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

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

Description of contents

(1) Box no. 3010

(2) Folder title/number: (17)
Shipbuilding

(3) Date: Mar. 1947 - Apr. 1951

(4) Subject:

Classification	Type of record
9621	a, c, e

(5) Item description and comment:
i) Chugoku
ii) Includes Contents List

(6) Reproduction: (Yes) No

(7) Film no. Sheet no.

(Compiled by *National Diet Library*)

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

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
11 Mar. 47	Inventory Instructions for the Ship-building Industry.	Hq 8th Army
10 Apr. 47	Salvage Operations-Authorization of.	Hq 8th Army
12 May 47	Recognition Pennants.	Hq OMGT - Basic
29 Aug. 47	Scrapping of Former Japanese Destroyers and Escorts Belonging to the United States and the United Kingdom.	Com. Nav. Forces, Far East.
31 Aug. 47	Scrapping Program Summary for-Major Ships.	Com. Nav. For. Far East.
2 Sep. 47	Destruction of Wrecked and Inoperable Ex-Japanese Destroyers and Escorts.	Com. Nav. Forces. Far East.
12 Sep. 47	Salvaging of Sunken Vessel "Nichinan Maru"	YMGT - Basic
7 Oct. 47	Letter of Transmittal	CMGR - 1st Ind.
20 Oct. 47	Mine-Sweeping Operation	CMGR - Basic
4 Nov. 47	Report of Status of Unauthorized Steel Ship Construction	HMGT - Basic
12 Nov 47.	Destruction of Ex-Japanese Combatant Vessels-Monthly Report of September	CMGR - 1st Ind.
25 Nov. 47	Authorized Construction of Fishing Vessels	CMGR - 1st Ind.
28 Nov. 47	October Report, of Construction of Steel Vessels Authorized by SCAP	CMGR - Basic
16 Dec. 47	Regarding the Takasago Maru No. 12.	Yamaguchi Pref. Government.
30 Dec. 47	Monthly Report of Steel Vessel Construction in Chugoku Region	CMGR - Basic
6 Jan. 48	Request for Report on Status of Salvage and Scrapping.	CMGR - Basic
20 Jan. 48	Letter of Transmittal	Hq 8th Army
January 48	January Report (1948) of Authorization for Constructing Steel Vessels from the SCAP in Chugoku Maritime Bureau District.	Chugoku Maritime Bureau
19 Feb. 48	Destruction of Ex-Japanese Combatant Vessels - Monthly Report of January 1948.	Com. Nav. Forces. Far East.
27 Feb. 48	Report on Civilian Ships Salvaged by Sea Transportation Bureau.	Yamaguchi Pref. Government.
No Date.	Establishment of the Ship-building company.	Chugoku Maritime Bureau.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178018

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
7 May 48	Monthly Report on Construction of Steel Vessels	CMGR - Basic
20 May 48	Monthly Report on the Construction of Steel Vessels in Chugoku Region	CMGR - Basic
1 June 48	Surveillance of Japanese Shipbuilding, dated 28 May 1948.	CMGR - 1st Ind.
25 June 48	May Report of Construction of Steel Vessels.	CMGR - Basic
3 July 48	Transmittal of Authorization for Salvage Operation.	CMGR - 1st Ind.
16 July 48	Surveillance of Japanese Shipbuilding	Hq 8th Army - Basic
2 Aug. 48	Transmittal of Authorization for Akatsuki Maru	Hq 8th Army - Basic
9 Aug. 48	Transmittal of Authorization for Akatsuki Maru	CMGR - 1st Ind.
12 Aug. 48	Application for Permission to Convert Ex-Naval Vessels into Breakwater in Ube Port.	CMGR - 1st Ind.
4 Sep. 48	Mine-sweeping on Mitajiri Ship Route.	Mine Sweeping Branch of Tokuyama
Sept. 1948	September Report (1948) Authorization for Constructing Steel Vessels from the SCAP in Chugoku Maritime Bureau District.	Chugoku Maritime Bureau
5 Oct. 48	Japanese Merchant Shipping.	Yamaguchi Branch CLSO
13 Oct. 48	Extension of Mine-sweeping of Tokuyama Course.	H Marine Safety Head-quarter.
26 Oct. 48	Monthly Report on Construction of Steel Vessels.	CMGR - Basic
December 48	December Report of Authorization for Constructing Steel Vessels from the SCAP in Chugoku Maritime Bureau District.	Chugoku Maritime Bureau
11 Jan. 49	Restruction of Ex-Japanese Combatant Vessels, Monthly Report of December 1948.	Com. Nav. Forces. Far East.
No. Date.	List of Carrying Capacity of Japanese Public Passenger Vessels in Service.	
14 Jan. 49	Reclassification of Sunken Merchant Vessels.	Com. Naval Forces, Far East.
17 Jan. 49	Salvage Operations, Authorization for.	Com. Naval Forces, Far East.
28 Mar. 49	Ship Activity Reporting	CMGR - Basic

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

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
30 Mar. 49	Application for Permission to Change Type of Twelve (12) Wooden Vessels Now under Construction.	SCAP - Basic
20 July 49	The third removal Operation of Sunken Vessels around Kanmon Straits and Omura Bay.	Moji Maritime Safety Regional H..
2 Sep. 49	KOTSUYAMA MARU, Re-classification as a Salvable Vessel.	Com. Nav. Forces, Far East.
30 Dec. 49	Application for Approval to replace Engines of Thirty (30) Fishing Vessels.	Hq. 8th Army
12 Jan. 50	Salvage of Sawa Maru	SCAP CAS
14 Feb. 50	Monthly (December) Report on Progress of Salvage Work of Cargo on Board the Former War-ship "Mutsu".	Yamaguchi Pref. Government.
9 Mar. 50	Wooden ships for Korea	Taihei Shoko Kaisha, Ltd.
March 1950	Steel and Wooden Shipbuilding Yards in Chugoku Region.	
No Date	Solicitation for Recommendation C.W.E.C.A. to procurement Dept. of R.M.G.	Chugoku Wooden-ship Export. Coop. Ass.
12 May 1950	Application for Approval to Construct Seven Miscellaneous steel Vessels, to change the reconstruction program of a vessel, and to adjust the name of one vessel.	SCAP/ESS
8 July 50	Applications for Conversion of Vessels.	SCAP/ESS
19 Sep. 50	The 6th New Ships Construction Program	CCAR - Basic
21 Sep. 50	Employment of Japanese Shipyards and Facilities.	SCAP/CAS
3 June 50	Application for Change in Design of Steel Vessels	SCAP/ESS
11 Sep. 50	Transportation Ministry Public Announcement No. 189	Minister of Transportation
15 Sep. 50	Report on the shipbuilding schedule of exportation ship for OKINAWA condition on the 15th September 1950	Chugoku Maritime Bureau

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77013

DATE	SUBJECT	ISSUING HEADQUARTERS & INDORSEMENTS
15 Oct. 50	Report on the shipbuilding schedule of exportation ship for OKINAWA conding on the 15th October 1950.	Chugoku Maritme Bureau
25 Oct. 50	Outgoing Message Unclassified	GHQ, SCAP
4 Nov. 50	Vessels Approved for Construction and Conversion by MOT	SCAP/CAS
3 April 51	Construction of Vessels under the 6th Shipbuilding Program	SCAP/CAS

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 71803

ECONOMICS
CHIEF 1 HGK
D.&I. 2 HGK
N.R.
LABOR
FILE 3

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

561.4 (29 Mar 1951)CAS-EI

SUBJECT: Construction of Vessels under the 6th Shipbuilding Program

3 APR 1951

TO: Chief, Kanto Civil Affairs Region, APO 500
Chief, Tokai-Hokuriku Civil Affairs Region, APO 710
Chief, Kinki Civil Affairs Region, APO 15
Chief, Chugoku Civil Affairs Region, APO 182
Chief, Kyushu Civil Affairs Region, APO 1105

1. Reference is made to the following:

a. Memorandum for Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, 561.4(26 Mar 51)ESS/IND, dated 26 March 1951, subject as above. See inclosure 1.

b. Letter from Ministry of Transportation, Ship Bureau MOT-W No. 217(VB), dated 10 March 1951, subject: "Re New Construction of Steel Vessels/6th Shipbuilding Program Vessels. See inclosure 2.

2. Routine surveillance will be exercised over the construction of the steel vessels according to specifications listed herein in accordance with Operational Directive Number 17, General Headquarters, Supreme Commander for the Allied Powers, Civil Affairs Section, dated 1 March 1951, subject: "Economics".

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

J. A. O'BRIEN
CWO USA
Adm Off

2 Incls:
1. ESS Memo to Mins. of Transp. 26 Mar 51
2. Mins. of Transp. Ltr, 10 Mar 51

RECD A-D 3

5 Apr 57 I-208 571

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 76018

Chrsoken

Economic and Scientific Section

MWH/WT/vg
561.4(26 Mar 51)ESS/IND 26 March 1951

MEMORANDUM FOR: Ministry of Transportation

SUBJECT: Construction of Vessels under the 6th Shipbuilding Program

1. Reference MOT-W No. 217(VB), Memorandum from Ministry of Transportation to General Headquarters, Supreme Commander for the Allied Powers, dated 10 March 1951, subject: Re New Construction of Steel Vessels (6th Shipbuilding Program Vessels) (Incl 1).

2. No objection is offered to the application for permission to construct twenty-six (26) steel vessels as specified in referenced memorandum.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

1 Incl
as indicated in
para 1 above

MAURICE M. CLASS
Chief, Industry Division

MEMO FOR RECORD: 26 March 1951

1. Reference is paragraph 1 above.

2. Memorandum from the Ministry of Transportation requests permission to construct twenty-six (26) steel vessels according to specifications inclosed.

3. The vessels all come within the size, type and speed covered by the 1950-51 Shipbuilding Program approved by Washington. The plans have been screened by COMNAVFE for security.

4. No objection is offered to the construction of the vessels.

5. Routine surveillance is necessary on this activity.

6. Concurrence: CTS by G/N 2, dated 22 March 1951.

W. A. Thurman
26-8485

M. M. C.

Copies furnished:
CAS (2), CHS, CTS

Incl 1

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

MOT-W No. 217(VB) 10 March 1951

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS.
(ATTN: ESS/Shipbuilding)

FROM CHIEF, SHIP BUREAU, MINISTRY OF TRANSPORTATION.

SUBJECT: Re New Construction of Steel Vessels (6th Shipbuilding Program Vessels).

It is hereby requested that formal approval be granted to the initial construction under the 6th Shipbuilding Program as detailed on attached sheet.

S. Amari
Chief, Ship Bureau,
Ministry of Transportation.

/ta

Incl 2

(Unit: Ton Thousand Yen)

Shipyard	Owner	Kind of Ship	Class	G/T	D/W	Engine Type	Engine H.P.	Engine Fuel	Speed	Term	Cost	Remark
Fujinagata	Imui Kisen	"	LR NK	5,000	7,000	D	3,400	"	12.5	9	40,000	
Mitsui Tamano	Mitsui Senpaku	"	"	6,750	9,300	D	8,000	"	16.0	9	58,500	
"	"	"	"	6,750	9,300	D	8,000	"	16.0	11	68,500	
"	Meiji Kaiun	"	"	7,000	9,000	D	4,050	"	12.5	8	56,000	
Hitachi Innoshima	Shin Nippon Kisen	"	AB NK	7,000	9,600	D	5,000	"	13.50	12	60,500	
"	Yamashita Kisen	"	"	7,100	10,100	D	5,525	"	14.0	11	63,900	
Nishi Nippon Hiroshima	Asakumi Kyodo Kisen	"	"	4,750	7,250	T	2,600	"	12.0	7	37,000	

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

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

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

561.4 (21 Oct 50)CAS-ED

4 NOV 1950

SUBJECT: Vessels Approved for Construction and Conversion by MOT

TO: Chief, Kanto Civil Affairs Region, APO 500
Chief, Kinki Civil Affairs Region, APO 15
Chief, Kyushu Civil Affairs Region, APO 24-5
Chief, Chugoku Civil Affairs Region, APO 182
Chief, Tokai-Hokuriku Civil Affairs Region, APO 710

1. Attached herewith are copies of reports of vessels the Ministry of Transportation has authorized for construction and conversion.

2. The vessels described in the reports are part of the 1950-1951 Ship Building and Conversion Program in which blanket approval has been given instead of screening individual applications as in the past.

3. Surveillance will be exercised on this activity in accordance with Paragraph 3(f) Operational Directive No. 11, General Headquarters, Supreme Commander for the Allied Powers, Civil Affairs Section, subject: "Industry," dated 10 April 1950.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

J. A. O'BRIEN
CWO USA
AGm Off

2 Incl
~~1. Reports on Construction~~
2. Reports on Conversion

MANUFACTURING AND INDUSTRY FILE I-20-G

WDA 7-11-1784

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

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

561.4 (21 Oct 50)CAS-ED

4 NOV 1950

SUBJECT: Vessels Approved for Construction and Conversion by MOT

TO: Chief, Kanto Civil Affairs Region, APO 500
Chief, Kinki Civil Affairs Region, APO 15
Chief, Kyushu Civil Affairs Region, APO 24-5
Chief, Chugoku Civil Affairs Region, APO 182
Chief, Tokai-Hokuriku Civil Affairs Region, APO 710

1. Attached herewith are copies of reports of vessels the Ministry of Transportation has authorized for construction and conversion.

2. The vessels described in the reports are part of the 1950-1951 Ship Building and Conversion Program in which blanket approval has been given instead of screening individual applications as in the past.

3. Surveillance will be exercised on this activity in accordance with Paragraph 3(f) Operational Directive No. 11, General Headquarters, Supreme Commander for the Allied Powers, Civil Affairs Section, subject: "Industry," dated 10 April 1950.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

J. G. O'BRIEN
CWO USA
Adm Off

2 Incl
1. Reports on Construction
2. Reports on Conversion

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

MOT-W No. 1299 (VB)

12 October 1950

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER
FOR THE ALLIED POWERS
(Attn: ESS/Shipbuilding)

FROM : CHIEF, SHIP BUREAU, MINISTRY OF TRANSPORTATION

SUBJECT : Re Permission to Convert Steel Cargo Vessels

Herewith is reported to you that permission has recently been granted for the conversion of the vessels mentioned in Annexes as the applications for their conversion were made to us for obtaining ship's class from a foreign shipping classification association.

S. Amari
Chief, Ship Bureau,
Ministry of Transportation

Shugetsu

ke

/Encl. 2

FOREIGN LIAISON
CIVIL INTELLIGENCE
OCT 13 1950
RELEASED

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

Ship Owner: Tomoe Kisen K.K.

Ship Yard: Sanyo Zosen K.K. Taguma

Location: Hiroshima Prefecture

Item	At present	After conversion
Usage of Ship:	Cargo (2D)	Same
Name of Ship:	Kinyo Maru	"
Gross Tonnage:	2,220.40	"
Dead Weight:	3,974.00	"
L x B x D (M)	85.84 x 13.40 x 7.20	"
Full Draft:	5.88	"
Engine:	Reciprocating	"
Horse Power:	1,100	"
Max. Speed:	12.1	"
Fuel:	Coal	"

Note:

Term of Work: 2 months

Kind of Classification: Bureau Veritas

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

MOT-W No. 1298 (VB)

12 October 1950

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER
FOR THE ALLIED POWERS (Attn: ESS/Shipbuilding)

FROM : CHIEF, SHIP BUREAU, MINISTRY OF TRANSPORTATION

VIA : Ministry of Foreign Affairs

SUBJECT : Re Permission to Convert Steel Cargo Vessel
Kitagata Maru

Herewith is reported that the Japanese Government has recently granted permission for the conversion work on the subject vessel for obtaining ship's class from a foreign shipping classification association.

S. Amari
Chief, Ship Bureau,
Ministry of Transportation

ke

RECEIVED
OCT 13 1950
GHQ, SCAP

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

Ship Owner: Daiichi Kisen K.K.

Ship Yard: Kasado Dock

Location: Yamaguchi Pref.

Item	At present	After conversion
Usage of Ship:	Cargo	Same
Name of Ship:	Kitakata Maru	"
No. of Ship:	1	"
Gross Tonnage:	2,216.53	"
Dead Weight:	4,055.00	4,025.00
L x B x D (M)	85.00 x 13.40 x 7.20	Same
Full Draft:	5.88	"
Engine:	Turbine	"
Horse Power:	1,000	"
Max. Speed:	8.5	"
Fuel:	Coal	"

Note:

Term of Work: 2 weeks

Kind of Classification: - Bureau Veritas

Chugaku

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

MOT-W No.1292(VB)

11 October 1950

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER
FOR THE ALLIED POWERS
(Attn: ESS/Shipbuilding)

FROM : MINISTRY OF TRANSPORTATION

THROUGH : Ministry of Foreign Affairs

SUBJECT : Report on the Permission Granted for the Conversion of the "Heiwa Maru No.1"

With reference to the subject vessel, we have the honor to report to you that our permission has been granted for her conversion as shown in the attached sheet.

