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

RG 331, National Archives and Records Service

Allied Operational and Occupation
Headquarters, World War II

SUPREME COMMANDER FOR THE ALLIED POWERS

Civil Affairs Section
Chugoku Civil Affairs Region
Industrial Activities
1945-51

Setoda Shipbuilding Co. to Goto Machine Works

Box No. 3016

(Compiled by *National Diet Library*)

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. 3016

(2) Folder title/number: (1)
Setoda Shipbuilding Co.

(3) Date: Oct. 1945 - May 1951

(4) Subject:

Classification	Type of record
9230, 9621	a, c, e

(5) Item description and comment:
i) Hiroshima
ii) Includes Contents Lists

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

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

Name: Setoda Shipbuilding Co. Code No. 11-21

Date 22 January 1951

SECTION I
INVENTORY DATA

1. Total items originally inventoried:		283
2. Originally inventoried items not available for allocation:		
a. EX items		
(1) Originally inventoried EX	10	
(2) Subsequently deleted from EX classification	0	
(3) Total (line a(1) less line d(2))		1
b. Subsequently released from custody		
(1) Woodworking*		0
(2) Others*		0
c. Destroyed SP*		0
d. Subsequent losses from fire, theft, etc.*		0
e. Released from dispersed location*		0
f. Shipped to TID*		0
g. Removed under PD*		0
h. Removed on allocation		0
i.		
3. Total deduction from original inventory		7
4. Item missed from original inventory-subsequently picked up		0
5. Adjusted original inventory total (line 1 less line 3, plus line 4)		276
6. Subsequent additions to inventory		
a. Returned PD'd items*		0
b. Added on evaluation		0
c.		
d.		
7. Inventory total		276
8. "U" items		276
9. Total items available for allocation (line 7 less line 8)		0

SECTION II
MISCELLANEOUS

1. Non-inventoried items shipped to TID _____
2. Items inventoried under other plant code numbers—(Not included in line 9, SEC I)
3. Authorized transformer capacity _____ KW
4. EX items subsequent to original inventory _____

* See reverse side

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

OK
gdb
4/11/50

SETODA SHIPBUILDING CO. 11-21
Section 1A.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
28 NOV. 1949	INVENTORY DATA (11-21) SETODA SHIPBUILDING CO. LTD.	H.P.G. 01 BASIC.
8 Sept. 1947	Inventory Form for Shipyards	Setoda Ship-Building Co. Ltd.

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

COPY #1

INVENTRY FORM FOR SHIPYARDS

Date 8th Sept 1947.

Name of Company. The Setoda Ship-Building Co.,Ltd.
Related SCAPIN NO.1520.

Name of Yard. The Setoda Shipyard. Code NO.

Adress of Yard. Setoda town, Toyoda county, Hiroshima prefecture.

I.	Metal working machine		168.
A.	Secondary metal forming and shaping machines and equipments		3.
1.	Bending machines	1.	
2.	Hydrauric presses	0.	
3.	Manual presses	0.	
4.	Mecanicalpresses	0.	
5.	Shearing and Punching machines	1.	
6.	Forging machines	1.	
7.	Wire forming machines	0.	
8.	Miscellaneous	0.	
9.	Other metal working machines	0.	
B.	Portable metal working machines and tools (power-diven)		61.
1.	Portable grinders	1.	
2.	Adresive cutting machines	0.	
3.	Portable drills	26.	
4.	Hammers	10.	
5.	Niblers	0.	
6.	Shears	0.	
7.	Riveters	16.	
8.	Miscellaneous	8.	
C.	Machines tools		52.
1.	Boring machines	1.	
2.	Broating machines	0.	
3.	Drilling machines	8.	
4.	Gear cutting and finishing machines	0.	
5.	Grinders	4.	
6.	Lathes	29.	
7.	Milling machines	2.	
8.	Planing machines	3.	
9.	Miscellaneous	5.	
D.	Miscellaneous metal working equipments		52.
1.	Welding machines, all type	12.	
2.	Testing and messuroing machines, all type	2.	
3.	Miscelaneous physical roporty testing machines	0.	
4.	Other equipments	38.	

11-21 Sec. I

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

11.	Transportation and Hoisting equipments		23.
A.	Transportation equipments		5.
1.	Locometives, (R.R. type)	0.	
2.	Freight cars, (R.R. type)	2.	
3.	Berge and Lighters	0.	
4.	Boats	3.	
5.	Industrial locomotives	0.	
6.	Industrial cars	0.	
B.	Hoisting equipments		18.
1.	Crane, Frating	0.	
2.	Crane, jib	0.	
3.	Crane, locomotive	0.	
4.	Crane, overhead	2.	
5.	Derricks	10.	
6.	Hoists	0.	
7.	Tower, travelling	0.	
8.	Winches	6.	
111.	Electrical machines and apparatus		42.
A.	Electrical rotating equipments		20.
1.	Generators	0.	
2.	Motors	19.	
3.	Motor generators	1.	
4.	Frequency changers	0.	
5.	Conventer and Inventers	0.	
6.	Generater sets	0.	
B.	Primary electric power transmisson and distribusion equipment		22.
1.	Transformers	10.	
2.	Switches	12.	
1V.	General purpose industrial machinery and equipments		25.
A.	Engines, Turbine and Boilers		0.
1.	Steam engines	0.	
2.	Steam turbines	0.	
3.	Boilers, power	0.	
4.	Internal comousions	0.	
B.	Compressors and Pumps		19.
1.	Compressors and dry Vacume pumps	11.	
2.	Pumps	18.	
C.	Fans and Blowers		6.
1.	Fans and Blowers	6.	
2.	Miscellaneous	0.	

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

V.		Wood working machines	17.
A.		Equipments	17.
	1.	Saws	6.
	2.	Surfacing machines	4.
	3.	Lathes	2.
	4.	Jointer, Matcher and Moulders	0.
	5.	Mortises and Tennon machines	0.
	6.	Kilns	0.
	7.	Other wood treating equipments	5.
	8.	Veneer and Ply wood machines	0.
	9.	Miscelaneous	0.
Vl.		Black smi th shops	0.
A.		Equipment	0.
	1.	Furnaces	0.
All.		Docks	1.
A.		Dry docks	1.
B.		Froating docks	0.

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

COPY #2

THE AGREEMENT OF LOAN

Setodatown, Hiroshima prefecture.

Oct 1st 1944.

Between under signed, the lender and renters, the following clause have been agreed:

1) Attached listed articles, which have been possessed by the lender, should be loaned to the renters without hire and operated in the renters factory during 5 years after this day.
2) Through the tern of loan, the renters should handle the articles with their responsibilities and keep them in good order. then the damage of them should be repaired or recovered on the renters expenses.
3) Upon the demand of the renters for the continuation of loan after the termination of the tern, the lender and the renters should deliberate to be continued or not.
4) Wanting the renters to restore the articles before the termination of the term, because of needlessness, the lender should design the date and place to be restored.
5) U Untile that day the renters must custody the articles with their responbility and then carry to that place on their expenses.
5) The lender should allow 6 months grace to the renters in the case that the that the lender would demand the articles to be restored before the termination of tern.

The lender.....Name : Mr. Takuichi Mukai.

Adress: Hayashi, Setoda town,
Toyoda county,
Hiroshima prefecture.

The renter..... Name: Mr. Kansaburo Murakami.

for the Setoda Shipbuilding Co.,Ltd.

Adress: Sawa, Setoda town, Toyoda county, Hiroshima prefecture.

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

LIST OF ARTICLES

	Name		Number
1.	Bending roller	(with 15 hp electric motor)	1
2.	Manual press		1
3.	Electric winch	(with 20 hp motor)	1
4.	Air compressor	(with 30 hp motor)	1

E & O E

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

COPY

Certificate

20th June 1947

I certified, that under mentioned Machine tools, which are a part of equipment located in The Setoda Ship yard, have been broken and unable to repair economically.

The Chugoku Maritime Bereau.

Shinroku Terada.

Name of Machine	No	Remarks
Horizontal lathe	1	Counter shaft and back gear missed
Planing machine	1	Controller and Rack missed
Shaping machine	1	Vice missed
Milling machine	1	Back gear and Feed mechanisin missed
Turret lathe	2	Pump, motor, clutch and pin or bolt missed
Grinding machine	1	Grinding stone and motor missed
Drilling machine	2	Table and blacket for pulley missed
Hack saw	1	Bush and bolt missed
Punching machine	1	Frame cracked and motor missed

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

Name: The Setoda Ship-Building Co. Ltd.

Code No. 11 - 21
Date 28th Nov. 1949

SECTION 1
INVENTORY DATE

1.	Total items oringinally inventoried;		283
2.	Originally inventoried items not available for allocation;		
	a. EX items		
	(1) Originally inventoried EX	7	
	(2) Subsequently deleted from EX classification	0	
	(3) Total (line a (1) less line a(2))		7
	b. Subsequently released fromcustody	0	
	(1) Woodworking	0	
	(2) Others	0	
	c. Destroyed SP	0	
	d. Subsequent losses from fire, theft, etc.	0	
	e. Released from dispersed location	0	
	f. Shipped to TID	0	
	g. Removed under PD	0	
	h. Removed on allocation	0	
	i.		
3.	Total deduction from original inventory		7
4.	Item missed from original inventory-subsequently picked up		0
5.	Adjusted original inventoru total Iline 1 less line 3, plus line 4)		276
6.	Subsequent additions to inventory		
	a. Returned PD'd items	0	
	b. Added on evaluation	0	
	c.		
	d.		
7.	Inventory total		276
1.	"U" items		0

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

9. Total items available for allocation (line 7 less line 8) 660 276

SECTION 11
MISCELLANEOUS

1. Non-inventoried items shipped to TID 0
2. Items inventoried under other plant code number (Not included in line 9, SEC 1)
3. Authorized transformer capacity 300 KW
4. EX items subsequent to original inventory 3

See reverse side

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

SETODA SHIPBUILDING CO. 11-21
Section 1B.

1B

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS

Section 1B. Maps

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

SETODA SHIPBUILDING CO. 11-21
Section 1C.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
28 Feb. 1949	Additional Construction in Reparation Plant - Setoda Shipbuilding Company Ltd.	HMGT - Basic
17 July 1950	Report on Number of Guards at the Reparation Plant	

Section 1C. Management, Guards and Maintenance Personnel

1c

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

CHUGOKU MARITIME BUREAU

Hiroshima, Japan

Date July 17, 1950

TO : Chugoku Civil Affairs Region, Economic Section,
Mr. Stradly.

FROM : Manager of Ships Department,
Chugoku Maritime Bureau.

SUBJECT: Report on Number of Guards at the Reparation Plant.

Attached is the report (3 copy of the 1st chart, 1 copy of the 2nd chart) from Setoda Shipbuilding Co., Ltd. on above subject so we are forwarding it to you.

MANUFACTURING AND INDUSTRY
FILE 11-21 Sec. II

T. Yasuda

for the Manager,
Ships Department,
Chugoku Maritime Bureau.

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

A. Plant Code No. 4-11-21.

B. Plant name and address

The Setoda Shipbuilding Co., Ltd.

Setoda-machi, Hiroshima pref.

C. Number of guards paid from reparation funds as of thirsty days the date of this memorandums. Nil

D. Number of guards paid by operating plant funds as thirsty days after the date of this memorandum. 6 (Six)

E. Number of Custodial personal paid from reparations funds as of 1st April. 1950. Nil

F. Number of Custodial personal paid by operating plant funds as of 1st April. 1950. 9 (nine)

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

Number of Custodian and Guards.

Code NO.	Shipyard	1949 June.	1949 Dec.	1950 April	1950 June.	1950 July.
11—21.	Setoda Shipbuilding Co., Ltd.	3 (three)	1. (one)	0.	0.	0.

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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 248

D/FMK/ma

CENTRAL FILE

File No: HMGT 386.3 28 February 1949

SUBJECT: Additional Construction in Reparation Plant - Setoda Shipbuilding Company Ltd.

11-21
I.C.

THROUGH: Director
Chugoku Liaison and Coordination Office
Kure, Japan

TO : Chugoku Maritime Bureau

1. Reference; letter Chugoku Maritime Bureau, dated 4 February 1949, subject: "Additional Construction in Reparation Plant".

2. Reference; letter Setoda Shipbuilding Company Ltd., dated 25 January 1949, subject: "New Construction of Black Smith Shop in Setoda Shipbuilding Company Ltd."

3. The application for construction as indicated in the above referenced letter is approved by this headquarters, subject to the restrictions listed below.

a. This letter gives no special authority for the purchase of restricted materials required in the construction.

b. Additional equipment purchased for use in the newly constructed building, and therefore non-reparations will be marked as such so as to avoid complications in the reparation program.

c. Existing laws pertaining to construction will be abided by.

d. A copy of this correspondence will be kept on file for reference.

