DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

Description of contents

(1) Box no. 2989

(2) Folder title/number: (17)
No Title (Field Trip Reports, etc. on Shipyards)

(3) Date: Nov. 1947 - Feb. 1951

(4) Subject:

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

Yamaguchi

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.G. STRAILEY

4 April 1950

1. Purpose:

Inspection of shipyards at,

Maeno Zosen,	Yokedate, Oneda City.
Harada Zosen,	Yokodate, Oneda City.
Yano Zosen,	Yokedate, Oneda City.
Oneda Koun K.K.	Minami Nakagawa-machi, Oneda City.
Kodama Zosen,	Ryuo-machi, Onoda City.
Sukeda Zosen,	Sukeda Kaigan-dori, Ube City.
Tokihira Zosen,	Sukeda 2 chome, Ube City.
Ube Zosan,	Higashi Kaigan-dori 5 chome, Ube City.
Toa Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Jyonan Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Ube Dock,	Higashi Kaigan-dori 5 chome, Ube City.
Aio Zosen,	Aio machi, Yoshiki-gun.
Toyo Sangyo, (Suesada)	Aio machi, Yoshiki-gun.
Bofu Zosen,	Hamakata, Bofu City.
Mitsunaga Zosen,	Toiyasuji, Bofu City.
Syuyo Zosen,	Ajisu-machi, Yoshiki-gun. (Dissolved on 15 February 1950)

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

Name of S.Y.	Mfg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of slip	No. of Workers	Mfg. of New ship	Repair	Remarks
Maeno Zosen,	Nil	1	Less than 5	One(45 ton)	Nil	After the War's end Nagato Zosen was divided into five former independent shipyards.
Harada Zosen	Nil	1	"	Nil	Nil	
Yano Zosen	Nil	1	"	Nil	Nil	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Cont'd)

Name of S.Y.	Blg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of slip	No. of Workers	Blg. of New ship	Repair	Remarks
Onoda Koun K.K.	Nil	1	Less than 5	One(45 ton)	Nil	
Kodama Zosen	Nil	1	"	Nil	Nil	
Sukeda Zosen	Nil	5	7	Nil	One(200 ton) Two(100 ton) One(15 ton)	
Tokihiro Zosen	Nil	2	5	Nil	One (80 ton) barge	Coal barge, outstanding account receivable ¥1,200,000
Ube Zosen	Nil	7	10	Nil	One(80 ton) barge	Good saw mill
Toa Zosen	Nil	1	Less than 5	Nil	Nil	
Jyonan Zosen	Nil	3	40	Nil	One(30 ton)	Built four 50 ton -type wooden vessels for USSR. Good Sawmill.
Ube Dock	Nil	3	70	One(10 ton) One(90 ton)	One(60 ton) One(80 ton)	Capable of repairing steel vessels of 500 ton but no capacity for building, built 2 wooden vessels for USSR. Good sawmill.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Cont'd)

Name of S.Y.	Mfg. of wooden vessels in any tonnage	No. of slip	No. of Workers	Mfg. of New Ship	Repair	Remarks
Aio Zosen	Nil	2	24	One (20 ton)	Nil	Outstanding account receivable ¥400,000. Good sawmill.
Toyo Sangyo (Suesada) Zosen	Nil	2	5	Nil.	Nil	Outstanding account receivable, ¥300,000.
Bofu Zosen	Nil	3	20	Conversion: 45 ton	One	Built five 50 ton -type wooden vessels for USSR. Discharged 30 workers in January 1950 with no attendant labor troubles.
Mitsunaga Zosen	Nil	2	Less than 5	Nil	One(60 ton)	

NOTE: Near Mitsunaga Zosen there are Tanaka and Shirai shipyards which are, according to Mr. Hashiguchi, president of Bofu Zosen incapable of building wooden vessels above 100 tons.

4. Conclusion:

a. The small shipyards which were in-corporated during the war by amalgamation are becoming independant again.

b. Due to the restriction on allocation of fuel oil to wooden vessels and transportation of coal by wooden vessels the shipyards along the coast of Onoda, Ube and Bofu areas are very much in distress.

Orders for building or repairing of wooden sailing cargo vessels ranging from 50 tons to 100 tons to which the shipyards in these are more adapted than to fishing boats appear to be very scarce at present.

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c. The outstanding accounts receivable is increasing and usually it will require for the yard from two to three months at the earliest and from five to six months at the latest in order to collect the money for work completed from the shipowner.

d. As for lumber the yards obtain the pinewood in the prefecture and the high grade Sugiwood from Miyasaki Prefecture, Kyushu.

e. Mr. Yano, Chief of Ube Branch of the Kyushu Maritime Bureau and Mr. Fujishima, member of the Ube District Wooden Shipbuilders Association were advised to check the building of a 45 ton mid-carrier by a marine products association, Higashi-Kaigan-dori, Ube City. They had no permit from the Japanese Government for new construction.

5. Recommendation:

None.

RGS

R.G. STRADLEY.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.G. STRADLEY

13 February 1950

1. Purpose:

Inspection of shipyard at Otsu Zosen K.K., Yamaguchi Prefecture.

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

This shipyard consists of five yards, i.e, No. 1, No. 2, Kayoi, Iwafuji and Murai yards. No. 2 and Murai yards are located on the Omi Island and are building three 30 ton type fishing boats and one 15 ton stone carrier for harbor construction. The rest of the yards are building four fishing boats and one stone carrier, all of them less than 30 tons. In addition to the above the yard is repairing several small fishing vessels. The No. 2 yard is the largest of them all and is capable of building a vessel over 100 tons, but the yard never built any vessels over 100 ton, nor converted any ships after the war's end. The major part of work by the yard is repairing and salvaging of vessels. One 150 ton war time cargo vessel with a 210 H.P. engine was salvaged by Iwafuji yard for dismembering. Although the primary objective of salvaging was to make use of the engine it will not be useful until it is completely overhauled. Four 300 ton Chinese junks, are sunk in the Senzaki Bay due to mines during the war.

Three of them were washed to the beach but one sunken junk has been hampering navigation in the Bay. The Sensazi Branch office of Kyushu maritime bureau is not authorized to make inspection of shipyards in this district unless it receives special instructions to do so. Chief shipyards in the district are Otsu Zosen consisting of five yards, Fujita Zosen and a shipyard attached to the Prefectural Marine Products Experimental Station.

4. Conclusions:

The population of Senzaki Machi is approximately 7,000, one half of which are engaged in fisheries. The yard is,

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

comparatively speaking, doing fairly well in repairing small fishing boats.

Although five independant shipyards were compelled to incorporate into Otsu Zosen K.K.; in compliance with the Enterprise Adjustment law during the war, there appears to be inflcation that the yard will be split into the original independent shipyards as it is being well managed and the dissolution of the present company will cause an unnecessary competition among the yards. No defficulties are being felt here in the acquition of lumber and steel materials.

5. Recommendations:

Mr. Baba of Kyushu Maritime Bureau and Mr. Fukuda of Senzaki Branch office were advised to expedite the removal of one sunken chinese junk out of the Bay as it is reportdly constituting a hazard to navigation.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CCAR 560 (D-E1)
(15 Jul 49)

2nd Ind

5 JULY 49
ESS/IND. 564

Subject: Permission to Convert Four Wooden Tankers to Cargo Vessels

Headquarters Chugoku Civil Affairs Region, APO 248, 23 July 1949

TO: Commanding Officer, Yamaguchi Civil Affairs Team, APO 248

G. E. M.

1 Incl:
n/c

1	ADJ
2	
3	RCI
	LBR
	LEG
	ED
	WELF
	PH
	INF
	D.CO
	SGTMAJ
4	FILE

Recommendation S.J.

JUL 28 RECD

8582

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CGAR 560 (D-E1) 2nd Ind
(15 Jul 49)
Subject: Permission to Convert Four Wooden Tankers to Cargo Vessels

Headquarters Chugoku Civil Affairs Region, APO 248, 23 July 1949

TO: Commanding Officer, Yamaguchi Civil Affairs Team, APO 248

G. E. M.

1 Incl:
n/c

858

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

EU607

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

JUL 15 1949

AGMGEM 560

SUBJECT: Permission to Convert Four Wooden Tankers to Cargo Vessels

CA

TO: Commanding General
I Corps
APO 301

2105

1. Reference is memorandum for the Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, 564(5 July 1949)ESS/IND, 5 July 1949, subject: "Application for Permission to Convert Four (4) Wooden Tankers to Cargo Vessels". (Inclosure 1)

2. Forwarded for compliance with the provisions of Operational Directive 79, dated 21 September 1946, for the item in your area of responsibility.

3. Routine surveillance is necessary on this activity and will be reported in normal monthly Civil Affairs Activities Reports.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

J. A. O'BRIEN
CWO USA
Asst Adj Gen

1 Incl:
Memo for Min of
Trans, 5 July 1949

AG 560 - BA 1st Ind SD/yn

Hq I Corps, APO 301,

JUL 19 1949

TO: CO, Chugoku Civil Affairs Region, APO 248

Your attention is invited to paragraph 3 of basic communication.

BY COMMAND OF MAJOR GENERAL COULTER:

Charlie Kamney
Kamney,
G. W. S. U.S.A
Asst. Adj Gen

1 Incl:
n/c

RH/4256
8582

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

564 (5 July 49)ESS/IND

5 July 1949

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

SUBJECT: Application for Permission to Convert Four (4) Wooden Tankers to Cargo Vessels

1. Reference is FOM letter No.109 (TRAM), subject: Application for Approval to Remodel Four (4) Wooden Tankers into Cargo Vessels, 15 June 1949.

2. No objection is offered to the conversion of four (4) wooden tankers to cargo vessels as specified below:

Shipowner:	Shimonoseki Wooden Vessel Transportation Co., Ltd.	Takenosuke Tsuriya	Shimonoseki Wooden Vessel Transportation Co., Ltd.	Seiko Marine Transportation Co., Ltd.
Shipyard:	Kudamatsu Shipbuilding and Iron-Works Co., Ltd. (Tel. 8)	Ogi Shipyard Ltd.	Kudamatsu Shipbuilding and Iron-Works Co., Ltd.	Shimomura Shipbuilding Co., Ltd.
Location:	Kudamatsu City, Yamaguchi Pref.	Ogi-machi, Suru-gun, Ishikawa Pref.	Kudamatsu City, Yamaguchi Pref.	Koto Ward, Tokyo
Type:	Tanker	Tanker	Tanker	Tanker
Convert to:	Cargo	Cargo	Cargo	Cargo
Name (Present):	#4253	Akatsuki Maru	#4252	#102 Shown Maru
Name (Proposed):	#53 Kanko Maru	Akatsuki Maru	#52 Kanko Maru	Suehiro Maru
Gross Tons:	250	150	250	150
Engine:	200 H.P. Semi-diesel	115 H.P. Semi-diesel	200 H.P. Semi-diesel	115 H.P. Semi-diesel

Rel 1

No started yet because Shipowner not yet informed

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Memo to the Ministry of Transportation cont'd

Term of Work	2 months	2 months	2 months	2 months

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

/t/ W. S. VAUGHAN
Chief, Industry Division

Copy furnished:
SRS

Incl 1

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

564(5 July 49)ESS/IND

5 July 1949

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

SUBJECT: Application for Permission to Convert Four (4) Wooden Tankers to Cargo Vessels

1. Reference is FCM letter No. 109 (TRAM), subject: Application for Approval to Remodel Four (4) Wooden Tankers into Cargo Vessels, 15 June 1949.

2. No objection is offered to the conversion of four (4) wooden tankers to cargo vessels as specified below:

Shipowner:	Shimonoseki Wooden Vessel Transportation Co., Ltd.	Takenosuke Tsuriya	Shimonoseki Wooden Vessel Transportation Co., Ltd.	Seiko Marine Transportation Co., Ltd.
Shipyard:	Kudamatsu Shipbuilding and Iron-Works Co., Ltd.	Ogi Shipyard Ltd.	Kudamatsu Shipbuilding and Iron-Works Co., Ltd.	Shimomura Shipbuilding Co., Ltd.
Location:	Kudamatsu City, Yamaguchi Pref.	Ogi-machi, Suru-gun, Ishikawa Pref.	Kudamatsu City, Yamaguchi Pref.	Koto Ward, Tokyo
Type:	Tanker	Tanker	Tanker	Tanker
Convert to:	Cargo	Cargo	Cargo	Cargo
Name (Present):	#4253	Akatsuki Maru	#4252	#102 Showa Maru
Name (Proposed):	#53 Kanko Maru	Akatsuki Maru	#52 Kanko Maru	Suehiro Maru
Gross Tons:	250	150	250	150
Engine:	200 H.P. Semi-diesel	115 H.P. Semi-diesel	200 H.P. Semi-diesel	115 H.P. Semi-diesel

Encl #1

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

AG,GE, 560 1st Ind 28 Sep 1949
SUBJECT: Application for Approval to Convert Three Wooden Lights (26 September 1949)

Headquarters Eighth Army, APO 343

TO: Commanding General, I Corps, APO 301

1. Reference is informal memorandum from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, Industry Division to the Ministry of Transportation, Japanese Government, subject: "Application for Approval to Convert Three (3) Wooden Lighters Into Engined Cargo Vessels", 19 September 1949.

