DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO. 77-0018

GHQ/SCAP Records(RG 331)
Description of contents

NA... C... UNITE...

(1) Box no. 2282

(2) Folder title/number : (5)
M&I (12/1) - Kure Plant (Annex 1-20)

(3) Date : Dec. 1948 - July 1950

(4) Subject :

Classification	Type of record
9620 (Kure)	z

(5) Item description and comment :
Includes Contents List

(6) Reproduction : (Yes) No

(7) Film no. Sheet no.

INDEX SHEET KURE PLAN

Log. No.	NO	DATE	FROM TO	SYNOPSIS
———	1	—	Mayor of Kure City	An Analysis of and a plan for employment and Industrial Rehabilitation in the City of Kure
—	2	24 June	CHUGOKU CAS	Industrial Rehabilitation Plan for Kure
—	3	21 June	CAS-EL CHUGOKU	Industrial Rehabilitation in Kure (with 29 May ESS/LAB to CAS) re Depressed condition of Kure.
—	4	11 July	CHUGOKU CAS	Letter from C.N. Bailey Re: Docks & Docks in Kure.

DECLASSIFIED E.O. 12065 SECTION 3 NLS # [illegible]

AN ANALYSIS OF

AND

A PLAN FOR

EMPLOYMENT AND INDUSTRIAL

REHABILITATION IN THE CITY OF KURE

I. THE PRESENT EMPLOYMENT CRISIS

The citizens of Kure are grateful for the interest manifested in their plight by Civil Affairs, GHQ, and the Japanese Government, and the generous desire on their part to aid if possible.

In 1890 Kure was developed from a village of 15,000 to the most important naval port of Japan, eventually reaching a population of nearly half a million (now 180,000). Its importance was due not only to its port, as one of the largest naval harbors in the world, but to its immense naval manufacturing and production facilities.

However, unlike the majority of Japanese cities, industrial rehabilitation in Kure was impossible until the present time for reasons beyond its control or the control of the Allied Forces.

At the present time the registered unemployed number 9,763. However, there are ~~65,626~~ 23,000 persons over the age of 15 (~~more than half~~ the total population of working age) who are without employment.

~~116079~~ and vicinity

This situation will now be rendered more critical by the following: (1) 7,146 (Kure) citizens are now employed by BCOF. 880 of these do not require urgent relief; however, there are another 900 in the city who will lose their jobs indirectly due to BCOF's withdrawal. Therefore, 7,166 ~~families~~ persons will presumably be added to Kure's unemployed upon the withdrawal of BCOF. (2) The largest and only substantial industry now established in Kure, the Harima Works, employing 4,510 workers, will be compelled within 30 days to discharge between 1,300 and 2,000 workers for reasons to be itemized hereafter.

3

II. RESOURCES OF KURE

For 60 years an immense amount of treasure was poured into the City of Kure to make it one of the finest harbors in the world and

1.

DECLASSIFIED E.O. 12065 SECTION 3 NARS DATE

the most important naval manufacturing city of Japan.

The result of a large part of the investment continues to exist in facilities which can still be used for peaceful and constructive purposes.

Skilled Labor

There is a reservoir of skilled labor, especially in the manufacture of heavy machinery, which can be utilized. There are at least 15,000 skilled technicians who worked for many years in the former naval arsenal. They are disciplined, moderate, take pride in their workmanship, and are anxious to work.

Land and Buildings

There will be 90,247,859 square feet of land available when all of it is released, and 3,111 workshops and buildings.

Harbor

Kure Harbor, with its installations and developments, is generally conceded to have been one of the largest and finest in the world up to the outbreak of the war. Cargo ships of 10,000 tons can still lie alongside the piers of the factories for loading and unloading.

Transportation

An elaborate land transportation system was developed with a network of railway sidings and truck highways.

Power

The facilities for the supplying and transformation of power remain as they were equipped to meet the peak demand of the former naval arsenal during wartime. For example, one substation has 80,000 KVA capacity of which the power required for the peacetime construction project now proposed is estimated at only 16,000 KVA. There are many transformer sub-stations located in various sections of the city.

Water

The supplying capacity is approximately 120,000 metric tons per day. Kure City now requires a maximum of only 65,000 tons per day.

Gas

Producing Facilities:

Gas furnace	6
Coke oven	54
Gas tank	44,000 cubic meter capacity

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNDG NO. 770015

Gas (cont'd)

Supply and Demand of Gas:	
Producible by existing facilities	1,500,000 c.m.
Producible on immediate demand	900,000 c.m.
Present demand	450,000 c.m.

Oil Supplying Facilities

Present storage capacity 1.6 million metric tons.

Coal Storage Capacity

80,000 metric tons

III. THE PRESERVATION AND EXPANSION OF EXISTING INDUSTRIES

At the present time there are only four main industries in Kure:

Harima Shipbuilding Works, Ltd.
Amagasaki Steel and Iron Mfg. Co.
Kawanami Industrial Co.
Hiro Railway Shop

Outside of these four started with SCAP approval on former military property, there are only small-scale subcontract plants.

Harima Shipbuilding Works, Ltd.

By far the most important of these four plants to the livelihood of Kure is the Kure Branch of the Harima Shipbuilding Works, Ltd. which, in accordance with SCAP Memorandum AG/5617GD dated September 15, 1945, has operated since April 1946 a portion of shipbuilding and engineering and grounded facilities of the former Naval Arsenal, to salvage and scrap sunken naval craft and to undertake repairs of merchant vessels.

The salvaging and scrapping of ex-navy craft was accomplished by September 1948. The same number of employees, however, with a monthly payroll at present of ¥40,000,000 has been maintained by ship repairing.

More recently, however, the rigid interpretation of "ship repairing" has reduced considerably the number of eligible vessels, making necessary the discharge of 1,300 to 2,000 employees within 30 days.

For example, on 28 December 1948 the Kure Dockyard of the Harima Shipbuilding Company, in accordance with SCAP Memorandum No. 1741 (Annex 5) was authorized to reconstruct the FUJISAN MARU from a freight vessel to an oil tanker, which they accordingly performed. The owners of the same vessel now desire a less extensive operation of repairing:

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNDG NO. 719815

namely, to reinforce the steel plate in order to comply with Lloyd specifications. They have made a tentative contract for this work with the Harima Shipbuilding Works, Ltd., which desires to execute the work at its Kure Dockyard in order to meet the critical unemployment problem.

If, in view of the above circumstances, permission is granted to the Harima Shipbuilding Works, Ltd. to perform the work at its Kure Dockyard instead of its Aioi Shipyard, it would be an immediate step of great value in preventing additional unemployment in Kure.

The owners of the Yamazono Maru have also made a tentative contract with the Harima Shipbuilding Works, Ltd. to reconstruct that ship to meet Lloyd specifications, and the shipbuilding company desires to execute the work at its Kure Dockyard. If permission granted for the above two jobs, the present employment can be maintained at the Kure Dockyard for a few additional months.

In addition, at the suggestion of Civil Affairs, the Harima Shipbuilding Works, Ltd. has made plans for the conversion of a portion of its shipbuilding facilities in Kure to the manufacture of non-shipbuilding equipment. These plans make possible the conversion almost immediately, and utilize the present equipment and workers for the manufacture of chemical machinery, hydraulic and thermal plant installations, mining equipment, steel structure works, and heavy equipment valuable to the Japanese economy. It is impossible to utilize the present machinery and workers of the plant unless heavy equipment is manufactured. If it were attempted to manufacture light equipment instead, most of the present machinery would have to be scrapped, most of the present workers discharged, and an indefinite delay would occur in conversion.

The application for conversion was submitted on 27 March 1950 to the Minister of International Trade and Industry. Although this conversion is of utmost importance to the industrial rehabilitation of Kure and the solution of its present unemployment crisis, it has not yet been forwarded by the Ministry of International Trade and Industry to GHQ, SCAP. It would be deeply appreciated if the Ministry of International Trade and Industry would expedite its consideration of this application and pass it on promptly. A copy of the application is attached to this report as Annex 4.

On 31 August 1947, the Harima Shipbuilding Works, Ltd. was authorized the use of 1,129 reparations machines. Further application was made on 27 January 1950 for the authorized use of 3,980 machines (mostly hand machines and tools) of which they now have temporary use. Nothing further has been heard from the Ministry of International Trade and Industry concerning this application.

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNDG NO. 779879

Amagasaki Steel and Iron Mfg. Co., Ltd. (Kure)

The expansion of this industry would be useful for Kure and for the relief of unemployment. Its expansion depends upon the granting of certain authorizations which, together with its plan of conversion, is described in Annex 8.

Kawaminami Industrial Co. (Hiro)

By the plans of this company for the manufacture of Diesel engines, two thousand workers could be hired. The plan is described in Annex 6 and meets with the approval of this Committee.

Hiro Railway Shop

The work at this installation was suspended due to the non-released facilities previously utilized for the repair and conversion of locomotives, coaches, and freight cars. With the anticipated release of these facilities, it will be possible to resume operations and to employ 1,200 additional workers. The plan is described in Annex 7.

IV. ADDITIONAL UNEMPLOYMENT RELIEF FUNDS

At the present time the City of Kure is spending for unemployment relief, out of its own funds, at the rate of ¥120,000,000 per year. The Prefecture of Hiroshima is spending for unemployment relief, out of its own funds, at the rate of ¥73,000,000 per year.

Only a small fraction of these amounts can be secured by loans, due to legal limitation.

It is obviously impossible for the city and the prefecture to appropriate more without facing bankruptcy.

3,000 daily relief jobs are now provided by joint funds of the city, prefecture and central government for the 9,763 registered unemployed, or less than one-third of those registered. The remaining two-thirds, with their families, are completely destitute. This number will be almost doubled as a consequence of the withdrawal of BCOF and the curtailment of Harima operations. Even aside from the effect of the above two factors, the destitution created in the City of Kure by present unemployment is an urgent problem and is creating serious unrest. Further and immediate aid from the central government is of extreme importance.

A careful study of economically sound relief projects has been made and a summary thereof is presented in Annex 9.

Simultaneously with the granting of emergency unemployment relief the City of Kure has explored in the greatest detail the rehabilitation

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNDG NO. 77-0019

of its industry, and has made detailed plans which are presented in this report. Annexes 18 and 19 show that the unemployment relief need not be permanent, but that the present and future industries can absorb all of the unemployed, if the necessary authorizations are secured from the Japanese government and from GHQ, SCAP.

V. THE ESTABLISHMENT OF NEW INDUSTRIES IN KURE

51,667,480 Square feet of land and 1,588 buildings in Kure have been released. Annex 10 is a complete inventory of this property, indicating the present use and the desired use in the future. Most of it can not be utilized efficiently at the present time due to such factors as: (1) non-release of property or buildings essential to the utilization of adjacent areas which have been released; and (2) pending action on applications for the establishment of industries on released properties.

30,580,379 square feet of land and 1,523 buildings have not yet been released. This property is listed in Annex 11 (PD Property) and Annex 12 (Non-PD Property). Plans have been prepared and are indicated in the above inclosures as to the use to be made of this property upon release.

Annex 13 is a map which shows the properties described in the three inventories. Code numbers will identify each item of property.

Annexes 14, 15, 16 and 17 furnish a description of the leading industries and public installations to be established in Kure upon the release of the necessary property and equipment, together with the authorization to establish such industries and public installations. These projects include a steel industry, an oil storage depot, an oil import base, a canning factory, a pulp plant to utilize the wood of neighboring forests, bridge construction works, scientific and engineering laboratories for Hiroshima University, municipal playgrounds, a hospital, a high school, a customs house, wholesale markets, a shopping street, etc.

An analysis of the number of the unemployed to be absorbed by the establishment of even a few of these industries is given in Annexes 18 and 19.

To make these industries and public works possible, it will be necessary to wait in some cases not only for the release of real estate and buildings, but for the release of important and irreplacible machinery now in custody. A list of current applications for authorized use of reparations machinery is contained in Annex 20. At present most of these applications are still in Japanese government channels.

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNDG NO. 770015

A seldom paralleled opportunity exists in Kure, upon the release of the enormous tracts of property now available in part and soon to be available in greater quantities, for the investment of private capital and the development of private industry. In this matter, however, the City of Kure urgently needs cooperation of the central Japanese government, and of GHQ, SCAP, to pass on the information, and to encourage private enterprise to visit Kure for the purpose of exploring possible opportunities.

Particularly urgent is the need for encouragement by the central Japanese government and by GHQ, SCAP, of industrialists and bankers from Tokyo to inspect Kure on official missions.

The investment of foreign capital, as well as of Japanese capital, is cordially welcomed by the City of Kure, and all possible cooperation will be extended such investors. The newly passed and ratified Law for Conversion of Former Naval Port Cities establishes generous and economically sound terms for the establishment of new industries in Kure, with up to ten years to make full payment for the land or equipment.

VI. IMMEDIATE RECOMMENDATIONS

All of the proposals made in this report are necessary to the solution of the unemployment problem in Kure and to the rehabilitation of its industry. The following recommendations are selected as the most immediate and urgent:

(1) An immediate special unemployment relief allocation for Kure from the central government.

(2) Immediate authorization to the Harima Shipbuilding Works, Ltd., to convert a portion of its present facilities in Kure to non-shipbuilding manufacture of peacetime heavy equipment, in accordance with its application of 27 March 1950, to the Minister of International Trade and Industry, as per Annex 4, as well as authorization to transfer the repair work on the FUJISAN MARU and the YAMAZONO MARU from its Aioi shipyard to its Kure dockyard.

(3) Immediate authorization should be granted the applications of the Maruzen Petroleum Company, the Kawanami Industrial Company, the Amagasaki Steel Company, and Hiro Shop of the Hiroshima Railway Division.

(4) Prompt consideration of the release of reparations equipment now in Kure needed for the rehabilitation of Kure industry, insofar as it is possible and convenient for the Allied Forces to effect such release. Priority should be given to Kure industries in the granting of authorization to use Kure reparations equipment.

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNBG NO. 77-0015

(5) The release of property technically held but not actually used by the Allied Forces.

(6) The encouragement by the Japanese government and by GHQ, SCAP, of industrialists and bankers to visit Kure on official inspection missions with a view to the establishment of new industry in Kure, and not for the purpose of taking Kure's reparation equipment.

T. Suzuki

Mayor of Kure City
Vice-Chairman of Committee

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNBG NO. 77-0-15

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
APO 182

CCAR 004.07 (D-Kei-Mu) 24 June 1950

SUBJECT: Industrial Rehabilitation Plan for Kure

TO : Chief
Civil Affairs Section
GHQ, SCAP
APO 500

1. Reference is letter, Civil Affairs Section, GHQ, SCAP, File 004.07 (29 May 1950) CAS-EL, Subject: "Industrial Rehabilitation Plan for Kure," 21 June 1950.

2. In compliance with request contained in Par 2 of reference letter, a local rehabilitation committee has been formed to study and formulate a specific plan to meet the situation.

3. The committee and sub-committees thereof convened daily during the preceding week under the guidance of this headquarters and prepared an immediate plan which is transmitted herewith.

C. N. Bailey

C. N. BAILEY
Colonel, Inf
Chief

1 Incl:
Rehabilitation Plan

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNBG NO. 77-0-15

COPY

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

004.07 (29 May 1950)CAS-EL 21 Jun 1950

SUBJECT: Industrial Rehabilitation in Kure

TO : Chief
Chugoku Civil Affairs Region
APO 182

1. Reference is made to:

a. Telephone conversation between Col. Kowalski, this headquarters, and Lt Col. Minichiello

b. Numerous communications from Chugoku Civil Affairs Region concerning the situation of growing unemployment in Kure.

c. Check sheet from ESS/LAB, copy of which is attached hereto as Incl. 1.

2. Paragraph 4 of the reference check sheet points out the possibility of using Kure as an observation city in devising later nationwide plans for a rebirth of peacetime industry to raise the economy of various areas to healthy, self-sufficient position. To insure that such plans for Kure are made, and are made adequately and promptly, Chugoku Civil Affairs Region will urge the Japanese to convoke a local rehabilitation committee which will act without delay to formulate plans of broad economic scope for the fullest immediate utilization of every industrial facility which is either idle or operating at less than maximum capacity in the Kure metropolitan area.

3. This local rehabilitation committee should include civic minded community members of outstanding ability in such diversified fields as manufacturing, commerce, labor, banking, and government. The members should have the experience and understanding to plan soundly and realistically. They should have the vision to create a plan which will serve not only for the present but which will stand the test of future years as well. They should have the initiative and courage to put their plan into prompt, vigorous action.

COPY

3

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COPY

004.07 (29 May 1950)CAS-EL
Subj: Industrial Rehabilitation in Kure 21 JUN 1950

4. The plan itself should not seek to promote the interest of any one individual company at the expense of another, but rather should be designed to include those specific industries which by virtue of their capital assets or proven business ability appear to be best qualified to give fullest employment in the immediate future to the greatest number of local workers in producing goods which will benefit the Japanese economy. The plan should identify industries by name and should indicate what items will be made or what service will be rendered by specific industries in specific locations.

5. In deciding what types of enterprise can best contribute to the sound economy of Kure, consideration should be given to the fact that Japan is not assured of a considerable expansion of shipbuilding and ship repair facilities in the forseeable future. Therefore any tentative business plan should be based on a broad foundation of diversified general industries rather than to be keyed to a questionable level of sustained activity in the shipwright field.

6. Cognizance should be taken of the fact that a Japanese Government National Committee is presently forming to study the problem of utilization of the industrial potential at Kure. Thus any separate local committee which is formed to operate with advice and guidance from Chugoku Civil Affairs Region, should coordinate and cooperate with the national committee to such degree as is practical. The local committee should not, however, allow itself to be delayed in the vigorous prosecution of its own plan because of any hesitancy, timidity, or aversion to act which may characterize the functioning of other committees.

7. The Japanese local committee will be advised to submit to the Ministry of International Trade and Industry, through local Japanese channels and without undue delay, such plan or plans for the industrial rehabilitation of Kure as Chugoku Civil Affairs Region considers sound, reasonable, and capable of prompt execution.

8. This headquarters will be promptly advised by telephone of Japanese plans which are formulated and forwarded to Ministry level by the above local committee. To avoid delay a copy of such tentative plans will then immediately be hand carried by Chugoku Civil Affairs Region directly to this headquarters.

FOR THE CHIEF, CIVIL AFFAIRS SECTION:

1 Incl:
Cy of Check Sheet

/s/t/ J.A. O'BRIEN
CWO USA
Adm Off

COPY

DECLASSIFIED E.O. 12065 SECTION 3 NND 7 [illegible]

COPY

Mc. McVoy, 26-8458

WFM/RTA/ECM/il

004.07(29 May 1950)ESS/LAB Depressed Condition of Kure

29 May 1950

ESS CAS

1. One of the areas in Japan where unemployment has been especially serious in recent months is Kure and its vicinity. Before the end of the war Kure depended mainly on the Navy Yard and associated industries for its support. Since the war a large part of employment at Kure has been for Occupation Forces and for ship repair and related activities. Much of this activity has already been curtailed and it is anticipated that it will be reduced still more by the end of 1950.

2. The Public Employment Security Office in Kure has been unable to locate suitable normal employment for many workers laid off; therefore the unemployment insurance and work relief rolls have been progressively higher in the area.

3. In the United States during the past year there have been established local employment committees, especially in areas where unemployment has become a serious problem. The major functions of these committees are to plan ways of stimulating new industries or new activities which would give employment to idle workers and to recommend training and placement programs to fit these new activities. These committees have been sponsored by local Employment Service Advisory Committees but have taken on a much broader scope than that of employment service as such. In many cases committees are appointed or sponsored by state governors or county or local officials.

4. It is suggested that a similar procedure might be suitable for Japan in order to work out programs of development for depressed areas. Kure would seem to be a suitable place to experiment with such a committee. There is reported to be an economic rehabilitation council in Kure, but the extent of its activities are not known to ESS. If this group is not already making a complete and coordinated attack on the problem of the city's distressed condition, it is suggested that the Civil Affairs Team of that region take steps to stimulate the formation of a local employment or economic development coordination committee.

----------W. F. M. ----------

COPY

DECLASSIFIED E.O. 12065 SECTION 3 NSC 7 MADE BY

3
14 JUL 50

Major Freeman —
Will you look this over & then return it to me.

This came up to Col. Kowalski informally for Col. Bailey.
Lt. Col. Payne has seen.

