of Hitachi Shipbuilding & Engineering Co., Ltd. Osaka. Innoshima Shipyard has a branch yard in Mitsunosho-Cho, Innoshima, which engages repairing works.

4. Situation of Plant.

Innoshima Shipyard is situated at the central part of Inlandsea between Osaka and Hiroshima, and most convenient position by geographical stand points. This shipyard is surrounded by beautiful islands which make natural break-water and long deep coastline (length 3,226 m) is very favourable for mooring vessels. There are a ferry boat traffic from Onomichi and takes about an hour and thirty minutes to get the yard. We have largest drydock in Chugoku district which acceptable 30,000 ton vessel.

5. Simplified History.

In 1894 Innoshima Shipyard was originally started by influential people of this district as the "Habu-Dockyard". In 1910, Mr. E. H. Hunter the president of "Osaka-Iron Works" combineds this shipyard into his company, since then we had been a great development of our technique.

In 1914, the firm name was changed into "Osaka Iron Works Ltd.", and proceeded with a great expansion of the equipment and forwarded brilliantly into shipbuilder's circle. In 1943 firm name was changed again as the "Hitachi Shipbuilding and Engineering Co., Ltd. Innoshima Shipyard." Although this shipyard was slightly damaged by air-raid during the war, but it is rehabilitated and strengthened of all facilities and equipment.

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Our fifty years experience and excellent technique of shipbuilding and repairing are remarkably contributed shipbuilding business for Japan. The superiority of our ship construction easily can be found by it's results. We had been constructed a considerable number of cargo-ships, whale-factory ships, cargo-passengers, fishing-boats, dredgers and other type of vessels and on the other hand, we had been doing great number of repairing operations.

We are also well experienced for construction of steel-bridges, boilers, trains and freights frames, especially on boilers, we have a very good reputation of all over the country and also great order from the other shipyards.

6. Employment. (1st May 1951.)

(a)

Classification of employees	Male	Female	Total
Laborers	3,415	272	3,687
Temporary Employees	407	1	408
Technical engineers	204	0	204
Office clerks	320	165	485
Total	4,346	438	4,784

(b) Average Monthly income of Employees (1st May 1951.)

¥ 9,800.00

Classification of employees	Male	Female	Total
Laborers	3,415	272	3,687
Temporary Employees	407	1	408
Technical engineers	204	0	204
Office clerks	320	165	485
Total	4,346	438	4,784

(b) Average Monthly income of Employees (1st May 1951.)

¥ 9,800.00

(c) The rate of attendance.

Laborer ---------- 90.8 %
Technical engineers and Clerks --------- 92.9 %

7. Capacity of ship-repairing.

(a) Repaired during 1950 (Jan. --- Dec.)
Docking repair ----- 82 Vessels ----- 144,427 GT
Running repair ---- 14 Vessels ----- 33,080 GT
Conversion work --- 5 Vessels ----- 21,411 GT
Total ----------101 Vessels ----- 198,918 GT

(b) Present capacity of repairing per year 650,000 GT per month 54,177 GT

Highest record we made " 1,100,000 GT " 91,666 GT

8. Shipbuilding capacity.

per year ---------- 30,000 GT per month ---------- 2,500 GT

" Highest record ---------- 41,800 GT

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9. Ships built after the war. (Spt. 1945 ..... Apr. 1951.)

Ship's Name	Type	G.T.	Main engine & Boiler	No.
Shōnan Maru	3 DT Cargo	2,683	Steam turbine 2,000 HP No. 22 water-tube 2 sets	1
Tokitsu Maru	M. Cargo-passenger Cont. from war time	9,500	Steam turbine 4,500 HP Kai 21 water tube 4 sets	1
	Fishing boats	98	Diesel 210 HP	7
	Fish storage boats	98	"	5
Wakakusa Maru	Cargo Passenger	1,000	Diesel 1,850 HP	1
Kyokuto Maru	Cargo	1,990	DRS 1,100 HP No.5 Boiler 2 sets	1
Taiei Maru	Cargo	2,200	DRS 1,100 HP No.3 Boiler 2 sets	1
Taijin Maru	Cargo	2,400	DRS 1,500 HP No.2 Boiler 2 sets	1
Nissan Maru	Cargo	4,950	Steam turbine 3,800 HP 3 Drum water tube 3 sets	1
Wakashima Maru	Cargo	6,450	Steam turbine 3,600 HP 3 Drum water tube 2 sets	1
Yamahiko Maru	Cargo	6,350	Steam turbine 3,600 HP 3 Drum water tube 3 sets	1
Arabia Maru	Oil tanker	12,000	Steam turbine 8,000 HP 3 Drum water tube 3 sets	1
Total		50,699		22

Under construction

	Cargo	7,100	Diesel 5,525 HP	1
	Cargo	7,000	Diesel 5,000 HP	1
No.5 Kōnan Maru	Whale catcher boat	400		1

DECLASSIFIED E.O. 12065 SECTION 3-402/NND 9

Nissan Maru	Cargo	4,950	3 Drum water tube 3 sets	1
Wakashima Maru	Cargo	6,450	Steam turbine 3,600 HP 3 Drum water tube 2 sets	1
Yamahiko Maru	Cargo	6,350	Steam turbine 3,600 HP 3 Drum water tube 3 sets	1
Arabia Maru	Oil tanker	12,000	Steam turbine 8,000 HP 3 Drum water tube 3 sets	1
Total		50,699		22

Under construction

	Cargo	7,100	Diesel 5,525 HP	1
	Cargo	7,000	Diesel 5,000 HP	1
No.5 Kōnan Maru	Whale catcher boat	400		1
No.6 Kōnan Maru	"	400		1
Total		14,900		4

10. Capacity of Repairing & Manufacturing of Main Engines.

(a) Repairing

Reciprocating eng's	90,000 HP per year	
Diesel eng's	25,000 HP " "	(bu contract...crank shaft)
Steam turbines	50,000 HP " "	(" ...Blade)
Boilers	30 boilers "	

(b) Manufacturing

Reciprocating engines	2,000 HP x 6 per year	
Diesel engines	210 HP x12 per year	
Boilers dry combustion	18 kg/cm^2	
wet "	16 kg/cm^2	24 boilers per year
water-tube	20 kg/cm^2	

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

11. Facilities & Equipment.

(a). Total area of land 324,754 sq. m.

building 61,372 sq. m.

(b). Dry-docks

Item \ No.	No. 1	No. 2	No. 3	Mitsunosho	
				No. 4	No. 5
Length (at bottom)	141.68 m	105.15 m	227.27 m	127.94 m	82.73 m
Breadth (at bottom)	17.97 m	13.52 m	29.09 m	18.19 m	13.03 m
Depth	8.66 m	7.50 m	11.82 m	9.53 m	7.46 m
Draught	7.14 m	5.18 m	10.12 m	7.29 m	5.79 m
Capacity	7,000 GT	3,000 GT	30,000 GT	6,000 GT	1,900 GT
Equip.	Luffing crane 5T x 1 Locomotive cranes		Travelling Tower crane (3-6T)1 Locomotive cranes	Derrick post 3 T x 1 Locomotive c.	Derrick post 5 T x 1 2.5T x 1 2 T x 1 1.5T x 1

(c). Berth

Item \ No.	No. 1	No. 2	No. 3	No. 4	No. 5
					Mitsunosho
Length	158.5 m	158.55m	158.5 m	100 m	116 m
Breadth	22.0 m	22.0 m	22.0 m	23 m	15 m
Capacity	13,000 GT	13,000 GT	13,000 GT	1,000 GT 1,000 GT	3,000 GT
Eqpt.	Rvlv. twr c. 3T-6T x 1 10-20Tx 1 Trvl. twr c. 7.5-15Tx1	Trvl. twr crane 8T-16T x 1	Trvl. twr c. 7.5T-15T x 1 Derrick post 3 T x 1	Double berth	

Equip.	Luffing crane 5T x 1 Locomotive cranes	Traveling Tower crane (3-6T)1 Locomotive cranes	Derrick post 3 T x 1 Locomotive c.	5 T x 1 2.5T x 1 2 T x 1 1.5T x 1

(c). Berth

Item \ No.	No. 1	No. 2	No. 3	No. 4	No. 5 Mitsunosho
Length	158.5 m	158.55m	158.5 m	100 m	116 m
Breadth	22.0 m	22.0 m	22.0 m	23 m	15 m
Capacity	13,000 GT	13,000 GT	13,000 GT	1,000 GT 1,000 GT	3,000 GT
Eqpt.	Rvlv. twr c. 3T-6T x 1 10-20Tx 1 Trvl. twr c. 7.5-15Tx1 Derrick post 3T x 1	Trvl. twr crane 8T-16T x 1	Trvl. twr c. 7.5T-15T x 1 Derrick post 3 T x 1	Double berth	
	Luffing crane 5 T x 1, Revolv. twr C. 3-6 T x 2				

(d). Mooring Facilities

Item \ Quays	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	Mitsunosho No. 1	Mitsunosho No. 2
Length	130 m	120 m	160 m	160 m	200 m	130 m	190 m	130 m	100 m
Depth	6.0 m	5.5 m	6.5 m	7.5 m	8.5 m	6.0 m	10.5m	6.5 m	6.0 m
Moorable (G.T.)	7,000	5,000	10,000	10,000	25,000	7,000	20,000	7,000	3,500
Eqpt.	Derrick post 17T x 1 3T x 1	Derrick post 3T x 1 Rvlv. Jib c. 3.5Tx1	Shear Leg 60Tx1	Derrick post 3T x 2	Derrick post 3T x 1 Rvlv. twr c. 3T-6Tx2	Rvlv. Jib crane 3.5Tx1	Derrick post	Shear Leg crane 8Tx1	

Note: Locomotive cranes are situated for the quays

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

(e). Machinery & Equipment.

Name	Habu	Mitsu-nosho	Remarks
Scale lathes	124	7	
Vertical lathes	2		
Turret lathes	18		10'6" x 1, 9' x 1, 8' x 2, 7' x 1 6'0" x 4, 5' x 1, 4' x 6
Drill machines	21	4	
Radial drilling machs.	14	2	
Boring machines	8		
Shaping machines	11	1	24" x 6, 23" x 1, 20" x 2, 13" x 1
Slotting machines	8	1	20" x 2, 12" x 4, 8" x 1, 6" x 2
Planing machines	5	2	Winded 5, Openside 1, Crossed 1
Milling machines	16		
Gear cutting machines	5		
Others	27	7	
Grinding machines	11		Surface 1, internal 2 circular 3, for tools 5
Air compressors	12		
Air hammers	10		½T x 3, ¼T x 7
Steam hammers	T 4		3T x 1, 2T x 1, 1.5T x 1, 1T x 1
Accessories	30		
Furnaces	37		
Hydrostatic presses	4		400T x 1, 250T x 1, 150T x 1, 40T x 1

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

Milling machines	16		
Gear cutting machines	5		
Others	27	7	
Grinding machines	11		Surface 1, internal 2 circular 3, for tools 5
Air compressors	12		
Air hammers	10		½T x 3, ¼T x 7
Steam hammers	T 4		3T x 1, 2T x 1, 1.5T x 1, 1T x 1
Accessories	30		
Furnaces	37		
Hydrostatic presses	4		400T x 1, 250T x 1, 150T x 1, 40T x 1
Hydrostatic rivetter	1		
Punching & shearing machs.	3		
Beam bending & angle cutters	3		
Double punching machines	3		
Scarfing machines	3		
Hand roller	1		
Shearing machines	2		
Guillotine shears	2		
Bevelling machines	3		
Double scarfing machines	3		
Shingle punchine "	3		
Angle punching machine	1		
Edge planers	3		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDS

(Cont. from page 5)

Name	Habu	Mitsu-nosho	Remarks
Frame bender	3		
Plate bending rollers	9	2	
Cupolas (foundry)	5		10T x 1, 5T x 1, 3T x 1, 2T x 1, 1T x 1
Crucible furnaces	16		Using No. 120 only
Drying furnaces	4		
Electrode producing eqpt.			Annual products 100 T
Oxygen producing plant	2		" " 626,400 cub. m.
Revolving tower cranes	6		3 - 6 T
Travelling tower cranes	5		8-16Tx1, 10-20Tx1, 7.5-15Tx2, 3-6Tx1
Travelling luffing cranes	4		5 T
Revolving Jib cranes	2		3.5 T
Floating cranes	2		5 T, 80 T
Locomotive cranes	15	2	5 T
Shear legs	1	1	60 T, 8 T
Trucks & Passengers (3)	6		
Battery trucks	2		
Derrick posts	10	5	2 T - 20 T
Overhead cranes			40 T x 2, 30 T x 2, 20 T x 2 10 T x 8, 5 T x 16

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Travelling luffing cranes	4		5 ₸
Revolving Jib cranes	2		3.5 ₸
Floating cranes	2		5 ₸, 80 ₸
Locomotive cranes	15	2	5 ₸
Shear legs	1	1	60 ₸, 8 ₸
Trucks & Passengers (3)	6		
Battery trucks	2		
Derrick posts	10	5	2 ₸ - 20 ₸
Overhead cranes			40 ₸ x 2, 30 ₸ x 2, 20 ₸ x 2 10 ₸ x 8, 5 ₸ x 16

(f). Wood shop & Saw mill Facilities.

Name	Habu	Mitsu-nosho	Remarks
Milling saws	3		
Circular saws	12	1	
Band saws	11	1	
Planing machines	17	1	
Hollow chisel machines	3		
Wood lathes	9		
Paper machine	1		
Others	12		

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(g). Power plant (electric & steam) equipment.

