

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

Description of contents

- (1) Box no. 2989
- (2) Folder title/number: (11)  
Yonago Shipbuilding Co.
- (3) Date: Jan. 1946 - Aug. 1950

(4) Subject:

Classification	Type of record
212, 9621	z

(5) Item description and comment:

Tottori

(6) Reproduction:  Yes  No

(7) Film no.

Sheet no.

(Compiled by National Diet Library)

FIELD TRIP REPORTH.C. KEISELYonago  
2 August 19501. Purpose:

Inspection of Yonago Zosen.

2. Background:

Surveillance in accordance with O.D. 11.

3. Discussion:

The Yard shut down its operation on 27 July 1950 and discharged 75 employees outright with one month's dismissal allowance.

Consequently, the construction on the undermentioned wooden vessels has been temporarily suspended:

<u>TYPE</u>	<u>TONNAGE</u>	<u>REMARKS</u>
"Shinyo Maru", Tanker Capacity, 200 tons	150 ton	95% completed, engine and 3 tanks not installed yet.
2 Purse Seine Boats	19.5 each	75 H.P. Semi-diesel engine.

There were 3 trawlers of 30 ton each on the building slips for repair.

4. Conclusions:

No unauthorized construction, conversion and repair were in progress.

The Yard will remain closed until the shipowners guarantee payment for the work.

5. Recommendations:

None.

HENRY C. KEISEL, DAC  
Chief, Economic Section

FIELD TRIP REPORT

R. P. LORD

20 July 1950

1. Purpose:

Inspection of Yonago Wooden Shipyard, Tottori Prefecture.

2. Background:

Surveillance in accordance with O.D. 11, 10 April 1950.

3. Discussion:

One (1) 150 ton vessel being converted into oil tanker authorized by SCAPIN 1966A, 18 November 1949 and two (2) 20 ton vessels under construction. Minor engine repair work is also done here. Employees total 87 all of whom are affiliated with All Japan Shipyard Workers Union.

4. Conclusion:

This shipyard appeared active and is faced with no outstanding problems at present.

5. Recommendations:

None.

R. P. LORD  
Price, Distribution  
and Industri Division

D/RPL/fk

HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
APO 248 (Kure, Honshu)

*Yonago Dockyard,*

CCAR 560 (D-3t)

12 December 1949

MEMORANDUM FOR: Chugoku Maritime Bureau  
THROUGH : Chugoku Liaison and Coordination Office  
SUBJECT : Application for Approval to Convert an Ex-Naval  
Craft into an Oil Tanker

1. Reference is memorandum for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, SCAPIN 6966 A, 18 November 1949, subject as above.

2. Request that Chugoku Civil Affairs Region be notified upon completion of conversion authorized in reference memorandum by Yonago Dockyard Company, Yonago City, Tottori Prefecture.

1 Incl:  
SCAPIN 6966 A.

FRANK KOWALSKI Jr.  
Colonel, Inf.  
Chief

*SCAPIN 6966 A - 1-28-49*

HEADQUARTERS  
CHUGOKU CIVIL AFFAIRS REGION  
APO 248 (Kure, Honshu)

18 Nov. 49  
SCAPIN 6966-A

12 December 1949 A6564(14)J49  
R.S./W

GCAR 560 (D-st)

MEMORANDUM FOR: Chugoku Maritime Bureau

THROUGH : Chugoku Liaison and Coordination Office

SUBJECT : Application for Approval to Convert an Ex-Naval  
Craft into an Oil Tanker

1. Reference is memorandum for the Japanese Government from  
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2. Request that Chugoku Civil Affairs Region be notified upon  
completion of conversion authorized in reference memorandum by  
Yonago Dockyard Company, Yonago City, Tottori Prefecture.

1 Incl:  
SCAPIN 6966 A.

FRANK KOWALSKI Jr.  
Colonel, Inf.  
Chief

1-20-T

RSS  
NKK

Econ 384

ACMGEM 560

1st Ind

NOV 23 1949

SUBJECT: Application for Approval to Convert an Ex-Naval Craft into an Oil Tanker (14 Jul 49)

Headquarters Eighth Army, APO 343

TO: Chief, Chugoku Civil Affairs Region, APO 248

Forwarded for your information and necessary action under the provisions of paragraph 3f, Operational Directive No. 51, 27 Sept. 1949.

8

BY COMMAND OF LIEUTENANT GENERAL WALKER:

1 Incl:  
n/c

*J. G. O'Brien*  
 J. G. O'BRIEN  
 CIVIL  
 Assd Adj Gen

1221

ECOM 384

ACMGEM 560

1st Ind

SUBJECT: Application for Approval to Convert an Ex-Naval Craft into  
an Oil Tanker (14 Jul 49)

Headquarters Eighth Army, APO 343

NOV. 23. 1949

TO: Chief, Chugoku Civil Affairs Region, APO 248

Forwarded for your information and necessary action under the  
provisions of paragraph 3f, Operational Directive No. 51, 27 Sept. 1949.

BY COMMAND OF LIEUTENANT GENERAL WALKER:

1 Incl:  
n/c

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

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

18 NOV 49

AG 564( 14 JUL 49 )ESS/IND

4535  
SUBJECT: Application for Approval to Convert an Ex-Naval  
Craft into an Oil TankerTO: Commanding General  
Eighth Army  
APO 343

1. Reference memorandum for the Japanese Government from General Headquarters, Supreme Commander for the Allied Powers, AG 564( 14 JUL 49 )ESS/IND, SCAPIN 6966-A, 18 NOV 49, subject as above.

2. Routine surveillance is necessary on this activity.

BY COMMAND OF GENERAL MacARTHUR:

1 Incl  
Memo to JG  
SCAPIN 6966-A

*A J Rehe*  
A J REHE  
Major, AGD  
Asst Adj Gen



GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

AG 564( 14 Jul 49 )ESS/IND  
SCAPIN 6966-A

18 November 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Application for Approval to Convert an Ex-Naval Craft into an Oil Tanker

1. Reference is FOM No. 350 (TRAM), 14 July 1949, subject: Application for Approval to Convert an Ex-Naval Craft into an Oil Tanker.

2. No objection is offered to resuming construction of ex-naval wooden patrol boat No. 86 and completing it as an oil tanker in accordance with the following specifications:

Shipowners: Nagase Kyunosuke Co.,  
Yonago City

Shipyard: Yonago Dockyard Co.,  
Yonago City

<u>Items</u>	<u>Present</u>	<u>After Completion</u>
Type:	Wooden patrol boat (incomplete)	Oil tanker
Number of Vessels:	1	1
Vessel's No.	86	Undecided
Gross tonnage (approximately)	150	150
DWT	250	250
Engine & H.P.	None	Semi-diesel 200
Estimated Time of Completion:	2 months	

3. Direct communication between the Ministry of Transportation and the Economic and Scientific Section, General

AG 564( 14 Jul 49 )ESS/IND  
SCAPIN 6966-A

Headquarters, Supreme Commander for the Allied Powers re-  
garding matters within the scope of this memorandum is  
authorized.