Lamm

DECLASSIFIED E.O. 12065 SECTION 3 NND 7

11 July 1950

Dear Frank:

Col Glover working on this

Inclosed are three separate items which I submit for such attention as you see fit to take. First, a letter (Item 1) arrived at this office which, for no good reason at all, looks somewhat fishy. It has no heading, is not well-written and seems to be overly inquisitive about port and docks in Hiroshima. I submit it for any action you deem advisable.

The next two items have to do primarily with the unemployment situation in Kure. Item 2 was picked up as a handbill which was distributed throughout the City of Kure. I can see nothing especially bad or alarming about it except that the people of Kure are getting really aroused over the unemployment situation.

Item 3 is a news resume of the newspapers of this Region published on three different days, on which I have marked items pertaining to the Kure unemployment situation. The other items are of such interest as you wish to make of them. I believe that Col. Papen might be especially interested in the latter two items, and perhaps also the first item, in his work in connection with the Kure unemployment plan.

Cordially yours,

C M Bailey

Chief CCAR

Col Papen

For appropriate action.

GPK

4

DECLASSIFIED E.O. 12065 SECTION 3 NSC 7 NARS DATE

11 July 1950

Dear Frank:

Inclosed are three separate items which I submit for such attention as you see fit to take. First, a letter (Item 1) arrived at this office which, for no good reason at all, looks somewhat fishy. It has no heading, is not well-written and seems to be overly inquisitive about port and docks in Hiroshima. I submit it for any action you deem advisable.

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Cordially yours,

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO. 770018

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
APO 182
BUCK SLIP

FROM: Economics 7 July 1950

TO : (NUMERICALLY) (INITIAL THRU YOUR NUMBER)

____CHIEF	____CI
____DEPUTY	____CE
____HQ COMD	____L&G
____ADM ASST	____PW
____PERS	____PH
____SP O CLK	____NURSE
____SUPPLY	____VET
____IND LAB	____SANIT
____TRANS	____ECON
____MC	____NR
____APO 182	____LABOR
____MESS	____C & T

FOR:

____ACTION	___✓_INFORMATION
____COMMENTS	____APPROVAL
____SIGNATURE	____PROOF READING
____YOUR COPY	____CENTRAL FILES

MIMEOGRAPH IN 2 COPIES

REMARKS: (over)

Translation of handbill currently distributed

-over-

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO.

HARIMA SHIPYARD KURE DOCK FACES ITS GREAT CRISIS

As you all know by newspaper publication the ship construction work at Kure Dock will have to be stopped.

What will heppen to the 4,500 employees and their families of 20,000 people? What will heppen to the various enterprises in relation with Harima and the various business in the city? What will heppen to the future of Kure City which will become Japan's largest unemployment city?

This is an extremely grave problem which will effect the security of the livelihood of the people in Kure City. To the citizens who are devoted to Kure City, now is the time for all of us to rise and let Kure City survive!

PROCLAMATION

As of 23 June, Kure Dock is allowed to complete the ship repair works and other works presently under process but no acceptance of new orders will be permitted. Furthermore from January next year the entire shipbuilding work must be stopped and all machines that were in use will have to be stored in warehouse. Thus a great number of jobless people will flood the streets.

Citizens! you must not consider this as a problem of only Harima. You must all realize that this will effect the business in Kure City and every citizen in the city. Kure City will virtually become an inferno of unemployment and famine.

Ever since the Kure Dock was established we have endured a long period of hardship by cooperation of labor and capital in spite of the severe restriction on our operation which permitted no ship construction nor major ship repair works. During this period both the company and the union have strived in every way to establish a shipbuilding town and a peace-loving city, hand in hand with the city and prefectural authorities and with the profound sympathy and assistance of Civil Affairs headquarters. However, all this effort has been in vain.

WE NOW HAVE BEEN COMPELLED TO STAND AT THE BARRIER OF BETWEEN LIFE AND DEATH.
SOME SPECIAL ACTION MUST BE TAKEN FOR US SO THAT THE KURE DOCK YARD CAN CONTINUE ITS OPERATION.

The city and prefectural authorities have not yet abondoned all hopes and are presently carrying out their final drive at Tokyo to achieve this purpose. However, in order to achieve the purpose of this drive it is necessary for every citizen to appeal.

Therefore, in order to enforce this drive we wish to convey the farvent opinion of all the citizens of Kure City to "Save Kure Dock Yard" directly to the authorities in Tokyo.

HARIMA SHIPYARD LABOR UNION
HARIMA DOCK WORKERS' UNION

Item 2

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNBC No.

NEWS RESUME

5 JULY 1950

Shimane Prefectural Assembly July session passed bill on promotion of existing Women's Higher School to Women's Short Course College. (shi 7-2)

Hiroshi ma Special Examination Bureau of Attorney-General's Office on June 29 noticed 30 days publication suspension starting June 26 to two newspapers of "Shin-Shimane" and "Unnan Newspaper", communist backed. (shi 7-2)

Matsue Labor Administration Office to carry out labor contract accelerating drive for two months from July; To evade labor dispute. (shi 7-2)

Shimane Prefecture decides Korean measures; infectious disease prevention for livestock and food ration on June 30; Measures noticed to subordinate local offices. (shi 7-2)

Hiroshima area police chief commends Shimane MRP Headquarters for arresting of anti-tax-payment case suspects in Shimane Prefecture. (shi 7-2)

70 personnel cut seen in Railway Yonago & b-Office jurisdiction, new cut program in Railway. (shi 7-2)

Widow Federation formed at Matsue City, Shimane Prefecture, July 2; 3,541 members taken part in, to enhance mutual encouragement and support. (shi 7-3)

50 infectious disease patients increased in a week, according to survey of Shimane Prefectural Sanitation Section; Total shows 255 patients including 24 died. (shi 7-3)

Local residents affected by strikeof Hiroshima Electric Railway Union more than Korean affair in some sense; Nobody sympathizes with strikers led by communists who are trying to destroy public communication enterprise. (nik-hi 7-3)

Reconstruction work in front of Hiroshima Railway Station remains inactive; Municipal authorities concerned are responsible for delay because they plan for reconstruction ignoring intention of victims of fire to start work by their own hands. (nik-hi 7-3)

Every efforts being made in Tokyo by Kure Municipal Assembly Chairman and others to find way out for question of Harima; Company and Union plan to continue to present their petition but they agree not to take any destructive step. (chu-nip 7-4)

Taking advantage of general confusion at time of surrender Harima is said to have made big fortune and that Company is rather pleased to suspend its works; We warn Company to give sufficient discharge allowances to employees through head office. (chu-nip 7-5)

Opinion varies as to future of Kure City after Harima suspended its works; Well informed circle opined that instead of making futile argument concrete plan should be made for inviting many otherfacteries to work here. (chu-nip 7-5)

When construction of City of Peace is in progress we must not ignore the fact that some of citizens are now being forced to evacuate their houses by currupted officials. (hi-shi 7-2)

Item 3.

DECLASSIFIED E.O. 12065 SECTION 3 402 7 MNBC NO. 7-1-5

Object of proposed publication of Daiichi Hiroshima Shimbun can be easily understood if we look at promotors who are former military officers and who squeezed fund of Community Chest; They will probably spend all funds collected before paper is published. (hi-shi 7-2)

Geibi Bank to be renamed Hiroshima Bank. (chu 7-4)

Chaiman of Hiroshima District Labor Relations Committee to mediate in Hiroshima Electric Railway Dispute; Formal collective bargaining recommended. (chu 7-4)

24 persons arrested in Hiroshima Prefecture as of July 3 over distribution of Korean problem declaration copies; 13 found Communists, 11 Koreans.(chu 7-4)

Kure City School Board not to be established before 1952. (chu 7-4)

Formal collective bargaining to be held July 6 at Head Office of Hiroshima Electric Railway Company. (chu 7-5)

Two Hiroshima University students arrested July 4 on charge of violating Imperial Ordinance. (yu-chu 7-5)

Vice-Governor Wakuda's talk on his return from Tokyo; Closing of Kure Dock of Harima Shipbuilding Company before end of this year is very serious; Anti-unemployment question in Kure to develop into political campaigns. (yu-chu 7-5)

1st Adult Education Course to be opened from 1 July to 31 October in Hiroshima University under joint sponsorship of Hiroshima Prefectural School Board and Hiroshima Philosophy Society. (Mai 7-4)

"Works of consolidation exploitation of Ashida-River, Hiroshima Prefecture, to be started actually during this year," says Kawai and Iida, chiefs of economic and Public works departments of Hiroshima Prefecture respectively. (mai 7-4)

"Cases of illegal entrance to Japan and smuggler shows decrease despite of estimation to increase severely due to Korean hostilities", says Aoki, member of National Public Safety Commission in Hiroshima on 3 July. (mai 7-4)

Harima Shipyard Kure Dock Labor Union launches signature collection campaign to petition business continuance; Petitions to be submitted to GHQ and Central Government. (mai 7-5)

New building of Midorikaoka Old Peoples' Home, Hiroshima Prefecture, constructed with 5-million yen fund donated from Honolulu, Hawaii, to be completed in August; 80 persons to be admitted. (mai 7-5)

Fukuyama City Police and Fukayasu District Police, Hiroshima Prefecture, arrested communist and 3 others on suspicion of Imperial Ordinance No.311 violation; Suspects having distributed leaflet issued by Hiroshima Prefectural Council for Korean Organizations in Japan. (mai 7-5)

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO.

Mitsu District Office, Okayama Prefecture, to give entertainments in token of gratitude to citizens of Okayama City in atonement of their having been strict in collection of taxes. (san 7-1)

Okayama Management Superintendence Bureau of National Railway to be built in site of Okayama Enginee ing Department. (san 7-1)

Girl in Kurashiki City, Okayama Prefecture, afflicted with "Hatobyo" (pneumonia of indeterminate form) accompanied with brain-fever, which is rarity throughout world. (san 7-1)

"Chidori-Kai" cultural work corporation through magic lantern slides and films, organized in Okayama City on recommendation of Okayama Municipal Police Headquarters with view to leading children properly on summer nights.(san 7-1)

"Blood-transfusion association" organized by Okayama Medical University students who are working while studying. (asa-o 7-2)

Policy of exploitation of land and resources in Okayama Prefecture decided upon; Investigation to be conducted dividing whole prefecture into 5 districts. (san 7-2)

About 240 members of senior high school department of Okayama Prefectural Teachers' Union notify Chairman Yoshikawa of Executive Committee of their secession from Teachers' Union being dissatisfied with impossibility of speedy realization of reorganization of Prefectural Teachers' Union, organizing Prefectural Senior High Schools Council as provisional liaison organ. (san 7-2)

50-odd houses of ill repute in Okayama City rounded up wholesale.(san 7-2)

Mass dysentery in Kotoura Village, Okayama Prefecture, threatening to spread, general public is forbidden to enter Kotoura Village on and after July 1. (san 7-2)

Okayama Prefectural Assembly members travel de luxe at expense of Government; Prefectural Assembly secretariat concerned being troubled with question of how to cover travelling expenses for remaining 9 months in consequence of total allotment of official travelling expenses for 1950 fiscal year having already been spent in 3 months. (yu-o 7-3)

Banks of Kojima Bay collapse, loss being estimated at about 5-million yen but no damage being done to crops. (san 7-3)

Chairman of Kojima Area Committee of Japan Communist Party and 3 others arrested on suspicion of breach of Imperial Ordinance No.311. (yu-o 7-4)

Sluice-gate of reclaimed land in Kojima Bay collapses owing to flood-tide and gust. (yu-o 7-4)

Okayama Municipal West Police launches out into supervising thoroughly nefarious hotels procuring street-girls. (yu-o 7-4)

DECLASSIFIED E.O. 12065 SECTION 3 402 7 MNSC NO. 77-0010

Behind scenes of Yamaguchi Prefectural Assembly General Election of next spring-- Part V-- Shuto area. (bo 7-1)

Ube Coal Bureau analysis department, Yamaguchi Prefecture, discovers fine quality coal deposit of 6,300 calorie in Higashi Misome Coal Mine of Ube Kosan Co. (bo 7-1)

Business in Tokuyama City, Yamaguchi Prefecture, facing grave depression due to imposition of heavy tax, survey on actual status of business by Tokuyama City Office reveals. (bo 7-1)

Dysentery and children's dysentery cases reported in Kudamatsu City, Yamaguchi Prefecture; 4 cases reported. (bo 7-1)

Yamaguchi Office of Special Examination Bureau of Attorney-General's Office, notifies suspension of publication of "Shin-Bocho", organ of Yamaguchi Prefectural Committee of Japan Communist Party. (bo 7-1)

Intense activities to be carried out for establishment of Shimonoseki Railway Management Bureau, decided by Yamaguchi Prefectural Assembly 1 July session. (bo 7-1)

"Emergency measure will be taken by Governor's power if situation turns worse due to Korean hostility" says Governor Tanaka of Yamaguchi Prefecture upon returning from Tokyo. (bo 7-2)

Asa District Office, Yamaguchi Prefecture, holds meeting of town and village mayors, June 30; Wheat delivery for crop year of 1950 and others discussed. (bo 7-3)

Yamaguchi Prefectural Fishery Cooperative confronts danger of disbandment due to difference of opinions of members; Negotiation to be carried out with reformation of Prefectural Fishery Federation. (bo 7-3)

Staff members of Yamaguchi Coal Mine Industry, Ube City, and Coal Corporation cross-examined on suspicion of misappropriation of coal. (bo 7-3)

Warfare in Korea believed to affect trade of Shimonoseki Port, Yamaguchi Pref. Trade may be suspended for time being. (kan-ni 7-4)

Shimonoseki Port, Yamaguchi Prefecture, believed to become active in near future according to approval of Fishing Port Bill by previous National Diet session; Possibility of being appointed as national fresh fish market. (kan-ni 7-4)

Survey made by Shimonoseki Chamber of Commerce and Industry reveals warfare in Korea does not affect commodity prices in city. (kan 7-4)

Over one thousand reaflets anent "Question to SCAP" distributedin Shimonoseki City, Yamaguchi Prefecture, collected as of July 3; Police investigation is under way; Over 10,000 reaflets believed to have been distributed. (kan-ni 7-4)

Yamaguchi Prefectural Governor Tanaka makes suggestion to give consideration to political measures for maintenance of peace and order at border of southern Japan. (ya-ni 7-3)

DECLASSIFIED E.O. 12065 SECTION 3 NND NO.

Ogori Machi, Yamaguchi Prefecture, to hold competition for largest rice crop off 1950 crop year. (kan-ni 7-3)

Ube City, Yamaguchi Prefecture, holds urgent meeting in preparation of crisis on July 2; Light control and others discussed. (ya-ni 7-3)

Yamaguchi Prefectural School Board gives admonitory notice to authorities concerned for protection of national treasures. (chu-ya 7-4)

Discussion meetings held in various areas of Yamaguchi Prefecture, anent light control and other measures in regard with Korean warfare. (chu-ya 7-4)

Scandal case of Yamaguchi Prefectural Statistics Office of Agr. & For. Ministry, revealed by Yamaguchi City Police; Chief of office and others sent to procurators' office on July 1 on charge of forgery of official documents and fraud. (chu-ya 7-2)

Teachers' Union Ube chapter (Membership: 550) in Yamaguchi Prefecture, decides opposition to attendance at Sunday training course for teachers' licence. (chu-ya 7-2)

Ube City Police, Yamaguchi Prefecture, starts search of source of leaflets entitled "Appeal to entire Japanese people as to unification of Korea" issued by Koreans. (chu-ya 7-2)

H.Nawada of Shimonoseki City, Yamaguchi Prefecture, to depart for USA as 1st student sent abroad by Education Ministry on 6 July. (kan-ni 7-2)

Yamaguchi Electric Railway Comapny's dispute due to its workers' Union's request for wage increase has come to be cynosure of all eyes of citizens; Workers' Union assumes cautious attitude to struggle rationally. (kan 7-2)

Shimonoseki City Police, Yamaguchi Prefecture, on July 1, raids 10 places under its jurisdiction for search relating to so-called "Question to Gen.MacArthur" case. (Kan-ni 7-3) Reaflets of 800 sheets confiscated. (kan-ni 7-3)

Inspection of 400 restaurants carried out by Onomichi Public Health Center; Almost all kitchens unsanitary; A class being only 1, B class 40. C class 72, D class 46 and bad 41. (asa-hi 7-4)

Casual laborers in Onomichi City, Hiroshima Prefecture, to form union by 4 July with view to demanding complete placement to City authorities. (asa-hi 7-4)

Bingo district, Hiroshima Prefecture, to starts manufacture of peppermint oil; Farmers to earn yearly income of 50-million yen. (asa-hi 7-4)

Revision of part of enforcement regulations of foodstuff sanitation law gives so much damage to fish-dealers that they lose their works in Kure district. (asa-hi 7-5)

Vice-Governor of Hiroshima Prefecture talks in regard to unemployment counter-measure policy on returning from Tokyo; Kure Municipal authorities must needs fight with their backs to wall to cope with unemployment problem. (asa-hi 7-5)

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO.

All-Japan Communications Workers' Union in Chugoku region to hold preparatory meeting to form regional federation at Hiroshima Telephone Bureau on 6 & 7 July. (asa-hi 7-5)

Kure Taxation Office raids 130 restaurants in Kure City in connection with selling moonshine; About 50 shops being bootleggers and 5 to of sake seized. (asa-hi 7-5)

Kure City Police arrests 5 persons on suspicion of distribution of leaflets in connection with Korean war 3 July. Asa-hi 6-5)

Hope will not be abandoned, but suspended only for present for Korea-Japan trade, says chief Sakaguchi of Trade Affairs Section of Tottori Prefectural Office. (in-hi 7-1)

Recollections of South Korea by several Japanese and Koreans in Tottori Pref. who had been residing there for long time. (in-ni 7-1)

Long spell of rain causes pearl moths to break out throughout Tottori Pref. (in-ni 7-1)

Some 30 cases of abandonment of farming recorded since May, this year, due to heavy levy imposed on Seihaku gun, Tottori Prefecture. (in-ni 7-1)

Tottori Prefectual Public Welfare Section decides to mobilize first aid squad to cope with emergencies following outbreak of hostilities in Korea. (in-ni 7-1)

Move of Koreans in Tottori Prefecture; Youths willing to be enlisted in voluntary forces. (in-ni 7-3)

Dispute of Eo-Machi, Tottori Prefecture, not yet settled; Town master finally tenders his resignation on July 5. (nip-kai 7-1)

43 illegal farmland seizure cases found committed by Sakae Mura Farmland Committee, Tottori Prefecture at 3rd Tottori Prefectural Farmland Committee meeting held on June 30. (nip-kai 7-2)

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNDS NO. 770015

HEADLINES OF EDITORIALS

BEWARE OF RASH ACTS IN CONNECTION WITH KOREAN CONFLICT	Asahi Press, 5 July
PREPARE FOR DISASTER	Asahi Press, 5 July
BURNING DOWN OF KINKAKUJI TEMPLE, NATIONAL TREASURE	Asahi Press, 4 July
KOREAN CIVIL WAR AND SITUATION IN ASIA	Kanmon Nichinichi Press, 3 July
IS UBE CITY'S ADMINISTRATION REALLY DEMOCRATIZED?	Yamaguchi Nichinichi Press, 1 July
SENDING OUT AMERICAN FORCES TO KOREA AND ATTITUDE OF SOVIET RUSSIA	Bocho Press, 3 July
KOREAN PROBLEM AND INTERNATIONAL LAW	Yamaguchi Nichinichi Press, 3 July
TO PREVENT EVASION OF TAXES DESIRED: REAL EXAMPLE OF PREFECTURAL TAX DODGING CASE	Bocho Press, 2 July
CONFLAGRATION OF KOREA AND JAPAN	Bocho Press, 1 July
ABOLITION OF LIMITATION OF NUMBER OF COTTON SPINDLES	Sanyo Press, 3 July
KOREAN ACCIDENT AND JAPANESE PEOPLE	Sanyo Press, 2 July
PERUSING 4th ECONOMICAL WHITE PAPER	Sanyo Press, 1 July
COTTON SPINDLE DECONTROL	Mainichi Press, 5 July
EARLY TERMINATION OF KOREAN PROBLEM DESIRED	Mainichi Press, 4 July
WE ARE AGAINST FURTHER SPREAD OF KOREAN WAR	Chugoku Press, 5 July
HOW TO SETTLE HIROSHIMA ELECTRIC RAILWAY DISPUTE?	Chugoku Press, 4 July
CITIZENS' ADVERSE CRITICISM CONCENTRATED ON HIROSHIMA ELECTRIC RAILWAY WORKERS' UNION DETERMINATION OF COMPANY ALSO DESIRED	Hiroshima Shimbun, 2 July
IMPROVEMENT OF PADDY CULTIVATION	Shimane Press, 3 July
ON INDUSTRY'S SAFETY WEEK	Shimane Press, 2 July
PROMOTION OF INDUSTRIES IN RURAL VILLAGES	San-In Nichinichi Press, 1 July
SUMMER AND CHILDREN	San-In Nichinichi Press, 2 July
JAPAN STILL SUFFERS FROM DEARTH OF COMPETENT STATESMEN	San-In Nichinichi Press, 3 July
4th WHITE PAPER ON ECONOMY ANNOUNCED	Nippon-Kai Press, 1 July
CIVIL WAR IN KOREA	Nippon-Kai Press, 2 July
PROBLEM OF KOREA-JAPAN TRADE ARRANGEMENT	Nippon-Kai Press, 3 July

