

DECLASSIFIED BY: 12005 SECTION 5.027, DATE: 11-10-2001

APPLICATION FOR CONVERSION OF
DESIGNATED REPARATION PLANT

27 March 1950.

TO : Minister of International Trade and Industry.

FROM : Chief of Harima Shipbuilding Works, Ltd., Kure Dock.

Address: Miyahara-dori, Kure-shi, Hiroshima Prefecture.

1) Name of Plant and Code No.:

Harima Shipbuilding Works, Ltd., Kure Dock.
11-5(5)-

2) Location of Plant: Miyahara-dori, Kure-shi, Hiroshima Prefecture.

3) Category: A part of the Shipbuilding and Engineering Sections of Kure ex-Naval Arsenal.

4) Production:

(A) Present: 1. Salvaging and scrapping of merchant vessels in general.

ii. Miscellaneous works ordered by the Occupation Forces.

(B) Planned: In addition to the present production listed in the above paragraph (A), the following are proposed.

<u>Kinds of planned production</u>	<u>Expected volume of production valued in yen per month</u>
i. Steel structural works on land..	8,000,000
ii. Manufacture of chemical machinery	.. 6,000,000
iii. Manufacture of hydraulic and thermal power plant installations	.. 7,000,000
iv. Manufacture of miscellaneous mining machinery and appliances	.. 7,000,000
v. Manufacture of high pressure receptacles and their accessories	.. 2,000,000
vi. Machine working in general	.. 3,000,000
Total	<u>33,000,000</u>

(To be continued)

Duplicate 8

5) Additional Reparation Items Needed for the Above Production:

No additional reparation item is needed.

Those machinery authorized us for use at present shall be utilized without alteration.

Machinery authorized for use at present can be listed as follows. (Inclusive of those machinery under application for AU at present).

<u>Classification</u>	<u>AU</u>	<u>TO (applied for AU)</u>	<u>Total</u>
Machine tools	329	155	484
Industrial machinery	440	2,497	2,937
Electrical machinery	207	137	344
Testing machinery	5	18	23
Miscellaneous machinery	18	188	206
			<hr/>
	Grand total		3,994

6) Necessity for Conversion:

(A) Being authorized by the SCAP Memorandum AG 561 GD (15 Dec. 45) as per attachment to reactivate the Kure ex-Naval Yard for the purpose of salvaging and scrapping of in-operative ex-naval vessels and repairing of repatriation and merchant vessels, and also at the recommendation of the Japanese Government, the Kure Dock of the Harima Shipbuilding Works, Ltd., commenced on 1st April 1946 its activities, reoperating a part of the Kure ex-Naval Yard excluding its arsenal area, that is, a portion of the shipbuilding and engineering compounds.

(B) With the accomplishment of repairing of repatriation vessels in June 1947 and of salvaging and scrapping of ex-naval vessels at the end of September 1948, respectively, the company is now solely engaged in salvaging and repairing of merchant vessels in general and in some contracted works on the Procurement Demand.

(C) The authorized machinery as listed in the above paragraph(5) are rated at present as one of the most excellent facilities in the country with regard to working capacity and precision, while the long-fostered technique of the engineers in our employment is also of the highest standard in Japan.

Therefore, if we are allowed to engage in such works as enumerated in the above paragraph (4), it can certainly be expected, in the light of our results attained in the

DECLASSIFIED E.O. 12958 SECTION 5.402 7 RMB/NOV 77 10-10

past in the salvaging and scrapping and repairing of vessels, that we can produce superior goods at the lowest cost and in the shortest possible period.

- (D) However, being placed under operational restrictions as shown in the said Memorandum relating to the re-activation of the Kure ex-Navy Yard, the Kure Dock is now obliged to engage only in the salvaging and repairing of merchant vessels as mentioned in paragraph (B).

For this reason, our management has fallen into a considerably unfavourable plight. Should this continue, disemployment of large a number of personnel is inevitable.

In such a case, it would give rise to a serious welfare problem of the population in Kure, which is already widely known for its high rate of unemployment.

- (E) Hereupon, in parallel with the already authorized salvaging and repairing of merchant vessels, we fervently desire to be permitted to engage in such works and in the manufacturing of such machinery as enumerated in paragraph (4).