FOR THE MINISTER OF TRANSPORTATION:

S. Amari,
Chief, Ship Bureau,
Ministry of Transportation.

hn

RECEIVED
OCT 13 1950
0Y 3 40

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77001

Ship Owner	Kotani Kisen K.K.	
Shipyard	Setoda Zosen K.K.	
Location	Hiroshima Prefecture	
Usage of Ship:	Tug Boat	Sulphuration Tank Vessel
Name of Ship:	Heiwa Maru No.1	Same
Gross Tonnage:	128.83	Approx. 135
Dead Weight:	None	Approx.150
L x B x D (M):	25.10 x 6.45 x 3.40	Same
Full Draft:	2.90	2.60
Engine:	Recipro	Semi Diesel
Horse Power:	450	140
Max. Speed	13	10
Fuel:	Coal	Heavy Oil

Note:

Term of Work 1 Month

Chu Toku.

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

I & D
Shipbuilding (General)
HLK

CHUGOKU
INFORMATION:
O.D. " 1st
NOV. - 3. 1950
RSS

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS

RSS/IND

OUTGOING MESSAGE WFM/HTM/MMC/HEO/ECW/vj1

UNCLASSIFIED 25 October 1950

FROM: SCAP TOKYO JAPAN

TO: DA WASH DC. . . . . .ROUTINE

INFO: CNO WASH DC. . . . . .ROUTINE

COMNAVFE TOKYO JAPAN. . . . . ROUTINE (COURIER)

The following is furnished for information. In order to meet future economic requirements of Japan, the Japanese Government has proposed the following JFY 1950/51 new Steel Merchant Ship Construction Program and has requested that former tonnage and speed restrictions, arbitrarily imposed by SCAP during JFY 1949/50, in lieu of positive shipbuilding directives, be lifted.

It is proposed to remove tonnage and speed restrictions.

Under existing limitations new shipbuilding is difficult to finance except by counterpart loans because ships are not competitive with larger and faster vessels.

Revenue from shipping is highly important to Japanese economy and directly affects balance of payments and consequent United States support.

With restrictions removed more ships can be built and greater use will be insured in competitive shipping service.

MANUFACTURING AND INDUSTRY FILE I-20-G

It is further proposed to approve the following program:

Column A Type	Column B Gross Tonnage	Column C Aggregate Gross Tons
Miscellaneous Vessels	Over 100 - Less 2500	20,000
Domestic Vessels	Over 100 - Less 4000	30,000
Ocean-going Vessels	Over 4000	250,000
	TOTAL.	300,000

a. Included in the above proposed program for ocean-going vessels are:

6 Nov 50

Econ 1778

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78019

FROM: SCAP TO DA INFO CNO, COMNAVFE ESS/IND/WFM/MTM/MCO/MBO/ECW/vii

1. Thirteen 5000 - 10,000 gross tons diesel or turbine driven cargo vessels aggregating 87,250 gross tons, with speeds ranging from 14.5 to 18.8 knots.

2. Two 12,000 - 15,000 gross tons diesel propelled tankers aggregating 27,000 gross tons with speeds ranging from 14.5 to 16.0 knots, a total of 114,250 gross tons.

3. The remainder of the 250,000 gross tons ocean-going construction program (135,750 gross tons) is still under study by the Japanese Government and the shipping industry in Japan. It may not be possible for the Japanese to realize this entire program due to general financial limitations.

b. In addition to the above program, Japanese whaling interests have proposed to construct 35,000 gross tons of whaling factory vessels. Such vessels not to exceed 20,000 gross tons. In accordance with Japanese laws, whaling factory vessels are considered to be in the categroy of fishing vessels and therefore would not fall within the purview of the above Merchant Vessel Construction Program. Whaling factories are employed in whaling for about five months and during the remainder of the year, carry commercial oil cargoes and as such are considered tankers (merchant vessels) in the United States.

c. Legislation to encourage scrapping of superannuated low efficiency and wartime standard vessels passed by last Japanese Diet session authorizes a program for scrapping 400,000 gross tons to liquidate financial burdens and release idle crews.

d. As of 1 April 1950, the Japanese steel merchant fleet consisted of 1,682,705 gross tons. Retirement due to scrapping of superannuated vessels during the Japanese fiscal year 1950/51 totals 400,000 gross tons, as indicated in para c above. This deducted from the present existing steel merchant fleet plus addition of 300,000 gross tons proposed construction for the Japanese fiscal year 1950/51, will provide a total steel merchant fleet of approximately 1,582,705 gross tons by the end of the Japanese fiscal year 1950/51.

e. Newly constructed ocean-going vessels will be efficiently powered and built to Classification Rules, complying with International Safety of Life at Sea Regulations and International Load Line Regulations.

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

UNCLASSIFIED

FROM: SCAP TO DA INFO CNO, COMNAVFE

ESS/IND/WFM/HTM/MMC/HBO/EGW/vji

It is established policy to submit plans for individual ships to the Navy for checking against combatant features. Signed MacArthur.

OFFICIAL:

APPROVED:

K. B. BUSH
Brigadier General, USA
Adjutant General

W. F. MARQUAT
Major General, U. S. Army
Chief, ESS

Copies to: CinC, CofS, G-4, OTS, NRS(2), CAS, ESS (Return)

MEMO FOR RECORD:

1. Radio to DA concerning 6th Shipbuilding Program for JFY 1950/51 is self-explanatory.

2. Approved by CofS, 19 Oct 50.

E. C. Wingo
26-8571

M. M. C.

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

有添付物

玉船第一〇八一號

昭和廿五年拾月廿拾日

中國海運局

運輸省中國海運局

中國民事部長 殿

民間情報部長 殿

沖縄向輸出船工事狀況報告書送付について

首題に関し下同造船鉄工所(麻)小田造船所(有)浅口造船所(麻)にて建造中の大三次沖縄向輸出木船工事狀況報告書を別紙の通り送付します

記

一、別紙 沖縄向輸出木船工事狀況報告書

TO : CHUGOKU CIVIL AFFER'S TEAM, OKAYAMA CIC.

SUBJECT : Report on the shipbuilding schedule of expotation ship for OKINAWA.

CONDITION ON THE 15TH OCTOBER 1950.

Name of Yard (Location)	Kind of ship	Keel Laid date	Launching date	Complete date	Progresive Condition %	Stocked Material %			REMARKS
						Wood	Steel	Equip	
Oka Zosen Tekosho K.K. (Ushimado)	Wooden Passenger Boat 60 G.T.	22th, July 1950.	10th, Oct 1950.	(28th, Oct 1950.)	95	100	100	90	()is indi-cative of schedule.
		25th, July 1950.	10th, Oct 1950,	(28th, Oct 1950.)	95	100	100	90	" "
Oda Zosen K.K. (Kasaoka)	Lighter	1st, Aug 1950.	(16th, Oct 1950.)	(25th, Oct 1950,)	85	100	100	90	" "
Asakuchi Zosen K.K. (Tamashima)	Lighter	8th, Aug 1950.	(16th, Oct 1950.)	(25th, Oct 1950.)	8.5	100	100	80	" "

CHIEF, TAMANO BRANCH OF
CHUGOKU MARITIME BUREAU.

YOSHIMI, NAKANO

Y. Nakano

MANUFACTURING AND INDUSTRY
FILE I-20-C

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

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

印

有

添付

玉船茅九六九號
昭和三五年九月十九日
中國海運局長

安市
中國民事部殿 C.A.I殿

沖縄向輸出船工事状況報告書提出に関し發下岡造船株式会社小田浦船渠にて建造中の茅次沖縄向輸出木船工事状況報告書を別紙の通り送附します

沖縄向輸出木船工事状況報告書

運輸省中國海運局

TO : CHUGOKU CIVIL AFFER'S TEAM ~~, AKAMA, ETC.~~

Subject : Report on the shipbuilding schedule of exportation ship for OKINAWA.

CONDITION ON THE 15 SEPTEMBER 1950.

Name of Yard (Location)	Kind of ship	Schedule			Progressive Condition %	Stocked Material %			REMARKS
		Keel-Laid date	Launching date	Complete date		Wood	Steel	Equip	
Oka Zosen Tekosho K.K. (Ushimado)	Wooden Passenger -boat 50 G.T	23th, July 1950.	(20th, Sept 1950.)	(19th, Oct 1950.)	50	100	100	30	() is indicative of schedule
		25th, July 1950.	(27th, Sep 1950.)	(15th, Oct 1950.)	65	100	100	30	"
Oda Zosen K.K. (Kasaoka)	Lighter	1st, Aug 1950.	(5th, Oct 1950.)	(15th, Oct 1950.)	40	95	100	30	"
Asakuchi Zosen K.K. (Tamashima)	Lighter	8th, Aug 1950.	(10th, Oct 1950.)	(18th, Oct 1950.)	35	95	100	25	"

P.P CHIEF, TAMANO BRANCH OF
CHUGOKU MARITIME BUREAU.
N. Suzuki

I-20-0

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

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

Economics

File / Identification for Vessels

(Translation by Don Yamada)

Transportation Ministry Public Announcement No. 189

In accordance with provisions of article 3 (Transportation Ministry Public Announcement No. 40, 1945), subject: Matter Concerning Restriction, Etc., of Navigation, the following is prescribed as matter concerning identification for aircrafts to be placed on vessels whose crews are Japanese.

11 September 1950

Takeshi YAMAZAKI,
Minister of Transportation.

MANUFACTURING AND INDUSTRY FILE I-20-G

MATTER CONCERNING IDENTIFICATION FOR AIRCRAFTS TO BE PLACED ON VESSELS WHOSE CREWS ARE JAPANESE

Article 1. Vessels, whose crews are Japanese, shall display identification for aircrafts, in accordance with regulations set forth in the attached separate sheet. However, vessels that navigate on rivers and lakes alone are excluded.

Article 2. Vessels mentioned in the preceding article shall be equipped with adequate apparatus that will enable illumination of the identification for aircraft at night, and when approached by aircrafts or whenever necesszry, illuminate the identification.

Appendix

1. This Public Announcement shall be effectuated from 25 September 1950.

2. Vessels that are in actual navigation on the day of enforcement of this Public Announcement, shall not be applied with the provisions of this Public Announcement until the vessel initially arrives at a Japanese port.

Separate Sheet

Classification of Vessels Involved		Identification to be Displaced by Vessels Involved					
		Identification No. 1			Identification No. 2		
Classification of Owner	Total Tonnage & Crew	Diagram or Streamer	Place to be Displayed	Remarks	Symbols	Place to be displayed	Remarks
Vessels owned by Japanese (excluding those jointly owned with persons other than Japanese and that are not Japanese vessels)	Steel Vessels over 100 tons	A diagram of the International Flag E with the tail end cut triangularly	More than 1 at places easily observable from the air (1 of it to be on hatch cover or on exposed deck	Form & size as per separate diagram No. 1	Vessel identification symbol (SCAJAP #) in accordance with provisions of Art. 7, Transp. MinistryPubl. Announcement No. 198,1945.	Adjacent to flag diagram on exposed deck, for every flag diagram	To be written in white Gothic type letters, & as large as possible
	Wooden vessels over 100 tons	Same as above	Same as above	Same as above	Vessel number as given in Certificate of Vessel's nationality (Fishing vessel registration No. for fishing vessels)	Same as above	Same as above
	Vessels less than 100 tons	Streamer	More than one on the mast or appropriate bamboo pole, that are most easily observable from air.	Form as per separate diagram No. 3 (this identification may be hoisted only when approached by aircraft or when necessary)			

Continued.

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

Separate Sheet (CONTINUED)

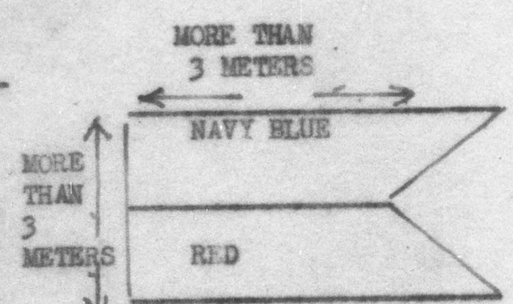
Classification of Vessels Involved		Identification to be Displayed by Vessels Involved						
		Identification No. 1				Identification No. 2		
Classification of Owner	Total Tonnage & Crew	Diagram or Streamer	Place to be Displayed	Remarks	Symbols	Place to be Displayed	Remarks	
Vessles owned by United States		A diagram of the International Signal Flag O with the Yellow Section in green.	Same with that for steel vessels more than 100 tons, owned by Japanese.	Form & size as per separate diagram No. 2	Vessel identification symbol (SCAJAP #) of Japan Merchant Marine Custodian	Same as with that for steel vessels of more than 100 tons, owned by Japanese	Same as with that for steel vessels of more than 100 tons, owned by Japane	
Vessles owned by foreign nation other than United States, and vessels that are owned jointly with person other than Japanese and that which is not Japanese vessels		A diagram of the international signal flag E with the tail end cut triangularly	Same as above	Form to sign as per separate diagram No. 1	Vessel number as given in certificate of vessel's nationality	Same as above	Same as above	

REMARKS The identification No. 2 that should be displayed on vessels of the Maritime Safety headquarters will be the vessel identification symbol of the MSH irregardless of this chart.

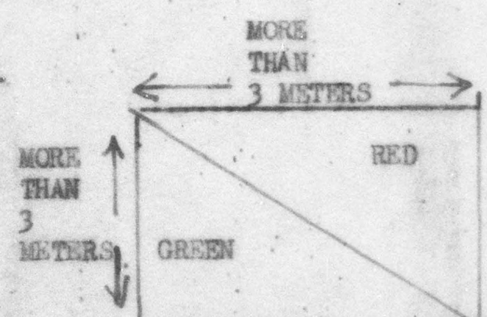
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDS NO.

SEPARATE DIAGRAM

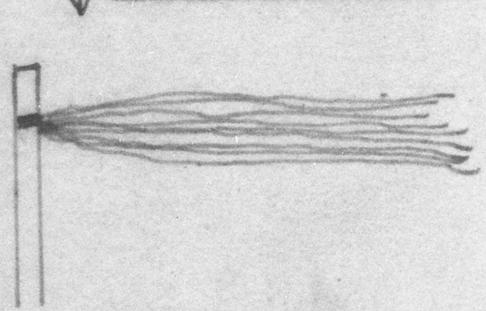
NO. 1



NO. 2



NO. 3



Remakrs: - To be made with proper cloths of various colors such as red, white, yellow, orange, etc.

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

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

- C O P Y -

CHUGOKU INFORMATION:
O.D. 11
SEW
JUN 12 1950

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

HBO/WT/ECW/yt

569.7(3 Jun 50)ESS/IND

3 June 1950

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

SUBJECT: Application for Change in Design of Steel Vessels

1. Reference is FOM NO. 763(TRM), 19 April 1950, subject: Application for Approval to Partially Change Design for Vessels to be Built under 5th Shipbuilding Plan.