2. Forwarded for compliance with the provisions of Operational Directive No. 51, this headquarters, 27 September 1949.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

/s/ J. A. O'Brien
/t/ J. A. O'BRIEN
CWO USA
Asst. Adj. Gen.

1 Incl:
n/c

AG 560 - BA 2nd Ind SD/yn

Hq I Corps, APO 301, OCT 3 1949

TO: Chief, Shikoku Civil Affairs Region, APO 1050
Chief, Chugoku Civil Affairs Region, APO 248

Forwarded for your information and compliance with paragraph 2 of 1st indorsement.

BY COMMAND OF MAJOR GENERAL COULTER:

A. SEIPEL
Lt Col, AGD
Asst Adj General

1 Incl:
n/c

1581/2 0240

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

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

GEM/EPS/lp

564(19 Sep 49)ESS/IND

19 September 1949

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

SUBJECT : Application for Approval to Convert Three (3) Wooden Lighters Into Engined Cargo Vessels

1. Reference is FOM NO. 522 (TRAM), 8 August 1949, subject: Application for Approval to Convert Three (3) Wooden Lighters Into Engined Cargo Vessels.

2. No objection is offered to the conversion of three (3) wooden lighters to engined cargo vessels as specified in inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

/s/t/ MAURICE E. CLASS
Chief, Industry Division

1 Incl
List of Vessels

Copy furnished:
SRS

Kudamatsu S.Y. Y.P.

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

LIST OF VESSELS

	1st Vessel		2nd Vessel	
	Before Conversion	After Conversion	Before Conversion	After Conversion
Shipyard:	Betsushi Refinery's Dockyard, Ehime Pref.	Betsushi Refinery's Dockyard, Ehime Pref.	Kudamatsu Zosen Tekkojo K.K. Yamaguchi Pref.	Kudamatsu Zosen Tekkojo K.K. Yamaguchi Pref.
Owner:	Susumu Takahashi, Ehime Pref.	Susumu Takahashi Ehime Pref.	Fukumatsu Kawamoto, Yamaguchi Pref.	Fukumatsu Kawamoto, Yamaguchi Pref.
Vessel Type:	Wooden Lighter	Wooden Cargo Vessel	Wooden Lighter	Wooden Cargo Vessel
Name of Number of Ship:	None	No. 3 Shinmei Maru	Hi 7026	No. 3 Toei Maru
Gross Tons:	180	180		150
DWT:			300	
Engine. H.O., Speed:		200 H.P. Diesel		200 H.P. Diesel
Period of Work:		2 months		1 month

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

19 Sept 49
564 CS/1150

✓	ADJ
2	
3	RCI
	LBR
	LEG
	ED
	WELF
	PH
	INF
	D.CO
	SGTMAJ
	FILE

CCAR 561 (D-Rgs) 3rd Ind
(19 Sep 49)
SUBJECT: Application for Approval to Convert Three Wooden Lights

Headquarters, Chugoku Civil Affairs Region, APO 248,
6 October 1949

TO: Chief, Yamaguchi Civil Affairs Team, APO 248

Forwarded for compliance with 2nd indorsement.

BY ORDER OF THE CHIEF:

1 Incl:
n/c

GEO. E. MAYER
Capt., FA
Adjutant

Kudamatsu S.Y.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

CCAR 561 (D-Rgs) 3rd Ind
(19 Sep 49)
SUBJECT: Application for Approval to Convert Three Wooden Lights

Headquarters, Chugoku Civil Affairs Region, APO 248,
6 October 1949

TO: Chief, Yamaguchi Civil Affairs Team, APO 248

Forwarded for compliance with 2nd indorsement.

BY ORDER OF THE CHIEF:

1 Incl:
n/c

GEO. E. MAYER
Capt., FA
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

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

GEM/EPS/lp

564(19 Sep 49)ESS/IND

19 September 1949

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

SUBJECT : Application for Approval to Convert Three (3) Wooden Lighters Into Engined Cargo Vessels

1. Reference is FOM NO. 522 (TRAM), 8 August 1949, subject: Application for Approval to Convert Three (3) Wooden Lighters Into Engined Cargo Vessels.

2. No objection is offered to the conversion of three (3) wooden lighters to engined cargo vessels as specified in inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

1 Incl
List of Vessels

/s/t/ MAURICE E. CLASS
Chief, Industry Division

Copy furnished:
SRS

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77 5013

C O P Y

LIST OF VESSELS

	1st Vessel		2nd Vessel	
	Before Conversion	After Conversion	Before Conversion	After Conversion
Shipyard:	Betsushi Refinery's Dockyard, Ehime Pref.	Betsushi Refinery's Dockyard, Ehime Pref.	Kudamatsu Zosen Tekkojo K.K. Yamaguchi Pref.	Kudamatsu Zosen Tekkojo K.K. Yamaguchi Pref.
Owner:	Susumu Takahashi, Ehime Pref.	Susumu Takahashi Ehime Pref.	Fukumatsu Kawamoto, Yamaguchi Pref.	Fukumatsu Kawamoto, Yamaguchi Pref.
Vessel Type:	Wooden Lighter	Wooden Cargo Vessel	Wooden Lighter	Wooden Cargo Vessel
Name of Number of Ship:	None	No. 3 Shinmei Maru Hi 7026		No. 3 Toei Maru
Gross Tons:	180	180		150
DWT:			300	
Engine. H.O., Speed:		200 H.P. Diesel		200 H.P. Diesel
Period of Work:		2 months		1 month

C O P Y

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

GEM/EPS/lp

564(19 Sep 49)ESS/IND

19 September 1949

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

SUBJECT: Application for Approval to Convert Three (3) Wooden Lighters Into Engined Cargo Vessels

1. Reference is FOM No. 522 (TRAM), 8 August 1949, subject: Application for Approval to Convert Three (3) Wooden Lighters Into Engined Cargo Vessels.

2. No objection is offered to the conversion of three (3) wooden lighters to engined cargo vessels as specified in inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
List of Vessels

Copy furnished:
SRS

CG, 8th Army

Encl #1

77 5013

LIST OF VESSELS

	1st Vessel		2nd Vessel	
	Before Conversion	After Conversion	Before Conversion	After Conversion
Shipyard:	Betsushi Refinery's Dockyard, Ehime Pref.	Betsushi Refinery's Dockyard, Ehime Pref.	Kudamatsu Zosen Tekkojo K.K. Yamaguchi Pref.	Kudamatsu Zosen Tekkojo K.K. Yamaguchi Pref.
Owner:	Susumu Takahashi, Ehime Pref.	Susumu Takahashi Ehime Pref.	Fukumatsu Kawamoto, Yamaguchi Pref.	Fukumatsu Kawamoto, Yamaguchi Pref.
Vessel Type:	Wooden Lighter	Wooden Cargo Vessel	Wooden Lighter	Wooden Cargo Vessel
Name or Number of Ship:	None	No. 3 Shinmei Maru	Hi 7026	No. 3 Toei Maru
Gross Tons:	180	180		150
DWT:			300	
Engine, H.P., Speed:		200 H.P. Diesel		200 H.P. Diesel
Period of Work:		2 months		1 month

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

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.G. STRADLEY

1 March 1950

1. Purpose:

Inspection at Sanyo Kogyo Co. Ltd.

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

Mr. Kimura business dept. chief says the last large ship over 100 ton was built during the war and is accomplishing only repair works now. The ship yard has two slipways and presently one 200 ton ship and one 100 ton ship are in for repair. The company has 156 employees and also has a soap factory producing ration soap.

4. Conclusion:

This firm has had to rely on industries other than ship building to continue operation due to lack of orders for ship buildings and repairworks.

5. Recommendation:

None.

RGS

R.G. Stradley.

D/RGS/st

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

FIELD TRIP REPORT

R. J. STRADLEY

2 - 3 May 1950

1. Purpose:

Inspections of Shipyard at

Chofu Dock Company,	Oaza Minatomachi, Oaza Chofu, Shimonoseki City.
Izuhara Shipyard Company,	Miyazaki, Chofu, Shimonoseki City.
Maeda Zosen,	Maeda, Chofu, Shimonoseki City.
Hikoshima Zosen,	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company,	" " "
Shimada Zosen,	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory (Shimonoseki Shipyard).	" " "
Odo,	150 Izakichi, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " " "

2. Background:

Survillance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remark
Chofu	Nil	50	3	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but received no permit as yet.
Izuhara	Nil	57	2 1 (Wet Dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden trawlers from 120 HP to 160 HP semi-diesel engines.

Authority: Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950.

No. 112 for No. 5 Yutaka-Maru
No. 113 for No. 3 Yutaka-Maru

Takahashi	Nil	130	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Towa	Nil	75	8	Has completed a rectangle tank to be installed in oil tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Kanmon	Nil	200	No.1 Machine Shop	SCAP memorandum dated 4 April 1950 authorizes Conversion of a 180 steel vessel from 140 HP into 200 HP semi-diesel.
Shimada	Nil	22	4	The yard used to belong to Towa Zosen but now operating independent of Towa Zosen.

	Dry Dock	Slip	Type of Work
Hayashikane Nil 1,500			
No.1 Yard,	1	2	Repair
No.2 Yard,	1	2	Repair
No.3 Yard,	0	2	Construction of steel vessels
No.4 Yard,	1	2	Repair, conversion
Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170 ton	No.3	
Conversion:	Transporter (Steel)	Keisho-Maru	75	No.4	From 150 HP to 210 HP diesel engine
	Trawler (Steel)	No. 12 Taiyo-Maru	400	No.2	From 500 HP steam engine to diesel engine
	Catcher boat (Steel)	No.3 Seki-Maru	425	No.2	From 1,200 HP steam engine to 1,600 HP diesel. The engine is to be made at No.3 Yard. Applied at the end of March '50 but no permit received.

NOTE: Rejection per centages in foundry shop and machine shop at No. 3 yard are 10% -12% and 3% -5% respectively.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Un-authorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Bocho	Repair and/or conversion of one 37 ton Ex-Army passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of a. Remodelling of passenger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
Hikoshima Tobu	Nil	64	6	Two 250 ton lighters under repair. Repair of a 83 ton steel vessel consists of, a. Welding work on boiler. b. Exchange of boiler tube, piston ring, smoke stack.
Hamatani	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock, 5 Mooring quay, 3	Details in our file

	Type	Tonnage	Remarks
Construction:	Fishing Boat	150 ton	Authorized by SCAPIN 6978-A 25 Nov 1949.
	2 Trawlers	300 ton	Under application, Date of Transmittal from shipping Bureau, Ministry of Transportation to GHQ, SCAP 20 April 1950.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Odo	Nil	55	4	
Matsushita	Nil	12	3	
Shimonoseki	Nil	12	3	
Fukuura		15	2	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

The Shipyards are having no difficulty in the procurement of lumber.

The fall in the prices of fish and restricted allocation of fuel oil are adversely affecting the fishermen and owners of sailing cargo vessels resulting in the delinquency in payment to the shipyards.

There is only one Chofu Shipyard in Chofu area.

Due to the restricted allocation of fuel oil many shipyards who have specialized in building sailing cargo vessels for coal transportation are switching over to repairing of barges.

Another reson why the shipyards are not kept busy is that the busiest fishing season will actually begin from June and end up in September during which period the shipyards will usually get various kinds of orders.

5. Recommendation:

The shipyards who were having difficulty in the processing of application to GHQ, SCAP through the normal Japanese channels were advised to feel free to call on this headquarters to expedite the business while they are pushing the application strongly though the Japanese Offices concerned.

Mr. Itami, Chief of Shipping Section of Kyushu Maritime Bureau, Transportation Ministry as he stated that the processing is usually taking about six weeks to get them authorized by GHQ, SCAP.

Mr. Itami and Bocho Zosen were informed that they will be duly notified by our headquarters regarding the repair or conversion of the ex-army steel passenger boat if GHQ, SCAP has a different interpretation of the matter.

