

ca : of urgent military necessity and subject to the payment of compensation, be requisitioned, if their destination is that specified in Article 58.

(2) Articles intended for the use of the vessel in which they are found, as well as those intended for the use of her crew and passengers during the voyage. (See Art. 29 of D. of L.)

Art. 58. Articles mentioned in Article 55 are liable to capture if it is shown to be destined to territory belonging to or occupied by the enemy, or to the armed forces of the enemy. It is immaterial whether the carriage of the goods is direct or entails transshipment or a subsequent transport by land. (See Art. 30 of D. of L.)

Art. 59. Proof of the destination specified in the preceding Article is complete in the following cases:—

(1) When the goods are documented for discharge in an enemy port, or for delivery to the armed forces of the enemy.

(2) When the vessel is to call at enemy ports only, or when she is to touch at an enemy port or meet the armed forces of the enemy before reaching the neutral port for which the goods in question are documented. (See Art. 31 of D. of L.)

Art. 60. Where a vessel is carrying absolute contraband; her papers are conclusive proof as to the voyage on which she is engaged, unless she is found by H. I. J. M. warship clearly out of the course indicated by her papers, and unable to give adequate reasons to justify such deviation. (Art. 32 of D. of L.)

Art. 61. Articles mentioned in Article 56 are liable to capture if it is shown to be destined for the use of the armed forces or of a government department of the enemy State, unless in this latter case the circumstances show that the goods cannot in fact be used for the purposes of the war in progress. This latter exception does not apply to a consignment coming under Article 56 (4). (See Art. 33 of D. of L.)

Art. 62. The destination referred to in the preceding Article is presumed to exist if:—

(1) The goods are consigned to enemy authorities;

(2) Or to a contractor established in the enemy country who, as a matter of common knowledge, supplies articles of this kind to the enemy government;

(3) Or to an agent of the enemy Government or to a merchant or any other person placed under the control of the enemy Government;

(4) Or to a fortified place belonging to the enemy or other place serving as a base of operations or supplies for the armed forces of the enemy. (See Art. 34 of D. of L.)

Note: The words "No such presumption, etc." in the first paragraph, and the second and third paragraphs of Art. 34 of the Declaration of London are omitted in this text.

Art. 63. The articles and material mentioned in Article 56, when they are shown to have destination referred to in Article 61, will be treated as contraband of war, irrespective of the destination of the vessel carrying them, and irrespective of their landing place.

Her papers are considered to be conclusive proof as to the voyage on which she is en-

gaged and as to the landing place of her cargo, provided that there is no stronger proof as to the destination referred to in Article 61.

Note: This Article shows that Japan has adopted the principle of continuous voyage even in regard to conditional contraband.

Art. 64. A vessel carrying goods liable to capture as absolute or conditional contraband may be captured on the high seas or in the territorial waters of the belligerents throughout the whole of her voyage, even if she is to touch at a port of call before reaching the hostile destination. (Art. 37 of D. of L.)

Art. 65. A vessel may not be captured on the ground that she has carried contraband on a previous occasion if such carriage is in point of fact at an end. (Art. 38 of D. of L.)

Art. 66. A vessel carrying contraband of war, irrespective of her nationality, is liable to capture with the exception of the cases referred to in Articles 67 and 70.

Art. 67. If a vessel is encountered by H. I. J. M. warship at sea, while unaware of the outbreak of hostilities, or of the declaration of contraband which applies to her cargo, she may be detained.

The same rule applies if the master, after becoming aware of the outbreak of hostilities, or of the declaration of contraband, has had no opportunity of discharging the contraband.

A vessel is deemed to be aware of the existence of a state of war, or of a declaration of contraband, if she left a neutral port subsequently to the notification to the power to which such port belongs of the outbreak of hostilities or of the declaration of contraband respectively, provided that such notification was made in sufficient time. A vessel is also deemed to be aware of the existence of a state of war if she left an enemy port after the outbreak of hostilities, or if she left a port belonging to the Japanese Empire or her ally after the outbreak of hostilities or the declaration of contraband. (See Art. 43 of D. of L.)

Art. 68. In the case referred to in the preceding Article the Captain may, as necessary, seize the contraband, but as it is necessary to pay compensation eventually, he is to make out two copies of the list of the contraband showing its kind, cost insurance, and freight, and give one copy to the master of the vessel.

Art. 69. When a vessel is not detained under Article 67, the officer visiting her is to enter in her log-book a warning and make her alter course or take other measures as necessary.

Art. 70. A vessel which has been stopped on the ground that she is carrying contraband, and which is not liable to condemnation on account of the proportion of contraband on board, may, when the circumstances permit, be allowed to continue her voyage if the master is willing to hand over the contraband to the belligerent warship.

The delivery of the contraband must be entered by the captor on the log-book of the vessel stopped, and the master must give the captor duly certified copies of all relevant papers.

The Captain is to make out two copies of the list of the contraband handed over to him, and give one copy to the master.

The Captor is at liberty to destroy the contraband that has been handed over to him under these conditions. (See Art. 41 of D. of L.)

Art. 71. Contraband goods are liable to condemnation. (Art. 39 of D. of L.)

Art. 72. A vessel carrying contraband, may be condemned if the contraband, reckoned either by value, weight, volume, or freight, forms more than half the cargo. (Art. 40 of D. of L.)

Art. 73. If a vessel carrying contraband is released, she may be condemned to pay the costs and expenses incurred by the captor in respect of the proceedings in the national prize court and the custody of the ship and cargo during proceeding. (Art. 41 of D. of L.)

Art. 74. Goods which belong to the owner of the contraband and are on board the same vessel are liable to condemnation. (Art. 42 of D. of L.)

Art. 75. In the case provided for in Article 67, the vessel carrying the contraband and goods that are not contraband are not liable to condemnation.

In the aforesaid case the costs and expenses mentioned in Article 73 will be exempted.

Chapter XIV. Neutral Service

Art. 76. A neutral vessel is liable to capture:—

(1) If she is on a voyage specially undertaken with a view to the transport of individual passengers who are embodied in the armed forces of the enemy, or with a view to the transmission of intelligence in the interest of the enemy.

(2) If, to the knowledge of either the owner, the charterer, or the master, she is transporting a military detachment of the enemy, or one or more persons who, in the course of the voyage, directly assist the operations of the enemy.

In the case specified under the above heads, the vessel will receive the same treatment as a neutral vessel liable to condemnation for carriage of contraband. (See Art. 45 of D. of L.)

Art. 77. In the case referred to in the preceding Article the vessel and goods belonging to the owner of the vessel are liable to condemnation. (See Art. 45 of D. of L.)

Art. 78. The provisions of Article 76 do not apply if the vessel is encountered by H. I. J. M. warship at sea while unaware of the outbreak of hostilities, or if the master, after becoming aware of the outbreak of hostilities, has had no opportunity of disembarking the passengers.

The vessel is deemed to be aware of the existence of a state of war if she left a port belonging to the Japanese Empire or her ally or an enemy port after the outbreak of hostilities, or if she left a neutral port subsequently to the notification of the outbreak of hostilities to the power to which such port belongs, provided that such notification was made in sufficient time. (See Art. 45 of D. of L.)

Art. 79. If a vessel is unaware of the commencement of hostilities, the Captain is to order the officer visiting the vessel to enter in her log-book a warning, and make her alter course or take other measure as necessary.

Art. 80. A neutral vessel is liable to capture:—

- (1) If she takes a direct part in the hostilities;
- (2) If she is under the orders or control of an agent placed on board by the enemy Government;
- (3) If she is in the exclusive employment of the enemy Government;
- (4) If she is exclusively engaged at the time either in the transport of enemy troops or in the transmission of intelligence in the interest of the enemy.

In the case specified under the above heads, the vessel will receive the same treatment as would be applicable to her if she were an enemy merchant vessel. (See Art. 46 of D. of L.)

Art. 81. In the case referred to in the preceding Article the vessels are liable to condemnation. (See Art. 46 of D. of L.)

Art. 82. Any individual embodied in the armed forces of the enemy who is found on board a neutral merchant vessel may be made a prisoner of war, even though there be no ground for the capture of the vessel. (Art. 47 of D. of L.)

Art. 83. In the case referred to in the preceding Article the boarding officer may by order of the Captain demand the master to hand over the said individual.

If the master resists, the officer shall seize the said individual, and if the crew resist, the vessel shall be captured.

Art. 84. In the case referred to in the preceding Article, the boarding officer is to make out two copies of the record stating the circumstances concerning the handing over of the said individual, and give one copy to the master.

Art. 85. If the master lodges a protest with regard to the handing over of the individual referred to in Article 82, the Captain shall immediately report to the Minister of Marine the circumstances and measures he has taken.

Art. 86. The provisions of this Chapter will apply to the vessels belonging to the Japanese Empire and her allies.

Chapter XV. Wireless Telegraph

Art. 87. The Commander of a squadron or warship may, as necessary in carrying out warlike operations, prohibit vessels fitted with wireless installations and found within the area of his operations:—

- (1) To transmit messages concerning the positions and movements of the squadron, warship, or any other ship in the service of the army or navy;
- (2) To register messages transmitted by the squadron, warship, or any other vessel in the service of the army or navy;
- (3) To do any act that may interrupt the transmission of messages from the squadron, warship, or any other ship in the service of the army or navy.

The Commander of the squadron or warship may likewise prohibit the aforesaid vessels to transmit any telegrams in code, or may limit the language to be used in transmitting messages.

Art. 88. In the case referred to in the preceding Article, the commander of the squadron

or warship is to make a declaration stating the geographical limits of the area within which such prohibition or limitation is to be carried into effect, other particulars, date of commencement, and if necessary, duration of such prohibition or limitation; and is to order, as necessary, an officer under his command to notify vessels fitted with wireless installations found in or about the area of such prohibition or limitation.

The aforesaid notification is to be entered in the log-books of the vessels clearly stating the day and hour when such notification was given and their geographical positions at the time.

Art. 89. If a vessel violates the prohibition or limitation despite the fact that she received the notification referred to in the preceding Article, or that there is good reason to deem that she is aware of the prohibition or limitation referred to in Article 87, she is liable to capture.

Art. 90. If a vessel unwittingly violates the prohibition and limitation referred to in Article 87, the Captain may, as necessary, order her out, make her take a certain course, and put a commission on board; he may even detain her, if the gravity of the circumstances require it.

In the foregoing case the Captain will, if possible, enter his orders in the log-book of the vessel.

Art. 91. In the case referred to in the preceding Article any register found in the vessel which mentions matters affecting the prohibition or limitation may be seized.

If there is sufficient reason to suspect the *bona fide* of the vessel, her wireless installation may likewise be seized.

Art. 92. If the action of the vessel referred to in Articles 89 and 90 is deemed to come under Chapter XIV (Unneutral Service), she shall be dealt with in compliance with the provisions of that chapter.

Art. 93. The vessel referred to in Article 89 is to be condemned and the wireless installations and register concerning the prohibition or limitation found in her are likewise liable to condemnation.

Art. 94. All wireless shore stations in enemy territory, irrespective of their owners, may be seized, destroyed, or disposed of as military necessity may require.

Chapter XVI. Resistance to Search

Art. 95. Forceful resistance to the legitimate exercise of the right of stoppage, search, and capture, involves in all cases the capture of the vessel, irrespective of her nationality. (See Art. 63 of D. of L.)

Art. 96. The vessel referred to in the foregoing Article is liable to condemnation.

The cargo is liable to the same treatment as the cargo of an enemy vessel. Goods belonging to the master or owner of the vessel are treated as enemy goods. (See Art. 63 of D. of L.)

Chapter XVII. Convoy

Art. 97. Neutral vessels under national convoy must not be searched, if the commander of a convoy gives, in writing, at the request of the Commander of H. I. J. M. warship, all information as to character of the vessels and their cargoes, which could be obtained by search. (Art. 61 of D. of L.)

