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

ATTACHED TABLE IV

ITEMS \ YEAR / MONTH	1950 NOV.	DEC.	JAN.	FEB.	MAR.	APR.
CONVERSION WORKS OF YAMAZONO-MARU	160	480	720	760	760	720
RUNNING REPAIR WORKS OF SHIPS	200	200	240	240	280	280
WORKS ORDERED BY THE HOME FACTORY	860	680	480	400	320	200
MISCEL. ORDER & SPECIAL PROCUREMENT WORKS	560	400	300	246	196	196
MANUFACTURE OF CHEMICAL & MINING INDUSTRIAL MACHINERY & INSTALLATION		40	100	120	140	140
MACHINING OF PARTS OF INDUSTRIAL MACHINERY & INSTALLATION		140	140	160	180	180
MANUFACTURE OF DIESEL ENGINES			40	60	100	140
STEEL STRUCTURAL WORKS FOR LAND USE		60	100	140	144	144
MANUFACTURE OF ELECTRIC MACHINERY & INSTRUMENT			20	20	20	20
LUMBER SAWING WORKS	40	40	40	40	40	40
SCRAPPING OF SHIPS						120
IDLE	360	140				
INDIRECT LABOUR	720	720	720	720	720	720
TOTAL	2,900	2,900	2,900	2,900	2,900	2,900

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

DISTRIBUTION TABLE

1951														
N.	FEB.	MAR.	APR.	MAY.	JUNE	JULY.	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MA
20	760	760	720											
40	240	280	280	400	400	400	400	400	400	400	400	400	400	40
80	400	320	200	80	80	40	40	40						
00	240	196	196	160	160	160	160	160	148	148	148	100	100	10
00	120	140	140	364	364	364	364	364	364	364	364	364	364	36
40	160	180	180	360	360	364	364	364	372	372	372	376	376	37
40	60	100	140	204	204	220	220	220	240	240	240	264	264	26
00	140	144	144	360	360	376	376	376	392	392	392	408	408	40
20	20	20	20	92	92	96	96	96	104	104	104	108	108	10
40	40	40	40	40	40	40	40	40	40	40	40	40	40	4
			120	120	120	120	120	120	120	120	120	120	120	12
720	720	720	720	720	720	720	720	720	720	720	720	720	720	72
900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,9

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

ISTRIBUTION TABLE OF MEN

			1952											
CT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DE
400	400	400	400	400	400	360	360	360	300	300	300	232	232	2
148	148	148	100	100	100	100	100	100	100	100	100	100	100	1
364	364	364	364	364	364	388	388	388	444	444	444	456	456	4
372	372	372	376	376	376	388	388	388	388	388	388	392	392	3
240	240	240	264	264	264	300	300	300	300	300	300	336	336	3
392	392	392	408	408	408	480	480	480	484	484	484	496	496	4
104	104	104	108	108	108	124	124	124	124	124	124	128	128	1
40	40	40	40	40	40	40	40	40	40	40	40	40	40	4
120	120	120	120	120	120									
720	720	720	720	720	720	720	720	720	720	720	720	720	720	7
900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,9

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

EN

NOV 1950

1952												195	
MAY.	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB	MAR.	APR.	MAY	JUNE
360	360	300	300	300	232	232	232	180	180	180	140	140	140
100	100	100	100	100	100	100	100	100	100	100	100	100	100
388	388	444	444	444	456	456	456	472	472	472	480	480	480
388	388	388	388	388	392	392	392	400	400	400	400	400	400
300	300	300	300	300	336	336	336	348	348	348	360	360	360
480	480	484	484	484	496	496	496	504	504	504	520	520	520
124	124	124	124	124	128	128	128	136	136	136	140	140	140
40	40	40	40	40	40	40	40	40	40	40	40	40	40
720	720	720	720	720	720	720	720	720	720	720	720	720	720
2.900	2.900	2.900	2.900	2.900	2.900	2.900	2.900	2.900	2.900	2.900	2.900	2.900	2.900

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

NOV 1950 HARIMA SHIPBUILDING WORKS LTD KURE

	1953												195
EC.	JAN.	FEB	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT	OCT.	NOV.	DEC.	JAN.	FE
32	180	180	180	140	140	140	140	140	140	140	140	140	140	14
00	100	100	100	100	100	100	100	100	100	100	100	100	100	10
56	472	472	472	480	480	480	480	480	480	480	480	480	480	48
92	400	400	400	400	400	400	400	400	400	400	400	400	400	40
36	348	348	348	360	360	360	360	360	360	360	360	360	360	36
96	504	504	504	520	520	520	520	520	520	520	520	520	520	52
28	136	136	136	140	140	140	140	140	140	140	140	140	140	14
40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
20	720	720	720	720	720	720	720	720	720	720	720	720	720	720
00	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900

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

HARIMA SHIPBUILDING WORKS LTD KURE DOCK

3						1954		
JULY	AUG.	SEPT	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.
140	140	140	140	140	140	140	140	140
100	100	100	100	100	100	100	100	100
480	480	480	480	480	480	480	480	480
400	400	400	400	400	400	400	400	400
360	360	360	360	360	360	360	360	360
520	520	520	520	520	520	520	520	520
140	140	140	140	140	140	140	140	140
40	40	40	40	40	40	40	40	40
720	720	720	720	720	720	720	720	720
00	2,900	2,900	2,900	2,900	2,900	2,900	2,900	2,900

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

ATTACHED TABLE V NUMBER OF MEN ACCORDING TO
(APRIL 1953)

CLASSIFICATION / WORKS	MANUFACTURE OF CHEMICAL AND MINING INDUSTRIAL MACHINERY AND INSTALLATION	MACHINING OF PARTS OF INDUSTRIAL MACHINERY AND INSTALLATION	MANUFACTURE OF DIESEL ENGINES	STEEL STRUCTURAL WORKS FOR LAND USE	MANUFACTURE OF ELECTRIC MACHINERY AND INSTRUMENT	LUM SAW WOR
MECHANICIAN	130	183	150		18	
FOUNDER	54	29	17		4	
BLACK SMITH	40	14	11	30	3	
BOILER MAKER	72	40	8	250		
PLUMBER	38	39	12			
FITTER	126	95	162			
PLATER	5			30		
ELECTRIC WELDER	7			100		
GAS CUTTER	5			30		
ELECTRICIAN	3				115	
SAW MILLER						
CARPENTER						
PAINTER				6		
DIVER						
DRIVER (ENGINE AND CRANE)						
TRANSPORTER				14		
DRAFTMAN						
CLERK						
WRITER						
ENGINEER						
TOTAL	480	400	360	520	140	4

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

R OF MEN ACCORDING TO CRAFTS
(APRIL 1953)

NOV. 1950 HARIMA SHIPBUILDING WORKS KURE DOCK

NUFACTURE OF ESEL NGINES	STEEL STRUCTURAL WORKS FOR LAND USE	MANUFACTURE OF ELECTRIC MACHINERY AND INSTRUMENT	LUMBER SAWING WORKS	MISCEL ORDERS	RUNNING REPAIR WORKS OF SHIPS	INDIRECT LABOURS		TOTAL
150		18		20	10			511
17		4		5	2			111
11	30	3		5	3			106
8	250			21	26	9		426
12				7	10	12		118
162				15	36	40		474
	30			4	2			41
	100			5	4	3		119
	30			2	3	9		49
		115		4	7	9		138
			40			17		57
				4	13			17
6				4	13	16		39
						4		4
						28		28
	74			4	11			89
						48		48
						50		50
						330		330
						145		145
360	520	140	40	100	140	720		2,900

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

ATTACHED TABLE No. 1. ACTIVATION PLANE FOR CONVERSION OF FOR

MIYAHARA STREET

NO.	ITEM OF BUSINESS	FORMERLY USED	AREA		NUMBER OF WORK		
			LAND	STRUCTURE	1950	1951	19
1.	INDUSTRIAL MACHINERY	SHIPBUILDING DEPT.					
*	STEEL STRUCTURAL WORKS FOR LAND USE		155,000	35,000	4,570	2,650	2,
	SHIP REPAIR	ENGINE DEPT.					
2.	BONDED WARE HOUSE	SHIPBUILDING DEPT.	25,000	9,500			
3.	ELECTRIC POWER PLANT	ELECTRIC DEPT.	2,821	1,146			
4	NEEDLE & FOR SEWING MACH	SCHOOL OF AN ASSISTANT ENGINEER.	2,400	1,000			
5.	STOREHOUSE	TOPEDO DEPT.	5,000	2,215	5	10	
6	MANUFACTURE OF MACHINERY & METALLIC WORKS	TOPEDO DEPT.	5,000	2,000		100.	1
7	STOREHOUSE	GUN PRODUCTION DEPT.	5,000	2,000		5,	
8 *	MANUFACTURE OF STEEL. CAST & FORGE, ETC..	STEEL DEPT.	22,728	12,277	766	785	8
9	MANUFACTURE OF ROLLING. PIPING. CHEMICAL AND MINING MACHINE		69,000	22,556			10
10. *	MANUFACTURE OF FLAT BAR. INGOT. SEAT BAR & ANGLS	STEEL DEPT.	111,300	20,975		300	1
	TOTAL.		418,249	111,180	5,281	3850	48

SAKAIGAWA DISTRICT

NO.	ITEM OF BUSINESS	FORMELY USED	AREA		NUMBER OF WORK		
			LAND	STRUCTURE	1950	1951	19
11.	LANDING & STOREHOUSE	ORDNANCE DEPT HARBOUR DEPT.	19,391	3,606			
12	GOVERNMENT OFFICE	SUBMARINE BASE	1,200	150			
13	GOVERNMENT OFFICE	DO.	8,300	1,000			
14.	MEDICAL COLLEDGE	MARIN CORPS	37,243	2,504			
15.	PLAY GROUND	TRAINING PLACE	17,251	39			
16.	OFFICIAL HOUSES	WASHO OFFICIAL & MIYAHARA RESIDENCE	15,245	1,065			
17	GOVERNMENT OFFICE	ASSEMBLY HALL FOR C.O.R.P.	10,114	1,171			
18	HOSPITAL FOR MEDICAL COLLEDGE	NAVY HOSPITAL	32,517	9,871			
19	BASE OF WHALING WORK	MUNITIONS SHOP.	54,000	9,600			3
20	GOVERNMENT OFFICE	HARBOUR DEPT.	6,991	1,737			
	TOTAL.		203,252	31,243			3

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

N PLANE FOR CONVERSION OF FORMER NAVAL EQUIPMENT

SED	AREA		NUMBER OF WORKMEN PER EACH YEAR						ADMINISTRATOR	REMARKS
	LAND	STRUCTURE	1950	1951	1952	1953	1954	1955		
EPT.	155,000	35,000	4,570	2,650	2,650	2650	2,650	2650	KURE DOCK OF THE HARIMA SHIP BUILDING WORKS LTD.	UNDER CONVERSION PLAN
PT.	25,000	9,500			15	15	15	15	KURE CITY	UNRELEASED
T.	2,821	1,146			50	130	130	130	NIPPON HASSODEN K/K CHUGOKU HAIDEN	DO.
ER	2,400	1,000			50	100	150	200	UNDECIDED	DO.
	5,000	2,215	5	10	10	10	10	10	KURE CITY	COMPLETED IN AUG 1950
	5,000	2,000		100	150	200	300	500	"	UNDER PLAN
	5,000	2,000		5	10	10	10	10	KURE CITY	DO.
	22,728	12,277	766	785	850	1000	1500	2000	AMAGASAKI SEITETSU K/K	UNDER CONVERSION
	69,000	22,556			100	150	1000	2000	UNDECIDED	PLAN
	111,300	20,975		300	1000	2000	3500	4550	NICHIA STEEL WORKS LTD	UNDER PLAN
	419,249	114,180	5,281	3850	4885	6215	9265	12,065		

	AREA		NUMBER OF WORKMEN PER EACH YEAR						ADMINISTRATOR	REMARKS
	LAND	STRUCTURE	1950	1951	1952	1953	1954	1955		
CT.	19,391	3,606			10	10	10	10	KURE CITY	UNRELEASED
E	1,200	150							KOBE CUSTOM-HOUSE KURE BRANCH	COMPLETED AT AUG 1950
	8,300	1,000							MARITIME SAFTY H.Q.	DO
S	37,243	2,304							HIROSHIMA MEDICAL COLL	UNRELEASED
E	17,251	39							KURE CITY	DO.
E	15,245	1,065							GOVERNMENTAL OFFICE	DO
	10,114	1,171							KURE CITY	DO.
	32,517	9,871							HIROSHIMA MEDICAL COLLEDGE	DO
	54,000	9,600			300	500	1000	1000	UNDECIDED.	DO
	6,991	1,737							SUPERINTENDENT BUREAU OF HABOUR	DO.
	203,252	31,243			310	510	1010	1010		

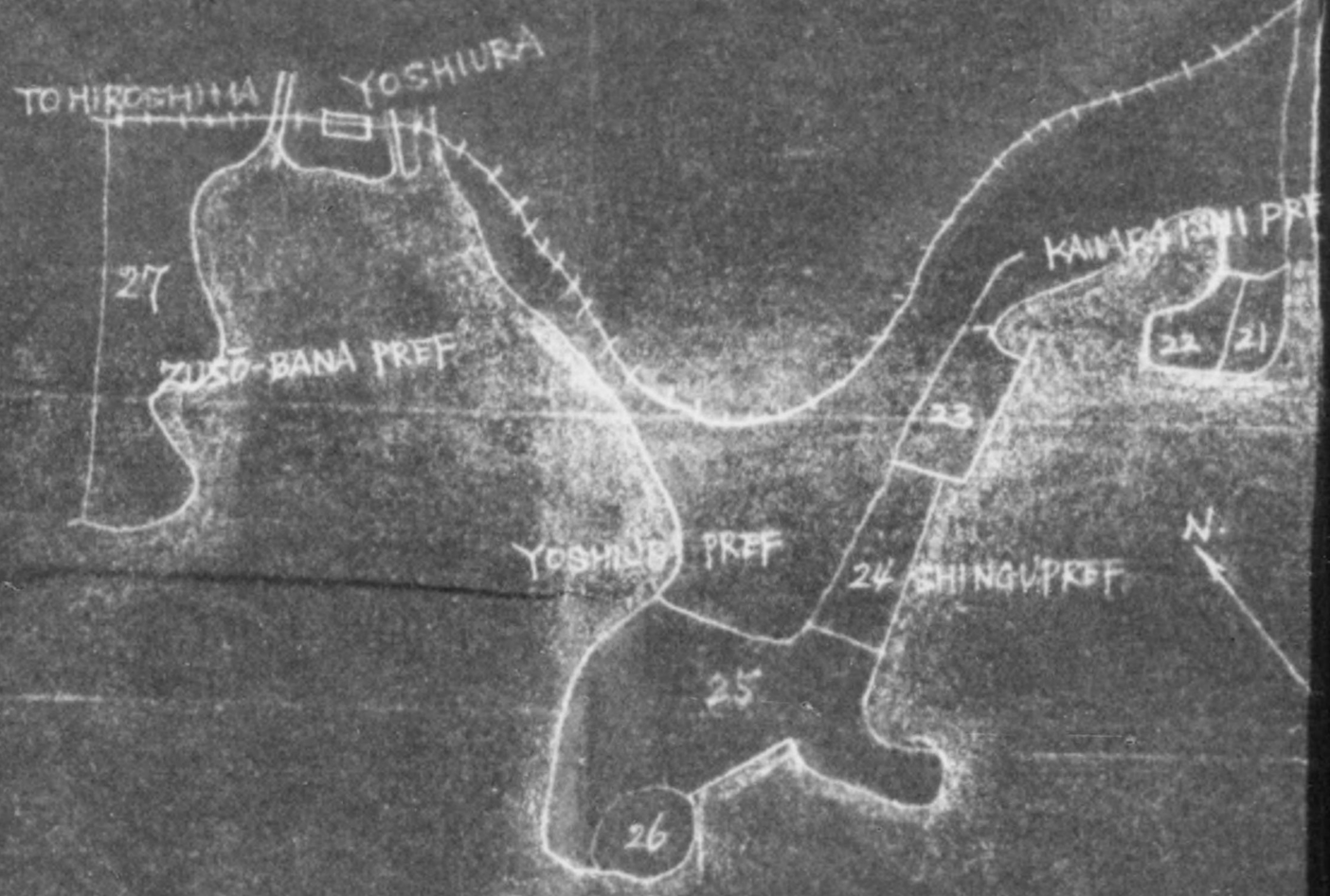
DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775013

UIPMENT

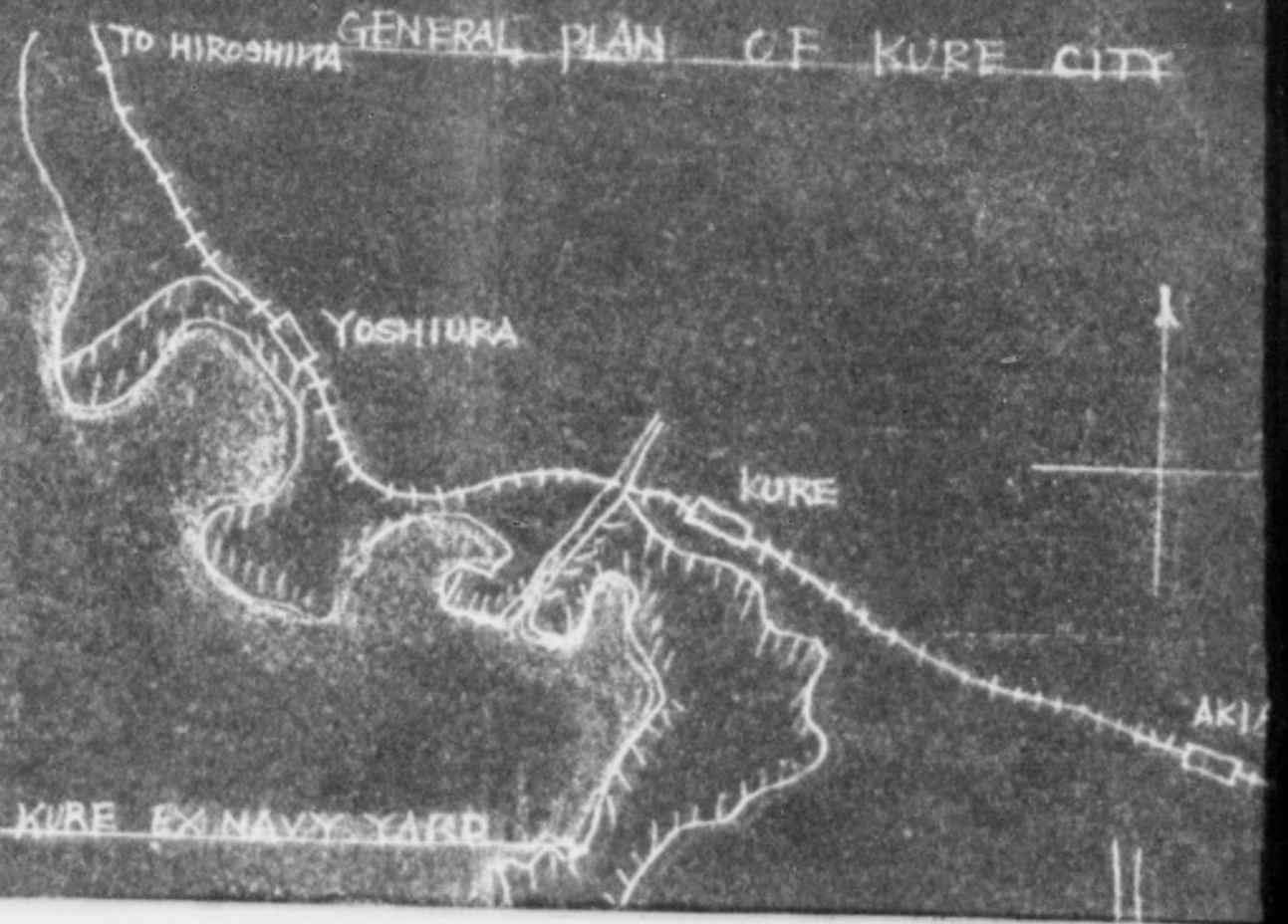
ADMINISTRATOR	REMARKS
KURE DOCK OF THE HARIMA SHIP BUILDING WORKS LTD.	UNDER CONVERSION PLAN
KURE CITY NIPPON HASSODEN K.K.	UNRELEASED
CHUGOKU HAIDEN	DO.
UNDECIDED	DO.
KURE CITY	COMPLETED IN AUG 1950
	UNDER PLAN
KURE CITY AMAGASAKI SEITETSU K.K.	DO.
	UNDER CONVERSION
UNDECIDED	PLAN
NICHIA STEEL WORKS LTD	UNDER PLAN

ADMINISTRATOR	REMARKS
KURE CITY	UNRELEASED
KOBE CUSTOM-HOUSE KURE BRANCH	COMPLETED AT AUG 1950
MARITIME SAFTY H.Q.	DO
HIROSHIMA MEDICAL COLL	UNRELEASED
KURE CITY	DO.
GOVERNMENTAL OFFICE	DO.
KURE CITY	DO.
HIROSHIMA MEDICAL COLLEDGE	DO.
UNDECIDED	DO.
SUPERINTENDENT BUREAU OF HABOUR	DO.

