DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 175013

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

Description of contents

(1) Box no. 3051

(2) Folder title/number: (13)
Construction of Wooden Ships - Kochi

(3) Date: Jan. 1949 - Dec. 1949

(4) Subject:

Classification	Type of record
9618, 9621	c

(5) Item description and comment:

Kochi

(6) Reproduction: Yes No

(7) Film no. Sheet no.

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

this need some Coordination CAf

what about the other Pref.?

December 2, 1949.

File - Shipbldg

To : Chief of Shikoku Civil Affairs Region.

From : Kochi Branch of Shikoku Maritime Bureau (Kaiun Kyoku) thru Chief of Liaison Office, Kochi Pref.

Subject: Report on permission this office granted as to the construction of wooden ships of 100 tons and of less than 100 tons.

Aden

As for the wooden ships of 100 tons and of less than 100 tons, the right of permission was granted to this Branch according to APO 317, "On the construction of wooden ships" dated Oct. 24, 1946, and this Branch was requested to submit the report on the permission to the Team according to the instruction given.

But we are informed of the dissolution of Kochi Civil Affairs Team, and it is unknown to us whether the report should be submitted or not. Anyhow, you are cordially informed of the report for your information as shown in the paper attached.

We shall be much obliged to you if you would give us any instruction concerning our submitting the report to you in future.

Mr. Ihara -
Suggest we have a quarterly report similar to this from the Shikoku Maritime Bureau - Branch offices should be informed not necessary. Please discuss with me

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advised Maritime Bureau that they should advise each of their prefectural branch to discontinue sending us individually

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

(Paper Attached)

Chief
Shikoku Maritime Bureau, Kochi Branch

28th Nov. '49

To : Kochi Civil Affairs

Through: Liaison Office, Kochi Prefecture

Subject: Report on permission this office granted as to the construction of wooden ships of 100 tons and less than 100 tons.

Date of permission	Name of Shipyard	Location	Name of Ship	Gross Tonnage	Description	Month to be laid down	Month to be completed
28th, Nov.	Omuroto Shipyard	Muroto-cho, Aki-gun, Kochi Pref.	Shinnan-maru	75	Fishing-boar	Nov. 1949	Jan. 1950
"	"	"	Undecided	2	"	"	Dec. 1949
"	"	"	"	2.5	"	"	Nov. 1949
"	"	"	Saifuku-maru	19	"	"	Dec. 1949
"	"	"	Kazu-maru No. 7	19	"	"	"
"	"	"	Kotobuki-maru No. 6	19	"	"	"
"	Kiragawa Shipyard	Kiragawa-cho, Aki-gun, Kochi Pref.	Toraichi-maru	55	"	"	Feb. 1950
"	Murotomisaki Shipyard	Muroto-misaki-cho, Aki-gun, Kochi Pref.	Fujiei-maru	45	"	"	Dec. 1949
"	Yasu Fishery Co-operation	Yasu-cho, Kami-gun, Kochi Pref.	Yoshi-maru	1	"	"	"
"	"	"	"	1	"	"	"

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

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File

September 1, 194

To : Chief of Kochi Civil Affairs Team

From : Chief of Harbour Section, Civil Engineering Dept. Kochi Pref.

Subject: Report on Progress of Works of Harbours for the month of July, 1949 (to be included into the Report submitted on Aug. 30 from Civil Engineering Dept., thru Liaison Office, Kochi Pref.)

24 Ko No. 232 dated August 25, 1949

1. Ministry of Transportation

Type of Work	Percentage of progress of work as of Aug. 25	Percentage of progress of work till last month
Repair work of disaster damages by ground-sinking	16.5	16
Repair work of damages by storm in 1948	6	5.5
Sub-total	11.3	10.8

2. Ministry of Agriculture and Forestry

Repair work of damages by the quake in 1946	60	58
Repair work of damages of moorage by the quake in 1946	76	72
Repairing of fishing ports	5	0
Repairing of fishing boats damaged by storm	11	9
Repairing of Nishidomari moorage	0	0
Sub-total	30.4	27.8
Grand total	21	19

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HEADQUARTERS
KOCHI MILITARY GOVERNMENT TEAM
APO 1050

28 Jun 49

23 June 1949

SUBJECT: Registry of Small Craft

THROUGH: Commanding Officer
Shikoku Military Government Region
APO 1050

TO: Commanding General
Headquarters I Corps
APO 301

1. In compliance with basic letter Headquarters I Corps APO 301, dated 15 June 1949, subject: "Registry of Small Craft", required report is submitted as inclosure one.

2. In this Prefecture, cruiser, diesel type are the only craft, operating 100 miles at sea, registered with the Prefectural office.

FOR THE COMMANDING OFFICER:

1 Incl:
1. List of Cruiser, Diesel Type

HARRY D. WATERS
Capt., CAC
Ass't., Adjutant

1001

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

List of Cruiser, Diesel Type

Number	Name of Boat	Tonnage (m)	Length (m)	Beam (m)	Draught (m)	Speed Cruising Knot	Speed Maximum Knot	Registered Port
1	No. 1 Taiho Maru	158.31	30.43	6.00	3.10	8	10	Kochi
2	No. 3 Taiho Maru	158.31	30.43	6.00	3.10	8	10	"
3	No. 5 Daikoku Maru	157.27	30.43	6.00	3.10	8	10	Muroto
4	No. 2 Kosei Maru	157.06	30.43	6.00	3.10	8	10	"
5	No. 5 Kaifuku Maru	157.06	30.43	6.00	3.10	8	10	"
6	No. 7 Dai Maru	157.27	30.43	6.00	3.10	8	10	"
7	Taiyo Maru	157.06	30.43	6.00	3.10	8	10	Murotomisaki
8	No. 5 Myoga Maru	157.06	30.43	6.00	3.10	8	10	"
9	No. 26 Biwa Maru	158.31	30.43	6.00	3.10	8	10	Karyogo
10	Taihei Maru	123.44	24.80	5.50	2.78	8	10	Shinusa
11	Shogyo Maru	83.62	23.24	5.08	2.74	8	10	"
12	No. 5 Kosi Maru	70.48	22.60	4.79	2.58	7	9	Murotomisaki
13	Yoshi Maru	18.88	12.20	3.00	1.40	5	7	"
14	Kingyo Maru	10.69	13.50	2.40	1.70	5	7	Kannoura
15	No. 6 Tatsumi Maru	57.18	21.00	4.80	2.37	7	9	Muroto
16	No. 5 Tosa Maru	11.60	13.42	3.18	1.40	5	7	Moshima
17	Koyo Maru	11.32	11.40	2.80	1.42	5	7	Kiragawa
18	No. 5 Shogyo Maru	10.05	11.90	3.15	1.40	5	7	Kure
19	No. 1 Shunyo Maru	32.08	18.10	4.15	2.20	5	7	Shimizu
20	No. 2 Asahi Maru	74.78	22.82	4.72	2.78	7	9	Shinusa
21	No. 2 Yusei Maru	50.02	19.98	4.42	2.32	6	9	Mimase
22	No. 18 Biwa Maru	21.32	17.00	3.80	1.70	5	7	Karyogo
23	Takechiyo Maru	41.40	18.45	4.12	2.35	6	9	Kochi City
24	Koyo Maru	11.60	13.64	3.20	1.37	5	8	Susakimachi
25	Tenyu Maru	19.70	14.00	3.60	2.00	5	7	Yasu Machi
26	No. 2 Asahi Maru	19.00	19.08	3.54	1.45	5	7	Mimase
27	Shinnan Maru	78.10	21.50	4.50	2.65	7	9	Muroto
28	Tokuju Maru	80.86	22.70	4.50	2.60	7	10	"
29	No. 11 Takatori Maru	51.14	19.90	4.48	2.42	6	9	"
30	Ryuo Maru	86.63	22.80	5.28	2.70	7	10	"
31	Kyowa Maru	72.57	21.00	4.80	2.50	7	9	"
32	No. 2 Ryusai Maru	27.59	19.60	3.90	1.72	5	7	"
33	No. 5 Masa Maru	72.04	21.80	4.76	2.50	7	9	"
34	Taihei Maru	66.71	21.35	4.75	2.42	7	9	"
35	No. 6 Masa Maru	87.91	23.80	5.14	2.60	7	10	"
36	No. 6 Ichi Maru	43.73	21.23	4.27	2.04	6	8	"
37	No. 6 Dai Maru	80.65	22.50	4.88	2.60	7	10	"
38	No. 2 Tokuju Maru	93.68	24.21	5.19	2.69	8	10	"
39	Shinpei Maru	52.09	19.70	4.27	2.34	6	8	"
40	Zuigyo Maru	32.14	17.80	3.81	2.10	6	7	"
41	Fusa Maru	11.27	11.90	3.05	1.60	5	7	"
42	Kaisei Maru	27.60	20.10	3.90	1.90	5	7	Kannoura
43	Kita Maru	11.58	11.00	3.00	1.80	4	7	Saga
44	No. 2 Ebisu Maru	13.40	14.00	2.60	1.90	4	7	Kannoura
45	No. 3 Ebisu Maru	13.70	14.00	2.80	1.80	4	7	"
46	Hiyoshi Maru	10.71	13.50	2.40	1.70	4	7	"
47	Sumiyoshi Maru	10.00	11.45	3.00	1.50	4	7	Susaki
48	Asashiho Maru	15.12	12.85	3.17	1.25	5	7	Kure
49	Asahi Maru	10.80	14					

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Number	Name of Boat	Tonnage (m)	Length (m)	Beam (m)	Draught (m)	Speed Cruising Knot	Speed Maximum Knot	Registered
49	Ashhi Maru	10.80	14.90	2.62	1.43	4	7	Kure
50	Jitsugyo Maru	10.50	12.80	3.10	1.37	4	7	Nomi
51	Utora Maru	10.74	11.58	2.79	1.41	4	7	Yaiga
52	Taiho Maru No. 2	88.78	23.80	5.48	2.63	6	10	Murotomisaki
53	No. 5 Kozan Maru	13.45	14.9	3.00	1.50	5	7	Okinoshima
54	No. 8 Kozan Maru	13.01	14.45	2.65	1.50	5	7	"
55	Chihaya Maru	12.00	12.40	2.90	1.70	4	7	"
56	Kaiko Maru	16.75	13.85	3.10	1.50	5	7	Murotomisaki
57	Tora Maru	14.35	12.85	3.24	1.57	4	7	"
58	No. 1 Myoga Maru	17.71	16.50	3.35	1.65	5	7	"
59	Shinko Maru	64.45	21.00	4.65	2.60	6	9	"
60	Kinei Maru	18.48	17.55	3.50	1.55	5	7	Susaki
61	No. 3 Shinei Maru	66.52	20.80	4.75	2.46	6	9	Muroto
62	No. 5 Torahisa Maru	99.54	24.80	5.53	2.76	8	10	"
63	No. 5 Mutsumi Maru	94.67	23.50	5.20	2.70	8	10	"
64	Mame Maru	72.01	21.40	4.70	2.48	7	9	"
65	Kikugui Maru	72.01	21.40	4.70	2.48	7	9	"
66	Shinko Maru	11.40	14.00	3.00	1.40	4	7	Yasuda
67	Shinsei Maru	72.26	21.40	4.75	2.48	7	9	Muroto
68	Kaiku Maru	10.05	11.00	2.40	1.30	4	6	Kaminoksa
69	No. 1 Takatori Maru	83.12	23.12	5.14	2.68	7	10	Muroto
70	No. 5 Chiyo Maru	74.53	23.35	4.74	2.56	7	9	"
71	No. 7 Chiyo Maru	31.12	17.98	3.76	2.02	5	7	"
72	No. 7 Takatori Maru	63.96	21.10	4.68	2.54	6	9	"
73	Misago Maru	64.25	21.50	4.50	2.42	6	9	Murotomisaki
74	Rokunoshima Maru	78.72	23.80	5.10	2.60	7	9	"
75	No. 7 Fuku Maru	78.41	22.30	5.10	2.63	7	9	"
76	Manju Maru No. 1	75.95	22.18	4.82	2.64	7	9	"
77	Taka Maru	90.50	24.20	5.15	2.67	8	10	Muroto
78	Toryu Maru	13.73	13.00	3.40	1.60	4	6	Mimase
79	No. 1 Kasi Maru	83.92	23.10	5.27	2.80	7	10	Murotomisaki
80	Yoshi Maru	64.33	21.10	4.65	2.63	6	9	Muroto
81	Yoneyama Maru	11.62	13.18	3.14	1.45	4	6	Moshima
82	No. 2 Kogyo Maru	28.48	17.25	3.79	1.91	5	7	Nahari
83	No. 3 Kogyo Maru	19.85	15.12	3.60	1.70	5	7	"
84	No. 3 Ryosi Maru	81.51	23.00	5.00	2.60	5	7	Murotomisaki
85	No. 1 Koyo Maru	19.49	15.35	3.80	1.50	5	7	Shimizu
86	No. 2 Isami Maru	14.16	15.20	3.00	1.60	5	7	Yasuda
87	No. 2 Koshin Maru	10.00	10.50	3.20	1.35	4	6	"
88	No. 6 Myojin Maru	32.92	19.30	4.30	1.87	5	7	Nahari
89	Kogyo Maru No. 7	45.09	19.99	4.30	2.20	5	7	"
90	No. 27 Biwa Maru	45.18	19.98	4.09	2.22	5	7	"
91	Sumiyoshi Maru	59.83	21.40	4.76	2.42	5	7	Yasuda
92	Fukugyo Maru	16.65	12.50	3.45	1.69	4	6	Usa
93	No. 6 Shinman Maru	75.10	22.95	5.08	2.60	5	7	Muroto
94	No. 3 Zuigyo Maru	47.92	20.20	4.45	2.11	5	7	"
95	No. 2 Takatori Maru	37.60	21.10	4.72	2.36	5	7	"
96	Toyoshima Maru	10.90	12.42	3.13	1.45	4	6	Shimizu
97	No. 5 Tora Maru	10.18	12.70	2.90	1.42	4	6	"
98	No. 8 Daikoku Maru	85.79	23.00	5.15	2.61	5	7	Murotomisaki