FOR THE SUPREME COMMANDER:

*K B Bush*

K. B. BUSH  
Brigadier General, AGD  
Adjutant General

12, CHUGOKU G. REGION

TRACK SLIP

OCT 12 1949

FROM: ady

TO: (NUMERICALLY) (INITIAL THROUGH YOUR NUMBER)

<input type="checkbox"/>	CC	<input type="checkbox"/>	CI
<input type="checkbox"/>	EXEC	<input type="checkbox"/>	I-G
<input type="checkbox"/>	SUP	<input type="checkbox"/>	FH
<input type="checkbox"/>	IND IAB	<input type="checkbox"/>	Nurse
<input type="checkbox"/>	TRANS	<input type="checkbox"/>	Vet
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<input type="checkbox"/>	FCS	<input type="checkbox"/>	labor
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FOR: ACTION INFORMATION  
 COMMENTS APPROVAL  
 SIGNATURE PROOF READING  
 YOUR COPY CENTRAL FILES

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REMARKS:

*Scap. is considering this application. no action now.*

*Yonago Ship Yd.*

HEADQUARTERS  
Tottori Civil Affairs Team  
APO 248

File No 60  
Econ-Ha

4 October 1949

SUBJECT: Conversion of Ex-Naval Craft into Oil Tanker.

TO : The Chief  
Chugoku Civil Affairs Region  
APO 248

1. Reference is made to the attached memoranda pertaining to the conversion of the wooden patrol boat No. 86 into an oil tanker.

2. The ship at the war's end and at present is 60 % complete and was released to the Japanese Government by the Far Eastern Naval Headquarters on 22 November 1947.

3. The persons concerned have submitted through Japanese channels a request for the conversion permit. In turn, the Ship Bureau, Ministry of Transportation has submitted an application for the conversion to GHQ, SCAP on 1 July 1949 and to this date no answer has been received. quarters in an effort to expedite action.

4. This headquarters feels that the reconversion of this ex-naval craft to an oil tanker would benefit the Sanin-district as explained in the attached memoranda. Any possible expediting of this permit would be very beneficial, as it would take another two months for completion, and the tanker is urgently needed during the winter months for transporting oil to the fishermen and other consumers.

5. It is recommended that the reconversion permit be authorized with reasons as stated above and attached memoranda.

*Donald M. Sensing*  
DONALD M. SENSING  
Lt. Col FA  
Chief

- 4 Incls:
- 1 - Ltr File HOT-W No 190 (VB)  
dtd 1 July 1949
  - 2 - Ltr Nagase Kyunosuke Co  
dtd 19 September 1949
  - 3 - Ltr Yonago Shipbuilding Co  
dtd 31 August 1949
  - 4 - Ltr Yonago Shipbuilding Co  
dtd 7 September 1949

C O P Y

HOT-W No. 190 (VB)

1 July 1949

SHIP BUREAU  
MINISTRY OF TRANSPORTATION

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS

FROM : DIRECTOR, SHIP BUREAU, MINISTRY OF TRANSPORTATION

THROUGH: Liaison Bureau, Ministry of Foreign Affairs

SUBJECT: Application for Approval of Conversion of Ex-Naval Craft into Oil Tanker

1. The vessel as mentioned in the annex is an ex-naval wooden patrol boat whose construction work was suspended in progress of 60% at the time of the war's end. Her owner is now desires to complete it into an oil tanker.

2. The principal materials and engines necessary for the conversion will be furnished from the stock of the dockyard concerned.

3. The funds required for the work will be financed by the shipowner.

4. The Ship Bureau, recognizing the project appropriate, hereby applies for your approval for it.

---

S. Amari  
Director, Ship Bureau  
Ministry of Transportation

Incl. 1

C O P Y

## ANNEX

Name of Dockyard and Location: Yonago Dockyard Co. Ltd.  
Gionmachi, Yonago City

Name of Shipowner and Location: Nagase Kyunosuke, Co.  
Odake Machi, Yonago City

<u>Item</u>	<u>Present</u>	<u>After Conversion</u>
Kind of Vessel	Wooden boat	Oil tanker
Number of Vessels	1	1
Vessel's No.	86	Undecided
Gross tonnage	150	150
Dimension	(L. 29.72 metre (B. 6.00 (D. 9.25	Same as the Left
Engine	Diesel	Semi-Diesel
Horse-power	400	200
Period required for work	2 months	

Copy

Nagase Kyunosuke Co.,  
Sept. 19, 1949.

Subject: Supplementary Information in regard to the Ship  
under Application.

1. Reason why the ship is necessary:

In the Sanin region there is few tankers and it is hardly possible to charter them from other districts on account of geographical disadvantage while ordinary wooden motor ships are available in excess of demand. The ship in question which we are proposing to remodel into a tanker is a former naval special scouting boat which is about 60% completed. In this case, it is possible for us to complete the vessel into a tanker with the cost of ¥5,000,000 (¥3,000,000 for the body of the vessel and ¥2,000,000 for engines and other equipments) which is much cheaper than it would if constructed anew, and within a short time of two months. With the fishing season of autumn and winter at hand, it is imperative for the fishers to have the tanker completed in time for the season in view of the necessity of getting smooth supply of oils. This is a very urgent question which is the matter of life or death on the part of fishers. For this reason fishers in this region are looking forward anxiously to the completion of this ship.

2. Our company will face difficulties to continue operation if this application is not approved:

This reconstruction program of a former naval vessel is unanimously supported by oil consumers and fellow traders in the Sanin region, and we have already disbursed a big sum of money for purchasing the unfinished vessel and necessary engines and other equipments. Such being the case, if the application is not granted, it will bring about a situation where our company will be compelled to shut down and those oil consumers and fellow traders will be confronted with great difficulties.

Incl. 2



Yonago Shipbuilding Co.

August 31, 1949.

Supplementary Information in relation to the ship for which the application is submitted:

Quantity of Oil Handled: (By Nagase Shoten, the Ship-Owner)

Up to the present: ----- 400 kilo-liters/month

after completion of this ship: --- 600 kilo-liters/month

( For Sanin Region --- 400 kilo-liters/month )  
( 2 voyages/month )

( For Sanjo Region --- 200 kilo-liters/month )  
( 1 voyage/month )

Reason for Necessity of Completion of This Ship:

The oil consumption of the Sanin Region at present is 900 to 1,000 kilo-liters per month and for this demand, there are only two ships in this region under operation, namely one 100 kilo-liters ship and one 50 kilo-liter ship owned by Sotoura Kaiun Shokai of Hamada city.

In order to have necessary quantity of oil transported to this region, ships from Shimonoseki region have to be made available; but as the Sanin Region is rather inconvenient geographically and at the same time, the weather during the winter months are bad and the sea is very rough, those people in Shimonoseki do not favor to send their ships to the Sanin Region.

In view of the above, the fishermen and other consumers in this region are very much concerned and wish that this ship would be completed and placed into operation as soon as possible.

Incl 3

Copy

Yonago Shipbuilding Co.

Sept. 7, 1949

Subject: Supplementary Information in regard to the Ship  
under Application:

- 1 - The aim of transportation can not be achieved with non-power boat:
  - a - There are very few tug-boats in the Sanin region and it is hardly possible to charter one from other regions due to the geographic condition and also from the economic viewpoint.
  - b - If a new tug-boat is to be built, it will cost at least ¥ 3,800,000. (¥2,500,000 for the boat and ¥1,300,000 for engine) for a 50-ton 100 Horse-power boat and the present ship-owner can not bear the burden of such amount of fund.
  