It is our firm conviction that if approval may be granted us for the utilization to a fuller extent of our authorized facilities thus enabling us to proceed with our proposed production, we could greatly contribute towards the economic independence of the nation.

(7) Certification by Applicant:

I hereby certify that information contained herein is true to the best of my knowledge and belief.

Signed: _____
GIICHI SATO

Title : Chief of Harima Shipbuilding Works,
Ltd., Kure Dock.

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

AG 561 (15 Dec. 45) GD

15 December 1945

MEMORANDUM FOR : IMPERIAL JAPANESE GOVERNMENT
THROUGH : Central Liaison Office, Tokyo.
SUBJECT : Reactivation of Facilities at Kure Navy Yard.

1. You are directed to place in operation those facilities at the Kure Navy Yard which can be used for salvage and for the maintenance and repair of merchant and demilitarized naval vessels.

Facilities which do not contribute to this purpose will not be reactivated.

2. This directive does not authorize deferment of demobilization naval personnel currently employed at this or other navy yards.

It is contemplated that personnel requirements to place Kure in operation will be met entirely from civilian sources.

3. You will establish at Kure a salvage and scrap center to accomplish salvage, scrapping or stripping of usable parts of shipping in the vicinity which is beyond repair.

4. Reactivation of industrial facilities directed herein will not interfere with the operation of port facilities required for the logistic support of occupation forces.

FOR THE SUPREME COMMANDER,

H. W. ALLEN
Colonel, A.G.D.
Asst. Adjutant General.

Received: 16 December 1945.
Shukan : 1 Bu
Copy : 3 Bu - 2 Ka Somubucho.

25 KI.No. 1185

COPY

5 July 1950.

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS.
FROM : Ministry of International Trade and Industry.
SUBJECT: Recommendation on Supplementary Conversion of Kure Navy Yard
(11-05(5)) Filed by Kure Dock, Harima Shipbuilding Works,
Co., Ltd.

1. Reference is made to the attached application filed by the subject company.

2. As a result of the investigation and checking, the Ministry of International Trade and Industry has recognized the necessity of supplementary conversion of the said Navy Yard, and, therefore, requests hereby that your most favorable consideration be given to this application.
Reasons for making the recommendation are as follows:

a. With SCAP conversion permit (SCAPIN-451) dated 15 Dec 45, the Kure Dock, Harima Shipbuilding Works Co., Ltd. has been carrying out the work of salvage and of maintenance and repair of merchant and demilitarized Naval vessels by utilizing part of the facilities of the ~~ex~~-Kure Navy Yard. It should be highly appreciated that the subject company has remarkably contributed to the peaceful economy of the Kure City which, having been dependent as a Naval Base upon the Japanese Navy for many years, suddenly lost its economic support by the dissolution of the Navy accompanying the termination of the War. And the importance of the company has since been increasing as a big enterprise in this City.

b. Now, the economic situation of the company has undergone a change. In the first place, the work of salvage and scrapping of demilitarized Naval vessels substantially came to an end, Secondly, it is rather difficult for this company to secure repair work of merchant vessels by competing with other shipyards, because the conversion permit given to this company severely limits the scope of its activities. And finally, SCAP Memorandum (SCAPIN-2103) dated 23 Jun. 50 dealt a blow on the company by prohibiting shipbuilding activities in the said Navy Yard on and after 1 January 1951. These circumstances have made it next to impossible for the company to continue its operation.

c. If the situation is not to be improved in the near future, they could but close the Kure Dock and fire out 4,500 employes. Besides, the more embarrassing problem for the Kure City is arising, that is, the evacuation from the City of the British Commonwealth Occupation Forces which is expected to be carried

DECLASSIFIED E.O. 12958 SECTION 5.402 / RMS NO. 17000

out before long and will consequently produce about 7,000 unemployed persons. As these unemployed citizens amounting to 11,500 in number will constitute the greater part of the working population of the City, the social order of the City will be dangerously disturbed. Such a situation is not deemed to be desirable for the democratic development of Japan as well as of the City.