- E N D -

DECLASSIFIED E.O. 12065 SECTION 3 402 7 MMB NO. 7-10-80

FOR M/O.T

NEWS RESUME

7 JULY 1950

Some 300 chobu of paddy plant suffered from infectious "Dmochi" disease throughout Shimane Prefecture due to abundant rainfall and high temperature; Warning for prevention issued, measures taken by aguricultural organs concerned. (shi 7-5)

International labor camp team to come Matsue City, Shimane Prefecture, on July 16; To carry out one month labor devotion in Matsue City area starting July 17; Local youth association members to collaborate with them. (shi 7-5)

Land reconstruction week starts July 4; Kaleidoscopic schedule slated by local civil engineering offices in Shimane Prefecture. (shi 7-5)

Shimane Prefectural School Board to carry out two days actual guidance of CPH activities at Ijiri-Village and Akaya-Village in Nogi-Gun, on July 5-6. (shi 7-5)

Shimane Prefectural policy deliberating meeting held, its first meeting on July 4 at prefectural office to confer on exploitation of natural resources and anti-TB measures. (shi 7-5)

Housing Finance Bank opens July 3, slump business shows only one application during two days. (shi 7-5)

Ameba dysentry case appeared in Izumo City, Shimane Prefecture, on July 2, both source and cause unknown. (shi 7-5)

Kure City Assembly discusses on Harima Shipyard Kure Dock problem on 6 July; To be converted into light industry is relief measure, says City Economic Chief. (mai 7-7)

Kure City Assembly decided to start national movement to facilitates solution of present difficult questions; Speaker of Assembly concludes his report to the effect that ESB will lead movement to make general plan. (chu-nip 7-7)

In view of Korean affair and present situation of Japan, All-Japan Seamen's Union presents six demands to authority to protect them against any accident. (chu-nip 7-7)

Korean incident and Harima question affected local market; Kure shopping center is now less flourishing; In spite of rise in price of foodstuffs in blackmarket, canned food and some others begin to have more demand. (chu-nip 7-7)

Hiroshima Electric Railway Workers' Union's red members intentionally delay nagotiation with Company; They only desire to be faithful to Starlin; Only less than 20 tramcars working; Anti-strike strongly voiced among families of unionists. (nik-hi 7-6)

Hiroshima Electric Railway Workers' Union's strike is certainly led by Communist Party; Union organ gives proof. (nik-hi 7-6)

Many incidents led by Communists continue to occur and their anti-American strife displayed by actual strike in Hiroshima; At this juncture we hope Chief Prosecutor Matsui and Second Noda replaced by those who have influence over reds. (nik-hi 7-6)

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO.

Vocational education in Yuhara middle school, Okayama Prefecture, showing most satisfactory results throughout Prefecture. (asa-o 7-5)

Both Okayama Prison and Okayama Adults and Juveniles Detention Home to enforce vigorous regeneration movement beginning on July 1 until July 10 with view to preventing second offences on part of criminals. (asa-o 7-5)

Reorganization of Okayama Commerce and Industry Department issued on July 3. (asa-o 7-5)

Okayama District Court demands 3 years penal servitude for former Minseiiin (welfare commissioner) on charge of embezzling 97,000 yen livelifood protection allowance. (asa-o 7-5)

Petroleum preservation facilities of Standard Oil Company decided to be established in Okayama Port. (san 7-5)

Student of science department of Okayama University arrested on July 4 on suspicion of breach of Imperial Ordinance No.311 and student of jurisprudence andliterature department of same university being searched for on same suspicion. (san 7-5)

Signs of dysentery spreading within jurisdiction of Kasaoka Public Health Center seen; Wooping cough going down. (san 7-5)

According to statistics ranging from April 1949 to March 1950 made by Okayama Prefectural Public Health Center, half of 6,700 school-children afflicted with trachoma (including suspected cases numbering to 3,165.) (yu-o 7-6)

Okayama Municipal Youths and Juveniles Guidance Conference to be held in Okayama City on 6 July; Organization of guidance departments in various middle schools in city, policy of directing children during summer vacation, etc., to be deliberated on. (yu-o 7-6)

Chief of Chamber of Commerce and Industry meeting of Yamaguchi Prefecture held at Yamaguchi City July 4; Priority decided to be placed on measures to provide loan for industrial circles. (bo 7-5)

Yamaguchi Prefecture to carry out works to preserve national treasures of Prefecture numbering to fourteen; Believed to complete work within 2 years. (bo 7-5)

Citizen of Ube City, Yamaguchi Prefecture, to be indicted for violation of Child Welfare Law. (bo 7-5)

Manager of Taihei Fishing Company, Shimonoseki City, Yamaguchi Prefecture, to file law suit against Government anent problem of fishing vessel curtailment. (kan-ni 7-6)

Readers' Column: "Diffusion of rabies." (kan-ni 7-6)

Monastery to be established in Shimonoseki City, Yamaguchi Prefecture, by five monastics from Mexico; To teach love of God to children. (kan-ni 7-6)

Violation at waterfront of Shimonoseki City, Yamaguchi Prefecture, decrease during months of June and July due to cooperation of fishermen with police by doing night duty. (kan-ni 7-6)

DECLASSIFIED E.O. 12065 SECTION 3 NND 7

Chairman of Yamaguchi Prefectural School Board states teachers' certification course not coercive; Plans underway at present to utilize radio for lectures. (ya-ni 7-5)

Yamaguchi City to carry out city cleaning to exterminate dysentery from city. (ya-ni 7-5)

Situation of Yamaguchi Prefectural Federation of Purchase and Agricultural coops becomes aggravated; Labor Union carrying out sabotage tactics after receiving notification of discharge of all members. (kan (ya-ni 7-5)

93% of rice-planting of Yamaguchi Prefecture completed as of July 3. (ya-ni 7-5)

Tottori Branch office of Hiroshima National Tax Bureau Conferees' Group established to mediate tax dispute; Office to be opened on July 3. (nip-kai 7-5)

Timber industry in Tottori Prefecture is likely to face crisis as result of outbreak of hostilities in Korea; Observers foresee not much plus influence will be effected here by Korean civil war. (nip-kai 7-5)

Intensified control on entry of seditious element and staple food discussed at conference of chiefs of all police stations in Tottori Prefecture held on July 3; NRP Tottori Prefectural Headquarters and otherpolice to keep close contact with Sakai Maritime Safety Agency in carrying out emergency measure. (in-ni 7-4)

Tottori University reconsiders protest filed by Tottori Prefectural Teachers' Union against teachers' certification course; Place and item of lecture to be re-examined and additional budget for travelling expense to be compiled. (in-ni 7-4)

Nation-wide Fishery Adjustment Committee election to be held on August 15; Tottori Prefectural authorities decide on launching full-scale enlightenment drive. (in-ni 7-5)

Proposal made by Hiroshima City Office to Electric Railway Co. serious effects upon citizens can no longer be endured. (chu 7-7)

Hiroshima Chamber of Commerce and Industry complains about Electric Railway Company strike. (chu 7-7)

Director of Hiroshima Highway Transportation Bureau visits District Labor Relations Committee over Electric Railway Company dispute on July 5. (chu 7-7)

1,000 tons of rationed rice refused by people of Hiroshima Prefecture in May. (chu 7-7)

Fukuyama District Office's graft case developing further; Official in charge of accounting arrested July 6. (chu 7-7)

Joint conference of Life Improvement agents, persons engaged in nursing, women and social educational affairs held July 6 at Hiroshima CPH; Section chiefs of CCAR and women representatives in Chugoku region attend. (chu 7-7)

Great Korean Republic Residents' Corporation Hiroshima Headquarters discuss anti-Communism measures July 6. (chu 7-7)

DECLASSIFIED E.O. 12065 SECTION 3 NSC

Mr.Tanaka, chief judge of Supreme Court to arrive in Hiroshima on July 24. (chu 7-7)

Kure City to hold Citizens' Rally on July 9 to discuds unemployment counter measures. (chu 7-7)

Various departments of Hiroshima Prefectural Office to make over-all investigation on special products in prefecture. (chu 7-7)

Professors conference of Hiroshima Literature and Science University demands students self-government committee to defect from National Student Self-Government Association and to reelect students' self-government committeemen on 5 July. (asa-ku 7-7)

"Shin Bunka" (New Culture) of Japan Communist Party organ magazine confiscated throughout whole country; Shimonoseki Station sends back 400 copies sent to unknown consignee; Copies sent to Yamaguchi Railway Sation seized by Yamaguchi District Procurators' Office. (asa-ku 7-7)

Kure City assembly council to take up signature collection drive of Harima Shipyard Kure Dock labor union as problem of all Kure citizens; To hold Kure citizens' rally on 7,8 and 9 July. (asa-ku 7-7)

Agricultural University establishment plan drew up in Hiroshima Prefecture under 2-year co-education system; Government school inspectors to come on 10 July to discuss issue. (asa-ku 7-7)

16 Koreans and 17 Japanese arrested as of 5 July on suspicion of having distributed anti-hostilities leaflets in Hiroshima Prefecture, according to NRP Headquarters report. (asa-hi 7-6)

Onomichi Chamber of Commerce and Industry hears opinions of representatives of smaller and medium enterpreneurs regarding promotion of counter-measures for commerce; Control of dumping sale earnestly demanded. (asa-hi 7-6)

Amalgamation of Fuka section of Fukada-Village with Mihara City, Hiroshima Prefecture, to be realized through unanimous agreement of Mihara City Assembly session held on 4 July. (asa-hi 7-6)

Women representatives conference of social welfare works of Onomichi and Mihara cities and Mitsugi, Toyota and Sera-gun held at Onomichi City Office sponsored by Hiroshima Prefecture on 4 July, agreeing upon to be active as "mothers of society." (asa-hi 7-6)

DECLASSIFIED E.O. 12065 SECTION 3 NSC 7 NARS DATE

HEADLINES OF EDITORIALS

7 JULY 1950

TRANSFORMATION OF LABOR DISPUTE INTO ACT OF VIOLENCE MUST BE EXCLUDED	Asahi Press, 7 July
SPLIT TROUBLE OF OKAYAMA PREFECTURAL TEACHERS' UNION	Sanyo Press, 5 July
UN BANNER IN KOREA	Shimane Press, 5 July
KOREAN INCIDENT AND PROBLEM OF PEACE	Mainichi Press, 7 July
FORMOSA AND SITUATION OF CHINESE NATIONALISTS	Bocho Press, 5 July
IMPROVEMENT OF LIVELIHOOD AND DYSENTERY CASES	Yamaguchi Nichinichi Press, 5 July
EARLY SOLUTION OF DWELLING HOUSE PROBLEM NEEDED	Nippon-Kai Press, 5 July
RE-ALLOTMENT OF ADMINISTRATIVE AFFAIRS	San-In Nichinichi Press, 4 July
LABOR SAFETY DRIVE SHOULD BE LAUNCHED	San-In Nichinichi Press, 5 July
KOREAN WAR AND JAPAN'S ECONOMIC POLICY	Chugoku Press, 7 July

- E N D -

DECLASSIFIED E.O. 12065 SECTION 3 NND 7 MAR 80

NEWS RESUME

8 JULY 1950

Chugoku Region Women's Joint Conference held at Kure CPH on 6 and 7 July; Col.Minichello, Deputy-Chief of CCAR, and other section chiefs give lectures. (mai 7-8)

Mr.O'Brien, Chief of NRD of CCAR, warns farmers to utilize fertilizer more effectively at press conference on July 6. (mai 7-8)

Charlatan named Inoue opened consultation office of economical questions in Hiroshima; He was once arrested as frauder and then become canvasser of various insurance companies; He is said to be supported by certain City Assemblyman but man who tries to enrich himself with whole bag of tricks. (hi-shi 7-6)

Central livelihood consultation office to be established in Okayama Prefecture which acts as agent to find widows side works. (san 7-6)

Communist belonging to Namikata cell, Okayama Prefecture, arrested on suspicion of breach of Imperial Ordinance No.311 on July 5 morning. (san 7-6)

Okayama Taxation Office decides to press 24,000 delinquents to pay taxes in arrears; 680-million yen taxes in arrears. (san 7-6)

Narcotic brokers in Tsuyama City, Okayama Prefecture, rounded up by Tsuyama Municipal Police on 5 July. (yu-o 7-7)

Teacher of Kasaoka west middle school examined by Kasaoka Town Police, Okayama Prefecture, on charge of act of violence, bribery and unlawful brewing.(yu-o 7-7)

Embezzlement of relief fund of 350,000 yen on part of official in charge of Social Affairs Section of Okayama Municipal Office exposed. (yu-o 7-7)

President Nakao of Chugoku Power Supply Company denies rumored 50 per cent rise in electricity charges. (chu 7-8)

Official of Kure SPB, forwarding agent, receiving police enquiries on charge of blackmarketing 200 drums of petroleum. (chu 7-8)

Closure of Kure Plant of Mizuno Shipbuilding Company to be completed before end of month. (chu 7-8)

Onomichi City, Hiroshima Prefecture, to open seaside school for primary school pupils from 10 to 21 July. (asa-hi 7-7)

Representatives of Mihara City Blindmen's Association (Membership:200) make petition to establish prefectural authorized training school of massage and acupuncture to Hiroshima Prefectural authorities on 5 July. (asa-hi 7-7)

Hiroshima Prefectural Assemblyman Sano prosecuted on suspicion of having given bribe on last Upper House election on 4 July. (asa-hi 7-7)

DECLASSIFIED E.O. 12065 SECTION 3 NSC 7 NARS DATE 4/10/80

Member of Fukuyama City Assembly investigated on suspicion of election law violation of Upper House on 4 July. (asa-hi 7-7)

Official of Fukuyama District Office arrested on suspicion of having forgery. (asa-hi 7-7)

Defeated Liberal candidate Kotaki, Shimane Prefecture, appeals to Hiroshima Higher Court to cancell return of Mr.Sakurauchi, Democrat; Alleges 500 invalid votes counted. (asa-ku 7-8)

Chif Nakamuraof Economic Department of Kure City Office talks on SCAP's directive suspending business of Kure Dock of Harima Ship Building Company on July 6; Naval machines possibly to be removed to other cities. (asa-ku 7-8)

Agricultural technical guidance to be given to rural villagers in Shimane Prefecture; 10 villages chosen by Prefecture on July 4. (shi 7-6)

Boy and Girl Scouts leading children educating meeting to be held for a week from August 3 at Miho beach sponsored by Shimane Prefectural School Board; Each 80 boys and girls to take part in meeting. (shi 7-6)

Infectious diseases occurs one after another; Already each two dysentery and typhoid fever cases appeared in Shimane Prefecture; Koi River in Naka-Gun suspended to use its water for a week starting July 4 due to occurrence of dysentery. (shi 7-6)

Hamada City, Shimane Prefecture, to launch signature drive against abolition of NHK Hamada relayed broadcast station scheduled to be abolished shortly; More than 82% of total radio listners unable to listen broadcasting by abolishing relayed broadcasting. (shi 7-6)

20% of job junters got jobs through Kisuki Vocational Stabilization Office, Shimane Prefecture, during June. (shi 7-6)

Lake Shinji salt water excluding works program drafted by Shimane Prefecture; Further deliberation to be given by authorities; Fresh water to be utilized for irrigation. (shi 7-6)

123 persons designated as handicapped by Shimane Prefectural Handicapped person's Welfare Deliberating Association at its first meeting on July 4. (shi 7-6)

NRP Tottori Prefectural Headquarters to conduct special season control during July. (in-ni 7-6)

Application for permission of revised Diet Sanitation Regulations and Restaurant Business Regulations needed for opening of private house at bathing--resort in Tottori Prefecture; Peoples concerned to make protest against it as serious menace to bathing place. (in-ni 7-6)

TOTTORI

Chugoku Bloc Governors' Conference to be held on July 7 and 8 at Misasa, ~~Shimane~~ Prefecture; Col.Bailey to attend conference. (nip-kai 7-7)

Living protection while strike is going on will be extended to non-participants; Public Welfare Department of Shimane Prefectural Office clarifies its stand in connection with labor dispute of Hitachi Plant, Shimane Prefecture. (nip-kai 7-7)

DECLASSIFIED E.O. 12065 SECTION 3 NND No. 7

News car of Yamaguchi Prefecture to commence "street program" activities from August 2; Prefectural Office offers prize for best name for car. (kan-nō 7-7)

250 copies of Akahata Newspapers discovered at Shimonoseki Station , Yamaguchi Prefecture, on July 5; Papers confiscated by Shimonoseki City Police. (kan-ni 7-7)

Taxes in arrears of Ube Taxation Office, Yamaguchi Prefecture, amounts to 550,000,000 yen; Forty-two cases of taxes over 1,000,000 yen still remain unpaid. (bo 7-6)

Korean rally scheduled for July 5 in front of Ube City CPH, Yamaguchi Prefecture, by 3,000 Koreans quietly dispersed in compliance with notification of Ube City Police to suspend activities. (bo 7-6)

Missionary from America, Mr.DeShizar, former prisoner of war of Japanese to visit Yamaguchi City July 15 to give lecture. (bo 7-6)

Survey made by Yamaguchi Prefectural Public Employment Security Office reveals violatons decrease anent labor supplying. (bo 7-6)

Yamaguchi Prefecture to establish Cultural Material Investigation Committee for purpose of protection of national treasures from disaster. ((ya-ni 7-6)

Shimonoseki Chapter of All-Japan Seamen Unions Federation to make request to all fishing companies for danger allowances for fishermen operating in East China Sea. (ya-ni 7-6)

First case of ameba dysentery of this year breaks out in Nazawa mine area, Ube City, Yamaguchi Prefecture. (ya-ni 7-6)

Payment of Workers Accident Compensation Insurance premium in arrears amounts to 50-million yen by 3 months in Yamaguchi Prefecture; (chu-ni (chu-ya 7-6)

3 workers in Atsusa-gun, Yamaguchi Prefecture, arrested on 4 July by police for having used violence on chief of Public Employment Security Office because of having been notified of discharge. (chu-ya 7-6)

Sanyo Industry Company, Kudamatsu City, Yamaguchi Prefecture, suspends discharge program of its 32 workers due to workers' Union's chief-secretary stages 198 hours hunger strike. (chu-ya 7-6)

Kudamatsu City, Yamaguchi Prefecture, tops dysentery cases in Yamaguchi Prefecture, its case numbering 15 as of 3 July; 32 dysentery cases reported in Yamaguchi Prefecture as of 5 July. (chu-ya 7-6)

Koreans' rally to unify South and North Korea in Ube City, Yamaguchi Prefecture, scheduled on 5 July suspended by advice of Ube City Police. (chu-ya 7-6)

Yamaguchi Prefectural Government's organization reformation plan; Plans of establishment of Forestry and Fishery Departments to be materialized. (chu-ya 7-6)

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO.

