DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

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

Description of contents

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(2) Folder title/number: (3)
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(3) Date: Oct. 1947 - Dec. 1950

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Classification	Type of record
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(5) Item description and comment:

Hiroshima

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

File RBS

WEST JAPAN HEAVY-INDUSTRIES, LTD.

HIROSHIMA SHIPYARD & ENGINE WORKS

(The Nishi Nippon Jūkōgyō Hiroshima Zohsensho)

Minamikwannon Machi, Hiroshima City,
Japan

Telephone:
Hiroshima.
Nishi (3) 2151/5
Nishi (3) 2051/4

~~Cable Address:~~
~~HIROSHIMA NISHIJUKO~~

HSF-1085 OUR REF YOUR REF DATE December 18, 1950

TO : Chugoku Civil Affairs Region
Attn : Economic Section
(Mr. Reese G. Stradley, Chief of P.D. & I. Div.)

FROM : Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

SUBJECT : Application for Permission to Temporary Loan of Reparation Floating Crane.

It will be greatly appreciated if a temporary loan of the below mentioned floating crane be permitted for the purpose of loading and installing main engine on a new ship now being fitted out.

1. Floating crane applied for use: .
Crane, floating, Code No.11-5(5)-9720 Capacity 300 tons.

2. Present location of the crane :
Harima area in the defunct Kure Naval Arsenal.

3. Name of applicant :
Hiroshima Shipyard & Engine Works, West Japan Heavy-Industries, Ltd.

4. Place of use:
At a fitting-out quay of the shipyard above. (Minamikwannon Machi, Hiroshima City)

5. Term of use:
About four (4) days between 10 and 17 January 1951.

6. Reasons of use : 1) To load and install main engine (Diesel, 5200 BHP—370 tons in weight, 121 loading blocks, weight of the largest block being 112 tons— on a new cargo motorship, 9,350 tons dw., which was launched on 12th of December, 1950 and now being fitted out at a quay of our shipyard.

2) There is no other floating crane available in the Chugoku district but the present one, located at the Harima Dock in Kure and being applied for, which can lift and load such heavy machinery above.

HIROSHIMA SHIPYARD & ENGINE WORKS,
WEST JAPAN HEAVY-INDUSTRIES, LTD.

FOR GENERAL MANAGER

Covinata-Miquio

COVINATA-MIQUIO
Chief, Liaison & Foreign Relations Section

MANUFACTURING AND INDUSTRY FILE 4-3 [illegible]

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

Outline of

West Japan Heavy-Industries, Ltd.

(Nishi Nippon Jūkōgyō Kabushiki Kaisha)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77801

Outline of West Japan Heavy-Industries, Ltd.

Capital: ¥900,000,000.00

Staff: President: Kaneo Niwa

Managing Director: Nobuoki Shimamoto

„ „ Ineo Seta

„ „ Yoshikado Nomura

Director: Yoshiro Koezuka

„ Yoshiro Fukuda

„ Hisashi Sato

„ Masaya Hiraoka

„ Yonejiro Mori

„ Yoshio Oda

Standing Auditor: Yoshiro Hirokane

Head Office (General Affairs Dep't., Labor Dep't., Shipbuilding Dep't., Finance Dep't., Technical Dep't.)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

Temporary address: No. 14, Yanokura-cho, Nihonbashi, Chuo-ku Tokyo.

Telephone: Kayaba-cho (66) 1276, 1277, 1278, 1279, 4237.

P. O. Box: Nihonbashi Post Office. No. 115.

Permanent Office: To be established later in the center of Tokyo.

Temporary Office of Machinery Dep't: c/o No. 2 Mitsubishi Naka Bldg., No. 6, 3-chome, Marunouchi, Chiyoda-ku, Tokyo.

Telephone: Marunochi (23) 0592, 0854, 1456, 2148, 2154, 3822.

Nihonbashi (24) 6278.

(This office will be incorporated in the permanent Head Office upon its establishment)

Kobe Branch Office:

Osaka Branch Office: c/o Shima Bldg. No. 10, 4-chome, Koraibashi, Higashi-ku, Osaka-shi.

Telephone: Tosabori (44) 1625, 1626, 2070.

Fukuoka Branch Office: c/o Sun Bldg. No. 3, Tenjin-cho, Fukuoka-shi.

Telephone: Fukuoka-Nishi 1532, 4656.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77801

Summary of Plants:—

Name of Plant	General Manager	Location	Items of Business
Nagasaki Shipyard & Engine Works	Hisashi Sato	1-chome, Akunoura-machi, Nagasaki-shi. Tel: Nagasaki 50, 4600, 4610, 4620. P. O. Box: Nagasaki Post Office No. 14.	Construction and repair of merchant vessels, fishing-boats and other vessels. Manufacture of marine main & auxiliary engines, land engines, electric generating plants, industrial machines, electric machines, mining machines, chemical machines, coal-cars. Construction of iron towers, steel bridges and other iron structures.
Fukuoka Plant, Nagasaki Shipyard & Engine Works		Takeshita, Naka-machi, Chikushi-gun, Fukuoka-ken. Tel: Fukuoka-Higashi 458, 437.	Manufacture of marine engine parts, mining machine parts and bicycle parts.

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Name of Plant	General Manager	Location	Items of Business
Shimonoseki Shipyard & Engine Works	Itsuo Matsushita	No. 1130, Hikoshima, Shimonoseki-shi. Tel: Shimonoseki 88, 1260. Enoura 26, 28, 31, 44. P. O. Box: Enoura Post Office No 1, Yamaguchi-ken.	Construction and repair of merchant vessels, fishing boats and other vessels. Manufacture of marine main and auxiliary engines, coal-cars and detachable coal pit iron piles. Construction of iron towers, steel bridges and other iron structures. Ship salvage & dismantling and others.
Hiroshima Shipyard & Engine Works	Masaya Hiraoka	Chisaki, Minami-kannon-machi, Hiroshima-shi. Tel. (Office & Kannon Plant): Hiroshima-Nishi (3) 2151-2156. Tel. (Eba Plant): Hiroshima-Nishi(3)2051-2054.	Construction and repair of merchant vessels, fishing boats and other vessels. Manufacture of marine main and auxiliary engines, land & marine boilers, chemical machines, land prime movers, mining machines, electric generating plants, salt-manufacturing plants, food processing machines and large cast steel processing machines and large cast steel products. Construction of iron towers, steel bridges and other iron structures.

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Name of Plant	General Manager	Location	Items of Business
Nagasaki Precision Machine Works	Yoshiro Fukuda.	No. 200, Ohashi-machi, Nagasaki-shi. Tel.: Nagasaki 3330-3333. P. O. Box: Nagasaki Post Office No. 36.	Manufacture of internal combustion engines and their parts, mining machines, weighing & measuring machines and other general precision machines & implements.
Hiroshima Precision Machine Works	Shichihei Tanaka.	No. 540, Oaza Minami Shimoyasu, Gion-machi, Asa-gun, Hiroshima-ken Tel.: Hiroshima-Nishi (3) 2001-2002. Gion 5653.	Manufacture of textile machines, cigarette making machines, flour mill machinery, chilled rolls, machine tools, wood working machines, small air-cooled light oil engines and other general precision machines & implements.

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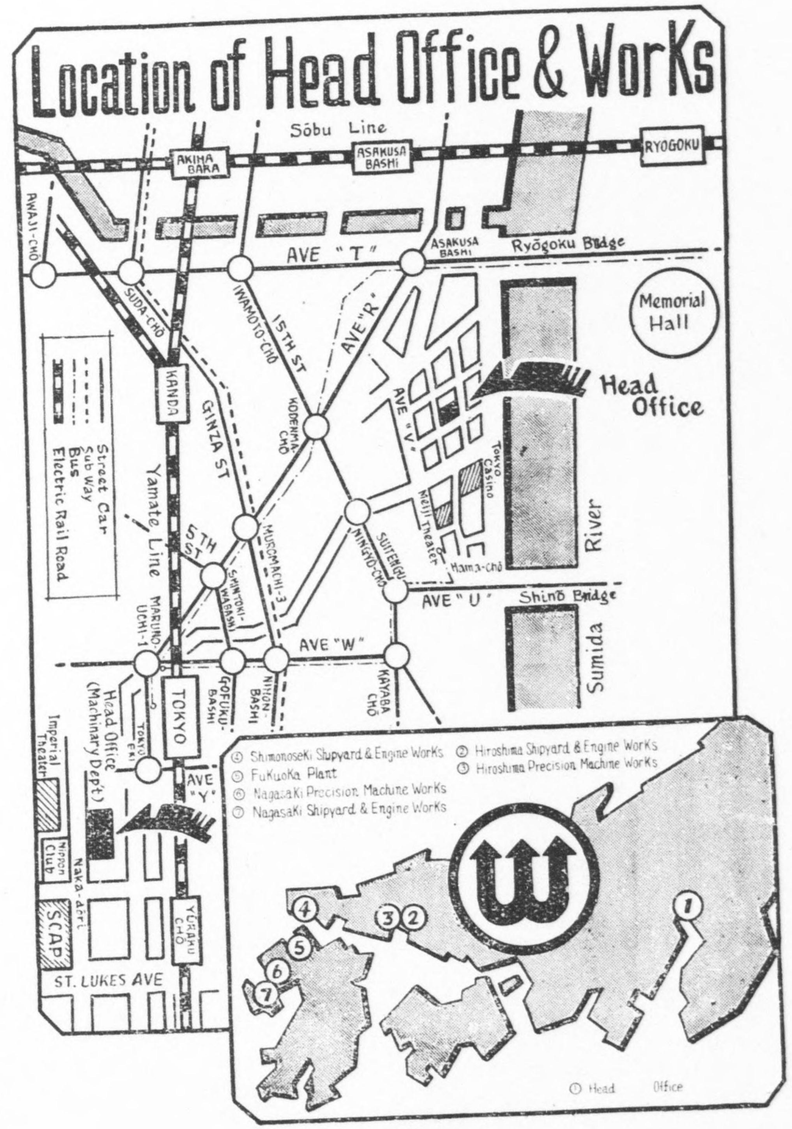

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

(Received on 28 June 1950)

REFERENCE MATERIAL
TO
PRODUCTION ACTIVITIES & CAPACITY
OF
HIROSHIMA SHIPYARD & ENGINE WORKS,
WEST JAPAN HEAVY-INDUSTRIES, LTD.

MINAMIKWANNON MACHI, HIROSHIMA,
JAPAN

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77801

TABLE I

PRODUCTION FACILITIES OF HIROSHIMA SHIPYARD & ENGINE WORKS

Division	Ownership	Kannon Plant (Engine Works)	Eba Plant (Shipyard)	Facilities Outside Compound	Total
Land	Own	-	-	121.099 acres (148,245.09 tsubo)	121.099 acres (148,245.09 tsubo)
	CILC	129.705 (158,780.85)	80.627 (98,700)	-	210.332 (257,480.85)
Buildings	Own	0.001 (19.50)	0.002 (21.40)	17.124 (20,962.75)	17.157 (21,003.65)
	CILC	21.860 (26,760)	16.568 (20,282)	-	38.428 (47,042)
Machinery & Equipment					
o Machine Tool	Own	228	76	-	304
	CILC	125	106	-	231
o Motive Power Equipment	Own	38	43	32	113
	CILC	207	474	-	681
o Loading & Unloading Equipment	Own	19	5	-	24
	CILC	109	83	-	192
o Other Equipment	Own	272	206	23	501
	CILC	445	559	3	1,007
Total	Own	557	330	55	942
	CILC	886	1,222	3	2,111

Note : Tsubo is a Japanese unit of acreage.
One (1) acre equals 1,224.16 tsubo.

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TABLE II

NUMBER OF EMPLOYEES OF HIROSHIMA SHIPYARD & ENGINE WORKS

Dept	Office Workers	Shop Workers (Direct laborers)	Shop Workers (Indirect laborers)	Shop Workers (Total)	Grand Total
Engineering	167	945	133	1,078	1,245
Shipbuilding	144	1,042	370	1,412	1,556
Other than Manufacturing Dept	312	---	493	493	805
Total	623	1,987	996	2,983	3,606

TABLE III

ACTUAL RESULTS OF PRODUCTION

Engineering Dept,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

(In Yen Unit)

Year	Chemical Machinery	Mining Machinery	Power Plant Machinery	Foodstuffs Processing Machinery	Rolling-Stock	Iron Work	Miscellaneous	Total of Industrial Machinery	Marine Machinery	Grand Total
1946	16,313,391 48.5 %	-	108,081 0.3 %	6,275,962 18.7 %	1,993,433 5.9 %	-	550,830 1.7 %	25,241,697 75.1 %	8,372,460 24.9 %	33,614,157 100.0 %
1947	12,011,018 32.3 %	1,277,456 3.5 %	832,914 2.2 %	2,225,950 6.0 %	813,792 2.2 %	-	4,707,055 12.7 %	21,868,185 58.9 %	15,266,505 41.1 %	37,134,650 100.0 %
1948	85,791,320 45.6 %	26,569,536 14.1 %	7,743,397 4.1 %	1,528,165 0.8 %	1,213,800 0.7 %	-	21,755,633 11.6 %	144,601,851 76.9 %	43,560,795 23.1 %	188,162,646 100.0 %
1949	203,871,655 57.9 %	14,719,820 4.2 %	10,475,030 3.0 %	-	6,863,238 1.9 %	2,686,500 0.8 %	27,379,844 7.8 %	265,996,087 75.6 %	85,960,000 24.4 %	351,956,087 100.0 %
1950 (Jan. to Apr.)	188,903,000 78.1 %	60,300	1,307,200 0.6 %	-	- -	4,435,000 1.8 %	3,372,312 1.4 %	198,077,812 81.9 %	43,705,000 18.1 %	241,782,812 100.0 %

Note : Figures of the year 1950 indicate the value of jobs ordered up to the end of April of the year.

Remarks : No. of Employees (Engr. Dept)

POffice Workers			167
Shopworkers	(Indirect Workers	133	1,078
	Direct Workers)	945	
	Total		1,245

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TABLE IV

HIROSHIMA SHIPYARD & ENGINE WORKS
(Shipbuilding Dept)
EQUIPMENT & CAPACITY

1. Dry Docks : Length 531'
   Breadth 71'
   Depth 26'
   Capacity 10,000 GT Max.

   (Note) It locates in a neighborhood island which is easy of access, formerly belonging to Navy Yard, and available anytime as required.

2. Building Berths : 4 Berths of same size.
   (One incompleted,)

   Length 492'
   Breadth 72'
   Capacity 10,000 GT

3. Mooring Quays : 3 Quays (A, B, & D)

	A	B	D
Length	271'	570'	82'
Depth	26'	20'	13'
Capacity	10,000 GT	10,000 GT	10,000 GT

4. Foating Cranes : 1 Floating Crane.

   Capacity 40 tons.

5. Tugs : 4 Tugs.

Name	G.T.	H.P.	Crusing Capacity
"Ōtama Maru"	106.63	420	800 miles
"Eba Maru"	99.86	420	- do -
"Hiroki Maru"	103.19	400	- do -
"Aitaka Maru"	49.71	150	300 miles

6. Building Capacity per year : 30,000 GT

7. Repair Capacity per year : 60,000 GT

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TABLE V

ACTUAL ACCOMPLISHMENTS OF SHIP CONSTRUCTION BY HIROSHIMA SHIPYARD & ENGINE WORKS, WEST JAPAN HEAVY-INDUSTRIES, LTD.

Year	Type	Tonnage(G.T.) per Vessel	Quantity	Total Tonnage(G.T.)	Annual Output (Yen unit)	Remarks
1944	Cargo	6,890	3	26,670	19,400,000	A Wartime Standard Type, Steel.
1945 (Up to Aug.6,'45)	Cargo	6,890	4	27,560	25,870,000	A Wartime Standard Type, Steel.
1946	Cargo	3,000	1	3,000		3D Wartime Standard Type, Steel.
	Fishing	75	26	1,950		75T Type, Steel.
	Total		27	4,950	41,056,000	
1947	Fishing	75	16	1,200		75T Type, Steel.
	Fishing8	135	2	270		135T Type, Steel.
	Total	3,000	18	1,470	156,917,000	
1948	Cargo	3,000	1	3,000		3D Wartime Standard Type, Steel.
	Passenger-Cargo	1,000	3	3,000		1000T Type, Steel.
	Fishing	135	7	945		135T Type, Steel.
	Total		11	6,945	440,995,000	
1949	Cargo	2,054	1	2,054		D Type, Steel. (Constructed under 2nd Ship Construction Plan)
	Cargo	2,843	1	2,843		C Type, Steel. (Constructed under 2nd Ship Construction Plan)
	Cargo	2,444	1	2,444		D Type, Steel. (Constructed under 4th Ship Construction Plan)
	Total		3	7,341	698,150,000	
1950 (As of May 10)	Cargo	3,760	1	3,760		C Type, Steel. (Constructed under 4th Ship Construction Plan)
	Patrol boat	549 (Displacement)	1	549 (Displacement)		450T Type, Steel.

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TABLE VI

ACTUAL RESULTS OF SHIP REPAIR WORK

Shipbuilding Dept.
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

Year	Tonnage of Ships Repaired (G.T.)
1946	508,321
1947	12,737
1948	38,984
1949	27,625
1950 (End/May)	9,464

Repairs executed for Occupation Forces since the war's end :

o 'Liberty' type ship	64 vessels	459,526 GT
o 'LIST' type ship	2 "	6,000 "
o For BCOF	152 "	13,840 "

TABLE VII

PRESENT STATUS OF SHIPBUILDING WORK AT HIROSHIMA SHIPYARD & ENGINE WORKS, WEST JAPAN HEAVY-INDUSTRIES, LTD.

Ship No.	Type	Kind	Gross Tonnage	Main Engine	Output (H.P.)	Speed, Max.(kts.)	Schedule of Work: Laying Down	Launching	Completion	Progress of Work(%)	Value (Yen)	Owners
H-25	B	Cargo	4,750	All impulse turbine, 1 set.	2,600	14.5	Mar.11, 50	End/July, 50	End/Sept, 50	28	358,000,000	Hamane Steamship Co., Ltd.
H-26	"	"	"	"	"	"	"	End/Sept, 50	End/Nov, 50	10	"	Kōnan Steamship Co., Ltd.
H-27	A	"	6,650	7MS Diesel engine, 1 set.	4,700	"	Feb.16, 50	Mid-Nov, 50	Mid-Feb, 51	5	535,000,000	Nakamura Steamship Co., Ltd.

Remarks : No. of Employees (Shipbldg. Dept. only)

Office Workers		144
Shopwoekers	Indirect Workers 370 (Direct Workers 1,042)	1,412
Total		1,556

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MACHINERY EQUIPMENT

(Main equipment only)

(As at June 1, 1950)

HIROSHIMA SHIPYARD & ENGINE WORKS,
WEST JAPAN HEAVY-INDUSTRIES, LTD.
Minamikwannon Machi, Hiroshima,
Japan

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

MACHINERY EQUIPMENT (Main equipment only)

A. KANNON PLANT (Engine Works)

a) Iron Foundry

Item	Capacity	Unit
Cupola	17,600 lbs/hr	1
"	13,200 "	1
"	8,800 "	1
"	2,200 "	1
Sand Mixer	80 gal.	2
Drying Furnace	4,410 cub.ft	2
Overhead Travelling Crane	88,000 lbs	1
" " "	55,000 "	1
" " "	44,000 "	3
" " "	33,000 "	4
" " "	22,000 "	1
" " "	11,000 "	1

b) Steel Foundry

6 ton Yale type Basic Electric Furnace	16,500 lbs (Max. melting cap.)	1
5 ton "	14,300 " "	1
3 ton "	6,600 " "	1
Sand Mixer	80 gal.	3
Drying Furnace	4,410 cub.ft	1
Annealing Furnace	850 "	1
Overhead Travelling Crane	66,000 lbs	1
" " "	44,000 "	4
" " "	22,000 "	2

c) Alloy Foundry

Crucible Furnace	4,400 lbs in total	5
Drying Furnace	2,120 cub.ft.	1
Overhead Travelling Crane	6,600 lbs	1

d) Blacksmith Shop (Excl. annealing equipment)

Double Frame type Steam Hammer	4,400 lbs	1
Single " " " "	3,300 lbs	1
" " " " "	2,200 "	1
" " " " "	1,100 "	4
Air hammer	550 "	6
" "	275 "	1
		37
Heating Furnace		2
Overhead Travelling Crane	11,000 lbs	

e) Machine Shop

Lathe	158
Turret Lathe	21
Boring & Turning Mill, Vertical	10
Radial Drilling Machine	9

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Item	Capacity	Unit
Upright Drilling Machine		10
Horizontal Boring Machine		9
" " " (Carns type)		8
Horizontal Drilling Machine		2
	(Double housing)	10
Planer	(Open-sided)	2
"		8
Shaping Machine		13
Vertical Shaper (Slotting Machine)		26
Horizontal Milling Machine		30
Vertical " "		2
Universal " "		1
Planomiller		6
Horizontal Grinder		4
Vertical Surface Grinder		3
Universal Grinder		2
Internal Grinder		3
Gear Grinder		25
Tool Grinder		10
Hobbing Machine		1
Bevel Gear Generator		1
Gear Shaper		37
Other Machines		1
Overhead Travelling Crane	110,000 lbs	1
" " "	66,000 "	1
" " "	33,000 "	1
" " "	22,000 "	3
Jib Crane with Hoist		18

f) Assembling Shop

Overhead Traveling Crane	110,000 lbs	1
" " "	66,000 "	1
" " "	33,000 "	1
" " "	22,000 "	1
Balance Testing Machine, Akimoff type		1
" " " , Suehiro type		1
Turbine Operating Equipment		2
Pump " " , Large-sized		1
" " " , Small-sized		1
Blower		1

g) Tool Shop

Lathe		19
Relieving Lathe		3
Jig Borer		2
Radial Drilling Machine		1
Upright Drilling Machine		3
Shaper		3
Vertical Shaper		3
Milling Machine		14
Grinding Machine		27
Metal Cutting Hack Sawing Machine		1
Overhead Traveling Crane	6,600 lbs	2

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h) Boiler Shop

Engine Lathe		19
Face Lathe	Swing, 8 ft	1
Vertical Boring & Turning Mill	" 4 "	1
Radial Drilling Machine		7
Portable Universal Drilling Machine		1
Upright Drilling Machine		5
Planer		2
Edge Planer	40 ft	1
" "	33 "	1
Shaper		1
Vertical Milling Machine		1
Metal Cutting Hack Sawing Machine		4
High Speed Cutting Machine		2
Punching & Shearing Machine		2
Rotary Shearing Machine		1
Shearing Machine		2
Vertical Bending Roller		1
Horizontal " "		2
Steel Plate Straightaner		1
Hydraulic Shaping Press	1,320,000 lbs	1
" " "	440,000 "	1
" " "	330,000 "	1
Flanging Press		1
Friction Press		1
Pipe Bending Machine		1
Portable Hydraulic Riveting Machine		2
Air Hammer		2
Rivet Making Machine		4
Hydraulic Pump		4
Air Compressor	300 HP	1
" "	200 "	2
" "	100 "	3
Welding Bar Making Apparatus		1
Electric Welding Machine	AC 20 KW	3
" " "	AC 15 KW	32
" " "	AC 10 KW	10
" " "	AC 5 KW	5
" " "	DC 5 KW	1
Flash-butt Welder	300 KW	1
Structure Testing X-ray Apparatus	Output, 200,000 V	1
Heating Furnace		3
Overhead Travelling Crane	110,000 lbs	2
" " "	88,000 "	2
" " "	66,000 "	7
" " "	44,000 "	3
" " "	33,000 "	4
" " "	22,000 "	1
" " "	11,000 "	2
Gantry Crane	22,000 "	2
Jib Crane with Hoist	6,000 "	12

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B. EBA PLANT (Shipyard)

Item	Capacity	Unit
Shipbuilding berth No. 1	500 ft x 33 ft	1
No. 2	" "	1
No. 3	" "	1
Tower Crane	44,000 lbs	7
" "	35,000 "	1
" "	22,000 "	3
Dry Dock	535 ft x 76 ft	1
Horizontal Luffing Crane	11,000 lbs	2
Floating Crane	110,000 "	1
" "	88,000 "	1
Edge Planer		1
Rotary Planer		1
Horizontal Bending Rooler		2
Steel Plate Straightener		3
Gate type Shearing Machine		3
Rotary Shear		1
Double End Shear		1
Single End Shear		1
Double End Punching Machine		3
Single " " "		1
Punching & Shearing Machine		5
Angle Bar Shearing Machine		1
Beam Bender		1
Hydraulic Press	66,000 lbs	3
" "	370,000 "	2
Portable "	370,000	5
Pneumatic Rivet Hammer		2
Heating Furnace		2
Rivet Cutter		2
Rivet Mkg.Machine		11
Nail Mkg. Machine		3
Electric Welder	1-4 in.	288
" "	400 A	135
" "	300 A	18
	250 A	1
Welding Bar Mkg. Apparatus		1
Oxygen Producing Plant		1
Acetylene Gas Producing Plant		1
Galvanizing Apparatus		7
Air Compressor	500 HP	1
" "	150 "	1
" "	100 "	44
Wood Work Machine	Various	42
Lathe		1
Boltscrew Cutting Machine		1
Relieving Lathe		11
Turret Lathe		8
Vertical Boring & Turning Mill		5
Radial Drilling Machine		14
Upright Drilling Machine		8
Horizontal Boring Machine		4
Planer		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

Item	Capacity	Unit
Upright Drilling Machine		14
Horizontal Boring Machine		8
Planer		4
Shaper		7
Vertical Shaper		9
Norizontal Milling Machine		2
Vertical " "		5
Universal " "		1
Scarphing Machine		1
Universal Grinder		2
Tool Grinder		14
Hack Saw		3
Steam Hammer		9
Overhead Travelling Crane	33,000 lbs	2
" " "	22,000 "	2
" " "	11,000 "	10
" " "	6,600 "	5
Tug Boat	420 HP, 100 tons	3
"	150 HP, 50 "	1
"	120 HP, 42 "	1
"	73 HP, 34 "	1
"	70 HP, 35 "	1
"	40 HP, 14 "	1
"	25 HP, 15 "	1
"	Max. 280 tons (loaded)	7
Engined Sailing Boat	Max. 450 " (")	25
Barge		

* * * * * * * * * * * * * * * * *

FOR YOUR REFERENCE

Mr. Reese G. Stradley,
Chief of Commerce & Industry Division,
Economics Section,
Chugoku Civil Affairs Region, Kure

LIST OF DESIGNATED REPARATION MACHINERY
DESIROUS TO BE AUTHORIZED TO USE

Hiroshima Shipyard & Engine Works,
West Japan Heavy Industries, Ltd.
(Nishi Nippon Jukogyo K.K., Hiroshima Zohsensho)
Date : June 26, 1950

Invt. No.	Name of Machine	Maker	Brief Specification (m/m unit)	Reasons for Necessity
11-5(6)-1422	Planer	Cincinatti, U.S.A.	1930 wide x 6100 long	Receipts of orders here at plant are being accumulated day-by-day, the jobs on hand reaching twice or thrice as much as before. And despite our working day and night on two shifts, we often find it very difficult to keep the fixed delivery dates. One of the greatest reasons for such delayal is due to our lack of a planer of this size.
11-5(6)-484	Rotary Surface Grinder	Blanchard, U.S.A.	Dia. of table 920	Owing to lack of such a superior machine, the preciseness of workmanship required in figuring and setting the width of thrust pad and turbine blade, also in finishing piston ring, etc., is not satisfactory at present; the working efficiency of the existing equipment now available is very low, too. The use of the machine under application must surely raise the work efficiency by 70 per cent on the average.
11-6(10)-229	Cylindrical Grinder	Shōnan Kōki, Japan (Shonan Engrg. Works)	800 dia. x 3100 long	By use of this machine, both of the precision of products and the work efficiency will surely be improved to a great extent. The job we have for the manufacture of turbine rotor shafts, shafts for reduction gears, pistons for 5000 HP Diesel engines, piston skirts, and other shafting is quite enough in amount to operate this machine in full. Still more, the working efficiency will be advanced by 20 to 40 per cent by use of this machine.

