

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

**Description of contents**

- (1) Box no. 3018
- (2) Folder title/number: (3)  
Kure Naval Arsenal
- (3) Date: Jan. 1949 - Jan. 1951

(4) Subject:

Classification	Type of record
9212, 9230	Z

- (5) Item description and comment:  
  - 1) Hiroshima
  - 11) Includes Contents List

(6) Reproduction:  Yes  No

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DATE	SUBJECT	ISSUING HEADQUARTERS & INCORPORATION
3 May 48	Report of Inspection 11-5 (5)	
26 Jan. 49	Report on Inspection. (Harima Zosen, Kure Dock)	H.M.G.T.
26 Jan. 49	Report on Inspection. (Tetsudo Gijutsu Kenkyusho)	H.M.G.T.
26 Jan. 49	Report on Inspection. (Amagasaki Iron Works, Kure) 11-05(6)	H.M.G.T.
27 Jan. 49	Report on Inspection. (Mizune Zosen K.K., Kure Factory)	H.M.G.T.
29 Jan. 49	Report on Inspection. (Shinko Rubber Co.)	H.M.G.T.
3 Feb. 49	Report on Inspection. (Kure Seisakusho)	H.M.G.T.
4 Feb. 49	Report on Inspection. (Nippon Hassoden K.K.)	H.M.G.T.
4 Feb. 49	Report on Inspection. (Chugoku Haiden K.K.)	H.M.G.T.
28 Feb 49	Report on Inspection. (Takeda Seimo K.K.)	H.M.G.T.
31 March 49	Report on Inspection. (Shinko Gomu Kogyosho) Code No. 11-5(9)	H.M.G.T.
7 April 49	Report on Inspection. (Hiroshimaken Suisangyokai)	H.M.G.T.
2 May 49	Report on Inspection. (Harima Shipbuilding Works, Kure Dock) Code No. 11-05(5), 11-05(6)	H.M.G.T.
2 May 49	Report on Inspection. (Amagasaki Iron Works, Kure Factory) Code No. 11-05(6), 11-05(194), 11-05(199) 11-05(232), 11-09(6).	H.M.G.T.
2 May 49	Report on Inspection. (Mizuno Zosen K.K., Kure Factory)	H.M.G.T.

## SECTION V. Inspection Reports.



DATE	SUBJECT	ISSUING HEADQUARTERS & ENDORSEMENT
2 May 49	Report on Inspection. (Chugoku Kosan K.K.)	H.M.G.T.
2 June 49	Report on Inspection. (Kaburasaki Oxygen Producing Plant - Dispersed Plant of Harima, Kure Dock Code No. 11-05(5), 11-06(5).	H.M.G.T.
2 June 49	Report on Inspection. (Suruga Sangyo K.K.) Code No. 11-05(5)	H.M.G.T.
2 June 49	Report on Inspection. (Shinko Gomu Kgyosho) Code No. 11-05(9)	H.M.G.T.
24 June 49	Report on Inspection. (Hiro Sawmill, Harima Shipbuilding Works, Kure Docks.-Dispersed Plant of Harima Dock) Code No. 11-05(5)	H.M.G.T.
27 June 49	Report on Inspection. (Miyabara Substation, Wapan Electric Generation and Transmission K.K.- Nippon Hassolen K.K.) Code No. 11-05 (14)	H.M.G.T.
11 July 49	Report on Inspection. (Nissan Salvage Co., Chugu Branch) Code No. 11-05(238), 11-06(238).	H.M.G.T.
11 July 49	Report on Inspection. (Hirose Salvage Co., Kure Branch) Code No. 11-05(243), 11-06(243)	H.M.G.T.
26 July 49	Report on Inspection. (Mine-sweeping Section, Sea-Safety Headquarters, Hiroshima) Code No. Code No. 11-05(245)	H.M.G.T.
26 July 49	Report on Inspection. (Masuoka Gumi) Code No. 11-05(241)	H.M.G.T.



DATE	SUBJECT	ISSUING HEADQUARTERS & INCORPORATION
1 Aug. 49	Report on Inspection. (Kansai Seikoshu K.K., Kure Branch) Code No. 11-05(77), 11-06(77)	H.C.A.T.
5 Aug. 49	Report on Inspection. (Harima Shipbuilding Works) Code No. 11-05(5)	H.C.A.T.
17 Aug. 49	Report on Inspection. (Taiyo Saisen K.K.) Code No. 11-05(242)-1	H.C.A.T.
17 Aug. 49	Report on Inspection. (Shinko Gomu Kogyosho) Code No. 11-05(91)	H.C.A.T.
18 Aug. 49	Report on inspection. (Building H-b and H-2, Packing Sites Harima Shipbuilding Works)	H.C.A.T.
6 Sept. 49	Report on Inspection. (Suruga Sangyo K.K.) Code No. 11-05(5)	H.C.A.T.
6 Sept. 49	Report on Inspection. (Harima Shipbuilding Works, Kure Dock) Code No. 11-05(5), 11-05(6)	H.C.A.T.
6 Sept. 49	Report on Inspection. (Amagasaki Packing Site)	H.C.A.T.
9 Sept. 49	Report on Inspection. (1155 Harima) Allocation 1-65, China	H.C.A.T.
10 Sept. 49	Report on Inspection. (Packing Site of Allocation 1-64, China)	H.C.A.T.
24 Sept. 49	Report on Inspection. (Mine-sweeping Section, Sea Safety Headquarters, Hiroshima) Code No. 11-05(245)	H.C.A.T.
6-14 Dec. 49	Inspection of Repairs Plants in Hiroshima Prefecture.	CCAR
20 Jan. 50	Report on Inspection. (Shinko Gomu Kogyosho) Code No. 11-05(91)	CCAR
30 Jan. 50	FIELD TRIP REPORT - R.G. STRADLEY Inspection of Repairs vessels at Hiroshima Prefectural Suisan Gyokai.	CCAR
7 March 50	INSPECTION REPORT - Inspection of Repairs Machinery at 11-05(5) Harima Shipbuilding Works, Kure Dock Located at Miyahara-Dori, Kure City.	CCAR







HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
ECONOMICS SECTION

D/WFA/ftk

CGAR 319.1

8 January 1951

SUBJECT: Report of Field Trip, Hiroshima City, Hiroshima Prefecture,  
5 January 1951.TO : Chief  
Economics Section

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

## 1. REFERENCE:

C. D. 11.

## 2. PURPOSE:

Inspection of Shinko Goma K.K., 11-05(91).

## 3. BACKGROUND:

Routine.

## 4. DISCUSSION:

There are 14 reparations machines coded under 11-05(91), of which 12 machines are in use and the remaining two (2) machines are to be used as soon as the plant expansion is completed. Of the 14 items, 9 machines are in A.U. status and 5 in T.O. status.

## 5. CONCLUSIONS:

Maintenance of the reparation machinery was found to be excellent.

## 6. RECOMMENDATION:

None.

W. F. ARMSTRONG  
Distribution & Industry Division



HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
ECONOMICS SECTION

10 November 1950

MEMORANDUM FOR: Record

SUBJECT: Availability of Buildings in Mizuno and Harima Areas for  
U. S. Army Maintenance and Warehousing Facility

One (1) building, No. 220, in the Mizuno area was inspected and found to be unsuitable. Specifications of this building are: 38,142 square feet of floor space. Building is now in use as storage warehouse for reparations equipment. Extensive repairs would be required to completely repair roof and siding of the building. No vehicle parking space is available in vicinity of this building.

The following are buildings inspected which are located in Harima area:

Bldg. No. 100 - Floor Space 100,887 sq. ft., steel frame, flat. This building has been used by Chugoku Maritime Bureau for storage of imported foodstuffs and application has recently been submitted by Chugoku Maritime Bureau to Transportation Ministry requesting permission to add an extension to side of this building together, with request for repair of No. 4 Dock at Kure Arsenal.

There is one (1) 100 ton overhead crane located in this building which runs partially to adjoining building No. 101.

Building No. 101, Floor space 148,155 sq.ft., steel frame, flat. This building is used partially as storage space for reparations equipment and partially as first machine shop of Harima. Building contains one (1) 30 ton overhead crane, one (1) 60 ton overhead crane, One (1) 15 ton overhead crane. These cranes run the length of building Nos. 100 and 101.

It is the opinion of the undersigned that the above two (2) buildings could be used as an assembly shop however no vehicle parking space, of any size, is available in the area.

Building 40, 45, 46, 47 are adjoined with each other and could possibly be used as maintenance shop. Specifications of the buildings are listed below:

Building No. 40 - Floor space 50,915 sq.ft. steel frame, flat. Presently in use by Harima as woodworking shop, machine shop and finishing shop. Contains four (4) 5 ton overhead cranes.

File:  
11-5(5)

11-5  
A



Building No. 45, Floor space 56,856 sq.ft., steel framed, flat. In use by Harima as steel plate bending shop. Contains three (3) 5 ton and one (1) 10 ton floating cranes.

Building No. 46, Floor space 66,214 sq.ft., steel framed, flat. In use by Harima as steel plate bending shop. Contains one (1) 5 ton and three (3) 15 ton floating cranes.

Building No. 47, Floor space 72,761 sq.ft., steel framed, flat. In use by Harima as partial dead storage area and scrapping space.

No vehicle parking space is available in the vicinity of these buildings.

Building No. 88 and 90 with floor space of 27,965 sq.ft. and 23,482 sq.ft. respectively, located almost directly across from buildings 100 and 101 outlined above, are in use by Harima as machine shop and casting shop.

Building 88 contains two (2) 30 ton overhead cranes Building 90 contains two (2) 30 ton overhead cranes.

The buildings listed above are the only buildings which would be suitable for maintenance or assembly shop if such were constructed within the Mizuno or Harima areas of Kure Naval Arsenal.

R. P. LORD  
Distribution & Industry Division

*Memo to: Record.*

*The information contained in this memo has been transmitted by telephone to Maj Harris South-West command, J.L.C.*

*Tele: yogo 347, 348*

*H.L.K.*



Yogi 347-348

Maj Harris

11-5(5) - 11-5(5)(7)

What is available in down areas  
as working, maintenance shops, trees  
burning.

What has been released & is it suitable  
for movement.

What is in process of release of any?

How much open area available  
and what is its status.

How many buildings available to size



HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
ECONOMICS SECTION

D/RGS/hk

CCAR 319.1

19 October 1950

SUBJECT: Report of Field Trip, Kure City, Hiroshima Prefecture,  
16 October 1950

TO : Chief  
Economics Section

PREPARED BY: E. Kawamura, Distribution & Industry Division

1. REFERENCE:

O.D. 11

2. PURPOSE:

A conference with Kure Finance officials and inspection of Amagasaki Area, 11-5-(6) and Nippatsu Area, 11-5-(14) of Kure Naval Arsenal area, Mil. Ars., 11-5-(5), 11-5-(6) 11-5-(7) for confirmation of the extent of typhoon damage and correctness of the report.

3. BACKGROUND:

An application had been submitted to this headquarters from Kure Finance Branch for the use of Reparations fund to repair the damage done by Kezia typhoon.

4. DISCUSSION:

a. Nippatsu Area

<u>Classification</u>	<u>Name</u>	<u>Area damaged (roof &amp; siding)</u>	<u>Cost estimated</u>
Building	Boiler house	350 sq. m (116 tsubo)	¥22,660
Machinery	N11	N11	N11

NOTE:

Details of the boilers are as follows:



<u>Code No.</u>	<u>Name</u>	<u>Remarks</u>
11-5-(14)35	Boiler	
11-5-(14)36	Stoker	Attached to a 15,000 KW generator
11-5-(14)33	Boiler	
" 34	Stoker	

b. Amatetsu Area

<u>Classification</u>	<u>Number</u>	<u>Area damaged (roof &amp; siding)</u>	<u>Cost estimated</u>
Buildings	8 (A17, A15, No.12, A3, No.24, No.25 No.6, No.46)	550 sq. m (184 tsubo)	¥70,900
Machinery	293	Excluding 3rd class and items on application for scrapping down	¥324,230

Grand total, ¥417,790

## 5. CONCLUSIONS:

Results of spot inspection have revealed that the unit cost of less than ¥200 per tsubo for the repair of the roof and siding at Nippatsu area and that of ¥400 at Amatetsu area is reasonable but that the unit cost of more than ¥1000 per machine for maintenance work is an overestimation on the part of Kure Finance Office.

Laxity in the utilization of guards for maintenance work right after the typhoon and since then was in evidence. Finance officials attributed this fact to the neighboring thieves that frequent the area daily.

## 6. RECOMMENDATIONS:

It was recommended to the officials that:

a. They utilize as many guards as reasonably possible for maintenance work in order to reduce labor cost.

b. The following three additional machines be included in the maintenance list bringing the total number of machines that require maintenance work to 296:



Code No.Remarks

11-5(6)-533  
 " 539  
 " 541

Blg A-15  
 "  
 "

c. The unit cost for maintenance be reduced from the previous ¥1000 per machine to ¥500 or the total maintenance cost be reduced from the reported cost estimate of ¥324,230 to  $¥500 \times 296 = ¥148,000$ .

d. They resubmit a corrected cost estimate by 18 October 1950 within the total cost limits of ¥241,560 or reducing the previously claimed amount of ¥417,790 by ¥176,230.

e. They request the Amatetsu K.K. to keep special vigilance at the main and rear gates during the period when the guard concerned are engaged in maintenance work.

f. They will make the guard take such immediate action as to wipe the water and moisture off the machine and other measures that are deemed necessary in order to prevent the machines from getting rusty and expensive for maintenance work in the event of future typhoons, storms or rains.