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Number	Name of Boat	Tonnage (m)	Length (m)	Beam (m)	Draught (m)	Speed Cruising Knot	Speed Maximum Knot	Registered Port
99	Koei Maru	96.78	24.40	5.04	2.82	5	7	Yasuda
100	No. 1 Seifuku Maru	82.09	22.70	5.20	2.65	5	7	Shimizu
101	Akashi Maru	12.00	11.40	2.80	1.42	4	6	Kiragawa
102	No. 2 Misago Maru	70.43	22.60	4.79	2.58	5	7	Murotomisaki
103	No. 5 Hosei Maru	10.46	12.40	3.00	1.45	4	6	Mimase
104	No. 1 Han-ei Maru	36.86	19.20	4.04	2.06	4	6	Muroto
105	No. 5 Nichiei Maru	14.37	11.95	4.00	1.55	4	6	Isa
106	No. 3 Asahi Maru	79.59	22.65	4.96	2.55	5	7	Usa
107	Mangyo Maru	11.52	13.20	3.00	1.50	4	6	Kure
108	No. 1 Katsu Maru	76.90	22.80	4.92	2.50	5	7	Murotomisaki
109	Fukuju Maru	11.18	12.15	3.00	1.58	4	6	Shimizu
110	Mie Maru	10.20	12.50	3.00	1.04	4	6	"
111	Fukuei Maru	12.21	12.15	3.50	1.60	4	6	"
112	Gyokichi Maru	12.59	12.80	3.09	1.64	4	6	"
113	No. 2 Kotobuki Maru	10.50	13.30	2.90	1.50	4	6	"
114	Gyotoku Maru	11.14	11.63	3.09	1.60	4	6	"
115	Nichiei Maru	10.08	11.90	2.90	1.50	4	6	"
116	Yugyo Maru	10.10	12.50	2.87	1.45	4	6	"
117	No. 2 Hogyo Maru	10.58	12.56	3.10	1.40	4	6	Ohama
118	No. 2 Seiro Maru	14.52	12.50	3.15	1.30	4	6	Mimase
119	Sachi Maru	12.51	14.65	2.80	1.37	4	6	Oura
120	Kiko Maru	10.28	10.69	2.68	1.28	4	6	"
121	Zensho Maru	19.04	15.80	3.41	1.82	5	7	Nishdamari
122	No. 25 Biwa Maru	18.27	14.95	3.52	1.60	5	7	Karyogo
123	Maruko Maru	16.36	15.00	3.50	1.60	5	7	"
124	Myojin Maru	34.00	18.00	4.00	2.10	6	8	"
125	No. 3 Tosa Maru	10.60	13.00	2.70	1.45	4	6	Okinoshima
126	Sakigake Maru	10.60	13.00	2.82	1.49	4	6	"
127	Kyosei Maru	14.00	13.10	2.90	1.80	4	6	Kannoura
128	Daito Maru	18.70	17.00	3.10	1.80	5	7	"
129	No. 2 Taiyo Maru	15.68	13.35	3.15	1.55	5	7	Sakinohama
130	No. 2 Kaiei Maru	65.61	20.40	4.39	2.42	6	9	Muroto
131	Sumiyoshi Maru	11.60	11.28	2.91	1.53	4	6	"
132	Hamaryo Maru	10.95	13.00	3.10	1.40	4	6	Shimonokse
133	Takatori Maru	12.70	11.83	2.97	1.55	4	6	Nishidamari
134	Daimatsu Maru	12.25	12.00	2.95	1.40	4	6	Hane
135	Shogyo Maru	16.20	15.50	3.10	1.70	5	7	Shimizu
136	No. 5 Daiho Maru	99.01	25.00	5.60	2.94	7	10	Murotomisaki
137	No. 3 Daiho Maru	92.72	25.00	5.60	2.68	7	10	"
138	No. 3 Myoga Maru	62.45	21.50	4.55	2.49	7	9	"
139	No. 5 Fuku Maru	80.21	21.46	4.60	2.75	6	10	"
140	Tsukasa Maru	85.87	22.80	5.14	2.72	6	10	"
141	Shinei Maru	54.69	19.70	4.48	2.48	6	9	"
142	Kubo Maru	39.55	18.90	4.10	2.24	7	8	"
143	No. 3 Juju Maru	48.61	19.51	4.30	2.45	7	8	"
145	No. 5 Juju Maru	66.20	21.08	4.62	2.60	7	9	"
146	Seio Maru	85.34	23.05	5.16	2.55	7	10	"
147	No. 2 Ryoei Maru	53.39	19.80	4.50	2.50	6	8	"

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Number	Name of Boat	Tonnage (m)	Length (m)	Beam (m)	Draught (m)	Speed Cruising Knot	Speed Maximum Knot	Registered Port
148	No. 1 Katori Maru	49.54	19.98	4.30	2.55	6	8	Murotomisaki
149	No. 7 Takatori Maru	58.06	20.34	4.41	2.32	7	8	"
150	No. 1 Hanei Maru	83.44	21.80	4.92	2.51	7	10	"
151	No. 2 Taiho Maru	65.25	20.80	4.50	2.29	7	9	"
152	No. 5 Fusa Maru	22.12	15.20	3.45	1.65	5	7	"
153	Nichiei Maru	41.81	19.00	4.25	2.33	6	8	"
154	No. 3 Fusa Maru	99.15	24.80	5.30	2.82	8	10	"
155	No. 7 Fusa Maru	71.07	21.00	4.78	2.43	6	9	"
156	No. 8 Fusa Maru	53.49	19.50	4.30	2.36	6	8	"
157	No. 11 Fusa Maru	91.61	23.25	5.28	2.70	8	10	"
158	Isami Maru	10.72	13.20	2.83	1.48	4	6	Yasuda
159	No. 5 Choei Maru	12.58	13.50	3.20	1.50	4	6	Shimizu
160	Meigyo Maru	17.23	13.00	3.00	1.80	5	7	Kochi
161	Shogyo Maru	11.35	13.00	3.00	1.50	4	6	Shimizu
162	Toraichi Maru	70.13	21.00	4.81	2.70	6	9	Kochi
163	Miyako Maru	14.12	13.58	3.35	1.60	4	6	Kure
164	No. 7 Masa Maru	88.20	22.45	5.64	2.73	7	10	Muroto
165	No. 5 Taiho Maru	76.16	24.60	5.50	2.90	7	10	Kochi
166	Koryo Maru	11.00	14.60	2.65	1.47	4	6	Moshima
167	Hime Maru	99.32	24.85	5.65	2.76	8	10	Muroto
168	Katsu Maru	14.80	14.20	2.80	1.90	4	6	Kannoura
169	Taiho Maru	11.27	12.54	3.03	1.53	4	6	Usa
170	Ume Maru	84.26	23.37	5.11	2.29	7	10	Yasuda
171	No. 5 Shu Maru	63.80	21.10	4.68	2.70	6	9	"
172	Takashima Maru	82.58	24.00	5.00	2.64	7	10	Muroto
173	No. 8 Sachi Maru	82.49	22.80	5.12	2.70	7	10	"
174	No. 8 Dai Maru	80.33	23.80	5.18	2.55	7	10	"
175	Bansei Maru	17.30	15.90	3.30	1.70	5	7	Shiina

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File

Chief.

Shikoku Maritime Bureau, Kochi Branch.

10th May. 1949

To : Headquarters. Kochi Military Government Team.
Through : Kochi Laison Office.
Subject : Report on permission this office granted as to the construction of wooden ships of 100 gross Tons and less than 100 tons.

Date permission	Name of Shipyard	Location	Name Ship	Description	Gross Tonnage	Schedule date to lay down	Schedule date to complete
6th May	Murotomisaki Shipyard	Murotomisaki-cho Aki-gun	Tojo Maru	Fishing boat	19	May '49	July '49
"			Manko Maru	"	19	June '49	Aug. '49
"			Suzu Maru	"	19	May '49	Aug. '49
"			Naga Maru	"	19	June. '49	Oct '49
			Sachi Maru		19		

16th May	Shimizu Fishery Co-operation	Shimizu-cho Hata-gun	Kotobuki Maru	Fishing boat	12.5	May. '69	July '69
〃	Kiragawa Shipyard	Kiragawa-cho Aki-gun	Undecided	〃	19	〃	〃
〃	Shinkanoura 〃	Kannoura-cho Aki-gun	Eiyu Maru No. 5	〃	19.5	July '69	Oct. '69
〃	Kochiken Shipyard	Nagahama Kochi-city	Kazuga Maru No. 3	〃	25	May '69	July '69
〃	〃	〃	Kōsei Maru No. 3.	〃	25	July	Sep. '69
〃	Amuroto Shipyard	Muroto-cho Aki-gun	Kaifaku Maru No. 6	〃	19	June '69	Sep 1969

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四國海運局

高海第一〇七二號
昭和二十四年四月八日

高知軍政部天然資源課長　殿

四國海運局高知支局長

旧産業設備營團所有造船施設買取許可申請書送付の件

旧産業設備營團所有造船施設は從來船舶公團に承繼し船舶公團が處分することゝなつて居つたが今般GHQの指示により承繼を取り止め用鋼機關整理委員會に於て直接處分することゝなり右施設買取手續として首題申請書の提出を要する旨海運總局より通達あり當支局管下該當造船所提出の分參考の爲送付するから可然取計らはれたい

タイプライター用紙(24.1)1.5000

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造船業許可申請書

昭和廿四年三月廿八日　高知縣幡多郡宿毛町大字大深浦一四二番地

安岡造船株式會社

社長　安岡順吉（印）

運輸大臣　~~小澤佐重喜~~ 大屋晋三　殿

今般閉鎖機關整理委員會から係る産業設備營團の施設たる當社工場施設一切の讓渡を受けましたので左記計畫書により引續き造船業を營みたいから許可せられ度申請致します

造船業計畫書

一、工場の名稱及位置
　安岡造船株式會社工場
　高知縣幡多郡宿毛町大深浦一四二番地

一、事業の種類
　木造船の建造及修理事業

一、施設の概要

一、建物

名称	構造	棟数	建坪	延坪
木工場及現図場	木造瓦葺一部二階建	一	二一六	三四二
製材工場	木造杉皮葺平家建	一	二七九	二七九
目立工場	右同	一	三〇	三〇
雨天作業場	右同	一	三六	三六
捲上機室	右同	一	七	七
艤装帆布綱具倉庫	右同	一	三〇	三〇
造機工場	右同	一	三五	三五
金物類倉庫	木造瓦葺平家建	一	四〇	四〇
船台上家	木造杉皮葺平家建	三	三九一	三九一
事務所	木造瓦葺二階建	一	三七	六七
守衛詰所	木造杉皮葺平家建	一	三	三
自動車置場	木造瓦葺平家建	一	一八	一八

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工員住宅一號型	不燃瓦葺平家建	二	三五	三五
工員住宅二號型	右同	九	二一六	二一六
浴場及炊事場	右同	一	四〇	四〇
工員寮	右同	一	六〇	六〇
工員合宿舍	不燃瓦葺二階建	三	一一七	一九五
計		三〇	〝五九〇	〝八二四