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

FOR YOUR REFERENCE

Mr. Reese G. Stradley,
Chief of Commerce & Industry Division,
Economics Section,
Chugoku Civil Affairs Region, Kure

LIST OF DESIGNATED REPARATION MACHINERY
DESIROUS TO BE AUTHORIZED TO USE

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West Japan Heavy Industries, Ltd.
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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77801

Outline of

West Japan Heavy-Industries, Ltd.

(Nishi Nippon Jūkōgyō Kabushiki Kaisha)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77801

Outline of West Japan Heavy-Industries, Ltd.

Capital: ¥900,000,000.00

Staff: President: Kaneo Niwa

Managing Director: Nobuoki Shimamoto

„ „ Ineo Seta

„ „ Yoshikado Nomura

Director: Yoshiro Koezuka

„ Yoshiro Fukuda

„ Hisashi Sato

„ Masaya Hiraoka

„ Yonejiro Mori

„ Yoshio Oda

Standing Auditor: Yoshiro Hirokane

Head Office (General Affairs Dep't., Labor Dep't., Shipbuilding Dep't., Finance Dep't., Technical Dep't.)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

Temporary address: No. 14, Yanokura-cho, Nihonbashi, Chuo-ku Tokyo.

Telephone: Kayaba-cho (66) 1276, 1277, 1278, 1279, 4237.

P. O. Box: Nihonbashi Post Office. No. 115.

Permanent Office: To be established later in the center of Tokyo.

Temporary Office of Machinery Dep't: c/o No. 2 Mitsubishi Naka Bldg., No. 6, 3-chome, Marunouchi, Chiyoda-ku, Tokyo.

Telephone: Marunochi (23) 0592, 0854, 1456, 2148, 2154, 3822.

Nihonbashi (24) 6278.

(This office will be incorporated in the permanent Head Office upon its establishment)

Kobe Branch Office:

Osaka Branch Office: c/o Shima Bldg. No. 10, 4-chome, Koraibashi, Higashi-ku, Osaka-shi.

Telephone: Tosabori (44) 1625, 1626, 2070.

Fukuoka Branch Office: c/o Sun Bldg. No. 3, Tenjin-cho, Fukuoka-shi.

Telephone: Fukuoka-Nishi 1532, 4656.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178012

Summary of Plants :—

Name of Plant	General Manager	Location	Items of Business
Nagasaki Shipyard & Engine Works	Hisashi Sato	1-chome, Akunoura-machi, Nagasaki-shi. Tel: Nagasaki 50, 4600, 4610, 4620. P. O. Box: Nagasaki Post Office No. 14.	Construction and repair of merchant vessels, fishing-boats and other vessels. Manufacture of marine main & auxiliary engines, land engines, electric generating plants, industrial machines, electric machines, mining machines, chemical machines, coal-cars. Construction of iron towers, steel bridges and other iron structures.
Fukuoka Plant, Nagasaki Shipyard & Engine Works		Takeshita, Naka-machi, Chikushi-gun, Fukuoka-ken. Tel : Fukuoka-Higashi 458, 437.	Manufacture of marine engine parts, mining machine parts and bicycle parts.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78015

Name of Plant	General Manager	Location	Items of Business
Shimonoseki Shipyard & Engine Works	Itsuo Matsushita	No. 1130, Hikoshima, Shimonoseki-shi. Tel: Shimonoseki 88, 1260. Enoura 26, 28, 31, 44. P. O. Box: Enoura Post Office No.1, Yamaguchi-ken.	Construction and repair of merchant vessels, fishing boats and other vessels. Manufacture of marine main and auxiliary engines, coal-cars and detachable coal pit iron piles. Construction of iron towers, steel bridges and other iron structures. Ship salvage & dismantling and others.
Hiroshima Shipyard & Engine Works	Masaya Hiraoka	Chisaki, Minami-kannon-machi, Hiroshima-shi. Tel. (Office & Kannon Plant): Hiroshima-Nishi (3) 2151-2156. Tel. (Eba Plant): Hiroshima-Nishi(3)2051-2054.	Construction and repair of merchant vessels, fishing boats and other vessels. Manufacture of marine main and auxiliary engines, land & marine boilers, chemical machines, land prime movers, mining machines, electric generating plants, salt-manufacturing plants, food processing machines and large cast steel processing machines and large cast steel products. Construction of iron towers, steel bridges and other iron structures.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77801

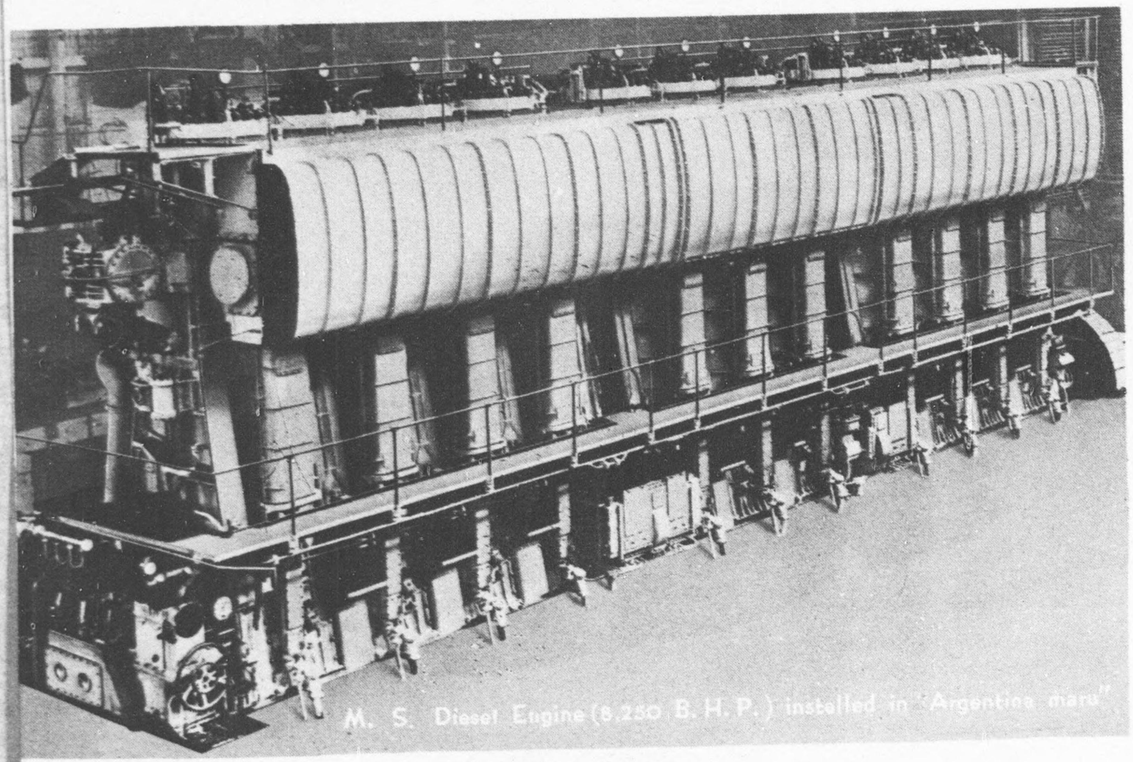
Name of Plant	General Manager	Location	Items of Business
Nagasaki Precision Machine Works	Yoshiro Fukuda.	No. 200, Ohashi-machi, Nagasaki-shi. Tel.: Nagasaki 3330-3333. P. O. Box : Nagasaki Post Office No. 36.	Manufacture of internal combustion engines and their parts, mining machines, weighing & measuring machines and other general precision machines & implements.
Hiroshima Precision Machine Works	Shichihei Tanaka.	No. 540, Oaza Minami Shimoyasu, Gion-machi, Asa-gun, Hiroshima-ken Tel.: Hiroshima-Nishi (3) 2001-2002. Gion 5653.	Manufacture of textile machines, cigarette making machines, flour mill machinery, chilled rolls, machine tools, wood working machines, small air-cooled light oil engines and other general precision machines & implements.

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

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

THE OLDEST AND MOST OUTSTANDING
SHIPBUILDERS AND ENGINEERS IN JAPAN!

WEST JAPAN HEAVY-INDUSTRIES, LTD.
(NISHI NIPPON JŪKŌGYO KABUSHIKI KAISHA.)



M. S. Diesel Engine (8,250 B. H. P.) installed in "Argentina maru"

Principal Products

Vessels	Construction & repair of passenger vessels, cargo vessels, fishing boats and other various kinds of vessels, and ship salvage.
Prime Movers	Marine & land Diesel engines, turbines, Lentz engines, boilers and small internal combustion engines.
Machinery	Marine auxiliary engines, chemical machines, mining machines, textile machines, electric machines, machine tools, wood working machines, cigarette making machines, food processing machines, paper milling machines, various kinds of precision machines and other general machines.
Land Installation	Construction and instollation of electric generating plants, chemical manufacturing facilities and mining facilities, etc.
Rolling stocks	Railway carriages, steel sleepers, coal cars, compressed-air locomotives, etc.
Steel Structures	Steel frames of building, steel bridges, flood-gates, water-tanks, etc.
Others	Weighing & measuring implements, art-metal furniture, etc.

WEST JAPAN

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

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

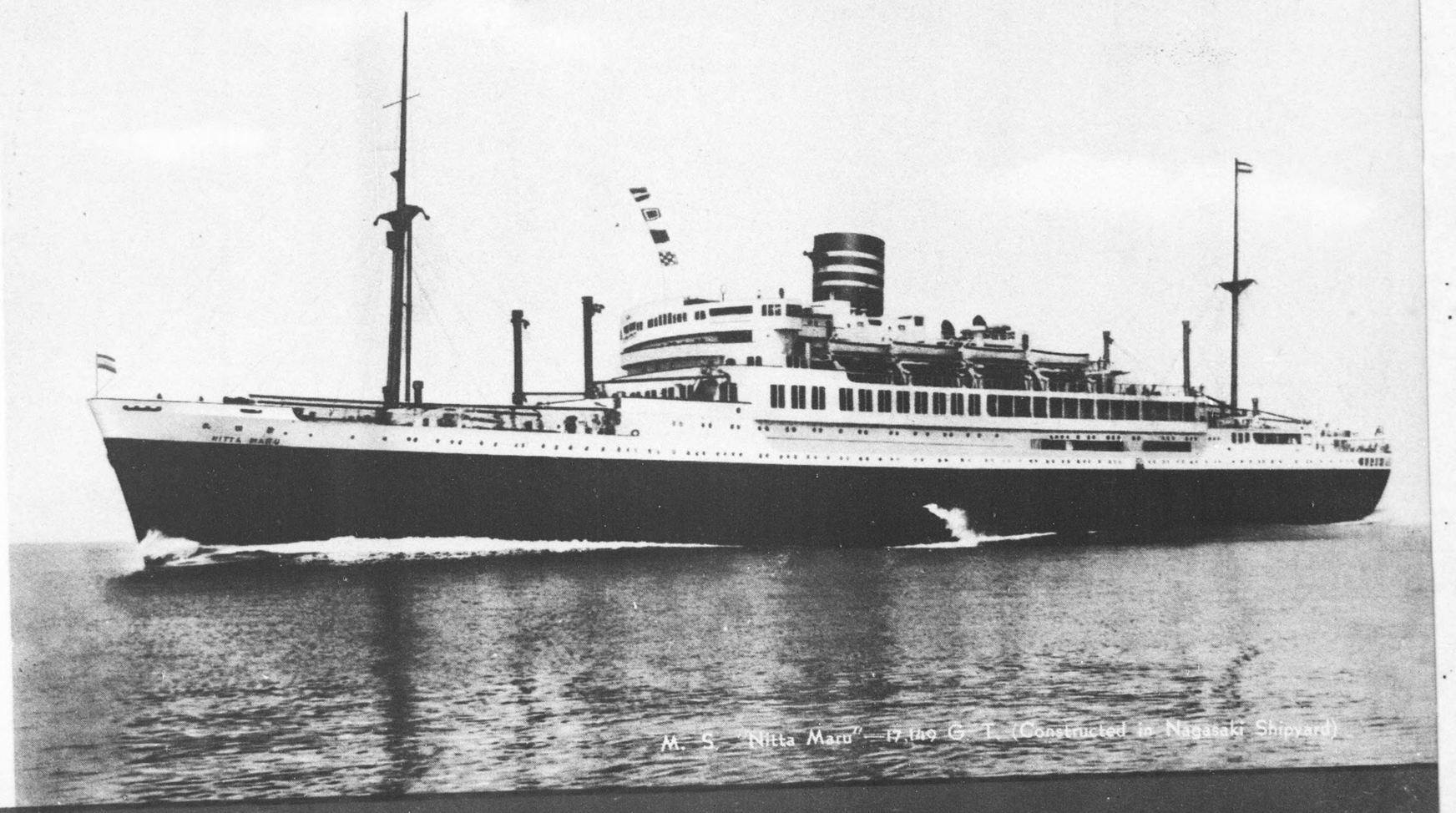
Products

air of passenger vessels, cargo
and other various kinds of vessels,

l engines, turbines, Lentz engines,
rnal combustion engines.
gines, chemical machines,
tile machines, electric machines,
od working machines, cigarette
od processing machines, paper
ious kinds of precision machines
chines.
tallation of electric generating
facturing facilities and mining

el sleepers, coal cars, compress-
tc.
ting, steel bridges, flood-gates,

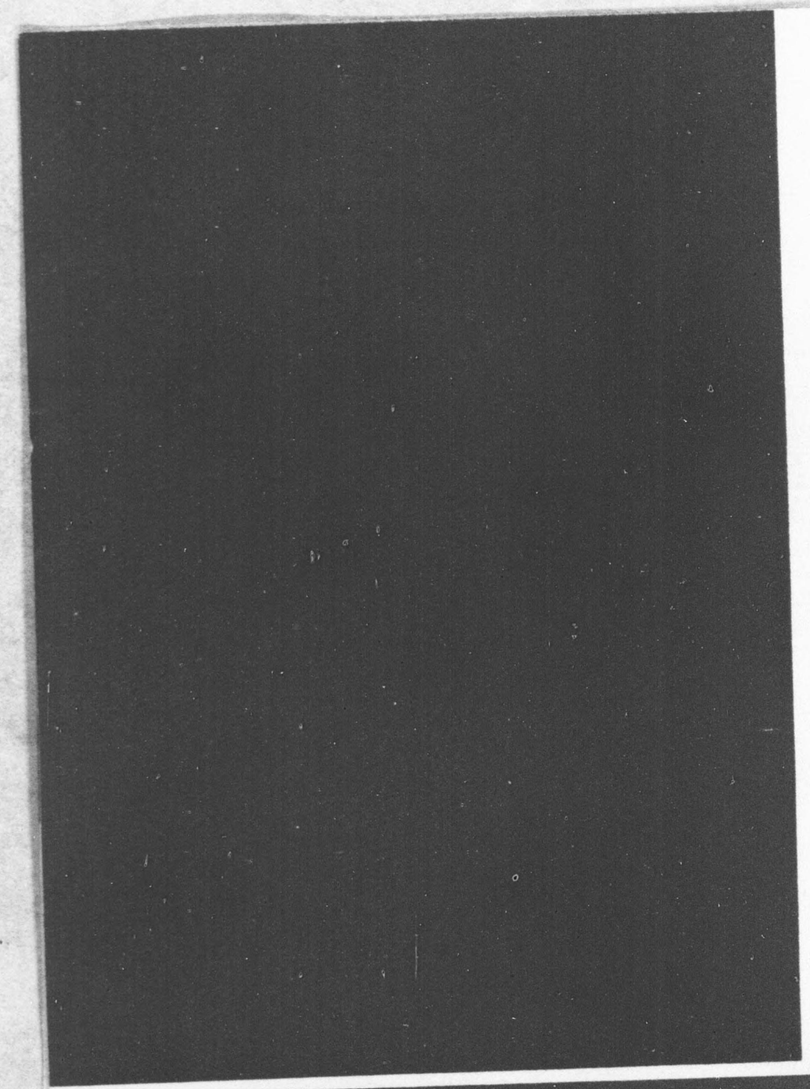
g implements, art-metal furniture,



M. S. "Nitta Maru" 17,000 G. T. (Constructed in Nagasaki Shipyard)

JAPAN HEAVY-INDUSTRIES, LTD.

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



Outline of the Company

Capital	¥ 900,000,000.00
President	Kaneo Niwa
Head Office	No. 14, Yanokura-cho, Nihonbashi, Chuo-ku Tokyo. Tel. Kayabacho(66)1276～9, 4237～8.
Machinery Department	c/oNo2-Mitsubishi Naka Bldg., No. 6, 3-chome, Marunouchi, Chiyoda-ku, Tokyo. Tel. Marunouchi (23) 0592, 0854. 1456, 2148, 2154.
Kobe Branch Office	c/o Shosen Bldg., Kaigan-dori, Ikuta-ku, Kobe City.
Ohsaka Branch Office	c/o Shima Bldg., No. 10, 4-chome, Koraibashi, Higashi-ku, Osaka, City. Tel. Tosabori (44) 1625～5, 2070.
Fukuoka Branch Office	No. 56, Nakajima-machi, Fukuoka City. Tel. Fukuoka-Higashi (3) 4962.
Nagasaki Shipyard & Engine Works	1-chome, Akunoura-machi, Nagasaki City. Tel. Nagasaki 50, 4600, 4610, 4620.
Fukuoka Plant, Nagasaki Shipyard & Enhine Works	Takeshita, Naka-machi, Chikushi-gun, Fukuoka Pref. Tel. Fukuoka-Higashi 437, 458.
Shimonoseki Shipyard & Engine Works	No. 1130, Hikoshima, Shimonoseki City Tel. Shimonoseki 88, 1260, Enoura 26, 28, 31, 44.
Hiroshima Shipyard & Engine Works	Chisaki, Minami-Kannon-machi, Hiroshima City. Tel. Hiroshima-Nishi (3) 2151～6.
Nagasaki Precision Machine Works	No. 200, Ohashi-machi, Nagasaki City. Tel. Nagasaki 3330～3333.
Hiroshima Precision Machine Works	No. 540, Oaza Minami-Shimoyasu, Gion-machi, Asa-gun, Hiroshima Pref. Tel. Hiroshima-Nishi (3) 2001～2. Gion 5653.

WEST JAPAN HEAVY-INDUSTRIES, LTD.

(NISHI NIPPON JŪKŌGYO KABUSHIKI KAISHA.)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [redacted]

THE
HIROSHIMA SHIPYARD & ENGINE WORKS
OF

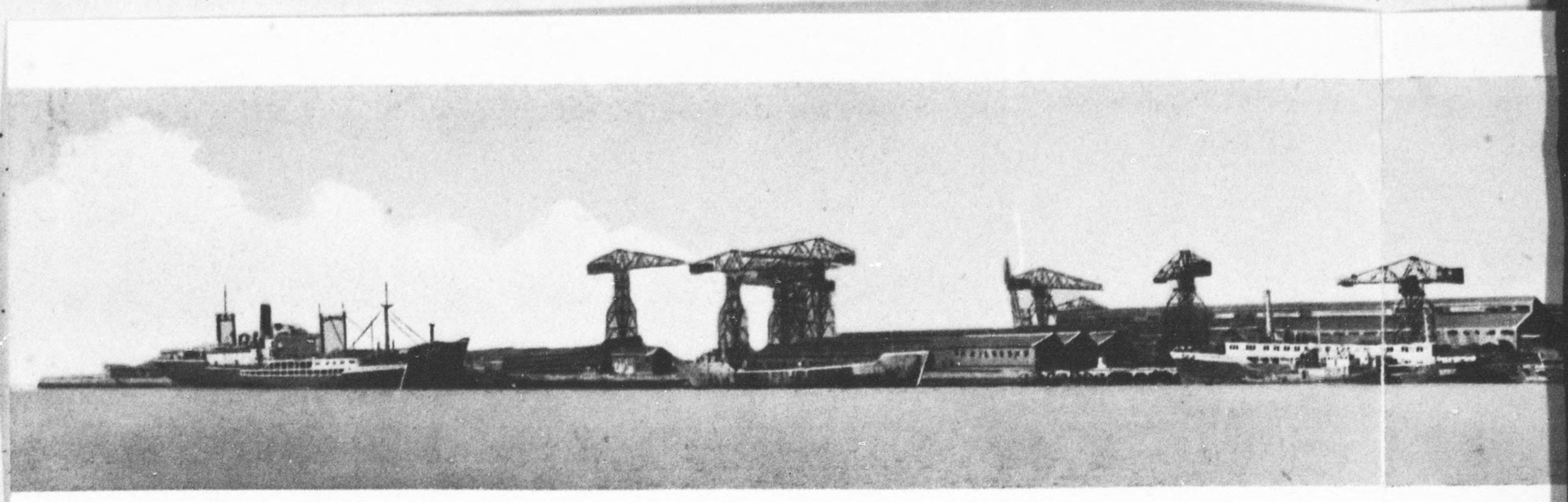
WEST JAPAN HEAVY-INDUSTRIES, LTD.

(Shipbuilders and Machinery Manufacturers)

Minami Kannon Machi, Hiroshima City, Japan.
Phone : Hiroshima, Nishi (3) 4651-56 ; 4661-65.
Cable Code : "Hiroshima" Mitsubishi Zosen.

Tokyo Business Branch Office.
Mitsubishi Naka Nigokan,
No. 6, Marunouchi 3-chome, Chiyoda-ku, Tokyo.
Phone : Marunouchi (23)-3822, 0822, 1456.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [redacted]



(B)

The **HIROSHIMA SHIPYARD & ENGINE WORKS** is an affiliate to the Mitsubishi Heavy Industries Co., Ltd., established to take lead in the substantial materialization of municipality-planued Hiroshima Industrial Port program. The plant sites cover two southern seafronts, a wide reclaimed land, on both sides of the mouth of a river that runs through the city, and facing on the most scenic Seto Inland Sea.

PLANT SITE AREAS: 472 acres (Engine Works, 296, Shipyard, 176), about half of which being used at present for plant facilities.

NUMBER OF EMPLOYES: 5,090, majority living in company's houses and dormitories near to the plants.

BUSINESS LINES

Shipbuilding and Repairing, Manufacture of and Repair of Engines, Land & Marine, and Other Machineries, Heavy Casting & Forging, Platework, Iron Structures, Etc.

PRODUCTION ITEMS

(A) Shipbuilding

1) Steel Vessel:

Cargo, Passenger, Passenger-Cargo, Oil Tanker, Ferry, Steel Fishing, Tug, Barge, Special Services as Fire Fighting, etc.

2) Marine Main Engine:

Mitsubishi's Impulse Reaction Steam Turbine, Mitsubishi's Impulse Steam Turbine, Mitsubishi's Diesel Engine, Mitsubishi-Lentz Steam Engine, Reciprocating Steam Engine, Reduction Gear, Etc.

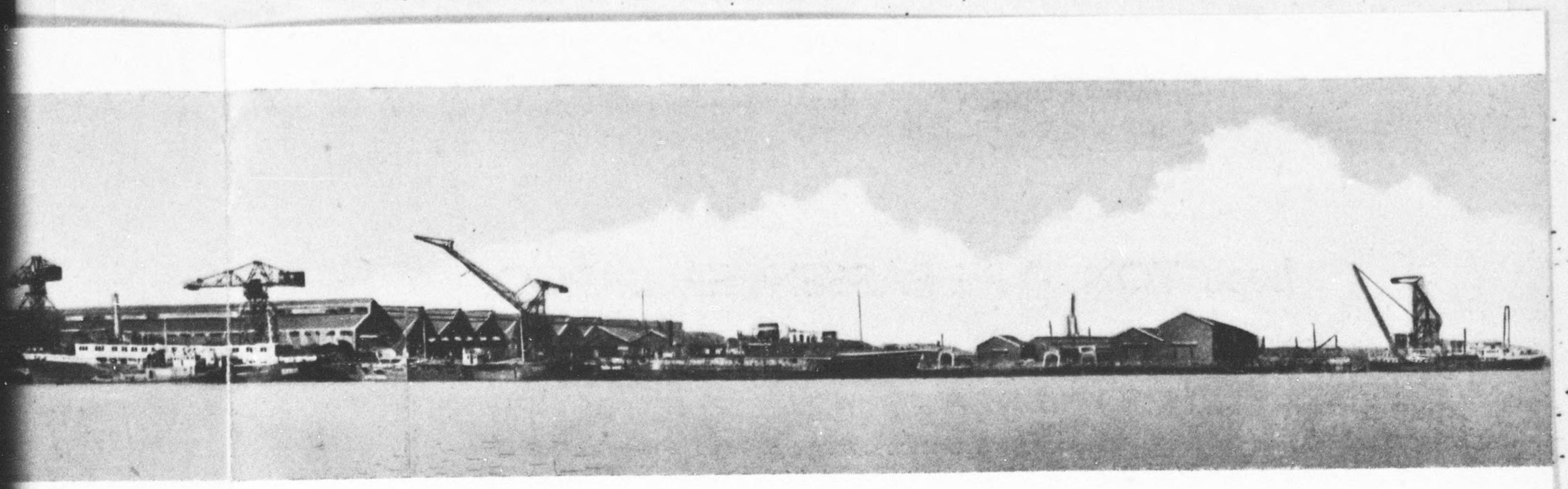
3) Marine Boiler:

Types of Cylindrical (Dry or Wet), Mitsubishi's Water Tube, Exhaust Gas, Etc.