- 2 - Reason for contemplated use of Semi-Diesel engine:
  - a - The present ship-owner has in his possession a 200 Horse-power Semi-Diesel engine. If a full Diesel engine is to be purchased, it will cost approximately ¥ 2,400,000.
  - b - As the boat in question upon completion is to be used for transporting heavy oil, not light oil, the danger is much less besides special consideration and attention are being given in construction of the engine room for this boat and furthermore, it is planned to equip two Liquid CO2 Fire Extinguishers in the engine room for emergency.

Incl. 4

HEADQUARTERS  
Tottori Civil Affairs Team  
APO 248

File No 60  
Econ-Ha

4 October 1949

SUBJECT: Conversion of Ex-Naval Craft into Oil Tanker.

TO : The Chief  
Chugoku Civil Affairs Region  
APO 248

1. Reference is made to the attached memoranda pertaining to the conversion of the wooden patrol boat No. 88 into an oil tanker.
2. The ship at the war's end and at present is 60 % complete and was released to the Japanese Government by the Far Eastern Naval Headquarters on 22 November 1947.
3. The persons concerned have submitted through Japanese channels a request for the conversion permit. In turn, the Ship Bureau, Ministry of Transportation has submitted an application for the conversion to GHQ, SCAP on 1 July 1949 and to this date no answer has been received. Headquarters in an effort to expedite action.
4. This headquarters feels that the reconversion of this ex-naval craft to an oil tanker would benefit the Sanin-district as explained in the attached memoranda. Any possible expediting of this permit would be very beneficial, as it would take another two months for completion, and the tanker is urgently needed during the winter months for transporting oil to the fishermen and other consumers.

5. It is recommended that the reconversion permit be authorized with reasons as stated above and attached memoranda.

DONALD M. SESSING  
Lt. Col FA  
Chief

- 4 Incls:
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dtd 7 September 1949

C O P Y

No. 190 (VB)

1 July 1949

SHIP BUREAU  
MINISTRY OF TRANSPORTATION

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS

FROM : DIRECTOR, SHIP BUREAU, MINISTRY OF TRANSPORTATION

THROUGH: Liaison Bureau, Ministry of Foreign Affairs

SUBJECT: Application for Approval of Conversion of Ex-Naval Craft into Oil Tanker

1. The vessel as mentioned in the annex is an ex-naval wooden partol boat whose construction work was suspended in progress of 60% at the time of the war's end. Her owner is now desires to complete it into an oil tanker.

2. The principal materials and engines necessary for the conversion will be furnished from the stock of the dockyard concerned.

3. The funds required for the work will be financed by the shipowner.

4. The Ship Bureau, recognizing the project appropriate, hereby applies for your approval for it.

---

S. Amari  
Director, Ship Bureau  
Ministry of Transportation

*Amari*

Copy

Nagase Kyunosuke Co.,  
Sept. 19, 1949.

Subject: Supplementary Information in regard to the Ship  
under Application.

1. Reason why the ship is necessary:

In the Sanin region there is few tankers and it is hardly possible to charter them from other districts on account of geographical disadvantage while ordinary wooden motor ships are available in excess of demand. The ship in question which we are proposing to remodel into a tanker is a former naval special scouting boat which is about 80% completed. In this case, it is possible for us to complete the vessel into a tanker with the cost of ¥5,000,000 (¥3,000,000 for the body of the vessel and ¥2,000,000 for engines and other equipments) which is much cheaper than it would if constructed anew, and within a short time of two months. With the fishing season of autumn and winter at hand, it is imperative for the fishers to have the tanker completed in time for the season in view of the necessity of getting smooth supply of oils. This is a very urgent question which is the matter of life or death on the part of fishers. For this reason fishers in this region are looking forward anxiously to the completion of this ship.

2. Our company will face difficulties to continue operation if this application is not approved:

This reconstruction program of a former naval vessel is unanimously supported by oil consumers and fellow traders in the Sanin region, and we have already disbursed a big sum of money for purchasing the unfinished vessel and necessary engines and other equipments. Such being the case, if the application is not granted, it will bring about a situation where our company will be compelled to shut down and those oil consumers and fellow traders will be confronted with great difficulties.

Incl. 2

Copy

Yonago Shipbuilding Co.

August 31, 1949.

Supplementary Information in relation to the Ship for which the application is submitted:Quantity of Oil Handled: (By Nagase Shoten, the Ship-Owner)

Up to the present: ----- 400 kilo-liters/month

After completion of this ship: --- 600 kilo-liters/month

( For Sanin Region --- 400 kilo-liters/month )  
( 2 voyages/month )( For Sanyo Retion --- 200 kilo-liters/month )  
( 1 voyage/month )Reason for Necessity of Completion of This Ship:

The oil consumption of the Sanin Region at present is 900 to 1,000 kilo-liters per month and for this demand, there are only two ships in this region under operation, namely one 100 kilo-liters ship and one 50 kilo-liter ship owned by Sotoura Kaiun Shokai of Hamada city.

In order to have necessary quantity of oil transported to this region, ships from Shimonoseki region have to be made available: but as the Sanin Region is rather inconvenient geographically and at the same time, the weather during the winter months are bad and the sea is very rough, those people in Shimonoseki do not favor to send their ships to the Sanin Region.

In view of the above, the fishermen and other consumers in this region are very much concerned and wish that this ship would be completed and placed into operation as soon as possible.

Encl. 3

Copy

Yonago Shipbuilding Co.

Sept. 7, 1949

Subject: Supplementary Information in regard to the Ship  
under Application:

- 1 - The aim of transportation can not be achieved with non-power boat:
  - a - There are very few tug-boats in the Sanin region and it is hardly possible to charter one from other regions due to the geographic condition and also from the economic viewpoint.
  - b - If a new tug-boat is to be built, it will cost at least ¥ 3,800,000. (¥2,500,000 for the boat and ¥1,300,000 for engine) for a 50-ton 100 Horse-power boat and the present ship-owner can not bear the burden of such amount of fund.
  
- 2 - Reason for contemplated use of Semi-Diesel engine:
  - a - The present ship-owner has in his possession a 200 Horse-power Semi-Diesel engine. If a full Diesel engine is to be purchased, it will cost approximately ¥ 2,400,000.
  - b - As the boat in question upon completion is to be used for transporting heavy oil, not light oil, the danger is much less besides special consideration and attention are being given in construction of the engine room for this boat and furthermore, it is planned to equip two Liquid CO2 Fire Extinguishers in the engine room for emergency.

Incl. 4



HEADQUARTERS  
Tottori Civil Affairs Team  
APO 248

File No 60  
Econ-Ha

4 October 1949

SUBJECT: Conversion of Ex-Naval Craft into Oil Tanker.

TO : The Chief  
Chugoku Civil Affairs Region  
APO 248

1. Reference is made to the attached memoranda pertaining to the conversion of the wooden patrol boat No. 86 into an oil tanker.
2. The ship at the war's end and at present is 60 % complete and was released to the Japanese Government by the Far Eastern Naval Headquarters on 22 November 1947.
3. The persons concerned have submitted through Japanese channels a request for the conversion permit. In turn, the Ship Bureau, Ministry of Transportation has submitted an application for the conversion to GHQ, SCAP on 1 July 1949 and to this date no answer has been received. Headquarters in an effort to expedite action.
4. This headquarters feels that the reconversion of this ex-naval craft to an oil tanker would benefit the Sanin-district as explained in the attached memoranda. Any possible expediting of this permit would be very beneficial, as it would take another two months for completion, and the tanker is urgently needed during the winter months for transporting oil to the fishermen and other consumers.