Name	Quantity		Note
	Habu	Mitsunosho	
Elect. motors	540	52	11,707 HP (total)
Motor generators	13	1	150KW x 1, 65KW x 1, others 12
Steam boilers	3	0	

12. Water craft.

	Ship name	G.T.	Engine	
Tug-boat	Hokuto-Maru	199	recipro.	440 HP
"	Uchide-Maru	98	"	320 HP
"	Kurogane-Maru	84	"	320 HP
"	Hukae-Maru	70	"	210 HP
"	Bingo-Maru	25	"	68 HP
Passenger-boat	Kamome-Maru	14	diesel	150 HP
"	Haya-Maru	4.5	"	120 HP
"	Tsubame-Maru	4	gass-eng.	80 HP
Water Barge	No. 1			
"	No. 2			
"	No. 3			

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"	Kurogane-Maru	84		320 HP
"	Hukae-Maru	70	"	210 HP
"	Bingo-Maru	25	"	68 HP
Passenger-boat	Kamome-Maru	14	diesel	150 HP
"	Haya-Maru	4.5	"	120 HP
"	Tsubame-Maru	4	gass-eng.	80 HP
Water Barge	No. 1			
"	No. 2			
"	No. 3			
"	No. 4			
Fuel Barge	No. 1	300	No engine	
"	No. 2	100		

Number of the other barges and lighters 20

13. Anchorage.

Buoys ..... total 12

dock side 7

the other 5

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

14. Apprentice School.

(a) No. of Teachers ---------- 11
Principal of School ---------- Chief of Labour Dept.

(b) No. of Students (1st May 1951)

Dept.	1st Grade	2nd Grade	3rd Grade	Total of students
Hull Dept.	64	69	99	232
Machinery Dept.	36	30	83	149
Total of students	100	99	182	381

(c) Teaching Subjects and Hours

Grade / Subjects	Hours 1st Grade	Hours 2nd Grade	Hours 3rd Grade
Mathematics	6 HRS	1 HRS	1 HRS
Physics	1 "	1 "	
Plactical Course	4 "	3 "	3 HRS
English	1 "		
Sociology	4 "	1 "	2 "
National Language	1 "		
Safty training	1 "		
Physical training	1 "		

(d) Average income of students (per months.) ----- ¥ 3,900.49

Students are instructed by technical instructors in each shop.

15. Air & Power service.

(1) Air to dock

Item / Dock No.	Air compressor	Air pipe (size)	Compressed air power
No. 1 dock	300 HP x 1	3' x 2	

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

Practical Course	4 "	3 "	3 HRS
English	1 "		
Sociology	4 "	1 "	2 "
National Language	1 "		
Safty training	1 "		
Physical training	1 "		

(d) Average income of students (per months.) ----- ¥ 3,900.49

Students are instructed by technical instructors in each shop.

15. Air & Power service.

(1) Air to dock

Item / Dock No.	Air compressor	Air pipe (size)	Compressed air power
No. 1 dock	300 HP x 1	3' x 2	7 kg/cm^2
No. 2 "	273 HP x 1	3' x 2	
No. 3 "	300 HP x 1	4' x 2	"
No. 4 "	100 HP x 1	3' x 2	"
No. 5 "	150 HP x 1	3' x 2	"

(2) Electric power to dock

Item / Dock No.	Voltage	KW-capacity	Electric Power
No. 1 dock	3,300 V	500 KW	70,000 KWH
No. 2 "	220 V		
No. 3 "	3,300 V 220 V	650 KW	90,000 KWH
No. 4 "	2,200 V 220 V	500 KW	70,000 KWH
No. 5 "	2,200 V 220 V	500 KW	70,000 KWH

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

16. Hospital.

Name ---------- Hitachi Innoshima Hospital.

Medical examination ---------- Employees, their families, and citizen.

Kind of treatment ---------- Medicine, Surgery, Otorhinolaryngology, Obstetrics, Ophthalmology, Pediatrics speicalist, Dermatology and Urinary organs, Dentistry, Chemical examination, Operation room.

No. of Rooms ---------- 40

No. of Beds ---------- 75

No. of Doctors ---------- 16

No. of X-Ray Operator ---- 3

No. of Pharmacists ------- 3

No. of Nurses ---------- 52

Annual medical examination ----- 28,683 people during 1950.

17. Accomodations for Crew.

Crew's dock houses 4

Crew's bath houses ..... 3 (Close to dock house)

First floor of dock house are kitchens and dining rooms, and bed rooms are on second floor.

10 minutes walk to Innoshima Park.

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

No. of Nurses ---------- 2

Annual medical examination ----- 28,683 people during 1950.

17. Accomodations for Crew.

Crew's dock houses 4

Crew's bath houses ..... 3 (Close to dock house)

First floor of dock house are kitchens and dining rooms, and bed rooms are on second floor.

10 minutes walk to Innoshima Park.

Shinoda

Ichiro Shinoda
Director Yard Manager
Hitachi Innoshima Shipyard.

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

Repairs Jan – Dec, 1950

	No. 7 Ship	
Docking	33	78,272.72 GT
Running	8	20,380.04
Conversion	3	16,768.03
Total		115,420.79

No. 7 Ship

Jan – April, 1951

Docking	1	29,377.01
Running	1	97.78
Conversion	3	11,832.65
Total		41,307.44

Conversion:

No. 2 Nippon Maru (Replacement Domain Bridge) 658 GT

Total			115,420.79

No. 7 Ship

Jan - April, 1951

Docking	1		29,377.01
Running	1		97.78
Conversion	3		11,832.65
Total			41,307.44

Conversion	No. 2 Nippon Maru	(Replacement D main Bridge)	658 GT	
	Enbun Maru	BV	6,919	
Repair	Tsukushi Maru	Overhauling	8,135	
	Wakashima Maru	Temp. repairing	6,397	(8 May completed)
	Daigni Maru	120 ton (winch)	6,975	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 96-1

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

HITACHI
SHIPBUILDING & ENGINEERING CO., LTD.

I & D
RRS

REPORT ON COMPLETION OF MOVEMENT OF THE DESIGNATED REPARATION MACHINERY

Date: November ,1950

TO: Chugoku Civil Affairs Region

FROM: Ichiro Shinoda, Director
Innoshima Shipyard of
Hitachi Shipbuilding & Engineering Co., Ltd.
Habu-cho, Mitsuki-gun, Hiroshima Pref.

MANUFACTURING AND INDUSTRY FILE H-13

1. Name and location of the person who moved the machinery

Name: Yosematsu Matsubara, President
Hitachi Shipbuilding & Engineering Co., Ltd.

Location: 45, Nipponbashisuji 3-chome,
Naniwa-ku, Osaka.

2. Name, type, capacity, units and inventory number of the designated reparation machinery moved.

As per the attached sheets.

3. Former location of the designated reparation machinery moved.

Hitachi Seiki Kabushiki Kaisha,
Narashino Factory (4-14)
Makuhari, Chiba Pref.

4. Present location of the designated reparation machinery moved.

Innoshima Shipyard of
Hitachi Shipbuilding & Engineering Co., Ltd.,
Habu-cho, Mitsuki-gun, Hiroshima Pref.

5. Way of Custody

The machinery shall be in the custody in compliance with the Ministry of Transportation Ordinance No. 32 and the Ministry of Education and Ministry of International Trade and Industry Ordinance No. 61 of 1946 as well as the undermentioned instructions given to each of our shipyard.

1. To make a special ledger for the custody of the machinery.

DEC 7 1950

1748

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

HITACHI
SHIPBUILDING & ENGINEERING CO., LTD.

2. To appoint a special custodian and let him watch over the machinery.

3. Each of the machinery shall be painted with a yellow line and be attached with a special notice plate on which the former owner, code number, inventory number, name of machinery and name of the custodian are illustrated respectively.

4. Occasionally, the head office persons in charge of the reparation machinery shall go to the each yard and inspect the designated machinery and the ledgers.

[redacted]

6. Date of Permit

Date of permit by G.H.Q. ..... Aug. 11, 1950
Date of information by the competent authorities Sept.14, 1950

7. Date of Completion of Movement

October 21, 1950

8. No trouble occured with the designated machinery.

Innoshima Shipyard of
Hitachi Shipbuilding &
Engineering Co., Ltd.

Ichiro Shinoda
Director of Shipyard

Attached: List of the designated machinery

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

HITACHI
SHIPBUILDING & ENGINEERING CO., LTD.

Attached:

LIST OF THE DESIGNATED MACHINERY

Hitachi Shipbuilding &
Engineering Co., Ltd.,
Innoshima Shipyard

Name of Items	Type & Dimension	No. of Items	Inv. No.
Grinder	Drilling D. 50	1	1A5 - 59
8' Lathe	American 480 x 1350	1	1A6 - 75
8' Lathe	450 x 1350	1	1A6 - 6
Milling machine	Universal, F type No. 2	1	1A7 - 34
Boring machine	Horizontal, D. 80	1	1A1 - 17
Turret lathe	No. 4	1	1A6 - 17
Turret lathe	N .44	1	1A6 - 61
Turret lathe	No. 4	1	1A6 - 62
Turret lathe	No. 4	1	1A6 - 63
TOTAL		9	

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

FIELD TRIP REPORT

R.G. STRADLEY

Innoshima
2 September 1950

1. Purpose:

Inspection of Innoshima Shipyard, Hitachi Shipbuilding and Engineering K.K. , Habu-cho, Innoshima Island, Mitsugi-gun, Hiroshima Prefecture.

2. Background:

Surveillance of production in accordance with O.D. 11.

3. Discussion:

Mr. Shinoda, Yard manager and his staff.

a. New Construction.

Name	Type	Tonnage	Owner	ETC
Wakashima Maru	Cargo boat	6,450 G/T	Iino Kaiun K.K.	October 1950
-	Tanker	12,000 G/T	Nippon Yuso (Tanker)K.K.	January 1951
-	Cargo	6,350 G/T	Yamashita Kisen K.K.	January 1951

b. Repair.

None.

c. Conversion.

Name	Type	Tonnage	Owner	ETC
Daizui Maru	Cargo	6,550 G/T	OSK	September 1950

Nature of conversion, From the wartime 2A type to the American Bureau Class Cargo boat.

d. No difficulty with respect to the acquisition of materials and electric power allocation was in evidence.

H-13

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

e. The company expects an increase of 15% in the prices of steel materials for a new contract due to the suspension of subsidies.

f. Labor relations were found to be in a satisfactory condition.

g. The yard is seriously concerned with the shortage of sufficient work that is expected to occur after November 1950. Consequently, the yard, like other yards in the Chugoku Region, desires to have the six period shipbuilding program expedited for speedy materialization.

Mr. Agatsuma, consultant presumes that the matter would be solved as soon as GHQ, SCAP determines the ratio (either 50% or 70%) for the use of the U.S. Aid Counterpart Fund loans to be made available to the shipbuilding industry.

h. Mr. Agatsuma has been recently elected as Chairman of Chugoku Zosen Konwa Kai (Chugoku Shipbuilders Liaison Conneil) of the All-Japan Steel Shipbuilding Industry Association.

4. Conclusions:

No unauthorized construction, repair and conversion was in progress.

5. Recommendations:

None.

R. G. STRADLEY
Chief, Distribution and
Industry Division

D/RGS/fk

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

FIELD TRIP REPORT

R.G. STRADLEY

Onomichi
25 July 1950

1. Purpose:

Inspection of Mukaishima and Innoshima shipyards of Hitachi Zosen K.K.

2. Background:

Surveillance in accordance with O.D. 11.

3, Discussion:

a. Conferees,

Mr. Yuba, Superintendant, Mukaijima yard.
Mr. Inoue, Chief of General Affairs Department, Mukaijima yard.

Reports on the principal lines of business, history, head staffs, labor condition, landing and building area, facilities (berth, drydock, mooring quay, machinery, carrying facilities), capacity of production, past products, (construction and repair), present status of works (broken down by name, tonnage, SCAP authorization), a list of ship expected to arrive at the dock, welfare facilities for employees housing, educational physical and cultural facilities are in our file.

The Mukaijima yard is operating 60% - 70% of its full capacity with a total number of employees as follows :

Classification	Number
Staff worker	400
Shopworkers	2,285
Doctors and nurses	65
Total	2,750

No particular problems were in evidence with regard to electric power allocation and procurement of raw materials.

The company has been suffering a loss ¥5,000,000 (on an average) from April to July 1950 inclusive. Mr. Yuba estimated the losses during the months of August and September at a little more than in the past four months due to lack of orders for future work. The overall expenses per month of the company amount to about ¥70,000,000 which is broken down as follows:

¥30,000,000 for wages; ¥30,000,000 for raw materials; ¥10,000,000 for miscellaneous expenses.

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

b. Innoshima Shipyard.

Conferees,

Mr. Agatsuma, Consultant
Mr. Utsumi, Chief of General Department

The plant is operating 85% of its full capacity with a total number of employees of about 5,400, which is broken down as follows: 3926 shop-workers; 736 temporary workers, 1258 technical engineers, and 482 office clerk. Labor relations were in good condition.

The status of work at the Innoshima yard as of 25 July 1950 was as follows;

Name of ship and owners	Tonnage G/T	Nature of work	Date of Commencement	Expected Date of Completion	Authorization
Wakazima-maru Iinokaiun Co.	6,450 (Cargo)	New	June 2,1950	October 12, 1950	569/7 (31 Jan. 50) ESS/IND
No. 3673 Yamashita Kisen K.K.	6,350 (Cargo)	New	March 31, 1950	January 15, 1951	561.4(17 Feb.50) ESS/IND
No. 3675 Nippon Oil Co.	12,000	New	March 11, 1950	January 30, 1951	561.4 (24 Feb. 50) ESS/IND
Tatsuhi-maru Naigai Kisen	6,890	Conversion (From Wartime standard to ABS class vessel)	January 20, 1950	July, 21 1950.	IND/SCAP; letter 13 Dec/1949 to Urabe Zosen (Later changed its name to Sanyo Zosen) Subcontracted to Innoshima yard.
Daizu-maru Osaka-Syosen.	6,860	Conversion (from Wartime standard vessel to ABS class vessel)	March, 25 1950	September 25, 1950	569.7(2 Feb. 50) ESS/IND

NOTE: No repair of ship was in evidence.

Reports on the history of company, capacity of shipbuilding and repairing, past construction records, capacity for repairing and manufacturing of main engines, facilities and equipment, etc are in our file.

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

The total expenses of the Innoshima Yard amount to approximately ¥120,000,000 per month which is roughly broken down as follows: ¥46,000,000 for wages; ¥60,000,000 for raw materials; ¥14,000,000 for miscelaneous expenses. The company is suffering from a loss of seven to eight million yen per month.

4. Conclusion:

a. Since shipbuilding industry has been taken out of the jurisdiction of CMMC the margin of profits has become very little by virtue of free competition.

