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

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

Description of contents

(1) Box no. 3010

(2) Folder title/number: (21)
Shipbuilding

(3) Date: May 1949

(4) Subject:

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

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

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

Factory List

	Name of Factory:			
1.	Tottori Shipbuilding Co. Ltd.	994/2, Karo-cho Tottori City.	Building wooden vessels	791
2.	Yonago Shipbuilding Co. Ltd.	2-chome, Gion-machi Yonago City	"	1978
3.	Nomura Shipbuilding Yard.	11, Atago-cho Yonago City	(not present)	308
4.	Kawasaki Steam Ship Co. Ltd.	62 Uchi-machi, Yonago City	"	8
5.	Yonago Dock	148 3 chome Nada-machi, Yonago City	Building vessels	328
6.	Toa Shipbuilding Co. Ltd.	1576, Miyagawa-cho Kurayoshi-cho Tohaku-gun	"	445
7.	Iwami Shipbuilding Yard Ltd.	Iwamoto, Oiwa-son Iwami-gun	Building wooden vessels	332
8.	Sakai Shipbuilding Yard Mitsui Wooden-Ship Building Co. Ltd.	792, Tonoe-son Saihaku-gun	"	3526
9.	Ishibashi Shipbuilding and Iron Works Co. Ltd.	48, Misaki-machi Sakae-cho, Saihaku-gun	Repairing wooden vessels	1026
10.	Yodoe Shipbuilding Yard.	Yodoe-cho, Saihaku-gun.	Building vessels	326

BEUR
BEAREA
BURAU
BEBEAU

15.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77-3

File No. 60g.

13. STIMULATION OF CRITICAL INDUSTRIES - This headquaters was approach with a petition from the Tottori ~~Ken Hoku~~ Wooden Ship Builders Union requesting assistance in obtaining a contract to build a portion, preferably fifteen (~~15~~), of the one hundred ~~(100)~~ fifteen (~~15~~) ton tug boats that are to be constructed for Russia. Apparently local shipbuilders were not awarded any of the contracts because of the anticipated difficulty of delivering the completed boats to an inland sea port. Local shipbuilders contend that they have a great deal of experience in this sort of operation and this would not present any difficulty. They are willing to accept responsibility for delivery at any port designated. This petition is being forwarded through channels as these contracts would be considerable help in stimulating the local ship building industry ~~which~~ whose activities are presently confind to repairs.

Ivestigations of material allocations continue to reveal that manufacturers are able to get materials once they recieve ~~xxxxxx~~ their allocation tickets but they complain that allocations are not adequate. ~~Indications from investigations of~~ From this it would seem that some increase in allocations are in order though collecting exact data to put in the form of specific recommendations is ~~extremely~~ difficult.

ECONOMIC SECTION

10

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78012

an appeal for

allocation of 3rd Russian order to Japanese ship builder.

The Wood boat construction in Tottori prefecture has been proved for long since old time and the long experience in small type boat construction for rough sea of "Nippon Kai" have special Technique in its safety and strongness. Recent remarkable development in fishery by trawl motor boat along the Nippon sea coast, which also approved with the export history for Korea, and China in big number in our world, is still kept well.

Beside above, This prefecture is famous with big out put of wood materials, good enough for wood boat, and This Endustry is very important among The industriabut is very few in this district.

Recently on account of lack of capital and limit for New construction by the owners of boats in this prefecture. This industry became very non activity, and it's demand very few only depend on the repair work. So now we dock yard owners stand dead line.

Because of this present situation, We were trying to find out the way of recovery When in early last year. The 1st Russian order of 175 wood boat. for wood boat builders were made to J.H.D. through Japanese Government also made petitions to the Central Government [illegible]

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 79013

the answer was that it was far from Kure for transportation by sea route, and dangerous for its navigation and inconvinient, and to be made of exception.