DETAIL OF KURE DISTRICT

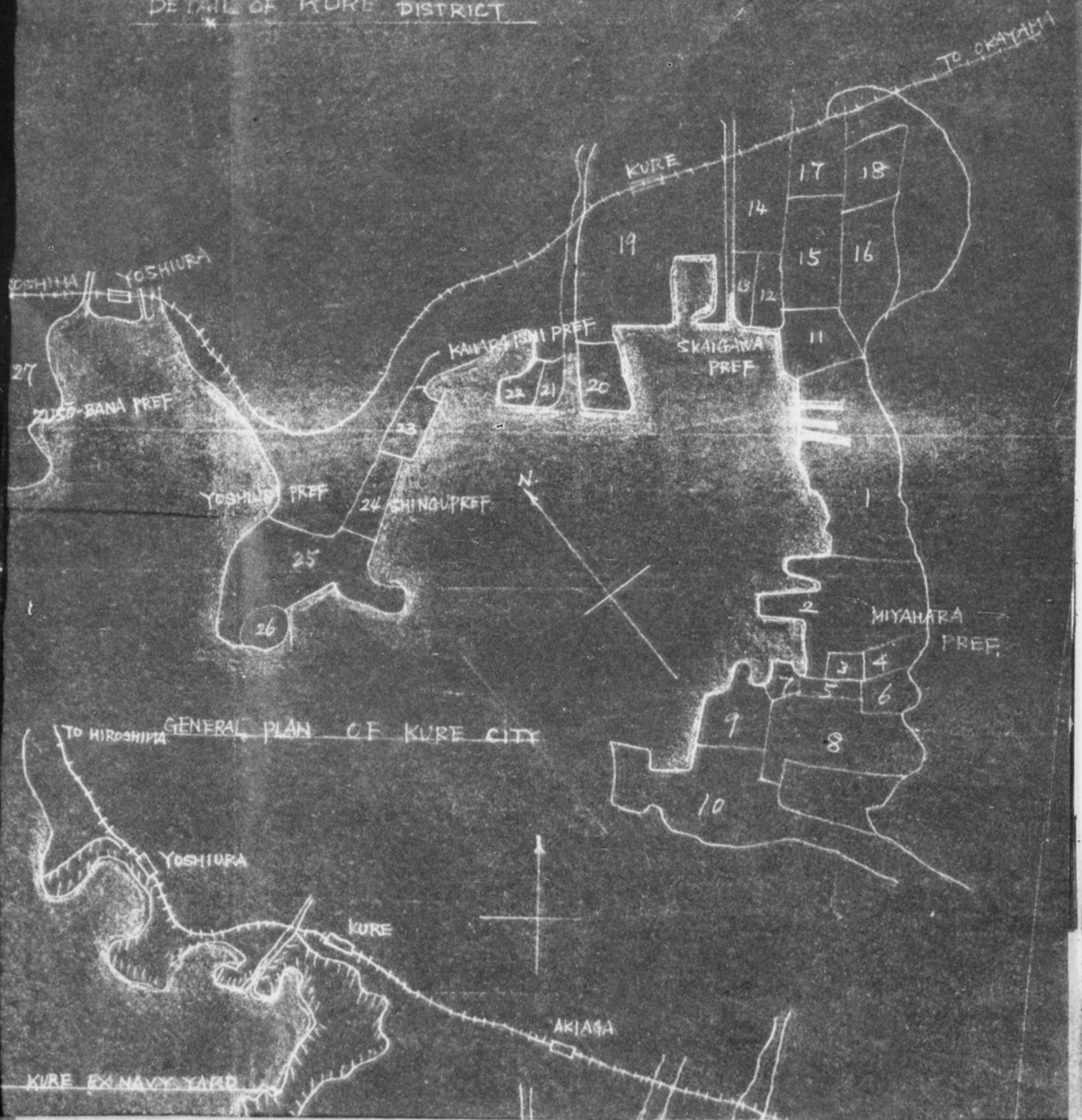


GENERAL PLAN OF KURE CITY



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

DETAIL OF KURE DISTRICT



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

17	GOVERNMENT OFFICE	ASSEMBLY HALL FOR CORP.	10.114	1171			
18	HOSPITAL FOR MEDICAL COLLEDGE	NAVY HOSPITAL	33.517	9.871			
19	BASE OF WHALING WORK	MUNITIONS SHOP.	54,000	9,600			3
20	GOVERNMENT OFFICE	HARBOUR DEPT.	6.991	1.737			
	TOTAL.		203,252	31,243			3

KAWARAISHI DISTRICT

NO.	ITEM OF BUSINESS.	FORMELY USED.	AREA		NUMBER OF WOR		
			LAND	STRUCTURE	1950	1951	19
21	MANUFACTURE OF FOOD TREATMENT & CONDIMENTS	ORDNANCE DEPT	16,120	1,443.			5
22.	MARCKET.	ORDNANCE DEPT	7,000	2,000		30	3
	TOTAL.		16,120	3,443		30	8

SHINGU & YOSHIURA DISTRICT

NO.	ITEM OF BUSINESS	FORMELY USED	AREA		NUMBER OF W		
			LAND	STRUCTURE	1950	1951	19
23	COAL YARD	11 NAVAL AIR ARSE-NAL.	5000				
24	(WATER & OIL) SUPPLY BASE		4000				1
25	GOVERNMENT OFFICE	SUBMARIN'S SCHOOL	67,770	4650			
26 ※	MANUFACTURE OF MARINE REFREGERATER & PACKING PLANE FOR FISHES.		3,120	2,131		150	2
	TOTAL		80,590	6,781		150	24

ZUSO-BANA DISTRICT

NO.	ITEM OF BUSINESS	FORMELY USED	AREA		NUMBER OF WOR		
			LAND	STRUCTURE	1950	1951	195
27	OIL PLANT	FUEL STORE	20,790	1875			1
	TOTAL		20,790	1875			1

HIRO DISTRICT

NO	ITEM OF BUSINESS	FORMELY USED	AREA		NUMBER OF WO		
			LAND	STRUCTURE	1950	1951	195
28 ※	MANUFACTURE OF CASTOR FORGE IRON, PARTS OF CAR & SEWING MACHINE	11. NAVAL AIR ARS-NAL	79,850	11,560	450	550	65
29	MANUFACTURE OF GRASS BOTTLE (FOR WINE, MEDICINE)		25,000	1,500			10
30 ※	MANUFACTURE OF PULP & SAILING	DO.	70,547	5,250		350	60
31	PHYSICAL & CHEMICAL RESEARCH INSTITUTE	DO.	15,000	2,000			50

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	10.114	1171							KURE CITY		DO
L	33.517	9.871							HIROSHIMA MEDICAL COLLEDGE		DO
P.	54,000	9,600			300	500	1000	1000	UNDECIDED		DO
T.	6.991	1.737							SUPERINTENDENT BUREAU OF HABOUR		DO
	103,252	31,243			310	510	1,010	1,010			

	AREA		NUMBER OF WORKMEN PER EACH YEAR						ADMINISTRATOR	REMARKS
	LAND	STRUCTURE	1950	1951	1952	1953	1954	1955		
T	16,120	1,443			50	100	150	200	UNDECIDED	UNRELEASED
T	7,000	2,000		30	30	30	30	30	KURE CITY	UNDER PLAN
	18,120	3,443		30	80	130	180	230		

AREA		NUMBER OF WORKMEN PER EACH YEAR.						ADMINISTRATOR	REMARKS
LAND	STRUCTURE	1950	1951	1952	1953	1954	1955		
5000				30	30	30	30	UNDECIDED	UNRELEASED
4000				10	10	10	10	UNDECIDED	DO.
67,770	4650								DO.
3,820	2,131		150	200	250	300	450	KOTOBUKI KOGYO K.K.	COMPLETED AT SEPT 1950
80,590	6,781		150	240	290	340	490		

AREA		NUMBER OF WORKMEN PER EACH YEAR						ADMINISTRATOR	REMARKS
LAND	STRUCTURE	1950	1951	1952	1953	1954	1955		
20,790	1875			10	10	10	10	UNDECIDED	UNRELEASED
20,790	1875			10	10	10	10		

AREA		NUMBER OF WORKMEN PER EACH YEAR						ADMINISTRATOR	REMARKS
LAND	STRUCTURE	1950	1951	1952	1953	1954	1955		
79,850	11,560	450	550	650	750	850	1000	KAWANAMI INDUSTRY HIRO FACTORY	UNDER PLAN
25,000	1,500			100	300	600	1000	UNDECIDED	UNRELEASED
70,547	5,250		350	600	1000	1500	3000	TOYO PULP CO.	UNDER PLAN
15,000	2,000			50	150	300	700	HIROSHIMA UNIVERSITY	

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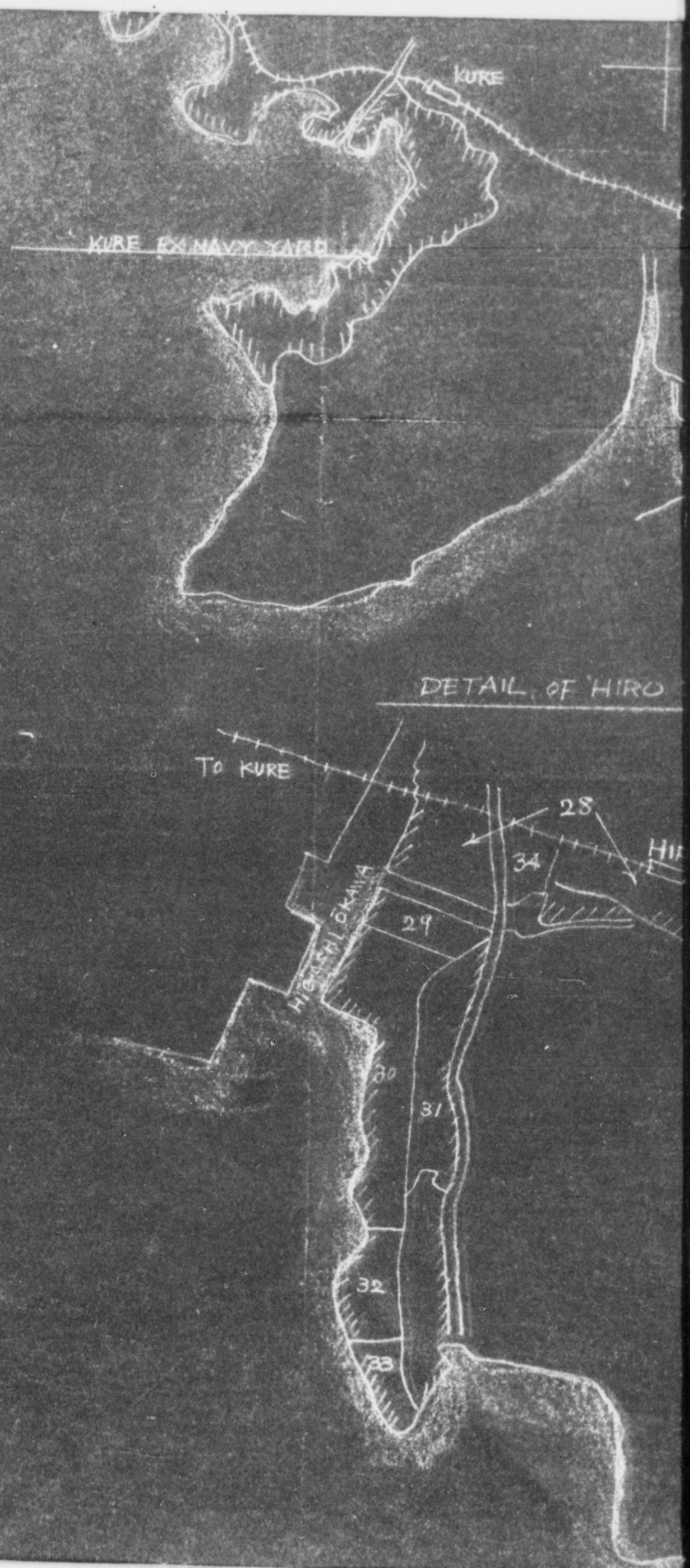
	OFFICE	DO.
	KURE CITY	DO.
	HIROSHIMA MEDICAL COLLEDGE	DO
a	UNDECIDED	DO
	SUPERINTENDENT BUREAU OF HABOUR	DO.

ADMINISTRATOR	REMARKS
UNDECIDED	UNRELEASED
KURE CITY	UNDER PLAN

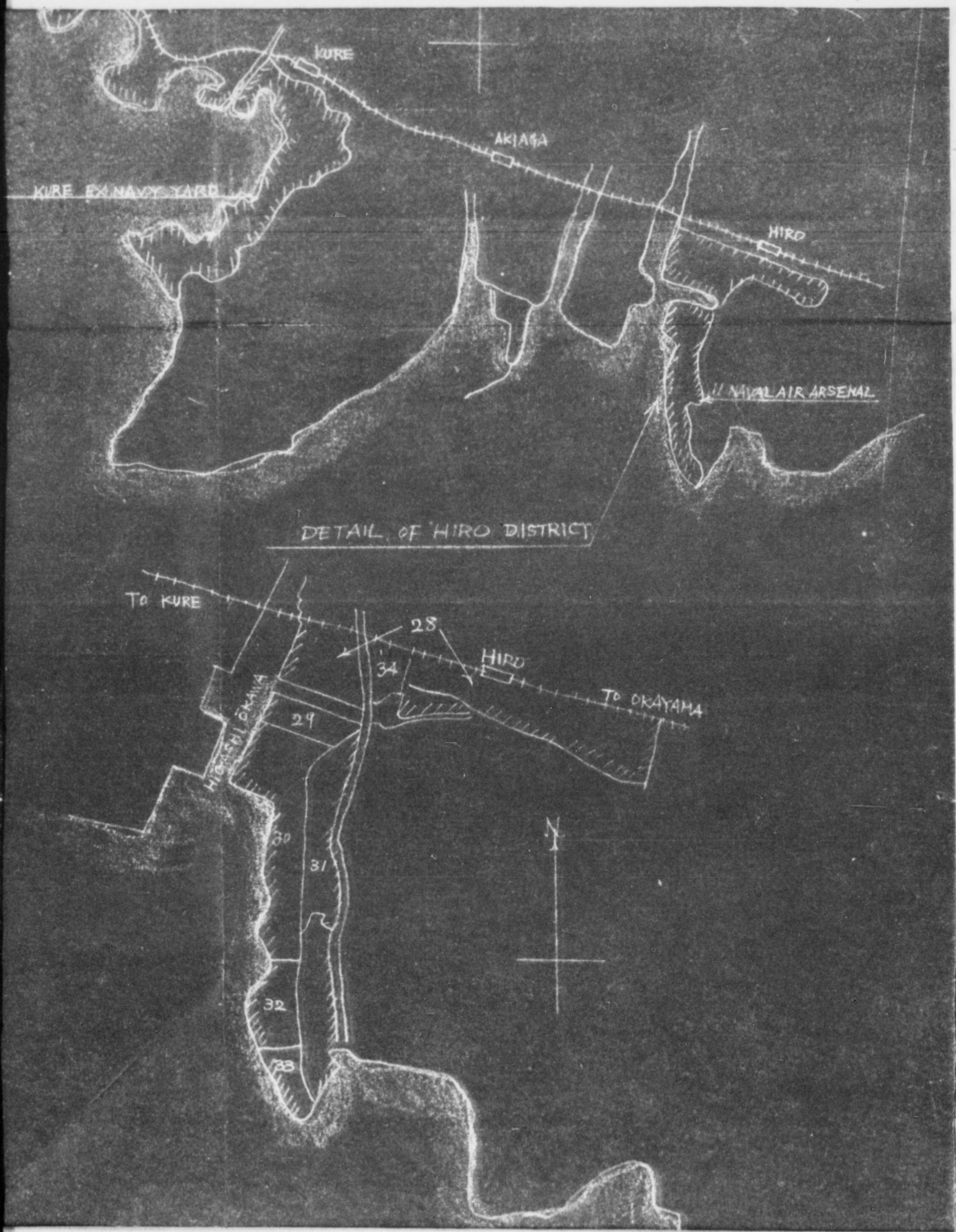
ADMINISTRATOR	REMARKS
UNDECIDED	UNRELEASED
UNDECIDED	DO.
	DO.
KOTOBUKI KOGYO K/K	COMPLETED AT SEPT 1950

ADMINISTRATOR	REMARKS
UNDECIDED	UNRELEASED

ADMINISTRATOR	REMARKS
KAWANAMI INDUSTRY HIRO FACTORY	UNDER PLAN
UNDECIDED	UNRELEASED
TOYO PULP CO.	UNDER PLAN
HIROSHIMA UNIVERSITY	



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



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

NO.	ITEM OF BUSINESS	FORMELY USED	AREA		NUMBER OF WORKME		
			LAND	STRUCTURE	1950	1951	1952
27	OIL PLANT	FUEL STORE	20,790	1875			10
	TOTAL		20,790	1875			10

HIRO DISTRICT

NO	ITEM OF BUSINESS	FORMELY USED	AREA		NUMBER OF WORKM		
			LAND	STRUCTURE	1950	1951	1952
28 ※	MANUFACTURE OF CASTOR FORGE IRON, PARTS OF CAR & SEWING MACHINE	11. NAVAL AIR ARSENAL	79,850	11,560	450	530	650
29	MANUFACTURE OF GRASS BOTTLE (FOR WINE, MEDICINE)		25,000	1,500			100
30 ※	MANUFACTURE OF PULP & SAILING	DO.	70,547	5,250		350	600
31	PHYSICAL & CHEMICAL RESEARCH INSTITUTE	DO.	15,000	2,000			50
32	MANUFACTURE OF SODA ASH.	DO.	15,000	2,000			50
33 ※	SUPPLY OF FUEL & LUBRICATING OIL. MANUFACT. OF KERESENE CAN & CREAMING	DO.	8,500	1,322	30	60	60
34	STRUCTURE AND REPAIR OF MOTOR-CAR	DO.	4000	1,200			50
	TOTAL		217,897	24,582	450	930	1520

GRAND TOTAL DETAIL.	958,898	179,104	5,731	4,960	7,045
※ MARK SHOWS TO BE SURELY ENTERPRISED AFTER PERMISSION	451,745	88,515	5,726	4,815	6,010
UNDER PLAN (INCLUDING UNRELEASED AREA)	507,153	90,589	5	145	1,035
CHANGE OF NUMBER OF EMPLOYERS COMPARATIVE TO PRESENT BY ※ MARK PLAN				-911	+284 +

ATTACHED TABLE NO. 2.

