. Conditioning Notices  
and Passes for  
Inspection.

*up to \$100.00 surveys can be.**up to 250.00 (150. + 150.) → Refer Committee.*

4. Claims Procedure

Status.

5. Classification of  
vessels according  
to Mr. Motherwell.

A. Seiner Early as possible

*J.A.M.'s idea of urgency: A 75% Packers*

B 75% Gill Netters

C 25% Packers

C 25% Gill Netters.

C Trollers — Urgent for West Coast.

AGENDA FOR SUB-COMMITTEE MEETING

2:30 P.M. Feb. 11, 1942

1. DAMAGE CLAIMS  
AND PROCEDURE:
  
  
  
  
  
  
  
  
  
  
2. NORTH SHORE FISHING  
COMPANY'S CASE:
  
  
  
  
  
  
  
  
  
  
3. FISHERIES INSTITUTE OF B.C.  
Letter of February 9th:



AGENDA FOR SUB-COMMITTEE MEETING

2:30 p.m. Feb. 12, 1942.

1. Damage Claims and Procedure
2. North Shore Fishing Co's Case.
3. Fisheries Institute of B. C.  
proposed meeting Feb. 16
4. E. R. Livingston Vessel Purchase Case.
5. Weekly letter No. 3 to Ottawa.
6. Clearance of Registration  
Gill Netter "Yura"

Draft No. 1

February 11, 1942.

Fisheries Institute of British Columbia,  
106 Pacific Coast Fire Building,  
325 Howe Street,  
Vancouver, B. C.

Dear Sirs:

Your letter of February 9th was submitted to the members of this committee today and we have been instructed to express our appreciation of the extensive information contained therein and for your offer of co-operation.

We have also been instructed to outline the general purpose for which this committee was appointed and to answer the questionnaire contained in your letter.

~~(1)~~ This committee was constituted by Order in Council, P. C. 288, January 13th, 1942, for the purpose of implementing an effective plan to transfer impounded Japanese fishing vessels to new owners, who must be Canadian citizens, other than Japanese origin.

~~(2)~~ Prospective purchasers should be experienced fishermen, who propose using the vessels in the Fishing Industry of British Columbia. They should negotiate directly with the Japanese owner of the ship they wish to buy, or with his representative.

~~(3)~~ When an agreement for sale and purchase has been made by the Japanese owner and the buyer, the details of the transaction should be submitted to the Committee, and, if approved, the transfer of the vessel can be promptly completed. If an agreement cannot be reached between parties, the Committee will arbitrate the differences.

~~(4)~~ Only outright sales, enabling transfer of title of vessel, will be approved by the Committee. In the event of a purchase involving term payments to the seller, the balance to be paid, must be secured by mortgage.



Draft #2

February 11, 1942.

Fisheries Institute of British Columbia,  
106 Pacific Coast Fire Building,  
325 Howe Street,  
Vancouver, B. C.

Dear Sirs:

Your letter of February 9th was submitted to the members of this committee today, and we have been instructed to express the appreciation of the committee for the extensive information contained therein, and for your offer of co-operation.

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Only outright sales enabling transfer of title of vessel will be approved by the committee. In the event of a purchase involving term payments to the seller, the balance to be paid must be secured by mortgage.



Questionnaire - Answered Seriatum

(1) In order that transfer of title is provided, the Committee is not approving chartering. Mr. K. Kimura is the Government's appointee on the Committee to represent the Japanese Canadian owners, hence, through him, these owners are made aware of the Committee's policies.

(2) Answered in Question No. 1

(3) Inspection permits will be issued by the Office of the Committee as soon as the Naval Authorities have the vessels segregated so as to facilitate such inspection.

(4) The Committee is making provision that in so far as possible owners leaving the Pacific Coast will have an accredited representative available for negotiations concerned with the sale of their vessels.

\* (5) Competent surveyors have been appointed to assist the Committee in the event of disagreement.

(6) While owners and prospective purchasers may freely negotiate sale and purchase, all such agreements must be finally approved by this Committee.

(7) It will not be necessary for Japanese sellers to appear personally before the Committee. Bills of Sale will be sufficient evidence.

(8) Outright sales only are being considered by the Committee and terms of sales agreement must be disclosed to the Committee before vessels are released. Partial payment with the balance covered by mortgage is acceptable to the Committee.

(9) All payments should be made to the Committee.

(10) Owners may sell their vessels to any eligible purchaser, hence Committee cannot influence discrimination to any group or groups.

(11) Committee will arbitrate all matters in dispute.

(12) ~~In that owners have a right to freely negotiate their own deals,~~ No policy has been determined in so far as any possible unsold boats are concerned. *It is proposed not to open contracts already approved.*

(13) *considered* No consideration of this position has yet been given by the Committee. *approved.*

(14) The Committee has jurisdiction over vessels only. Fishing gear may be freely sold by Japanese owners. The Committee is advising prospective purchasers of boats to carry on



Page 5

14 (Continued)

to carry on their own negotiations for the complimentary gear, which in most cases is available through the Japanese owners.

If there is any further information your members require, we shall be glad to hear from you.

Yours very truly,

A. E. McMaster, Executive Assistant.  
JAPANESE FISHING VESSELS DISPOSAL COMMITTEE.

AGENDA FOR SUB-COMMITTEE MEETING2:30 p.m. February 13, 1942.

1. Surveyors' reports.  
Method of distribution.

2. R. V. Winch's complaint.  
Information.

*Have been negotiating, but,  
Hashimoto, said to have given  
only 10 min. to decide.  
Said to have sold elsewhere.*

*Feb. 17th.*

*Spoke to Hashimoto*

*Sales negotiation was vested with  
Mr. Smith of Union Boat works.*

*Another buyer appeared, and this  
was cash proposition.*

*Mr. Winch could not pay all cash  
therefore sold to the other buyer.*



AGENDA FOR COMMITTEE MEETING

1. Discussion requesting Department of Munitions & Supply prohibit construction new vessels until existing vessels absorbed.
2. Discussion re Cdr. Johnsons remarks that "boats should not be sold to any men eligible for military service."  
Note--The Canadian Legion have 200 to 300 experienced fishermen on their books, and have 500 to 600 returned soldiers from this war, looking for work.
3. Order in Council P.C.987, February the 9th, as to 1% charge.

## AGENDA FOR COMMITTEE MEETING

Will sell all.

Re reluctant on the part of owner. —  
Arbitration by Committee.

2. Discussion re Cdr. Johnson's remarks that "boats should not be sold to any man eligible for military service." Note--The Canadian Legion have 200 to 300 experienced fishermen on their books, and have 500 to 600 returned soldiers from this war, looking for work.

3. Order in Council P.C. 987, February the 25th, as to its charge.

X Appoint an accredited representative to inspect those vessels tied at Rupert or other Northern Area.  
Past due mortgages held by Cannery?



## JAPANESE SINKING VESSELS DISPOSAL COMMITTEE

## MEMORANDUM

FROM A. E. M.

1528 MARINE BUILDING  
VANCOUVER, B.C.

TO Cdr. Johnson, R.C.N.R.

February 12th, 1942.

The following arrangements have been completed relative to meetings, Monday next February 16th.

10 a.m.

Meeting of the Committee with Dr. Finn in Cdr. Johnson's office.

10:30 a.m.

Meeting of the Committee with representatives of the Fisheries Institute in the C. M. A. Board Room on the 6th floor, Marine Building. Dr. Finn and Mr. Motherwell have been invited and will attend this 10:30 a.m. meeting.

C.C. Mr. Kimura

AGENDA FOR SUB-COMMITTEE MEETING  
Wed. Feb.18/42 at 2:30 P.M.

- ✓ 1. Personnel of Fishing Industries. *Prepared*
- Def.* 2. Procedure in boat inspections.
- ✓ 3. Custodian of Alien Enemy Property - re our handling boats. *Expedite*
- Def.* 4. Enlargement of J.F.V.D.C.'s jurisdiction.
- ✓ 5. Weekly Letter - Material for - *Dr. Finn; Fisheries Institute of B.C.*
- ✓ 6. Ferry boats for Halifax and Sydney - boats for the army. *Letter*
- ✓ 7. List of Japanese representing fishing districts.  
When complete, send list to Fisheries Institute for distribution to members.
- KK.* 8. Method of disposal - Namu boats - *Morehouse* (Consult Namu)  
? Owners Representative, K.K. *people*
- 9. H.B.Bald's letter Feb.10th - Surveyor. *Refer to Fall meeting.*
- 10. Transfer of vessels Japanese to Japanese. See file (Information)  
*(Refer to Fall meeting.)*
- ✓ 11. Navy League letter. *Send letter.*
- ✓ 12. Fire Boats. *(A.B.C. wants them - Custodian.)*
- ✓ 13. Past due mortgages held on vessels. *(Each case had to be dealt.)*  
*Common Law.*
- ✓ 14. List of Boats Controlled by Enemy Custodian.

15. *Charts*

*Dist #1 Sakamoto Unosuke. Dist #1*

*' #2 Minde Matsumosuke Cod*

*' #3 Nakai Kohei Dist #3*



AGENDA FOR SUB-COMMITTEE MEETING  
Thurs. Feb. 19/42 at 2:30 P.M.

1. Procedure in Boat Inspections. *C.O.A.V. File available to anyone.  
(Custodian of Alien Vessels)*
2. Custodian of Alien Enemy Property - re our handling boats. *Adv. by  
Custodian*
3. Enlargement of J.F.V.D.C.'s jurisdiction.
4. Weekly Letter - Material for -
5. Method of disposal - Namu boats - *Mateuba etc.*  
     ? Owners Representative, K.K.
6. Canadian Fishing Company's letter, Feb. 18/42, relative to  
    costs of returning boats to points of immobilization  
    where legitimate ownership was involved. *Refer Full Committee*

✓ "Garry Point II" claimed by B.C.P.  
                                   asking release.

"Midori" - "Kichi", Steveston & Takagaki  
             Fisherman will buy, financed by B.C.P.

AGENDA FOR SUB-COMMITTEE MEETING  
 Friday, Feb. 20/42 at 2:30 P.M.

Agenda for Sub-Committee  
 Feb 20/42

- ✓ 1. Weekly Letter - Material for
- ✓ 2. Method of disposal - Namu boats (Owners Rep. Mr. K.K.)  
*Owners are ready - Mouhouse to send bids.*
- ✓ 3. Charts of fishing districts. *Underway*
- ✓ 4. Vessels for Army. (Boats held by Custodian.)
- ✓ 5. Fire Boats for Vancouver Harbour. *Marmac (Nelson.)*
- ✓ 6. "MIDORI" - Fishermen supported by B.C. Packer - ready to buy all cash-alleged owner assisting.  
*Sakamoto attending owner.*

7. 3 or 4 Boats to be picked up by Mr. Pilkey for the use of committee.  
 Decide price before we use, and then at the ~~end~~ expiration of service, will endeavor to sell at that price.



AGENDA FOR SUB-COMMITTEE MEETING  
Monday, Feb.23/42 at 2:30.P.M.

- ✓1. Charts of fishing districts.
- ✓2. Vessels for Army. *W&M. already written.*
- ✓3. Fire Boats for Vancouver Harbour. *(Marmac - Nelson interested)*
- ✓4. Boats (Speed) for Committee for use when custodianship taken over.  
Mr. Pilkey to select.
- ✓5. U-Drive Car Service *Mr. Ginn is preparing special form.*
- ✓6. Sale of 5 on Scow *B.C. Wharf purchased all.*
- ✓7. Inspection of Boats in Shipyards. *(Could be made but not if  
under repairs)*
- 8 Boom Chains & Boom Sticks. *Take up with Navy.*

AGENDA FOR COMMITTEE MEETING  
10 A.M. March 6, 1942

1. Minutes of Meeting on February 25th.
2. Report on position of Vessels up to date.
3. Possible Sales Trend.
  - (a) Effect of continued requisitioning by Services.
  - (b) Disruption through competitive bidding, e.g. Canadian fish position.
4. Position as to J.F.V.D.C. handling claims.
5. Procedure in respect to arbitration on price disagreements.
6. Executive Payroll.

*Re Kow Sales.*

AGENDA FOR COMMITTEE MEETING  
Wed. Feb. 25/42 - 2:30 P. M.

- ✓ 1. Extension of the jurisdiction of Committee to include control of impounded vessels. *As is for time being.*
- ✓ 2. Canadian Legion Questionnaire, Feb. 11th. *(Ref. Dept. of Fisheries, Ottawa)*
- ✓ 3. Canadian Fishing Co's letter, Feb. 18th *Out of Pocket Expense (actual),*  
Claims for returning owned vessels.
- ✓ 4. Past due mortgages - Attitude of Committee in the event of foreclosure.
- ✓ 5. H. B. Bald's application as surveyor, Feb. 10th.
- ✓ 6. Approval of transfer of licensed vessels - Japanese to Japanese.  
See correspondence.
- ✓ 7. For sale 5 of damaged boats. Sold B.C. Wharf & Machine Co.  
after determining it would cost more to re-build and repair  
for sale than salvage value.
- 8. Ships at outports. *(If possible, appoint Camdex Reid at Rupert.)*



EXAMPLES OF COMPARATIVE SALES PRICESJAPANESE FISHING VESSELS

<u>VESSEL</u>	<u>Listed Price</u>	<u>Sales Price</u>	<u>% List Price</u> - +		<u>Sold to:</u>
NOOTKA SOUND	18,000	17,000	5.5		North Shore Packing Co.
IRENE MAY II	8,500	5,844	10.0		Dewey Spencer
ROSE N.	8,500	8,500	-	-	John C. Horan
U. JEAN	3,200	3,150	1.5		C. M. Sutor
SEA ISLAND	8,000	8,000	-	-	B. C. Packers Ltd.
ORCA G.	10,000	10,500		5	J. H. Todd & Sons Ltd.
# MENZIES BAY	10,000	10,500		5	J. H. Todd & Sons Ltd.
OLYMPIA II	8,000	8,000	-	-	Leon Bukke & John Wolff
BETHUNE	1,600	1,440	10		J. H. Todd & Sons Ltd.
HATTA II	3,500	3,150	10		"
HATTA III	8,500	5,850	10		"
HATTA VIII	8,000	5,400	10		"
	89,800	87,334	2.75		

# Appraisal (Capt. Clarke) \$7,350.00

CANADIAN FISHING COMPANY'S CASE

<u>VESSEL</u>	<u>Catalogue Price</u>	<u>Owners'Revised Price</u>	<u>APPRAISAL Capt. Clarke</u>	<u>APPRAISAL A. Pilkey</u>	<u>CANADIAN FISHING CO. Letter Moh. 3</u>	<u>Letter Moh. 6</u>
1. HATTA V	10,000	9,000	7,700	7,775	7,000	7,775
2. ALEUTIAN ID.	8,500	7,000	6,000	6,239	6,500	6,240
3. QUALICUM L.	9,400	7,500	7,200	7,070	6,500	7,000
4. SEINER II <i>Feb. 74th.</i>	9,500	8,000 (7,600.)	6,550	6,862	7,000	6,850
5. C.S.C.	8,150 <i>45,550</i>	7,500 <i>38,600</i>	6,000 <i>33,450</i>	7,180 <i>35,176</i>	7,500 <i>34,500</i>	7,200 <i>35,065</i>
6. LIONS GATE (A)	12,000			9,692	10,000	<i>(A.C. Johnson 12,500.-)</i>
7. MENZIES BAY (B)	10,000		7,350	7,646	7,500	<i>(J.H. Todd - 10,500.-)</i>
8. THREE QUEENS	8,600 <i>custodian</i>			7,085	7,000	
9. SEINER (R) <i>Requisitioned</i>	10,000				7,500	
10. CARMENITA (R)	9,000				7,000	
11. MARLE C <i>custodian</i>	4,500				2,000	

(A) LIONS GATE - Sold to Queen Charlotte Fisheries for \$12,500

(B) MENZIES BAY - " " J. H. Todd &amp; Sons " 10,500

(R) Requisitioned

*Revised weekly letter, March 13th/44.*



7.25% 累減  
10,000.-

allowance rate under "Income  
Tax Act" = 15%

End of		Depreciation	=	
1	10000.-	750.-	=	9250.-
2		693.75	=	8556.25
3	3228.13	641.72	=	7914.53
4		593.59	=	7320.94
5		549.07	=	6771.87
6		507.89	=	6263.98
7		469.80	=	5794.18
8	2186.04	434.56	=	5359.62
9	<del>5042.35</del>	401.97	=	<del>4957.65</del>
10		371.82	=	4585.83
11		343.94	=	4241.89
12		318.14	=	3923.75
13	1480.76	294.28	=	3629.47
14		272.10	=	3357.37
15		251.80	=	3105.57
16		232.92	=	2872.65
17	to 20 years = 1002.52	215.45	=	2657.20
18	<del>2499.74</del>	199.29	=	<del>2457.91</del>



7 1/2% 累減

Dep.