Art. 98. If the Commander of H. I. J. M. warship has reason to suspect that the confidence of the commander of the convoy has been abused, he shall communicate his suspicion to him. In such case it is for the commander of the convoy alone to investigate the matter. But if the commander of the convoy asks for the assistance of the Commander of H. I. J. M. warship in such investigation, the latter may send an officer under his orders to be present at such investigation.

The Commander must record the result of such investigation in a report, of which one copy is to be handed to the officer of H. I. J. M. warship. (See Art. 62 of D. of L.)

Art. 99. If the commander of the convoy, deeming the facts shown in the report justify the capture of one or more vessels, has withdrawn the protection of the convoy from such vessels, the Commander of H. I. J. M. warship shall capture them. (See Art. 62 of D. of L.)

Art. 100. If the opinion of the Commander of H. I. J. M. warship is at variance with that of the commander of the convoy in regard to the vessels under convoy, the Commander of H. I. J. M. warship shall lodge a protest, in writing, with the commander of the convoy, and shall immediately inform the Minister of Marine.

Art. 101. Vessels under convoy of the enemy warship are liable to capture. The aforesaid vessels may be attacked or destroyed as necessary.

Art. 102. Vessels under convoy of the enemy warship and their cargo are liable to condemnation.

Chapter XVIII. Ship's Papers

Art. 103. The following are the essential papers usually kept on board a vessel:—

- (1) The register of the nationality of the vessel.
- (2) The log-book.
- (3) The muster roll of the crew.
- (4) The list of the passengers.
- (5) The charter party.
- (6) The bill of lading and invoices.
- (7) The manifest.
- (8) The clearance.
- (9) The bill of health.
- (10) The bill of the sale of the vessel.

Art. 104. The Captain shall examine such ship's papers as are necessary to ascertain the nationality, port of departure, destination, course, and service of a vessel as well as the character and destination of her cargo and other necessary matters.

Art. 105. The captain may, as necessary, demand the presentation of the following documents:—

- (1) The engine room log.
- (2) The insurance policy for the vessel or cargo.
- (3) The record of wireless messages sent and received.

Art. 106. A vessel is liable to capture irrespective of her nationality:—

- (1) If she has not on board the ship's papers;
- (2) If these papers are thrown away, destroyed, or hidden.

Art. 107. A vessel, when there is fair ground for suspicion, is liable to capture irrespective of her nationality:—

- (1) If she refuses to present her papers, or her papers are irregular;
- (2) If her papers contradict one another, or statements made by the master are at variance with her papers.

Chapter XIX. Postal Correspondence

Art. 108. The postal correspondence of neutrals or belligerents, whatever its official or private character may be, found on the high seas on board a neutral or enemy ship, is inviolable. If the ship is detained, the correspondence is to be forwarded by the captor with the least possible delay.

The provisions of the preceding paragraph shall not apply, in case of violation of a blockade, to correspondence destined for or coming from the blockaded port (See No. 11, Hague Conventions, 1907).

Art. 109. The inviolability of postal correspondence does not exempt a neutral mail-ship from the laws and customs of maritime warfare relating to neutral merchant ships in general. Nevertheless, visit and search should only be exercised in respect of them in case of necessity, and then, with every consideration and all possible speed (No. 11, Hague Conventions, 1907).

Art. 110. The provisions of Article 108 shall apply only to those Powers that have ratified or adhered to the Convention relating to Certain Restrictions in the Right of Capture in Maritime War.

Art. 111. In the cases specified under the second paragraph of Article 108 and under Article 110, the Captain shall seize all postal correspondence addressed to an enemy authority or to persons living in territory belonging to or occupied by the enemy, whatever its official or private character may be, and shall send to the Minister of Marine such correspondence as he may deem necessary.

Postal correspondence not coming under the above description shall be despatched to their destination as soon as possible.

Chapter XX. Treatment of the Crew and Passengers of a Prize

Art. 112. When an enemy merchant ship is captured, such of her crew as are nationals

of a neutral State are not made prisoners of war (No. 11, Hague Conventions, 1907).

Art. 113. The same rule as the foregoing shall apply in the case of the captain and officers, likewise nationals of a neutral State, if they give a formal promise in writing not to serve on an enemy ship while the war lasts (No. 11, Hague Conventions, 1907).

Art. 114. The captain, officers, and members of the crew, when nationals of the enemy State, are not made prisoners of war, provided that they undertake, on the faith of a formal written promise, not to engage, while the hostilities last, in any service connected with the operation of the war (No. 11, Hague Conventions, 1907).

Art. 115. The captain, officers, and members of the crew of the enemy merchant ship are to be set free when they make a formal promise in accordance with the two preceding Articles. In such case the Captain shall immediately report the names of such captain, officers, and members of the crew to the Minister of Marine, and shall endeavor, if possible, to notify them to the enemy State by a suitable means.

Art. 116. The provisions of the four preceding Articles shall not apply to ships taking part in the hostilities.

Art. 117. The crew of an enemy merchant ship is presumed to have enemy nationality in the absence of counter-evidence.

Art. 118. The crew of a neutral prize are not to be made prisoners of war. But those who are considered to be required as witnesses may be detained.

If the vessel referred to in the preceding paragraph comes under the second paragraph of Article 18 or under Articles 80, 96, or 101, her crew may, as necessary, be made prisoners of war.

Art. 119. The passengers on board a prize, except those embodied in the armed forces of the enemy, are to be landed at a convenient port as soon as possible.

Passengers who are considered to be required as witnesses may be detained.

Art. 120. The nationals of the enemy State found on board a prize, who are employed in religious, medical, or nursing work, are not to be made prisoners of war. But if there is fair reason to suspect their character, they may be detained until their character is proved.

Art. 121. The crew and passengers of a prize and prisoners of war shall be humanely treated, and care be taken to protect their personal belongings.

The prisoners of war may be confined as necessary, but the crew and passengers are not to be confined without special reason for it.

Chapter XXI. Destruction of Enemy Prizes and their Cargo

Art. 122. An enemy prize may be destroyed if the taking her to a port belonging to the Japanese Empire would involve danger to the success of the operations in which she is engaged.

Art. 123. Before the vessel is destroyed all persons on board must be placed in safety, and all the ship's papers and other documents and articles which are necessary for adjudication must be taken on board the warship.

Art. 124. When an enemy vessel has been destroyed, the Captain must prepare a report stating minutely the circumstances which obliged him to destroy her, and must order the Prize Officer to send it to the nearest Prize Court, together with the crew, ship's papers, and other documents and articles transhipped from the vessel destroyed.

The Captain must likewise immediately submit the same report to the Minister of Marine.

Chapter XXII. Destruction of Neutral Prizes

Art. 125. The Captain is not to destroy a neutral vessel which he has captured. (See Art. 48 of D. of L.)

Art. 126. A neutral vessel, which has been captured, and which is clearly liable to condemnation, may be destroyed, if the taking her to a port belonging to the Japanese Empire would involve danger to the safety of the warship or to the success of the operation in which she is engaged at the time. (See Art. 49 of D. of L.)

Art. 127. Before the vessel is destroyed all persons on board must be placed in safety, and all the ship's papers and other documents and articles which are considered relevant to the purpose of deciding on the validity of the capture must be taken on board the warship. (See Art. 50 of D. of L.)

Art. 128. The Captain who has destroyed a neutral vessel must prior to any decision respecting the validity of the prize, establish that he acted in the face of an exceptional necessity of the nature contemplated in Article 126.

Art. 129. In the case referred to in the preceding Article the Captain must prepare a report establishing that the circumstances obliged him to destroy the vessel, and must order the Prize Officer to send it to the nearest Prize Court, together with the crew, ship's papers, and other documents and articles transhipped from the vessel destroyed.

The Captain must likewise immediately submit the same report to the Minister of Marine.

Art. 130. The Captain may demand the landing over, or may proceed himself to the destruction of, any goods liable to condemnation found on board a vessel not herself liable to condemnation, provided that the circumstances are such as would under Article 126 justify the destruction of a vessel herself liable to condemnation.

In the foregoing case the Captain must enter the goods surrendered or destroyed in the log-book of the vessel stopped, and must obtain duly certified copies of all relevant papers.

When the goods have been handed over or destroyed, and the formalities duly carried out, the master must be allowed to continue his voyage. (See Art. 54 of D. of L.)

Art. 131. The provision of Articles 128 and 129 shall apply in the case referred to in the preceding Article.

Chapter XXIII. Employment of Enemy Prizes and Cargo

Art. 132. An enemy prize may be armed and employed for military purposes as military necessity may require.

Art. 133. Before the vessel is employed the Captain must place all persons on board in safety, and must take on board his warship all the ship's papers and other documents and articles which are necessary for adjudication.

Art. 134. When the vessel is to be employed, the Captain must prepare a report stating the circumstances which obliged him to employ her, and must order the Prize Officer to send it to the nearest Prize Court, together with the crew, ship's papers, and other documents and articles transhipped from the vessel employed.

The Captain must likewise immediately submit the same report to the Minister of Marine.

Art. 135. The provisions of this Chapter shall apply in the case where the goods which are found on board an enemy prize, and which are considered to be enemy goods, are to be utilised for military purposes.

Chapter XXIV. Visit, Search and Capture

Art. 136. Any private vessel, which is suspected of being liable to capture, may be visited and searched irrespective of her nationality.

Art. 137. The Captain who has found a suspicious vessel must order an officer under his command to note the following particulars:—

(1) The time and position where the vessel was first sighted; her distance and bearing from his ship, and the course which she was steering; and if any other Japanese or allied warship was in sight, her distance and bearing to the vessel and such other warship's course;

(2) The course of the vessel during pursuit; the time, bearing and distance of any other Japanese or allied warship which was in sight; and such other warship's course and the extent, to which she joined in pursuit;

(3) The time and position where the vessel was overtaken; the bearing, distance and course of any other Japanese or allied warship which came in sight; and when in the case such other warship has captured the vessel, the bearing and distance of his ship from such other warship and the course of his ship.

Art. 138. In exercising the right of visit or search, the Captain must be careful not to cause the vessel visited any avoidable deviation from her course, and be also careful to cause her as little annoyance as possible.

Art. 139. The Captain must hoist the Ensign and pendent when he is going to order a vessel to stop.

Art. 140. The Captain must not, in any circumstances, require the vessel which is to be visited or searched to send her boat, her crew, or her papers.

Art. 141. The Captain, when he is going to visit a vessel, must warn her with signal flags or whistle, but at night he must hoist a white light over the Ensign instead of making signal with flags.

When he is unable to warn the vessel on account of heavy weather, or when the vessel does not obey the signal, he shall fire in succession two blank charges, and, if necessary, a shot across her bows in order to stop her.

If the vessel does not stop despite the warning mentioned in the preceding paragraph, he is to fire at her mast first and her hull eventually.

Art. 142. When the vessel has stopped, the Captain shall send by boat a visiting officer to her, accompanied by some assistants if convenient.

The crew of the boat must not be armed but may carry arms in the boat.

The visiting officer and assistants, on boarding the vessel, may take some of the boat's crew with them as necessary.

Art. 143. The visiting officer is to examine the ship's papers first.

Art. 144. If the visiting officer still suspects the vessel after he has examined the papers, he is to search the vessel and cargo.

In the foregoing case he may, as necessary, make the boat's crew embark in the vessel and ask for further assistance from his ship.

Art. 145. The search must be carried out in the presence of the master or his representative.

Closed compartments and sealed packages must be opened by the master or his representative.

If, in the cases mentioned in the two preceding paragraphs, the master or his representative should refuse to act accordingly, such measures as are deemed necessary may be taken.