2、築造物

種別	数量	摘要
船臺	一〇基	各、長二米、幅三米
船架	三基	各、陸上長五五米、水中長四〇米、幅二、五米
繋船岸壁	二ケ所	高二米、總長一二三米

3、機械設備

名稱	型式	数量	備考
自動送材車付帯鋸機	四八吋	一	製材工場用

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テーブル式帯鋸機	三八吋	三	製材工場用
引廻し帯鋸機	二六吋	一	木工場用
テーブル式丸鋸機	四二吋	二	製材工場用
手押かんな機	一二吋	一	木工場用
自動かんな機	二四吋	一	〃
目立機	鋸車用 テーブル用	四	目立工場用
研磨機		二	目立、造機合工場用
旋盤	六呎、八呎	二	造機工場用
木工旋盤	六呎	一	木工場用
セーバ		一	造機工場用
ボール盤		一	〃
捲上機	三〇馬力用	一	船架用
電動機	三〇馬力二 二〇馬力三 其ノ他五	一〇	各工場用
変圧機	五〇キロ三 三〇キロ二	五	

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一、工場敷地面積　八、四一六坪　其他貯木池二、九一〇坪

一、事業計画の大要

造船施設を拡充整備し優秀工員を補充又は増員して工場の能率的運営の態勢を整へると共に、手持資材の活用と其の他所要資材の獲得の為に万全の準備を講じつゝ左の事業計画を樹立し之が完全なる遂行を期している

1、目下建造工事中の七五噸型巡洋かつを漁船一隻を速に完成し引続き同型漁船を年間八隻建造する

2、不適船の頻繁なる修理要求に應へて大小船舶年間約三百隻の修理を実施する

3、造機工場に於て新造船並に修理船用鉄物類一切の加工と修理を行ふと共に一般船用機器の修理を実施する

4、製材工場に於て所要造船用材を製材し尚其の余力を以て販売向造船材並に建築材の生産向上に努める

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一、公称資本金の総額及其の調達方法

資本金参拾萬圓　全額払込済

一、所要資材及年間製造能力

年間所要資材

木材（造船及製材用）三六、〇〇〇石

鋼材（造船用）五二噸

其他鋼資材（造船用）七噸

年間製造能力

新造船　七五噸型　八隻　六〇〇噸

修理船　大、小型三〇〇隻　約一二、〇〇〇噸

製材　三六、〇〇〇石

一、従業員数

男　五八人　女　四人　計六二人

一、就業時間

一日、七時間四十五分、休憩時間一時間十五分

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一、事業開始予定期日

御許可の日より三日以内

一、許可申請の事由

當社は昭和十八年六月八日創立と共に當産業設備営團の[illegible]金を以て工場を建設し爾来遞信大臣の建造命令に係る戰時標準型木造貨物船の建造に専念して参つたのであります。そうして終戰後一般木造船の建造並に修理事業に轉向するとともに造機工場を新設し更に既設の製材工場を擴張充實して製材業を兼営しつゝ今日に至つたのでありますが今般閉鎖機關整理委員會から當産業設備営團の施設たる當社工場施設一切の讓渡を受くることが出來ましたので引續き造船事業を經営致し度本件許可申請に及びたる次第であります

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CORRECTION

THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

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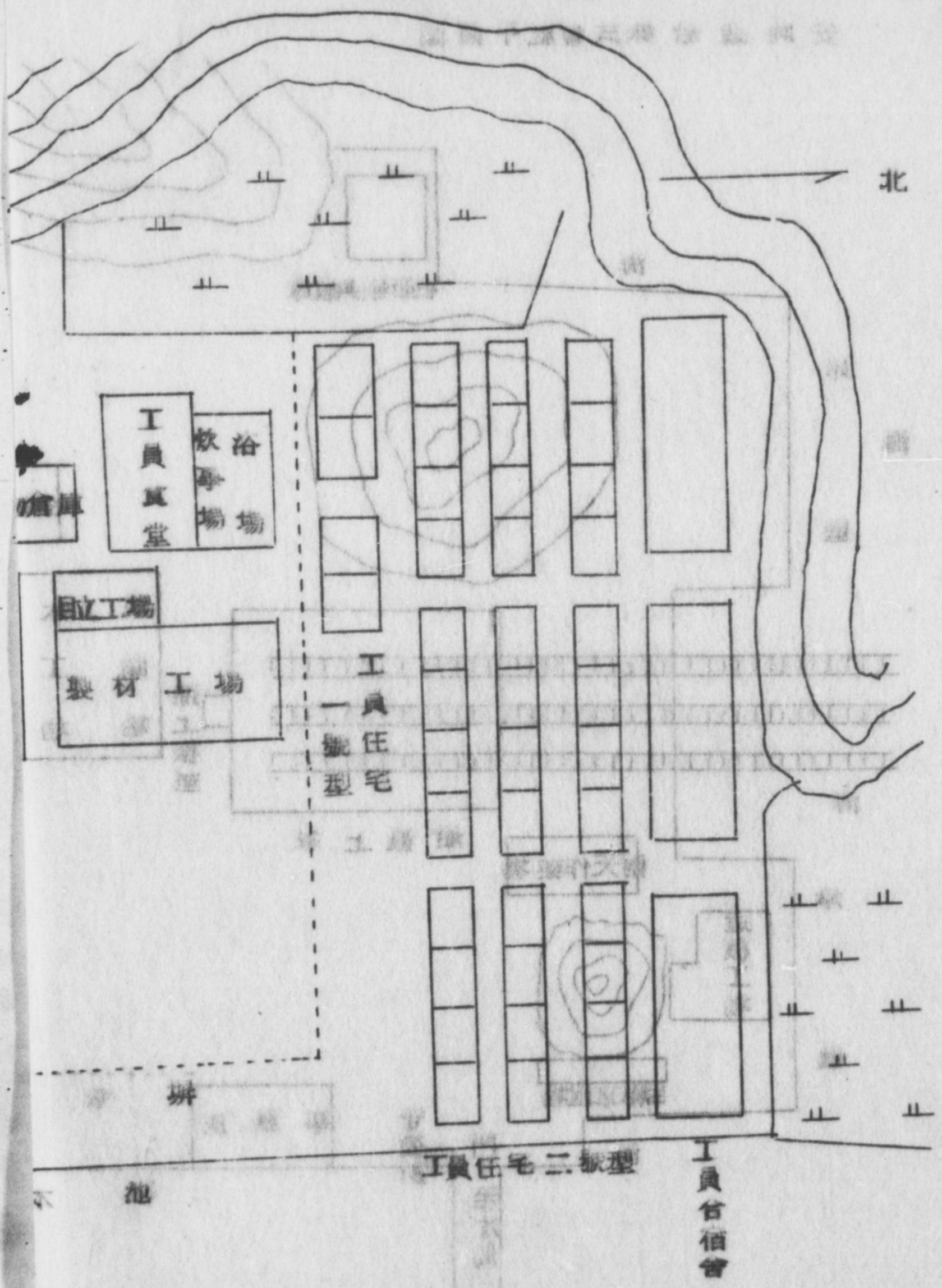

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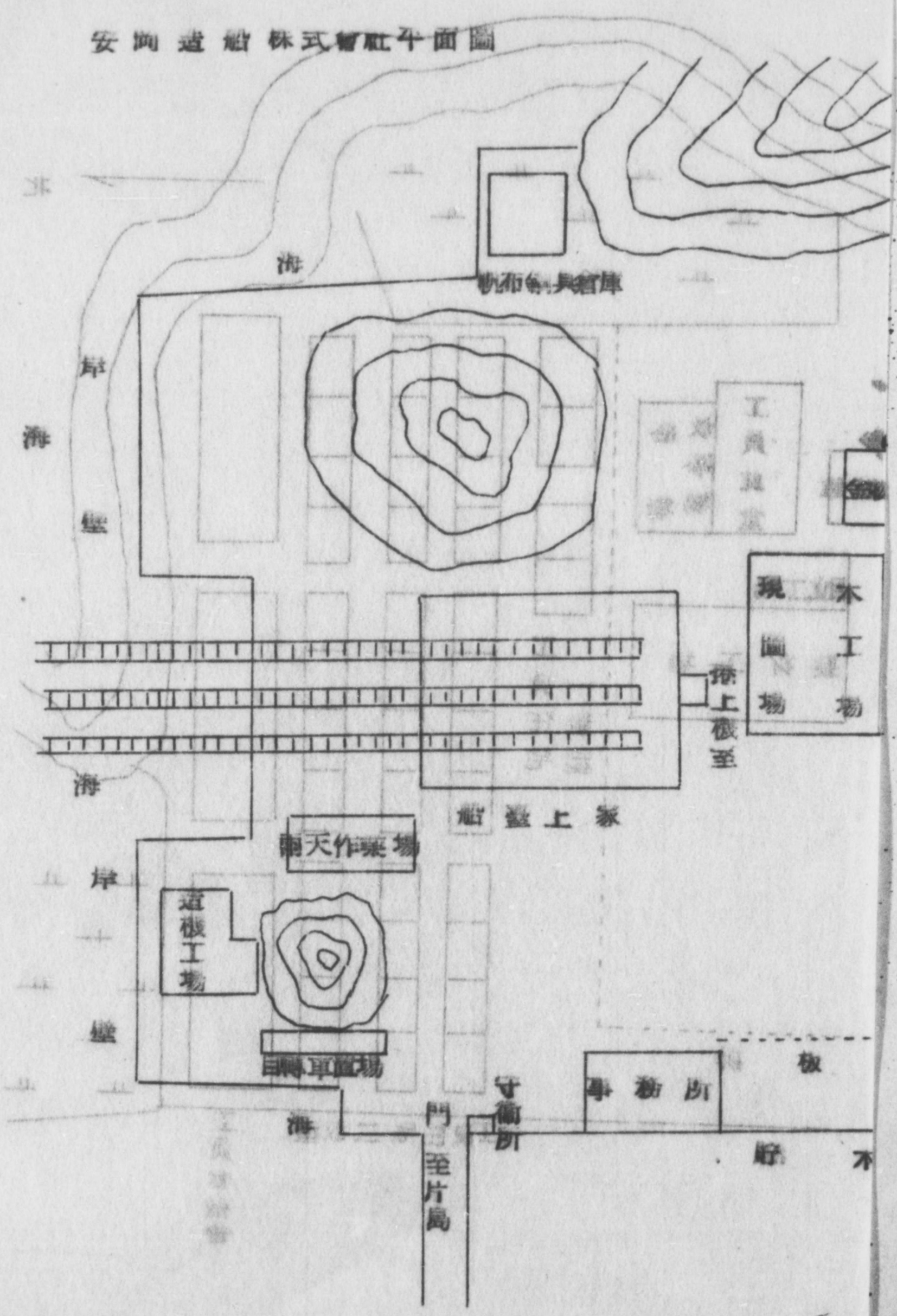
安岡造船株式會社平面圖



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THE APPLICATION OF SHIP BUILDING

TO: OYA Shinzo
Minister of Communication

FEB. 1949
142 Oura Sukumo-cho Hata-gun
Kochi-ken
Yasuoka Shipbuilding Co. LTD.

We have now been devised all the institution, which had belonged to the ex-industrial equipment Co-operation by an adjustment committee of the closing instrument. So we want to continue the ship building according to following plans, and we apply for the permission of continuing.

THE SHIP BUILDING PLANS

1. The name and place of the manufacture:

a. Name Yasuoka Shipbuilding Company L.T.D.

b. Place 142 Oura Sukumo-cho Hata-gun Kochi-ken

2. The sort of business:

The construction and repairing of wooden ship.