19		184.34	=	2,273.57
20		170.52	=	2,103.05
21		157.73	=	1,945.32
22		145.90	=	1,799.42
23	678.89	134.96	=	1,664.46
24		124.83	=	1,539.63
25		115.47	=	1,424.16
26		106.81	=	1,317.35
27	1,239.36	98.80	=	1,218.55
28	459.74	91.39	=	1,127.16
29		84.54	=	1,042.62
30		78.20	=	964.42

2,499.74  
 1,239.36  
 3,739.10

割累減

Wooden Ships, Income Tax  
act  
15%

End 10.000.

1 -	9.000.	20 -	1.216.
2	8.100.	21 -	1094.
3	7290.	22 -	985.
4	6561.	23 -	886,50
5	5905.	24 -	797,85
6	5314,50	25 -	718.
7	4783.		
8	4305		
9	3874,50		
10	3487		
11	3139.		
12	2825.		
13	2542,50		
14	2284.00		
15	2059.00		
16	1853.00		
17	1668.00		
18	1501.00		

CANADIAN FISHING COMPANY'S CASE

*Duplicate*

<u>VESSEL</u>	<u>Catalogue Price</u>	<u>Owners'Revised Price</u>	<u>APPRAISAL Capt. Clarke</u>	<u>APPRAISAL A. Pilkey</u>	<u>CANADIAN FISHING CO. Letter Mch. 3</u>	<u>Letter Mch. 6</u>
1. HATTA V	10,000	9,000	7,700	7,775	7,000	7,775
2. ALEUTIAN ID.	8,500	7,000	6,000	6,239	6,500	6,240
3. QUALICUM L.	9,400	7,500	7,200	7,070	6,500	7,000
4. SEINER II	9,500	8,000-7600.	6,550	6,862	7,000	6,850
5. C.S.C.	8,150	7,500	6,000	7,180	7,500	7,200
6. LIONS GATE (A)	12,000			9,692	10,000	
7. MENZIES BAY (B)	10,000		7,350	7,646	7,500	
8. THREE QUEENS	8,600			7,085	7,000	
9. SEINER (R)	10,000				7,500	
10. CARMENITA (R)	9,000				7,000	
11. MARLE C	4,500				2,000	

(A) LIONS GATE - Sold to Queen Charlotte Fisheries for \$12,500

(B) MENZIES BAY - " " J. H. Todd &amp; Sons " 10,500

(R) Requisitioned



GASOLINE PACKERS and TROLLERS

March 16th, 1942

NAME	LENGTH	WIDTH	DEPTH	MAKE OF ENGINE	H.P.	CATALOGUE VALUE	
1. Bluenose <i>Troller</i>	35	8.6	5	Vivian	25	片谷武雄	\$4,000.00 <i>Applied</i> 3650.-
2. Sea Flash "	36	9	4.6	Chrysler Gas	97	武内淳孝	\$2,500.00 2950.-
3. Sakura <i>See Netter</i>	29	7	3'6"	Gray	52	作田作博	\$1,500.00 1500.-
4. Birdland <i>Packer</i>	36	8'6"	4'6"	Vivian	20	門張虎之助	\$1,600.00 <i>Sold @</i> 1000.-
5. Western Shore II 32'9"	9	5'2"	Vivian	16	向井卯三郎	\$2,800.00 <i>Sold @</i> 1600.-	
6. Ise II <i>Packer</i>	34'6"	9'9"	5'4"	Vivian	20	向井市藏	\$4,000.00 <i>Sold @</i> 1500.-
7. Guinea Gold "	34'	8'6"	5'4"	Palmer	18	土井又市	\$ 850.00 <i>Sold @</i> 850.-
8. Ashi <i>See Netter</i>	27	7'2"	3'	Easthope	6	小野重平	\$ 425.00 <i>Sold @</i> 350.-
9. Martha II ?							
10. Chief Y <i>Packer</i>	35	8'6"	3'7"	Bensid Carlis	16	吉田良一郎	\$1,500.00 <i>Sold @</i> 1500.-
11. Felix <i>Cod Fishing</i>	37	8'6"	5'	Acme	15	川崎道雄	\$3,000.00 <i>Sold @</i> 1450.-
12. Garry Point IV <i>Packer</i>	34.4	9	4.2	Enterprise	16	大江弥吉	\$2,500.00 <i>Sold @</i> 1700.-
13. Tanesse <i>Packer</i>	48	12'4"	5'6"	Gardner Diesel-large	36	花野崇吉	\$7,500.00 <i>Sold @</i> 4000.-

Spotted and reserved for Admiralty 14-3-42

March 16th, 1942

DIESEL PACKERS

NAME	LENGTH	WIDTH	DEPTH	MAKE OF ENGINE	H.P.	CATALOGUE VALUE	
1. Sea Eagle H <i>Cod</i>	38	9	4'3	Deutz	30 <i>徳子機部</i>	\$4,000.00	<i>3650.-</i>
2. Garry Point III <i>Packer</i>	41½	10	4.5	Vivian	70 <i>大江安部</i>	\$7,000.00	<i>4000.-</i>
3. Biwako <i>Inten</i>	38½	9	4'5	Deutz	25 <i>小沢与助</i>	\$1,500.00	<i>1640.-</i>
4. Florence U <i>Packer</i>	35.4	9	5.2	Atlas Imperial	30 <i>中井警市</i>	\$5,500.00	<i>4180.-</i>
5. Brocton Point <i>Packer</i>	32	9'3	4'5	Deutz Full Diesel	36 <i>福島治助</i>	\$6,000.00	<i>3660.-</i>
6. Ozaki II <i>Packer</i>	38	10	5	Vivian	52 <i>尾崎直吉</i>	\$5,000.00	<i>4200.-</i>
7. Howe Sound II <i>Packer</i>	36.8	10.8	5.9	Vivian Diesel	60 <i>八幡外</i>	\$6,000.00	<i>5430.-</i>
8. Hommura <i>Packer</i>	46½	10½	5.6	Atlas Imperial	45 <i>本村警市</i>	\$6,500.00	<i>4450.-</i>
9. Kuroshima II <i>Packer</i>	36.2	9.9	4.9	Deutz Diesel	36 BHP <i>黒崎機部</i>	\$4,500.00	<i>3750.-</i>
10. Matsue II <i>Packer</i>	38.4	11.4	5.4	Atlas Imperial Diesel	30 BHP <i>高井行健</i>	\$5,600.00	<i>4660.-</i>
11. Matsue <i>Packer</i>	42.8	9.5	5	Deutz Motored	25 BHP <i>高井行健</i>	\$3,500.00	<i>2440.-</i>
12. Viola Y <i>Packer</i>	3 7'6"	9'4"	4'3	Caterpillar	35 <i>山下名太郎</i>	\$7,000.00	<i>5550.-</i>
13. Gardner M. <i>Packer</i>	33	10.5	5.7	Gardner	36 <i>Nanuma Ship</i>	\$3,500.00	<i>2650.-</i>
14. Y.W. II ?	34.7	4'4		Vivian	35	Price not listed	
15. Izumi VII <i>Packer</i>	36.6"	9'8"	4'4"	Buda Diesel	110 BHP <i>伊勢 豊男</i>	\$7,500.00	<i>4000.5000 (BC/eduro)</i>
16. Cherryland <i>Packer</i>	36	8½	3½	Deutz	25 <i>山口良太郎</i>	\$3,500.00	<i>2140.-</i>

Spotted and reserved for Admiralty 14-3-42

*Reg. Mar. 25/42*  
(B.A.T.M.)

*Revised*  
Revised B.A.T.M. - Aug 21/42



COMPARISON OF CATALOGUE PRICES - GILL-NETTERS

WITH ACTUAL SALES PRICES

*Comparative Prices (Gill-Netters)*

	<u>Sales Price</u>	<u>Catalogue Price</u>
"MINEY II"	\$ 600.00	\$ 800.00
"MISS CHARMING"	1,000.00	1,500.00
"GO GETTER"	1,000.00	1,400.00
"NANCY MAY"	1,400.00	1,700.00
"NITE OWL"	1,000.00	850.00
"ZEPHYR"	925.00	1,200.00
"SEA SCOUT"	1,070.00	1,800.00
"JEANETTE"	600.00	700.00
"TWO SISTERS"	875.00	1,800.00
"UKELELE BABY"	850.00	1,050.00
"Y.H." NW.1938	600.00	1,000.00
"Y.K" NW.2930	750.00	850.00
"Y.T." NW.2821	1,000.00	1,350.00
"EVER READY"	725.00	1,100.00
"FLORA M."	760.00	900.00
"HAMANA"	750.00	900.00
"K.K." NW.2998	1,500.00	1,700.00
"LILA BETH No.4"	1,200.00	1,750.00
"M.M."	700.00	1,000.00
"MORENA VIII"	1,050.00	1,200.00
"MARY H." II	500.00	1,200.00
"MISS FLORIDA"	450.00	500.00
"MISS NIPPON	1,100.00	1,100.00
"NORTH III"	225.00	500.00
"ODALSEQUE"	1,050.00	1,100.00



	<u>Sales Price</u>	<u>Catalogue Price</u>
"H.I" IV	900.00	1,200.00
"E.S."	500.00	700.00
"EDA H.N."	<u>750.00</u>	<u>1,300.00</u>
Total 28 Boats	23,830.00	32,150.00

Sales Prices show 25.8% Less than Counter Catalogue Prices

COMPARISON OF CATALOGUE PRICES (GILL-NETTERS)

WITH PHILIPPSON'S ESTIMATES

	<u>Philippson's Estimate</u>	<u>Catalogue Price</u>
"GOLDEN HIND"	\$ 875.00	\$ 1,300.00
"CHICHIBU"	700.00	1,200.00
"I.H."	625.00	1,000.00
"CAMROSE N."	550.00	900.00
"LILY BETH 4"	900.00	1,750.00
"MIYUKI"	400.00	900.00
"SEA QUEEN"	575.00	800.00
"KONGO"	625.00	1,000.00
"NORTHERN CHIEF"	550.00	1,650.00
"I.S."	975.00	2,000.00
"HORTON BAY"	950.00	1,500.00
"AVALON"	1,200.00	1,500.00
"Y.H."	400.00	900.00
"Y.N."	250.00	500.00
"S.M."	650.00	700.00
"S.I."	175.00	500.00
"T.M." V 014E	400.00	850.00
"WHITE ROSE"	650.00	1,500.00
"T.N." N.W.034D	300.00	700.00
"Y.I." N.W.1753-N.W.026E	275.00	1,000.00
"SEA PRINCE" 3069 N.W.022 O NW	1,000.00	2,000.00
"SUNRISE T" N.W.3300	775.00	1,400.00
"SNOW WHITE" N.W.2566	650.00	1,000.00
"S.M." N.W. 3212	625.00	1,100.00
"Y.N." N.W.066 C	675.00	1,500.00

	<u>Philipppson's</u> <u>Estimate</u>	<u>Catalogue</u> <u>Price</u>
"Y.U." 800 P.R.0081	\$ 175.00	\$ 300.00
"T.S." N.W.2191 N.W.070E	475.00	1,000.00
"R.N." N.W.3145 N.W.024F	<u>500.00</u>	<u>1,400.00</u>
28 Boats	\$16,900.00	\$31,850.00

Sales Prices Show 46.9% Less Than Counter Catalogue Prices



To: J.F.V.D.C.

March 27, 1942.

From: O.W.Phillipson

In the following letter we will attempt to set forth the problems we have met with in the course of our work of placing values on the Japanese owned vessels impounded by the Navy. Also to give as clear a picture as possible why and how we have arrived at certain figures. These figures are our personal opinions of their value. Unseen faults, such as, engine bearings, seams, covered but faulty workmanship, damaged or injured shoes, propellers, bottoms, can not be taken into consideration, but in most cases would be taken care of in the general depreciation.

No. In the course of our work, we have tried to be as fair as possible to all parties concerned, but, recognizing the fact that these vessels are to be sold to a more or less limited market, and that their saleability must enter into their value. The value of a vessel can be viewed from several angles:

The owner of a six to ten year old boat may have an exaggerated idea of its value. Very likely he had the boat built new, and felt the pinch of paying for it through a series of lean years. He has worked on it himself, and therefore has not felt the expense of its upkeep. Its performance and earning power is about the same as that of a new and more expensive boat. It represents his living, and its replacement would be costly.

On the other hand, a prospective buyer looks on it as an old boat, he views its faults, rather than its good points, and sees in it a potential source of expense and trouble.

Then there is an impersonal value, based on the original cost and the natural deterioration of material.

No. In placing values, we have tried to keep all this in mind, and have tried to keep as close as possible to the impersonal value, and a price that a prospective buyer of a boat would be willing to pay.

The living accommodation in most of these boats is so small that white men find them objectionable. This has a tendency to lower their sale value. Most of the boats are of an age, and condition, that real practical fishermen have no use for them. These men are interested only in the best boats at a fair price.

TO: J.F.V.D.C.

FROM: O. W. Phillipson

March 28, 1942.

Page 2

Many of the older boats may, however, be sold to men who wish to try their hands at fishing, but do not wish to invest too heavily. These sales would probably take place in June and July.

In valuing boats, we have not taken into consideration any rise in costs of material or labour, but have tried to base values from prices existing when the boats were built. We think it will be found that the owners consider values from present day replacement costs.

Where boats contain foreign engines or engines no longer made, engines of doubtful performance or high speed engines, we have increased depreciation. Local engines have proven their worth and are giving excellent performance in the type of boat involved. The makes of local engines of proven performance are the Easthope and Vivian. They are comparatively cheap and parts are always quickly available at very reasonable prices. The Palmer (U.S.A.) is also an engine of good quality.

Certain boats have characteristics which make them desirable to several people or there may be a shortage of a certain type of boat. Such boats may bring prices seemingly out of proportion to their comparative worth.

\* In the valuing of the newer boats, we may have placed the values slightly low. This class of boat is in demand and some of them may go at fairly high prices. We have based our values on their approximate original cost in some cases, not taking into consideration unnecessarily fine finish or elaborate fittings, which are expensive and which we feel is not necessary on the class of boat and for the work involved. High speed engines, especially Lycoming, have been heavily depreciated.

One of our most difficult problems has been to value the old boats, some of which have outlived their period of usefulness. It is quite possible that the owner was making a precarious living with it, but no practical fisherman will buy these boats at any price. Some of these boats are large and to look at seem to have value, but they need such extensive repairs to be made seaworthy that they are practically worthless. When boats are being repaired there is double work, first tearing to a start, then building. This is all slow and extensive repairs may easily approach the new boat value.