R. J. STRADLEY

5
COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

5 copies

JB

BASIC: Ltr Hq 8th Army, APO 343, AG 564 (MG-Em), Subj: "Transmittal of SCAPIN 5274-A," dtd 26 Feb 1948

CMGR 564 (D-No) 1st Ind 17 Feb 48 SCAPIN 5274-A

Headquarters, Chugoku Military Government Region, APO 317, Kure, Honshu, 2 March 1948

TO: Commanding Officer, Yamaguchi Mil Govt Team, APO 317
Commanding Officer, Hiroshima Mil Govt Team, APO 317

Forwarded for information and compliance.

BY ORDER OF COLONEL SNYDER:

Iwakuni S.Y.
Shimonoseki S.Y.
Ube S.Y.
Akiyama S.Y.
Shimonoseki
Mitsuno
Nagai
Nanson Dock
Tsuneishi
Hirasaki

1 Incl:
n/c

JERRY [illegible]. TOM
1st Lt, USAF
Adjutant

5848

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

AG 564 (MG-Em) 26 February

SUBJECT: Transmittal of SCAPIN 5274-A

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

1. Inclosed herewith are copies of memorandum for the Japanese Gevernment, file AG 564 (17 Feb 48) ESS/IN, dated 17 February 1948, subject: "Application for Permission to Convert Wooden Vessels Without Engines into Cargo Carriers".

2. Routine suveillance over this project will be exercised in accordance with the provisions of Operational Directive 79, 21 September 1946.

BY COMMAND OF LIEUTENANT GENERAL EICHELBERGER:

1 Incl:
As indicated (triplicate)

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

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

C-O-P-Y

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

AG 564 (17 Feb 48) ESS/IN
SCAPIN 5274-A

17 February 1948

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Application for Permission to Convert Wooden Vessels Without Engines into Cargo Carriers

1. Reference is C.L.O.letter No. 270 (CM), dated 16 January 1948, subject same as above.

2. Permission is granted to install propelling machinery in twenty-five (25) wooden cargo vessels as specified and listed on inclosure 1 of this memorandum.

FOR THE SUPREME COMMANDER:

1 Incl
LIST of Wooden Vessels to Have Propulsion Machinery Installed

/s/ A. j. Rehe
/t/ R.M. LEVY,
For Colonel, AGD,
Adjutant General.

Encl 1

C-O-P-Y

77 5013

C-O-P-Y

LIST OF WOODEN VESSELS TO HAVE PROPULSION MACHINERY INSTALLED

	Name of Shipyard	Location	Name of Ship	After Converted Kind of Ship	G. T.	H. P.	Owner	Anticipated Date of Completion
1.	Hashihama Dock	Ehime	No. 3291	Cargo	150	180	Yoshiiji Kei	Feb. 1948
2.	Komatsushima Zosen K.K.	Tokushima	No. 3516	Cargo	250	200	Yasaichi Ito	Feb. 1948
3.	Mitsuhama Zosen K. K.	Ehime	No. 3934	Cargo	250	200	Kei Murakami	Feb. 1948
4.	Mizuno Zosen Y. K.	Hiroshima	No. 3973	Cargo	250	200	Yuso K. K.	Feb. 1948
5.	Naigai Zosen	Hiroshima	No. 8283	Cargo	250	200	Yuso K. K.	Feb. 1948
6.	Naigai Zosen	Hiroshima	No. 9649	Cargo	250	200	Nishinippon Sekitan Yuso KK	Feb. 1948
7.	Naigai Zosen	Hiroshima	No. 3971	Cargo	250	200	Nishinippon Sekitan Yuso KK	Feb. 1948
8.	Nishihakata Zosen Y. K.	Ehime	No. 4607	Cargo	150	115	Kazuo Nagoshi Yuso kk.	Feb. 1948
9.	Niss-an Dock K.K.	Hiroshima	No. 3978	Cargo	250	200	Nishinippon Sekitan	Feb. 1948
10.	Nissan Dock K.K.	Hiroshima	No. 3980	Cargo	250	200	Nishinippon Sekitan Yuso K.K.	Feb. 1948
11.	Oshimagun Saibu Zosenjo	✓ Yamaguchi	No. Toku 400	Cargo	250 ✓	135	Kazuichi Matsui	Feb. 1948
12.	Oshimagun Saibu Zosenjo	✓ Yamaguchi	No. 4548	Cargo	150 ✓	115	Morio Jufjku	Feb. 1948
13.	Showa Zosen	✓ Yamaguchi	No. 3501	Cargo	150	120	Kamekichi Majima	Feb. 1948
14.	Showa Zosen	✓ Yamaguchi	No. 4595	Cargo	150	120	Kamekichi Majima	Feb. 1948
15.	Showa Zosen	✓ Yamaguchi	No. 8021	Cargo	250	200	Kamekichi Majima	Feb. 1948
16.	Showa Zosen	✓ Yamaguchi	No. 8117	Cargo	250	200	Kamekichi Majima	Feb. 1948
17.	Sunami Zosen	Hiroshima	No. 4603	Cargo	150	200	Taiyokaiun Sangyo K. K.	Feb. 1948
18.	Tsuneishi Zosen K.K.	Hiroshima	No. 3972	Cargo	250	200	Tsuneishi Zosen	Feb. 1948
19.	Tsuneishi Zosen K. K.	Hiroshima	No. 3974	Cargo	250	200	Tsuneishi Zosen K. K.	Feb. 1948
20.	Tsuneishi Zosen K. K.	Hiroshima	No. 8127	Cargo	250	200	Tsuneishi Zosen K. K.	Feb. 1948

INCLOSURE 1 to SCAPIN 5274-A

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

C-O-P-Y

LIST OF WOODEN VESSELS TO HAVE PROPULSION MACHINERY INSTALLED CONT'D

	Name of Shipyard	Location	Name of Ship	After Converted Kind of Ship	G. T.	H. P.	Owner	Anticipated Date of Completion
21.	Tsuneishi Zosen K. K.	Hiroshima	No. 3626	Cargo	250	200	Tsuneishi Zosen K. K.	Feb. 1948
22.	Tsuneishi Zosen K. K.	Hiroshima	No. 4250	Cargo	250	200	Tsuneishi Zosen K. K.	Feb. 1948
23.	Tsuneishi Zosen K. K.	Hiroshima	No. 4208	Cargo	250	200	Tsuneishi Zosen K. K.	Feb. 1948
~~24.~~	~~Tsuneishi Zosen~~	~~Hiroshima~~	~~No. 4208~~	~~Cargo~~	~~250~~	~~200~~	~~Tsuneishi Zosen~~	~~Feb. 1948~~
24.	Urasaki Zosen Y.K.	Hiroshima	No. 8183	Cargo	250	200	Wakamatsu Goshinkai	Feb. 1948
25.	Urasake Zosen Y.K.	Hiroshima	No. 3727	Cargo	250	200	Wakamatsu Goshinkai	Feb. 1948

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
ECONOMICS SECTION

D/TK/tk

CCAR 319.1

15 February 1951

SUBJECT: Report of Field Trip, Ube Dock, Towa Shipyards and Shimada Shipyard, Yamaguchi Prefecture, 9 - 10 February 1951.

TO : Chief
Economics Section

PREPARED BY: Tetsuro Kajiya, Distribution and Industry Division.

1. REFERENCE: C.D. 11.

2. PURPOSE: Surveillance on Shipbuilding.

3. BACKGROUND: None.

4. DISCUSSION:

Ube Dock - Presently only 1 wooden vessel (90 tons) is being constructed and 4 vessels (wooden) under repair. This shipyard is capable of repairing 500 ton steel vessels but no new steel construction is possible. The Korean War has provoked an inerease demand on vessel repairs and constructions which altered the company plan of dissolution.

Towa Shipyard - No new construction was in evidence but repair of 10 vessels are now in progress. Of the 10 vessels, 2 are steel fishing boats of small tonnage.

Shimada Shipyard - One new construction of a small fishing boat (wooden) was observed. There are also 8 repair work now in progress.

5. CONCLUSIONS:

a. Availability of steel plates is said to be getting difficult.

b. No unauthorized shipbuilding is in progress.

6. RECOMMENDATION: None.

Y-134-1

TETSURO KAJIYA
Distribution & Industry Division

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

FIELD TRIP REPORT

R.G. STRADLEY

2 - 3 May 1950
Shimonoseki

1. Purpose:

Inspections of Shipyard at

Chofu Dock Company,	Oaza Minatomachi, Oaza Chofu, Shimonoseki City.
Izuhara Shipyard Company,	Miyazaki Chofu, Shimonoseki City.
Maeda Zosen,	Maeda, Chofu, Shimonoseki City.
Hikoshima Zosen,	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company,	" " "
Shimada Zosen	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory (Shimonoseki Shipyard.)	" " "
Oda,	150 Izakicho, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " "

2. Background: Survillance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remark
Chofu	Nil	50	9	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but teceived no permit as yet.
Izuhara	Nil	57	2 1 (Set Dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden travelers from 120 HP to 160 HP semi-diesel engines.

Authority: Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950.

No. 112 for No. 5 Yutaka-maru
No. 113 for No. 3 Yutaka-maru

Takahashi	Nil	130	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Towa	Nil	75	8	Has completed a rectangle tank to be installed in il tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S. Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Kanmon	Nil	200	No.1 Machine Shop No.2 Yard, 4 No.3 Yard, 4	SCAP memorandum dated 4 April 1950 authorizes Conversion of a 180 steel vessel from 140 HP into 200 HP semi-diesel.
Shimada	Nil	22	4	The yard used to belong to Towa Zosen but now operating independent of Towa Zosen.

	Dry Dock	Slip	Type of Work
Hayashikane Shipbuilding Company — Nil — 1,500 — No.1 Yard,	1	2	Repair
No.2 Yard,	1	2	Repair
No.3 Yard,	0	2	Construction of steel vessels
No.4 Yard,	1	2	Repair, conversion
Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170	No.3	
Conversion:	Transporter (Steel)	Keisho-Maru	75	No.4	From 150 HP to 210 HP diesel engine
	Trawler (Steel)	No. 12 Taiyo-Maru	400	No.2	From 500 HP steam engine to diesel engine
	Catcher boat (Steel)	No. 3 Seki-Maru	425	No.2	From 1,200 HP steam engine to 1,600 HP diesel. The engine is to be made at No.3 Yard. Applied at the end of March '50 but no permit received.

NOTE: Rejection per centages if foundry shop and machine shop at No. 3 Yard are 10% - 12% and 3% - 5% respectively.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S. Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Bocho	Repair and/or conversion of one 37 ton Ex-Army Passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of, a. Remodelling of passenger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
Hikoshima Tobu	Nil	63	6	Two 250 ton lighters under repair. Repair of a 83 ton steel vessel cousists of, a. Welding work on boiler. b. Exchange of boiler tube, piston ring, smoke stack.
Hamatani	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock, 5 Mooring quay, 3	Details in our file.

	Type	Tonnage	Remarks
Construction;	Fishing Boat	150 ton	Authorized by SCAPIN 6978-A 25 Nov 1949.
	2 Trawlers	300 ton each	Under application, Date of Transmittal from shipping Bureau, Ministry of Transportation to CHQ, SCAP 20 April 1950.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Ode	Nil	55	4	
Matsushita	Nil	12	3	
Shimonoseki	Nil	12	3	
Fukuura		15	3	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

The Shipyards are having no difficulty in the procurement of lumber.

The fall in the prices of fish and restricted allocation of fuel oil are adversely affecting the fishermen and owners of sailing cargo vessels resulting in the delinquency in payment to the shipyards.

There is only one Chofu Shipyard in Chofu area.

Due to the restricted allocation of fuel oil many shipyards who have specialized in building sailing cargo vessels for coal transportation are switching over to repairing of barges.

Another reson why the shipyards are not kept busy is that the busiest fishing season will actually begin from June and end up in September during which period the shipyards will usually get various kinds of orders.

5. Recommendation:

The shipyards who were having difficulty in the processing of application to GHQ, SCAP through the normal Japanese channels were advised to feel free to call on this headquarters to expedite the business while they are pushing the application strongly through the Japanese Offices concerned.

Mr. Itami, Chief of Shipping Section of Kyushu Maritime Bureau, Transportation Ministry as he stated that the processing is usually taking about six weeks to get them authorized by GHQ, SCAP.

Mr. Itami and Bocho Zosen were informed that they will be duly notified by our headquarters regarding the repair or conversion of the ex-army steel passenger boat if GHQ, SCAP has a different interpretation of the matter.