3. The ... of the establish...

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1) BUILDING

Title	Construction	Number of House	Floor Space	Total Area
a wood-working plant and original picture	wooden house with a tile roof, a part of it is two-story.	1	65.34 m^2	103.4 m^2
a saw mill	Wooden house with cryptomess barks roof, one story.	1	84.39 m^2	84.39 m^2
a setting factory house	Do.	1	9.07 m^2	9.07 m^2
a working place for rainy days	Do.	1	10.89 m^2	10.89 m^2
a room of winch	Do.	1	2.12 m^2	2.12 m^2
Painting, sail, rope, storehouse	Do.	1	9.07 m^2	9.07 m^2
a factory of embrant	Do.	1	10.58 m^2	10.58 m^2
hard ware factory	Wooden one story house	1	12.10 m^2	12.10 m^2

	with a tile-roof.			
Cover for Shipping stand	wooden house with crypto-mess barks one story.	3	118.28 m^2	118.28 m^2
office	wooden house with a tile roof, two story house.	1	11.18 m^2	11.18 m^2
Waiting room for guard	wooden house with crypto-mess barks one story.	1	0.91 m^2	0.91 m^2
Parking place for bicycle	wooden one story house with a tile roof.	1	5.44 m^2	5.44 m^2

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Residence of workmen style No.1	house with a tile roof wooden one story.	2	10.58 m^2	10.58 m^2
Residence of workmen style No.2	Do.	9	65.34 m^2	65.34 m^2
Bath-room and cooking place	Do.	1	12.10 m^2	12.10 m^2
Dining-room of workmen	Do.	1	18.15 m^2	18.15 m^2
Dormitory of workers	wooden house with a tile roof two story	3	35.39 m^2	58.98 m^2
TOTAL		30	480.97 m^2	551.76 m^2

2) ESTABLISHMENTS

Devisions	Numbers	Summarys
Holder	10	Length 2 metre Width 5 metre
Slips	3	Land, Length 55 metre Water, " 40 metre Width 2.5 metre
Landing-stages	2	Height 2 metre Total Length 125 m

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Dormitory of workers	Wooden house with a tile roof two story	3	35.39 m²	58.98 m²
TOTAL		30	480.97 m²	551.76 m²

2) ESTABLISHMENTS

Devisions	Numbers	Summarys
Holder	10	Length 2 metre Width 3 metre
Slips	3	Land, Length 55 metre Water, " 40 metre Width 2.5 metre
Landing-stages	2	Height 2 metre Total Length 125 m

3) MACHINE EQUIPMENTS

Names	Style	Number	Note
a belt-saw with machine	48 inches	1	For sawing factory
a belt-saw machine table style	38 inches	3	For sawing factory
a pit-saw	26 inches	1	For a wood-working plant

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Round saw machine table style	42 inches	2	For sawing factory
a plane	12 inches	1	For a wood-working plant
a plane machine	24 inches	1	Do.
a setting machine	for table	4	For a setting factory
a polishing machine		2	For setting and machine factory
a alathe	6 feet 8 feet	2	machine factory
a wood-working alathe	6 feet	1	F or wood-working plant
a shaping machine		1	Machine factory
a boring machine		1	Machine factory
a winch	for 30 horse-power	1	For docks
an electric motor	30 h.p.2 20 h.p.3 other 5	10	For factorys
a current transformer	50 kiro 3 30 kiro 2	5	

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4. Area of the site of the factory:

2,545 m^2.84 (8,416 tsubo)

5. The storing place of wood and others:

880 m2 (2,910 tsubo)

6. Summary of our business planning:

We try to expand and organize the establishments of shipbuilding and supply and increase efficiency of our business. And then we expect the accomplishment of our design as follows, adopting a prudential policy in order to acquire necessary articles and to make efficient use of stocks.

(1) We complete an oceangoing ship of fishing bonito, 75 tonage, which is now building, as quick as we can and continuously build eight fishing boats of the same for m, in an year.
(2) We repair 300 wooden ships in an year, meeting the frequent requirements.
(3) At the manufactory, we treat and mend all the ironwares of the newly-built ship and of repair one. And we repair the instruments for general ships.
(4) We saw the necessary woods for shipbuilding andtry to produce the lumber for shipbuilding and construction by remaining power.

7. The total amount of the autherized capital:

300,000 yen (all paid up)

8. Necessary articles and manufacturing faculty in an year:

(A) Necessary Articles:

1) Lumber(for shipbuilding) 12,000 m^3 (3,600 koku)
2) Steel (Do.) 52 ton
3) Supplementary Articles 7 ton

(B) Manufacturing Faculty:

1) Newly-built ship (type of 75 ton) 8 vessels 600 ton
2) Repairing ship 300 vessels 12,000 ton
3) Lumber Production 12,000 m^3 (3,600 koku)

9. Number of Workers:

the same for m, in an year.

(2) We repair 300 wooden ships in an year, meeting the frequent requirements.

(3) At the manufactory, we treat and mend all the ironwares of the newly-built ship and of repair one. And we repair the instruments for general ships.

(4) We saw the necessary woods for shipbuilding andtry to produce the lumber for shipbuilding and construction by remaining power.

7. The total amount of the authorized capital:

300,000 yen (all paid up)

8. Necessary articles and manufacturing faculty in an year:

(A) Necessary Articles:

1) Lumber(for shipbuilding) 12,000 m³ (3,600 koku)
2) Steel (Do.) 52 ton
3) Supplementary Articles 7 ton

(B) Manufacturing Faculty:

1) Newly-built ship (type of 75 ton) 8 vessels 600 ton
2) Repairing ship 300 vessels 12,000 ton
3) Lumber Production 12,000 m³ (3,600 koku)

9. Number of Workers:

58 men
4 women
62 total

10. Working hours:

7 hours 45 minutes a day
1 hour 15 minutes recess

11. Pre-arranged date to open business:

within 3 days after the permission is got

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12. The reason of application:

We established our company on 8th June, 1943, and then built the factory with the found of ex-Industrial Equipment Co-operative. We have devoted to build the wooden freighter, standard type in the war-time, according to the building order of the Minister of Communication, since then. After the war, we turned to the building and mending of general wooden ships and built a new mechanical workshop. Further we have expanded and organized the established lumber-mill. And we have pursued the lumber-~~mill~~-ing as a side business, expanding and organizing the established lumber-mill. We have now been devised all the institution, which had belonged to the ex-Industrial Equipment Co-operative, by an adjustment committee of the closing instruments, so we want to continue the shipbuilding and we apply for the permission of continuing the shipbuilding hereupon.

(the end)

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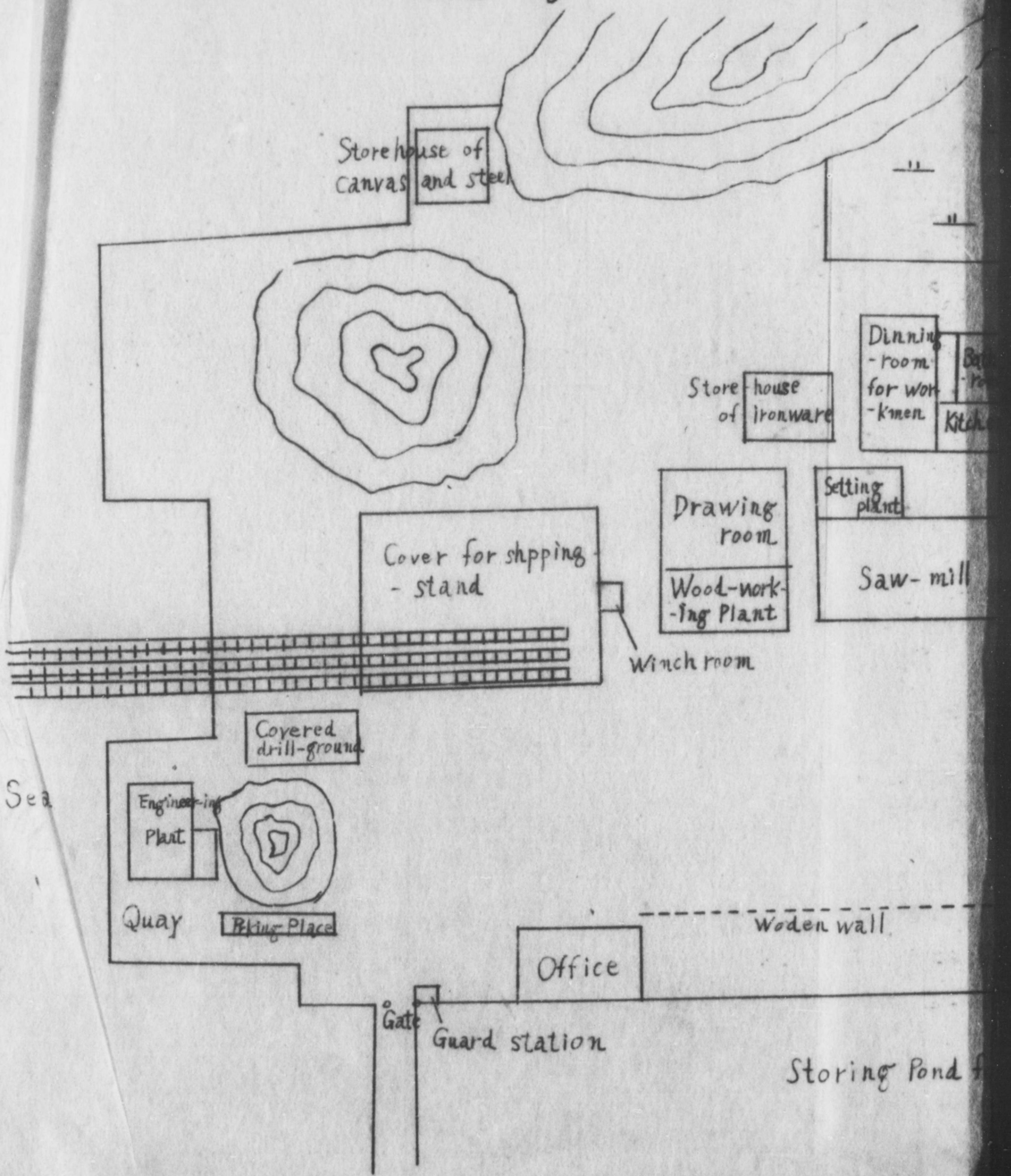
Plane Figure Of Yasuoka Shipbuil



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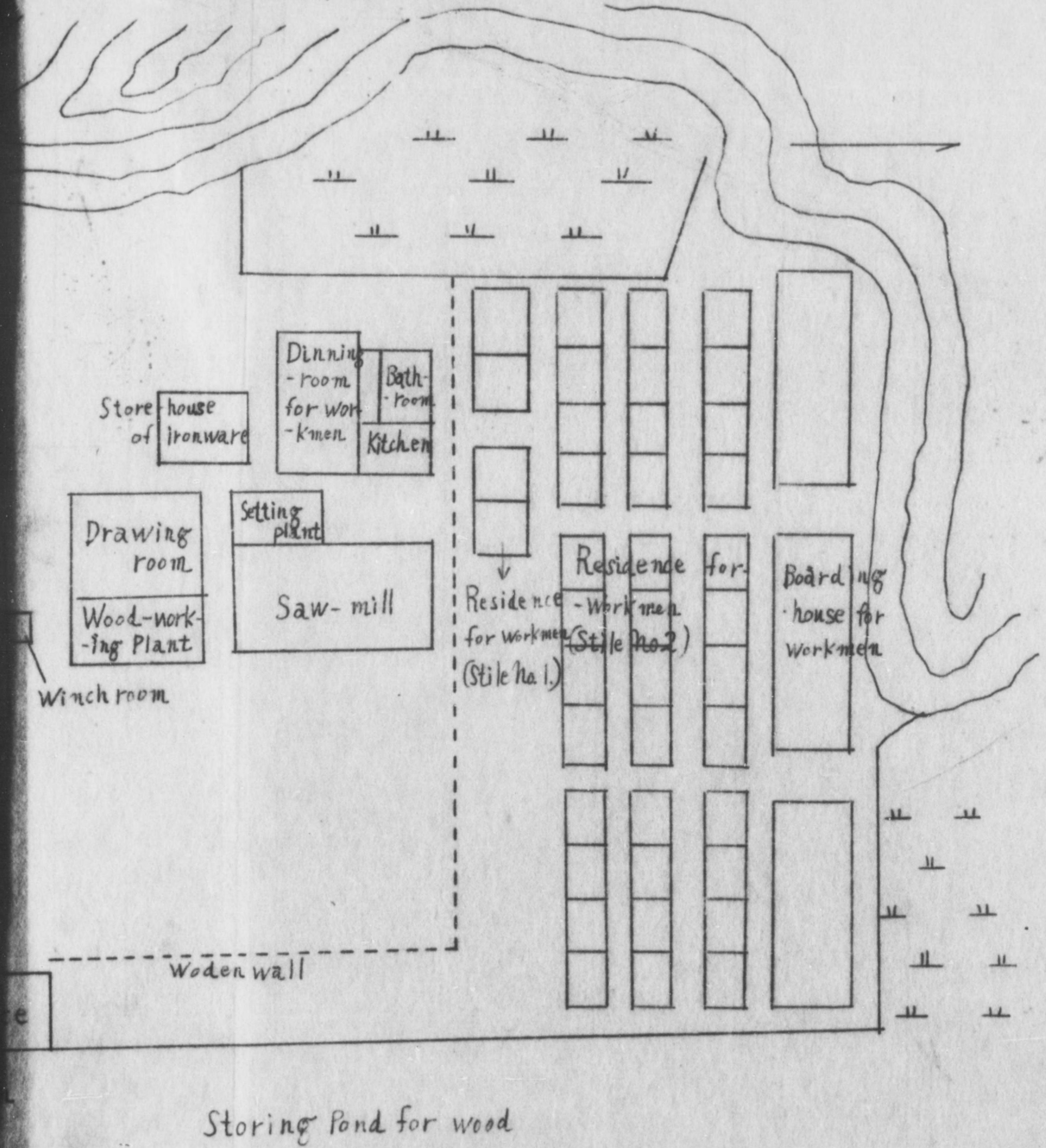
Of Yasuoka Shipbuilding Company Ltd.



Storing Pond for wood

File
OEHL

Chief
Shikoku Maritime Bureau, Kochi Branch.