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HOT-W No. 190 (VB)

1 July 1949

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MINISTRY OF TRANSPORTATION

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THROUGH: Liaison Bureau, Ministry of Foreign Affairs

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4. The Ship Bureau, recognizing the project appropriate, hereby applies for your approval for it.

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S. Amari  
Director, Ship Bureau  
Ministry of Transportation

*Encl. 1*

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Yonago Shipbuilding Co.

August 31, 1949.

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In order to have necessary quantity of oil transported to this region, ships from Shimonoseki region have to be made available; but as the Sanin Region is rather inconvenient geographically and at the same time, the weather during the winter months are bad and the sea is very rough, those people in Shimonoseki do not favor to send their ships to the Sanin Region.

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Sept. 7, 1949

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  - b - If a new tug-boat is to be built, it will cost at least ¥ 3,800,000. (¥2,500,000 for the boat and ¥1,300,000 for engine) for a 50-ton 100 Horse-power boat and the present ship-owner can not bear the burden of such amount of fund.
  
- 2 - Reason for contemplated use of Semi-Diesel engine:
  - a - The present ship-owner has in his possession a 200 Horse-power Semi-Diesel engine. If a full Diesel engine is to be purchased, it will cost approximately ¥ 2,400,000.
  - b - As the boat in question upon completion is to be used for transporting heavy oil, not light oil, the danger is much less besides special consideration and attention are being given in construction of the engine room for this boat and furthermore, it is planned to equip two Liquid CO2 Fire Extinguishers in the engine room for emergency.

Incl. 4

HEADQUARTERS  
Tottori Civil Affairs Team  
APO 248

File No 60  
Econ-Ha

4 October 1949

SUBJECT: Conversion of Ex-Naval Craft into Oil Tanker.

TO : The Chief  
Chugoku Civil Affairs Region  
APO 248

1. Reference is made to the attached memoranda pertaining to the conversion of the wooden patrol boat No. 86 into an oil tanker.
2. The ship at the war's end and at present is 60% complete and was released to the Japanese Government by the Far Eastern Naval Headquarters on 22 November 1947.
3. The persons concerned have submitted through Japanese channels a request for the conversion permit. In turn, the Ship Bureau, Ministry of Transportation has submitted an application for the conversion to GHS, SCAP on 1 July 1949 and to this date no answer has been received. Headquarters in an effort to expedite action.
4. This headquarters feels that the reconversion of this ex-naval craft to an oil tanker would benefit the Sanin-district as explained in the attached memoranda. Any possible expediting of this permit would be very beneficial, as it would take another two months for completion, and the tanker is urgently needed during the winter months for transporting oil to the fishermen and other consumers.

5. It is recommended that the reconversion permit be authorized with reasons as stated above and attached memoranda.

DONALD M. SEWING  
Lt. Col FA  
Chief

4 Incls:

- 1 - Ltr File HOT-W No 190 (VB)  
dtd 1 July 1949
- 2 - Ltr Nagase Kyunosuke Co  
dtd 19 September 1949
- 3 - Ltr Yonago Shipbuilding Co  
dtd 31 August 1949
- 4 - Ltr Yonago Shipbuilding Co  
dtd 7 September 1949



C O P Y

IX

Name of Dockyard and Location: Yonago Dockyard Co. Ltd.  
Gienmachi, Yonago City

Name of Shipowner and Location: Nagase Kyunosuke, Co.  
Odeka Machi, Yonago City

<u>Item</u>	<u>Present</u>	<u>After Conversion</u>
Kind of Vessel	Wooden boat	Oil tanker
Number of Vessels	1	1
Vessel's No.	86	Undecided
Gross tonnage	150	150
Dimension	(L. 29.72 metre (B. 6.00 (D. 9.25	Same as the Left
Engine	Diesel	Semi-Diesel
Horse-power	400	200
Period required for work	2 months	

C O P Y

HOT-W No. 190 (VB)

1 July 1949

SHIP BUREAU  
MINISTRY OF TRANSPORTATION

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS

FROM : DIRECTOR, SHIP BUREAU, MINISTRY OF TRANSPORTATION

THROUGH: Liaison Bureau, Ministry of Foreign Affairs

SUBJECT: Application for Approval of Conversion of Ex-Naval Craft into Oil Tanker

1. The vessel as mentioned in the annex is an ex-naval wooden patrol boat whose construction work was suspended in progress of 60% at the time of the war's end. Her owner is now desires to complete it into an oil tanker.

2. The principal materials and engines necessary for the conversion will be furnished from the stock of the dockyard concerned.

3. The funds required for the work will be financed by the shipowner.

4. The Ship Bureau, recognizing the project appropriate, hereby applies for your approval for it.

---

S. Amari  
Director, Ship Bureau  
Ministry of Transportation

Incl. 1

Copy

Nagase Kyunosuke Co.,  
Sept. 19, 1949.

Subject: Supplementary Information in regard to the Ship  
under Application.

1. Reason why the ship is necessary:

In the Sanin region there is few tankers and it is hardly possible to charter them from other districts on account of geographical disadvantage while ordinary wooden motor ships are available in excess of demand. The ship in question which we are proposing to remodel into a tanker is a former naval special scouting boat which is about 60% completed. In this case, it is possible for us to complete the vessel into a tanker with the cost of ¥5,000,000 (¥3,000,000 for the body of the vessel and ¥2,000,000 for engines and other equipments) which is much cheaper than it would if constructed anew, and within a short time of two months. With the fishing season of autumn and winter at hand, it is imperative for the fishers to have the tanker completed in time for the season in view of the necessity of getting smooth supply of oils. This is a very urgent question which is the matter of life or death on the part of fishers. For this reason fishers in this region are looking forward anxiously to the completion of this ship.

2. Our company will face difficulties to continue operation if this application is not approved:

This reconstruction program of a former naval vessel is unanimously supported by oil consumers and fellow traders in the Sanin region, and we have already disbursed a big sum of money for purchasing the unfinished vessel and necessary engines and other equipments. Such being the case, if the application is not granted, it will bring about a situation where our company will be compelled to shut down and those oil consumers and fellow traders will be confronted with great difficulties.

Sub. 2

Copy

Yonago Shipbuilding Co.

August 31, 1949.

Supplementary Information in relation to the ship for which the application is submitted:Quantity of Oil Handled: (By Nagase Shoten, the Ship-Owner)

Up to the present: ----- 400 kilo-liters/month

After completion of this ship: --- 600 kilo-liters/month

( For Sanin Region --- 400 kilo-liters/month )  
( 2 voyages/month )( For Sanyo Region --- 200 kilo-liters/month )  
( 1 voyage/month )Reason for Necessity of Completion of This Ship:

The oil consumption of the Sanin Region at present is 900 to 1,000 kilo-liters per month and for this demand, there are only two ships in this region under operation, namely one 100 kilo-liters ship and one 50 kilo-liter ship owned by Sotoura Kaiun Shokai of Hamada city.

In order to have necessary quantity of oil transported to this region, ships from Shimonoseki region have to be made available; but as the Sanin Region is rather inconvenient geographically and at the same time, the weather during the winter months are bad and the sea is very rough, those people in Shimonoseki do not favor to send their ships to the Sanin Region.

In view of the above, the fishermen and other consumers in this region are very much concerned and wish that this ship would be completed and placed into operation as soon as possible.

Incl 3

Copy

Yonago Shipbuilding Co.