R.G. STRADLEY

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.G. STRADLEY

4 April 1950

1. **Purpose:**

Inspection of shipyards at,

Maeno Zosen,	Yokodate, Onoda City.
Harada Zosen,	Yokodate, Onoda City.
Yano Zosen,	Yokodate, Onoda City.
Onoda Koun K.K.,	Minami Nakagawa-machi, Onoda City
Kodama Zosen,	Ryuo-machi, Onoda City.
Sukeda Zosen,	Sukeda Kaigan-dori, Ube City.
Tokihira Zosen,	Sukeda 2 chome, Ube City.
Ube Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Toa Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Jyonan Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Ube Dock,	Higashi Kaigan-dori 5 chome, Ube City.
Aio Zosen,	Aio machi, Yoshiki-gun.
Toyo Sangyo, (Suesada)	Aio machi, Yoshiki-gun.
Bofu Zosen,	Hamakata, Bofu City.
Mitsunaga Zosen	Toiyasuji, Bofu City.
Syuyo Zosen,	Ajisu-machi, Yoshiki-gun. (Dissolved on 15 February 1950)

2. **Background:**

Surveillance in accordance with O.D. 51.

3. **Discussion:**

Name of S.Y.	Blg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of slip	No. of Workers	Blg. of New Ship	Repair	Remarks
Maeno Zosen.	Nil	1	Less than 5	One (45 ton)	Nil	After the war's end Nagato Zosen was divided into five former independent shipyards.
Harada Zosen	Nil	1	"	Nil	Nil	
Yano Zosen	Nil	1	"	Nil	Nil	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Cont'd)

Name of S.Y.	Blg. of wooden vessels above 100tons or conversion of steel vessels in any tonnage	No. of Slip	No. of Workers	Blg. of New Ship	Repair	Remarks
Onoda Koun K.K.,	Nil	1	Less than 5	One (45 ton)	Nil	
Kodama Zosen	Nil	1	"	Nil	Nil	
Sukeda Zosen	Nil	5	7	Nil	One(200 ton) Two(100 ton) One (15 ton)	
Tokihiro Zosen	Nil	2	5	Nil	One (80 ton)	Coal barge, outstanding account receivable ¥1,200,000
Ube Zosen	Nil	7	10	Nil	One (80 ton) barge	Good saw mill
Toa Zosen	Nil	1	Less than 5	Nil	Nil	
Jyonan Zosen	Nil	3	40	Nil	One (30 ton)	Built four 50 ton -type wooden vessels for USSR. Good Sawmill
Ube Dock	Nil	3	70	One(10 ton)One (60 ton) One(90 ton)One (80 ton)		Capable of repairing steel vessels of 500 ton but no capacity for building, built 2 wooden vessels for USSR. Good sawmill.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Cont'd)

Name of S.Y.	Blg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of Slip	No. of Workers	Blg. of New Ship	Repair	Remarks
Aio Zosen	Nil	2	24	One (20 ton)	Nil	Outstanding account receivable ¥400,000. Good sawmill.
Toyo Sangyo (Suesada) Zosen	Nil	2	5	Nil	Nil	Outstanding account receivable, ¥300,000.
Bofu Zosen	Nil	3	20	Conversion: 45 ton	One	Built five 50 ton -type wooden vessels for USSR. Discharged 80 workers in January 1950 with no attendant labor troubles.
Mitsunaga Zosen	Nil	2	Less than 5	Nil	One (60 ton)	

NOTE: Near Mitsunaga Zosen there are Tanaka and Shirai shipyards which are, according to Mr. Hashiguchi, president of Bofu Zosen incapable of building wooden vessels above 100 tons.

4. Conclusion:

a. The small shipyards which were in-corporated during the war by amalgamation are becoming independent again.

b. Due to the restriction on allocation of fuel oil to wooden vessels and transportation of coal by wooden vessels the shipyards along the coast of Onoda, Ube and Bofu areas are very much in distress.

Orders for building or repairing of wooden sailing cargo vessels ranging from 50 tons to 100 tons to which the shipyards in these are more adapted than to fishing boats appear to be very scarce at present.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

c. The outstanding accounts receivable is increasing and usually it will require for the yard from two to three months at the earliest and from five to six months at the latest in order to collect the money for work completed from the shipowner.

d. As for lumber the yards obtain the pinewood in the prefecture and the high grade Sugiwood from Miyazaki Prefecture, Kyushu.

e. Mr. Yano, Chief of Ube Branch of the Kyushu Maritime Bureau and Mr. Fujishima, member of the Ube District Wooden Shipbuilders Association were advised to check the building of a 45 ton mud-carrier by a marine products association, Higashi-Kaigan-dori, Ube City. They had no permit from the Japanese Government for new construction.

5. Recommendation:

None.

RGS

R.G. STRADLEY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

FIELD TRIP REPORT

R.G. STRADLEY

2 - 3 May 1950
Shimonoseki

1. Purpose:

Inspections of Shipyard at

Chofu Dock Company.	Oaza Minatomachi, Oaza Chofu, Shimonoseki City.
Izuhara Shipyard Company.	Miyazaki Chofu, Shimonoseki City.
Maeda Zosen.	Maeda, Chofu, Shimonoseki City.
Hikoshima Zosen.	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company.	" " "
Shimada Zosen	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory (Shimonoseki Shipyard.)	" " "
Odo,	150 Izakicho, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " "

2. Background: Survillance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remark
Chofu	Nil	50	9	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but received no permit as yet.
Izuhara	Nil	57	2 1 (Set Dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden travelers from 120 HP to 160 HP semi-diesel engines.

Authority: Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950.

No. 112 for No. 5 Yutaka-maru
No. 113 for No. 3 Yutaka-maru

Takahashi	Nil	190	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Towa	Nil	75	8	Has completed a rectangle tank to be installed in oil tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S. Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Kanmon	Nil	200	No.1 Machine Shop No.2 Yard, 4 No.3 Yard, 4	SCAP memorandum dated 4 April 1950 authorizes Conversion of a 180 steel vessel from 140 HP into 200 HP semi-diesel.
Shimada	Nil	22	4	The yard used to belong to Towa Zosen but now operating independent of Towa Zosen.

	Dry Dock	Slip	Type of Work
Hayashikane Shipbuilding Company			
No.1 Yard,	1	2	Repair
No.2 Yard,	1	2	Repair
No.3 Yard,	0	2	Construction of steel vessels
No.4 Yard,	1	2	Repair, conversion
Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170	No.3	
Conversion:	Transporter (Steel)	Keisho-Maru	75	No.4	From 150 HP to 210 HP diesel engine
	Trawler (Steel)	No. 12 Taiyo-Maru	400	No.2	From 500 HP steam engine to diesel engine
	Catcher boat (Steel)	No. 3 Seki-Maru	425	No.2	From 1,200 HP steam engine to 1,600 HP diesel. The engine is to be made at No.3 Yard. Applied at the end of March '50 but no permit received.

NOTE: Rejection per centages if foundry shop and machine shop at No. 3 Yard are 10% - 12% and 3% - 5% respectively.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S. Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Bocho	Repair and/or conversion of one 37 ton Ex-Army Passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of, a. Remodelling of passinger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
Hikoshima Tobu	Nil	63	6	Two 250 ton lighters under repair. Repair of a 83 ton steel vessel consists of, a. Welding work on boiler. b. Exchange of boiler tube, piston ring, smoke stack.
Hamateni	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock, 5 Mooring quay, 3	Details in our file.

	Type	Tonnage	Remarks
Construction:	Fishing Boat	150 ton	Authorized by SCAPIN 6978-A 25 Nov 1949.
	2 Trawlers	300 ton each	Under application, Date of Transmittal from shipping Bureau, Ministry of Transportation to CHC, SCAP 20 April 1950.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Odo	Nil	55	4	
Matsushita	Nil	12	3	
Shimonoseki	Nil	12	3	
Fukuura		15	3	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

The Shipyards are having no difficulty in the procurement of lumber.

The fall in the prices of fish and restricted allocation of fuel oil are adversely affecting the fishermen and owners of sailing cargo vessels resulting in the delinquency in payment to the shipyards.

There is only one Chofu Shipyard in Chofu area.

Due to the restricted allocation of fuel oil many shipyards who have specialized in building sailing cargo vessels for coal transportation are switching over to repairing of barges.

Another reason why the shipyards are not kept busy is that the busiest fishing season will actually begin from June and end up in September during which period the shipyards will usually get various kinds of orders.

5. Recommendation:

The shipyards who were having difficulty in the processing of application to GHQ, SCAP through the normal Japanese channels were advised to feel free to call on this headquarters to expedite the business while they are pushing the application strongly through the Japanese Offices concerned.

Mr. Itami, Chief of Shipping Section of Kyushu Maritime Bureau, Transportation Ministry as he stated that the processing is usually taking about six weeks to get them authorized by GHQ, SCAP.

Mr. Itami and Bocho Zosen were informed that they will be duly notified by our headquarters regarding the repair or conversion of the ex-army steel passenger boat if GHQ, SCAP has a different interpretation of the matter.

R.G. STRADLEY

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.C. STRADLEY

4 April 1950

1. Purpose:

Inspection of shipyards at,

Maeno Zosen,	Yokodate, Onoda City.
Harada Zosen,	Yokodate, Onoda City.
Yano Zosen,	Yokodate, Onoda City.
Onoda Koun K.K.,	Minami Nakagawa-machi, Onoda City
Kodama Zosen,	Ryuo-machi, Onoda City.
Sukeda Zosen,	Sukeda Kaigan-dori, Ube City.
Tokihira Zosen,	Sukeda 2 chome, Ube City.
Ube Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Toa Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Jyonan Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Ube Dock,	Higashi Kaigan-dori 5 chome, Ube City.
Aio Zosen,	Aio machi, Yoshiki-gun.
Toyo Sangyo, (Suesada)	Aio machi, Yoshiki-gun.
Bofu Zosen,	Hamakata, Bofu City.
Mitsunaga Zosen	Toiyasuji, Bofu City.
Syuyo Zosen,	Ajisu-machi, Yoshiki-gun. (Dissolved on 15 February 1950)

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

Name of S.Y.	Blg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of slip	No. of Workers	Blg. of New Ship	Repair	Remarks
Maeno Zosen.	Nil	1	Less than 5	One (45 ton)	Nil	After the war's end Nagato Zosen was divided into five former independent shipyards.
Harada Zosen	Nil	1	"	Nil	Nil	
Yano Zosen	Nil	1	"	Nil	Nil	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Cont'd)

Name of S.Y.	Blg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of Slip	No. of Workers	Blg. of New Ship	Repair	Remarks
Aio Zosen	Nil	2	24	One (20 ton)	Nil	Outstanding account receivable ¥400,000. Good sawmill.
Toyo Sangyo (Suesada) Zosen	Nil	2	5	Nil	Nil	Outstanding account receivable, ¥300,000.
Bofu Zosen	Nil	3	20	Conversion: 45 ton	One	Built five 50 ton -type wooden vessels for USSR. Discharged 80 workers in January 1950 with no attendant labor troubles.
Mitsunaga Zosen	Nil	2	Less than 5	Nil	One (60 ton)	

NOTE: Near Mitsunaga Zosen there are Tanaka and Shirai shipyards which are, according to Mr. Hashiguchi, president of Bofu Zosen incapable of building wooden vessels above 100 tons.

4. Conclusion:

a. The small shipyards which were in-corporated during the war by amalgamation are becoming independent again.

b. Due to the restriction on allocation of fuel oil to wooden vessels and transportation of coal by wooden vessels the shipyards along the coast of Onoda, Ube and Bofu areas are very much in distress.

Orders for building or repairing of wooden sailing cargo vessels ranging from 50 tons to 100 tons to which the shipyards in these are more adapted than to fishing boats appear to be very scarce at present.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

c. The outstanding accounts receivable is increasing and usually it will require for the yard from two to three months at the earliest and from five to six months at the latest in order to collect the money for work completed from the shipowner.

d. As for lumber the yards obtain the pinewood in the prefecture and the high grade Sugiwood from Miyazaki Prefecture, Kyushu.

e. Mr. Yano, Chief of Ube Branch of the Kyushu Maritime Bureau and Mr. Fujishima, member of the Ube District Wooden Shipbuilders Association were advised to check the building of a 45 ton mud-carrier by a marine products association, Higashi-Kaigan-dori, Ube City. They had no permit from the Japanese Government for new construction.

5. Recommendation:

None.