28th Mar. 1949

To : Kochi Military Government Team.

Subject : Report on permission this office granted as to the construction of wooden Ships of 100 tons and less than 100 tons.

Date permission	Name of Shipyard	Location	Name of Ships	gross Tonnage	Description	Est. month to lay down	Est. month to complete
28th Mar.	Kure Fishing Co-operation	Kure-cho Takaoka-gun	Hideyoshi Maru	18	Fishing Boat	Mar. 1949	June 1949
"	"	"	Namigami Maru	1.32	Tug Boat	June 1949	July 1949
"	"	"	Kame Maru	1.82	Fishing boat	Apr. 1949	May 1949
"	"	"	Yoshitsugu Maru	3	"	Mar. 1949	Apr. 1949
"	"	"	Nakajo Maru	1.63	"	Mar. 1949	May 1949
"	"	"	Matsumoto Maru No. 1	1.71	"	Apr. 1949	June 1949

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"	"	"	Naniyami Maru No. 2	0.65	"	Apr. 1949	May 1949
"	"	"	No. 3	1.83	"	May. 1949	"
"	"	"	Isemato Maru No. 46	1.59	"	Apr. 1949	"
"	Hirata Shipyard	Tanezaki Kochi-city	Seigyo Omaru	19.5	"	Mar. 1949	Aug. 1949
"	Murotomisaki	Muro-tomisaki Aki-gun	Suga Maru	19	"	Apr. 1949	July 1949
"	"	"	Tomi Maru	19	"	"	Aug. 1949
"	"	"	Undecided	19	"	July 1949	Oct. 1949
"	"	"	"	19	"	May 1949	Aug. 1949
"				19	"	"	
				19.5	"	July. 1949	Sep. 1949
				19.5	"	"	Oct. 1949
"	Higashidani Shipyard	Shimiya-cho Hata-gun	Hakugyo Maru	8	"	Mar. 1949	July 1949
"	"	"	Shinyoshi Maru	8	"	Mar. 1949	May 1949
"	"	"	Kiku Maru	9	"	Mar. 1949	Apr. 1949

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28th Mar.	Kochi Ken Shipyard	Nagahama Kochi-city	Undecided	4	Ferry	mar. 1969	mar. 1969
〃	Omaruto	Murotocho Aki-gun	Tara maru	2.5	Fishing-boat	mar. 1969	apr. 1969
〃	〃	〃	Masa Maru No.2	6.5	〃	〃	may. 1969
〃	〃	〃	Fusushima maru	2.5	〃	〃	apr. 1969
〃	Kochi Ken Shipyard	Nagahama Kochi-city	Undecided	D.W.T. 70	Barge	mar. 1969	May 1969
〃	〃	〃	〃	〃	〃	〃	〃

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DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775075

File
4920

Chief,
Shikoku Maritime Bureau, Kochi Branch.
~~26~~ 8th. ~~Feb.~~ Mar. 1949

To : Kochi Military Government Team.
Through : Kochi Liaison Office
Subject : Report on permission this office granted as to the construction of wooden ship of 100 tons and less than 100 tons.

Date of permission	Name of Shipyard	Location	Name of Ship	Description	Gross Tonnage	Est. month to lay down	Est. month to complete
26 ~~8~~th Mar.	Nankai Shipyard	Shimizu-cho. Hata-gun Kochi pref.	Kogyo maru	Fishing boat	10	Mar. 1949	May. 1949
〃	Shigachidani 〃	〃	Jensho maru	〃	7	〃	〃
〃	〃	〃	Kenzo-maru No. 11	〃	19	〃	June. 1949
〃	〃	〃	Shokichi maru	〃	12	Apr. 1949	June 1949
〃	〃	〃	Nissin maru	〃	10	Mar. 1949	May 1949
〃		〃					
〃	〃	〃	Fumi maru	〃	11	Mar. 1949	May 1949

"	"		"	Hakuyyo Maru	"	7	"	June 1949
"	Teshima Shipyard		"	Fukujyu-maru No. 2	"	15	"	May 1949
"	"		"	Hōgyo Maru	"	15	apr. 1949 ~~Apr. 1949~~	July 1949 ~~June 1949~~
"	"		"	Mangiyo Maru	"	7	May. 1949	June 1949
"	Shimizu Fishery Co-operation		"	Fukuei Maru No. 3	"	15	Apr. 1949	June 1949
"	"		"	Sadni Maru	"	15	Mar. 1949	May 1949
"	"		"	Shogyo Maru	"	19.50	"	June 1949
"	"		"	Katsuuki Maru	"	12	"	Apr. 1949
"	Shimoda Shipyard		"	Shinsei maru	"	10	"	May 1949
"	Shimizu Fishery co-operation		"	Shinsho Maru	"	19.50	"	June 1949
"	"		"	Tora Maru No. 3	"	15	"	May. 1949
"	Kure Fishery co-operation	~~Kure-cho~~ Takaoka-gun		Kaitsu Maru	"	18.79 ~~7~~	apr. 1949	June 1949
"	"	"		Seiei Maru	"	19.15	"	July 1949

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26th Mar.	Kure Fishery Cooperation	Kure-cho Takaokagun	Seiei Maru	Fishing-boat	19.15	Apr. 1969	July 1969
〃	〃	〃	Gyotoku Maru	〃	15	July 1969	Aug. 1969
〃	〃	〃	Choei Maru	〃	15	Apr. 1969	June 1969
〃	〃	〃	Yamashita Maru	〃	15	May 1969	July 1969
〃	〃	〃	Masa Maru	〃	15.5	Apr. 1969	〃
〃	〃	〃	Atori Maru	〃	18	May 1969	July 1969
〃	Kiragawa Shipyard	Kiragawa-cho Aki-gun	Undecided	〃	19	Mar. 1969	May 1969
〃	〃	〃	〃	〃	19	〃	〃
〃	Teshima Shipyard	Shimizu-cho Hata-gun	Kikō Maru	〃	10.28	Mar. 1969	June, 1969
〃	〃	〃	Nissin Maru No.3	〃	9.5	〃	〃
〃	〃	〃	Utakamiya Maru	〃	9.61	〃	〃
〃	Shimizu Fishery Co-operation	〃	Sachi Maru	〃	12.5	〃	Apr. 1969

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 81015

File

Chief,
Shikoku Maritime Bureau, Kochi Branch

1st. March, 1949

To : Headquarters, Kochi Military Government Team.
Subject : Report on permission this office granted as to the construction of ~~too~~ wooden ships of 100 tons and less than 100 tons.

Date of permission	Name of Shipyard	Location	Name of Ships	Description	gross Tonnage	Est. month to lay down	Est. month to complete
1st. Mar.	Nankai Shipyard	Shimizu-cho, Hata-gun	Gyotoku Maru	Fishing-boat	6	Mar. 1949	June. 1949
〃	〃	〃	Mangyo Maru	〃	12	Mar. 1949	May. 1949
〃	〃	〃	Shoei Maru	〃	12	Mar. 1949	May. 1949
〃	〃	〃	Meigyo Maru	〃	12	Mar. 1949	June. 1949

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 775073

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115015

File
DEH

SUBJECT: Application for Approval of A Vessel Construction

TO: Shinzo Oya, Minister of Transportation

FROM: Shipbuilder
Rintaro Kaneko

Representative of Kaneko
Shipbuilding Yard
1618 Urahama None-machi,
Aki-gun, Kochi-Ken

Orderer
Kazuo Izumi

Director-President, Izumi
Marine Transportation Co.
1686-Hei None-machi,
Aki-gun, Kochi-Ken

We, hereby, beg to apply for the authorization of a Vessel construction mentioned hereunder,

1. Type of Vessel and the type of use.

   A wooden sailing vessel: A cargo boat

2. Planned gross tonnage of the vessel.

   170 ton

3. Type and number of engine and the planned horse power.

   None-water Internal combustion engine
   Planned horse power: 200 H.P.

4. Name of the Hull Builder.

   Kaneko Shipbuilding Yard, 1618 Urahama None-machi, Aki-gun, Kochi Ken.

5. Expected date of laying the keel, launching, and completion.

   Expected date of laying the keel:

   Immediately after authorization

   Expected date of launching:

   4 months after authorization

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

Expected date of completion:

2 months after launching

6. Name of engine manufacturer and expected date to set work and its' completion.

The engine on hand of Izumi Marine Transportation Co. will be used.
(Marine Affair Bureau Type; Planned horse power 200 H.P., will be used)

7. Estimated manufacturing cost and its Itemization:

Estimated cost for the hull	¥5,100,000
Estimated cost for the engine	550,000
Estimated cost for the equipments	400,000
Estimated total manufacturing cost	¥6,050,000

Signed

Kazuo Izumi, Director-President
Izumi Marine Transportation Co.

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Annexed Sheet

1. Manufacture Number, Length of the Boat, Planned Load Tonnage, Planned Horse Power, Planned Navigation Speed, Planned Type of Use and Type of Fuel.

Manufacture Number	No.
Length of the Boat	27.5 Meters
Planned Load Tonnage	320 tons
Planned Horse Power	200 H.P.
Planned Type of Use	Cargo Boat
Type of Fuel	Crude petroleum

2. Classification of materials required and their quantities as well as measures to secure them.

Lumber	1,530 Koku Lumber on hand and of legal supply will be used.
Steel materials	11,000 K.G. Steel materials on hand and of legal supply will be used.
Engine	200 H.P.------1 Engine on hand will be used.
Equipments	Equipments on hand will be used. A portion of them will be purchased.

3. Orderer's measures to finance the construction of the boat.

¥6,050,000	To be defrayed of the orderers fund.

4. Property and condition of business operation of the orderer.

Immovable property	¥10,000,000
Vessels owned	3 vessels 220 gross tons 240 H.P.
Business operation	Marine Transportation Business Lignite Mine Business

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

SUBJECT: Petition on Wooden Vessel Construction

TO: Shinzo Oya, Minister of Transportation

FROM: Kazuo Izumi, Director-president,
Izumi Marine Transportation Co.,
1686-Hei None-machi, Aki-gun, Kochi Prefecture.

March 1949

These four sail and engine boats (a 98 ton boat, a 97 ton boat, a 86 ton boat, a 28 ton boat) belong to Izumi Marine Transportation Co., None-machi Aki-gun, Kochi Prefecture, have been engaging in transportation of about 1,000 tons of lignite monthly, produced at Daiei Coal Mine Co., a sister company, Nahari-machi, Aki-gun, Kochi Prefecture, to various factories such as paper, salt, cotton spinning and chemicals in Kagawa, Ehime, Tokushima Prefectures.

Meanwhile, one of those boats owned by Izumi Marine Transportation Co., being considered to be quite unsuitable as a lignite transport in reference to availability of the hull, has been sold to other purpose. The demand of lignite, however, produced at Daiei Coal Mine, being contained 4,500 heat calories and most useful for all kinds of light industries, has been so increased month by month in the critical fuel situation that the Mine has been working on the improvement of facilities and equipments to multiply the output which is anticipated to reach 2,000 ton - 3,000 ton a month in near future.

Thus the Izumi Marine Transportation Co. comes to the conclusion that a boat should be constructed in place of the boat that was sold as mentioned above and to make available for transporting greater amount of lignite than before.

The boat on the plan is a wooden sail and engine boat of 170 ton. (load ton is 300 gramton - 350 gramton). The company expects much on the construction of this boat in order to overcome difficulties of lignite transportation and to contribute to the economic reconstruction of Japan.

I hereby, take liberty of requesting your kind consideration on the importance of lignite for light industries and it's critical demand for transporting them for the economic reconstruction of Japan and thus please give us proper permission for beginning of the construction.

Signed _____

Kazuo Izumi, Director-president
Izumi Marine Transportation Co.,

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115015

To Econ

C.O. for info and return Eth

copy

PETITION

24 Ko No. 41 March , 1949

To : Commanding General of Naval Forces, FAR EAST

Through: Maritime Safety Board, Japanese Government

Subject: Salvage of SEIKO MARU

We submitted on March 7 a copy of survey report of the subject vessel and an estimate of salvage expenses to the Maritime Safety Board, Japanese Government, in response to the request contained in the Notification dated Feb. 21, 1949.

It is cordially requested that you will authorize for the salvage of the SEIKO MARU after taking the circumstances into fair and full consideration.

For your information the documents concerning the salvage are enclosed herein.

Sent: Kochi Military Government Team -
1 copy

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

Necessity of sating the Seiko maru (S. 173),
dredger, 279 ton.

The Seiko-maru, a pump system dredger, was built at the Sakurajima plant of Osaka Iron Work, Osaka City, in June 1929, and had been dredging bays in Kochi Prefecture.

Above all, her service was indispensable to clear away the drift sand at the month of the Kochi and Shimoda harbors.