Sept. 7, 1949

Subject: Supplementary Information in regard to the Ship  
under Application:

- 1 - The aim of transportation can not be achieved with non-power boat:
  - a - There are very few tug-boats in the Sanin region and it is hardly possible to charter one from other regions due to the geographic condition and also from the economic viewpoint.
  - b - If a new tug-boat is to be built, it will cost at least ¥ 3,800,000. (¥2,500,000 for the boat and ¥1,300,000 for engine) for a 50-ton 100 Horse-power boat and the present ship-owner can not bear the burden of such amount of fund.
  
- 2 - Reason for contemplated use of Semi-Diesel engine:
  - a - The present ship-owner has in his possession a 200 Horse-power Semi-Diesel engine. If a full Diesel engine is to be purchased, it will cost approximately ¥ 2,400,000.
  - b - As the boat in question upon completion is to be used for transporting heavy oil, not light oil, the danger is much less besides special consideration and attention are being given in construction of the engine room for this boat and furthermore, it is planned to equip two Liquid CO2 Fire Extinguishers in the engine room for emergency.

Incl 4

C O P Y

## ANNEX

Name of Dockyard and Location: Yonago Dockyard Co. Ltd.  
Gionmachi, Yonago City

Name of Shipowner and Location: Nagase Kyunosuke, Co.  
Odeka Machi, Yonago City

<u>Item</u>	<u>Present</u>	<u>After Conversion</u>
Kind of Vessel	Wooden boat	Oil tanker
Number of Vessels	1	1
Vessel's No.	86	Undecided
Gross tonnage	150	150
Dimension	(L. 29.72 metre (B. 6.00 (D. 9.25	Same as the Left
Engine	Diesel	Semi-Diesel
Horse-power	400	200
Period required for work	2 months	

HEADQUARTERS  
Tottori Civil Affairs Team  
APO 248

File No 60  
Eoon-Ha

4 October 1949

SUBJECT: Conversion of Ex-Naval Craft into Oil Tanker.

TO : The Chief  
Chugoku Civil Affairs Region  
APO 248

1. Reference is made to the attached memoranda pertaining to the conversion of the wooden patrol boat No. 86 into an oil tanker.
2. The ship at the war's end and at present is 60% complete and was released to the Japanese Government by the Far Eastern Naval Headquarters on 22 November 1947.
3. The persons concerned have submitted through Japanese channels a request for the conversion permit. In turn, the Ship Bureau, Ministry of Transportation has submitted an application for the conversion to GHQ, SCAP on 1 July 1949, and to this date no answer has been received. Headquarters is in an effort to expedite action.
4. This headquarters feels that the reconversion of this ex-naval craft to an oil tanker would benefit the Sanin-district as explained in the attached memoranda. Any possible expediting of this permit would be very beneficial, as it would take another two months for completion, and the tanker is urgently needed during the winter months for transporting oil to the fishermen and other consumers.

5. It is recommended that the reconversion permit be authorized with reasons as stated above and attached memoranda.

DONALD H. SENSING  
Lt. Col FA  
Chief

- 4 Incls:
- 1 - Ltr File HOF-W No 190 (VB)  
dtd 1 July 1949
  - 2 - Ltr Nagase Kyunosuke Co  
dtd 19 September 1949
  - 3 - Ltr Yonago Shipbuilding Co  
dtd 31 August 1949
  - 4 - Ltr Yonago Shipbuilding Co  
dtd 7 September 1949



C O P Y

HOT-W No. 190 (VB)

1 July 1949

SHIP BUREAU  
MINISTRY OF TRANSPORTATION

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS

FROM : DIRECTOR, SHIP BUREAU, MINISTRY OF TRANSPORTATION

THROUGH: Liaison Bureau, Ministry of Foreign Affairs

SUBJECT: Application for Approval of Conversion of Ex-Naval Craft into Oil Tanker

1. The vessel as mentioned in the annex is an ex-naval wooden partol boat whose construction work was suspended in progress of 60% at the time of the war's end. Her owner is now desires to complete it into an oil tanker.

2. The principal materials and engines necessary for the conversion will be furnished from the stock of the dockyard concerned.

3. The funds required for the work will be financed by the shipowner.

4. The Ship Bureau, recognizing the project appropriate, hereby applies for your approval for it.

---

S. Amari  
Director, Ship Bureau  
Ministry of Transportation

*Incl. 1*

Copy

Nagase Kyunosuke Co.,  
Sept. 19, 1949.

Subject: Supplementary Information in regard to the Ship  
under Application.

1. Reason why the ship is necessary:

In the Sanin region there is few tankers and it is hardly possible to charter them from other districts on account of geographical disadvantage while ordinary wooden motor ships are available in excess of demand. The ship in question which we are proposing to remodel into a tanker is a former naval special scouting boat which is about 60% completed. In this case, it is possible for us to complete the vessel into a tanker with the cost of ¥5,000,000 (¥3,000,000 for the body of the vessel and ¥2,000,000 for engines and other equipments) which is much cheaper than it would if constructed anew, and within a short time of two months. With the fishing season of autumn and winter at hand, it is imperative for the fishers to have the tanker completed in time for the season in view of the necessity of getting smooth supply of oils. This is a very urgent question which is the matter of life or death on the part of fishers. For this reason fishers in this region are looking forward anxiously to the completion of this ship.

2. Our company will face difficulties to continue operation if this application is not approved:

This reconstruction program of a former naval vessel is unanimously supported by oil consumers and fellow traders in the Sanin region, and we have already disbursed a big sum of money for purchasing the unfinished vessel and necessary engines and other equipments. Such being the case, if the application is not granted, it will bring about a situation where our company will be compelled to shut down and those oil consumers and fellow traders will be confronted with great difficulties.

Incl. 2

Copy

Yonago Shipbuilding Co.

August 31, 1949.

Supplementary Information in relation to the ship for which the application is submitted:Quantity of Oil Handled: (By Nagase Shoten, the Ship-Owner)

Up to the present: ----- 400 kilo-liters/month

After completion of this ship: --- 600 kilo-liters/month

( For Sanin Region --- 400 kilo-liters/month )  
( 2 voyages/month )( For Sanyo Region --- 200 kilo-liters/month )  
( 1 voyage/month )Reason for Necessity of Completion of This Ship:

The oil consumption of the Sanin Region at present is 900 to 1,000 kilo-liters per month and for this demand, there are only two ships in this region under operation, namely one 100 kilo-liters ship and one 50 kilo-liter ship owned by Setoura Kaiun Shokai of Hamada city.

In order to have necessary quantity of oil transported to this region, ships from Shimonoseki region have to be made available; but as the Sanin Region is rather inconvenient geographically and at the same time, the weather during the winter months are bad and the sea is very rough, those people in Shimonoseki do not favor to send their ships to the Sanin Region.

In view of the above, the fishermen and other consumers in this region are very much concerned and wish that this ship would be completed and placed into operation as soon as possible.

Incl. 3

Copy

Yonago Shipbuilding Co.

Sept. 7, 1949

Subject: Supplementary Information in regard to the ship  
under Application:

- 1 - The aim of transportation can not be achieved with non-power boat:
  - a - There are very few tug-boats in the Sanin region and it is hardly possible to charter one from other regions due to the geographic condition and also from the economic viewpoint.
  - b - If a new tug-boat is to be built, it will cost at least ¥ 3,800,000. (¥2,500,000 for the boat and ¥1,300,000 for engine) for a 50-ton 100 Horse-power boat and the present ship-owner can not bear the burden of such amount of fund.
  