*R. G. Stradley*

R. G. STRADLEY  
 Chief, Distribution and  
 Industry Division



FIELD TRIP REPORTR.G. STRADLEY12 May 1950  
Fukuyama1. Purpose:

Inspection Reparatons Plant at 11-6, 11-5(139), Nippon Kayaku Seizo (Fukuyama Dye Stuffs Works).

2. Background:

Surveillance in accordance with O.D. 11.

3. Discussion:

Conferees,

Mr. Ota, Manager

Mr. Sakamoto

## a. Production and electric power situation:

Month 1950	<u>Production</u>	<u>Allocation</u>	<u>Supplementary Allocation</u>	<u>Excess use</u>	<u>Consumption</u>
January	180,176 <sup>Kg</sup>	134,000 KWH	10,000 KWH	27,000 KWH	161,000 KWH
February	321,827	108,000	17,000	28,500	153,500
March	245,562	130,000	10,000	20,000	160,000
April	375,628	156,000	0	14,000	170,000

## b. Coal:

Month 1950	<u>Consumption</u>	<u>Average Price</u>	<u>Average Calory</u>
January	683 ton	¥ 4,134	6,252 cal
February	965	2,207	4,900
March	1,091	1,393	4,500
April	1,113	2,708	4,949

NOTE: The company bought about 800 tons of 3,200 calory Kodan stockpile coal at ¥ 550 per ton.



c. Picric Acid stockpile, 110 tons. The company expects to use about two tons of Picric Acid per month starting from 11 May 1950.

d. Export:

In spite of the stalemate foreign market for the Japanese Dye Stuffs at present Mr. Ota thinks the prospect for the future export of the company's Dye Stuffs to India and Thailand is very good.

e. Shares:

<u>Capital</u>	<u>No. of Shares</u>	<u>Face value</u>	<u>Market Value</u>
¥ 500,000,000 (Paid up)	10,000,000	¥ 50	¥ 52 - 53 (12 May 1950)

Dividend: 10% during 1949.

f. Rate of operation, 45% of its full capacity.

g. Break down of total expense:

<u>Classification</u>	<u>Percentage</u>
Coal, container, electric power	65%
Labor	20%
Insurance (Welfare, Health, Accident and casualties), Tax, communication)	15%

h. Total No. of employees, 603 (3-shift system)

There will be no personnel retrenchment in the foreseeable future.

i. Use of company's Dye Stuffs.

<u>Items</u>	<u>Use</u>
Sulphur Dye	Only for vegetable fiber (including silk)
Acid mordant color	For Animal fiber

4. Conclusions:

Electric power constitute a vital problem. With the exception of small volume of orders at present no other serious problems were in evidence.

5. Recommendation

None.

*BSS*  
H.G. STRADLEY



FIELD TRIP REPORTR.G. STRADLEY

29 March 1950

1. Purpose:

Inspection on reparation boats at Masaoka Gumi Co. Ltd.,  
Kure City. 11-5(241) ✓

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

This company has 2 ships under reparations custody with  
the following code numbers:

11-5(241)-1 on authorized use at Wakamatsu  
11-5(241)-2 on temporary operation at Saka, applied for  
authorized use on 31 January 1950.

Mr. Hashimoto in charge of the boats states that 11-5(241)-2  
is non repairable. This ship was salvaged and put into operation  
for approximately a year by the company.

4. Conclusion:

Although 11-5(241)-2 is a salvaged 3rd class ship it had  
been in use by the company for approximately a year, which  
indicates that the company is responsible for the repair and  
preservation of the ship.

5. Recommendation:

Mr. Okabira of the Kure Finance Bureau was asked to  
investigate and find out who is responsible for causing the  
boat with code number 11-5(241)-2 to become unrepairable.

*RGS*  
R.G. STRADLEY

D/RGS/st



FIELD TRIP REPORTR.G. STRADLEY

29 March 1950

1. Purpose:

Inspection on reparation boats at Nissan Salvage Co. Ltd. Kure Office, 11-5(238).

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

The Nissan Salvage Company has 4 ships under custody for reparation with the following code numbers:

11-5(238)-1 in authorized use at Wakamatsu.  
11-5(238)-2 on temporary operation at Kure.  
11-6(238)-1 on temporary operation at Wakamatsu.  
11-6(238)-2 on temporary operation at Wakamatsu.

The 3 ships on temporary operation have been applied for authorized use on 4 February 1950.

The Company originally had 5 ships under custody for reparation but the custody of one of the boats was transferred to Fukuoka Finance Bureau on December 18, 1948. This ship had no code number at the time it was transferred to Fukuoka.

4. Conclusion:

One of the ships on temporary operation at Kure is said to be in a bad condition and needs to be repaired before it can become navigable.

5. Recommendation:

Mr. Okahira of the Kure Finance Bureau was asked to send a copy of the letter for authorized use of 11-5(238)-1 and also the data on the transfer of one of the ships to Fukuoka Finance Bureau.

*RGS*  
R.G. STRADLEY.

D/RGS/st



FIELD TRIP REPORTR.G. STRADLEY

29 March 1950

1. Purpose:

Inspection of reparation equipment at Ghugoku Haiden Miyabara Deri Substation. 11-5(17) Kure, City, 11-5(14).

2. Background:

Surveillance in accordance with O.D. 51.

3. Discussion:

272 items were originally inventoried at this substation for reparation. 15 items were approved for authorized use out of which 14 were reported to Finance Bureau to be deleted from authorized use on 21 February 1950.

One motor generator with code number 11-5(17)-41 is presently on authorized use. 26 items were approved for temporary operation on 15 February 1948. These have been applied for authorized use on 4 February 1950.

The code numbers for the 26 items on temporary operations are:

11-5(17)-103	11-5(17)-114	11-5(17)-160	11-5(17)-224
11-5(17)-104	11-5(17)-116	11-5(17)-212	11-5(17)-227
11-5(17)-105	11-5(17)-118	11-5(17)-213	11-5(17)-241
11-5(17)-107	11-5(17)-121	11-5(17)-214	11-5(17)-245
11-5(17)-108	11-5(17)-122	11-5(17)-217	11-5(17)-289
11-5(17)-110	11-5(17)-123	11-5(17)-218	
11-5(17)-112	11-5(17)-159	11-5(17)-222	

The substation also had 172 items on reparation under custody of Nippon Hassoden, code number 11-5(14)-5. Although none are on authorized use or on temporary operation, items with the following code numbers had "U" marks.

11-5(14)-5-37 U  
 11-5(14)-5-38 U  
 11-5(14)-5-40 U  
 11-5(14)-5-41 U

4. Conclusion:

41 items under code number 11-5(17) are in the BCOF area adjacent to the substation. Only the switch boards are said to be in use by B.C.O.F.

No representative of the Nippon Hassoden was at the sub-station.



5. Recommendation:

Mr. Okahira of the Kure Finance Bureau was requested to check up on the basis of changing the code numbers of 11-5(17)-126, 125 into 90, 89 and 91 (original number for 91 unknown). He was also asked to find out why 11-5(14)-5-37, 38, 40 and 41 were marked "U".

*RGS*  
R.G. STRADLEY.



INSPECTION REPORTR.G. SPRADLEY and N. NISHIDAECON. SECTION, C.C.A.R.

7 March 1950

1. Purpose:

Inspection of Reparatons Machinery at 11-5(22) TAKEDA SEIMO K.K.  
located at 65, 14-CHOME, HONDORI, KURE CITY.

2. Background:

Surveillance in accordance with O.D. 51, 27 September 1949.

3. Discussion:

a. Total No. of Reparatons Machines - 2 (A.U.)  
Code No.s are 11-5(22)-1, 11-5(22)-5.

b. Two items in A.U. as above are not being used and no longer  
necessary for the operation of this plant. These will be returned  
from this plant to KURE Arsenal 11-5(6) soon.

4. Conclusion:

Items were checked and found satisfactory.

5. Recommendation:

None.

*RGS*  
R.G. SPRADLEY

D/FGS/fk



INSPECTION REPORT

R.C. SPADLEY and N. NISHIDA  
ECON. SECTION, C.C.A.R.

7 March 1950

1. Purpose:

Inspection of Reparatons Machinery at 11-5(6) AMAGASAKI IRON WORKS, KURE FACTORY located in EX-KURE NAVAL ARSENAL, MIYAHARA-DORI, KURE CITY.

2. Background:

Surveillance in accordance with O.D. 51, 27 September 1949.

3. Discussion:

a. Total No. of Reparatons Machines - 4,747  
 A.U. - 359 T.O. - 151 D.S. - 4,237

b. Application has been made to G.H.Q, SCAP. on 20 February 1950 for the deletion of 395 items out of 754 items in A.U. which are surplus to present requirements.

c. Application for A.U. of 151 items out of 292 items in T.O. has been submitted to G.H.Q, SCAP. through Japanese channel on 4 February 1950.

d. Data (parts require to be repaired, No. of days require and cost of repair etc.) concerned with the repair of the Reparatons Machines indicated as follows will be reported from KURE BRANCH, H.F.B. to ECON. SECTION, C.C.A.R. on investigation later.

(1) Roller:

<u>Code No.</u>	<u>Class</u>	<u>Capacity</u> L x W x S
11-5(6)-232	II	8m 4m 1.06m
" -2088	III	11m 5.2m 1.06m (Power of Engine 12,000 H.P. each)

(2) Press:

<u>Code No.</u>	<u>Class</u>	<u>Capacity</u>
11-5(6)-242	II	6,000t
" -3372	II	1,000t



(2) Press:

<u>Code No.</u>	<u>Class</u>	<u>Capacity</u>
11-5(6)-1817	II	4,000 <sup>t</sup>
" -1735	I	1,000 <sup>t</sup>
" -1658	I	2,000 <sup>t</sup>
" -1661	I	1,200 <sup>t</sup>
" -1864	III	8,000 <sup>t</sup>

4. Conclusion:

It was a good chance to check reparations plants due to the fact that there has been much rain all day on 7 March 1950.

Several points of rain leak were found in the roof of the buildings stored reparations machines.

Machines in Dead Storage are getting rusty and in poor condition due to the rain leak and lack of preservation oil.

5. Recommendations:

The repair of the leaky places of the buildings at AMAGASAKI FACTORY should be considered a proper counter measure and machines in Dead Storage should be properly cleaned and preserved as soon as possible.

(Appx):

Total No. of Reparations items for each plant Code No.

<u>Code No.</u>	<u>No. of items</u>
11-5(6)	4,708
11-5(194)	4
11-5(199)	4
11-5(232)	2
11-9(6)	29
<u>Total:</u>	<u>4,747</u>

*R.S.*  
R.G. STRADLEY



INSPECTION REPORT

R.G. STRADLEY and N. NISHIDA  
ECON. SECTION, C.C.A.R.

7 March 1950

1. Purpose:

Inspection of Repairs Machinery at 11-5(7) MIZUNO AREA located in EX-KURE NAVAL ARSENAL, MIYAHARA-DORI, KURE CITY.

2. Background:

Surveillance in accordance with O.D. 51, 27 September 1949.

3. Discussion:

No.s of Repairs Machines stored in this area are as follows:

<u>Plant Code No.</u>	<u>Total No. of Existing items</u>	<u>To be consolidated in Amagasaki site</u>	<u>Remaining</u>
11-5(7)	820	105	715
" 5(10)	12	12	
" 5(16)	4	4	
" 5(22)	3	3	
" 5(77)	14	14	
" 5(90)	2	2	
" 5(91)	41	41	
" 5(110)	2	2	
" 5(197)	13	13	
" 5(198)	73	73	
" 5(233)	3	3	
" 8(8)	1	1	
" 9(7)	20	20	
13-52	23	23	
13-53	1	1	
21- 2	41	41	
22-25	31	31	
27- 4	1	1	
30- 3	27	27	
30- 4	6	6	
30- 5	2	2	
30- 6	1	1	
32-31	19	19	
32-32	44	44	
36- 1	5	5	
37-23	1	1	
39-53	2	2	
39-61	1	1	
45- 4	2	2	
45- 5	10	10	
45- 7	4	4	
<u>Total:</u>	<u>1,229</u>	<u>514</u>	<u>715</u>

(As of 1 March 1950)



Appx: (In addition to above No.s)

a. In use by Q.F.

<u>Corde No.</u>	<u>Total No.</u>
11-5(7)	16
" 5(197)	1
" 5(198)	7
21-2	1
22-25	3
<u>45-4</u>	<u>1</u>
Total:	29

b. Removed on P.D.

<u>Corde No.</u>	<u>Total No.</u>
11-5(7)	2

4. Conclusion:

Items were inspected and found satisfactory.

5. Recommendation:

None.

*R.S.*  
R.G. STRADIER



INSPECTION REPORTR.G. SPADLEY and N. N. ISHIDA  
ECON. SECTION, C.C.A.R.

7 March 1950

1. Purpose:

Inspection of Reparatons Machinery at 11-05(5) HARIMA SHIPBUILDING WORKS, KURE DOCK located at MIYAHARA-RORI, KURE CITY.

2. Background:

Surveillance in accordance with O.D. 51,27 September 1949.

3. Discussion:

a. Total No. of Reparatons machines - 10,843    A.U. - 1,129  
T.O. - 3,980                    D.S. - 5,734

b. Application for A.U. of 3,980 items in T.O. as above has been submitted to G.H.Q., SCAP. through Japanese channel on 17 February 1950.

c. Documental proof concerned with Generator 60 K.W. (List No. 10030 EX.) borrowed from 17 C.R.E. to this plant will be reported from KURE BRANCH, H.F.B. to ECON. SECTION, C.C.A.R. after investigation through papers.