FOR THE COMMANDING OFFICER:

WILLIAM BAKER
Major, Inf.
Executive-Adjutant

18.50

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

SETODA SHIPBUIQDING CO. 11-21
Section 1D.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS

I D

Section 1D. Maintenance Materials

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

SETODA SHIPBUILDING CO. 11-21
Section 1E.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS

1E

Section 1E. Demilitarization Certificate and Destruction of SP Machinery

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

SETODA SHIPBUILDING CO. 11-21
Section 1F.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS

Section 1F. T.I.D. Receipts

1F

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

SETODA SHIPBUILDING CO. . 11-21
Section II.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
16 Dec. 1948	Repair and Use of Broken Equipment in Reparations Plant.	HMGT - BASIC
15 Feb. 1949	Reconversion Permit for Reparations Plant.	HMGT - BASIC
28 Feb. 1949	Additional Construction in Reparation Plant O Stoda Shipyard	HMGT - BASIC
14 May 1949	Disapproval of Petition to construct a drydock at Setoda Shipyard.	HMGT - BASIC
~~15 Feb. 1949~~	~~Reconversion Permit for Reparations Plant~~	~~HMGT - Basic~~
14 May 1949	~~Disapproval of Petition to Construct a Dry Dock at Setoda Shipbuilding Company Ltd.~~	~~HMGT - Basic~~

Section II. Use of Installation and/or Equipment

II

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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 248

D/FMK/jn

11-21
Sec II

File No: HMGT 386.3

14 May 1949

SUBJECT: Disapproval of Petition to Construct a Dry Dock at Setoda Shipbuilding Company, Ltd.

TO : Director
Chugoku Liaison and Coordination Office
Kure, Japan

1. Reference; letter, Chugoku Liaison and Coordination Office HRL No.353, dated 29 November 1948, subject: Petition to build a dry dock and its belonging equipment in reparations plant.

2. The subject petition after appropriate review, has been disapproved by SCAP. As the Setoda Company is listed for reparations and is, therefore, subject to disposal at any time, makes uneconomic any additions to existing facilities which are not absolutely essential.

3. As for the repairing of dry dock caisson No. (1) one, it is mandatory that measures be taken as are necessary to insure proper protection, maintenance, and safeguarding of equipment designated as reparations.

JAMES R. TRUDEN
Lt Col TC
Commanding

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

CMGR 014 (D-El) 7th Ind
(7 Jan 49)
Subject: Petition to Complete Dry Dock

Headquarters Chugoku Military Government Region, APO 248,
Kure, Honshu, 6 May 1949

TO: Commanding Officer, Hiroshima Military Government Team,
APQ 248

Your attention is directed to paragraph 4 of the 4th indorsement.

BY ORDER OF COLONEL SNYDER:

JERRY W. TOM
1st Lt, USAF
Adjutant

1 Incl:
n/c

6357

3459

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

AG 826.3(7 Jan 49)ESS/IND, 20 Apr 49 4th Ind
Subj: Petition to Complete Dry Dock

7612

continue in the listed shipyards, such measures will be taken as are necessary to insure proper protection, maintenance, and safeguarding of equipment", not only authorizes whatever repairs are necessary to the #1 dry dock caisson but also makes it mandatory.

4. In view of the above and considering that no evidence supporting the necessity of the additional dry dock other than safety and protection of the #1 dry dock has been advanced, subject petition is not considered favorably at this time.

BY COMMAND OF GENERAL MacARTHUR:

DONALD McLEOD
Captain, CAC
Actg Asst Adj Gen

1 Incl
n/c (orig)

3854

AGMGEM 386.3 5th Ind 26 APR 1949

MG

Headquarters Eighth Army, APO 343

TO: Commanding General, I Corps, APO 301

J. A. O'B.

1 Incl:
n/c

AG 014 - BA 6th Ind APR 30 1949 EHN/ay

Hq I Corps, APO 301,

TO: CO, Chugoku Mil Govt Region, APO 248

Your attention is directed to the 4th indorsement.

BY COMMAND OF MAJOR GENERAL COULTER:

RECORDED HQ I CORPS

WILLIAM A. FRANKS
Major, AGD
Asst Adj General

1 Incl:
n/c

BR/2058

6757

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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 317

D/EMN/jn

File No: HMGT 386.3

7 January 1949

SUBJECT: Petition to Complete Dry Dock

TO : Commanding Officer
Chugoku Military Government Region
APO 317

1. The attached petition of the Setoda Shipbuilding Company, a reparation installation, (11-21), is forwarded for your consideration.

2. This company has two dry docks, No.1 is completed and operating, the other, No.2, is only half completed. The completed dry dock is in poor condition, leaking constantly, and in some danger of the wooden gate collapsing. In order to repair the gate of No. 1 and to continue ship repair operations at the same time, it is necessary that No.2 dry dock be completed.

3. No.2 dry dock is excavated and one half of the wall surfacing has been completed. It order to complete this dock, 300 tons of cement will be needed.

4. This headquarters recommends that approval be granted to complete No.2 dry dock in order that gate on No. 1 dry dock can be repaired.

T. M. Cloward

1 Incl:
Petition to Build a
Dry Dock (trip)

T. M. CLOWARD
Lt. Col., USAF
Commanding

4027

213

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

CMGR 386.3 (D-E1) 1st Ind
(7 Jan 49)
Subject: Petition to Complete Dry Dock

Headquarters, Chugoku Military Government Region, APO 317, Kure, Honshu,
7 February 1949

TO: Commanding General
I Corps
APO 301
(Attn: M.G.Section)

MG

1246

1. Recommend Approval.

2. The Setoda Shipbuilding Company is on the island of Ikuchi Jima. It is the main industry of the Island and a source of livelihood to many of the inhabitants.

3. The Hiroshima Military Government Team has informed this headquarters that the petition has been submitted through Japanese channels; the alocation for materials will come through Japanese channels if the project is approved by the Japanese Ministry concerned.

Roger A. Brown Maj: F.A.

1 Incl:
n/c

for. RUSSEL C. SNYDER
Colonel, FA
Commanding

3160 AG 014 - BA 2nd Ind EHN/ay

Hq I Corps, APO 301,

TO: CG, Eighth Army, APO 343

FEB 1 21949

1. Reference Operational Directive No. 11, subject: "Japanese Public Works and Reconstruction Program", dated 12 February 1948.

2. Completion of the second dry dock property on the Setoda Shipbuilding Company (Reparations installation 11-21) will be of material benefit to the economy of Chugoku Region. This project qualifies under reference directive paragraph 1 as contributing to the immediate recovery of Japan. It is recommended that favorable consideration be given this request.

FOR THE COMMANDING GENERAL:

1 Incl:
n/c
07207

WILLIAM A. FRANKS
Major, AGD
Asst Adj General

4027

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

AGMGEM 386.3 3rd Ind
SUBJECT: Petition to Complete Dry Dock (7 January 1949)

Headquarters Eighth Army, APO 343 1 MAR 1949

TO: Supreme Commander for the Allied Powers, APO 500
(Attn: ESS/IND, Shipbuilding Unit)

1. The inclosed petition for the completion of the No. 2 dry dock, Setoda Shipbuilding Co. (Reparation plant No. 11-21), involves the allocation of a considerable quantity of cement, therefore, this application is forwarded for consideration without recommendation.

2. This headquarters does not consider the petition to come within the purview of a public works project as referred to in the 2nd indorsement.

FOR THE COMMANDING GENERAL:

1 Incl:
copy w/d

MONROE N. HOWEY
Major, AGD
Asst. Adj. Gen.

GHQ, SCAP MAR 3 1949 AGO RECORDS

AG 826.3(7 Jan 49)ESS/IND 4th Ind

GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS,
APO 500, 20 April 1949

TO: Commanding General, Eighth Army, APO 343

1. Review of the shipbuilding and ship repair facilities in the Hiroshima area indicates ample capacity to carry out both the present and projected repair and building programs without the proposed completion of the #2 dry dock of the Setoda Shipbuilding Company.

2. The fact that the Setoda Company is listed for reparations and is, therefore, subject to disposal at any time, makes uneconomic any additions to existing facilities which are not absolutely essential.

3. SCAPIN 1135, subject: Reparations Selections Within the Shipbuilding Industry, (13 Aug 46), which states in part, "In all cases whether or not operations are permitted to

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

CHUGOKU LIAISON AND COORDINATION OFFICE

HRL No. 353 29 November 1948

SUBJECT: Petition to Build a Dry Dock and its Belonging Equipment in Reparations Plant.

TO : Commanding Officer,
Hiroshima Military Government Team.

1. Attached is a petition on above subject dated 24 November 1948 from the manager of Setoda Shipbuilding Co., Ltd.

2. High consideration is greatly appreciated on this matter.

Osamu Itagaki

O. Itagaki,
Director,
Chugoku Liaison and Coordination Office.

Inclosure: as indicated above.

MY/yt.

Encl 1

10681

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

Setoda tow , Hiroshima pref.
24 Nov 1948.

To; Commanding Officer.
Hiroshima Military Government team,H:Q.

11-21

Re: Petition to build a dry dock and its belonging equipment in reparative plant.

Sir,

We hereby humbly submit our petition for your permission to build a dry dock for repairing vessels and its belonging equipment in our plant, the Setoda Ship-building Co,Ltd., the reparative one,under the following reason and plan.

Reason:

(1). As attached plant lay out, there are two dry docks in this factory,one of them is No.1.dry dock in working,the other is not completed one,namely No.2. dry dock laying parallel to the former with about 20 meters distance.

No.1. dry dock had built in 1941,but on account of the severe scarcity of material during the war, it has had only the wooden panel gate in stead of the steel caison which remain as a plan in future.

So water leaking through the seams of gate panels has been enormous volume and the pump to drain has been always operated,so the electric power consumed to this has been resultly great amount.

Recently water run into No.1. dock has been not only through the gate, but also through the crack of the side wall, and the volume of water has been increased day by day.

Received by The Chugoku
Liaison and Coordination Office
on 29 Nov 1948.

back to Dock 1

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

Water leaking through the wall was identified that the pooled water fulled into No.2.dock,run under the ground and was pushed by the pressure and gushed out through the small cracks of the wall.

No.2. dock had been dagged in 1944,but the great change ~~by~~ caused by the result of war had influenced on our plan and given up to continue ~~through~~- the construction .

At that time, we built the double dam in front of the sea for prevention of the sea water running into, but these unparfect dams has not been effective and in flood tides sea water has been running in and rain water has increase the amount at last water has fulled up this big pool.

Having no way to run out, water had naturally permeated in to the weak parts of earth, especially between two docks by the difference of the pressure, as No.1. dock almost all time has been vacants.

At present, water leaking into No.1.dock is very little, but without any treatment at this point it will be distinguish-ly anticipated that in the near future the side wall of No.1. dock will be unavoidably collapsed by the large pressure of the filled water in No.2.dock,and No.1.dry dock will be use-lessly damaged.

(2). Looking over the proportion of the production of this plant, the repairing works ~~is~~ 80 % of these all and almost of these are accepted with the premise of docking. Under this circumstances, when the existing dry dock would be uselessly damaged, the management of this factory will be greatly diffcult and consquently. the livelihood of the employee

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

will ~~be-gree~~ fall into the worst condition.

(3). Under this circumstance, the improvement and strengthening of No.1. dry dock is the urgent nesecessity to prevent the above mentioned, but considering on the present condition ~~itis~~ is too late to have a temporal and supplimental repair and it needs the radical and completely treatment.

But to performance the later the use of the existing dry dock ~~will~~- would be stopped during few monthes, and resultly the above mentioned condition of managing factory would appear, and in addition the hardening of the bottom and side of No.2. dock, like as constructing stone wall and cementing the base, would be most important part of this works and could not be omitted.

Then we have concluded that it is the best way to recommence the construction of No.2. dry dock and to complete before the natural collapse of No.1. dock.

On completion of No.2. dock, we would be able to accept the repairing works enough to maintain the management of factory, then we may repair through and through No.1.dock, reconstructing side wall and building steel caison to replace for existing wooden panel gate.

(4) Beside at present the machinery equipment s for repairing engine in this plant are superior comparing with the equipment for repairing hull like as dry dock and slip way, and numerous number of machine are unoperating. These machineries will be worked in full capacity and with a good balance when the new dry dock would be added on.

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

At the time of the completion of this plan, we believe that the good condition of the management of the factory will be expected and the covetousness of the employee to increase production will be raised neverthless they have been dejected by the designation of reparative plant.

Plan:

(1). Dry dock.

Length..at the top...113 m. at the bottom...110 m.
Depth..above keel block..... 7 m.
Breadth.at the top...21 m. at the bottom 16 m.

Caison.....steel.

(2) Pumping equipment.