Mr. Yuba stated that there are hardly any shipyards at present that are making a profit and the Mukaijima yard is much better off as compared with other shipyards.

b. No unauthorized construction or conversion was in evidence.

Both the Mukaijima and Innoshima Yards are seriously concerned with the prospects of the 6th ship building allocation program - both yards are most anxious to get some allocation of shipbuilding out of the said allocation program, as it has a direct bearing on the payment of wages to the employees which is a difficult matter under the present stringent monetary situations.

c. The Innoshima yard is trying to reduce the cost of production to the extent of 30% as a target but it is rather difficult, stated Mr. Utsumi, to realize the rationalization of industry to such an extent.

If steel materials were priced at around ¥23,000 per ton the Japanese yards can compete in the foreign market. But the Japanese dealers of steel material are not offering the materials below 27,000 yen per ton. Beside the steel materials made according to ABS specifications usually cost from ¥28,000 to ¥30,000 per ton now and it is certain that the prices will be increased after the suspension of national subsidy on steel industry.

5. Recommendation:

None.

RGS

R. G. STRADLEY, DAC
Chief, Price, Distribution
and Industry Division.

D/RGS/st

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78-0

PRESENT STATE OF

HITACHI INNOSHIMA SHIPYARD

file

15th July 1950

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

Mr. Henry C Keisel,
Chief, Economics Section

29 June 1950

Price & Distribution Division

FIELD TRIP REPORT

PRICE AND DISTRIBUTION FILE Innoshima Hitachi

SHIPBUILDING

1. Purpose:

Surveillance of the shipbuilding industry in Habu.

2. Background:

O.D. 11.

3. Discussion:

The Hitachi shipyard located on Innoshima was visited and officials conferred with on its present and future status in the shipbuilding industry.

At the present the following ships are being constructed for indigenous firms.

	Tonnage	Type	Owner	Expected date of completion	SCAP Letter
1.	6,000 ton	Cargo	Ino Kaiun	15 October 1950	561.4 dated 11 Feb.1950
2.	6,250 "	Cargo	Yamashita Co.	July 1951	569.1 dated 31 Jan.1950
3.	12,000 "	Tanker	Nippon Yuso	January 1951	561.4 dated 24 Feb.1950

Conversion work at the present are as follows:

	Tonnage	Name of ship	Expected date of completion	SCAP Letter
1.	6,860 ton	Daizuri Maru	End of September 1950	569.7 dated 2 Feb. 1950
2.	7,000 ton	Tatsuhi Maru	Unknown	

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

The Tatsuhi Maru conversion permit was not available at the time. However officials assured this office that authorization has been received and copy will be sent to this Headquarters immediately.

The following questions were asked and replys received.

Q. How has the recent power hike on rates affected the plant?

A. Over 1% of the total cost of the ship constructed.

Q. How is the supply of electricity?

A. Sufficient.

Q. How is the supply of labor?

A. Sufficient.

Q. How many percent of the labor (skilled or unskilled) are local people?

A. Over 90% are local and mostly farmers.

Q. How is the supply of building materials?

A. Sufficient.

Q. How is the labor housing situation?

A. Sufficient.

Q. How is the communistic influence in the plant?

A. Under control. Recently the most active member has been discharged with the labor union concurrence. At the present only 1 or 2 men are communists and 14 to 15 who are sympathetic with the communists. However no agitation by these people have been noticed.

Q. Are you expecting any labor disputes?

A. No.

Q. Have you any problems of which Chugoku Civil Affairs Region can be of some assistance?

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

A. Yes, with the conversion work almost completed we must have orders for building or conversions. Otherwise it may be necessary to cut our personnel.

4. Conclusion:

None.

5. Recommendation:

None.

T. Kajiya, DAC
Price & Distribution Division.

PRICE & DISTRIBUTION DIVISION

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

- C O P Y -

~~KANTO~~ CHUGOKU
INFORMATION:
O.D. 11
JUN - 5 1950

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

WT/ABO/MWH/RAS/jtt
27 May 1950

387.6(27 May 50)ESS/IND

MEMORANDUM FOR: Reparations Agency, Tokyo

SUBJECT: Application for Movement and Authorized Use of Items Listed for Reparations.

1. Reference is attached R.A.R. No. 399(MS), 27 April 1950, subject: Application for Movement and Authorized Use of Reparations Equipment of Kanagawa Plant (Code No. 19-67) of Hitachi Shipbuilding and Engineering Co., Ltd. Filed by Innoshima Shipyard (Non-reparations plant) of the Same Company.

2. The application requesting permission for the transfer and authorized use of the four (4) items of reparations equipment listed in reference 1, above, is approved as indicated below;

Hitachi Shipbuilding & Engineering Co., Ltd.
Interplant Transfer

file

Present Location	No. of Items	To Be Transferred To
Kanagawa Shipyard (19-67)	4	Innoshima Shipyard 2293 Habu-cho, Mitsu-ki-gun, Hiroshima Pref.

3. This permit is issued subject to any and all directives affecting reparations plants which have been issued or may hereafter be issued by the Supreme Commander for the Allied Powers. Reports will be rendered as required by current directives and instructions.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
as indicated.

Cys furnished:
CA Sec (dup)
CPC

MEMO FOR RECORD:

The above ltr is self-explanatory.

Mr. R. A. Steele: M. M. C.
26-6552

- C O P Y -

Z-CON 1139

CHUGOKU

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

- C O P Y -

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS.

FROM : Reparations Agency, Tokyo.

SUBJECT: Application for Movement and Authorized Use of Reparations Equipment of Kanagawa Plant (Code No. 19-67) of Hitachi Shipbuilding and Engineering Co., Ltd. Filed by Innoshima Shipyard (Non-reparations plant) of the Same Company.

R.A.R. No. 399 (MS) 27 April 1950

1. The Reparations Agency hereby submits to your Headquarters applications for movement and authorized use of 4 sets of reparations equipment now lying idle in the Kanagawa Shipyard (Code No. 19-67) of the Hitachi Shipbuilding and Engineering Co., Ltd. filed by the Innoshima Shipyard (Non-reparations plant) of the same company, together with an application of the Ministry of Transportation, as enclosed herewith.

2. These applications have been investigated and have been coordinated with other interested government agencies.

3. It is requested that your most favorable consideration be given to these applications at the earliest practicable date.

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

Incls:
a) Application of the Ministry of Transportation.

b) Application of the subject plant.

- C O P Y -

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

- C O P Y -

HITACHI SHIPBUILDING CO., LTD.

Former Osaka Iron Works

Established April 1881

Head Office
45, 3-chome Nipponbashi-suji, Naniwa-ku.
Osaka, Japan

Tokyo Office
3-12 Banchi Asahi-cho Kanda, Chiyoda-ku
Tokyo, Japan

---7 March, 1950

Particulares of the articles

Name	Makers	Type	Inventory No.	(AUTOEX) or idle	No.
Electric arc Welding transformer	Hitachi Ltd.	A.C.	1-D-1-257	idle	1
do	do	do	1-D-10258	do	1
Motor-generator	do	do	III A 3-1	do	1
Floating Crane	Kanagawa Yard	80 T Girder by type	II b 1-1	do	1
Total					4

a. Name of the yard where the articles are kept and to be removed from

Kanagawa Shipyard.
Hitachi Shipbuilding & Engineering Co., Ltd.
Kanagawa Pref.

Business

Shipbuilding and Engineering

Code number

19-67

b. Articles to be removed and used.

Location of the articles

Kanagawa Shipyard
Hitachi Shipbuilding & Engineering Co., Ltd.
Kanagawa Pref.

Total number of machines owned by the yard

1,221

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

- C O P Y -

No. of machines to by removed and used.

4: machine in actual service-none: idle - 4

- C O P Y -

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

29 April 50
563.5 EDS/IND

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

8 MAY 1950

563.5 (4 May 1950)CAS-NM

SUBJECT: Application for Approval to Change Conversion Plan for War-Time Standard "A" Type Cargo Vessels

TO: Chief, Kanto Civil Affairs Region, APO 500
√Chief, Chugoku Civil Affairs Region, APO 182

I-20-H

1. Reference is memorandum for the Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, 563.5(29 Apr 50)ESS/IND, subject as above, 29 April 1950.

2. Surveillance will be exercised on this activity in accordance with provisions of paragraph 3f, Operational Directive No. 11, General Headquarters, Supreme Commander for the Allied Powers, Civil Affairs Section, dated 10 April 1950.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

J. O'BRIEN
Col. USA
Actg

1 Incl:
Memo to Min of
Trans, 29 Apr 50
(cy)

TZOIN 1050

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

-COPY-

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

HBO/WT/ECW/WNO/yt

563.5(29 Apr 50)ESS/IND 29 April 1950

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

SUBJECT: Application for Approval to Change Conversion Plan for War-Time Standard "A" Type Cargo Vessels

1. Reference is FOM No. 695(TRM), 11 April 1950, subject: Application for Approval to Change Conversion Plan for War-Time Standard "A" Type Cargo Vessels.

2. No objection is offered to the change in the conversion plan of the "Nichigyoku Maru" and the "Daizui Maru" as outlined in Inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
Descr. of Vess

Copies furnished:
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CHS

2 rel

-COPY-

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77012

-C O P Y-

DESCRIPTION OF VESSELS

Name of Ship: Nichigyoku Maru

Shipyard: Nippon-Kokan Tsurumi, Kanagawa Pref.

Shipowner: Nissan Kisen K.K.

Item	Present Plan	New Plan
H.P.(S.H.P.)	2,400	2,600
Fuel	Coal a Heavy Oil	Heavy Oil

Name of Ship: Daizui Maru

Shipyard: Hitachi Innoshima, Hiroshima Pref.

Shipowner: Osaka Shosen K.K.

Item	Present Plan	New Plan
Dead Weight	11,250	11,000
Fuel	Heavy Oil	Coal & Heavy Oil

-C O P Y-

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

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

27 MAR 50
160 ESS/IND

160 (31 Mar 50)CAS-EM

6 APR 1950

SUBJECT: Applications for Permission to Rebuild an Iron Forging Shop and to Construct Two Tower Travelling Cranes

Hitachi Innovation

TO: Chief, Chugoku Civil Affairs Region, APO 248
Chief, Kinki Civil Affairs Region, APO 25

I-20-4

1. Reference is memorandum for the Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, 160(27 Mar 50)ESS/IND, subject same as above, dated 27 March 1950.

2. Surveillance will be exercised on this activity in accordance with paragraph 3(f), Operational Directive No. 51, Headquarters Eighth Army, dated 27 September 1949.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

1 Incl
Memo to Min of Trans,
27 Mar 50

J. A. DOHERTY
CMC USA
Adm

ECON 896

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77061

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

HBO/WT/ECW/WNO/yt

160(27 Mar 50)ESS/IND

27 March 1950

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

SUBJECT: Applications for Permission to Rebuild an Iron Forging Shop and to Construct Two Tower Travelling Cranes.

1. References are:

a. FCM No. 489(TRM), 14 March 1950, subject: Application for Permission to Restore Iron Bonding Factory at the Sakurajima Dockyard of the Hidachi Shipbuilding Co., Ltd.

b. FCM No. 532(TRM), 20 March 1950, subject: Application for Permission to Establish Two Travelling Tower-Type Cranes at the Innoshima Plant, Hidachi Shipbuilding Co., Ltd.

2. No objection is offered to the rebuilding of the iron bending (forging) shop at the Sakurajima Shipyard of the Hitachi Shipbuilding Co., Ltd, and to the erection of two (2) tower travelling cranes at the Innoshima Shipyard of the Hitachi Shipbuilding Co. Ltd., as outlined in inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl.
Particulars of
Prop. Work

Copies furnished:
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CHS

CAS

Incl 1

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770019

PARTICULARS OF PROPOSED WORK

Location: Innoshima Shipyard of the Hitachi Shipbuilding Co., Ltd., Hiroshima Pref.

Proposed Work: Installation of two steel tower travelling cranes, No. 1 and No. 2

	No. 1	No. 2
Rated Capacity	16 tons	15 tons
Max. Radius	30 meters	30 meters
Min. Radius	5.5 "	5.5 "
Travelling Distance	180 "	140 "
Height	30 "	48 "

Location: Sakurajima Shipyard of the Hitachi Shipbuilding Co., Ltd., Osaka City

(a) Building: Steel-framed one-story house with roofs of slate----------one house

Floor space----------1,316 m^2

(b) Machine Equipments:

Name	Capacity	Number
Electric Hoist	2 tons	8
Roof Travelling Crane	5 tons	3
Electric motor	3 - 75 H.P.	11
Hydraulic Press	50 - 450 tons	13
Turbine Blower	Blowing .70 m3/min RPM 3500	2
D r o p Hammer	300 Kgs	1
Rolling Machine	30 - 0, 10 - 0	2
Stoker	Combustion 200 kg/h lengh-3m breadth-0.74m	3
Winch	3 tons	1

Encl: of Encl:

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77861

PARTICULARS OF PROPOSED WORK

Location: Innoshima Shipyard of the Hitachi Shipbuilding Co., Ltd., Hiroshima Pref.