4) Marine Auxiliary:

Types of Condenser, Oil Cooler, Feed Water Heater, Worthington Pump, Weir's Pump, Compound Electric Pump, Geared Pump, Centrifugal Pump, Turbine Pump, Motor or Steam Driven Winch, Etc.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]



(B) **Engineering**

1) Land Main Engine (for Power Plant, etc.) & Other Machineries.

Mitsubishi's Power Generating Impulse Turbine, Mitsubishi's Diesel Engine, Reduction Gear, Motored Piston Pump, Centrifugal Pump, Turbo-Pump, Water-Mill, Turbo-Blower, Centrifugal Seperator, Eiector (Steam and Water), Etc.

2) Land Boiler.

Lancashire, Cornish, Mitsubishi's Vertical Water Tube, Mitsubishi's Vertical Electric, Etc.

3) Chemical Machinery.

Salt Mkg. Plant, Dilute Sulphoric Acid Condensing Plant, Parts to Rayon Machineries, Roasting Furnace, Sulphate Acid Reserve Tank, Gas Washing Tower, Gas Producing Furnace, Parts to Reducing Bath of Sulphuration Plant, Types of Gauge Tank, Washing Tower, Desulphation Tower, Carbon Monoxide Conversion Furacc, Rotary Kiln, Filter Press, Etc.

4) Mining Equipment.

Mitsubishi-Hojo Type Coal Head Loader, Car Loader, Pumps for Mine Use, Belt Conveyer, Hopper, Chain Conveyer, Parts to Other Machineries, Etc.

5) Heavy Casting and Forging.

Stern Frame, Rudder Post, Materials for Heavy Machinery (Unfinished, Finished Forging & Casing), Etc.

6) Iron Work.

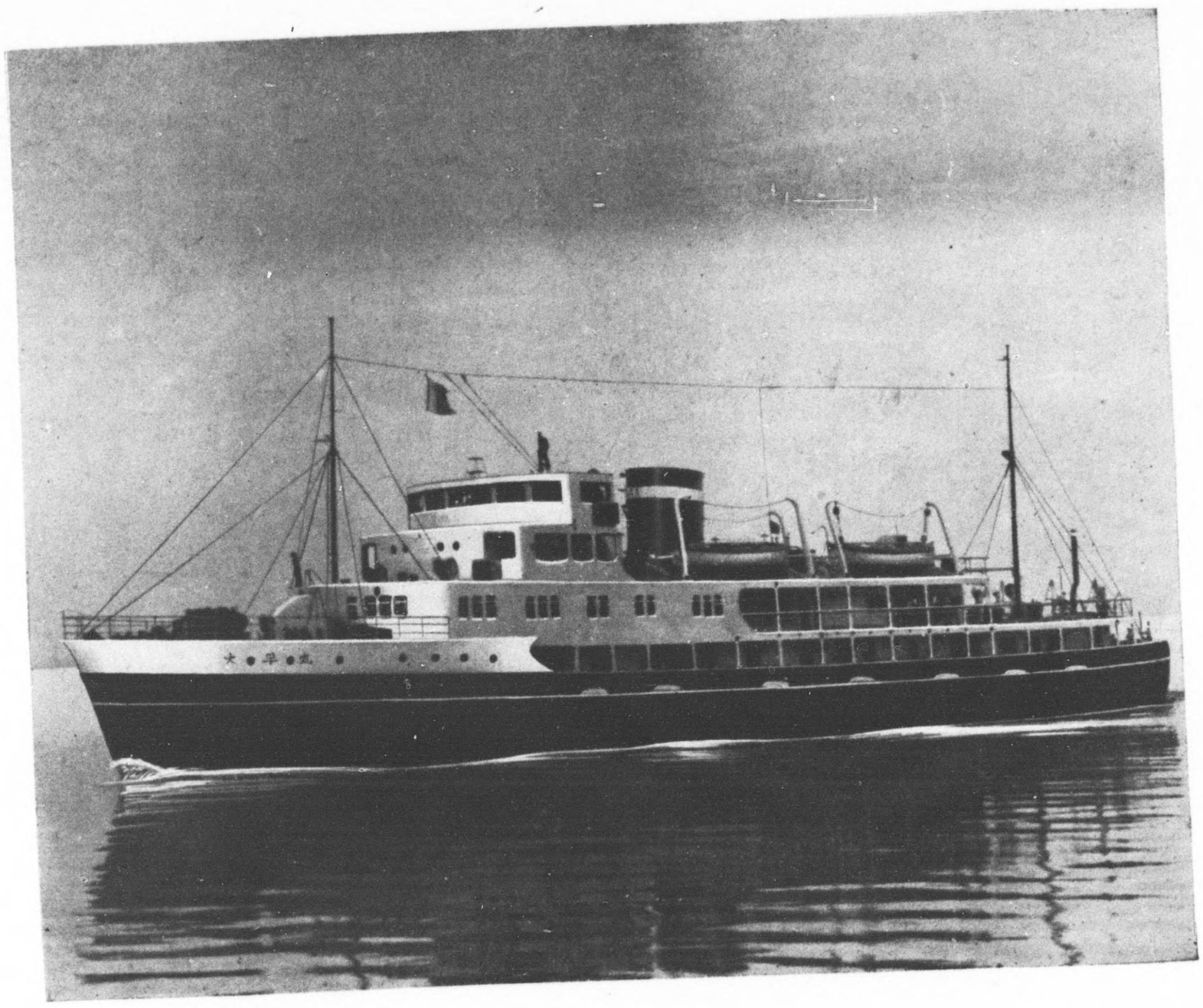
Iron Tower, Iron Pole, Iron Tube, Girder Work, Pressure Tank, Iron Structure, Piping, Etc.

7) Foodstuffs Processing Machine.

Mitsubishi-Nakano's Impact Pulverizer, Mitsubishi's Barley Flattener, Barley Cleaner, Mitsubishi's Cane Sugar Squeezer, Expeller, Etc.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

1,000 TON TYPE PASSENGER CARGO.



LENGH	60 METERS
GROSS TONNAGE	1,030 TONS
SPEED — OFFICIAL TRIAL	14.75 KNOTS.
SPEED — SEA	13.00 〃
MAIN ENGINE	1,150 BHP, DIESEL
PASSENGER	620

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

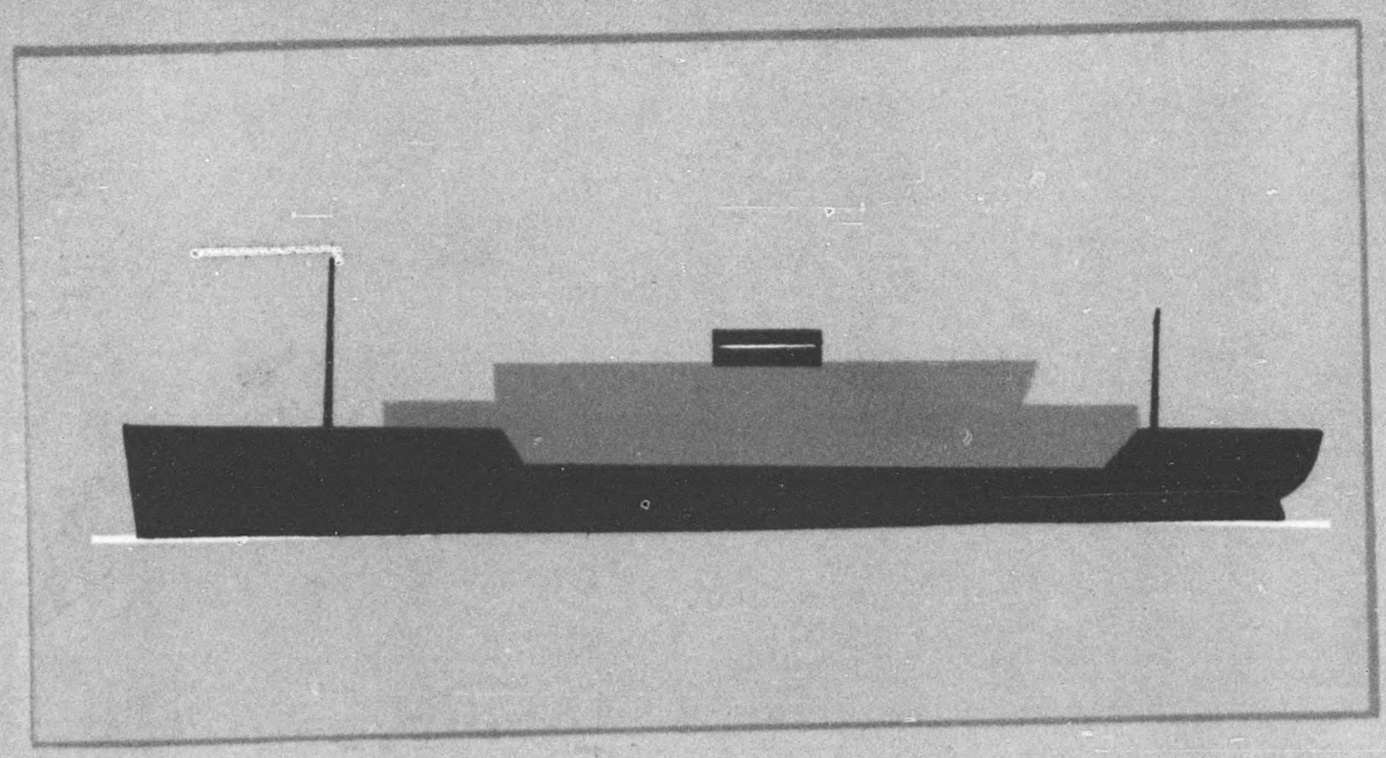
HIROSHIMA

SHIPYARD & ENGINE WORKS

MITSUBISHI HEAVY INDUSTRIES, LTD.

WEST JAPAN

SHIPBUILDERS & ENGINE MANUFACTURERS



MINAMI-KANNONMACHI HIROSHIMA CITY JAPAN

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770018

CHANGE OF TITLE

Since the Mitsubishi Heavy Industries, Ltd. was dissolved in conformity to the Economic Power Decentralization Law, and, its subsidiaries divided into three groups, three new concerns were established as separate second companies under the Enterprises Reconstruction and Readjustment Law,

Our plant has made a new start under the title of

WEST JAPAN HEAVY-INDUSTRIES, LTD.,
HIROSHIMA SHIPYRAD & ENGINE WORKS
OR
THE NISHI NIPPON JUKOGYO KABUSHIKI KAISHA,
HIROSHIMA ZOHSENSHO

Address: Minamikannon Machi, Hiroshima City, Japan.
Phones: Nishi (3) 2151/56 (Center Office & Engine Works)
Nishi (3) 2051/54 (Shipyard)
Cable Code: HIROSHIMA NISHIJUKO

on and after 11 January, 1950, in full succession to existing production facilities and activities.

The West Japan Heavy-Industries includes three Shipyard & Engine Works (Hiroshima, Nagasaki incl. a branch plant at Fukuoka, and Shimonoseki) and two Precision Machine Works (Hiroshima, and Nagasaki); capitalized ¥ 900,000,000, employes totaled 17,000.

Activities:

1) Construction, sale and repair of steel vessels (passenger, cargo, tanker, fishing, etc.); Repair of automobiles and locomotives.
2) Manufacture, installation, sale and repair of electric machinery, internal combustion engines, Diesel engines, steam engines & turbines, boilers, machine tools, power generating plants, sewing machines, industrial, agricultural, chemical, mining and other machinery, and parts thereof.
3) Manufacture, construction, sale and repair of steel bridges, iron towers, iron structures, other general iron-work, wooden products, castings and forgings.
4) Manufacture, sale and repair of weighing & measuring machines and instruments.
5) Ship salvage.
6) Manufacture and sale of parts.
7) Any and all affairs incidental to the foregoing.

Hiroshima: 12 January, 1950

WEST JAPAN HEAVY-INDUSTRIES, LTD.,
HIROSHIMA SHIPYARD & ENGINE WORKS

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 76012

HISTORY : Affected by the nationwide, drastic depression of economics then prevailing, the period of around 1937-1938 was that of lean years for Hiroshima Prefecture. Industries declined seriously, finances sadly oppressive. Accordingly, and as a counter-measure, the Prefecture and the Municipality planned in concert a remodelling of the Hiroshima harbor into an Industrial Port and by which to accelerate rapid developments of the local industries.

Up to that date, the district of Hiroshima had been sparingly provided with industrial facilities that would serve as a propellent force for the proposed advancement. So the Prefecture, the Municipality and the people acted jointly in striving to materialize the project. For that purpose, a wide extention of reclaimed land was planned and achieved at southern waterfronts of the city, adjacent and in face to the harbor, coverage over 1,000,000 tsubo, or 800 acres and over, and scheduled to offer as sites of some major manufactories for which inducement was being anxiously desired.

In response to earnest invitation, the Mitsubishi Heavy-Industries Ltd., parent company of the present Hiroshima Shipyard and Engine Works, talked and agreed with the interested parties on the transfer of the land, taking over single-handed most of the whole area and establishing there two affiliate plants on large scale in 1942 to 1943 as shipbuilders and engine-boiler makers.

The Shipyard was to construct hulls, to fit out, and to instal engines, of major type wartime standard cargo vessels (on 8 building berths); the Engine Works to carry out quantity production of marine water tube boilers and marine steam engines as suppliers to many shipbuilders inclusive of present shipyard.

Production had been performed with allout effort, plant completion carried on in parallel, when came the doomed day of August 6, 1945. A single atomic explosive flattened the whole city with its blasting and the fires that followed. The plants, however, could escape the lick-up flames, although the buildings were affected severely by the blast, especially at the exteriors such as roofing, walls, frames, etc. Repairs promptly set about, operation resumed in shortest time, under authorization and warm-hearted encouragement of the Military Government.

Amalgamation of the two plants was in November of same year, for sake of rationalized management. Became a procured shipyard to HQ BCOF, July of 1946. In 1949, the Mitsubishi Heavy-Industries was disintegrated according to the Economic Power Decentralization Law, its subsidiaries divided into three separate groups, and under the Enterprises Reconstruction and Reorganization Law three concerns were authorized to establish as respectively independent, second companies. And thus the plants of us have made a restart under the changed title of Hiroshima Shipyard & Engine Works of the West Japan Heavy-Industries Ltd. (which includes two shipyard-&-engine works, one shipyard, and two precision machine manufactories, located in the western districts of Japan), on and after January 11 of 1950 and in full succession to existing equipment and facilities, as well as productive activities, employes numbering 3,700.

* * * * * * * * * * * * * *

Hiroshima : January 30, 1950.

THE WEST JAPAN HEAVY-INDUSTRIES, LTD.,
HIROSHIMA SHIPYARD & ENGINE WORKS.
Minamikwannon Machi, Hiroshima,
Japan

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770012

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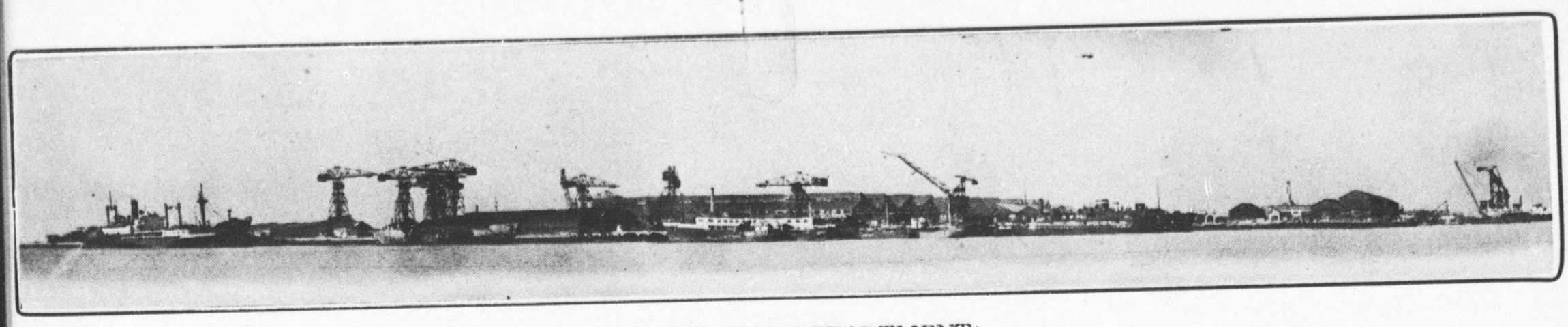
V. GUIDE TO PRODUCTS 7

VI. TABLE OF VESSELS CONSTRUCTED BY YEAR 13

VII. GENERAL ARRANGEMENT OF PLANT 14

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78015



(SHIPBUILDING DEPARTMENT)

I. BUSINESS LINES

Shipbuilding & Repairing

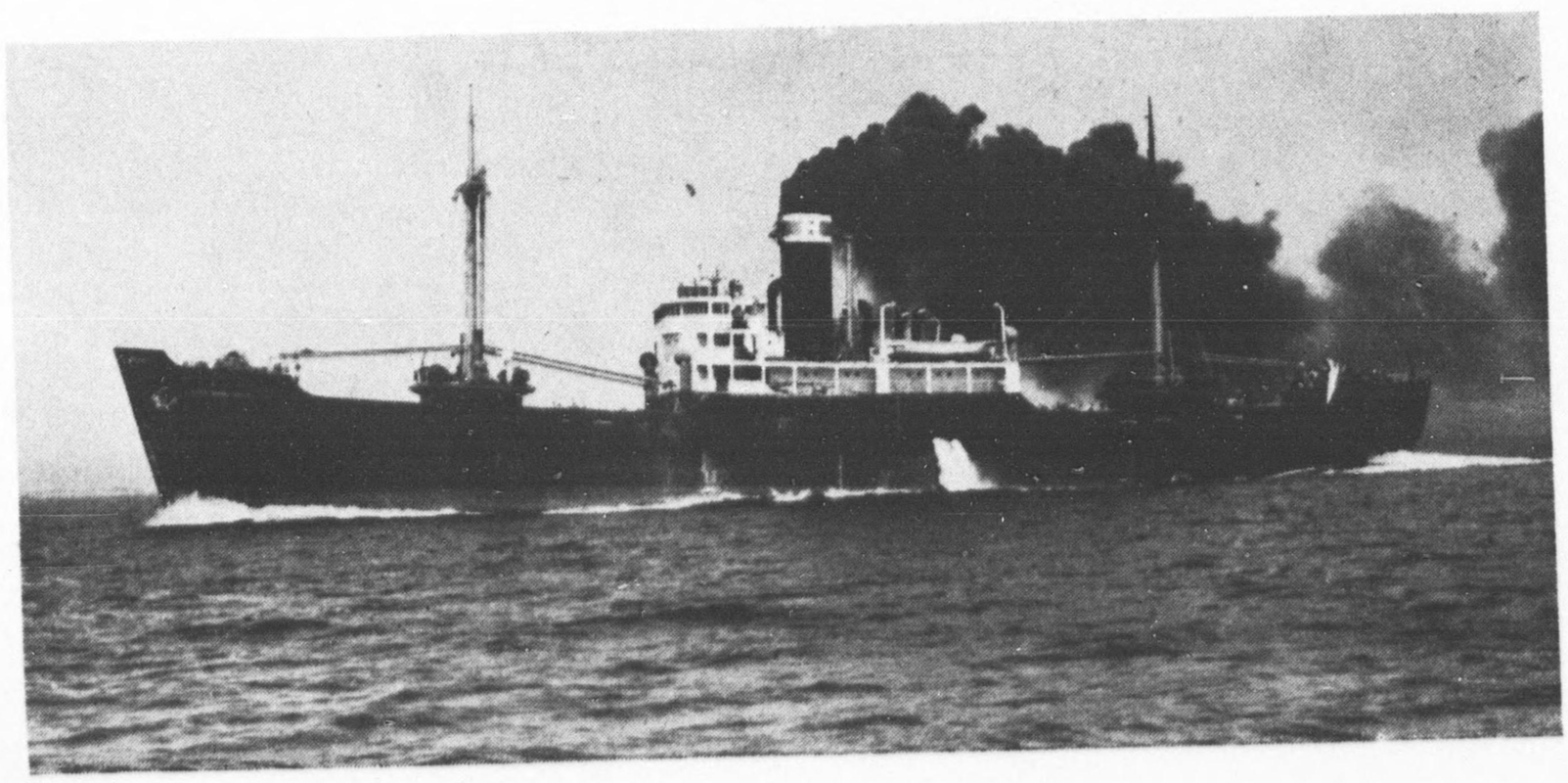
Manufacture & Repair of Engines and Boilers (Land & Marine)

Manufacture of Other Major- & Medium sized Industrial Machinery,

Heavy Castings & Forgings,

Plate Work, Iron Structure,

Etc.



DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

II. PRODUCTION ITEMS

Steel Vessels: Cargo-Carrier; Passenger Liner; Tanker; Ferry; Tug; Barge; Fishing-Boat; Dredger; and Other Special Service Boats.

Marine & Stationary Engines, Main & Auxiliary: Mitsubishi Steam Turbine (All Impulse or Impulse Reaction); Mitsubishi Diesel Engine; Mitsubishi-Lentz Steam Engine; Ordinary Reciprocating Steam Engine; Types of Pump (Centrifugal, Turbine, etc.); Water Turbine; Turbo Blower; Condenser; Cooler; Heater; Winch (motor or steam driven); Ejector; Etc.

Land & Marine Boilers: Mitsubishi Water-Tube; Cylindrical (Scotch or dry combustion chamber); Lancashire; Cornish; Vertical; Exhaust Gas; Mitsubishi Electric; Etc.

Mining Equipment: H. S. Type Coal Head Loader; Car Loader; Types of Pump; Fan & Blower; Belt or Chain Conveyer; Hopper; Adjustable Coal-Ceiling Supporter (steel); Etc.

Chemical & Textile Industrial Machinery: Salt Mkg. Plant; Gas Wash Tower; Furnace (roasting, gas producing, converting, etc.); Measuring Tank; Sulphuric Acid Evaporator; Rotary Kiln; Lime Kiln; Filter Press; Rayon Machinery; HS Leaden Centrihomogen Tube;* Etc.

Castings & Forgings (Heavy & Light): Heavy Stuffs (finished or as cast) as machinery material; Railroad Sleeper (steel casting or steel plate);** Etc.

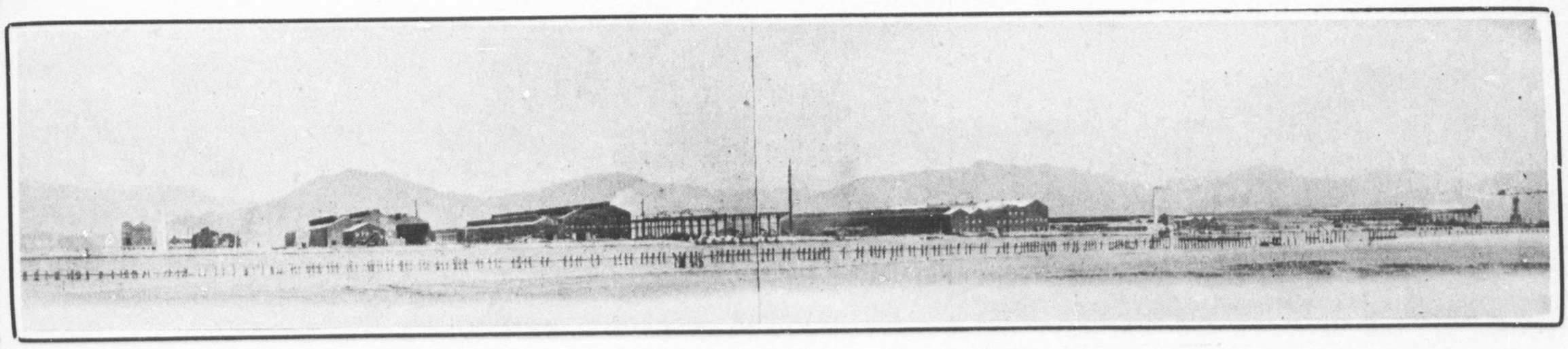
Iron Work: Iron Structure; Tower; Pole; Tube; Girder Work; Piping; Pressure Tank; Etc.

Other Machines: Foodstuffs Processing Machines, such as N. M. Type Impact Pulverizer, Mitsubishi Barley Flattener, Barley Polisher; Cane-Mill; Oil Expeller; Parts to Rolling-Stock; Etc.

* An original achievement at this plant, patent under application, uniquely available for transmission, heating and cooling of fluid sulphuric acid, also as material for whitemetal, bearing, bush, etc.

** Another new device especially well adaptable for railroads in hot areas or at plant's workshops where exposed to fire sparks.