When the second Russian order came, and 113 wood boat were to be made in Japan we again asked the Marine transportation general bureau in Tokyo stressing that this prefecture had special wood materials and excellent industry and technique, and no danger foreseen on its marine transportation.

We at last, were allowed to have allotment of two 5-TON's lighter of second Russian order to the yonago dock yard company ltd., in the prefecture after big efforts. The ordered two boat are almost completed at present.

Now, the 3rd Russian order of 7 motor (115 HP) boat and 50 HP tug 15 Ton boat, 100 made to SCAP and the Japanese government is about to issue the order, we heard, and it is said that the Japanese competent office, the Marine transportation general bureau's answer was that the G.H.Q told them to order them in San-yo region faced Seto-Naikai (Inland sea), and SAN-IN region to be excluded.

It was also questioned (this time) to transport it from San-in region, but this transportation for delivery of constructed boat is, absolutely not danger and no difference of that in Seto-Naikai for the navigation but also [illegible] This [illegible] ever have

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

had any trouble or accident.

With these experienced materials, Technique, installations and strong steady belief. We, ship builders consider that it is not so important, to transport the boat by sea, to take a little ~~low~~ or more time standing on this circumstances in this prefecture. If the order of boat construction given us. We are, all sure that will be most excellent and perfect to answer the authorities favoured.

We are, hereby, much appreciated if you might favour us with good consideration for that allocation to this prefecture, and with a kind explanation to G.H.Q. or Concerned Authorities.

Wood ship builder's Union

Tottori Ken Motoozi Boku

Kumai.

Ship builders Union.

1. Ishigatsu Ship builders
2. Ishikawa Wooden "
3. Matsui " Ship yard.
4. Gonoo "
5. Ishibashi
6. Yadoe.
7. Tonoe.
8.

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

輸出向ソ連船建造割當陳情書

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

No.1

輸出向け第三次ノ連船建造割當陳情書

鳥取縣は古くから木造船事業は発達して居り日本海を乗り切る小型木造船建造の永年の経験は安全にして堅牢なる木造船建造の独特なる技術を持つて居ますが殊に近代に至つては日本海沿岸の機船底曳網漁業の発達と相俟つて長足の進歩を来たし戦前に於て朝鮮関東洲満洲の漁船を大量に建造し斯界に名聲を博して居た次第で御座居ます加へて本縣は全國的な木材生産縣であり良質なる木船用材に

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

惠まれて居り他の工業の少なく関係上木材工業が本縣の重要なる
産業であり木造船業は種々の点で本縣産業の発展の爲の
最も重要なる工業であります
終戦後最近に至り縣下造船業の主なる製品である木造漁船
は漁船主の資金難、新造漁船の制限等 種々の條件により
需要頭に衷へ加へて地理的條件に制約され修繕は微々
たるものであり殆んど新造一本で生きて居る造船業者にとっては益
々経營難を加へ本縣木造船業の重大なる岐路に當面して

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

No.2

居る次第で御座居ます

斯様な状態のため業者は之が対策に苦慮して居たところ昨年初め第一次ソ連向輸出木造船一七五隻が連合軍総司令部を通し日本政府へ発註されましたので之に多大の希望を以て政府當局へ対し鳥取縣木造船業者へ割當を希望したのでありますが山陰地區は集結港である呉港までの回航が不便であり且航行途中の危険と言ふ理由に依つて割當から除外されました　第二次ソ連船が一一五隻がGHQを通じて再び日本政府に対し発註になりましたので日本政

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178013

府海運總局へ本縣の木造船技術の優秀なること資材に惠まれて居ること又田船に対しては絶体に危險が無いこと等を力説して第二次の割當を熱望致しましたに結果僅かでありましたが五口積噸船二隻本縣株式會社米子造船所に対し割當がありました　目下二隻は當所に於て發二致して居る次第で御座居ます