2. No objection is offered to the changes in design of steel vessels as specific in Inclosure I.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
List of Changes
in Design Auth

Copies furnished:
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CHUGOKU

- C O P Y -

Encl 1167

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

- C O P Y -

LIST OF CHANGES IN DESIGN AUTHORIZED (SHEET I)

Shipyard	Owner	Type of Vessel	Gross Tonnage		Principal Dimension (DxBxD)	
			Original	New	Original	New
Uraga	Yamashita Kisen K.K.	Cargo Kanto	6,000	6,250		
Hitachi Innoshima	"	Cargo Kanto	"	6,350		
"	Iino Kaiun K.K.	Cargo Kanto	6,250	6,450		
Kawasaki Kobe	Kawasaki Kisen K.K.	Cargo Chugoku	6,000	6,200		
Higashi Nippon Yokohama (ex-Mitsubishi Yokohama)	Toyo Kisen K.K.	Cargo Kanto	6,400	6,600		
Nippon Kai Dock	Asahi Kaiun K.K.	Cargo Kinki	4,200	4,400		
Harima	Nitto Shosen K.K.	Oil Tanker Kinki	12,000	12,000	165.0x21.5x12.0	163.0x21.4x11.8
"	Terukuni Kaiun K.K.	Oil Tanker Kinki	"	"	"	"
"	Shin-Nippon Kaiun K.K.	Cargo Kinki	3,700	3,700	105.0x15.5x8.2	105.0x15.7x8.0

- C O P Y -

- C O P Y -

LIST OF CHANGES IN DESIGN (SHEET II)

Shipyard	Owner	Type of Vessel	Gross Tonnage		Type of Engine & Fuel	
			Original	New	Original	New
Ishikawajima	Taiyo Kogyo K.K.	Cargo Kanto	4,500	4,650	Coal	Oil & Coal
Kawaminami Koyagishima	Ryusho Kaiun K.K.	Cargo Kyushu			Turbine 2,200 H.P. Coal	Recipro (*) 2,000 H.P. Oil & Coal
Naka-Nippon Kobe (ex-Mitsubishi Kobe)	Nippon-Kai Kisen K.K.	Cargo Kinki			Oil & Coal	Oil
Mitsui Tamano	Meiji Kaiun K.K.	Cargo Chugoku			Coal	Oil & Coal
" "	Matsuoka Kisen K.K.	Cargo Chugoku			"	" "
Nishi-Nippon Hiroshima (ex-Mitsubishi Hiroshima)	Konan Kisen K.K.	Cargo " Chugoku			Oil & Coal	Oil
Nippon Kokan Shimizu	Nippon Kinkai Kisen K.K.	Cargo Kanto			Coal	Oil & Coal
Uraga	Hinode Kisen K.K.	Cargo Kanto			"	" "

(*) Jobanson-Gotaverken Type Reciprocating Engine with Turbo-Compressor.

- C O P Y -

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

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

copy sent to Embassy 26 Sep '50
File

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

561.4 (14 Sept 1950)CAS-EM

21 SEP 1950

SUBJECT: Employment of Japanese Shipyards and Facilities

TO: Chief, Hokkaido Civil Affairs Region, APO 309
Chief, Kanto Civil Affairs Region, APO 500
Chief, Tohoku Civil Affairs Region, APO 547
Chief, Chugoku Civil Affairs Region, APO 182
Chief, Shikoku Civil Affairs Region, APO 1050
Chief, Kyushu Civil Affairs Region, APO 24-5
Chief, Kinki Civil Affairs Region, APO 15
Chief, Tokai-Hokuriku Civil Affairs Region, APO 710

I-20-9

1. References are:

a. Operational Directive No. 11, General Headquarters, Supreme Commander for the Allied Powers, Civil Affairs Section, subject: "Industry," dated 10 April 1950.

b. SCAPIN 2103, General Headquarters, Supreme Commander for the Allied Powers, dated 23 June 1950.

2. Existing policy which prohibits repair of war vessels (other than United States) in Japanese Shipyards is changed to authorize the repair on a "pay as you go" basis of all United Nations vessels which are in support of our operations in Korea. This authorization includes the shipyards listed in reference 1b above.

3. Surveillance on this activity will be exercised in accordance with paragraph 2, reference 1a above. Information on approved contracts will be furnished Civil Affairs Regions.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

RECORDED
J. [illegible] BRIDGE
CMO USA
Adm Asst

26 Sept 50

GCON-1522

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 770018

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
APO 182

CCAR 560 (D-St) 19 September 1950

SUBJECT: The 6th New Ships Construction Program

TO : Chief
Civil Affairs Section
GHQ, SCAP
APO 500

1. References:

a. Letter, Chukeifuku No 207, 25 August 1950, on above subject, from Chugoku District Economic Reconstruction Committee.

b. Letter, Chukeifuku NO 207-2, 10 September 1950, subject, "Letter of Demand submitted to the Chugoku Maritime Bureau by the Dock-yards of the Chugoku Region" from Chugoku District Economic Reconstruction Committee.

2. Increase in the total tonnage of new ships to be constructed in this region will materially assist the shipyards and allied industries in this region. The shipping capacity of the Japanese merohant fleet is below current requirements.

3. The reference letters are forwarded for consideration and desired action.

2 Incls:
As indicated

C. N. BAILEY
Colonel, Inf
Chief

1-20-R

SUBJECT FILE

RSI
NBK

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ECON-1426

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77-3-2

CHUGOKU LIAISON AND COORDINATION OFFICE

CHL No. 201 (TK) 29 August 1950

SUBJECT: The 6th New Ship Construction Program.

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

1. Enclosed submitted herein is a petition on subject above, forwarded by the Chairman of Chugoku Regional Economic Recovery Committee.

2. It is requested the subject matter be taken up with your favorable consideration.

3. It is added that the same petition has already been submitted to:

President of Economic Stabilization Board
Minister of Transportation
Minister of Finance
Minister of International Trade and Industry
President of Bank of Japan.

OSAMU ITAGAKI
Director
Chugoku Liaison & Coordination Office.

Inclosure: as indicated above.

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

CHUGOKU DISTRICT ECONOMIC RECONSTRUCTION COMMITTEE

25 August 1950

Chukeifuku No. 207

Subject : Petition relative to the Augmentation of the Quota of the No. 6 New Ship Construction Program.

To : Colonel Clark N. Bailey, Commanding Officer, Chugoku Civil Affairs Region.

Through : Chugoku Liaison and Coordination Office.

In view of the imminent collapse of the shipbuilding industry which is one of the most important industries in the Chugoku Region, a deliberation was held at the meeting of the Chugoku District Economic Reconstruction Committee, based on the proposal submitted by the Chugoku Maritime Bureau, in connection with the problem of requesting an augmentation of the quota of the No. 6 New Ship Construction Program.

As the result of this deliberation, it was decided to submit a representation and to lay the facts of the situation confronted by the shipbuilding industry before you.

It is fervently hoped that your assistance will be extended to us in our effort to improve and resuscitate the situation of the shipbuilding industry upon your kind perusal of this petition and after careful scrutinization and discernment of the actually existing situation.

Hiroshi Omori

Chairman, Chugoku District Economic Reconstruction Committee.

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

After the termination of the war, a large number of over 80,000,000 people were crowded into the four small strip of islands comprising our country and in spite of the fact that an enormous quantity of foodstuffs must necessarily be imported the production of raw materials is insignificant and meager.

Moreover, being still under allied forces occupation and due to the influence of the devaluation of the pound sterling and as the rationalization of the local industries cannot be executed as contemplated the export industries are in a slump. Consequently, in view of this present situation a very great expectation and hope is placed on the so called "invisible export" of freight income of ships plying the foreign routes.

The situation was such that between the years from 1930 up to 1934 before the war during the days when normal economic conditions prevailed, an excess of import averaging approximately ¥70,000,000 was easily covered by freight incomes which exceeded ¥100,000,000 year after year as shown in Table No. 1.

In those days, the merchant marine totalled 1,640 ships with an aggregated gross ton of 4,000,000 tons. Out of these ships, those capable of engaging in international trade totalled 2,100,000 tons.

But during the war destructive blows were received and on the termination of the war the number of ships existing totalled 1,270 ships aggregating 1,520,000 tons. Out of this, 75% were comprised of low efficiency ships constructed hurriedly during the war and old obsolete ships.

As matters stood, the situation was such that ships capable of plying the foreign routes totalled a mere 114 ships and their aggregated tonnage did not exceed 870,000 tons. Further, with the exception of the three ships, the Hikawa, Arimazan and the Koei Maru, there were no other qualified ships existing able to cross the Pacific Ocean.

Since then, as maybe seen in table No. 2, successive merchant marine construction programs were carried out as the result of the understanding and sympathetic measures of the Far Eastern Commission and GHQ and a total of 335,000 tons of merchant marine was constructed but the road to the attainment of the 4,000,000 gross ton deemed necessary to achieve self sufficiency of national economy seems long and far away.

In the 1949 fiscal year, a total of 42 ocean going ships of over 3,500 gross ton, aggregating 280,000 gross ton were decided to be constructed under the No. 5 Shipbuilding Program.

As may be seen in table No. 3, eleven new ships totalling 70,000 gross ton were constructed at four dockyards in the Chugoku District at a total construction cost of ¥5,200,000,000 while on the other hand six A-type wartime standard ships were converted into efficient and economical ships at a remodelling cost of approximately ¥250,000,000 respectively.

This Chugoku District harbours the inland sea of Seto and is historically the place of origin of water transportation and the shipbuilding industry of our country. As may be seen in table No. 4, there are 17 steel ship construction yards with a total capital of ¥1,700,000,000 and a force aggregating 28,583 workers.

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Further, as may be seen in table No. 5, there are 18 directly connected industrial plants (total number of workers 4,621) and on considering the various indirectly connected industries, the shipbuilding industry is the leading major industry of this region.

During 1949, the total number of ships constructed in this country under the No. 5 Shipbuilding Program, including the approximately 100,000 ton constructed for foreign countries totalled 400,000 ton.

With this quantity of construction the rate of operation compared to their maximum capacity is low, consequently, it results in the big plants taking the construction projects away from the medium and small size plants. On the other hand, the operation of the medium and small shipyards that are obliged to depend on the blackmarket for their finances, due to the stringency of the money market are extremely difficult and in our jurisdiction, five plants have finally closed up and stopped operations. The remaining big, medium and small plants were also forced inevitably to lay off a total of 4,729 of their employees.

Due to the severe blows sustained by the shipowners of Japan in the war, they are finding it extremely difficult in procuring funds for the construction of new ships. But since the initiation of the No. 5 New Ship Construction Program, loans amounting to ¥8,500,000,000 were obtained from the U.S. Aid Counterpart Fund and in December 1949, construction was started on the No. 5 shipbuilding program and at present we are greeting the launching of these new ships one after another in rapid succession.

But under the No. 5 shipbuilding program, 50% of the construction cost must be supplied and covered by the ship owners themselves and as the problem concerning the shipping rates has as yet not been alleviated, there will be a decline in the ability of the ship owners to procure funds for the No. 6 shipbuilding program. It is likely that a loan of 70% of the construction cost will be granted from the U.S. Aid Counterpart Fund.

According to hearsay, ¥13,500,000,000 will be apportioned for new ship construction in fiscal 1950, so if ¥7,200,000,000 of the No. 5 shipbuilding program which was carried over to this 1950 year is deducted ¥6,300,000,000 is the amount estimated to be scheduled for the No. 6 shipbuilding program. With this amount of apportionment only one half of the construction undertaken in the previous year or approximately 150,000 ton is capable of being constructed this year.

If that be so, let us look into the problem concerning the procuring of contracts for the construction of ships for foreign countries. With the rising of the price of steel materials following the devaluation of the pound sterling and the discontimuation of goverrment subsidies, and in spite of the intensified propulsion for rationalization carried out by the Shipbuilding Enterprise Rationalization Research Association, the situation is such that the acquisition of contracts is practically hopeless viewed from the point of the cost of contruction, but it can be said that the number of ships to be constructed under the No. 6 shipbuilding program will greatly effect and deeply influence the ship builders.

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

As is well known, the shipbuilding industry is a synthetic industry, which has, it is said, over 200 varieties of connected industries concerned having close relations with it, such as the steel, timber, and paints industries etc., which are the mamufacturers of raw materials together with the direct sub-contractors of the shipbuilders, such as the main engine , auxiliary engine, electrical machinery and fixtures and equipment mamufacturers to mention a few.

With regard to steel, the major material used in shipbuilding, 310,000 ton or approximately 15% out of the total of 2,100,000 ton produced in fiscal 1949 were allotted to the shipbuilding industry.

Further, the number of direct sub-contractors such as the main and auxiliary machine mamufacturers and other related plants comprising the specialty mamufacturers and subsidiary side line mamufacturers who operate over 50% of their installations for the production of ship materials total more than 900 and their combined capital add up to ¥5,000,000,000 and the majority of them are medium and small enterprisers. Looking at these enterprises from the point concerning the flowing of money, it is said that from 60% to 70% of the cost of ship construction are paid to the steel mills and other related enterprises concerned.

That is to say, that approximately ¥15,000,000,000 out of the total sum of ¥21,700,000,000 earmarked for the No. 5 shipbuilding program will be used to enrich the steel industry and other related medium and small size industries.

As previously mentioned, there are 18 major plants in this Chugoku Region with a combined capital of ¥1,200,000,000 and 4,631 employees, so it is needless to mention that great importance is attached to the quantity of ships to be constructed under the No. 6 shipbuilding program.

As the actual situation is as aforementioned, if the quantity of construction under the No. 6 shipbuilding program is pegged at about 150,000 ton, it is a self evident truth that this Chugoku Region will be in a very extremely unfavourable position in receiving construction orders, in the light of the actual situation that the ship owners practically without exception desire diesel propelled ships, and there is only one shipyard in this region - The Mitsui Tamano Shipbuilding Yard - mamufacturing diesel engines for ships.

As the result of the above situation, a surplus of over 1,000 person in the coming month of October and a surplus of over 5,000 person after the month of Jamuary next year (1951) is estimated at the 6 major shipbuilding yards in this Chugoku Region, as is indicated in table No. 6.

As regards the phase of management, which is indicated in table No. 7, the entire structure from the base will be jeopadized and its influence on the industry and economy of this region which is on the road to recovery will be placed in a really grave condition.

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

On the other hand, the development of the medium and small enterprises along positive lines can be realized only by giving them work, but as matters stand at present, the works which were usually performed by the medium and small shipbuilding plants are naturally flowing into the big enterpriser's plants due to the shortage of construction project at the big plants.

But there will be no room for doubt that it will be a policy that will kill 3 birds with one stone, if the quota of the new ship construction program is enlarged, as it will bring about the development of the medium and small shipbuilders and over 200 other related industries concerned, not to mention the prosperity of the big shipbuilding plants and enterprises.

The desire of the ship owners to construct more ships under the No. 6 shipbuilding program was never greater and there were even applications submitted requesting for the construction of 450,000 ton. It is fervently hoped that the construction this year will be set at about 300,000 ton, same as the previous year, for the No. 6 New Ship Construction Program and that the necessary U.S. Aid Counterpart Fund loans will be secured.

Further, the "letters of demands" submitted by the respective dockyards in this Chugoku Region to the Director of the Chugoku Maritime Bureau is herewith respectfully enclosed for your information.

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

Table No. 1 Comparison between the Income & Expenditure of Trade with the Maritime Shipping Freightage

YEAR	INCOME AND EXPENDITURE OF EXPORT AND IMPORT TRADE			FREIGHTAGE INCOME
	EXPORT	IMPORT	BALANCE (Excess of import)	
1930	¥1,469,852,000	¥1,546,071,000	¥76,219,000	¥125,335,000
1931	1,146,781,000	1,235,673,000	88,692,000	100,647,000
1932	1,409,992,000	1,431,461,000	21,469,000	99,701,000
1933	1,861,046,000	1,917,220,000	56,174,000	126,062,000
1934	2,171,925,000	2,282,602,000	110,606,000	144,612,000
Average	1,611,959,000	1,682,605,000	70,646,000	119,224,000

Table No. 2 Construction of Merchant Marine since the Termination of the Last War

CLASSIFICATION	EXISTING SHIPS	No. 1 CONSTRUCTION	No. 2 CONSTRUCTION	No. 3 CONSTRUCTION	No. 4 CONSTRUCTION	TOTAL SUM
Number of Ships	67	29	28	24	12	160
Total Tonnage	147,327	37,725	55,895	53,687	41,060	335,694

Table No. 3 List of New Ships to be Constructed under the No. 5 Shipbuilding Program - Chugoku District.