d. As the best way to remove the coming social unrest, the Ministry of International Trade and Industry recommends herein the continuance and enlargement of operation of this company by which unemployed labor will gradually be absorbed. The proposed production of chemical equipment, power-generating equipment and mining equipment is deemed to be very desirable from the viewpoint of the stabilization of civilian life as well as of the reconstruction of the economy of Japan. Such being the case, the Ministry of International Trade and Industry strongly supports the supplementary conversion by the company and earnestly requests that you are good enough to give a favorable consideration to this application.

e. The proposed conversion will be carried out with 999 items of reparations equipment now in authorized use and, if not enough, the equipment needed for the production will be filled up with the equipment of the Aioi (main) plant of this company. The Ministry of International Trade and Industry hereby certify that this company is reliable in capital and technique and possesses adequate conditions for being a representative enterprise in the Kure City.

FOR THE MINISTER:

(S. Tanaka)
Deputy Chief, Enterprise Bureau,
Ministry of International Trade
and Industry.

25 KI.No. 1185

5 July 1950.

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a. With SCAP conversion permit (SCAPIN-1451) dated 15 Dec 45, the Kure Dock, Harima Shipbuilding Works Co., Ltd. has been carrying out the work of salvage and of maintenance and repair of merchant and demilitarized Naval vessels by utilizing part of the facilities of the ex-Kure Navy Yard. It should be highly appreciated that the subject company has remarkably contributed to the peaceful economy of the Kure City which, having been dependent as a Naval Base upon the Japanese Navy for many years, suddenly lost its economic support by the dissolution of the Navy accompanying the termination of the War. And the importance of the company has since been increasing as a big enterprise in this City.

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DECLASSIFIED E.O. 12958 SECTION 5.402 / RMB: 10/17/01

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FOR THE MINISTER:

(S. Tanaka)
Deputy Chief, Enterprise Bureau,
Ministry of International Trade
and Industry.

COPY

KURE

**REPARATIONS AGENCY
REPARATIONS DIVISION**

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS.
FROM : Reparations Agency, Tokyo.
SUBJECT: Supplementary Application for Conversion of Kure Navy Yard
(11-05(5)) Filed by Kure Dock, Harima Shipbuilding Works Co., Ltd.

RAR No. 702 (MS)

5 July 1950.

1. References:

- a. AG 561 (15 Dec. 45)GD, SCAPIN 451, 15 December 1945, subject:
"Reactivation of Facilities at Kure Navy Yard."
- b. AG 561 (23 Jun. 50)ESS/IND, SCAPIN 2103, 23 June 1950, subject:
"Revision of Scope of Activities in Former Japanese Naval Shipyards."

2. The Reparations Agency hereby submits to your Headquarters a supplementary application for conversion of the Kure Navy Yard (11-05(5)) filed by the Kure Dock, Harima Shipbuilding Works Co., Ltd., together with a recommendation of the Ministry of International Trade and Industry as enclosed herewith.

3. The subject company wishes herein to be given your conversion permit on steel structural works on land, manufacture of chemical machinery, of hydraulic and thermal power plant installations, of miscellaneous mining machinery and appliances, of high pressure receptacles and their accessories, and machine working in general.

4. The recent issue of SCAP Memorandum referenced in 1 b above and the coming evacuation from the Kure City of the British Commonwealth Occupation Forces have greatly increased the necessity of the proposed production from the viewpoint of the prevention of social unrest caused by jobless people in this City, the detail of which is stated in the recommendation of the Ministry of International Trade and Industry as attached hereto.

5. The Supplementary conversion applied for herein will not entail any additional authorized use of reparations equipment and, if necessary, further equipment will be supplied by the Aioi (Main) Plant of the subject company.

6. Such being the case, it is requested that your most favorable consideration be given to this application at the earliest practicable date.

(Y. Katsuno)
Director, Reparations Division,
Reparations Agency.

Incls:

1. Recommendation of the Ministry of I.T. & I.
2. Application of the subject company.

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Copy

KURE NAVY YARD I

(FILE)

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS.
 FROM : Reparations Agency, Tokyo.
 SUBJECT: Supplementary Application for Conversion of Kure Navy Yard
 (11-05(5)) Filed by Kure Dock, Harima Shipbuilding Works Co., Ltd.

RAR No. 702 (MS) 5 July 1950.

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FILE

(Y. Katsuno)
 Director, Reparations Division,
 Reparations Agency.