(ENGINEERING DEPARTMENT)



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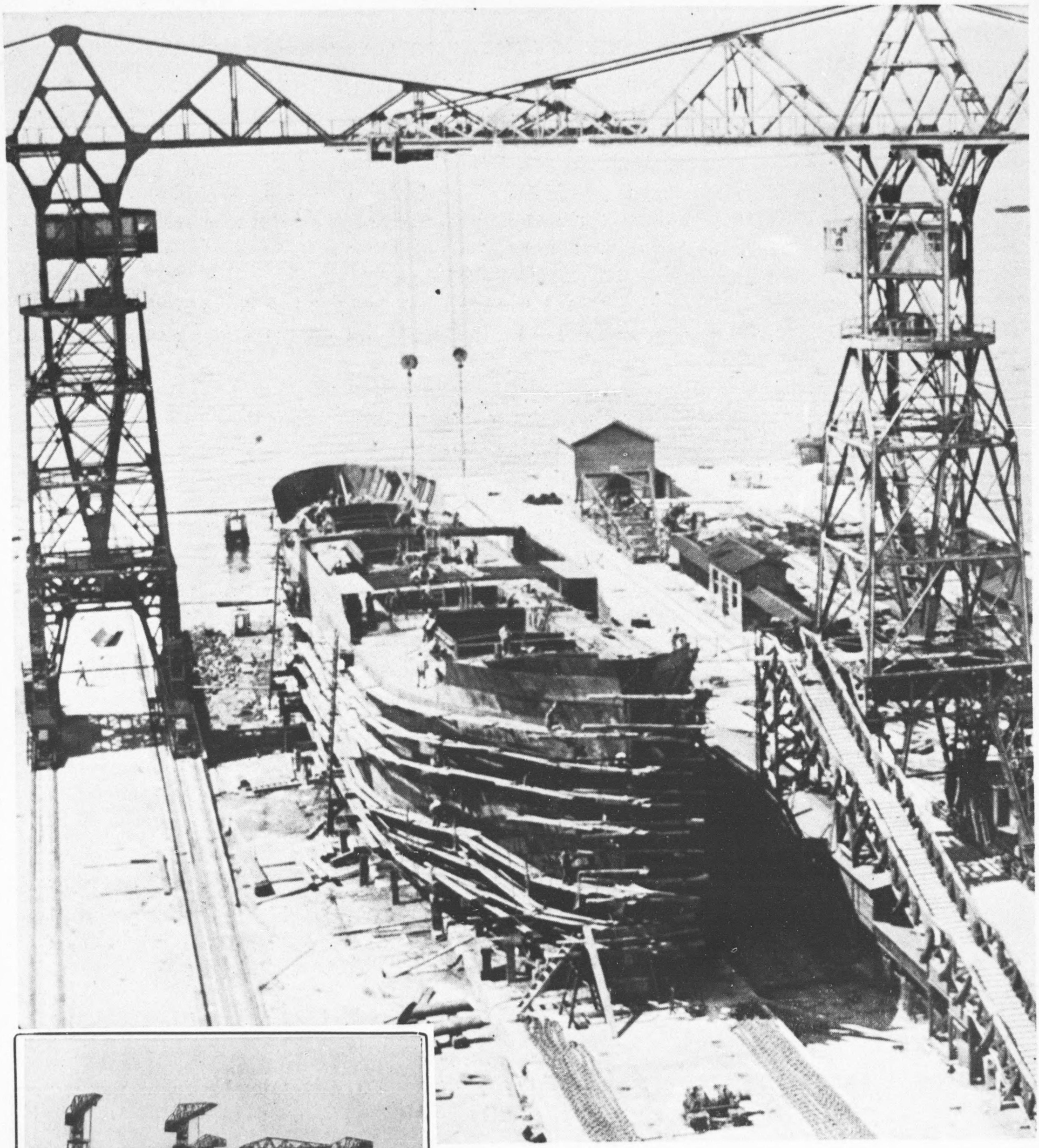
III. SOME SHOPS PHOTO-SHWON

A. Shipyard



Shipbuilding Berth

(Out of proposed 8 berths, 4 have been finished so far. 174 m. x 26 m. each, with number of tower cranes.)

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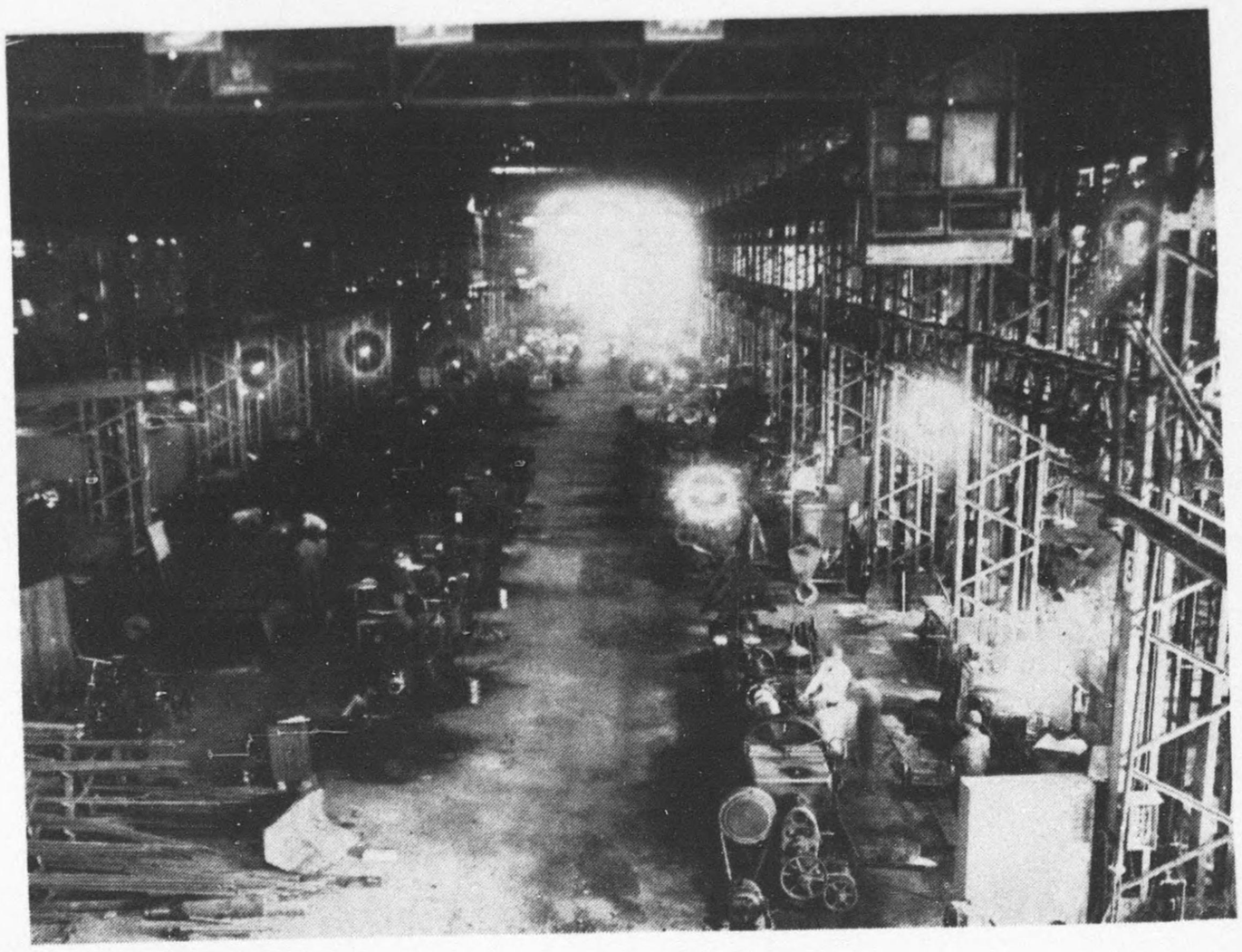
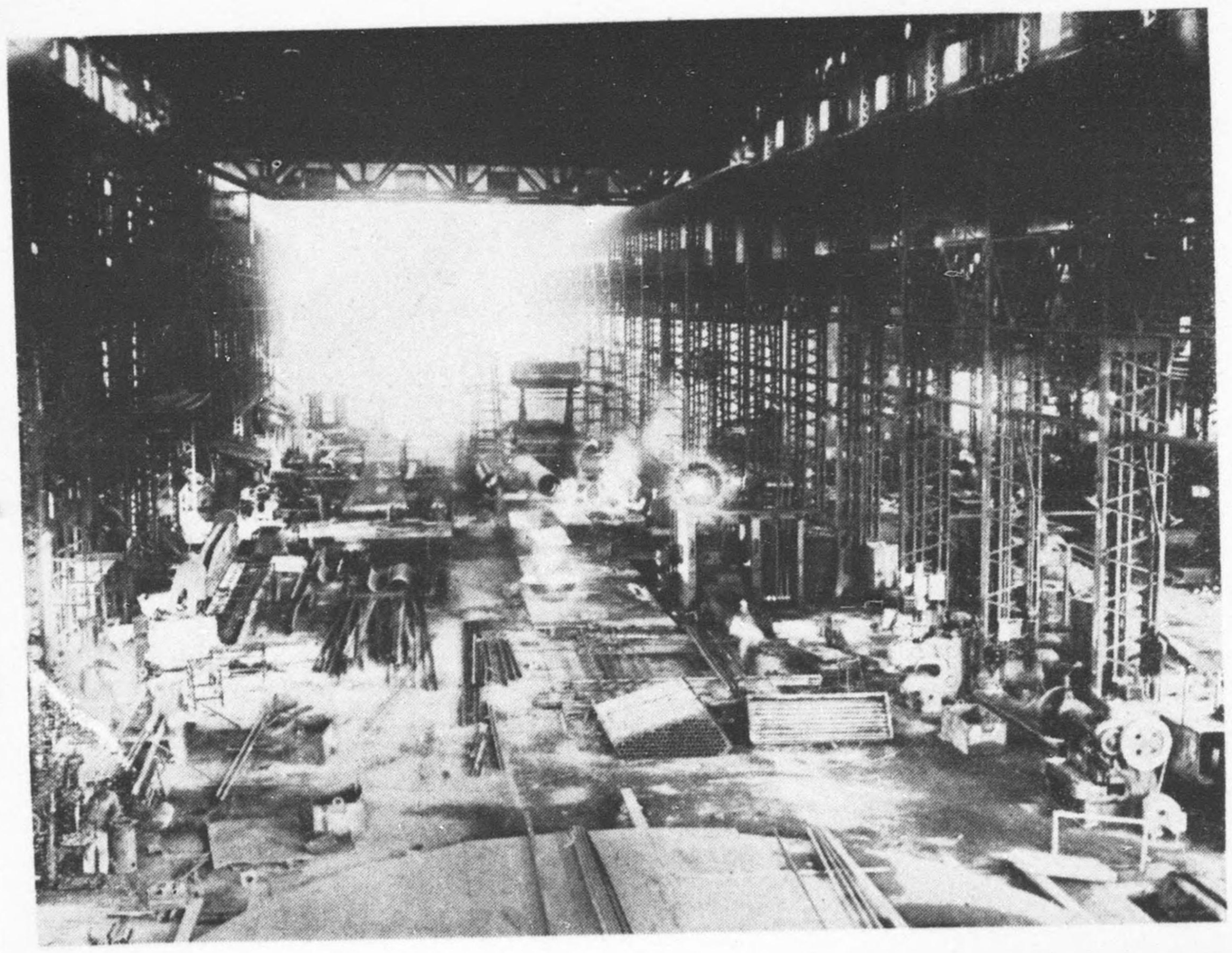
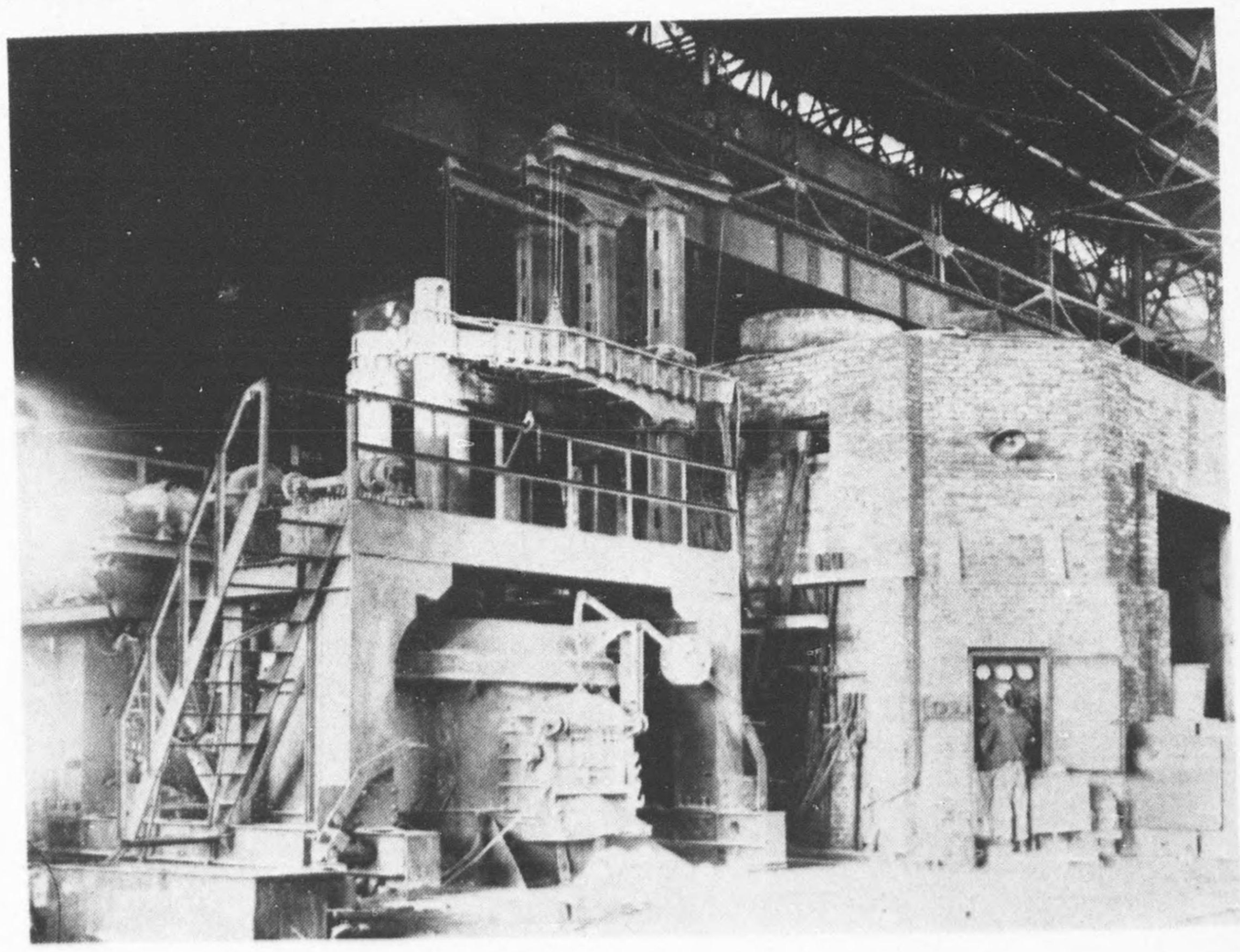
B. Engine Works



Machine Shop
(5-ridged, 3.7 acres, 500 and over machine tools.)



Boiler Shop
(2 buildings, each 3-ridged,
2.4 and 1.94 acres respectively.)



Steel Foundry
(Showing an Electric Furnace)
(3 electric furnaces, 10-ton casting a charge.)

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IV. PLANT OUTLINED

Establishment: The MITSUBISHI HIROSHIMA SHIPYARD & ENGINE WORKS (*Mitsubishi Hiroshima Zohsensho*), subsidiary to the Mitsubishi Heavy-Industries, Ltd., was established during the War II as the largest industrial facilities in Hiroshima, also with purpose to take lead in substantial materialization of the City-planned Hiroshima Industrial Port big program. The Mitsubishi Heavy-Industries had been projecting for some years to add a vast-scale plant to its facilities and built here the present one as Shipbuilders and Machinery Manufacturers.

Locality: In the southern waterfront of the city, — reclaimed lands of 800-odd acres on both sides of an estuary and in face to the world-known superbly scenic Seto Inland Sea, a national park.

Plant Site Areas: ~~472~~ 210 acres (~~598,000~~ 257,480 *tsubo*)—Engine Works ~~296~~, Shipyard ~~176~~—half of which now in use for sites of production facilities. In addition, 140 acres (170,000 *tsubo*) outside of the compound for employees' housing, hospital, trade school, and public bath-houses, etc, all maintained by company, also used for a modest department store, retail shops, et al.

Employees: ~~4,500~~ 3,600-odd, majority living in company houses or dormitories near to the plant. The plant is arrayed in satisfactorily experienced staff and skilled labor, more strengthened after the war—*e. g.* a replenishment with able workers from the former Navy Yard in Kure which had been a world-wide powerful producer of naval weapons until its dissolution.

Equipment & Facilities:

(A) ENGINE WORKS: *Machine Shop* & *Assembly Shop*, 5-ridged, 3.7 acres(4,646 *tsubo*),—or 2.4 (3,016) for machining and 1.3 (1,630) for assembling, equipped with 500 and over modern machine tools which include a lathe of 2.5m. x 7.8m. (8.3ft. x 25.74), a turner of 7.5 x 3 (24.75 x 10), a planer of 2.2 x 5.8 (7.3 x 18.4), a hobbing machine of 4.5 (14.85), and 50-ton overhead travelling cranes, etc.; *Boiler Shop*, 2 buildings 3-ridged each, 2.4 acres (2,948 *tsubo*) and 1.94 (2,385) respectively; *Tool Shop*; *Iron Foundry*, 4 cupolas (8-,6-,4-, & ½-ton), capacity 30-ton heavy stuff at one charge; *Steel Foundry*, 3 electric furnaces (6-, 5-, & 3-tons), 10-ton casting a charge; *Smith Shop*, 22 hammers (steam 10, air 12); *Heat Treatment Shop*; *Alloy Foundry*, 600kg crucible furnace; *Welding Shop*; *Material Test Room*; *Quays for Loading* & *Unloading*, with cargo gear (jib, tower & gauntry cranes); *Power Substation*; Etc.

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(B) SHIPYARD: *4 Shipbuilding Berths* (finished so far out of proposed 8), 170m. x 26m. (560ft. x 84) each, with a number of tower cranes; *3 Quays* in a line, 182m. (600 ft.) longest, with jib & tower cranes; *Hull Fitting-Out Shop*, 0.81 acre (992 *tsubo*); also much of parts assembling performed in open field in front of the shop; *Engine Fitting-Out Shop*, 3-ridged building of 2.34 acres (2,875 *tsubo*); *Mold Loft*; *Wood Work Shop*; *Saw Mill*; *Oxygen Producing Plant*; *Rivet & Nail Mkg. Plant*; *Floating Crane*; *Pneumatic Power Room*; *Electrodes Plant*; Etc.

(C) CONVEYANCE: A substantial number of company-owned watercraft & vehicles, also private railroad sidings at waterfront of Miyajima-Guchi, a Government railroad stop.

Plant Arrangement is Strong Point:

Establishment based on a systematic general planning of a very large, modernized manufactory, the shops in this plant are methodically well arranged. For instance, it is not like such a plant as distended from a modest beginning in years by annexing rather casually shop buildings one by one, or a plant where the shops are not based on a previously planned arrangement but from time to time added as the occasion needed. The war had ended before our plant construction was fulfilled to our satisfaction, and so that some of the secondary —— minor or auxiliary —— facilities could not be completed. But we expect hopefully that those spots unoccupied at present shall be filled up to program in near future. Furthermore, the vast compound has a substantial site left over, as afore mentioned, which can afford any more extension —— *e.g.*, there is an area wherein was scheduled to add one more complete huge plant where to mass-produce in another field of wide-ranged machinery items. Thus, the anticipation is very bright that in time and on due investments, home or overseas, full developments of the original project would be effected, making the plant into one of by far the largest and ablest Japanese places of production.

Its favored locality, its modernity of equipment, its solid staff of designers and engineers, and its skilled labor are all to the advantage.

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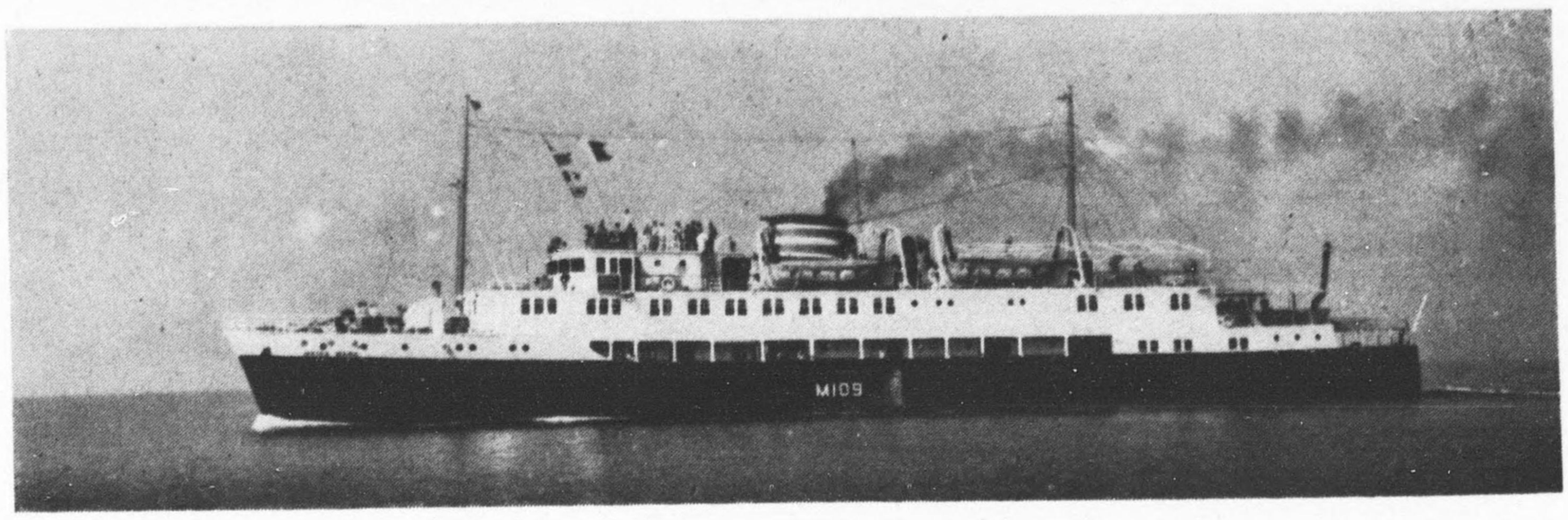
V. GUIDE TO PRODUCTS

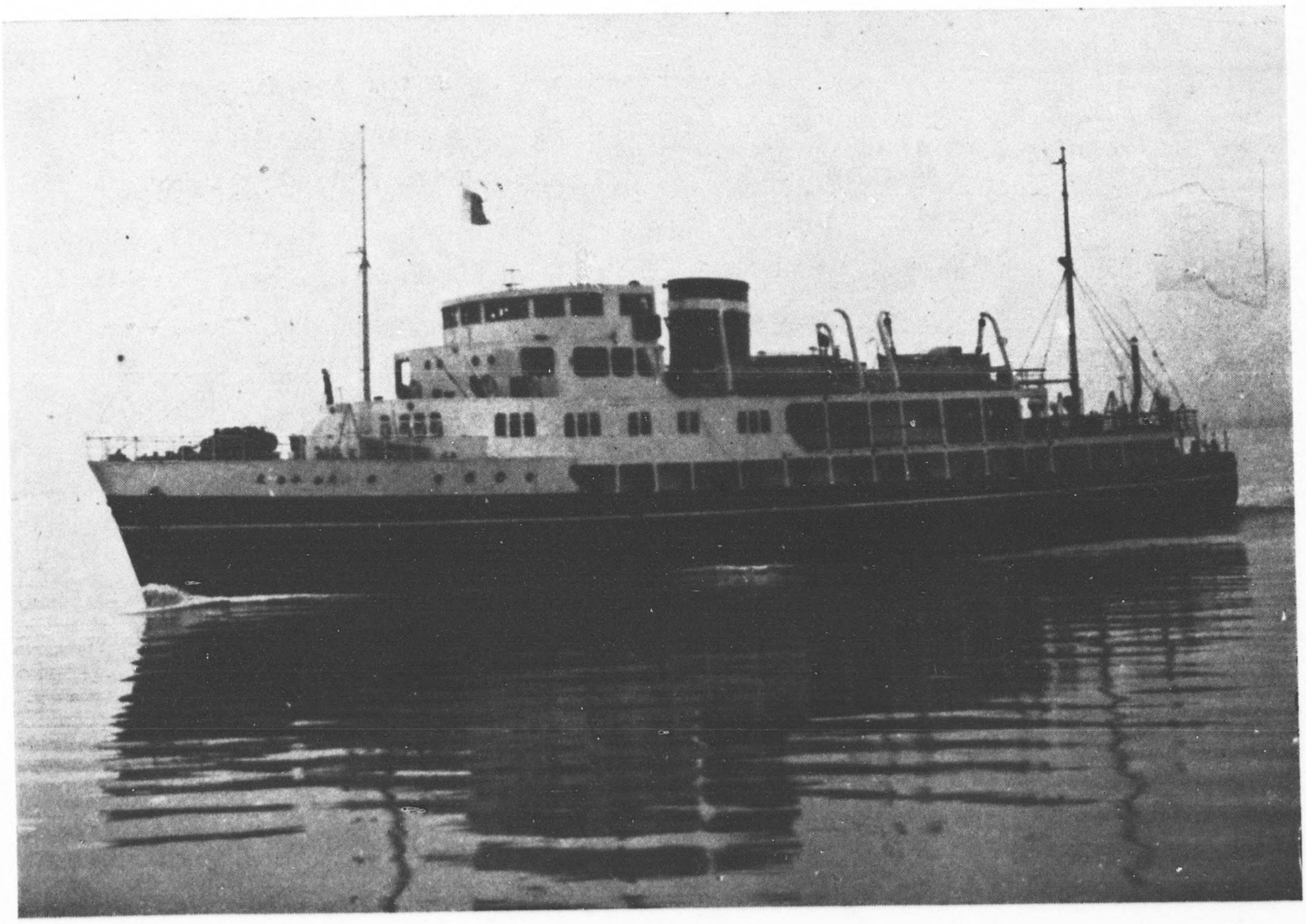
Passenger-Cargo Liner. The "MAIKO MARU" (Owners: Nippon Yusen K.K.)



Length B.P. ..... 60m (198'0")
Breadth moulded ..... 9.8m (32'4")
Depth moulded ..... 4.8m (15'10")
Load draught ..... 3.0m (9'11")
Gross tonnage ..... 1,030 tons

Speed ..... Official, max. 14.75 kts. Sea, 13.00 kts.
Main engine ..... Y6Z Diesel, 1 set.
Output ..... Max. 1,150 BHP
Passenger accommodations 620

Sister Ship to Above. The "TAIHEI MARU" (Owners: Kansai Kisen K.K.)