RGS

R.G. STRADLEY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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

561.4 (14 Feb 1950)CAS-EM

21 FEB 1950

SUBJECT: Application for Approval to Replace Main Engine of a Wooden Cargo Vessel "Kimpo Maru"

10 Feb 1950
561.4 ESS/IND.
Bofn S.Y.

I-20-Y

TO: Chief
Chugoku Civil Affairs Region
APO 248

1. Reference is memorandum for the Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, 561.4 (10 Feb 1950)ESS/IND, subject as above, 10 February 1950.

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

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

1 Incl:
Memo to Min. of Trans
14 Feb 1950

CAC-RD
A. O'BRIEN
CWO USA
Adm Off

ZCON 735

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

- C O P Y -

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

HBO/WT/ECW/WNO/yt

561.4(10 Feb 50)ESS/IND

10 February 1950

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

SUBJECT: Application for Approval to Replace Main Engine of a Wooden Cargo Vessel "Kimpo Maru".

1. Reference is FOM No. 197(TRM), 1 February 1950, subject: Application for Approval to Replace Main Engine of a Wooden Cargo Vessel "Kimpo Maru".

2. No objection is offered to the replacement of the main engine of the wooden cargo vessel "Kimpo Maru" as outlined below:

Shipyard	:	Bofu Shipbuilding Co., Ltd.
Location	:	Oaza Hamakata, Yamaguchi Prefecture
Owner	:	Kiso Tanaka
Address	:	Oaza Shiuden, Bofu City, Yamaguchi Pref.
Name of vessel	:	Kimpo Maru
Gross tonnage	:	129,05 tons
L x B x D (M)	:	24.90 x 6.40 x 3.20
Present engine	:	Hot bulb 67 H.P.
New engine	:	Hot bulb 95 H.P.
Term of work	:	7 days

FOR THE CHIEF, EOCNOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

Copies furnished:
CAS
CHS

Incl.

- C O P Y -

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

-C-O-P-Y-

FIELD TRIP REPORT

R.G. STRADLEY

2 - 3 May 1950
Shimonoseki

1. Purpose:

Inspections of Shipyards at

Chofu Dock Company,	Oaza Minatomachi, Oaza Chogu, Shimonoseki City.
Izuhara Shipyard Company,	Miyazaki, Chofu, Shimonoseki City.
Maeda Zosen,	Maeda, Chofu Shimonoseki City.
Hikoshima Zosen,	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company,	" " "
Shimada Zosen,	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory(Shimonoseki shipyard).	" " "
Odo,	150 Izakicho, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " "

2. Background:

Surveillance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Chofu	Nil	50	3	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but received no permit as yet.
Izuhara	Nil	57	2 1 (Wet dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden trawlers from 120 HP to 160 HP semi-diesel engines.
	Authority: Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950. No. 112 for No. 5 Yutaka-maru No. 113 for No. 3 Yutaka-maru			
Takahashi	Nil	130	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Towa	Nil	75	8	Has completed a rectangle tank to be installed in oil tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Kanmon	Nil	200	No.1 Machine Shop No.2 Yard,4 No.3 Yard,4	SCAP memorandum dated 4 April 1950 authorizes Conversion of a 180 steel vessel from 140 HP into 200 HP semi-diesel.
Shimada	Nil	22	4	The yard used, to belong to Towa Zosen but now operating independent of Towa Zosen.

	Dry Dock	Slip	Type of Work
Hayashikane Shipbuilding			
No.1 Yard,	1	2	Repair
No.2 Yard,	1	2	Repair
No.3 Yard,	0	2	Construction of steel vessels.
No.4 Yard,	1	2	Repair, conversion
Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170	No.3	
Conversion:	Transporter (Steel)	Keisho-maru	75	No.4	From 150 HP to 210 HP diesel engine
	Trawler (Steel)	No. 12 Taiyo-maru	400	No.2	From 500 HP steam engine to diesel engine.
	Catcher boat (Steel)	No. 3 Seki-Maru	425	No.2	From 1,200HP steam engine to 1,600 HP diesel. The engine is to be made at No.3 Yard. Applied at the end of March 1950 but no permit received

NOTE: Rejection per centages in foundry shop and machine shop at No. 3 yard are 10% - 12% and 3% - 5% respectively.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks:
Bocho	Repair and/or conversion of one 37 ton Ex-Army passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of, a. Remodelling of passenger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
Hikoshima Tobu	Nil .	63	6	Two 250 ton lighters under repair. Repair of a 83 ton steel vessel consists of. a. Welding work on boiler. b. Exchange of bioler tube, piston ring, smoke stack.
Hamatani	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock 5 Mooring quay 3	Details in our file

	Type	Tonnage	Remarks
Construction:	Fishing boat	150 ton	Authorized by SCAPIN 6978-A 25 Nov 1949.
	2 Trawlers	300 ton each	Under application. Date of Transmittal from shipping Bureau. Ministry of Transportation to GHQ. SCAP 20 April 1950.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Odo	Nil	55	4	
Matsushita	Nil	12	3	
Shimonoseki	Nil	12	33	
Fukuura		15	2	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

The Shipyards are having no difficulty in the procurement of lumber.

The fall in the prices of fish and restricted allocation of fuel oil are adversely affecting the fishermen and owners of sailing cargo vessels resulting in the delinquency in payment to the shipyards.

There is only one Chofu Shipyard in Chofu area.

Due to the restricted allocation of fuel oil many shipyards who have specialized in building sailing cargo vessels for coal transportation are switching over to repairing of barges.

Another reason why the shipyards are not kept busy is that the busiest fishing season will actually begin from June and end up in September during which period the shipyards will usually get various kinds of orders.

5. Recommendation:

The shipyards who were having difficulty in the processing of application to GHQ, SCAP through the normal Japanese channels were advised to feel free to call on this headquarters to expedite the business while they are pushing the application strongly through the Japanese Offices concerned.

Mr. Itami, Chief of Shipping Section of Kyushu Maritime Bureau, Transportation Ministry as he stated that the processing is usually taking about six weeks to get them authorized by GHQ, SCAP.

Mr. Itami and Bocho Zosen were informed that they will be duly notified by our headquarters regarding the repair or conversion of the ex-army steel passenger boat if GHQ, SCAP has a different interpretation of the matter.

RGS
R.G. STRADLEY.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

FIELD TRIP REPORT

R. J. STRADLEY

2 - 3 May 1950

1. Pursose:

Inspections of Shipyard at

Chofu Dock Company,	Oaza Minatomachi, Oaza Chofu, Shimonoseki City.
Izuhara Shipyard Company,	Miyazaki, Chofu, Shimonoseki City.
Maeda Zosen,	Maeda, Chofu, Shimonoseki City.
Hikoshima Zosen,	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company,	" " "
Shimada Zosen,	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory (Shimonoseki Shipyard).	" " "
Oda,	150 Izakichi, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " "

2. Background:

Survillance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remark
Chofu	Nil	50	3	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but received no permit as yet.
Iguhara	Nil	57	2 1 (Wet Dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden trawlers from 120 HP to 160 HP semi-diesel engines.
Authority:	Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950. No. 112 for No. 5 Yutaka-Maru No. 113 for No. 3 Yutaka-Maru			
Takahashi	Nil	130	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Towa	Nil	75	8	Has completed a rectangle tank to be installed in oil tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Kanmon	Nil	200	No.1 Machine Shop	SCAP memorandum dated 4 April 1950 authorizes Conversion of a 180 steel vessel from 140 HP into 200 HP semi-diesel.
Shimada	Nil	22	4	The yard used to belong to Towa Zosen but now operating independent of Towa Zosen.

	Dry Dock	Slip	Type of Work
Hayashikane Nil 1,500			
No.1 Yard,	1	2	Repair
No.2 Yard,	1	2	Repair
No.3 Yard,	0	2	Construction of steel vessels
No.4 Yard,	1	2	Repair, conversion
Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170 ton	No.3	
Conversion:	Transporter (Steel)	Keisho-Maru	75	No.4	From 150 HP to 210 HP diesel engine
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	Catcher boat (Steel)	No.3 Seki-Maru	425	No.2	From 1,200 HP steam engine to 1,600 HP diesel. The engine is to be made at No.3 Yard. Applied at the end of March '50 but no permit received.

NOTE: Rejection per centages in foundry shop and machine shop at No. 3 yard are 10% -12% and 3% -5% respectively.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Un-authorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Bocho	Repair and/or converion of one 37 ton Ex-Army passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of a. Remodelling of passenger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
Hikoshima Tobu	Nil	64	6	Two 250 ton lighters under repair. Repair of a 83 ton steel vessel consists of, a. Welding work on boiler. b. Exchange of boiler tube, piston ring, smoke stack.
Hamatani	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock, 5 Mooring quay, 3	Details in our file

	Type	Tonnage	Remarks
Construction:	Fishing Boat	150 ton	Authorized by SCAPIN 6978-A 25 Nov 1949.
	2 Trawlers	300 ton	Under application, Date of Transmittal from shipping Bureau, Ministry of Transportation to GHQ, SCAP 20 April 1950.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Ohdo	Nil	55	4	
Matsushita	Nil	12	3	
Shimonoseki	Nil	12	3	
Fukuura		15	2	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

The Shipyards are having no difficulty in the procurement of lumber.

The fall in the prices of fish and restricted allocation of fuel oil are adversely affecting the fishermen and owners of sailing cargo vessels resulting in the delinquency in payment to the shipyards.

There is only one Chofu Shipyard in Chofu area.

Due to the restricted allocation of fuel oil many shipyards who have specialized in building sailing cargo vessels for coal transportation are switching over to repairing of barges.

Another reson why the shipyards are not kept busy is that the busiest fishing season will actually begin from June and end up in September during which period the shipyards will usually get various kinds of orders.

5. Recommendation:

The shipyards who were having difficulty in the processing of application to GHQ, SCAP through the normal Japanese channels were advised to feel free to call on this headquarters to expedite the business while they are pushing the application strongly though the Japanese Offices concerned.

Mr. Itami, Chief of Shipping Section of Kyushu Maritime Bureau, Transportation Ministry as he stated that the processing is usually taking about six weeks to get them authorized by GHQ, SCAP.

Mr. Itami and Bocho Zosen were informed that they will be duly notified by our headquarters regarding the repair or conversion of the ex-army steel passenger boat if GHQ, SCAP has a different interpretation of the matter.

R. J. STRADLEY

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.G. STRADLEY

14 February 1950

1. Purpose:

Inspection of shipyard at Hikoshima Zosen K.K.

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

Neither building nor conversion of ships was in evidence. Several small fishing vessels were under repair. Two 95 ton steel fishing vessels, No. 11 and No. 12 Fuyo Maru came back for repair yesterday, 13 February 1950 after having been released by the Korean Navy. The yard has a total of twelve slipways and only repair work of small fishing vessels was going out.

4. Conclusion:

Mr. Ichikawa, managing director of the yard stated approximately forty (40) fishing vessels were captured by the Korean navy since the war's end and only twelve vessels have come back from seizure to date. Since the war's end about twenty fishing vessels were captured in the china sea but none of them have come back to date. Such situation is adversely affecting not only fishing industry of Shimonoseki area but the shipbuilders concerned.

5. Recommendations:

In order to protect the fishing vessels going out to the Korean and china waters and to enhance the resultant shipbuilding industry involved, a thorough study of the situation as mentioned in paragraph 3 above be conducted and some measures be taken on a higher level for the proper protection of the people legally engaged in fishing within the prescribed foundary.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.G. STRAWLEY

12 June 1950
Shimonoseki

1. Purpose:

Inspections of

Shimonoseki Shipyard of West Japan Heavy Industries(45-15),
No. 3 Dockyard of Hayashikane Company,
Towa Zosen,
Hikoshima Zosen,
Kanmon Zosen,

at Hikoshima, Shimonoseki City.

2. Background:

Surveillance in accordance with O.D. 11.

3. Discussion:

a. Shimonoseki Shipyard of West Japan Heavy Industries Company.

The yard was granted permission from GHQ, SCAP to construct two (2) trawlers. Reconversion of a Chinese vessel, slated to be chartered to Pakistan Government, into a Pilgrim ship for the Mohammedans who will go to Mecia was under consideration. Lloyd's surveyers were checking on the feasibility of remodelling the internal structure into passenger cabins.

One 5,000 ton cargo vessel and 4 small vessel were under repair.

b. No. 3 Dockyard of Hayashikane Company.

Two steel catcher boats of 425 ton each for Taiyo Fishery Company were expected to be completed on 31 August 1950 and 30 October 1950 respectively.