104 labor unions out of 351 in Okayama Prefecture have no labor contract as of June end, according to survey of Prefectural Labor Administration Section; Measures to be taken to accelerate labor contract. (asa-o 7-6)

Guidance

Guardians of senior high school students get reduction of burden thanks to enforcement of senior high school attendance district system according to survey of Okayama Prefectural School Board. (asa-o 7-6)

Import and export trade of Kure port for first six months of current year reported to be disencouraging as compared with corresponding period of last year; Especially import of foodstuffs nill due to monopolization of part of Ujina port. (chu-nip 7-8)

HEADLINES OF EDITORIALS

DON'T MISTAKE FOCUS OF PROBLEM IN CONNECTION WITH "HARIMA CASE"	Chugoku Nippo, 8 July
JAPAN IN WANT OF AUTONOMY	Kanmon Nichinichi Press, 7 July
KOREAN WARFARE AND ITS AFFECT ON JAPANESE ECONOMY	Bocho Press, 7 July
EXTRAORDINARY DIET SESSION NEARING	Yamaguchi Nichinichi Press, 7 July
FISHERY ADJUSTMENT COMMITTEE ELECTION	San-In Nichinichi Press, 6 July
WE SHOULD ABSTAIN FROM FOLLOWING ANOTHER BLINDLY	Nippon-Kai Press, 7 July
FARMERS' SAVINGS INTENTION INCREASING	Shimane Press, 6 July
TEXTILE PROBLEM AFTER ABOLITION OF SPINDLE CONTROL	Asahi Press, 8 July
FOODSTUFFS SITUATION AND MENTAL ATTITUDE OF JAPANESE	Chugoku Press, 8 July
KOREAN CIVIL WAR AND DUTY OF UNITED NATIONS	Sanyo Press, 8 July
SIMPLIFICATION OF OFFICIAL PROCEDURES DESIRED	Hiroshima SHimbun, 6 July
RE PRESENT STUDENT LIFE	Mainichi Press, 8 July

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NARS NO. 77-0018

KURE PLAN

ANNEX

DECLASSIFIED E.O. 12065 SECTION 3 NND 7

ANNEXES

1. Membership of Kure Planning Committee on Employment and Industrial Rehabilitation.
1/1 Regulation of Kure Co-operative Committee for unemployment relief
2. Present Condition and Future Prospect of the Kure Dock.
3. Kure Employment and Unemployment Statistics.
4. Application for Conversion of Designated Reparation Plant
5. SCAP Memorandum No 17 to Ministry of Transportation dated 28 December 1948.
6. Plan for Conversion of Kawaminami Plant, with Map.
7. Plan for Re-Establishment of Hiro Railway Shop, with Map.
8. Plan for Enlargement and Reconversion of Amagasaki Plant.
9. Unemployment Relief Projects and Expenditures.
10. Inventory of Kure Properties Released by the Allied Forces.
11. Inventory of Kure Properties Still Held on PD Basis, and Plans for Their Use When Released.
12. Inventory of Kure Properties Still Held By Allied Forces but Not on PD Basis, and Plans for Their Use When Released.
13. Maps of the Above Properties.
14. New Industries and Public Works to be Established in Kure When Properties and Equipment are Released.
15. Map Showing Location of Above Industries and Public Works.
16. Plan for the Establishment of a Steel Industry in Kure.
17. Plan for the Use of a Portion of the Former Naval Arsenal as an Oil Storage Depot.
18. Analysis of the Absorption of Unemployed by Industry Classification.
19. Analysis of the Absorption of Unemployed by Separate Factories.
20. Application for Authorized use of Reparations Equipment for Kure Industry

DECLASSIFIED E.O. 12065 SECTION 3 NSC 7 NARS DATE 1-10-80

Annex 1

KURE PLANNING COMMITTEE ON UNEMPLOYMENT
AND
INDUSTRIAL REHABILITATION

Representative from the Diet

YAMADA,	Setsuo	Member of House of Councillor.

Representatives from the City

SUZUKI,	Tedate	Mayor of Kure City
INOUE,	Bunsuke	Deputy Mayor
IMAI,	Shigeo	Deputy Mayor

Representatives from the City Assembly

NODA,	Shigeo	Chairman
WAKAYAMA,	Keiichi	Vice Chairman
HIROSE,	Jiro	Member
HANAMOTO,	Kuniyoshi	"
MITO,	Masami	"

Representatives from Prefectural Government

KUSUNOSE,	Tsunei	Governor (CHAIRMAN) (ABSENT)
WAKUTA,	Tetsuo	Vice Governor
NAKABA,	Kakuji	Chief, Dept. of Commerce & Industry
KAWAI,	Daijiro	Chief, Dept. of Farmland
ANABUKI,	Shoji	Chief, Labor Dept.

Representative from the Prefectural Assembly

KOTANI,	Den-ichi	Chairman

Representatives from Central Government Agencies

ITAGAKI,	Osamu	Director, Chugoku Liaison & Co-ordination Office.
HARA,	Sachio	Director, Hiroshima Intern'l Trade & Industry Bureau.
ITO,	Reiji	Director, Chugoku & Shikoku Local Construction Bureau.
ABE,	Sanae	Director, Chugoku Maritime Bureau.
HAYASHIDA,	Tatsuki	Director, Hiroshima Finance Bureau.
TANAKA,	Kennosuke	Director, Hiroshima Railway Bureau.
YAMASHITA,	Katsutoshi	Chief, Kure Branch Hiroshima Finance Bureau.

ANNEX 1.

Representatives from Trade Unions

HAMAZAKI,	Yoshiyuki	(Elect. Industry)
KAMEMOTO,	Kiyoto	(Harima)
MASUDA,	Toshi	(Occup. Force)
TOSHIMITSU,	Shigeru	(Amagasaki)

Representative from Banking and Finance

NAMBA,	Kizo	Geibi Bank Kure Branch

Representatives from Industry

SATO,	Giichi	Harima
IWAMOTO,	Senji	Kawanami
URABE,	Masahiko	Amagasaki

President of Kure Chamber of Commerce & Industry

MIZUNO,	Katsuya	

Representative of the Press

ISHIZAKA,	Noboru	Head of Kure Office, the Asahi Press Co., Ltd.

TOTAL 32

DECLASSIFIED E.O. 12065 SECTION 3 NLS

Regulation of Kure Co-operative Committee for Unemployment Relief.

1. This Committee is called Kure Co-operative Committee for Unemployment Relief.

2. Purposes of the Committee shall be not only in laying down urgent counter plans against Kure's serious unemployment situation, but in keeping closer contact with each other for further adustment, and also in promoting general unemployment works.

3. The Committee shall be organized with a number of Committee Members entrusted by the Governor of Hiroshima Prefecture.

4. The Committee shall have one each of Chairmen and Vice Chairman.
The Chairman shall be the Governor of Hiroshima Prefecture, the Vice Chairman the Mayor of Kure City.
The Chairman shall superintend the Committee, and represent it.
The Vice Chairman shall assist the Chairman, and in place of the Chairman on occasion of his absence.

5. The Committee shall have a number of Counsellors.
Counsellors shall be entrusted by the Chairman.
Counsellors shall respond to the Chairman when consulted.

6. The Committee shall have number of Secretaries.
Secretaries shall be entrusted by the Chairman, and manage the business of the Committee.

7. The Office of the Committee shall be set up in Kure City Hall.

8. The Chairman shall decide necessary matters other than the matters provided herewith.

SUPPLEMENT:
This Regulation shall be enforced from the day of establishment of the Committee.

ANNEX. 1/1

DECLASSIFIED E.O. 12065 SECTION 3 NSC

NOMINAL LIST
OF
KURE CO-OPERATIVE COMMITTEE
FOR
UNEMPLOUMENT RELIEF

Representatives from the City --- 3

SUZUKI,	Tedate	Mayor of Kure City
INOUE,	Bunsuke	Deputy Mayor
IMAI,	Shigeo	Deputy Mayor

Representatives from the City Assembly --- 5

NODA,	Shigeo	Chairman
WAKAYAMA,	Keiichi	Vice Chairman
HIROSE,	Jiro	Member
HANAMOTO,	Kuniyoshi	"
MITO,	Masami	"

Representatives from Pref. Govt. --- 5

KUSUNOSE,	Tsunei	Governor
WAKUTA,	Tetsuo	Vice Governor
KONO,	Yoshinobu	Chief, General Affairs Dept.
NAKAJIMA,	Kakuji	Chief, Dept. of Commerce & Industry.
IIDA,	Kazumi	Chief, Engineering Dept.
ANABUKI,	Shoji	" Labor Dept.

Representative from the Prefectural Assembly --- 1

KOTANI,	Den-ichi	Chairman

Representatives from Government Agencies --- 8

ITAGAKI,	Osamu	Director, Chugoku Liaison & Co-ordination Office
HARA,	Sachio	Director, Hiroshima Intern'l Trade & Industry Bureau.
ITO,	Reiji	Director, Chugoku & Schikoku Local Construction Bureau
ABE,	Sanae	Director, Chugoku Maritime Bureau.
FUJINO,	Yoshio	Chief, Kure Port Administration Office.
HAYASHIDA,	Tatsuki	Director, Chugoku Finance Bureau.

DECLASSIFIED E.O. 12065 SECTION 3 NSC LETTER 11/2/78

YAMASHITA,	Katsutoshi	Chief, Kure Branch, Chugoku Finance Bureau.
TANAKA,	Kennosuke	Director, Hiroshima Railway Bureau.

Representatives from Labor Unions --- 4

HAMAZAKI,	Yoshiyuki	(Elect. Industry)
KAMEMOTO,	Kiyoto	(Harima)
MASUDA,	Toshi	(Occup. Force)
TOSHIMITSU,	Shigeru	(Amagasaki)

Representative from Financial Circle --- 1

NAMBA,	Kizo	Geibi Bank Kure Branch (Bank on duty)

Representatives from Enterpriser --- 3

SATO,	Giichi	Harima
IWAMOTO,	Senji	Kawanami
URABE,	Masahiko	Amagasaki

Presidet of Kure Chamber of Commerce & Industry --- 1

MIZUNO, Katsuya

Representative of the Press --- 1

ISHIZAKA,	Noboru	Head of Kure Office, the Asahi Press Co., Ltd.

Total 33

COUNSELLORS:

House of Councillors:

SASAKI,	Chikazo
YAMASHITA,	Gishin
YAMADA,	Setsuo
NITA,	Takeichi

House of Representatives:

IKEDA,	Hayato
MAEDA,	Einosuke
NADAGAWA,	Shunji
MIYAHARA,	Kozaburo

Grand Total 41

Harima Shipbuilding Works,Ltd.,
Kure Dock,Kure.
March 17, 1950.

Commanding Officer,
Chugoku Civil Affairs Region.

Sir,

With reference to my personal representation made to your headquarters on the 6th instant regarding the difficulties we are confronted in the operation of the Kure Dock, I beg to submit herewith, as directed, a document entitled "Present Conditions and Future Prospects of the Kure Dock of Harima Shipbuilding Works, Ltd.," prepared by us in support of my verbal statement.

In submitting the same, I wish to express to you, on behalf of the 4,500 employees at this dockyard and of myself, our sincerest appreciation of your high concern shown on the matter.

The reported difficulties of this dockyard being in such imminence, I cannot but beseech your good offices once again for your sympathetic support of our ardent appeal. Any advice you can give us in this connection shall be highly appreciated by us.

I remain, Sir,

Yours faithfully,

Chief of
Harima Shipbuilding Works' Kure Dock.

DIAMONDS

CONTENTS

1. Introduction
2. Situation at the Time of Reactivation of the Kure Dock
3. Review on Business Record
4. Recent Scope of Works
5. Future Prospect and Counter-plan of Our Enterprise
6. Conclusion.

Attachments

Fig. No.1 Layout of Kure ex-Naval Yard.
Fig. No.2 Layout of Plants of the Kure Dock.
Appendix No.1 SCAP Memorandum AG 561 GD (15 Dec. 1945).
Table No.1 (1) Schedule Chart of Manhours Employed from 1st April 1946 to the End of 1949.
(2) Figures for the Same.
(3) Cost Account Table for the Same.
Appendix No.2 An Excerpt from the Nippon Kaiji Shimbun.
Table No.2 (1) Manhours Employed During 1949.
(2) Cost Account Table for the Same.
Table No.3 (1) Schedule Chart of Manhours in (A) Plan.
(2) Graph for the Same.
Table No.4 (1) Contracts on Hand and Scheduled for 1950.
(2) Schedule Chart of Manhours in (B) and (C) Plans.
(3) Graph for the Same.
Table No.5 (1) Change in Number of Employees According to Crafts.
(2) Number of Employees.
Table No.6 Number of Employees by Age-groups.
Table No.7 Working Schedule from March 1950 to December 1951.

1. Introduction

The Kure Dock of the Harima Shipbuilding Works, Ltd., successfully accomplished within tis appointed period the salvaging and scrapping of disabled ex-naval vessels in the neighbourhood of Kure, thus fulfilling a vital role in the demilitarization program of SCAP. This was thirty months' achievement after taking over the reactivation responsibility of Kure ex-Naval Dock Yards.

It also prominently took its part in the salvaging and repairing of ordinary merchant vessels required under the Re-equipping program of inactive vessels planned by the Shipping Corporation (Sempaku Kodan) as a first step toward the rehabilitation of the Japanese shipping industry.

Through these industrial activities, the Kure Dock since its reactivation has served as a motive power of this locality, directly and indirectly, to expedite the rehabilitation of the Kure city, which is suffering from considerable war damages in addition to losing its foundation of economic sustenance at the total disappearance of naval activities.

Despite these notable achievement in the past and important contribution toward local welfare, however, the Kure Dock is facing at present a very critical situation not chiefly due to the economic reasons but to certain restrictions placed in the way of operation of the Dock Yard, the details of which we shall undertake to develop in the following chapters.

It is hoped that this study may supply sufficient data to justify our appeal for re-examination of restrictions placed on the operation of the Kure Dock.

2. Situation at the Time of Reactivation of the Kure Dock

Being authorized by the SCAP Memorandum AG 561 GD dated 15th December 1945 (Appendix No.1) to reactivate a part of the facilities of Kure ex-Naval Yard as from 1st April 1946, the Kure Dock has come to be operated as a private enterprise of the Harima Shipbuilding Works, Ltd., who commenced its work on the following foundation:

(1) Facilities.

As per Figs. No.1 and No.2, the scope of facilities authorized for use of the Kure Dock was a part of the shipbuilding and engineering sections of former Naval Arsenal, consisting of shipbuilding and engineering shops centering around the dry docks and building slips.

(2) Personnel

OUt of the employees of the ex-Naval Yard, those skilled workers who remained in the employment of the shipbuilding and engineering workshops were mostly taken over by the Harima Shipbuilding Works at the time of reopening of the Kure Dock.

(3) Management

At the responsibility of the Harima Shipbuilding Works, Ltd. the enterprise was originally financed with loans from the Rehabilitation Finance Bank, which duly repaid immediately after the completion of the scrapping operation of the ex-naval craft.

3. Review on Business Record

The actual results achieved in our main tasks in the course of four years since the reopening of the Kure Dock are shown on the attached table No.3, the background of which are roughly described as follows.

(1) Salvaging and scrapping of ex-naval vessels

We were engaged in disposing of disabled ex-naval vessels as our principal work till September 1948.

The operation was of unprecedentedly large scale. Dire shortage of materials and foods following the surrender made it all the more difficult for us to handle various technically perplexing problems. But with all our efforts, we succeeded in completing the task without a hitch.

Of the total amount of similar work, undertaken by several concerns throughout Japan at that time, the Kure Dock took 40% in its charge and excuted the assignment with exactness within the period directed.

(2) Salvaging and repairing of merchant vessels in general

With the progress of the Re-equipping program of inactive vessels planned by the Shipping Control Association (Sempaku Uneikai) and the Shipping Corporation (Sempaku Kodan) on one hand, and with the approaching completion of scrapping operation of ex-naval vessels on the other, the salvaging and repairing of merchant vessels gradually became the main engagement in the latter part of 1948.

The technique and facilities improved and accumulated in the process of refloating ex-naval vessels perfectly displayed their power in the salvage of merchant ships, marking an epoch in the history of Japanese salvage.

Several sunken vessels deemed unsalvageable technically and unpaying economically according to the past ideas, were actually salvaged and repaired under an advantageous paying basis and are now in commission.

In major repairing, the following factors enable us to economize expenses and shorten working terms.

i. A running through operation from salvaging to repairing is feasible.

ii. Superiority of the working facilities.

iii. The technique in particular of the hull section and engineering and equipping section is outstanding.

The absolute reliability in quality of workmanship is proved by the fact that we were accorded twice in 1948 and

1949, commendation from the Minister of Transportation and the Director of Maritime Bureau respectively.

For your imformation, an excerpt from the Japanese Maritime Newspaper (Nippon Kaiji Shimbun) is attached to endorse the above mentioned fact. (Appendix No.2).

4. Recent scope of works

As is shown on the attached table No.2-(1) the main part of the scope of works for the past one year was occupied by major repairs, 71% of the total revenue being drawn from major repairs with 33% of the total manhours consumed concentrated therein. The attached table No.2-(2) figures the composition.

The actual production record for 1949 of running repairing of merchant vessels stood at 278,000 tons (or average 23,000 tons monthly). As sequence of the transfer to the owners of the controlled vessels by the civil Maritime Commission and through other reasons, repairing cost as a whole was called for a drastic cut. This trend had sometimes gone so far as to force us to receive orders, manifestly incurring a loss, in order to evade idleness in labour.

The actual income from this source constitutes a little more than 12% of the total revenue.

Miscellaneous orders from the Occupation Forces and others bring about 16% of the total revenue. It is anticipated that roughly this amount of works can be secured hereafter.

In short, our state of business for 1949 shows that despite the utmost difficulty in cash financing resulting from the current monetary stringency, we were somehow enabled to carry on our management in making both ends meet by securing the sufficient amount of work in these three categories.

5. Future Prospect and Counter-plan of Our Enterprise

With reference to the preceding paragraph, we shall hereunder study the future prospect of our enterprise.

(1) Major ship repairing

The major ship repairing has occupied the main part of work of the Kure Dock as stated in Paragraph 4. However, the situation is that there no longer remain any sunken or inactive vessels in the neighbouring waters worthy of repairs to be financed at the shipowner's own funds or under the loan of the counter-aid fund, as is the case of the Tatsuwa Maru. Unless the restriction forbidding us to partake in the conversion of ships is so modified as to enable us to contact for conversion or rather reinforcement in nature of the "war-time" standard vessels, the amount of our work under this category would have to be reduced drastically in future.

Conversion works of the "war-time standard" type 2A and 2TL vessels with a view to acquiring international classification, under the reorientation program of ocean-going vessels, are being planned and some have already been materialized since early in 1950. However, the three former arsenal shipyards have been completely barred from partaking in the above project for reasons which we cannot understand, because the Memorandum to the Japanese Government on the subject of restriction on new ship construction and conversion of ships stipulated no specific restriction on shipyards to be employed, while in the accepted definition in Japan, "repairing" of ships included minor alteration of ships.

(2) The plan to dispatch personnel to the Aioi Plant, Harima Main Works.

The works schedule of the Aioi Plant discloses shortage of 356,000 manhours in the period up to spring 1951, due to the conversion works of large type "war-time standard" vessels which have to be carried out in parallel with the Fifth New Ship Construction Program. To meet with this situation, it is being planned to dispatch a part of the employees of the Kure Dock to cover the shortage of working capacity. The number of employees to be detailed is slated at 800 men per day, at the most, when we take into consideration both the amount of work and the accomodation capacity of the Aioi Plant.

(3) Measure to increase the amount of ordered work for running shiprepairing and other miscellaneous works

Our whole-hearted effort must be paid to secure increased

new orders that we may undertake. However, being affected by general market conditions and also by the capacity of the plant, there is always a limit to the amount that can be obtained. Judging from the current situation of the shipping and shipbuilding fields, we can hardly expect to secure a monthly average tonnage of more than 25,000 tons for running repairing, since our records in the past show that our monthly tonnage of running repairing averaged at 23,000 gross tons, requiring 1,000 manhours thereof.

It is more so when we take into consideration the geographical condition of Kure which is at remote distance from shipping centers like Kobe or Yokohama.

(4) Furtherance of conversion plans of plant

It is surmised that the amount of works can be considerably increased by utlizing the excellent capacity of the Kure Dock and its machinery facilities, subject to the authorizations, to carry out the manufacture of the following kind of products.

i. Machines for general industrial use.

ii. Power facilities for generating plants.

iii. Heavy apparatus for chemical use.

iiii. Steel structures for use on land.

The manufacturing of the above products can be undertaken from the next year after making necessary appropriation of funds and arrangement for required materials.

However even if the contemplated conversion should be authorized to our full desire, it must still be considered as a by-work to be undertaken by this shipbuilding yard. No matter how great may be the amount of such by-work, it must be borne in mind that such kind of task can never replace major ship repairing, as the facilities there are systemized most efficiently for the specific purpose as a shipyard.