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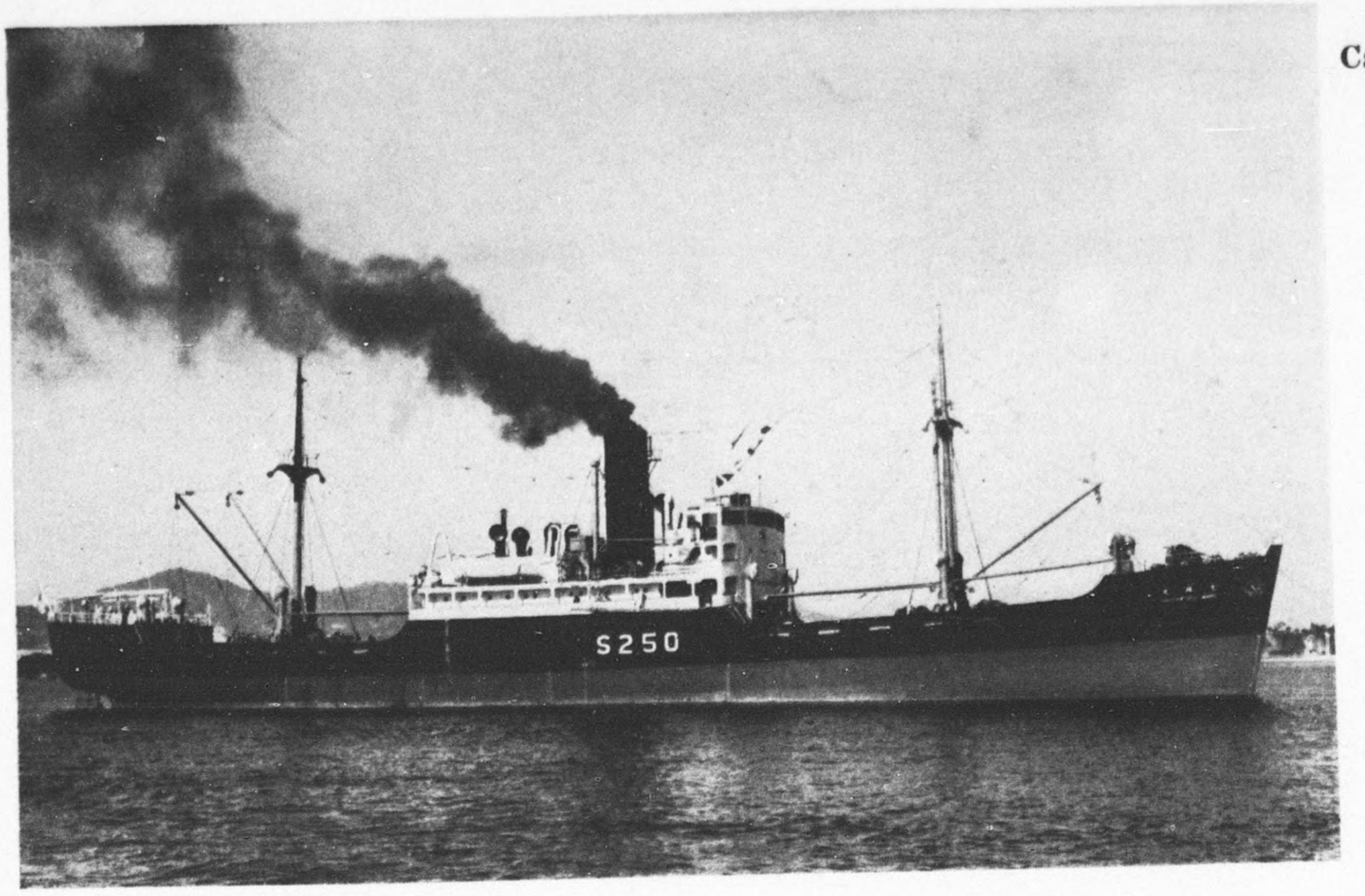


Cargo Ship

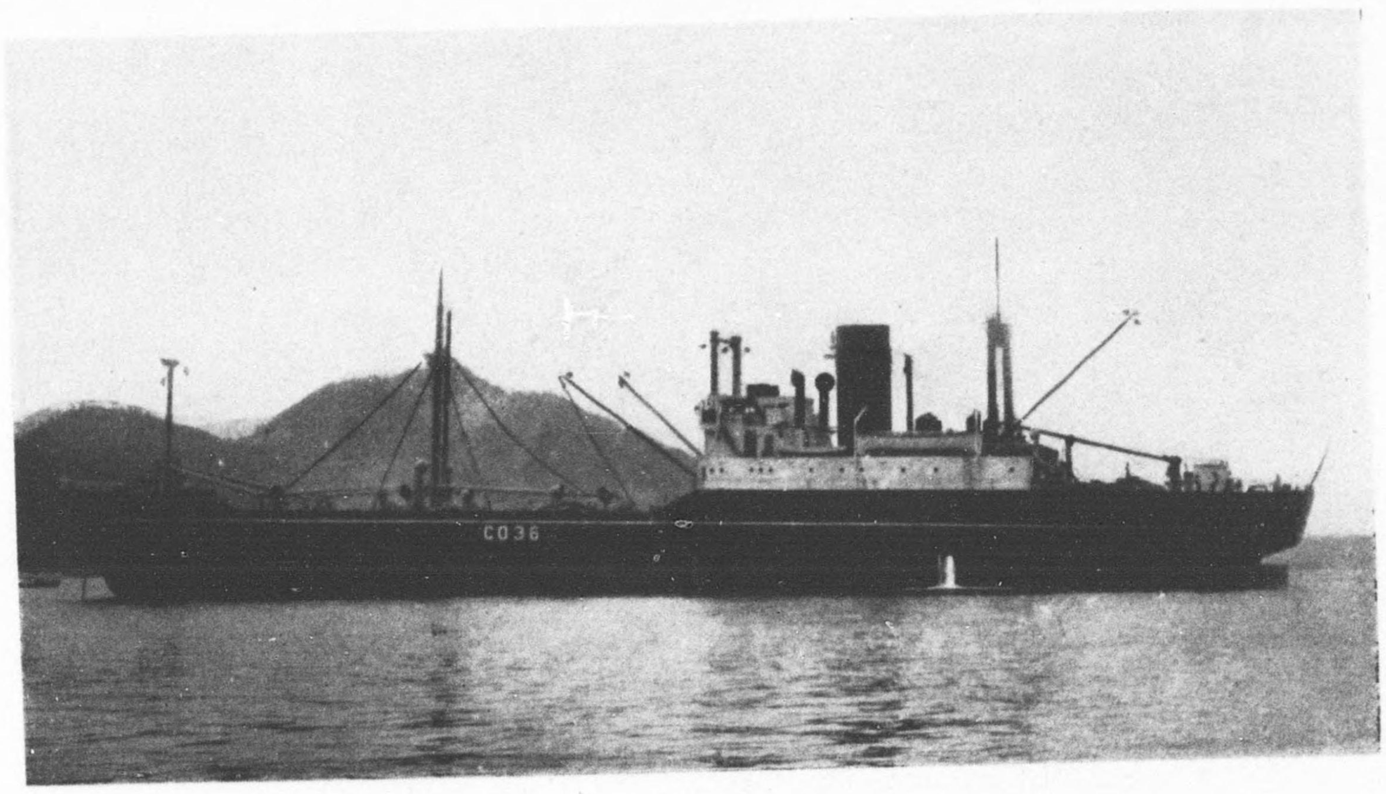
The "SHICHIFUKU MARU"
(Owners: Fujiyama Kaiun K. K.)

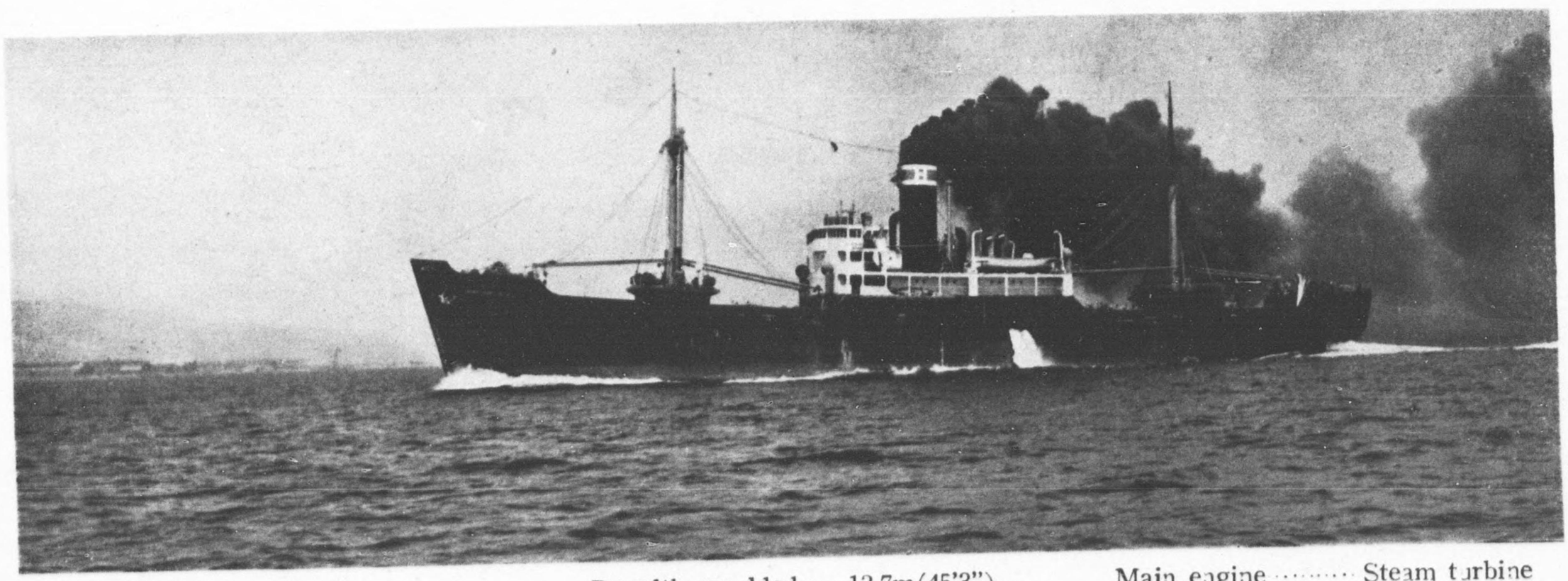
Length B.P. ····· 85m (280'6")
Breadth moulded ··· 12.5m (41'3")
Depth moulded ····· 6.5m (21'5")
Load draught ····· 5.566m (18'4")
Gross tonnage ····· 2,054 tons
Speed···Official, max., 13.2 kts.
Sea, 10 kts.
Main engine ··· Mitsubishi-Leutz double acting, compound engine, 1 set
Output ··· Max. 1,285 IHP

Cargo Ship

The "CHIHAYA MARU"
(Owners: Osaka Shosen K. K.)

Length B.P.: 98m (323'5')
Breadth moulded···14.3m (47'2")
Depth moulded···7.5m (24'9")
Gross tonnage···2,851 tons
Speed···Official, max. 14.8 kts.
Sea, 13.0 kts.
Main engine ··A25 turbine, 1 set.
Output···Max. 2,000 SHP





Cargo Ship

The "NO. 15 HINO MARU"
(Owners: Hinomaru Kisen K.K.)

Length B.P. ····· 93m (306'11")
Breadth moulded ····· 13.7m (45'3")
Depth moulded ····· 7.6m (25'1")
Gross tonnage ····· 2,750 tons
Speed···Official, max. 13.5 kts.
Sea, 11.0 kts
Main engine ····· Steam turbine with compound reduction gear, 1 set
Output ····· Max. 1,600 SHP

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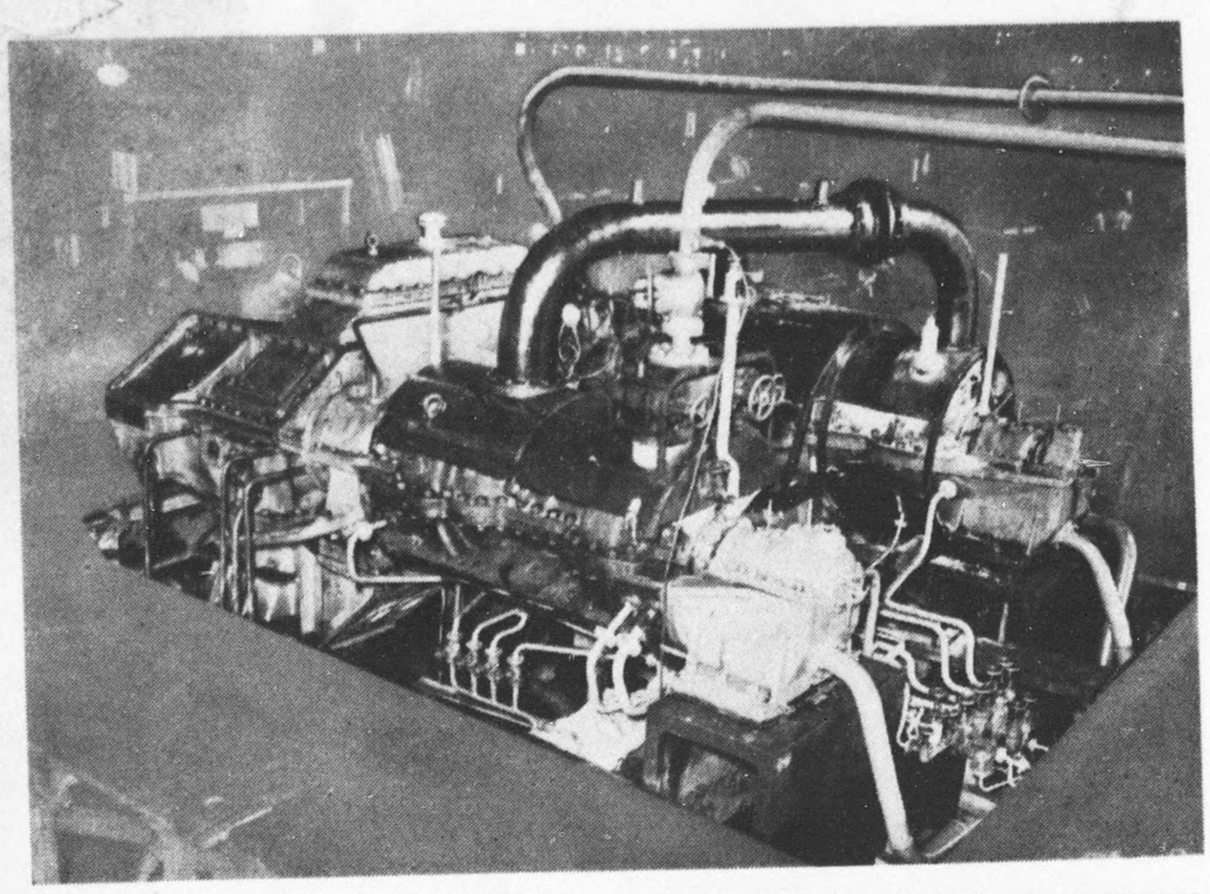
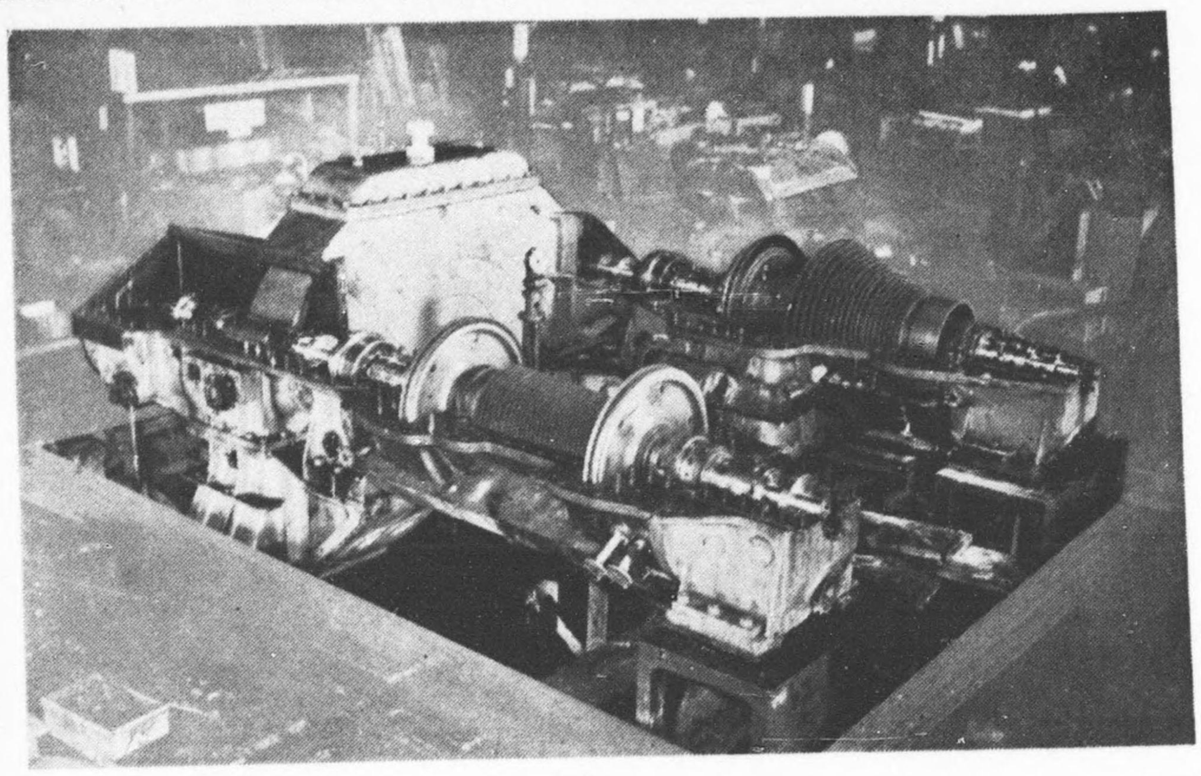
MARINE MAIN ENGINE



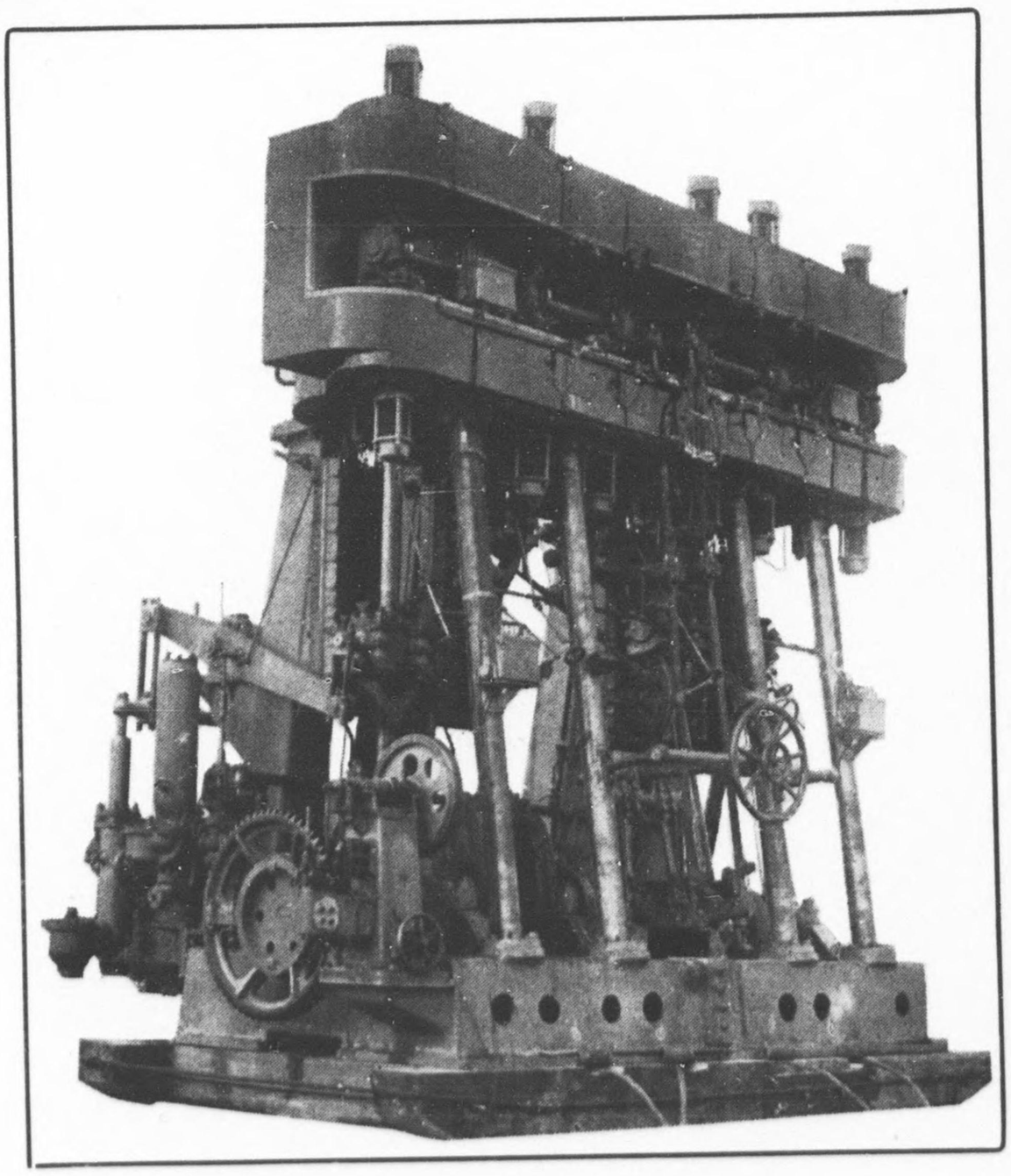
"Mitsubishi" Steam Turbine

Type	:	Compound impulse reaction.
Output	:	Economical, 2,000 SHP
		Normal, 2,250 SHP
		Maximum, 2,700 SHP
		Astern, 1,400 SHP
Main Shaft	:	Economical, 193 r.p.m.
		Normal, 200 r.p.m.
		Maximum, 216 r.p.m.
		Astern, 165 r.p.m.
Steam Pressure	:	15 kg/cm² g.
Steam Temp.	:	280° C.
Condenser Vac.	:	729mm Hg. (Sea water 15° C, economical).
Reduction Gear	:	Single reduction, single helical.
Reduction Ratio	:	1 : 18.75



Mitsubishi-Lentz Steam Engine

Type	:	Lentz (LES-8), double acting compound engine.
Output	:	Economical, 1,000 IHP
		Normal, 1,200 IHP
Revolutions	:	Economical, 110 r.p.m.
		Normal, 117 r.p.m.
Steam Pressure	:	15 kg/cm² g.
Steam Temp.		250°C.
Condenser Vac.	:	685mm Hg. (Sea water 22° C, normal).
Dimensions	:	2 H.P. cyls., dia. 370mm.
		2 L.P. cyls., dia. 800mm.
		800mm stroke.



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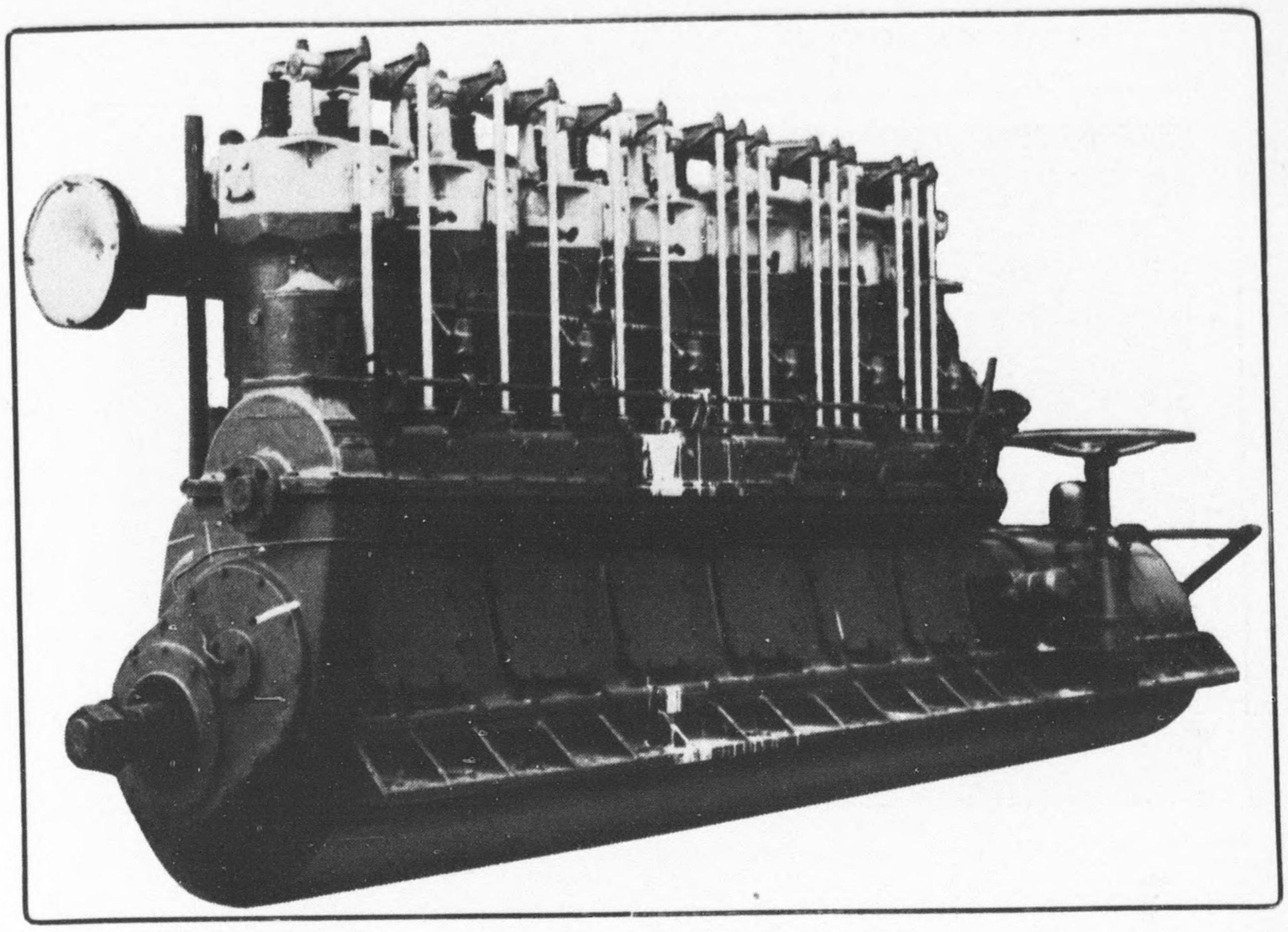
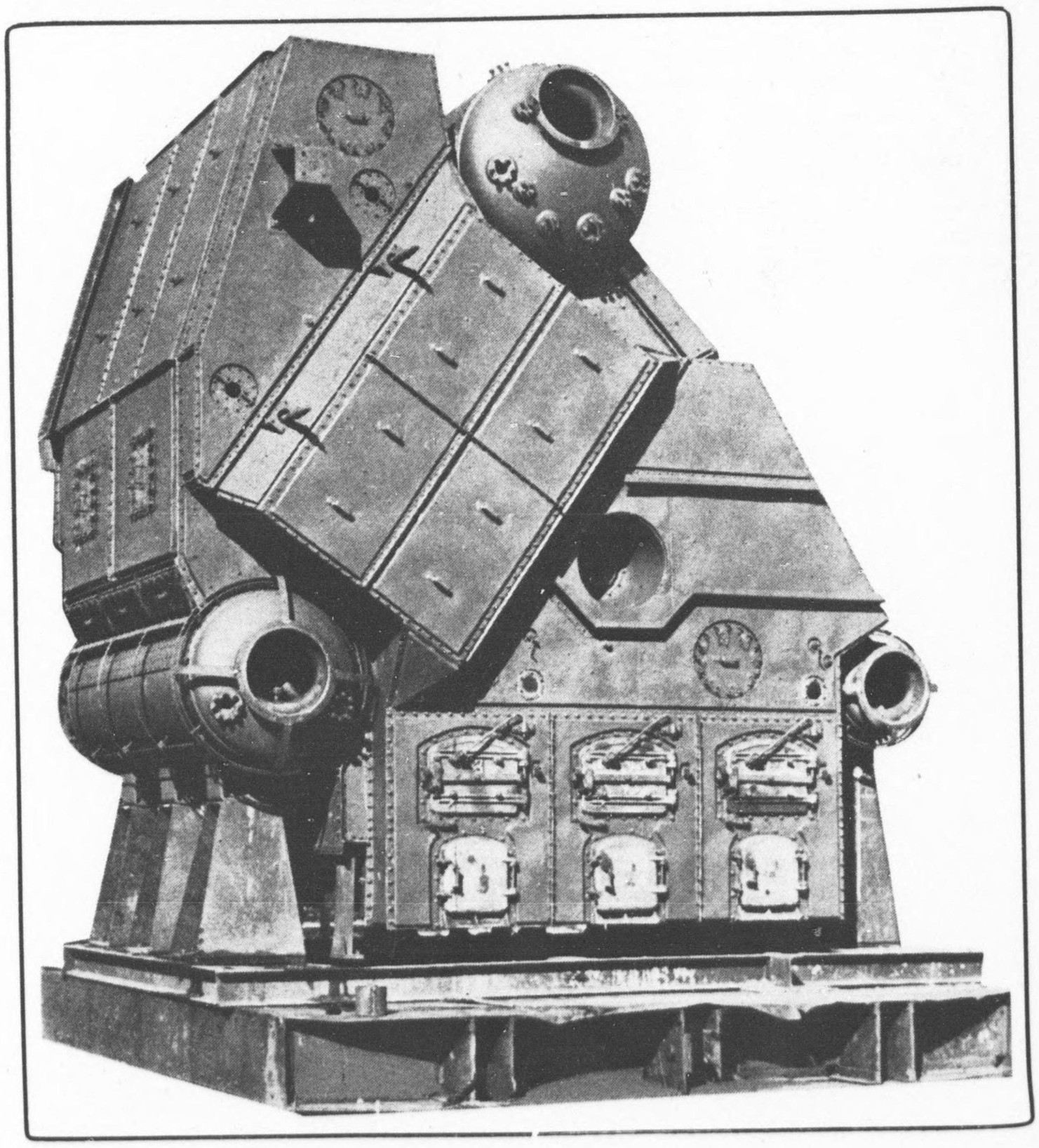


"Mitsubishi" Diesel Engine

Type	: "Kaiso" 6-25 (A class engine).
Output	: 250 BHP
Revolutions	: 380 r.p.m.
Max. Firing Pres.	: 50 kg/cm²
Dimensions	: 6 cyls., 250mm bore, 380mm stroke.
Fuel consumption	: 190 gr/BHP-h (Economical).