As the maintenance had been neglected during the war time and we had many heavy rains and waves accompained by tyhoons, the estuary harbours had their months blocked considerably.

We got subsidy from the National Treasury to dredge harbors, and only small and medium size ships have barely made avail of the harbors.

But the Nankai Earthquake and tidal waves followed it worsened the condition, so that the mission of the Seiko-maru became more important.

In autumn of 1948, as the harbor month of Shimoda was badly blocked by the I on and Liby tygoons, the Seiko maru was sent for dredging to the harbor via the Susaki harbor, but in her way there the heavy waves obliged her to stop at the Kamikawaguchi harbor, and during her stay at that harbor, the Agnes typhoon struck her to run aground on the beach.

The salvage of this ship was committed to the Hirose Salvage Co. on Jan. 20, 1949, and the company submitted an application for salvage of this ship to MSB.

The coast of this prefecture is often visited by heavy waves in the middle and at the end of March every year, because of climatical situation, so that if we leave the ship as it is, she will be damaged so fataly that she can not be available again. Therefore we are very anxious to hasten the salvage of her as soon as possible.

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Report of Inspection

1.	G. H. Q.	S 173
2.	Name	Seiko-maru
3.	Gross ton	279.61 ton
4.	Length	39.58 m
5.	Wideth	7.92 m
6.	Height	2.74 m
7.	Main Engine	Triplex reciprocating Engine
8.	Nominal Horse-power	120 HP
9.	Use	Pump system dredger
10.	Material	Steel
11.	Owner	Kochi Prefecture

The Seiko-maru, a pump system dredger, owned by the Kochi Prefecture, was launched in May 1929.

On Nov. 19, 1948, she was-struck by the Agnes typhoon off the Kamikawaguchi Coast, Shirotagawa-mura, Hata-gun, and despiting efforts of the skipper and crew, all moorings and anchor chains were cut off and she ran on rocks at the north-east of the Shimokawaguchi harbor.

The prow of this ship points to north, and one-third of the body is on rocks inclining about 10° to left, and her quarter deck is under water.

Covering all her surface, bow, stern, botton and right side, there are many holes as large as fist and all rivets are slack.

Around two-thirds of her hull including the sterm, there lay many big stones from 3 tons to 10 tons, and as shown in attached sketch, her sides and bottom were broken by them. We think that we will be able to salvage her with all our facilities and technique, but if she is left as it is now, she will be probably visited by other heavy waves and she will be so ruined as no steps can save her.

The salvage must be begun as soon as possible. Many equipments upon the deck, above all roof at stern and handrails, were seriously damaged, and bollards of both sides of the stern were broken. Installations inside the ship were not so heavily damaged, but tools and fixtures were damaged.

Moorings equpments, being damaged or swept away, should be repaired and replaced. Though the boilar, main engine and sand pump were dipped with sea-water, rapid steps to dissect and repair will save them.

Date of Inspection: January 24, 1949

Name of Inspector: Saburo Kajikado, technician
Chief of business Section,
Hirose Selvage Co. Ltd.

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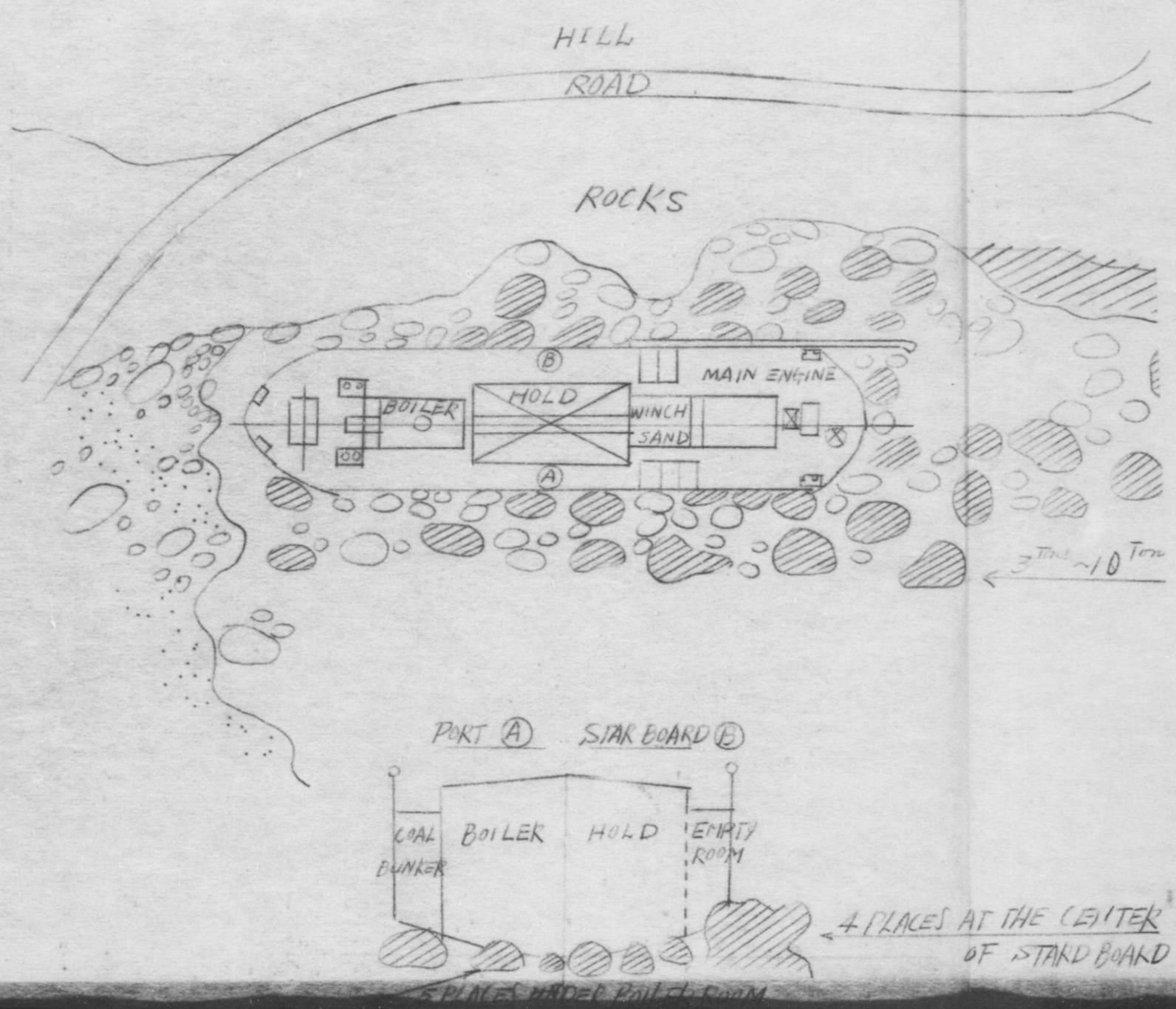

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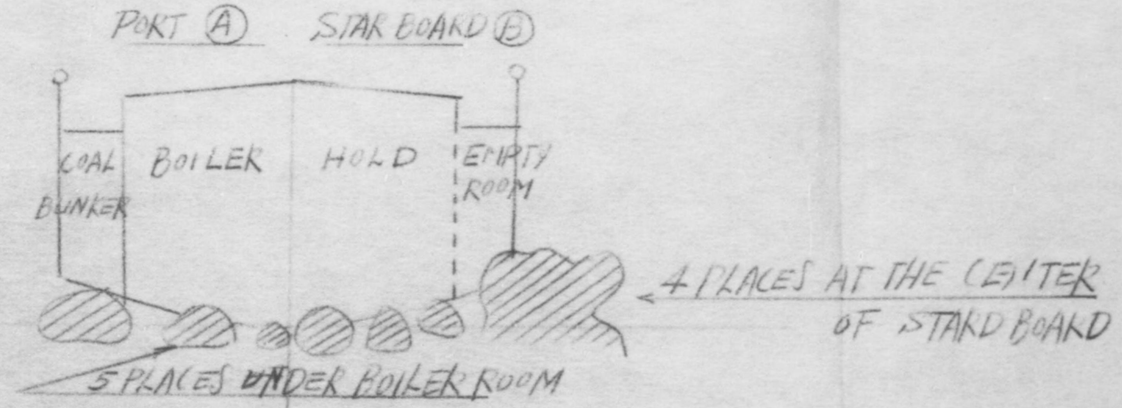

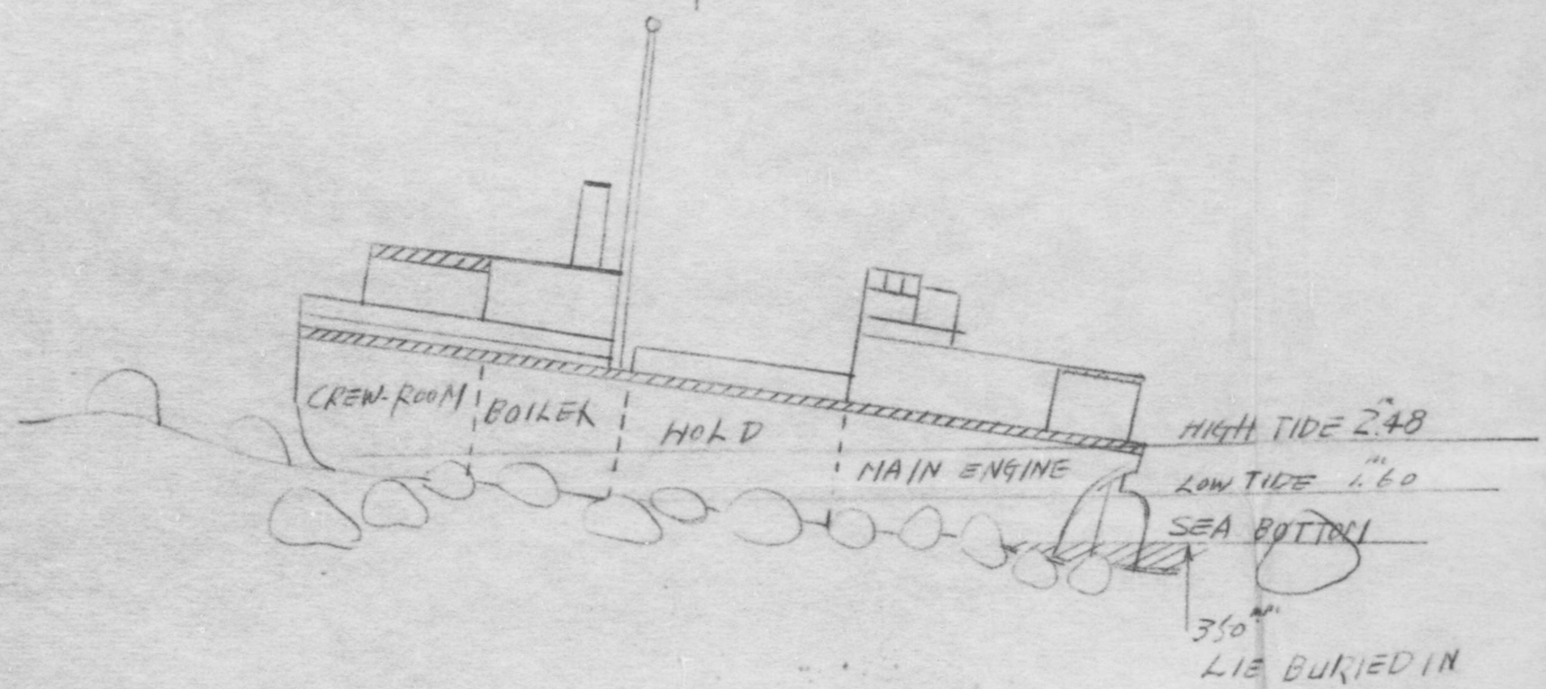

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Programme for the rescue work of a dredger,
"The Seiko-maru"

1. The work is to make temporary repairs (water-proof) of damages, and their reinforcement of the dredger, "The Seiko-maru" (279.061 tons gross) (GHQS 173) which ran aground (right under the rocks) on the seashore of Kami-Kawaguchi, Hata-gun, and, after the completed salvage operations, to take it in tow safely to the designated spot in Kochi Harbour, Kochi Pref. Main classified works and their duration are as follows.

2. Main classified works:

   a. Safety arrangements for the dredger in its present location.
   b. Pumping work in all parts of the dredger.
   c. Water-proof and reinforcement repair work of damages.
   d. Various arrangements for the refloating and salvage operations and preparatory work for its towing.
   e. Safety refloating work.
   f. Towing.

3. Ships used and pumping

   a. One rescue-ship, made of steel, with a reciprocator, of 55 tons (250 HP).
   b. One crane ship, made of steel, of 30 tons.
   c. 3 pumps, a 5-inch gasoline pump (20 HP)
   d. 2 diver boats and operation boats.