今回第三次ソ連向輸出木造船として一一五馬力七隻五口馬力戎船一口口隻の発註になる由でありますが日本政府担當官廳である海運總局ではGHQの方が海戸

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

内海に面した地區に割當する様とのことであるから山陰地區は除外されるとのことにて鳥取縣も除外されることになりました

今回も回航が問題にされましたが山陰地區よりの回航は瀬戸内海と差程異るところはなく小型木造船の航行に絶体危險を伴ふ様なことはありません

過去に於ても業者に於て小型船の回航を致した経驗は相當ありますが一回も問題を起したことはありません

前述致しました如く材料、技術、施設共絶体自信を持つ本縣業者の實状に於て回航に於て多少時日を要

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

する事は問題とするに足らぬことゝ存じます
本縣業者に割當賜れば業者の共同責任に於て完全に
優秀なる船を建造し當局の意圖されることに就いては充分
副ひ得る樣努力致す覺悟で御座居ます
何卒以上の事情を御賢察下されまして本縣木造船事
業の発達の爲にも今回是非共割當賜ります樣GHQ並
関係當局へ具申賜たく縣下木造船業者擧て坑
に御願致す次第で御座居ます
昭和二十三年十月二十日

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

為取軍政隊長

為取縣水造船收會

軍長 田中宣治

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

Econ File Just
(cancel other one)

HEADQUARTERS
Tottori Military Government Team
APO 248

File No. 60
Econ-De

Tottori, Honshu
31 May 1949
49/T/IR/#1

SUBJECT: Allocation of Construction Contracts for Export Wooden Craft

TO: Commanding Officer
Chugoku Mil Govt Region
APO 248

This headquarters has received a petition from the Tottori Prefectural Wooden Craft Society requesting assistance in obtaining contracts to build some of the wooden boats that are to be constructed for the U.S.S.R. Local shipbuilders have repeatedly petitioned Central Government agencies for a portion of the contracts, but to no avail.

When the contracts were awarded by the Japanese Government, this district was left out for the following reasons:

1. Shipyards are located far from machine works where engines are manufactured and it would be inconvenient to ship said engines to this district.

2. Danger in sea-borne delivery of craft to rendezvous port.

3. Inconvenient for inspectors to make an inspection trip.

This headquarters feel that these reasons are invalid, and inasmuch as this prefecture has all necessary raw materials new consideration should be given to these local shipbuilders.

12

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 778013

A number of excellent shipbuilding yards, facing the Japan Sea, are already in existance.

Local economy would be aided greatly if some contracts were awarded to the Sanin District.

RONALD M. SENSING
Lt Col, FA
Commanding

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

Confile

Tottori Prefectural Wooden Craft Society.

Date: May 1949

Report on status quo of Export Wooden Craft

1. The first construction contract of export wooden craft was signed 22 September 1947 between U.S.S.R. and Japanese Government, and the crafts as listed below were allocated for their construction to shipbuilding yards under the jurisdiction of nine Marine Transportation Bureaus in Japan and delivered to U.S.S.R. Government at the end of Aug.1948.

Area	50 HP tug boat	25 DW lighter	Total	Remarks
Hokkaido	7	3	10	
Tohaku	2	---	2	
Kanto	13	8	21	
Tokai	18	12	30	
Kinki	10	12	22	
Kobe	7	6	13	
Chugoku	9	15	24	Excluding Tottori & Shimane
Kyushu	20	10	30	Including Shimonoseki
Takamatsu	14	9	23	
Total	100	75	175	

When the aforementioned allocation was made, the Sanin District was left out for the following reasons:

1. Located far from the machine-works to whom engines were allocated, there was inconvenience in transportation of main engine and others.

2. Located at a long distance from the rendezvous port, there was danger in sea-borne delivery of craft.

3. It was inconvenient for inspectors to effect the inspection trip.

14

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

As the above reasons were not convincing to us, we negotiated through the member of the House of Representatives from Shimane Prefecture with the vice minister who said in answer that he had instructed the officials in charge to see that the allocation be carried out with prudence and fairness.