"Mitsubishi" 3-Drum Type Water-Tube Boiler

Type	: 3-drum water tube.
Evaporation	: 6,000 kg/h.
Working Pressure	: 18 kg/cm² g.
Steam Temp.	: 370°C.
Heating Surface	: 300 m²
Grate Area	: 7.64 m²
Combustion Volume	: 26 m³
Firing	: Coal, handfeeding.
Draught	: Forced.

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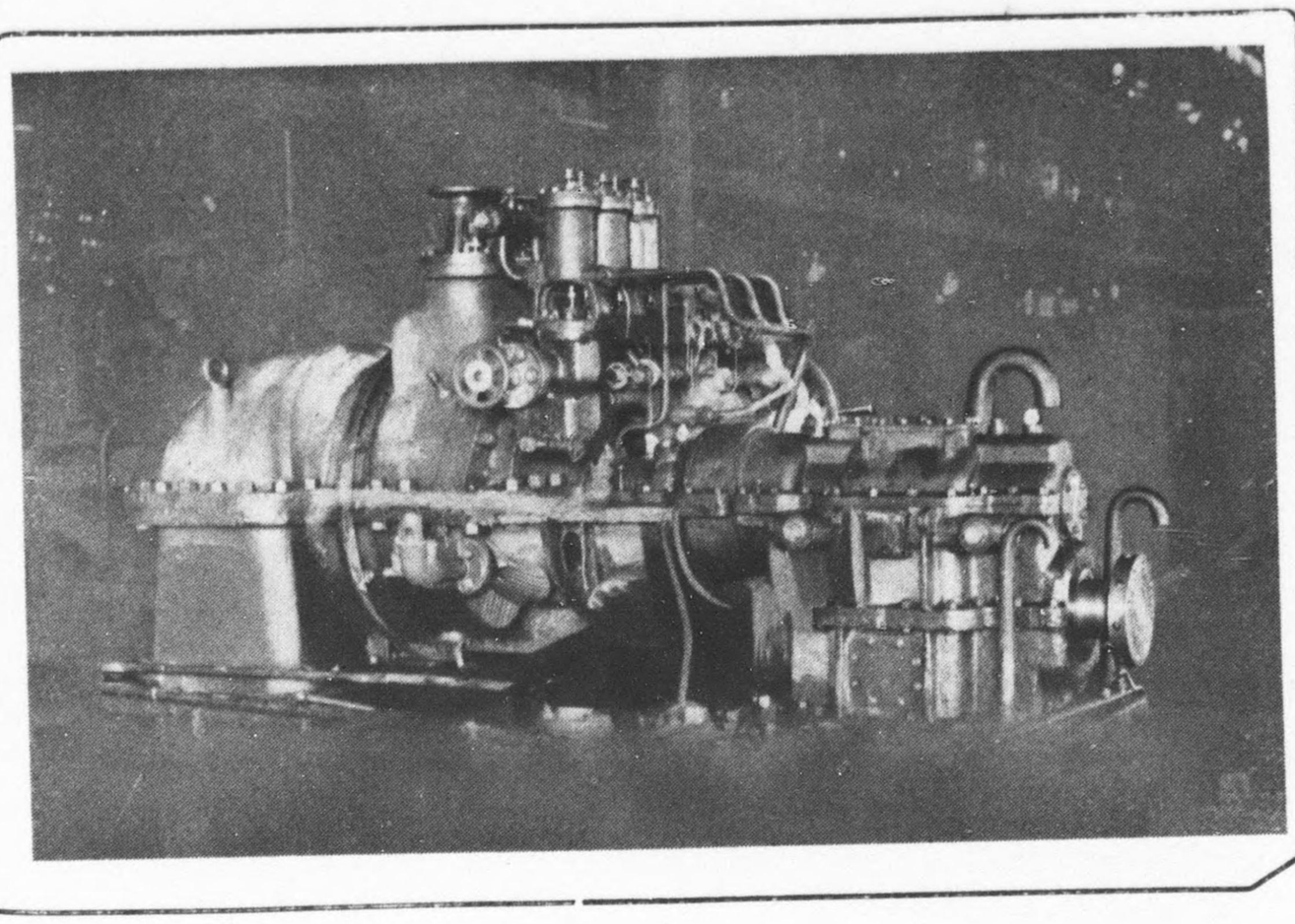
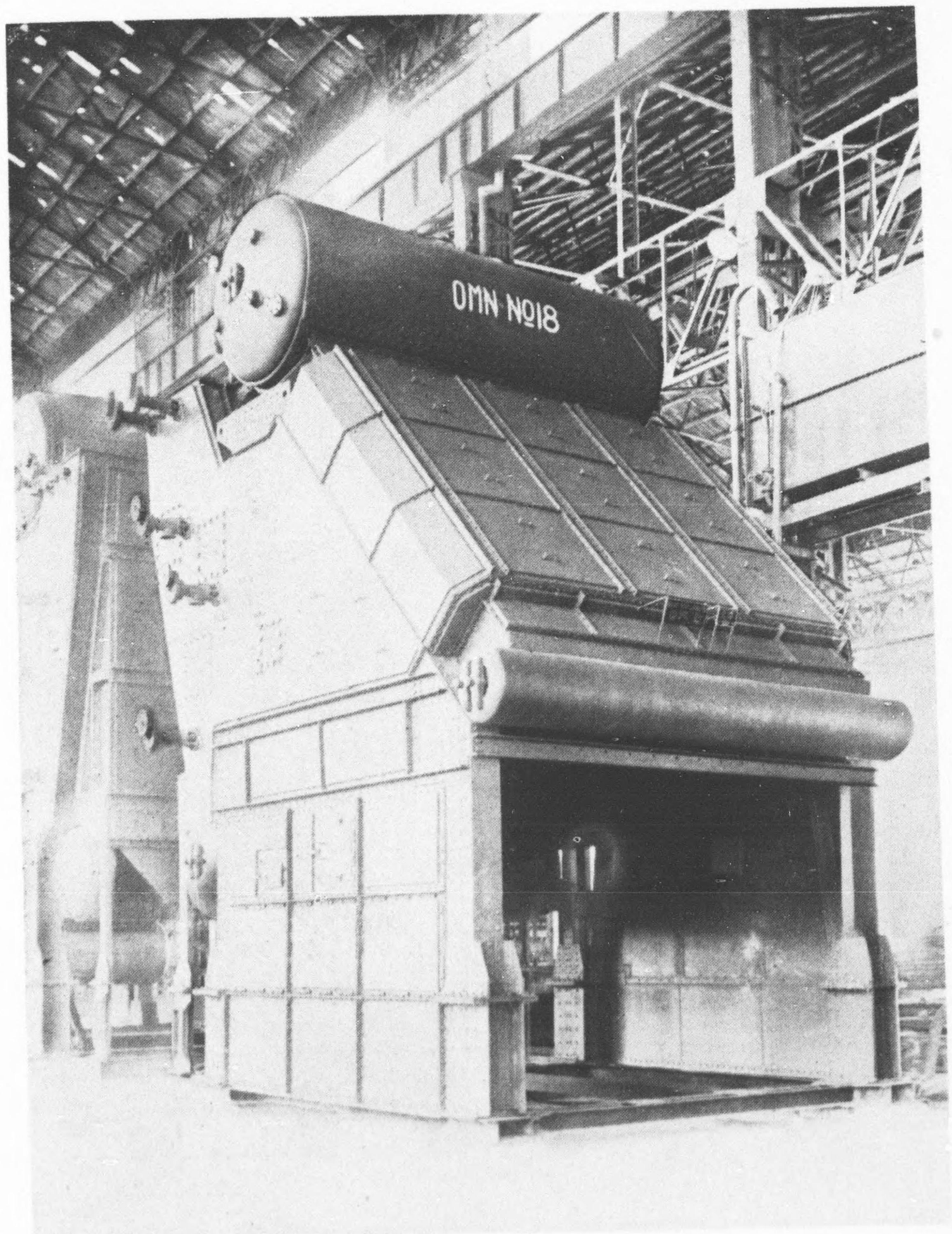


"Mitsubishi"
Generating Steam Turbine

Type	: Impulse.
Output	: Normal, 500 KW Maximum, 600 KW
Generator	: 3,600 r.p.m.
Steam Pressure	: 15 kg/cm²g.
Steam Temp.	: 270° C.
Condenser Vac.	: 710mm Hg. (Cooling water 180° C)
Reduction Gear	: Single reduction, single helical.
Rednuction Ratio	: 1 : 1.821



"Mitsubishi" Water-Tube Boiler

Type	: 3-drum.
Evaporation	: 8,500 kg/h.
Wkg. Pressure	: 16 kg/cm² g.
Steam Temp.	: Saturated.
Heating Surface	: 270 m²
Grate Area	: 7.76 m²
Combustion Vol.	: 30 m³
Firing	: Stoking.
Draught	: Balanced.

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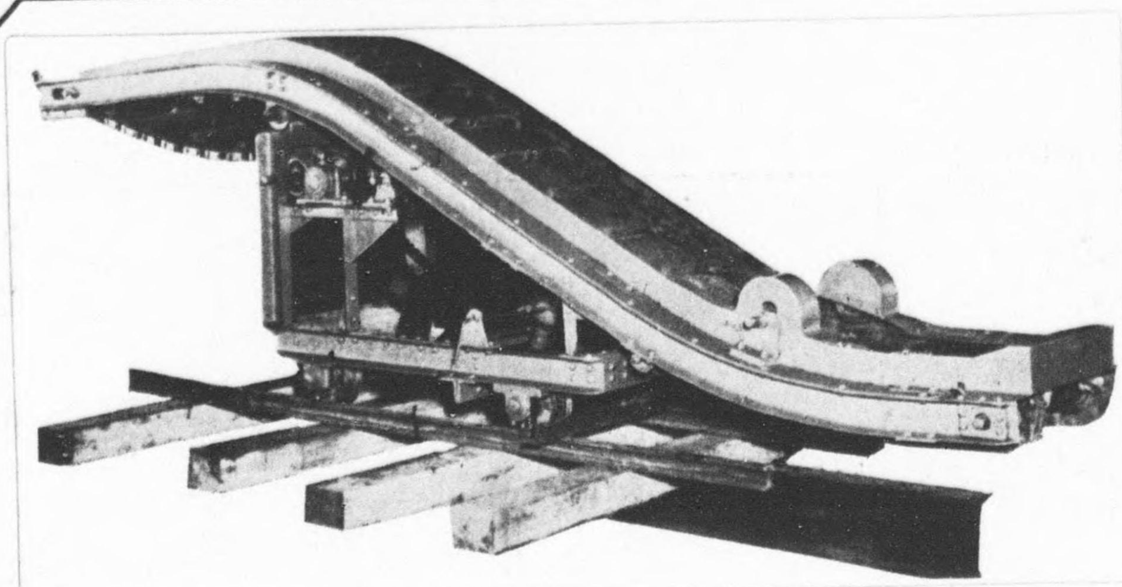
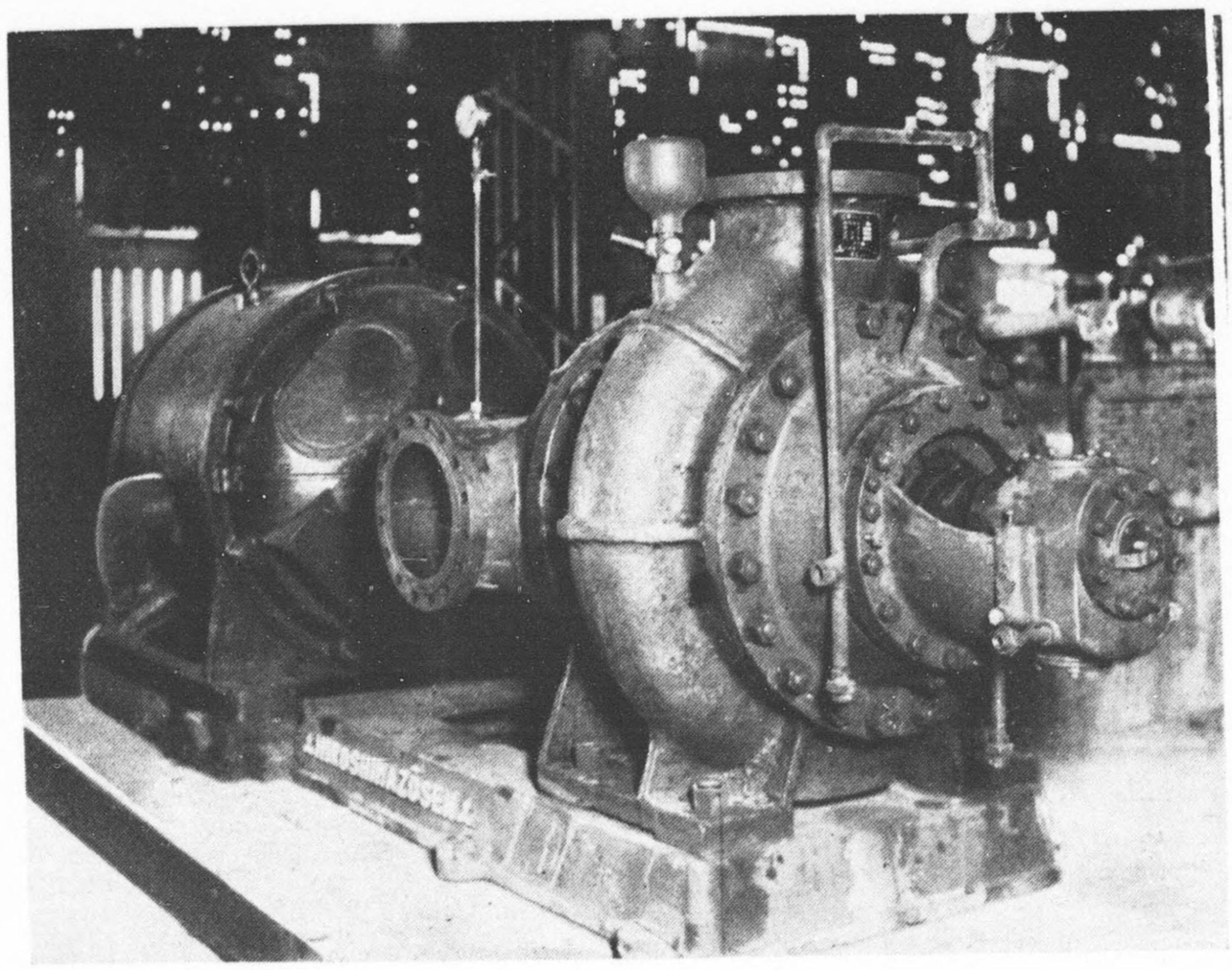


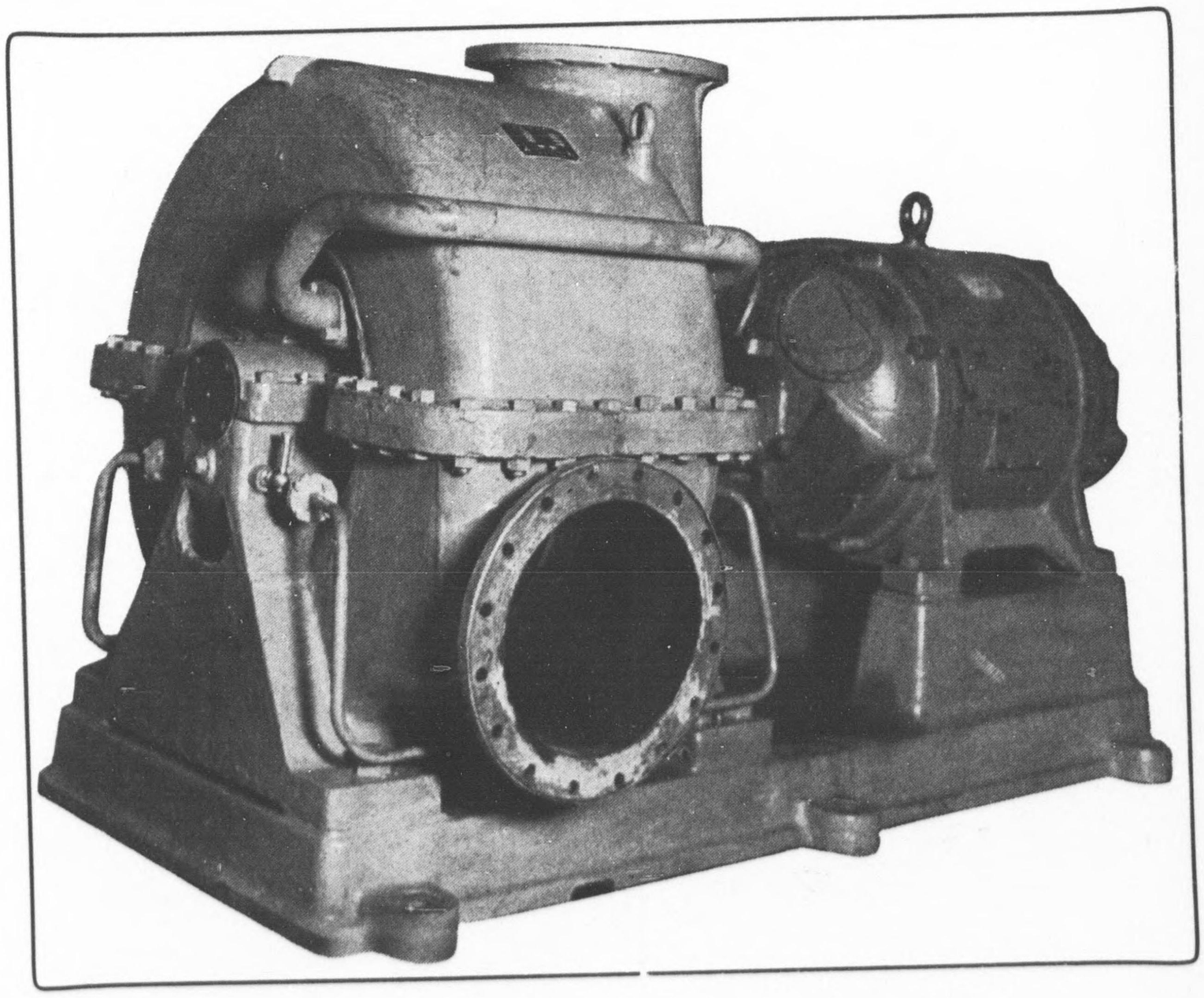
Model "Hirosen" High Efficincy Coal-Face Gate Loader

Motor ..... Air or Reduction Geared, 5 HP.
Conveyeer ..... Scraper type, 40m/min. in speed, 30° inclined.
Dimensions ... 4;75m. long, 0.9m. wide and 1.46 m, high.
Gross ..... Weight 1,000kg.



'Mitsubishi" Turbine Pump

Type : Mitsubishi TMC cylinder type, single suction.
Capa ity : 300 ft³/min.
Total Head : 1,080 ft.
Stage : 3
Revol tions : 1,750 r.p.m.
Motor : 700 HP



"Mitsubishi" Turbo-Blower

Type : 2-stage single suction, direct motor driven.
Capacity : 200m³/min.
Ex. Static Pres. : 185mm Hg.
Revolutions : 3,460 r.p.m.
Motor : 150 KW

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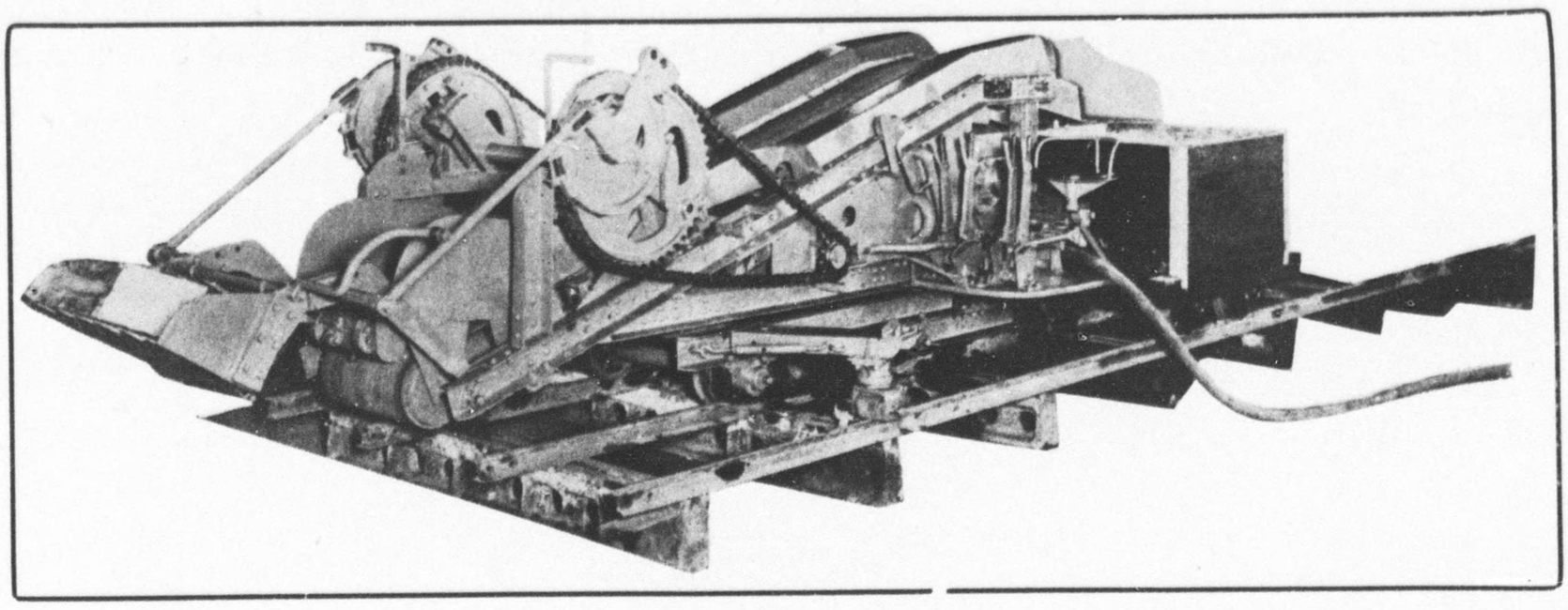

H.S. Type Coal Head Loader

Type	: Auto-travelling scooper with conveyer.
Capacity	: 60 t/h., coal or minerals.
Scooping Frequency	: 8/min.
ScoopingRange	: 4,000 mm sideways.
Air Motor	: 10 HP
Wkg. Air Pressure	: 4 kg/cm^2 g.

(NOTE: Picture shows skelton, finished good is covered and protected adequately.)

VI. TABLE OF VESSELS CONSTRUCTED BY YEAR

Year	Type	Total Tonnage	Quantity	Remarks
1944	Cargo	20,672	3	2AT Wartime Standard Type, Steel.
1945	Cargo	20,677	3	2AT Wartime Standard Type, Steel.
1946	Cargo	2,852	1	3DT Wartime Standard Type, Steel.
	Fishing	1,974	26	Steel.
1947	Cargo	6,980	1	2AT Wartime Standard Type, Steel.
	Fishing	1,555	18	Steel.
1948	Cargo	2,851	1	3DT Wartime Standard Type, (Converted), Steel.
	Passenger-cargo	2,899	3	1,000-ton Type, Steel.
	Fishing	966	7	Steel.
1949	Cargo	4,454	2	D Type, Steel.
(As of June)	Cargo	2,750	1	C Type, Steel.