Main pump..100 H.P. centrifugal pump....two(2)
20 inches diameter.
Auxiary pump..20 H.P. centrifugal pump...one(1)
8 inches diameter.

(3) Air compressing equipment

Air compressor...100 H.P.....one(1)

(4) Hoisting equipment

Traveling crane...3 tons power at its end..one(1).

(5) Transferring equipment

Locomotive freight car.....2 tons power...one(1).

(6) Electrical winch.....15 H.P. .....two(2).

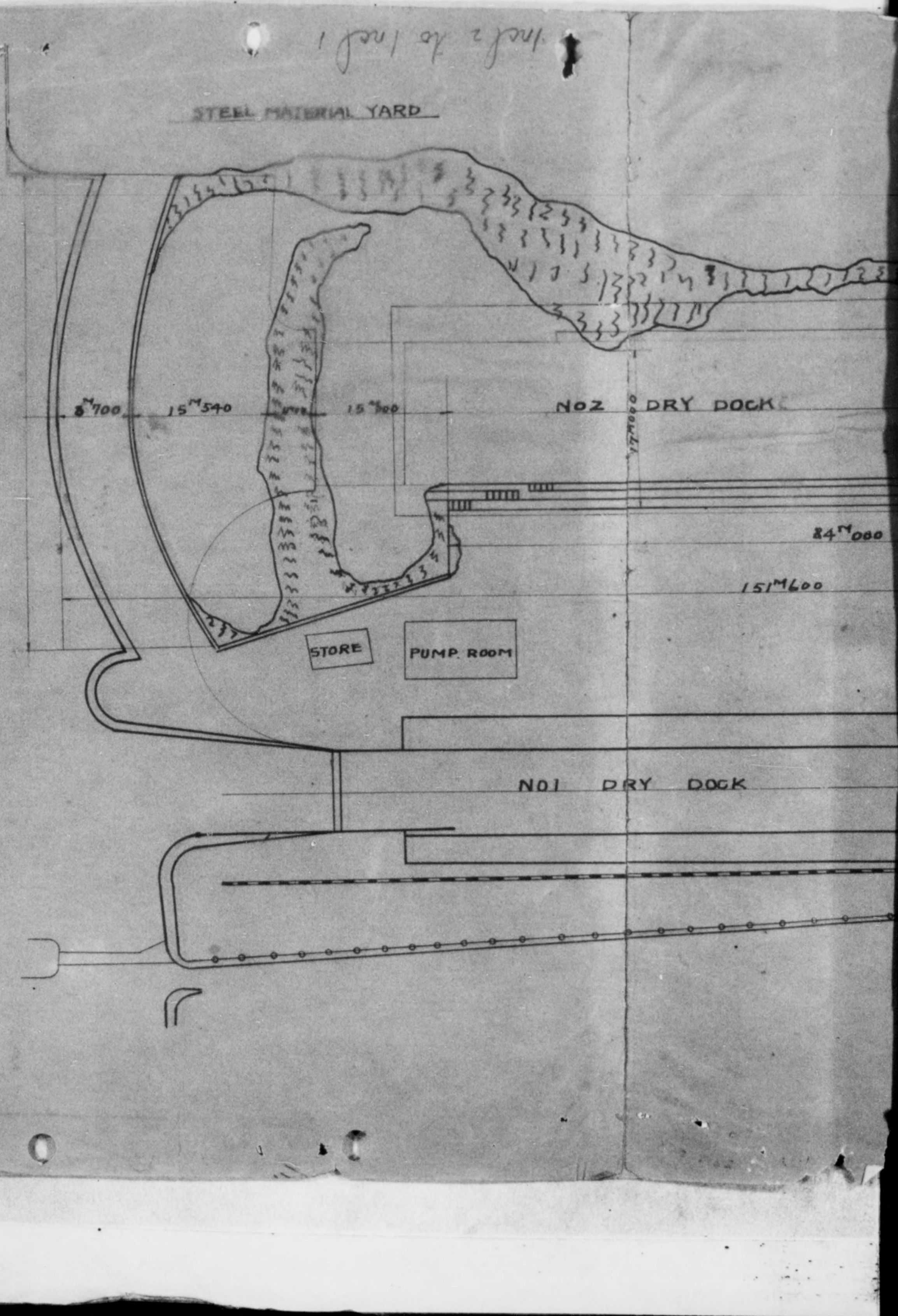
(7) Tag boat....100 G.T. with 300 H.P. steam engine..one(1).

For the abovementioned reaso and we respectfully beg you to assist us for the permission to carry out the above plan for supporting the management of this plant.

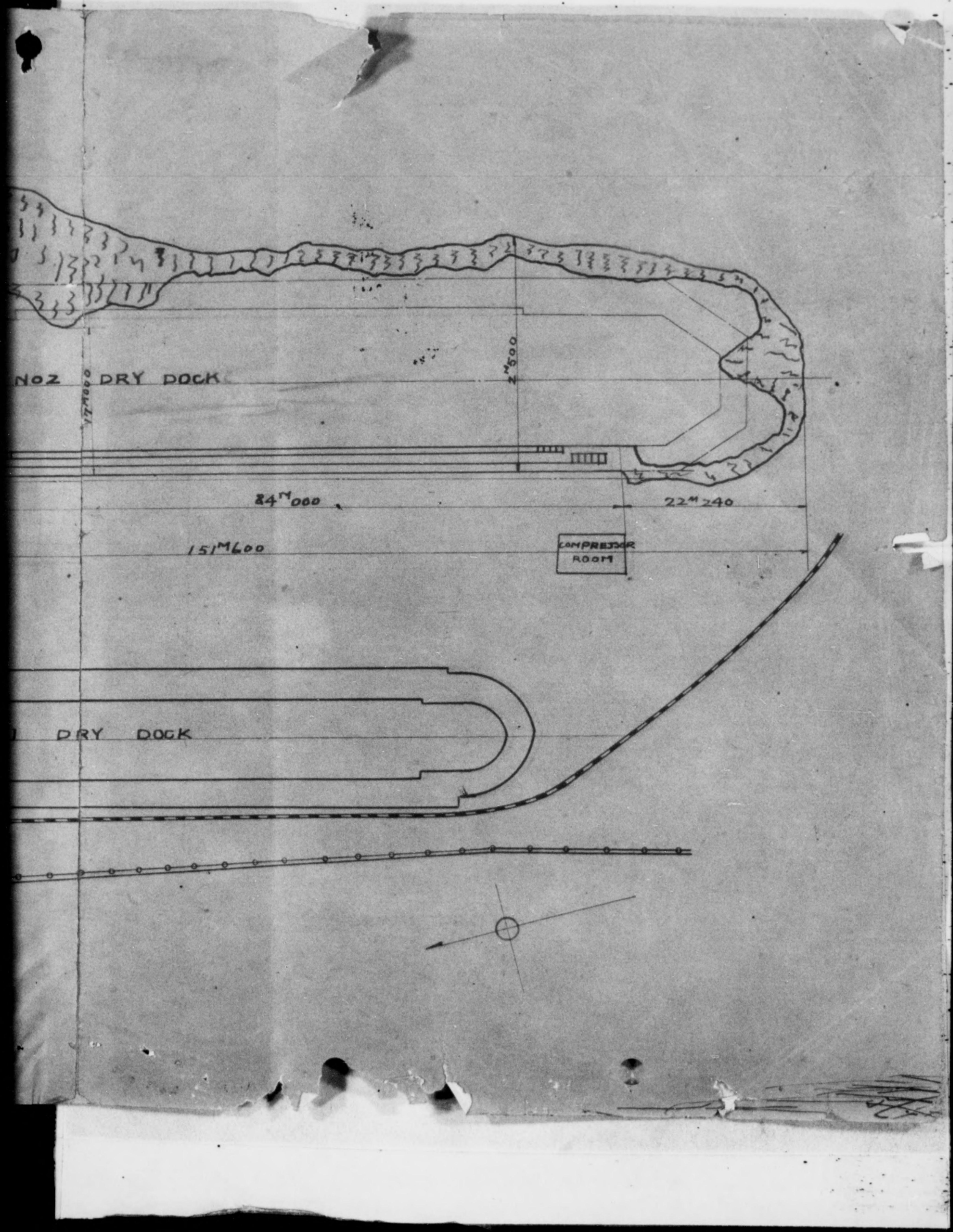
Yours faithfully,

S. Murakami
President, the Setoda Shipbuilding Co.,Ltd

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



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



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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 248

D/FMK/mn

11-2 Ltr 11

File No: HMGT 386.3

28 February 1949

SUBJECT: Additional Construction in Reparation Plant - Setoda Shipbuilding Company Ltd.

THROUGH: Director
Chugoku Liaison and Coordination Office
Kure, Japan

TO : Chugoku Maritime Bureau

1. Reference; letter Chugoku Maritime Bureau, dated 4 February 1949, subject: "Additional Construction in Reparation Plant".

2. Reference; letter Setoda Shipbuilding Company Ltd., dated 25 January 1949, subject: "New Construction of Black Smith Shop in Setoda Shipbuilding Company Ltd."

3. The application for construction as indicated in the above referenced letter is approved by this headquarters, subject to the restrictions listed below.

a. This letter gives no special authority for the purchase of restricted materials required in the construction.

b. Additional equipment purchased for use in the newly constructed building, and therefore non-reparations will be marked as such so as to avoid complications in the reparation program.

c. Existing laws pertaining to construction will be abided by.

d. A copy of this correspondence will be kept on file for reference.

FOR THE COMMANDING OFFICER:

63

WILLIAM BAKER
Major, Inf.
Executive-Adjutant

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

CHUGOKU LIAISON AND COORDINATION OFFICE
KURE HONSHU

HRL No. 66

21 February 1949

SUBJECT: Application on Additional Construction in Reparation Plant - Setoda Ship Building Co. Ltd.

TO : Commanding Officer,
Hiroshima Military Government Team.

1. Application on above subject, dated 25 January 1949 from the Manager of Setoda Ship Building Co. Ltd. through the Chugoku Maritime Bureau is submitted herewith enclosed.

2. Your high consideration on this regard will be greatly appreciated.

Osamu Itagaki

O. Itagaki,
Director,
Chugoku Liaison and Coordination Office.

Inclosure: as indicated above.

MY/ta

1122

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

CHUGOKU MARITIME BUREAU

Ujina, Hiroshima
4 February, 1949

TO: Chief of Commerce & Industry Section, H.M.G.T.

FROM: Director, Chugoku Maritime Bureau

SUBJECT: Additional Construction in Reparation Plant.

Setoda Shipbuilding Co., a reparation plant, has submitted a petition to construct a blacksmith shop as in attached sheets. Chugoku Maritime Bureau considers that the above additional construction is necessary for proper operation of the plant.

I herewith beg that permission be granted with your generous consideration.

Y. Yamagisawa

Director, Chugoku Maritime Bureau.

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

Setoda Ship Building Co, Ltd.
Setoda town, Hiroshima pref.
25, Jan. 1949.

Subject: NEW CONSTRUCTION OF BLACK SMITH SHOP IN SETODA SHIP BUILDING CO. Ltd

To: Commanding officer,
Hiroshima Military Government team, H. Q.

Facing with much difficulty by having Black Smith Shop in the same building of Boiler Shop, where we find much too narrow for the natures of their work, we are compelled to beg for your permission to build a new Black Smith Shop at the location indicated on the drawings attached herewith.

Discription of the Lay-out

1. Construction & Location

Between the Building Berth & No. 2 Dock-(uncompleted) and the north of the suspended Wrought Iron Shop.

2. Construction & Structure

a. Steel Structure

b. Tile Roof

c. Shed

d. Area 90 tsubo (approx. 3, 240 sq. ft.)

3. Facilities

a. Two plate bending roller shall be installed. (One will be transfered from the existing boiler shop, the other is unregistered.)

b. One shearing machine shall be transfered from the boiler shop.

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

c. One punching machine shall be installed. This machine, unregistered, has been granted to use on 16 Dec 1948.

d. One new overhead crane shall be installed.

e. Other impliments, tools.

It is most urgent to have the Black Smith Shop independently to facilitate the work and hope that you will grant the application.

Very respectfully yours,

S. Murakami

Shonaeni Murakami
The president & Director,
Setoda Ship Building Co. Ltd

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

PLANT LAY-OUT AND LOCATION MA

SHEARS

BUILDING BERTH

DRY DOCK NO 2 (NOT COMPLATED)

DRY DOCK NO 1

SALT PIT

Expect to Construction (AREA, 3,240 Sq feet)

AIR COMPRESSOR ROOM

WROUGHT IRON SHOP

DOCK SHOP

AIR COMPRESSOR Room

BOILER SHOP

CARPENTER SHOP

MACHINE SHOP No.1

MACHINE SHOP NO 2.