Despite this answer, we were excepted from the final allocation.

11 The second contract of export wooden craft for U.S.S.R. was signed 13 April 1948 as follows:

Area	115 HP tug boat	100-ton lighter	50-ton lighter	Total
Tohoku	6	8	---	14
Kanto	4	8	3	15
Tokai	3	9	---	12
Kinki	---	---	10	10
Kobe	---	---	6	6
Chugoku	---	---	22	22
Shikoku	---	---	12	12
Kyushu	---	---	22	22
Total	13	25	75	113

In this 2nd allocation of the crafts for U.S.S.R. San-in District obtained 8 out of 22 allotted to Chugoku District (Shimane 6, Tottori 2)

111 On 11 Jan 1949 the 3rd contract was signed with U.S.S.R. The construction area was limited to the area flanking the Seto Inland Sea pursuant to the instruction from G.H.Q. Namely, a part of Wakayama Pref., Osaka Pref., Hyogo Pref., Okayama Pref., Hiroshima Pref., Yamaguchi Pref., a part of Fukuoka Pref., Kagawa Pref., and Ehime Pref.

It is scheduled that 100 50 HP. tug-boats will be delivered one after another from May through Jan.- February.

As slated above, the area was, apparently due to the international situation limited to the Seto Inland Area alone, but prior to the final decision, San-in District (Shimane & Tottori), petitioned several times for the allocation through repeated negotiations with Central Government, G.H.Q., local Military Government, Liaison Office, and Foreign Trade Kodan, etc.

It was, however, announced that the petitions for allocation to areas other than the aforementioned of the 3rd U.S.S.R. crafts in particular had not been approved.

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

IV Export wooden craft now under inquiry:

	Destination	Type of craft	No. of craft	@ (hull only)
1.	For Denmark	115-ton type	50	¥12,660,000
2.	India	32-ton "	20	3,737,400
	"	90-ton "	4	10,718,000
3.	Okinawa is.	100-ton lighter	100	
	"	100-ton freighter	20	
4.	French Indo-China	100-ton lighter	100	
5.	Korea & China	Misc. craft	many	

Besides the above, there are many crafts now being inquired by foreign buyers through G.H.Q.

V Export wooden craft and status quo of Tottori Prefecture.

The wooden craft industry has long been developed in Tottori Prefecture which has, facing Japan Sea, a number of excellent shipbuilding yards.

Before the War, big orders for fishing boats and cargo boats used to be placed from overseas such as Formosa, Dairen, Tsingtao, Korea, Sagnalien. In execution of orders, crafts of superior quality and high sea-worthiness were built and enjoyed high reputation therefore orders from these areas having been suspended since, the management has been in a shaky situation, with small orders for fishing boats from own prefecture and Hyogo and Yamaguchi area since the Surrender.

Hindered by various factors such as financial difficulties and the restriction on the construction of new crafts etc., the ship-building yards now in operation have been driven to so difficult a stage that the reduction on business is inevitable.

At this juncture, the only way to tide over the imminent crisis is, we strongly believe, to depend upon the construction of export craft.

Placed in this plight, ship-builders concerned have repeatedly petitioned to the competent Government authorities since the allocation of 1st U.S.S.R contract of which they were left out and in the 2nd U.S.S.R. contract, they were allotted only two crafts, which were built and delivered by Yonago Shipbuilding Yard and at the rendez-vous port, underwent the inspection by U.S.S.R. inspectors who highly commended the crafts as being the most excellent ones ever built in Chugoku region.

Putting a strong emphasis on the aforementioned fact, we repeatedly negotiated with the Authorities at the time of the 3rd allocation but again we were excluded of the allocation.

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

As mentioned above, all allotment given to Tottori Prefecture is only two crafts out of 388 (total tonnage of 8,275 tons) from the first through the 3rd contract.

As is well known, Tottori is the lumber producing Prefecture with such favorable condition that the locally produced lumber, essential material for the wooden craft, can be easily obtained at free choice.