CHANGE IN NUMBER OF UNEMPLOYEES BY THE

TOTAL NUMBER OF UNEMPLOYEES OF KURE CITY, IS 16,706 IN FE
OF 68,791 WORKERS, ENGAGABLE IN SOME OCCUPATION, AND IT WIL
BY THE DISMISSAL OF 19,00 WORKERS IN KURE DOCK. HOW MANY WORKER
PLAN USING THE FORMER KURE NAVAL BASE, IS AS PER ATTACHE

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

AREA		NUMBER OF WORKMEN PER EACH YEAR							
	STRUCTURE	1950	1951	1952	1953	1954	1955	ADMINISTRATOR	REMARKS
10	1875			10	10	10	10	UNDECIDED	UNRELEASED
0	1875			10	10	10	10		

AREA		NUMBER OF WORKMEN PER EACH YEAR							
	STRUCTURE	1950	1951	1952	1953	1954	1955	ADMINISTRATOR	REMARKS
0	11,560	450	550	650	750	850	1000	KAWANAMI INDUSTRY HIRO FACTORY	UNDER PLAN
0	1,500			100	300	600	1000	UNDECIDED	UNRELEASED
7	5,250		350	600	1000	1500	3000	TOYO PULP CO.	UNDER PLAN
	2,000			50	150	300	700	HIROSHIMA UNIVERSITY	
	2,000			50	150	300	700	UNDECIDED	
	1,322	30	60	60	60	60	60	MARUZEN OIL	UNDER PLAN
	1,200			50	100	150	300	UNDECIDED	UNRELEASED
7	24,582	450	930	1520	2380	3490	6090	—	

179,104	5,731	4,960	7,045	9,585	14,295	19,895
88,515	5,726	4,815	6,010	7,710	10,360	13,710
90,589	5	145	1,035	1,875	3,935	6,135
		-911	+284	+1,984	+4,634	+7,984

ER OF UNEMPLOYEES BY THE CONVERSION PLAN

F KURE CITY, IS 16,706 IN FEB. 1950 PRESENT. THIS RISE TO 23%

OME OCCUPATION, AND IT WILL BE INCREASED TO 17,975 IN NUMBER

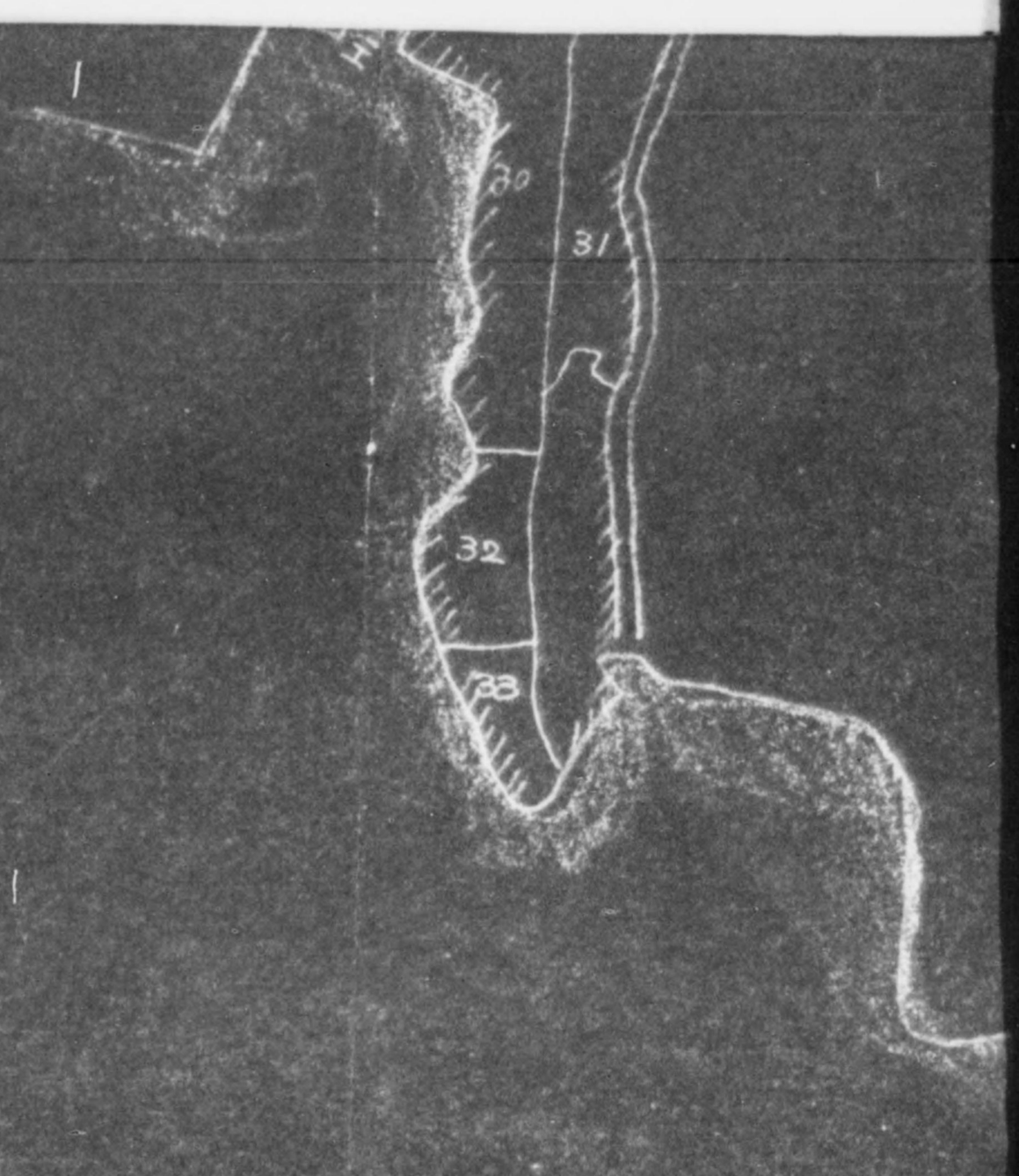
URE DOCK. HOW MANY WORKERS CAN GET JOBS BY THE CONVERSION

BASE, IS AS PER ATTACHED TABLE

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

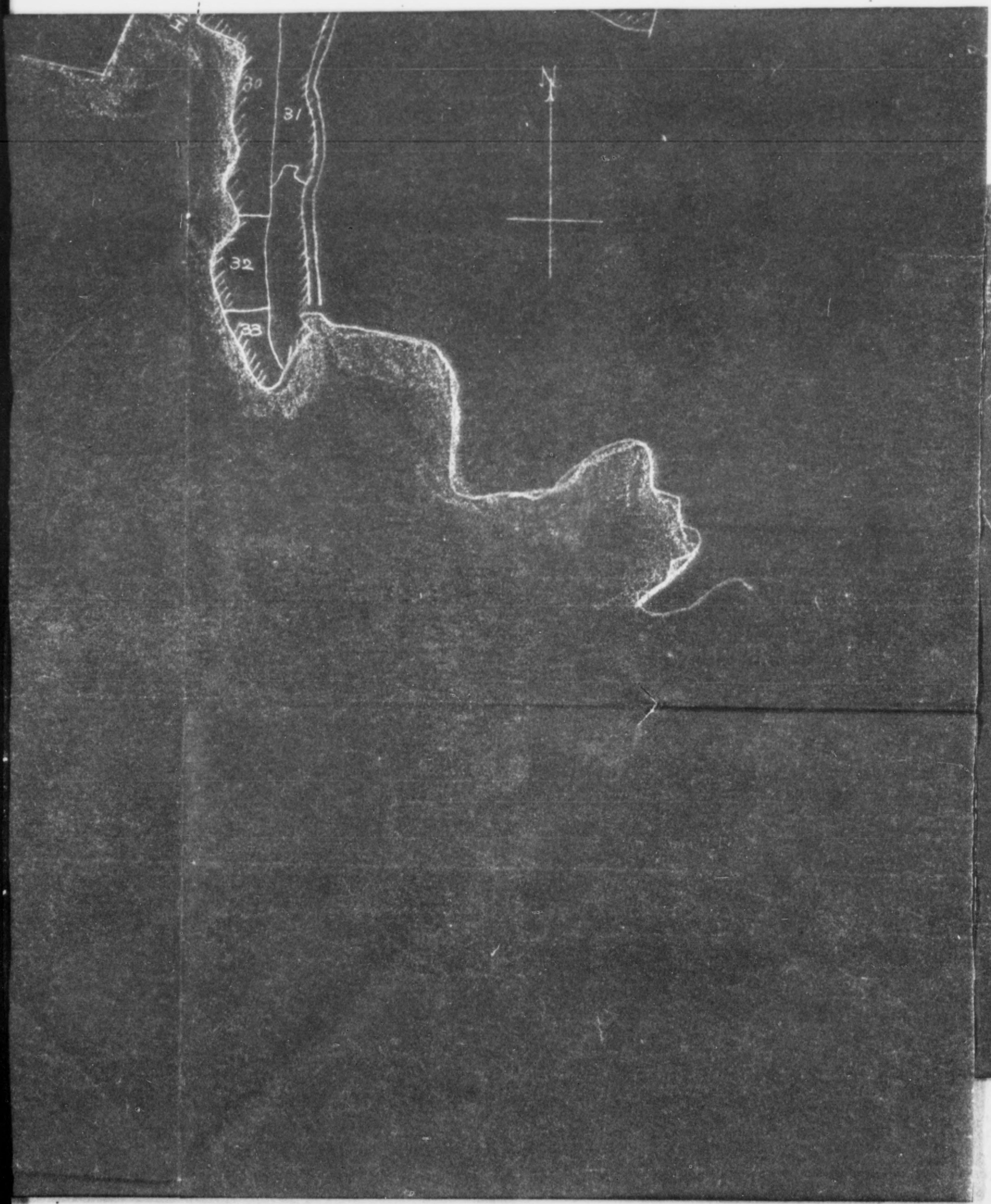
	ADMINISTRATOR	REMARKS
	UNDECIDED	UNRELEASED

	ADMINISTRATOR	REMARKS
	KAWANAMI INDUSTRY HIRO FACTORY	UNDER PLAN
	UNDECIDED	UNRELEASED
	TOYO PULP CO.	UNDER PLAN
	HIROSHIMA UNIVERSITY	
	UNDECIDED	
	MARUZEN OIL	UNDER PLAN
	UNDECIDED	UNRELEASED



PLAN
ENT. THIS RISE TO 23%
SED TO 17,975 IN NUMBER
OBS BY THE CONVERSION

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



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32	MANUFACTURE OF SODA ASH	DO.	15,000	2,000			50
33X	SUPPLY OF FUEL & LUBRICATING OIL. MANUFACT. OF KERESENE CAN & CLEANING	DO.	8,500	1,322	30	60	10
34	STRUCTURE AND REPAIR OF MOTOR-CAR	DO.	4000	1,200			50
	TOTAL		217,897	24,582	450	930	1520

GRAND TOTAL DETAIL.						
	958,898	179,104	5,731	4,960	7,045	
X MARK SHOWS TO BE SURELY ENTERPRISED AFTER PERMISSION	451,745	88,515	5,726	4,815	6,010	
UNDER PLAN (INCLUDING UNRELEASED AREA)	507,153	90,589	5	145	1,035	
CHANGE OF NUMBER OF EMPLOYERS COMPARATIVE TO PRESENT BY X MARK PLAN				-911	+284	+

ATTACHED TABLE NO.2.

CHANGE IN NUMBER OF UNEMPLOYEES BY THE

TOTAL NUMBER OF UNEMPLOYEES OF KURE CITY, IS 16,706 IN FE
OF 68,791 WORKERS, ENGAGABLE IN SOME OCCUPATION, AND IT WIL
BY THE DISMISSAL OF 1900 WORKERS IN KURE DOCK. HOW MANY WORKER
PLAN USING THE FORMER KURE NAVAL BASE, IS AS PER ATTACHE

	1950	1951	1952	
NUMBER OF EMPLOYEES INCREASING BY THE CONVERSION PLAN				
NUMBER OF EMPLOYEES INCREASING BY THE ATTENDANT INDUSTRY UNDER THE PLAN			284	1,
			95	5
TOTAL OF EMPLOYEES			379	2,
RATE OF POSSIBLE EMPLOYMENT FOR 17,975 UNEMPLOYEES BY THE THE PLAN			2%	
NUMBER OF UNEMPLOYEES TO BE REMAINED AFTER CONVERSION	17,975	17,975	17,596	15,

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5,000	2,000			50	150	300	700	UNDECIDED	
5,500	1,322	30	60	60	60	60	60	MARUZEN OIL	UNDER PLAN
2,000	1,200			50	100	150	300	UNDECIDED	UNRELEASED
7,897	24,582	450	930	1520	2380	3490	6090		

898	179,104	5,731	4,960	7,045	9,585	14,295	19,895
745	88,515	5,726	4,815	6,010	7,710	10,360	13,710
153	90,589	5	145	1,035	1,875	3,935	6,135
			-911	+284	+1,984	+4,634	+7,984

UMBER OF UNEMPLOYEES BY THE CONVERSION PLAN OF KURE CITY, IS 16,706 IN FEB. 1950 PRESENT. THIS RISE TO 23% SOME OCCUPATION, AND IT WILL BE INCREASED TO 17,975 IN NUMBER KURE DOCK. HOW MANY WORKERS CAN GET JOBS BY THE CONVERSION AL BASE, IS AS PER ATTACHED TABLE

	1950	1951	1952	1953	1954	1955
			284	1,984	4,634	7,984
			95	595	1,390	2,395
			379	2,579	6,024	10,379
			2%	14%	33%	57%
	17,975	17,975	17,596	15,396	11,951	7,596

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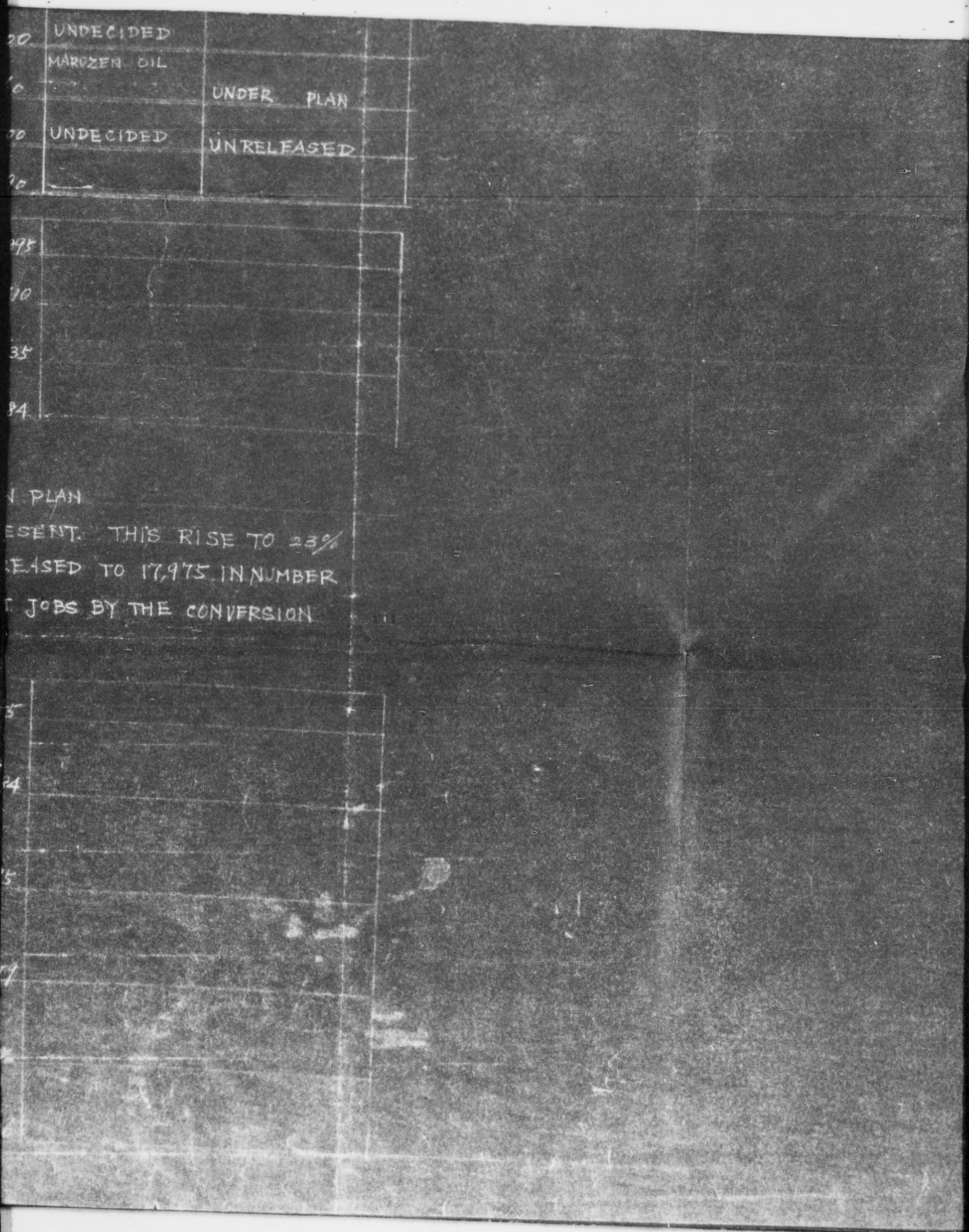

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COPY

AG 561 (23 Jun 50) ESS/IND
SCAPIN 2103

23 June 1950

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT : Revision of Scope of Activities in Former Japanese Naval Shipyards

1. The following memoranda for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, are rescinded:

a. AG 388.3 (5 Dec 45) GD, SCAPIN 393, 5 December 1945, subject: Use of Maizuru and Ominato Navy Yards for repair of Japanese merchant shipping and vessels engaged in minesweeping.

b. AG 561 (15 Dec 45) GD, SCAPIN 451, 15 December 1945, subject: Reactivation of facilities at Kure Navy Yard.

c. AG 601 (16 Feb 46) GD, SCAPIN 741, 16 February 1946 subject: Reactivation of Facilities at Sasebo Navy Yard.