To: J. F.V.D.C.  
From: O.W.Phillipson

March 27, 1942.  
Page 3

We have tried to place an impersonal value on these boats but their sales value is poor and their market very limited. Even in most normal times these boats have no resale. Often these boats have been used too long and they have become so expensive to keep and are so unreliable that the owner has a hard time to compete, and would be gradually forced out of his occupation. One might say that the boat is a liability rather than a value. On some of these boats we have placed no value.

We have attempted to make up a chart for ordinary depreciation on ordinary gill net boats, with suitably reliable engines. Such engines are the Easthope, Vivian and Palmer.

This chart is not applicable except for reference on boats with other engines, or oddly designed and built boats. Boats to meet the chart price should be in good repair. Values can be raised or lowered on the individual merit of the boat, or its saleability.

New Boat  
Value: \$ 700. 800. 900. 1000. 1100. 1200. 1300. 1400. 1500.

Built Age

1941	1	710.	810.	900.	990.	1080.	1175.	1265.	1355.
1940	2	635.	735.	820.	900.	970.	1060.	1150.	1230.
1939	3	575.	665.	740.	820.	870.	950.	1040.	1120.
1938	4	525.	600.	670.	745.	790.	860.	940.	1015.
1937	5	480.	545.	610.	675.	720.	785.	850.	920.
1936	6	440.	495.	550.	610.	660.	715.	770.	830.
1935	7	350.	400.	450.	500.	550.	600.	650.	700.
1934	8	360.	405.	450.	495.	540.	585.	630.	675.
1933	9	320.	360.	400.	440.	480.	520.	560.	600.
1932	10	280.	315.	350.	385.	420.	455.	490.	525.
1931	11	240.	270.	300.	330.	360.	390.	420.	450.
1930	12	175.	200.	225.	250.	275.	300.	325.	350.



To. J.F.V.D.C.

From: O.W.Phillipson

March 28, 1942.

Page 4.

The life of an ordinary gill net boat is from 16 to 20 years, depending on the upkeep. There are boats older than 20 years being operated, but they are poor and the engines unreliable.

/FM

AGENDA FOR MEETING OF THE COMMITTEE10 A.M. Saturday, March 28, 1942.

1. Minutes of Meeting - March 8th and March 10th.
2. Brief review of current position of Sales - Weekly Report.
3. Requisitioned vessels - current position.
4. Survey of remaining vessels (333 to 27-3-42).
5. Assessment of survey fees - <sup>(under 1,000)</sup> \$2.50 and <sup>(over 1,000)</sup> \$5.00.
6. ? Proposal to post "Suggested Bargaining Price".  
(a) Formula (b) Method, labels, etc.
7. ✓ Reissue of general circular of Feb. 10/42. - Method of publicity.
8. Proposed reply to C.O.P.C. - P.C.10-5-11-2.
9. Canadian Legion plan of rehabilitation.
10. Canadian Fishing Co's claim - cost of returning boats.
11. Problem of absentee ownership - transfer of title.
12. Claims, damage and inventory loss.

(a) present status of plan to transfer to J.F.V.D.C.

(b) liability in case of (1) "W.I." A McEvoy.

(2) "Loyal Chinook"- Ian Shaw.

*Re Advertisements by individuals.*

*Sales of Gill Netters 26% Lower than Catalogue*  
*Appraisal of Phillipson's 47%*

Reg. 24 Navy  
 7 Army  
 3 Navy

$$\begin{array}{r} 1,000.- \\ 260.- \\ \hline 740.- \end{array}$$

$$\begin{array}{r} 1,000 \\ 530 \\ \hline 470 \end{array}$$

$$\begin{array}{r} 1,000 \\ 333 \\ \hline 667 \end{array}$$

$$\begin{array}{r} 1,200 \\ 333 \\ \hline 326 \\ 326 \\ \hline 3996.6 \end{array}$$

$$\begin{array}{r} 740 \\ 470 \\ \hline 270 \end{array}$$

$$\begin{array}{r} 4000 \\ 470 \\ \hline 530 \end{array}$$

$$\begin{array}{r} 1200 \\ 399.60 \\ \hline 700.40 \end{array}$$

$$\begin{array}{r} 700.40 \\ 667 \\ \hline 33.40 \end{array}$$

$$\begin{array}{r} 740 \\ 530 \\ \hline 210 \end{array}$$

$$\begin{array}{r} 530 \\ 3710 \\ 37 \\ \hline 19610 \end{array}$$

$$\begin{array}{r} 1000 \\ 333 \\ \hline 667.- \end{array}$$

$$\begin{array}{r} 1500 \\ 33 \\ \hline 4500 \\ 45 \\ \hline 495.00 \end{array}$$

$$\begin{array}{r} 21530 \\ 265 \\ \hline 2000 \\ 1590 \end{array}$$

$$\begin{array}{r} 4100 \\ 3710 \\ \hline 0 \end{array}$$

$$\begin{array}{r} 1500.- \\ 495.- \\ \hline 1005.- \end{array}$$

$$\begin{array}{r} 530 \\ 196 \\ \hline 726 \end{array}$$

MINUTES FOR MEETING OF THE COMMITTEE

10 A.M. Saturday, March 20, 1948.

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE



Agenda for Meeting of the Committee

10 a.m. Saturday, April 11, 1942.

1. Minutes of Meeting March 28th, 1942.
2. Rehabilitation Plan. *Fisher's interests will consider only experienced ones.*
3. Widening of Committee's responsibilities. *Re Revolving Funds for claims*
4. ✓ Mr. Whitmore's visit - April 14th.
5. Claims - Settlement of. *Draft by R. Ginn.*
6. Negotiating Price.
7. Sales resistance - arbitration.

*Nanaimo Cot Brats, see owners Tuesday  
at 9.30 A.M., at Court House.*

*Consider Bond's offer of Claims - \$72,500.00*

MAY 15, 1942.

MINISTER OF FISHERIES  
OTTAWA

SALES OF FISHING BOATS HAVE FALLEN OFF TO AVERAGE OF FIVE  
PER DAY WHICH RATE IS EXPECTED TO FALL SHARPLY AS SEASON  
APPROACHES STOP THE COMMITTEE WILL MEET ON MONDAY TO CONSIDER  
WAYS AND MEANS OF ACCELERATING SALES AND EXPECT TO RECOMMEND  
TO THE MINISTER THAT TUG AND LOGGING COMPANIES AND GENERAL  
PUBLIC BE INVITED TO TENDER IN ACCORDANCE WITH ROUTINE LETTER  
APRIL THIRTEENTH STOP ALL UNSOLD BOATS HAVE BEEN PRICED BY  
COMPETENT SURVEYORS AND ARE LABELLED IN ACCORDANCE WITH  
COMMITTEES VIEWS USING SURVEYORS VALUATIONS AS BASIS.

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

BJL/FM

---

3 WAN 26;  
OTTAWA ONT MAY 16 1120A

HONOURABLE JUSTICE SIDNEY SMITH  
CH AIRMAN JAPANESE FISHING VESSELS DISPOSAL COMMITTEE  
1529 MARINE BLDG VX VANCOUVER BC

IN CIRCUMSTANCES EXPLAINED YOUR TELEGRAM FIFTEENTH EARLY  
CONSIDERATION SHOULD BE GIVEN ARRANGEMENTS FOR EXPEDITING BEST  
POSSIBLE DISPOSAL REMAINING VESSELS AND SHALL AWAIT  
COMMITTEES REPORT AND RECOMMENDATION

J E MICHAUD  
MINISTER

834AM



MEMORANDUMRelative to Leasing Surplus Vessels to Fishing Companies.*Re Leasing surplus boats to  
fishing co's*

The announcement of the Committee's change of policy in throwing sales open to public, and our attitude in forcing sales, has stimulated a good deal of interest both from fishing companies and the public.

A rough estimate of the vessels remaining in the fleet, say on Saturday, June 6th, would be as follows:

(a)	Seiners	5
(b)	Trollers	70
(c)	Packers	30
(d)	Unclassified, including Shrimp Trawlers, Codfish Boats, etc.	30
(e)	Gill-Netters	<u>200</u>
		335

The Packers and Seiners are of a small and undesirable type of vessel. This type is still short in the fishing industry and, therefore, it may be assumed that these boats are leftovers and are not wanted at even bargain prices by the companies. Final disposition may be attained by pressing individual sales by bargain prices.

Trollers and unclassified boats are unlikely to be of interest to fishing companies. There are many good Trawlers and some good Cod fish boats amongst the unclassified, and we feel the number will be materially reduced by individual sales. The final disposition of the remainder may have to be treated differently than the Gill-Netters.

Gill-Netters: There are many good boats left in this classification, and as they constitute 60% of the above estimate they are our greatest problem.

At our meeting with the Fisheries Institute on Feb. the 16th, an apprehension was expressed as to supporting purchases of Japanese fishing vessels at a price which might be jeopardized later on, should the Committee approve of surplus boats being thrown on the open market for what they would bring. In that meeting and in this respect, the Chairman stated that the Committee was sympathetic to this problem and that these surplus boats would not be sold at a depreciated price without consultation with the fishing interests (see Minutes).

At different times during the past month, in answer to enquiries from this office, the principal fishing companies have given an estimate of the probable additional number of boats of this fleet which they would be interested in purchasing.



In all cases these estimates have been exceeded; and at the present time there are probably 40 to 50 boats involved in negotiations by these companies. This would lead to the conclusion that fishing companies would co-operate in a plan of taking care of the surplus Gill-Net boats under a form of charter. The advantage to them would be an assurance of having these boats available without purchase, and would avoid their being thrown on the market at a sacrifice, thus affecting the value of their previous purchase.

The plan would be advantageous to the owners in that their boats would be adequately looked after and insured.

The following outline of plan is suggested for discussion:

1. That the boats be chartered by the main companies in proportion to their purchases through this Committee;
2. And that a charge be made by charterer for the care, maintenance and insurance of each vessel at the rate of \$50.00 per year; and that a credit to these vessels of \$1.00 per day be made for each day the vessel is used;
3. And that these debits and credits be carried as book entries only during the period of the war, and an adjustment made of the balance at the end of the charter.

The application of the above formula, based on the purchases up to May 15th, would be:

B.C. Packers	56
Canadian Fishing Co.	54
A.B.C. Packing Co.	38
Nelson Bros.	17
J.H. Todd & Sons	11
F. Millerd	8
Great West Packing Co.	6
Cassiar Packing Co.	5
North Shore Packing Co.	3
Queen Charlotte Fishing Co.	2
	<u>200</u>

The matter of conditioning the boats before being taken by the charterers and the question of the place where delivery would be accepted under the charter must be determined.

AGENDA for the Meeting of the Committee to be held in  
Mr. Justice Smith's Chambers at 10:30 a.m. Monday,  
May 18, 1942.

1. SALES Summary of Position.

2. FORCED SALES Question of Title and License:

"H.Y." NW. 3257 - McGillivray  
"C.K." Van. 1813 - Reynolds  
"H.O." NW. 2201 - W. Oja

3. SALES Mortgage Plan.

4. SEMI-FINAL STEPS=DISPOSAL:

- (a) Authorizing sales to others than fishing industry.
- (b) Auction (Commencing May the 25th).  
5 days advertising if decision made on the 18th.
- (c) Bulk sales to fishing industry in lieu of auction.

AGENDA for Committee Meeting to be held in Mr. Justice Smith's  
Chambers May 28, 1942.

*May 28th,*

1. Minutes of previous Meeting, May 18.
2. Sales progress and outlook.
3. Plan for leasing surplus boats - Alternative disposition of  
Surplus boats.
4. Conditioning of surplus boats for sea.
5. Claim position and progress.
6. Authorize Signatures.
7. Messenger Service.



DRAFT

This Committee considers that the prompt disposal of all <sup>remaining</sup> the impounded Japanese fishing vessels is in the best interests of the Country.

Commencing May 25th, it is proposed to place all <sup>unsold</sup> ~~remaining~~ vessels on the open market. In the meantime, the fishermen and fishing companies are urged to make their best offers direct to the Committee, who will <sup>accept</sup> ~~accept~~ negotiations.

This Committee would welcome an offer from the fishing industry as a group for all vessels presently unsold and would give such offer their close consideration.

It should be noted that all vessels are labelled with a suggested negotiating price.

BLJ/FM

DRAFT*Mr. Kimura*Fishing CompaniesBAILMENT AGREEMENT PLAN

This Committee has now released 75% of the Japanese fishing vessels under their jurisdiction, principally to the Fishing Industry of this Province. Sales are still being effected but the Committee feels that direct steps must now be taken to further accelerate disposal of the remaining vessels.

In seeking a practical method of accomplishing this result, the interests of the Fishing Companies which have purchased 80% of the vessels already sold, and those of the Japanese owners, have been carefully considered.

We have had in mind, particularly, the question raised by members of the Fisheries Institute in a joint meeting held on February 16th, 1942, when apprehension was expressed as to the effect on the value of vessels purchased by the Industry, should the Committee later approve of sales of surplus vessels at distressed prices. At this meeting the Chairman of this Committee stated that, when the time came to consider disposition of surplus boats, they would not be sold at depreciated prices without consultation with the fishing interests.

Since the fishing industry and the public have now been given every reasonable opportunity to secure vessels by purchase through free negotiation with owners, and it is essential that Naval Service be relieved of the custody of the remaining vessels as early as possible, the Committee submits the following tentative plan of custodianship and use of these vessels, to the Fishing Companies which have purchased vessels through the Committee:

1. The remaining fishing vessels shall be made available to the Fishing Companies under special terms of bailment in proportion to the purchases already made by each company, in relation to total company purchases.
2. Each company concerned shall take delivery of vessels at their present moorings and assume responsibility for their care and maintenance and shall carry insurance on a value based on the negotiating price established by the Committee.



# Fishing Companies

3. The term of agreement shall be for the duration of the war, the bailee to have the right of purchase at any time during this period, at the said negotiated price.
4. The bailee shall be credited for care and maintenance service at the rate of \$50.00 for each year for each vessel concerned, and be debited at the rate of \$1.00 per day for each day the vessel is actually used for active fishing.
5. The plan contemplates that no actual payments be made under the above clause, except in the case of purchase of vessel. That is, the credits and debits shall be accounted for in the books of the company concerned until the expiry of agreement when settlement shall be made of balances in accordance with audited accounts.

The approximate fleet concerned in the proposed plan would consist of the following vessels:

Small Seiners	5
Small Packers or Collecting Boats	25
Trollers	67
Small Trawlers, Cod Fish Boats Etc.	30
Gill-Netters	173
Total	<hr/> 300

The Committee is prepared to give effect to this plan immediately on acceptance in principle by the companies concerned, and shall be glad to have their views as early as possible.

Yours very truly,

A.E. McMaster,  
Executive Assistant.

AEM/PH.



KH

AMENDED REPORT OF PROGRESS TO THE HONOURABLE THE MINISTER OF FISHERIES  
No. 19 - June 4, 1942

31 vessels were sold during the week, and with no other releases this brings the total number of vessels released to date to 909, or 72 per cent of the total registered with the Committee.

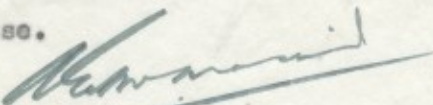
Very few vessels have been sold for other than fishing purposes, which was the position we anticipated on account of gasoline restrictions and the unsuitability of the vessels for general purposes.

A number of active negotiations are still under way, indicating continued interest of fishermen and fishing companies in acquiring vessels, but as stated in previous reports, the Committee is developing a plan with the object of accelerating disposition of the remainder of the fleet, a report on which will be included in our next Weekly Letter.

The average prices paid on vessels sold to May 31st were as follows:

Seiners	33	\$6181.39
Packers	79	2372.32
Trollers	37	1643.92
Unclassified	30	915.54
Gill-Netters	483	672.84
All Classes	662	\$1215.51

10 of the British Admiralty Technical Mission Vessels selected, and prepared for shipment by the Committee, have gone forward. This leaves 10 vessels, and shipping instructions have not yet been received for these.