Art. 146. If the visiting officer finds that the vessel is not to be captured or detained, he is to give up the search and set her free by order of the Captain.

Art. 147. Before quitting the vessel, the visiting officer shall ask the master whether he has any objection to make as to the procedure of the visit or search, or as to other matters.

If the master makes any objection, the visiting officer shall request him to submit his objection in writing.

Art. 148. The visiting officer must be polite when visiting or searching the vessel.

Art. 149. The visiting officer must enter in the log-book of the vessel the time and place where the vessel was visited or searched and the name of warship as well as the name and rank of her Captain.

Art. 150. If the Captain finds the vessel suspicious as a result of the visit or search, he is to order the visiting officer to request the master to give an explanation, and if he deems such explanation unsatisfactory, he is to capture or detain her.

Art. 151. The capture or detention of a vessel must be decided according to her character, fittings, cargo, papers, crew, and their sworn statements.

Art. 152. The Captain, when he has decided to capture or detain a vessel, shall inform the master of the reasons why he has decided to take such a step, and must send officers, petty officers, and men to the vessel to occupy her.

If he is unable to send such officers, petty officers, and men on account of heavy

weather, he is to order the vessel to proceed as he may direct, and if the vessel disobeys him, may take measure as he deems suitable.

Art. 153. On taking possession of a vessel the Captain should order the visiting officer:—

(1) To secure the ship's papers and all other documents found on board, and to make an inventory of them and seal them;

(2) To put down minutely the circumstances in which the ship's papers that had been thrown away, destroyed, or hidden, were discovered or restored, and to do the same as (1);

(3) To make out an inventory of money, realisable securities, and other valuable articles found in the vessel;

(4) To examine the condition of the cargo, and to shut and seal the hatches;

(5) To make out two copies of the record concerning the capture or detention, and to hand over one copy to the master.

Art. 154. The Japanese Ensign is to be hoisted on board the vessel captured or detained, but in the cases referred to in the second paragraph or Article 152 the vessel shall be ordered to strike her flag.

Art. 155. If the Captain finds the capture or detention of a vessel improper after he has captured or detained her, he must set her free immediately.

Art. 156. The Captain must enter in the log-book of his ship the circumstances in which a vessel was visited, searched, captured, or detained.

Art. 157. The Captain shall immediately submit to the Minister of Marine a report minutely stating the circumstances in which a vessel was visited, searched, captured, or detained, together with his opinion on it; but in a case where the master lodges a protest with regard to the visit or search, or in a case where a vessel was captured or detained, the captain is to telegraph the essential facts as soon as possible.

Chapter XXV. Co-operative Capture and Recapture

Art. 158. In a case where H. P. J. M. warship has captured or detained a vessel in co-operation with a warship belonging to an ally, the charge of such vessel is to be made as follows:—

(1) If a warship belonging to either Japan or her ally has, with the co-operation of the other, captured or detained a vessel, the Captain of the warship which actually captured or detained her, irrespective of seniority, shall send her to a port of his own country;

(2) If Japanese and allied warship have captured or detained a vessel simultaneously, the Captain who is senior to the other should send her to a port of his own country.

Art. 159. When the Captain has recaptured a vessel belonging to the Japanese Empire, her ally, or a neutral, which was captured or detained by the enemy, he may set her free, provided that such vessel has not yet been sent to an enemy port or employed by the enemy.

Chapter XXVI. Procedure as regards taking a Prize to a Port for Adjudication

Art. 160. The Captain, in order to take a prize to a port, is to order a Prize Officer

and his assistants to embark on board her, and to take her and her cargo to the nearest port where a Prize Court of the Japanese Empire is established.

Art. 161. The Captain may request the master and crew of the prize to assist in navigating her to the port under the orders of the Prize Officer; but if they refuse it he cannot compel them to do so.

Art. 162. The Captain shall, if possible, send the prize, together with her master, her crew and all her cargo, as well as the reports on her capture and all papers seized, in the same condition as when she was captured.

The Captain may, as necessary, order officers and men under his command to embark in the prize, who may give evidence as to her capture.

Art. 163. If the Captain deems it inadvisable to send the master and all the crew with the prize, he shall send at least some persons selected from among the master, purser, mate and officer in charge of cargo as witnesses.

The remaining crew must immediately be sent to the port where the prize is taken.

Art. 164. In the case referred to in the preceding Article the Captain shall order the Prize Officer to make out a list of the crew removed from the prize stating the circumstances attendant upon their removal.

Art. 165. If the Captain finds amongst the cargo goods that are likely to go bad or unfit for sending to the port, he shall appoint a committee from among the officers under his command, who will report on the condition of such goods.

The gist of the report shall be entered in the log-book of the warship.

Art. 166. When the Captain has been informed of the fact that some goods are unfit for sending to the Prize Court, he is to sell such goods at the spot where the vessel was captured, or at a neighboring port belonging to the Japanese Empire or her ally; but if they are not fit for sale, he may dispose of them as he may deem fit.

Art. 167. The Captain shall, before disposing of the goods under the preceding Article, get, if possible, an appraiser who shall prepare in writing an estimate of the goods to be sold or otherwise disposed of.

The sale of such goods shall be carried out, if possible, by public auction in the presence of the Prize Officer.

Art. 168. The Captain shall order the Prize Officer to make out a report on the procedure of the sale of the goods referred to in the preceding Article, and send it to the Prize Court, together with the prize, the reports prepared under Articles 165 and 167, and the accounts and other documents concerning the sale.

Art. 169. If the Captain finds the prize unfit for sending to the port, he is to appoint a committee from among the officers under his command, who will report on the condition of the prize.

The gist of the report is to be entered in the log-book of the warship.

Art. 170. When the Captain has been informed of the fact that the prize is unfit for

sending to the Prize Court, he is to take her to a neighboring port belonging to the Japanese Empire or her ally.

Art. 171. In the case referred to in the preceding Article, the Captain is to order the Prize Officer to make out a report minutely stating the circumstances in which the prize was sent to the neighboring port, and send it to the nearest Prize Court, together with the report prepared under Article 170, witnesses, ship's papers, and other necessary documents.

Art. 172. A prize may only be brought into a neutral port on account of unseaworthiness, stress of weather, or want of fuel or provisions.

She must leave as soon as the circumstances which justified her entry are at end (Hague Convention respecting the Rights and Duties of Neutral Powers in Naval War).

Art. 173. A prize must not be sent to a neutral port to be sequestered there pending the decision of a Prize Court of the Japanese Empire.

Art. 174. If, in the case referred to in Article 172, a neutral Power refuses the entrance of a prize into one of its ports or unlawfully limits the time of her staying at the port, the Prize Officer is to request a diplomatic or consular functionary of the Japanese Empire accredited to neutral Power to open a negotiation with it. He must likewise immediately make a report of the circumstances to the Minister of Marine.

Art. 175. The Prize Officer who has embarked in the prize is to make out two copies of the inventory of stores, furnitures and cargo, so far as can be ascertained without disturbing the stowage, and give one copy to the master. In making out this inventory he may request the master to assist him.

Art. 176. The Prize Officer is to keep a diary recording the movements of the vessel; changes in her crew, and all details concerning her cargo, while on the way to the Prize Court.

Art. 177. If, in the course of the voyage, any additional papers are delivered up, or those that were thrown overboard, destroyed, or concealed, are discovered or picked up, the Prize Officer is to make out a list of such papers and keep them sealed, annexing thereto a report.

Art. 178. The Prize Officer must exercise strict vigilance in navigating the vessel to the Prize Court, and must endeavor to prevent the vessel and cargo from being damaged.

Art. 179. The Prize Officer may land or transship the crew or cargo only in case of absolute necessity. In such case he must make out a report minutely stating the circumstances attendant upon such landing of transshipment.

The crew and cargo thus landed or transhipped must be sent to the Prize Court as speedily as possible.

Art. 180. The Prize Officers, upon arrival at the port where the Prize Court is established, is immediately to hand over the prize and cargo to the Prize Court for adjudication.

Art. 181. The Captain and Prize Officer are immediately to submit to the Minister of Marine reports fully stating the circumstances attendant upon the taking of the Prize Court, together with their opinions. The gist of the circumstances is to be telegraphed when the

crew or cargo were landed, when the prize was sent to a port belonging to an ally or a neutral Power, or when the cargo was sold or otherwise disposed of.

Art. 182. The provisions of this Chapter shall apply to vessels detained, but the transshipment of the crew, sale of the cargo, or such like emergency measures must not be taken unless it is absolutely necessary, and care must be taken to keep the vessel and cargo in their original condition.

ANNEX V

NAVAL NOTIFICATION NO. 76 OF MARCH 20, 1942, CONCERNING
THE APPLICATION OF PROVISIONS WHICH ARE
IN PART MODIFICATIONS OF THE
RULES OF NAVAL WAR
(NAVAL ORDINANCE NO. 8, 1914),
IN THE WAR OF GREATER EAST ASIA

In view of the measures being taken by the enemies, the Imperial Japanese Naval Forces, are under orders to apply the following provisions, which are in part modifications of the Rules of Naval War (Naval Ordinance No. 8, 1914), in the War of Greater East Asia.

CLAUSE I

The following Articles shall replace the corresponding Articles of, or shall be inserted in, as the case be, the Rules of Naval War (Naval Ordinance No. 8, 1914):—

Article 18

The following vessels shall be deemed to be enemy vessels:—

1. Any vessel flying the flag of an enemy State.
2. Any vessel which fail to prove her right to fly the flag of the Japanese Empire, an Ally of the Japanese Empire, or a neutral State.
3. Any vessel whose owner is of enemy character.
4. Any vessel, the control or use of which results in benefit to an enemy State or to a person of enemy character.
5. Any vessel which is engaged in a voyage under the license of an enemy government.

Article 46

The blockading forces must not bar access to neutral ports or coasts, except in the case provided for in Article 53.

Article 53

Where the ulterior destination of a vessel or of her cargo is a blockaded port, she may be captured for breach of blockade even if she is on her way to a non-blockaded port.

Article 55

The following materials and articles are absolute contraband of war unless otherwise provided for:—

- (a) All kinds of arms, ammunition, explosives and destructive articles; chemicals or appliances suitable for use in chemical warfare; their ingredients, component parts and accessories; and machines used in their manufacture or repair.
- (b) All contrivances for, or means of, transport on land, in the water or air; their

ingredients, component parts and accessories; and machines used in their manufacture or repair.

- (c) Fuel, heating materials or lubricants of all kinds; their ingredients; and machines used in their manufacture or repair.
- (d) Articles or animals necessary or convenient for the use of articles mentioned in (a), (b) or (c).
- (e) All kinds of equipment, clothing, means of communication or illumination, tools, implements, machines, maps, pictures, photographs and documents necessary or convenient for carrying on hostile operations; and their component parts and accessories.
- (f) Coin, bullion, paper money, negotiable instruments and evidences of debt.
- (g) Articles necessary or convenient for the production, manufacture, repair or use of articles mentioned in (d), (e) or (f).

Article 56

The following materials and articles are conditional contraband of war unless otherwise provided for:—

All kinds of food, foodstuffs, feed, forage or clothing; and materials and articles used in their production and manufacture.

Article 59 bis

Where any goods, whether consigned "to order" or with an unnamed assignee, are to be discharged at a neutral port which is on a route commonly used for supplying goods to an enemy State, their destination shall be presumed to be the destination mentioned in Article 58.

Article 61

Articles mentioned in Article 56 are liable to capture if they are shown to be destined for the use of the armed forces or of a government department of the enemy State, unless in the latter case the circumstances show that the goods cannot in fact be used for the purpose of the war in progress.

Article 62 bis

If, where the government of an enemy State carries on a system of general requisition or enforces the control of the distribution of the articles mentioned in Article 56, such articles are shown to be destined to territories belonging to or occupied by the enemy, their destination shall be presumed to be the destination mentioned in Article 61.