PIPING SHOP

FOUNDRY SHOP

OFFICE ROOM

ELECTRIC SHOP

FARM

MOLD LOFT

LUMBER DEPOT

CARPENTER SHOP

WARE HOUSE

SAW MILL SHOP

CARPENTER SHOP

SLIP WAY

SALT PIT

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

-OUT AND LOCATION MAP OF THE SETODA SHIP YARD

SHEARS
BUILDING BERTH
PRESSOR ROOM
BOILER SHOP
CARPENTER SHOP
SLIP WAY
MACHINE SHOP NO 2.
FOUNDRY SHOP
MOLD LOFT
CARPENTER SHOP
CARPENTER SHOP
SLIP WAY
TOWN'S PIER

TO ONOMICHI, MIHARA, AND IMABARI
TO ONOMICHI
THE SETODA SHIP YARD
SALT PIT.
SALT PIT.
SCHOOL
MAIN STREET
KŌSANJI

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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 248

D/ED/mn

File No: HMGT 386.3 15 February 1949

SUBJECT: Reconversion Permit for Reparations Plant

THROUGH: Director
Chugoku Liaison and Coordination Office
Kure, Japan

TO : Setoda Shipbuilding Company Ltd.
226-6, Sawa, Setoda
Toyota-gun
Hiroshima-ken

1. Forwarded for your information is approved Reconversion Permit from Supreme Commander for the Allied Powers.

2. A program will immediately initiated to conform with instructions listed in permit.

FOR THE COMMANDING OFFICER:

WILLIAM BAKER
Major, Inf.
Executive-Adjutant

1 Incl:
1 copy of Reconversion Permit, SCAP dtd 22 Jan. 1949

II

A. Econ. File

40

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

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

22 Jan 49
Date

TO: Hiroshima
Military Government Team

SUBJECT: Reconversion Permit for Reparations Plant

1. Inclosed is an Operating Permit for Setoda Shipbuilding Co., Ltd.
Name of Company
226-6, Sawa, Setoda, Hiroshima-ken
Plant Name Address

2. This permit will be granted the company unless the company is not fully complying with current directives effecting operation of the Reparations Plants.

3. If the permit is not given the Supreme Commander will be notified immediately of the reasons for the withholding of the permit and recommendations as to continued operation of the plant. An information copy will be sent direct to the Supreme Commander (Attn: ESS/IN) and action copies forwarded through command channels.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

W. S. VAUGHAN
Chief, Industry Division

1197

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

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

22 Jan 49
Date

SUBJECT: Reconversion Permit for Reparations Plant

TO: Setoda Shipbuilding Co. 226-6 Sawa Setodamachi, Toyada-gun, Hiroshima-ken

1. In accordance with Memorandum from the Supreme Commander for the Allied Powers to the Japanese Government, dated 22 November 1946 (SCAPIN-1355), the Setoda Shipbuilding Co. is permitted to produce at their Setoda Factory located at Toyada-gun, Hiroshima-ken the following additional items:

Item	Maximum Quantity
Ship construction & repair	To be determined by allocations approved by SCAP
Marine engines constr. & repair	To be determined by availablity of materials
Ship tank constr. & repair	"
Agricultural machinery	"
Wooden furniture	"

2. The temporary use of the following additional reparations machinery is authorized:

not applicable

3. A program will be immediately initiated to substitute non-reparations machinery for reparations machinery in temporary use.

4. The acquisition of material, parts and sub-assemblies as well as the disposition of finished products and the establishment of sales prices will be in accordance with the regulations of the Japanese Government.

5. 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:

W. S. VAUGHAN
Chief, Industry Division

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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 317

D/ED/jn

11-21 II

File No: HMGT 386.3

16 December 1948

SUBJECT: Repair and Use of Broken Equipment in Reparations Plant

THROUGH: Director
Chugoku Liaison and Coordination Office
Kure, Japan

TO : Manager
Setoda Shipbuilding Co., Ltd.

The repair and temporary use of machinery listed in attached application is approved.

FOR THE COMMANDING OFFICER:

1 Incl:
1. Application Setoda Co., Ltd.
1 copy w/d.

WILLIAM BAKER
Major, Inf.
Executive Adjutant

HMGT 386.3

15 Dec 48

11210

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

CHUGOKU LIAISON AND COORDINATION OFFICE

HRL No. 355 29 November 1948

SUBJECT: Petition of Repairing and Using of Broken Equipment in Reparations Plant.

TO : Commanding Officer,
Hiroshima Military Government Team.

1. Petition on above subject, dated 15 November 1948 from the manager of Setoda Ship-Building Co., Ltd. is submitted herewith enclosed.

2. Your high consideration on this regard will be greatly appreciated.

O. Itagaki,
Director,
Chugoku Liaison and Coordination Office.

Inclosure: as indicated above.

MY/yt.

encl 1/2.

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

The Setoda Ship-Building CO.,Ltd.
Setoda Towr Hiroshima Pref.
L 15th Nov. 1948.

Subject; Repairing and using of broken equipment in reparation plant.

Through; Chugoku Liaison office.

To ; Commerce and Industry section,
Hiroshima Military Government team, H.Q.

We hereby humbly submit our petition for asking your permission to Repair and Use the undermentioned equipment.

"Punching Machine.(capacity.9 m/m)

Located in Boiler-shop,(the Setoda Shipyard.)

This had been excepted from Inventory sheets, for the reason of "Broken and unable to repair economically" at entry time, and seine then we have kept as existent condition.

But continuing the operation of plant, we feel the necessity of this kind of machine, we wish your consent to repair this equipment as per following methed.

A. Dissecting machine.(including breaking foundation.)
Yen. 8,400.

B. Renewal of broken part,(Bed.)
Yen.83,000.

C. Setting,(including construction of foundation.)
Ten. 12,300.

D. Electrical arrangement,(necessary 10 H.P. motor.)
Yen. 22,000.

Total. Yen. 125,700

Received by the Chugoku
Liaison and Coordination Office
on 29 Nov. 1948.

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

SETODA SHIPBUILDING CO. 11-21
Section III.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
7 June 49	Request for change in Status of Reparations Plant.	CMGR - Basic
22 July 1950	Reparations Equipment	Mukai Takuichi, Setoda-machi, Toyota-gun
27 Oct. 50	Installation of Additional Equipment at Plant 11-21	CCAR - Basic

III

Section III. Exemption of Installation and/or Equipment

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

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
APO 182

D/RPL/hk

CCAR 386.3

27 October 1950

MEMORANDUM FOR: Chugoku Maritime Bureau

THROUGH: Chugoku Liaison and Coordination Office

SUBJECT: Installation of Additional Equipment at Plant 11-21

1. Reference is letter of Setoda Shipbuilding Company, Hiroshima Prefecture, subject: "Install of new equipment in reparation plant", 5 September 1950.

2. Effective 1 November 1948, all equipment from non-reparations sources transferred into a reparations installation subsequent to its evaluation during 1948 or later, will be considered exempt from reparations claims; such equipment may be marked "EX" by the owner without prior submission of documentary evidence to Civil Affairs Regions for its approval.

3. It is requested that the applicant company familiarize themselves with procedure outlined in Memorandum for Japanese Government, SCAPIN 1938, subject: "Exempt Equipment in Reparations Installations", 28 October 1948.

C. N. BAILEY
Colonel Inf
Chief

Subject File RDL RDS 6/18

MANUFACTURING AND INDUSTRY FILE 11-21 Sec III

240

27/10

ECON-1707

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

CHUGOKU LIAISON AND COORDINATION OFFICE

CHL No. 232 (SM) 14 October 1950

SUBJECT: Application for Installation of New Equipment in Reperation Plant.

TO : Chief, Chugoku Civil Affairs Region.

The attached is forwarded from Setoda Shipbuilding Company, we should be very much obliged if you will have your kind consideration for this application.

OSAMU ITAGAKI
Director
Chugoku Liaison & Coordination Office.

Inclosure: as indicated above.

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

Setoda-machi, Hiroshima prefecture.

September 5, 1950.

To : Chief, Chugoku Civil Affairs Region.

Subject: Install of new equipment in reparation plant.

We hereby humbly submit our petition for asking your permission to install undermentioned equipments in our plant with following reason.

1. Reason

At present, we have six winches in our plant, but it is not enough to carry on useful work with exist equipments, and then we wish to make good balance with acquiring new equipment.

2. New equipments to be install.

Location	Name of equipment	Description
Ship building berth	Electrical winch	With 15 HP Electric motor capacity 3 K.T.
Slip way	〃	〃
Wharf	〃	With 30 HP Electric motor Capacity 15 K.T.

Your faith fully

The Setoda Shipbuilding Co., Ltd.

Custodian

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

Office Memorandum

CHUGOKU CIVIL AFFAIRS REGION
ECONOMICS SECTION

TO : Mr. Stradley DATE: 22 July 1950

FROM : Mr. Minkai Takeuchi (Seal)
Hayashida, Setoda-machi,
Toyata-gun, Hiroshima Pref

SUBJECT: Reparations Equipment

Sir:

I herewith wish to report to you, upon the request from Setoda Zosen, regarding the machines (which belong to me) that I have been Rented to the Setoda Zosen. With respect to how I came to be in possession of the machines.

Sec. III

11-21

NOTE: These are items supposedly released by Capt Francisco, HMGT. but plant has no written documents. Applic asking release of these items was forwarded 6 July 50 by Setoda Shipbldg Co.
RPL

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

a. Bending Roller 1

Manual Press 1

These two machines were manufactured in my shop in Osaka city in 1933.

b. Winch 1

I purchase the machine from Sanei Kozakusho, Osaka city, in 1938.

c. Compressor 1

I purchased the machine from Yokota Iron Works, Osaka city, in 1935.

昭和二十五年七月廿二日

廣島縣豊田郡瀬戸田町林区

向井卓一

吳民事部経済課

ストラッドレー殿

現在瀬戸田造船所に貸与中の小生所屋機械に就てその取得事情を貴殿に御報告する様瀬戸田造船所から依頼を受けましたので次の通り御報告申しあげます

記

一、ベンデングローラ　壱台

一、マニュワルプレス　壱台

右何れも昭和八年大阪市に在つた小生所有工場で製作致しました

一、ウインチ　壱台

昭和十二年大阪市三宋工作所で購入

DECLASSIFIED E.O. 12065 SECTION 3-402\NNDS NO. 112013

記

ベンデングローラ　壱台

マニュアルプレス　壱台

右何れも昭和八年大阪市に在つた小生所有工場で製作致しました。

ウインチ　壱台

昭和十三年大阪市三栄工作所で購入致しました。

ミシンプレーナー　壱台

昭和十年大阪市横田鉄工所で購入致しました。

以上

DECLASSIFIED E.O. 12065 SECTION 3-402\NNDC NO. 77 2013

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

June 3

CMGR 386.3 (D-Kin) 1st Ind
(3 Jun 49)
Subject: Request for Change in Status of Reparations Plant

Headquarters Chugoku Military Government Region, APO 248,
Kure, Honshu, 7 June 1949

TO: Commanding Officer, Hiroshima Military Government Team,
APO 248

1. Attention is invited to paragraph 1 of basic letter, and the referenced Operational Directive 21/1 dated 1 March 1949 paragraph 4 (2) which is not applicable in support of the petition. Operational Directive 21 paragraph 1 e dated 30 March 1948, subject: "Japanese Industrial Reparations Facilities", would in the opinion of this headquarters better qualify the subject request if subsequent consideration is given for re-submitting this petition.

2. However it is suggested that pending further clarification of the reparations program similar requests for deletion from reparations custody be held to a minimum unless extenuating circumstance necessitates immediate processing.

BY ORDER OF COLONEL TOOLE:

2 Incls:
n/c

GEO. E. MAYER
Capt., FA
Adjutant

Mr. Kinnaman Region Economic Section is taking care of this.

Kmack

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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 248

D/FMK/mn

File No: HMGT 386.3

3 June 1949

SUBJECT: Request for Change in Status of Reparation Plant

TO : Commanding Officer
Chugoku Military Government Region
APO 248

1. Reference; Paragraph 4 (2) Operational Directive Number 21/1, dated 1 March 1949, subject: "Japanese Industrial Reparation Facilities."

2. Forwarded herewith in accordance with the above referenced Operational Directive is a petition from the Setoda Shipyard Ltd. requesting they be released from reparations.

3. As stated in the petition, practically the entire population of the island is dependent upon the Setoda Shipyard for their livelyhood. This, along with the fact that the majority of the reparation equipment in custody of the shipyard is in a 3rd class status, prompts this headquarters to recommend this petition be approved.