  
A.E. McMaster,  
Executive Assistant.

AMENDED REPORT OF PROGRESS TO THE HONOURABLE THE MINISTER OF FISHERIES  
No. 19 - June 4, 1948

31 vessels were sold during the week, and with no other releases this brings the total number of vessels released to date to 909, or 72 per cent of the total registered with the Committee.

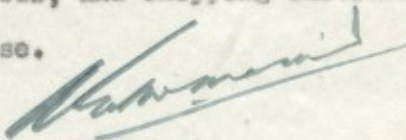
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 A.E. McMaster,  
 Executive Assistant.



AGENDA of Meeting in the Chambers of Mr. Justice Smith at 11.30 A.M.  
June 10, 1942.

1. Report on Current Position of Vessels.
2. Proposed Plan to Transfer Custodianship to Responsible Fishing Companies:
  - (a) Draft of Letter to Fishing Companies for amendment or approval
  - (b) Form of Agreement to be used.
  - (c) Arrangement for the continuity of supervision of agreements.
  - (d) Authority for the execution of agreement.
  - (e) Disposition of balance of fishing vessels should fishing companies not agree.
3. Application of Release and Discharge form in the event of more than one claim on the same vessel.

		2nd class	G.N.
289 N.W.	under 10 yrs.	1	81
58 P.R.	11 - 15 yrs.	1	96
347 Total	16 - 20 yrs.	1	19
	over 20 yrs.	1	15
		↓	
	Average	15	10
	Average SNP		\$500.



**MEMORANDUM**

N. W. P.

TO MR. KIMURA

DATE 1150-29-5-42

SUBJECT CHARTERING PLAN

Submitted: FIRST DRAFT OF LETTER to Fishing Co.  
QUESTION

This is rough form.  
Should appreciate your advice  
and comments.

Alamy

DISPOSITION

This Committee has now released 75% of the Japanese fishing vessels under their jurisdiction, principally to the Fishing Industry of this Province. Sales are still being effected but the Committee feels that direct steps must now be taken to further accelerate disposal of the remaining vessels.

In considering several methods in accomplishing this result, the interests of the Fishing Companies which have purchased 80% of the vessels already sold and those of the Japanese owners have been sympathetically estimated.

We have had particularly in mind the question raised by members of the Fisheries Institute in a joint meeting held on February 16th, 1942, when apprehension was expressed as to the effect on the value of vessel purchases by the Industry, should the Committee approve of sales of surplus vessels at distressed prices. At this meeting the Chairman of this Committee stated that when the time came to consider disposition of surplus boats, they would not be sold at depreciated prices without consultation with the fishing interests.

Since the fishing industry and the public have now been given every reasonable opportunity to secure vessels by purchase through free negotiation with owners, the Committee is of the opinion that the vessels now remaining must be disposed of promptly, and with this in view submits the following chartering plan to members of the Fishing Industry:

The remaining fishing vessels to be made available for charter under special terms to Fishing Companies in proportion to the purchases already made by each company in relation to total company purchases.

The charterer to take delivery of vessels at their moorings and to assume responsibility for their care, maintenance, and to carry insurance on a value based on the negotiating price established by the Committee.

*After meeting  
to the effect  
that plan  
is contingent  
upon Board's  
action on  
fleet.*

The term of charter to be for the duration of the war, the charterer to have the right of purchase at any time during this time at the said negotiated price.

The charterer to be credited at the rate of \$50.00 <sup>year</sup> per month for each year for each vessel concerned, and to be debited at the rate of \$1.00 per day for each day the vessel is actually used for active fishing.

The plan contemplates that no actual payments under the above clause, be made except in the case of purchase of vessel. That is, the credits and debits shall be accounted for in the books of the company concerned, until the expiry of charter, when settlement shall be made of balances in accordance with audited accounts.

The Committee is prepared to give effect to this plan as soon as the companies concerned have signified acceptance and when details are worked out and agreed upon.

It is suggested that a practical method of procedure would be to have a joint meeting of this Committee with your Associations or with duly appointed committees of these associations.

The approximate fleet concerned in the proposed plan would consist of the following vessels:

Small Seiner Boats	-
Small Packers or Collecting Boats	-
Trollers	-
Small Trawlers, Cod Fish Boats Etc.	-
Gill-Netters	-

Total

The Committee would appreciate your prompt acknowledgement and comments.

Yours truly,



## FISHERIES INSTITUTE OF B.C.

106 Pacific Coast Fire Building,  
325 Howe Street,  
Vancouver, B.C.

June 26, 1942.

Mr. A. E. McMaster,  
Executive Assistant,  
Japanese Fishing Vessels Disposal Committee,  
1528 Marine Building,  
Vancouver, B.C.

Dear Sir:

We acknowledge receipt of your letter dated June 16th and also would refer to conversations since that date.

The four larger fishing companies namely, A.B.C. Packing Company Ltd., B.C. Packers Limited, Canadian Fishing Company Ltd. and Nelson Bros. Fisheries Limited, have we understand purchased between 80% and 90% of the fishing boats handled by your Committee.

We realize that recently the sale of these boats has been practically nil, due to lack of demand and you have explained to us your anxiety to relieve the Navy personnel from looking after these boats and suggested that possibly arrangements might be made with the four larger packers to take over the custodianship of these boats until they were disposed of.

This matter has been fully discussed among the packers mentioned and they have also given consideration to the question of making a lump sum offer for the remaining vessels in your hands, which if acceptable, would clean up the situation.

We know you appreciate that a good many of the boats that are left are not in very good shape and the better class fishermen would not be interested in the purchase or the use of same. Therefore it would appear that unless some of the larger packers were interested in purchasing, the question of custodianship might go on for some time and there would be a lot of grief and trouble connected with same.

It was felt that the packers mentioned would not care to undertake the question of custodianship and that your Committee would be in a much better position to handle the situation by appointing qualified watchmen to look after these boats and thus

- 2 -

Mr. A.E. McMaster.June 26, 1942.

relieve the Navy who are looking after them at the present time. It was also agreed that the packers mentioned would not be interested in making a lump sum offer for the vessels.

It is understood that the packers mentioned will continue to do everything possible to assist you in disposing of these boats and we will try to make you offers for certain blocks of vessels if we are interested.

The foregoing is an expression of opinion from the following companies:

Anglo-B.C. Packing Company Ltd.  
British Columbia Packers Ltd.  
Canadian Fishing Company Ltd.  
Nelson Bros. Fisheries Ltd.

Yours very truly,

FISHERIES INSTITUTE OF B.C.

Per... E.S. Woodward.....  
Supervisor

*Mr. Kinross.*

*This is a marvelous  
example of evasion  
but presumably the best  
we can now expect  
from the Fisheries Co.*



6/29/42

MEMORANDUM AS TO  
FINAL DISPOSITION OF REMAINING FISHING VESSELS.

The Fishing Industry now has a sufficient number of the Japanese fishing vessels to warrant that the production of that industry will not suffer by reason of the immobilization of the Japanese Fishing Fleet.

Japanese owners of these vessels have been given every opportunity, over the past five months, to sell their vessels through the offices of the Committee and as it now seems that the markets for these vessels are about exhausted or very soon will be, the problem of disposing of those now remaining, appears to be one of storage.

Of immediate urgency in this respect is that of relieving Naval personnel from custodianship, particularly of the Fraser River boats.

It was with this in view that the Committee hoped to induce the principal Fishing Companies to immediately accept custodianship of these vessels through a plan submitted to them.

Negotiations having finally resulted in a rejection of this plan by the Companies, it is now imperative that other prompt action be taken to relieve the Navy personnel.

The Committee is of the opinion that, while the market for these vessels has not yet been completely exhausted, the bulk of the remaining boats will have to be stored for a considerable period, particularly as in general, the best vessels have already been released.

In view of this position, the most practical solution would seem to favor custodianship being assumed by a permanent Government Department, such as the R. C. M. P., the Chief Supervisor of Fisheries in B. C., or the Custodian of Alien Enemy Property.

Consideration of all factors involved seems to favor the latter as the logical organization to assume this responsibility. The Custodian is not only administering alien enemy property but all the properties of Canadian Citizens of Japanese origin excepting only fishing vessels coming under the administration of this Committee.

The main purpose of this Committee has been achieved. It will probably require the entire month of July to clear up the numerous Naval claims remaining to be reviewed and to prepare permanent records of all vessel transactions. Sales of vessels will continue during the winding up period.

Should it be decided that the Custodian take over the remaining vessels from Naval Service, consideration should be given to the proposition that the remaining work of this Committee and the final records of the Committee, should be absorbed by the Custodian.

This would simplify the winding up of the Committee's administration, and would permit a continuity of any part of this work which appears desirable, under a permanent Department. The Committee feels that this consolidation of authority over all Japanese property under one Department would be the most economical method of dealing with this problem.

THE approximate vessel inventory - June 29th.

	<u>Fraser</u>	<u>Custodian</u>	<u>Prince Rupert</u>	<u>Total</u>
<u>SEINERS</u>	1	2	2	5
<u>TROLLERS</u>	39	2	-	41
<u>GILL-NETTERS</u>	65	6	29	122
<u>PACKERS</u>	24	4	5	33
<u>MISC. (GOD-BOATS, etc.)</u>	<u>52</u>	<u>4</u>	<u>2</u>	<u>58</u>
<u>TOTAL</u>	<u>201</u>	<u>20</u>	<u>36</u>	<u>259</u>

\* Subject to revision from Naval Inventory



JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

*Committee:*

THE HONORABLE MR. JUSTICE SIDNEY SMITH  
CHAIRMAN  
COMMANDER B. L. JOHNSON, D.S.O., R.C.N.R.  
KISHIZO KIMURA  
A. E. McMASTER, EXECUTIVE ASSISTANT

1528 MARINE BUILDING  
VANCOUVER, B.C.

To The Registrar of Shipping  
Vancouver, B.C.

Sir:

Re Ex-Japanese Fishing Vessel:

Length:

Breadth:

Depth:

Engine:

The owner of this vessel,  
declines to sell at a reasonable price.

, whose signature,  
for identification purposes, appears below, has offered to purchase the vessel for the sum of  
Dollars (\$ ),  
which sum is considered reasonable and has been accepted as the purchase price by this Committee,  
and is being held in trust by the Committee, pending completion of Bill of Sale.

You are requested to permit the purchaser,  
to operate this boat until the presently licensed owner,  
completes the execution of Bill of Sale, or some other provision has been made.

This letter is issued in duplicate, one copy of which is to be retained in your files, the other to  
be in the possession of  
for clearance and navigation purposes.

Yours faithfully,

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE.

A. E. McMASTER,  
*Executive Assistant.*

Signature of:

---

# JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

## RELEASE AND DISCHARGE

FISHING VESSEL:

REG. or LIC. No.:

NAVAL No.:

CLAIM PAYABLE TO:

CLAIM No.:

Owner at Time of Impounding:

Present Owner:

In consideration of the payment of the sum of

(\$ )

(of lawful money of Canada) (the receipt of which is hereby acknowledged), we, the undersigned, being the owners and/or mortgagees, shipyard repairers and all others having any interest, claim or demand against the said motor vessel registered at the Port of

Official or License No.

DO HEREBY RELEASE and forever discharge His Majesty the King, as represented by Royal Canadian Naval Service or any patrol or auxiliary service, acting through or under the authority of Royal Canadian Naval Service, and all boards, commissions or departments of His Majesty's Canadian Government of and from claims which we may now have or which hereafter may arise and which now could or at any time hereafter be made in consequence of damage sustained or any alleged damage sustained, to the above-named motor vessel while in custody of His Majesty's Royal Canadian Naval Service or any auxiliary patrols, commissions, boards or departments hereinbefore named.

AND FURTHER, we covenant that we are the owners and/or mortgagees, shipyard repairers and all others having any interest, claim or demand against the said vessel and are the only parties or persons having any interest, claim, lien, demand or charge over the above-named motor vessel, and should any claim hereafter be made by or through any parties whatsoever, we hereby agree to indemnify and save harmless His Majesty the King as represented by any of the naval services, boards, patrols, departments, or commissions hereinbefore referred to.

AND FURTHER, that this discharge and release enures to the benefit of and is binding upon all the parties hereto, their respective heirs, executors, administrators, assigns, successors and representatives.

DATED at Vancouver, British Columbia, this

day of

1942.

WITNESS:

# JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

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FISHING VESSEL:

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DO HEREBY RELEASE and forever discharge His Majesty the King, as represented by Royal Canadian Naval Service or any patrol or auxiliary service, acting through or under the authority of Royal Canadian Naval Service, and all boards, commissions or departments of His Majesty's Canadian Government of and from claims which we may now have or which hereafter may arise and which now could or at any time hereafter be made in consequence of damage sustained or any alleged damage sustained, to the above-named motor vessel while in custody of His Majesty's Royal Canadian Naval Service or any auxiliary patrols, commissions, boards or departments hereinbefore named.

AND FURTHER, we covenant that we are the owners and/or mortgagees, shipyard repairers and all others having any interest, claim or demand against the said vessel and are the only parties or persons having any interest, claim, lien, demand or charge over the above-named motor vessel, and should any claim hereafter be made by or through any parties whatsoever, we hereby agree to indemnify and save harmless His Majesty the King as represented by any of the naval services, boards, patrols, departments, or commissions hereinbefore referred to.

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DATED at Vancouver, British Columbia, this

day of

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WITNESS:



# JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

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Official or License No.

DO HEREBY RELEASE and forever discharge His Majesty the King, as represented by Royal Canadian Naval Service or any patrol or auxiliary service, acting through or under the authority of Royal Canadian Naval Service, and all boards, commissions or departments of His Majesty's Canadian Government of and from claims which we may now have or which hereafter may arise and which now could or at any time hereafter be made in consequence of damage sustained or any alleged damage sustained, to the above-named motor vessel while in custody of His Majesty's Royal Canadian Naval Service or any auxiliary patrols, commissions, boards or departments hereinbefore named.

AND FURTHER, we covenant that we are the owners and/or mortgagees, shipyard repairers and all others having any interest, claim or demand against the said vessel and are the only parties or persons having any interest, claim, lien, demand or charge over the above-named motor vessel, and should any claim hereafter be made by or through any parties whatsoever, we hereby agree to indemnify and save harmless His Majesty the King as represented by any of the naval services, boards, patrols, departments, or commissions hereinbefore referred to.

AND FURTHER, that this discharge and release enures to the benefit of and is binding upon all the parties hereto, their respective heirs, executors, administrators, assigns, successors and representatives.

DATED at Vancouver, British Columbia, this

day of

1942.

WITNESS:

# JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

## RELEASE AND DISCHARGE

FISHING VESSEL:

CLAIM No.:

REG. or LIC. No.:

Owner at Time of Impounding:

NAVAL No.:

CLAIM PAYABLE TO:

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Official or License No.

DO HEREBY RELEASE and forever discharge His Majesty the King, as represented by Royal Canadian Naval Service or any patrol or auxiliary service, acting through or under the authority of Royal Canadian Naval Service, and all boards, commissions or departments of His Majesty's Canadian Government of and from claims which we may now have or which hereafter may arise and which now could or at any time hereafter be made in consequence of damage sustained or any alleged damage sustained, to the above-named motor vessel while in custody of His Majesty's Royal Canadian Naval Service or any auxiliary patrols, commissions, boards or departments hereinbefore named.

AND FURTHER, we covenant that we are the owners and/or mortgagees, shipyard repairers and all others having any interest, claim or demand against the said vessel and are the only parties or persons having any interest, claim, lien, demand or charge over the above-named motor vessel, and should any claim hereafter be made by or through any parties whatsoever, we hereby agree to indemnify and save harmless His Majesty the King as represented by any of the naval services, boards, patrols, departments, or commissions hereinbefore referred to.