4. Workers

   a. 3 technicians
   b. 2 divers
   c. 2 rope operaters
   d. 4 pump operaters
   e. 20 workers including carpenters, stone masons and odd-job workers.

5. Duration of the work

   a. Arrangements for necessary materials ----- 8 days
   b. Water-proof and reinforcement repair work of damages, and arrangements for salvage operations ----- 28 days
   c. Renewed reinforcement work after the salvage operations--2 days
   d. Towing ------ 2 days

   40 days in total.

6. Water-proof and reinforcement repair work of damages

   Prior to the reinforcement repair work of damages, 2 anchors, two tons in weight, are to be dropped out to sea more than 200 metres off the stern of the dredger with a wire rope, one inch and a half in diameter, tightly connected with the stern, and, about 30° to the west of the stern, another two anchors are to be cast with a wire rope, 1.5 inches in diameter, tightly connected with the stern, and, about 45° to the west of the fore part of the dredger

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and out to sea more than 200 metres off the fore part, another anchor, 2 tons in weight, are to be dropped with a wire rope, one inch in diameter, tightly connected with the fore part. These arrangements are to prevent the dredger from moving at the mercy of the current and huge waves.
After the completed work of the wire ropes tightly connected with the dredger, water in the dredger (water in the bilge and the water tank) is to be pumped out with a pump (5 inches in diameter). The damaged parts are boarded with water-tight boards from outside, whose contact part with steel plates is plugged with packing and is tightly fastened with bolts from inside carefully cemented with clay of good quality fully mixed with cement at the rate of 1 to 2 to prevent leak. And investigations are to be made into any part apprehensive of leak, in the bottom and on the side of the dredger, caused by rusted steel plates, every prudential step being to be taken for water-proof and reinforcement work in the same way as mentioned above. In case of water-tight boards being unavailable from outside, the damaged parts are chocked with suitable wooden wedges so as to be water-tight, fully cemented from inside specially.

7. Preparatory work for the refloating and salvage operations and for towing.
In parallel with water-proof and reinforcement work, lumps of rock found scattered on both sides and in the stern (most of them being over 3 tons in weight) are to be removed by a crane ship, and, as for the lumps gotten deep into the outer boards, the rocks in the water are to be dug out at their root by divers and then to be pulled out by a crane ship or destroyed. As for the rocks in any part where low-tide can be taken advantage of, workers will dig them out at their root to be pulled out or destroyed.
This work of removing lumps of rocks is anticipated to require considerably many days. (Night work is definitely required, as low-tide is to be taken advantage of.) Especially, rocks found scattered in the stern, apprehended to be a great interruption with, the salvage operations, should be removed to a rock so as never to be an obstacle to the refloating of the dredger.
After completion of these works, the hull is to be lifted up by four 50-ton air jacks and one 200-ton jack at the prow. Then a square timber (0.30 x 0.36 x 6.00 metres), planed so as to be fitted to the bottom, with its surface painted with fat, is to be fixed on a base timber (0.30 x 0.30 metres) which is to be rested on the rock never to move with preparatory work of leveling the rock surface, together with a sliding platform laid to cover two-thirds of the fore part of the hull, on which the hull is to be put. Then taking advantage of high tide the stern is to be refloated with the wire (1.5 inch in diameter) already connected with the dredger handled by a windlass supported by a crane ship. In this work of refloating, attention should be paid never to make a change of direction with a sudden turn damaging the hull by the forced location of the dredger, though the stern, being near the rocks, should be turnd to the west. And because of the increased floating capacity, the light weight of the dredger should be weighed. Anchors in the prow and the stern, and chains, ballast and suction-pumps on both sides should be removed to be landed.

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After the completed refloating work of the dredger in this way, water leaked in at some parts of the bottom where water-proof repair work was impracticable on account of the bottom being tached to the rocks, is to be pumped out with 3 pumps together with water-proof work being carefully done by divers from outside of the bottom. Any other part apprehended of water having leaked in is closely investigated. Any part apprended to take in water is to be reinforced.
To prepare for any emergency in towing, 3 pumps are to be installed on the tug-boat with materials for water-proof repair work, and some divers and other workers should be taken aboard.
After the preparation for the worst completed and every possible prudential step taken, the dredger is to be towed.

8. Towing

As for the towing, close investigations are to be made into the current and the weather, and, after the contact kept with the Maritime Safety Board and prefectural officers concerned, a tug-boat, tugging the Seiko-maru with two towing ropes and keeping unfailing contact, with the dreger, tows it to the designated spot in Kochi Harbour, to be handed over to the officer of Harbour Sect. of Prefecture.

9. This work is to extend over 40 days from the day of its approval, unless prolonged on account of weather or some circumstances uncontrollable.

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E S T I M A T E

for the Salvaging Works for

the SEIKO-MARU

Hirose Salvaging K. K.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

Written Oath

Jan. 20, 1949.

Naomi Momoi,

Governor of Kochi Prefecture

I hereby pledgemyself that the statement described in this estimate is true and correct, and that the amount of money to be paid is duly calculated in compliance with the provision of Article 2, Law No. 171, 1947, "Law to protect the Government from unjust claims."

Hirose Salvaging K. K.
119 1-chome Kujo Minami-dori Nishiku, Osaka

Kazukiyo Shibata, Senior Director

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

E S T I M A T E

To: Naomi Momoi

Governor of Kochi Prefecture

¥ 3,278,000

The contract price for salvaging works for the SEIKO-MARU, dreadger, pump-type, owened by Kochi Prefecture.

Hirose Salvaging K. K.
119 1-chome Kujo Minami-dori
Nishi-ku, Osaka

(Ham

Kazukiyo Shibata, Senior Director

Materials	¥ 883,320
Labor	¥ 228,600
Utilities	¥ 1,867,300
Miscellaneous	¥ 298,780
Total	¥ 3,278,000

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

Materials:

Items	Size	Quality	Quantity	Unit	Unit Cost	Total Cost	Remark
Cement	(Portland cement) 50kg per bag	Ordi-nary	100	bag	195.-	19,500.-	Official price
Lumber	(Square) 1.0x1.0x6.00	pine	10	"Koku"	900.-	9,000.-	"
"	" 1.00x1.20x2.00	"	4.8	"	1,200.-	5,760.-	"
"	" 1.00x1.20x1000	"	2.4	"	1,000.-	2,400.-	"
"	" 035x035x1200	"	8	"	800.-	6,400.-	"
"	(Board) 010x080x600	"	3	"	1,200.-	3,600.-	"
"	" 020x080x600	"	3	"	1,200.-	3,600.-	"
Bolt	(various type)	Ordi-nary	50	kg.	48.-	2,400.-	"
Wire rope	1½"	Soft	2	"maru"	30,000.-	60,000.-	Under Official price
"	1"	"	1	"	23,000.-	23,000.-	"
"	3/4"	"	1	"	21,000.-	21,000.-	"
Blow tarch			1	ea	1,200.-	1,200.-	Official price
Carbide & Lamp			5	"	250.-	1,250.-	"
Gasoline			800	10 L	150.-	12,000.-	"
Heavy oil	B		600	"	91.50	5,490.-	"
Mobile oil	No.30		200	"	286.-	5,720.-	"
Fat			60	Kg.	100.-	6,000.-	"
Carbide			10	can	650.-	6,500.-	
Waste dothes	Special		20	Kan	125.-	2,500.-	
Blanket	Common		10	sheet	1,400.-	14,000.-	
Clay		Superior	30	M^3	400.-	12,000.-	
Coal	Specail 3	3rd class	120	ton	5,500.-	660,000.-	
T otal						883,320.-	

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Labor:

Type of occupation	No. of persons	Days	Unit price	Total amount	Remarks
Engineer	1	40	400.-	16,000.-	Fixed price by Price Board
Assistant	1	40	350.-	14,000.-	"
Diver	2	60	650.-	39,000.-	"
Rope operator	2	60	300.-	18,000.-	"
Pump operator	4	120	150.-	18,000.-	"
Carpenter	2	40	260.-	10,400.-	Under the fixed price by Price Board
Mason	2	20	260.-	5,200.-	"
Deck-hand	2	80	300.-	24,000.-	Fixed price by Price Board
General worker	14	560	150.-	84,000.-	"
Total				228,600.-	

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Utilities:

Type	Size and other details	Quality	Quantity	Unit	Unit price	Total Amount	Remarks
Crane boat	30 tons	Steel	20	day	55,000.-	1,100,000.-	Fixed price by price Board
Rescue Boat	55 tons 250 HP	"	40	"	15,000.-	600,000.-	Under the fixed price
Gasoline pump	5"20 HP	3 units per day	120	"	800.-	96,000.-	"
Oil Jack	200 tons	1 unit "	25	"	300.-	7,500.-	"
"	50 tons	4 units "	100	"	200.-	20,000.-	"
Iron Pulley	4 wheels x 4 wheels	2 units "	40	"	150.-	6,000.-	"
" Shackle	1"-1½"	20 ea "	400	ea	10.-	4,000.-	"
Anchor	2 tons	4 "	80	"	140.-	11,200.-	Fixed price by Price Board
Diver boat		2 "	50	day	300	15,000.-	Under the price
Windlass		2 units "	40	unit	40.-	1,600.-	Fixed price by Price Board
Iron pulley	3 wheels x 2 wheels	2 units "	40	day	150	6,000.-	Under the fixed price
Total						1,867,300.-	

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Miscellaneous:

Item	Amount of money
Stamp	32,870 yen
Communication	15,200
Travel expenses and hotel	80,000
Investigation	48,250
Operating profit	122,460
Total	298,780 yen

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CERTIFICATE

March 5, 1949

I hereby certify that the estimate was prepared in accordance with the Law Concerning Prevention of Demand of Illegal Payment, Law No.171, 1948 and that the amount calculated therein is just and fair.

Naomi Momoi,
Governor of Kochi Pref.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

Feb. 6, 1949

To : Commanding Officer, Kochi Mil Govt Team

From : Chief of Liaison Office, Kochi

Subject: Inspection Tour of USSR. Delegates.

REPORT

1. The USSR delegates and their party arrived at Kochi Station on Feb. 1, at 10.19 pm.

(a) Names of guests.
Capt. Richard T. Pullen 052296 CAC,GHQ, FEC, APO 500
Mr. Alexander V. Makarov USSR representative
Lt. Konstuntiv I, Krustalev USSR. Representative
Mr. Tatsugoro Toyama, Machinery Export Dept. Mineral Goods Trading Corporation, Tokyo

(b) Persons who met them at the station
Yothio Okubo, Shikoku Maritime Bureau
Susumu Tsuchiya, Chief of Kochi Branch
Masatoshi Yamaoka, Kochi Branch of Takamatsu Maritime Administrative Dept.
Horuji Miyazaki, Director of Kochi-ken Wooden Vessels Association (Kochi-ken Mokuzosen-gyokai)
Isuke Yamamoto, and Mr. Masayuki Hisa, President of Ship-building Companies.
Masayoshi Okaji and Masayuki Nakazawa, Liaison Office staff

(c) Details at the station

Mr. Toyama introduced persons listed in (b) to guests.
10.25 They started for Joseikan Hotel using 3 automobiles.
10.30 They arrived at Joseikan Hotel.
Had a little rest.

DECLASSIFIED E.O. 12065 SECTION 3-402/NNDG NO. 115013

10.45 They attended the reception party at the same hotel.
Attendants: Mr. Makarov, USSR inspector
Lt. Krustalov "
Capt. Pullen, GHQ. SCAP.
Tatsugoro Toyama, Machinery Export Dept. Mineral Goods Trading Corporation, Tokyo.
Yoshio Okubo, Shikoku Maritime Bureau.
Susumu Tsuchiya, chief of Kochi Branch of Takamatsu Maritime Bureau.
Masatoshi Yamaoka, Kochi Branch of Takamatsu Maritime Administrative Dept.
Haruji Miyazaki, Director of Kochi-Ken Wooden Vessels Association.
Isuke Yamamoto and Masayuki Hisa, Presidents of Ship-building Companies.
Masayoshi Okaji and Masayuki Nakazawa, Liaison Office staff.

12.15 The reception party broke up.
12.30 Wento to bed.

Feb. 2, at 9 am.
Left the hotel for the Military Government using 3 automobiles.

9.05 Arrived at the Military Government Team.
Capt. Pullen alone visited chief of Economics Sect. Kochi Military Govt Team to pay his respect and confer on the inspection.

9.20 Left the Military Government for Tanezaki using 3 automobiles.
Lt. Blackburn, Economics Sect. Kochi Milt. Govt. Team, and his interpreter, Masataro Mori, accompanied them to Tanezaki.