Article 82

Any individual found on board a neutral merchant vessel who is embodied in the armed forces of an enemy State, or is travelling with the object of being embodied in the armed forces of an enemy State, or is an enemy national of conscription age, or has expert knowledge or skill which would contribute to the military strength of an enemy State may be made a prisoner of war, even though there be no ground for the capture of the vessel.

Article 87

The Commander of a squadron or a warship may, whenever necessary in carrying out military operations, forbid vessels fitted with wireless installations present in the vicinity:—

- 1) To transmit messages concerning the position and movement of the squadron, warship, or any other ship in the service of the army or navy;
- 2) To register messages transmitted by the squadron, warship, or any other vessel in the service of the army and navy;
- 3) To do any act that may interfere with the transmission of messages from the squadron, warship, or any other ship in the service of the army or navy.

The Commander of the squadron or the warship may likewise forbid the aforesaid vessel to transmit any telegrams in code, and may restrict the languages to be used in transmitting messages.

Article 88

The Commander of a squadron or a warship, when enforcing the prohibitions or restrictions mentioned in the preceding Article, shall order an officer under his command to notify the particulars of the prohibitions or restrictions to vessels fitted with wireless installations present in the vicinity of the squadron or the warship.

Article 89

If a vessel violates the prohibitions or restrictions mentioned in Article 87, notwithstanding that she has received the notification mentioned in the preceding Article or if there is good reason to believe that she was aware of such prohibitions or restrictions, she is to be captured. In case of urgent necessity, the Commander of a squadron or a warship may take such measures as are suited to the circumstances.

Article 91

In the case mentioned in the preceding Article, any register found in the vessel which contains entries relating to the prohibited or restricted matters may be seized.

If there is sufficient reason to suspect the *bona fide* of the vessel, her wireless installations may likewise be seized.

Article 91 bis

When the Commander of a squadron or a warship deems the presence in its vicinity of a vessel fitted with wireless installations to be prejudicial to the success of the military operation in which it is engaged, he may order her to leave the area and indicate the course she must take.

Article 91 ter

Any vessel not complying with the order mentioned in the preceding Article shall be captured. In case of urgent necessity the Commander of a squadron or a warship may take such measures as are suited to the circumstances.

Article 92

If in the cases mentioned in Articles 89, 90 and 91 ter, the action of the vessel is deemed

to be in neutral service, she shall be dealt with according to the provisions of Chapter XIV.

Article 92 bis

In case a vessel equipped with wireless installations dispatches any important military message immediately available to the enemy, the Commander of a squadron or a warship may take such measures as may be necessary for its prevention.

Article 92 ter

The vessel mentioned in the preceding Article shall be dealt with according to the provisions of Chapter XIV.

Article 93

The vessels referred to in Articles 89, 91 ter, and 92 ter are liable to condemnation; and the same is true also of the wireless installations and the register of messages concerning prohibited or restricted matters found on board.

Article 101

Vessels under convoy of an enemy warship or enemy military aircraft are liable to capture.

The aforesaid vessels may be attacked and destroyed if necessary.

Article 102

Vessels under convoy of an enemy warship or enemy military aircraft and their cargo are liable to condemnation.

Article 109

The passengers on board a prize, except those who are embodied in the armed forces of an enemy State, those who are travelling with the object of being embodied in the armed forces of an enemy State, those who are enemy nationals of conscriptionage, and those who have expert knowledge or skill that would contribute to the military strength of an enemy State, shall be landed at a convenient port as soon as possible.

Any of the passengers mentioned in the preceding paragraph who are considered necessary as witnesses may be detained.

Article 138

Visit or search shall as a rule be carried out near the place where the vessel was overtaken, and the Commander of the warship shall be careful to cause her as little annoyance as possible.

When visit or search at such a place is impossible or considered unsuitable on account of heavy weather or for any other reason, the Commander of the warship shall order the vessel to proceed elsewhere. If the vessel disobeys such an order, she may be captured.

In respect of a vessel which is seriously suspected of being liable to capture, the measures provided for in the preceding paragraph may also be taken.

Article 140

The Commander must not, except in cases where there are special reasons for it, require a vessel which is to be visited or searched to send her boat, crew, or papers to his own vessel.

Article 160

The Captain, in order to take a prize to port, shall appoint a Prize Officer and such of his subordinates as may be necessary and order them to board her and to take her and her cargo without delay to a port where a Prize Court of the Japanese Empire is located.

Article 171

In the case mentioned in the preceding Article, the Captain shall order the Prize Officer to make out a report minutely stating the circumstances in which the prize was sent to a neighboring port belonging to the Japanese Empire or her ally, and to send it, together with the report of the committee provided for in Article 169, witnesses, ship's papers and any other papers necessary for the purpose of adjudication to the Prize Court.

Article 171 bis

Where special circumstances exist, the Captain may, instead of sending the prize to a port in which a Prize Court is located, sequester it in a suitable port. In such case, he shall order the Prize Officer to make out a report stating the circumstances of and reasons for the sequestration, and to send it, together with the ship's papers and any other papers necessary for the purpose of adjudication to the Prize Court.

CLAUSE II

The Visiting Officer or the Prize Officer, when signing his name on any of the ship's papers or on any document to be given to the master of the vessel (or to any person acting for the master) or when orally communicating his status, on board the vessel visited or captured may, if it is necessary to conceal the name of the warship, simply write or say, (for instance) "Lieutenant A. B., Visiting Officer of an Imperial Japanese Warship," without giving the name of the warship, as required by the Rules of Naval War.

In cases of special necessity, the Commander of a squadron or a warship, when indicating his status, need not give the name of his squadron or warship, in accordance with the preceding paragraph with the necessary modifications.

CLAUSE III

The provisions of the present Order and of the Rules of the Naval War (Naval Ordinance No. 8, 1914) shall apply *mutatis mutandis* to any naval force, unless there is any special Ordinance to the contrary.

Remarks to Annexes VI, VII and VIII:

1. In the records upon which these annexes VI, VII and VIII are made, the names of vessels, their owners, the names of articles, the names of shippers and consignees are written in Japanese "kana." As most of original records have been burnt down, they cannot be referred to. In these annexes, as "kana" characters are transcribed into English mostly in the "romaji" way, the English transcriptions are not sure of original accuracy.

2. The Ship List of Lloyd was referred to so far as is possible in identifying the names of ships. But, most of small-size boats have not been found in it.

3. As for Chinese vessels indicated in Chinese characters, their names are transcribed into English according to the spelling of "romaji", and Chinese characters are put directly under them respectively.

ANNEX VI

DECISIONS MADE BY THE PRIZE COURT OF YOKOSUKA

PART I. VESSELS

(A) Seizure (Confiscation)

Case No.	Name of Vessel	Kind of Vessel	Tonnage	Nationality of Vessel	Owner	Date of Capture	Place of Capture
(1942)							
1	Anarock	freighter	6,638	British	British, G. E. Marden	Dec. 8, 1941	Yokohama Port
2	Deathrock	"	5,014	"	"	"	"
3	Moonrock	"	5,239	"	"	"	"
4	Erat	"	3,635.64	Greece	Greek, John C. Skaratedes	Dec. 23, 1941	"
5	Valentina	"	2,988	"	"	"	"
6	Beatrice	"	3,350	Netherlands	(Dutch juridical person) Java China Trading Co.	Dec. 14, 1941	Tokyo Bay
7	Fotch	"	2,894	Panama	(Norwegian juridical person) Wallen Co.	Dec. 17, 1941	Yokohama Port
8	Chisaroa	steamer	7,089.14	Netherlands	(Dutch juridical person) Java China Japan Line Steamer Co.	Mar. 2, 1942	Indian Ocean
9	Genota	"	7,986	Britain	(Dutch juridical person) The Corona Petroleum Co.	May 9, 1942	"
10	Pegasus	"	224.37	U. S. A.	Standard Shipping Co.	Aug. 25, 1942	Yokosuka Naval Base
11	Standard	"	150.82	"	"	"	Yokohama Port
12	Pegasus No. 1	powered barge	16	"	"	"	"
13	Kanagawa- Maru	steamer	40.62	Japan	Teikoku Sen- paku Co. (Japanese Shipping Co.)	"	Yokosuka Naval Base
14	Tanker No. 1	lighter	unknown	"	Rising Sun Petroleum Co.	"	"

15	Tanker No. 1	lighter	unknown	Japan	Rising Sun Petroleum Co.	Aug. 25, 1942	Yokosuka Naval Base
16	Tanker No. 4	"	"	"	"	"	"
17	Naniwa-Maru	steamer	"	"	Teikoku Senpaku Co. (Japanese Shipping Co.)	Mar. 31, 1942	Osaka Port
18	Lighter No. 5	tanker	"	"	Rising Sun Petroleum Co.	"	"
19	Hinode-Maru	heavy-oil tanker	320.86	"	Teikoku Senpaku Co. (Japanese Shipping Co.)	Feb. 22, 1942	Aomori Port
20	Mutsu-Maru	ferry	15	"	"	Apr. 17, 1942	"
21	Pegasus No. 5	steel tanker	unknown	"	Standard Shipping Co.	Sept. 14, 1942	Yokohama Port
22	Shieru-Maru	steamer	139.73	"	Teikoku Senpaku Co. (Japanese Shipping Co.)	Sept. 15, 1942	Yokosuka Naval Base
23	Tanker No. 7	bargo	unknown	"	Rising Sun Petroleum Co.	Sept. 9, 1942	Shimizu Port
24	Tanker No. 9	"	"	"	"	"	"
25	Hauraki	steamer	7,112.76	"	(British judicial person) Union Steamship Co.	July 12, 1942	Indian Ocean
26	Beat	tugboat	350	Britain	unknown	Mar. 7, 1942	Shingapore Port
27	Lehlan	freighter	400	"	"	"	"
28	Unknown	fishing-boat	10	Netherlands	Dutch, name unknown	Mar. 6, 1942	Tandjocn-babalai, Great Karimoen Is.
29	"	"	"	"	"	"	"
30	"	"	"	"	"	"	"
31	"	"	7	"	"	"	"
32	"	ferry	5	"	unknown	"	"
33	Swift	"	"	"	"	May 5, 1942	Balat, Great Karimoen Is.
31	Unknown	factory-ship	300	"	"	May 4, 1942	Great Karimoen Is.