4. Conclusion:

It was a good chance to check Reparation plants due to the fact that there has been much rain all day on 7 March 1950.

Several points of rain leak were found in the roof of the buildings stored Reparatons Machines.

Machines in Dead Storage are getting rusty and in poor condition due to the rain leak and lack of preservation oil. Machines in use were found in good condition generally.

5. Recommendations:

The leaky places of buildings stored reparatons machines at HARIMA DOCK should be repaired before the rainy season and machines in Dead Storage should be properly cleaned and preserved as soon as possible.

*RGS*  
R.G. SPADLEY

D/RGS/fk



FIELD TRIP REPORTR.G. STRADLEY

30 January 1950

1. Purpose:

11-5(242)  
 Inspection of Reparations vessels at Hiroshima Prefectural Suisan Gyokai (Marine Product Assn).

2. Background:

Surveillance in accordance with c.D. 51, 27 Sept. 1949.

3. Discussion:

## (a) Reparations vessels.

Name:	No. 1 Kokusui-Maru	No. 2 Kokusui-Maru
Type:	Steel vessel	Steel vessel
G/Tonnage:	109.88 tons	88.32 tons.
Length:	27.50 m.	24.5 m.
Width:	6.10 m.	6.0 m.
Draught:	2.45 m.	2.55 m.
Engine:	Semi-diesel.	Semi-diesel.
Code No.:	11-5(242) - 2, To.	11-5(242) - 1, AU.
HP:	200 (actual)	Unknown.
Speed:	9 knot.	9.5 knot.(actual)
Present User:	Chusui Unyu Co. Shimō-Fukushima-ku Osaka-City	Taiyo Steamship Co. 2 cho-me, Kaigan- dori. Ujina-machi Hiroshima City. TOKYO.
Present Location:	Osaka	

## (b) No. 1 Kokusui-Maru.

After the Chuo Suisan Gyokai (Central Marine Product Assn) in TOKYO was dissolved its maritime transportation business was taken over by the Chusui Unyu K.K. (Central Marine Product Co.) in Osaka.

The vessel was transferred to the Chusui Unyu K.K. on 15 February 1948 under the permission of Hiroshima M.G. Team and also according to a letter No. 1541 Kura-Koku-Dai, dated 24 May 1948 of the Zaimu-Kyoku (Finance Affairs Bureau of Finance Ministry).

(c). No. 2 Kokusui-Maru was transferred to Taiyo Steamship Co. on 30 Aug 1948. The former name of the Taiyo Suisan Co. was Hyogo Prefecture Suisan Unyu Steamship Co.



The Taiyo Steamship Co. is engaged in the transportation business of marine products between TOKYO and Iwate areas and has a branch Office in TOKYO.

4. Conclusion:

The official in charge of the reparations items was absent and no definite information was available. There was no documental proof for the TO and AU and relevant papers were not in order.

The official in charge was requested to report to Economics Section CCAR on Tuesday, 2 February 1950.

5. Recommendations:

Documental proof for TO and AU should be checked when the official report on the above specified day.

Neither present user  
has permission for A.K.  
Applications are in process  
2 Feb 50 RSV



REPORT ON INSPECTIONCHUGOKU CIVIL AFFAIRS REGION  
ECONOMICS SECTION

DATE: 20 January 1950

MR. STRADLEY AND N. NISHIDA

INSTALLATION INSPECTED: SHINKO GOMU KOGYOSHU (Code No. 11-5(91))

LOCATION: 571 FUNAIRI KAWAGUCHI-CHO, HIROSHIMA CITY

INSPECTION COVERED THE FOLLOWING: Custody and maintenance of Reparation Machinery.

## REMARKS:-

1. No. of Reparation machines: 14 (cl. I-1, cl. II-4, cl. III-9)  
A.U. - 9            T.O. - 5

Application for "A.U." of 5 items in "T.O." was submitted to G.H.Q. through Japanese channel on the end of Dec 1949.

2. No. of gates: 1  
No. of guards: 5 (Shift of 24 hrs each 3 and 2)

3. Fire service arrangements:

Water tank - 7 (2<sup>nd</sup> - 1<sup>st</sup> each)            Hand pump - 2

Hydrant - 4            Fire extinguisher - 7

Bucket - 34            Sand box - some

4. Employees: 203 (including 83 females)

Average age - 34 years            Average wages - ¥ 6,475

% of attendance - 95.0 (NOV. 1949), 95.5 (DEC. 1949)

5. Custody and maintenance of reparation machinery was in good condition.

## Appx:

President : RYOSUKE TATEISHI

Custodian : MATSUO KANAZAWA

Technician: GIICHI NISHIHARA

11-5(91)  
M.A.

*[Handwritten signature]*



SUBJECT: Inspection of Reparations Plants in Hiroshima Prefecture  
6-7-9-12-13-14 December 1949

The Saka Electric Power Plant of Nippon Hassoden was visited on 6 December. This plant was not inventoried as it is not included on list in SCAPIN 1489, dated 27 January 1947. Plant seems to be run in an orderly and efficient manner.

Toyo Kogyo Kabushiki, 11-28. Plant inspected on 6 December. 176 machines in authorized use were checked and found to be well maintained. Entire plant was in excellent condition. This company now manufacturing three-wheel motorcycle trucks. Production is 800 monthly with ready market. Some export orders for India were being filled at time of inspection. Company officials displayed cooperative attitude throughout inspection.

Japan Steel Works, 11-14. Inspected on 7-9 December. 360 machines listed on Inventory Data Sheet as being in authorized use after evaluation are only temporary use items. None of these items were located on first day of inspection "because person in charge of these items was absent." Authorized use machinery was inspected and found in poor condition. Rust appeared on several machines in addition to most machinery being poorly marked. Two machines 11-5(71)-17 and 11-14-421 were found in use although there was no authority on record for their temporary or authorized use. Explanation was given that machines were needed so therefor they were placed in use. Motor 11-14-2825 was attached to authorized use machine 11-14-146. The motor originally attached to this machine was said to be under repair. Motor finally located lying on dirt floor, no effort made to repair. Two unidentifiable motors attached to 11-14-1766U. Motors formerly attached to this machine were located lying in corner of warehouse. No explanation given.

On 9 December plant officials were "prepared" to show me the 360 items added on evaluation and listed on their Inventory Data Sheet by code numbers which I had in my possession for checking purposes. Machines shown me (approximately 50) evidently had code numbers painted on after my first visit as paint was still wet on them. The "man in charge" was never seen and all items seen were located in warehouses previously visited on 7 December. Compressor marked 11-14-3044 found to be 11-14-3024. Motor attached to 11-14-1309U had code number 11-14-2739 marked on. Motor was covered on front with machine oil. After wiping off the oil, code number 11-14-1309 appeared very prominently. Checking serial number of machine showed code number to be 11-14-1309. This was another effort on their part to cover up for items which they did not locate or properly code. Dead storage equipment also found in poor condition. Warehouses where machinery is stored are in need of repairs. Overall impression of plant is bad. Custodian is guilty of negligence and cover up tactics.

Shinko Godo inspected on 12 December. Four (4) machines are in temporary use here. The machines were dispersed from Toyo Seikan. All are in good condition. Code numbers are: 11-15-108, 111, 113, 114.

Toyo Seikan 11-15, inspected on 12 December. Dead storage area contains 124 machines. 31 machines from this location are in temporary use at Toyo Kikai by permission of HMGT letter dtd 6 December 1948. These 31 machines inspected and no discrepancies noted. All dead storage equipment is in excellent condition.



Asahi Sangyo 11-10, 11-5(73). Inspected on 12 December. 94 items were listed as being in authorized use. This figure should be 84 as ten machines listed as AU are in error. Machine numbers 11-5(73)-50, 11-5(73)-41 temporary use and 11-10-100, 11-10-113, 11-10-109, 11-10-116, 11-10-134, 11-10-137 authorized use were found in poor shape. 11-10-192U part of jib crane is lying outside building. Custodian says this cannot be used and should be scrapped. Motor marked "EX" found to be 11-10-138 authorized use machine. Marking of machinery is very poor as is maintenance. Custodian very sorry plant appeared in such condition.

Shinko Gomu 11-5(91) inspected on 13 December. Nine (9) machines are in authorized use by letter of HMGT. Five (5) machines are in temporary use. Application was sent to HMGT in February 1948 asking authorized use of temporary use machinery. No answer was received. Machinery inspected and found in good condition.

Kurashiki Cotton Spinning Works 11-2. Dead storage area inspected on 13 December. 272 machines checked and found to be well stored and maintained in four warehouses.

Hagoromo Works 11-12. Inspected on 14 December. Dead storage area containing 78 machines. All machinery checked and found in good condition.

Hiroshima Machine Tool Works 11-17  
Mitsubishi Heavy Industries

Inspected on 14 December. All machinery in use and storage inspected and found in excellent condition. Stored machinery is well housed.

ROBERT P. LORD, DAC  
Economics Section  
Chugoku Civil Affairs Region



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 24 September 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 20 September 1949OFFICER OR E.M. MAKING INSPECTION: Pfc. Cason, and N. NishidaINSTALLATIONS INSPECTED: Mine Sweeping Section, Sea Safety Headquarters,  
Hiroshima (Code No. 11-5(245))LOCATION: Shinoyamate-machi, Kure City (B-9)TIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Present state of reparation item.

## REMARKS:

1. No. of reparation items: 1 (Cl. II, T.O.)

This is a floating-pier which is located at the quay of KURE DOCK,  
HARIMA SHIPBUILDING CO.

## 2. Data:

Length - 12m

Width - 4m

Depth - 1.35m

Weight - 22.8t

Type - Iron

3. Custody and maintenance of the floating-pier was in good condition  
and was being used by ships of MINE SWEEPING SECTION, SEA SAFETY HEADQUARTERS,  
HIROSHIMA.



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 10 September 1949

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 8 September 1949

OFFICER OR E.M. MAKING INSPECTION: CWO Sowder

INSTALLATIONS INSPECTED: Packing Site of Allocation 1-64, China

LOCATION: Kure (B - 9)

TIME SPENT IN INSPECTION: 3 hours

INSPECTION COVERED THE FOLLOWING: Reparations Machinery.

REMARKS:

Inspection covered packaging operations on allocation 1-64 for movement to China.

Operation is 56% complete and progress is satisfactory.



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 9 September 1949

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 7 September 1949

OFFICER OR E.M. MAKING INSPECTION: CWO S. R. Souder

INSTALLATIONS INSPECTED: 1155 Harima

Allocation 1-65, China.

LOCATION: Kure Dock. (B - 9)

TIME SPENT IN INSPECTION: 3 hours

INSPECTION COVERED THE FOLLOWING: Reparations Equipment.

REMARKS: This inspection covered the packaging operations for the Chinese nation. 1-65 is the largest of 11 allocations and is therefore the farthest from completion.

Progress is satisfactory and will meet the deadline of 31 October 1949.



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 6 September 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 3 September 1949OFFICER OR E.M. MAKING INSPECTION: C.W.O. Sowder, and N. NishidaINSTALLATIONS INSPECTED: Amagasaki Packaging Site.LOCATION: Miyahara-dori, Kure City (B-9)TIME SPENT IN INSPECTION: 4 hours.INSPECTION COVERED THE FOLLOWING: Packaging work of contractor CHUGOKU KOSAN K. K. and FUJITA-GUMI.

## REMARKS:

## 1. CHUGOKU KOSAN K.K.:-

Total 125 workers (including 20 females) were working earnestly in this site.

## Estimate of finished work:

Dismantling work - 65% ) 3 September 1949.

Packaging work - 13% )

material and everything else was in good condition.

## 2. FUJITA-GUMI:-

Total 151 workers (including 20 females) were working earnestly in the same site.

## Estimate of finished work:

Dismantling work - 70% )

Packaging work - 23% )

3 September 1949

material and everything else was in good condition.

3. Fire service arrangements of AMAGASAKI Packaging Site are in very poor condition at present. The KURE BRANCH, HIROSHIMA FINANCE BUREAU

was ordered to have proper fire service arrangements in this site immediately.



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 6 September 1949

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 2 September 1949

OFFICER OR E.M. MAKING INSPECTION: C.W.O. Souder and N. Nishida

INSTALLATIONS INSPECTED: Harima Shipbuilding Works, Kure Dock  
(Code No. 11-5(5), 11-5(6))

LOCATION: Miyahara-dori, Kure City (B - 9)

TIME SPENT IN INSPECTION: 4 hours

INSPECTION COVERED THE FOLLOWING: Dismantling work of H6 and H12 - H20.  
Packaging work of H6 and H14.

REMARKS:

Total 347 workers were working earnestly on 2 September 1949.

Estimate of finished work:

<u>D</u>	<u>Dismantling work - 60%</u>	} <u>31 August 1949</u>
	<u>Packaging work - 19%</u>	

Material and everything else was in good condition.



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 6 September 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 1 Sept. 1949OFFICER OR E.M. MAKING INSPECTION: G.W.O. Sowder and N. NishidaINSTALLATIONS INSPECTED: Suruga Sangyo K.K.(Code No. 11-5(5))LOCATION: Aza-Suruga, Daiyu, Aga-machi, Kure City (B-6)TIME SPENT IN INSPECTION: 2 1/2 hours.INSPECTION COVERED THE FOLLOWING: Custody and maintenance of reparation machinery and packaging work in this plant.

## REMARKS:

## 1. No. of reparation machines:

Total No. - 34 (Cl.I - 17, Cl.II - 2, Cl.III - 15)D.S. - 343 machines in temporary use were removed this time.