James R. Truden
JAMES R. TRUDEN
Lt Col TC
Commanding

2 Incls:
1. Petition from the Setoda Shipbuilding Co.
2. Petition from the Chief of Setoda Town.

7562

4000

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

PETITION FOR EXEMPTION FROM REPARATION

TO: Mr. Denichi Kodani, Chairman of Hiroshima Prefectural Assembly

The plant of this company (Setoda-machi, Toyota-gun, Hiroshima Pref.) was sometime ago designated as object for reparations and is now under custody by the company, and we hereby cordially request you to give your special consideration with regard to its exemption from reparations for the following reasons:

This plant was at first established under the name of now-defunct Setoda Senkyo K.K. (Setoda Dock Co. Ltd) in December, 1940, and since the December, 1944 reorganization under the name of Setoda Zosen K.K. (Setoda Shipbuilding Co. Ltd.), this plant, as the Setoda Plant of the new company, continued operation for some time. Now, this company had its main office together with its two plants in Kobe, but as the air raid of that city was intensified, this company, urged by the then supervising Naval Ministry, shut down all the establishments in Kobe and moved them to this Setoda Plant, and ever since the whole operation of the company has been continued by this plant alone. As this company has no other related workshops than those in Setoda-machi, and, furthermore, as it has no affiliated plutocrats, the removal of equipment from this plant means nothing but the end of the operation of the company, and as this company has no means to shift employees to other workshops as is often observed in their companies, the removal is a vital question for the whole employees.

From a geographic viewpoint, this plant was originally equipped with the object of building and repairing ships under 1,000 tons so that it may be understood that its equipment is too small in scale to be treated as reparations object, and, moreover, its efficiency is very low when we think of the high cost of removal.

On the other hand, let me consider this plant's value for the welfare of the town of Setoda. Before the establishment of the plant, Setoda was a small town, comprising only four or five thousand inhabitants, and, excepting farming and salt making no appreciable industry was seen. Hence, many were forced to move to other localities to earn their living; but once this plant was founded, most of them came back to work in the plant. Thus the population of the town has increased, and as many workmen of the plant are engaged in farming at leisure time, the farming products of the town have greatly increased. Besides, most of the shopkeepers of the town depend upon the plant workers and their dependents, and the crews of the coming ships, for their livelihood. At present nearly

Incl. 1

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

one third of the 10,000 odd inhabitants of the town directly or indirectly find means of livelihood through this plant. Moreover, the salt makers and farm product processing factories in and around this town wholly depend upon this plant for the repair of their machinery. Therefore, in respect of food problem alone, this plant is indispensable to this town. The headman of the town, considering the removal of this plant as finally decided, also made a petition as per separate sheet.

Thus we are convinced that to leave this plan as it is, is far more effective than to treat it as less efficient reparations establishment. And again we sincerely entreat you, for the reasons mentioned above, to reconsider this matter and take action so that our request may be fulfilled.

SHOICHI MURAKAMI
Director and President of Setoda Shipbuilding Co. Ltd., Setoda-machi, Toyota-gun, Hiroshima Pref.

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

January 1949

SUBJECT: The Petition for Exclusion from Reparation Level of the Shipbuilding Plant.

We, hereby, petition to the authorities concerned that the Setoda Ship-building Plant situated here, Setoda Town, Toyota County, Hiroshima Prefecture, a reparative objective plant, under our own custody would be put on the list designed to release from reparation program on the following grounds:

The plant, standing on Ise of Iguchi, where this town is situated, affects this town's economy so much so that it even influence its autonomous level itself being the sole big industry on the islet.

Before its erection, this town was a place of about five thousand population with small-scale farming and salt producing industry. With its establishment, the population had swollen to as much as ten thousands at a bound, with a wonderful flight to the modern industrial area from the former primitive agrarian area.

Among from the whole population on this islet, plant's labourers including their family constitute one per cent, while one-third are those who are gaining their means of living as store-keepers or crew etc. directly or indirectly connected with the plant management.

We wish your kind consideration would be directed toward the noticeable fact that sixty per cent of the plant workers are the indigenous people on this islet and are the same time part-time petty farmers. Before the plant's establishment, a greater portion of the population had emigrated with larger agrarian land left intact. However, along with its erection, those emigrants had returned home and, as it is, attending plant as workers with the result of full use of agrarian land of this islet so much so that even new breaks are now contributing to indigenous food production increase program.

The closing of the plant will, it is quite obvious, inevitably dirve the labourers into awfully unemployment condition where they will be absolutely impossible to find new means of emigration in view of the disastrous post-war predicament of Japan which, in turn, will incur very bad influence on the local autonomous administration.

Incl. 2

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

Another inseparable relations between the plant and the town can be found on the aspect where farming as well as salt processing instruments or apparatuses, when out of order, are being repaired by use of the plant facilities. In case of this limited islet, it is extremely difficult to find otherwise as to their repair work.

This islet is situated just about the middle of the Inland Sea line, holding the most favourable centre of call for shipping. This is the reason why this ship-building plant taking advantage of this topographical condition, is manifesting the most efficiencies in the field of ship building or repair services as compared with others. in its capacity of dealing with small-type vessels such as one-thousand small-type oil tankers, tog-boats and fishing boats.

We wish to emphasize that the very value of this plant's facilities exist nowhere but where it stands now.

Again, we beg your consideration would be paid on what is described above by us and that the plant, exempted from the reparative objective program, would be able to redouble its efficiency in order to stabilize, the more, the livelihood of whole population here.

KANAME KONO

Chief of Setoda Town,
Toyota County,
Hiroshima Prefecture.

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

SETODA SHIPBUILDING CO. 11-21
Section IV. A.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
22May 1948	Installation of Private Equipment at Setoda Shipyard.	HMGT - BASIC
23 Aug. 1948	Installation of New Equipment.	HMGT.- BASIC

Section IV. A. Transfers of Equipment into Installation

IVA

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

CENTRAL FILE

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 317

D/ED/mn

11-21

File No: HMGT 386.3

23 August 1948

IV-A

SUBJECT: Installation of New Equipment

THROUGH: Director
Chugoku Liaison and Coordination Office
Kure, Japan

TO : Director
Hiroshima Prefecture

1. The installation of new equipment listed in attached correspondence is approved.

2. The equipment mentioned will be clearly marked exempt (EX) and a copy of this correspondence will be kept on file in the company's office.

FOR THE COMMANDING OFFICER:

1 Incl:
Basic Ltr. and Petition

WILLIAM BAKER
Major, Inf.
Executive-Adjutant

HMGT 091.2

8031

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

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 317

D/ED/ran

File No: HMGT 386.3

23 August 1948

SUBJECT: Installation of New Equipment

THROUGH: Director
Chugoku Liaison and Coordination Office
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1. The installation of new equipment listed in attached correspondence is approved.

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FOR THE COMMANDING OFFICER:

1 Incl:
Basic Ltr. and Petition

WILLIAM BAKER
Major, Inf.
Executive-Adjutant

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

HIROSHIMA PREFECTURAL LIAISON OFFICE

Serial No. HPL-886

Kure City

20 August 1948.

SUBJECT: Installation new equipment.

TO : Commanding Officer,
Hiroshima Military Government Team.

Attached, herewith, is cordially submitted the report on above-mentioned subject dated 5 August 1948 from the President of the Setoda Ship Building Co., Ltd.

.....
T.WAKUDA
Director,
Hiroshima Prefectural
Liaison Office.

2814

施設增設許可申請書

今般左記施設ヲ弊社工場ノ新施設トシテ增設方御許可賜度此段申請仕候也

昭和二十三年八月五日

瀬戸田造船株式會社
取締役社長　村上正八

呉軍政部商工課　御中

記

一、アセチレンガス發生裝置並ニソノ配管

內容

イ、アセチレンガス發生器　二個
（三・二呎鐵板製）

ロ、ガスタンク　容量　〇・八五立方米　一個
（三・二呎鐵板製）

理由

ハ、配管　二吋丸　一三六米

ニ、設置個所　別紙附面參照

〇・三八立方米　一個

DECLASSIFIED E.O. 12065 SECTION 3-402\NNDC NO. 112013

DECLASSIFIED E.O. 13526 SECTION 3-405(b)/NNDC NOTE: 2013

イ・アセチレンガス発生器　一個

（機械鉄板製）

ロ・ガスタンク　容積　〇・八五立方米　一個

（機械鉄板製）

ハ・配管　二吋丸　一三六米

ニ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ホ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ヘ・配管　二吋丸　一三六米

ト・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

チ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

リ・配管　二吋丸　一三六米

ヌ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ル・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ヲ・配管　二吋丸　一三六米

ワ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

カ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ヨ・配管　二吋丸　一三六米

タ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

レ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ソ・配管　二吋丸　一三六米

ツ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ネ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ナ・配管　二吋丸　一三六米

ラ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ム・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ウ・配管　二吋丸　一三六米

ヰ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ノ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

オ・配管　二吋丸　一三六米

ク・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ヤ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

マ・配管　二吋丸　一三六米

ケ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

フ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

コ・配管　二吋丸　一三六米

エ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

テ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ア・配管　二吋丸　一三六米

サ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

キ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ユ・配管　二吋丸　一三六米

メ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ミ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

シ・配管　二吋丸　一三六米

ヱ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ヒ・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

モ・配管　二吋丸　一三六米

セ・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

ス・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ン・配管　二吋丸　一三六米

京・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

都・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

ン・配管　二吋丸　一三六米

京・設置個所　別紙図面参照

理由

現在弊工場ニ於ケル用途ニ供スル発生器ヲ有シ所要ノ溶接材ノ減量ヲ招来シ且ツ安全性ヲ欠キ又アルガ故ニ移動シテ使用シ得ル固定式発生器ヲ新設シテ缺陥ヲ除去セントスルモノ

一　台

都・三五〇馬力空気圧縮機　一段式

理由

現在弊工場ニ於ケル三〇馬力コンプレッサー二八台ノ増設ニヨリテ有シ得ル工事量ノ増強ニ努メタルモ其ノ能力以上ニ工事量ニシテ

設置場所　別紙図面参照

設置台数　一二五台

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

The Setoda Shipbuilding Co,Ltd.
Setoda Town,Toyoda county,
Hiroshima prefecture.
5 Aug 1948.

Subject: Installation new equipment.

To : Commerce and Industry section,
Hiroshima Military Government team,H.Q.

We hereby humbly submit our petition for asking your permission to install the undermentioned equipment in our plant as the following plan and reason.

(1). Acetylene gas generating apparatus and its piping arrangement.

a) Plan,

Acetylene gas generator..... two (2)
(made by 3.2m.m. steel plate)

Gas tank.....Capacity 0.85 cub.m.. one (1)
" 0.38 " one (1)
(made by 3.2m.m steel plate)

Piping..... dia.2 inches...length. 136 meters.
place to be installed and piping arrangement as attached plant lay out.

b) Reason.

As we have had only portable generators and removed them at the necessary place,it may cause the danger in handling and waste of materials.Then we want to equip the fix-typed one to maintain the safty working and saving materials.

(2) 50 H.P. air compressor.

a) Plan,

Type.....one stage.

R.P.M..... 285.

Presture..... 125

installed as attached plant lay out.

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

b) Reason.

The capacity of existent compressor is only 30 H.P. maximum, and not enough to carry out the works accepted at present, so it is our earnest desire to increase this equipment to accept the works mor than ever.

For this reasons, we respectfully beg you to assist us the permission of carring out the above mentioned plan.

Yours faithfully.

S. Murakami

President, the Setoda Ship Building Co., Ltd.