- 2 - Reason for contemplated use of Semi-Diesel engine:
  - a - The present ship-owner has in his possession a 200 Horse-power Semi-Diesel engine. If a full Diesel engine is to be purchased, it will cost approximately ¥ 2,400,000.
  - b - As the boat in question upon completion is to be used for transporting heavy oil, not light oil, the danger is much less besides special consideration and attention are being given in construction of the engine room for this boat and furthermore, it is planned to equip two Liquid CO2 Fire Extinguishers in the engine room for emergency.

Incl. 4

C O P Y

## ANNEX

Name of Dockyard and Location: Yonago Dockyard Co. Ltd.  
Gionmachi, Yonago City

Name of Shipowner and Location: Nagase Kyunosuke, Co.  
Odaka Machi, Yonago City

<u>Item</u>	<u>Present</u>	<u>After Conversion</u>
Kind of Vessel	Wooden boat	Oil tanker
Number of Vessels	1	1
Vessel's No.	86	Undecided
Gross tonnage	150	150
Dimension	(L. 29.72 metre (B. 6.00 (D. 9.25	Same as the Left
Engine	Diesel	Semi-Diesel
Horse-power	400	200
Period required for work	2 months	

HEADQUARTERS  
Tottori Civil Affairs Team  
APO 248

File No 80  
Econ-Ha

4 October 1949

SUBJECT: Conversion of Ex-Naval Craft into Oil Tanker.

TO : The Chief  
Chugoku Civil Affairs Region  
APO 248

1. Reference is made to the attached memoranda pertaining to the conversion of the wooden patrol boat No. 86 into an oil tanker.
2. The ship at the war's end and at present is 60 % complete and was released to the Japanese Government by the Far Eastern Naval Headquarters on 22 November 1947.
3. The persons concerned have submitted through Japanese channels a request for the conversion permit. In turn, the Ship Bureau, Ministry of Transportation has submitted an application for the conversion to GHQ, SCAP on 1 July 1949 and to this date no answer has been received. Headquarters in an effort to expedite action.
4. This headquarters feels that the reconversion of this ex-naval craft to an oil tanker would benefit the Sanin-district as explained in the attached memoranda. Any possible expediting of this permit would be very beneficial, as it would take another two months for completion, and the tanker is urgently needed during the winter months for transporting oil to the fishermen and other consumers.

5. It is recommended that the reconversion permit be authorized with reasons as stated above and attached memoranda.

DONALD M. SENSING  
Lt. Col FA  
Chief

- 4 Incls:
- 1 - Ltr File HOT-W No 190 (VB)  
dtd 1 July 1949
  - 2 - Ltr Nagase Kyunosuke Co  
dtd 19 September 1949
  - 3 - Ltr Yonago Shipbuilding Co  
dtd 31 August 1949
  - 4 - Ltr Yonago Shipbuilding Co  
dtd 7 September 1949

C O P Y

HOT-W No. 190 (VB)

1 July 1949

SHIP BUREAU  
MINISTRY OF TRANSPORTATION

TO : GENERAL HEADQUARTERS, SUPREME COMMANDER FOR THE ALLIED POWERS

FROM : DIRECTOR, SHIP BUREAU, MINISTRY OF TRANSPORTATION

THROUGH: Liaison Bureau, Ministry of Foreign Affairs

SUBJECT: Application for Approval of Conversion of Ex-Naval Craft into Oil Tanker

1. The vessel as mentioned in the annex is an ex-naval wooden patrol boat whose construction work was suspended in progress of 60% at the time of the war's end. Her owner is now desires to complete it into an oil tanker.

2. The principal materials and engines necessary for the conversion will be furnished from the stock of the dockyard concerned.

3. The funds required for the work will be financed by the shipowner.

4. The Ship Bureau, recognizing the project appropriate, hereby applies for your approval for it.

---

S. Amari  
Director, Ship Bureau  
Ministry of Transportation

Incl. 1



C O P Y

## ANNEX

Name of Dockyard and Location: Yonago Dockyard Co. Ltd.  
Gionmachi, Yonago City

Name of Shipowner and Location: Nagase Kyunosuke, Co.  
Odeka Machi, Yonago City

<u>Item</u>	<u>Present</u>	<u>After Conversion</u>
Kind of Vessel	Wooden boat	Oil tanker
Number of Vessels	1	1
Vessel's No.	86	Undecided
Gross tonnage	150	150
Dimension	(L. 29.72 metre (B. 6.00 (D. 9.25	Same as the Left
Engine	Diesel	Semi-Diesel
Horse-power	400	200
Period required for work	2 months	

Copy

Nagase Kyunosuke Co.,  
Sept. 19, 1949.

Subject: Supplementary Information in regard to the Ship  
under Application.

1. Reason why the ship is necessary:

In the Sanin region there is few tankers and it is hardly possible to charter them from other districts on account of geographical disadvantage while ordinary wooden motor ships are available in excess of demand. The ship in question which we are proposing to remodel into a tanker is a former naval special scouting boat which is about 50% completed. In this case, it is possible for us to complete the vessel into a tanker with the cost of ¥5,000,000 (¥3,000,000 for the body of the vessel and ¥2,000,000 for engines and other equipments) which is much cheaper than it would if constructed anew, and within a short time of two months. With the fishing season of autumn and winter at hand, it is imperative for the fishers to have the tanker completed in time for the season in view of the necessity of getting smooth supply of oils. This is a very urgent question which is the matter of life or death on the part of fishers. For this reason fishers in this region are looking forward anxiously to the completion of this ship.

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Sub. 2

Copy

Yonago Shipbuilding Co.

August 31, 1949.

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Up to the present: ----- 400 kilo-liters/month

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( For Sanin Region --- 400 kilo-liters/month )  
( 2voyages/month )( For Sanyo Retion --- 200 kilo-liters/month )  
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In view of the above, the fishermen and other consumers in this region are very much concerned and wish that this ship would be completed and placed into operation as soon as possible.

Incl. 3

Copy

Yonago Shipbuilding Co.

Sept. 7, 1949

Subject: Supplementary Information in regard to the Ship  
under Application:

- 1 - The aim of transportation can not be achieved with non-power boat:
  - a - There are very few tug-boats in the Sanin region and it is hardly possible to charter one from other regions due to the geographic condition and also from the economic viewpoint.
  - b - If a new tug-boat is to be built, it will cost at least ¥ 3,800,000. (¥2,500,000 for the boat and ¥1,300,000 for engine) for a 50-ton 100 Horse-power boat and the present ship-owner can not bear the burden of such amount of fund.
  
- 2 - Reason for contemplated use of Semi-Diesel engine:
  - a - The present ship-owner has in his possession a 200 Horse-power Semi-Diesel engine. If a full Diesel engine is to be purchased, it will cost approximately ¥ 2,400,000.
  - b - As the boat in question upon completion is to be used for transporting heavy oil, not light oil, the danger is much less besides special consideration and attention are being given in construction of the engine room for this boat and furthermore, it is planned to equip two Liquid CO2 Fire Extinguishers in the engine room for emergency.

Incl. 4

m.r.I

GENERAL HEADQUARTERS  
SUPREME COMMANDER FOR THE ALLIED POWERS  
APO 500

AG 564( 14 Jul 49 )ESS/IND  
SCAPIN 6966-A

18 November 1949

MEMORANDUM FOR: JAPANESE GOVERNMENT

SUBJECT: Application for Approval to Convert an Ex-Naval Craft into an Oil Tanker

1. Reference is FOM No. 350 (TRAM), 14 July 1949, subject: Application for Approval to Convert an Ex-Naval Craft into an Oil Tanker.