2. Effective this date the Japanese Government will limit the operations of former naval shipyards to those cited hereafter:

a. Sasebo and Maizuru ex-naval shipyards.

(1) Voyage and emergency repairs to Japanse ships which can be accomplished within 30 working days per vessel of which a maximum of 15 days is allowable in the drydock.

(2) Scrapping operations.

(3) Emergency repairs to foreign flag merchant vessels.

(4) Repairs to Occupation ships.

b. Kure and Ominato ex-naval shipyards.

(1) Completion of ship repairs now in the yards.

(2) Completion of other work now in process. This work must be completed prior to 31 December 1950.

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

c. Prior approval of the Supreme Commander for the Allied Powers will be required for any other operations in the listed yards other than those referenced above.

3. On 1 January 1951, Kure and Ominato will cease shipbuilding activities and machinery and equipment not required for other authorized activities will be placed in storage.

4. The Japanese Government will submit a monthly report to the Supreme Commander for the Allied Powers for each of the above listed yards showing the following:

a. New ship repair work entering the yard during the month.

b. Ship work completed during the month.

c. Other work completed during the month.

d. Man days worked during the month.

5. Direct communication between the Economic and Scientific Section, General Headquarters, Supreme Commander for the Allied Powers and the Ministry of Transportation regarding matters within the scope of this memorandum is authorized.

FOR THE SUPREME COMMANDER:

K. B. BUSH,
Brlgadier General USA,
Adjutant General.

Received: 27 June 3.05 p.m.
Shukan : M of Transportation.
Copy : Minister, Jikan
D of GS. Jicho
PG. PE. FIM. RAR.
MITI. AFM. ESB.
C of L. C of P.
LGO. LLO. MA

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

COPY

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS (Attn: Economic and Scientific Section)

FROM : Ministry of Foreign Affairs

SUBJECT : Petition for Industrial Rehabilitation of Kure City

FOM No.2165 (TRM) 24 October 1950

1. Reference: SCAP memorandum, AG 561(23 Jun 50)ESS/IND, SCAPIN 2103, subject: Revision of Scope of Activites in Former Japanese Naval Shipyards.

2. Transmitted herewith is a letter of the Ministry of Transportation on the subject matter, addressed to the Gemeral Headquarters, Supreme Commander for the Allied Powers.

FOR THE MINISTER:

(T. Sirahata)
Chief of Liaison Section,
Liaison Bureau,
Ministry of Foreigb Affairs.

1 Incl
Letter of Transportation
Ministry, dated 29 September
1950 in triplicate.

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

COPY

TO : General Headquarters,
Supreme Commander for the Allied Powers

FROM : Minister of Transportation

SUBJECT : Petition for Industrial Rehabilitation of Kure City.

29 September, 1950.

1. Enclosure: Petition of Committee on Emergent Measures for Unemployment in Kure City addressed to Japanese Government, subject as above.

2. The city of Kure has had a hard time with an army of the unemployed since it ceased to be a naval port in consequence of the termination of the war, as illustrated in the enclosed papers. The number unemployed reachsd 16,000. constituting a largest proportion throughout the country of the unemployed to employed. The Japanese Government, after studying measures to be taken to cope with the situation, has come to conclusion that there is no alternative but to make the most of the city's location to rehabilitate industries.

Because of the city's long dependency upon the naval arsenal, its facilities and the technical skill of workers have developed with heavy industry as their object; and therefore it is close to impossible to totally convert to light industry in view of fund, time and efficiency. Thus it has come to be considered that no other course is open to the city than to start anew as a peace industry center having minimum heavy industry.

As to harbor facilities, it is Port Kure alone in the districts that has mine-cleared lanes foreign vessels are permitted to enter. Therefore, it is best suited for the import and export of raw materials and probucts. As to be seen in the petition of the Kure City Unemployment Emergency Counter-Measures Committee enclosed herewith, the city is located very favorably in many respects.

Operation of the enterprises at the site of the Kure Arsenal was totally restricted by SCAP Memorandum SCAPIN 2103 of 23 June 1950. Applications have been made separately in regard to conversion of the Amagasaki Iron Works and the Nienia Steel Works as enterprises falling under Paragraph 2.c. of the Memorandum.

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As to the Kure Dock of the Harima Shipyard, the petition presented by RAR No. 702 dated 5 July 1950 was not granted. However, since the ministries concerned have come to the conclusion that it would be proper to convert the business of the company chiefly to machine industry other then shipbuilding and to use a part of the facilities for emergency repairs of vessels, this renewed application is being submitted.

3. It is requested that favorable consideration be given to the enclosed petition in view of the difficulties the city of Kure is placed in for the sake of the security of public living.

4. Technical opinions of the Ministry of International Trade and Industry as the Japanese Government's competent agency on the Harima Shipyard, the Amagasaki Iron Works and the Nichia Steel Works are also enclosed for information.

Takeshi Yamazaki
Minister of Transportation

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

COPY

TO : Mr. Shigeru Yoshida, Prime Minister

FROM : Chairman Tsunei Kusunose, Governor of Hiroshima
Governor of Hiroshima Prefecture;
Vice Chairman: Tedate Suzuki,
Mayor of Kure City,
Committee on Emergent Measures
for Unemployment in Kure City.

SUBJECT : Petition for Industrial Rehabilitation of
Kure City.

21 August, 1950.

1. The city of Kure contains a population of some 180,000 souls, 16,000 of which are out of employment; and thus fifty thousand people including their families are struggling against hard living. At this juncture, the Kure Dock of the Harima Shipyard, one of the city's greatest enterprises, has been directed to cease from conducting its present business after the end of this year by SCAP Memorandum SCAPIN 2103 dated 23 June 1950. The overall suspension of business of the company would not only throw some 4,500 people more out of work but also constitute a fatal blow to the merchants and citizens living in the city.

Kure city has been trudging a thorny path with regiments of jobless people since it cessed to be a naval port by the Surrender; and now the city is faced with a new situation that it has to abandon its hope for reconstruction of the living of the citizens. This is why we are submitting the present petition to the General Headquarters, Supreme Commander for the Allied Powers and the Japanese Government concerning the relief of the unemployed and the industrial rehabilitation of the city.

A. It is desired that approval be given to the conversion of the principal business of the Kure Dock of the Harima Shipbuilding Works to the production of machines, etc. for peace industry, retaining the minium facilities for repairing vessels as required by a trade port, without effecting any alteration to its pressent equipment and facilities. It is also desired that the application for conversion of the Kure Plant of the Amagasaki Iron Works be granted.

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B. It is desired that approval be given to the applications of the Nichia Steel Works, the Toyo Pulp, the Maruzen Oil, and the Kawanami Industry at the earliest opportunity.

C. It is desired that consideration be given to the early release, if possible, of those reparations facilities, now located in Kure City, which are needed for the industrial rehabilitation of the city. Especially it is desired that preferential permission be given to the use of reparations facilities located in Kure for the sake of the rehabilitation.

2. In Kure city there remains the greater part of the past 60 years' enormous investments by the Japanese navy and they offer a basis for a peaceful and constructive purpose; namely,

1) Skilled labor

There are 15,000 skilled hands who worked many years at the former naval arsenal. Although moderate in thought and proud of their own ability, they are still out of work.

2) Harbor

In its and adjacent districts the Port of Kure alone has mine-cleared lanes that foreign ships are permitted to enter. It has also excellent harbor facilities as enable freighters in the 10,000 ton class to load alongside the quay. It is equipped with four dry docks, large and small, which can be utilized in reqairing foreign and merchant vessels.

3) Transportation

The port has land transportation facilities, all in good order, such as rail way lines and roads for lorries.

4) Electric Power

Power supplying and transforming facilities remain in as good order as they were put in so as to meet the maximum war-time requirement.

5) Water supply for industries

Supplying capacity per day: 120,000 tons far above the maximum requirement of Kure City (65,000 tons)

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6) Gas

Productive capacity: 1,500,000 cubic meters
(Present requirement: 450,000 cubic meters)

7) Others

It has sufficient capacity for coal and petroleum storage.

3. At present the following four plants are the principal industries. These are all that are authorized to temporarily operate at the site of the former naval establishment.

Kure area: Kure Dock of Harima Shipbuilding Works
Kure plant of Amagasaki Iron Works

Hiro area: Hiro plant of Kawanami Industry
Hiro plant of Engineering Department of Hiroshima Railway Bureau

Besides them, there are some small-scaled subcontracting factories.

The Harima Shipyard Kure Dock, the largest of those had been engaged, under authorization of the occupation authorities, in ship repairs and in scrapping of civilian and naval vessels since 1946. However, the latter business having been completed, the company was contemplating business reorganization, when the memorandum mentioned above was issued, much to the astonishment of Kure city.

Accordingly, it has been decided judging from various angles that the city should take up as one of the unemployment countermeasures a plan for conversion of the Kure Dock as set forth in the attached papers, in view of the Kure Dock as set forth in the attached papers, in view of the actual situation of the Harima Shipyard. Although only light industry, we hear, is permitted on the site of the Dock, there is no alternative for us but to go to heavy industry in consideration of the condition of land and buildings, facilities, the kinds of machines, the use thereof, experience and other factors. With light industry as our main business, we would need an enormous amount of capital; and for the time being we would not only incur lowered efficiency and decreased utility but at the same time we would be unable to utilize to the fullest extent our experience of an average of more than ten years.

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As to the Amagasaki Iron Works Kure Plant, a separate application has been submitted, and everything depends upon whether it is formally granted or not. Operation of the Hiroshima Railway Bureau Hiro Engineering Plant is being suspended at present. An overall plan including them is shown in Attached tables Nos. 1 and 2.

4. During 1950 about 30 million yen is to be defrayed by Kure city as expenses for the relief of the unemployed in Kure city and a hundred million yen or so by the National Treasury and Hiroshima Prefecture for work relief projects. These unemployment relief measures, designed to give relief to 3,000 persons a day, cover ten thousand and odd of the registered jobless people; but the figures correspond to only one-third of those registered, leaving the remaining two-thirds and their families in the depth of poverty. It is of course necessary to obtain further help from the Government towards their relief, but we feel keenly the far greater necessity of the Government's special assistance for the sake of economic rehabilitation of the city. Although we are doing our utmost to invite other industries to our city, we hereby earnestly solicit you for your favorable consideration to the matters which we consider are most essential for the industrial rehabilitation.

FOR THE CHAIRMAN:

Tedate Suzuki
Mayor of Kure City,
Vice Chairman, Committee
on Emergent Measures
for Unemployment in
Kure City.

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

COPY

September 19, 1950

OPINION OF MINISTRY OF INTERNATIONAL TRADE AND INDUSTRY CONCERNING THE CONVERSION OF THE HARIMA SHIPYARD AT KURE TO PRODUCTION BY USING THE PARTS OF THE FORMER NAVAL SHIPYARD (CODE NO. 11-5 (5))

1. The following is the opinion of the Ministry of International Trade and Industry relative to the plan of business activities herewith proposed.

a. The items considered in the conversion plan include heavy machinery for chemicals, mining and iron industries and auxiliary machinery, electrical equipment and parts, machining, steel products and lumber and wooden manufactures. Items other than heavy machinery will merely be converted from marine use to land use. As regards heavy machinery Kure shipyards has large metal processing machinery and large machine tools. Although the foundry facilities are somewhat limited there are no inconveniences in this regard because the Amagasaki Seiko is situated nearby and it is considered to be both easy and appropriate to convert to this plant.

b. There is no shortage of heavy machinery if we view the present supply and demand situation in this category. However, in respect of large metal processing machinery and large machine tools there is a shortage, unlike the situation existing the case of machine tools for general purposes. The shipbuilding industry commands most of the manufacturing capacity. Yet as

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the capacity of shipyards has dropped greatly as a result of the ravages of war, the possibility is ever present that the slightest change in condition immediately affects manufacturing capacity for heavy machinery; hence the disirability for an increase in plant facilities for the exclusive manufacture of heavy machinery.

c. In the vicinity of the Kure Shipyard there are many users of heavy machinery such as Dowa Mining, Nihon Mining, Ube Kosan, Nittetsu Mining, Showa Petroleum, Japan Oil, Maruzen Oil, Ube Soda, Toyo Koatsu, Nisshin Chemicals, Kamishima Chemicals, Teikoku Kako, Nitto Ryuso, Shimane Chemicals, Asahi Koeiki, Onoda Cement, Nippon Cement, Hiroshima Chemicals, Sanyo Pulp, Nippon Shigyo, Otake Shigyo, Toyo Steel Plates, Teikoku Jinken, Toyo Boseki (staple fibre), Kurashiki Rayon, Shinko Rayon, and other large firms, indicating that Kure Shipyard is conveniently situated.

d. Plans for the manufacture of auxiliary machinery and electrical equipment and parts maturally accompany the manufacture of heavy machinery. It is expected that orders from nearby industries for supplementary parts and for emergency repairs and construction will far exceed the plan, because of the favorable geographical conditions.

e. With regard to structural steel products, the question of distance between the manufacturer and the consumer is one of great importance because of the relationship between freight and the building contractor. When considering from this standpoint the matter of reconstruction of the cities of Hiroshima and Kure and the scheduled construction of the Toyo Pulp Co. and the Nichia Seiko in Kure, it is absolutely to have the necessery manufactures under taken by Kure Shipyard.

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f. Plant facilities are complete in respect of lumber and wooden manufactures, allowing for the efficient manufacture of furniture and fixtures. Here again the plant is favorably situated to serve the needs of nearby regions.

2. The points indicated above constitute an inevitable conclusion arising from a corsideration of the conditions existing in Kure and adjacent regions and of the nature of the available plant facilities which happen to be complementary to the needs of the area. It is requested that a careful and earnest considerarion will be given to this proposal and it is hoped that favorable steps will be taken to help remove the economic difficulties now faced by the company and at the same time establish a basis of self-support for the city of Kure.

FOR THE MINISTER

By _____
Teruhiko Iwatake, Deputy Chief
Enterprise Bureau
Ministry of International Trade
and Industry

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

COPY

22 Sept. 1950

RECOMMENDATION OF MINISTRY OF INTERNATIONAL TRADE AND INDUSTRY FOR CONTINUATIVE OPERATION OF AMAGASAKI SEITETSU K.K. (AMAGASAKI IRON & STEEL CO., LTD.), CURRENTLY USING A PART OF STEEL MANUFACTURING FACILITY OF FORMER KURE NAVY YARD

1. Referance is made to AG(23 June 50) ESS/IND, SCAPIN 2103, Memorandum for Japanese Government, Subject: Revision of Scope of Activities in Former Japanese Naval Shipyards.

2. The main works of this company was established at Amagasaki City, Hyogo Prefecture, in 1937, and later it was divided into two companies, Amagasaki Seitetsu K.K. and Amagasaki Seiko K.K. in 1946.

3. With permission of Headquarters, Eighth Army, dated 6 May 1946, and of Headquarters, 76th Military Government, dated 13 May 1946, this company has been gngaged in the manufacturing of steel ingots, iron, steel and ally castings in the facility of former Kure Navy Yard.

4. The Ministry of International Trade and Industry has concluded this company as essential for maintenance and rehabilitation of peace-time economy as well as social welfare in this country, owing to the following circumstances:

(a) In the consideration of national iron and steel production between two manufacturing centers, Kyushu and Kinki District, there is no other steel production facility than this steel work of the Kure ex Navy Yard. This works, therefore, only one supply source of steel ingot for roll-mill operators in this District.

(b) Originally, this company started its production in this works, to take charge of dismantling the former war facility and

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disposing the scrap iron, according to the instruction issued by the Occupation Forces. Such being the start of business, having a large quantity of producible scrap in this District and stocked scrap in the yard, it is presumed that this company will be able to continue further its production without relying upon the scrap souce in other districts.

(c) A large size cast alloy products, especially marine propellers, manufactured by this works, is one of the most excellent in this country. About 70% of propellers equipped to the foreign ships built in Japan in 1946 fiscal year, was supplied by this works. As to the manufacture of large size solid propellers, there are now only two mekers, Nagasaki Shipbuilding Works, and this Kure Works, which will be required for the most of marchant vessels of modern large type in this country.

(b) Large size equipments, such as two sets of 10 ton cupola and two sets of 6 ton cupola for iron foundry, 15 and 10 ton reverterators for alloy foundry and 15 ton melting-pot kept in this Works, are very rare ones in this country. Equipped with extraordinary large-size machine-tools this works has been important for demanders of large size iron and steel casting products. They were formerly supplied for marine use, but recently, being supplied mainly to iron & steel production, peper manufacturing and other varous manufactureing industried, and promised to be increased in future.