AND FURTHER, that this discharge and release enures to the benefit of and is binding upon all the parties hereto, their respective heirs, executors, administrators, assigns, successors and representatives.

DATED at Vancouver, British Columbia, this

day of

1942.

WITNESS:



Privy Council  
(Coat of Arms)  
Canada

Certified to be a true copy of a Minute of a meeting of the  
Committee of the Privy Council, approved by His  
Excellency the Governor General on the 5th  
May, 1942

The Committee of the Privy Council have had before them a report, dated 2nd May, 1942, from the Minister of Fisheries, stating:

That the Committee, under the chairmanship of the Honourable Justice Sidney A. Smith, appointed under the authority of the War Measures Act to supervise the disposition of impounded fishing vessels and equipment owned by persons of Japanese racial origin in British Columbia, was authorized, inter alia, -

To report on claims which may be made on the Government for damage to, or deterioration of, the vessels and equipment while under detention;

That the Committee has reported that in the process of immobilising the vessels, and while such were under impoundment, certain hull damage and equipment losses occurred incidental to the large-scale impounding action under emergent conditions, and in the opinion of the Committee there is a responsibility to the owners to make good such damage or loss as may be judged fair compensation under the circumstances;

That the Committee, based on the joint reports of its Marine Surveyors and those of the Department of National Defence for Naval Services, is in a position to recommend a fair and equitable settlement of such damage claims under general principles, 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 reconditioning 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.
- (d) Disallowed items. Claims for skiffs or lifeboats or galley equipment and personal effects to be disallowed.

That the Committee, in its disposal operations to date, has taken steps in collaboration with the Commanding Officer, Pacific Coast, Department of National Defence for Naval Services, following the aforementioned principles, to determine the amount of fair and equitable settlement of damage claims to individual boats to permit disposal negotiations to proceed without interruption and in the interest of enabling release of the vessels as quickly as possible for employment in the fishing industry.

That it is desirable all claims be dealt with as expeditiously as possible to further facilitate the work of the Committee.

The Minister, therefore, with the concurrence of the Minister of National Defence for Naval Services, recommends, under the authority of the War Measures Act, Chapter 206, Revised Statutes of Canada, 1927, that the Minister of Fisheries be granted authority whereby he may approve and make payment in settlement of claims made upon the Government for damage to, and deterioration of, impounded fishing vessels and equipment (including repairs arising from such damage or deterioration) owned by persons of Japanese racial origin that may be recommended, following the principles aforementioned, by the Committee appointed by Order in Council of January 13th, 1942, P. C. 288, for the disposition of such vessels and equipment and that the sum of \$80,000 be made available for such purpose from the War Appropriation.

The Committee concur in the foregoing recommendation and submit the same for approval.

Signed A. D. P. Heeney  
Clerk of the Privy Council

Dept. of Fisheries  
C A N A D A

Office of the Deputy Minister of Fisheries  
O T T A W A

792-4-1

June 15th, 1942.

COPY

Gentlemen,

As you no doubt are aware, the Department of National Defence for Naval Service has agreed to maintain its personnel in connection with the custody of the impounded Japanese-owned fishing boats to and including the 30th instant, upon which date it will be withdrawn.

I shall be grateful for advice as to the prospects of there being need for further protective staff beyond that date. The Department was hopeful that the disposal of the boats generally would have been completed by that time and it is understood the Committee was directing all possible effort to that end. In the event of likelihood of there being a residue on hand on July 1st, suggestions from the Committee for safeguarding it would be appreciated.

Yours truly,

(sgd.) D.B.Finn

D.B. Finn,  
Deputy Minister.

Japanese Fishing Vessels Disposal Committee, .  
1528 Marine Building,  
Vancouver, B.C.



## JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

## Committee:

THE HONORABLE MR. JUSTICE SIDNEY SMITH  
CHAIRMAN

COMMANDER B. L. JOHNSON, D.S.O., R.C.N.R.

KISHIZO KIMURA

A. E. MCMASTER, EXECUTIVE ASSISTANT

1528 MARINE BUILDING  
VANCOUVER, B.C.

June 16, 1942.

Dear Sirs:

FINAL DISPOSAL OF JAPANESE FISHING FLEET

The Committee has now released 75% of the Japanese fishing vessels under its jurisdiction, principally to the Fishing Industry of this Province. Sales are still being effected but the Committee feels that direct steps must now be taken to further accelerate disposal of the remaining vessels.

In seeking a practical method of accomplishing this result, the interests of the Fishing Companies which have purchased 80% of the vessels already sold, and those of the Japanese owners, have been carefully considered.

The Committee has in mind, particularly, the question raised by members of the Fisheries Institute in a joint meeting held on February 16th, 1942, when apprehension was expressed as to the effect on the value of vessels purchased by the Industry, should the Committee later approve of sales of surplus vessels at distressed prices. At this meeting the Chairman of the Committee stated that, when the time came to consider disposition of surplus boats, they would not be sold at depreciated prices without consultation with the fishing interests.

Since the fishing industry and the public have now been given every reasonable opportunity to secure vessels by purchase through free negotiation with Japanese owners, and it has become imperative that the Naval personnel, presently occupied with the custodianship of the remaining vessels, be released for other National Defence duties, the Committee submits the following tentative plan to the fishing companies which have purchased vessels through the offices of the Committee:

OUTLINE OF PLAN

1. The principal fishing companies are urged to quickly review their potentialities for further purchases, and that they purchase as many of the remaining vessels as possible at the price known and adopted as the Committee's "suggested negotiating price" which was based on careful survey by the Committee's experienced marine surveyors;

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMMITTEE



2. That when this means of disposal is exhausted, the fishing companies having facilities available, take over the custodianship of the remainder of the fleet, storing vessels at their various canneries and taking all steps necessary to maintain such vessels in proper storage for the duration of the war, subject to the condition:

- (a) That the Committee or some other governmental body taking over the Committee's work, shall have the right to effect sale of any individual vessel or vessels, if opportunity arises;
- (b) That the companies be credited for the care and maintenance service at the rate of \$50.00 for each year, for each vessel, concerned, such amount to be charged against the vessel, but to be settled only at the expiry of the custodianship;
- (c) That fishing companies take delivery of the vessels at their present moorings and distribute them to their various places of storage, the cost of which to be absorbed in the aforesaid storage rate of \$50.00 per year.

\*\*\*\*\*

A catalogue of the remaining vessels is being prepared and will be made available to you within a few days. The approximate number of vessels concerned are listed as follows:

Small Seiners	5
Small Packers or Collecting Boats	25
Trollers	67
Small Trawlers, Cod Boats, Etc.	30
Gill-Netters	173
	<u>300</u>

The first part of this plan, concerning sales at specific prices, is now in effect, and purchases can be promptly made through the offices of the Committee.

We should appreciate your co-operation in implementing the storage plan, and suggest an early meeting with your associations, or with a committee, appointed by your associations for this purpose.

Yours very truly,

A.E. McMaster,  
Executive Assistant.

## JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

## Committee:

THE HONORABLE MR. JUSTICE SIDNEY SMITH  
CHAIRMAN

COMMANDER B. L. JOHNSON, D.S.O., R.C.N.R.

KISHIZO KIMURA

A. E. McMASTER, EXECUTIVE ASSISTANT

1528 MARINE BUILDING  
VANCOUVER, B.C.

June 20, 1942.

Dr. D. B. Finn,  
Deputy Minister,  
Department of Fisheries,  
OTTAWA.

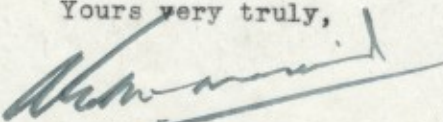
Dear Sir:

This will acknowledge yours of June 15th, File 792-4-1, advising that Naval Service custodianship of Japanese fishing vessels would be withdrawn on June 30th.

While the Committee has been bending its efforts towards completing the disposal of all vessels by June 30th, and particularly those in the Fraser River, your letter was the first intimation we had of the proposed withdrawal of Naval Service on June 30th. We have tentatively agreed with the principal fishing companies; that is, the largest buyers of these Japanese fishing vessels, that they shall take over custodianship of the remainder of the fleet under certain terms and conditions; the details of which are now under negotiation. We shall work these out in close association with Naval Service, but should we not have the necessary surveys completed and the responsibility in the hands of these fishing companies by June 30th, we must either arrange that Naval Service retain a skeleton crew or provide adequate civilian protection. We shall of course keep you fully informed.

At the present time, there is an outstanding request with the Ministry that authority be granted by Order in Council or some other means so that this Committee may issue bills of sale for vessels disposed of under forced sale. It is quite probable that some special authority will be required in respect to the winding up of the work of this Committee. Consequently, in order to avoid the necessity of additional orders in council, it is suggested that the former matter may be held in abeyance until we can ascertain what will be required before the winding up.

Yours very truly,

  
A. E. McMaster,  
Executive Assistant.

  
ADM/FM

Mr. Kimura.

For your information

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMMITTEE



AGENDA FOR COMMITTEE MEETING

9:30 A.M. Thursday, June 25, 1942

Meeting of June 10, 1942 - Minutes.

Failure of Plan of Disposal to Principal Fishing Companies.

Position of Vessels - Inventory.

Analysis of Vessels - Age - Value.

Position of Naval Service - Urgency of Release

Possible Plan of Progress:

1. Continue to press sales
  - (a) Fishing Companies
  - (b) Group Sales - Shipyards
  - (c) Individuals

New Custodianship:

1. R. C. M. P.
2. Civilian

To meet Naval Service receipts - Custodianship must be determined, followed by joint survey (10 days)

Orders-in-Council - Pending - Authority for bills of sale (forced)  
Final disposition may require added authority

Noguchi Letter - Draft - Approval  
Advices to owners of vessels of forced sale.

Claims - Interpretation Order-in-Council too rigid; e.g.,  
unguarded boats.

Position in regard non-assigned forced sales.



## JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

## Committee:

THE HONORABLE MR. JUSTICE SIDNEY SMITH  
CHAIRMAN  
COMMANDER B. L. JOHNSON, D.S.O., R.C.N.R.  
KISHIZO KIMURA

1528 MARINE BUILDING  
VANCOUVER, B.C.

A. E. McMASTER, EXECUTIVE ASSISTANT

June 27, 1942.

Mr. K. Kimura

Mr. M. Noguchi, Secretary,  
No. 1 District Fishermen's Association,  
219 Dunlevy Avenue,  
Vancouver, B. C.

Dear Sir:

Replying to your letter of the 15th instant, relative to sales of fishing vessels through the offices of this Committee without securing the execution of a bill of sale from the owners.

Over a period of four months, the facilities of this Committee have been available to Japanese owners and to prospective buyers of the Japanese fishing vessels. In this period, some 700 vessels were sold through free negotiation between buyer and seller. Arbitration facilities were provided by the Committee to settle any case of deadlock between parties as to price. In this period there was only one case of arbitration, which indicates a splendid spirit of co-operation by the majority of vessel owners.

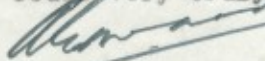
In the latter part of May, however, it was apparent that many of the owners who had not sold their vessels were adopting obstructive tactics and, as it became imperative in this national emergency that Naval Service should be relieved of the custodianship of the remaining vessels as quickly as possible, the Committee decided it must accelerate sales to accomplish this result.

Offers for purchase were invited therefore and when bids were at prices considered reasonable by the Committee, every reasonable effort was made to secure the acceptance of the owner. Only when this failed was the vessel delivered to the parties offering the approved price.

An analysis of the fifteen vessels shown on your statement shows that in all cases the price received was above our negotiating price and that the total value of sales was 27 per cent above the appraised prices of our surveyor. This surveyor is highly experienced in valuing this type of fishing vessel and, in the opinion of this Committee, his basis of appraisal fairly represented the value of vessels surveyed.

We note your request that official notification be given in future cases of sales of this kind.

Yours very truly,



A. E. McMaster, Executive Assistant.

ALL COMMUNICATIONS TO BE ADDRESSED TO THE COMMITTEE

AFM/PM

MEMORANDUM

J.F.V.D.C.

TO Mr. K. Kimura

VANCOUVER, B.C.

FROM A.E. McMaster

DATE June 29, 1942.

SUBJECT Final Disposition of Fishing Fleet.

SUBMITTED:

I have sent copy of attached to the Chairman for his comments, and I have an appointment for a preliminary discussion with Mr. McPherson at 11:30 this morning.

Will you kindly read this in the meantime, and I shall call you after lunch as to progress.

AEM/PH.  
Encl.

*A.E. McMaster  
per P.*



C O P Y

July 2, 1942.

Dr. D. B. Fim,  
Deputy Minister of Fisheries,  
OTTAWA, CANADA.

Dear Sir:

Relieving Naval Service from the Custody  
of the Remaining Fishing Vessels

Ref. Your Letter June 15, 1942, File 792-4-1  
Our Letters June 20 and June 26, 1942.

The Committee has suggested that to secure prompt transfer of the custodianship of the remaining fishing vessels, one of the local offices of a permanent Department of the Government should assume this responsibility.

We have discussed this matter with Col. Hill of the R.C.M.P., Mr. Motherwell, and Mr. W.G. McPherson Custodian of Alien Enemy Property. You will note from the copy of our memorandum of June 29th, attached, which was used as a basis for our last discussion with Mr. McPherson, that the Committee's opinion favors the Custodian as the logical agency to take over.

Col. Hill and Mr. Motherwell both concur in this, and we believe Mr. McPherson has written the Honourable the Secretary of State on the subject.

The Committee feels that should the Ministers concerned, agree to this plan, the procedure should be about as follows:

1. The staff of your Committee would immediately co-operate with the Custodian in taking over from Naval Service, assisting in both organizing the extension of his department and in administration, insofar as he desired it, but on condition that the responsibility, when the fleet is taken over, rests with the Custodian and not with the Department of Fisheries.
2. Your Committee to function as at present in the disposal of vessels, the handling of claims against Naval Service, and in the preparation of permanent records.

Unless unforeseen circumstances arise this work would be so far completed at the end of July that transfer



Dr. D. B. Finn.

of any services requiring continuity could be made to the permanent offices of the Custodian and the work of the Committee concluded.

In our letter of June 26th we advised that the market could not be considered as entirely exhausted as yet. During the month of June 120 vessels were sold, 37 of which were sold in the last ten days of the month. Active negotiations are under way for 20 to 30 more at this writing; and if this rate of disposal continues for the first few weeks of this month, the storage problem will be much simplified in that the fleet concerned at Fraser River moorings should not greatly exceed 100 to 125 vessels.

Yours very truly,

A. E. McMaster,  
Executive Assistant.

AEM/PH.  
Encl.1.

MEMORANDUM AS TO  
FINAL DISPOSITION OF REMAINING FISHING VESSELS  
FOR  
DISCUSSION WITH - MR W. G. McPHERSON

The Fishing Industry now has a sufficient number of the Japanese fishing vessels to warrant that the production of that industry will not suffer by reason of the immobilization of the Japanese Fishing Fleet.

Japanese owners of these vessels have been given every opportunity, over the past five months, to sell their vessels through the offices of the Committee and as it now seems that the markets for these vessels are about exhausted or very soon will be, the problem of disposing of those now remaining, appears to be one of storage.

Of immediate urgency in this respect is that of relieving Naval personnel from custodianship, particularly of the Fraser River boats.

It was with this in view that the Committee hoped to induce the principal Fishing Companies to immediately accept custodianship of these vessels through a plan submitted to them.

Negotiations having finally resulted in a rejection of this plan by the Companies, it is now imperative that other prompt action be taken to relieve the Navy personnel.