2. No objection is offered to resuming construction of ex-naval wooden patrol boat No. 86 and completing it as an oil tanker in accordance with the following specifications:

Shipowners: Nagase Kyunosuke Co.,  
Yonago City

Shipyard: Yonago Dockyard Co.,  
Yonago City

<u>Items</u>	<u>Present</u>	<u>After Completion</u>
Type:	Wooden patrol boat (incomplete)	Oil tanker
Number of Vessels:	1	1
Vessel's No.	86	Undecided
Gross tonnage (approximately)	150	150
DWT	250	250
Engine & H.P.	None	Semi-diesel 200
Estimated Time of Completion:	2 months	

3. Direct communication between the Ministry of Transportation and the Economic and Scientific Section, General

*Also filed in I 20a B.*

AG 564( 14 Jul 49 )ESS/IND  
SCAPIN 6966-A

Headquarters, Supreme Commander for the Allied Powers re-  
garding matters within the scope of this memorandum is  
authorized.

FOR THE SUPREME COMMANDER:

*K. B. Bush*

K. B. BUSH  
Brigadier General, AGD  
Adjutant General

HEADQUARTERS  
Tottori Mil Govt Team  
Resources, Commerce and Industry Section

Report # ~~1~~

23 September 1947

MEMORANDUM FOR RECORD:

SUBJECT: Inspection of the Yonago Shipbuilding Co.Ltd.Yonago City.

1. At present the company is doing mostly ship repair work although they are constructing some ships of about 19 to 21 ft length.

2. The main project now however seems to be the completion of a 150 gross ton ship, one of four ships listed as approved for completion in SCAPIN 1167. There is also in the shipyard a former Navy ship which was never completed it was also designed as a 150 gross ton ship. The company informed me that they have sent a request in to G.H.Q. for a permit to complete the Navy ship and redesign it for a cargo vessel.

3. The main trouble seems to be a shortage of cast iron parts and difficulty in receiving parts by truck due to a shortage of gasoline. The company employes about 200 persons and is now repairing 3 fishing vessels.

Inspected by:

Pfc. DAVID J. BURKE

(31)

(2)

## INSPECTION CHECK LIST FOR SHIPYARDS

DATE: 23 Sept 1947

1. Name and address of concern:  
Yonago Shipbuilding Co. Ltd., Yonago City  
\_\_\_\_\_  
\_\_\_\_\_
2. What ships are being built at present ?  
Small fishing boats of about 19 ft. and one 150 gross ton ship.  
\_\_\_\_\_  
\_\_\_\_\_
3. If steel vessel, show authorization for same.  
None  
\_\_\_\_\_  
\_\_\_\_\_
4. If wooden vessel over 100 gross tons show authorization for same.  
One 150 gross ton ship authorized by SCAPIN 1167  
\_\_\_\_\_  
\_\_\_\_\_
5. What type of boats are constructed at this yard ?  
Fishing  
\_\_\_\_\_  
\_\_\_\_\_
6. What is the average monthly production ?  
Mostly repair work is being done.  
\_\_\_\_\_  
\_\_\_\_\_
7. Are they receiving enough materials to build the boat ?  
Yes  
\_\_\_\_\_  
\_\_\_\_\_
8. What are the unfavorable factors affecting the production of boats ?  
A shortage of cast iron parts.  
\_\_\_\_\_  
\_\_\_\_\_
9. Other remarks  
The Co. Employees about 200 people.  
3 fishing ships are under repair.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



36TH MILITARY GOVERNMENT  
HEADQUARTERS AND HEADQUARTERS COMPANY  
APO 24 (Okayama, Honshu)

MWH/dc

8 March 1946

SUBJECT: Reconversion of Industrial Plants.

TO: Yonago Shipbuilding Co. Ltd.  
202 Gion-cho, 2 Chome, Yonago City, Tottori Ken

1. Your application for permission to reconvert from war to peace time production of essential peace time civilian goods as listed in your application is hereby approved under authority contained in par 4, letter Headquarters Sixth Army, Subject: "Processing of Applications from Manufacturing Plants Wishing to Convert from War to Peace Time Production", dated 6 November 1945.

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

3. Until otherwise directed by this headquarters, a monthly report in English of each item, by name and quantity produced by each factory, sub-contractor of subsidiary within this company's control will be delivered to this office by the fifteenth (15) day of the following month.

4. It is understood that this permit for reconversion is issued subject to any and all directives affecting reconversion, ultimate disposition or otherwise which have been issued or may hereafter be issued by the Supreme Commander for the Allied Powers or by this headquarters.

*Donald C Foster*  
DONALD C FOSTER  
Lt Col, CMP  
Commanding

*Inf appli*

36TH MILITARY GOVERNMENT  
HEADQUARTERS AND HEADQUARTERS COMPANY  
APO 24 (Okayama, Honshu)

MWH/dc

8 March 1946

SUBJECT: Reconversion of Industrial Plants.

TO: Yonago Shipbuilding Co. Ltd.  
202 Gion-cho, 2 Chome, Yonago City, Tottori Ken

1. Your application for permission to reconvert from war to peace time production of essential peace time civilian goods as listed in your application is hereby approved under authority contained in par 4, letter Headquarters Sixth Army, Subject: "Processing of Applications from Manufacturing Plants Wishing to Convert from War to Peace Time Production", dated 5 November 1945.

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

3. Until otherwise directed by this headquarters, a monthly report in English of each item, by name and quantity produced by each factory, sub-contractor or subsidiary within this company's control will be delivered to this office by the fifteenth (15) day of the following month.

4. It is understood that this permit for reconversion is issued subject to any and all directives affecting reconversion, ultimate disposition or otherwise which have been issued or may hereafter be issued by the Supreme Commander for the Allied Powers or by this headquarters.

*Donald C. Foster*  
DONALD C FOSTER  
Lt Col, CMP  
Commanding

HEADQUARTERS  
94th HQS & HQS DETACHMENT  
MILITARY GOVERNMENT GROUP  
APO 24, KURE, HONSHU

25 February 1946

SUBJECT: Application for Conversion of Industrial Plants.

TO : 36th Military Government Company, APO 24, Okayama

1. In accordance with paragraph 4, letter Headquarters Sixth Army, "Processing of applications from manufacturing plants wishing to reconvert from war to peace time production," dated 6 November 1945, the enclosed application of the Yonago Shipbuilding Co. Yonago, may be approved by your headquarters.
2. If paragraph 17 of attached form indicates that this approval has already been given, it is unnecessary to forward the forms to this office. They may be kept for your own record and file.

FOR THE COMMANDING OFFICER:

*M B Walker Jr.*  
M. B. Walker Jr.  
Major, CE  
Exec.

Enclosures:  
1 application

HEADQUARTERS  
94th HQS & HQS DETACHMENT  
MILITARY GOVERNMENT GROUP  
APO 24, KURE, HONSHU

25 February 1946

SUBJECT: Application for Conversion of Industrial Plants.

TO : 36th Military Government Company, APO 24, Okayama

1. In accordance with paragraph 4, letter Headquarters Sixth Army, "Processing of applications from manufacturing plants wishing to reconvert from war to peace time production," dated 6 November 1945, the enclosed application of the Yonago Shipbuilding Co. Yonago, may be approved by your headquarters.
2. If paragraph 17 of attached form indicates that this approval has already been given, it is unnecessary to forward the forms to this office. They may be kept for your own record and file.