(c) Though the products of this Works are essential for Japan's peace-time economy, there might arise a misunderstanding that

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the continuative operation of this works results in the maintenance of a great potential war facility: this works being a part of steel production facility in the former Kure Navy Yard. However, such misepprehension will be completely solved, if the real corcumstances us mentioned below be clarified:

Essential Part, namely, more than 90 % of steel production facility of former Kure Navy Yard was completely damaged by bombing in the war time. In addition, large-size or special type machinery and equipments, regarded as solely available for war purpose, were already scrapped down. The present scope of this Works, equipped with 500 reparation items and with 150 EX machines, is sufficient only for the industrial purpose in peace time. It is therefore, far beyound the real situation of this Works, that the remained steel poruction facility might be switched to a war facility.

(f) Beside the above industrial necessity, the social circumstance currently prevailing in Kure District, should be also taken into consideration in case of screening the continuative operation of this works. Because, the ratio of unemployment of Kure City has become the highest one in this country since the end of war, how to give the sound occupations to the jobless people is a matter of vital importance to the local Government. Presently, about 800 workmen--prosumably 3,000 in consideration of their family --- are supporting their livings, owing to the reopened operation of this Works. Suspension of this industry would result in more unemployees in this city, thereby inflicting a hard bloe upon the

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countermeasure to cope with the current unemployment. Therefore the continuation of this production is needed also for supporting the bona fide people's living thus to avoid the social confusion.

Such being the circumstances, the Ministry of International Trade and Industry regards the continuation of this iron & steel production as essential for the maintanance of Japan's economy and people's welfare.

FOR THE MINISTER:

Deputy Chief,
Enterprise Bureau.

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

COPY

1 Aug. 1950

RECOMMANDATION FOR NECESSITY OF CONVERTING A PORTION OF THE FACILITY BELONGS TO FORMER KURE NAVAL SHIPYARD (11-5 (6)) APPLIED BY NICHIA SEIKO K.K.(NICHIA STEEL WORKS, LTD.)

1. Reference is made to the original application filed by Nichia Seiko K.K. (Nichia Steel Works, Ltd.), non-reparation plant, herewith attached.

2. The ministry of International Trade and Industry, after thorough investigation of the original application herewith attached for manufacturing of hoop steel converting a portion of the facility belonging to the former Kure Naval Shipyard 11-5 (6), wishes to forward to your Headquarters a letter of recommendation for the following reasons:

A. The applicant, Nichia Seiko K.K. (Nichia Steel Works, Ltd), having been engaged in manufacturing of sheet steel for last thirty (30) years in Hyogo Prefecture, is one of the three moted manufacturers in that field. Worthy of mention regarding this co. is that as their present plant is situated on the reclaimed and narrow land of Amagasaki City, the plant is doomed to seek somewhere else more restful place suitable for heavy industry. The present site is, as is well known, sinking yrarly.

For this reason, the Co.'s sincere desire to move into the site of the former Naval Ship-yard with hope to use idle and released land and buildings to set up an up-to-date steel plant is considered logical in every respect.

B. Despite of tremendously growing hoop steel demand in the various industrial field at home, no manufacturer is presently capable of supplying hoop steel whose size ranging from 19 mm.-200 mm., and even in the future no manufacturer is expected to put out it, unless this co.'s plan is realized.

The trend is that hoop steel will find far wider uses as material for welded pipes, tin plate hoop, silicon hoop steel, automobile parts, ammonia pipes, boiler pipes, various machine parts and other processing purposes. These all require broader hoop steel.

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while production plan of the Ministry of International Trade and Industry for 1950 fiscal year is limitted to 67,000-ton of hoop steel, its overall demand is anticipated to exceed well over 200,000-ton.

C. Other featheers note-worth to mention are as follows:
1. It is considered as well concentrated plant in every respect.
2. It can easily be made usable by minor repair, that is, economically repairable.
3. Land and harbor facility are well-built to function efficiently as steel plant.
4. Building itself is well-suited for steel plant in that over-head crane as well as other miscellaneous equipments are readily usable.
5. Ample supply of electricity and water which are most desirable for plant of this nature is readily available.

D. Labour situation.
Kure City is confronted with unprecedent and serious unemployment problem, for Harima Dock which presently employes over 4,000 labours will soon be thrown out of fusiness, and many other labours employed in the various fields of B.C.O.F. are doomed to be discharged in not distant future.

This serious social problem of Kure City as a center of unrest is a big topic of discussion among Government center. Such being a situation, if fortunately this plant is authorized to function its operation as a steel plant, it will undoubtedly help to alleviate pewailing serious labour situation to a great extent and bless Kure citizens.

3. For the above stated reasons, the Ministry of International Trade and Insustry has come to recognize the fact that hoop steel production plan described in detail in the original application herewith attached will contribute to Japan's steel industry of rationalization and modernization.

Your Headquarter's prompt and favourable consideration will be greatly appreciated.

FOR THE MINISTER:

DEPUTY CHIEF.
Bureau of Enterprise.

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

COPY

THE PLAN OF CONVERSION OF BUSINESS OF KURE DOCK, HARIMA SHIPBUILDING WORKS, LTD.

19TH SEPT., 1950.

KURE DOCK

HARIMA SHIPBUILDING WORKS, LTD.

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

1. Outline of the Plan

This plan is designed to convert the main substance of business of the Kure Dock of the Harima Shipyard which specializes at present in ship repairs to the production of machinery and steel structures for use on land, without efficting any great alteration in its present equipment and technique.

2. History of Kure Dock

The equipment of the former Kure Naval dockyard was authorized to reopen by SCAP memorandum AG 561 GD (SCAPIN 451) of 15 December 1945, and on 1 April 1946 the Kure Dock started operation as a sheer peace industry using a part of the shipbuilding and engine departments of the dockyard. Ever since it has primarily been engaged in the salvage and scrapping of inoperable naval vessels located in Kure area, and in the salvage and major repair of inoperable merchant vessels.

3. Reasons for Necessity of Conversion

However, by a new memorandum SCAPIN 2103 dated 23 June 1950, the Kure Dock was requested to cease operating the work concerned with ships at the end of this year, and as to a future operation program it was called upon to file an application. If things are left as they are, the closure of the dock is feared to be inevitable, driving its 4,500 employees out of work.

The stoppage of function of the Dock means the collapse of the principal industry of Kure city; therefore, we should make every effort to keep as many workers as possible.

Here lies the reason why the principal business of this dock which was set up as a complete facility for the construction and repair of vessel should be diverted to other business.

4. Various factors to be Considered in the Conversion Program.

(a) Equipment

The former shipbuilding gacilities are equipped with steel processing high-precision machines of large

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size, spacious assembly plants and devices for conveying heavy goods, which may be used, with little alteration, for the efficient manufacture at low price of large-sized steel structures, etc.

As to the engine construction facilities which are featured with large-sized and small-sized machine-tools of high efficiency and precision, it is especially to be noted that they are equipped with large-sized gear-cutters, planers, jig borers, etc. of superior capacity, exceedingly suitable to the manufacture of machines for industrial purposes.

Therefore, we are sure that the machines and apparatus now in use will function admirably in manufacturing industrial machines and steel structures, thus making the enterprise possible.

(b) Technique

Since a majority of the Dock's personnel have years' experience and are highly skilled in the manufacture and repair of ships, machines and precision apparatus of various kinds, it is expected that they will display their competence in the designing as well as processing and assembling of machines and steel structures.

This is how we have come to be convinced of the possibility of gradual conversion of the substance of our business while retainging the present personnel and technique after dismissal of 1900 workers in this Sept.

(c) Locational Advantage

The Port of Kure directly connected with the heavy industry districts of Osaka-Kobe and Northern Kyushu by the Inland See watercourse has a rosy future as a trade port. Again, the city, with engineering facilities of the former Navy being gradually converted for peace time industries, is destined to become an industrial center. Accordingly, it is up to the Kure Dock to decide on the nature of its future fusiness on the basis of its location; and it is most desirable that the Dock is converted into a form of facility necessary to a trade port.

(d) Marketability of Produce

In deciding upon the substance of business con-

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sideration must also by given to the marketability of machines, steel structures, and other products.

Viewed from past results and technical performance, it is expected that in the production program after conversion is carried out, products of a high quality will be turned out at low price in view of the prevailing industrial standard of Japan. However, there being comparatively few establishments of the same nature in the Chugoku and Shikoku areas, it is anticipated that demand will be great for industrial machines and steel structures which are needed for the maintenance and construction of various production facilities chiefly engaged in chemical industry, especially for the setting up of plants moved to the place with the conversion of the former naval port.

To add to this, since it is possible to supply products of good quality at low price thanks to the long experience, superior technique and highly efficient machines as mentioned above, it is believed there is no cause for fear about availability of markets.

5. Concrete Plan for Conversion.

(a) Principal Substance of Business after Conversion

Taking into consideration the factors stated above,
i. the principal substance of business should be shifted from ship repairs to other peace industries, e.g. the manufacture of industrial machines and steel structures;
ii. produce should be such as has lasting demand and has moderate marketability;
iii. conversion must be carried out without major alterations to the present facilities or technique, and must make possible the financial as well as technical independence of the new enterprise.

If a plan is to be drawn up to determine the type of future business with the foregoing in consideration, the items as set forth on the attached table No.1 should be taken up. Expected amount of production, required personnel, and required number of the machines and tools now in use which are designated for reparations are also listed after studying facilities and market conditions.

It shows that according to the program, 88 percent

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of the total capacity is to be used for the production of industrial machines and apparatus and steel structures, leaving only 7.5 for ship repairing.

In other words, with ship repairing removed from its line of business, the Kure Dock would necessarily have to fall back chiefly on machine industry, and that with great confidence in its operational success both technically and financially. It would be practically impossible from the financial point of view to shift to other industries, such as light industry, unless drastic alteration is effected in the present facilities.

(b) Gradual Shift to Conversion.

The period of conversion may be divided into 3 stages. (Attached tables Nos. 1 & 2 relate the outline of these stages, while Nos. 3 & 4 show the change in number of cases to be handled and that or personnel required.)

1st. Stage (present to the end of March 1951):

The personnel will be decreased to such degree as necessary for the anticipated capacity of business. Preparation for a changeover of facilities and technique will be carried out while operation is continued centering around the reconversion of S.S. Yamazono Maru and Other orders in hand.

2nd. Stage (1951 fiscal year):
Work concerned with ships will be limited to running repair and scrapping, while mechanical work will be made a regular business by degrees. The amount of general ship repair will be near the maximum that can be obtained in the shipping market. The number of cases of manufacture of machines and steel structures and of ship repair to be handled during the year is estimated to be respectively 357,000 and 120,000 in man-days.

3rd. Stage (1952 fiscal year):
Ship repair business will be gradually decreased, the capacity thus sayed being used in the production of machines. At the end of the year machines and steel structures will occupy 85 percent of the total production. The number of cases of manufacture of machines and steel structures and of ship repair to be handled during this year is estimated to be respectively 453,000 and 81,000 in man-days.

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Stage following the 3rd (after April 1953):
At the beginning of this stage the substance of Business will become just as planned; that is, the production of machines and steel structures will correspond to 88 percent of the total production, thus completing the conversion. Ship prqairing work will be limited to such degree as to maintain the capacity by which the running repair of vessel in the trade port is possible.

Attached table No. 5 shows the distribution of personnal by function.

6. Conclusion.

After the shipbuilding industry is divorced from the Kure Dock, the manufacture of industrial machines and land steel structures is considered to be most fitted to the Dock as an enterprise which is, from the technical and economic stand-point, practicable to turn to, by making the most of the qualities of its equipment. Some preparations will have to be made in respect of technique and equipment before shifting to the new structure. For that purpose it is necessary to supplement the amount of work by obtaining authorization for running ship repair and for work on the "Special demand" basis, bisides the already authorized one. In this way the Kure Dock will in the near future be regenerated as a plant which is primarily designed for the production of industrial machines and land steel structures and which, as a facility attached to a trade port, has only a capacity for repairing ships.

It may be added that according to the present plan conversion is scheduled to be completed in 30 months.

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ATTACHED TABLE I

ITEMS \ STAGE \ KINDS OF WORKS		MANUFACTURE OF CHEMICAL AND MINING INDUSRIAL MACHINERY AND INSTALATION	MACHINING OF P OF INDUSTRI MACHINERY A INSTALLAT
MEAN AMOUNT OF MANUFACTURING IN ¥ PER MONTH	APR. 1951 ~ MAR. 1952	14,100,000	11,600,000
	APR. 1952 ~ MAR. 1953	15,600,000	12,600,000
	APR. 1953 ~ MAR. 1954	17,500,000	13,100,000
MEAN AMOUNT OF MANUFACTURING PER MONTH	APR. 1951 ~ MAR. 1952	130T	110T
	APR. 1952 ~ MAR. 1953	160T	120T
	APR. 1952 ~ MAR. 1954	180T	125T
MEAN LABOUR AMOUNT IN MAN-DAYS PER MONTH	APR. 1951 ~ MAR. 1952	7,100	6,200
	APR. 1952 ~ MAR. 1953	9,100	6,800
	APR. 1953 ~ MAR. 1954	10,000	7,000
MEAN NUMBER OF MEN PER DAY	APR. 1951 ~ MAR. 1952	280	250
	APR. 1952 ~ MAR. 1953	360	270
	APR. 1953 ~ MAR. 1954	400	280
NUMBER OF REPARATION MACHINERY USED PER MONTH	APR. 1951 ~ MAR. 1952	269	190
	APR. 1952 ~ MAR. 1953	269	190
	APR. 1953 ~ MAR. 1954	269	190
DETAIL OF THE WORKS		CRUSHERS CONVEYORS HIGH PRESSURE PUMPS COMPRESSORS PULP & PAPER MACHINES PRESSURE VESSELS TANKS. ETC.	PARTS FOR REDUCTION GE PUMPS AND OT INDUSTRIAL M NERIES. JIGS GAUGES ETC.

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	MANUFACTURE OF CHEMICAL AND MINING INDUSRIAL MACHINERY AND INSTALATION	MACHINING OF PARTS OF INDUSTRIAL MACHINERY AND INSTALLATION	MANUFACTURE OF - DIESEL ENGINES	STEEL STRUCTURAL WORKS FOR LAND USE	MANUFAC ELEC MACHINE INSTAL
152	14,100,000	11,600,000	10,600,000	26,000,000	2,600,
153	15,600,000	12,600,000	14,700,000	34,000,000	3,600,
154	17,500,000	13,100,000	17,400,000	36,000,000	3,900,
152	130T	110T	800 HP	650T	2,600
153	160T	120T	1,100 HP	850T	3,600
154	180T	125T	1,300 HP	900T	3,900
152	7,100	6,200	5,800	7,600	2,000
153	9,100	6,800	7,900	10,300	2,700
154	10,000	7,000	9,000	11,000	3,000
152	280	250	230	310	80
153	360	270	320	410	110
154	400	280	360	440	120
152	269	190	177	470	178
153	269	190	177	470	178
154	269	190	177	470	178
	CRUSHERS CONVEYORS HIGH PRESSURE PUMPS COMPRESSORS PULP & PAPER MACHINES PRESSURE VESSELS TANKS. ETC.	PARTS FOR REDUCTION GEARS PUMPS AND OTHER INDUSTRIAL MACHINERIES. JIGS GAUGES ETC.	PARTS FOR DIESEL ENGINES AND ASSEMBLY	GIRDER WORKS, SUCH AS BRIDGES, TOWERS, ETC.	ELECTRIC MA INSTRUMENT ACCESSORIES MACHINERY FOR CONVERS PLAN

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ENTERPRISE, PLANNI

ACTURE	STEEL STRUCTURAL WORKS FOR LAND USE	MANUFACTURE OF ELECTRIC MACHINERY AND INSTALLATION	LUMBER SAWING WORKS	WORKS ORDERED BY THE HOME FACTORY	MIS AN
ENGINES					
000	26,000,000	2,600,000	8,000,000	125,000	
000	34,000,000	3,600,000	8,000,000		
000	36,000,000	3,900,000	8,000,000		
HP	650 T	2,600 SET	1,100 M3	70 T	
HP	850 T	3,600 SET	1,100 M3		
HP	900 T	3,900 SET	1,100 M3		
	7,600	2,000	1,000	750	
	10,300	2,700	1,000		
	11,000	3,000	1,000		
	310	80	40	30	
	410	110	40		
	440	120	40		
	470	178	99	MACHINERY	F
	470	178	99	CONVERSION	TO
	470	178	99		
R DIESEL ES AND	GIRDER WORKS, SUCH AS BRIDGES, TOWERS, ETC.	ELECTRIC MACHINERIES INSTRUMENTS AND ACCESSORIES OF MACHINERY PLANNED FOR CONVERSION PLAN	LUMBER FOR GENERAL PURPOSE		

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

ENTERPRISE PLANNING

SEPT. 1950.