No other construction, conversion and repair was in evidence. There are 700 employees including 230 temporary laborers who were to be discharged at the end of August 1950 according to a contract. Although there are 10 members of Communist cell and about 100 communist sympathizers, no labor trouble was in evidence.

As for two 2,000 H.P. Diesel engines one was almost completed and the other was 50% completed.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

c. Towa Zosen, Hikoshima Zosen and Kanmon Zosens.

No construction and conversion was in evidence. Repair work only was going on.

4. Conclusion:

Maintenance of Reparations equipment at Nishi Nippon Shipyard is needed.

No irregularities were revealed.

Many vessels were in yards due to the off-season in fishery and periodical Summer repairing was going on.

5. Recommendation:

Nishi Nippon Shipyard officials were instructed to correct maintenance deficiencies.

R.C. Stradley

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

-C-O-P-Y-

WSV/GEM/EPS/dge

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

564(22 Aug 49)ESS/IND

22 August 1949

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

SUBJECT: Application for Approval to Replace Main Engines of Ten(1) Wooden Cargo Vessels

1. Reference is FOM letter No. 392(TRAM), 19 July 1949, subject: Application for Approval to Replace Main Engines of Ten (1) Wooden Cargo Vessels.

2. No objection is offered to the replacement of the main engines of eight (8) wooden cargo vessels as listed in inclosure 1.

3. The conversion from steam to diesel power (replacement of steam engine by oil burining diesel engine) of the two (2) cargo vessels.

a. The S.S. "Sanriku Maru", owned by Tohoku Marine Industry Company, Ltd., Shiogama-chi, Miyagi-ken.

b. The S.S. "Chishima Maru", owned by Chohachi, Yasukata-machi, Aomori-sho.

is not favorably considered at this time.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

/s/t/ W.S. VAUGHAN
Chief, Industry Division

1 Incl;
List of eight
(8) Vessels

Copy furnished:
SRS

Hikojima
Y.P.

-C-O-P-Y-

77 5013

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

COPY

Shipyard	Owner	Name and Number of Vessels	Engine (Present)	Engine (After Conversion	Term of Work
Shikoku dock Industry Co., Ltd., Asahi-cho, Takamatsu-shi	Konosuke, Tada Asahi-cho, Takamatsu-chi	# 3 Akebono Maru	75 HP Semi-diesel	120 HP Semi-diesel	15 days
Kammon Shipbldg Co., Ltd., Hikojima, Shimonoseki-shi	Pyuta, Takada & 1 Mikita-machi Umibe-gun, Tokushima-ken	# 1 Kompira Maru	94 HP Semo-diesel	120 HP Semi-diesel	15 days
Naka Iron Worl Ltd. Midokoro-cho, Onomichi-shi	Nisshin Steamship Co., Lt., Shinmachi, Nishi-ku, Osaka-shi	#130 Koan Maru	90 HP Semi-diesel	115 HP Semi-diesel	15 days
Hikojima Dockyard Ltd., Hikoshima-machi, Shomonoseki-shi	Toichi, Masuno Toyoura-gun, Yama-guchi-ken	Ko Maru	80 HP Semi-diesel	140 HP Semi-diesel	15 days
Hisa Dockyard Inc. Tanezaki, Kochi-shi	Sadayoshi, Makshira Takaoka-gun, Kochi-ken	Kaho Maru	60 HP Semi-diesel	115 HP Semi-diesel	15 days
Isewan Shipbldg Co. Ltd., Ujiyamada-shi Mie-ken	Kajiro, Hokubo Ujiyamada-shi Mie-ken	#15 Jinbo Maru	150 HP Semi-diesel	180 HP Semi-diesel	15 days
Tadanoumi Dockyard Inc., Toyoda-gun, Hiroshima-ken	Marui Marine Transportation Co. Ltd, Shimo-shinden Nishinomiya-shi	# 5 Seishin Maru	100 HP Semi-diesel	170 HP Semi-diesel	3 months
Aki Dockyard Inc., Aki-gun, Hiroshima-Ken	Akikazu, Ihara Kurahashi Aki-gun Hiroshima-Ken	Hosei Maru	150 Semi-diesel	200 HP Semi-diesel	15 days

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

-C-O-P-Y-

FIELD TRIP REPORT

R.G. STRADLEY

2 - 3 May 1950
Shimonoseki

1. Purpose:

Inspections of Shipyards at

Chofu Dock Company,	Oaza Minatomachi, Oaza Chogu, Shimonoseki City.
Izuhara Shipyard Company,	Miyazaki, Chofu, Shimonoseki City.
Maeda Zosen,	Maeda, Chofu Shimonoseki City.
Hikoshima Zosen,	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company,	" " "
Shimada Zosen,	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory(Shimonoseki shipyard).	" " "
Odo,	150 Izakicho, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " "

2. Background:

Surveillance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Chofu	Nil	50	3	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but received no permit as yet.
Izuhara	Nil	57	2 1 (Wet dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden trawlers from 120 HP to 160 HP semi-diesel engines.

Authority: Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950.

No. 112 for No. 5 Yutaka-maru
No. 113 for No. 3 Yutaka-maru

Takahashi	Nil	130	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Town	Nil	75	8	Has completed a rectangle tank to be installed in oil tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Kanmon	Nil	200	No.1 Machine Shop No.2 Yard,4 No.3 Yard,4	SCAP memorandum dated 4 April 1950 authorizes Conversion of a 180 steel vessel from 140 HP into 200 HP semi-diesel.
Shimada	Nil	22	4	The yard used to belong to Towa Zosen but now operating independent of Towa Zosen.

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees		Dry Dock	Slip	Type of Work
Hayashikane Shipbuilding	Nil	1,500	No.1 Yard,	1	2	Repair
			No.2 Yard,	1	2	Repair
			No.3 Yard,	0	2	Construction of steel vessels.
			No.4 Yard,	1	2	Repair, conversion
			Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170	No.3	
Conversion:	Transporter (Steel)	Keisho-maru	75	No.4	From 150 HP to 210 HP diesel engine
	Trawler (Steel)	No. 12 Taiyo-maru	400	No.2	From 500 HP steam engine to diesel engine.
	Catcher boat (Steel)	No. 3 Seki-Maru	425	No.2	From 1,200HP steam engine to 1,600 HP diesel. The engine is to be made at No.3 Yard. Applied at the end of March 1950 but no permit received

NOTE: Rejection per centages in foundry shop and machine shop at No. 3 yard are 10% - 12% and 3% - 5% respectively.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks:
Bocho	Repair and/or conversion of one 37 ton Ex-Army passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of, a. Remodelling of passenger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
Hikoshima Tobu	Nil	63	6	Two 250 ton lighters under repair. Repair of a 83 ton steel vessel consists of. a. Welding work on boiler. b. Exchange of bioler tube, piston ring, smoke stack.
Hamatani	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock 5 Mooring quay 3	Details in our file

	Type	Tonnage	Remarks
Construction:	Fishing boat	150 ton	Authorized by SCAPIN 6978-A 25 Nov 1949.
	2 Trawlers	300 ton each	Under application. Date of Transmittal from shipping Bureau. Ministry of Transportation to GHQ. SCAP 20 April 1950.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Odo	Nil	55	4	
Matsushita	Nil	12	3	
Shimonoseki	Nil	12	33	
Fukuura		15	2	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

The Shipyards are having no difficulty in the procurement of lumber.

The fall in the prices of fish and restricted allocation of fuel oil are adversely affecting the fishermen and owners of sailing cargo vessels resulting in the delinquency in payment to the shipyards.

There is only one Chofu Shipyard in Chofu area.

Due to the restricted allocation of fuel oil many shipyards who have specialized in building sailing cargo vessels for coal transportation are switching over to repairing of barges.

Another reason why the shipyards are not kept busy is that the busiest fishing season will actually begin from June and end up in September during which period the shipyards will usually get various kinds of orders.

5. Recommendation:

The shipyards who were having difficulty in the processing of application to GHQ, SCAP through the normal Japanese channels were advised to feel free to call on this headquarters to expedite th business whils they are pushing the application strongly through the Japanese Offices concerned.

Mr. Itami, Chief of Shipping Section of Kyushu Maritime Bureau, Transportation Ministry as he stated that the processing is usually taking about six weeks to get them authorized by GHQ, SCAP.

Mr. Itami and Bocho Zosen were informed that they will be duly notified by our headquarters regarding the repair or conversion of the ex-army steel passenger boat if GHQ, SCAP has a different interpretation of the matter.

RGS
R.G. STRADLEY.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

-C-O-P-Y-

FIELD TRIP REPORT

R.G. STRADLEY

2 - 3 May 1950
Shimonoseki

1. Purpose:

Inspections of Shipyards at

Chofu Dock Company,	Oaza Minatomachi, Oaza Chogu, Shimonoseki City.
Izuhara Shipyard Company,	Miyazaki, Chofu, Shimonoseki City.
Maeda Zosen,	Maeda, Chofu Shimonoseki City.
Hikoshima Zosen,	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company,	" " "
Shinada Zosen,	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory(Shimonoseki shipyard).	" " "
Odo,	150 Izakicho, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " "

2. Background:

Surveillance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Chofu	Nil	50	3	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but received no permit as yet.
Izuhara	Nil	57	2 1 (Wet dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden trawlers from 120 HP to 160 HP semi-diesel engines.

Authority: Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950.

No. 112 for No. 5 Yutaka-maru
No. 113 for No. 3 Yutaka-maru

Takahashi	Nil	130	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Towa	Nil	75	8	Has completed a rectangle tank to be installed in oil tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
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Shimada	Nil	22	4	The yard used to belong to Towa Zosen but now operating independent of Towa Zosen.

Name of S.Y.		Dry Dock	Slip	Type of Work
Hayashikane Shipbuilding	Nil	1,500		
	No.1 Yard,	1	2	Repair
	No.2 Yard,	1	2	Repair
	No.3 Yard,	0	2	Construction of steel vessels.
	No.4 Yard,	1	2	Repair, conversion
	Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170	No.3	
Conversion:	Transporter (Steel)	Keisho-maru	75	No.4	From 150 HP to 210 HP diesel engine
	Trawler (Steel)	No. 12 Taiyo-maru	400	No.2	From 500 HP steam engine to diesel engine.
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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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Bocho	Repair and/or conversion of one 37 ton Ex-Army passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of, a. Remodelling of passenger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
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Hamatani	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock 5 Mooring quay 3	Details in our file

	Type	Tonnage	Remarks
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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Odo	Nil	55	4	
Matsushita	Nil	12	3	
Shimonoseki	Nil	12	33	
Fukuura		15	2	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

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R.G. STRADLEY.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

-C-O-P-Y-

Kaminoseki

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

AG 564(25 Nov 47)ESS/IN
(SCAPIN 4921-A)

APO 500
25 November 1947

MEMORANDUM FOR: JAPANESE GOVERNMENT

THROUGH: Central Liaison Office, Tokyo

SUBJECT: Application for Permission to Convert Wooden Vessels Without Engines into Cargo Carriers

1. Reference is C.L.O. letter No. 8021 (CM), dated 15 October 1947, subject same as above.

2. Permission is granted to install propulsion machinery in thirty-seven (37) of the fifty-one (51) wooden cargo vessels, as specified and listed on Inclosure 1 of this memorandum.