(a)

NAME OF DOCKYARD	OWNER OF SHIP	TYPE OF SHIP	GROSS TON	FREIGHT TON	MAIN ENGINE	COST OF SHIP (¥1,000)	SCHEDULED PERIOD OF CONSTRUCTION		
							COMMENCEMENT	LAUNCHING	COMPLETION
Mitsui Tamano	Meiji Kaiun	Cargo Ship	5,600	8,600	Turbine	¥383,000	Feb. 1950	July 1950	Sept. 1950
ditto	Mitsui Senpaku	ditto	7,000	9,000	Diesel	563,000	March "	Aug. "	Dec. "
"	ditto	"	7,000	9,000	ditto	563,000	March "	Nov. "	Feb. 1951
"	Matsuoka Kisen	"	5,600	8,600	Turbine	398,000	March "	Sept. "	Dec. 1950
Nishi Nippon Hiroshima	Nakamura Kisen	"	6,650	9,350	Diesel	535,000	March "	Nov. "	Feb. 1951
ditto	Konan Kisen	"	4,700	7,200	Turbine	358,000	March "	Aug. "	Nov. 1950
"	Hamane Kisen	"	4,700	7,200	ditto	358,000	March "	July "	Sept. "
Hitachi Innoshima	Nippon Yusosen	Tanker	12,000	18,500	"	885,000	March "	Nov. "	Feb. 1951
ditto	Iino Kaiun	Cargo	6,250	7,150	"	436,000	Feb. "	July "	Oct. 1950
"	Yamashita Kisen	"	6,000	9,400	"	420,000	March "	Sept. "	Dec. "
Hitachi Mukoshima	Ozu Kaiun	"	4,100	5,900	"	295,000	Feb. "	July "	Oct. "
Chugoku Total	11 Ships		69,700	101,650		¥5,194,000			
National Total	43 Ships		277,340	406,800					

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

Table No. 3 (b) List of A Type Wartime Standard Ships Under-going Remodelling in the Chugoku District

Name of Dockyard	Owner of Ship	Name of Ship	Type of Ship	Gross Ton	Freight Ton	Remodelling Cost (1,000)	Period of Project
Mitsui Tamano	Baba Kisen	Wayo Maru	Cargo Ship	6,900	11,350	¥238,000	Jan.'50 - June '50
Hitachi Innoshima	Osaka Shosen	Daizui Maru	"	6,860	11,250	225,000	March'50 - Aug.'50
Hitachi Mukojima	Taiyo Kaiun	Daikyu Maru	"	6,860	11,050	175,000	Jan.'50 - June'50
Sanyo Taguma	Naigai Kisen	Tatsubi Maru	"	7,000	11,150	220,000	Jan.'50 - June'50
ditto	Hachime Kisen	Tamon Maru No.16	"	6,886	11,350		March'50 - Aug.'50
Kasado Senkyo	Miyaji Kisen	Teruyama Maru	"	7,434	11,350	150,000	Jan.'50 - June'50
Total		6 ships		41,940	67,500		

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 21018

Table No. 4 The Capital of the Dockyards in the Chugoku District and the Number of their Employees

NAME OF DOCKYARDS	AUTHORIZED CAPITAL (Unit ¥1,000)	NUMBER OF EMPLOYEES AS OF APRIL 1949	NUMBER OF EMPLOYEES AS OF MARCH 1950	REDUCTION OF PERSONNEL
Hiroshima Zosensho, Nishi Nippon Jyukogyo.	¥100,000	4,736	3,579	1,151
Hiroshima Plant, Mizuno Zosensho.		764	326	438
Kure Plant, Mizuno Zosensho.	8,200	524	0	524
Ujina Zosensho.	6,000	295	268	27
Innoshima Plant, Hitachi Zosensho.		5,126	4,724	406
Mukojima Plant, Hitachi Zosensho.	395,000	2,602	2,597	5
Onomichi Zosen Kabushiki Kaisha.	4,000	618	601	17
Sankyo Zosen Kabushiki Kaisha.	1,200	45	0	45
Saizaki Senkyo Kabushiki Kaisha.	1,500	304	0	304
Setoda Zosen Kabushiki Kaisha.	2,000	197	141	56
Matsuura Tetko Zosensho.	200	53	53	0
Sanyo Zosen Kabushiki Kaisha.	8,000	1,323	720	603
Nissan Zosensho.	2,000	216	0	216
Itozaki Zosen Tetkosho.	800	321	0	321
Tamano Seisakusho, Mitsuizosen.	140,000	6,220	6,042	178
Kasado Senkyo Kabushiki Kaisha.	6,300	1,087	720	367
Kure Senkyo, Harima Zosen.	250,000	4,152	4,083	61
TOTAL	¥1,725,200	28,583	23,854	4,729

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

Table No. 5 Table showing the List of the Directly Connected Industrial Plants in the Chugoku District

NAME OF PLANT	LOCATION	CAPITAL Unit ¥1,000	NUMBER OF MAJOR MACHINERY INSTALLED	NUMBER OF EMPLOYEES	CHIEF ITEMS PRODUCED	AMOUNT OF PRODUCTION PER ANNUM OF THE SHIPS EQUIPMENTS DEPARTMENT (Unit ¥1,000)
Mitani Jyukogyo Gion Plant	Gion-machi Hiroshima-ken.	¥6,000	183	339	Cargo Loading & Unloading Machinery, Capstan Machinery, Mooring Chocks.	¥44,800
Shinko Kinzoku Kogyosho	Hiroshima-shi.	750	35	70	Various pumps and pipes.	27,600
Kawaminami Jyukogyo Hiro Seisaku Sho.	Kure-shi.	200,000	148	376	General auxiliary machine.	50,100
Nikko Hiroshima Seisaku Sho.	Funagoshi-machi, Hiroshima-ken.	120,000	687	1,340	Big casted & welded goods for ships.	59,900
Hiroshima Seiki, Nishi Nippon Juko.	Gion-machi, Hiroshima-ken.	900,000	1,281	669	Diesel parts for ships.	2,580
Taiyo Zoki Kabushiki Kaisha.	Fukuyama-shi.	2,000	61	26	General auxiliary machinery	5,900
Miyahara Seisaku Sho.	Tamano-shi.	1,000	38	83	Various pumps	18,420
Amatetsu Kure Kosaku Sho.	Kure-shi.	29,025	124	830	Big casted & welded goods.	102,430
Kishitake Tekko Sho.	Tamano-shi.	300	6	42	General auxiliary machines.	5,850
Yamato Seiko Kabushiki Kaisha.	Kure-shi.		52	38	Rivets	8,520
Yamato Sangyo Kabushiki Kaisha.	Kabe-machi, Hiroshima-ken.		95	475	Radiators	3,920
Onomichi Plant, Osaka Seiki.	Onomichi-shi.		41	66	Rivets, bolts & nuts.	28,800
Tanpei Kosaku Sho.	Mukoshima, Hiroshima-ken.		18	34	Equipments & metal fittings	4,320
Innoshima Tanzo (limited liability)	Takuma, Hiroshima-ken.		17	11	Rivets.	5,520
Yoshikami Tekkosho	Tamano-shi.		10	9	Equipments & metal fittings	840
Onomichi Seibyo(anchor mfg.) K.K.	Onomichi-shi.		45	80	Anchors	20,800
Kansai Kogyo K.K.	Tomo-machi, Hiroshima-ken		32	59	Equipments & metal fittings	5,760
Onomichi Branch, Kobe Senpaku Giso.	Onomichi-shi.		2	84	Complete accessories of ship equipments.	20,000
Total		¥1,259,075	2,875	4,631		¥416,060

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

Table No. 6 A Survey of the Estimated Surplus Employees which will be Influenced by the Number of Orders Received under the No. 6 Shipbuilding Program in the Chugoku District.

SUPPOSITIONAL ORDERS	JULY 1950	AUGUST'50	SEPT.'50	OCT.'50	NOV.'50	DEC.'50	JAN.1951	FEB.'51	MAR.51	APR.'51	MAY'51
In case no orders are received under the No. 6 Shipbuilding Program.	181	132	496	1,603 (9.3)	1,745 (10.0)	4,125 (24.0)	5,022 (29.3)	5,817 (34.0)	7,172 (41.8)	7,088 (41.3)	7,410 (43.3)
In case 5 ships are ordered	62	17	93	828 (4.8)	1,269 (7.4)	2,748 (16.0)	2,910 (17.0)	3,471 (20.2)	3,803 (22.2)	4,235 (24.9)	4,660 (27.2)
In case 8 ships are ordered	0	0	135	221 (1.3)	166 (1.0)	1,123 (6.5)	1,353 (7.9)	1,725 (10.0)	1,212 (7.0)	2,238 (13.0)	3,184 (18.6)
In case 10 ships are ordered	0	0	132	147 (0.8)	146 (0.8)	917 (5.8)	1,035 (5.7)	1,204 (7.0)	344 (2.0)	902 (5.2)	1,656 (9.7)

REMARKS: The above table shows the compilation of the result of investigation conducted on the 6 plants of the Mitsui, Tamano; Hitachi, Innoshima; Kasado Senkyo; Sanyo Hikuma in connection with the receiving of orders under the No. 6 Shipbuilding Program. The number enclosed in parenthesis demotes the percentage against the total number of workers which is 17,104 persons.
As far as the investigation revealed, the number of ships to be newly constructed (ordered for construction) is Mitsui 3, Innoshima 3, Nishi Nippon 2, Mukoshima 1, Kasado 1 and Sanyo 0.

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

Table No. 7 The Income & Expenditure Prospectus Per Annum pursuant to Changes in the Number of Orders Received under the No. 6 Shipbuilding Program in the Chugoku District.

(Unit: ¥1,000)

SUPPOSITIONAL ORDERS	ITEMIZATION OF THE AMOUNT OF INCOME							ITEMIZATION OF THE AMOUNT OF EXPENDITURE				
	RELATIVE TO SHIPS				MISCELLANEOUS PROJECT	MACHINE MFG.	TOTAL SUM	MATERIAL EXPENSES	LABOUR EXPENSES	OPERATION EXPENSES	TOTAL SUM	BALANCE
	NEW CONSTRUCTION	REMODELLING	REPAIRS	TOTAL								
In case no orders are received under the No. 6 Shipbuilding Program.	(+) 4,167,638	1,130,330	596,450	5,894,418	771,923	135,310	6,801,651	3,406,506	3,391,174	1,019,107	7,816,787	1,015,136
In case 5 ships are Ordered	5,882,486	1,004,330	596,450	7,483,266	771,923	135,310	8,390,499	4,254,442	3,560,910	1,120,456	8,935,808	545,309
In case 8 ships are Ordered	7,144,934	1,004,330	596,450	8,745,714	1,459,746	135,310	10,340,774	4,932,324	3,674,740	1,208,298	9,815,362	525,412
In case 10 ships are Ordered	7,520,672	1,004,330	596,450	9,121,452	1,459,746	135,310	10,716,508	5,178,566	3,696,740	1,241,102	10,116,408	600,100

REMARKS: The objects of this table are the same Dockyards mentioned in Table No. 6.

The mark (+) denotes that thefigures of the No. 5 Shipbuilding Program were included in the calculation.

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

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

CHUGOKU
INFORMATION:
O.D.
JUL 21 1950

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

HBO/WT/ECW/yt
8 July 1950

569.7(8 Jul 50)ESS/IND

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

SUBJECT: Applications for Conversion of Vessels

1. References are:

a. FOM No. 972(TRM), 18 May 1950, subject: Application for Approval to Reconstruct Kozan Maru.

b. FOM No. 1028(TRM), 24 May 1950, subject: Application for Approval to Convert a Wooden Fishing Vessel into a Salvage Boat.

c. FOM No. 1029(TRM), 24 May 1950, subject: Application for Permission to Replace Main Engine of Wooden Vessel.

d. FOM No. 1054(TRM), 27 May 1950, subject: Application for Permission to Change Conversion Works on "A" type Wartime Standard Cargo Vessel (Mukahi Maru).

e. FOM No. 1064(TRM), 29 May 1950, subject: Application for Approval for Conversion of Steel Tug.

f. FOM No. 1185(TRM), 15 June 1950, subject: Withdrawal of Application for Steel Tug Conversion.

2. No objection is offered to the conversion of the "Kozan Maru", the "Takuun Maru", the "Showa Maru", and the change from coal to oil burner in the previously authorized conversion of the "Mukahi Maru", as indicated in Inclosure I.

3. The application for the conversion of a steel tug forwarded by letter FOM No. 1064(TRM), 29 May 1950, is cancelled.

4. The permission for replacement of engines is not to be construed as authorization for allocation of additional fuel oil.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
Particulars of
Prop. Conversions

Copies furnished:
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MANUFACTURING INDUSTRY
Z-20-G
CHUGOKU

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 76019

PARTICULARS OF PROPOSED CONVERSIONS

Shipowner: Kunjiro Okubo
Shipyard: Naka Nippon Kobe, Hyogo Prefecture

Item	At Present	After Conversion
Usage of ship:	Steel Semi-cargo	Same
Name of ship:	Kozan Maru	Same
Gross tonnage:	288.70	Same
Deadweight:	250	Same
L x B x D (M):	36.57 x 7.01 x 3.50	Same
Full draft:	2.8	Same
Engine:	Semi-diesel	Diesel
Horse power:	240	430
Max. speed:	7.7 knots	9.2 knots
Term of work:	2 months	

Shipowner: Okada Gumi K.K.
Shipyard: Hitachi Chikko Shipyard, Osaka City

Items	At Present	After Conversion
Usage of ship:	Fish carrier (wood)	Salvage boat
Name of ship:	Takuan Maru	Same
Gross tonnage:	148.69	Same
L x B x D (M):	31.19 x 5.89 x 3.10	Same
Engine:	Diesel	Same
Horse Power:	250	Same
Term of work:	3 weeks	

Shipowner: Ishiwara Industry Co., Ltd.
Shipyard: Katsuura Dockyard Co., Ltd.
Okayama Prefecture

Item	At Present	After Conversion
Usage of ship:	Cargo ship (wood)	Same
Name of ship:	Showa Maru	Same
Gross tonnage:	195.57	Same
L x B x D (M):	29.85 x 7.49 x 3.32	Same
Engine:	Semi-diesel	Diesel
Horse power:	180	250
Term of work:	1 month	

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

-COPY-

CHUGOKU

INFORMATION:

O.D.

JUN - 2 1950

/s/WHO
HBO/WT/ECW/WHO/yt

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

561.4(12 May 50)ESS/IND

12 May 1950

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

SUBJECT: Application for Approval to Construct Seven Miscellaneous steel vessels, to change the reconstruction program of a vessel, and to adjust the name of one vessel

1. References are:

a. FOM No. 734(TRM), 14 April 1950, subject: Application for Approval to Construct 7 Steel Miscellaneous Vessels.

b. FOM No. 748(TRM), 17 April 1950, subject: Application for Approval to Change Reconstruction Program of a Vessel.

c. FOM No. 792(TRM), 22 April 1950, subject: Application for Partial Revision of Permission for Conversion of Steel Vessel.

2. No objection is offered to the construction of seven (7) miscellaneous steel vessels, to the change in the reconstruction program of one (1) wooden cargo vessel, and to the renaming of one (1) steel vessel as indicated in Inclosure 1.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
List of Proposed Construction

Copies furnished:
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CHS
CTS

E-20-g

CHUGOKU

-COPY-

ECON 1124

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

- C O P Y -

LIST OF PROPOSED CONSTRUCTION

No.	Shipyard	Shipowner	Kind of Ship	G/T	D/W	L x B x D (M)	Engine & H.P.	Fuel	Max. Speed	The Term of Work	Remarks
1	Narazaki Zosen Tekko	Kushiro Doboku Gengyosho	Pontoon for Floating Crane	Approx. 80	-	15.60x7.50x1.93	None	-	-	2 Months	Lifting Capacity 15 Tons
2	"	Rumoe Doboku Gengyosho	Motor Boat	" 5	-	9.20x2.80x0.90	Diesel 110x1	Heavy oil	Approx. 12.0	"	
3	Yoshida Dock	Yokohama Beiyu K.K.	Oil Barge	" 200	500	33.30x9.10x2.80	None	-	-	3 Months	
4	Watanabe Seikosho	Aomori Prefectural Government	Pump Dredger	" 45	-	15.00x6.60x1.50	"	-	-	"	Electric 200 H.P. Motor Power
5	Kanazashi Zosen	Suzuyo Sangyo K.K.	Barge	" 98	150	24.00x6.00x2.20	"	-	-	"	
6	√ Miho Zosen	"	"	" 98	"	"	"	-	-	"	
7	Watanabe Seikosho	Shimokita Doken Kyoryokukai	Pump Dredger	" 45	-	16.00x6.60x1.50	"	-	-	"	Electric 200 H.P. Motor Power

Name and Location of Dockyard: Ohurasaki Shipbuilding Iron-Works Association.

Name of and Address of Shipowner: SUNAKO Tatsuo. Ondo-machi, Aki-gun, Hiroshima-ken.

Items	Before Change	After Change
Type of Vessel:	Wooden cargo vessel	Same
Name of vessel:	Su 7026	"
Gross Tonnage:	180 G/T	219 G/T
Major dimensions:	26.00x8.30x3.40	Same
Kind of Main Engine:	Hot-bulb engine (Semi-Diesel)	"
Horse Power:	200 H.P.	"

Shipowner: Kamimura Kaiun Shokai
Shipyard: Fukushima Zosen Tekkosho, Shimane Pref.