35	Numbing	tugboat	90	Netherlands	unknown	Apr. 27, 1942	Tembilahan, Sumatra Is.
36	Biongai	"	25	"	"	"	"
37	X X	ferry	7	"	"	"	"
38	Emri	"	5	"	"	Apr. 26, 1942	Souboat, Sumatra Is.
39	200	"	3	"	"	Apr. 27, 1942	Near Tembilahan, Sumatra Is.
43	Penra No. 10	"	25	Britain	"	May 16, 1942	Riv. Endo, Singapore
44	Sri-Pekang	"	25	"	"	"	"
47	Active	"	5	"	"	May 30, 1942	Singapore Naval Base
48	Mistral	"	15	"	"	June 18, 1942	Riv. Serangoon, Singapore Naval Base
49	Jagaratt	"	7	"	"	"	"
50	Tongcat	"	5	"	"	"	"
51	Skirtje	"	4.5	"	"	"	"
52	Unknown	"	"	"	"	"	"
53	"	"	12	"	"	"	"
54	Tugboat No. 1	tugboat	length 34 feet width 9 feet	"	"	June 20, 1942	Riv. West-Kroranje, Johore Strait
55	Ferry No. 2	ferry	" 32 " " 10.5 "	"	"	"	"
56	Freighter No. 3	freighter	" 39.5 " " 13 "	"	"	"	"
57	" No. 4	"	" 32 " " 11 "	"	"	"	"
58	" No. 5	"	" 32 " " 10 "	"	"	"	"
59	" No. 6	"	" 26 " " 7.7 "	"	"	"	"
60	" No. 7	"	"	"	"	"	"
61	" No. 8	"	"	"	"	"	"

62	Freighter No. 9 Name unknown	freighter	length 23 feet width 7 feet	Britain	unknown	June 20, 1942	Riv. West- Kroranje, Johore Strait
63	" No. 10	"	"	"	"	"	"
64	" No. 11	"	" 25 " " 3.7 "	"	"	"	"
65	Sri-Rata	ferry	" 30 " " 7 "	"	"	June 30, 1942	Riv. Pungol, Singapore Naval Base
66	O. K.	"	" 46 " " 10 "	"	"	July 4, 1942	Riv. West- Kroranje, Johore Strait
67	Ferry No. 12 Name unknown	"	" 27.6 " " 8 "	"	"	"	"
68	" No. 13	"	" 24 " " 6 "	"	"	July 15, 1942	Riv. Serangoon, Singapore Naval Base
69	" No. 14	"	"	"	"	"	"
70	Diamond	"	" 7.6 meters " 1.8 meters	"	"	July 23, 1942	Riv. Changl, Singapore Naval Base
71	Lapis	freighter	914 tons	"	(British jurid- ical person)	July 28, 1942	Great Ka- rimoen Is., Singapore Strait
73	Iutan	"	45	"	"	Mar. 1, 1942	Penang Port
74	Rengam	freighter- tugboat	54	"	"	Jan. 24, 1942	"
76	Rimau	freighter & oil sup- ply boat	63	"	"	Jan. 20, 1942	"
76	Rass	"	57	"	"	"	"
77	Chia	oil supply boat	37	U. S. A.	(U. S. juridical person)	"	Riv. Prai
							Standard Petroleum Co.

80	Murray	oil supply boat	10	Netherlands	(Dutch juridic- al person)	Dec. 23, 1941	Penang Seaplane Base
84	Undang	ferry	7	Britain	(British juridic- al person)	Jan. 20, 1942	"
							Straits Trading Co.
86	Pilot-boat No. 3	pilot-boat	6	"	(")	Feb. 20, 1942	George Town, Penang
							Penang Pilot Association
87	Rimba	freighter	54	"	(")	Dec. 30, 1941	Riv. Prai Pier
							Straits Steam- ship Co.
88	Ité	"	10	U. S. A.	(U. S. juridical person)	Jan. 20, 1942	"
							Standard Petroleum Co.
92	Jaté	ferry	2	Netherlands	(Dutch juridic- al person)	Dec. 23, 1941	South Pier, Penang
							Imperial Air Co.
93	Ferry No. 220	"	0.5	"	"	"	"
96	Onmansan	yacht	10	Britain	British, name unknown	"	Penang Seaplane Base
97	Petty Yacht	"	3	"	"	"	"
104	Unknown	oil supply (displace- ment -tonnage)	50	U. S. A.	(U. S. juridical person)	Apr. 25, 1942	Near the center pier, Penang
							Standard Petroleum Co.
106	Camper	freighter	(") 1,400	Britain	British, name unknown	May 30, 1942	Off the coast of Sungei- binang, Penang
112	Titter	unknown	150	U. S. A.	(U. S. juridical person)	Dec. 8, 1941	Saigon
							Standard Petroleum Co.
113	Rally	"	"	"	"	"	"
114	Water- supply boat No. 101	"	50	Britain	(British juridic- al person)	"	"
							Asia Petroleum Co.

115	Tugboat with pump No. 102	tugboat	30	Britain	(British judicial person) Asia Petroleum Co.	Dec. 8, 1941	Saigon
116	Mecon	unknown	120	"	"	"	"
117	Shell	"	70	"	"	"	"
118	Rashtai	"	150	"	"	"	"
119	Vico	"	20	"	"	"	"
125	Ferry, temporary No. 17	ferry	length 7 meters width 1.29 meters	"	unknown	Aug. 3, 1942	Singapore Naval Base
126	"	"	" 5.27 "	"	"	"	"
	" 18	"	" 2 "	"	"	"	"
127	Steel-boat	steel-boat	" 13.31 "	"	"	Sept. 11, 1942	"
	" 19	"	" 6.31 "	"	"	"	"
128	Ferry	ferry	" 17 "	"	"	Sept. 17, 1942	"
	" 20	"	" 3.05 "	"	"	"	"
129	"	"	" 29.3 "	"	"	Sept. 24, 1942	"
	" 21	"	" 3.6 "	"	"	"	"
130	Dondasayan	"	" 5.60 "	"	"	"	"
	"	"	" 1.7 "	"	"	"	"
131	Water-supply boat, temporary No. 23	water-supply boat	" 33.2 "	"	"	Oct. 1, 1942	"
	"	"	" 6 "	"	"	"	"
132	" No. 24	"	" 25 "	"	"	"	"
	"	"	" 6 "	"	"	"	"
133	Pontoon No. 25	pontoon	" 21.8 "	"	"	"	"
	"	"	" 7.9 "	"	"	"	"
134	Patrol-boat No. 26	patrol-boat	" 26.8 "	"	"	"	"
	"	"	" 7.8 "	"	"	"	"
135	Majorg	freighter	" 53 "	Netherlands	"	Feb. 28, 1942	Muntok
	"	"	" 8.8 "	"	"	"	"
136	Alert	ferry	" 24 "	Britain	"	Jan. 16, 1942	Penang
	"	"	" 3.6 "	"	"	"	"
137	Singapore No. 294	"	" 17 "	"	"	Feb. 15, 1942	Singapore Naval Base
	"	"	" 3.6 "	"	"	"	"
138	Lymouth	"	" 18 "	"	"	Feb. 16, 1942	Muntok
	"	"	" 4 "	"	"	"	"
139	Royal Flying Corps No. 262	"	" 12 "	"	"	Feb. 17, 1942	At the mouth of the Riv. Serangoon
	"	"	" 2.5 "	"	"	"	"
140	Chako	"	" 12 "	"	"	"	Muntok
	"	"	" 3 "	"	"	"	"

141	Royal Flying Corps No. 36	ferry	length 25 meters width 4.5 meters	Britain	unknown	Feb. 14, 1942	Muntok
142	Blue Matt	"	" 27 "	"	"	Feb. 17, 1942	"
	"	"	" 4.8 "	"	"	"	"
143	Light patrol-boat	"	" 24 "	"	"	Feb. 18, 1942	Palembang
	"	"	" 4 "	"	"	"	"
144	Royal Flying Corps No. 2	"	" 10 "	"	"	Feb. 17, 1942	Riv. Serangoon
	"	"	" 2.8 "	"	"	"	"
145	Water-supply boat No. 7	water-supply boat	" 33.2 "	"	"	Dec. 15, 1942	Singapore Naval Base
	"	"	" 6 "	"	"	"	"
146	Sufflet	"	" 29 "	"	"	Mar. 21, 1942	Singapore Port
	"	"	" 5 "	"	"	"	"
148	Priston-type boat	unknown	" 19 "	"	"	Feb. 15, 1942	Singapore Naval Base
	"	"	" 10 "	"	"	"	"
149	"	"	" 12 "	"	"	"	"
	"	"	" 8 "	"	"	"	"
150	Kwang Tang	bucket-type dredger	" 60 "	"	"	"	"
	"	"	" 10 "	"	"	"	"
152	Sknajac	ferry	" 9 "	"	"	Aug. 10, 1942	"
	"	"	" 2.3 "	"	"	"	"
153	Hsiu Shaug (秀山)	cargo-passenger boat	" 28 "	"	"	Feb. 15, 1942	"
	"	"	" 5 "	"	"	"	"
154	Unknown	hopper barge	" 35 "	"	"	"	"
	"	"	" 10 "	"	"	"	"
155	"	"	" 30 "	"	"	"	"
	"	"	" 6 "	"	"	"	"
156	"	"	" 29 "	"	"	"	"
	"	"	" 6 "	"	"	"	"
157	"	"	" 15 "	"	"	"	"
	"	"	" 4 "	"	"	"	"
158	"	freighter	" 22 "	"	"	"	"
	"	"	" 10 "	"	"	"	"
159	"	"	" 15 "	"	"	"	"
	"	"	" 7 "	"	"	"	"
160	Rimau	heavy oil tanker	" 35 "	"	"	Jan. 16, 1942	Penang
	"	"	" 7.5 "	"	"	"	"
162	Keppa	freighter	" 3.2 "	"	"	"	Muntok
	"	"	" 6 "	"	"	"	"
163	Mary-rose	"	" 17 "	Netherlands	"	Feb. 19, 1942	"
	"	"	" 4.3 "	"	"	"	"

164	Fu Cheng Wang (福成)	fishing boat	length 10 meters width 2.6 meters	China	Yuan Yung Fu Fishing Co.	Feb. 15, 1942	Singapore Naval Base
165	Chien Fu (健福)	"	" 20 "	"	"	"	"
166	Fu Shou (福壽)	"	" 4 "	"	"	"	"
168	Homdat	tender	" 19 "	"	"	"	"
169	August	ferry	" 4 "	Britain	unknown	Feb. 17, 1942	Muntok
170	Unknown	tugboat	" 36.8 "	"	"	"	"
171	"	"	" 4.4 "	"	"	"	"
172	"	"	" 12.6 "	"	"	"	"
173	Excelsis	unknown	" 3.4 "	"	"	"	"
174	Anthemis	ferry	" 33.6 "	"	"	Jan. 16, 1942	Penang
175	Unknown	"	" 1.5 "	"	"	"	"
			" 10.6 "	"	"	"	"
			" 3.7 "	"	"	"	"
			" 8.7 "	"	"	"	"
			" 3.5 "	"	"	"	"
			" 11.4 "	"	"	Feb. 14, 1942	Muntok
			" 3.5 "	"	"	"	"
			" 14.4 "	"	"	"	"
			" 3.8 "	"	"	"	"
			" 10 "	"	"	"	"
			" 2.4 "	"	"	"	"

Case No.	Name of Vessel	Kind of Vessel	Tonnage	Nationality of Vessel	Owner	Date of Capture	Place of Capture
(1943)							
1	Pegasus No. 3	tanker	100	Japan	Standard Shipping Co.	Feb. 17, 1943	Itozaki Port
2	" No. 4	"	"	"	"	"	"
3	" No. 6	"	200	"	"	"	"
4	Kakoru-Maru	steamer	8	"	"	"	"
6	Kegulus	freighter	1,160	U. S. A.	(U. S. juridical person) Madrigal Co.	March, 1942	Mindro Is.
7	Colarevgan	"	691	"	() La Naviera Filipinas Co.	"	"
8	Pelaco	cargo-passenger boat	147	"	() Paskura Unchuman Co.	Apr. 10, 1942	Cebu Is.
9	Compagna de Filipinas	freighter	784	"	() Tabakalera Co.	Feb. 27, 1942	Between Cape Santiago & Ambil Is.