## 2. Date of the latest overhaul and adjustment of reparation machinery:

3 May 1949.

## 3. No. of gates: 1. No. of guards: 2 (Shift of 12 hours each one)

## 4. Fire Service Arrangements:

Water tank - 3 (10t - 3t)Hydrant - 4Hand pump - 2Bucket - 20

## 5. Employees:

Total - 58 (including 43 females)

## 6. Custody and maintenance of reparation machinery was in good condition.

(Appx.):-

## (1) % of attendance:

88.0% (April 1949)87.0% (May)81.0% (June)86.0% (July)91.0% (August)



(2) a. Average age of employees: 29.1 years

Oldest " " " : 55 "

Youngest " " " : 19 "

b. Average wages of employees: ¥ 3,200

Maximum " " " : ¥ 8,000

Minimum " " " : ¥ 2,375

(3) President: DENICHI KAGIMOTO

Custodian: (Ditto)

Technician: NIZO KAGIMOTO

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The dismantling work of 7 items (allocation notice No.1-65, code no. 11-5(5) should be removed from the SURUGA SANGYO Plant was finished on 30 August 1949.

After that the arrangements of packaging of these items were being done by the workers of contractor NITTSU CO. 10 workers were working earnestly on 1 September 1949. Everything was going well.



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

16 August 1949  
DATE:

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION : 17 August 1949

OFFICER OR E.M. MAKING INSPECTION: CWO S. R. Sowder

INSTALLATIONS INSPECTED: Building H-b and H-2, Packing Sites, Harima  
Shipbuilding Works, Kure

LOCATION: Kure City (B - 9)

TIME SPENT IN INSPECTION: 3 hours

INSPECTION COVERED THE FOLLOWING: Packaging for Philippine Nation.

REMARKS: In company with Mr. Cosme, Philippine Reparation Representative,  
inspected machinery being packaged on allocation notice 3-46 and 3-62.  
On 3-46 there are 195 electric welding machines - Mr. Cosme did  
not think these machines were in good condition due to missing parts -  
However, machines were clearly marked "CLASS 3", which accounts for these  
missing parts and there is nothing we can do to correct this.

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REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 17 August 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 13 August 1949OFFICER OR E.M. MAKING INSPECTION: W.O. Sowder, N. NishidaINSTALLATIONS INSPECTED: Shinke Gomu Kogyosho (Code No: 11-5(91))LOCATION: 571, Funairi Kawaguchi-cho, Hiroshima City (B - 11)TIME SPENT IN INSPECTION: 2 hoursINSPECTION COVERED THE FOLLOWING: Custody and maintenance of reparation machinery.

## REMARKS: 1. No. of reparation machines:

Total No. - 14 (Cl.I - 1, Cl.II - 4, Cl.III - 9)

A.U. - 9 T. O. - 5

## 2. Date of the latest overhaul and adjustment of reparation machinery:

12 December 1948

## 3. No. of gates: 1, No. of guards: 5 (Shift of 24 hours each 2, 3)

## 4. Fire service arrangements:

Water tank - 7 (2t - 1t each)

Hand pump - 2

Hydrant - 4

Fire extinguisher - 7

Bucket - 34

Sand box - some

Calcium carbonate - some

Calcium carbonate (Ca CO<sub>3</sub>) be used to refine gum is also the most effective against burning gum.

## 5. Employees: Total - 172 (13 Aug. 49 (including 74 females)

## 6. Custody and maintenance of reparation machinery was very satisfactory.

Appx.): - (1) % of attendance

96.5% (April 1949)

24 96.9% (May 1949)



95.0% (June 1949)

90.7% (July 1949)

(2) a. Average age of employees: 34.0 years

Oldest " " " : 70 years

Youngest " " " : 17 years

b. Average wages of employees: ¥ 6,475

Maximum " " " : ¥ 18,700

Minimum " " " : ¥ 2,270

(3) President: RYOSUKE TATEISHI

Custodian: MATSUO KANAZAWA

Technician: GIICHI NISHIHARA



## REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM DATE: 17 August 1949  
 SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 13 August 1949  
 OFFICER OR E.M. MAKING INSPECTION: W.O. Sowder, N. Nishida

INSTALLATIONS INSPECTED: Taiyo Kisen K. K. 11-05(242)-1

LOCATION: Ujina-cho, Hiroshima City (B-11)

TIME SPENT IN INSPECTION: 2 hours

INSPECTION COVERED THE FOLLOWING: Custody and maintenance of reparation ship.

## REMARKS:

1. No. of reparation ships: 1 (A.U., Cl.III)

Name: TOHOKU MARU

This ship was a torpedo carrying boat called No.II KOSUI MARU in EX-KURE NAVAL ARSENAL. While No.II KOSUI MARU has changed name TOHOKU MARU on 9 April 1948.

2. Changes of custodians:

12 March 1947 - HIROSHIMA KEN SUISANGYOKAI

9 April 1948 - HOKUYO-SUISAN TRANSPORTATION ASSOCIATION

1 February 1949 - TAIYO KISEN K. K.

3. Data: - Name of ship: TOHOKU MARU

Type : Steel ship

Tonnage : 89.18t

H.P. : 150

Speed : Max. - 10.1 knots (9.5 knots at present)

Econ. - 7 knots

Date of the latest docking: May 1948.

Engine : Diesel engine, 4 cylinders - 1 set

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R.P.M. - 350 max.

Date of the latest overhaul and adjustment of engine:

May 1948

Draft : Normal state (Stem 0.45m  
(Stern 2.20m)

Full load state (Stem 2.10m  
(Stern 2.80m)

Length : 24.50m

Width : 6.0m

Depth : 2.55m

Fuel consumption per hour: 2.2 litre (heavy oil)

Range of action: 7 mile/hour x 5 days = 840 mile

Ship age: 12 years

4. Duty: Transportation of coal and marine products.

Course - OSAKA - KARATSU.

5. Custody and maintenance of reparation ship was in very good condition.

(Appx.):-

President: ISAMU MIZUUCHI

Custodian: (Ditto)

Shipmaster: SHINTARO SASAKI



## REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 5 August 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 4 August 1949OFFICER OR E.M. MAKING INSPECTION: CWO Samuel R. SowderINSTALLATIONS INSPECTED: Harima Shipbuilding Works(Code No. 11-5(5))LOCATION: Kure City (Sec: B, Grid: 9)TIME SPENT IN INSPECTION: 2 hoursINSPECTION COVERED THE FOLLOWING: Reparations items.

REMARKS: Condition of machinery in general is good, although maintenance of reparations machinery was stopped July 1st. It is estimated the present preservatives on machine and working surfaces will prevent appreciable deterioration for at least 90 days.

Specific check was made on reparations item 11-5(5) 2072, railroad crane, blown into the sea at Ourisaki by typhoon Della on 21 June 1949 and subsequently raised and brought to Harima Dock by barge for repair. Repair of this machine is scheduled to be completed 15 August 1949.



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 1 Aug 1949SECTION MAKING INSPECTION: EconomicsDATE OF INSPECTION: 27 July 1949OFFICER OR E.M. MAKING INSPECTION: W.O. Sowder, N. NishidaINSTALLATIONS INSPECTED: Kansai Seikosho K.K., Kure Branch11-05(77), 11-06(77)LOCATION: Nigata-cho, Kure City (C-6)TIME SPENT IN INSPECTION: 1 1/2 hoursINSPECTION COVERED THE FOLLOWING: Custody and Maintenance of ReparationMachinery

## REMARKS:

1. No. of Reparation Machines:Total No. - 9 (Cl II 7, Cl III 2)A.U. - 9 EK - Priv 33G.P.C. - 4These G.P.C. machines will be packed up to send to Osaka Storage in the near future.2. Date of the latest overhaul and adjustment of Reparation Machinery:End of Jan 49.3. No. of gates: 2No. of guards: 4 (Shift of 12 hours each half)4. Fire service arrangements:Water tank - 9 (St 0 1, O.St - 8)Turbine pump - 1, Hand pump - 2, Hydrant - 4, Bucket - 20, Sand box - 55. Employees:Total - 90 (including 7 females)

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6. Average age: 36.6 years

Oldest age : 70 years

Youngest age: 17 years

Average wages: ¥4,690.7

Maximum wages: ¥9,157.3

Minimum wages: ¥1,634.0

7. % of attendance:

92.0% (Apr 49)

86.0% (May 49)

81.4% (Jun 49)

8. Custody and Maintenance of Reparation Machinery was in very good condition.

(NOTES): At present, this plant has some trouble between directorates and labour union about wages and retiring allowance.

It will be mediated in the near future.

President: Toichi Fujita  
Custodian : Toichi Fujita  
Technician : Kenichi Nagashima



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 26 July 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 23 July 1949OFFICER OR E.M. MAKING INSPECTION: W.O. Sowder, N. NishidaINSTALLATIONS INSPECTED: Masuko Gumi (Code No. 11-05(241))LOCATION: No. 1, 1 Chome, Iwakata-dori, Kure City (Sec: B, Grid: 9)TIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Investigation of reparation ship.

REMARKS: 1. No. of reparation ships: 2

(A) TORIMARU (11-05(241)-1) - Cl.II, A.U.

(B) ZORIMARU (11-05(241)-2) - Cl.III, T.O.

These ships as above are all movable and (A) is at MOJI, (B) is at WAKAMATSU.

2. Data:	(A)	(B)
Kind	Launch	Steam boat
Ship's age	12 years	30 years over
Type	Wooden	Steel
Shaft	Single	(Ditto)
Tonnage	17.89t	36.72t
Engine	Semi-Diesel	Reciple
H.P.	70	140
(Max. Speed (Econ.	8 kts 5 kts	7 kts 5 kts
Length	14.55m	18.45m
Width	3.40m	3.95m
Depth	1.65m	2.23m



Report on Inspection, Economics, dtd 26 July 1949, continued.

Draft (average)	1.65m	2.23m
Range of action	247miles	384 miles
Duty	Tug	Tug
Crews	3	5
Date of the latest overhaul and adjustment	May 1949	July 1949
Present state	Seems to be in good condition	(Ditto)

3. When these ships will arrive in UJINA or KURE harbour in the near future, the inspection will be made.

(Appx.)

President - TOSAKU MASUOKA

Custodian - SETSUTARO HASHIMOTO



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 26 July 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 22 July 1949OFFICER OR E.M. MAKING INSPECTION: W.O. Sowder, N. NishidaINSTALLATIONS INSPECTED: Mine-Sweeping Section, Sea-Safety Headquarters,  
Hiroshima (Code No. 11-05(245) )LOCATION: Shinoyamate-machi, Kure City (Sec: B, Grid: 9)TIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Present state of reparation items.REMARKS: 1. No. of reparation items: 1 (Cl.II,-P.O.)This reparation item is a floating pier which is located inHARIMA S. B. CO., KURE DOCK.2. Data:Length - 12mWidth - 4mDepth - 1.35mType - IronWeight - 22.8t3. Custody and maintenance of reparation item was in good condition.(Appx.)Custodian: TETSURO IKEHATA(Chief of Mine-sweeping Section)



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 11 July 1949

SECTION MAKING INSPECTION:                      DATE OF INSPECTION: 9 July 1949

OFFICER OR E.M. MAKING INSPECTION: Capt Dugger, N. Nishida

INSTALLATIONS INSPECTED: Hirose Salvage Co., Kure Branch

(Code No. 11-05 (2A3), 11-06 (2A3) )

LOCATION: Shimo-Kaigan-dori, Kure (B-9)

TIME SPENT IN INSPECTION: 1 1/2 hours

INSPECTION COVERED THE FOLLOWING: Investigation of Reparation Ship

REMARKS: 1. No. of Reparation Ships:

Total No. 6 (01 II)

A.U.-5 T.O.-1

2. Data:

<u>(Code No)</u>	<u>(Type)</u>	<u>(Class)</u>	<u>(In use)</u>	<u>(Tonnage)</u>	<u>(Speed)</u>	<u>(Engine)</u>
<u>11-05(2A3)-2</u>	<u>Tugboat</u>	<u>II</u>	<u>A.U.</u>	<u>87.5 t.</u>	<u>9.6 kts</u>	<u>Reciproc xl</u>
<u>" " -3</u>	<u>Barge</u>	<u>"</u>	<u>"</u>	<u>55 T.</u>	<u>8.9 kts</u>	<u>Diesel xl</u>
<u>" " -4</u>	<u>Barge</u>	<u>"</u>	<u>"</u>	<u>60.5 T.</u>	<u>8.8 kts</u>	<u>Diesel xl</u>
<u>" " -5</u>	<u>Barge</u>	<u>"</u>	<u>"</u>	<u>71.5 T.</u>	<u>10.2 kts</u>	<u>Semi-Diesel xl</u>
<u>" " -6</u>	<u>Day Barge</u>	<u>"</u>	<u>"</u>	<u>100 T.</u>		<u>No</u>
<u>11-06(2A3)-1</u>	<u>Day Barge</u>	<u>"</u>	<u>T.O.</u>	<u>150 T</u>		<u>No</u>

Notes:

The custody of Tugboat (11-05(2A3)-1) has changed from Hirose Salvage Co. to Tokyo Kisen Co. on 23 December 1947. Other six ships as above are all in operation at Osaka harbour at present. It seems to be in good condition. When these ships will arrive in Kure or Ujina harbour in the



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_ DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