	At Present	After Conversion
Usage of Ship:	Tug (not completed)	Tanker
Name of Ship:	18 Sengai No. 59 (Order No.)	No. 16 Shoun Maru
Gross Tonnage:	170	Approx. 200

- C O P Y -

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78019

ORIGINAL

Mr. Stradly,
Chugoku Civil Affairs Region,
Kure,
Hiroshima.

Re: Solicitation for recommending C.W.E.C.A. to Procurement Dept. of R.M.G.

Dear Sir,

It will be much appreciated if you will give your kind assistance to the Chugoku Wooden Ships Exporting Cooperative Association such that the same may successfully secure orders for manufacturing ships for export. As explained in the attached sheets, we are now in a difficult situation.

Each member of the Association has over 30 year's of experience in manufacturing vessels for Korea. Furthermore, the shipbuilders of Seto Naikai District are specialized in manufacturing the kind of vessels for Okinawa with long years of experience. They are noted for their excellent technique.

We are firmly of the belief that the Chugoku Wooden Ships Exporting Cooperative Association is situated at the most ideal location for building ships for export to Ryukyu.

We shall appreciate your kind attention to the above.

Yours truly,

S. Moritani

S. Moritani
Chief Director

Ship building 1-20-K

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

DUPLICATE

Re: The Chugoku Wooden-Ship Exporting Cooperative Association

1. Name: The Chugoku Wooden-Ship Exporting Cooperative Association.
2. Head Office: Ujina-cho, Hiroshima City, Hiroshima Prefecture. (Tel. Hiroshima Naka 717)
3. Branch Office: No.772-2,Kichijoji, Musashino City, Tokyo. (Tel. Musashino 2384)
4. Representative: Shin-ichi, Moritani Chairman of the Board of Directors
5. The Law on which the Association is based: The Medium and Small Enterpreneurs' Cooperative Association Law.
6. Sphere of Members : Location :

   So-Called the "Chugoku Area" which consists of the five Prefectures, i.e., Hiroshima, Okayama, Tottori, Shimane, Yamaguchi.

7. Members : 35 Shipbuilders who are selected from about 250 ones in the Chugoku Area in the stand point of having export experiences or equal abilities.

8. Object of establishment :

   A) To export wooden-ship.
   B) To buy and sell the ship-building materials cooperatively.
   C) To lend funds to the members and borrow funds for them.
   D) To give security for the debts of the members and collect debts from the members in authorization of the banking organs.
   E) To contract cooperatively for the benefits of the members.
   F) To promote improvement of management and technique of the members and educate and keep informed the members in the business.
   G) To promote the Members' welfare.

9. Equipment & etc.

   A) Numbers of dokyards : 35.
   B) Numbers of gridirons: 155 (Larger than 100 G.T.)
   C) Building Capacity : 20,690 G.T.a year.
   D) Limit for the largest: 200-300 G.T. in every dockyard.
   E) Results of building : 9,945 G.T. in total in 1948
   F) Experiences of export:
      Barges and Tug-boats for U.S.S.R.

in the first orders	25	ships
" " second "	14	"
" " third "	28	"
	57	ships in total

10. Brief History.

The Chugoku Area where our Association locates is the cradle of wooden-ship building in Japan and there were organized dockyards already in 1804 and they built fishing and carring boats. Then they won reputation and received many orders from all over Japan, for instance, Shikoku, Kyushu, Hanshin, Niigata and other remoting areas.

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

Afterwards, in accordance with the development of civilization, they learned the technique of ship-building in Western style and made remarkable progress in building barges, fishing, carring and passenger boats in Western style since about 1880. Above all, they have won reputation in building boats for pelagie fishery.

Thus, the ship-building industries in the Chugoku Area developed remarkably and the numbers of dockyards became 250 and had the supreme position in all Japan in the point of quality and quantity of the products.

After the last war, we endeavoured to contribute for stabilizing Japanese economy by building fishing boats and carring boats. Furthermore, in exporting our ships to U.S.S.R., we exhibited our aility and received high appreciation at the inspection by the authorities of U.S.S.R..

However, the general situation of Japanese economy has now checked the orders of ships for us from the clients in Japan, so we are maintaining our factories by only repairs.

In order to overcome this difficult situation for us, we desire to develop the ship-building for export auxiously.

ORIGINAL

NOTE ON CAPACITY OF MEMBERS OF ASSOCIATION

Chugoku Wooden-Ship Exporting Cooperative Association

Name of Company	Date of Establishment	Number of Workers	Ship's Maximum Construction Possibility	Yearly Capacity		1949 Number			
				Newly Built	Repair	Newly Built No.	G/T	Repair No.	G/T
Hiroshima Pref.									
Fukae	1907	36	250 G/T	300 G/T	750 G/T	6	142	8	580
Aki	1872	25	150	300	2000	2	50	36	2500
Hatami	1941	102	250	450	7000	3	153	74	7202
Ondo	1897	44	250	500	800	5	200	4	229
Kure Yamaguchi	1902	18	250	750	300	4	150		
Fukuyama	1899	28	250	300	1600			42	2760
Mihata	1882	22	250	200	300	3	100	14	667
Nishihama	1865	21	250	750	3500	5	105	20	5110
Tsuneishi	1882	103	250	1000	25000	2	245	80	15806
Momoshima	1872	34	250	600	300	3	108	7	450
Sunami	1887	30	250	500	500			10	500
Nagahama	1882	20	250	300	300	2	30	25	2271
Hamada	1900	37	250	500	600	2	70	39	6353
Hiroshima Wan	1941	38	250	300	1500			29	1010
Taihei	1941	52	250	600	5000			57	2016
Okayama Pref.									
Oka	1872	136	250	700	6000	7	208	113	5189
Ushimado	1897	52	250	1000	1500	57	188	29	799
Hinase	1892	80	250	1000	1500	31	394	109	9132
Asaguchi	1907	38	150	300	1000	12	140	10	340
Oda	1921	17	200	350	350	3	180	80	700
Tottori Pref.									
Yonago	1938	122	250	1000	8000	16	466	43	1212

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

Shipyard	Est.	Area	Ways	Max. Ship	Max. Ship	Cranes	Cranes	Workers	Workers
				Length	Tonnage	Number	Capacity	Number	Capacity
Momoshima	1872	34	250	600	300	3	108	7	450
Sunami	1887	30	250	500	500			10	500
Nagahama	1882	20	250	300	300	2	30	25	2271
Hamada	1900	37	250	500	600	2	70	39	6353
Hiroshima Wan	1941	38	250	300	1500			29	1010
Taihei	1941	52	250	600	5000			57	2016
Okayama Pref.									
Oka	1872	136	250	700	6000	7	208	113	5129
Ushimado	1897	52	250	1000	1500	57	188	29	799
Hinase	1892	80	250	1000	1500	31	394	109	9132
Asaguchi	1907	38	150	300	1000	12	140	10	340
Oda	1921	17	200	350	350	3	180	20	700
Tottori Pref.									
Yonago	1938	122	250	1000	5000	12	466	43	1212
Ishibashi	1866	92	250	500	22000	7	305	286	11237
Ishikei	1804	30	100	300		6	132		
Ishimatsu	1804	43	100	300		10	298	1	30
Shimane Pref.									
Fukushima	1867	158	200	500	5000	9	384	69	4800
Matsuhisa	1887	33	200	300	500	27	300		
Izumo	1919	50	250	480	120	8	240	17	300
Kobayashi	1869	43	250	480	320	18	240	16	256
Gotsu	1872	47	200	450	100	11	359		
Matsuo	1905	74	230	240	20000	6	44	719	18064
Takatsu Godo	1940	55	250	400	100	5	134		
Moriyama	1942	39	200	400	300	5	169	121	4992
Yamaguchi Pref.									
Hofu	1902	85	200	400	2300	4	216	58	2300
Kiyo	1941	88	250	1250	5000	8	320	90	6520
Koyo	1941	54	200	200	1000	6	77	5	800

35 Shipyards.

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

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

STEEL AND WOODEN SHIPBUILDING YARDS IN CHUGOKU REGION

TOTAL NUMBER OF STEEL YARDS - 26

TOTAL NUMBER OF WOODEN YARDS - 93

(Listing includes only Wooden Yards
Capable of Building 100 g/t or over)

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77-3-12

KURE CITY

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
S	Harima Shipard Kure Dock	9 Chome, Miyahara-dori Kure City		500,000
S	Mizuno Shipbuilding Kure Factory	9 Chome, Kegoya-dori Kure City		63,000
W	Kure Ironwork & Shipbuilding Co.	6 Chome, Yoshiura Shin-machi, Kure City		550
S	Yoshiura Shipbuilding Co.	3 Chome, Yoshiura Shin-machi, Kure City		1800
W	Kanda Shipbuilding Co.	3 Chome, Yoshiura Shin-machi, Kure City		
W	Kure-Yamaguchi Ship-yard Co.	3 Chome, Yoshiura Shin-machi, Kure City	900	100
S	Kure Shipbuilding Co.	2 Chome, Yoshiura Shin-machi, Kure City		8780

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

HIROSHIMA CITY

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
✓ S	Mizuno Shipbuilding Co. Hiroshima	Minami Kannon-machi, Hiroshima City		130,000
✓ S	Ujina Shipbuilding Co.	Moto Ujina-machi, Hiroshima City		1,300
✓ W	Hiroshima Wan Shipyard	Moto Ujina-machi, Hiroshima City	150	800
✓ S	Nishi Nippon Heavy Works	Minami Kannon-machi, Hiroshima City	40,000	
✓ W	Mizuno Shipbuilding Co. Miyazima Factory	Ono-mura, Saiki-Gun,	190	480

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77013

SHIPYARDS LOCATED ENROUTE FROM HIROSHIMA TO OKAYAMA

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
W	Etajima Shipyard Co.	Aza Koyo Etajima-mura Aki-Gun	150	500
W	Nomi Shipyard Co.	Takata-mura, Saiki-Gun	90	110
W	Fukae Shipyard Co.	Fukae-mura, Saiki-Gun	100	200
W	Kurahashi Shipyard Co.	Kurahashi jima-mura, Aki-Gun	165	165
W	Aki Shipyard Co.	Oaza Ryoshida, Kurahashi-jima-Mura, Aki-Gun	90	360
W	Hatami Shipyard Co.	Ondo-machi, Aki-Gun	50	1500
W	Ondo Shipbuilding Co.	Oaza Ondo, Ondo-machi, Aki-Gun	200	250
W	Okunouchi Shipyard Co.	Oaza Ondo, Ondo-machi, Aki-Gun	150	50
W	Toyohama Shipyard Co.	Aza Toyoshima, Toyo-shima-mura, Toyota-Gun	240	60
W	Mitsukuchi Shipyard Co.	Aza Mitsukuchi, Yasuura-machi, Kamo-Gun		450
W	Kobayashi Shipyard Co.	Makano-mura, Toyota-Gun	550	550
W	Hamada Dock Co.	Aza Yayumi, Higashi-no-mura, Toyota-Gun	735	1715
W	Kansai Shipyard Co.	Higashi-no-mura, Toyota-Gun	255	
W	Naigai Shipyard Co.	Higashi-no-mura, Toyota-Gun		1000
S	Matsuura Shipbuilding Co.	Higashi-no-mura, Toyota-Gun	500	300
W	Chugoku Shipbuilding Co.	Kinoe-machi, Toyota-Gun	100	2400

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 178012

SHIPYARD LOCATED ENROUTED FROM HIROSHIMA TO OKAYAMA (Cont'd)

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
W	Tadanoumi Shipyard Co.	Tadanoumi-cho, Toyota-Gun	120	280
S	Kumagaya Gumi Industry Chugoku Shipyard	Aza Nochi, Saizaki-machi Toyota-Gun	1000	48000
W	Sunami Shipbuilding Co.	Suwa-Nishi-Machi, Mihara City	240	960
S	Setoda Shipbuilding Co.	Setoda-Machi, Toyota-Gun	3500	21000
W	Ikuchi-shima Shipyard	Setoda-Machi, Toyota-Gun		750
S	Sankyo Shipbuilding Co.	Higashi Ikuchi-Mura Toyota-Gun	295	10000
W	Ikuchi Shipyard Co.	Higashi Ikuchi-Mura Toyoto-Gun	345	805
S	Hitachi Shipbuilding Co. Innoshima Factory	Habu-machi, Mitsuki-Gun	30000	508780
W	Mihata Shipbuilding Co.	Taguma-Machi, Mitsuki-Gun	180	420
S	Urabe Shipbuilding Co. Taguma Factory	Taguma-Machi, Mitsuki-Gun	5000	50000
S	Itozaki Shipbuilding Co.	Itozaki-Machi, Mihara City		3500
W	Mukaishima Nishi Shipyard	Mukaishima, Nishi-Mura, Mitsuki-Gun		650
S	Nissan Shipbuilding Co.	Mukaishima, Nishi-Mura, Mitsuki-Gun	2000	10500
S	Hitachi Shipbuilding Co. Mukaishima Factory	Mukaishima, Higashi-Mura, Mitsuki-Gun	20000	250000
S	Onomichi Shipbuilding Co.	Aza Hama, Sanba-cho, Onomichi City	1000	150000.

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

SHIPYARDS LOCATED ENROUTE FROM HIROSHIMA TO OKAYAMA (Cont'd)

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
W	Fujie Shipyard Co.	Fujie-Mura, Numakuma-Gun	15	485
W	Takamatsu Shipbuilding Joint Stock Co.	Urasaki-Mura, Numakuma-Gun	300	300
W	Monoshima Shipyard Co.	Monoshima-Mura, Numakuma-Gun	330	770
W	Tsuneishi Shipyard Co.	Aza Tsuneishi, Chitose-Mura, Numakuma-Gun	620	620
W	Shikina Shipbuilding Co.	Aza Tsuneishi, Chitose-Mura, Numakuma-Gun	250	250
W	Bochi Shipyard Co.	Chitose-Mura, Numakuma-Gun	240	960
W	Hashinoura Shipyard Co.	Toma-Machi, Numakuma-Gun		
W	Tomonoura Shipyard Co.	Tomo-Machi, Numakuma-Gun	900	600
W	Fukuyama Shipbuilding Co. Joint Stock Co.	Hikino-Mura, Fukayasu-Gun	150	350
W	Oda Shipyard Co.	Kasaoka-Machi, Oda-Gun	240	160
W	Asaguchi Shipyard Co.	Oaza Otsushima, Tamashima-Machi, Asaguchi-Gun	100	150
S	Mitsui Tamano Shipyard Co.	Tamano City	80700	360000
W	Nankai Shipbuilding Co.	Uno, Tamano City	120	480
W	Kojima Shipbuilding Co.	Oaza Koguchi, Koguchi-Mura, Kojima-Gun	150	200
W	Oka Shipbuilding Co.	Ushimado-Cho, Oku-Gun	260	100
W	Ushimado Shipbuilding Co.	Ushimado-Cho, Oku-Gun	480	270

OKAYAMA KEN

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

SHIPYARDS LOCATED ENROUTE FROM HIROSHIMA TO OKAYAMA (Cont'd)

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
W	Katagami Shipbuilding Co.	Katagami-Machi, Wake-Gun	400	450
W	Hinase Shipbuilding Co.	Oaza Hinase, Hinase-Machi, Wake-Gun	250	600

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

LIST OF SHIPYARDS LOCATED IN YAMAGUCHI PREFECTURE

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
✓ W	Iwakuni Shipbuilding Co.	Mukoimazu, Iwakuni City	100	100
✓ W	Yuu Shipbuilding Co.	Yuu-Machi, Kuga-Gun	200	
✓ W	Koyo Shipbuilding Co.	Oaza Higashi, Urano-Mura, Oshima-Gun	50	450
✓ W	Oshima Chuo Shipbuilding Co.	Ejirihama, Kuga-Machi, Oshima-Gun	120	180
✓ W	Oshima-Gun Tobu Shipbuilding Co.	Oaza Osako, Wada-Mura, Oshima-Gun	40	160
✓ W	Kaminoseki Shipbuilding Co.	Oaza Nagashima, Kaminoseki-Mura, Kumage-Gun		
✓ W	Showa Shipbuilding Co.	Oaza Ago, Ago-Mura, Kumage-Gun	50	200
✓ W	Sanyo Kogyo Joint Stock Co.	Nishi, Toyoi, Kudamatsu City	200	800
✓ S	Kasado Dock Joint Stock Co.	Kasado-shima, Kudamatsu City	6500	200000
✓ W	Kiyo Shipbuilding Co.	Oaza Tomita, Tokuyama City	30	200
✓ W	Bofu Shipbuilding Co.	Oaza Hamagata, Bofu City	300	300
✓ W	Aio Shipyard Co. Ltd.	Oaza Aio, Aio-Machi, Yoshiki-Gun	40	160
✓ W	Shuyo Shipyard Co.	Ajisu, Yoshiki-Gun		150
✓ S	Ube Dock Joint Stock Co.	Jisaki, Shibanaka-Dori Higsshi-Ku, Ube City		500
✓ W	Sukeda Shipyard Co.	Sukeda, Kaigan-Dori Nishiku, Ube City		10540