10	Princess of Cebu	cargo-passenger boat	356	U. S. A.	(U. S. juridical person) La Naviera Filipinas Co.	1942	Cebu Is.
11	Pasita	freighter	152	"	() Insular Navigation Co.	May 10, 1942	"
12	Tangob	cargo-passenger boat	156	"	Pastano Transportation Service Co.	May 20, 1942	"
13	Entai No. 2	"	110	"	American Avite	"	Bagacay, Bohol Is.
14	Trawl	"	99	"	Chinese, Kant Boromeo	"	Tagbilaran,
15	Tagbilaran	passenger ship	88	"	(U. S. juridical person) Bohol Ferry Co.	"	"
16	Harrison	cable-ship employed for ferry	700	"	U. S. Government	May, 1942	Mariveles Gulf
17	San Carlos	freighter	unknown	"	(U. S. juridical person) Naviela Sugar Co.	Apr. 10, 1942	Cebu Port
18	Atlas	"	156	"	() Atlas Polla	"	"
19	Santa Teresita	cargo-passenger boat	214	"	American, Sjuandel Galeco	Jan. 14, 1942	Riv. Vetas, Manila
22	Perla Oriente	"	80	"	Spanish, Cristobal Marcos	March, 1942	Cebu Is.
23	Del Monte	tugboat	83	"	(U. S. juridical person) Luzon Stevedoring Co.	Jan. 13, 1942	Manila Bay
24	Princess of Negros	cargo-passenger boat	603	"	() Negros Navigation Co.	Mar. 16, 1942	Off the coast of San Pedro, Samal Is.
25	Bolinao	"	247	"	() Cebu Naviela Co.	"	San Miguel, Cebu Is.
26	Opon	tugboat	46	"	() Zobecon Ferry Co.	March, 1942	Cebu Is.

27	Alert	tugboat	35.61	U. S. A.	(U. S. juridical person) Luzon Stevedoring Co.	Jan. 13, 1942	Manila Bay
28	Vigilant	"	40.55	"	"	"	"
29	Siray	"	55.76	"	"	"	"
30	Iosa	"	45	"	(") Bisayan Stevedore Transportation Co.	Apr. 25, 1942	Olongapo Naval Base
31	Inesita	"	40	"	(") Madrigal Co.	Jan. 13, 1942	Riv. Pasig
32	Columbia	"	61	"	(") Atlantic Gulf Co.	"	Manila Bay
33	Micky	"	30	"	(") Madrigal Co.	"	Riv. Pasig
34	Gamekok	"	32	"	(") Standard Vacuum Oil Co.	"	Manila Bay
35	Vacuum No. 2	"	30	"	"	May 20, 1942	Cebu Is.
36	Elen Cebu	"	25	"	"	"	"
37	Solidat	"	10.8	"	American, Ericco Palmuares	Jan. 4, 1942	Riv. Mauban
38	Mabuhai	"	7	"	" Penacio Correa	Jan. 18, 1942	"
39	De la Paz	"	8.6	"	Valentine Ong	Jan. 20, 1942	"
40	Luceru	"	9.97	"	" Magaton Pascol	Feb. 9, 1942	Riv. Malabon
41	Delfin A	"	9.16	"	" Julian Signera	Feb. 13, 1942	"
42	Bagan Sicato	"	15	"	" Jose P. Panzuli	Jan. 13, 1942	"
43	Sumikato	"	"	"	" Roman Santos	"	"
44	Viola	"	10	"	U. S. Government	Apr. 16, 1942	Iloilo, Panay Is.
45	Robert	"	"	"	American, Jose Vilafrole	Jan. 13, 1942	Riv. Malabon

46	Florenco	tugboat	8	U. S. A.	American, name unknown	Jan. 15, 1942	Riv. Malabon
47	Amoa	"	"	"	"	"	"
48	Venus	"	"	"	"	"	"
49	Mababa	"	"	"	"	"	"
50	Francisco	"	8.53	"	Potencia Gabriel " Angelena Francisco	Apr. 17, 1942	West coast of Olongapo Is.
51	Mauris	"	10	"	(U. S. juridical person) Philippine Match Co.	Jan. 15, 1942	Riv. Malabon
52	Miss Rosario	"	"	"	American, Carmen Cuinto	Jan. 13, 1942	"
53	San Jose	"	7	"	" Jose Hebel	Feb. 5, 1942	"
54	Hairote No. 2	"	50	"	U. S. Government	Jan. 13, 1942	Riv. Pasig
55	No. 5	"	"	"	"	"	"
56	Normandy	"	4	"	American, Mateo Malber	Jan. 15, 1942	6th pier, Manila
57	Forola	"	8	"	(U. S. juridical person) Atlantic Gulf & Pacific Co.	Jan. 20, 1942	Manila Bay
58	Wasp	ferry	5	"	(") Luzon Stevedoring Co.	Feb. 3, 1942	"
59	Mirror	"	"	"	American, name unknown	Jan. 21, 1942	Cavite Port
60	Papo	"	3	"	"	"	Riv. Malabon
61	Demplo	"	2.5	"	unknown	Jan. 13, 1942	Manila Port
62	Rascal	"	2	"	"	"	"
63	Asteriy	"	5	"	(U. S. juridical person) Saville Stevedoring Co.	Jan. 17, 1942	"
64	Custom Secret	high-speed boat	10	"	unknown	Feb. 10, 1942	Riv. Pasig
65	Gusman No. 1	fishing boat	46	"	"	Jan. 13, 1942	Riv. Malabon

66	Gusman No. 2	fishing boat	37	U. S. A.	unknown	Jan. 13, 1942	Riv. Malabon
67	Santiago No. 1	"	31	"	"	"	"
68	" No. 5	"	30	"	"	"	"
69	Abytug No. 1	"	28	"	"	"	"
70	Florin	"	30	"	"	"	"
71	Malolo	"	"	"	"	"	Manila Bay
72	Rational	"	23	"	"	Feb. 5, 1942	Riv. Malabon
73	Ramon	"	25	"	"	"	"
74	Santiago No. 3	"	30	"	"	Jan. 13, 1942	"
75	Pump Lighter No. 3	unknown	200	"	(U. S. juridical person) Atlantic Gulf Co.	Jan. 14, 1942	Manila Bay
76	" No. 1	"	unknown	"	"	"	"
77	René No. 2	crane-boat	"	"	unknown	Feb. 6, 1942	Off the coast of Bitas
78	H. P. Linel	heavy oil tanker	"	"	(U. S. juridical person) Atlantic Gulf Pacific Co.	Jan. 14, 1942	Manila Bay
79	T. S. Co. No. 51 Tank-lighter	unknown	"	"	(") Luzon Stevedoring Co.	"	"
80	Concha (tank-lighter)	"	"	"	(") Asiatic Petroleum Co.	"	"
81	Creosoter (")	"	50	"	"	"	"
82	Water barge No. 1	water barge	250	"	(") Atlantic Pacific Co.	Feb. 6, 1942	"
83	H. Crucey No. 3	oil barge	200	"	"	"	"
84	S. & G 113	barge	150	"	(") Luzon Stevedoring Co.	Jan. 13, 1942	Manila Port
85	" 120	"	"	"	"	"	"
86	" 121	"	"	"	"	"	Manila Bay

87	S. & G 141	barge	150	U. S. A.	(U. S. juridical person) Luzon Stevedoring Co.	Jan. 13, 1942	Manila Port
88	" 142	"	"	"	"	"	"
89	" 146	"	"	"	"	"	"
90	" 148	"	"	"	"	"	Manila Bay
91	" 163	"	"	"	"	"	Manila Port
92	" 169	"	"	"	"	"	Manila Bay
93	" 178	"	"	"	"	"	"
94	" 350	"	"	"	"	Jan. 28, 1942	"
95	" 355	"	"	"	"	"	"
96	" 358	"	"	"	"	Jan. 14, 1942	"
97	" 381	"	"	"	"	Jan. 28, 1942	"
98	" 360	"	100	"	"	"	"
99	B. & R 6,056	"	120	"	(") Bisayan Stevedore Transportation Co.	Feb. 3, 1942	"
100	Edward	"	133	"	unknown	Feb. 7, 1942	Riv. Malabon
101	De Nateo Dorica	"	250	"	"	Feb. 6, 1942	"
102	A. G. B.	"	230	"	"	"	"
103	S. & G 359	"	150	"	(U. S. juridical person) Luzon Stevedoring Co.	"	"
104	" 137	"	"	"	"	"	Manila Bay
105	" 406	"	"	"	"	"	"
106	S. I. M. 16	"	"	"	"	"	"
107	Bistanko No. 25	"	"	"	unknown	"	Riv. Malabon
108	B. & R. 6,573	"	"	"	(U. S. juridical person) Bisayan Stevedore Transportation Co.	"	Manila Port

109	Pontoon Barge Storage Y. P. K. 7	freighter	400	U. S. A.	unknown	Jan. 13, 1942	Manila Port
110	S. & G 111	"	200	"	(U. S. juridical person) Luzon Stevedoring Co.	"	"
111	" 194	"	"	"	"	"	"
112	" 157	"	70	"	"	"	"
113	" 204	"	150	"	"	"	Manila Bay
114	Concha No. 3	"	160	"	(") Asiatic Petroleum Co.	"	"
115	V. S. T. Co. No. 34	"	unknown	"	(") Haganai Stevedore Transportation Co.	"	"
116	B. & R 2,673	"	227	"	"	"	"
117	V. S. T. Co. No. 15	"	300	"	"	"	"
118	B. & R 4,953	"	200	"	(") Luzon Stevedoring Co.	"	"
119	" 6,685	"	150	"	"	"	"
120	T. S. 24	factory-ship	500	"	"	"	"
121	S & G 378	"	200	"	"	"	"
122	Bronze Wing	yacht	150	"	American, Alfred Couvel	Apr. 1942	Cebu Bay
123	Swear	sailing boat	40	"	unknown	Feb. 1942	Mindro Is.
124	Ochoi	"	22	"	"	"	Olongapo Is.
125	Alex	freighter	15	"	"	May 27, 1942	Near Olongapo Is.
126	Olon	cargo-passenger boat	38	"	"	May 15, 1942	Zamboanga
127	Esperanza	"	42	"	"	"	"
128	Bagadian	freighter	60	"	"	Mar. 2, 1942	"
129	Paking	"	30	"	"	May 15, 1942	"
130	La Paz	"	50	"	"	May 20, 1942	Bohol Is.

131	San Mee	tugboat	8	U. S. A.	(U. S. juridical person) Philippine Refining Co.	Apr. 10, 1942	Opon
132	Nau	ferry	20	"	American, Lugstone	May 15, 1942	Zamboanga
133	Albert	tugboat	"	"	(U. S. juridical person) Johnson Lumber Co.	"	"
134	Launch No. 1	launch	5	"	unknown	Mar. 2, 1942	"
135	" No. 2	"	1.5	"	"	"	"
136	Construction	tugboat	14	"	"	May 30, 1942	"
137	Mungas	fishing-boat	10	"	"	May 27, 1942	"
138	Fredy	"	9	"	"	June 10, 1942	"
139	H. L. C. O. No. 5	large	100	"	"	May 25, 1942	"
140	" No. 4	"	"	"	"	"	"
141	Regaspi	"	150	"	"	May 30, 1942	"
142	Marita	ferry	8	"	(U. S. juridical person) Luzon Stevedore Co.	Dec. 20, 1941	Davao
143	Eco	"	4	"	unknown	"	"
144	Patrol-boat No. 9	patrol-boat	30	"	"	"	"
145	Daihsi	tugboat	50	"	(U. S. juridical person) Luzon Stevedore Co.	"	"
146	Hokshu	"	30	"	unknown	"	"
147	Carmen	"	38	"	"	"	"
148	Henri Yonton	"	16	"	"	"	"
149	Renauld	"	17	"	"	"	"
150	Odcl	"	8	"	(U. S. juridical person) Luzon Stevedore Co.	"	"
151	An-Hai	"	15	"	unknown	March, 1942	"