ER IG CS	WORKS ORDERED BY THE HOME FACTORY	MISCEL. ORDERS AND SPECIAL PROCUREMENT	RUNNING REPAIR WORKS OF SHIPS	SCRAPPING OF SHIPS	SA WORKS
000	125,000	4,575,000	15,000,000	7,000,000	
000		3,000,000	10,050,000		
000		3,000,000	5,250,000		
M³	70T	70T	30,000 GT	7000 GT	
M³		40T	20,000 GT		
M³		40T	10,000 GT		DEC
	750	3050	10,000	3,000	
		2000	6,700		
		2,000	3,500		
	30	120	400	120	
		80	270		
		80	140		
	MACHINERY FOR PLANNED CONVERSION TO BE USED		308	50	
			308		
			308		
OR L PURPOSE					

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

SEPT. 1950. HARIMA SHIPBUILDING WORKS, LTD KUR

ERS AL NT	RUNNING REPAIR WORKS OF SHIPS	SCRAPPING OF SHIPS	SALVAGING WORKS OF SHIPS	INDIRECT LABOUR	TOTAL
	15,000,000	7,000,000			
	10,050,000				99,600,00
	5,250,000				101,550,0
	30,000 GT	7000 GT			104,150,00
	20,000 GT		NOT		
	10,000 GT				
	10,000	3,000	DECIDED		
	6,700			19,750	66,250
	3,500			19,750	66,250
	400	120		19,750	66,250
	270			790	2,650
	140			790	2,650
ED	308	50		790	2,650
	308			GENERAL USE 97%	2,713
	308			DITTO 97%	2,663
				DITTO 97%	2,663

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

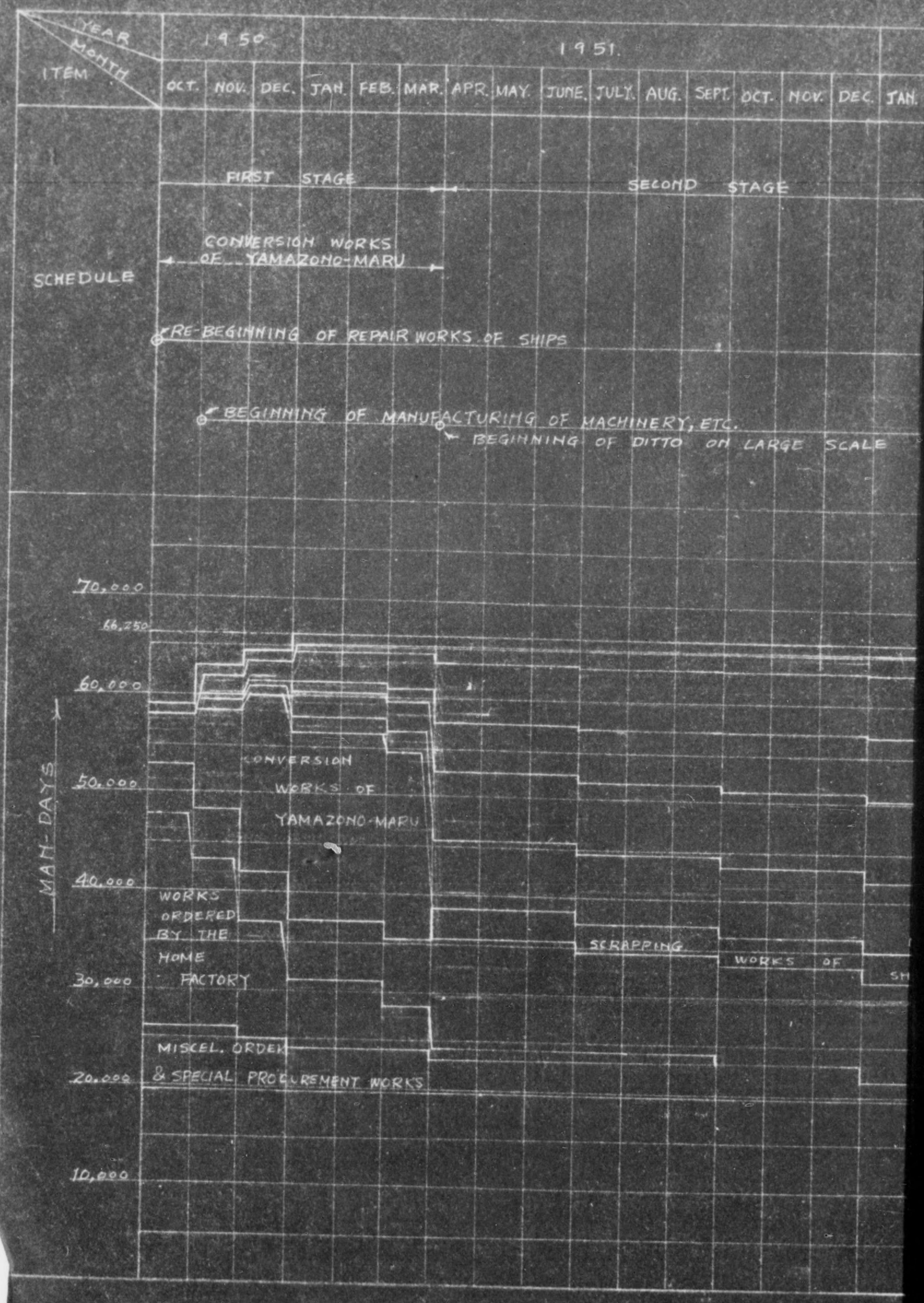
E. 1950. HARIMA SHIPBUILDING WORKS, LTD KURE DOCK

F SHIPS	SALVAGING WORKS OF SHIPS	INDIRECT LABOUR	TOTAL
			99,600,000
			101,550,000
			104,150,000
	NOT		
	DECIDED		
		19,750	66,750
		19,750	66,750
		19,750	66,750
		790	2,650
		790	2,650
		790	2,650
		GENERAL USE 972	2,713
		DITTO 972	2,663
		DITTO 972	2,663

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

ATTACHED TABLE II

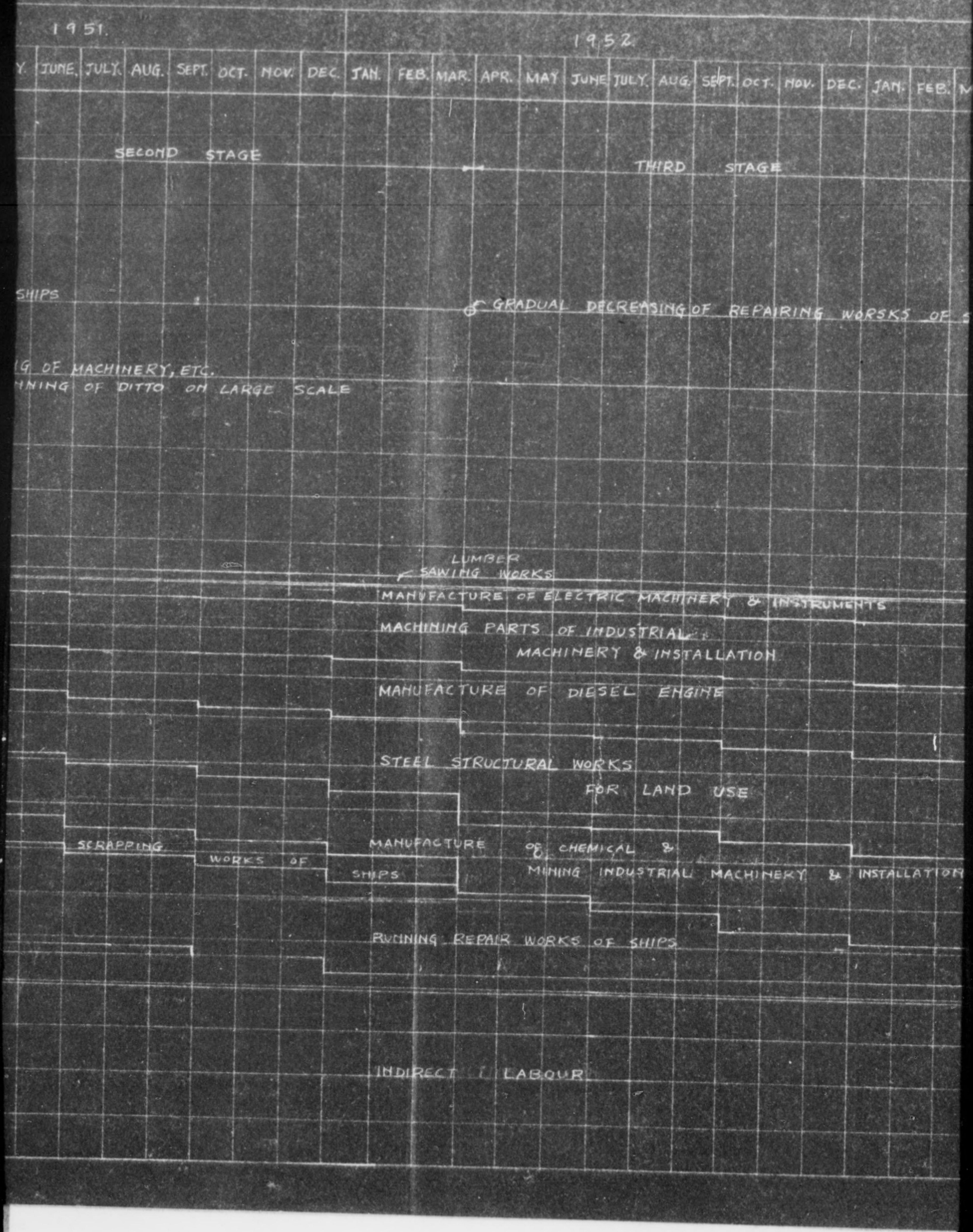
PLAN FOR CONV



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

PLAN FOR CONVERSION OF WORKS

SEPT. 1950



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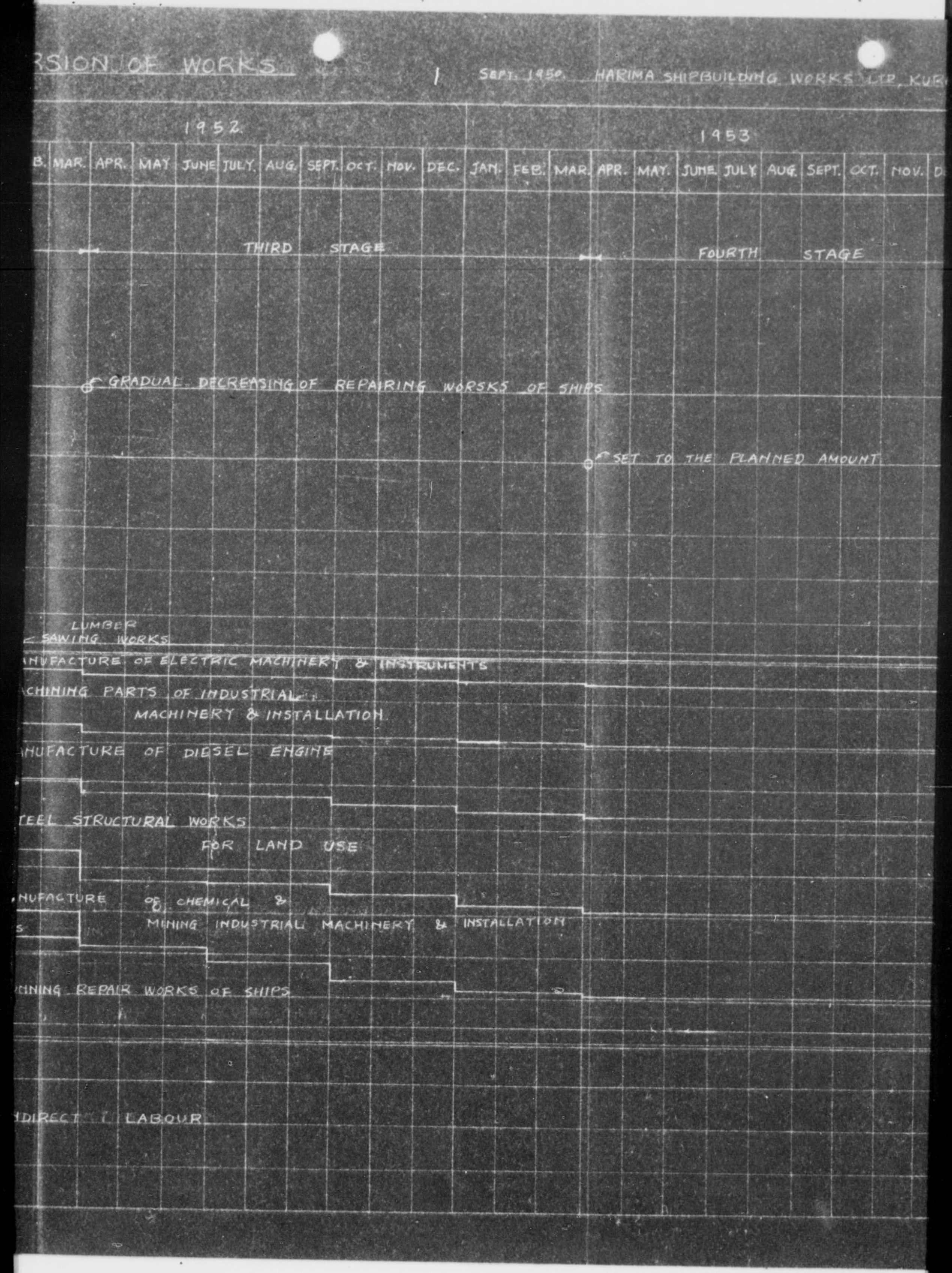

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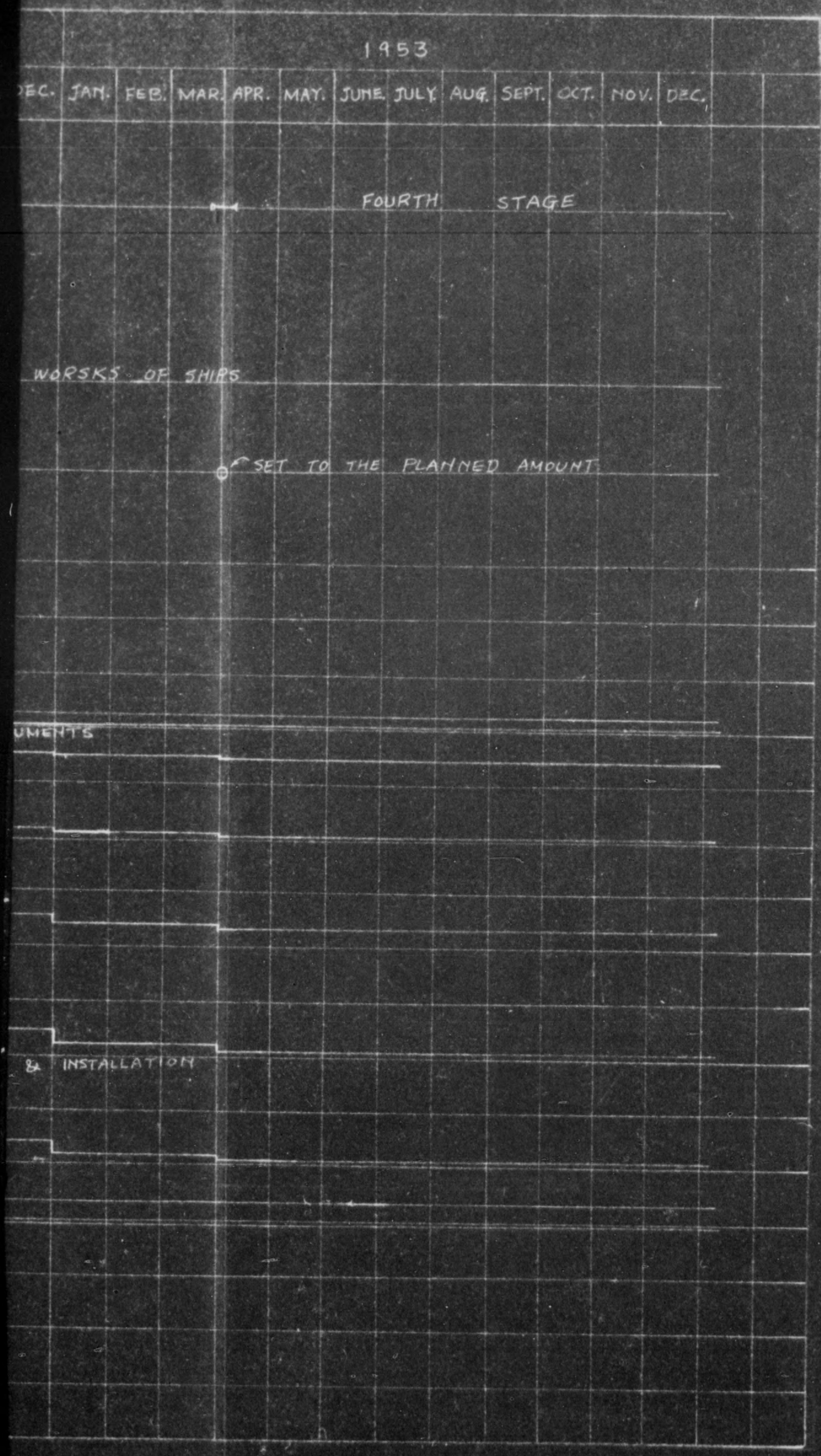
SEPT. 1950. HARIMA SHIPBUILDING WORKS LTD, KURE DOCK



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ATTACHED TABLE III

ITEMS \ YEAR MONTH	1950 OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR
CONVERSION WORKS OF YAMAZONO-MARU	5,000	10,000	18,000	19,000	19,000	19,000	
RUNNING REPAIR WORKS OF SHIPS	5,000	5,000	5,000	6,000	6,000	7,000	10,00
WORKS ORDERED BY THE HOME FACTORY	21,700	17,200	11,700	7,500	7,500	4,600	2,00
MISCEL. ORDER & SPECIAL PROCUREMENT WORKS	6,500	6,500	5,500	4,500	4,500	4,500	3,500
MANUFACTURE OF CHEMICAL & MINING INDUSTRIAL MACHINERY & INSTALLATION		1,000	1,000	1,500	1,500	2,000	7,100
MACHINING OF PARTS OF INDUSTRIAL MACHINERY & INSTALLATION		2,000	2,000	3,000	3,000	3,500	6,000
MANUFACTURE OF DIESEL ENGINES				1,000	1,000	1,400	5,100
STEEL STRUCTURAL WORKS FOR LAND USE		500	500	2500	2500	3,000	7,000
MANUFACTURE OF ELECTRIC MACHINERY & INSTRUMENT				500	500	500	1,800
LUMBER SAWING WORKS	1,000	1,000	1,000	1,000	1,000	1,000	1,000
SCRAPPING OF SHIPS							3,000
IDLE	7,300	3,300	1,800				
INDIRECT LABOUR	19,750	19,750	19,750	19,750	19,750	19,750	19,75
TOTAL	66,250	66,250	66,250	66,250	66,250	66,250	66,250

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DISTRIBUTION TABLE OF

1950		1951											
NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG	SEPT.	OCT.	NOV.	DEC.
10,000	18,000	19,000	19,000	19,000									
5,000	5,000	6,000	6,000	7,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
17,200	11,700	7,500	7,500	4,600	2,000	2,000	2,000	1,000	1,000	1,000			
6,500	5,500	4,500	4,500	4,500	3,500	3,500	3,500	3,500	3,500	3,500	3,200	3,200	3,200
1,000	1,000	1,500	1,500	2,000	7,100	7,100	7,100	7,100	7,100	7,100	7,100	7,100	7,100
2,000	2,000	3,000	3,000	3,500	6,000	6,000	6,000	6,100	6,100	6,100	6,300	6,300	6,300
		1,000	1,000	1,400	5,100	5,100	5,100	5,500	5,500	5,500	6,000	6,000	6,000
500	500	2500	2500	3,000	7,000	7,000	7,000	7,400	7,400	7,400	7,800	7,800	7,800
		500	500	500	1,800	1,800	1,800	1,900	1,900	1,900	2,100	21,000	21,000
1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
					3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
3,300	1,800												
19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750
66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250

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

TABLE OF MAN-DAYS

	1952													
	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.
	10,000	10,000	10,000	10,000	10,000	10,000	9,000	9,000	9,000	7,500	7,500	7,500	5,800	5,800
	3,200	3,200	3,200	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
	7,100	7,100	7,100	7,100	7,100	7,100	7,700	7,700	7,700	9,100	9,100	9,100	9,700	9,700
	6,300	6,300	6,300	6,400	6,400	6,400	6,700	6,700	6,700	6,700	6,700	6,700	6,800	6,800
	6,000	6,000	6,000	6,600	6,600	6,600	7,500	7,500	7,500	7,500	7,500	7,500	8,100	8,100
	7,800	7,800	7,800	8,200	8,200	8,200	10,000	10,000	10,000	10,100	10,100	10,100	10,400	10,400
	21,100	21,000	21,000	2,200	2,200	2,200	2,600	2,600	2,600	2,600	2,600	2,600	2,700	2,700
	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
	3,000	3,000	3,000	3,000	3,000	3,000								
	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750
	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250