The Committee is of the opinion that, while the market for these vessels has not yet been completely exhausted, the bulk of the remaining boats will have to be stored for a considerable period, particularly as in general, the best vessels have already been released.

In view of this position, the most practical solution would seem to favor custodianship being assumed by a permanent Government Department, such as the R.C.M.P., the Chief Supervisor of Fisheries in B.C. or the Custodian of Alien Enemy Property.

Consideration of all factors involved seems to favor the latter as the logical organization to assume this responsibility. The Custodian is not only administering alien enemy property but all the properties of Canadian Citizens of Japanese origin excepting only fishing vessels coming under the administration of this Committee.

The main purpose of this Committee has been achieved. It will probably require the entire month of July to clear up the numerous Naval claims remaining to be reviewed and to prepare permanent records of all vessel transactions. Sales of vessels will continue during the winding up period.

Should it be decided that the Custodian take over the remaining vessels from Naval Service, consideration should be given to the proposition that the remaining work of this Committee and the final records of the Committee, should be absorbed by the Custodian.

This would simplify the winding up of the Committee's administration, and would permit a continuity of any part of this work which appears desirable, under a permanent Department. The Committee feels that this consolidation of authority over all Japanese property under one Department would be the most economical method of dealing with this problem.

VANCOUVER - June 29, 1942 .

ARM/PH.



# MEMORANDUM

J.F.V.D.C.

TO Mr. J.A. Martin  
Mr. K. Kimura ✓  
Mr. S. Durkee

VANCOUVER, B.C.

FROM A. E. McMaster.

DATE July 3rd, 1942.

SUBJECT INVENTORY OF JAPANESE FISHING VESSELS  
FRASER RIVER DIST - PRINCE RUPERT DIST.

SUBMITTED:

The attached Inventory of Japanese Fishing Vessels is presumed to be correct as at June 30th.

Mr. Martin will please arrange to have a running inventory kept from now on of the vessels in each of these two districts and based on the attached statement.

Any vessels sold, or otherwise released, that are not on our June 30th inventory, such as vessels at northern canneries, these should be added to our attached inventory figures in the district to which they refer. In this respect I think we should include in Fraser River district only vessels in the Fraser River and various shipyards, placing all other vessels in the Prince Rupert area.

AEM/PH.  
Encl.1.



INVENTORY OF JAPANESE FISHING VESSELS  
FRASER RIVER DIST-PRINCE RUPERT DIST

	<u>Seiners</u>	<u>Trollers</u>	<u>Gill- Netters</u>	<u>Packers</u>	<u>Misc.Cod Boats,Etc.</u>	<u>Total</u>
<u>Naval Catalogue</u>						
<u>June 8th</u>	3	47	154	34	61	299
<u>Naval Catalogue (Sup)</u>						
<u>June 27th</u>	-	3	6	4	5	18 *
<u>At Shipyards June 30</u>	1	2	3	-	4	10 *
<u>Total Fraser River</u>	<u>4</u>	<u>52</u>	<u>163</u>	<u>38</u>	<u>70</u>	<u>327</u>
<u>Total Sold and Released Since Inventory Taken</u>	<u>1</u>	<u>8</u>	<u>66</u>	<u>9</u>	<u>12</u>	<u>96</u>
<u>Net Inventory Fraser June 30th</u>	3	44	97	29	58	231
<u>Net Inventory Pr.Rupert June 30th</u>	-	-	14	2	1	17
<u>Total Inventory June 30</u>	3	44	111	31	59	248
<u>Deduct Custodian Vessels</u>	<u>2</u>	<u>2</u>	<u>8</u>	<u>4</u>	<u>4</u>	<u>20</u>
<u>Net J.F.V.D.C.Vessels June 30th</u>	<u>1</u>	<u>42</u>	<u>103</u>	<u>27</u>	<u>55</u>	<u>228</u>
<u>Of which at Fraser River</u>	<u>1</u>	<u>42</u>	<u>89</u>	<u>25</u>	<u>54</u>	<u>211</u>

RECONCILEMENT OF WEEKLY LETTER  
TO ADJUST VESSELS REGISTERED WITH COMMITTEE

<u>Vessels Released to June 30th</u>	54	58	716	119	70	1017
<u>Inventory (inc.Custodian) June 30th</u>	3	44	111	31	59	248
<u>Adjusted Registration</u>	<u>57</u>	<u>102</u>	<u>827</u>	<u>150</u>	<u>129</u>	<u>1265</u>



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C O P Y

1942 Jul 5 AM 8 22

MOA9 50 NL COLLECT

SOREL QUE JULY 4

JAPANESE FISHING VESSEL DISPOSAL COMMITTEE

MARINE BLDG VANBC

MY CONSIDERED OPINION THAT REMAINDER OF FLEET SHOULD BE SOLD  
AT PUBLIC AUCTION WITH A RESERVE PRICE SET AT AN AGREED PERCENTAGE  
BELOW OUR NEGOTIATING PRICE CONSIDER FORMER PURCHASERS ARE NOT  
COOPERATING FULLY AND THEREFORE OUR PROMISE CAN BE ETHICALLY  
WITHDRAWN AFTER DUE NOTICE OF OUR INTENTION TO AUCTION

COMMANDER B L JOHNSON

# MEMORANDUM

J.F.V.D.C.

TO Mr. K. Kimura

VANCOUVER, B.C.

FROM A.E. McMaster

DATE July 7, 1942.

SUBJECT COMMITTEE MEETING

SUBMITTED:

1. Agenda for Committee Meeting Wednesday, July 8th, at 11:30 A.M.
2. Notice from B.C.S.C. No.6920, in accordance with our request of yesterday.

AEM/PH.  
Encl.2.

*A.E. McMaster*  
*P.H.*



Prince Rupert

(~~18~~ 17)

Arandale M

Jenny M  
Lumiere

(Raid to be 17 by  
List of July 8th.)

No Name No No.

Woods

Beached: Midori ~~Sold~~ July 7 (Forced)

Osumi

M.A.

KN.

I.T.

No NAME. PR-021F

" " No No.

Kiyoko

Skeena City

T.T.

Y.F.

No NAME PR-047F

PR-082H

AGENDA FOR COMMITTEE MEETING

1. Present position of custodianship of vessels at New Westminster
2. Possible method to be used in closing out the Committee.
3. Forced Sales - Authority to complete Bills of Sale - See Statement.
4. Claims - Authority for unguarded ships - See Statement
5. Claims - Authority for "forced Sales" assignments



Arandale M.  
Jenny M.  
Sumire  
No Name No No.  
Words.

Beached  
Thidou  
Osumi  
m.A.  
KN  
IT

Kiyoko  
Skeena City  
T.T.  
Y.F.  
No Name Pn 047F  
" Pn 088.H.  
No Name No No.

In Skeena - Not in custody.

S. I, h-0475 X.O.B.I.

Canada Pn 0608. AF

V-015-V/Hellen Pn 0608. Y.N. - V-177E

Kingcone K.H. Pn-047E

2. Statement - author's for "Dorcas" sales, statements
4. Statement - author's for "Dorcas" sales - see statement
3. Dorcas sales - author's for complete bills of sale - see statement.
2. Possible method to be used to identify one of the companies.
1. Transfer location of headquarters of company to new headquarters.

AGENDA FOR COMMITTEE MEETING

July 8, 1942

Wednesday 11:30 A.M.

1. Minutes of Meeting - June 25th - brief
2. Current Inventories of Vessels:-

Inventory of Vessels

<u>At Fraser River</u>	<u>Seiner</u>	<u>Troller</u>	<u>Gillnet</u>	<u>Packer</u>	<u>Miscellaneous</u>	<u>Total</u>
J.F.V.D.C.	1	38	81	23	53	196
Custodian	2	2	8	4	4	20
<u>Total at Fraser R.</u>	<u>3</u>	<u>40</u>	<u>89</u>	<u>27</u>	<u>57</u>	<u>216</u>
<u>At Prince Rupert</u>			14	2	1	17

3. Custodianship of Remainder of Fleet:

- (a) Dept. of Justice - R. C. M. P.-Guards only
- (b) Dept. of Fisheries- J. A. Motherwell- Maintenance & Service
- (c) Dept. of State - Custodian - Full custodianship
- (d) Commercial Contract- Gulf of Georgia proposal.

Rough estimates of cost per month:

1. Reduced naval service - \$6,000 (200 boats) \$30.
2. J.F.V.D.C. estimate \$3,000 (200 boats) \$15.
3. Commercial G.of G.Co. \$4,000 (200 boats) \$20.

Dry Storage-beach:

J.F.V.D.C. estimate(maximum) \$1,000 (200 boats) \$5.00  
(minimum) 750.(200 boats) 3.75

Note- It would probably take two weeks to survey the fleet to permit clearance by acknowledgment to Naval Service.

4. Possible further reduction of inventory:

1. General Sales - slowing down
2. U. S. Army - 25 vessels negotiating
3. Another try at fishing companies to select vessels in groups to store with option to purchase at survey price minimum.
4. Sale of lowest priced vessels at sacrifice price.
5. Commander B.L. Johnson's proposal - Auction sale.

5. Forced Sales - 99 to July 4th - Average price \$471.11.

This is 4.6% above suggested negotiating price.  
Authority to issue Bills of Sales & other documents.  
Draft of letter to owners - approval.

6. Claims Strict interpretation order-in-council leaves open:  
Special unguarded vessels  
No assignment on forced sales.

7. Distribution of Sales to June 30th:

78% to fishing Companies  
See memorandum  
To be reported next weekly letter



AGENDA FOR COMMITTEE MEETING  
Wednesday, July 8th, 1942

Page 2

8. Closing of the Work of the Committee:

Method  
Transfer of Documents  
Permanent Files  
Claims  
Final Report

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Send the following message, subject to the conditions on the back thereof, which are hereby agreed to.

## NIGHT LETTER

July 8, 1942.

DR. D. B. FINN  
DEPUTY MINISTER DEPT. OF FISHERIES  
OTTAWA

MESSAGE 7TH RE DISPOSITION OF REMAINING FISHING VESSELS STOP  
FAVORABLE FISHING CONDITIONS HAVE REVIVED BUYERS INTEREST  
AND THEREFORE CONTINUED ACTIVE SALES INDICATED FOR SEVERAL  
WEEKS STOP 30 VESSELS RELEASED SINCE JULY 1st STOP ALL LOCAL  
PERMANENT DEPARTMENTS APPEAR TAXED PRESENT CAPACITY STOP  
COMMITTEE VERY ANXIOUS TO BE HELPFUL TO YOUR DEPARTMENT IN  
EVERY WAY POSSIBLE AND AT MEETING TODAY THE QUESTION OF  
CUSTODIANSHIP WAS RECONSIDERED STOP AM INSTRUCTED TO SAY THAT  
COMMITTEE IS WILLING TO ASSUME CUSTODY CARE AND MAINTENANCE  
OF REMAINING VESSELS WHICH WOULD REQUIRE ENGAGING EXTRA HELP  
AND SERVICE AT ESTIMATED ~~ADDED~~ COST OF \$3000.00 PER MONTH  
DURING ACTIVE SALES PERIOD, REDUCED TO \$1000.00 MAXIMUM WHEN  
MARKET EXHAUSTED AND DRY STORAGE METHOD ADOPTED ~~STOP WRITING~~

A.E. MCMASTER

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

AEM/PH.  
CHARGE



## JAPANESE FISHING VESSELS DISPOSAL COMMITTEE

## Committee:

THE HONORABLE MR. JUSTICE SIDNEY SMITH  
CHAIRMANCOMMANDER B. L. JOHNSON, D.S.O., R.C.N.R.  
KISHIZO KIMURA1528 MARINE BUILDING  
VANCOUVER, B.C.

A. E. McMASTER, EXECUTIVE ASSISTANT

Dear Sir:

Re.M.V.

For a period of over 5 months this Committee has operated facilities, designed to assist Japanese fishing vessel owners, to dispose of their vessels at fair prices.

In this period over 1000 vessels have been released through the offices of the Committee; and it has now become vitally necessary to promptly dispose of the remaining vessels in order that the Navy personnel, occupied in their custodianship, be relieved for other duties.

Having received an offer for your vessel License No. \_\_\_\_\_, which is considered a fair value, the Committee has sold this vessel for the sum of \$ \_\_\_\_\_ in accordance with the attached Bill of Sale.

Please sign the attached Bill of Sale, together with the Claim Assignment form, also attached, and return to us.

On receipt of these documents properly executed, we shall remit the net value of the sale, with a statement thereof, to any address designated by you.

Yours very truly,

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE.

A. E. McMaster,  
Executive Assistant.

D R A F T of Letter to the Fishing Companies concerned with the  
final disposal of Japanese Fishing Vessels.

Japanese Fishing Vessels

The following vessels remain at the Fraser River  
moorings:

35 Trollers  
64 Gill-Net Boats  
20 Packers  
44 Codfish Boats

163 Total

*July 15th Fraser River*  
*San Francisco* 80  
196  
*Rupert* 17

This Committee has been urged by the Government  
to take immediate steps to relieve the Navy Personnel, now  
occupied in caring for these vessels, so they may be employed  
in needed Coastal Defence work.

The Committee believes that the better vessels re-  
maining should be preserved for use in the Fishing Industry  
as needed.

In order to accomplish these objectives in the  
shortest possible time, we have asked your co-operation in  
implementing a plan, outlined in substance as follows:

1. You will select the maximum number of these  
vessels you are prepared to place in storage  
at your properties, and advise this office of the  
names of vessels so selected.
2. We shall arrange the usual joint survey in ac-  
cordance with the method employed in purchased  
vessels.
3. This office will issue release orders in your  
favor, to Naval Office in Charge at New Westminster,  
and you will take delivery at the present moorings.
4. You <sup>or your assignees?</sup> will have exclusive option to purchase any  
part or all of the vessels in your custody, until  
Dec. 1, 1942, as to Trollers and Codfish boats,  
and to January 1, 1943, as to the other types, at a price  
computed by deducting 10% ~~XXXXXXXXXXXX~~ from the



Committee's price on each vessel, known as the "suggested negotiating price."

5. After these dates, the Committee or some succeeding Government agency, shall have the right to approve of sales on any or all of these vessels at a price to be determined but not exceeding the said "suggested negotiating price."

In compensation for your care and maintenance of these vessels you will <sup>be</sup> credited ~~by the owner~~ at the rate of \$50.00 per annum per vessel, such credit to remain as a book entry only *from the date you take the vessel* ~~until the expiry of the Agreement or until the~~ vessel is sold. *or redelivered.*

~~This letter and its acknowledgment will constitute a tentative agreement between us until formal agreement is prepared and executed.~~

AEM  
J.F.V.D.C.  
July 15/42  
PH.

AGENDA for Committee Meeting at 10:30 A.M. Thursday  
July 16th, 1942.

1. Reviewing Minutes of the Meeting of the Committee of July 8th.
2. Report of Progress in Final Disposal Plan.
3. Approval of Proposed Letter to:-

Nelson Bros. Fisheries  
B. C. Packers and  
A.B.C.Packing Co. - Custodians.

4. Discuss <sup>from</sup> Final Agreement with Above.

" Authority required from Minister for Execution of Agreement.