REMARKS: \_\_\_\_\_

*near future, the inspection will be made.*

**President: Kazuo Hirose**

**Custodian: (Ditto)**



REPORT ON INSPECTION

HIROSHIMA CIVIL AFFAIRS TEAM

DATE: 11 July 1949SECTION MAKING INSPECTION: ECONOMICS DATE OF INSPECTION: 9 July 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger - W. HishidaINSTALLATIONS INSPECTED: Nissan Salvage Co., Chugu Branch(Code No. 11-05 (238), 11-06 (238) )LOCATION: 5 Chome Kaigan-dori, Kure (R-9)TIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Investigation of Reparation ShipREMARKS: 1. No. of Reparation Ships:Total No. 4 (CI II2, CI III 1)A.U.-1 T.O.-3 Other-12. Data:

<u>(Code No.)</u>	<u>(Type)</u>	<u>(Class)</u>	<u>(in use)</u>	<u>(Tonnage)</u>	<u>(Speed)</u>	<u>(Engine)</u>
<u>11-05 (238)-1</u>	<u>Tugboat</u>	<u>III</u>	<u>A.U.</u>	<u>123 T.</u>	<u>7 kts</u>	<u>Reciplo x2</u>
<u>11-06 (238)-2</u>	<u>Tugboat</u>	<u>Other</u>	<u>T.O.</u>	<u>110 T.</u>	<u>8 kts</u>	<u>Reciplo x1</u>
<u>11-05 (238)-2</u>	<u>Barge</u>	<u>II</u>	<u>T.O.</u>	<u>190 T.</u>		<u>No</u>
<u>11-06 (238)-1</u>	<u>Barge</u>	<u>II</u>	<u>T.O.</u>	<u>176 T.</u>		<u>No.</u>

Notes:These ships as above are all in operation at Wakamatsu harbour at present.It seems to be in good condition. When these ships will arrive in Kureor Ujina harbour in the near future, the inspection will be made.President: Heihachi YamamotoCustodian: Jusaburo Kanda



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 27 JUNE 49SECTION MAKING INSPECTION: ECON. DATE OF INSPECTION: 25 JUNE 49OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. Mishida.INSTALLATIONS INSPECTED: MIYABARA SUBSTATION, JAPAN ELECTRIC  
GENERATION & TRANSMISSION K.K. (NIPPON HASSODEN K.K.)LOCATION: 13 CHOME, MIYABARA-DORI, KURE. (B-9) (CODE NO. 11-05(14))TIME SPENT IN INSPECTION: 2 hoursINSPECTION COVERED THE FOLLOWING: Custody and Maintenance of  
Reparation Machinery.

REMARKS: 1. No. of Reparation Machines:

Total No. 132 (Cl. I 8, Cl. II 105, Cl. III 19)A.V. 3 P.S. 129(Appx) 175 items have been stored in this plant  
originally, but 43 items concerned the  
Central Power Station were returned to  
The Kure Branch, Hiroshima Finance  
Bureau on 10 Feb. 49.Balance - 132 items were stored in  
this plant on 25 JUNE 49.2. Date of the latest overhaul & adjustment  
of Reparation Machinery: End of May 49.3. No. of gates: 1No. of guards: 2 (Shift of 12 hours each one.)4. Fire service arrangements:Water tank - 1 (10<sup>T</sup>)



Hydrant - 2 (Hose 10<sup>m</sup> x 2)

Fire extinguisher - 7

5. Employees:

Total - 4. And all of them are workers engaged in maintenance of Repairation machinery.

To of attendance - 100% (May 49)

6. Custody and Maintenance of Repairation Machinery was in very good condition.

(Appx.)

President: YOSHIO FUKUDA.

Custodian: TADASHI YOSHINO.

Technician: MASAO MIKI.



## REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 24 JUNE 49.

SECTION MAKING INSPECTION: ECON. DATE OF INSPECTION: 23 JUNE 49.OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. IshidaINSTALLATIONS INSPECTED: HIRO SAWMILL, HARIMA SHIP BUILDINGWORKS, KURE DOCK. (Dispersed plant of HARIMA DOCK)  
(Code No. 11-5(5))LOCATION: Yayoi-shingai, Hiro-machi, Kure (C-6).TIME SPENT IN INSPECTION: 2 hoursINSPECTION COVERED THE FOLLOWING: Custody and Maintenance of  
Reparation Machinery

REMARKS: 1. No. of Reparation Machines:

Total No. 121 (Cl. I 48, Cl. II 68, Cl. III 5)

A.V. 46. T.O. 67 D.S. 8 Ex. Rel. 24, Priv. 9

2. Date of the latest overhaul and adjustment  
of Reparation Machinery: End of Mar. 49

3. No. of gates: 1 No. of watch boxes: 2

No. of guards: 8 (Shift of 24 hours each half of 8)

4. Fire service arrangements:

Timber pool - 2 Water tank - 5 (13<sup>T</sup> ~ 2<sup>T</sup>)Dram Can - 14. Hand-pump - 1 (Hose 20<sup>m</sup> x 2)

Fire extinguisher - 12 Bucket - 61.

5. Employees:

Total - 75 (23 JUNE 49)

(including 4 females)

% of attendance: 100% (MAY 49)

6. Custody and Maintenance of Reparation Machinery  
was very satisfactory.



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 2 JUNE 1949SECTION MAKING INSPECTION: Econ. DATE OF INSPECTION: 27 MAY 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. MishidaINSTALLATIONS INSPECTED: Shinkō Gomu Kogyōsho.  
(Code No. 11-85(91))LOCATION: 571, Funairi Kawaguchi-Chō, Hiroshima.TIME SPENT IN INSPECTION: 1½ hours (B-11)INSPECTION COVERED THE FOLLOWING: Custody and Maintenance  
of Reparation Machinery

REMARKS: 1. No. of Reparation Machines:

Total No. 14 (Cl. I 1, Cl. II 4, Cl. III 9)

A.V. 9 T.O. 5

2. Date of the latest overhaul and adjustment  
of Reparation Machinery: 12 Dec. 19483. No. of gates: 1No. of guards: 5 (Shift of 24 hours each 3+2)

4. Fire service arrangements:

Hand Pump - 2 Hydrant - 4

Water tank - 7 Bucket - some

Fire extinguish ball - 8 (one for each ridge)

Lime ash - some

(Lime ash is the most effective for burning gum)

5. Employees:

Total - 159 (27 May 49)

% of attendance - 96.5% (Apr. 49)

(Cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_

DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

(Cont'd)

REMARKS: *b. Custody and Maintenance of Reparation Machinery was very satisfactory.*

(Appx)

*President: RYOSUKE TATEISHI.*

*Custodian: MATSUO KANAZAWA.*

*Technician: GIICHI NISHIHARA.*



HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 2 June 1949SECTION MAKING INSPECTION: Econ. DATE OF INSPECTION: 25 MAY 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. NishidaINSTALLATIONS INSPECTED: Suruga Sangyo K. K.

(Code No. 11-05(5))

LOCATION: Aza-Suruga, Dainyu, Aga-Machi, Kure (B-6)TIME SPEND IN INSPECTION: 2 hoursINSPECTION COVERED THE FOLLOWING: Custody and Maintenanceof Reparation Machinery

REMARKS: 1. No. of Reparation Machines:

Total No. 41 (Cl. I 24, Cl. II 2, Cl. III 15)

A.V. 2, T.O. 1, P.S. 38

2. Date of the latest overhaul and adjustment  
of Reparation machinery: 3 May 19493. No. of gates: 1No. of guards: 2 (Shift of 24 hours each one)

4. Fire service arrangements:

Water tank - 3 (10<sup>T</sup>, 5<sup>T</sup>, 3<sup>T</sup>)Hydrant - 4Hand pump - 2 Bucket - 20

5. Employees:

Total - 52 (25 May 49)

(including 33 females)

% of attendance - 88.0% (Apr. 49)6. Custody and Maintenance of Reparation  
(cont'd)



HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_

DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPEND IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

*(cont'd)*

REMARKS:

*machinery was in very good condition.**(Appx)**The Reperation machines stored in this plant are which have been dispersed from Harima Ship Building Works, Kure Dock.**President: DENICHI KAGIMOTO**Custodian: (Ditto)**Technician: NIZO KAGIMOTO*



## REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 2 JUNE 1949SECTION MAKING INSPECTION: 3 con. DATE OF INSPECTION: 25 MAY 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Duggan, N. NishidaINSTALLATIONS INSPECTED: Kaburasaki Oxygen Producing Plant (Dispersed Plant of Harima, Kure Dock)LOCATION: Aza-Kaburasaki, Aga-Machi, Kure (B-6) (Code No. 11-05(S), 11-06(S))TIME SPENT IN INSPECTION: 2 1/2 hoursINSPECTION COVERED THE FOLLOWING: Custody and Maintenance of Reparation Machinery

- REMARKS: 1. No. of Reparation Machinery:
- Total No. 316 (LI 56, TLT 133, DT 127)
- A.V. 32, T.L. 28, P.S. 256
- S.P. 2 (Completely destroyed)
- C.P.C. 1 (Lathe)
- EX. Equip. 637
2. Date of the latest overhaul and adjustment of Reparation Machinery: Apr. 1949
3. No. of gates: 1
- No. of guards: 4 (Shift of 24 hours each half)
4. Fire Service arrangements:
- Water tank - 5 (300<sup>T</sup> ~ 20<sup>T</sup>)
- Hand pump - 2 (Hose 2.0<sup>m</sup> x 2)
- Fire extinguisher - 4
- Bucket - 10 Sand box - some
5. Employees:

(cont'd.)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_ DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

(cont'd)

REMARKS: Total - 47 (25 May 49)

Workers engaged in Maintenance of Repa-  
ration Machinery - 3

% of attendance - 100% (Apr. 49)

b. Custody and Maintenance of Reparation  
Machinery was in excellent condition.



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 2 May 1949SECTION MAKING INSPECTION: Econ. DATE OF INSPECTION: 25 Apr. 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. NishidaINSTALLATIONS INSPECTED: Chūgoku Kōsan K.K.

(Code No. : see the following Remarks)

LOCATION: Hiro-Machi, Kure CityTIME SPENT IN INSPECTION: 3 hours. Investigation of No. of Reparation Machinery (19 Apr. 49)  
3 hours. Inspection of Reparation Machinery (25 Apr. 49)INSPECTION COVERED THE FOLLOWING: Custody and Maintenance  
of Reparation Machinery.

REMARKS: 1. Code No.

11-05(5) 11-05(7) 11-05(198) 11-06(8)11-06(9) 11-06(10) 11-06(11) 11-06(12)11-06(13) 11-06(20) 11-06(22) 11-06(35)11-06(53) 11-06(65) 11-06(77) 11-06(106)11-06(181) 11-06(195) 11-06(211) 11-06(207)11-06(236) 11-08(8) 11-08(9) 11-08(39)11-08(192)

New code No.s were supplemented as follows:

11-06(225) entered in his plant 27 Jan. 49.13-52(541) " " 2 Sep. 4845-7(241) " " 24 Jan. 49

2. No. of Reparation Machines:

Total No. 1,366 (CLI 331, CLT 560, CLU 475)A.U. 68 D.S. 1,298SP. 52 { 8 completely destroyed - scrap  
44 partially destroyed - Reinventoried

(Cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_

DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

(cont'd)

REMARKS:

C.P.C. 2.5

E.X. Rel. 23

3. Date of the latest overhaul &amp; adjustment:

End. of May 1949

4. No. of gates - 2

No. of guards - 10 (Shift of 24 hours each half)

All of them belong to The Kure Branch,  
Hiroshima Finance Bureau.

5. Fire service arrangements:

Water tank - 16 (each about 1<sup>7</sup>/<sub>8</sub> capacity)

Hand pump - 1

Fire extinguisher - 6

Bucket - 130 Sand box - some

6. Employees:

Total - 58 (19 Apr. 1949)

Workers engaged in maintenance of

Reparation Machinery - 32

(cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_ DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

*(cont'd)*

REMARKS: 7. % of attendance: \_\_\_\_\_

87.08% (Mar. 49)

8. Custody, Maintenance and Marking  
of Reparation Machinery was in  
very good condition.



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 2 May 1949

SECTION MAKING INSPECTION: Econ.

DATE OF INSPECTION: 22 Apr. 1949

OFFICER OR E.M. MAKING INSPECTION: Capt. Duggan, N. Nishida

INSTALLATIONS INSPECTED: Miyano Zosen K.K. Kure Fact.  
(Code No.: See the following Remarks)

LOCATION: Miyahara-Dōri, Kure City

TIME SPENT IN INSPECTION: 3 hours. Investigation of No. of Reparation Machinery (16 Apr. 49)  
2 hours. Inspection of Reparation Machinery (22 Apr. 49)

INSPECTION COVERED THE FOLLOWING: Custody and maintenance of Reparation Machinery

REMARKS: 1. Code No.:

11-05(7) 11-05(10) 11-05(16) 11-05(22)

11-05(77) 11-05(90) 11-05(91) 11-05(110)

11-05(197) 11-05(198) 11-05(233) 11-08(8)

11-09(7)

(3 Dec. 1948. entered in this plant)

13-52 21-2 22-25 27-4

30-3 30-4 30-6 32-31

32-32 36-1 37-23 39-53

39-61 45-4 45-5 45-7

Total Items  
284.

(12 Feb. 1949. entered in this plant)

13-53 22-25 30-3 30-4

30-5 32-31 32-32 36-1

45-4 45-5 45-7

Total Items  
26.