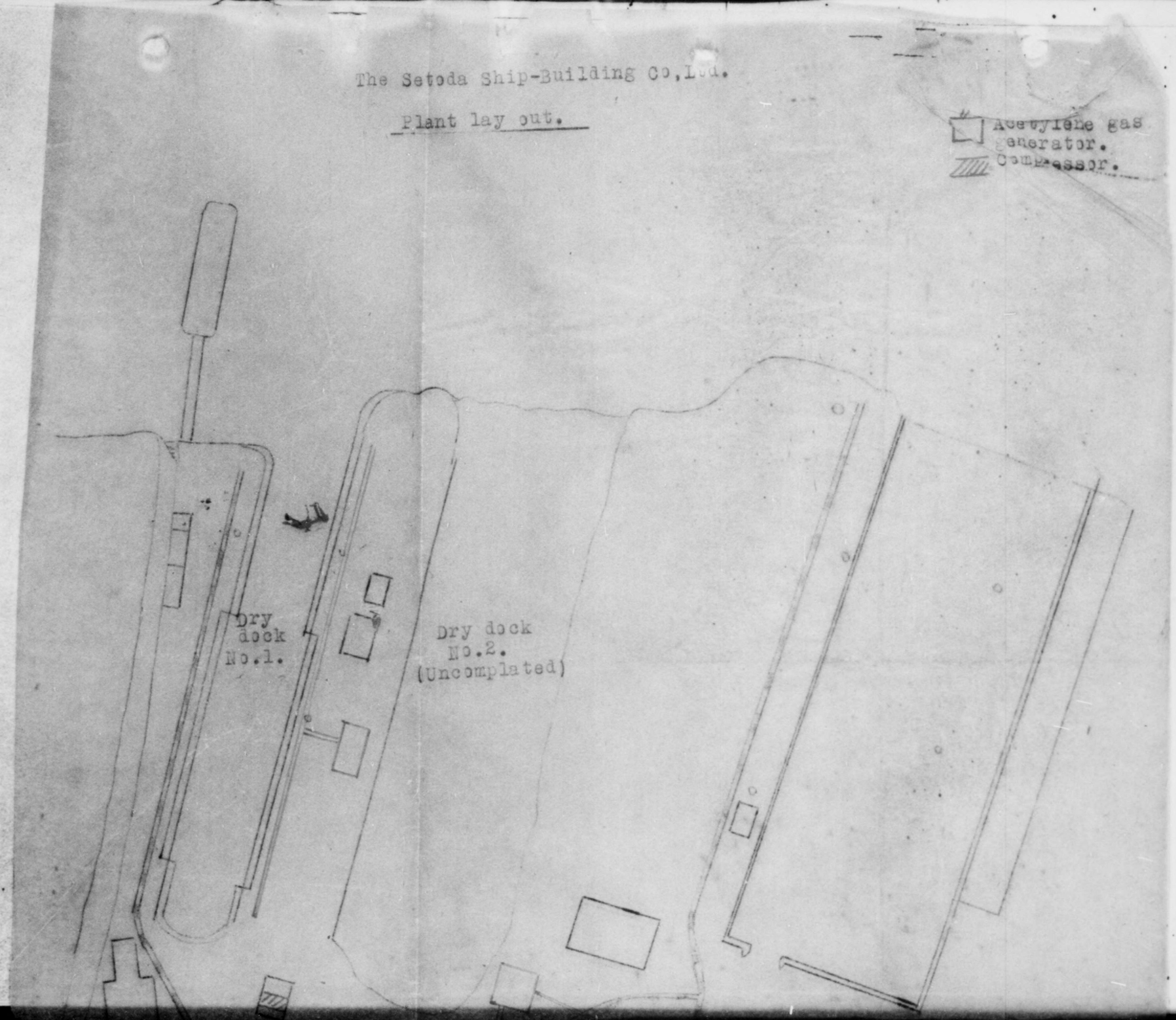
Attached ; a plant lay-out.

RECEIVED: 20 August 1948.
Liaison Section,
Hiroshima Prefectural
Liaison Office

The Setoda Ship-Building Co,Ltd.

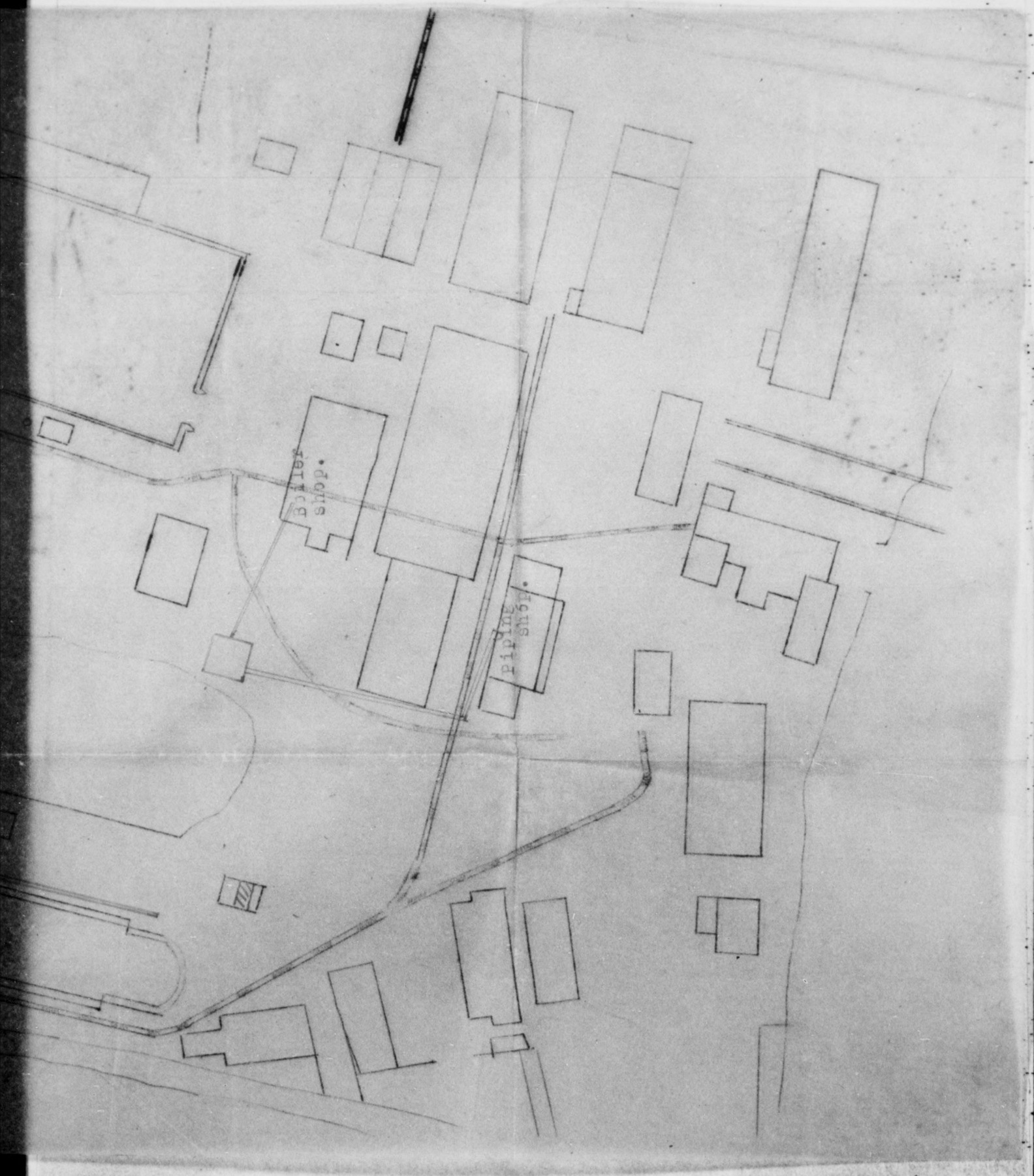
Plant lay out.

Acetylene gas generator.
Compressor.



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

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



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

HIROSHIMA MIL. GOVT. TEAM
BUCK SLIP

AUG 2[illegible] 1948

_____ 1948

FROM: Lt Major

TO: (Numerically) | FOR:

1	Inf	CO	Action
	2	EXEC	Your Approval
		ADJ	Central File
		L & G	Coments
		CI & E	Your Copy
		PH	Signature
		PW	Proof Reading
		RC & I	Information

		Reports Control Off.
		Military I & E Off.
		Troop Training Off.
		Special Service Off.
		Motor Transport. Off.
3	B	Sergeant Major

_____Typing Sec. for_____ Copies

_____Mimeograph in_____Copies

REMARKS:

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

CENTRAL FILE

HEADQUARTERS
HIROSHIMA MILITARY GOVERNMENT TEAM
APO 317

D/JRF/jn

11-21

File No: HMGT 004 IV-A

Kure, Honshu

22 May 1948

SUBJECT: Installation of Private Equipment at Setoda Shipyard.

THROUGH: Director
Hiroshima Prefecture Liaison Office

TO : Governor
Hiroshima Prefecture
(ATTN: Reparation Section)

22 May 48 HMGT 004

1. The attached application of the Setoda Shipyard to Install a derrick is approved.

2. The equipment will be clearly marked exempt and copy of this correspondence will be furnished the company for their records.

FOR THE COMMANDING OFFICER:

WILLIAM . BAKER
Major., Inf.
Executive-Adjutant

1 Incl:

Ltr HPL 710 dated 17 May 1948.
w/incl.

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

HIROSHIMA PREFECTURAL LIAISON OFFICE

Serial No. Kure City

17 May 1948

HRL-710

Subject: Install a new equipment in reparative plant.

To : Commerce and Industry Sestion
Hiroshima Military Government Team. H.Q.

Attached herewith is submitted the petition on above-mentioned subject, dated 13 May, 1948 from Director, Chugoku Marine-transportation Bureau.

.....
H. MATSUNAGA
Vice-Director,
Hiroshima Prefectural,
Liaison Office.

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

Serial No. Chu-Zo 404

13 May, 1948

SUBJECT: Install a new equipment in reparative plant.

TO : Commerce and Industry Section,
Hiroshima Military Government Team.

Setoda Ship Building Co., Ltd submitted the application on above-mentioned subject on 13 May, 1948. We surely be convinced of the necessity to install a new equipment, jugging from the present condition of this plant. So we hereby respectfully beg you that your special consideration will be very much appreciated and the above-mentioned plan will be permitted.

Director,
Chugoku Marine Transportation
Bureau.

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

Setoda,Hiroshima Pref.

May 13th, 1948.

Subject; Install a new equipment in the reparative plant.

To; Commerce and Industry section,

Hiroshima Military Government team, H.Q.

We hereby humbly submit our petition for asking your permission to install a steel shear derrick in our plant as undermentioned plan and reason.

Plan; A steel shear derrick will be built on the shore, neighbouring the building berth, and its particulars as follow:

	M
Length of derrick	28.500
Hight of lift, maximum	23.550
Radius of action maximum	15.100
Power of lift	35 Kilo tons.
Foundation	Concrete.

The situation is shown by the attached plant lay-out.

Reasons; We had recently completed to built wooden piers under your favourable permission, then the capacity of mooring vessel of that place has become larger than ever, but the lifting equipment has remained too small as the existing derrick has only 10 tons power and its radius of action is beyond of reach for the vessels, moored on the new piers.

If we would not improve the lifting equipment, the said piers will be in vain. So that we must have a new derrick at that place to carry forth works efficiently.

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

For this reason, we respectfully beg you to assist us by the permission of carring out the above mentioned plan,

Yours faithfully.

S. Murakami

President, the Setoda Ship Building, Co, Ltd.

attached; a plant lay-out.

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

SETODA SHIPBUILDING CO. 11-21
Section IV. B.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS

IV a

Section IV. B. Transfers of Equipment out of Installation

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

SETODA SHIPBUILDING CO. 11-21
Section IV. C.

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS

Section IV. C. Dispersal Areas

IV c

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

SETODA SHIPBUILDING CO. 11-21
Section V

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
20 Dec. 49	Inspection Report.- R.P. Lord	CCAR Basic
1 Sept. 50	Field Trip Report - R.G. Stradley	CCAR - Basic
11 Oct. 50	Damage Incurred by Typhoon Kezia	C.L.C.O. - Basic

Section V. Inspection Reports

V

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

CHUGOKU LIAISON AND COORDINATION OFFICE

CHL No. 227 (TK)

11 October 1950

SUBJECT: Damage Incurred by Typhoon Kezia

TO : Chief, Chugoku Civil Affairs Region
(Attn: Chief, Economic Section)

Submitted hereby for your information is a report on the damage of the Setoda Shipbuilding Co. incurred by Typhoon Kezia as follows:

1. The time when the premises of the plant had been inundated

Sept 13, 22:40 hours thru Sept 14, 00:20 hours

2. The highest water level at the time of inundation

about 1 meter above high tide

3. The extent of damage

a. Bldgs flooded

the wood working plant	flooded above floor
the sew mill	same as above
the material warehouse	flooded below floor
the office	same as above

b. The damage of machines incurred by the flood

4 wood working machines	general cleaning is required for
1 motor	general cleaning & dry up are needed
1 electric welding machine	same as above

4. Conclusion

The damage of the company, which was fortunately limited only to the wood working plant, have not brought forth any hindrance for the continuation of its operation.

OSAMU ITAGAKI
Director
Chugoku Liaison & Coordination Office

11-21 Dec ID

13 Oct 50

Econ 1821

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

FIELD TRIP REPORT

R.G. STRADLEY

Setoda
1 September 1950

1. Purpose:

Inspection of Reparation Custody and Maintenance at Setoda Shipyard (41-21), Ikuchi Island, Toyota-Gun, Hiroshima Prefecture.

2. Background:

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

3. Discussion:

Conferees, Mr. Murakami, President and his staff.

a. New Construction.

Name	Tonnage	Owner	Exptected Time of Completion
Seisan Maru	(Approx.) 230 G/T Steel lighter	Taisei Unyu K.K.	30 November 1950

b. Conversion (On schedule)

Name	Tonnage	Owner	TEC
No. 1 Heiwa Maru	150 G/T Tug Boat	Kotani Kisen	40 days after permission is granted

Nature of conversion: Installation of 2 Sulphuric Acid tanks

Calssification	Capacity	Diameter	Length
Large one	104 m3	3505 mm	11ft 6 inch
Small	50 m3	2895 mm	9ft 6 inch

Tonnage, From 128.83 tons to 135 tons

Engine, From 400 HP Recipro-engine to 200 HP Semi-Diesel engine.