Proposed Work: Installation of two steel tower travelling cranes, No. 1 and No. 2

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Rated Capacity	16 tons	15 tons
Max. Radius	30 meters	30 meters
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Rolling Machine	30 - 0, 10 - 0	2
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Winch	3 tons	1

Encl: of Encl:

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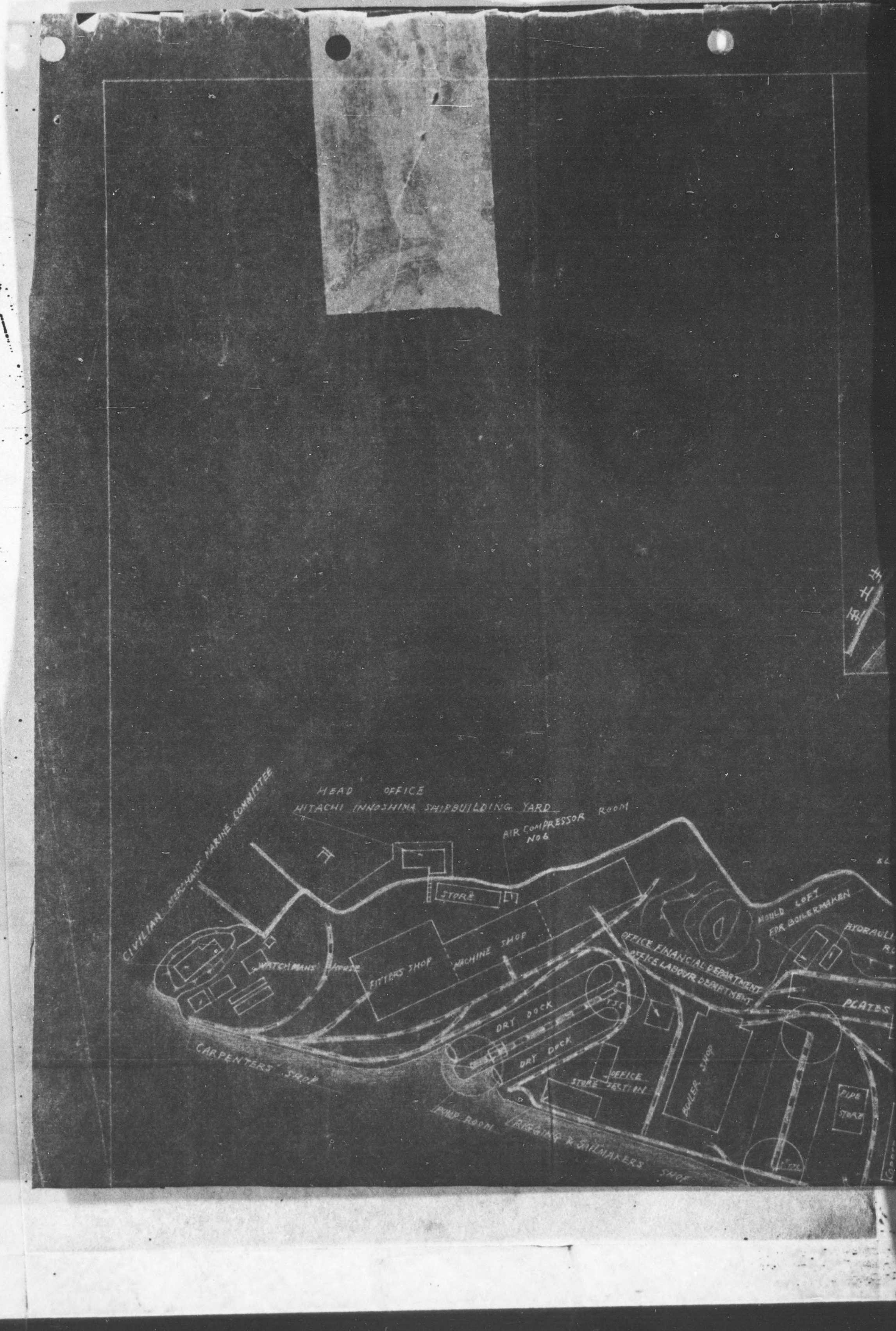

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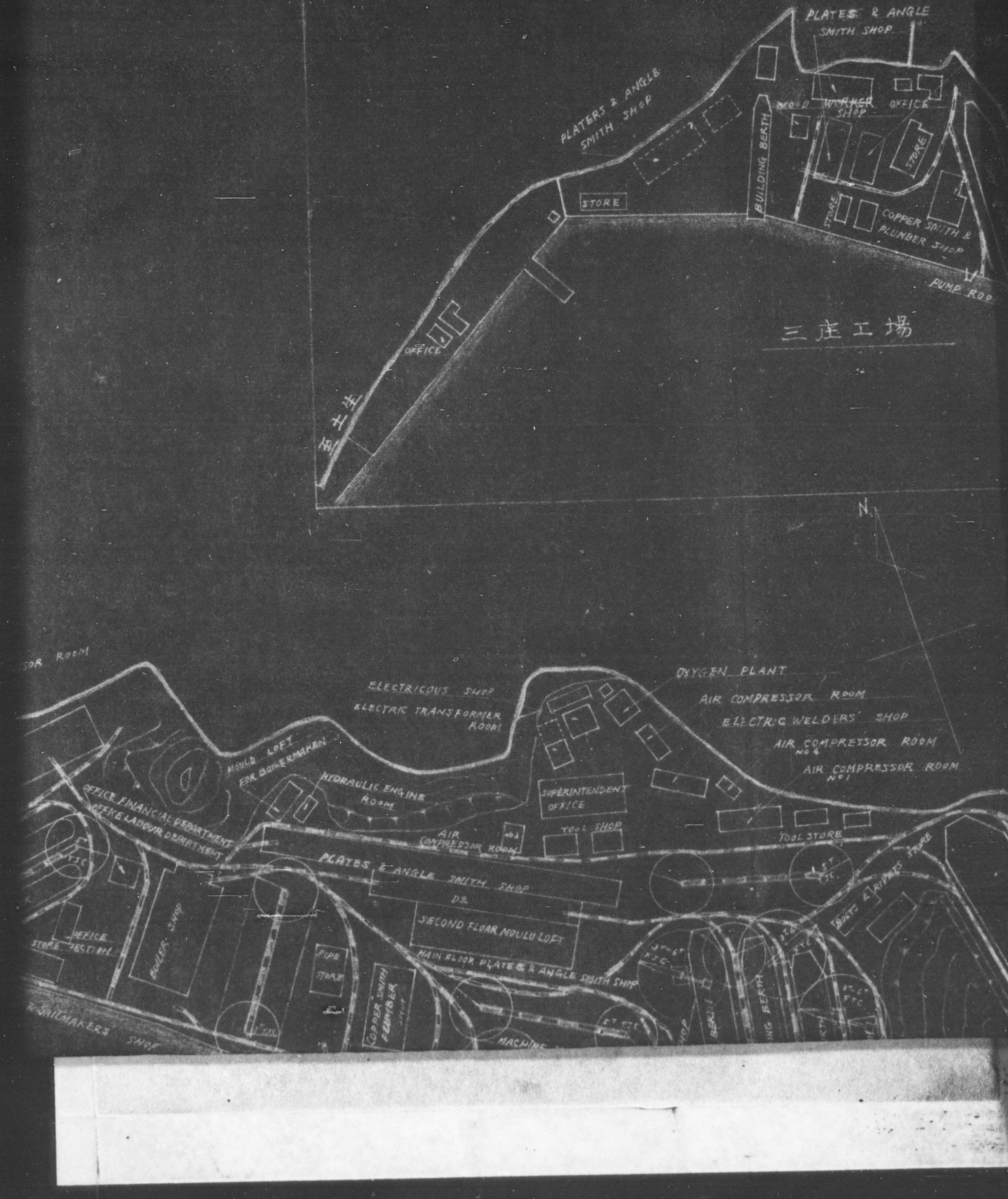

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HITACI INNOS

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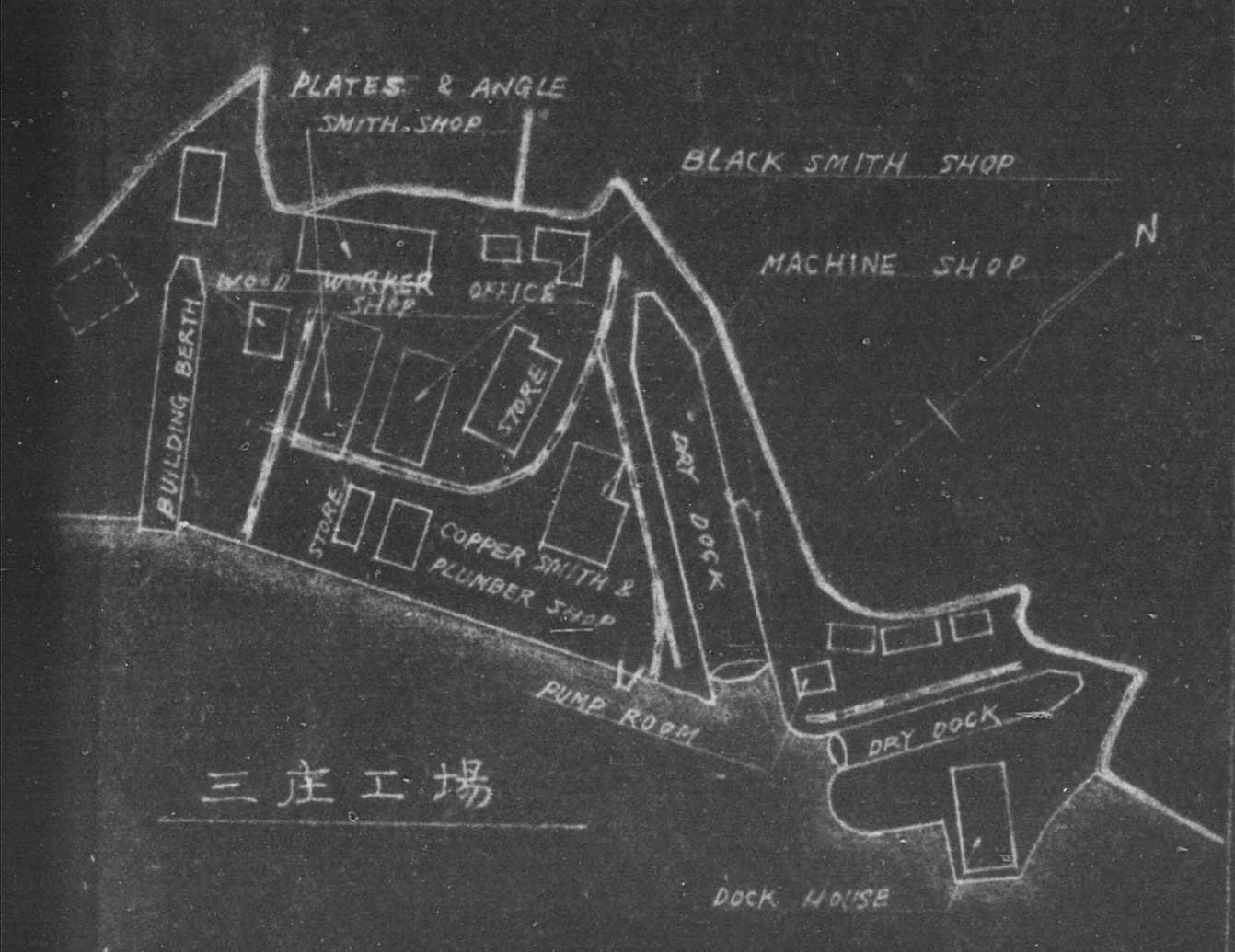

三庄工場

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 79-0[illegible]

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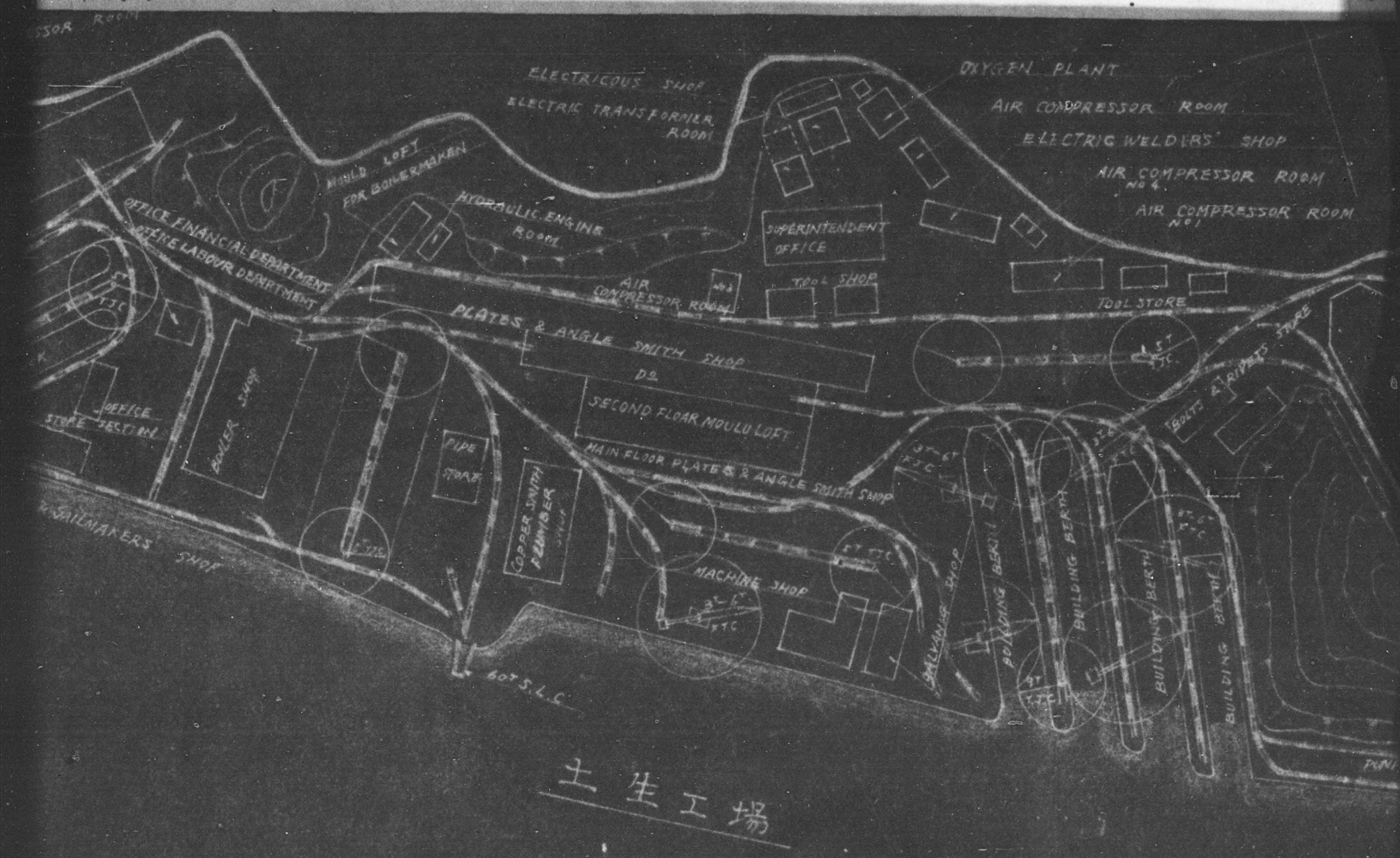
HITACI INNOSHIMASHIP-

BUILDING YARD PLAN

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

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



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

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

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Air service	8
Hospital	9
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COURSE MAP

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Anchorage ---------- 7
Fuel oil tanks ---------- 8
Air service ---------- 8
Hospital ---------- 9
Accomodations for Crew ---------- 9

COURSE MAP

Onomichi ---- to ---- Innoshima

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78-0-10

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

H I T A C H I
SHIPBUILDING & ENGINEERING CO., LTD.
INNOSHIMA SHIPYARD
2293 HABU-CHO INNOSHIMA HIROSHIMA-KEN.