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

LIST OF SHIPYARDS IN YAMAGUCHI PREFECTURE (Cont'd)

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
✓ W	Ube Shipyard & Iron Work Co.	5 Chome Kaigan-Dori Higashiku, Ube City	400	1200
✓ W	Jyo Shipyard & Iron Work Co.	5 Chome Kaigan-Dori Higashiku, Ube City	100	18750
✓ W	Onoda Shipyard Co.	Minato-Machi, Onoda City		1071
✓ W	Chofu Dock Joint Co.	~~Matsuoda~~ Minatomachi, Chofu, Shimonoseki City		3500
✓ W	Izuhara Shipyard Co.	Miyazaki, Chofu, Shimonoseki City	300	3000
~~W~~	~~Chofu Dock Joint Stock Co., Chofu Factory~~	~~Jiseki Yawata, Chofu Shimonoseki City~~		1555
✓ W	Maeda Shipyard Co.	Maeda, Shimonoseki City		6930
✓ S	West Japan Heavy Ind. Mitsubishi Factory	Hikoshima, Shimonoseki City	45000	600000
✓ S	Hayashikane Ship-building Co.	Hikoshima, Shimonoseki City	2000	39000
✓ W	Hikoshima Tobu Shipyard Co.	Hikoshima, Shimonoseki City		39444
✓ W	Hikoshima Shipyard Co.	Hikoshima, Shimonoseki City		44227
✓ W	Seibu Shipyard Co.	Hikoshima, Shimonoseki City		45
✓ S	Kanmon Shipbuilding Co.	Hikoshima, Shimonoseki City.		7500
✓ S	Towa Shipbuilding Co.	Hikoshima, Shimonoseki City		5625
✓ W	Takahashi Shipyard	Hikoshima, Shimonoseki City		14073

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

LIST OF SHIPYARDS IN YAMAGUCHI PREFECTURE (Cont'd)

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
W	Bocho Shipyard Co.	Hikoshima, Shimonoseki City		2349
W	Hamatani Shipyard Co.	Hikoshima, Shimonoseki City		1777
W	Oda Shipyard Co.	150 Izaki-Machi Shimonoseki City	500	5773
W	Matsushita Shipyard Co.	63 Izaki-Machi Shimonoseki City	120	600
W	Shimonoseki Shipyard Co.	170 Izaki-Machi Shimonoseki City		2995
W	Agawa Shipyard & Iron Works	Asawa-Mura, Toyoura-Gun Yamaguchi Pref.	6	771
W	Katsutai Shipyard Co.	Kanda-Mura, Toyoura-Gun Yamaguchi Pref.	85	4320
W	Otsu Shipyard Co.	Senzaki-Machi, Otsu-Gun Yamaguchi Pref.	185	4241
W	Hagi Shipyard Co.	Oaza Higashi Tsubaki, Hagi City		

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SHIPYARDS LOCATED IN SHIMANE PREFECTURE

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
W	Takatsu Godo Shipyard	Oaza Nakano-shima, Masuda-Machi, Mino-Gun	400	50
W	Gotsu Shipbuilding Co.	Gotsu-Machi Naka-Gun	240	60
W	Kobayashi Shipyard Co.	Aza Kohama, Yunotsu-Machi, Nima-Gun	200	300
W	~~Hane Shipyard Co.~~	Hane Higashi-Mura, Anno-Gun	130	50
W	Taisha Shipyard Co.	Kita Kizuki, Taisha-Machi, Hinokawa-Gun	240	60
W	Shikibe Shipyard Co.	Oaza Uryu, Hinomisaki-Mura, Hinokawa-Gun.	240	60
W	Etomo Shipyard Co.	Oaza Takedai Sada-Mura, Yatsuka-Gun	60	200
W	Nippon Kai Shipbuilding Co.	Oaza Moriyama, Moriyama-Mura, Yatsuka-Gun	400	400
W	Moriyama Shipyard Co.	Oaza Moriyama, Moriyama-Mura, Yatsuka-Gun	700	200
W	Izumo Shipbuilding Co.	Oaza Kuroida, Shimoda-Mura, Nogi-Gun	1500	600
W	Matsuhisa Shipbuilding Co.	5 Chome, Higashi Hon-Machi, Matsue City	400	100
S	Fukushima Shipbuilding Co.	Mukaishima-Machi, Matsue City	300	
W	Fukushima Shipbuilding Wooden Factory	Mukaishima-Machi, Matsue City	1300	150
W	Mitsui Wooden Ships Construction Co.	Oaza Kohama Higashi Asaki-Machi, Matsue City	1650	300

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

SHIPYARDS LOCATED IN SHIMANE PREFECTURE (Cont'd)

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
S	Nakamura Shipbuilding Co.	Asahi-Machi, Matsue City	1000	300
W	Shimamae Shipyard Co.	Urago-Machi, Chibu-Gun	300	70

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

SHIPYARDS LOCATED IN TOTTORI PREFECTURE

Steel or Wood	NAME	ADDRESS	CAPACITY Build	CAPACITY Repair
W	Ishibashi Shipbuilding & Iron Work Co.	Sakai-Machi, Seihaku-Gun	350	1100
W	Mitsui Wooden Construction Co.	Tonoe-Machi, Seihaku-Gun	800	300
	Yonago Shipbuilding Co.	2 chome, Gion-Machi, Yonago-City	700	400
W	Iwami Shipyard Co.	Oaza Iwamoto, Oiwa-Mura, Iwami-Gun	60	80
W	Mitsunaga Zosen	Bofu, Yamaguchi		
W	Toyo Sangyo	Aio, Yamaguchi		
W	Tokihiro Zosen	Ube, Yamaguchi		
W	Toa Zosen	Ube, Yamaguchi		
W	Harada Zosen	Onoda, Yamaguchi		
W	Maeno Zosen	Onoda, Yamaguchi		
W	Yano Zosen	Onoda, Yamaguchi		
W	Kodama Zosen	Onoda, Yamaguchi		
W	Onoda Koun KK	Onoda, Yamaguchi		
W	Kawamoto Zosen	Hamada, Shimane		
W	Machisa Zosen	Hamada, Shimane		
W	Matsuo Zosen	Hamada, Shimane	~~230~~	
W	Ishimatsu Zosen	Tottori City, Tottori	100	
W	Ishikei Zosen AKASAKI ZOSEN	Tottori City, Tottori 13 AKASAKI CHO TOTTORI	100	

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

TAIHEI SHOKO KAISHA, LTD.

ESTIMATE

Date Mar. 9th.'50

No. K-124

TO Mr. J.W. Knox

In Compliance with your Esteemed Enquiry No. _____ dated _____
we are pleased to quote you as follows:-

1. Place of Delivery Pusan
2. Time of Delevery As per respective items.
3. Terms of payment L/C to be opened in favour of Taihei shoko Kaisha,Ltd.
4. Offer kept open until or subject to alteration according to buyer's demand for design or terms of contracts.

This quotation is subject to confirmation before acceptance by us of your order and also subject to maker's acceptance of order.
This quotation is subject to revision in the event of change in the authorized official price.
No responsibility is accepted by us for delay in delivery, or for inability to effect delivery, due to causes beyond our or the maker's control.

Maker Various (as per attached List of shipbuilders)	Quantity	Unit Price	Total Price
1) 95 G.T. Type Wooden Trawler		U.S. $ at	Pusan
a) Price:	2	39,180.00	78,360.00

b) Delivery: Within about 7 Months after L/C opened

c) Principal dimension, etc. :

(1) L x B x D : 26.5m x 5.2m x 2.6m

(2) Main engine : 240H.P. Semi-diesel engine x 1

(3) Shaft and propeller : One set.

(4) Auxiliary engine : 8 H.P. kerasene engine x 1

(5) Generator : 3K. D.C. Dynamo x 1

(6) Roller : For raising fishing net.

(7) Auxiliary machinery : Air compressor, Hand pump, etc.

(8) Electrical provisions: Cables, lights, switch board, etc.

(9) Micellanenous equipments & Out-fits : One set.

(10) Fishing instruments : Ropes, nets, etc., one set per 1 boat.

21-24-2

Cont'd

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

TAIHEI SHOKO KAISHA, LTD.

Item	Maker As above mentioned.	Quantity	Unit Price	Total Price
2)	75 G.T. Type Wooden Trawler			
			U.S.$ at	Pusan
a)	Price:	2	30,080.00	60,160.00

b) Delivery : Within about 7 months after L/C opened.

c) Principal dimensions, etc. :

(1) L x B x D : 25m x 5m x 2.5m

(2) Main engine : 180 H.P. Semi-dissel engine x 1

(3) Shaft & Propeller : One set.

(4) Auxiliary engine : 5 H.P. Kerosene engine x 1

(5) Generator : 1 K.D.C. Dynamo x 1

(6) Roller : For raising fishing net

(7) Auxiliary machinery : Air compressor, Hand pump, etc.

(8) Electrical provisions : Cables, lights, switch board, etc.

(9) Miscellaneous equipments & Out-fits: One set.

(10) Fishing instruments : Ropes, nets, etc., One set per 1 boat.

3)	50 G.T. Type Wooden Trawler			
			U.S.$ at	Pusan
a)	Price :	2	20,800.00	41,600.00

b) Delivery : Within about 7 months after L/C opened.

c) Principal dimensions, etc. :

(1) L x B x D : 23m x 4.4m x 2.2m

(2) Main engine : 115 H.p. Semi-dissel engine x 1

(3) Shaft & propeller : One set.

(4) Auxiliary engine : 5 H.P. Kerosene engine x 1

(5) Generator : 1 K. D. C. Dynamo x 1

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

Item	Maker As above mentioned.	Quantity	Unit Price	Total Price
	(6) Roller: For raising fishing net.			
	(7) Auxiliary machinery : Air compressor, Hand pump, etc.			
	(8) Electrical provisions : Cables, lights, switch board, etc.			
	(9) Miscellaneous equipments & out-fits : One set.			
	(10) Fishing instruments, Ropes, nets, etc. half set per 1 boat.			
4)	60 G.T. Type Wooden Purse Senier			
			U.S.$ at	Pusan
	a) Price :	2	26,350.00	52,700.00
	b) Delivery : Within about 7 months after L/C opened.			
	c) Pricipal dimensions, etc. :			
	(1) L x B x D : 22m x 5m x 2.5m			
	(2) Main engine : 140 H.P. Semi-dissel engine x 1			
	(3) Shaft & propeller : One set.			
	(4) Auxiliary engine : 5 H.P. Kerosene engine x 1			
	(5) Generator : 2 K.D.C. Dynamo x 1			
	(6) Roller : For raising fishing net.			
	(7) Auxiliary machinery : Air compressor, Hand pump, etc.			
	(8) Electrical provisions : Cables, lights, switch board, etc.			
	(9) Miscellaneous equipments & out-fits : One set.			
	(10) Fishing instruments : Ropes, nets, etc. half set per 1 boat.			
5)	50 G.T. Type Wooden Fish-carrier			
			U.S.$ at	Pusan
	a) Price :	1	18,410.00	
	b) Delivery : Within about 7 months after L/C opened.			
	c) Principal Dimensions, etc. :			

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 79013

TAIHEI SHOKO KAISHA, LTD.

Item	Maker As above mentioned.	Quantity	Unit Price	Total Price
	(1) L x B x D : 20.5m x 4.7m x 2.25m			
	(2) Main engine : 90 H.P. Semi-diesel engine x 1			
	(3) Shaft & propeller : One set.			
	(4) Auxiliary engine : 5 H.P. Kerosene engine x 1			
	(5) Generator : 1 K.D.C. Dynamo x 1			
	(6) Auxiliary machinery : Air compressor, Hand pump, etc.			
	(7) Electrical provisions: Cables, lights, switch board, etc.			
	(8) Miscellaneous equipments & out-fits : One set.			
6)	200 G.T. Type Wooden Cargo Boat.			
			U.S.$ at	Pusan
a)	Price :	1	41,360.00	
b)	Delivery : Within about 7 months after L/C opened.			
c)	Principal dimensions, etc. :			
	(1) L x B x D : 30m x 7.5m x 3.36m			
	(2) Dead weight : 370 tons, approximately			
	(3) Main engine : 160 H.P. Semi-diesel engine x 1			
	(4) Shaft & propeller : One set.			
	(5) Auxiliary engine : 20 H.P. Semi-diesel engine x 1			
	(6) Generator : 2K. D.C. Dynamo x 1			
	(7) Auxiliary machinery : Air compressor.			
	(8) Electrical provisions : Cables, lights, switch board, etc.			
	(9) Miscellaneous equipments & out-fits : One set.			
10)	100 T.D.W. Wooden Barge			
			U.S.$ at	Pusan
a)	Price :	1	6,650.00	

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 76-018

Item	Maker	As above mentioned.	Quantity	Unit Price	Total Price

b) Delivery : Within about 4 months after L/C opened.

c) Principal dimensions, etc. :

(1) L x B x D : 19.5m x 6.0m x 2.6m

(2) Out-fits : One set.

Remarks:

1) Above prices are including charge to mail from Japanese port to Pusan.

2) All specifications other than listed above are given in the attached catalogue.

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

COPY

CABLE ADDRESS:
"BUTTERFLY" TOKYO.

CODE USED:

ACME, (WITHOUT SUPPLEMENTARY)
ABC, 5TH EDITION
BENTLEY'S, NEW EDITION

TAIHEI SHOKO KAISHA, LTD.

(The Pacific Trading & Manufacturing Co., Ltd.)

HEAD OFFICE:
NO, 12 2CHOME, MARUNOUCHI,
CHIYODA-KU, TOKYO.
PHONE: (23) 2120, 2152, 2153, 1613, 1647, 3170,

ALL COMMUNICATIONS TO
BOX 97 C.P.O.
TOKYO JAPAN

BRANCH OFFICES:
YOKOHAMA. KOBE. OSAKA. NAGOYA
& IN PRINCIPAL CITIES.

NO. 3800-9-105/

TOKYO. March 8th, 1950

Mr. J.W. Knox,
Procurement Officer, GSA
Room 319, Empire House,
C i t y.

Re: Wooden Ships for Korea

Dear Sir,

Kindly be advised that we, the Taihei Shoko Kaisha, Ltd., being well backed by the Chogoku Wooden-ship Exporting Co-operative Association, are earnestly wishing to supply excellent woodenships to Korea.

Before entering into the subject, please let us introduce both ourselves and the above mentioned Association to you for your esteemed reference.

As given in the enclosed Brief History, we are a trading company established immediately after the dissolution of former Mitsubishi Shoji Kaisha, Ltd., by the union of members who were engaging in foreign trade business for long years in the said mother company.

The said Association, established last year, is a union of 35 champion wooden-ship-builders, who were selected up from about 250 builders in Chugoku District.

These 35 builders, located in 5 prefectures in Chugoku District (say, Okayama, Hiroshima, Yamaguchi, Tottori and Shimane), are all reliable wooden-ship-builders experienced in constructing many wooden-ships for Korea in the pre-war days.

Afraiding that you may have doubts about the lawfulness of the said Association, we have given explanations about the legal foundation and the main line of the Association in the attached sheet enclosed herewith.

For your further information, we herewith enclosed our preliminary estimates on several wooden-ships, which are supposed to be the most suitable wooden-ships for Korean fisheries.

Taking advantage of this opportunity, we should like to assure you that further details of wooden-ships of any kind are at your disposals at any time you desire.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 778015

TAIHEI SHOKO KAISHA, LTD.

Please be kind enough to consider us as one of the just fitting exporters for exporting wooden-ships to the Republic of Korea.

Soliciting your favorable arrangements in this matter,

Respectfully yours,

TAIHEI SHOKO KAISHA, LTD.
(THE PACIFIC TRADING & MFG. CO.,LTD.)