Enc II

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

Dimension of boat, Length per perpendicular, 25.10 m
Breadth, 6.45 m
Depth, 3.4 m
Draft, 2.6 m

c. Repair.

Name	Tonnage	Owner	ETC
No. 7 Banei Maru	1200 G/T	Mitsui-Senpaku K.K.	4 September 1950

NOTE: The yard expects to repair 4 additional ships in the near future.

d. No. 2 Dry-dock.

No permission has been granted from GHQ, SCAP for the construction of the No. 2 Dry dock which was 60% completed during the war.

e. No. 1 Dry-dock.

As there is a considerable leakage of seawater into the dock due to the deteriorated condition of present Caison type wooden gate, Mr. Murakami desires to replace it with a new steel gate, for which he intends to file an application with GHQ, SCAP through the normal Japanese Government channels as soon as he can get sufficient funds.

f. The company hires 120 permanent workers and 200 casual laborers. There is one labor union which is affiliated with the Sodomei. The labor relations are satisfactory.

4. Conclusion:

No unauthorized construction, repair and conversion was in progress.

The No. 2 Dry-dock, if permission should be granted to complete it, would have the repairing capacity of 3500 tons and cost the company approximately ¥ 20,000,000 including supporting facilities, the time required for the completion is estimated at three months.

277 reparations machines were found to be in satisfatory condition. 7 items on application for permission to be scrapped, should be scrapped.

5. Recommendations:

It was recommended to the officials that a series of consecutive numbers be given to EX machines and a record be kept together with the documental proof for exemption.

R. G. STRADLEY

Chief, Distribution and

Industry Division

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

O U T L I N E O F B U S I N E S S C O N D I T I O N

S E T O D A Z O S E N K A I S H A

(The Setoda Shipbuilding Co., Ltd.)

December. 1949.

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

1. Name of Company: The Setoda Shipbuilding Co.,Ltd.

2. Capital: ¥ 2,000,000.

3. Address:

a. Head Office, Setoda town, Toyoda county, Hiroshima pref.

b. Plant, do.

c. Branch Office, NO.3. 7 chome Motomachi-dori, Ikuta-ku, Kobe city.

NO.271. Sangenchayamachi, Setagaya-ku, Tokyo city.

4. Location of Head Office and Plant:

Located on Ikuchi-shima (Ikuchi island), west In-no- shima (In-no island) in Seto-inland -sea.,about 6 miles south-west of Onomichi city in Honshu (Sanyo main line),and faces Mihara city in Honshu (Sanyo main line) separated with a narrow strait of 5 miles.

5. Comunications: Setoda town in which this company and plant is situated has the following regular ferry boat services with Honshu.

From	Sailing	To	Arrival
Onomichi.	6.30.a.m.	Setoda.	7.40.a.m.
"	7.30.a.m.	"	8.40.a.m.
"	1.30.p.m.	"	2.40.p.m.
"	x 2.00.p.m.	"	3.50.p.m.
"	x 2.30.p.m.	"	4.20.p.m.
"	5.30.p.m.	"	6.40.p.m.
Setoda.	x 7.00.a.m.	Onomichi	8.50.a.m.
"	x 7.30.a.m.	"	9.20.a.m.
""	8.30.a.m.	"	9.40.a.m.
"	1.30.p.m.	"	2.40.p.m.
"	5.00.p.m.	"	6.10.p.m.
"	7.10.p.m.	"	8.20.p.m.
Mihara	10.00a.m.	Setoda	11.00.a.m.
"	x 3.00.p.m.	"	4.30.p.m.
Setoda	7.00.a.m.	Mihara	8.00.a.m.
	x 8.00.p.m.		9.00.p.m.
Sunami	7.00.a.m.	Setoda	8.00.a.m.
(Kure line)	12.30.p.m.		1.30.p.m.
Setoda	8.30.a.m.	Sunami	9.30.a.m.
	3.30.p.m.	(Kure line)	4.30.p.m.
Tadanoumi (Kure line)	4.00.p.m.	Setoda	5.00.p.m.
Setoda	7.40.a.m.	Tadanoumi (Kure line)	8.40.p.m.

Remarks, marked "x"...calling on some ports in few islands.
Others.....direct cause.

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6. Directorate:

President, Mr. Shohachi Murakami.

Representative director,
Mr. Iwao Ishihama.

Managing director
Mr. Tetsuo Nakagiri.
Mr. Junzo Murakami.

Director, Mr, Kametaro Kashihara.
Mr. Tamao Murakami.
Mr. Hirokichi Yasawa.
Mr. Kiyoshi Murakami.

7. Item of Bussiness:

a. Ships Constructing and Repairing.
b. Marrine engines Const' & Repairing.
c. Ship's tanks "
d. Agricultural tools "
e. Wooden furnitures "

8. Area of ground of plant: 13,224. tsubo (43,718. sq'mr.)

Buildings,	Kind.	NO.	Floor space.
	Shop and Ware house.	26.	1,709. tsubo. (5,648. sq'm.)
	Office and other	39.	755. tsubo. (2,496. sq'm.)

9. Chronological record: Established on 26th Dec in 1940., as the Setoda Dockyard Co,Ltd., with one plant in Setoda town.
Incorporated as the Setoda Shipbuilding Co,Ltd., as result of the amalgamation with the following companies in Kobe city on 1st Oct in 1944.,
Nakagiri Shipyard Co
Murakami Shipyard Co
so new company had placed the Head office and two plants in Kobe city, one plant in Setoda town.
However, since Feb in 1945., all equipments in Kobe plants,removed into Setoda plant, as a way to free out of air attack, and the head office removed in Setoda town. also
But after war end, opened two branch offices in Kobe and Tokyo city. so now we are making efforts to revive of the business.

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10. Conditions for Production:

a. Numbers of employee,

	Males	Females	Total
Clerks	30.	10	40
Engineers	15	0	15
Workers	345	5	350
Total	390	15	405

b. Equipments,

1. Dry docks

	Length.	Breadth.	Depth.	Capacity.
NO.1.	84.60m	11.40m	7.80m	1,300.G.T.
NO.2. (not completed)	112.50m	21.00m	7.80m	3,000.G.T.

2. Slip ways

	Length.	Breadth.	Capacity.
NO.1.	50.00m	1.20m	100.G.T.
NO.2.	60.00m.	1.20m	150.G.T.

3. Building berthes

[illegible].	Length.	Breadth.	Capacity.
NO.1.	60.00m	25.00m	1,000.G.T.
NO.2.	35.00m.	10.00m	300.G.T.

4. Mooring wharf
Length 31.00m Capacity 2,000.G.T.

5. Mooring pier
Length 33.00m Breadth 5.30m
Capacity 2,000.G.T.

6. Machinery and Tools

	Number
Lathe, Horizontal.	30.
Grinding machine.	1.
Plaining machine.	4.
Boring machine.	1.
Drilling machine.	9.
Shaping machine.	3.
Slotting machine.	3.
Milling machine.	2.
Shearing and Punching machine.	2.

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Plate bending roller	2.
Hack saw	2.
Electric welding machine	12.
Air compressing machine	6.
Acetilen gas generator	2.
Cupola	3.
Portable machine tools	70.
Wood working machine	10.
Others	many.

7. Shops

Name.	Area.
Machine shop NO.1.	120.tsubo.
" " NO.2.	240. "
Piping shop.	85. "
Boiler shop.	106. "
Black smith shop	90. "
Foundry shop.	160. "
Model shop.	35. "
Mold loft shop.	105. "
Electric shop.	50. "
Wrought iron shop.	48. "
Carpenter shop.	228. "
Saw mill shop.	103. "
Joiner shop	20. "
Docker shop.	48. "
Painter shop.	20. "

c. Wages and Indirect expenses (at present)

Wages	¥.30.00 (per hour)
Indirect expenses	¥.36.30 (")

d. Production capacity

Building, vessels	1.000.G.T. per year.
Repairing, vessels	30,000.G.T. per year.
Manufacturing, engines	2,000.H.P. per year.

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11. Manufactured in past:

a. Built, new vessels,

Kind.	Tonnage.	NO.	Orderers.
Barge	800.D.W.	2.	Nippon Ironwork, K.K.
"	500. " .	1.	" " "
Cargo boat	500.G.T.	6.	Various
Tug boat	150. " .	3.	Sangyo Setsubi Eidan.
Tanker	100. " .	5.	Shimazu Kaiun K.K.
Crane boat	50. " .	1.	Mitsui Zosen K.K.
Fishery boat	80. " .	4.	Kyokuyo Hogei K.K. Suisan Shinkokai.
" "	35. ".	2.	Taisei Suisan K.K.
" "	15/20. " .	10.	Various.
Wooden boat	Various	Many.	"

b. Repaired,

Year	NO.	Tonnage, Total.
1944	10.	4345
1945	36	17520
1946	54	11302
1947	50	11680
1948	62	19200
1949	57	21371

c. Manufactured, engines.

Steam Reciplocating engine	500.H.P.	3.
Hot valve engine	30/200.H.P.	25.
Windlass, steam	20.H.P.	24.
Winch, steam	15.H.P.	5.

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12. Others:

Designated as Reparation plant in Aug.1946. and since then, kept in perfect condition.

THE END.

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BAILEY BRIDGE

THE OUTLINE

OF

HITACHI
SHIPBUILDING & ENGINEERING CO., LTD.

MUKAISHIMA SHIPYARD

(Formerly: Osaka Iron Works)

Established in 1881
Capital ¥ 395,000,000

14755 Mukaihsima Higashi-mura, Mitsuki-gun,
Hiroshima Prefecture, Japan.

Tel. Onomichi 87~9, 515
Codes Used: Bentley; A.B.C. 6th revised

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

§ 1. Name and Address :

HITACHI Shipbuilding & Engineering Co., Ltd. MUKAISHIMA SHIPYARD
14755 Mukaishima Higashi-mura, Mitsuki-gun, Hiroshima Prefecture, Japan.

§ 2. Capital :

Authorized (fully paid-up) : ¥ 395,000,000.

§ 3. Principal Business :

New construction, repairing and reforming of steel vessels. Manufacturing of ship's machinery, iron bridges and structures and other industrial works.

§ 4. Location :

This yard is situated at Onomichi Port which occupies the center of Seto Inland Sea between North Kyushu and Hanshin districts. Land and Sea transportation can easily available. Sailing and mooring is fitted as the climate is mild and the water is deep.

This yard is composed of east and west yard, and it is about 1,100 yards distant from the former to the latter. The principal business of east yard is engineering and equipment of ships, and that of west yard is hull constraction of ships and manufacturing of iron bridges and structures.

At the middle zone of both yards, we have various welfare facilities for employees.

It takes about an hoar to the Innoshima Shipyard of our company by ferry boat.

§ 5. History :

This yard was originally started in July 1918, under the first name of the "Mukaishima Dockyard Co., Ltd." with purpose of repairing steel vessels.

In 1929, it was part under the control of "Osaka Iron Works Co., Ltd." which was established by the Englishman Mr. Edward H. Hunter. Since then, we strengthened up all facilities and equipment, and in 1939, we constructed the west yard.

In 1943, it was merged to "Hitachi Shipbuilding & Engineering Co., Ltd."

§ 6. Head Staffs :

President	Takayuki Ideta
Executive Director	Shun Masuda
Yard Manager	Toichi Yuba
Chief of General Affairs Division	Unji Inoue
Chief of Engineering Division	Keizo Sugaya

§ 7. Labour Condition :

Number of Employees

All employees belong to the Japan Shipbuilding Labour Union and make its Mukaishima Branch.

§ 8. Land and Building Area :

	East Yard	West Yard	The others	Total
Land	831, 010 sq. ft.	978, 557 sq. ft.	484, 492 sq. ft.	2, 294, 059 sq. ft.
Building	152, 816 sq. ft.	225, 328 sq. ft.	129, 511 sq. ft.	507, 655 sq. ft.

§9. Facilities :

(A) Berth :

Berth No.	Length	Width	Capacity
No. 1	432′ 4″	65′ 6″	abt. 7, 000 G. T.
No. 2	390′ 8″	58′ 11″	″ 5, 000 G. T.

Accessories : Travelling Tower Crane

4.5～9 Ton × 1
10～20 Ton × 1

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(B) **Dry Dock :**

§ 11.

Dock No.	Length	Width	Depth	Capacity
No. 1	282′ 3″	44′ 6″	18′ 8″	abt. 1,800 G. T.
No. 2	402′ 10″	58′ 11″	21′ 11″	″ 6,000 G. T.
No. 3	474′ 11″	72′ 8″	25′ 3″	″ 10,000 G. T.