THE OUTLINE OF SHIPYARD

1. Name & Address of Main Office.

H I T A C H I
Shipbuilding & Engineering Co., Ltd.
45, 3 Chome, Nipponbashi-Suji,
Naniwa-Ku, Osaka.

2. Capital.

Authorized and Paid up: ¥ 395,000,000
$ 1,097,222

3. Management.

Innoshima Shipyard is one of five shipyards which under the management of Hitachi Shipbuilding & Engineering Co., Ltd. Osaka. Innoshima Shipyard has a branch yard in Mitsunosho-Cho, Innoshima, which engage repairing works.

4. Situation of Plant.

Innoshima Shipyard is situated at the central part of Inlandsea between Osaka and Hiroshima, and most convenient position by geographical stand points. This shipyard is surrounded by beautiful islands which make natural break-water and long deep coastline (length 3,226 m) is very favourable for mooring vessels. There are a ferry boat traffic from Onomichi Station of the Government Railway [illegible] about one hour to get the yard. We have largest dry-

Innoshima Shipyard is one of five shipyards which under the management of Hitachi Shipbuilding & Engineering Co., Ltd. Osaka. Innoshima Shipyard has a branch yard in Mitsunosho-Cho, Innoshima, which engage repairing works.

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5. Simplified History.

In 1894 Innoshima Shipyard was orginally started by influential people of this district as the "Habu-Dockyard". In 1910, Mr. E. H. Hunter the president of "Osaka-Iron works" conbined this shipyard into his company, since then we had been a great development of our technique.

In 1914, the firm name was changed into "Osaka Iron Works Ltd", and proceeded with a great expansion of the equipment and forwarded brilliantly into shipbuilder's chircles. In 1943 firm name was changed again as the "Hitachi Shipbuilding and Engineering Co., Ltd. Innoshima Shipyard."

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

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

Although this shipyard was slightly damaged by air-raid during the war, but it is rehabilitated and strengthened of all facilities and equipment. Our fifty years experience and excellent technique of shipbuilding and repairing are remarkably contributed shipbuilding business for Japan. The superiority of our ship construction easily can be founded by it's results. We had been constructed a considerable number of cargo-ships, whale-factory ships, cargo-passengers fishing-boats, dredgers and other type of vessels and on the other hand, we had been doing great number of repairing operations.

We are also well experienced for construction of steel-bridges, boilers, trains and freights frames, especially on boilers, we have a very good reputation of all over the country and also great order from the other shipyards.

6. Employment. (15th June 1950.)

Classification of work	Male	Female	Total
Labourers	3,620	305	3,925
Temporary employees	713	23	736
Technical-engineers	258	0	258
office-clerks	300	182	482
Total	4,891	510	5,401

7. Capacity of ship-repairing.

trains and freights frames, especially on boilers, we have a very good reputation of all over the country and also great order from the other shipyards.

6. Employment. (15th June 1950.)

Classification of work	Male	Female	Total
Labourers	3,620	305	3,925
Temporary employees	713	23	736
Technical-engineers	258	0	258
Office-clerks	300	182	482
Total	4,891	510	5,401

7. Capacity of ship-repairing.

(a) Repaired during 1949 (Jan. --- Dec.)

Docking repair ----- 82 vessels ----- 144,427 GT

Running repair ----- 14 vessels ----- 33,080 GT

Conversion work ---- 5 vessels ----- 21,411 GT

Total ----------101 vessels ----- 198,918 GT

(b) Present capacity of repairing per year 650,000 GT per month 54,177 GT

Highest record we made " 1,100,000 GT " 91,666 GT

8. Shipbuilding capacity.

per year ---------- 30,000 GT per month ---------- 2,500 GT

" Highest record ---------- 41,800 GT

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9. Ships built after the war. (Spt. 1945 ..... May 1950)

Type	G.T.	Main engine & Boiler	No.
3 DT Cargo	2,683	Steam trubine 2,000 HP No.22 water-tube 2 set	1
M. Cargo-passenger Cont. from war time	9,500	Steam turbine 4,500 HP Kai 21 water tube 4 set	1
Fishing boats	98	Diesel 210 HP	7
Fish storage boats	98	"	5
Passenger boat	1,000	Diesel 1,850 HP	1
D-Cargo	1,990	DRS 1,100 HP No.5 Boiler 2 sets	1
D-Cargo	2,200	" 1,100 HP No.3 Boiler 2 sets	1
D-Cargo	2,400	" 1,500 HP No.2 Boiler 2 sets	1
B-Cargo	4,950	Steam turbine 3,800 HP 3 Drum water tube 3 sets	1
Total	26,070		19

Under construction

Cargo	6,250	Steam turbine 3,600 HP 3 Drum water tube 2 sets	1
Cargo	6,000	Steam turbine 3,600 HP 3 Drum water tube 3 sets	1
Oil tanker	12,000	Steam turbine 8,000 HP 3 Drum water tube 3 sets	1
Total	24,250		3

10. Capacity of Repairing & Manufacturing of Main Engines.

(a) Repairing

Reciprocating eng'e 90,000 HP per year

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D-Cargo	2,400	" 1,500 HP No.2 Boiler 2 sets	1
B-Cargo	4,950	Steam turbine 3,800 HP 3 Drum water tube 3 sets	1
Total	26,070		19

Under construction

Cargo	6,250	Steam turbine 3,600 HP 3 Drum water tube 2 sets	1
Cargo	6,000	Steam turbine 3,600 HP 3 Drum water tube 3 sets	1
Oil tanker	12,000	Steam turbine 8,000 HP 3 Drum water tube 3 sets	1
Total	24,250		3

10. Capacity of Repairing & Manufacturing of Main Engines.

(a) Repairing

Reciprocating eng's	90,000 HP	per year		
Diesel eng's	25,000 HP	"	"	(sub contract..drank shaft)
Steam turbines	50,000 HP	"	"	(" ..Blade)
Boilers	30 boilers	"	"	

(b) Manufacturing

Reciprocating engines	2,000 HP x 6	per year
Diesel engines	210 HP x12	per year
Boilers dry combustion	18 kg/cm^2	
wet "	16 kg/cm^2	24 boilers per year
water-tube	20 kg/cm^2	

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11. Facilities & Equipment.

(a). Total area of land 324,754 sq. m.

building 61,372 sq. m.

(b). Dry-docks

Item \ No.	No. 1	No. 2	No. 3	Mitsunosho	
				No. 4	No. 5
Length (at bottom)	141.68 m	105.15 m	227.27 m	127.94 m	82.73 m
Breadth (at bottom)	17.97 m	13.52 m	29.09 m	18.19 m	13.03 m
Depth	8.66 m	7.50 m	11.82 m	9.53 m	7.46 m
Draught	7.14 m	5.18 m	10.12 m	7.29 m	5.79 m
Capacity	7,000 GT	3,000 GT	30,000 GT	6,000 GT	1,900 GT
Equip.	Luffing crane 5₸ x 1 Locomotive cranes		Travelling Tower crane (3-6₸)1 Locomotive cranes	Derrick post 3 ₸ x 1 Locomotive C.	Derrick post 5 ₸ x 1 2.5₸ x 1 2 ₸ x 1 1.5₸ x 1

(c). Berth

Item \ No.	No. 1	No. 2	No. 3	No. 4	No. 5
					Mitsunosho
Length	158.5 m	158.5 m	158.5 m	100 m	116 m
Breadth	22.0 m	22.0 m	22.0 m	23 m	15 m
Capacity	13,000 GT	13,000 GT	13,000 GT	1,000 GT 1,000 GT	3,000 GT
	Rvlv. twr C. 3T-6T x 2	Trvl. twr crane 8T-16T x 1	Trvl. twr C. 7.5T-15T x 1	Double berth	

Equip.	Luffing crane 5T x 1 Locomotive cranes	Travelling Tower crane (3-6T)1 Locomotive cranes	Derrick post 3 T x 1 Locomotive C.	5 T x 1 2.5T x 1 2 T x 1 1.5T x 1	

(c). Berth

Item \ No.	No. 1	No. 2	No. 3	No. 4	No. 5 Mitsunosho
Length	158.5 m	158.5 m	158.5 m	100 m	116 m
Breadth	22.0 m	22.0 m	22.0 m	23 m	15 m
Capacity	13,000 GT	13,000 GT	13,000 GT	1,000 GT 1,000 GT	3,000 GT
Eqpt.	Rvlv. twr C. 3T-6T x 2 Trvl. twr C. 7.5T-17Tx2 Derrick post 3T x 1	Trvl. twr crane 8T-16T x 1 Rvlv. twr crane 3T-6T x 1	Trvl. twr C. 7.5T-15T x 1 Derrick post 3 T x 1	Double berth	
	Luffing crane 5 T x 1, Revolv. twr C. 3 - 6 T x 2				

(d). Mooring Facilities

Item \ Quays	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	Mitsunosho No. 1	Mitsunosho No. 2
Length	130 m	120 m	160 m	160 m	200 m	130 m	190 m	130 m	100 m
Depth	6.0 m	5.5 m	6.5 m	7.5 m	8.5 m	6.0 m	10.5m	6.5 m	6.0 m
Moorable (G.T.)	7,000	5,000	10,000	10,000	25,000	7,000	20,000	7,000	3,500
Eqpt.	Derrick post 17T x 1 3T x 1	Derrick post 3T x 1	Shear Leg 60Tx1	Derrick post 3T x 2	Derrick post 3T x 1		Derrick post	Shear Leg crane 8Tx1	

Note: Locomotive cranes are situated for the quays

No. 1 - No. 5 Quays and Mitsunosho quays are outfitting basin berth, too.

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(e). Machinery & Equipment.

Name	Habu	Mitsu-nosho	Remarks
Scale lathes	122	17	
Verticale lathes	2		
Turret lathes	16		10'6" x 1, 9' x 1, 8' x 2, 7' x 1 6'o" x 2, 5' x 1, 4' x 6
Drill machines	21	4	
Radial drilling mac.	14	2	
Boring machines	7	1	
Shaping machines	10	2	24" x 6, 23" x 1, 20" x 2, 13" x 1.
Slotting machines	8	1	20" x 2, 12" x 4, 8" x 1, 6" x 2.
Planing machines	5	2	Winded 5, Openside 1, Crossed 1
Milling machines	12		
Gear cutting machines	5		
Others	27	7	
Grinding machines	11		Surface 1, internal 2 circular 3, for tools 5
Air compressor	12		
Air hammers	10		½T x 3, ¼T x 7
Steam hammers	4		3T x 1, 2T x 1, 1.5T x 1, 1T x 1
Accessories	30		
Furnaces	37		
Hydrostatic presses	4		400T x 1, 250T x 1, 150T x 1, 40T x 1

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Planing machines	5	2	Winded 5, Openside 1, Crossed 1
Milling machines	12		
Gear cutting machines	5		
Others	27	7	
Grinding machines	11		Surface 1, internal 2 circular 3, for tools 5
Air compressor	12		
Air hammers	10		½T x 3, ¼T x 7
Steam hammers	4		3T x 1, 2T x 1, 1.5T x 1, 1T x 1
Accessories	30		
Furnaces	37		
Hydrostatic presses	4		400T x 1, 250T x 1, 150T x 1, 40T x 1
Hydrostatic fivetter	1		
Punching & shearing mac.	4		
Beam bending & angle cutters	3		
Double punching machines	3		
Scarfing machines	3		
Hand roller	1		
Shearing machines	2		
Guillotine shears	2		
Bevelling machines	3		
Double scarfing machines	3		
Shingle punching "	3		
Angle punching machine	1		
Edge planers	3		

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(Cont. from page 5)

Name	Habu	Mitsu-nosho	Remarks
Flame bender	3		
Plate bending rollers	9	2	
Cupolas (foundry)	5		10㌧ x 1, 5㌧ x 1, 3㌧ x 1, 2㌧ x 1, 1㌧ x 1
Crucible furnaces	16		Using No. 120 only
drying furnaces	4		
E. motors	540	52	12,044 HP (total)
Motor generators	13	1	150kw x 1, 65kw x 1 others 12
Steam boilers	3		Lanchashire boilers
Electrode producing eqpt.			annualy products 100 ㌧
Oxygen producing plant	2		" " 626,400 cub. m.
Revolving tower cranes	6		3 - 6 ㌧
Travelling tower cranes	4		8-16㌧ x 1, 7.5-15㌧ x 2, 3-6㌧ x 1
Travelling luffing cranes	4		5 ㌧
Floating cranes	2		5 ㌧, 80 ㌧
Locomotive cranes	15	2	5 ㌧
Shear legs	2	1	60 ㌧, 8 ㌧
Truck & Passengers (3)	6		
Battery truck	2		
Derrick post	10	5	2 ㌧ - 20 ㌧
			40 ㌧ x 2, 30 ㌧ x 2, 20 ㌧ x 2

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Electrode producing eqpt.			annuely products 200 T
Oxygen producing plant	2		" " 626,400 cub. m.
Revolving tower cranes	6		3 - 6 T
Travelling tower cranes	4		8-16T x 1, 7.5-15T x 2, 3-6T x 1
Travelling luffing cranes	4		5 T
Floating cranes	2		5 T, 80 T
Locomotive cranes	15	2	5 T
Shear legs	2	1	60 T, 8 T
Truck & Passengers (3)	6		
Battery truck	2		
Derrick post	10	5	2 T - 20 T
Overhead cranes	31		40 T x 2, 30 T x 2, 20 T x 2 10 T x 8, 5T x 16.