Accordingly, new <sup>Code</sup> ~~and~~ No.s were supplemented as follows:

(Cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_

DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

(Cont'd)

REMARKS:	13-52	13-53	21-2	22-25	} Total Items 310.
	27-4	30-3	30-4	30-5	
	30-6	32-31	32-32	36-1	
	37-23	39-53	39-61	45-4	
	45-5	45-7			

2. No. of Reparation Machines:

Total No. 1517 (ClT 372, ClT 492, ClT 653)

A.V. 20 D.S. 1497

S.P. 38 { 22 Completely destroyed. - Scrap.  
16 partially destroyed. - Reinventoryed

C.P.C. 1 EX. Rel. 2

3. Date of the latest overhaul and adjustment all together: End of Apr. 1948

After that the overhaul and adjustment was being done one by one.

4. No. of gates: 2

No. of watch boxes: 8

(Cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_

DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

(Cont'd)

REMARKS:

No. of guards: 28 (Shift of 24 hours each  
half of 28)

## 5. Fire service arrangements:

Water tanks - 5 (each about 5<sup>T</sup>)Water drum can - 15 (5.2<sup>T</sup> total capacity)

Fire extinguisher - 14

Hydrant - 1

Bucket - 60 Sand box - 10

## 6. Employees:

Total - 388 (22 Apr. 49)

Workers engaged in maintenance of Repa-  
ration machinery - 26 (including 1 female)

7. % of attendance: 95% (Mar. 49)

8. Custody, maintenance and Marking of  
Reparation machinery was in very  
good condition.



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 2 May 1949SECTION MAKING INSPECTION: Epcor. DATE OF INSPECTION: 21 Apr. 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. NishidaINSTALLATIONS INSPECTED: Amagasaki Iron Works, Kure Factory  
(code No. 11-05(6), 11-05(94), 11-05(99), 11-05(232), 11-09(6))LOCATION: Miyahara - Dore, Kure CityTIME SPENT IN INSPECTION: 3 hours. Investigation of No. of Reparation machinery (14 Apr. 49)  
3 hours. Inspection of Reparation machinery (21 Apr. 49)INSPECTION COVERED THE FOLLOWING: Custody and Maintenance  
of Reparation MachineryREMARKS: 1. No. of Reparation machines:Total No. 4772 (Cl. I. 800, Cl. II. 1,678, Cl. III. 2,294)A.U. 756 T.O. 292 D.S. 3,724S.P. 324 { 178 completely destroyed - Scrap.  
146 partially destroyed - ReimbursementC.P.C. 5 EX. Rel. 50 Priv. 1112. Date of the latest overhaul and adjustment:  
20 Oct. 1948After that the overhaul and adjustment  
was being done one by one.3. No. of gates: 4No. of watch boxes: 13No. of guards: 50 (shift of 24 hours each half of 50)4. Fire service arrangements:Hydrant - The water pressure is not enough  
at present, the leakage parts of  
the pipe arrangements should

(cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_

DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

*(Cont'd)*

REMARKS:

*be repaired in the near future.**Water tank - 23 (5<sup>T</sup> ~ 500<sup>T</sup> capacity)**Hand pump - 2**Fire extinguisher - 19**Bucket - 181**5. Employees:**Total - 863 (21 Mar. 1949)**Workers engaged in maintenance of**Reparation machinery - 139 (including 55 females)**6. % of attendance: 97.1% (Mar. 49)**7. Custody, maintenance and marking of  
Reparation machinery was very  
satisfactory.*



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 2 May 1949SECTION MAKING INSPECTION: Econ.DATE OF INSPECTION: 20 Apr. 1949

OFFICER OR E.M. MAKING INSPECTION:

Capt. Guggen, N. Nishida.INSTALLATIONS INSPECTED: Harima Ship Building Works, Kure Dock.(Code No. 11-05(5), 11-05(6))

LOCATION:

Miyahara-Dori, Kure City.

TIME SPENT IN INSPECTION:

3 hours. Investigation of No. of Reparation machinery (13 Apr. 49)4 hours. Inspection of Reparation machinery (20 Apr. 49)

INSPECTION COVERED THE FOLLOWING:

Custody and Maintenanceof Reparation Machinery.

REMARKS:

1. No. of Reparation Machines:Total No. 12,116 (Cl. I. 1,303, Cl. II. 9,38, Cl. III. 940)A.U. 1,131 T.O. 3,940 D.S. 7,045S.P. 11 { 2. completely destroyed - scrap9. partially destroyed - ReinventedC.P.C. 13 { 4. sent to Osaka9. remainEX. Rel. 92, Priv. 1,741Other 8,9352. Date of the latest overhaul and adjustment:20 Apr. 19493. No. of gates: 3 No. of watch boxes: 19No. of guards: 112 (shift of 24 hours each, half of 112)4. Fire service arrangements:Gasoline pump - 2 (hose - 60, each 20<sup>m</sup> length)Fire extinguisher - 100Water tank - 120 (each about 1<sup>T</sup> capacity)Hydrant - 28

(cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_

DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

(Cont'd)

REMARKS:

Bucket - about 800

Sand box - some

(Appx) The Kuse Fire Station Branch located in  
Harima Dock's area has two gasoline  
pumps and six fire fighting boats.

5. Employees:

Total No. - 4,399 (20 Mar. 49)

Workers engaged in maintenance of  
Reparation machinery - 18.5 (including  
28 females)

b. % of attendance:

91.7% (Mar. 49)

7. Custody, Maintenance and Marking of  
Reparation Machinery was in very  
good condition.



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 7 Apr. 1949SECTION MAKING INSPECTION: Econ.DATE OF INSPECTION: 2 Apr. 1949

OFFICER OR E.M. MAKING INSPECTION:

Capt. Suggs, N. NishidaINSTALLATIONS INSPECTED: Hiroshimaken SuisangyokaiLOCATION: 37 Ujina-cho, HiroshimaTIME SPENT IN INSPECTION: 1 1/2 hoursINSPECTION COVERED THE FOLLOWING: Investigation of Reparation  
Items.REMARKS: The items as above are two movable ships  
and one of them <sup>is</sup> ~~was~~ being at Osaka, another  
at Karatsu.1. Code No: 11-5 (242)No. of Items: 2 (cl. 2)A.V. 1 (No. I Kosuimaru)T.O. 1 (No. II Kosuimaru)

2. Data:

Name of Ship	Type	Tonnage	HP	Speed	Ship age
No. I Kosuimaru	steel	109.88 <sup>T</sup>	200	(Max) 7 <sup>M</sup> (ECON) 7 <sup>M</sup>	8 years
No. II Kosuimaru	"	89.18 <sup>T</sup>	150	(Max) 10 <sup>M</sup> (ECON) 7 <sup>M</sup>	12 years

3. Crew:

No. I Kosuimaru 9 (including 3 engine drivers)No. II Kosuimaru 7 (including 3 " " )(Appx.) These ships were Torpedo Carrying Boats  
(cont'd)



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: \_\_\_\_\_

SECTION MAKING INSPECTION: \_\_\_\_\_ DATE OF INSPECTION: \_\_\_\_\_

OFFICER OR E.M. MAKING INSPECTION: \_\_\_\_\_

INSTALLATIONS INSPECTED: \_\_\_\_\_

LOCATION: \_\_\_\_\_

TIME SPENT IN INSPECTION: \_\_\_\_\_

INSPECTION COVERED THE FOLLOWING: \_\_\_\_\_

*(cont'd)*

REMARKS: *in EX-Kure Arsenal*

*When these ships will arrive in Ujina  
harbour in the near future, the inspection  
will be made.*



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 31 Mar. 1949SECTION MAKING INSPECTION: Econ. DATE OF INSPECTION: 30 Mar. 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Suggar, N. NishidaINSTALLATIONS INSPECTED: Shinkō Gomu Kōgyōsho.  
Code No. 11-5(91)LOCATION: 571 Funairi Kawaguchi-Chō, HiroshimaTIME SPENT IN INSPECTION: 2½ hoursINSPECTION COVERED THE FOLLOWING: Custody & maintenance  
of Reparation MachineryREMARKS: 1. Total number of machines:  
14 (cl I 1, cl II 4, cl III 9)  
A.U. 9 T.O. 52. Custody, maintenance and Marking  
of Reparation Machinery was in  
excellent condition.

(Appx.)

(1) Date of the latest overhaul & adjustment:  
12 Dec. 1948.



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 28 Feb. 1949SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 23 Feb. 1949OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. NishidaINSTALLATIONS INSPECTED: Takeda Seimo K.K.LOCATION: 65, 14 chome, Hondori, Kure CityTIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Reparation MachineryREMARKS: 1. Total number of machines:2 (Cl. I 1, Cl. II 1)A.V. 22. Custody and Maintenance of Reparation Machinery was good.3. Instruction was given to remark Code No. and mark "V."



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 4 Feb. 1949

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 4 Feb. 1949

OFFICER OR E.M. MAKING INSPECTION: Capt. Jigger, N. Ishida

INSTALLATIONS INSPECTED: Chugoku Haiden K.K.

LOCATION: Imizahara-Dori, Kure City

TIME SPENT IN INSPECTION: 1 hour

INSPECTION COVERED THE FOLLOWING: Reparation Machinery

REMARKS: Custody and Maintenance of  
Reparation Machinery was "very good"



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 4 Feb 1949

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 4 Feb 1949

OFFICER OR E.M. MAKING INSPECTION: Capt. Sigger, N. Mishida

INSTALLATIONS INSPECTED: Nippon Hassoden K. K.

LOCATION: Miyahara-Dori, Kure City

TIME SPENT IN INSPECTION: 1 hour

INSPECTION COVERED THE FOLLOWING: Reparation Machinery

REMARKS: Custody and Maintenance of  
Reparation Machinery was "good"



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 3 Feb. 49SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 2 Feb. 49OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, N. NishidaINSTALLATIONS INSPECTED: Kure SeisakushaLOCATION: 7 Chome, Kaigan-Dori, Kure CityTIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Reparation MachineryREMARKS: Custody and Maintenance of  
Reparation Machinery was "Good".



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 29 Jan 49SECTION MAKING INSPECTION: EconDATE OF INSPECTION: 27 Jan 49OFFICER OR E.M. MAKING INSPECTION: Capt DugganINSTALLATIONS INSPECTED: Shunko Rubber Co.LOCATION: HiroshimaTIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Custody and maintenance of Reparation itemsREMARKS: Maintenance was good.All machines are now in temporary operation



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 27 Jan 49SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 26 Jan 49OFFICER OR E.M. MAKING INSPECTION: Capt Suggs, Mr. NishidaINSTALLATIONS INSPECTED: Mizuno Zosen K.K. Kure Fact.LOCATION: Miyahara-Dōri, Kure CityTIME SPENT IN INSPECTION: 1.5 hourINSPECTION COVERED THE FOLLOWING: Reparation MachineryREMARKS: Custody and Maintenance of  
reparation machinery was "good".



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 26 Jan 49

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 25 Jan 49

OFFICER OR E.M. MAKING INSPECTION: Capt. Dugger, Mr. Nishida

INSTALLATIONS INSPECTED: Amagasaki Iron Works Kure  
Branch 11-05(6)

LOCATION: Miyakura-Dori, Kure

TIME SPENT IN INSPECTION: 2 hours

INSPECTION COVERED THE FOLLOWING: Reparation Machinery

REMARKS: Custody and Maintenance of  
reparation machinery was "Very Good."



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 26 Jan 49SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 25 Jan 49OFFICER OR E.M. MAKING INSPECTION: Capt. Duggan, Mr. NishidaINSTALLATIONS INSPECTED: Tetsudō Gijitsū KenkyūshoLOCATION: Miyahara-Dōri, KureTIME SPENT IN INSPECTION: 1 hourINSPECTION COVERED THE FOLLOWING: Reparation MachineryREMARKS: Custody and Maintenance of  
reparation machinery was "good."



REPORT ON INSPECTION

HIROSHIMA MILITARY GOVERNMENT TEAM

DATE: 26 Jan 49

SECTION MAKING INSPECTION: Economics DATE OF INSPECTION: 25 Jan 49

OFFICER OR E.M. MAKING INSPECTION: Capt Dugger, Mr. Nishida

INSTALLATIONS INSPECTED: Harima Zosen Kure Dock

LOCATION: Miyahara-Dōri, Kure

TIME SPENT IN INSPECTION: 2 hours

INSPECTION COVERED THE FOLLOWING: Reparation Machinery

REMARKS: Custody and Maintenance of reparation machinery was "Good"



Harima  
Co. File3 May 1948  
~~20 April 1948~~Report of Inspection  
11-5(5)~~Inspectors: Cpt ~~Andrick Krupke~~; Lt Melvair Robinson~~Report on inspection of Reparation Facilities in the custody of  
Harima Ship Building Works Company.

The first area is A area. It consists of the following:

1. One small scrap heap, approximately 100 tons. Among this scrap heap, are 5 inventoried mobile cranes which are not classified as scrap.
2. One large scrap pile, approximately 10,000 tons.
3. There is scrap lying about the entire area.
4. One pumping station consisting of 6 large motor driven pumps. 2 small motor driven pumps and their excessories. 2 ventilators, 2 hydraulic pumps and 1 air pump.
5. Cranes.
6. Locomotives.
7. Electric Welding Machines.

~~Results of Inspection of Area A:~~

## Area A.

Mobile crane 1733 needs maintenance. The windows to the cab are broken, and rain falls on the machinery causing deterioration. The crane also has two inventory numbers. They are 1733 and 1713. 1733 is the correct inventory number.

Mobile crane 2073 needs maintenance.

The motor for operating capstain 1714 is underground. It has about 3 foot of water surrounding it, and it is about  $\frac{1}{2}$  submerged. No inventory number is visible on the motor, due to the water. It is swiftly deteriorating.