Furthermore, the adequacy of our experience, facilities, capacity and technique have already been fully recognized by the officials concerned through their frequent inspections.

As stated above, we have received an information that there are a number of inquiries about the wooden crafts from Denmark, India and other countries with whom Japanese Government is now negotiating for contracts which will, it is very much likely, come into being.

Much desirous of securing the allocation of contract this time by all means, we, the ship-builders, are now hard working on petitioning.

Although the single exchange rate has been recently set at 360 to one, the wooden craft has been built at the rate of ¥280, our industry is therefore placed in a position absolutely favorable as compared with other industries, and we are of strong conviction that in Tottori Prefecture designated as one of lumber industry prefecture, the wooden craft industry will come to occupy an important position, playing an essential part of industry, entirely dependent upon whether it will receive an order for export craft.

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

Wooden crafts (to be shipped) exported from each prefecture under Chugoku Marine

(I) 中國海運局管內縣別輸出木船調

		第一次ソ連向輸出木船 No.1 shipment for USSR					第二次ソ連向輸出木船 No.2 shipment for USSR				第三次ソ連向輸出木船 No.3 shipment for USSR				
		隻数 No. of craft		吨数 Tonnage	工場数 No. of Shipyard	船價 price	隻数	吨数	工場数	船價	隻数	吨数	工場数	船價	
		50HP	25DW	吨数 (gross)			50DW				50HP				
				吨 ton		円		吨		円		吨		概定 円	
山陽 Sanyo District	廣島 Hiroshima		15	225	6	¥13,638,675	6	180	3	12,063,252	18	270	9	37,800,000 (approx)	3
	岡山 Okayama	9		135	4		2	60	1	4,021,084	8	120	4	16,800,000 (〃)	1
	山口 Yamaguchi	3		45	1		2	60	1	4,021,084	6	90	3	12,600,000 (〃)	1
	計 Total	12	15	405	11		10	300	5	20,105,420	32	480	16	67,200,000 (〃)	6
山陰 San-in District	島根 Shimane						6	180	3	12,063,252					
	鳥取 Tottori						2	60	1	4,021,084					
	計 Total						8	240	4	16,084,336					
合計 Total		27隻		405吨	11		18隻	540吨	9	36,189,756円	32隻	480吨	16	67,200,000	7
比率 Percentage	山陽 Sanyo	100		100	100	100	56	56	56	56	100	100	100	100	
	山陰 San-in	0		0	0	0	44	44	44	44	0	0	0	0	

(II) 中國海運局調査による山陽·山陰の工場割·工員数割の比率

	Shipyard 工場割	Workers 工員数割	average 平均
Sanyo 山陽	64	75	69.5
San-in 山陰	36	25	30.5

percentage of number of shipyards and workers in both Sanyo and San-in districts (Surveyed by Chugoku Marine)

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

Prefecture under Chugoku Marine Transportation Bureau

出木船 for USSR	第三次ソ連向輸出木船 No. 3 shipment for USSR				計 Total				摘要 Remarks
船價	隻数 50 HP	吨数	工場数	船價	隻数 No. of Craft.	吨数 Tonnage	工場数 No. of Shipyard	船價 price	
円		吨		概定 円		吨		円	
2,063,252	18	270	9	37,800,000. (approx.)	39	675	18	63,501,927	第三次五〇HPは十五吨船價(概定)三七、八〇〇、〇〇〇円 第二次五〇DWは三十吨船價二、〇一〇、五四二円 第一次五〇HPは十五吨船價 二五DWは十五吨船價九〇九、二四五円 として計算
4,021,084.	8	120	4	16,800,000. (〃)	19	315	9		
4,021,084.	6	90	3	12,600,000. (〃)	11	195	5		
20,105,420.	32	480	16	67,200,000 (〃)	69	1,185	32		
12,063,252					6	180	3	12,063,252	
4,021,084					2	60	1	4,021,084	
16,084,336					8	240	4	16,084,336	
円 36,189,756	32 隻	480 吨	16	67,200,000	77 隻	1,425 吨	36		
56	100	100	100	100	90	83	89	平均 87	
44	0	0	0	0	10	17	11	13	

(tonnage)

工場割 工員数割の比率

Percentage of number of Ship yards and workers therein in both Sanyo and San-in District.