(f). Wood shop & Saw mill Facilities.

Name	Habu	Mitsu-nosho	Remarks
Milling saw	3		
Circular saws	12	1	
Band saws	11	1	
Planing machines	17	1	
Hollow chisel machines	3		
Wood lathes	9		
Paper machine	1		
Others	12		

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(g). Power plant (electric & Steam) equipment

Name	Quantity		Note
	Habu	Mitsunosho	
Elect. motors	540	52	11,707 HP (total)
" " generators	13	1	150kw x 1, 65kw x 1, others 8
Steam boilers	3	0	Lanchashire boiler

12. Water craft.

	Ship name	G.T.	Engine	
Tug-boat	Hokuto-Maru	199	recipro.	440 HP
"	Uchide-Maru	98	"	320 HP
"	Kurogane-Maru	84	"	320 HP
"	Hukae-Maru	70	"	210 HP
"	Bingo-Maru	25	"	68 HP
Passenger-boat	Kamome-Maru	14	diesel	100 HP
"	Haya-Maru	4.5	"	100 HP
"	Tsubame-Maru	4	"	80 HP
Water Barge	No. 1			

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12. Water craft.

	Ship name	G.T.	Engine
Tug-boat	Hokuto-Maru	199	recipro. 440 HP
"	Uchide-Maru	98	" 320 HP
"	Kurogane-Maru	84	" 320 HP
"	Hukae-Maru	70	" 210 HP
"	Bingo-Maru	25	" 68 HP
Passenger-boat	Kamome-Maru	14	diesel 100 HP
"	Haya-Maru	4.5	" 100 HP
"	Tsubame-Maru	4	" 80 HP
Water Barge	No. 1		
"	No. 2		
"	No. 3		
"	No. 4		
Fuel Barge	No. 1	200	No engine
"	No. 2	100	

Nomber of the other barges and lighters 20

13. Anchorage

Buoys ..... total 12
dock side 7
the other 5

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14. Fuel oil tanks.

No. 1	12,751 L	heavy oil
No. 2	17,297 L	"
No. 3	12,960 L	"
No. 4	15,097 L	"
No. 5	16,367 L	"
No. 6	14,985 L	"
No. 7	2,837 L	the others
No. 8	2,762 L	"

15. Air service.

(1) Air to dock

Item / Dock No.	Air compressor	Air pipe (size)	Compressed air power
No. 1 dock	300 HP x 1	3' x 2	7 kg/cm2
No. 2 "	273 HP x 1	3' x 2	
No. 3 "	300 HP x 1	4' x 2	"
No. 4 "	100 HP x 1	3' x 2	"
No. 5 "	150 HP x 1	3' x 2	"

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No. 8 ---------- 2,762 L ---------- "

15. Air service.

(1) Air to dock

Item / Dock No.	Air compressor	Air pipe (size)	Compressed air power
No. 1 dock	300 HP x 1	3' x 2	7 kg/cm²
No. 2 "	273 HP x 1	3' x 2	
No. 3 "	300 HP x 1	4' x 2	"
No. 4 "	100 HP x 1	3' x 2	"
No. 5 "	150 HP x 1	3' x 2	"

(2) Electric power to dock

	Voltage	KW-capacity	Electric power
No. 1 dock	3,300 V	500 KW	70,000 KWH
No. 2 "	220 V		
No. 3 "	3,300 V 220 V	650 KW	90,000 "
No. 4 "	2,200 V 220 V	500 KW	70,000 "
No. 5 "	2,200 V 220 V	500 KW	70,000 "

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16. Hospital

Name ---------- Hitachi Innoshima Hospital.

Medical examination ---------- Employees, their families, and citizen.

Kind of treatment ---------- Medicine, Surgery, Otorhinolaryngology, Obstetrics, Ophthalmology, Pediatrics specialist, Dermatology and Urinary organs, Dentistry, Chemical examination, Operation room.

No. of Rooms ---------- 40

No. of Beds ---------- 75

No. of Docktors ---------- 18

No. of X-Ray Operator ---- 3

No. of Pharmacists ------- 3

No. of Nurses ---------- 52

Anual medical examination ----- 249,798 people during 1949.

17. Accomodations for Crew.

Crew's dock houses 4

Crew's bath houses ..... 3 (Close to dock house)

First floor of dock house are kitchens and dinning rooms and bed rooms are on

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No. of Beds ---------- 75

No. of Docktors ---------- 18

No. of X-Ray Operator ---- 3

No. of Pharmacists ------- 3

No. of Nurses ---------- 52

Anual medical examination ----- 249,798 people during 1949.

17. Accomodations for Crew.

Crew's dock houses 4

Crew's bath houses ..... 3 (Close to dock house)

First floor of dock house are kitchens and dinning rooms and bed rooms are on second floor.

10 minutes walk to Innoshima Park.

Shinoda

Ichiro Shinoda
Director Yard Manager
Hitachi Innoshima Shipyard.

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File

HITACHI SHIPYARD

INNOSHIMA

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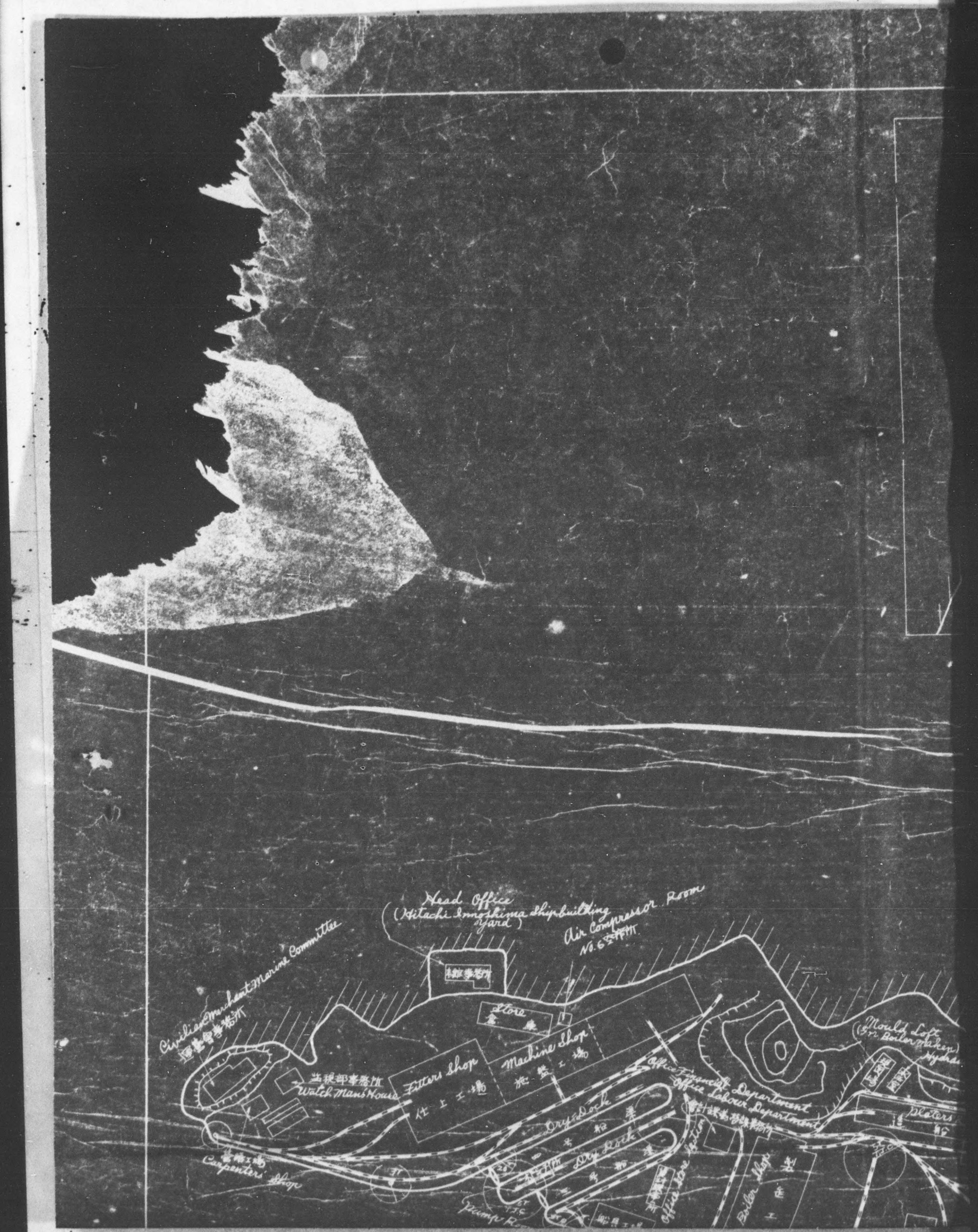

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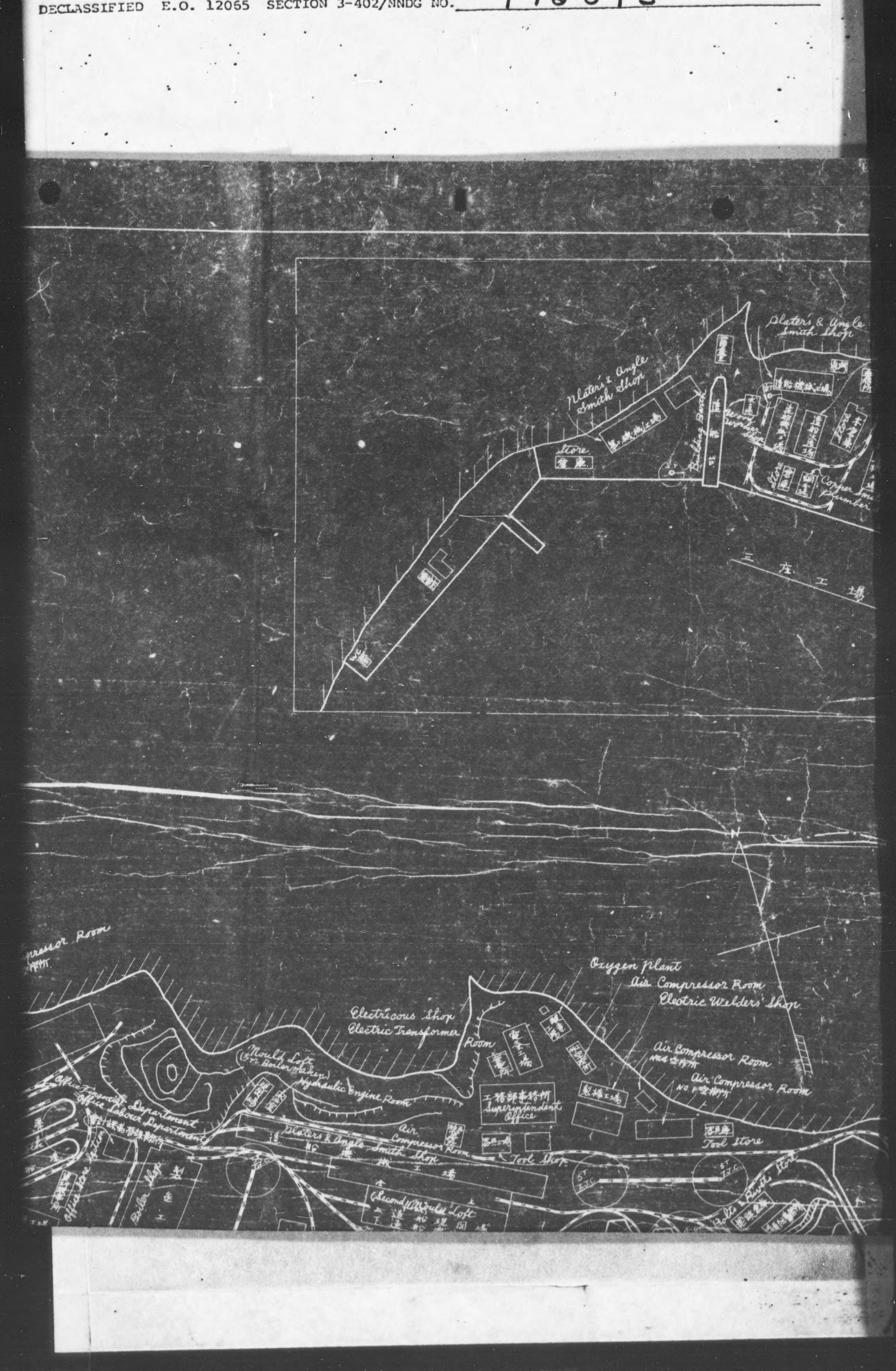