Accessories : Locomotive Cranes
5 Ton × 4
4 Ton × 4
3 Ton × 2
Travelling Luffing Crane 5 Ton × 1
Travelling Tower Crane
4.5 Ton～9 Ton × 1
Derrick Post × 1

(C) **Waterfront (mooring quay) :**

Quay No.	Length	Depth	Max. Tonnage
No. A	242′ 4″	25′ 6″	abt. 1,000 G. T.
No. B	278′ 4″	25′ 6″	″ 3,000 G. T.
No. C	412′ 8″	28′ 2″	″ 7,000 G. T.
No. D	137′ 7″	25′ 6″	″ 1,500 G. T.
No. E	239′ 1″	28′ 10″	″ 10,000 G. T.
No. A (West Yard)	399′ 7″	32′ 1″	″ 10,000 G. T.

(D) **Other Accessories**

Air and gas welding: water supply apparatus

(E) **Machinery :**

Cutting and grinding machines		Forging machines	
Lathes	65	Hammers	6
Boring machines	23	Rollers	7
Turning lathes	3	Presses	5
Milling machines	7	Shearing machine	1
Grinders	3	Shearing and punching machines	4
Hobbing machines	2	Total	23
Shapers	10		
Slotters	5		
Planers	6		
Sawing machines	3		
Total	127		

(F) **Carrying Facilities :**

Tug boats	3	Travelling luffing crane	5 Ton × 1
Hoists and others	2	Derrick post	20 Ton × 1
Overhead travelling cranes		Shear crane	50 Ton × 1
15 Ton × 3	5 Ton × 6	Locomotive cranes	5 Ton × 4
10 Ton × 2	3 Ton × 4		4 Ton × 4
Travelling tower cranes			3 Ton × 2
10～20 Ton × 1			
4.9～9 Ton × 1			

§ 12.

§ 10. Capacity of Production : (Per annum)

Shipbuilding	20,000 G.T.
Ship-repairing	250,000 G.T.
Triple eng.	7,200 H.P.
Diesel eng.	500 H.P.
Winch	50 K.T.
Iron bridge, structure and the others	

Shipbldg Capacity: 7000 tons

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Capacity
1, 800 G. T.
6, 000 G. T.
0, 000 G. T.

5 Ton × 1

ge
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6
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5
1
4
23

ane 5 Ton × 1
20 Ton × 1
50 Ton × 1
5 Ton × 4
4 Ton × 4
3 Ton × 2

§ 11. Past Products :

(A) New Shipbuilding :

Name	Kind	Gross Tonnage	Year of Completion
No. 12 Aioi-maru	Passenger	304	1923
Taihei-maru	"	197	1930
Taian-maru	"	193	1930
Kosei-maru	Tug boat	70	1933
No. 16 Toyo-maru	Passenger	272	1933
Kokyu-maru	Cargo	198	1934
Tokihime-maru	"	742	1935
Svetraaya		328	1936
No. 5 Shinyo-maru	"	1498	1937
Hagane-maru	"	1901	1938
Toyosaka-maru	"	1967	1940
No. 8 Shinyo-maru	"	1960	1940
Gyokusan-maru	"	1970	1942
Tempozan-maru	"	1970	1942
Taiho-maru	"	2830	1943
Tosei-maru	"	2815	1943
S. B. boat (20 vessels)	Navy boat	each 1050	1944 — 45
Hokoku-maru (10 vessels)	Fish boat	each 98	1946 — 48
Toho-maru	Cargo	2024	1948
Hiyoshi-maru	"	2350	1949

These ships are highly appreciated in the fields concerned, and also have won the admire from shipowners and ship captains. Furthermore, fishing boats had the honour of authorizing as the standard type of this kind in Japan by the Ministry of Agriculture and Forestry.

(B) Ship-repairing :

Year of Repair	Number of Vessel	Gross Tonnage	Year of Repair	Number of Vessel	Gross Tonnage
1933	94	202, 406	1942	106	242, 084
1934	121	255, 115	1943	118	266, 534
1935	115	246, 670	1944	105	183, 304
1936	131	281, 935	1945	142	156, 289
1937	157	311, 668	1946	105	162, 380
1938	159	373, 060	1947	86	106, 858
1939	145	312, 008	1948	74	97, 092
1940	133	297, 364	1949	91	142, 011
1941	132	306, 273			

We have 30 year's experience and superior technique in ship-repairing. After the end of war, we had a good results in repairing of merchant ships, liberty type ships and war damaged ships, in scrapping of naval ships, and in reconstruction of sunken ships.

It is well-known fact that we had completed with the success the whale meat refrigerating plant of whaler Tadotsu-mara (10,543 G.T., Nippon Suisan Co., Ltd.) in 1947 and 1948. Besides, we are very proud of completion a war-damaged tanker Nichinan-maru (5,293 G.T., Iino Kaiun Co., Ltd.) within the appointed time, and she is now in operation as excellent ship in our country.

§ 12. Present Status of Works :

(A) New Shipbuilding :

Authorization	Order	Type	Tonnage	Number	Percentage completed
561.4 17 Feb. 1950	Taiyo Kaiun K.K.	Cargo	4,100 G.T.	1	75 %

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(B) Ship-repairing :

1. Now in Repairing

Description	Tonnage	Scheduled date of completion	Percentage completed
Eikai-maru	135 G.T.	8 Sept. 1950	45 %
No.3 Shofuku -maru	882 "	4 " "	82 %
Seishu-maru	1345 "	2 " "	100 %

2. Excepting to arrive at dock

Description	Tonnage	Scheduled date of docking
Tadotsu-maru	10,546 G.T,	6 Sept. 1950
Sumiyoshi-maru	2,210 "	15 " "
Teikai-maru	1,241 "	" " "
Kofuku-maru	574 "	" " "
Wakamatsu-maru	1,990 "	" Oct. "

(C) Other Works :

Description	Scheduled date of completion	Percentage completed
Backet elevator-		
Flame	10 Sept. 1950	90 %
Fuming furnace	15 " "	80 %
Sulphuric acid tank	5 " "	70 %

§ 13. Welfare Facilities for Employees :

(A) Hospital :

The hospital of this yard has full equipment of internal medicine, snrgery, opthalmology, otorhinolaryngology, gynecology, pediatrics, dental surgery, Röntgen rays, and as 10 doctors, 2 pharmecists, 30 nurses, 26 sick-rooms, 150 beds.

It is taking good care of not only employees but also their families, crews, and inhabitants in this districts, and the number of users of it is abont 400 persons every day.

(B) Houses :

Kind	Number of Building	Capacity
Dormitory	3	142 men
Apartment house	3	83 families
House	105	105 families

(C) Education Facilities :

With the idea of enhance of labour spirit and advancement of technique depend upon the education of workers, we are carring out varions plans of education as follows :—

1. Apprentice education

For the newly entered workmen from the middle schools and compulsory of two years for every men.

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2. Technique education
   For under 23 years old workers.
3. Various kinds of lectureship
   For all workers.

(D) Physical and Cultural Facilities:

Physical. Base-ball, Tennis, Volley-ball, Ping-pong, etc.
Cultural: Music, library, etc.

(E) The Others:

Besides above-mentioned, we have a cooperative store, public bath-houses, barbers, sewing station, shoe-mendings and rice mill.

Business Lines:

Ship cons ruction, repairing, remodelling; all types of steam boilers; land & marine diesel engines; (HITACHI ZOSEN B & W Diesel Engine) marine engines & accessories; pumps, blowers, compressors; steel bridges, girders, towers, steel structures; hydraulic steel pipes; all kinds of gates; mining machinery, iron manufacturing mac inery; hoists, winches, conveyers; chemical machinery & equipment; tanks & holders; public works machinery & implements; railway car & their accessories; casting, forging, temple bells; sewing machines.

Head Office, Branch Offices & Shipyards:

Name	*Address*	*Tel.*
Head Office	45 Nipponbashi-suji, 3-chome, Naniwa-ku, Osaka, Japan. (Codes Used: Bentley, A.B.C. 6th revised P.O. Box. Osaka Minami 28)	Minami (75) 1331/9, 1934/5
Tokyo Office	12–3 Asahi-cho Kanda, Chiyoda-ku, Tokyo, Japan.	Kanda 2065/6, 4267/8
Kobe Office	c/o Daido Kaiun Bldg. 27 Naniwa-cho, Ikuta-ku, Kobe, Japan.	Motomachi 3582
Moji Office	8/1096, Kyomachi 2-chome, Moji, Japan.	Moji 159
Mukaishima Shipyard	14755 Mukaishima, Higashi-mura, Mitsuki-gun, Hiroshima Prefecture.	Onomichi 87/9, 515
Sakurajima Shipyard	17 Sakurajima Minamino-cho, Konohana-ku, Osaka.	Konohana (46) 123/9
Chikko Shipyard	15 Funamachi, Taisho-ku, Osaka.	Izuc (65) 846/7, 942/9, 981/4
Innoshima Shipyard	2293 Habu-Cho, Mitsuki-gun, Hiroshima Prefecture.	Habu 1/3, 18, 25, 50/2
Kanagawa Shipyard	Mizue-cho, Kawasaki City, Kanagawa Prefecture.	Kawasaki 2885/6, 3096/7, 3428
Oyodo Work	3/ Naka-dori 3-chome, Nagara-cho, Oyodo-ku, Osaka.	Horikawa (35) 2351
Kobayashi Work	Kobayashi-cho, Taisho-ku, Osaka.	Izuo (65) 1222

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MONTHLY REPORT ON NEW SHIPBUILD

As of 31st Aug., 1950

Scapin No. & date	Type & gross tonnage	Number of ships	Total gross tonnage & SHIPNAME	Completed gross	
				Until last mo.	Duri this
	G/T	SHIPS	G/T	G/T	
AG561 (26 Feb '49) ESS/IN SCAPIN 6415-A	Oil tanker 17,900 d.w.	1	12,500 GERD MAERSK	10,625	1,2
AG561 (27 Dec '49) ESS/IN SCAPIN 7021-A	Cargo boat 8,500 d.w.	1	5,600 MEIKO-MARU	3,584	1,0
	Cargo boat 9,000 d.w.	2	14,000 AZUMASAN-MARU	2,450	1,5
			AMAKISAN-MARU	1,190	4
GHQ Memorandum 1 Mar '50	Cargo boat 8,500 d.w.	1	5,600 UNKNOWN	616	9
AG561 (12 May '49) ESS/IN SCAPIN 6560-A	Diesel engine 6,450 BHP	1 set	6,450 BHP	3,870 BHP	1,290
	Hull builder: Harima Shipyard				
	Picket boat 450 Displacement Tonnage	2	900		

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MONTHLY REPORT ON NEW SHIP BUILDING

As of 31st Aug., 1950

Mitsui Shipbuilding & Engineering Co.,Ltd.,Tamano Works.

Total gross tonnage & SHIP NAME	Completed gross tonnage			Remaining gross tonnage	Number of completed ship in this mo.	Total number of labours for new ship building during this mo.
	Until last mo.	During this mo.	Total			
G/T	G/T	G/T	G/T	G/T	SHIPS	MAN-DAYS
12,500 GERD MAERSK	10,625	1,250	11,875 95%	625 5%	0	SHIP-OWNER Maersk Line Ltd.
5,600 MEIKO-MARU	3,584	1,008	4,592 82%	1,008 18%	0	Meiji Kaiun K.K.
14,000 AZUMASAN-MARU	2,450	1,540	3,990 57%	3,010 43%	0	Mitsui Steam Ship Co.
AMAKISAN-MARU	1,190	490	1,680 24%	5,320 76%	0	"
5,600 UNKNOWN	616	952	1,568 28%	4,032 72%	0	Matsuoka Kisen K.K
6,450 BHP Shipyard	3,870 BHP	1,290 BHP	5,160 BHP 80%	1,290 BHP 20%	0	The East Asiatic Co.
700			37% 31%			

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MONTHLY REPORT ON NEW SHIPBU

As of 31st Aug., 195

Scapin No. & date	Type & gross tonnage	Number of ships	Total gross tonnage	Completed gro	
				Until last mo.	Du th
	G/T	SHIPS	G/T	G/T	
AG561 (26 Feb '49) ESS/IN SCAPIN 6415-A	Oil tanker 17,900 d.w.	1	12,500	10,625	1
AG561 (27 Dec '49) ESS/IN SCAPIN 7021-A	Cargo boat 8,500 d.w.	1	5,600	3,584	1
	Cargo boat 9,000 d.w.	2	14,000	2,450	1
				1,190	
GHQ Memorandum 1 Mar '50	Cargo boat 8,500 d.w.	1	5,600	616	
AG561 (12 May '49) ESS/IN SCAPIN 6560-A	Diesel engine 6,450 BHP	1 set	6,450 BHP	3,870 BHP	1,2
	Hull builder: Harima Shipyard				

Patrol Boat

450