Moreover it would require time for preparation to accomplish conversion technically. Under the current situation, considering also from the financial angle, it is viewed that things would not be ready to start rolling on until after March 1951, at the earliest.

DECLASSIFIED - E.O. 12065 - SECTION 3 (E) 7 - NARA, DATE 11-30-82

(5) Petition for relaxation or removal of operational restriction

As has been repeatedly stated in the foregoing paragraphs, there exists a limit to the amount of orders that can be undertaken in running ship repairing and other miscellaneous tasks. Even the conversion of enterprise itself cannot be planned without causing reduction in the scale of the enterprise. Furthermore, its early accomplishment cannot be expected due to restrictions from within and without the enterprise. In order to maintain its present scale of management and further to achieve a sound development in the future, we cannot help praying for the relaxation of its operational restrictions or total removal of them.

Submitted hereunder is a study to show how our business should be reoriented presuming that the restrictions are to be relaxed or removed.

i. Provisional counter-measure:

Immediate relief is obtainable by working on, at the Kure Dock, conversion of a 2 TL and a 2A type vessel which are contracted at present for our Main Works at Aioi.

ii. Permanent counter-measure:

Presuming that the provisional measures were to be carried into effect, it would still be extremely doubtful to secure the likewise conversion works constantly. Inasmuch as the Kure Dock remains as a private convern, it is considered that it can hardly establish itself firmly on a long range management basis without building new ships. The outline of the merits in carrying out the construction of new ships at the Kure Dock shall be summarized in the below.

The latest technique in shipbuilding of the Western countries has succeeded in bringing around a notable reduction of construction cost and improvement in quality of ships, by adopting the large block method welding system and by the incidental improvement of the technique and materials.

Meanwhile, the Japanese shipbuilding system has made very little achievement and it is a fact that Japan's shipping and shipbuilding industries, supposed to bear the foremost roles in the rehabilitation of national economy, have fallen far behind in the light of international standard. In order to adopt their advanced

DECLASSIFIED E.O. 12065 SECTION 3 NLJ 7

method in shipbuilding and thus reduce the cost, what is needed foremost is a spaceous assembling yard and building berth equipped with cranes of grand capacity.

A great amount of fund will be required by other existing shipbuilding yards to refix such facilities, whereas the facilities of the Kure Dock would fully meet the latest shipbuilding requirement. Especially, its facilities in building large type vessels can find no equal in the field. We can not only economize more than 7% of the final cost but also expect the shortening of time by more than 10%. It must be specially noted that all such opprational factors as had been required in our major repairing, capacity, technique, facilities and machinery - can be applied as they are to the construction of new ships without any special alteration.

iii. Manufacture of marine engines:

The same applies to the manufacture of marine engines. We are able to make a great contribution in increasing the productive capacity of diesel engines for large type ships by employing our facilities of the machine-tool shop (characteristic of large type and precise processing) and our superior technique in assembling. Furthermore, much can be expected of the Kure Dock in respect of the facilities and skilled technique it possesses, with regard to the manufacture of various types of auxiliary engines.

6. Conclusion

Taking into consideration the prospects of our enterprise and counter-plan thereof as described in the proceding paragraph, scope of works to be handled under the following two conditions will be hereunder examined.

i. In case new ship construction and conversion of ships are to be undertaken, having operational restrictions removed.

ii. If the strict application of restrictions regarding shipbuilding are to be enforced.

(1) Plan "A" (See attached Table No.3-(1),(2))

If the operational restrictions enforced at present were lifted and new ship construction including ship conversion could be undertaken in the near future, the present capacity for repairing can adequately fulfil the requirement of simultaneous conversion of a "TL" and a "A" type vessel.

DECLASSIFIED E.O. 12065 SECTION 3 NSC 7 MAR 80

Further, if new ship constructions are to be commenced, employing the present number of workmen alone, construction capacity is estimated at about 24,000 gross tons a year in large oil tankers. (Construction capacity of the shipbuilding facilities of this yard will be no less than 80,000 gross tons annal.)

(2) Plan "B" & "C" (See attached Table No.4-(1),(2),(3))

The work schedule is formulated upon the following basis:

i. Estimation of the maximum amount of running repairing and miscellaneous works that can be reasonably desired, taking it for granted that there will be no more major repairing due to the continuous enforcement of operational restrictions as at present.

ii. Manpower detailed to the Main Works is being considered under two periods, in contemplation of the current situation in the shipping and shipbuilding circles.

An acute decline is shown in the amount of possessed works at the end of respective period, the first, upon completion of the major repairing of the Tatsuwa Maru (July 50), and the second, roughly with the accomplishment of the 5th new ship construction and ship conversion at Aioi Plant (February 51). As a result, a daily average of 1,300 men after the first period and another 800 after the second would be noted as non-operating. This means that the above number of employees would have to be discharged, in case operational restrictions are not relaxed. (Shown clearly with figures in Table No.5-(1),(2)).

Attached Table No. 6 shows the age list of the employees under our employment at present.

Attached Table No. 7 gives the figures comparing the scope of works under the current situation and under plans "A", "B" and "C".

DECLASSIFIED E.O. 12065 SECTION 3 Vol 7 NARS DATE 11-24-98

(3) Conclusion

It is considered that the discharge of a number of personnel, at least of the scale as shown in Plans "B" and "C", is unavoidable in the near future, despite all our efforts to maintain complete employment, unless the relaxation or removal of present operational restrictions can be expected.

- END -

DECLASSIFIED E.O. 12065 SECTION 3 VOL 7 NARS DATE

GENERAL HEADQUARTERS

SUPREME COMMANDER FOR THE ALLIED POWERS

15 December 1945

AG 561 (15 dec. 45) GD

MEMORANDUM FOR : IMPERIAL JAPANESE GOVERNMENT

THROUGH : Central Liaison Office, Tokyo.

SUBJECT : Reactivation of facilities at Kure Navy Yard.

1. You are directed to place in operation those facilities at the Kure Navy Yard which can be used for salvage and for the maintenance and repair of merchant and demilitarized Naval vessels. Facilities which do not contribute to this purpose will not be reactivated.

2. This directive does not authorize deferment of demobilization of Naval personnel currently employed at this or other Navy Yards. It is contemplated that personnel requirements to place Kure in operation will be met entirely from civilian sources.

3. You will establish at Kure a salvage and scrapecenter to accomplish salvage, scrapping or stripping of useble parts of shipping in the vicinity which is beyond repair.

4. Reactivation of industrial facilities directed herein will not interfere with the operation of port facilities required for the logistic support of occupation forces.

FOR THE SUPREME COMMANDER:

H. W. ALLEN,
Colonel, A.G.D.
Asst. Adjutant General

Received: 16 Dec. 13:45
Shukan : 1 Bu
Copy : 3 Bu - 2Ka Somubucho

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNDS NOT

NIPPON KAIJI SHINBUN (Nippon Maritime News)
February 4, 1950

SHIPOWNERS DECIDE TO CURTAIL TIME AND COSTS, AND USE FORMER NAVY YARDS FOR TANKER CONVERSION

The Ministry of Transportation had previously explained to all shipowners its prospectus covering conversion costs of ships, time length of conversion work, labour expenditures, allotment of counterpart funds, etc., as regards the problem of converting TL type tanker vessels. The shipowners subsequently, conducted a careful study of the prospectus with the Tanker Association as their central organ, and decided as a result, to utilize the facilities of the former navy yards, curtail conversion costs (about ¥230,000,000), shorten time required for conversion (2 to 4 months), etc., and approach the Ministry of Transportation with a petition based on the decision.

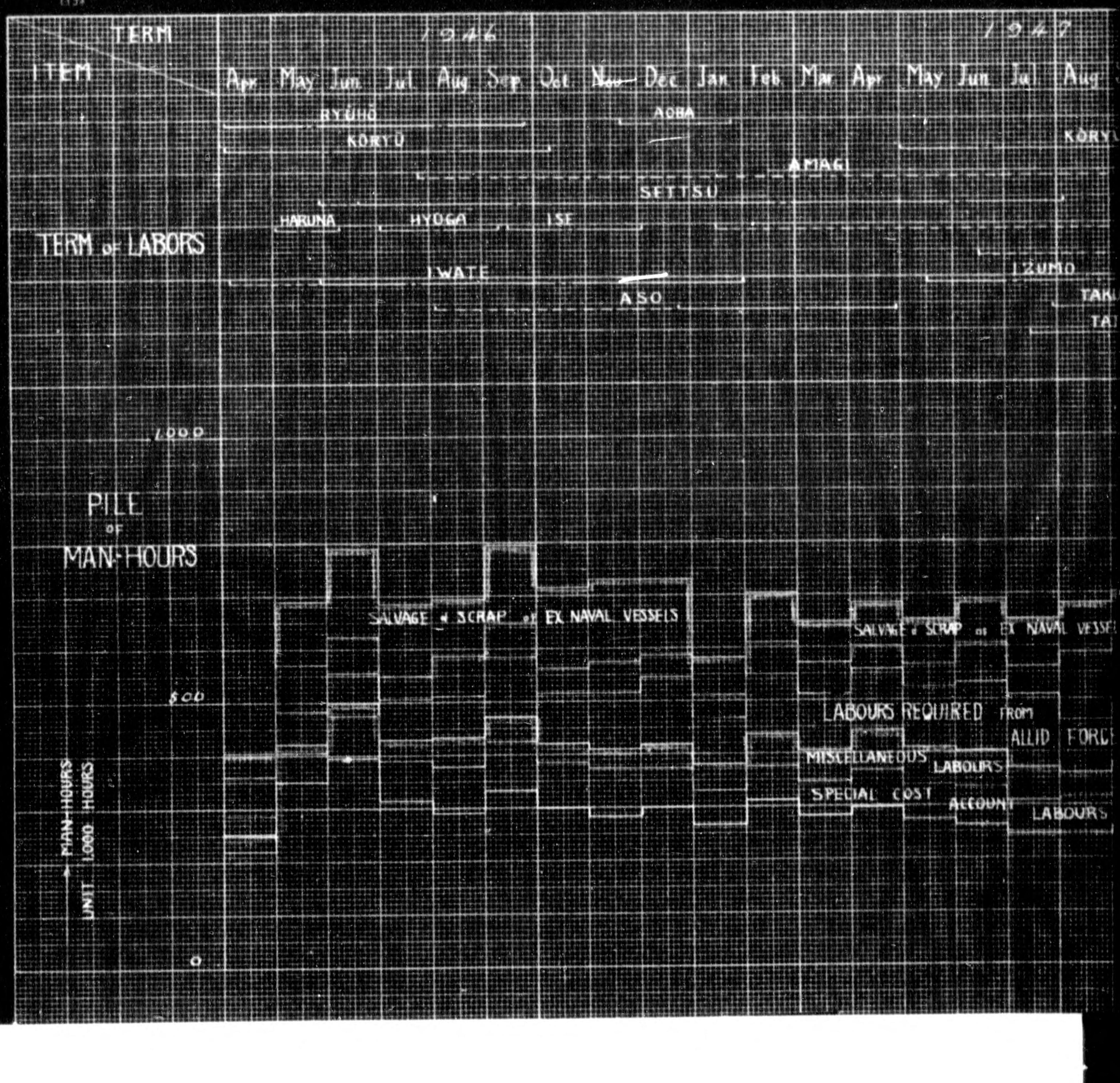
In other words, the shipowners consider that at present, the shipyards capable of carrying out conversion work on the sixteen tanker vessels centering on the TL type tanker vessels, will be tied up with building ships scheduled under the Fifth Shipbuilding Program and with conversion of A type cargo vessels. They further believe that as the cranes found in the shipyards are small in scale, there may be limitations in the use of these cranes for refitting hulls and decks of the conversion ships, and therefore it was decided to petition for the use of former navy yard facilities and ask that a smooth and expedite conversion work be made possible.

The time required for the conversion work is based on the necessity of the shipowners to carry out the conversion without finacial loss and to acquire classification for the vessel at the earliest possible date. Especially as regards carrying out the conversion without finacial loss, the prolongation of conversion work will increase the "off hire" losses, and although, special fixed charterage is contemplated to be paid as in the case of refitting the A type cargo vessels, the shipowners wish for an expedite completion of conversion work. The classification of the vessels has a vital bearing on the international trust in these vessels and the early classification of the vessels is very desirous, and the shipowners feel that they must ask for early acquisition of classification and not look forward to the sympathies of the authorities only.

As regards the labour expenditures needed for the conversion, the amount of ¥300,000,000 was initially estimated, this amount included the costs of renewing the main propelling machinery, and it is anticipated that following surveys by classification bodies, many vessels will find it unnecessary to make such renewals. It is hoped also that the conversion plans and estimates of costs be submitted to the Ministry of Transportation at the earliest possible date.

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNBS NO.

Table No 1(1)

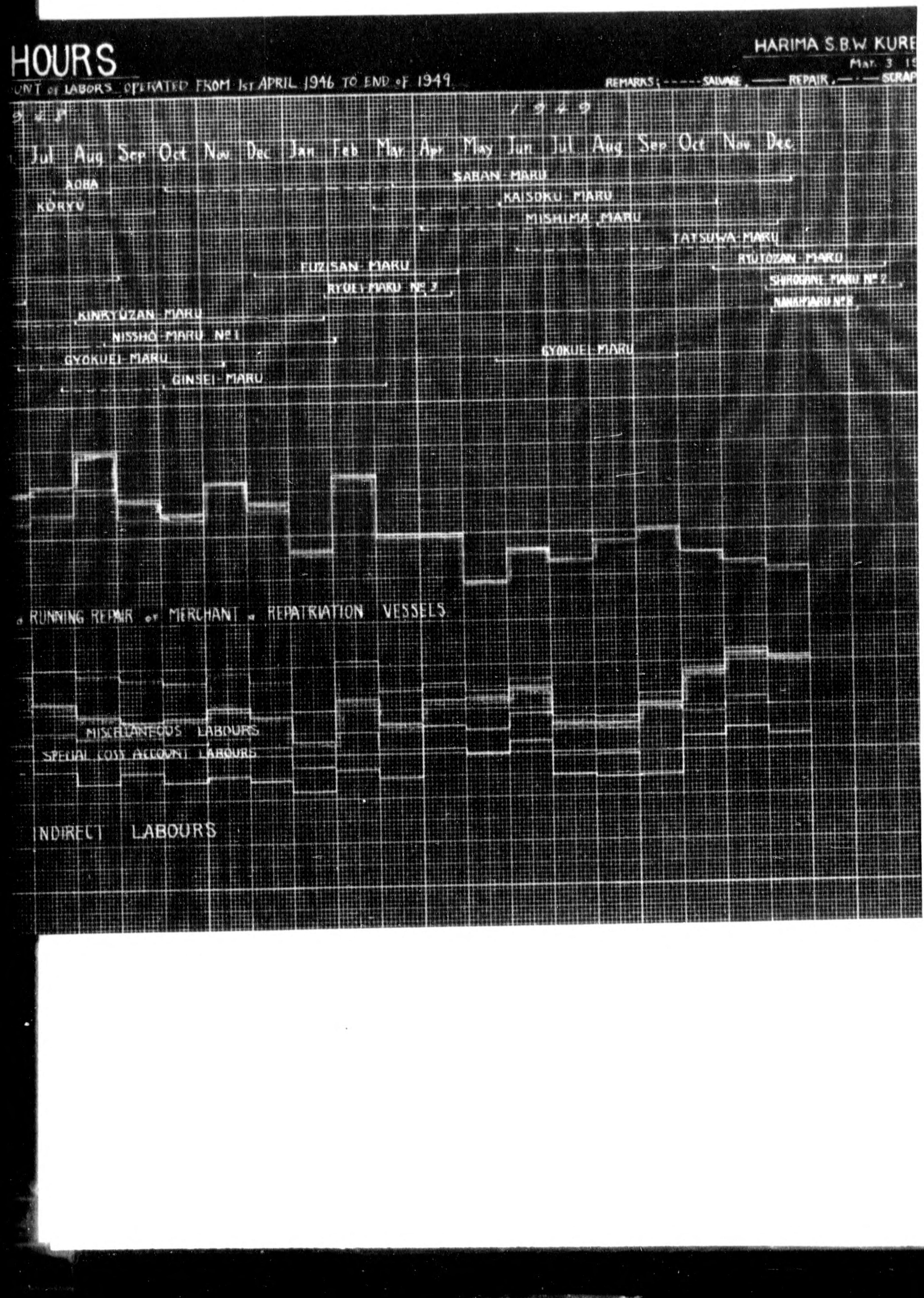


DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNBS NOT

SCHEDULE OF MAN-HOURS

AMOUNT of LABORS OPERATED FROM 1st APRIL 1946 TO EN

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSG NOT



DECLASSIFIED E.O. 12065 SECTION 3 402 / NNBS NOT

Table Nº 1 (2)

ITEM \ TERM	1946									1947								
ITEM	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.
SALVAGE & SCRAP FROM NAVAL VESSELS	102	120	106	135	107	109	152	152	102	71	92	74	82	85	85	87	90	
DOCKS, DRYDOCKING, REPAIR & MAINTENANCE OF INDUSTRIAL PLANTS	76	88	65	45	76	62	64	45	94	93	60	60	63	61	72	85	126	
LABORERS REQUIRED FROM ALLIED FORCES	33	41	68	96	96	113	91	102	127	88	113	109	116	106	130	135	161	
MISCELL. LABORS	292	423	499	429	435	472	466	409	407	380	408	405	403	416	403	329	384	
TOTAL	403	671	771	685	674	756	715	730	730	682	763	648	684	682	690	656	681	

DECLASSIFIED E.O. 12065 SECTION 3 402 / NNBS NOV

SCHEDULE OF MAN-HOURS

AMOUNT OF LABORS OPERATED FROM 1st APRIL 1946 TO END OF

1947										1948											
Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
82	85	85	87	96	82	92	80	48	32	49	48	60	70	48	45	53	48	16	8	17	4	5	
93	91	92	85	126	131	145	152	230	197	141	159	152	244	264	303	428	362	369	325	287	262	407	3
46	116	130	138	164	110	89	96	91	108	122	97	81	85	96	49	58	93	80	99	84	96	86	7
443	410	403	370	362	380	320	335	367	307	365	368	399	394	459	402	397	387	389	409	387	329	426	3
84	82	690	650	681	703	643	693	780	678	720	680	796	795	963	919	996	858	852	722	845	715	924	7

DECLASSIFIED E.O. 12065 SECTION 3 402 7 NNSC NO

HARIMA S.B.W. KURE DOCK

ROM 1st APRIL 1946 TO END OF 1949

Mar. 3 1950

185-A

1949

	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
	8	16	8	11	4	5	9	7	6	3					
	389	405	387	362	419	368	395	443	293	363	400	377	266	201	203
	80	99	81	90	86	74	87	77	43	18	10	24	9	14	7
	389	409	389	367	424	368	421	446	443	363	360	405	404	316	303
	852	900	866	815	900	799	798	690	760	900	778	806	749	699	613

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

Table No. 1 (3)

A261

DIVISION OF LABORS	ITEM \ TERM	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
		1948									
SALVAGE & SCRAPPING EX. NAVAL VESSELS	LABOUR COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	INDIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	MATERIAL COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	DIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	MANUFACTURING COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	GENERAL MANAGING & SELLING COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	TOTAL COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
MAJOR & RUNNING REPAIR [illegible]	LABOUR COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	INDIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	MATERIAL COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	DIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	MANUFACTURING COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	GENERAL MANAGING & SELLING COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	TOTAL COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
LABOURS REQUIRED FROM ALLIED FORCES	LABOUR COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	INDIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	MATERIAL COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	DIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	MANUFACTURING COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	GENERAL MANAGING & SELLING COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	TOTAL COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
…OUS LABORS	LABOUR COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	INDIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	MATERIAL COST	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	DIRECT EXPENSE	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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