9.55 Arrived at Yamamoto Ship-building Co. Tanezaki.
Started the inspection of 50 DW barge (No. K-249)
(1) Minute investigation was made into the parts which had been unsatisfactory at the previous inspection on Dec. 26, 1948.
(2) Curved timber was recommended to be fixed on the quarterdeck to make it watertight.
After the minute investigation, detailed requisitions not on the ship-building plan were made.
The barge proved passable.

10.30 Inspection was completed.

10.35 Left the Yamamoto Ship-building Co. and went to the Hisa Ship-building Co. on foot.

10.45 Arrived at the Hisa Ship-building Co.
Started the inspection of 50 DW Wooden barge (No. K-251)

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(1) Made investigation into the parts left uninspected at the previous inspection on Dec. 26, 1948.
(2) The anchor hole was demanded to be widened.
(3) A scupper on the forecaslle deck was demanded to be installed.
The barge proved to be passable in the inspection.

11.20 Completed the inspection.
Rested a little while.

11.50 Left the Hisa Ship-building Co. for Restaurant Nabeshima at Tanezaki Sensho Part (3 automobiles) , except Lt. Blackburn and his interpreter Masataro Mori, who left the ship-building Co. for the Military Government.

11.55 Arrived at "Nabeshima".
Took lunch.

13.10 Mr. Makarov, Lt. Krustalov, USSR inspectors, Capt. Pullen GHQ., SCAP.
Mr. Tatsugoro Toyama, interpreter to USSR inspectors Isuke Yamamoto and Masayuki Hisa both presidents of ship-building companies concerned, Masatoshi Yamaoka, from Kochi Branch of Takamtsu Maritime Administrative Dep rtment, Masayuki Nakazawa from Kochi Liaison Office, totalling 8 left the restaurant for Ryugado Cave via Tochi, Miwa, Maenohama, Nissho, Noichi.
Rest of the guests started for Joseikan Hotel in Kochi using 1 automobile.

14.25 Arrived at Ryugado Cave, and went through it.

15.50 Left Ryugado Cave for Kochi City via Noichi, Gomen and Otsu.

17.00 Arrived at Joseikan Hotel.
Rested a little while.
Took bath.

17.30 Attended the reception party at Joseikan Hotel.
Attendants: Same with members who attended the party on the previous night, and Tomeji Hirata, president of Hirata Ship-building Co. was added this time.

21.00 Party broke up.

21.30 Went to bed.

Feb. 3

9.00 Got up.

9.50 Took breakfast.
(1) Conferred and commented on the structure and construction process of the 50 DW Wooden barge.

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(2) Ship-building contractors requested for the another order for the building of wooden barge.

10.35 Mr. Makarov, Lt. Krustalov, Capt. Pullen, Tatsugoro Toyama, Liaison man, Nakazawa left Joseikan Hotel. Took a walk on Honcho street and its neighborhood.

Their route:- Masugata - Noridashi - Ohashi-dori - Obiyamachi - Prefectural Government - Kochi District Court - Noridashi - Masugata - Joseikan Hotel.

On their way they stopped at the Kochi Shimbun-sha, bought a newspaper published on Feb. 3.

11.15 Came back to Joseikan Hotel.
Rested a little while.

11.30 Left Joseikan Hotel for the Military Government.

11.35 Reached the M. G. T.
Capt. Pullen, GHQ. SCAP met the chief of Economics Sept. Kochi M. G. T.

11.45 Left Kochi M. G. T. for Kochi Station using 3 automobiles.

11.53 Arrived at Kochi Station
Rested at RTO

12.18 Started from Kochi Station for Shimonoseki via Takamatsu and Okayama.
They are expected to visit Oita, Kagoshima, Nagasaki on their inspection tour.
Persons who saw them off at the station.:
Yoshio Okubo, Shikoku Maritime Bureau Susumu Tsuchiya, Chief of Kochi Branch of Takamatsu Maritime Bureau.
Masatoshi Yamaoka, Kochi Branch of Takamatsu Maritime Administration Dept.
Isuke Yamamoto, President of Ship-building Co.
Masayuki Hisa "
Haruji Miyazaki, director of Kochi-Ken Wooden Vessels Association.
Masayuki Nakazawa, Liaison Office.staff.

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List of attendants on each occasions

Name	Persons who met the guests at Kochi Station	Reception party of Feb.1	Inspection at Yamamoto Shipbuilding Co.	Inspection at Hisa Shipbuilding Co.	Reception party on Feb. 2	Persons who saw the guests off at Kochi station
Capt. Pullen, G.H.Q. SCAP		O	O	O	O	
Mr. Makarov, USSR inspector		O	O	O	O	
Lt. Krustalov, USSR inspector		O	O	O	O	
Tatsugoro Toyama, Machinery Export Dept. Mineral Goods Trading Corporation, Tokyo		O	O	O	O	
Lt. Blackburn, Kochi Milt. Govt. Team			O	O		
Masataro Mori interpreter to Lt. Blackburn			O	O		
Yoshio Okubo Shikoku Maritime Bureau	O	O	O	O	O	O
Susumu Tsuchiya chief of Kochi Branch of Takamatsu Maritime Bureau						
Masatoshi Yamaoka Kochi Branch of Takamatsu Maritime Administration Dept.	O	O	O	O	O	O

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Haruji Miyazaki director of Kochi-ken Wooden Vessels Association	0	0	0	0	0	0
Isuke Yamamoto, President of Yamamoto Ship-building Co.	0	0	0	0	0	0
Masayuki Hisa, President of Hisa Ship-building Co.	0	0	0	0	0	0
Tameji Hirata President of Hirata Ship-building Co.				0	0	
Masayoshi Okaji official of Kochi Liaison Office	0	0	0	0	0	
Masayuki Nakazawa official of Kochi Liaison Office	0	0	0	0	0	0
Total	8	12	14	15	13	7

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our file

File
DEL/Jo

Jan. 27, 1949

To: Commanding Officer of Kochi M. G. T.

From: Chief of Kochi Branch, Shikoku Maritime Bureau

Subject: Report on permission granted by this office as to construction of wooden ships of 100 tons and less than 100 ton.

Date of permission	Name of Shipyard	Location	Name of ship	Description Fishing-boat	Gross Tonnage	Est Date to lay down	Est date to complete
27th Jan. 1949	Omuroto Shipyard	Muroto-cho Aki-gun, Kochi City	Shima Maru	Fishing-boat	19	Jan.1949	March 1949
"	"	"	Shinko Maru	"	19	"	"
"	"	"	Meiwa Marū No.3	"	19	"	"
"	"	"	Take Maru	"	19	"	"
"	"	"	Sumiyoshi Maru	"	19	"	"
"	Kure Fishery Co-operation	Kure-cho, Takaoka-gun	Fukuumi Maru	"	15	Feb.1949	Apr. 1949
"	Kiragawa Shipyard	Kiragawa-cho Aki-gun	Junyo Maru No.2	Cargo	90	Jan.1949	June 1949
"	Nakanoshima Shipyard	Nakanoshima Kochi City	Undecided	"	95	Feb.1949	July 1949
"	Murotomisaki "	Muroto-misaki-cho Aki-gun	Yoshi Maru	Fishing boat	19	Feb.1949	May 1949
"	Kato Fishery Co-operation	Yasuda-cho Aki-gun	Naga Maru	"	2.5	Jan.1949	March 1949
"	"	"	Yoshi Maru	"	1	Mar.1949	Apr. 1949
"	"	"	Hiroyoshi Maru	"	1.5	Feb.1949	Feb. 1949
"	"	"	Kane Maru	"	1.5	Apr.1949	May 1949
"	"	"	Ginko Maru	"	1.5	May 1949	June 1949
"	"	"	Sachi Maru	"	1	Jan.1949	Feb. 1949
"	"	"	Momote Maru	"	4.5	June 1949	Sept. 1949

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SUBJECT: A Petition for the Arrangement to have Osaka-Kochi Ferry Boat Called into Muroto Port

TO: Commanding Officer
Kochi Mil Govt Team

FROM: Undersigned

January 8, 1949

Sir,

I beg to take liberty of requesting your kind assistance on the above subject as follows:

We, people of ten towns and villages of the east district of Aki-gun, Kochi Prefecture, had been much benefited in being called into Muroto port by Osaka-Kochi ferry boat more than twenty years. This calling had been rendering great contribution toward the development of culture and economics of those localities, as it facilitated the transportation between Osaka and that district, stimulated industries and invited many sightseeing people to enjoy wonderful sceneries of Muroto Point.

In the meantime, since the Shiga-maru, one of the ferry, had been sunken by a floating mine in 1944, the calling was suspended. This caused much inconvenience to the people, therefore, representatives of that district had have an interview with the president of Kansai Steam Boat Co. at Osaka, the manager of the ferry business, who made verbal promise that it is ordered by Japanese naval authorities to discontinue the calling as it is too risky for people's lives, however, whenever the circumstances are available for it, the resumption of the calling will be the first thing to be done.

In spite of the promise the company has not only been untruthful to the words of the president but also has double-crossed us with having the call into Kannoura port in 1947.

Henceforth, representatives of the district have again been exerting their best efforts to have the call into Muroto port. They have submitted petitions twice in regard with this matter to the head office of Kansai Steam Boat Co. in Osaka, had interviews with the president of the Co. two or three times and more than ten times they have appealed to Kochi Branch of the Boat Co. They even have brought up this matter to the attention of Kochi Mil.Govt.Team. But the company has shown no reaction at all.

As you know, Muroto port, which is situated at the point about 50 miles eastward of Kochi City, is a big fishing centre as A class fishing port. It is also a big distributing centre of goods such as charcoal, firewood, fruits and vegetables produced in the said district.

Nothwithstanding such an important fishing and business centre, this place is hardly enjoy the modern transportation facilities except meagre number of buses and trucks to which limited capacity the people have to rely upon in transporting passengers and cargoes.

The location of this town is made available for the big transaction of charcoal, firewoods, fishes raw and processed, vegetable and fruits with Kobe-Osaka district, therefore, the people of this district is claiming quick means of transportation.

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Attitude of election officials toward observation teams GOOD

Attitude of populace toward observation teams FRIENDLY

---F---

Remarks, General

D.R. Melville P.O.
Interpreter

McElroy Capt
Senior Team Member

Team Number 2

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Existing transportations to Osaka and Kobe are either small sail and engine boats or motor trucks and railroad, which cause longer time, higher bills and lower prices for those goods which are mostly fresh foods.

And when goods are shipped in from Osaka and Kobe, same inconveniences are reducing the people to much troubles and loss.

These are reasons why we want to have the ferry to call into Muroto port. And the Boat Co. did not do anything to help us, thus we gave up to continue negotiation with the company.

On the other hand, Kochi Ken Steam Boat Co. Ltd. has volunteered the service with 270 ton steel cargo boat, on hearing troubles and inconveniences of the people of the district.

In doing so, the company has to get permission beforehand from Maritime Bureau for the conversion of 270 ton steel cargo boat into a passenger-cargo boat of same tonnage and for the transportation service of Kochi-Muroto-Kobe-Osaka.

Henceforth, we take risk of entreating your assistance in getting the above two permissions from Maritime Bureau, for the sake of benefits and welfare of 100,000 people of east district of Aki-gun.

Tokima Shimada	Mayor, Muroto-machi
Haruya Hirota	Chairman, Muroto C & I Chamber
Giichi Higashioka	Chief, Shimoyama Farm Co-op.
Kumao Ushijima	Mayor, Yasuda-machi
Kameji Ushijima	Chief, Yasuda Farm Co-op.
Takuemon Muraoka	Mayor, Tano-machi
Shigechika Yasuoka	Chief, Fishing Association, TANO-MACHI.
Kusuma Kawada	Chief, Tano Farm Co-op.
Rokuro Fujimura	Mayor, Nahari-machi
Ryuzo Kaita	Chief, Nahari Farm Co-op.
Soichiro Ichikawa	Chief, Nahari Fishing Association
Genkichi Onishi	Chief, Karyogo Fishing Association
Isamu Matsumoto	Chief, Hane Fishing Association
Tosanosuke Ito	Chief, Hane Farm Co-op.
Inasaku Tamura	Mayor, Hane-mura
Kaemon Hosogi	Mayor, Kiragawa-machi
Sasaji Tabuchi	Chief, Kiragawa Farm Co-op.
Jikichi Kinno	Mayor, Sakinohama-cho
Akiya Yamaguchi	Chief, Sakinohama Farm Co-op.
Ryukichi Tanioka	Chief, Sakinohama Fishing Association
Masanosuke Maeda	Chief, Muroto-misaki Fishing Association
	Muroto Farm Co-op.
Kijiro Ueda	Chief, Muroto Fishing Association

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had voted by 1 PM

Attitude of election officials toward observation teams

Friendly and co-operative

Attitude of populace toward observation teams

Friendly

---F---

Remarks, General

J. Robb Capt

Capt

J.Robb

Henry B Thompson Cpl

Senior Team Member

HJ Thompson

Team Number 4