FOR THE CUPREME COMMANDER:

1 Incl
List of Wooden Vessels to Have Propulsion Machinery Installed

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

-C-O-P-Y-

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDO. 77 5013

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LIST OF WOODEN VESSELS TO HAVE PROPULSION MACHINERY INSTALLED

	Name of Shipyard	Location	Name of Ship	After Converted Kind of Ship	Gross Tonnage	H.P.		Anticipated Date of Completion
1.	Tsuneishi Zosen K.K.	Hiroshima	No. 4300	Cargo	150	115	Nishi Nippon Sekitan Yuso KK.	Dec. 1947
2.	Kaminoseki Zosen Y.K.	Yamaguchi	No. 3338	"	150	115	"	Dec. 1947
3.	" " "	"	No. 3295	"	150	115	"	Dec. 1947
4.	Hashihama Dock K.K.	Ehime	No. 3985	"	250	200	Isozo Suginoto	Dec. 1947
5.	Kure Yamaguchi Zosen KK	Hiroshima	No. 4220	"	250	160	Jiro Masugi	Dec. 1947
6.	Nagato Zosen K.K.	Yamaguchi	No. 8022	"	250	350	Iwao Yamagata	Dec. 1947
7.	Naigai Zosen K.K.	Hiroshima	No. Toku 608	"	250	200	Norio Jufuku	Dec. 1947
8.	Chugoku Zosen K.K.	Hiroshima	No. 4207	"	250	200	Masayoshi Iida	Dec. 1947
9.	Matsushita Zosen K.K.	Osaka	No. 8282	"	250	200	Tokuji Ezaki	Dec. 1947
10.	Omuda Zosen K.K.	Fukuoka	No. 8119	"	250	200	"	Dec. 1947
11.	Yatsushiro Zosen K.K.	Kumamoto	No. 9004	"	150	115	Marutatsu Kaiun K.K.	Dec. 1947
12.	" "	"	No. 9003	"	150	115	" "	Dec. 1947
13.	" "	"	No. 9005	"	150	115	" "	Dec. 1947
14.	Naigai Zosen K.K.	Hiroshima	No. 8281	"	250	200	Wakamatsu Goshinkai	Dec. 1947
15.	" "	"	No. 3933	"	250	200	" "	Dec. 1947
16.	" "	"	No. 3222	"	150	115	Jifuku Kaiun K.K.	Dec. 1947
17.	Tsuneishi Zosen K.K.	"	No. 4670	"	150	150	Nishi Nippon Sekitan Yuso KK.	Dec. 1947
18.	Chugoku Zosen	"	No. Toku 405	"	250	180	" " " "	Dec. 1947
19.	Tsuneishi Zosen K.K.	"	No. Toku 404	"	250	180	" " " "	Dec. 1947
20.	Chugoku Zosen K.K.	"	No. 4709	"	250	150	" " " "	Dec. 1947
21.	Mizuno Zosen Y.K	"	No. Toku 616	"	250	200	" " " "	Dec. 1947
22.	Chugoku Zosen K.K.	"	No. 3446	"	250	200	" " " "	Dec. 1947
23.	Naigai Zosen K.K.	"	No. 3487	"	250	200	" " " "	Dec. 1947
24.	Ube Zosen Y.K.	Yamaguchi	No. 1563	"	250	200	" " " "	Dec. 1947
25.	Naigai Zosen K.K.	Hiroshima	No. 1562	"	250	200	" " " "	Dec. 1947
26.	Nissan Zosen K.K.	"	No. 1524	"	250	200	" " " "	Dec. 1947
27.	Iguchi Jima Zosen K.K.	"	No. 3598	"	250	200	" " " "	Dec. 1947

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

1 Copy

Authorized Ship Construction and Conversion

(Yamaguchi, Prefecture) (Under the jurisdiction of Kyushu M.B)

Shipyard	Kind of Work	Tonnage	SCAPIN Date	EST. Date of Completion
1 Hayashikane Ship Building Co.		(Steel Vessels)		
6 Fishing B.	ConV.	75 G.T.	15, ~~Jul.~~ Jun. 1949	———
8 Trawler	"	284	28 Sep. 1949	———
8 "	"	75	16 Dec. 1949	———
2 "	"	"	"	28 Feb. 1950
1 Catcher B.	Cons't	425	12 Jan. 1950	30 Aug. 1950
Shimonoseki Shipyard.		West Japan Heavy Ind.	(Steel Vessels)	
1 Bonito	Const	150	6442-A 19 Jan.49	———
1 "	"	145	6978-A 27 Oct.49	15 May. 50
Jyōnan Ship Building Co.		(Wooden Vessels)		
2 Cargo	Const	200	6447-A 12 Mar.49	———

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.G. STRADLEY

4 April 1950

1. Purpose:

Inspection of shipyards at,

Maeno Zosen,	Yokodate, Onoda City
Harada Zosen,	Yokodate, Onoda City
Yano Zosen,	Yokodate, Onoda City
Onoda Koun K.K.,	Minami Nakagawa-machi Onoda City.
Kodama Zosen,	Ryuo-machi, Onoda City.
Sukeda Zosen,	Sukeda Kaigan-dori, Ube City.
Tokihira Zosen,	Sukeda 2 chome, Ube City.
Ube Zosen,	Higashi Kaigan-dori 5 chome, Ube City
Toa Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Jyonan Zosen,	Higashi Kaigan-dori 5 chome, Ube City.
Ube Dock,	Higashi Kaigan-dori 5 chome, Ube City.
Aio Zosen,	Aio machi, Yoshiki-gun.
Toyo Sangyo, (Suesada)	Aio machi, Yoshiki-gun.
Bofu Zosen,	Hamakata, Bofu City.
Mitsunaga Zosen,	Toiyasuji, Bofu City.
Syuyo Zosen,	Ajisu-machi, Yoshiki-gun. (Dissolved on 15 February 1950)

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

Name of S.Y.	Blg. of Woden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of slip	No. of Workers	Blg. of New Ship	Repair	Remarks
Maeno Zosen	Nil	1	Less than 5	One(45 ton)	Nil	After the War's end Nagato Zosen was divided into five former independent shipyards.
Harada Zosen	"	1	"	Nil	Nil	
Yano Zosen	"	1	"	Nil	Nil	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Cont'd)

Name of S.Y.	Mfg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of slip	No. of Workers	Mfg. of New ship	Repair	Remarks
Onoda Koun K.K.	Nil	1	Less than 5	One(45 ton)	Nil	
Kodama Zosen	Nil	1	"	Nil	Nil	
Sukeda Zosen	Nil	5	7	Nil	One(200 ton) Two(100 ton) One(15 ton)	
Tokihiro Zosen	Nil	2	5	Nil	One(80 ton) barge	Coal barge, out-standing account receivable ¥1,200,000
Ube Zosen	Nil	7	10	Nil	One(80 ton) barge	Good sawmill
Toa Zosen	Nil	1	Less than 5	Nil	Nil	
Jyonan Zosen	Nil	3	40	Nil	One(30 ton)	Built four 50 ton -type wooden vessels for USSR. Good Sawmill
Ube Dock	Nil	3	70	One(10 ton) One (90 ton)	One(60 ton) One(80 ton)	Capable of re-pairing steel vessels of 500 ton but no capacity for building, built 2 wooden vessels for USSR. Good sawmill

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

(Cont'd)

Name of S.Y.	Mfg. of wooden vessels above 100 tons or conversion of steel vessels in any tonnage	No. of slip	No. of Workers	Mfg. of New ship	Repair	Remarks
Aio Zosen	Nil	2	24	One (20 ton)	Nil	Outstanding account receivable ¥400,000. Good sawmill.
Toyo Sangyo, (Sussada) Zosen	Nil	2	5	Nil	Nil	Outstanding account receivable, ¥300,000.
Bofu Zosen	Nil	3	20	Conversion: 45 ton	One	Built five 50 ton -type wooden vessels for USSR. Discharged 80 workers in January 1950 with no attendant labor troubles.
Mitsunaga Zosen	Nil	2	Less than 5	Nil	One(60 ton)	

NOTE: Near Mitsunaga Zosen there are Tanaka and Shirai shipyards which are, according to Mr. Hashiguchi, president of Bofu Zosen incapable of building wooden vessels above 100 tons.

4. Conclusion:

a. The small shipyards which were in-corporated during the war by amalgamation are becoming independent again.

b. Due to the restriction on allocation of fuel oil to wooden vessels and transportation of coal by wooden vessels the shipyards along the coast of Onoda, Ube and Bofu areas are very much in distress.

Orders for building or repairing of wooden sailing cargo vessels ranging from 50 tons to 100 ton to which the shipyards in these are more adapted than to fishing boats appear to be very scarce at present.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

c. The outstanding accounts receivable is increasing and usually it will require for the yard from two to three months at the earliest and from five to six months at the latest in order to collect the money for work completed from the shipowner.

d. As for lumber the yards obtain the pinewood in the prefecture and the high grade Sugiwood from Miyazaki Prefecture, Kyushu.

e. Mr. Yano, Chief of Ube Branch of the Kyushu Maritime Bureau and Mr. Fujishima, member of the Ube District Wooden Shipbuilders Association were advised to check the building of a 45 ton mud-carrier by a marine products association, Higashi-Kaigan-Dori, Ube City. They had no permit from the Japanese Government for new construction.

5. Recommendation:

None.

R.C. STRADLEY.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
ECONOMICS SECTION

D/WFA/ftk

CCAR 319.1

23 January 1951

SUBJECT: Report of Field Trip, Shimonoseki, Asa, Onoda, Ube, Yamaguchi, Tokuyama and Iwakuni, 16 - 20 January 1951

TO : Chief
Economics Section

PREPARED BY: W. F. Armstrong, Distribution and Industry Division

E X T R A C T

1. REFERENCE:

O. D. 11.

2. PURPOSE:

Reparations Inspection, Surveillance of Shipyards, Oil Storage Facilities and Explosive Plants in compliance with O.D. 11.

3. BACKGROUND:

Routine.

4. DISCUSSION:

Shipyards:

Kanmon Shipyard - One tanker 500 gross tons under construction with proper authorization. Eleven ships were being repaired - 2 patrol, 1 mine sweeper and 8 fishing craft. No vidations of existing regulations were observed.

5. CONCLUSIONS:

c. Shipyards. In all cases yards inspected had proper authorization for construction, repair and conversion work now in progress.

6. RECOMMENDATION:

None.

W. F. ARMSTRONG
Distribution & Industry Division

MANUFACTURING AND INDUSTRY FILE K-17

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Ch-Goku

CHUGOKU
INFORMATION:
O.D.
SEP. 29. 1950

Shipowner	:	Isuzu Kaiun K.K.
Shipyard	:	Kannon Zosen K.K.
Location of Shipyard	:	Yamaguchi Prefecture
Kind of Ship	:	Oil Tanker (Clean)
Hull No.	:	No. 115
No. of Ship	:	1
Gross Tonnage	:	Approx. 120
Dead Weight	:	Approx. 230
L x B x D (M)	:	30.50x6.00x3.00
Engine	:	Diesel
Horse Power	:	210
Max. Speed	:	Approx. 11
Fuel	:	Heavy Oil
The Term of Work	:	4 Months

MANUFACTURING AND INDUSTRY
FILE Y-17

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R. P. LORD

5 September 1950

1. Purpose:

Inspection of Kanmon Steel Shipyard, Shimonoseki-shi, Yamaguchi Prefecture.

2. Background:

Surveillance of shipbuilding in accordance with paragraph 3f O.D. 11, 10 April 1950.

3. Discussion:

There was no ship construction work in progress at time of inspection. However, approval has been received from Transportation Ministry for the construction of one 120 ton tanker. This work will start soon. There were fifteen (15) fishing vessels under repair which seems to be major work at this shipyard.

4. Conclusion:

Although shipyard director complains of lack of work, this shipyard seems much better off than similar size yards due to the fact that Kanmon Shipyard is subsidized by Taiyo Fishery at Shimonoseki and receives a large majority of repair work performed on the Taiyo fishing fleet.

5. Recommendations:

None.

MANUFACTURING AND INDUSTRY FILE Y-17

R. P. LORD
Distribution & Industry Division

D/RPL/fk

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

D 1 Copy E

BASIC: Ltr Hq Eighth Army, AGMGEM 560, dtd 29 Aug 49, subj: "Application to Replace Main Engines of Ten Wooden Cargo Vessels".

AG 560 - BA 1st Ind 22 Aug 49
ESS/IND 564

Hq I Corps, APO 301,

To: Chief, Tokai-Hokuriku Civil Affairs Region, APO 25
Chief, Chugoku Civil Affairs Region, APO 248
Chief, Shikoku Civil Affairs Region, APO 1050

1	ADJ
2	ACTION
3	LEG
	ED
	SD/ai
	G4
	INF
	P-CO
4	SGTMAJ
	FILE

Forwarded for compliance with paragraph 2 and 3 of basic communication.

BY COMMAND OF MAJOR GENERAL COULTER:

SEP 9 RECD

1 Incl:
n/c

/s/t/ Charlie Ramsey
C.W.O. U.S.A.
Asst, Adj Gen

CCAR 560 (D-Kin)
(29 Aug 49)

2nd Ind

Headquarters, Chugoku Civil Affairs Region, APO 248, 7 Sept 1949

TO: Chief, Hiroshima Civil Affairs Team, APO 248
Chief, Yamaguchi Civil Affairs Team, APO 248

Attention is invited to 1st Indorsement.

BY ORDER OF THE CHIEF:

Kawasaki S.Y.
~~Hikojima S.Y.~~
Y.P.

1 Incl:
n/c

GEO. E. MAYER
Capt., FA
Adjutant

961L

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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(29 Aug 49)

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TO: Chief, Hiroshima Civil Affairs Team, APO 248
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Attention is invited to 1st Indorsement.