COST ACCOUNT

AMOUNT OF C

1947

Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	To

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

UNT TABLE

AMOUNT of COST OPERATED FROM 1st APRIL 1946 TO END of 1949

1 9 4 8

ov Dec Jan Feb Mar Apr May Jun Jul Aug S.P Oct Nov Dec Jan Feb

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

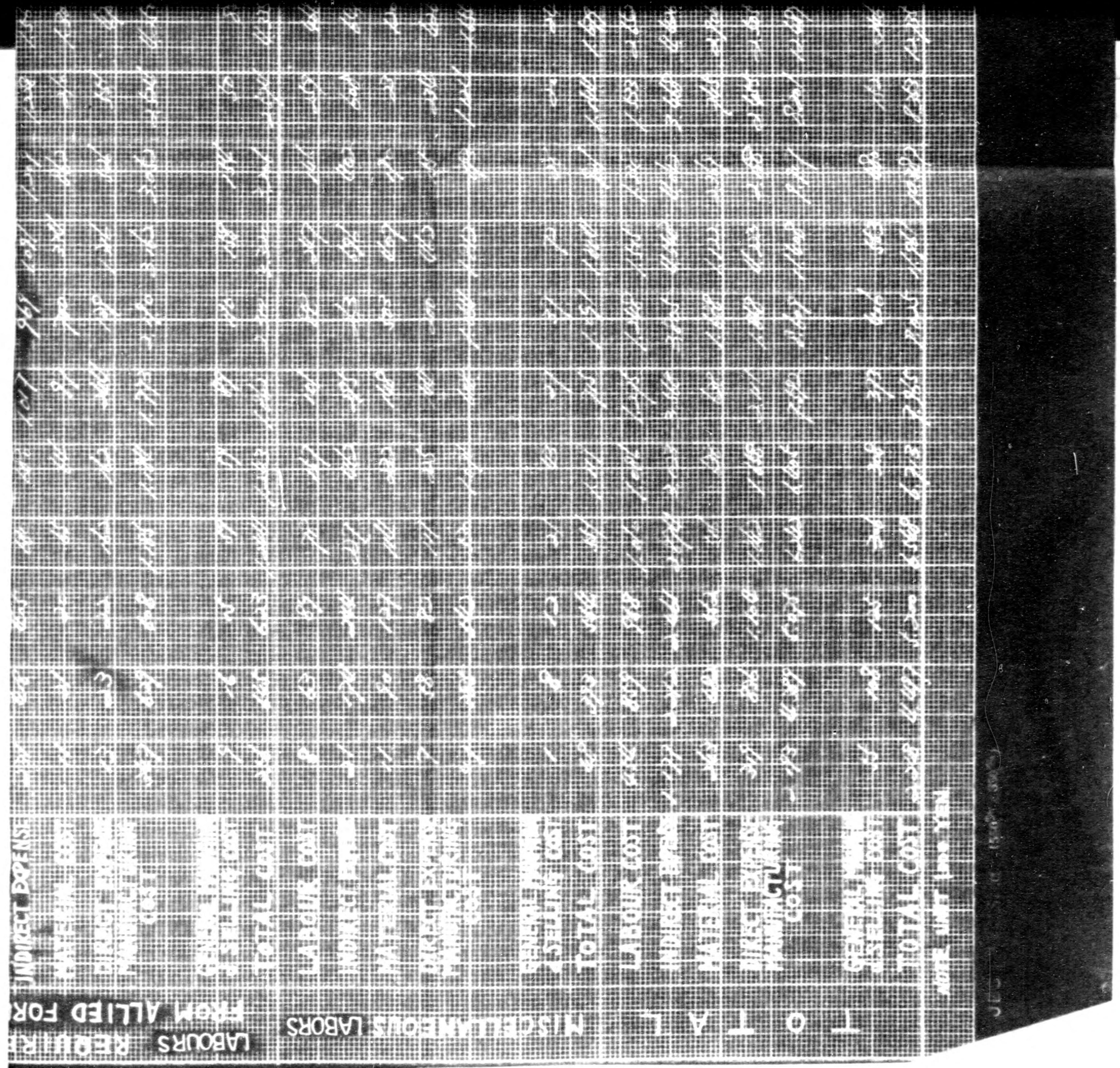
HARIMA S.B.W. KURE DOCK

Mar. 3. 1950

125A

		1949											
Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
407	265	263	307	544	491								
433	2,753	286	331	662	380								
285	287	83	3	67									
[illegible]	21,877	391	473	745	186								
[illegible]	26,992	973	1,134	2,025	1,057								
56	397	26	60	11	37								
[illegible]	22,709	1,047	[illegible]	2,1[illegible]	1,094								
7,888	7,708	[illegible]	21,186	20,809	9,690	6,607	7,338	21,600	[illegible]	[illegible]	1,882	1,882	[illegible]
18,387	18,382	25,961	49,800	25,080	24,167	17,283	21,208	26,160	30,800	18,[illegible]	20,253	15,090	13,102
15,765	3,646	25,629	21,479	31,085	8,625	23,703	84,222	20,417	20,108	17,398	18,994	[illegible]	9,825
1,560	[illegible]	16,289	20,497	18,988	15,586	9,002	31,720	17,320	16,488	18,825	[illegible]	16,223	9,385
61,966	51,588	79,979	96,970	95,722	67,698	82,825	94,850	84,151	90,309	88,067	77,208	68,936	86,100
1,570	1,206	2,351	3,601	3,853	2,369	3,013	4,207	5,213	5,368	5,274	4,405	3,375	3,467
[illegible]	52,866	80,670	100,371	99,205	70,067	87,928	99,557	89,474	95,677	93,061	81,637	72,301	89,595
2,625	2,660	3,965	4,509	4,183	2,288	1,000	1,329	1,068	867	1,023	491	340	423
809	1,085	1,797	2,063	1,864	1,297	1,116	1,882	1,577	1,088	1,284	650	767	694
160	136	101	766	544	183	344	1,563	544	591	493	506	420	284
260	287	1,128	1,194	1,795	760	770	319	244	159	540	226	310	188
[illegible]	6,668	6,773	8,600	8,593	6,310	3,250	5,283	3,443	2,705	4,459	1,871	1,841	1,439
156	261	266	304	380	251	116	178	205	167	288	112	88	86
[illegible]	6,609	7,217	5,986	8,283	4,661	3,844	5,461	3,248	2,861	6,727	1,883	1,287	1,265
[illegible]	2,253	2,182	3,045	1,602	1,025	495	550	2,046	1,823	4,646	2,148	4,489	4,621
[illegible]	2,605	2,185	3,863	2,216	1,771	1,055	1,794	1,150	2,537	1,795	1,886	2,481	[illegible]
176	897	271	768	1,286	208	96	897	468	281	2,067	721	3,612	10,665

DECLASSIFIED E.O. 12065 SECTION 3 402



DECLASSIFIED - E.O. 12065 - SECTION 3.4(b) / NNDB-No.

DECLASSIFIED E.O. 12065 SECTION 3-402 / NNDB Motice

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

444	460	176	101	366	544	183	366	1.363	344	591	493	306	692	344
261	260	787	1.128	1.194	1.795	760	770	317	044	157	500	226	310	188
5.625	5.626	6.468	6.773	8.600	8.593	6.310	3.050	5.083	3.443	2.705	4.459	1.871	1.641	1.439
156	156	261	266	304	380	151	114	178	205	167	268	114	98	86
6.671	5.672	6.669	7.247	8.886	8.883	6.461	3.366	5.261	3.648	2.821	4.727	1.983	1.739	1.525
1.600	1.600	1.323	1.180	3.008	1.601	1.175	185	150	1.046	1.323	4.644	2.168	4.689	4.221
1.772	1.771	1.405	1.150	3.563	2.216	1.721	1.058	734	1.642	2.537	1.795	7.926	2.481	[illegible]
175	176	807	271	768	1.786	118	76	397	688	281	2.167	701	3.644	10.668
9.468	9.468	2.726	5.580	7.760	2.867	4.083	6.445	2.375	1.665	8.311	4.356	2.117	6.004	8.416
5.076	15.075	14.601	12.183	14.888	8.111	7.367	7.881	5.778	5.281	8.066	6.721	8.886	10.646	14.780
375	375	605	425	576	285	257	277	204	308	573	1.088	586	1.488	900
15.651	15.450	16.836	12.648	15.604	8.396	7.604	8.168	5.700	5.690	8.027	17.820	16.522	14.284	17.184
23.570	23.710	25.122	28.070	33.615	27.175	23.644	16.102	18.217	23.356	26.447	28.227	17.200	16.773	16.916
3.450	25.450	26.605	30.776	36.747	27.260	17.237	17.744	20.844	19.421	22.862	25.821	26.603	21.880	16.625
14.444	14.444	4.611	5.896	20.576	23.077	5.786	26.163	68.966	4.449	21.786	20.466	20.091	28.695	18.897
[illegible]	20.800	115.374	16.860	29.506	36.606	20.305	35.887	35.606	17.001	17.750	25.204	25.187	23.107	32.087
86.576	86.574	101.549	101.248	101.674	116.501	86.082	96.066	165.651	83.445	101.660	103.298	97.025	90.592	81.287
2.097	2.097	2.619	2.576	4.001	6.009	2.986	3.606	5.097	5.557	6.038	6.681	4.438	5.341	4.547
86.673	86.673	104.168	104.530	105.785	116.570	83.206	97.670	150.740	88.450	107.167	115.371	87.383	95.166	85.754

UES A2 Size

MAN-HOURS

Table Nº 2 (1)

HARIMA S.B.W. KURE DOCK
Mar. 15. 1950.

ITEM \ TERM	1949 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
TERM OF LABOURS	KOHRYŪZAN-MARU NISSHŌ-MARU Nº1 GINSEI-MARU FUZISAN-MARU RYŪEI-MARU Nº3 NICHIGYOKU-MARU ZINTSŪGAWA-MARU NANEI-MARU NANRYŌ-MARU Nº7 KINYŪ-MARU Nº4 SŌEI-MARU HIBARI-MARU YAYOI-MARU KINZAN-MARU Nº2 KATOKU-MARU WAKAKUSA-MARU TATSUNO-MARU HIKACHI-MARU EHIKA-MARU TŌYŪ-MARU Nº1 DAIFŪ-MARU 00-21 EIDHŌ-MARU TATSUMIYA-MARU KEIZAN-MARU DATE-MARU MS-18 MS-20 KŌAN-MARU ISUZU-MARU MS-28 HAYASAKA-MARU TATSUHI-MARU MS-16 MS-14 KURETAKA-MARU MOZI-MARU TENWA-MARU EISHŌ-MARU HŌTYO-MARU KAZAN-MARU TERUKUNI-MARU Nº1 SŌEI-MARU AKEBONO-MARU Nº1 MS-3 MS-4 CP-18 MS-45 MS-13 MS-48 MS-5 TENWA-MARU JATSUWA-MARU ISHIKARIGAWA-MARU AKEBONO-MARU Nº5 AKEBONO-MARU Nº6 AKEBONO-MARU Nº7 MS-21 SHŌEI-MARU FLYERSON KINRYŪZAN-MARU TOKUYŌ-MARU Nº6 TOKUYŌ-MARU Nº7 MS-24 MS-44 TOKUYŌ-MARU Nº3 TOKUYŌ-MARU Nº5 TOKUNŌ-MARU Nº12 TOKUYŌ-MARU Nº13 TOKUNŌ-MARU Nº21 TOKUNŌ-MARU Nº22 RYŪTŌZAN-MARU FUZISAN-MARU NISSHIN-MARU Nº6 NISSHIN-MARU Nº7 KAIŌ-MARU NISSHŌ-MARU Nº1 AKEBONO-MARU Nº2 KINYŪ-MARU Nº4 SŌEI-MARU FUZI-MARU Nº3 KIZAN-MARU EISHŌ-MARU KINRYŪ-MARU GINSEI-MARU SHŌEI-MARU Nº7 TETSUEI-MARU Nº3 KŪKU-MARU Nº10 TAKASAGO-MARU SORUI NIHON-MARU GYOEI-MARU TAKAZAN-MARU MEISHŌ-MARU TAKIZAN-MARU KYŌ-MARU Nº2 TENWA-MARU HAKUSAN-MARU Nº2 NANKI-MARU Nº8 KINRYŪ-MARU Nº4 SŌEI-MARU TENWA-MARU											
SCRAPPING	4	5	9	7	6	3						
SALVAGES SABAN-MARU	7	17	26	6								
SALVAGES KAISOKU-MARU				3	3	1						
SALVAGES MISHIMA-MARU												

NOTE.
------- SALVAGE

DECLASSIFIED E.O. 12065 SECTION

NOTE.
------- SALVAGE

				KEIZAN-MARU DATE-MARU	KURETAKA-MARU MOZI-MARU TENWA-MARU	TETSUEI-MARU No4 TENWA-MARU	KEIZAN-MARU	TOKUYŌ-MARU No5 TOKUYŌ-MARU No12 TOKUYŌ-MARU No13 TOKUYŌ-MARU No21 TOKUYŌ-MARU No22			TENWA-MARU		TAKUZAN-MARU KYŌ-MARU No3 TENWA-MARU
SCRAPPING		4	5	9	7	6	3						
SALVAGES	SABAN-MARU	7	17	26	6								
	KAISOKU-MARU				3	3	1						
	MISHIMA-MARU				1	7	10	9	7	3	-3		
	TATSUWA-MARU							2	9	14	15	17	15
	TOTAL	7	17	26	10	10	11	11	16	17	12	17	15
MAJOR REPAIRS	KINRYŪZAN-MARU	42	10										
	NISSHŌ-MARU No1	61	50										
	GINSEI-MARU	63	74	41									
	FUZISAN-MARU	78	161	143	163	23							
	RYŪEI-MARU No3		13	29	35	2							
	SABAN-MARU			4	94	148	156	156	197	124	97	4	23
	KAISOKU-MARU						6	22	28	58	29	12	
	MISHIMA-MARU								4	30	35	108	63
	GYOKUEI-MARU		1	3	3	16	85	98	113	113	34	3	
	RYŪTOZAN-MARU									1		11	19
	HAKUGIN-MARU No2												6
	NANKI-MARU No8												15
	TATSUWA-MARU												11
	TOTAL	244	309	220	295	189	247	276	342	326	195	138	137
RUNNING REPAIRS		111	91	102	28	44	35	66	42	34	59	46	51
MISCELLANEOUS LABORS	REQUIRED FROM ALLIED FORCES	70	86	74	37	17	23	18	14	24	9	12	7
	OTHER MISCELLANEOUS LABORS	37	46	30	23	15	14	22	33	77	56	65	82
	MANUFACTURING EQUIPMENTS FOR SHIP REPAIRINGS	16	29	27	36	56	42	50	39	28	31	34	21
	TOTAL	123	161	131	96	88	79	90	86	129	96	111	110
SPECIAL COST ACCOUNT LABORS	PATTERNING	3	5	4	5	4	5	3	3	3	3	2	4
	CASTING	6	10	8	7	7	8	9	10	9	11	9	10
	FORGING	4	5	3	4	4	4	4	5	7	5	5	5

DECLASSIFIED E.O. 12065 SECTION 3 4 (

	TOTAL	7	17	26	10	10	11	11	16	17	12	17	15
MAJOR REPAIRS	KINRYŪZAN-MARU	42	10										
	NISSHŌ-MARU Nº 1	61	50										
	GINSEI-MARU	63	74	41									
	FUZISAN-MARU	78	161	143	163	23							
	RYŪEI-MARU Nº3		13	29	35	2							
	SABAN-MARU			4	94	148	156	156	197	124	97	4	23
	KAISOKU-MARU						6	22	28	58	29	12	
	MISHIMA-MARU								4	30	35	108	63
	GYOKUEI-MARU		1	3	3	16	85	98	113	113	34	3	
	RYŪTOZAN-MARU									1		11	19
	HAKUGIN MARU Nº2												6
	NANKI-MARU Nº 8												15
	TATSUWA-MARU												11
	TOTAL	244	309	220	295	189	247	276	342	326	195	138	137
RUNNING REPAIRS		111	91	102	28	44	35	66	42	34	59	46	51
MISCELLANEOUS LABORS	REQUIRED FROM ALLIED FORCES	70	86	74	37	17	23	18	14	24	9	12	7
	OTHER MISCELLANEOUS LABORS	37	46	30	23	15	14	22	33	77	56	65	82
	MANUFACTURING EQUIPMENTS FOR SHIP REPAIRINGS	16	29	27	36	56	42	50	39	28	31	34	21
	TOTAL	123	161	131	96	88	79	90	86	129	96	111	110
SPECIAL COST ACCOUNT LABORS	PATTERNING	3	5	4	5	4	5	3	3	3	3	2	4
	CASTING	6	10	8	7	7	8	9	10	9	11	9	10
	FORGING	4	5	3	4	4	4	4	5	7	5	5	5
	OTHERS	48	63	49	35	43	45	27	32	35	37	52	48
	TOTAL	61	83	64	51	58	62	43	50	54	56	68	67
INDIRECT LABOURS		215	268	247	311	295	325	248	242	246	331	349	333
TOTAL		765	934	799	778	690	762	734	778	806	749	729	713

REMARKS: UNIT 1,000 HOURS

DECLASSIFIED E.O. 12065 SECTION 3(E)

COST ACCOUNT TABLE

Table № 2 (2)

HARIMA S.B.W. KURE DOCK
Mar. 15. 1950

DIVISION OF LABOURS	ITEM \ TERM	1949 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
SCRAPPING OF EX. NAVAL VESSELS	LABOUR COST	263	327	541	491								
	INDIRECT EXPENSE	286	331	462	380								
	MATERIAL COST	33	3	67	0								
	DIRECT EXPENSE	391	473	755	186								
	MANUFACTURING COST	973	1.134	2025	1.057								
	GENERAL MANAGING & SELLING COST	34	40	71	37								
	TOTAL COST	1.007	1.174	2.096	1.094								
REPAIR OF MERCHANT VESSELS — SALVAGES	LABOUR COST	431	1.174	1.670	626	675	701	1.016	1.081	1.105	807	1.126	985
	INDIRECT EXPENSE	647	1.688	2.272	787	1.043	1.033	1.102	1.627	2051	1.202	1.679	541
	MATERIAL COST	70	487	527	308	414	488	118	468	683	221	1438	787
	DIRECT EXPENSE	1.700	8.252	8.068	5.602	17.734	11.433	4.750	5.841	7.623	7.208	7.888	4013
	MANUFACTURING COST	2848	11.601	12537	7.323	19886	13.655	7.186	9.019	11.462	11.440	12131	12.300
	GENERAL MANAGING & SELLING COST	100	406	437	255	675	506	367	516	778	651	727	608
	TOTAL COST	2.948	12.007	12.976	7.578	20.581	14.161	7.553	9.535	12.240	12.091	12858	12.908
	LABOUR COST	14.650	18585	13.015	17.219	11.021	14574	16225	20.1143	19123	11.516	8202	8.182
	INDIRECT EXPENSE	17.151	21.669	15517	21.366	13.592	17586	20.094	25.178	23958	14821	10114	9876
	MATERIAL COST	1.633	17.645	25.773	7.208	22.318	12854	12539	17.940	14261	17028	21832	4663
	DIRECT EXPENSE	7.090	8557	5744	7673	8499	12639	9.395	8773	7.901	9.728	5567	6197
	MANUFACTURING COST	40524	66456	60249	53466	55480	107653	64253	72274	67243	53093	45715	28918
	GENERAL MANAGING & SELLING COST	1418	2281	2111	1872	1969	3768	3855	4307	4033	2812	2638	2105
	TOTAL COST	41.942	68737	62.360	55338	57449	111421	68.108	76581	71.276	55905	48353	31023
	LABOUR COST	6619	5435	6124	1645	2691	2063	3819	2453	1964	3558	2654	3015
	INDIRECT EXPENSE	8143	6443	7291	2014	3178	2577	4746	3317	2503	4230	3297	3821
	MATERIAL COST	13776	3347	4785	919	921	1180	1480	1600	2454	1525	1221	3935