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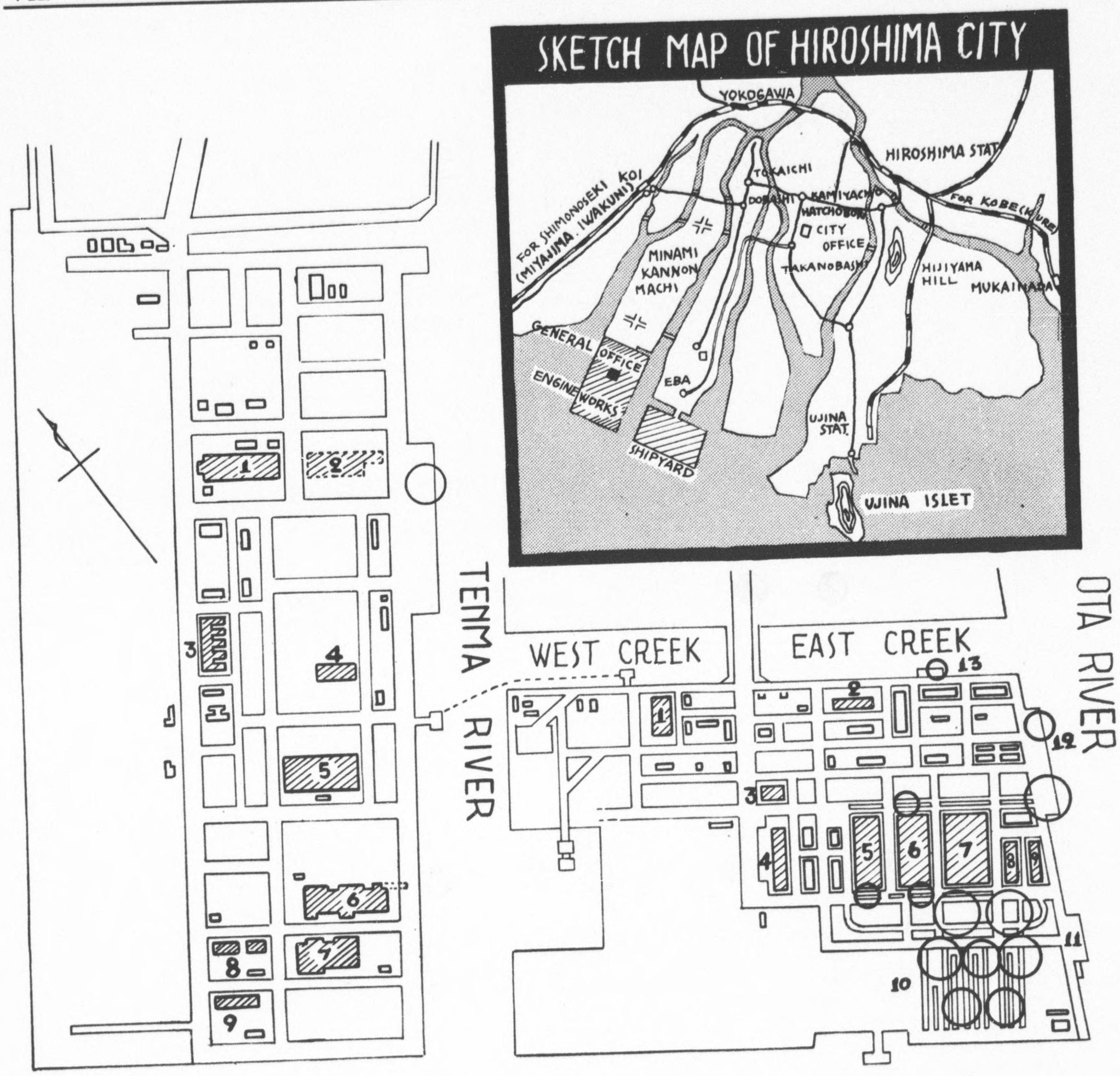
VII. GENERAL ARRANGEMENT OF PLANT



1. Boiler Shop, B.
2. Boiler Shop, A.
3. General Office
4. Tool Shop
5. Machine Shop
6. Iron Foundry
7. Steel Foundry
8. Heat Treatment Shop
9. Smith Shop

1. Saw Mill
2. Office
3. Tool Smithy
4. Wood Work Shop
5. Girder Work Shop
6. Engine Fitting-out Shop
7. Ironwork Shop
8–9. Hull Fitting-out Shop
10. Shipbuilding Berths
11. Quay, A.
12. Quay, B.
13. Quay, C.

(Site area : 472 acres. Employees : 4,500–odd. See page 5.)

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NISHI NIPPON
MITSUBISHI JUKOGYO KABUSHIKI KAISHA,
HIROSHIMA ZOSENSHO

WEST JAPAN
(MITSUBISHI HEAVY INDUSTRIES CO., LTD.
HIROSHIMA SHIPYARD & ENGINE WORKS.)

Address : Minamikannon Machi, Hiroshima City, Japan.

Phones : Nishi (3)-2151 to 2156 (General Office & Engine Works).
Nishi (3)-2051 to 2054 (Shipyard).

Cable Code : "HIROSHIMA" NISHIJUKO MITSUBISHI ZOSEN.

Tokyo Business Branch Office :
Mitubishi Naka 2-Go Kan, 6 Marunouchi 3-Chome, Chiyoda-ku, Tokyo.
Phones : Marunouchi (23) 3822,
Nihonbashi (24) 6278.

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APPLICATION FOR MOVEMENT AND AUTHORIZED USE OF DESIGNATED REPARATION MACHINERY AND EQUIPMENT

June 28, 1950

FILE

HIROSHIMA SHIPYARD & ENGINE WORKS,
WEST JAPAN HEAVY-INDUSTRIES, LTD.,
Minamikwannon Machi, Hiroshima,
Japan

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

HIROSHIMA SHIPYARD & ENGINE WORKS,
WEST JAPAN HEAVY-INDUSTRIES, LTD.
Minamikwannon Machi, Hiroshima,
Japan

HSF-970

June 28, 1950

Application for Authorized Movement & Use of Designated Reparation Machinery and Equipment

To : Mr. Hayato Ikeda,
Minister of Finance

From : Masaya Hiraoka,
General Manager,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd. (Non-reparations Plant)
(Formerly Hiroshima Shipyard & Engine Works
of Mitsubishi Heavy-Industries, Ltd.)

1. Name and Location of the Plant which intends to use Designated Reparation Machinery & Equipment :

Name : Shipbuilding Dept,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

Location : Kba Machi, Hiroshima City.

2. Name (Code No.) & Location of the Plant where Designated Reparation Machinery & Equipment to be used actually exist :

Name : Former Hikari Naval Yard (Code No. 45-4)

Location : Hikari City, Yamaguchi Prefecture.

3. List of Designated Reparation Machinery & Equipment to be Relocated & Used :

Name of Machine	Maker	Dimensions	Invt.No.	In Use or Idle	Q'ty
Shearing Machine	Osaka Steel Works, Japan	12 mm thick x 2,550 wide.	570	Idle	1
Plate Straightening Roller	James Benhil Co., England.	15 mm thick x 1,800 wide.	3168	Idle	1
				Total	2 sets

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

4. Reasons necessitating Relocation and Use of said Machinery and Equipment :

Our plant being established during the War II, it was extremely difficult for us to acquire adequate machines of high precision. So, the fact is that the kinds of the existing machinery are unbalanced in number to meet operational requirements. It is especially so with our Shipyard where lack of large-sized machines is keenly felt. In order to remove this bottle-neck and secure smooth progress of work by supplementing some superior machines, we have been seeking for them —— everywhere and for long —— and find it very difficult to obtain from the ordinary resources of civilian plants such large-sized ones as mentioned in this Application.

Finding that the reparation machines in question are quite to the purpose both intype and capacity, we earnestly beg your authorization for our temporary use of the reparation machines. Immediately on authorization, we would like to move and avail them here at this plant.

The following are some concrete explanations of the reasons for the necessity of each machine :

1) Shearing Machine (1 set)

The only one set of shearing machine we have now in Hull Fitting-out Shop can cut metals not more than 6 mm. in thickness. However, about 45 per cent of steel plates to use here is composed of those of 7 to 12 mm. thick, so we are being obliged to be content with gas-cutting method, However, this method is much inferior to that of machine-cutting in working efficiency. Furthermore, this cannot give exact preciseness of products, so we have to repair them once again by caulking hammer and grinder; as the result of which the method brings about not only an obstacle to the progress of work but also an increase of manufacturing cost.

While, the use of this machine in question will make it possible for us to save 150 mandays and a lot of materials, in case of the construction of one B type vessel.

2) Plate Straightening Roller (1 set)

What we have inour Ironwork Shop is only one set of large-sized plate straightening roller of 22 mm. thick and 2,500 mm. wide; which is much deficient in capacity to accomplish the required works for the ship construction under the 5th Ship Construction Plan, even if we work all night and overtime. Thus, we are being obliged to straighten plates by hand after finishing the marking or welding of the plates.

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In view of the tendency to adopt welding method more often in the future shipbuilding work, we are very afraid that capacity of our present machine will become more deficient, and thus, some severer handicaps against the progress of work will arise in the way of the execution of operation here at this plant.

The use of this machine in question will surely make it possible to expedite the progress of work and improve the quality of products, reducing the number of mandays necessary for the construction of one A type vessel, by 80 units, at least.

Signed by [signature]
for Masaya Hiraoka
General Manager,
Hiroshima Shipyard & Engine Works,
West Japan Heavy Industries, Ltd.

FOR THE GENERAL MANAGER :

I. MORINAKI
Assistant General Manager.

Attached : A Pledge by applicant for authorized temporary use for responsible custody and maintenance of designated reparation machinery and equipment --- 1 copy.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178012

RE CUSTODY AND MAINTENANCE OF
DESIGNATED REPARATION MACHINERY

Date : June 28, 1950

To : Minister of Finance

I, the undersigned applicant, hereby commit myself to accept full responsibility for the custody and maintenance of the designated reparation machines (I SET OF SHEARING MACHINE & I SET OF PLATE STRAIGHTENING ROLLER) as stated in the attached Application, in compliance with your indications and during the period of authorized use.

Signature I. Moriwaki

per

Masaya Hiraoka
General Manager,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

FOR THE GENERAL MANAGER :

I. MORIWAKI
Assistant General Manager.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78013

APPLICATION FOR MOVEMENT AND AUTHORIZED USE OF DESIGNATED REPARATION MACHINERY AND EQUIPMENT

June 28, 1950

FILE

HIROSHIMA SHIPYARD & ENGINE WORKS,
WEST JAPAN HEAVY-INDUSTRIES, LTD.,
Minamikwannon Machi, Hiroshima,
Japan

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77-0[illegible]

HIROSHIMA SHIPYARD & ENGINE WORKS,
WEST JAPAN HEAVY-INDUSTRIES, LTD.
Minamikwannon Machi, Hiroshima,
Japan

HSF-969

June 28, 1950

Application for Authorized Relocation and Use of
Designated Reparation Machinery and Equipment

To : Mr. Hayato Ikeda
Minister of Finance

From : Masaya Hiraoka,
General Manager,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd. (Non-reparations Plant)
(Formerly Hiroshima Shipyard & Engine Works
of Mitsubishi Heavy-Industries, Ltd.)

Address : Minamikwannon Machi, Hiroshima City.

1. Name and Location of the Plant which intends to use Designated Reparation Machinery and Equipment :

Name : Engineering Department,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

Location : Minamikwannon Machi, Hiroshima City.

2. Name (Code No.) and Location of the Plant where Designated Reparation Machinery and Equipment to be used actually exist :

Name : 1) Former Kure Naval Yard (Code No. 11-05(6))

2) Former No.11 Naval Aircraft Arsenal (Code No. 11-6(8))
(Code No. 11-6(10))

Location : 1) Miyahara-dōri, Kure City.

2) Hiro Machi, Kure City.

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3. List of Designated Reparation Machinery and Equipment to be Relocated and Used :

Name of Machine	Maker	Brief Specification	Invt.No.	In Use or Idle	Q'ty
Surface Grinding Machine	Blanchard Machine Co., U.S.A.	Table dia., 950 mm	05(6)-484	Idle	1
Double Housing Planer	Cincinnati Milling Co.,U.S.A.	Table, 6,550 long x 1,900 wide	05(6)-1422	Idle	1
Electric Hoist	Towa Manufactory, Japan	Lifting capacity, 0.5 ton. With rails.	05(6)-4938	Idle	1
- do -	- do -	- do -	05(6)-4939	Idle	1
Radial Drilling Machine.	Japanese make, details unknown.	Max.distance between column surface & spindle, 1,900	6(8)-1248	Idle	1
Cylindrical Grinder,External.	Dai Nippon Heiki, Japan (Japan Arms Co.)	Max.swing,800. Distance between centres, 3,100.	6(10)-229	Idle	1
				Total	6 sets

4/ Reasons necessitating Relocation and Use of said Machinery and Equipment :

Our plant being established during the War II, it was extremely difficult for us to acquire adequate machines of high precision.--- especially so with machine tools--- because priority was given to aircraft manufactories in the allocation of superior machine tools. So, the fact is that most of the existing machine tools in our possession are either wartime types of single purpose or used-ones or superannuated. Furthermore, the kinds of existing machines are unbalanced in number to meet operational requirements. It is especially so with Engine Works where lack of large-sized machine tools is keenly felt. It is due to abrupt increase of the receipts of orders for manufacture of large-sized parts to steam turbines and 5,000 HP diesel engines, of large-sized chemical machinery or plants, etc. The deficient equipment of us at present is no small handicap against progress of work and precision of products.

The manufacture of these ordered goods mentioned above which require excellent workmanship and techniques make it necessary for us to supplement some large-sized machines of superior precision. In order to remove this bottle-neck by supplementing some supsrior machines, we have been seeking for them--everywhere and for long-- and find that the reparation machines in question are quite to the purpose both in type and capacity.

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For such reasons, we earnestly beg your authorization for our temporary use of those reparation machines. Immediately on authorization, we would like to move and avail them here at this plant.

We shall try to give some concrete explanations of the reasons for the necessity of each machine :

1) Surface Grinding Machine (1 set)

In our Machine Shop, we have no such a large-sized grinder of table-rotary type as this one, so that we are being obliged to finish the piston ring by grinding it on the lathe; in grinding the butts of turbine thrust bearings, in figuring and setting the width of turbine blades, and in grinding flexible plates of flexible couplings, etc., also we have to finish the jobs individually by small-sized reciprocating table grinders, because we cannot machine them in a lump. Thus, at present we are being obliged to be content with inefficienty of work as well as deficient preciseness of products. We are in a great deal of trouble.

Now this machine can perform such en bloc machining at one time for the items of same dimensions, because its table is wide; on the other hand, we have constant jobs enough in amount to operate this machine in full. So, the use of the machine under application must surely raise the work efficiency by 80 per cent on the average, not to mention of improved precision of products.

Besides, we can never find any other superior domestic-made machine than this one, both in capacity and precision, also we can hardly find any of such from the ordinary resources of civilian plants.

2) Double Housing Planer (1 set)

So far, we have received orders for the manufacture of scavenging air pumps, cylinders, jackets, columns, and casings for use of 7MS type 5,000 HP Diesel engines for expert, and heating plates for drying ovens for chemical and textile industries, which necessarily requires such a large-sized machine as this. Since April last year, the amount of jobs on hand has been constantly more than that for capacity of 3 sets of planer.

The fact is that we have no such a large-sized planer as this, what we have is only one set of open sided planer of Karatsu Iron Works make. And thus, we are being obliged to executing the jobs by operating an inefficient planer of wall type in addition to the said Karatsu planer, and working day and night on two shifts basic.

However, by use of this desired machine, we shall be able to save mandays by some 25 per cent as compared with those in the past, raising the working efficiency in overtime work by 70 to 80 per cent, also making it possible to reduce the cost of overtime-work allowance by 30 to 50 per cent.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77891

In addition, under present circumstances in this country it is very difficult for us to obtain such a large-sized machine as this from other resources, and a new machine made to our order will surely take a long term of about three years and more before we can get it. The pressing situation we are confronted with could never afford us taking things easy like that.

3) Electric Hoist (2 sets)

In carrying materials for making original moulds of iron or steel castings to the sand-mixing places in our Iron & Steel Foundries, we have been Obliged to manage it with an inefficient method -- that is, by availing the overhead cranes for moulding operation that lie idle, also by using hand carts to cover the rest.

However, along with the gradual increase of casting jobs in recent days, we find it considerably difficult to avail said cranes here. This gives us a hindrance in expediting the sand-mixing operation; as the result of which it has much affected the efficiency of moulding operation.

Therefore, the installation of the machines in question in our Iron & Steel Foundries (one each in respective ship) as an equipment to be used exclusively for moulding sand material, and to mechanize the whole system, will surely improve the working efficiency in the Foundries by 5 per cent, at least.

Besides, although these machines are of domestic make but being special ones, it is very difficult to obtain proper substitutes from other resources. Moreover, we cannot find any special makers of this item in present-day Japan. In addition, the said machines having necessary accessories, such as rails and a complete set of fittings, we can avail them in short time.

4) Radial Drilling Machine (1 set)

The shortage in number as well as inferiority of large-sized machines now installed in our Boiler Shop has been an obstacle to the progress of work in this plant --- especially so with large-sized radial drilling machines in our possession. At present, we have only 4 sets of ordinary home-made machine of this kind (Length of arm -- 2,000 to 3,000 mm.); two of which cannot be operated in the vertical direction, and still more, one of them can hardly be available now. So, we are making use of the remaining 3 sets for drilling operation for large-sized products, such as boilers, chemical machinery, etc. However, the fact is that the amount of the jobs we have now is one time and a half as much as that we can perform with the existing capacity. Although so far we have been making the work go smoothly by somehow encouraging our employees to work hard -- all night and overtime work, but in view of the prospective increase of the receipts of orders, we are faced with a great difficulty in the accomplishment of so much jobs.

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At present, machining of the bodies for 2 sets of marine 3-drum water tube boiler requires about 3 months, but the term can be reduced to 2 months if to use this machine. Besides, it is very difficult for us to acquire such a large-sized machine whose arm is more than 2 meters. Therefore, we wish to borrow this machine in question to attain prompter delivery and to cut the cost.

5) Cylindrical, Grinding Machine (1 set)

Although we have 5 sets of small-sized cylindrical grinder here at present, we are not furnished with such a superior machine of more than 360 mm maximum swing and 1,400 mm distance between centers, so that we are being obliged to rely on the existing lathes in machining high pressure rotary shafts of turbines, reduction gear shafts of same, outside diameters of pistons for use of steam and Diesel engines and other bearing parts, Resultantly, the working efficiency is very low, and the preciseness of products is being effected only with much trouble and hardest effort on our side.

Therefore, the use of this machine will surely make it possible not only to better the quality of finished goods, but also to advance the working efficiency by 40 per cent in machining those shafts which require exact precision, and by 20 per cent for those which are not required of precision so strictly.

Although this machine is of domestic make, it is seldom that we can find such a large-sized, outside-diameter grinding machine with a capacity equal to this one—it is the case with both this country and overseas. And in view of the present productive activities in this country, it is absolutely impossible that we can have such a machine newly manufactured to our order. If we should miss it, it will become absolutely hopeless to get this kind of machine from any other place.

FOR THE GENERAL MANAGER:

I.MORIWAKI
Assistant General Manager.

Signed by I. Moriwaki
for Masaye Hiraoka
General Manager,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

Attached : A Pledge by applicant for authorized temporary use for responsible custody and maintenance of designated reparation machinery and equipment — 1 copy.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78019

RE CUSTODY & MAINTENANCE OF
DESIGNATED REPARATION MACHINERY

Date : June 28, 1950

To : Minister of Finance

I, the undersigned applicant, hereby commit myslef to accept full responsibility for the custody and maintenance of the designated reparation machines (1 SET EACH OF SURFACE GRINDING MACHINE, DOUBLE HOUSING PLANER, RADIAL DRILLING MACHINE, & CYLINDRICAL GRINDER & 2 SETS OF ELECTRIC HOIST TOTALLING 6 SETS) as stated in the attached Application, in compliance with your indications and during the period of authorized use.

Signature M. Hiraoka

for Masaya Hiraoka
General Manager,
Hiroshima Shipyard & Engine Works,
West Japan Heavy-Industries, Ltd.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77801

FIELD TRIP REPORT

R.G. STRADLEY

Hiroshima
28 June 1950

1. Purpose:

Inspection of Hiroshima Shipyard and Engine Works, West Japan Heavy Industries Ltd.

2. Background:

Surveillance in accordance with O.D. 11.

3. Discussion:

Conferees,

Mr. Hiraoka, General manager.

Mr. Murai, Chief Engineering Department,

Mr. Okazaki, Chief of Machine shop,

Mr. Kawahara, Chief of shipbuilding Department,

Mr. Doi, Engineer,

Mr. Koninata, Chief of Liaison Section,

a. Two Reparations machines bearing the code numbers 11-5(6)-1949 and 14-14-8(EX) have been already installed in the Engine Works Plant.

Detailed list of three Reparations machines for which the company will make a formal application in the future is in our file.

b. A total number of employees is approximately 3,600, of which 600 are staff workers and 3000 are shop workers. The shop workers union is affiliated with the all Japan Federation of shipbuilders union or Zensen and the office workers union is an indepent union. No labor trouble was in evidence.

c. Shipbuilding.

(1) Construction.

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Name of Ship	Type & G.T.	Kind	Main Engine & H.P.	E.T. of Completion	Authorization	Owner	Manufacturing of Engine
Tarushima Maru	B 4,750	Cargo	All impulse turbine, 1 set. 2,600	End of Sep. 1950	561.4 ESS/IND 24 Feb. 1950	Hamane Steamship Co.	Hiroshima Shipyard, West Japan Hvy.Ind.Co.
No Name given as yet.	B 4,750	Cargo	All impulse turbine, 1 set. 2,600	End of Nov. 1950	561.4 ESS/IND 24 Feb. 1950	Konan Steam-Ship Co.	Hiroshima Shipyard, West Japan Hvy.Ind.Co.
No Name given as yet.	A 6,650	Cargo	7 MS Diesel engine, 1 set 4,700	Mid of Feb. 1951.	569.7 ESS/IND 31 Jan. 1950	Nakamura Steamship Co.	Nagasaki Shipyard, West Japan Hvy.Ind.Co.

(2) Conversion, None

(3) Repair,

One 450 ton coastal guard ship "PM01", with two 650 H.P. engines, twin screws.
Expected time of completion, 10 July 1950.
The ship will have to be repaired within six hours upon the receipt of an emergency order.

The yard is building five 15 meter span iron bridges for the Japanese Government Railway. The bridges are to be used between Kure and Hiroshima.

d. Detailed data on,

Production facilities, employees broken down by type, production figures, equipment and capacity, status on the past and present shipbuilding and repair, and a list of main machinery equipment broken down by each plant and shop as of 1 June 1950 are in our file.

e. The yard has a total of 10,000 tons of steel materials which is sufficient to meet the requirements of three ships now under construction and in addition to the above there are about 2,000 tons of steel materials which were left unused since the war.

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f. There are three operable building berths. As for drydock the yard is using a drydock (capacity, 15,000 tons) located on the Kanawazima about 5 miles distance from the yard. The drydock is national property under the custody of the Mizuno Zosen Company.

4. Conclusion:

a. No unauthorized construction, conversion and repair was in progress at the yard.

b. There is no apparent shortage in raw materials. One to two month delay in the delivery of steel materials on the part of the Yawata Iron and Steel Manufacturing Company is evident due to the recent strike at the latter plant.

c. The company has sufficient volume of work to keep the employees busy until February 1951.

d. The company is most seriously concerned with the future prospects of the six period shipbuilding allocation.

e. Electric power does not constitute a problem.

f. The company officials present at the conference were very much interested in American technical magazines for the rationalization of industry.

5. Recommendation:

It was recommended to the company officials that the time has come to study production and quality control in order to compete in the world market. The removal of inspections from control by shop foreman and placing them directly under the plant manager was recommended. This method gives them more freedom to reject defective materials and keeps the factory manager informed of when the defective workmanship occurs.

RGS

R. G. STRADLEY, DAC

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78018

-C-O-I-Y-

Mitsubishi Jūkō.

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

AG 561(24 Oct 47)ESS/IN
(SCAPIN 1807)

APO 500
24 October 1947

MEMORANDUM FOR: JAPANESE GOVERNMENT

THROUGH: Central Liaison Office, Tokyo

SUBJECT: Change in Construction Program of Fishing Vessels

1. Reference is C.L.O. letter No. 7093 (CM), dated 10 September 1947, subject: Request for Approval of Change in Construction Program of Fishing Vessels.

2. The change in construction plan of fishing vessels is approved in accordance with Inclosure 1 of this memorandum.

3. Of the listed tuna boats, a number of these totalling approximately eight hunired and forty (840) gross tons will not be licensed to operate until approval has been given by the Supreme Commanier for the Allied Powers. Thirty (30) days after receipt of this memorandum, the number of boats, gross tonnage, and location of the shipyard where the vessels not to be licensed to operate are under construction, will be submitted to the Supreme Commanier for the Allied Powers.

FOR THE SUPREME COMMANDER:

/s/
/t/ R. M. LEVY
Colonel, AGD
Adjutant General

1 Incl
Change in Fishing Vessel
Construction Plan

1 incl. in Hitachi Innoshima S.Y. file

-C-O-I-Y-

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

Mitsubishi Hi.

-C-O-P-Y-

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Economic and Scientific Section
APO 500

564(28 Jan 49)ESS/IND 28 January 1949

MEMORANDUM FOR: Ministry of Transportation, General Maritime Bureau, No. 1 Ittchome, Marunouchi, Chiyoda-ku, Tokyo

SUBJECT: Application for Permission to Reconstruct Nine (9) 2E-type Vessels

1. Reference is C.L.C.O. Letter No. 94(2F), subject: Application for Permission to Reconstruct Nine 2E-type Vessels, 27 November 1948.