Manager of Machinery & Metal Dept

Encl. 1) Our Brief History
2) Outline of Chugoku Wooden-ship Exporting Cooperative Association
3) Preliminary Estimates on Wooden-ships
4) Catalogues on wooden-ships

AT/SF

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77015

OUTLINE OF CHUGOKU WOODEN-SHIP EXPORTING COOPERATIVE ASSOCIATION

1) Date of establishment: September, 1949
2) Legal foundation:

Authorized by: a) Smaller Enterprise Cooperative Law (Published 1st June, 1949)

b) Article No. 6 of Enterprise-promotoers' Organization Law

c) Article No. 24 of Anti-mohopoly Law

3) Location of head office: Ujina-cho, Hiroshima-city

4) Members joined: As per attached sheet

5) Main line:
a) Joint purchase of materials of woodenships for export and sales thereof.

b) Joint borrow and advance of funds for the members.

c) Conclusion of joint contracts for improving and protecting economical situations of the members.

d) Educations for pervading knowledge regarding the works of the Association and for improving management and technique of the members.

e) Works for improving welfare of the members.

6) Remarks:

Wooden-ship-building belongs to so called "Handi-craft smaller enterprises", and each builder, though experienced in constructing wooden-ships of certain types, is unable to comply with enquiriesof various kinds from overseas, not to speak of incapability of accepting big orders at once.

1-20-72

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

These are the reasons, beyond the aforementioned objects, why this Association was established.

All member of this Association, being well experienced in constructing wooden-ships for Korea, Ryukyu and China from pre-war days, are earnestly wishing to supply their products through Taihei Shoko Kaisha, Ltd. as soon as possible.

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

LIST OF MEMBERS OF ASSOCIATION

Chugoku Wooden Vessel Export Partnership Association

Name of Shipyard	Name of Representative	Address
Fukae Shipyard Co. Ltd.	Yasuji Uchioki	No.841-2, Fukae-mura, Saiki-gun, Hiroshima-ken
Aki Shipyard Co. Ltd.	Kiyoatsu Sakata	No.7071, Kurahashizima-mura, Aki-gun, Hiroshima-ken
Matami Shipyard Co. Ltd.	Sakae Kusafu	Oaza Ondo, Ondo-machi, Aki-gun, Hiroshima-ken
Ondo Shipbuilding Industry Co. Ltd.	Kazuhiro Maruishi	" "
Kure Yamaguchi Shipyard Co. Ltd.	Soichi Yamaguchi	3-chome, Yoshiura Shin-machi, Kure-shi, Hiroshima-ken
Fukuyama Shipbuilding Joint Stock Co.	Takeo Hirata	Ko-5218, Nikino-mura, Fukuyasu-gun, Hiroshima-ken
Mihata Shipbuilding Ironwork Fac. Joint Stock Co.	Seio Ogo	1119 Taguma-machi, Mitsugi-gun, Hiroshima-ken
Nishihama Shipbuilding Joint Stock Co.	Tamasaburo Kanbara	Oaza Tsuneishi, Chitose-mura Numakuma-gun, Hiroshima-ken
Tsuneishi Shipbuilding Joint Stock Co.	Katsutaro Kanbara	No. 1083, " "
Momoshima Shipyard Co. Ltd.	Chizuichi Fujimoto	No. 2159-1, Momoshima-mura, Numakuma-gun, Hiroshima-ken
Sunami Shipbuilding Joint Stock Co.	Tadashi Okada	No. 2929, Sunami Nishi-machi, Mihara-shi, Hiroshima-ken
Nagahama Partnership Co.	Chizuichi Nagahama	No. 156-6, Oaza Onishi, Nakano-mura, Toyota-gun Hiroshima-ken
Hanada Dock Joint Stock Co.	Yaroku Hanada	Higashino-mura, Toyota-gun Hiroshima-ken
[illegible] Shipbuilding Ironwork Factory	Shiyozo Oka	No. 2600-1, Oshimado-cho, [illegible]

Nishihama Shipbuilding Joint Stock Co.	Tomasaburo Kanbara	Oaza Tsuneishi, Chitose-mura Numakuma-gun, Hiroshima-ken
Tsuneishi Shipbuilding Joint Stock Co.	Katsutaro Kanbara	No. 1083, " "
Momoshima Shipyard Co. Ltd.	Chizuichi Fujimoto	No. 2159-1, Momoshima-mura, Numakuma-gun, Hiroshima-ken
Sunami Shipbuilding Joint Stock Co.	Tadashi Okada	No. 2929, Sunami Nishi-machi, Mihara-shi, Hiroshima-ken
Nagahama Partnership Co.	Chizuichi Nagahama	No. 156-6, Oaza Onishi, Nakano-mura, Toyota-gun Hiroshima-ken
Hamada Dock Joint Stock Co.	Yaroku Hamada	Higashino-mura, Toyota-gun Hiroshima-ken
Oka Shipbuilding Ironwork Factory Joint Stock Co.	Chiyozo Oka	No. 3895-1, Ushimado-cho, Oku-gun, Okayama-ken
Ushimado Shipyard Joint Stock Co.	Kaimon Hattori	No. 2440, " "
Minase Shipbuilding Engineering Joint Stock Co.	Shinichi Moritani	No. 1464, Minase-cho, Wake-gun, Okayama-ken
Asakuchi Shipyard Joint Stock Co.	Shusaku Takizawa	Oaza Otoshima, Tamashima-cho, Asakuchi-gun, Okayama-ken
Oda Shipyard Co. Ltd.	Shinichi Moritani	Kasaoka-cho, Oda-gun Okayama-ken
Yonago Shipyard Joint Stock Co.	Zyujiro Tanaka	2-chome, Gion-machi, Yonago-shi, Tottori-ken
Ishibashi Shipbuilding Ironwork Fac. Joint Stock Co.	Kanematsu Ishibashi	No. 48, Misaki-cho, Sakai-machi, Saihaku-gun, Tottori-ken
Ishikei Shipyard	Keitaro Ishiguro	No. 1053, Karo-machi, Tottori-shi, Tottori-ken

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

Ishimatsu Shipyard Joint Stock Co.	Matsuji Ishiguro	No. 1053, Kro-machi Tottori-shi, Tottori-ken
Fukushima Shipbuilding Ironwork Fac. Co. Ltd.	Matsujiro Fukushima	No. 561, Otesenba-cho, Matsue-shi, Shimane-ken
Matsuhisa Shipyard Joint Stock Co.	Masuo Matsuzaki	No. [illegible]-91 Higashi Hon-machi, Matsue-shi, Shimane-ken
Izumo Shipbuilding Joint Stock Co.	Tatsuji Moriguchi	No. 201, Oaza Kuroi, Shimada-mura, Nomi-gun, Shimane-ken
Kobayashi Shipyard Co. Ltd.	Zensaku Kobayashi	No. 144, Aza Kohama, Yunotsu-machi, Yama-gun, Shimane-ken
Gotsu Shipbuilding Joint Stock Co.	Itsujiro Fukano	Oaza Goda, Gotsu-machi, Naka-gun, Shimane-ken
Matsuo Shipbuilding Ironwork Fac. Co. Ltd.	Seisaburo Matsuo	No. 568, Oaza Asai, Hamada-shi, Shimane-ken
Takatsu Godo Shipyard Co. Ltd.	Otokichi Uchiyama	No. 1464, Nakanoshima, Kasuta-cho, Mino-gun, Shimane-ken
Moriyama Shipyard Co. Ltd.	Yasubee Matsumoto	Oaza Moriyama, Moriyama-mura, Yatsuka-gun, Shimane-ken
Hofu Shipbuilding Joint Stock Co.	Saichi Hashikuchi	No. 130, Hamakata, Hofu-shi, Yamaguchi-ken
Kiyo Shipbuilding Joint Stock Co.	Yukihiko Kunihiro	No. 4425-2, Tonda-cho, Tsuno-gun, Yamaguchi-ken
Koyo Shipbuilding Ironwork Fac. Joint Stock Co.	Naoru Fukatsu	Oaza Higashi Mikama Gamano-mura, Oshima-gun, Yamaguchi-ken
Hiroshima Wan Shipyard Joint Stock Co.	Hisashi Matsushima	No. 469, Moto Ujina-machi, Hiroshima-shi, Hiroshima-ken
Taihei Industry Joint Stock Co.		Akitsu-machi, Kamo-gun, Hiroshima-ken

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

		Matsue-shi, Shimane-ken
Izumo Shipbuilding Joint Stock Co.	Tatsuji Moriguchi	No. 201, Oaza Kuroi, Shimada-mura, Nomi-gun, Shimane-ken
Kobayashi Shipyard Co. Ltd.	Zensaku Kobayashi	No. 144, Aza Kohama, Yunotsu-machi, Yama-gun, Shimane-ken
Gotsu Shipbuilding Joint Stock Co.	Itsujiro Fukano	Oaza Goda, Gotsu-machi, Naka-gun, Shimane-ken
Matsuo Shipbuilding Ironwork Fac. Co. Ltd.	Seisaburo Matsuo	No. 568, Oaza Asai, Hamada-shi, Shimane-ken
Takatsu Godo Shipyard Co. Ltd.	Otokichi Uchiyama	No. 1464, Nakanoshima, Masuda-cho, Mino-gun, Shimane-ken
Moriyama Shipyard Co. Ltd.	Yasubee Matsumoto	Oaza Moriyama, Moriyama-mura, Yatsuka-gun, Shimane-ken
Sofu Shipbuilding Joint Stock Co.	Saichi Hashikuchi	No. 130, Hamakata, Sofu-shi, Yamaguchi-ken
Miyo Shipbuilding Joint Stock Co.	Yukihiko Kunihiro	No. 4425-2, Tonda-cho, Tsuno-gun, Yamaguchi-ken
Koyo Shipbuilding Ironwork Fac. Joint Stock Co.	Kaoru Fukatsu	Oaza Higashi Mikama Ganano-mura, Oshima-gun, Yamaguchi-ken
Hiroshima Wan Shipyard Joint Stock Co.	Hisashi Matsushima	No. 469, Moto Ujina-machi, Hiroshima-shi, Hiroshima-ken
Taihei Industry Joint Stock Co.		Akitsu-machi, Kamo-gun, Hiroshima-ken

TOTAL 35 Company

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

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

NOTE ON CAPACITY OF MEMBERS OF ASSOCIATION

Chugoku Wooden Vessel Export Partnership Association

Name of Company	Capital yen	Date of Establishment	Number of Workers	Ship's Maximum Construction Possibility	Yearly Capacity		1949 Number			
					Newly Built	Repair	Newly Built No.	Newly Built G/T	Repair No.	Repair G/T
Fukae	432000	May 1942	36	250 G/T	300 G/T	750 G/T	6	142	8	580
Aki	100000	May 1942	25	150	300	2000	2	50	36	2500
Hatami	1500000	Jun. 1942	102	250	450	7000	3	153	74	7202
Ondo	500000	Dec. 1940	44	250	500	800	5	200	4	229
Kure	380000	Feb. 1907	18	250	750	300	4	150		
Yamaguchi Fukuyama	800000	Oct. 1942	28	250	300	1600			42	2760
Mihata	500000	Aug. 1943	22	250	200	300	3	100	14	667
Nishihama	600000	Nov. 1946	21	250	750	3500	5	105	20	5110
Tsuneishi	31800000	Jun. 1918	103	250	1000	25000	2	245	80	15806
Womoshima	210000	May 1942	34	250	600	300	3	108	7	450
Sunami	350000	May 1942	30	250	500	500			10	500
Nagahara	80000	Nov. 1920	20	250	300	300	2	30	25	2271
Hamada	500000	Apr. 1943	37	250	500	600	2	70	39	6353
Oka	8000000	Sept. 1921	136	250	700	6000	7	208	113	5129
Ushimado	1500000	Jun. 1942	52	250	1000	1500	57	188	29	799
Hinase	4000000	Jan. 1944	80	250	1000	1500	31	394	109	9132
Asakuchi	9000000	Aug. 1942	38	150	300	1900	12	140	10	340
Oda	100000	Jan. 1943	17	200	350	350	3	180	20	700
Yonago	3000000	Dec. 1938	122	250	1000	5000	12	466	43	1212
Ishibashi	850000	Apr. 1924	92	250	500	82000	7	305	286	11237

Momoshima	210000	May 1942	34	250	500	500				10	500
Sunami	350000	May 1942	30	250	300	300	2	30	25	2271	
Nagahama	80000	Nov. 1920	20	250	500	600	2	70	39	6353	
Hamada	500000	Apr. 1943	37	250	700	6000	7	208	113	5129	
Oka	800000	Sept. 1921	136	250	1000	1500	57	188	29	799	
Ushimado	1500000	Jun. 1942	52	250	1000	1500	31	394	109	9132	
Hinase	400000	Jan. 1944	80	150	300	1000	12	140	10	340	
Asakuchi	900000	Aug. 1942	38	200	350	350	3	180	20	700	
Oda	100000	Jan. 1943	17	250	1000	5000	12	466	43	1212	
Yonago	3000000	Dec. 1938	122	250	500	22000	7	305	286	11237	
Ishibashi	850000	Apr. 1928	92	100	300		6	132			
Ishikei	2500000	Oct. 1879	30	100	300		10	298	1	30	
Ishimatsu	500000	Aug. 1946	43	200	500	5000	9	384	69	4800	
Fukushima	1000000	Apr. 1867	158	200	300	500	27	300			
Matsuhisa	180000	Jul. 1942	33	250	480	120	8	240	17	300	
Izumo	1500000	Dec. 1942	50	250	480	320	18	240	16	256	
Kobayashi	950000	Apr. 1943	43	200	450	100	11	359			
Gotsu	1500000	Jul. 1942	47	230	240	20000	6	44	719	18064	
Matsuo	800000	Jun. 1942	74	250	400	100	5	134			
Takatsu	1200000	Jul. 1942	55	200	400	300	5	169	121	4992	
Godo Moriyama	50000	Sept. 1942	39	200	400	2300	4	216	58	2300	
Bofu	1000000	Aug. 1942	85	250	1250	5000	8	320	90	6520	
Kiyo	1300000	Apr. 1943	88	200	200	1000	6	77	5	800	
Kōyō	500000	May 1942	54								

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

Hiroshima Wan	1500000	Oct. 1942	38	250	300	180	29	1010
Taihei	1500000	1947	52	250	600	500	57	2016

DECLASSIFIED E.O. 12065 SECTION 3-402/NND 63

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

M Stradley

YAMAGUCHI PREFECTURE

February 14, 1950

SUBJECT: Monthly (December) Report on Progress of Salvage Work of Cargo on Board the Former War-ship "Mutsu".

TO : Commanding Officer,
Chugoku Civil Affairs Region.

I hereby beg leave to apprise you of the progress of salvage work of cargo on board "Mutsu", a former war-ship, being conducted by the Nishi Nippon Marine Industry K.K. in the month of December (From Dec. 1 - 31) as follows:-

REPORT

(1) Number of working days on the spot:

19 days.

(2) Outline of the work done:

Though salvaging work on the sea in Dec. is almost impossible, being hampered by rough sea and unfavourable weather, the operators went to the spot at all costs and continued with utmost effort to salvage chiefly heavy oil in the starboard bulge. Further, the heavey oil salvaged so far was of very good quality and was transferred to the Industry Reconstruction Public Corp. (Hiroshima Branch)

(3) Goods salvaged:

Heavy oil ------- 23.4 kilolitre.

Salvage. Yours respectfully,

Tadashi Yagenji

For. Tatsuo Tanaka,
Governor,
Yamaguchi Pref. Gov't.

FY/ks

1-20-4

16/2/50

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 77-0-1

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

AG 269.7 (JAN 12 1950) CAS-EM JAN 12 1950

SUBJECT: Salvage of Sawa Maru

TO: Chief
Chugoku Civil Affairs Region
APO 248

Forwarded for your information.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

1 Incl
Memo CNFE/S94
Ser 52, 5 Jan 50 (8 Cy)

J. A. O'BRIEN
CWO, USA
Adm Off

Salvage.

1-20-1

ECON 582 16/1/50

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

CNFE/S94
Serial 52

COMMANDER NAVAL FORCES, FAR EAST
NAVY 1165
c/o F.P.O. SAN FRANCISCO, CALIF.

80-ht

5 January 1950

From: Commander Naval Forces, Far East
To: Ministry of Transportation, Ship Bureau
Via: Ministry of Foreign Affairs, (Attn: Liaison Bureau)

Subj: SAWA MARU; salvage of

Ref: (a) MOT ltr MOT-W #1092(VB) of 27 Dec 1949 to ComNavFE
(b) SCAJAP ltr ser 684 of 14 Nov 1945 to Japanese Government

1. By reference (a), the Ministry of Transportation, Ship Bureau, requested permission to salvage subject ship for scrap.