(Surveyed by Chugoku Marine Transportation Bureau)

※ Remarks = Prices computed at the following rating rate

No. 1 shipment = { 50 H.P. at the cost of 15-ton craft. ¥909,245.—
25 D.W. " 15-ton craft ¥2,010,542.—

No. 2 " 50 D.W. " 30-ton craft ¥2,010,542.—

No. 3 " 50 H.P. " 15-ton craft: ¥2,100,000.—

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

輸出木造船の現況報告書

昭和二十四年五月

鳥取縣木造船協會

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

輸出木造船の現況報告書

一、ソ連政府と日本政府間に於て一九四七年九月二二日第一次輸出木造船建造契約調印を了し左記の木造船を國内九海運局管下の造船所へ割当され一九四八年八月末にソ連政府へ引渡を完了した

地区別	五〇HP曳船	二五DW艀	計	摘要
北海道	七隻	三隻	一〇隻	
東北	二〃		二〃	
関東	一三〃	八〃	二一〃	
東海	一八〃	一二〃	三〇〃	
近畿	一〇〃	一二〃	二二〃	
神戸	七〃	六〃	一三〃	
中国	九〃	一五〃	二四〃	鳥取島根を除く
九州	二〇〃	一〇〃	三〇〃	下関を含む
高松	一四〃	九〃	二三〃	
合計	一〇〇〃	七五〃	一七五〃	

第一次ソ連向け輸出木船建造割当に於て山陰地区が割当より除外された理由について

1. 造機の割当工場と離れているため主機関等の輸送に不便である
2. 集結港迄の距離が遠いため廻航に危険性が多い

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

3 検査官の巡視に不便である

右の理由により山陰地区は割当から除外されることになったが除外理由が納得出来なかったので島根縣選出代議士を煩わして政務次官と面会したところ政務次官は本件については愼重を期して広く協調的に割当するよう係官に傳達してあるから考慮する旨回答されたにも拘はらず最後の決定には割当から除外された

二 一九四八年四月一三日第二次ソ連向輸出木造船建造契約が左の通り契約調印された

地区別	一一五円曳船	一〇〇屯積被曳艀	五〇屯積被曳艀	計
東北	六隻	八隻		一四隻
関東	四〃	八〃	三隻	一五〃
東海	三〃	九〃		一二〃
近畿			一〇〃	一〇〃
神戸			六〃	六〃
中国			二二〃	二二〃
四国			一二〃	一二〃
九州			二二〃	二二〃
合計	一三隻	二五隻	七五〃	一一三〃

第二次ソ連向け割当については中国地区二二隻の内山陰地区へ八隻の建造割当を獲得した（島根六、鳥取二）

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

三、一九四九年一月一一日第三次ソ連船建造契約が左の通り調印成立した
建造地区はG.H.Qの要請により瀬戸内海に面した地区に限定された
地区（和歌山縣の一部、大阪府、兵庫縣、岡山縣、広島縣、山口縣
福岡縣の一部、香川縣、愛媛縣）
五〇HP曳船一〇〇隻を五月から一二月迄に順次引渡を完了の予定
右の通り第三次ソ連船は国際情勢のため瀬戸内海方面に地区を限定さ
れたのであったが割当決定迄には山陰地区（鳥取島根）として本省を
初めG.H.Q地方軍政隊、連絡事務局、貿易公団等に数回建造割当陳情を重
ねたが第三次ソ連船に限り右地区以外への割当要請はG.H.Qの方針に
より入れられなかった旨申渡された