" Press Releases



C  
O  
P  
Y

14 WAN 117 DL:

OTTAWA ONT JULY 17 - 551PM

JAPANESE FISHING VESSELS DISPOSAL COMMITTEE  
1528 MARINE BLDG VX- VANCOUVER BC

AM TO ADVISE ARRANGEMENTS AGREED UPON WHEREBY AS A PROTECTIVE  
MEASURE ONLY ALL VESSELS OR EQUIPMENT NOT THEN DISPOSED OF  
SHALL BE TRANSFERRED TO CUSTODIAN OF ENEMY PROPERTY AS OF JULY  
THIRTY FIRST AND THAT ALL UNFINISHED BUSINESS OF COMMITTEE IN  
RESPECT OF VESSELS AND EQUIPMENT SO TURNED OVER SHALL ON AND  
AFTER AUGUST FIRST <sup>be</sup> TRANSFERRED TO CUSTODIAN STOP HENCE IF  
SUGGESTED ARRANGEMENTS YOUR AIR MAIL LETTER FOURTEENTH ARE  
FURTHER DEVELOPED IT WILL BE DESIRABLE THEY BE TENTATIVELY  
EFFECTIVE AFTER JULY THIRTY FIRST SO THAT THEY WOULD BE FOR  
APPROVAL AND UNDER JURISDICTION OF CUSTODIAN STOP INTENDED THAT  
COMMITTEE SHOULD BRING TO CONCLUSION ANY DETAILS REMAINING  
PERTAINING TO VESSELS DISPOSED OF PRIOR TO JULY THIRTY FIRST

A J. WHITMORE

511PM

*Mr Whitmore telephoned  
about this  
urgent agreement to  
transfer to Canadian  
has been made and he has  
telegraphed and advised the  
committee*

JULY 30-1942

Gill-Netters	37
Packers	5
Trollers	7
Trawlers	3
Others	<u>5</u>
Total:	57

Page #1-26  
 2 - 11  
 3 - 12  
 4 - 8  
 Total 57

Seymour Beauty	\$2650	\$1800
H.O. or T.O.	350	275
Cemrose (mortgage)		
T.Y.	REQUISITIONED	
M.T.	SOLD	
I.H.	SOLD	



GILL-NETTERS

Index No.	Name		Naval No.	S.N.P Price	Appraisal price	BID
226	H.Y.	1	NW 024E	403	350	300
165	S.M.	2	NW 072D	115	100	165
604	J.Y.	3	NW 028E	374	325	265
271	K.I.	4	V 060H	144	125	125
650	K.N.	5	NW 091F	460	400	235
455	M.M.	6	NW 011D	978	850	650
477	M.M.	7	NW 094C	345	300	165
452	M.Y.	8	NW 052C	460	400	310
183	N.O.	9	NW 016H	403	350	215
393	T.K.	10	NW 025H	316	275	170
668	(Twilight) T.O.	11	NW 007E	748	650	470
458	White Lily	12	V 132V	546	475	365
669	Silver Queen	13	NW 016M	604	525	305
240	Betty S.	14	NW 091E	184	160	125
342	D.H.	15	NW 060E	489	425	250
32	E.H.	16	NW 072H	374	325	200
529	Fumi	17	V 013E	431	375	225
259	F.K.	18	V 021P	259	225	150
144	K.N.	19	NW 031E	403	350	350
207	K.N.	20	NW 097M	288	250	235
61	K.O.	21	NW 003F	403	350	175
359	K.Y.	22	PR 064H	460	400	190
140	M.Y.	23	NW 033F	288	250	235
632	J.E	24	NW 081H	374	325	190
305	Oceanic	25	PR 068H	288	250	215
162	Ruth C	26	V 143E	431	375	315

Cont'd			<u>GILL-NETTERS</u>			
Index No.	Name		Naval No.	S.N.P. Price	Appraisal Price	BID
30	S.I.	27	NW 021H	201	175	165
2	S.M.	28	NW 080C	316	275	205
132	Shamrock	29	V 057W	230	200	165
611	Swallow	30	NW 020D	690	600	350
303	Miss Acme	31	NW 059F	403	350	225
647	Y.S.	32	V 011W	690	600	290
622	Futaba	33		1725	1500	1100
520	E.O.	34	V 016D	660	550	500
179	I.Y. or Y.I.	35		345	300	250
357	R.K.	36	NW 011H	540	450	250
457	S.M. or S.K.	37	NW 075N	374	325	225
				16742	14510	10320



NAME	NAVAL NO.	S.N. PRICE	<u>T R O L L E R S</u>	
			APPRAISAL PRICE	BID
601 "I. T." 3136	1	920	800	450
580 "REGAL"	2	1150	1000	545
346 "WADENA"	3	1150	1000	545
295 "T. T." 3134	4	1265	1100	775
648 "N. M." 3115	5	1610	1400	950
641 "T. K."	6	1495	1300	875
331 "Y. N."	7 N 055C	690	600	450
		8280	7200	4590
		47%	37%	

<u>P A C K E R S</u>				
502 "CHERUB"	1 NW 036E	518	450	385
551 "GREEN COVE"	2	1020	850	750
654 "HARUKADE"	3 NW 008C	863	750	475
583 "MAYFLOWER"	4 NW 085D	805	700	475
		3206	2750	2035
545 "T. M."	5 V 005N		978	375
		3206	3728	2410

# T R A W L E R S

<u>Index No.</u>	<u>Name</u>	<u>Naval Number</u>	<u>S. N. Price</u>	<u>Bid</u>
59	"Y. I." or "I. Y."		345	290
161	"Y. K."	V 009D	431	335
275	"FUMI K"	V 011D	834	250
			<u>1610</u>	<u>875.</u>

# O T H E R S

316	"K. M."	NW 049F	173	100
418	"GOLDEN WING"	V 046V	1035	625
504	"JACK POINT"	N 026B	690	475
629	"T. T."	V 051F	805	475
470	"K. K."	NW 073F	<u>431</u>	<u>175</u>
			<u>3134</u>	<u>1850</u>



SCALE OF DEPRECIATION  
(CONSTRUCTION COST \$1,000.00)

<u>YEAR</u>	<u>PERCENT</u>	<u>AMOUNT</u>	<u>COMPOUND</u>	<u>NET VALUE</u>
1	15	150.00	150.00	850.00
2	5	42.50	192.50	807.50
3	5	40.375	232.875	767.13
4	5	38.35625	271.23125	728.77
5	5	36.4384375	307.6696875	692.33
6	5	34.6185156	342.2882030	657.71
7	5	32.8856895	375.1719925	624.83
8	5	31.2414050	406.4132975	593.59
9	5	29.6793350	436.0926325	563.91
10	5	28.1953680	464.2880005	535.71
11	5	26.7855995	491.0736000	508.93
12	5	25.4463195	516.5199195	483.48
13	5	24.1740035	540.6939230	459.31
14	5	22.9653035	563.6592265	436.34
15	5	21.8170335	585.4762650	414.52
16	5	20.7261690	606.2024340	393.80
17	5	19.6998605	625.8922945	374.11
18	5	18.7053075	644.5976620	355.35
19	5	17.7676835	662.3653455	337.59
20	5	16.8793415	679.2446870	320.71
21	5	16.0353745	695.2800615	304.67
22	5	15.2336040	710.5156675	289.49
23	5	14.4719255	724.9855930	274.97
24	5	13.7483290	738.7339220	261.22
25	5	13.0609125	751.7948345	248.16

**MEMORANDUM**

**J.F.V.D.C.**

TO Mr. K. Kimura

VANCOUVER, B.C.

FROM A.E. McMaster

July 27, 1942.

DATE

SUBJECT Closing of the Work of the Committee

**SUBMITTED:**

Herewith copies of letters of July 24th  
from the Minister and Deputy Minister of Fisheries.

Shall advise the procedure we are adopting  
in the transfer of the responsibilities, as soon as  
possible.

AEM/PH.  
Encl.





C O P Y

Department of Fisheries  
C A N A D A

Office of the Deputy Minister of Fisheries

O T T A W A

AIR MAIL

July 24th, 1942.

Dear Mr. Justice Smith:

I wish to advert to the Department's telegram of the 17th instant as follows:

"Am to advise arrangements agreed upon whereby as a protective measure only all vessels or equipment not then disposed of shall be transferred to Custodian of Enemy Property as of July thirty first and that all unfinished business of Committee in respect of vessels and equipment so turned over shall on and after August first be transferred to Custodian STOP Hence if suggested arrangements your air mail letter fourteenth are further developed it will be desirable they be tentatively effective after July thirty first so that they would be for approval and under jurisdiction of Custodian STOP Intended that Committee should bring to conclusion any details remaining pertaining to vessels disposed of prior to July thirty first".

There are now attached hereto two mimeographed copies of Order in Council of July 20th, 1942, P.C.6247, under the authority of which all vessels and equipment coming within the supervision of your Committee and which may not have then been disposed of shall, as at August 1st, be turned over to the control and management of the Custodian of Enemy Property.

This arrangement contemplates that naval personnel employed in the care and maintenance of the vessels will be released at that time for urgent duties elsewhere.

.....

The Honourable Mr. Justice Sydney A. Smith,  
Chairman,  
Japanese Fishing Vessels Disposal Committee,  
1528 Marine Building,  
Vancouver, B.C.

It will be observed that the basis for this Order in Council is the Committee's recommendation prior to the recent re-opening of negotiations with various cannery operators for the custody of remaining boats. As any boats and equipment involved in such negotiations cannot be regarded as being finally disposed of they will properly be included with those to be transferred to the jurisdiction of the Custodian, the unfinished business in relation thereto being covered by Clause 3 of the Regulations. We understand that Mr. McPherson, the local representative of the Custodian, is familiar with the details of these negotiations. As the aforementioned telegram suggests, the Committee will likely find it necessary to continue the employment of all, or part, of its staff into August to bring to a conclusion various details connected with vessels and equipment disposed of by the Committee prior to July 31st; also to complete the records relating to the individual boats. It is hardly necessary to add that it is desired this remaining work should be completed at the earliest possible moment to the end of terminating the various expenses attached to the maintenance of the staff and offices. I would be grateful for intimation as to the steps that will likely be possible in this regard. It is the intention that all records of the Committee should be turned over to the Custodian.

Before winding up this work the Department would like to receive from the Committee a report covering its activities, procedure followed in regard thereto, results, et cetera.

Yours truly,

(Sgd.) D.B.Finn,  
Deputy Minister.



DEPARTMENT OF FISHERIES  
OTTAWA

CANADA  
OFFICE OF THE MINISTER

Air Mail

July 24th, 1942.

Dear Justice Smith,

I am sending you herewith copy of Order in Council of July 20th covering arrangement by which the residue of the vessels remaining with the Committee will be turned over to the Custodian of Enemy Property as at July 31st.

I have, personally, followed closely the progress of the Committee's work, my particular interest lying, as you will appreciate, in the success met with in bringing about the return of fishing boats and gear to maintain essential fisheries production. The accomplishment of the Committee is very gratifying, particularly so in the light of the safeguards employed, in accordance with the wishes of the Government, for the protection of the interests of the owners.

I realize there are some details remaining connected with the various transactions that will require the Committee's attention into next month, and I am sure these will be brought to a conclusion as quickly as possible. In the meantime, I wish to express my appreciation of the services so effectively rendered by yourself and colleagues in meeting and carrying out the responsibilities of the task placed with you.

Yours very truly,

(Sgd.) J.E. Michaud  
Minister.

Honourable Mr. Justice Sidney A. Smith,  
Chairman,  
Japanese Fishing Vessels Disposal Committee,  
1528 Marine Bldg.,  
Vancouver, B.C.

# STEVESTON ONLY.

	B.C. PACKERS.			CANADIAN FISHING.			NELSON BROS.		
By agreement									
Gillnetter	77	92,300.00	64,640.00	79	85,900.00	58,340.00	28	31,550.00	23,125.00
Packers	6	11,950.00	8,700.00	8	15,500.00	9,550.00			
Force sales	30	29,925.00	16,680.00	4	2,950.00	1,634.00	11	9,100.00	4,040.00
TOTAL	113	134,175.00	90,020.00	91	104,350.00	69,524.00	<del>39</del> (39)	40,650.00	27,165.00

	ANGLO B.C.			FRANCIS MILLERED.			OTHER CANNERS.		
By agreement									
Gillnetters	25	28,350.00	18,700.00	11	12,450.00	9,250.00	4	4,425.00	2,975.00
Packers	6	11,400.00	8,550.00	2	10,900.00	6,550.00	1	1,800.00	1,500.00
Forced sale	2	3,500.00	2,700.00	1	1,050.00	600.00	1	750.00	550.00
TOTAL	33	43,250.00	29,950.00	14	24,400.00	16,400.00	6	6,975.00	5,025.00

	INDIVIDUALS.		
By agreement			
Gillnetters	53	60,910.00	39,880.00
Packers	7	13,950.00	11,245.00
Forced sale	34	27,500.00	13,877.00
TOTAL	94	102,360.00	65,002.00



# RECAPITULATION.

## By agreement

Gillnetters	296	333,435.00	228,535.00
Packers	30	65,550.00	46,095.00
Forced sale	83	74,775.00	39,481.00
Unsold boats	56	56,870.00	
Requisitioned	15	91,750.00	
TOTAL	480	\$ 622,380.00	\$ 314,111.00

STEVESTON ONLY.

ESTIMATES

July 31/42.

NANAIMO-CALIANO-CHEMAINUS TO STEVESTON

Gasoline	10 Gals.	\$2.10
Fare	Steveston to Vancouver	.25
Hotel	At Vancouver	.75
Meal	1 Day	2.00
Fare	To Nanaimo	1.75
Cartage	Personal Belongings	3.50
		<u>\$10.35</u>

DEEP BAY TO STEVESTON

Gasoline	20 Gals.	\$4.20
Fare	Steveston to Vancouver	.25
Hotel	At Vancouver	.75
Meals	1 Day	2.00
Fare	To Deep Bay	3.75
Cartage	Personal Belongings	3.50
		<u>\$14.45</u>

VICTORIA TO STEVESTON

Gasoline	20 Gals.	\$4.20
Fare	Steveston to Vancouver	.25
Hotel	At Vancouver	.75
Meals	1 Day	2.00
Fare	To Victoria	2.50
		<u>\$ 9.70</u>

TOFINO TO STEVESTON

Fare	Steveston to Vancouver	\$ .25
Hotel	At Vancouver	.75
Meals	2 Days	4.00
Fare	To Port Alberni	4.25
Fare	Port Alberni to Tofino	12.50
		<u>\$21.75</u>

UCLUELET-BAMFIELD TO STEVESTON

Fare	Steveston to Vancouver	\$ .25
Hotel	At Vancouver	.75
Meals	1 Day	2.00 4.00
Fare	To Port Alberni	4.25
Hotel	At Port Alberni	.75
Fare	Port Alberni to Ucluelet	2.25
		<u>\$10.25</u>

SKENA TO STEVESTON

Fare	Steveston to Vancouver	\$ .25
Hotel	2 Days at Vancouver	1.50
Meals	2 Days at Vancouver	4.00
Fare	To Prince Rupert	26.40
Expenses	On Steamer	2.00
Gasoline	10 Gals. (不足分)	2.10
Groceries	Approx. 2 Weeks	14.00
		<u>\$50.25</u>

SKENA - PORT ESSINGTON TO PRINCE RUPERT

Nominal \$5.00

QUATHIASKI COVE TO STEVESTON

?



NAVIGATED VESSEL FROM  
MANABO, GALLIANO to STEVENSON, B.C.