11-5(5)  
REC'D



In numerous cases, there has been a failure to change from the old Shipyard number to the new inventory number.

In the pump house, some of the pump switchboards are dismantled and lying around without numbers.

Pumps 1716-1715 are used to discharge water after heavy rains. These machines need maintenance.

Pumps 1722-1721-1723-1725-1726 and their excessories are badly deteriorated and need immediate maintenance. These pumps were tested of the Finance Bureau June 26, 1947, and it is doubtful if the pumps have been maintained since.

Six transformers, situated apposite the pump house are without inventory numbers. But there are 6 numbers written on a piece of steel about 3 feet from the transformers. If they are the inventory numbers for the transformers, that is not the proper place for them.

Three transformers, numbers 3414-3413 and 3412 are in use but are not marked with the proper "U".

One Capstain - hand operated, number 3095<sup>✓</sup> is in use but is not marked with the proper "U".

Electric Welding Machines, numbers - 2379, 2915, 2936, 2388, 1801, 2404, 1485, 2365, 1483, 2429, 2383. are all in use, but are not marked with the proper "U".

One Electric Welding Machine, without inventory number is said to belong to the "Omoto Gumi Company", Harima Sub Contractor. This machine has no markings whatsoever, and is in use.

One 15 ton mobile crane is said to have come from "Aioi City, Hyogo Prefecture". The crane has no inventory number, and no markings whatsoever. It is being used - *should be marked "EXEMPT"*

The motor for capstain 1698 is marked with the old red USE, but has not been used since the end of the war.

~~Unauthorized Use of Reparatian Machines.~~

~~One hand operated capstain 3095 is being used without authority to do so.~~

~~Electric Welding Machines, numbers 1483-1485-1801-2365-2379-2383-2388-2404-2429-2915-2936 are being used without authority.~~

*Cpl. Hump*



April 20th, 1948

REPORT ON AREA "B"

The motor for capstain 1685 is deteriorating and needs immediate maintenance. There is about six inches of water in the motor room. The motor is not in use, but is marked with the old red USE.

The following Electric Welding Machines are in use, but have not got the proper "U" painted on them.. They are numbers: 2328-2356-2405-2911-246-1142-2421-2419-2413-2411-2325-2393-2304-820-2917-2406-2250-2323.

One motor driven pump without an inventory number is in use. This pump has no markings of any kind.

One Electric Welding Machine 2376 is marked with the old red USE, also the old white N. and the proper U.

Locomotive 2717 is not being used, but is marked "U".

Hand operated capstain 3096 is being used, but is not marked with the proper "U".

Transformers 3430-3431-3432-1681 and two others without inventory numbers are in use but have no "U" painted on them. There is a "U" painted on the door of the transformer house, and if it applies to the transformers, that is not the proper place for it.

Two small flat cars 3548 and 3549 are being used as supports for a small yacht being repaired. These cars have no "U" on them.

Four acetylene Gas producers and two accessories with special,

Inventory numbers 11-5-1G2 and 11-5-2G2 and one gas tank 11-5-3G2 one safety tank 11-5-4G2 and one filter tank 11-5-5G2. All of them have the same regular inventory number 3278. This equipment is being used, but they have no "U" painted on them.

Motor and gear wheel for capstain 1691 have no new inventory number, and are badly in need of maintenance. This equipment is being used, but has no "U" on them.

There are numerous small gas tanks located around the dock. These tanks are in use, and have no markings whatsoever.



Motor and Gear Wheel for capstain 1673 has no new inventory number. It is being used, but has no "U" painted on it. It needs maintenance.

One switchboard marked SCRAP, is now being used for welding. It was used for the same purpose during the war. It is not marked with the proper "U".

There are seven transformers in one building, that do not have new inventory numbers on them. However, there are seven inventory numbers on the door to the building.

This building is in charge of Mr. M. Kaneko of the "Railway Technical Research Institute". It was stated, that he is responsible for the custody of this machinery. This building has a different inventory number than the rest of the plant. It is 11-9(5).

All the machinery in this building is under repair at present. When the repairs are completed, the machines will be put back in use. None of the machines or accessories are marked with a "U". The accessory to machines number 11-9(5)-2 is painted with the old red USE.

One piece of machinery is not inventoried or otherwise marked. It is said to be scrap. The "Research Institute claim they don't own it, and that the owner is unknown. It is an air compressor omibus motor. The whereabouts of the motor is unknown. They claim it was brought here about seven years ago, but by whom and from where is unknown. If not scrap, it needs maintenance.

Two electric welding machines which they claim is scrap not marked. The plant is very tidy, therefore I can see no reason why they should have the two machines in the middle of the plant, unless they are using them.

One overhead crane marked 11-9(5)-2153 should be marked as 11-9(5)-5.

The machines are fairly well maintained, but should be cleaned up before they are reassembled after repair.

One large mobile crane, under construction during the war was 20% completed. It has no markings of any kind.

Large air tank number 1620 is marked U, but has not been used since the war ceased. This tank was partially destroyed of the American Navy in November 1945.

Small flat car number 3570 in use, but no U painted on it.



The following numbered Electric Welding Machines, are being used without proper authority. 2328-2356-2405-2911-2421-2419-2413-2325-2393-2304-2917 and 2406.

Hand operated capstain 3096 is being used without authority to do so.

Motor driven capstain 1691 is being operated without proper authority to do so.

Motor driven capstain 1673 is being operated without proper authority to do so.

*Cpl. Hush*



April 22nd 1948

Report on inspection of "Area C", Harima Ship Building Works.

One compressed air power driven winch, has no inventory number. It is not marked "exempt", nor is it marked "U".

Motor driven winch 1395 is marked "U", but has not been used since the cessation of hostilities. Harima Co. claims this piece of machinery is not repetitions, however it has been inventoried. It is marked class (2) but appears more like scrap.

~~There are five large torpedoes here, and all but one has been destroyed. They claim they have just found it.~~

There is quit a bit of machinery here, that has been salvaged from sunken ships. This is supposed to be nothing but a scrapyard, but some of the machinery have inventory numbers. Some are marked U. and others marked "exempt."

Overhead crane 1613 is in use, but is not marked U.

Small motor and pulley have no inventory number they are being used, but are not marked U. They are not marked "exempt."

Large overhead crane 1612 is in use, but is not marked "U".

Flat car 3581 is being used, but is not marked U. Another flat car has no markings of any kind, and is being used.

Flat car 3584 is under a large pile of scrap, and appears to be damaged.

Electric Welding Machine 2387 is being used, but is not marked U.

Five transformers, 1586-1587-1588-1589 and 1590 are in use, but are not marked U.

Flat car 3579 is in use, but not marked U.

Transformer 1591 is in use, but is not marked U.

Electric Welding Machine 2407 was marked U. but the U was erased. It is still being used.

Electric Welding Machine 2922 was also marked U, but the U was erased. It is still in use.

Electric Welding Machine 1583 is in use, but is not marked U.

One small furnace is in use, but has no markings whatsoever.

Diesel Engine and accessories, are used to supply power when the power supply is critical. It was made from a salvaged ships engine room. It has no markings of any kind.

One overhead crane, has no inventory number. It is in use but not marked U.

Switchboard used in a pump-house, has two inventory numbers on three panels. They are 1620-3(11-5-19-11) and 1619-3 (11-5-19-10) and 5581 (11-5-19-9). There are four other panels, but they each have one member. However, the paint on the numbers is streaked and the numbers are barely readable. The panels are being used, but are not marked U.

Transformer 3410 is in use, but not marked U.

Large overhead crane 1615 is in use, but not marked U.

Large overhead crane has no inventory number, and is also being used without a "U".

Capstain 1650 is in use, but not marked U. There is a U. painted on the door of the motor room, but it is ten feet from the capstain.



Capstain 3094 is buried under a very large pile of scrap.  
Electric Welding Machines 2373-2316-2392-2933-and 2948 are being used, but are not marked U.

Hand operated capstain is in use, but not marked U.

Motor and accessories for capstain 1658 are in need of maintenance.

Pumping Station for Ship Building Dock was found to be as follows:

Pump 1729 and its motor 1728 are being used, but are not marked U.

~~One large rotating pump has two inventory numbers. They are 1659~~

The accessories for three rotating pumps have no markings on them, and they are in use. It is difficult to determine what unit they belong to without inventory numbers on them. They should also be marked U.

Transformer 3372 is in use, but not marked U.

Switchboard with four panels, is in use but not marked U.

Small overhead crane has no inventory number. It is in use, but not marked U.

One small motor without markings is claimed to be exempt, but is not marked "EX."

This pumping station consists of three underground floors, and there is only one man in charge of the entire station. He not only operates the machinery, but has to take care of its maintenance as well. That is quite an impossible task. The machinery is in need of maintenance, and it would take one man more than one day to maintain the machinery alone.

One pump being used, has no markings of any kind. It is badly in need of maintenance.

Electric Welder 2353 is claimed to be used, but does not appear as such. It is marked with the old red USE, also the old N. It also has "U" on it.

Three large ballast tanks used in raising sunken ships are not marked exempt.

Flat car 3574 is in use, but not marked U.

Motor driven winch salvaged off of a sunken ship is in use. It has no markings of any kind.

Electric Welding Machine 2361 is in use, but not marked U.

Flat car 3539 is in use, but not marked U.

Weighing Machine for scrap, has no inventory member. It is in use but not marked U.

Motor driven pump salvaged from sunken ship has no markings. It is in use, but is not marked U.

Motor driven winch salvaged from sunken ship has no markings of any kind. It is in use, but not marked U.

Transformer 1596 is in use, but is not marked U. It also has number 632 on a steel plate surrounding it.

Small pneumatic driven winch has no markings at all. It is in use.

Acetylene gas supply tank has no markings of any kind. It is in use.

Two transformers have two inventory numbers. 1599 (628) and 1600 (629). They are in use, but are not marked U.

Also three more transformers have two inventory numbers. 1601 (86) and 1602 (87)-1603 (88). They are in use, but are not marked U.

Flat car inventoried as scrap is in use, but not marked U or EX.

Flat car with blurred inventory number is in use, but not marked U.

Two transformers have two inventory numbers. 1604 (623) 1605 (624). They also have the old N. They are not in use.

Overhead crane 1611 is in use, but not marked U.

Three transformers have two inventory numbers 1606 (620) 1607 (621) 1608 (622). They are in use, but are not marked U.



Repreation equipment being used by Harima Company without proper authority.

Flat car 3581 is being used without proper authority.

Flat car 3584 is being used without proper authority.

Electric Welding Machine 2387 is being used without proper authority.

Transformers 1586-1587-1588-1589 and 1590 are being used without proper authority.

Flat car 3579 is being used without proper authority.

Transformer 1591 is being used without proper authority.

Electric Welding Machines 2407 and 1583 are being used without proper authority.

Electric Welding Machines 2316-2373-2392-2933 and 2948 are being used without proper authority.

Electric Welding Machine 2361 is being used, without proper authority to do so.

Transformer 1596 is being used without proper authority.

Two transformers, 1599-1600 are being used without proper authority.

Three transformers 1601-1602 and 1603 are being used without proper authority to do so.

*Cpl. Krush*



REPORT ON INSPECTION OF AREA "D"Harima Shipbuilding Works

25 April 1948

Overhead crane not in use, has no marking at all. It appears to be scrap.

Overhead crane 1529 is in use, but is not marked U.

Dib crane 3261 minus a chain block is in use, but no U marked on it.

One fairly large scales with no markings on it is in use.

Electric Power Truck 3502 is in use, but not marked U.

One large pipe bending machine made out of scrap of Harima Workshop is not marked EX.

Dib crane 3035 is in use, but is not marked U.

One small water tank has no markings at all. It is in use.

Small motor driven grinder has no markings. It is in use. It is believed to have been salvaged from a sunken ship.

Electric Welding Machine 2319 is in use, but not marked U.

Counter Shaft used to operate grinders during the war needs maintenance. The grinders were transferred someplace else during the war.

Nine transformers are without inventory numbers. They are not in use, but set aside in one corner of the building.

Water tank and deisel engine compressor and other accessories which were salvaged from a sunken ship, have only the mark F-5132 on them. This equipment is used to make cold water for the workers.

Motor 1469 needs maintenance.

Motor 293 needs maintenance.

Motor 1535 used on machine 617 is marked with the old red USE. and machine 617 is not marked U.

Grinder 1477 does not have on inventory number on it, but on a piece of steel outside of the room it is in. It is impossible to tell which machine the number represents. There is no U on the grinder or piece of steel, and it is in use. It needs maintenance.



1450 is in use, but is not marked U. It needs maintenance.

Two motors brought to Harima repair shop for repair were brought from Harima's scrapping store. They are not marked in any way.

One machine 11-5-~~26~~9 was brought to the repair shop from some ship. It will be repaired and used here by Harima. It has no other markings.

Electric Welding Machines 2913 - 2338 - 2914 and 2907 need maintenance.

Electric Power Truck 3505 is in use, but not marked U.

Small mobile crane 3474 is in use, but is not marked U.

There is a large amount of equipment such as transformers, generators motors etc. that were salvaged from sunken ships located in building H-6. There are no markings of any kind on this equipment, and it is impossible to determine what their status is.

Overhead crane 1464 has no U, on the crane, but instead there is one on the chain block. It is very difficult to see it.

Electric Power Truck 3479 and 3480 are in use, but are not marked U.

Flat car 3540 is in use, but is not marked U.

Hydraulic Press with Gib crane attached has no inventory number or any other markings.

Overhead cranes 1465 and 1466 are in use, but are not marked U.

Switchboard 5576 is in use, but is not marked U.