DECLASSIFIED E.O. 12065

MAJOR REPAIR & RUNNING REPAIR OF MERCHANT VESSELS

SAI	GENERAL MANAGING & SELLING COST	100	406	439	255	475	506	367	516	778	651	727	608
	TOTAL COST	2948	12007	12976	7578	20581	14161	7553	9535	12240	12091	12858	12908
MAJOR REPAIRS	LABOUR COST	14650	18585	13015	17219	11021	14574	16225	20143	19123	11516	8202	8182
	INDIRECT EXPENSE	17151	21669	15517	21366	13592	17586	20094	25178	23758	14821	10114	9876
	MATERIAL COST	1633	17645	25773	7208	22368	62854	18539	17940	14261	17628	21832	4663
	DIRECT EXPENSE	7090	8557	5744	7673	8499	12639	9395	8773	7901	9728	5567	6197
	MANUFACTURING COST	40524	66456	60249	53466	55480	107653	64253	72274	67243	53093	45715	28918
	GENERAL MANAGING & SELLING COST	1418	2281	2111	1872	1969	3768	3855	4309	4033	2812	2638	2105
	TOTAL COST	41942	68737	62360	55338	57449	111421	68108	76581	71276	55905	48353	31023
RUNNING REPAIRS	LABOUR COST	6619	5435	6124	1645	2691	2063	3817	2453	1964	3558	2654	3015
	INDIRECT EXPENSE	8143	6443	7271	2014	3178	2577	4946	3317	2503	4230	3297	3821
	MATERIAL COST	13776	3347	4785	919	921	1180	1460	1600	2454	1525	1221	3735
	DIRECT EXPENSE	8009	3688	4786	2311	2769	7700	2987	1646	2441	3362	3318	2319
	MANUFACTURING COST	36547	18913	22986	6889	9559	13542	13212	9016	9362	12675	10490	12890
	GENERAL MANAGING & SELLING COST	1233	714	803	242	349	433	801	525	563	762	630	774
	TOTAL COST	37780	19627	23789	7131	9908	13975	14013	9541	9925	13437	11120	13664
TOTAL	LABOUR COST	21700	25194	20809	19470	14407	17338	21060	23677	22192	15883	11982	12282
	INDIRCT EXPENSE	25941	29800	25080	24167	17813	21218	26142	30144	28612	20253	15090	13156
	MATERIAL COST	15479	21479	31085	8435	23703	64522	20117	20008	17398	18774	24491	9185
	DIRECT EXPENSE	16779	20497	18798	15586	29002	31772	17332	16480	17965	22798	16773	17525
	MANUFACTURING COST	77917	96970	95772	67678	84928	134850	84651	90309	88067	77208	68336	54108
	GENERAL MANAGING & SELLING COST	2751	3401	3353	2367	3013	4707	5023	5348	5374	4225	3775	3487
	TOTAL COST	82670	100371	99125	70047	87738	137557	89674	95657	93441	81433	72331	57595
LABOURS REQUIRED FROM ALLIED FORCES	LABOUR COST	3745	4869	4193	2088	1000	1329	1048	847	1423	491	292	413
	INDIRECT EXPENSE	1799	2263	1864	1279	1116	1892	1577	1188	1834	650	367	494
	MATERIAL COST	101	366	541	183	364	1543	544	571	679	506	672	344
	DIRECT EXPENSE	1128	1194	1995	760	770	317	244	159	523	224	310	188
	MANUFACTURING COST	6973	8682	8593	4310	3250	5083	3413	2785	4459	1871	1641	1437
	GENERAL MANAGING & SELLING COST	244	304	300	151	114	178	205	167	268	112	98	86
	TOTAL COST	7217	8986	8893	4461	3364	5261	3618	2952	4727	1983	1739	1525
MISCELLANEOUS LABOURS	LABOUR COST	2182	3235	1652	1175	695	550	1246	1923	4614	3148	4699	4321
	INDIRECT EXPENSE	2150	3643	2216	1771	1055	734	1802	2531	5575	3510	6481	-2015
	MATERIAL COST	271	748	1386	118	96	899	468	781	2067	721	3412	10468
	DIRECT EXPENSE	8550	7362	2857	4283	6045	3535	1665	3311	4516	2617	6024	3418

MAJOR & RUNNIN	RUNNIN	GENERAL MANAGING & SELLING COST	1.233	714	803	242	349	433	801	525	563	762	630	774
		TOTAL COST	37.780	17.627	23.789	7.131	9.908	13.975	14013	9541	9.925	13437	11.120	13.664
	TOTAL	LABOUR COST	21.700	25.194	20.809	19.470	14.407	17.338	21.060	23677	22.192	15.883	11.782	12.182
		INDIRCT EXPENSE	25.941	29.800	25.080	24.167	17.813	21.218	26.142	30.144	28.612	20.253	15.090	13.156
		MATERIAL COST	15.479	21.479	31.085	8.435	23.703	44.522	20117	20008	17.378	18.774	24.471	9.185
		DIRECT EXPENSE	16.799	20.497	18.798	15.586	29.002	31.772	17.332	16.480	17.965	22.298	16.773	19.585
		MANUFACTURING COST	79.919	96.970	95.772	67.678	84.925	134.850	84.651	90.309	88.067	77.208	68.336	54.108
		GENERAL MANAGING & SELLING COST	2.751	3.401	3.353	2.369	3.013	4.707	5.023	5.348	5.374	4.225	3.775	3.487
		TOTAL COST	82.670	100.371	99.125	70.047	87.938	139.557	87.674	95.657	93.441	81.433	72.331	57.595
LABOURS REQUIRED FROM ALLIED FORCES		LABOUR COST	3.745	4.869	4.193	2.088	1.000	1.329	1.048	847	1.423	491	292	413
		INDIRECT EXPENSE	1.799	2.263	1.864	1.279	1.116	1.892	1.577	1.188	1.834	650	367	494
		MATERIAL COST	101	366	541	183	364	1.543	544	591	679	506	672	344
		DIRECT EXPENSE	1.128	1.194	1.995	760	770	319	244	159	523	224	310	188
		MANUFACTURING COST	6.973	8.682	8.593	4.310	3.250	5.083	3.413	2.785	4.459	1.871	1.641	1.437
		GENERAL MANAGING & SELLING COST	244	304	300	151	114	178	205	167	268	112	98	86
		TOTAL COST	7.217	8.986	8.893	4.461	3.364	5.261	3.618	2.952	4.727	1.983	1.739	1.525
MISCELLANEOUS LABOURS		LABOUR COST	2.182	3.235	1.652	1.175	695	550	1.246	1.923	4.614	3.148	4.699	43.21
		INDIRECT EXPENSE	2.150	3.643	2.216	1.771	1.055	734	1.802	2531	5575	3.510	6.481	-2.015
		MATERIAL COST	271	748	1.386	118	96	899	468	781	2.067	721	3.412	10.468
		DIRECT EXPENSE	8.550	7.362	2.857	4.283	6.045	3.535	1.665	3.311	4.516	2.617	6.024	3.416
		MANUFACTURING COST	13.153	14.888	8.111	7.347	7.891	5.718	5.181	8.546	16.772	7.996	20.616	16.170
		GENERAL MANAGING & SELLING COST	495	516	285	257	277	204	309	513	1.037	581	1.168	944
		TOTAL COST	13.628	15.404	8.396	7.604	8.168	5.922	5.490	9.059	17.811	10.577	21.784	17.134
TOTAL		LABOUR COST	28.090	33.615	27.195	23.244	16.102	19.217	23.354	26447	28229	19.522	16.973	16.916
		INDIRECT EXPENSE	30.176	35.937	29.822	27.597	19.484	23.844	29.521	33863	35.921	24.413	21.938	11.635
		MATERIAL COST	15.884	22.576	33.079	8.736	24.163	66.964	21.129	21.380	20.144	20.001	28.575	19.997
		DIRECT EXPENSE	26.868	29.526	24.405	20.815	35.817	35.626	19.241	19.950	25.004	25.139	23.107	23.187
		MANUFACTURING COST	101.018	121.674	114.501	80.392	96.066	145.851	93.245	101.640	109.298	87.075	90.593	71.737
		GENERAL MANAGING & SELLING COST	3.504	4.261	4.009	2.814	3.404	5.089	5.537	6.028	6.681	4.918	5.261	4.517
		TOTAL COST	104.522	128.935	118.510	83.206	99.470	150.940	98.782	107.668	115.979	93.993	95.854	76.254

REMARKS: UNIT 1,000 YENS

Table No. 3 (1)

SCHEDULE OF MAN-HOURS IN Ⓐ PLAN

AMOUNT OF PREARRANGED LABOURS FROM JAN 1950 TO DEC 1951

HARIMA S.B.W. KURE DOCK
Mar. 15. 1950.

UNIT. 1000 HOURS

TERM / ITEM	1950 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	1951 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
REPAIRING OF TATSUWA-MARU	42	35	105	133	140	140	49																	
CONVERSION OF 2A-TYPE					84	175	196	175																
CLASSIFICATION OF 2TL-TYPE						56	140	182	203	105														
CLASSIFICATION OF 2TL-TYPE									88	175	196	175	175											
CLASSIFICATION OF 2TL-TYPE											109	147	182	196	175									
CLASSIFICATION OF 2TL-TYPE																63	70	98	105	91				
CONSTRUCTION OF NEW SHIP													175	210	280	280	280	280	280	350	350	350	350	
RUNNING REPAIRS	140	112	77	56	28	21	21	28	56	56	56	56	21	21	21	21	21	21	21	21	21	21	21	21
MISCELL. LABOURS	114	248	210	224	187	49	49	49	49	49	49	49	63	63	63	98	98	98	98	112	133	133	133	133
SPECIAL COST ACCOUNT LABOURS	93	95	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98	98
INDIRECT LABOURS	265	245	245	224	203	203	189	189	189	189	189	189	189	189	189	189	189	182	182	182	182	182	182	182
TOTAL	654	735	735	735	742	742	742	721	683	672	697	714	728	742	756	747	756	777	784	784	784	784	784	784
TOTAL REVENUE UNIT MILLION YENS	83	82	77	73	100	125	129	129	115	118	120	127	133	161	173	174	187	187	187	170	201	201	201	201

Table No 3 (2)

SCHEDULE OF MAN-HOURS IN Ⓐ PLAN

AMOUNT OF PREARRANGED LABORS FROM JAN. 1950 TO DEC. 1951

HARIMA S.B.W. KURE DOCK
Mar. 15. 1950.

ITEM \ TERM	1950 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	1951 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
PREARRANGED TERM OF LABORS	TATSUWA-MARU REPAIRING																							
					2A-TYPE CONVERSION																			
						2TL-TYPE CLASSIFICATION																		
									2TL-TYPE CLASSIFICATION															
											2TL-TYPE CLASSIFICATION													
																2TL-TYPE CLASSIFICATION								
														NEW SHIP CONSTRUCTION										

PILE OF MANHOURS

MAN-HOURS
UNIT 1000 HOURS

500

0

PRESENT CAPACITY

RUNNING REPAIRS

MAJOR REPAIRS

NEW SHIP CONSTRUCTION

RUNNING REPAIRS

RUNNING REPAIRS

MISCELLANEOUS LABOURS

SPECIAL COST ACCOUNT LABOURS

INDIRECT LABOURS

Table Nº 4 (1)

SCHEDULE

CONTRACTS ON HAND & SCHEDULED FOR 1950.

HARIMA S.B.W. KURE DOCK
Mar. 15. 1950

ITEM \ TERM	1950 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
TERM OF LABOURS	TATSUWA-MARU											
	RYŪTOZAN MARU											
	HAKUGIN-MARU Nº2											
	NANKI-MARU Nº3											
	KUROSHIO-MARU Nº1											
	KUROSHIO-MARU Nº2											
	MUNAKATA-MARU											
	KAZAN-MARU											
	KINRYŪZAN-MARU											
	SHINJU-MARU											
	NISSHŌ-MARU Nº1											
	MASANOSHI-MARU											
	EIJING-MARU											
	SŌEI-MARU			MS-128								
	YŪZAN-MARU											
	SORACHI-MARU											
	TORUZYU-MARU											
	MS-3			RYUEI-MARU Nº3								
	MS-17			MS-4								
				MS-14								
	KIRAI-MARU Nº10			MS-16								
				YAMAZUMO-MARU								
				MS-18								
				GINSEI-MARU								
				SANRIKU-MARU Nº3								
				KINKO-MARU Nº4								
				ENJŌ-MARU								
				DATE-MARU								
	KYŌ-MARU Nº3			SHINYA-MARU								
				KŌTOKU-MARU								
				HAIKO-MARU Nº5								
				GYOSEI-MARU								

Table No. 4-(2)

SCHEDULE of MAN-HOURS IN Ⓑ & Ⓒ PLAN

AMOUNT of PREARRANGED WORKS FROM JAN. 1950 TO DEC. 1951

HARIMA S.B.W. KURE DOCK

Mar. 15. 1950

UNIT. 1000 HOURS

ITEM \ TERM		1950 Jan.	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	1951 Jan.	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
REPAIRING of TATSUWA-MARU		42	35	75	133	140	100	89																	
OTHER MAJOR REPAIRS																									
DESPATCHED TO A101 FACT.				30	88	88	140	140	140	〃	〃	〃	〃	〃	〃	86	〃	〃	〃	〃	〃	〃	〃	〃	〃
RUNNING REPAIRS	CONTRACTED	140	112	77	56	14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	ESTIMATED	—	—	—	25	66	88	88	88	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃	〃
MISCELLANEOUS WORKS	CONTRACTED	114	248	210	50	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	ESTIMATED	—	—	—	70	90	120	120	154	〃	〃	〃	〃	〃	〃	91	〃	〃	〃	〃	〃	〃	〃	〃	〃
SPECIAL COST ACCOUNT WORKS		93	95	98	98	98	98	98	53	〃	〃	〃	〃	〃	〃	34	〃	〃	〃	〃	〃	〃	〃	〃	〃
INDIRECT WORKS		265	245	245	226	200	180	156	70	〃	〃	〃	〃	〃	〃	67	〃	〃	〃	〃	〃	〃	〃	〃	〃
TOTAL		654	735	735	740	726	726	691	505	〃	〃	〃	〃	〃	〃	366	〃	〃	〃	〃	〃	〃	〃	〃	〃

Table No. 4-(3)

SCHEDULE OF MAN-HOURS IN Ⓑ & Ⓒ PLAN

AMOUNT OF PREARRANGED WORKS FROM JAN. 1950 TO DEC. 1951

HARIMA S.B.W. KURE DOCK
Mar. 15. 1950

ITEM \ TERM	1950 Jan	Feb	Mar.	Apr.	May	Jun	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	1951 Jan.	Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
PREARRANGED TERM OF WORKS	MAJOR REPAIR OF TATSUWA-MARU →																							
	← LABOURS DESPATCHED TO AIOI 800 MEN →												← DO 500 MEN											
	Ⓑ 1320 MEN TO BE DISCHARGED (Ⓑ PLAN)												Ⓒ 820 MEN TO BE DISCHARGED (Ⓒ PLAN)											

PILE OF MAN-HOURS

MAN-HOURS
UNIT 1000 HOURS

500

0

PRESENT CAPACITY (700,000 H)

LABOURS DESPATCHED TO 'AIOI'

RUN. REP. CONTRACTED

MAJOR REPAIRS

MISCEL. WORKS CONTRACTED

RUNNING REPAIRS

MISCEL. WORKS ESTIMATED

SPECIAL COST ACCOUNT

INDIRECT LABOURS

TOTAL 505,000 H

TOTAL 366,000 H

Table No 5(1)

CHANGE IN NUMBER OF EMPLOYEES ACCORDING TO CRAFTS

No. OF EMPLOYEES / CLASSIFICATION	PRESENT	1ST. STAGE DISCHARGE	1ST. STAGE REMAINDER	2ND. STAGE DISCHARGE	FINAL REMAINDER	TOTAL DISCHARGE
DRAFT MAN	55	5	50	0	50	5
MECHANICIAN	341	14	327	109	218	[illegible]
FITTER	716	213	502	145	357	[illegible]
CRANE & ENGINE DRIVER	62	34	28	4	[illegible]	[illegible]
PLATER	108	28	80	28	[illegible]	[illegible]
HULL ASSEMBLER	174	+50	224	90	[illegible]	[illegible]
RIVETER & CAULKER	247	12	235	58	[illegible]	[illegible]
ELECTRIC WELDER	98	+29	127	27	[illegible]	[illegible]
GAS CUTTER	98	2	96	24	[illegible]	[illegible]
PLUMBER	147	41	106	32	[illegible]	[illegible]
CARPENTER & JOINER	161	101	60	5	[illegible]	[illegible]
GALVANIZER	6	1	5	5	[illegible]	[illegible]
BLACK SMITH	50	+47	97	42	[illegible]	[illegible]
PATTERN MAKER	16	+9	25	10	[illegible]	[illegible]
CASTER & FOUNDER	61	+5	66	16	[illegible]	[illegible]
BOILER MAKER	242	92	150	45	[illegible]	[illegible]
TRANSPORTER	271	131	140	42	[illegible]	[illegible]
ELECTRICIAN	143	18	125	36	[illegible]	[illegible]
DIVER	29	22	7	2	[illegible]	[illegible]
PAINTER	119	70	49	16	[illegible]	[illegible]
SAW-MILLER	72	12	60	60	[illegible]	[illegible]
CREW	152	100	52	5	[illegible]	[illegible]
ENGINEER	276	105	171	4	[illegible]	[illegible]
WRITER	656	387	269	8	[illegible]	[illegible]
CLERK	230	81	149	27	[illegible]	[illegible]
TOTAL	4529	1329	3200	820	[illegible]	[illegible]

Table No. 5-(2)

NUMBER OF EMPLOYEES

UNDER STRICT RESTRICTION

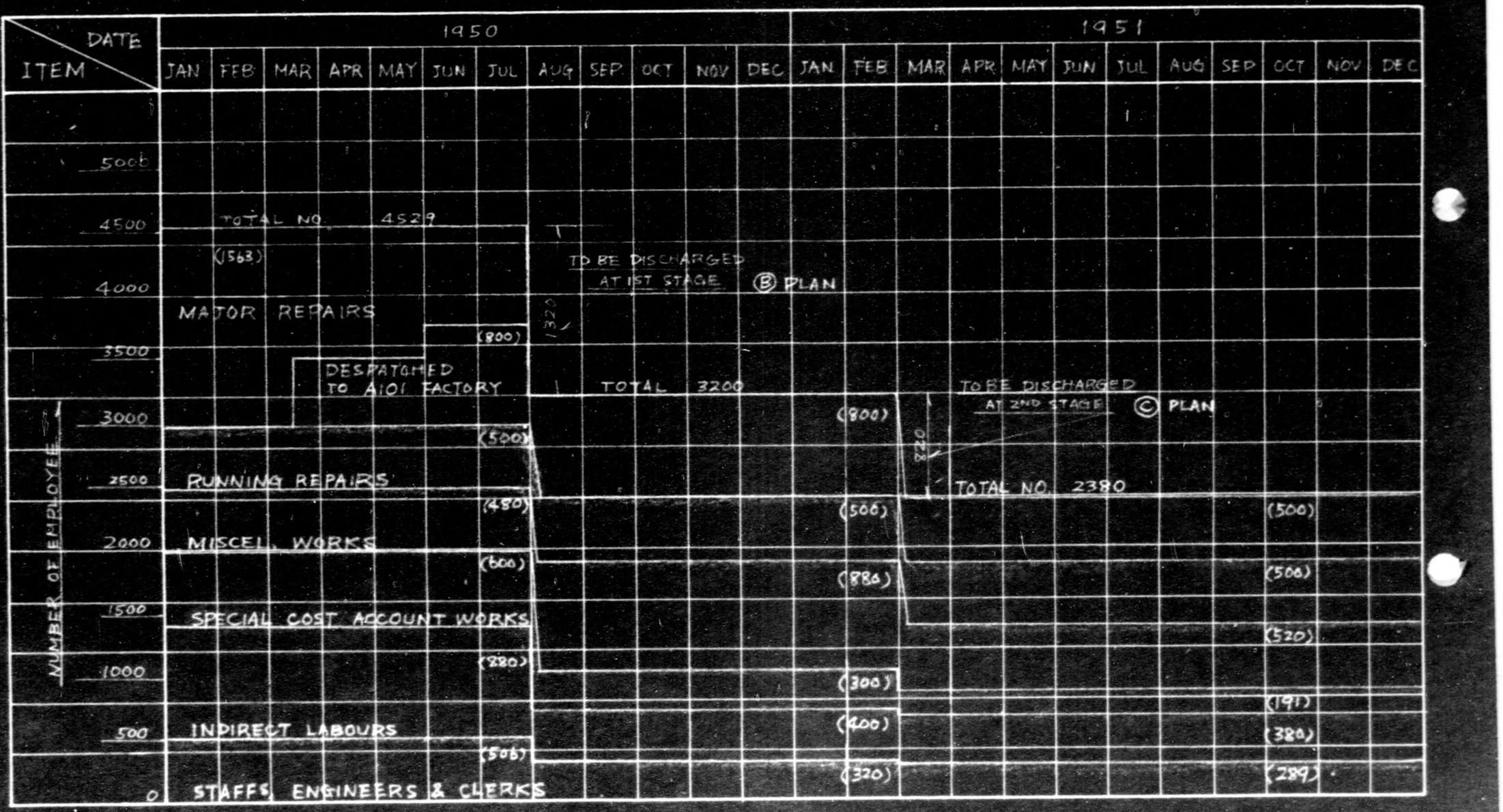


Table No. 6

Age in year Classification	NUMBER OF EMPLOYEES BY AGE GROUPS								
	17-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	Total
Draft man	4	21	5	10	11	2	1	1	25
Mechanician	15	72	80	58	53	42	16	3	341
Fitter	46	113	116	102	121	118	72	29	715
Crane & Engine Driver	4	5	-	9	13	16	11	4	62
Plater	3	8	11	18	29	17	15	7	108
Hull Assembler	9	24	16	27	36	43	12	6	174
Riveter & Caulker	6	33	41	44	49	32	23	19	247
Electric Welder	12	14	22	18	14	8	10	-	98
Gas Cutter	9	12	21	23	20	7	4	-	98
Plumber	14	29	30	18	25	20	10	1	147
Carpenter & Joiner	19	17	15	29	32	26	16	7	161
Galvanizer	-	-	-	-	1	1	2	2	6
Black Smith	2	5	6	7	12	8	6	2	50
Pattern Maker	1	1	2	4	2	1	5	-	16
Founder	2	10	13	7	13	6	9	1	61
Boiler Maker	7	31	47	57	32	24	34	10	242
Transporter	4	20	33	56	71	54	22	11	271
Electrician	16	31	13	24	32	9	16	3	143
Diver	1	2	7	1	9	-	3	-	29
Painter	4	17	14	21	26	17	12	8	119
Crew	15	72	50	58	53	42	18	3	152
Saw Miller	1	6	7	11	15	13	18	3	72
Clerk	-	10	18	36	47	30	46	43	230
Writer	29	71	56	95	123	113	114	55	656
Engineer	-	9	38	29	44	47	54	55	276
Total	217	539	641	730	853	676	547	276	4,549