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尺度 1/3000

HITACHI INNOSHIMA SHIP-BUILDING YARD

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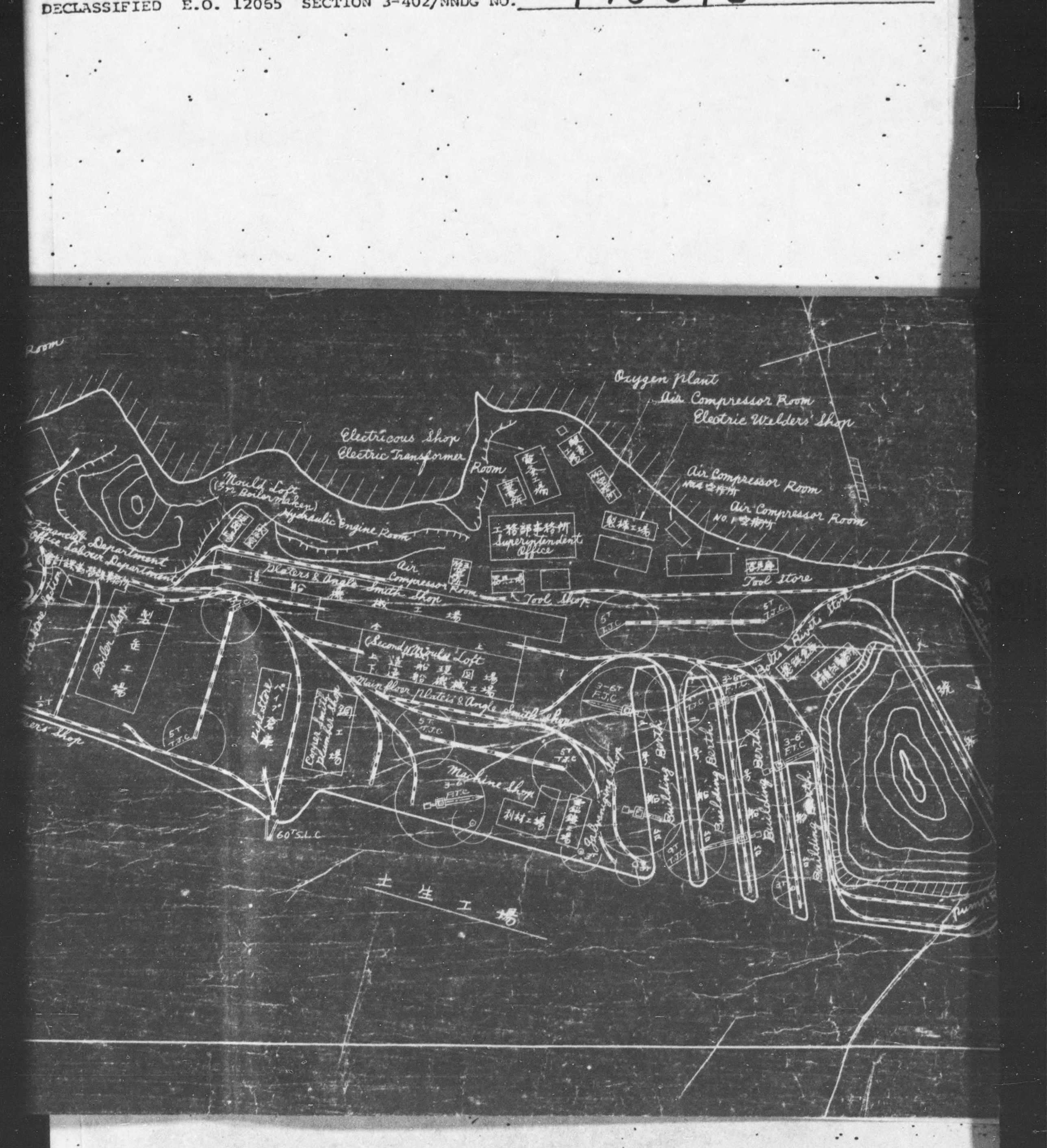

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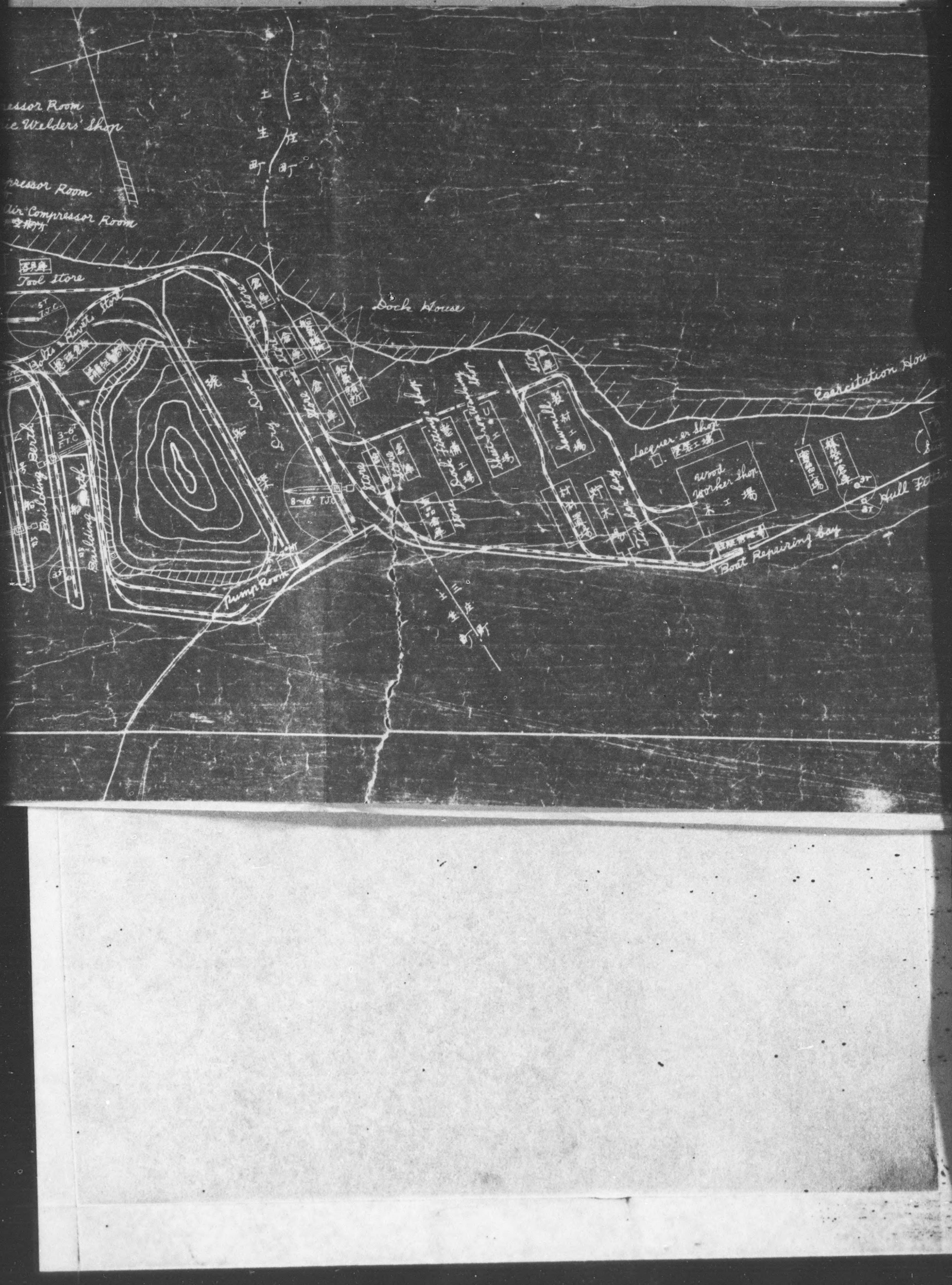

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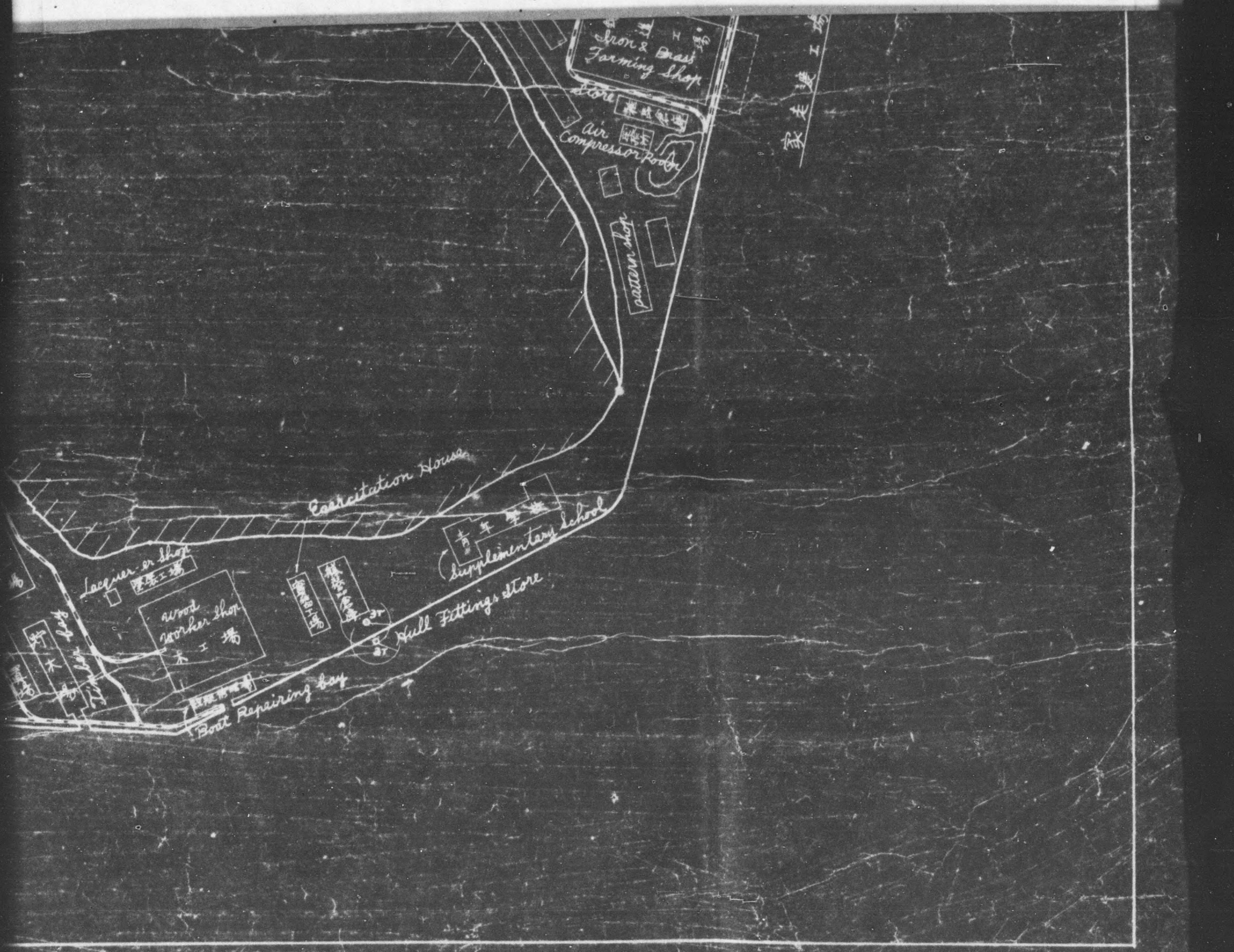

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Power plant
Sex distinction of Employees (14th Oct. 1948) ---------- 4
Average Monthly income of Employees (16th Jul. 1948) ----- 4
The rate of attendance ---------- 4
Capacity of ship-repairing ---------- 5
Technical speciality ---------- 5
Shipbuilding capacity ---------- 5
Ships built after war ---------- 5
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COURSE MAP

Onomichi ----to---- Innoshima

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HITACHI INNOSHIMA SHIPYARD
2293 HABU-CHO INNOSHIMA,
HIROSHIMA-KEN.

THE PRESENT STATE

1.	Name and location of main office.	The Hitachi Shipbuilding Co. Ltd. 3-45 Nihonbashi-suji, Naniwa-Ku, Osaka.
2.	Capital Paid up	¥ 121,800,000 ¥ 91,350,000
3.	Management	Innoshima Shipyard is one of the five yards which owned by the Hitachi Shipbuilding Co. Ltd. Osaka. Innoshima Shipyard has a branch yard in Mitsunosho this branch yard dose mainly repairing operation.
4.	Establishment & location	Innoshima Shipyard is established in 1890. The geographical location is the central part of inlandsea between Osaka and Shimonoseki.
5.	Facilities	Total area of land 562,723 sq.m. Total area of building 119,210 sq.m.

3. Management

Innoshima Shipyard is one of the five yards which owned by the Hitachi Shipbuilding Co. Ltd. Osaka. Innoshima Shipyard has a branch yard in Mitsunosho this branch yard dose mainly repairing operation.

4. Establishment & location

Innoshima Shipyard is established in 1890.
The geographical location is the central part of inlandsea between Osaka and Shimonoseki.

5. Facilities

Total area of land 562,723 sq.m.
Total area of building 119,210 sq.m.

(a) Dry-Dock and Mooring Facility

No. / Item	No. 3	No. 4	Mitsunosho		No. 8
			No.6	No.7	
Length	345'4"	462'	420'7"	291'	751'6"
Breadth	47'	60'2"	57'3"	38'4"	95'5"
Depth	16'7"	21'4"	21'	16'	31'6"
Draught	16'6"	23'1"	23'1"	15'	32'
Capacity	3,000 GT	7,000 GT	6,000 GT	1,900GT	30,000 GT
Eqpt.	Luffing Crane (5 T) 1		Derrick post (3 T) 1	Derrick post (5 T) 1 (2.5 T) 1 (2 T) 1 (1.5 T) 1	Travelling Tower Crane(8-16 T)1 Derrick post (3 T) 1

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Mooring Facility

Quays / Item	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	Mitsunosho	
								No. 1	No. 2
Length	396'	396'	492'	492'	492'	396'	492'	396'	297'
Depth	15'	11'7"	16'6"	19'2"	21'2"	15'	29'8"	16'2"	14'
Capacity (GT)	5,000	3,000	6,000	8,000	10,000	5,000	10,000	5,000	3,000
No. of vesseles	Type M 1	Type C 1	Type A 1	Type A 1	Type TL 1	Type M 1	Type TL 1	Type M 1	Type C 1
Eqpt.	Derrick post (17 T)1 (3 T)1	Derrick post (3 T)1	Shear Leg crane (30T)1	Derrick post (3 T)2	Derrick post (3 T) 1		Derrick post	Shear Leg crane (8 T)1	

Note : Locomotive cranes are situated for the quays except No. 6 and 7.