Incls:

- 1. Recommendation of the Ministry of I.T. & I.
- 2. Application of the subject company.

(Duplicate) 6

D MOST FAVORABLE **D** CONDITION JUL - 6 1950
PRESENT FORECAST

	Men	Men
HARIMA	4520	4600
HIRO PLANT	458	2000
HIRO RRY Shop	230	1200
KURE STEEL WORKS	800	2000
11-5(6)	<u>6008</u>	<u>9800</u>

File with Kure Plan

C O P Y

June 6, 1950

Statement on the Present Situation of the Harima's Kure Dock.

1. In accordance with SCAP memorandum AG/561/GD dated December 15, 1945, relative to re-activation of Kure Ex-naval Yard and at the subsequent nomination by the Japanese Government, the Harima Shipbuilding Works, Ltd., who has its head office in the city of Aioi, Hyogo Prefecture, has come to operate since April 1946, as its branch works, the shipbuilding and engineering facilities of the former naval arsenal in order to salvage and scrap disabled naval craft sunk or agrounded in the vicinity of Kure and also to undertake repairs of repatriation ships and merchant ships in general. Works required by occupation forces under procurement demands were also carried out.
2. The salvage and scrapping of ex-naval craft directed in the said memorandum was accomplished by September 1948 and thereafter the salvage and repairing of merchant ships have assumed the principal role in the works of the Kure Dock.
3. In the current shipping condition, where 50% of Japan's merchant fleet in the home service is being rendered idle, the principal work of the Dock - repairing - has shown a steady decrease. On the top of it, the work which involves any conversion of ships has come to be denied to the Kure Dock as a result of the rigid interpretation in the recent days of the term 'the repairs' in the original memorandum.
4. Under these circumstances, it becomes almost impossible for the company to employ such a large number of workers as stated in the succeeding paragraph.
5. Present employees of the Kure Dock consist of 532 clerical workers, 3,570 manual workers and 468 casual workers, totaling 4,570 on the pay roll. The total payment of those employees amounts to approximately 40 million yen per month and in order to earn the said amount it is essential for the Kure Dock to perform work amounting approximately 120 million yen a month.
6. The proceeding repair of the 'Tatsuwa Maru', which is a 6,332 G.T. cargo ship owned by the New Japan Shipping Co., Ltd., is the sole major work the Kure Dock has in hand and there is no prospect at present to secure any major work after its completion in July, 1950, unless we are permitted to undertake the conversion of ships. In the present restricted operation, it is estimated that some 1,300 employees in total shall become idle during the period from the end of June to the end of July, 1950.

(To be continued)

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D R A F T

7. This situation could be greatly improved, however, if the Kure Dock were to be permitted to participate in the activities of ship conversions. For instance, the following two ships, which are under tentative contract for conversion at the company's Aioi Yard, can be arranged to dock at Kure for required reconstruction.

YAMAZONO MARU 2A type, 6,945 G.T., owned by the Yamashita shipping Co, Ltd.,
FUJISAN MARU 2TL type, 10,265 G.T., owned by the Iino Kaian Co, Ltd.

Furthermore, the Kure Dock shall be in a position to make efforts to secure the likely contract for reconstruction of No.3 TONAN MARU (20,000 G.T.) for which the Kure Dock has dispatched, with approval of SCAP, the salvage ship KIMISHIMA MARU to the Truk to inspect salvaging possibilities. The KIMISHIMA MARU is expected back in Kure on or about the 9th instant and the owners, the Japan Fishery Co, Ltd., may decide in due course whether her salvage and reconstruction is worthy to be executed. A thorough work of salvage and reconstruction by the Kure Dock would no doubt be an advantage to the owners in saving expense.

8. In order to employ idle labour efficiently even if the ship conversion could be undertaken, the company has applied for permission, through the Japanese channels, for manufacturing of:

Steel structures,
Chemical industrial machinery,
Hydraulic and steam power plants equipment,
Mining machinery, and
Accessories of machines in general.