Number of Inhabitants Depending Upon our Enterprise

Mean Number of family per an employee	5.2
Total number of employee	4,529
Total number of family (Excluding employee)	23,600
Total number of family (Including employee)	28,000

ANNEX 3

[redacted]

Investigation about Employment in Kure City

as of 10 February 1950

Investigated by Kure Municipal Office

	Male	Female	Total
a. Total population	92,056	96,867	188,923
b. Total number of persons with and above 15 years of age	59,553	65,763	125,316
Persons having regular employment:			
c. Independent operators	8,643	3,094	11,737
d. Regular employees	28,137	7,185	35,322
e. Family members engaging in business	2,362	3,291	5,653
f. Total	39,142	13,570	52,712
Persons worked as daily laborers:			
g. Persons worked over 11 days in a month			

b. Total number of persons with and above 15 years of age	59,553	65,763	125,316
Persons having regular employment:			
c. Independent operators	8,643	3,094	11,737
d. Regular employees	28,137	7,185	35,322
e. Family members engaging in business	2,362	3,291	5,653
f. Total	39,142	13,570	52,712
Persons worked as daily laborers:			
g. Persons worked over 11 days in a month	2,645	675	3,320
h. Persons worked less than 10 days in a month	2,763	895	3,658
i. Total	5,408	1,570	6,978
Persons not worked:			
j. Persons who looked for employment	5,301	3,800	9,101
k. Persons who did not look for employment	9,702	46,824	56,526
(They are those persons who can not work because of their status (students, family affairs' workers) or sickness.			
l. Total	15,003	50,623	65,626

ANNEX 3

Annex 1 (Continued)

Effects to Unemployment in Kure City
by the Withdrawal of BCOF

A. Workable populations: 68,791

16,079 (unemployed population at present) plus f

B. Population in need of employment: 51,401

A minus (c plus e)

C. Unemployed persons expected due to discharge by the withdrawal:

Direct 6,450 plus Indirect 900 : 7,350

D. Unemployed population at present: 16,079: i plus j

D/A : 23% Percentage of present unemployed population to workable population

$\frac{\text{D plus C}}{\text{A}}$: 34% Percentage of present unemployed population plus expected unemployed population by discharge to workable population

D/B : 32% Percentage of present unemployed population to population in need of employment

$\frac{\text{D plus C}}{\text{B}}$: 44% Percentage of present unemployed population plus expected unemployed population by discharge

UNEMPLOYMENT STATUS BY CITY, TOWN AND VILLAGE APPEARED AT PUBLIC EMPLOYMENT SECURITY OFFICE

City, Town or Village	Permenent Laborers						Daily Laborer	
	(A) Number of Unemployment Insurance Beneficiaries			(B) Number of Job-hunters to whom Unemployment Insurance is inapplicable and whose Application for job is Effective			(C) Number of Daily who did not work mo 10 days and whose w days were less than during month	
	Total	Male	Female	Total	Male	Female	Total	Male
Kure-shi	1,676	1,298	378	3,146	2,000	1,146	4,666	2,651
Showa-mura	33	21	12	19	14	5	18	18
Oya-mura	99	74	25	41	22	19	36	16
Etajima-mura	42	40	2	67	43	24	392	241
Ondo-machi	262	232	30	140	99	41	391	317
Kurahashijima-mura	50	33	17	156	94	62	15	10
Yasuura-machi	43	39	4	28	25	3	0	0
Kawajiri-machi	75	54	21	35	34	21	0	0
Ato-mura	20	12	8	9	8	1	72	55
Other three towns				80	46	34	32	29
Total	2,302	1,803	499	3,741	2,385	1,356	5,612	3,337

Remarks: Registration status of daily laborers in the latest three months:

March: 8,070 April: 7,557 May: 10,668

MPLOYMENT STATUS BY CITY, TOWN AND VILLAGE APPEARED
AT PUBLIC EMPLOYMENT SECURITY OFFICE

(Surveyed by Kure P.E.S.O.
as of 31 May 1950)

nent Laborers				Daily Laborers			Total		
ent ries	(B) Number of Job-hunters to whom Unemployment Insurance is inapplicable and whose Application for job is Effective			(C) Number of Daily Laborers who did not work more than 10 days and whose working days were less than 11 days during month			(A) + (B) + (C)		
le	Total	Male	Female	Total	Male	Female	Total	Male	Female
78	3,146	2,000	1,146	4,666	2,651	2,015	9,483	5,949	3,539
12	19	14	5	18	18	0	70	53	17
25	41	22	19	26	16	10	166	112	54
2	67	43	24	392	241	151	501	324	177
30	140	99	41	391	317	74	793	648	145
17	156	94	62	15	10	5	221	137	84
4	28	25	3	0	0	0	71	64	7
21	35	34	21	0	0	0	130	88	42
8	9	8	1	72	55	17	101	75	26
	80	46	34	32	29	3	112	75	37
99	3,741	2,385	1,356	5,612	3,337	2,275	11,655	7,525	4,130

tus of daily laborers in the latest three months:

070 April: 7,557 May: 10,668

POPULATION BY RESIDING AREA OF LABORERS ENGAGING IN THE WORKS OF THE BRITISH COMMONWEALTH OCCUPATION FORCE

(Surveyed by Hiroshima Prefectural Labor Dept. as of June 1, 1959)

District	Residing Areas	Male	Female	Total
Kure	Kure-shi	4,829	1,621	6,450
	Kurahashijima-mura, Aki-gun	3	0	3
	Kamikamagarijima-mura, "	16	3	19
	Shimokamagarijima-mura, "	4	1	5
	Mukai-mura "	1	1	2
	Ondo-machi, "	111	6	117
	Etajima-mura, "	175	74	249
	Oya-mura, "	17	8	25
	Kumano-mura, "	5	1	6
	Showa-mura, "	13	1	14
	Nakagurose-mura, Kamo-gun	5	1	6
	Shimogurose-mura, "	14	0	14
	Nomio-mura, "	1	0	1
	Kawajiri-machi, "	32	4	36
	Gobara-machi, "	24	4	28
	Yasuura-machi, "	65	5	70
	Ato-mura, "	20	1	21
	Hitonose-mura, Saeki-gun	14	0	14
	Ogaki-machi, "	62	4	66
	Total	5,411	1,735	7,146
Others	Hiroshima area	206	73	279
	Otake area	98	31	129
	Saijo area	40	22	62
	Takehara area	58	10	68
	Others	38	36	74

Kure	Kure-shi	4,829	1,621	6,450
	Kurahashijima-mura, Aki-gun	3	0	3
	Kamikamagarijima-mura, "	16	3	19
	Shimokamagarijima-mura, "	4	1	5
	Mukai-mura "	1	1	2
	Ondo-machi, "	111	6	117
	Etajima-mura, "	175	74	249
	Oya-mura, "	17	8	25
	Kumano-mura, "	5	1	6
	Showa-mura, "	13	1	14
	Nakagurose-mura, Kamo-gun	5	1	6
	Shimogurose-mura, "	14	0	14
	Nomio-mura, "	1	0	1
	Kawajiri-machi, "	32	4	36
	Gobara-machi, "	24	4	28
	Yasuura-machi, "	65	5	70
	Ato-mura, "	20	1	21
	Hitonose-mura, Saeki-gun	14	0	14
	Ogaki-machi, "	62	4	66
	Total	5,411	1,735	7,146
Others	Hiroshima area	206	73	279
	Otake area	98	31	129
	Saijo area	40	22	62
	Takehara area	58	10	68
	Others	38	36	74
	Total	440	172	612
	Grand Total	5,851	1,907	7,758

ANNEX 4

APPLICATION FOR CONVERSION OF
DESIGNATED REPARATION PLANT

27 March 1950

TO : Minister of International Trade and Industry

FROM : Chief of Harima Shipbuilding Works, Ltd., Kure Dock

Address: Miyahara-dori, Kure-shi, Hiroshima Prefecture

1) Name of Plant and Code No.:

Harima Shipbuilding Works, Ltd., Kure Dock
11-5 (5)

2) Location of Plant: Miyahara-dori, Kure-shi, Hiroshima Prefecture

3) Category: A part of the Shipbuilding and Engineering Sections of Kure ex-Naval Arsenal.

4) Production:

(A) Present: i. Salvaging and scrapping of merchant vessels in general.

ii. Miscellaneous works ordered by the Occupation Forces.

(B) Planned: In addition to the present production listed in the above paragraph (A), the following are proposed.

Kinds of planned production	Expected volume of Production valued in yen per month
i. Steel structural works on land	8,000,000
ii. Manufacture of chemical machinery	6,000,000
iii. Manufacture of hydraulic and thermal power plant installations	7,000,000
iv. Manufacture of miscellaneous mining machinery and appliances	7,000,000
v. Manufacture of high pressure receptacles and their accessories	2,000,000
vi. Machine working in general	3,000,000
Total	33,000,000

ANNEX 4.

5) Additional Reparation Items Needed for the Above Production:

No additional reparation item is needed.
Those machinery authorized us for use at present shall be utilized without alteration.
Machinery authorized for use at present can be listed as follows. (Inclusive of those machinery under application for AU at present).

Classification	AU	TO (applied for AU)	Total
Machine tools	329	155	484
Industrial machinery	440	2,497	2,937
Electrical machinery	207	137	344
Testing machinery	5	18	23
Miscellaneous machinery	18	188	206
		Frand total	3,994

6) Necessity for Conversion:

(A) Being authorized by the SCAP Memorandum AG 561 GD (15 Dec. 45) as per attachment to reactivate the Kure ex-Naval Yard for the purpose of salvaging and scrapping of in-operative ex-naval vessels and repatring of repatriation and merchant vessels, and also at the recommendation of the Japanese Government, the Kure Dock of the Harima Shipbuilding Works, Ltd., commenced on 1st April 1946 its activities, reoperating a part of the Kure ex-Naval Yard excluding its arsenal area, that is, a portion of the shipbuilding and engineering compounds.

(B) With the accomplishment of repairing of repatriation vessels in June 1947 and of salvaging and scrapping of ex-naval vessels at the end of September 1948, respectively, the company is now solely engaged in salvaging and repairing of merchant vessels in general and in some contracted works on the Procurement Demand.

(C) The authorized machinery as listed in the above paragraph (5) are rated at present as one of the most excellent facilities in the country with regard to working capacity and precision, while the long-fostered technique of the engineers in our employment is also of the highest standard in Japan.

Therefor, if we are allowed to engage in such works as enumerated in the above paragraph (4), it can certainly be expected, in the light of our results attained in the past

in the salvaging and scrapping and repairing of vessels, that we can produce superior goods at the lowest cost and in the shortest possible period.

(D) However, being placed under operational restrictions as shown in the said Memorandum relating to the reactivation of the Kure ex-Navy Yard, the Kure Dock is now lbliged to engage only in the salvaging and repairing of merchant vessels as mentioned in paragraph (B).

For this reason, our management has fallen into a considerably unfavourable plight. Should this continue, disemployment of large a number of personnel is inevitable.

In such a case, it would give rise to a serious welfare problem of the population in Kure, which is already widely known for its high rate of unemployment.

(E) Hereupon, in parallel with the already authorized salvaging and repairing of merchant vessels, we fervently desire to be permitted to engage in such works and in the manufacturing of such machinery as enumerated in paragraph (4).

It is our firm conviction that if approval may be granted us for the utilization to a fuller extent of our authorized facilities thus enabling us to proceed with our proposed production, we could greatly contribute towards the economic independence of the nation.

7) Certification by Applicant:

I hereby certify that information contained herein is true to the best of my knowledge and belief.

Signed: _____
GIICHI SATO

Title : Chief of Harima Shipbuilding Works, Ltd.,
Kure Dock.

ANNEX 5

No. 1741

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

569.7 (28 Dec '48) LSS/IND

28 December 1948

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

SUBJECT : Reconstruction of "Fujisan Maru".

1. Reference is C.L.C.O. Letter No. 86 (2P), subject: Application for Approval of Reconstruction of "Fujisan Maru", 9 November 1948.

2. No objection is offered to the reconstruction of subject vessel as specified below:

Shipyard:	Harima Shipyard, Kure.
Owner:	Lino Kaiun K.K.
Name of Vessel:	Fujisan Maru.
Type after Conversion	Oil tanker 2-TL.
Gross tonnage:	10,000 tons.
Deadweight:	16,000 tons.
Dimensions (M):	148.00x20.40x12.00
Engine:	Turbine
Horsepower:	4,500.
Speed:	To be less than 15 knots.

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

W.S. VAUGPAN
Chief, Industry Division

Received: 5 Jan 1.00 P.M.
Shukan : 2 P
Copy : 1.2.3. Bucho
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ANNEX 5

ANNEX 6

PLANT FOR CONVERSION OF KURE PLANT

24 June 1950

Name of Plant: Hiro Seisakusho, Kawaminami Kogyo K.K.
(Hiro Plant, Kawaminami Industrial Co., Ltd.)

Address of the Head Office:
1, Soze-machi, Kita-ward, Osaka-city.

Capital: ¥ 200,000,000

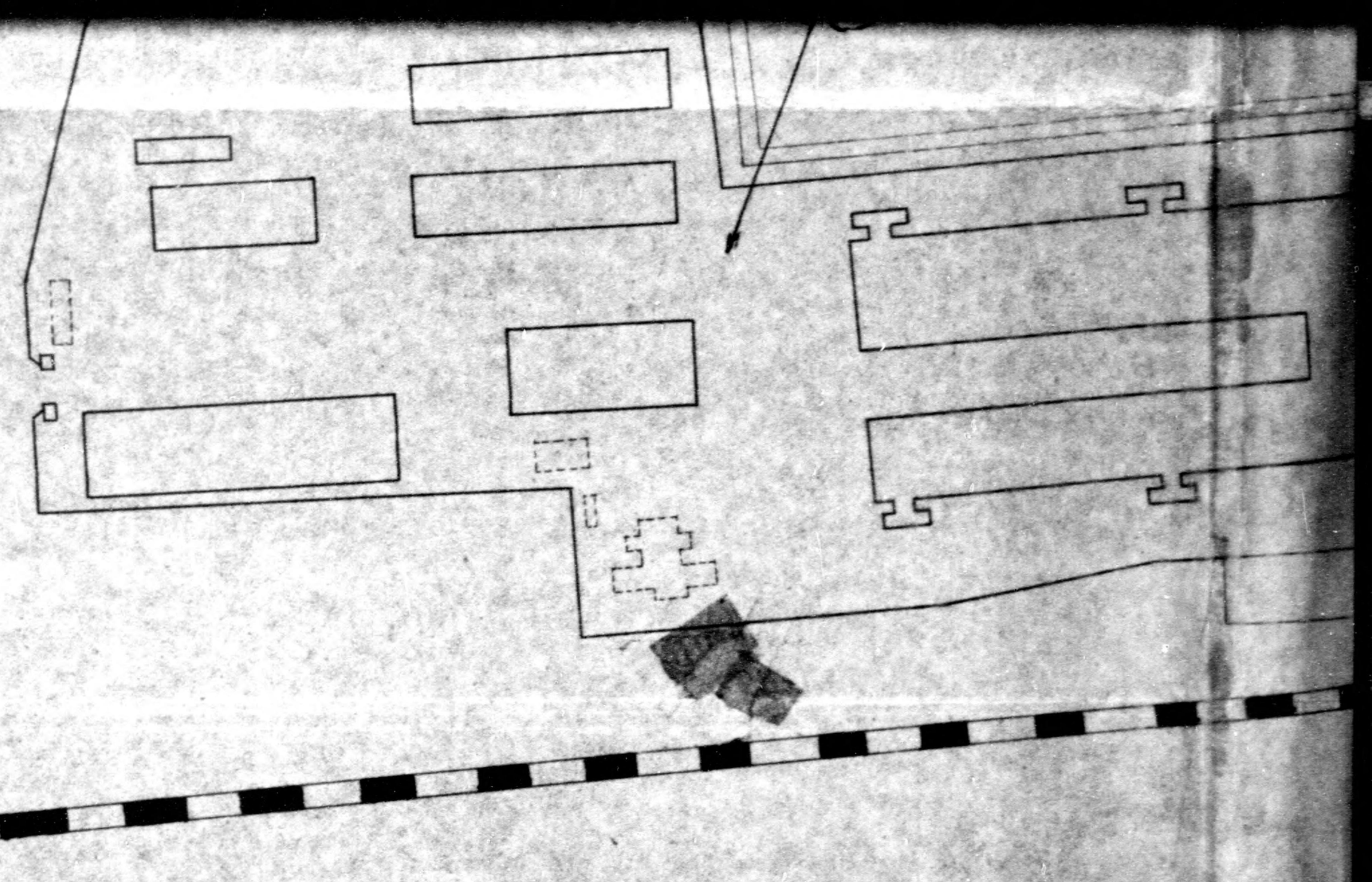
Item		Present	Forecast
1.	Code No.	11-06(8)	11-06(8)
2.	Former Name of Plant	11th Naval Aeronautical Arsenal	
3.	Location of Plant	Hiro-machi, Kure-city, Hiroshima Prefecture	
4.	Area to be Used land	60,600 M^2	98,000 M^2
	Building	7,850 M^2	26,500 M^2
5.	Production	Auxiliary engines for Marine use. Home use Sewing-machine.	Diesel engines, turbines various type auxiliary engines for marine use. Home use Sewing-machine. Dynamo engines. Machine tools.
6.	Annual production in unit.	As per list attached hereto.	
7.	Annual production in yen	Various type Auxiliary machine and Home use Sewing-machine ¥ 100,000,000	Diesel engines & turbines, ¥ 600,000,000 Auxiliary engines, ¥ 150,000,000 Home use Sewing-machines, ¥ 120,000,000 (Dynamo engines & Machine tools) (¥ 890,000,000)
8.	No. of Workers	458	2,000

ANNEX 6

Item	Present	Forecast
9. Outline of the Plan 1st Period: Half year after application be approved		Various type Auxiliary engines, Diesel engines, turbines, & Home use Sewing-machine.
2nd Period: One year after application be approved		Machine tools, Dynamo engines Mining machines, Building machines
10. Reparation machine to be used	For Auxiliary machines 310	For Auxiliary machines, 30 Home use Sewing-machine, 126 Diesel engines & turbines, 694 Dynamo engine & Machine tools, 219
11. Operating funds		¥ 200,000,000

12. Purpose of Plan

Our Koyagishima Shipyard in Nagasaki Prefecture has been engaged in constructing hull part of new ships, with extremely poor facilities for engine manufacture.

Therefore we wish to construct diesel engines, turbines and other various machines in this district.

It will surely contribute to the reconstruction of industries to proportionately enlarge the engine manufacturing capacity.