2. Salvage operation as requested by reference (a) is authorized as indicated below:

NAME & TONNAGE	LOCATION	KIND OF SALVAGE	TO COMPLETE	SALVAGE OPERATOR
SAWA MARU 1,226 G/T	KANMON	SCRAP	IN 90 DAYS	NISSAN SALVAGE

All cost incident to this salvage operation will be borne by the operator, Nissan Salvage Company.

3. The Ministry of Transportation, Ship Bureau is directed to submit a progress report of the above operation to Commander Naval Forces, Far East in the regular monthly report of salvage operations.

S. Y. CUTLER
Acting Chief of Staff

Copy to:
SCAP
G-3
G-4
ESS
CTS
CPC
CILC
CG 8th Army (MG) 10

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78019

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

DEC 30 1949

AGMGEM 560

SUBJECT: Application for Approval to Replace Main Engines of Thirty (30) Fishing Vessels

TO: Chief
Chugoku Civil Affairs Region
APO 248

1. References:

a. Paragraph 3f, Operational Directive No. 51, Headquarters Eighth Army, 27 September 1949.

b. Memorandum for the Ministry of Transportation from General Headquarters, Supreme Commander for the Allied Powers, Economic and Scientific Section, 564 (16 Dec 49)ESS/IND, subject as above, 16 December 1949.

2. Forwarded for your information.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

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

1 Incl
Memo for Min of
Trans, 16 Dec 49 (cy)

1-28-2

prior approval not required.

1715

Econ 544 3-1-50

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

COPY

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

564(16 Dec 49)ESS/IND

16 December 1949

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

SUBJECT : Application for Approval to Replace Main Engines of Thirty (30) Fishing Vessels

1. Reference is FOM No. 1358 (TRAM), 9 November 1949, subject: Application for Approval to Replace Main Engines of Thirty (30) Fishing Vessels.

2. Replacement of vessel engine with an engine of approximately the same horsepowers and using the same type fuel as the engine replaced does not constitute vessel conversion as defined in memorandum to the Japanese Government, AG 561.4 (28 Aug 48)ESS/IND, SCAPIN 1929, 28 August 1948, and such engine replacement does not require prior approval of the Supreme Commander for the Allied Powers.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

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

Copies furnished
CG 8th Army
SRS

COPY

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 76019

CNFE/QS15

COMMANDER NAVAL FORCES, FAR EAST
Tokyo, Japan

Serial: (3970)

2 September 1949

READ AND INITIAL
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EXEC ___ PW ___
___ PG&I ___
___ PH ___
ED ___ DET ___
CI ___ PRO ___
file 2 SGT MAJ

From: Commander Naval Forces, Far East.
To : Ministry of Transportation, Ship Bureau.
Via : Liaison and Coordination Office, Tokyo.

Subject: KATSUYAMA MARU, Re-Classification as a Salvable Vessel.

file No. 61 aa

Reference: (a) Ministry of Transportation ltr. HOT-W 361(V[illegible] dtd 11 August 1949.
(b) CNFE ltr. serial 1889 dtd 22 August 1947.
(c) CNFE ltr. serial 3632 dtd 18 August 1949.

1. By reference (a) the Ministry of Transportation, Ship Bureau requested that the subject vessel be re-classified as salvable. The Katsuyama Maru, a one hundred forty two (142) gross ton tug, was sunk at Nakanoseki, Suonada, Yamaguchi Prefecture on 16 July 1945 by mine contact. Recent investigations conducted by the Kondo Salvage Company indicate that the vessel is both technically and economically salvable.

2. The request contained in reference (a) is approved. The Ministry of Transportation, Ship Bureau is authorized to remove the Katsuyama Maru from the list of unsalvable vessels contained in reference (b), and to place her on the list of salvable vessels contained in reference (c).

G. P. HUNTER,
Chief of Staff.

Copy to:
SCAP
G-3
G-4
ESS Industary
CTS
CG 8th Army (MG) 10

16

11-9-49

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

P

MOJI MARITIME SAFETY REGIONAL HEADQUARTERS
Moji, Kyushu

Mon-Kai-Ko No.17

20, July 1949

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

To : Capt. J.B.Webel, G-2, Hq., 24th Inf. Div.
Commanding Officer, Fukuoka Civil Affairs Team
Commanding Officer, Fukuoka Civil Affairs Team
Kokura Detachment
Commanding Officer, Yamaguchi Civil Affairs Team
Commanding Officer, Nagasaki Civil Affairs Team
Commander, Fleet Activities, Sasebo
Commanding Officer, Fukuoka Area C.I.C.
Commanding Officer, Kokura Area C.I.C.

From : Director, Moji Maritime Safety Regional Headquarters

Subject: The third removal operation of sunken vessels around Kanmon Straits and Omura Bay.

JUL 26

I hereby beg to inform you of the third removal operation of sunken vessels in Kanmon Straits and Omura Bay as follows.

1. Lots of vessels were sunken by the explosion of mechanical mines and so forth in Kanmon Straits and Omura Bay during the war time. Thereupon the fairways were blocked up and port activities in the said areas were utterly suspended.

2. The first and second removal operations of sunken vessels have been carried into effect by this Hq., but it is noticed that considerable number of sunken vessels are still remained and constitute the menace to navigation.

3. In order to remove sunken vessels and insure the safety of navigation to improve the traffic activities of large type vessels, this Hq. requested Commander, Naval Forces, Far East via Maritime Safety Board, Tokyo to grant the authorization for the third removal operation of these sunken vessels.

4. The authorization has been granted by Commander, Naval Forces, Far East for the third removal operation of sunken vessels in Kanmon Straits and Omura Bay as per enclosure.

R. Yokowo.
R. Yokowo
Director

Salvage

Enclosure

NAME OF VESSEL	(G/T)	SUNK LOCATION	DATE AND NO. OF AUTHORIZATION OF COMNAVFAREAST	TERM OPERATION	NAME OF CONTRACTOR
Uwatsu-maru	(882)	33-58-20N (Off Mutsure isalnds) 130 52-30E	15,July,1949. 2861	15,Sept. - 15,Dec.,1949	Kondo-Kaiji-Kogyo-sho. (Dep.) shigeo Kondo
Anri-maru	(1668)	33.52-40N (Off Mutsure islands) 131-14-30E	22,Nov.,1947 2761	15, Sept. - 22, Nov., 1949	Okada-Gumi (D.) Kazuto Takehisa
Reian-maru	(1936)	106-185Ometer-off Mutsure Lighthouse	22,Nov.,1947 2761	15,July- 30, Dec.,1949	Kanan-Kogyo Co. (D.) Noboru Matsubara
Kairyu-maru	(2097)	33.54-40N (Off Ube) 131-07-48E	15,July,1945 2861	15,July - 30, Dec., 1949	Ino Sangyo Co. (D.) Yoshiro Takaki
Sanko-maru	(635)	268-200Ometer-off Murasakibana	15,July,1949 2861	15,July - 20, Sept.,1949	Toyo Salvage Co. (D.) Sadao Harada
Daimitsu-maru	(6923)	33-50-30N (Off Ube) 131-14-00E	15,July,1945 2861	15,July - 31, Dec.,1949	Nihon Salvage Co. (D.) Kazuma Ueda
Fushimi-maru	(1230)	34-00-00N (Off Mutsure-) 129-50-50E	15,July,1949 2861	15,July,- 15, Nov.,1949	Masutani-Gumi Kaiji-Kogyo-sho. (D.) Kiyoichi Masutani
Enkyo-maru	(500)	33-02-40N (Omura Bay) 129-48-72E	15,July,1949 2861	15,July- 5,Oct.,1949	Toyo-kaiji-Kogyo Co. (D.) Saihei Hashimoto

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

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

File: CNFE/H3
Serial(2861)

Commander Naval Forces, Far East
Tokyo, Japan.

Copy

So/ga

15, July, 1949

From: Commander, Naval Forces, Far East.
TO : Ministry of Transportation, Maritime Safety Board.
Via: Liaison and Coordination Office, Tokyo.

Subject: Removal of Menaces to Navigation, Authorization for.

Reference: (a) M.S.B. ltr No.964(p) dated 27 June, 1949.
(b) SCAJAP ltr Serial 684 dated 14 June, 1945.

1. By reference (a), the Maritime Safety Board requested authorization for the removal of seven (7) sunken cargo vessels which, in their present condition and location, constitute a menace to nagigation. The seven (7) vessels to be removes, and companies to effect the removal are as listed below:

NAME & TONAGE	LOCATION	KIND OF SALVAGE	SALVAGE COMPANY
DAIEI MARU 6923 G/T	OFF Ube	Scrap	Nippon Salvage
Kairyu MARU 2097 G/T	Off Ube	Scrap	Iino Salvage
FUSHIMI MARU 1230 G/T	Off Mutsure	Scrap	Matsutani Co.
SANKO MARU 636 G/T	Off Mutsure	Scrap	Toyo Salvage
[illegible]ATSU MARU 883 G/T	Off Mutsure	Scrap	Kondo Kaiji
MIFUKU MARU 1211 G/T	Nanao Harbor	Scrap	First Salvage
SARUHASHI MARU 500 G/T	Omura Harbor	Scrap	Tokyo Kaiji

2. The request contained in reference (a) is approved. The above clearance operations willbe under the direct supervision of, and at the expense of the Japanese Government, and is to be

which, in their present condition and location, constitute a menace to nagigation. The seven (7) vessels to be removes, and companies to effect the removal are as listed below:

NAME & TONAGE	LOCATION	KIND OF SALVAGE	SALVAGE COMPANY
DAIEI MARU 6923 G/T	OFF Ube	Scrap	Nippon Salvage
Kairyu MARU 2097 G/T	Off Ube	Scrap	Iino Salvage
FUSHIMI MARU 1230 G/T	Off Mutsure	Scrap	Matsutani Co.
SANKO MARU 636 G/T	Off Mutsure	Scrap	Toyo Salvage
UWATSU MARU 883 G/T	Off Mutsure	Scrap	Kondo Kaiji
MIFUKU MARU 1211 G/T	Nanao Harbor	Scrap	First Salvage
SABURASHI MARU 500 G/T	Omura Harbor	Scrap	Tokyo Kaiji

2. The request contained in reference (a) is approved. The above clearance operations willbe under the direct supervision of, and at the expense of the Japanese Government, and is to be completed prior to 31, December, 1949.

3. The Ministry of Transportation, Maritime Safety Board is directed to submit complete information on the progress of the above operation to Commander Naval Forces, Far East in the regular monthly report of salvage operations. A complete inventory of all cargo and scrap salvaged will be submitted to Economic Scientific Section, Industry Division, GHQ, SCAP.

G. P. HUNTER,
Chief of Staff.

cc:
SCAP
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G-4
ESS - INDUSTRY
CTS
CG 8th Army (MG) 10

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

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

COPY

GENERAL HEADQUARTERS
SUPREME COMMANDER FOR THE ALLIED POWERS
APO 500

561.4 (30 Mar. 49)

30 March 1949

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

SUBJECT: Application for Permission to Change Type of Twelve (12) Wooden Vessels Now Under Construction

1. References are:

a. Memorandum for the Japanese Government from General Headauarters, Supreme Commander for the Allied Powers, AG 561.4 (30 Aug. 1949) ESS/IND, SCAPIN 1167, subject: Wooden Ship Construction, 30 August 1946.

b. C.L.C.O. letter No. 176 (2P subject: Application for Permission to Change Type of Twelve (12) Wooden Vessels Now Under Construction, 24 January 1949.

2. No objection is offered to the change in type of eleven (11) wooden oil carriers and one (1) wooden tug boat to dry cargo carriers as specified in the attached inclosure.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

1 Incl
List of Vessels

W. S. VAUGHAN
Chief, Industry Division

COPY

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

C O P Y

CHANGE IN TYPE OF TWELVE (12) WOODEN VESSELS NOW UNDER CONSTRUCTION

	Name of Shipyard	Location	Name of Ship	Kind of Ship Old	Kind of Ship New	Gross Tonnage	Owner
1.	Asaguchi Zosen K.K.	Okayama	9721	Oil Carrier	Cargo	150	Uchiyama, Katsumi
2.	Katsugami Zosen K.K.	"	3906	"	"	250	Katsuya Kaiun K. K
3.	Oda Zosen K.K.	"	9726	"	"	150	Horii, Uhei
4.	Chugoku Zosen K.K.	Hiroshima	3919	"	"	250	Tomoe-gumi S.S. Co.,
5.	Tottori Zosen K.K.	Tottori	3544	"	"	150	Nagata Kaiun Shokai
6.	" "	"	3568	"	"	150	Shikina Zosen
7.	Kyoshu Zosen K.K. Tohoura	Miyasaki	4226	"	"	250	Hara Kaiun Co.
8.	Mitsui Zosen K.K. Sakai	Tottori	14	Tug Boat	"	150	Taihei, Unyu K.K.
9.	Ogi Zosen Y.K.	Ishikawa	9425	Oil Carrier	"	150	Hamano, Tetsuo
10.	Kammon Zosen K.K.	Yamaguchi	4457	"	"	150	Iwanaga, Takashi
11.	Matsushita Zosen K.K.	Osaka	3512	"	"	250	Shinpu, Ryohei
12.	" "	"	3512	"	"	250	Hamano, Yoshita

C O P Y

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 760018

MAR 31 RECD
1. AJ
2. S
3. IRC
4. LBR
5. LEG
6. ED
7. WELF
8. PH
9. INF
10. P.CO
11. TIT

HEADQUARTERS
CHUGOKU MILITARY GOVERNMENT REGION
HEADQUARTERS AND HEADQUARTERS DETACHMENT
APO 248

Kure, Honshu

26 March 1949

CHGR 560 (D-E1)

SUBJECT: Ship Activity Reporting

TO : Commanding Officer, Hiroshima Military Government Team, APO 248
Commanding Officer, Yamaguchi Military Government Team, APO 248
Commanding Officer, Okayama Military Government Team, APO 248
Commanding Officer, Shimane Military Government Team, APO 248
Commanding Officer, Tottori Military Government Team, APO 248

Attached telegrams from Command General I Corps is forwarded for your information and action when necessary.

BY ORDER OF COLONEL SNYDER:

JERRY W. TOM
1st Lt, USAF
Adjutant

2 Incl
TWX Cite IGV 864
Hq I Corps
TWX KSEYWB 87 RPT 867

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

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78-018

FM UAPEK 1492/230143Z

TO UAPEL/CO KINKI MG REGION

UAPEJ/CO KYUSHU MG REGION

UAPLF/CO TOKAI-HOKURIKU MG REGION

307/CO CHUGOKU MG REGION

INFO UAPEJ/CG 24TH INF DIV

UAPEL/CG 25TH INF DIV

WD GRNC

CITE ICV 864

REFERENCE IS SHIP ACTIVITY REPORTING PROCEDURES AND SPECIAL REGULATIONS FIVE FIVE DASH THREE ZERO FIVE DASH ONE ZERO DATED THREE ZERO DECEMBER FOUR EIGHT PD TARE CHARLIE TWO ZERO PAREN ROGER TWO PAREN REPORTS WILL BE PREPARED ON THE ARRIVAL AND DEPARTURES OF ALL UNITED STATES NAVY AND MERCHANT VESSELS WHEN CARRYING ARMY OR AIR FORCE TROOPS AND SLASH OR CARGO CMA AND ONVESSELS ASSIGNED FOR PERMANENT LOCAL OPERATION PAREN THIS INCLUDES SCAJAP VESSELS PAREN WITHIN FOUR EIGHT HOURS AFTER ARRIVAL OR DEPARTURE PD FOR UNITED STATES NAVY OR MERCHANT VESSELS ADDRESSEES SHOULD BE AS PRESCRIBED IN SPECIAL REGULATION FIVE FIVE DASH THREE ZERO FIVE DASH ONE ZERO DATED THREE ZERO DECEMBER FOUR EIGHT WITH ACTION COPY TO HEADQUARTERS EIGHTH ARMY AND INFO TO FIRST CORPS AND CINCFE PD FOUR ALL LOCALLY OPERATED VESSELS INCLUDING SCAJAP VESSELS TARE CHARLIE DASH TWO ZERO PAREN ROGER TWO PAREN REPORTS SHOULD BE ADDRESSED TO HEADQUARTERS EIGHTH ARMY WIGH INFO TO FIRST CORPS AND CINCFE PD THE REPORTS ON LOCALLY OPERATED VESSELS NEED NOT REPEAT NOT GO TO CHIEF OF TRANSPORTATION IN WASHINGTON PD REQUEST ACKNOWLEDGEMENT AND UNDERSTANDING OF THIS MESSAGE PD END

Encl 1

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 78-018

M UAPEK 1492/2301432

507/CO CHUGOKU MG REGION

CITE ICV 864

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