152	Saote	tugboat	40	U. S. A.	unknown	June 16, 1942	Cebu
153	Barge No. 1	barge	99	"	(U. S. juridical person) Luzon Stevedore Co.	Dec. 20, 1941	Davao
154	" No. 4	"	83	"	"	"	"
155	" No. 5	"	97	"	"	"	"
156	" No. 6	"	103	"	"	"	"
157	" No. 7	"	72	"	"	"	"
158	" No. 9	"	119	"	"	"	"
159	" No. 10	"	90	"	"	"	"
160	" No. 11	"	75	"	unknown	"	"
161	" No. 12	"	60	"	"	"	"
162	" No. 13	"	"	"	"	"	"
163	" No. 15	"	280	"	"	"	"
164	" No. 16	"	100	"	"	"	"
165	" No. 17	"	70	"	"	"	"
166	Niipa	ferry	10	"	"	Jan. 23, 1942	"
167	Carmen	"	4	"	"	May 25, 1942	Zamboanga
168	City of Zamboanga	"	5	"	"	July 16, 1942	"
169	Teresilo	"	30	"	"	July 25, 1942	"
170	Consuelo	"	7	"	"	July 14, 1942	"
171	Fanny	tugboat	6	"	"	"	Maluso, Basilan Is.
172	Jhone Boo	"	8	"	"	"	Zamboanga
173	Pa-ndel Estate	"	10	"	(U. S. juridical person) Goodyear Rubber Plantation Co.	May 25, 1942	Zamboanga
174	Coppel	"	7	"	(") Philippine Desiccated Coconut Co.	"	"
175	Halicato	barge	100	"	"	July 16, 1942	"
176	Lino	"	"	"	"	"	"
177	Hangin	"	"	"	"	"	"
178	Louis	tugboat	7	"	"	Aug. 1, 1942	"

179	Pilot	ferry	3	U. S. A.	(U. S. juridical person) Cebu Pilot Association	Apr. 10, 1942	Opon
180	Tug	"	4	"	unknown	"	"
181	Talisai	tugboat	70	"	(U. S. juridical person) Cebu Stevedoring Co.	"	"
182	List	"	20	"	unknown	"	Cebu
183	Frola	"	"	"	"	"	"
184	Batavia	fishing boat	30	"	"	"	"
185	Cebu No. 1	barge	250	"	"	"	"
186	" No. 2	"	"	"	"	"	"
187	" No. 3	"	150	"	"	"	"
188	" No. 4	"	100	"	"	"	"
189	" No. 5	"	80	"	"	"	"
190	" No. 6	"	"	"	"	"	"
191	" No. 7	"	300	"	"	"	"
192	" No. 8	"	25	"	"	"	"
193	" No. 9	"	"	"	"	"	"
194	" No. 10	"	"	"	"	"	"
195	" No. 11	"	"	"	"	"	"
196	" No. 12	"	40	"	"	"	"
197	" No. 13	"	80	"	"	"	"
198	" No. 14	"	25	"	"	"	"
199	" No. 15	"	150	"	"	"	"
200	" No. 16	"	50	"	"	"	"
201	" No. 8	"	93	"	"	Jan. 4, 1942	Davao

(B) Dismissal

Case No.	Name of Vessel	Kind of Vessel	Tonnage	Nationality of Vessel	Owner	Date of Capture	Place of Capture
(1942)							
40	Poli No. 1	water-police-boat	2.5	Netherlands	Netherlands Government	Apr. 24, 1942	Tembilahan, Sumatra Is.
41	Senang	gunboat	300	Britain	British Navy	May 16, 1942	Riv. Endau
42	Kelana	"	150	"	"	"	"
45	Unknown	boat	1	"	"	"	"
46	"	high-speed boat	15	"	"	May 30, 1942	Singapore Naval Base
72	Alert	tug & pump boat	18	"	Pier Office of Penang Government	Feb. 15, 1942	Espranale, Penang
78	Drifin	ferry	20	"	Harbor Office of Penang Government	Jan. 20, 1942	Penang Seaplane Base
79	Gennet	"	6	"	"	"	"
81	Dausi	"	5	"	Quarantine Office of Penang Government	"	Prozilia, Penang
82	Penguin	"	13	"	Harbor Office of Penang Government	Feb. 17, 1942	Penang Seaplane Base
83	Linda	"	8	"	"	Jan. 20, 1942	"
85	Peteral	ferry & tugboat	18	"	"	Feb. 2, 1942	Bayan Upas, Penang
89	Tungwah (同和)	passenger ship	1,400	"	"	Dec. 23, 1941	Penang Port
90	Stella	ferry & tugboat	18	"	"	Feb. 1, 1942	Kobrak, Penang
91	Bobbie	"	"	"	"	Jan. 5, 1942	Sungai Nibon, Penang
94	Power-boat No. 1	high-speed launch	3	"	British Navy	Mar. 5, 1942	Tempayan, Penang
95	Egia	quarantine boat	30	"	Harbor Office of Penang Government	Dec. 22, 1941	Southern Pier, Penang

98	Harbor tender (large-sized)	buoylayer	10	Britain	Harbor Office of Penang Government	Dec. 22, 1941	Penang Seaplane Base
99	" (small-sized)	"	"	"	"	Dec. 26, 1941	"
100	Smiring	light ship	50	"	"	Dec. 23, 1941	"
101	Light-ship (No. 2)	"	10	"	"	"	"
102	" (No. 3)	"	"	"	"	"	"
103	Unknown	ferry	(displacement tonnage) 45	"	"	Apr. 15, 1942	Second Naval Dockyard, Penang
105	Nora	tugboat (small-sized)	"	"	"	June 17, 1942	Riv. Prai
107	Lincoln	"	"	"	"	May 15, 1942	Penang Seaplane Base
108	Unknown	water-supply boat	(,) 78	"	"	Mar. 20, 1942	Puloh Is.
109	Vulture	tugboat	(,) 145	"	"	"	Lisu Is.
110	Condor	"	(,) 170	"	"	June 1, 1942	Naval Dockyard, Riv. Prai
111	Missy	steamer	1,192	Panama	Norway East Shanghai Balesi Co.	Dec. 18, 1941	Hongay
120	Jonathan	tugboat	100	Britain	British Government	Mar. 23, 1942	Port Blair
121	Akbar	ferry	"	"	"	"	"
122	Eneri	tug & fire boat	50	"	"	"	"
123	Kinumet	ferry	"	"	"	"	"
124	Mincoy	"	"	"	"	"	"
147	Brokidian (salvaged ship)	cargo-passenger boat	length 48 meters width 7 meters	"	unknown	Feb. 15, 1942	Singapore
151	Ronbin	"	" 36 "	"	"	May 26, 1942	Palembang
161	Lelan	heavy oil tanker	" 6 " 220	"	"	Jan. 16, 1942	Muntok

*167 Rantau freighter 175 Britain unknown Feb. 17, 1942 Batavia

* These ships were dealt with in the Prize Court of Saabø.

(1943)	Case No.	Name of Vessel	Type	Tonnage	Origin	Date	Location
19	Bessi An	cargo-passenger boat	226	U. S. A. (Philippine)	Tomani E. Baleth	Aug. 20, 1942	Riv. Pantuk, Manila
20	Florecita	"	300	"	Chinese Robert Ku Shui	unknown	Riv. Vitas, Manila

PART II. CARGOES

Seizure (Confiscation)

Case No.	Name of Vessel	Name of Article	Quantity	Owner	Reason of Confiscation	Date & Place of Capture
(1942)						
8	Chisaroa	Cotton yarn, Cotton cloth, Cotton goods & Waste cotton thread	8,192 bales		Having been found in an enemy ship and lacking the proof of neutrality, therefore presumed to be enemy cargoes	March 2, 1942, in the Indian Ocean
		Cement	135,950 bags			
		Peanut hardened oil	1,562 pieces			
		Talcum powder	1,293 bags			
		Onion	2,500 "			
		Empty drum-sharped can	120 pieces			
		Linsced oil	100 cans			
		Medicinal herbs	176 packages			
		Others	3 bales			
		The Honkong-Shanghai Bank-note (in captain's custody)	80 yen			
		U. S. A. Bank-note	\$ 60			
		Dutch silver coin	5 guilders			
		Dutch copper coin	25 cents			
			9 "			
25	Hauraki	(As per the attached list)				July 12, 1942, in the Indian Ocean

List of Cargoes Loaded on the Steamer Hauraki

Description	Form of Packing	Number of Bale	Shipper	Consignee
Grey Sisal (for military uniform)	case	1	David Jones Ltd.	Matron, R. Baker 12th Australian General Hospital of Australian Army in Colombo
Hoisting winch	"	3	Ladders Co., Ltd.	Headquarters of East- Indies Dutch Army
Triangled steel bar	bar	4	O. C. Navy Detach- ment in Darling Is.	N. S. O. II. N. Dock- yard in Colombo
"	"	20	"	"
Round steel bar	bundle	6	"	"
Triangled steel bar	"	1	"	"
Steel sheet	"	6	"	"
"	"	3	"	"
"	"	12	"	"
"	"	5	"	"
"	"	1	"	"
Round steel bar	bar	3	"	"
Steel sheet	bundle	1	"	"
"	"	"	"	"
Round steel bar	"	5	"	"
Steel sheet	"	1	"	"
"	"	11	"	"
"	"	5	"	"
"	"	21	"	"
"	"	1	"	"
"	"	2	"	"
Round steel bar	"	4	"	"
Square steel bar	bar	10	"	"
"	"	13	"	"
"	"	14	"	"
"	"	24	"	"
"	"	30	"	"
"	"	3	"	"
Plywood	bundle	7	"	"
"	"	6	"	"
Disinfectant	can	33	"	"
Deck candle	box	29	"	"
Accessories for pipe	bag	19	"	"
Steam bent tube	roll	1	"	"

Plywood	case	477	Harrisons Ramzey Co.,	E. S. & A. Bank Ltd.
Suit-case	"	1	Sydney Morris Mid- dleton Co.	Thomas Cook
Canned meat	"	119	Liverston Meat Co.,	Sydney Commercial Bank
Meat juice	"	10	"	E. S. & A. Bank
Canned meat	"	66	"	"
"	"	30	"	"
Meat juice	"	135	"	"
Canned meat	"	191	"	"
"	"	90	"	"
Beef juice	"	20	"	Commonwealth Bank of Australia
Corned beef	"	100	Gollin Co.	Bank of Australasia
Ink	"	1	"	"
"	"	8	"	"
Tomato sauce	"	2	"	"
Tooth cream	"	4	"	"
Shaving stick	"	1	"	"
Shaving brush	"	4	"	"
Collinos	"	3	"	"
Tooth-powder	carton	1	"	"
Meat juice	case	4	"	"
Fruit rind	"	2	"	"
Margarine	"	1	"	"
Metal-polish	"	6	"	"
Sausage	"	14	"	"
Parched beans	carton	6	"	"
Custard powder	case	2	"	"
"	"	"	"	"
Lemon butter	"	3	"	"
"	"	5	"	"
Metal-polish	"	1	"	"
Parched beans	bag	20	"	"
Cocoa	case	15	"	"
"	"	13	"	"
Aspros	"	5	"	"
Gelatine	"	1	"	"
Stud aspros	"	"	"	"
Nestle cream	"	45	"	"
Comb	"	1	"	"
"	"	"	"	"

Palm olive soap	case	100	Gollin Co.	Bank of Australasia
Cocoa	"	25	"	"
H. P. sauce	"	"	"	"
Envelope	"	10	"	"
Note-book	"	"	"	"
Air-mail-pad	"	33	"	"
Ink	"	3	"	"
Pen-holder	pack	1	"	"
Big sheath	carton	10	"	"
"	"	20	"	"
Chocolate powder	case	5	"	"
Tooth-powder	"	4	"	"
"	"	6	"	"
Parcel	"	50	"	"
Vinegar	"	100	"	"
Pencil	"	1	"	"
Custard powder	"	20	"	"
Pencil	"	1	"	"
Uncle Tobis Oats	carton	100	"	"
Australian wine	case	30	"	"
Honey	"	10	"	"
Wine	"	25	"	"
Confectionery	"	3	"	"
"	"	8	"	"
Coffee	"	16	"	"
Beef sausage	"	13	"	"
Rinse can	carton	50	"	"
Custard powder	case	60	"	"
Jelly	"	50	"	"
Cream	carton	"	"	"
"	case	25	"	"
Pork sausage	"	10	"	"
Conical sugar	"	50	"	"
Yellow syrup	"	40	"	"
Icing sugar	bag	16	"	"
Granular sugar	"	100	"	"
Tooth-powder	carton	25	"	"
Chewing-gum	"	20	"	"
Comb	case	1	"	"
Beef brisket	"	40	"	"
Ox tongue	"	3	"	"
Tooth-powder	"	12	"	"