<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>N. C. No.</u>
Ishimatsu Atagi or N. Atagi	Swan Point	575	N 76 A
do.	Mayne Island	756	
Imao Domai	I. D.	3341	
Toyokichi Domai	T. D.	604	N 75 A
Hikotaro Egami	Summerville	153076	V 103 C
Akira Hama	A. H.	601	N 030 B
Rio Hamanishi	S. U.	606	N 79 A
T. Hamanishi	T. H.	344	N 021 B
Seiichi Haraguchi	Sea Crest		N 019 B
Y. Inouye	Y. I. 6665	1636	V 067 P
F. Koyama	Brechin	426	V 016 L
Fujio Koyama	F. K.	3253	V 027 P
Susumu Koyama	Gabriola Pass	159924	V 039 C
Susumu Koyama or F. Koyama	Kathleen	443	V 015 C
Takayoshi Maede	Flying Spear	572	N 090 B
Chotaro Maikawa	C. M.	NW 266	N 037 B
Tsunajiro Mizuyabu	T. M.	633	N 027 B
Y. Mishiham	Y. M.	473	N 035 C
Yoshijiro Mishiham	Y. M.	442	N 015 B
Kamichi Shimozawa	Two Sister	NW 1637	N 63 A
Masaharu Shin	Hinomitsuki	466	N 036 B
Masajiro Shin	Kiyo S	447	N 039 B
Mobei Suzuki	M. S.	506	N 005 C
Mankichi Tanino	M. T.		N 022 B
Yoshitaka Teranishi	Kiyo S No. 3	1991	N 047 B
Kenichi Terashita	K. T.	5929	V 076 H
Tokuzo Terashita	Kosuga	141231	N 012 B
Noboru Ueyama	Sea Patrol #3	N 570	N 063 B
do. <i>Norm.</i>	Sea Patrol	N 699	
Takashi Ueyama	Sea Patrol #1	N 603	N 07 H
do. <i>Etanjo.</i>	Sea Patrol #2	N 571	N 04 B
Y. Wakita	Y. W.		N 043 B
Isataro Yoshida	I. Y.	67	N 062 B
Kamichi Yoshida	Jack Point No. 2	599	N 026 B
Kamichi Yoshida	Jack Point		N 94 A

NAVIGATED VESSEL FROM

ARRIVED TO SEVENSTON, B. C.  
NAVIGATED VESSEL FROM

MAYBE ISLAND TO SEVENSTON, B. C.

<u>Claimant</u>	<u>Vessel</u>	<u>S. I.</u>	<u>O. N.</u>	<u>N. C. No.</u>
Munichi Isaki	S. I.	1883		N 003 C
<u>Claimant</u> Nakahara	<u>Vessel</u>	<u>N. C. No.</u>	<u>O. N.</u>	<u>N. C. No.</u>
Tojuro Koyama	Horton Bay No. 2	003	2319	V 006 V 007 R
John S. Nagata	Edith Point	NAN. 003	6510	V 003 R
Tokutaro Nakata	Yayo	003	3337	V 004 NW 003 H

NAVIGATED VESSEL FROM

DEEP BAY TO STEVENSON, B.C.

<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>H. C. No.</u>
Itsuki Fujino	I. F.	1877	
Junshiro Hama	J. H.	Van. 4438	V 096 G
Toshigusa Hama	T. H.	H 484	H 005 G
Tetsuno Matsumura	T. M. 308	NW 1240	H 021 G
Kunijiro Nakatsu	K. N. 003	H 091	H 040 G
Kosakichi Tanaka	Shizuko	1999	H 027 G
Fujimatsu Terashita	F. T.	079	
Takazo Uyeno	Bridgeport	NW 1729	V 070 G



NAVIGATED VESSEL FROM  
(VICTORIA TO STEVENSON, B.C.)

Stevenson to Victoria, B. C.

<u>Claimant</u>	<u>Vessel</u>	<u>G. N.</u>	<u>N. C. No.</u>
Manazo Kawasoe	M. K.	Vic. 1192	VE 032 A
Shiro Kayama	Hawthorne II	" 1436	VE 043 A
Kazuo Nishimoto	Kongo	" 1216	VE 031 A
Kunizo Uyede	Knight No. 2	" 960	VE 034 A
Tochio Uyede	Dennan	Van. 3406	VE 033 A
Utsukichi Uyede	Sailer	1407	VE 035 A

NAVIGATED VESSEL FROM  
TOFINO, CLATOQUIET TO STEVENSON, B.C.

<u>Claimant</u>	<u>Vessel</u>	<u>C. N.</u>	<u>N. C. No.</u>
M. Igarashi	M. I.	1818	
N. Izumi	N. I.	2381	
N. Karatsu	N. K.		
N. Karatsu	Don Geste	3846	
Y. Kawaguchi	Y. K.	2305	
H. Kinoto	Three Jack	1957	
M. Kinoto	M. K.	3323	
T. Kinoto	Missing Link	2239	
E. Kondo	E. K.	2285	
T. T. Kondo	T. K.	1936	
H. Madokoro	H. M.	2241	
Y. Madokoro	Crown	173391	
M. Mori	M. M.	1819	
U. Morishita	Silverado	154756	
M. Nakagawa	M. N.	114	
S. Nakagawa	S. N.	3271	
G. Nishimura	G. N.	193	
T. Okada	T. K.	1762	
K. Sakumye	Bay K.	1809	
M. Sakumye	M. S.	3986	
T. Sakumye	Western Pride	170394	
S. Suguro	S. S.	347	
Tofino Trollers Co-op.	Hiki	154436	
T. Tosa	T. T.	2240	
T. Watanabe	T. W.	1739	
T. Yamada	T. Y.	2249	
T. Yoshida	T. Y.	1281	
I. Yoshihara	I. Y.	492	

NAVIGATED VESSEL FROM

UCIUELET, BANFIELD TO STEVESTON, B. C.

<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>N. C. No.</u>
M. Hiraoka	Tzaartoos	1514	
Noboru Kakiuchi	Loyalty	1697	
Yoshikazu Kawaguchi	King Island	1638	
Yoshio Nariwa	Sada	2389	
Shoichi Suzuki	Venus	2386	
Fujitaka Takeuchi	Sea Flash	NW 2750	NW 028 L
Itaro Terashita	Kanamoto	141788	
Ueluellet Fishing Co.	Prospect	2871	
do.	Epec	156628	
do.	Loyal #1	154648	
do.	Loyal #2	156618	
I. Uyede	U. Jean	2394	
Naaji Hakoda	Acme	1224	
H. Hama	Good Hope	2236	
Risuke Hamada	Kingfisher	1207	
Kazuo Hamanishi	K. H.	1750	
T. Oura	T. O.	1731	V 099 G
Masao Ikari	Sea Boy	2232	V 036 R
Senichi Ikari	Fujiko	2325	
Kenichi Isowa	May I	637	
Takeo Itani	Bluenose	3236	
Takeo Kariya	Marine K	2235	V 004 G
Mangiro Kurahashi	Evergreen	3263	
Fukajiro Koyama	F. K.	1794	
Kumekichi Koyama	Regal	1687	
Tsunetaro Koyama	Regal I	170767	V 071 G
Saichiro Maekawa	Shizuyo	2304	
Nobuo Matsuba	N. M.	1639	
Toshio Matsubara	Matsu	5639	
Shizuo Mayede	S. M.	1793	
Yoshiharu Mayede	Y. M.	1696	
Ichiiji Miyashita	Lucky Shot	1338	
Hisajiro Mochizuki	Wadena	154757	
Kenji Kurahashi	Kimio	6596	



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<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>N. C. No.</u>
Seichi Nakata	Western Bride	1940	
Takeshi Nasu	T. N.	2344	
Toichi Nittsui	Miwara	153731	
Urichi Nittsui	Silver Spring	3220	
Yoshio Nittsui	Amphitrite	1430	V 037 R
Shigeo Nishi	Uelualet #1	2336	
Masayoshi Oye	Corona	2309	
Tsunetaro Oye	T. O.	1614	
Shinkichi Sakai	Mylna	153408	
Kazuichi Sakai	Blue Heaven	2398	
Kuroki Shimizu	Miss Uelualet	156476	
Toshiro Shimizu	T. S.	1841	
Tokumatsu Tamai	T. T.	1613	
Isamu Tamai	Pacific Crown	3306	
Itaro Terashita	I. T.	1637	
Susumu Terashita	Sea Queen	2259	
Kasekichi Tsujinuchi	White Lily	1226	
Toshio Murao	Fragrance	6603	
Shigeharu Ueyama	Glean III	2168	V 008 H
Tonizo Yamanaka	T. Y.	2451	
Tsuneharu Watanabe	T. W.	1239	
Ishimatsu Yoshida	Taukimi	1901	
Takao Yoshida	Redwing	3237	
Motoichiro Yoshihara	Mary Y	1504	
Nobuo Yoshihara	Rising Sun	2403	
Kazuaki Yoshihara	Mt. Frederick	2276	
Masaji Oye	Sea Rover	2270	
Seichi Mori	S. M.	1604	
Tsunetaro Koyama	T. K.	1221	
Kazuichi Sakai	Blue Heaven	2396	

NAVIGATED VESSEL FROM

SEIKEN TO STEVENSON, B. C.

<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>N. C. No.</u>
✓ S. Arakawa	S. A.	1336	PR 078 R
✓ Heizo Sasaki	Carlisle #128		
✓ Tasuke Tsuji	Carlisle #136		
✓ Kichisaburo Takonaka	Carlisle #101		
✓ Jugoro Kondo	Carlisle #177		
✓ Shinnojo Hamasaki	S. H.	618	PR 096 F
✓ Katsuki Kadowaki	K. K. III	385	PR 093 E
✓ Sanji Katayama	Sanji	57	PR 070 C
Yotaro Kayama	Carlisle 74	Van. 4122	PR 052 G
✓ Togoro Kitasaka	Aricke	294	PR 099 D
✓ Kanetaro Kurahashi	K. K.	525	PR 063 D
Shinzo Matsui	Kanako	789	PR 091 K
✓ Tatsuo Matsumoto	T. M. 1	393	PR 056 B
✓ Masaru ? Mayeda	Umalale Baby	194	PR 064 B
✓ Sadamichi Mayehara	Miss Nippon	173	PR 063 D
✓ Kunisaburo Mima	Skeena M	154397	V 069 D
Yeiichi Miyayabu	Y. M.	1946	V 096 T
Matsujiro Miki	Hitaka #1	645	PR 063 I
✓ Kazuo Nakagawa	Kongo	231	PR 062 C
✓ Inosuke Nakatani	I. N.	1274	PR 040 B
Michio Nishimura	Silver Sea	1141	PR 078 P
Shigenobu Ono	J. O.	199	PR 063 C
✓ Masujiro Origuchi	Y. O.	1107	PR 014 P
✓ Isomatsu Oyama	I. O.	509	PR 064 D
✓ Shokichi Oyama	S. O. (Miss Richmond)	2321	NW 030 K
✓ Kiichiro Rikimaru	Miss Fuji	502	PR 027 G
N. Sakamoto	N. S.	4035	PR 047 H
✓ Yoshinatsu Sasaki	Yorys	818	PR 063 M
✓ Masaji Shikatani	Daniel S	792	PR 069 C
✓ Yasuke Shishikura	Carlisle 170	154811	NW 005 F
✓ Denkichiro Suzuki	D. S.	417	PR 071 F
✓ Sadakichi Takematsu	S. T.	503	PR 069 C
Yoshio Tanaka	Y. T.		PR 081 D

<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>N. C. No.</u>
✓ Jitsuo Uyeda (T. Matsumoto)	T. M.	106	PR 087 B
✓ Yasumatsu Uyeyama	Y. Y.	800	PR 008 I
Katsueichi Yamamoto	Tsukinoda		PR 043 F
✓ Chuichi Yamamoto	Sweet Romance		PR 097 P
✓ Hirokichi Yamamoto	H. Y.	156	PR 042 H
✓ Shoichiro Yamashita	A. K.	3	PR 021 B
✓ Keijiro Yoshida	B A 94	1132	PR 064 H
✓ Shizuo Shinya	S. S.	171	PR 030
✓ Kurataro Matsui	K. M.	146	PR 045 C
✓ Yosocemon Takata	Y. T.	1221	PR 068 F
✓ Sanji Katayama	Sanji	PR 57	PR 070 C
✓ Matsuji Fujishita	M. F.		Attached to Canadian Fishi
✓ Tanejiro Shimura	Ho Ho		Attached to Nelson Bros.
✓ Minoru Uyesaka	M. U.		" " do.
✓ Hichisuke Sakai	A.R.C.	3995	PR 009 D

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33  
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NAVIGATED VESSEL FROM  
SEKIGERA RIVER TO PRINCE HURMET, B.C.

<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>N. C. No.</u>
Shinjiro Kotake	Carlisle 22	3361	PR 043 E
Mansuke Fujimoto	M. F.	422	PR 096 F
Setsumichi Fujii	Matsue		PR 100 R
Bunsaburo Doki	Rose B	1001	PR 054 P
Yuzo Hama	Kasuga	761	PR 045 O
Kaoru Hamano	T. E. II	NW 2030	PR 064 B
Taizo Hamasaki	I. C. 12	207	PR 055 H
Susumu Horita	Miyako		PR 049 J
Masajiro Honkawa	M. H.	341	PR 053 E
Masao Ikebata	M. I.	NW 1940	PR 010 E
Tadashi Kadowaki	Fortune Maid	1073	PR 037 Q
Sannosuke Kimura	My Own	305	PR 019 E
Seichi Mayeda	Kiyoko	154399	PR 063 B
Seichi Mayeda	Kiyoko II	378	PR 032 G
Yoshio Mayeda	Goryanthemum	1321	PR 098 P
Kazuo Nakagawa	Midori	155176	
Teiji Omori	T. O.	637	PR 013 F
Juhei Ono	J. O.	1022	PR 040 O
Sajuro Sasaki	A. T.	639	PR 034 J
Sajuro Sasaki	I. H.	496	PR 009 G
" "	S. S.	495	PR 039 C
Manzo Seko	M. S.		PR 052 F
Masaichi Shinya	Primrose Path		PR 001 L
Yonekichi Tanaka	Y. T.	354	PR 050 G
Kenichi Yamashita	Gotham Maid	191	PR 000 I

NAVIGATED VESSEL FROM  
PORT ESSINGTON TO PRINCE RUPERT, B. C.

<u>Claimant</u>	<u>Vessel</u>	<u>O. H.</u>	<u>H. C. No.</u>
Tajima Abe	T. A.		PR 081 H
Kenichi Honkawa	Maple Leaf	1143	PR 079 P
Chitagoro Iwabuchi	C. I.	611	PR 084 H
Ritsuko Kaneda	B 15	2774	PR 021 J
Ritsuko Kaneda	Port Essington No. 3	NW 1695	PR 082 J
Shigeo Kaneda	Osuni	150876	PR 083 J
Eiji Kishimoto	Lilac K	165	PR 086 B
Matsuo Kishimoto	Kobe	610	PR 082 H
Seichi Mayeda	Kiyoko II	378	PR 032 G
Matsujiro Mori	Sea King	1142	PR 080 P
Tatsuji Nakamura	Ohmi No. 2	624	PR 086 H
Masanobu Nakamura	Silver Queen	189	PR 006 D
Sami Narai	Hatsue	1328	PR 035 D
Seichi Ohashi	Togo No. 1	178029	PR 075 I
Shokichi Ohashi	S. O.		
Shotaro Ohashi	S. O.		
Takeichi Okamoto	B. A. 69		PR 100 M
Sakajiro Sakada	Sakura	NW 3253	
Hisajiro Shikotani	Dorothy S	1140	PR 081 P
Takeji Takano	Maple Leaf No. 2		PR 077 P
Kisuke Tanaka	Sue	1364	PR 086 D
Iwakichi Tanaka	I. T.		
Hideo Ui	Florence U II	625	PR 085 H

NAVIGATED VESSEL FROM  
QUATHIASKI TO STEVESTON, B. C.

<u>Claimant</u>	<u>Vessel</u>	<u>O. N.</u>	<u>H. C. No.</u>
Kaichiro Hamura	Acme K.	141320	V 091 P
Shigekazu Matsunaga	Soyokaze		
Shigeru Matsunaga	Gemrose II	003	
Hiroshi Nogami	Golden Wing		V 049 V
Sankichi Nogami	Quathiaski #1		
do.	Miss Seymour	294	V 037 P
Tanoyuki Nogami	Seymour Beauty		V 090 P

*Kijomatsu Aitagi*

*J. J.*