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1 Incl:
n/c

GEO. E. MAYER
Capt., FA
Adjutant

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

COPY

HEADQUARTERS EIGHTH ARMY
United States Army
Office of the Commanding General
APO 343

AGMGEM 560 29 Aug 1949

SUBJECT: Application to Replace Main Engines of Ten Wooden Cargo Vessels

TO : Commanding General
I Corps
APO 301

1. Attention is invited to memorandum for the Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, 564 (22 Aug 49)ESS/IND, subject as above, 22 August 1949 (Inclosure 1).

2. Forwarded for compliance with the provisions of Operational Directive 79, dated 21 September 1946.

3. Routine surveillance is necessary on this activity and will be reported in normal monthly Civil Affairs Activities Reports.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

1 Incl:
Memo for Min of Trans,
22 Aug 49

J.A. O'BRIEW
CWO USA
Asst. Adj. Gen.

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

WSV/GEM/EPS/dge

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

564(22 Aug 49)ESS/IND 22 August 1949

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

SUBJECT: Application for Approval to Replace Main Engines of Ten (1) Wooden Cargo Vessels

1. Reference is FOM letter No. 392 (TRAM), 19 July 1949, subject: Application for Approval to Replace Main Engines of Ten(1) Wooden Cargo Vessels.

2. No objection is offered to the replacement of the main engines of eight (8) wooden cargo vessels as listed in inclosure 1.

3. The conversion from steam to diesel power (replacement of steam engine by oil burning diesel engine) of the two(2) cargo vessels.

a. The S.S. "Sanriku Maru", owned by Tohoku Marine Industry Company, Ltd., Shiogama-shi, Miyagi-ken.

b. The S.S. "Chishima Maru", owned by Chohachi, Yasukata-machi, Aomori-sho.

is not favorably considered at this time.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

1 Incl:
List of eight
(8) Vessels

/s/t/ W.S. VAUGHAN
Chief, Industry Division

Copy furnished:
SRS

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77 5013

Shipyard	Owner	Name and Number of Vessel	Engine (Present)	Engine (After Conversion)	Term of Work
Shikoku dock Industry Co., Ltd., Asahi-cho, Takamatsu-shi	Konosuke, Tada Asahi-cho, Takamatsu-shi	# 5 Aksbono Maru	75 HP Semi-diesel	120 HP Semi-diesel	15 days
Kammon Shipbldg Co., Ltd., Hikojima, Shimonoseki-shi	Pyuta, Takada & 1 Mikita-machi, Umibe-gun, Tokushima-Ken	# 1 Kompira Maru	94 HP Semi-diesel	120 HP Semi-diesel	15 days Completed Shimonoseki Sept 49
Naka Iron Work Ltd. Midokoro-cho, Onomichi-shi	Nisshin Steamship Co., Lt., Shinmachi, Nishi-ku, Osaka-shi	#103 Koan Maru	90 HP Semi-diesel	115 HP Semi-diesel	15 days
Hikojima Dockyard Ltd., Hikohima-machi, Shimonoseki-shi	Toichi, Masuno Toyoura-gun, Yamaguchi-Ken	Ko Maru	80 HP Semi-diesel	140 HP Semi-diesel	15 days Completed
Hisa Dockyard Inc. Tanezaki, Kochi-shi	Sadayoshi, Nakshira Takaoka-gun, Kochi-ken	Kaho Maru	60 HP Semi-diesel	115 HP Semi-diesel	15 days
Isewan Shipbldg Co. Ltd., Ujiyamada-shi Mie-Ken	Kojiro, Hokubo Ujiyamada--shi Mie-Ken	#15 Jinbo Maru	150 HP Semi-diesel	180 HP Semi-diesel	15 days
Tadanoumi Dockyard Inc., Toyoda-gun, Hiroshima-Ken	Marui Marino Transportation Co. Ltd, Shimo-Shinden Nishinomiya-shi	#3 Seishin Maru	100 HP Semi-diesel	170 HP Semi-diesel	3 months
Aki Dockyard Inc. Aki-gun, Hiroshima-Ken	Akikazu, Ihara Kurahashi Aki-gun Hiroshima-Ken	Hosei Maru	150 Semi-diesel	200 HP Semi-Diesel	15 days

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

FIELD TRIP REPORT

R.C. STRADLEY

12 June 1950
Shimonoseki

1. Purpose:

Inspections of

Shimonoseki Shipyard of West Japan Heavy Industries(45-15),
No. 3 Dockyard of Hayashikane Company,
Towa Zosen,
Hikoshima Zosen,
Kanmon Zosen,

at Hikoshima, Shimonoseki City.

2. Background:

Surveillance in accordance with C.D. 11.

3. Discussion:

a. Shimonoseki Shipyard of West Japan Heavy Industries Company.

The yard was granted permission from GHQ, SCAP to construct two (2) trawlers. Reconversion of a Chinese vessel, slated to be chartered to Parkistan Government, into a Pilgrim ship for the Mohammedians who will go to Mecia was under consideration. Lloyd's surveyers were checking on the feasibility of remodelling the internal structure into passenger cabins.

One 5,000 ton cargo vessel and 4 small vessel were under repair.

b. No. 3 Dockyard of Hayashikane Company.

Two steel catcher boats of 425 ton each for Taiyo Fishery Company were expected to be completed on 31 August 1950 and 30 October 1950 respectively.

No other construction, conversion and repair was in evidence. There are 700 employees including 230 temporary laborers who were to be discharged at the end of August 1950 according to a contract. Although there are 10 members of Communist cell and about 100 communist sympathizers, no labor trouble was in evidence.

As for two 2,000 H.P. Diesel engines one was almost completed and the other was 50% completed.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

c. Towa Zosen, Hikoshima Zosen and Kannon Zosens.

No construction and conversion was in evidence. Repair work only was going on.

4. Conclusion:

Maintenance of Reparations equipment at Nishi Nippon Shipyard is needed.

No irregularities were revealed.

Many vessels were in yards due to the off-season in fishery and periodical Summer repairing was going on.

5. Recommendation:

Nishi Nippon Shipyard officials were instructed to correct maintenance deficiencies.

RCS

R.C. Stradley

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

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FIELD TRIP REPORT

R.G. STRADLEY

2 - 3 May 1950
Shimonoseki

1. Purpose:

Inspections of Shipyard at

Chofu Dock Company,	Oaza Minatomachi, Oaza Chofu, Shimonoseki City.
Izuhara Shipyard Company,	Miyazaki Chofu, Shimonoseki City.
Maeda Zosen,	Maeda, Chogu, Shimonoseki City.
Hikoshima Zosen,	Hikoshima, Shimonoseki City.
Takahashi	" " "
Towa	" " "
Kanmon Shipbuilding Company,	" " "
Shimada Zosen	" " "
Hayashikane Shipbuilding Co.,	" " "
Bocho Zosen,	" " "
Hikoshima Tobu Shipyard Co.,	" " "
Hamatani Zosen,	" " "
West Japan Heavy Industries, Mitsubishi Factory (Shimonoseki Shipyard.)	" " "
Odo,	150 Izakicho, Shimonoseki City.
Matsushita,	63 " " "
Shimonoseki,	170 " " "
Fukuura,	Hikoshima " "
Seibu	" " "

2. Background: Surviilance in accordance with O.D. 11.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

3. Discussion:

Name of Shipyard	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remark
Chofu	Nil	50	9	Applied for one steel tug boat (approx 37 ton) in Feb 1950 but teceived no permit as yet.
Izuhara	Nil	57	2 1 (Set Dock)	
Maeda	Nil	18	3	Three, 200 ton barges under repair.
Hikoshima	Nil	55	12	Conversions of two 65 ton wooden travelers from 120 HP to 160 HP semi-diesel engines.
	Authority: Kyukai Kyoka, (Kyushu Maritime Bureau permit) dated 22 April 1950. No. 112 for No. 5 Yutaka-maru No. 113 for No. 3 Yutaka-maru			
Takahashi	Nil	130	5	During Feb 1950, the yard applied for loans to local Bank of Japan and Teikoku Bank amounting to one million yen respectively, but has not received them as yet.
Towa	Nil	75	8	Has completed a rectangle tank to be installed in oil tanker that has been built in a shipyard in Shikoku. The tank was subcontracted to the yard by Ishihara Zosen, Shimonoseki which is not shipbuilding company.

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Name of S. Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Kanmon	Nil	200	No.1 Machine Shop No.2 Yard, 4 No.3 Yard, 4	SCAP memorandum dated 4 April 1950 authorizes Conversion of a 180 steel vessel from 140 HP into 200 HP semi-diesel.
Shimada	Nil	22	4	The yard used to belong to Towa Zosen but now operating independent of Towa Zosen.

Name of S. Y.		Dry Dock	Slip	Type of Work
Hayashikane Shipbuilding Company	No.1 Yard,	1	2	Repair
	No.2 Yard,	1	2	Repair
	No.3 Yard,	0	2	Construction of steel vessels
	No.4 Yard,	1	2	Repair, conversion
	Total	3	8	

	Type	Name	Tonnage	Yard	Remarks
Construction:	Whale catcher boat (Steel)		425 ton	No.3	
	U.S.A. style Purse Seine Boat (Steel)		170	No.3	
Conversion:	Transporter (Steel)	Keisho-Maru	75	No.4	From 150 HP to 210 HP diesel engine
	Trawler (Steel)	No. 12 Taiyo-Maru	400	No.2	From 500 HP steam engine to diesel engine
	Catcher boat (Steel)	No. 3 Seki-Maru	425	No.2	From 1,200 HP steam engine to 1,600 HP diesel. The engine is to be made at No.3 Yard. Applied at the end of March '50 but no permit received.

NOTE: Rejection per centages if foundry shop and machine shop at No. 3 Yard are 10% - 12% and 3% - 5% respectively.

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Name of S. Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Bocho	Repair and/or conversion of one 37 ton Ex-Army Passenger boat (Steel) registered as No. 10 Kaikyo-Maru. The matter has been clarified by Kyushu Maritime Bureau before the conversion by contacting Shipping Bureau, Transportation Ministry.	24	2	Conversion consists of, a. Remodelling of passenger cabin. b. Changing the position of a steering house from under-deck to upper-deck. c. Installation of a pilot house on the upper roof.
Hikoshima Tobu	Nil	63	6	Two 250 ton lighters under repair. Repair of a 83 ton steel vessel consists of, a. Welding work on boiler. b. Exchange of boiler tube, piston ring, smoke stack.
Hamatani	Nil	24	2	
West Japan	Nil	1,507	Building berth, 2 Dry Dock, 5 Mooring quay, 3	Details in our file.

	Type	Tonnage	Remarks
Construction:	Fishing Boat	150 ton	Authorized by SCAPIN 6978-A 25 Nov 1949.
	2 Trawlers	300 ton each	Under application, Date of Transmittal from shipping Bureau, Ministry of Transportation to GHQ, SCAP 20 April 1950.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

Name of S.Y.	Unauthorized Construction, Conversion, Repair	No. of Employees	No. of Slip	Remarks
Odo	Nil	55	4	
Matsushima	Nil	12	3	
Shimonoseki	Nil	12	3	
Fukuura		15	3	Approx 100 ton steel hopper barge and 100 ton wooden boat under-repair.
Seibu	Nil	None	2	Idle since Dec. 1949.

4. Conclusion:

The Shipyards are having no difficulty in the procurement of lumber.

The fall in the prices of fish and restricted allocation of fuel oil are adversely affecting the fishermen and owners of sailing cargo vessels resulting in the delinquency in payment to the shipyards.

There is only one Chofu Shipyard in Chofu area.

Due to the restricted allocation of fuel oil many shipyards who have specialized in building sailing cargo vessels for coal transportation are switching over to repairing of barges.

Another reson why the shipyards are not kept busy is that the busiest fishing season will actually begin from June and end up in September during which period the shipyards will usually get various kinds of orders.

5. Recommendation:

The shipyards who were having difficulty in the processing of application to GHQ, SCAP through the normal Japanese channels were advised to feel free to call on this headquarters to expedite the business while they are pushing the application strongly through the Japanese Offices concerned.

Mr. Itami, Chief of Shipping Section of Kyushu Maritime Bureau, Transportation Ministry as he stated that the processing is usually taking about six weeks to get them suthorized by GHQ, SCAP.

Mr. Itami and Bocho Zosen were informed that they will be duly notified by our headquarters regarding the repair or conversion of the ex-army steel passenger boat if GHQ, SCAP has a different interpretation of the matter.

R.G. STRADLEY

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