2. No objection is offered to the reconstruction of Nine (9) steel cargo vessels as specified on attached inclosure.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

1 Incl
List of Vessels

S. S. VAUGHAN
Chief, Industry Division

-C-O-P-Y-

2E-type Vessels to be Reconstructed

No	Vessel	Owner	Dockyard	GT	Eng HP & Speed
1	Tsubame Maru	Nippon Seitetsu K.K.	Mizuno Shipbuilding Co. Hiroshima Ship-Yard	910	Recipro 500 HP Approx 9 knots
2	No. 7 Nagasaki Maru	Toyo Kisen K.K.	Kawaminami Kogyo K.K. Fukabori Factory Nagasaki	910	Same
3	Tatsuaoi Maru	Nippon Seitetsu K.K.	Mitsubishi Shipyard Shimonoseki	910	Same
4	Kokuyu Maru	Sanko Kisen K.K.	Hitachi Shipbuilding Co. Chikko Factory Osaka	910	Same
5	No. 8 Kaishin Maru	Toho Kaiun K.K.	Mitsubishi Shipyard Hiroshima	910	Same
6	No. 15 Kaishin Maru	Toho Kaiun K.K.	Mitsubishi Shipyard Hiroshima	910	Same
7	Shinei Maru	Setonaikai Sempaku K.K.	Urabe Shipbuilding Co. Hiroshima	910	Same
8	No. 5 Kinzan Maru	Tsurumaru Kisen	Hitachi Shipbuilding Co. Innoshima Factory Hiroshima	910	Same
9	No. 2 Minatogawa Maru	Taihei Kisen K.K.	Kasado Dock K.K. Yamaguchi-ken	910	Same

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78-3-18

COPY

Mitsubishi

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THA ALLIED POWERS
Economic and Scientific Section
APO 500

569.7 (31 Jan 50) 31 January 1950

MEMORANDUM FOR: Ministry of Transportation, Ships Bureau, No 1
Ittchome, Marunouchi, Chiyoda-ku, Tokyo

SUBJECT: Applications for Approval to Construct Steel Cargo Vessels

1. References are:

a. FOM No. 1453 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

b. FOM No. 1456 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

c. FOM No. 1449 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

d. FOM No. 1455 (FRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

e. FOM No. 1209 (TRAM), 22 October 1949, subject: Application for Approval To Construct a Steel Cargo Vessel.

f. FOM No. 1571 (TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

g. FOM No. 1573 (TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

h. FOM No. 1657 (TRM), 10 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

i. FOM No. 1571 (TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

j. FOM No/ 1457 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

2. No objection is offered to the construction of ten (10) steel cargo vessels as specified in Indlosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
List of St Cargo
Ves Auth for Constr

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

C O P Y

List of Steel Cargo Vessels Authorized for Construction

NAME OF SHIPYARD	NAME OF SHIPOWNER	HULL NO.	CLASS	NO. OF VESSELS	GROSS TONS	DWT TONS	TYPE OF FUEL	PERIOD OF CONSTRUCTION
Fujinagata Osaka City	Toyo Kaiun	23	ABS	1	4,150	6,350	Coal	10 months
Uraga Uraga Kanagawa Pref.	Hinoda Kisen	622	ABS	1	3,800	5,300	Coal	8 months
Nagoya S.Y,. Aichi Pref.	Chuo Kisen	92	ABS	1	4,200	6,500	Coal	12 months
Hitachi Innoshima Hirohims Pref.	Iino Kaiun	3672	ABS	1	6,250	9,150	Heavy oil & Coal	10½ months
Mitsubishi Hiroshima Hiroshima Pref.	Nakamura Hisen	H 27	ABS	1	6,650	9,350	Heavy oil	12 months
Hitachi Sakurajima Osaka City	Nissan Kisen	3670	ABS	1	6,950	9,950	Heavy oil & Coal	10 months
Kawanami Koyakijima Nagasaki Pref.	Okada Shosen	250	ABS	1	6,700	9,750	Heavy oil & coal	10 months
Kawasaki Kobe Hyogo Pref.	Kawasaki Kisen	903	ABS	1	6,000	9,000	Heavy oil	11 months
Mitsubishi Yokohama Kanagawa Pref.	Toyo Shosen	S 747	ABS	1	6,400	9,350	Heavy oil	12 months
Nippon Kokan Kanagawa Pref.	Kyoritsu Kisen	672	ABS	1	5,500	9,00	Heavy oil & oil	11 months
	Total				56,300 G.T.			

C O P Y

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

1 Copy

Economic and Scientific Section
APO 500

HBO/WT/ECW/als

561.4(24 Feb 50)ESS/IND

24 February 1950

MEMORANDUM FOR: Ministry of Transportation, Ships Bureau, No. 1 Ittchome, Marunouchi, Chiyoda-ku, Tokyo.

SUBJECT: Applications for Approval to Construct Steel Cargo Vessels and Tankers.

Mitsubishi Hiroshima
~~Hitachi Innoshima~~

1. References are:

a. FOM No. 1284(TRAM), 1 November 1949, subject: Application for Approval to Construct Two (2) Steel Cargo Vessels.

b. FOM No. 1742(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

c. FOM No. 1743(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

d. FOM No. 1738(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

e. FOM No. 1729(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

f. FOM No. 1730(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

g. FOM No. 1759(TRM), 24 December 1949, subject: Application for Approval to Construct a Steel Tanker.

h. FOM No. 1735(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Tanker.

2. No objection is offered to the construction of seven (7) steel cargo vessels and two (2) steel tankers as specified in Inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
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for Constr

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

LIST OF VESSELS AUTHORIZED FOR CONSTRUCTION

NAME OF SHIPYARD	NAME OF SHIPOWNER	HOLD NO.	TYPE & CLASS	NO. OF SHIPS	GROSS TONS	DWT TONS	FUEL	PERIOD OF CONSTRUCTION
Mitsubishi Kobe Hyogo Pref.	Osaka Shosen	832 & 833	Cargo ABS	2	6,500 each	9,400 each	Heavy Oil	12 months each
Namura Osaka City	Namura Kisen	262	Cargo ABS	1	4,660	7,200	Heavy oil & coal	11 months
Mitsubishi Hiroshima Hiroshima Pref.	Konan Kisen	H 26	Cargo ABS	1	4,750	7,200	Heavy oil & coal	10 months
Nippon Kokan Tsurumi Kanagawa Pref.	Sugaya Kisen	676	Cargo ABS	1	4,500	6,700	Heavy oil & coal	12 months
Mitsubishi Hiroshima Hiroshima Pref.	Hamane Kisen	H 25	Cargo ABS	1	4,750	7,200	Heavy oil	10 months
Kawanami Koyakijima Nagasaki Pref.	Ryusho Kaiun	235	Cargo ABS	1	4,100	6,300	Coal	9 months
			TOTAL		35,760 G.T.			
Hitachi Sakurajima Osaka City	Nippon Suisan	3676	Tanker ABS	1	Not to exceed 12,000	17,500	Heavy oil	12½ months
Hitachi Innoshima Hiroshima Pref.	Nippon Yusosen	3675	Tanker ABS	1	Not to exceed 12,000	18,000	Heavy oil	10 months
			TOTAL		24,000 G.T.			
			GRAND TOTAL		59,760 G.T.			

Note: Max. speed of these vessels is not to exceed 15 knots.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

C O P Y

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Economic and Scientific Section
APO 500

HBO/WT/ECW/yt

569.7 (31 Jan 50)ESS/IND

31 January 1950

MEMORANDUM FOR: Ministry of Transportation, Ship Bureau, No. 1
Ittchome, Marunouchi, Chiyoda-ku, Tokyo

SUBJECT: Applications for Approval to Construct Steel Cargo Vessels

1. References are:

a. FOM No. 1453 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel,

b. FOM No. 1456 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

c. FOM No. 1449 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

d. FOM No. 1455 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel,

e. FOM No. 1209 (TRAM), 22 October 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

f. FOM No. 1571 (TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel,.

g. FOM No. 1573 (TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

h. FOM No. 1657 (TRM), 10 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

i. FOM No. 1572 (TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

j. FOM No. 1457 (TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

Mitsubishi Hiroshima

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

569.7 (31 Jan 50)ESS/IND
Subject: Application for Approval to Construct Steel Cargo Vessels

2. No objection is offered to the construction of ten (10) steel cargo vessels as specified in Inclosure 1.

FOR THE CHIEF, ECONOMIC ANS SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
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LIST OF STEEL CARGO VESSELS AUTHORIZED FOR CONSTRUCTION

NAME OF SHIPYARD	NAME OF SHIPOWNER	HULL NO.	CLASS	NO. OF VESSELS	GROSS TONS	TYPE OF TONS	TYPE OF FUEL	PERIOD OF CONSTRUCTION
Fujinagata Osaka City	Toyo Kaiun	23	ABS	1	4,150	6,350	Coal	10 months
Uraga Dock Kanagawa Pref.	Hinode Kisen	622	ABS	1	3,800	5,300	Coal	8 months
Nagano SY Aichi Pref.	Chuo Kisen	92	ABS	1	4,200	6,500	Coal	12 months
Hitachi Innoshima Hiroshima Pref.	Iino Kaiun	3672	ABS	1	6,250	9.150	Heavy Oil & Coal	10½ months
Mitsubishi Hiroshima Hirosnima Pref.	Nakamura Kisen	H 27	ABS	1	6,650	9,350	Heavy Oil	12 months
Hitachi Sakurajima Osaka City	Nissan Kisen	3670	ABS	1	6,650	9,950	Heavy Oil & Coal	10 months
Kawanami Koyakijima Nagasaki Pref.	Okada Shosen	236	ABS	1	6,700	9,750	Heavy Oil & Coal	10 months
Kawasaki Kobe Hyogo Pref.	Kawasaki Kisen	903	ABS	1	6,00	9,00	Heavy Oil	10 months
Mitsubishi Yokohama Kanagawa Pref.	Toyo Shosen	S747	ABS	1	6,400	9,350	Heavy Oil	12 months
Nippon Kokan Tsurimi Kanagawa Pref.	Kyoritsu Kisen	672	ABS	1	5,500	9,000	Heavy Oil & Coal	11 months
			TOTAL		56,300 G.T.			

C O P Y

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

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770018

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

31 JAN 50
569.7 ESS/IND.

569.7 (9 Feb 1950)CAS-EM

14 FEB 1950

SUBJECT: Applications for Approval to Construct Steel Cargo Vessels.

Mitaka/Tsurushima

TO: Chief, Kanto Civil Affairs Region, APO 500
Chief, Kinki Civil Affairs Region, APO 25
Chief, Chugoku Civil Affairs Region, APO 248
Chief, Kyushu Civil Affairs Region, APO 24-5

Hitachi
Innoshima

I-20a-4

1. Reference is memorandum to the Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, 569.7(31 Jan 50)ESS/IND, subject as above, 31 January 1950.

2. Surveillance will be exercised in accordance with provisions of Operational Directive No. 51, Headquarters Eighth Army, 27 September 1949.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

1 Incl
Memo for Min of Trans,
6 Feb 1950

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J. A. O'BRIEN
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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77013

- C O P Y -

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
Economic and Scientific Section
APO 500

HBO/WT/ECW/yt

569.7(31 Jan 50)ESS/IND

31 January 1950

MEMORANDUM FOR: Ministry of Transportatinn, Ship Bureau, No. 1
Ittchome, Marunouchi, Chiyoda-ku, Tokyo

SUBJECT: Applications for Approval to Construct Steel Cargo Vessels

1. References are:

a. FOM No. 1453(TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

b. FOM No. 1456(TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

c. FOM No. 1449(TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

d. FOM No. 1455(TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel,

e. FOM No. 1209(TRAM), 22 October 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

f. FOM No. 1571(TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel,

g. FOM No. 1573(TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

h. FOM No. 1657(TRM), 10 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

i. FOM No. 1572(TRM), 30 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

j. FOM No. 1457(TRM), 18 November 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78018

569.7(31 Jan 50)ESS/IND
Subject: Application for Approval to Construct Steel Cargo Vessels

2. No objection is offered to the construction of ten (10) steel cargo vessels as speficied in Inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

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

LIST OF STEEL CARGO VESSELS AUTHORIZED FOR CONSTRUCTION

NAME OF SHIPYARD	NAME OF SHIPOWNER	HULL NO.	CLASS	NO. OF VESSELS	GROSS TONS	TYPS OF TONS	TYPE OF FUEL	PERIOD OF CONSTRUCTION
Fujinagata Osaka City	Toyo Kaiun	23	ABS	4,150	4,150	6,350	Coal	lo months
Uraga Dock Kanagawa Pref.	Hinode Kisen	622	ABS	1	3,800	5,300	Coal	8 months
Nagano SY Aichi Pref.	Chuo Kisen	92	ABS	1	4,200	6,500	Coal	12 months
Hitachi Innoshima Hiroshima Pref.	Iino Kaiun	3672	ABS	1	6,250	9,150	Heavy Oil & Coal	10½ months
Mitsubishi Hiroshima Hiroshima Pref.	Nakamura Kisen	H 27	ABS	1	6,650	9,350	Heavy Oil	12 months
Hitachi Sakurajima Osaka City	Nissan Kisen	3670	ABS	1	6,650	9,950	Heavy Oil & Coal	10 months
Kawanami Koyakijima Nagasaki Pref.	Okada Shosen	236	ABS	1	6,700	9,750	Heavy Oil & Coal	10 moths
Kawasaki Kobe Hyogo Pref.	Kawasaki Kisen	903	ABS	1	6,00	9,00	Heavy Oil	10 months
Mitsubishi Yokohama Kanagawa Pref.	Toyo Shosen	S 747	ABS	1	6,400	9,350	Heavy Oil	12 months
Nippon Kokan Tsurimi Kanagawa Pref.	Kyoritsu Kisen	672	ABS	1	5,500	9,000	Heavy Oil & Coal	11 months
			TOTAL		56,300 G.T.			

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. [illegible]

C O P Y

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 561 (30 Nov 48) ESS/IND
SCAPIN 6393-A

16 February 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Application for permission to Construct Steel Cargo Vessels

1. Reference is C.L.C.O. letter No. 3969 (2P), subject: Application for Permission to Construct Steel Cargo Vessels, 30 November 1948.

2. No objection is offered to the construction of twelve (12) steel cargo vessels as specified on inclosure 1.

3. Construction of seven (7) steel cargo vessels as specified on inclosure 2 is not favorable considered at this time.

FOR THE SUPREME COMMANDER:

2 Incls:
1. Vessels spproved for construction
2. Vessels not favorably considered

/s/ A.J. Rehe
for R.W. LEVY
Colonel, AGD
Adjutant General

Mitsubishi

C O P Y

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

C O P Y

VESSELS APPROVED FOR CONSTRUCTION

Name of Shipyard	Owner	Gross Tons	Dead Weight	Engine and Horsepower	Speed (Knots)	Term of Work (Mo.)
Hitachi Innoshima	Nissan Kisen	4,950	7,500	Turbine 3,600	13.0	11.5
Mitsubishi Kobe	Osaka Shosen	4,950	7,400	Turbine 3,600	13.0	12.0
Harima	Sanko	4,950	7,600	Turbine 3,600	12.0	11.0
Mitsubishi	Nitto Kisen	3,690	5,400	Turbine 2,400	12.0	10.0
Mitsui Kamano	Kansai Kisen	3,700	5,250	Turbine 2,400	12.0	12.0
Mitsubishi Hiroshima	Mitsubishi Kisen	3,650	5,470	Turbine 2,400	12,0	10.0
Hitachi Sakurajima	Shofuku Kisen	3,700	5,350	Turbine 2,400	12.0	11.0
Mitsubishi Yokohama	Nihon Kisen	2,390	3,500	Recipro 1,500	10.0	10.0
Mitsubishi Hiroshima	Nakamura Kisen	2,400	3,700	Turbine 1,600	11.0	8.0
Mitsubishi Kobe	Nihonen Kisen	2,100	3,000	Recipro 1,150	10.0	8.0
Mitsubishi Nagasaki	Yusen Kinkai	2,400	3,500	Turbine 1,700	11.0	8.0
Hitachi Innoshima	Taiyo Kaiun	2,400	3,600	Recipro 1.500	11.0	9.0

C O P Y

VESSELS NOT FAVORABLY CONSIDERED FOR CONSTRUCTION

Name of Shipyard	Owner	Gross Tons	Dead Weight	Engine and Horsepower	Speed (Knots)	Term of Work (mo)
Mitsui Tamano	Inui Kisen	2,400	3,400	Recipro 1,600	11.0	8.0
Osaka Zosen	Chiyoda Kisen	2,000	2,900	Recipro 1,100	10.0	7.0
Mitsubishi Shimonoseki	Kyushu Shosen	695	980	Recipro 500	8.5	8.0
Sanko Osaka	Tokyo Kisen	695	950	Recipro 500	8.5	6.0
Kawanami Fukabori	Daido Kisen	700	1,000	Recipro 650	9.5	6.0
Onomichi Zosen	Nisshin Kisen	698	967	Recipro 500	8.5	6.0
Tokyo Zosen	Hokkai Kisen	695	950	Turbine 650	9.5	6.0

C O P Y

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

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 778018

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GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

16 February 1949

AG 561 (30 Nov 48) ESS/IND
SCAPIN 6393-A

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Application for permission to Construct Steel Cargo Vessels

1. Reference is C.L.C.O. letter No. 3969 (2P), subject: Application for Permission to Construct Steel Cargo Vessels, 30 November 1948.

2. No objection is offered to the construction of twelve (12) steel cargo vessels as specified on inclosure 1.

3. Construction of seven (7) steel cargo vessels as specified on inclosure 2 is not favorable considered at this time.

FOR THE SUPREME COMMANDER:

/s/ A.J. Rehe
for R.W. LEVY
Colonel, AGD
Adjutant General

2 Incls:
1. Vessels spproved for construction
2. Vessels not favorably considered

Mitsubishi Hiroshima

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

C O P Y

VESSELS APPROVED FOR CONSTRUCTION

Name of Shipyard	Owner	Gross Tons	Dead Weight	Engine and Horsepower	Speed (Knots)	Term of Work (Mo.)
Hitachi Innoshima	Nissan Kisen	4,950	7,500	Turbine 3,600	13.0	11.5
Mitsubishi Kobe	Osaka Shosen	4,950	7,400	Turbine 3,600	13.0	12.0
Harima	Sanko	4,950	7,600	Turbine 3,600	12.0	11.0
Mitsubishi	Nitto Kisen	3,690	5,400	Turbine 2,400	12.0	10.0
Mitsui Kamano	Kansai Kisen	3,700	5,250	Turbine 2,400	12.0	12.0
Mitsubishi Hiroshima	Mitsubishi Kisen	3,650	5,470	Turbine 2,400	12,0	10.0
Hitachi Sakurajima	Shofuku Kisen	3,700	5,350	Turbine 2,400	12.0	11.0
Mitsubishi Yokohama	Nihon Kisen	2,390	3,500	Recipro 1,500	10.0	10.0
Mitsubishi Hiroshima	Nakamura Kisen	2,400	3,700	Turbine 1,600	11.0	8.0
Mitsubishi Kobe	Nihonen Kisen	2,100	3,000	Recipro 1,150	10.0	8.0
Mitsubishi Nagasaki	Yusen Kinkai	2,400	3,500	Turbine 1,700	11.0	8.0
Hitachi Innoshima	Taiyo Kaiun	2,400	3,600	Recipro 1.500	11.0	9.0

C O P Y

VESSELS NOT FAVORABLY CONSIDERED FOR CONSTRUCTION

Name of Shipyard	Owner	Gross Tons	Dead Weight	Engine and Horsepower	Speed (Knots)	Term of Work (mo)
Mitsui Tamano	Inui Kisen	2,400	3,400	Recipro 1,600	11.0	8.0
Osaka Zosen	Chiyoda Kisen	2,000	2,900	Recipro 1,100	10.0	7.0
Mitsubishi Shimonoseki	Kyushu Shosen	695	980	Recipro 500	8.5	8.0
Sanko Osaka	Tokyo Kisen	695	950	Recipro 500	8.5	6.0
Kawanami Fukabori	Daido Kisen	700	1,000	Recipro 650	9.5	6.0
Onomichi Zosen	Nisshin Kisen	698	967	Recipro 500	8.5	6.0
Tokyo Zosen	Hokkai Kisen	695	950	Turbine 650	9.5	6.0

C O P Y

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

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178015

BASIC: Ltr., GHQ, SCAP, APO 500, AG564(21 Jun 48)ESS/IN, subj: "Request for Authorization for Converting Tugboats to Cargo Vessels", dated 21 June 1948.

AGMGEM 560 1st Ind

Headquarters Eighth Army, APO 343

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

Forwarded for compliance with the provisions of Operational Directive 79, dated 21 September 1948, for the items in areas under your jurisdiction.

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

R. SCHAFER
Lt. Col., AGD
Asst. Adjutant General

1 Incl:
n/c

CMGR 564(D-No) 2nd Ind.

Headquarters, Chugoku Military Government Region, APO 317, Kure, Honshu, 29 July 1948.

TO: Commanding Officer, Hiroshima Military Government Team, APO 317.

Forwarded for your information and compliance as outlined in 1st Ind.

BY ORDER OF COLONEL SNYDER:

1 Incl:
n/c

JERRY W. TOM
1st Lt, USAF
Adjutant

Mitsubishi Hiroshima

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 71803

-C-O-P-Y-

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 317

AG 564 (21 Jun 48)ESS/IN
SCAPIN 5724-A

21 Jun 1948

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Request for Authorization for Converting Tugboats to Cargo Vessels.

1. Reference is C.L.C.O. letter No. 1201 (2F) dated 9 April 1948, subject same as above.

2. No objection is offered to the conversion of the fifteen (15) tugboats to cargo vessels as outlined in inclosure to this Memorandum.

FOR THE SUPREME COMMANDER:

1 Incl:
Conversion Plan
of Tug into Cargo

/s/t/ A.J. REHE
for R. M.LEVY
Colonel, AGD
Adjutant General.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 1

-C-O-I-Y-

VES-SCAP IN SEL AUTHORI-ORIGINAL NO. ZATION SHIPYARD	NEW SHIPYARD	OWNER	AUTHO-RIZED TONNAGE	NEW TONNAGE	ENGINE-HP & SPEED	ESTIMATED TIME OF COMPLETION (In Mos.)
8 4993 Setoda S.Y. Hiroshima Pref.	Mitsubishi Hiroshima	Nippon Seitetsu	250 GT	450 GT	Recipro-650 8 Kts.	4

-C-O-P-Y-

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 71801

Capt Moyler
Mon Colby

File No. 600

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

APO 500
24 October 1947

AG 561(24 Oct 47)ESS/IN
(SCAPIN 1807)

MEMORANDUM FOR: JAPANESE GOVERNMENT

THROUGH: Central Liaison Office, Tokyo

SUBJECT: Change in Construction Program of Fishing Vessels

1. Reference is C.L.O. letter No. 7093 (CM), dated 10 September 1947, subject: Request for Approval of Change in Construction Program of Fishing Vessels.

2. The change in construction plan of fishing vessels is approved in accordance with Inclosure 1 of this memorandum.

3. Of the listed tuna boats, a number of these totalling approximately eight hundred and forty (840) gross tons will not be licensed to operate until approval has been given by the Supreme Commander for the Allied Powers. Thirty (30) days after receipt of this memorandum, the number of boats, gross tonnage, and location of the shipyard where the vessels not to be licensed to operate are under construction, will be submitted to the Supreme Commander for the Allied Powers.

FOR THE SUPREME COMMANDER:

1 Incl
Change in Fishing Vessel
Construction Plan

for: R. M. LEVY,
Colonel, AGD,
Adjutant General.

ECONOMIC SECTION

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

MODIFICATION OF STEEL FISHING VESSEL CONSTRUCTION PLANS

(1) Reference: AG 560(13 May 1946)ESS/IN (SCAPIN 949)

1) Change of Owner and Location in Construction

Present Shipyard	Kind of Ships	Gross Tonnage (Each)	No. of Ships on SCAPIN	Present Owner	No. of Ships Changed	New Shipyard	Location	New Owner
Kukinoumi SY	Trawler	98	6	Nihon Suisan	2	Hitachi, Innoshima	Mibu-Machi	Daido Suisan
					2	Mitsubishi, Hiroshima	Hiroshima	Nichiro Gyogyo
					2	Hayashikane SY	Shimonoseki	Bofu Suisan
Mitsubishi, Nagasaki	Trawler	75	40	Marutoku Gyogyo	4	Mizuno SY	Kure	Z. Kachi (2 ships) N. Nishida (2 ships)
					2	Ujina SY	Hiroshima	M. Ichikawa
					2	Sanoyasu DY	Osaka	M. Wake

2) Change of Owner, Location in Construction & Gross Tonnage

Present Shipyard	Kind of Ships	Former G.T. (Each)	No. of Ships on SCAPIN	Present Owner	No. of Ships Changed	New Shipyard	Location	New G.T. (Each)	New Owner
Mitsubishi Nagasaki	Trawler	55	20	Marutoku Gyogyo	2	Kasado DY	Kudamatsu	75	Goyo Suisan
					2	Onomichi SY	Onomichi	75	Goyo Suisan
					4	Nagoya SY	Nagoya	98	Towa Kaiyo
					2	Fujinagata SY	Shibatani-Machi	98	T. Oka
					2	Hitachi, Innoshima	Mibu-Machi	98	Tajima Suisan
Wamanishi SY	Trawler	55	3	Yamanishi Sangyo	1	Namura SY	Osaka	75	Tohoku Shinko

(2) Reference: AG 560(10 Aug. 1946)ESS/IN (SCAPIN 1120)

1) Change of Owner and Location in Construction

Present Shipyard	Kind of Ships	Gross Tonnage (Each)	No. of Ships on SCAPIN	Present Owner	No. of Ships Changed	New Shipyard	Location	New Owner	
Amagasaki, Osaka	Tuna	135	2	G. Niwa	2	Kawasaki, Senshu	Osaka	C. Kawaguchi	(1 ship)
								Sakura Suisan	(1 ship)
Kanasashi SY	Tuna	135	1	Ito Sangyo	1	Nippon Kokan, Shimizu	Shimizu	Iwachi Suisan	

2) Change of Owner and Gross Tonnage

Shipyard	Kind of Ships	Former G.T. (Each)	No. of Ships on SCAPIN	Present Owner	No. of Ships Changed	New G.T. (Each)	New Owner	
Kawaminami Fukabori	Tuna	95	28	Kawaminami Kogyo	3	135	No change	(1 ship)
							T. Miki	(1 ship)
							Sakura Suisan	(1 ship)
Tokai SY	Tuna	95	2	K. Nishi	1	135	Showa Gyogyo	

3) Change of Owner, Location in Construction & Gross Tonnage

Present Shipyard	Kind of Ships	Former G.T. (Each)	No. of Ships on SCAPIN	Present Owner	No. of Ships Changed	New Shipyard	Location	New G.T. (Each)	New Owner	
Kasado DY	Tuna	75	2	Goyo Suisan	2	Miho SY	Shimizu	135	Y. Shimomura	(1 ship)
									T. Imura	(1 ship)
					3	Kawaminami Koyakijima	Koyaki-Mura	135	K. Teramoto	(1 ship)
									S. Sakai	(1 ship)
									T. Kitamoto	(1 ship)
Kawaminami Fukabori	Tuna	95	28	Kawaminami Kogyo	3	Mitsubishi Hiroshima	Hiroshima	135	R. Ishikawa	(1 ship)
									Asahi Gyogyo	(1 ship)
									Nishinippon Suisan	(1 ship)
					1	Mitsubishi Yokohama	Yokohama	135	M. Okutsu	
					1	Nagoya SY	Nagoya	135	Yaizu Sendan	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. ____
DOCUMENT # 0041