9. Under such conditions as stated in the preceding paragraphs, it is the belief of the management that the much desired grant of ship conversion undertakings and approval of manufacturing of additional items are the only effective remedies to overcome the crisis the Kure Dock is confronted.
10. Having construction capacity of three 25,000 D.W.T. class oil tankers a year and maintaining in its employment up till now 4,000 skilled workers with many years' experience, the Harima's Kure Dock shall be able to contribute to a great extent not only towards Japan's economic rehabilitation but also to the welfare and prosperity of the locality, if only this ex-naval dockyard were granted the complete status of a civil shipbuilding yard. In such a fortunate situation, the Kure Dock may be able to absorb some 1,800 workers in addition to the present number of employees.

- END -

AN
PAPEN
26-5867

004.07 () CAS-E Economic Rehabilitation at Kure

CAS ESS Attn: Mr. Kennedy

1. 1. The original of the attached plan developed by a citizens committee including representatives of labor and industry in the city of Kure and Hiroshima Prefecture is being submitted to the ministries of the Japanese Government concerned by the Governor of Hiroshima Prefecture.

2. Due to the combined effect of the restriction on shipbuilding activities contained in SCAPIN 2103 and the imminent departure of BCOP from Hiroshima Prefecture, the unemployment situation in Kure presents a problem which is immediate and acute. In this connection, reference is made to check sheet from ESS, dated 29 May 1950, subject: "Depressed Conditions in Kure." requesting that this section aid in the development of a program to relieve unemployment for this area. Reference is also made to discussions concerning the uses of the former naval dockyard area between this section and Mr. Kennedy, representatives of the Industry Division and representatives of the Labor Division.

3. It is recommended that action be expedited to approve the maximum industrial reconversion of the former naval arsenal at Kure at the earliest practicable date. It is the opinion of this section that even though part of the plan attached is not in accordance with the instructions contained in SCAPIN 2103 that special consideration should be given to this part even though approval is limited to a specific period of time permitting a transition to other types of industry. Among the personnel who will be unemployed is a considerable segment of skilled shipyard and steel workers whose employment presents a special and serious problem.

4. Request that this section be kept informed of action taken.

1 Incl
Plan

----- W.P.S. -----

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F-27
3 JUL 1950

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MEMORANDUM COPY
Please return to:
CIVIL AFFAIRS SECTION
Economic Affairs Division

004.07 (

) CAS-E

Economic Rehabilitation at Kure

PAPEN
26-5867

CAS

ESS Attn: Mr. Kennedy

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1 Incl
Plan

----- W.P.S. -----

3 JUL 1950

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*File under M & I
Reparations, General*

AG 004.07(29 May 50)CAS/LL

Depressed Conditions of Kure

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26-5850

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1. The Chugoku Civil Affairs Region has been working with representative groups of Japanese in the Kure area over a considerable period of time in an attempt to find some solution to the growing unemployment resulting from the curtailment of activities in the former naval arsenal. These efforts will be continued.

2. It is the opinion of this section that no real solution to this problem can be reached until approval is given for the conversion of the former naval arsenal to peacetime industry. A number of requests for the use of arsenal equipment have been made in the past including a specific request by the Harima Shipbuilding Company. It is believed that a program to relieve unemployment could be worked out with success providing an approval for conversion is made without delay.

3. A similar situation has existed at the Port of Maizuru. Considerable effort has been expended both by Civil Affairs personnel and the Japanese officials involved but success has been definitely limited by the unavailability of facilities and equipment existing in that arsenal.

4. This situation has been discussed frequently with members of your section in both the Industry and Labor Divisions.

----- W.P.S. -----

*6-18
Be sure this is done*

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

004.07 (29 May 1950)CAS-PL

SL
JAMES/mo

SUBJECT: Industrial Rehabilitation in Kure

BRP

TO: Chief
Chugoku Civil Affairs Region
APO 182

WPS

1. Reference is made to:
 - a. Telephone conversation between Col. Rowalski, this headquarters, and Lt. Col. Minichello.
 - b. Numerous communications from Chugoku Civil Affairs Region concerning the situation of growing unemployment in Kure.
 - c. Check sheet from ESS/LAB, copy of which is attached hereto as Incl. 1

2. Paragraph A of the reference check sheet points out the possibility of using Kure as an observation city in devising later nationwide plans for a rebirth of peacetime industry to raise the economy of various areas to a healthy, self-sufficient position. To insure that such plans for Kure are made, and are made adequately and promptly, Chugoku Civil Affairs Region will urge the Japanese to convoke a local rehabilitation committee which will act without delay to formulate plans of broad economic scope for the fullest immediate utilization of every industrial facility which is either idle or operating at less than maximum capacity in the Kure metropolitan area.