四、現在引合中の輸出木船

1	デンマーク向け	一一五噸型	五〇隻	一隻	一二、六六〇、〇〇〇円
2	印度向け	三二〃	二〇〃	〃	三、七三七、四〇〇円
	仝	九〇〃	四〃	〃	一〇、七一八、〇〇〇円
3.	沖縄向け	一〇〇噸（解）	一〇〇〃		
	仝	一〇〇〃（貨）	二〇〃		
4	佛印向け	一〇〇〃（解）	一〇〇〃		
5.	朝鮮中国等より雑船多数				

概算船價（船体のみ）

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

右の外目下GHQへ各国より引合中のもの多数あり

五. 輸出木造船と鳥取縣の現状について

鳥取縣木造船事業は古くより発達し日本海に面して優秀な木造船工場が多数あり戦前は遠く台湾青島大連朝鮮樺太方面の漁船並に貨物船の大量注文を受け耐波性能の優秀な木船を建造して斯界に名声を博して来た次第である

その後該地区よりの受註は中絶され自縣並に兵庫山口方面よりの漁船建造受註によって辛うじて敗戦後の経営を維持しているが今日ではその工場は整理の段階に立つに至ったのである

これも金融難と新造船の建造制限等諸條件の制約を受けて現在の木造船は一に輸出船の建造に依存することが以外にないと信じている次第である。斯様な状態にある業者は一昨年の第一次ソ連向輸出船建造割当以来政府当局を初め関係官庁に陳情を重ねてきたが第一次ソ連船は割当から除外となり第二次ソ連船の際に僅か二隻の割当が決定し㈱米子造船所に於て建造の上引渡を完了したが集結港にてソ連側検査官の検査の結果は中国地区で最優秀船と認められ此点も強調引続き第三次ソ連

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

船割当に際しても当局へ再三陳情したのであるが地区制約のため割当から除外された

以上の如くソ連向け輸出船の第一次より第三次迄を通じて三八隻、八、二七五総トンの建造割当されたのは僅かに二隻に過ぎなかった

周知の如く鳥取縣は木材の生産縣であり主要原材料である木材は自縣産を容易に撰択入手出来得る好條件にあり且又木船工場の経歴設備能力、技術等については当局係官の数度の視察により確認されている次第である

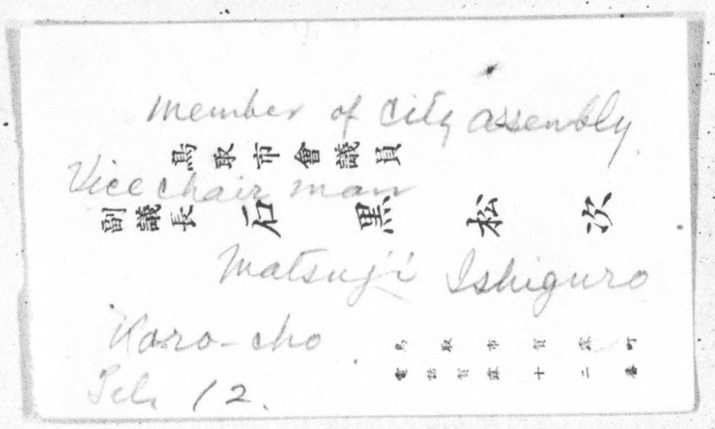
前述の通り目下政府において契約交渉中の輸出木造船はデンマークを初め印度其他より多数引合があり近く実現の運びとなっている情報を受けているので今回は是非共輸出船の建造割当を受註したいと業者は陳情対策中である

さきに為替レートが三六〇円に決定されたが木造船は二八〇円前後で生産されているので他の産業に比して絶対に好條件に置かれて居り重要木工指定縣に指定された鳥取縣に於て木造船部門の担当する一環

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

は今後の輸出船の受註如何によって重要の位置を占むるものと確信さ
れる次第である

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



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

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