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

SEPT. 1950 HARIMA SHIPBUILDI

	1952							1953						
AY.	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY
00	9,000	7,500	7,500	7,500	5,800	5,800	5,800	4,500	4,500	4,500	3,500	3,500	3,500	3,500
000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,00
700	7,700	9,100	9,100	9,100	9,700	9,700	9,700	9,900	9,900	9,900	10,000	10,000	10,000	10,000
700	6,700	6,700	6,700	6,700	6,800	6,800	6,800	7,000	7,000	7,000	7,000	7,000	7,000	7,000
500	7,500	7,500	7,500	7,500	8,100	8,100	8,100	8,500	8,500	8,500	9,000	9,000	9,000	9,000
000	10,000	10,100	10,100	10,100	10,400	10,400	10,400	10,700	10,700	10,700	11,000	11,000	11,000	11,000
00	2,600	2,600	2,600	2,600	2,700	2,700	2,700	2,900	2,900	2,900	3,000	3,000	3,000	3,000
000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,75
250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,25

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

SEPT 1950 HARIMA SHIPBUILDING WORKS, LTD KURE DOCK

	1953												195
DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FE
800	4,500	4,500	4,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3500	3,5
000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,0
700	9,900	9,900	9,900	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,0
800	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,0
100	8,500	8,500	8,500	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,0
400	10,700	10,700	10,700	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,0
700	2,900	2,900	2,900	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,0
00	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,0
750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,750	19,75
50	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250

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

HIPBUILDING WORKS, LTD KURE DOCK

1953							1954		
JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.
3,500	3,500	3,500	3,500	3,500	3,500	3,500	3500	3,500	3,500
2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
0,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000	7,000
,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000	9,000
1,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000
3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
19.750	19.750	19.750	19.750	19.750	19,750	19.750	19.750	19.750	19,750
66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250	66,250

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

ATTACHED TABLE IV

ITEMS \ YEAR MONTH	1950 OCT.	NOV.	DEC.	JAN.	FEB.	MAR
CONVERSION WORKS OF YAMAZONO-MARU	200	400	720	760	760	760
RUNNING REPAIR WORKS OF SHIPS	200	200	200	240	240	280
WORKS ORDERED BY THE HOME FACTORY	870	690	470	300	300	180
MISCEL. ORDER & SPECIAL PRODUCEMENT WORKS	260	260	220	180	180	180
MANUFACTURE OF CHEMICAL & MINING INDUSTRIAL MACHINERY & INSTALLATION		40	40	60	60	80
MACHINING PARTS OF INDUSTRIAL MACHINERY & INSTALLATION		80	80	120	120	140
MANUFACTURE OF DIESEL ENGINES				40	40	60
STEEL STRUCTURAL WORKS FOR LAND USE		20	20	100	100	120
MANUFACTURE OF ELECTRIC MACHINERY & INSTRUMENT				20	20	20
SAWING WORKS	40	40	40	40	40	40
SCRAPPING OF SHIPS						
IDLE	290	130	70			
INDIRECT LABOUR	790	790	790	790	790	790
TOTAL	2,650	2,650	2,650	2,650	2,650	2,650

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

DISTRIBUTION TABLE OF N

	1951												
DEC.	JAN.	FEB.	MAR	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN
720	760	760	760										
200	240	240	280	400	400	400	400	400	400	400	400	400	400
470	300	300	180	80	80	80	40	40	40				
220	180	180	180	140	140	140	140	140	140	130	130	130	80
40	60	60	80	280	280	280	280	280	280	280	280	280	280
80	120	120	140	240	240	240	240	240	240	250	250	250	260
	40	40	60	210	210	210	220	220	220	240	240	240	260
20	100	100	120	280	280	280	300	300	300	310	310	310	330
	20	20	20	70	70	70	80	80	80	90	90	90	90
40	40	40	40	40	40	40	40	40	40	40	40	40	40
				120	120	120	120	120	120	120	120	120	120
70													
790	790	790	790	790	790	790	790	790	790	790	790	790	790
							79						
2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650

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

TRIBUTION TABLE OF NO. OF MEN

								1952						
LY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SE
00	400	400	400	400	400	400	400	400	360	360	360	300	300	30
0	40	40												
40	140	140	130	130	130	80	80	80	80	80	80	80	80	8
80	280	280	280	280	280	280	280	280	310	310	310	360	360	36
40	240	240	250	250	250	260	260	260	270	270	270	270	270	27
20	220	220	240	240	240	260	260	260	300	300	300	300	300	30
00	300	300	310	310	310	330	330	330	400	400	400	410	410	41
80	80	80	90	90	90	90	90	90	100	100	100	100	100	10
40	40	40	40	40	40	40	40	40	40	40	40	40	40	4
20	120	120	120	120	120	120	120	120						
790	790	790	790	790	790	790	790	790	790	790	790	790	790	79
79														
2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,6

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

MEN

SEPT. 1950 HARIMA SHIP

1952														
MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MA
400	360	360	360	300	300	300	230	230	230	180	180	180	140	14
80	80	80	80	80	80	80	80	80	80	80	80	80	80	
280	310	310	310	360	360	360	390	390	390	400	400	400	400	4
260	270	270	270	270	270	270	270	270	270	280	280	280	280	2
260	300	300	300	300	300	300	320	320	320	340	340	340	360	3
330	400	400	400	410	410	410	420	420	420	430	430	430	440	4
90	100	100	100	100	100	100	110	110	110	110	110	110	120	1
40	40	40	40	40	40	40	40	40	40	40	40	40	40	
120														
790	790	790	790	790	790	790	790	790	790	790	790	790	790	790
2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650

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

SEPT. 1950 HARIMA SHIPBUILDING WORKS, LTD KURE DO

SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV
				1953										
00	230	230	230	180	180	180	140	140	140	140	140	140	140	140
80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
60	390	390	390	400	400	400	400	400	400	400	400	400	400	400
70	270	270	270	280	280	280	280	280	280	280	280	280	280	280
00	320	320	320	340	340	340	360	360	360	360	360	360	360	360
10	420	420	420	430	430	430	440	440	440	440	440	440	440	440
0	110	110	110	110	110	110	120	120	120	120	120	120	120	120
0	40	40	40	40	40	40	40	40	40	40	40	40	40	40
0	790	790	790	790	790	790	790	790	790	790	790	790	790	790
0	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650

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

HARIMA SHIPBUILDING WORKS, LTD KURE DOCK

		1953								1954		
MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MAR.
80	140	140	140	140	140	140	140	140	140	140	140	140
80	80	80	80	80	80	80	80	80	80	80	80	80
400	400	400	400	400	400	400	400	400	400	400	400	400
280	280	280	280	280	280	280	280	280	280	280	280	280
340	360	360	360	360	360	360	360	360	360	360	360	360
430	440	440	440	440	440	440	440	440	440	440	440	440
110	120	120	120	120	120	120	120	120	120	120	120	120
40	40	40	40	40	40	40	40	40	40	40	40	40
790	790	790	790	790	790	790	790	790	790	790	790	790
2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650	2,650

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

ATTACHED TABLE V.

NUMBER OF MEN ACCORDING TO
(APRIL 1953)

WORKS / CLASSIFICATION	MANUFACTURE OF CHEMICAL AND MINING INDUSTRIAL MACHINERY AND INSTALLATION	MACHINING OF PARTS OF INDUSTRIAL MACHINERY AND INSTALLATION	MANUFACTURE OF DIESEL ENGINES	STEEL STRUCTURAL WORKS FOR LAND USE	MANUFACTURE OF ELECTRIC MACHINERY AND INSTRUMENT	LUMBER SAWING WORKS	MIS OF
MECHANICIAN	108	128	150		15		
FOUNDER	45	20	17		3		
BLACK SMITH	33	10	11	25	2		
BOILER MAKER	60	28	8	210			
PLUMBER	32	27	12				
FITTER	105	67	162				
PLATER	4			75			
ELECTRIC WELDER	6			86			
GAS CUTTER	4			25			
ELECTRICIAN	3				100		
SAW MILLER						40	
CARPENTER							
PAINTER				5			
DIVER							
DRIVER (ENGINE AND CRANE)							
TRANSPORTER				64			
CRAFTM							
DRAFTMAN							
CLERK							
WRITER							
ENGINEER							
TOTAL	400	280	360	440	120	40	8

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

NUMBER OF MEN ACCORDING TO CRAFTS
(APRIL 1953)

SEPT. 1950, HARIMA SHIPBUILDING WORKS, KURE DOCK

ANUFACTURE OF DIESEL ENGINES	STEEL STRUCTURAL WORKS FOR LAND USE	MANUFACTURE OF ELECTRIC MACHINERY AND INSTRUMENT	LUMBER SAWING WORKS	MISCEL. ORDERS	RUNNING REPAIR WORKS OF SHIPS	INDIRECT LABOUR		TOTAL
150		15		16	10			427
17		3		4	2			91
11	25	2		4	3			88
8	210			17	26	10	10	359
12				6	10	13		100
162				17	36	43		425
	25			3	2			34
	86			4	4	3	3	103
	25			2	3	10	10	44
		100		3	7	10	10	123
			40			19	19	59
				3	13			16
	5			3	13	18	18	39
						4		4
						30	30	30
	64			3	11			78
							50	
						50	50	50
						50	50	50
						370	370	370
						160	160	160
360	440	120	40	80	140	790	790	2650

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

NG TO CRAFTS

SEPT. 1950. HARIMA SHIPBUILDING WORKS, KURE DOCK

IBER	MISCEL.	RUNNING	INDIRECT		
VING	ORDERS	REPAIR	LABOUR		
ORKS		WORKS OF			TOTAL
		SHIPS			
	16	10			427
	4	2			91
	4	3			88
	17	26	10	10	359
	6	10	13	13	100
	12	36	43	43	425
	3	2			34
	4	4	3	3	103
	2	3	10	10	44
	3	7	10	10	123
20			19	19	59
	3	13			16
	3	13	18	18	39
			4	4	4
			30	30	30
	3	11			78
				50	
			50	50	50
			50	50	50
			370	370	370
			160	160	160
40	80	140	790	790	2650

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

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
APO 182

D/RFL/fk

CCAR 386.3

27 November 1950

SUBJECT: Movement and Use of Released Reparations Equipment

TO : Chief
Civil Affairs Section
GHQ, SCAP
APO 500

1. References:

a. Memorandum for Reparations Agency, Japanese Government, 387.6 (23 Jan 1950) CPC/RP, subject: "Centralization and Release of Reparations Facilities", 23 January 1950.

b. Letter Chugoku Finance Bureau, KFL No.0-173, subject: "Application for Movement of Released Machines from Mizuno Area to Kikuchi Tekkosho, Kure", 21 November 1950.

2. Subject machinery was released from reparations custody and control under the provisions of reference 1a and is now desired for use by the Kikuchi Tekkosho, Kure City.

3. Application referenced in 1b is forwarded herewith in duplicate, pursuant to paragraph 4 of reference 1a.

1 Incl
As indicated

C. N. BAILEY
Colonel, Inf
Chief

Subject File RSV RSD

MANUFACTURING AND INDUSTRY FILE 11-5(7) Doc. II

NOV 27 1950

1883

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

C O P Y

CHUGOKU LIAISON AND COORDINATION OFFICE
KURE, HONSHU

CHL No. 258 (SM)

22 November 1950

SUBJECT: Application for Movement of Released Machines from Mizuno Area to Kikuchi Tekkosho, Kure

TO : Chief, Chugoku Civil Affairs Region

Enclosed herein submitted is an application, forwarded by Chief of Kure Reparations Branch, Chugoku Finance Bureau.

Your kind consideration on this matter will be greatly appreciated.

/s/ Osamu Itagaki
/t/ OSAMU ITAGAKI
Director
Chugoku Liaison & Coordination Office

Inclosure: as indicated above.

C O P Y

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

Application for Movement and Authorized Use of Designated Reparation Machinery and Equipment.

Date: 15 NOV 1950.

MANUFACTURING AND INDUSTRY FILE 11-5(5) Doc. 7

To: Minister of Finance

From: Tatsuo Morito

President of Hiroshima University

Address: Higashi-Sendamachi, Hiroshima-shi, Japan.

1. Name and Location for the plant which intends to use designated reparation machinery and equipment.

Name : Hiroshima University

Location : Higashi-Senda-Machi, Hiroshima-shi.

2. Name (Code No.) and Location of the plant where designated reparation Machinery and equipment to be used actually exist.

Name	Code No.	Location of Plant
Kure Naval Arsenal	11-5 (5)	Miyahara-Tori Kure-shi
"	11-5 (6)	"
"	11-5 (199)	"
The XIth Naval Aeronoutical Arsenal	11-6(8), 6(9) 11-6(10), 6(12) 11-6(13), 11-8(8), 8(9)	Hiro-machi Kure-shi

3. List designated reparation machinery and equipment to be moved and used.

See another sheet of paper.

4. Necessity for movement and use of machinery and equipment.

The machines, applied for the educational study in the separate papers, are necessary for the education of students and for the study of teachers. As our university has lost and not yet restored the existed equipments owing to the war calamity, we are, by the tentative use of them, to make good the defects of our study and education.

Submitted to F. Ministry, 27 Dec 1950

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

signed. Tatsuo Morito

(Position). Tatsuo Morito
President of
Hiroshima University.

Attached documents,

Approval of the applicant, concerning responsibility of custody for designated reparation machinery and equipment.

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

List of Facilities for Appliation

Code No. 11-5(5) 11-5 (6) 11-5 (199)
11-6(8) 11-6 (9) 11-6 (10) 11-6 (12) 11-6 (13)
11-8(8) 11-8 (9)

Name of plant

Kure Naval Arsenal.
The XIth Naval Aeronautical Arsenal.

Address of plant

Miyahara-Tori, Kure-shi
Hiro-mach, Kure-shi

1. Machinery

Inv. No.	Name of Machinery	Brief Specifications	Quantity
11-5(5)-3429	Transformer	20 KVA	1
" 3436	"	15 "	1
" 3452	"	30 "	1
" 11720	Electric drill		1
" 11722	"		1
" 11770	Portable grinder		1
" 11777	"		1
11-5(6)-3711	Lathe		1
11-5(199)-3	"		1
11-6(8)- 196	Frame for Lathe	8feet	1
" 216	Bench Lathe	bench Lathe	1
~~" 590~~	~~Hure type milling-machine~~		1
" 596	Cutter grinder		1
" 627	Lathe	6feet	1
" 668	Surface grinder		1
" ~~275~~ 675	~~Out side grinder~~ Gear Shaper		1
" 890	Internal grinder		1
" 984	~~Gear shaper~~ Gear tooth grinder		1
" 1261	Applied drill		1
" 1268	"		1
" 1461	Shaper		1
" 1462	"		1
" 1920	Charpets inpeulse tester		1
" 1933	Hardnessmeter Brinell		1
" 2345	Hardnesmeter Rockwell		1
" 2651	bench Lathe	3feet, table	1
" 2652	"	"	1
" 2653	"	"	1
" 2654	"	"	1
" 2655	"	"	1
" 2656	"	"	1
11-6(9)- 217	Hachsawing machine		1
" 249	"		1
" 462	Tensile testing machine	Amsler	1
11-6(13)- 50	Electric drying Ovens	200°C	1
" 56	Applied drill		1
" 66	Lens-grinding machine		1
" 67	"		1
" 68	Lens-cutting machine		1
11-8(8) - 2	Planer	4feet	1
" 39	Lathe	"	1
" 40	"	"	1
" 199	Portable vacuum pump	(None Moter)	1
11-8(9) - 33	Impulse tester		1

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

Supply

Spiral end mill (Paper shant)		136
Angular cutter	right	83
"	left	47
Key slot cutter		13
Plate cutter		11
Reamer slot cutter		64
Surface cutter		8
Spiral end mill		95
Side cutter		78
Concave cutter		42
Special cutter		20
Concave cutter		50
Tap cutter		50
Flainmielling cutter		195
Long drill		30
Center drill		10
Cylinder gauge		2
Grinding wheel		30
Veruior calliper		50

Notes:
All supplys are assembled in A-17- Packing House at Amagasaki Seitetsusho area.

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

Chugoku Finance Bureau

11 NOVEMBER 1950

Chugoku Civil Affairs Region

Subject: Petition for Authorised
Use of reparation machineries.

Enclosed application has been submitted to Finance Ministry with our letter Chu Zai Bai 600 Go Dated 11 NOVEMBER 1950.

Chugoku Finance Bureau

Encl:

Kobe Customs, Y. Otsuki.

MANUFACTURING AND INDUSTRY FILE 11-5 Sec II

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

APPLICATION FOR AUTHORIZED USE OF
REPARATION MACHINERY AND EQUIPMENT

28, August 1950

TO: Minister of Finance

FROM: Superintendent of Kobe Customs, ~~Oiko~~ Y. Otsuki.
Address: 6-chome, Kano-cho, Ikuta-ku, Kobe City.

1) Name of plant and code No: Former Kure naval arsenal 11-(5)

2) Location of plant: Miyahara-dori, Kure City

3) Production: To be used as the patrol boat

4) Machinery and Equipment to be used: 11-5 (5) 3722 Attached List

5) Nessesity for use: To be used as the patrol boat by Hiroshima Branch Customs for the purpose of prevenling smuggling.

~~S. HASHIMOTO~~
~~Director of Inspection Div.~~,
Y. Otsuki
~~for~~ Y. OTSUKI
Superintendent,
Kobe Custom House.

Attached List :
List of Machinery and Equipment to be used.

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

LIST OF MACHINERY AND EQUIPMENT TO BE USED

Code No.: 11 - 5

Name of plant: Former Kure Naval Arsenal

Address of plant: Miyahara-dori, Kure City.

1. Machinery

Inv. No.	Name of Machinery	Brief Specifications	Quantity	Remarks
11-5 (5)	Tug trafic boat Steam Engine 200 H.P.	Wooden made Length 17.00 M. Breadth 3.2 M. Depth 1.35 M.	1 vessel	The ship and engine are bad and damaged
TOTAL			1 vessel	

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

CHUGOKU
NOV. 15 1950
INFORMATION:
O.D. 11 RSA

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

HBO/MWH/RAS/jtt

387.6(7 Nov 50)ESS/IND

7 November 1950

MEMORANDUM FOR: Reparations Agency, Tokyo

SUBJECT: Transmittal of Reconversion Permit

1. Reference is R.A.R. No. 894(MS), 8 August 1950, subject: Application for Conversion of a Part of Kure Naval Arsenal (11-05(6)) Filed by Nichia Steel Works, Ltd. (Non-reparations Plant).