Two motor driven winches salvaged from a ship are not marked EX.

Induction motor 3011 and diesel engine 3011 which used to function as a unit no longer do so. They changed motor 3011 with another motor that doesn't have any markings. Motor 3011 is marked U., but they are putting it in storage.

Overhead crane has no inventory number, it is in use but not marked U.

Overhead crane 1432 has the U. painted on the chain block. It is very difficult to find.

Electric Winch 1421 is in use, but is not marked U.

Electric Power Truck 3492 and 3499 are in use, but are not marked U.



In a storage room, there is a large stock of chain blocks for cranes. Some of these chain blocks have inventory numbers, but some have no markings of any kind.

Electric grinder 375 is in use, but is not marked U.

Hydraulic Press 1393 is in use, but is not marked U.

Hydraulic Press 1390 is in use, but is not marked U.

Gib crane 3007 is in use, but is not marked U.

Electric Power Truck 4395 is in use, but is not marked U.

Overhead crane 1433 was taken down in November 1947. It was placed outside in a scrap pile, and now there is scrap piled all over it. This crane is not classified as scrap, and shouldn't be treated as such.

Rolling machine 1384 appears not to be used very often. It has a new paint job, but the gears and insides of the machine are badly deteriorating. This machine needs immediate maintenance.

Bar rolling machine 2728 is very badly deteriorated. This machine needs immediate maintenance.

Electric Power Truck has no inventory number. It is in use, but is not marked U.

Electric Power Truck 3465 is in use, but is not marked U.

Electric Power Truck 3491 is in use, but is not marked U.

Electric Power Truck 3492 is in use, but is not marked U.

Large oven 1271 is marked U, but hasn't been used since the end of the war. Motor for coal feeding apparatus used for feeding coal to the oven has no markings of any kind.

Overhead crane 1376 has a U. painted on its chain block, but none on the crane itself. Whether the U. is for the chain block, or the crane or both cannot be determined.

Electric Wlding Machines 1467, 2335 and 2380 are being used, but are not marked U.

One Electric Welding Machine has no markings at all, and it is being used.

Fine switchboard panels 5570-5571-5572-5573 and 5574 are in use but are not marked U.



Switchboard 5568 is in use, but is not marked U.

Switchboard 5569 is in use, but is not marked U.

Transformers 3378-3380 are in use, but are not marked U.

Four transformers 1273-1274-1275 and 1276 are marked with the old red USE, the old white N, and the proper U. These transformers are being used.

One switchboard has no marking at all, it is in use.

Hydraulic press 3276 is in use, but is not marked U. It needs maintenance.

One switchboard, an accessory for a hydraulic press has no markings at all. It is in use.

Machine 2729 is marked with the old red USE and also the proper U. It needs maintenance.

Steel chimney for furnace has no markings at all. It operates with oven 1271. They claimed it was not reparations, but it is. They have neglected to put on an inventory number.

One hydraulic press which was dumped into Harima's ship building dock by the occupation forces when they first came here, has been salvaged by Harima Company and is now in use. This machine has no markings. This machine must also be inventoried.

Ir blower and motor attached as one unit. The motor was salvaged from a ship and is in use. It has no markings. The air blower was brought here 10 days ago from the Harima tool shop. It has no markings, and is in use.

Air blower 3281 and counter shaft (no number) used to supply oven with compressed air are very badly deteriorated. The belt for the counter shaft is missing.

Electric Welding Machine 2372 was marked U, but the U has been erased. It is being used.

Electric welding machines 2422 and 2920 are in use, but are not marked U.

Bending roller made out of scrap by Harima Company has no EX painted on it.

Electric Power Truck 3476 is in use, but is not marked U.



Almost all of the jib cranes in this area have no inventory number on them, but on a steel grider instead. Why they didn't put the inventory numbers on the jib cranes, is difficult to understand.

Overhead crane has no inventory number on it, and the U is on the chain block. About the only way you can see the U, is to get hit in the head with the chain block.

Diesel pumps 2074 and 2075 are both marked with the old N. and the proper U. They have not been used since the end of the war. Both of them need maintenance.

At the near of building U-14, there is a large heap of welding machines. Some of them are marked with the old N, some are marked with the old red use and others are marked U. Some of these machines are scrap, and some are reparations. They are all heaped on each other, and from all appearances they look like scrap.

Flat car 3597 is being used, but is not marked U.

Small diesel engine has no markings of any kind.

Truck with small crane attached on near is said not to be reparations. It is not marked EX. It was transferred here in April 1947, from Dainiyu.

D.C. motor salvaged from ship, has no markings and is in use.

Small motor claimed to have been salvaged from a ship, has no markings. It does not appear to have been salvaged from a ship.

13 large oil tanks, have no markings of any kind. They are being used.

Wood cutting machine 1774 was borrowed from Hiro lumber mill, it had a motor but it was not taken. They are now using a motor salvaged from a ship.

Another salvaged motor for a wood cutting machine is not marked EX.

Air compressor and motor claimed to have been salvaged from a ship have no markings of any kind.

Electric power truck 3488 is being used, but is not marked U.

There is a large amount of equipment salvaged from ships, in this building. None of them are marked EX.

Hand operated winch 3251 is in use, but is not marked U. It is badly in need of maintenance.



Roller 3021 is marked U, but apparently hasn't been used in quite some time. It is very badly in need of maintenance. It is located outside, and the rain is rusting it.

Jib crane 3038 is in use, but is not marked U.

Motor 3279 is in use, but is not marked U.

Surface plate 3829 is in use, but is not marked U.

Surface plate 3830 is in use, but is not marked U.

Motor and grinder 1265 are in use, but are not marked U.

Jib crane 3081, and another without inventory number are being but are not marked U.

Grinder 370 is in use, but is not marked U.

Electric drill 1258 is in use, but is not marked U.

Machine 1264 is minus a motor, but it is marked U. At the present time they are trying to obtain a motor for it.

All the equipment used in a acetyline gas producing plant, are not marked U. There are two large units, 11-5(5)3270 and 11-5-(5)3271. They are both made up of six pieces of equipment working as one unit. The six numbers are - 11-5-2G1 - 11-5-1G1 - 11-5-1G1 - 11-5-2G1 - 11-5-3G1 - 11-5-4G1.

Pump and motor used in acetyline gas production has no markings at all. This equipment was once scrap. It has been repaired by Harima Company, and is now in use. ~~This equipment should be marked EX.~~

Air tank 1179 is in use, but is not marked U.

Oil storage tank without inventory number is being used, but is not marked U or any other markings.

Electric Welding Machine 2604 is marked only with the old red USE. It is in use.

Switchboard and resistance charger have no markings. They are in use.

Jib cranes 3067 and 3068 are in use, but are not marked U.

Two ovens made out of scrap by Harima Company are not marked ~~EX~~.

Jib crane 3255 is in use, but is not marked U.

Electric Welding machine 2342 and 2346 are marked U, but are not used.



There are 25 electric welding machines located in one section of this building. They are not inventoried as scrap, but appear as such from lack of maintenance.

Machine 1239 has not been used since March 1948. It is marked U.

Machine 1243 is marked U, but is not being used now.

The counter shafts for the machines in use in this building are badly in need of maintenance.

One machine has no markings on it at all.

Electric welding machine is marked U, but is never used.

Machines being used by Harima Company without proper authority:

1. Overhead crane 1529
2. Jib crane 3261
3. Jib crane 3035
4. Welding machine 2319
5. Machine 617
6. Grinding machine 1477
7. Electric power truck 3505
8. Electric power trucks 3479 and 3480
9. Mobile crane 3476
10. Switchboard 5576.
11. Electric winch 1421.
12. Electric power car 3499
13. Grinding machine 375
14. Hydrolic press 1393
15. Jib crane 3007
16. Electric power car 4395
17. Electric welding machines 1467 - 2335 - 2380
18. Switch board panels 5570 - 5571 - 5572 - 5573 - 5574 - 5568 and 5569.
19. Hydrolic press 3276
20. Welding machine 2372 - 2422 and 2920.
21. Hand operated winch 3251.
22. Jib cranes 3038 and 3255
23. Surface plates 3829 - 3830
24. Air tank 1179
25. Electric Welding Machine 2604.

*Cpl. Kueck*



April 28, 1948

Report on inspection of area E. Harima Ship Building Works

Acetylene gas supply tank has no markings at all. It is in use.

Mobile crane 1112 is in use, but is not marked U.

There are two large air tanks with the same inventory number 1179. They are located about 75 yards from each other, and I don't believe they should have the same number. They are both in use, but neither of them are marked U.

Overhead crane 1217 is in use, but is not marked U.

Flat car 1558 is in use, but is not marked U.

Electric Welding machine 2305 is in use, but is not marked U.

Overhead crane 2713 is in use, but is not marked U.

Transformer 5565 is in use, but is not marked U.

Overhead cranes 1215 - 1216 - 1218 and 1219 are in use, but are not marked U.

Electric winch 1479 is in use, but is not marked U.

Electric welding machines 2285 - 2288 - 2308 - 2333 - 2415 - 2430 and 2889 are in use, but are not marked U.

Switchboard without markings of any kind is in use.

Electric power truck 5470 is in use, but is not marked U.

Elevated water tank has only the old ship yard number X-3-23-5.B.

Electric power truck 3481 is in use, but is not marked U.

Mobile crane 3468 is in use, but is not marked U.

Switch-board without any markings, is in use.

In one building there are quite a few chain blocks being used. None of these are marked U.



One hoist has no markings of any kind.

One oven has no markings of any kind except F 19.

Three water tanks used in the hardening process of small tools one marked only with the numbers X-3-20-5.B. and X-3-18-5.B. They are in use.

Machines being used by Harima Company without proper authority to do so:

Overhead cranes 1112-1215-1216-1217.

Two air tanks 1179.

Flat car 1558.

Electric welding machines 2285-2288-2305-2308-2333-2415-2430 and 2889.

Transformer 5565.

Electric winch 1479.

Electric power truck 5470.

Cpl. Krush.



REPORT ON HARIMA SHIPYARD

## Area one: Kushiya Cooking House

On the 19th April 1948 the inspection of Harima Shipyards begun. Area one (1) as mentioned above was inspected and found that this building contained two boilers, 3 motors, 1 grinder, 5 small transformers and four bread ovens. Also there was one warehouse and 1 small laundry.

a. Both boilers were in use. Only one had code number. Neither boiler was marked with authorized use. The code number of the one boiler was 11-5-(5)105.

b. The 3 motors, 1 grinder and the 5 small transformers were not inventoried but were in use.

c. The four bread ovens that was said to have been made by Harima Shipyards were not marked ~~as such~~ and were in use.

d. ~~The warehouse contained a great deal of food and it was not inventoried.~~ The laundry contained one (1) electric washing machine which was not inventoried, but was in use.

## Area Two: Building H-5 And vicinity

The following is the list of items inspected and condition of each.

Jib Hoist crane-11-5-(5)277 is marked use, but is not being used.

Jib Hoist crane-11-5-(5)378 is marked authorized use but is not being used.

Jib Hoist crane-11-5-(5)3001 is being used, but is not marked use.

Electric Hoist crane-11-5-(5)3002 is not in use, but is in very bad condition.

Electric Hoist crane-11-5-(5)3000 is not in use and is not protected from the weather and is in very bad condition.

Jib Hoist crane-11050(5)3128 is being used, but is not marked authorized use.

Jib Hoist crane-has no code number, not in use and is very dirty.

Jib Hoist crane-11-5-(5)3137 is in use, but is not marked authorized use.



Jib Hoist crane-11-5-(5)3141 is in use, but is not marked authorized use.

Jib crane-11-5-(5)390 is marked authorized use, but is not being used at present. Apparently it hasn't been used in quite sometime.

Jib Hoist crane-11-5-(5)3142 is used once a week, is marked use, but apparently it hasn't been used in quite sometime.

Jib Hoist crane-11-5-(5)3135 is being used and is not marked authorized use. Also a chain block 11-5-(5)9568 is being used on this crane. Neither the crane or the chain block is marked authorized use.

Gas Meter - is in use, not marked authorized use and has no inventory number.

Three Preheaters 11-5-(5)-3-4-5 are being used, but are not marked authorized use. The code number of number three has been marked through. There are also pipes lying around that belong to these preheaters which are located in back of H-5 and are in very bad condition.

Water Tank located just above building H-5 is not in use and has no inventory number.

There is a scrap pile located in the rear of building H-5.

Water reservoir located at the futher end of H-5 is not in use and has no code number.

There are stamp forgeing dyef's located in th rear of H-5 that are not protected from the weather.

There are tool for forgfing shop lying in back of H-5 that are not protected from the weather.

One small oil tank which is not in use has not been inventoried.

Water tank is being used, is not marked authorized use and has no code number.

There is a cave in back of H-5 that contains rops, hose and tool for forgfing shop located in back of H-5.

There is from 1½ to 2½ ton of round bar located at the end of building H-5.

There are eleven (11) coal cars which six (6) are located inside of H-5 and five (5) are outside of H-5. The eleven cars are being used by BCOF none of these cars have inventory number.

Air receiver tank is not in use, but has not been inventoried.

Steam Hammer 11-5-(5)-415 is being used, but is not marked authorized use.

Furnace-11-5-(5)416 is marked with authorized use, but is not being used.

Resister coil is being use. It is a now invention but it has no marking of any kind.

There are two transformers in use but have not been inventoried.

Transformer-11-5-(5)420 is marked authorized use, but is not in use.

Machine-11-5-(5)3129 is not in use and has not been maintained weeks.

Furnace-is not in use and have not been inventoried.