(b) Shipbuilding Ways

No. / Item	No. 1	No. 2	No. 3	No. 4	No. 5
Length	523'	523'	523'	382'9"	330'
Width	66'	66'	66'	49'6"	76'
Capacity	10,000 GT	10,000 GT	10,000 GT	2,000 GT	2,000 GT
Eqpt.	Fixed tower crane (3-6 T) x 1 Derrick Post (93 T) x 1	Movable twr crane (3-9 T) x 1 Fexed twr crane (3-6 T) x 2	Fixed twr C (3-6 T) x 1 Derrick Post 3 T x 1		
	Luffing crane 5 T x 1				

(c) Machinery and Equipment

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Item					
Length	523'	523'	523'	382'9"	330'
Width	66'	66'	66'	49'6"	76'
Capacity	10,000 GT	10,000 GT	10,000 GT	2,000 GT	2,000 GT
Eqpt.	Fixed tower crane (3-6 ℉) x 1 Derrick Post (93 ℉) x 1	Movable twr crane (3-9 ℉) x 1 Fexed twr crane (3-6 ℉) x 2	Fixed twr C (3-6 ℉) x 1 Derrick Post 3 ℉ x 1		
	Luffing crane 5 ℉ x 1				

(c) Machinery and Equipment

Name	Habu	Mitsu-nosho	Remarks
Scale lathes	107	15	
Vertical lathes	2		
Turret Lathes	11		(10'-0") x 1, (9'-0") x 1, (7'-0") x1 (6'-0") x 2, (5'-0") x 2, (4'-0") x4
Face lathes	1		6' - 0"
Drill Machines	26	7	Rotary 9, Vertical 24.
Boring Machines	2	1	
Shaping Machines	9	1	24" x 6, 23" x 1, 20" x 2, 13" x 1.
Slotting Machines	7	1	20" x 1, 12" x 4, 8" x 1, 6" x 2.
Planing Machines	4	1	Widened 3, Openside 1, Crossed 1.
Milling Machines	7		No. 2 x 3, No. 4 x 2, No. 15 x 2.
Gear cutting Machines	3		

Cont. next page

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(c) Machinery and Equipment (Cont. from page 2)

Name	Habu	Mitsu-nosho	Remarks
Others	36	7	Screw cutters 9, Straight shearing machines 2, Air & Elect. Grinders 32
Grinding Machines	5	1	Internal 2, Circular 1, For Tools 3.
Air Compressers	5		
Air Hammers	9		1/2 ₸ 1, 1/4 ₸ 4
Steam Hammers	5		3 ₸ 1, 2 ₸ 1, 1½ ₸ 1, 1 ₸ 1, 1/2 ₸ 2, 1/4 ₸ 3
Accessories	30		
Furnaces	37		
Hydraurie Presses	4		400 ₸ 1, 250 ₸ 1, 150 ₸ 1, 40 ₸ 1.
Hydraurie Rivetter	1		150 ₸
Punchine & Shearing	2		
Plate bending roller	1		
Cupolas (Foundry)	5		10 ₸ 1, 5 ₸ 1, 3 ₸ 1, 2 ₸ 1, 1 T 1.
Crucible furnaces (")	16		Using No. 120 only
Drying furnaces (")	4		
E. Motors	485	52	11,707 HP (total)
Motor generators	9	1	150kwx 1, 65kwx 1, Others 8
Steam boilers	3		Lancashire boilers
Cranes & Derricks			

Hydrauric Presses	4		400 ₸ 1, 250 ₸ 1, 150 ₸ 1, 40 ₸ 1.
Hydrauric Rivetter	1		150 ₸
Punchine & Shearing	2		
Plate bending roller	1		
Cupolas (Foundry)	5		10 ₸ 1, 5 ₸ 1, 3 ₸ 1, 2 ₸ 1, 1 T 1.
Crucible furnaces (")	16		Using No. 120 only
Drying furnaces (")	4		
E. Motors	485	52	11,707 HP (total)
Motor generators	9	1	150^{kw}x 1, 65^{kw}x 1, Others 8
Steam boilers	3		Lancashire boilers
Cranes & Derricks			
Tower Cranes	5		3 - 6 ₸
Movable Tower cranes	2		(8 - 16 ₸) x 1, (3 - 9 ₸) x 1
" Luffing cranes	4		5 ₸
Locomotive cranes	15	2	5 ₸
Shear Legs	1	1	60 ₸
Derrick posts	10	5	2 ₸ - 20 ₸
Over-head cranes	30		40 ₸ x 2, 30 ₸ x 2, 20 ₸ x 2, 10 ₸ x 8 5 ₸ x 16.
Electrode rod producing eqpt.			Annualy products 100 ₸
Oxygen producing plant			" " 626,400 cub. m.
Utilization producing equipment			" " 753 ₸

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

(d) Wood-shop & Saw-mill Facilities.

Name	Habu	Mitsu-nosho	Remarks
Milling Saws	3		
Circular Saws	11	1	
Band Saws	9	1	
Plaining Machines	14	1	
Hollow Chisel Machines	2		
Wood lathes	4		
Others	12		

(e) Power plant (Electric & Steam) equipment

Name	Quantity		Note
	Habu	Mitsu-nosho	
Elect. Motors	485	52	11,707 HP (Total)
" Motor Generators	9	1	150 KW x 1. 65 KW x 1. Others 8
Steam Boilers	3	0	Lancashire boiler

6. Employment

(a) Sex Distinction of Employees (14th Oct. 1948)

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Others	12		

(e) Power plant (Electric & Steam) equipment

Name	Quantity		Note
	Habu	Mitsu-nosho	
Elect. Motors	485	52	11,707 HP (Total)
" Motor Generators	9	1	150 KW x 1. 65 KW x 1. Others 8
Steam Boilers	3	0	Lancashire boiler

6. Employment

(a) Sex distinction of Employees (14th Oct. 1948)

	Male	Female	Total
Laborers	3,577	336	3,913
Temporary Employees	101	2	103
Technical enginners	224	0	224
Office clerks	280	167	447
Total	4,182	505	4,687

(b) Average Monthly income of Employees (16th Jul. 1948)

¥ 7,500.-

(c) The rate of attendance

Laborers ----- 92.2% Clerks ----- 94.6%

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7. Capacity of ship-repairing

(a) Repaired during 1947 (Jan. --- Dec.)

Docking repair -----	71 vessels -----	123,699 GT
Running repair -----	18 vessels -----	14,400 GT
Total ----------	89 vessels -----	138,099 GT

(b) Present capacity of repairing (per year)

150 vessels ----- 301,300 GT

(c) Future capacity of repairing (per year)

Enough materials, power, fuel, etc. to be distributed.

162 vessels ----- 509,000 GT

(d) Technical speciality

Reciprocating engines	Type C -----	1,200 HP
	" D -----	1,000 HP
	" E -----	500 HP
Diesel engine		210 HP
Marine boilers		cylindrical & water tubes.

8. Shipbuilding capacity per year

30,000 GT

9. Ships built after war. (Sept. 1945 - May 1948)

(d) Technical speciality

Reciprocating engines	Type C -----	1,200 HP
	" D -----	1,000 HP
	" E -----	500 HP
Diesel engine		210 HP
Marine boilers	cylindrical & water tubes.	

8. Shipbuilding capacity per year

30,000 GT

9. Ships built after war. (Sept. 1945 - May 1948)

Type	G.T.	Main engine and Boiler	No.
3DT Cargo	2,863	Turbine 2,000 HP, NO.22 water tube 2 sets	1
M. Cargo/passenger	9,500	Turbine 4,500 HP, Kai 21 water tube 4 sets	1
Fishing boats	98	Diesel 210 HP	7
Fish storage boats	98	"	5
Cargo/passenger	1,000	Diesel 11,850 HP	1
D Cargo	1,990	DRS 1,100 HP No. 5 boilers 2 sets	1
D cargo	2,200	DRS 1,100 HP No. 3 boilers 2 sets	1
Total	18,720		17

Future Construction

D Cargo	2,400		
B Cargo	4,900 typ		

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10. Allotment and Shortage

Allotment and shortage of Electric power (per month)

Allotment ----- 362,000 KWH Shortage ----- 148,000 KWH

11. Allotment and shortage of fuel (per month)

Name	Unit	Allotment per Month	Shortage per Month	Remarks
Coal	Ton	666	0	
Coke	"	67	20	
Carbide	Can	766	1,000	One can containes 22.5 kg.
Gasoline	Litre	1,200	0	
Heavy Oil	"	11,228	3,672	
Mobile Oil	"	18	1,082	Machine will do oil
Spindle Oil	"	240	4	
Dynamo Oil	"	316	0	

12. Allotment and Shortage of Materials (Per Month)

Name	Unit	Allotment per Month	Shortage per Month	Remarks
Steel plate	Ton	176	246	

Heavy Oil	"	11,220	3,072	
Mobile Oil	"	18	1,082	Machine will do oil
Spindle Oil	"	240	4	
Dynamo Oil	"	316	0	

12. Allotment and Shortage of Materials (Per Month)

Name	Unit	Allotment per Month	Shortage per Month	Remarks
Steel plate	Ton	176	246	
Angle bar steel	"	96	31	
Round " "	"	30	4	
Steel tubes	"	40	2	
Pig-iron (antique)	"	36	0	
Iron wire	kg.	450	500	
Round nails	Ton	2.2	2	
Log. acerose	cc.Feet	25,330	0	
Elct. wires (Silk, cotton, ennamel) (Nic. wireless, trolly)	kg.	70	80	
" " (Lead-coverd. No. 4,) (Special type, etc.)	"	500	138	
Steel cable	kg.	3,300	0	
Manila Rope	"	935	0	
Tarred rope (inferion)	"	0	803	
Canvas	Yard	750	430	

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13. Hospital

Name	Hitachi Innoshima Hospital
Medical examination	Employees, their families, and citizens.
Kind of treatment	Medicine, Surgery, Otorhinolaryngology, Obstetrics, Ophthalmology, pediatrics specialist, Dermatology and urinary organs, Dentistry, Chumical Examination, X-ray.
Equipments	X-ray, pharmacy, Dential equipments, Bacteria examination room, Disinfection, Operation room.
No. of Rooms	37
No. of Beds	54
No. of Doctors	9
No. of nurse	37
Pharmacy	2
Anual medical examination	1,085,412

Anual medical examination ----- 1,069,412

Shun Masuda

Shun Masuda
Director-Yard manager
Hitachi Innoshima Shipyard.

日立造船株式會社神奈川造船所

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

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

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Economic and Scientific Section
APO 500 HBO/WT/ECW/als

561.4(24 Feb 50)ESS/IND 24 February 1950

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

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

1. References are:

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

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

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

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

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

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

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

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

2. No objection is offered to the construction of seven (7) steel cargo vessels ani two (2) steel tank rs as specified in inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

Hitachi Onnochinn

MAURICE M. CLASS
Chief, Inlustry Division

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LIST OF VESSELS AUTHORISED FOR CONSTRUCTION

NAME OF SHIPYARD	NAME OF SHIPOWNER	HOLD NO.	TYPE & CLASS	NO. OF SHIPS	GROSS TONS	DWT TONS	FUEL	PERIOD OF CONSTRUCTION
Mitsubishi Kobe	Osaka Shosen	832 & 833	Cargo ABS	2	6,500 each	9,400 each	Heavy Oil	12 months each
Namura Osaka City	Namura Kisen	262	Cargo ABS	1	4,660	7,200	Heavy Oil & coal	11 Months
Mitsubishi Hiroshima Konan Kisen Hiroshima Pref.		H 26	Cargo ABS	1	4,750	7,200	Heavy oil & coal	10 Months
Nippon Kokan Tsurumi Sugaya Kisen Kanagawa Pref.		676	Cargo ABS	1	4,500	6,700	Heavy oil & Coal	12 Months
Mitsubishi Hiroshima Hamane Kisen Hiroshima Pref		H 25	Cargo ABS	1	4,750	7,200	Heavy oil	10 Months
Kawanami Koyakijima Nagasaki Pref.	Ryusho Kaiun	235	Cargo ABS	1	4,100	6,300	Coal	9 Months
				TOTAL	35,760 G.T.			
Hitachi Sakurajima Osaka City	Nippon Suisan	3676	*Tanker ABS	1	Not to exceed 12,000	17,500	Heavy oil	12¾ months
Hitachi Innoshima Hiroshima Pref.	Nippon Yusosan	3675	Tanker ABS	1	Not to exceed 12,000	18,000	Heavy oil	10 Months
				TOTAL	24,000 G.T.			
			GRAND	TOTAL	59,760 G.T.			

NOTE: Mex, speed of these vessels is not to exceed 15 knots.

C O P Y

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

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

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Hitachi Dr

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

HBO/WT/ECW/yt

561.4(17 Feb 50)ESS/IND

17 February 1950

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

SUBJECT: Applications for Approval to Construct Five (5) Steel Cargo Vessels and One (1) Steel Tanker.

1. References are:

a. FOM No. 1577(TRM), 1 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

b. FOM No. 1739(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

c. FOM No. 1740(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

d. FOM No. 1741(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

e. FOM No. 1744(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Cargo Vessel.

f. FOM No. 1736(TRM), 21 December 1949, subject: Application for Approval to Construct a Steel Tanker.

2. No objection is offered to the construction of five(5) steel cargo vessels and one (1) steel tanker as specified in Inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division.

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

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LIST OF VESSELS AUTHORIZED FOR CONSTRUCTION

NAME OF SHIPYARD	NAME OF SHIPOWNER	HULL NO.	TYPE & CLASS	NO. OF SHIPS	GROSS TONS	DWT TONS	FUEL	PERIOD OF CONSTRUCTION
Hitachi Mukaijima Hiroshima Pref.	Taiyo Kaiun	3674	Cargo ABS	1	4,100	5,900	Heavy oil & coal	8 months
Kawasaki Kobe Hyogo Pref.	Daido Kiun	905	Cargo ABS	1	4,740	7,300	Coal	9 months
Hitachi Inooshima Hiroshima Pref.	Yamashita Kisen	3673	Cargo ABS	1	6,000	9,300	Heavy oil & coal	10 months
Hitachi Sakurajima Osaka Pref.	Sanko Kisen	3671	Cargo ABS	1	6,650	9,800	Heavy oil & coal	9 months
Nippon Kosan Shimizu Shizuoka Pref.	Nippon Kinkai Kisen	38	Cargo ABS	1	4,500	6,500	Coal	11 months
			Total		25,990 G.T.			
Harima Main Hyogo Pref.	Terukuni Kaiun	454	Tanker LR	1	Not to exceed 12,000	18,000	Heavy oil	14 months
			GRAND TOTAL		37,990			

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

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 36172

(1)

Hitachi Innoshima
Mitsubishi Hiroshima

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

569.7 (31 Jan 50)ESS/ IND

31 January 1950

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

SUBJECT: Applications for Approval to Construct Steel Cargo Vessels

1. References are:

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

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

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

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

New vessel
X
No. 156
Iino Kaiun Co

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

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

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

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

Yard Construction No. 3612