2. The attached Reconversion Permit for the Nichia Steel Works, Ltd. (Non-reparations plant) is transmitted for your action.

3. A rental fee shall be established for the authorized use of the equipment listed in reference 1, above, based upon current valuation and comparable to rental charges assessed by private interests for the use of similar equipment.

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

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE M. CLASS
Chief, Industry Division

1 Incl
Reconversion Permit.
(dup)

MANUFACTURING AND INDUSTRY FILE 11-5(6) Sec II

Cys furnished:
CA Sec (dup)
CHS
G-2 (Reconv Perm only) Maj Price
GPC (Reconv Perm only) (dup)

MEMO FOR RECORD:

The above ltr is self-explanatory.

Mr. R.A. Steele: M. M. C.
26-7842

NOV 13 1950

CA SEC COPY

1842

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

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

6 November 1950
Date

SUBJECT: Reconversion Permit for Reparations Plant R.A.R. No. 894(MS)

TO: Nichia Steel Works, Ltd. (Non-reparations Plant)

1. In accordance with Memorandum from the Supreme Commander for the Allied Powers to the Japanese Government, dated 22 November 1946 (SCAPIN-1355), the Nichia Steel Works, Ltd.(6) is permitted to produce at their Kure Naval Factory located at Miyatoredori, Kure City, Hiroshima Prefecture the following additional items:

Item	Maximum Quantity
Rolled Steel Products	Unlimited
Tin Plating	"

(Nothing Follows)

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

See attached list of 152 items.

(Nothing Follows)

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

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

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

FOR THE CHIEF, ECONOMIC AND SCIENTIFIC SECTION:

MAURICE H. CLASS
Chief, Industry Division

rec'd

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

LIST OF FACILITIES FOR APPLICATION

CODE NO. 11-5 (6)
NAME OF PLANT — KURE NAVAL ARSENAL
ADDRESS OF PLANT — MIYAHARA DORI, KURE CITY.

1. Machinery

Inv. No.	Name of Machinery	Brief Specification	Quantity	Remarks
2004	Overhead travelling Crane.	Cap. 5T. Span 12,500 mm Travel 30,000 mm	1	3rd class
2005	"	Cap. 5T. Span 17,000 mm Travel 30,000 mm	1	"
2006	" (Girder & Rail	Cap. 5T. Girder L-70,000 mm) H- 450 mm)	1	"
3241	Overhead travelling Crane.	Cap. 5T.	1	Falling.
4620	Hoist.	Cap. 3T.	1	
2011	Overhead travelling Crane.	Cap. 5T.	1	2nd.
2012	"	Cap. 5T.	1	"
2013	" (Girder & Ra l	Cap. 5T. Girder L-80,000 mm)	1	"
2014	Overhead travelling Crane. (Girder & Rail.	Cap. 5T. Girder L-80,000 mm)	1	
2071	" (Girder & Rail	Cap. Main 30T. Sub. 5T. Girder L-180,000 mm)	1	
2329	Jib Crane.	Cap. 10T.	1	
3268	Overhead travelling Crane.	Cap. 60T.	1	3rd.

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

3269	Overhead travelling Crane. (Girder & Rail.	Cap. Main 250T. Sub. 75T. Girder L-200,000 mm) Rail L-160,000 mm)	1	2nd
3270	Overhead travelling Crane.		1	3rd.
3271	"	Cap. Main 30T. Sub. 5T.	1	"
3272	" (Girder & Rail	Cap. Main 60T. Sub. 15T. L-104,000 mm)	1	"
3360	Overhead travelling Crane.	Cap. Main 30T. Sub. 5T.	1	2nd
3361	"	Cap. Main 35T. Sub. 5T.	1	"
3557	Overhead travelling Crane. (Girder & Rail)	Cap. Main 80T. Sub. 15T.	1	2nd
3273	Overhead Portal Crane. (Crane Rail)	Cap. Main 70T. Sub. 5T.	1	
3809	Hoist.	Cap. 0.5 T. L37,500 mm.	1	
2072	Overhead travelling Crane.		1	
2073	"	Cap. Main 100T. Sub. 30T.	1	2nd
2074	" (Girder & Rail)	Cap. Main 60T. Sub. 20T.	1	"
2075	Overhead travelling Crane		1	
3274	"	Cap. Main 50T. Sub. 20T.	1	2nd
3275	"	Cap. Main 100T. Sub. 20T.	1	2nd

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3276	Overhead travelling Crane. (Girder & Rail.	Cap. Main 60T. Sub. 20T. L-400,000 mm)	1	2nd
3277	Overhead travelling Crane.	Cap. Main 50T. Sub. 25T.	1	3rd
3278	"	Cap. Main 150T. Sub. 30T.	1	2nd
3279	"	Cap. Main 150T. Sub. 30T.	1	3rd
3280	" (Girder & Rail.	Cap. Main 60T. Sub. 20T. Girder L-400,000 mm) Rail L-450,000 mm)	1	"
1231	Charging Machine.	Charging Cap. 5T. Lifting Cap. 10T.	1	1st
1232	" (Rail)	"	1	2nd
1234	Water-tube Boiler.	Takuma type. Max. effect press. 7 kg/cm²	1	
1235	" (Chimney Steel)	"	1	
1236	Air compressor.	Vertical single cylinder. Cap. 13.6 m 3/min.	1	
2076	Overhead travelling Crane.	Cap. 20T.	1	2nd
2077	"	Cap. 30T.	1	"
2081	" (Rail).	Cap. Main 50T. Sub. 15T.	1	"
2082	Overhead travelling Crane.	Cap. Main 150T. Sub. 30T.	1	1st
2457	Melting Furnace. (Chimney Steel)	Cap. 70T. Ext. Dia. 2,300 mm) Height 51,000 mm)	1	

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

2458	Gas Furnace.	Preheating for Ferro-alloy.	1	
2459	Melting Furnace. (Chimeny Steel).	Cap. 70T.	1	
2460	Gas Furnace	Preheating for Ferro-alloy	1	
2461	Melting Furnace	Cap. 70T.	1	
2462	Melting Furnace. (Chimney Steel).	Cap. 70T.	1	
2467	Roasting Oven - Dolomite.		1	
2468	" - Lime Stone.		1	
2470-2481	Gas Producer.	Dia. 3,060 mm H.T. 3,450 mm	12	
2482	Bucket conveyer.	No. of bucket. 124 Cap. 30 T/H	1	
3370	Overhead travelling Crane.	Cap. 15T.	1	
3371	Gas Furnace		1	
3546	Overhead travelling Crane.	Cap. 30T.	1	
3721	Travelling Hoist. Run-Way Girder & Rail	Cap. 5T.	1	
1903-3203	Ladle.		1	Number of integrated facilities
2463	Ladle dryer.	4 gas nozzles.	1	
2466	Annealing Furnace.	Temp. 800 C.	1	
2079	Overhead Travelling Crane.	Cap. 20T.	1	3rd
2080	"		1	
3298	Overhead Portal Crane.	Cap. 50T.	1	
4784	"	Cap. 2T.		

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119	Condenser.	A.C. Cap. 250KVA 220V.	1	1st
120	"	"	1	"
114	Motor Generator.	Cap. 300KW. 720 r.p.m. 220V.	1	
116	Motor Generator.	Cap. 300KW. 720 r.p.m. 220V.	1	
1582	Transformer (Inside)	Cap. 200KVA 2200 - 210 V.	1	
1583	"	Cap. 200KVA 2100 - 105 V.	1	
1584	"	Cap. 2000KVA 2000 - 210 V.	1	
2377	"	Cap. 70 KVA 2200 - 420 V.	1	
2378	"	Cap. 70 KVA 2200 - 420 V.	1	
1979-1982	Transformer (Outside)	Cap. 300KVA 2300 - 2100 V. —220-210 V.	4	1st
1983-1985	"	Cap. 100KVA 2300 - 2100 V. —220-210 V.	3	2nd
1999-2001	"	Cap. 200KVA 2200—210-105 V.	3	"
3555	Water pump.		1	"
1298	"	800 l/min. 4 kg/cm²	1	
1299	"	"	1	

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1192	Water pump (Hydraulic)	1000 kg/cm² Horizontal.	1	
1193	"	"	1	
1194	"	"	1	
1809	Water pump (Rotatory)	150 r.p.m.	1	
2300	"	800 mm. Dia.	1	
3034	"		1	
727	Locomotive Crane	Cap. 5T. Gauge 1,423 mm.	1	
1269	Gantry Crane.	Cap. 7T.	1	
2516	Steam Locomotive.	Gauge 1,067 mm.	1	3rd
3421	"	T.F. 1,800 kg. Gauge 1,067 mm	1	2nd
3443	"	T.F. 1,000 kg.	1	"
3442	"	T.F. 800 kg.	1	3rd
3430	"	T.F. 1,100 kg.	1	2nd
3433	"	T.F. 2,600 kg.	1	"
3431	"	T.F. 3,000 kg.	1	3rd
3432	"	T.F. 3,650 kg.	1	"
3440	"	T.F. 2,500 kg.	1	2nd
3423	Electric Engine	T.F. 6,000 kg. Gauge 1,067 mm.	1	"
3424	"	"	1	"
3438	"	T.F. 2,800 kg.	1	3rd
3444	Diesel Engine	T.F. 1,500 kg. Gauge 1,067 mm.	1	2nd

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3446	Diesel Engine	T.P. 2,500 kg. Gauge 1,067 mm.	1	3rd
3422	Tractor (Battery)	Hoisting Cap. 3T.	1	3rd
3881	Electric Car.	Cap. 5T.	1	"
3883	Straight Trackage.	Gauge 1,423 mm Wtof Rail 50 kg.	1	
3884	"	"	1	
3885	"	Gauge 1,067 mm Wtof Rail 30 kg.	1	
3886	Point	Gauge 1,423 mm Wtof Rail 50 kg.	1	
3887	"	Wtof Rail 50 kg.	1	
3888	"	Gauge 1,423 mm Wtof Rail 37 kg.	1	
3889	"	"	1	
3890	"	Gauge 1,067 mm. Wtof Rail 30 kg.	1	
3891	"	"	1	
3892	"	"	1	
3893	"	"	1	
3894	Crossing.	Gauge 1,423 mm Wtof Rail 50 kg.	1	
3895	"	" Wtof Rail 37 kg.	1	
3896	"	Gauge 1,067 Wtof Rail 30 kg.	1	
4609	Water tank.		1	
4610	"		1	
4621	"		1	
4630	"		1	

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4631	Water tank.		1	
4632	"		1	
4898	"		1	
11-5(6)-7 (10-10)	Air filter	Dia. of tank: 720 mm Dia. of pipe: 230 mm Filting cap.: 325 m^3/h.	1	
11-5(6)-7 (20-10)	Air compressor Horiz.	Cap.: 600 m^3/h. Works press: 250 kg/cm^2	1	Oil pump, 6V belts, Missing.
		Accessories: Air cooling tank Dia. of tank: 1,320 mm Height of tank: 1,700 mm		
11-5(6)-7 (30-10)	Motor - A.C. - Induction	3 Pha. 60 cyc. 2,200 V. 300 HP	1	Ammeter, Volt meter, Missing.
		Accessories: Main Oil Switch		
11-5(6)-7 (40-10)	Air Purifier-Soda	Tested pressure: 22 kg/cm^2 Working pressure: 11 kg/cm^2 Dia. of pipe: 80 mm. Volume: 0.15 m^3	1	
11-5(6)-7 (50-10)	Accumulator	Tested pressure: 250 kg/cm^2 Working pressure: 220 kg/cm^2 Volume: 0.17 m^3	1	

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11-5(6)-7 (66-10)	Accumulator	Tested pressure: 350 kg/cm^2 Working pressure: 230 kg/cm^2 Volume: 0.15 m^3	1	
11-5(6)-7 (76-10)	Air dryer	Tested pressure: 390 kg/cm^2 Working pressure: 230 kg/cm^2 No. of bomb: 10 Each size: Dia. of bomb; 230 mm Height of bomb; 2,000 mm Volume; 0.08 m^3	1	Bomb Missing
11-5(6)-7 (86-10)	Oxygen separator	Tested pressure: 300 kg/cm^2 Working pressure: 200 kg/cm^2 Dia.: 1,100 mm Height: 8,000 mm. Volume: 7.6 m^3 Accessories: Heat exchanger: Dia. ; 1,100 mm Height ; 3,500 mm Volume ; 3.3 m^3	1	Valve, gauges, Missing.
11-5(6)-7 (106-10)	(2) Gas Holder-Oxygen.	Dia: 2,200 mm Height: 3,100 mm Suction dia.: 90 mm Material steel plate.	1	
11-5(6)-15 (116-10)	Gas compressor-Vert. Oxygen	Cap.: 430 l/hour Pressure: 300 kg/cm^2 No. of cylinder: 5	1	

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

11-5(6)-15 (126-10)	Motor-A.C.- Induction.	3 Phs. 60 Cyc. 2,200 v. 75 hp	1
11-5(6)-4783	Controlling Panel-Vert. Marble.		

Accessories: (1) Ammeter
(1) Voltmeter
(1) Oil Switch

TOTAL..... 152 Items

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

2. Building.

Area No.	Building No.	Name of Building.	Total Area (tsubo)	Construction	Remarks
First district of Kure naval arsenal, Amagasaki Area.	26-A	The third open hearth shop.	1,602.00	1st steel structure.	
	26-B	Yard.	492.00	"	
	26-C	Gas producer	280.72	"	
	26-D	Boiler room	62.92	"	
	30-B	Yard.	476.44	"	
	25	Warehouse.	4,265.00	"	
	24	"	3,297.25	"	
	23	Heat treating shop.	1,040.60	"	
	7	Substation	272.25	2nd rein forced	
	3-A	Warehouse	332.75	1st steel structure.	
	3-B	"	2,504.70	"	
	1-A	Oxygen producing plant	60.50	"	
	1-B	Warehouse	1,754.50	"	
	1-C	"	2,586.90	"	

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

3. Land

Area No.	Area	Remarks
First district of Kure naval arsenal Amagasaki area.	84,500 (tsubo) Karasu area.	Released by GG 304/12/4 Accn. 18-Mar-50.

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

APPLICATION FOR MOVEMENT ANDAUTHORIZEDUSE OF
DESIGNATED REPARATION MACHINERY AND EQUIPMENT

Date NOV 2 1950

MANUFACTURING AND INDUSTRY FILE 11-5 Dec. II

TO : Minister of Finance

FROM : Chief of Hiroshima Quarantine Station
Address : Ninoshimacho Hiroshima

1) Name (Code No) andLocation for the plant which intends to use designated reparation machinery and eqipment.

HiroshimaQuarantine Station(Address : Ninoshimacho Hiroshima)

2) Name (Code No) and Location of the plant where designated reparation Machinery and equipment to be used actually exist.

Navy Factory of Kure 11-5 (Address : Miyaharadori Kure)

3) List designated reparation machinery andequipment to be moved and used.

Code No. 11-5
Name of Factory ~~Navy Factory of Kure~~ Kure. Naval Arsenal
Address Miyaharadori Kure

Boat Inventory No	Name of Factory	Number	Remark
11-5(5)-14822	Ferry boat & Tug	1	Wooden Boat Lenth...17(m) Width... 3.2(m) Draft... 1.35(m) Tonnage. 18.50
	Total	1	

4) Necessity for movement anduse of machinery and equipment

The Headquarters of Hiroshima Quarantine Station is established at Ninoshima andsub-branches are locatedat Ujima and Kure. For efficient Quarantine services it is necessary to have a small boat at the above three locations. At present this headquarters has available only two small boats, andan additional boat is extremely necessary.

T. Soda For
Dr.Y.Shoda Chief of
Hiroshima Quarantine Station

Submitted to F. Ministry 21 Nov. 50

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

HEADQUARTERS
CHUGOKU CIVIL AFFAIRS REGION
ECONOMICS SECTION

RPL

1 November 1950

MEMORANDUM FOR: Record

TO : Mr. Stradley

SUBJECT: Petition for Industrial Rehabilitation of Kure City.

1. The attached petition has been received in CAS/SCAP as Mr. Keisel was given a copy during his recent trip to Tokyo.

2. It is not considered necessary to forward the attached petition at this time after conferring with Mr. Keisel on the subject.

RPL
R. P. LORD

MANUFACTURING AND INDUSTRY FILE 11-3-7(5)
See II

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

TO : General Headquarters,
Supreme Commander for the Allied Powers

FROM : Minister of Transportation

SUBJECT: Petition for Industrial Rehabilitation of Kure City.

29 September, 1950.

1. Enclosure: Petition of Committee on Emergent Measures for Unemployment in Kure City addressed to Japanese Government, subject as above.

2. The city of Kure has had a hard time with an army of the unemployed since it ceased to be a naval port in consequence of the termination of the war, as illustrated in the enclosed papers. The number unemployed reaches 16,000. constituting a largest proportion throughout the country of the unemployed to employed. The Japanese Government, after studying measures to be taken to cope with the situation, has come to conclusion that there is no alternative but to make the most of the city's location to rehabilitate industries.

Because of the city's long dependency upon the naval arsenal, its facilities and the technical skill of workers have developed with heavy industry as their object; and therefore it is close to impossible to totally convert to light industry in view of fund, time and efficiency. Thus it has come to be considered that no other course is open to the city than to start anew as a peace industry center having minimum heavy industry.

As to harbor facilities, it is Port Kure alone in the districts that has mine-cleared lanes foreign vessels are permitted to enter. Therefore, it is best suited for the import and export of raw materials and products. As to be seen in the petition of the Kure City Unemployment Emergency Counter-Measures Committee enclosed herewith, the city is located very favorably in many respects.

Operation of the enterprises at the site of the Kure Arsonal was totally restricted by SCAP Memorandum SCAPIN 2103 of 23 June 1950. Applications have been made separately in regard to conversion of the Amagasaki Iron Works and the Nichia Steel Works as enterprises falling under Paragraph 2.c. of the Memorandum.

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

As to the Kure Dock of the Harima Shipyard, the petition presented by RAR No. 702 dated 5 July 1950 was not granted. However, since the ministries concerned have come to the conclusion that it would be proper to convert the business of the company chiefly to machine industry other than shipbuilding and to use a part of the facilities for emergency repairs of vessels, this renewed application is being submitted.

3. It is requested that favorable consideration be given to the enclosed petition in view of the difficulties the city of Kure is placed in for the sake of the security of public living.

4. Technical opinions of the Ministry of International Trade and Industry as the Japanese Government's competent agency on the Harima Shipyard, the Amagasaki Iron Works and the Nichia Steel Works are also enclosed for information.

Takeshi Yamazaki
Minister of Transportation