Tooth-powder	case	1	Gollin Co.	Bank of Australasia
Cheese	"	75	"	"
Beef brisket	"	20	"	"
Envelope	"	4	"	"
Comb	"	1	"	"
"	"	"	"	"
Metal-polish	"	30	"	"
Biscuit	"	22	"	"
Metal-polish	"	50	"	"
Envelope	"	10	"	"
Letter paper	"	33	"	"
Chocolate powder	"	5	"	"
Cocoa	"	"	"	"
Confectionery	"	8	"	"
Australian wine	"	30	"	"
Conical sugar	"	6	"	"
Letter paper	"	34	"	"
Chocolate powder	"	5	"	"
Metal-polish	"	50	"	"
Comb	"	1	"	"
Ozone salt	"	14	"	"
"	"	25	"	"
Rivet tools	"	1	Dutch Indies Representative for Australia & New Zealand	Headquarters of East Indies Dutch Army
Oxygen cylinder	"	"	"	"
Unassembled mouthpiece	"	"	"	"
Oil for automobile	"	"	"	"
Implement for aeroplane	"	"	"	"
Duralumin sheet	"	"	"	"
Tools	"	"	"	"
Duralumin parts & nail	"	"	"	"
Books & oxygen mask	"	"	"	"
Cotton lint	"	"	"	"
Paint	"	"	"	"
Duralumin profile	"	"	"	"
Implements for compass	"	"	"	"
Triple board	"	"	"	"
Tools for carpenters	"	"	"	"
Welding implements	"	"	"	"
Implements for Y boat	"	"	"	"

Incandescent melting implement & benzine lamp	case	1	Dutch Indies Representative for Australia & New Zealand	Headquarters of East Indies Dutch Army
Radio parts	"	"	"	"
Goerz measure	"	"	"	"
Motor hoisting machine	piece	"	"	"
Naval cloth	case	74	Clothing & Foodstuff Bureau	Clothing & Foodstuff Bureau
"	bale	112	"	"
Naval cap	case	5	"	"
Leather cloth	"	9	"	"
Toilet paper	bale	194	"	"
Mess gear	case	36	"	"
Medical supplies	"	1	"	"
"	"	5	"	"
Roller patent, best flour produced in New South Wales	bag	1,493	New South Wales Flour Maize Produce Co.	Foodstuffs Purchasing Section of Ceylon
"	"	"	"	"
"	"	4,480	"	"
"	"	2,987	"	"
"	"	1,493	"	"
"	"	4,481	"	"
"	"	717	"	"
"	"	4,481	"	"
"	"	717	"	"
"	"	5,973	"	"
"	"	717	"	"
"	"	493	"	"
"	"	717	"	"
"	"	4,480	"	"
"	"	1,493	"	"
K. B. Beer	case	89	Gollin Co.	Bank of Australasia
Forex beer	"	76	"	"
3 inch steam pipe	piece	48	Shell Co. of Australia	"
3 inch bent pipe	roll	1	"	"
Edging	bag	2	"	"
T shape	"	1	"	"
Beef	case	620	Inspector of Naval Clothing & Foodstuff Bureau, Camperdown	Clothing & Foodstuff Bureau

Vegetable	case	657	Inspector of Naval Clothing & Foodstuff Bureau, Camperdown	Clothing & Foodstuff Bureau
Marmalade	"	80	"	"
Jam	"	"	"	"
Pickles	"	278	"	"
Syrup	"	62	"	"
Cocoa	"	34	"	"
Oatmeal	"	45	"	"
Margarine	"	28	"	"
Coffee	"	54	"	"
Vinegar	barrel	26	"	"
Pineapple	case	797	"	"
Frying oil	can	196	"	"
Bean	bag	84	"	"
Transmitter	case	10	Australia Philip Lamp Co., Ltd.	Commander of East Indies Dutch Army
Acid	"	2	"	"
Flag-ale	carton	1,982	Gollin Co.	Bank of Australasia
Vita beer	case	100	"	"
Medical supplies	"	3	O. C. E. C. Medical, Clothing & Foodstuff Bureau	12th Australian General Hospital, Colombo
"	"	2	"	"
"	"	4	"	"
"	"	74	"	"
"	"	3	"	"
"	"	4	"	"
"	"	51	"	"
"	bale	1	"	"
"	"	"	"	"
"	"	"	"	"
"	"	"	"	"
"	bundle	3	"	"
"	case	1	"	"
"	bag	"	"	"
"	case	"	"	"
"	"	8	"	"
"	bag	1	"	"
"	case	5	"	"
Ether	"	3	"	"
Medical supplies	bundle	1	"	"

Medical supplies	case	1	O. C. E. C. Medical, Clothing & Food-stuff Bureau	12th Australian General Hospital, Colombo
Alcohol	can	2	"	"
Serum	parcel	"	"	"
Instrument for defense corps	national case	10	Shipment Supervisor Army	Naval superintending officer
Wool	bale	19	Export Section, Commercial Affairs Bureau	Unidentified
"	"	134	"	"
"	"	543	"	"
"	"	68	"	"
"	"	166	"	"
"	"	138	"	"
"	"	108	"	"
"	"	58	"	"
"	"	2	"	"
"	"	66	"	"
"	"	241	"	"
Chaff	"	250	J. G. Tomson Co.	Bank of Australasia
Lemon-squash	case	40	O. T. Ltd.	Union Bank of Australasia
Orange-squash	"	65	"	"
Lime-juice	"	186	"	"
O. T.	"	15	"	"
Fifty-fifty	"	25	"	"
Wool	bale	1,253	Central Wool Association	Commonwealth Bank of Australia
Electric bulb	case	1	J. Sanderson Co.	Bank of Australasia
Cloth	"	25	Central Munitions Section	12th Australian General Hospital of Australian Army in Ceylon
Shoes	"	7	"	"
Cloth	"	2	Acting Director of Munitions Section	12th Australian General Hospital in Walesans
Socks	"	1	"	"
Wheat flour	bag	3,573	Victoria Flour Mill Product Ltd.	Purchasing Section of Foodstuffs in Ceylon
"	"	160	"	"
"	"	747	"	"

Tube bent percussion	case	2	Munitions Department	Ceylon N. A. S. O.
Tube bent electric	"	20	"	"
Fire & smoke power float.	"	6	"	Ceylon N. S. O.
Smoke power float	"	188	"	"
Wheat flour	bag	373	Westralian Mill Product Ltd.	Purchasing Section of Foodstuff in Ceylon
"	"	"	"	"
"	"	150	"	"
F. F. Sauce	case	175	Pick Me Up Condiment Co., Ltd.	Bank of New South Wales
Pickles	"	88	"	"
"	"	100	"	"
"	"	6	"	"
6½ ounce maraschino sherry	"	5	"	"
F. F. Sauce	"	25	"	"
Thick sauce	"	3	"	"
Pickles	"	5	"	"
6½ ounce maraschino sherry	"	1	"	"
13 ounce maraschino sherry	"	"	"	"
Canned meat juice	"	675	Australia W. Angeles Co., Ltd.	Commonwealth Bank of Australia
Comb band	"	5	Mangrobeat Belting Ltd.	Bank of Adelaide
"	"	16	"	"
Leather belt	bale	4	"	"
Ham	case	1,034	Australia Holbooks Co., Ltd.	Bank of New South Wales
Animal fat	barrel	13	Douglas Row Frazer Co., Ltd.	"
"	"	51	"	"
"	"	20	"	"
"	"	10	"	"
"	"	20	"	"
Dry battery	case	3	Clyde Engineering Co., Ltd.	Commonwealth Bank of Australia
Hydrogen peroxide	basket	200	Crystal Raport Co., Ltd.	Bank of New South Wales
Personal effects	case	1	Liaison Officer of New Zealand	Mrs. A. Wade
"	"	"	"	"
Sheep's fat	barrel	50	F. F. MacDermott Co., Ltd.	Commercial Bank of Australia
"	"	51	"	"

Sheep's fat	barrel	10	F. F. MacDermott Co., Ltd.	Commercial Bank of Australia
"	"	69	"	"
"	"	50	Metropolitan Meat Industry Commission	"
Anhydrous ammonia	cylinder	63	Australian Ammonia Co., Ltd.	Turner Hole Co.
Gelatine	case	182	Australian Davis Gelatine Co., Ltd.	E. S. & A. Bank
Suit case	"	1	Morris Middleton Co.	Thomas Cook
Personal effects	"	"	"	"
Lacquerware	"	18	Australia Louis Barker & Sons Co.	Bank of New South Wales
Lead	bar	25,018	Broken Hill Associated Smelters Co., Ltd.	Commodities Control Officer, Bombay
Medical appliances	case	2	Goods Contract Section	Acting Director of Medical Affairs Bureau, Bombay
Sodium-thiasulphur	"	"	"	"
Electric disinfectant	"	"	"	"
Adebussu-lanae	"	28	"	"
Cutgut	"	21	"	"
Fermentation tube	"	1	"	"
Nitrous acid aluminium	"	"	"	"
Cutgut	"	2	"	"
"	"	1	"	"
Adebussu-lanae	"	4	"	Chief of the 1st Maintenance Squad of Flying Corps, Sindo Doreit Street
"	"	30	"	"
Lavender oil	"	1	"	Supervisor of Central Storage Section
Adebussu-lanae	"	30	"	"
Socks (uncolored)	bale	228	"	Supervisor of Central Clothing & Food-stuff Bureau, Sidh-jhanpur
Underwear (uncolored)	case	18	"	"
"	"	57	"	"
Creosote	can	665	"	Supervisor of Central Storage Section, Deef
Ferro silicon	"	200	Broken Hill Co., Ltd.	Bank of Australasia

Ferro silicon	can	200	Broken Hill Co., Ltd.	Bank of Australasia
"	"	403	"	"
Personal effects	case	2	Australian Bird Co., Ltd.	Dr. Evelin M. Witt-hof c/o the American President Line, Bombay
"	"	"	"	"
Electric zinc	sheet	9,850	Non-ferric Metals Control Bureau, Material Ministry	Governor of India
Confectionery	case	70	Gollin Co.	Bank of Australasia
Parcel	"	5	"	"
Schumann salt	carton	7	"	"
Soap	"	50	"	"
Rinse eau	"	5	"	"
Tonic medicine	"	"	"	"
Shaving cream	case	6	"	"
Soap	carton	100	"	"
"	"	10	"	"
Jolly	case	5	"	"
Wheat flour	bag	8	"	"
Yellow syrup	case	25	"	"
Sugar juice	"	5	"	"
Tooth powder	carton	63	"	"
Liver solute	"	18	"	"
Salad cream	case	2	"	"
Spice	carton	50	"	"
Sauce	"	67	"	"
"	"	100	"	"
Vegetable soup	"	75	"	"
Bean soup	"	38	"	"
Soup	"	"	"	"
"	"	75	"	"
Spaghetti	"	23	"	"
Hydrogen peroxide	case	4	"	"
Custard powder	carton	134	"	"
Bayrum	case	5	"	"
Tooth powder	"	40	"	"
Soup square	carton	10	"	"
Malt milk	case	20	"	"
Ozone salt	"	30	"	"
4 ounce nestle cream	"	100	"	"