3. This local rehabilitation committee should include civic minded community members of outstanding ability in such diversified fields as manufacturing, commerce, labor, banking, and government. The members should have the experience and understanding to plan soundly and realistically. They should have the vision to create a plan which will serve not only for the present but which will stand the test of future years as well. They should have the initiative and courage to put their plan into prompt, vigorous action.

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(Duplicate of #13)

004.07 (29 May 1950)CAS-EL

Subj: Industrial Rehabilitation in Kure

4. The plan itself should not seek to promote the interest of any one individual company at the expense of another, but rather should be designed to include those specific industries which by virtue of their capital assets or proven business ability appear to be best qualified to give fullest employment in the immediate future to the greatest number of local workers in producing goods which will benefit the Japanese economy. The plan should identify industries by name and should indicate what items will be made or what service will be rendered by specific industries in specific locations.

5. In deciding what types of enterprise can best contribute to the sound economy of Kure, consideration should be given to the fact that Japan is not assured of a considerable expansion of shipbuilding and ship repair facilities in the foreseeable future. Therefore any tentative business plan should be based on a broad foundation of diversified general industries rather than to be keyed to a questionable level of sustained activity in the shipwright field.

6. Cognizance should be taken of the fact that a Japanese Government National Committee is presently forming to study the problem of utilization of the industrial potential at Kure. Thus any separate local committee which is formed to operate with advice and guidance from Chugoku Civil Affairs Region, should coordinate and cooperate with the national committee to such degree as is practical. The local committee should not, however, allow itself to be delayed in the vigorous prosecution of its own plan because of any hesitancy, timidity, or aversion to act which may characterize the functioning of other committees.

7. The Japanese local committee will be advised to submit to the Ministry of International Trade and Industry, through local Japanese channels and without undue delay, such plan or plans for the industrial rehabilitation of Kure as Chugoku Civil Affairs Region considers sound, reasonable, and capable of prompt execution.

8. This headquarters will be promptly advised by telephone of Japanese plans which are formulated and forwarded to Ministry level by the above local committee. To avoid delay a copy of such tentative plans will then immediately be hand carried by Chugoku Civil Affairs Region directly to this headquarters.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

1 Incl;
Cy of Check Sheet

J. A. O'BRIEN
CWO USA
Adm Off

- C O P Y -

Mr. McVoy, 26-8458

WFM/RTA/ECM/11

004.07 (29 May 1950) ESS/LAB

Depressed Condition of Kure

ESS

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1. One of the areas in Japan where unemployment has been especially serious in recent months is Kure and its vicinity. Before the end of the war Kure depended mainly on the Navy Yard and associated industries for its support. Since the war a large part of employment at Kure has been for Occupation Forces and for ship repair and related activities. Much of this activity has already been curtailed and it is anticipated that it will be reduced still more by the end of 1950.
2. The Public Employment Security Office in Kure has been unable to locate suitable normal employment for many workers laid off; therefore the unemployment insurance and work relief rolls have been progressively higher in the area.
3. In the United States during the past year there have been established local employment committees, especially in areas where unemployment has become a serious problem. The major functions of these committees are to plan ways of stimulating new industries or new activities which would give employment to idle workers and to recommend training and placement programs to fit these new activities. These committees have been sponsored by local Employment Service Advisory Committees but have taken on a much broader scope than that of employment service as such. In many cases committees are appointed or sponsored by state governors or county or local officials.
4. It is suggested that a similar procedure might be suitable for Japan in order to work out programs of development for depressed areas. Kure would seem to be a suitable place to experiment with such a committee. There is reported to be an economic rehabilitation council in Kure, but the extent of its activities are not known to ESS. If this group is not already making a complete and coordinated attack on the problem of the city's distressed condition, it is suggested that the Civil Affairs Team of that region take steps to stimulate the formation of a local employment or economic development coordination committee.

-----W.F.M?-----

- C O P Y -