FOR THE COMMANDING OFFICER:

M. B. Walker Jr.  
Major, CE  
Exec.

Enclosures:  
1 application

Application for Operation of  
and  
Report on Industrial Facilities

To: The Commander of the 6th Army  
U.S. Occupation Force  
Thru: The Tottori Prefectural Government

The Yonago Shipbuilding Co. Ltd.  
202 Gion cho 2 chome  
Yonago City, Tottori Prefecture

January 20, 1946

1. Name of facility: The Yonago shipbuilding Co. Ltd.
2. Location: 202 Gion cho 2 chome, Yonago City,  
Tottori Prefecture
3. Name of President or manager:  
Director & President Jujiro Tanaka
4. History:
  - A. Date of construction: December 22, 1938
  - B. Date of first operation: December 22, 1938
  - C. Production from 1935 to 1941: Not clear
  - D. Present capitalization in Yen:  
¥3,000,000. (all paid up)
  - E. Changes made in capital since 1935:  
Established with a stock of ¥20 a share for a capital of ¥195,000. and was changed to a stock of ¥50 a share with an increase of ¥2,805,000. for its capital on June 24, 1944.
  - F. Name and address of parent company:  
No parent company
  - G. Number of shares outstanding:  
No outstanding shares
  - H. Number of stockholders:  
21 personnels, the Toyo-Kisen Kabushiki Kaisha having more than 10 %
  - I. Funds received from the government: None
  - J. On reverse side give outline sketch of plant with approximate dimensions: Given in attached paper
5. Description:
  - A. Principal Products:
    1. wartime:
      - In the 1st yard  
Vessels for naval use, namely  
Special service vessels  
14-meter special type cargo boats  
miscellaneous boats
      - In the 2nd yard  
"Wartime standard type" cargo vessels  
for communication and traffic use, namely  
Composite vessels  
Wooden ships

- 2. At present:
  - Composite vessels
  - "Wartime standard type" sailing vessels
  - Farmer's tools
  - Sets of parts and materials for "Simple knock down" houses

3. Plan for 1946-47

- a. Steel and wooden ship for cargo and fishing.
- b. Repairing of ships above mentioned
- c. manufacturing of wooden articles for general use
  - 1. set of parts and materials for "Simple knock down" houses
  - 2. Furnitures
- d. manufacturing of machines and tools for civil use
  - 1. Ship machineries and fittings, hot bulb engines and others
  - 2. Farmer's tools
  - 3. Articles for domestic use

B. Capacity: Monthly

- 1. wartime:
 

	Monthly
Naval vessel-----	1
"Wartime standard type" sailing vessel-----	1
14-m. special type cargo boat-----	1.5
- 2. At present:
 

Composite vessel ("Wartime standard type" cargo vessel)-----	1
Farmer's tools-----	300
Small fishing boats-----	5
Set of parts and materials for "simple knock down" houses-----	10 sets

- 3. Plan for 1946-47 (with unrestricted access to materials)

Monthly

- a. Steel and wooden ships-----abt. 100 tons  
small fishing boats-----5
- b. Repairing of ships above mentioned
- c. manufacturing of wooden articles for general use
  - 1. set of parts and materials for "Simple knock down" houses-----100 sets
  - 2. Furniture-----1,000 pc.
- d. manufacturing of machines and tools for civil use
  - 1. Ship machineries and fittings, hot bulb engines-----5
  - 2. Farmer's tools
  - 3. Articles for domestic use

C. Number of Employees

1. wartime	460
2. At present	179
3. 1946-47	500

6. machinery & equipment in plant

Description	Quantity	Condition
48" band sawing machine with automatic feeder-----	1	
43"-----ditto-----	1	
42"-----ditto-----	1	
42" sawing machine with table-----	4	
30"-----ditto-----	4	
26"-----ditto-----	2	
Band-saw filing machine-----	2	
Square hole chiseling machine-----	2	
38" wood planer-----	1	
24" 3-way wood planer-----	2	
24" wood planer-----	1	
6 ft. wood lathe-----	1	
38" grinding machine-----	1	
15 hp. punching and shearing machine-----	1	
12 ft. lathe-----	1	
8 ft. lathe-----	4	
6 ft. lathe-----	3	
20 ft. lathe-----	1	
11 ft. planing machine-----	1	
20" drilling machine-----	1	
14" shaper-----	1	
22" shaper-----	1	
slotter-----	1	

(continued on next page)



-4-

(continued)	Quantity	Condition
5" blower-----	6	
10 kw electric welder-----	3	
10" grinder-----	2	
40 hp motor-----	1	
30 hp motor-----	1	
15 hp motor-----	1	
10 hp motor-----	2	
7.5 hp motor-----	5	
5 hp motor-----	3	
3 hp motor-----	3	
2 hp motor-----	1	
1 hp motor-----	2	

note: most of these machineries were acquired second-hand during the war and the efficiency of operation being greatly reduced on account of ~~partotal~~ partial defects

7. Present stock of raw materials supplied and unfinished goods

Description	quantity	Condition
Timber-----	8,000	koku
steel-----	150	tons
Rivets, screws and nails-----	100	tons
Others-----	150	tons

8. Present stock of finished goods

Description	quantity	Condition
300 ton composite vessel-----	1	90% completed
150 ton standard type sailing vessel-----	1	50% completed
200 ton 2121 type special service vessel-----	2	one 95% completed the other 70% completed
14-m special type cargo boat-----	9	four completed others not complete

9. Present stock of fuel

Description	Quantity	Condition
Crude petroleum-----	330	gal.
Lubricating oil-----	120	gal.
Gasoline-----	350	gal.
Others (oil)-----	200	gal.

10. machinery and equipment needed for maximum production in 1946-47 (for new equipment)

Description	quantity
Wood working machineries for furniture	1 set

-5-

## 11. raw materials and supplies needed monthly

## A. for present capacity

Description	quantity
timber-----	2,000 koku
steel-----	5 tons
others-----	2.5 tons
oils-----	400 gal.

## B. for maximum capacity

Description	quantity
timber-----	6,000 koku
steel-----	60 tons
others-----	20 tons
oils-----	800 gal.

## 12. fuel needed monthly (Not including present stock)

Description	quantity
coal-----	2 tons
coke-----	8 tons
charcoal-----	2.5 tons
oil-----	600 gal.

13. Additional personnel needed (not locally available;  
Special skills                      number

Lumber man-----	60
carpenter-----	50
ship repairer-----	100
machinist-----	30
iron smith-----	30

## 14. Prices (give current selling prices in Yen of principal products;

Description	Unit	Price
100 ton wooden fishing boat	1	¥300,000.
set of parts & materials for the "simple knock down" house (640 sq. ft.)	1 set	¥5,725.

## 15. Remarks (include here any factors hampering production not already mentioned and any recommendations you consider necessary)

After the termination of the war, some of the most skilled and experienced shipwright and woodworkers absented themselves from their own workshops, to look for more profitable jobs outside. To make the matter worse, the supplies of raw materials are far from being sufficient, leaving the production of the factory in a depressed state at present. Strong measures are desirable to be taken to remedy this existing condition prevalent among all the industrial circles.

16. **certification by applicant**  
 I certify that the information here in is true to the best of my knowledge and belief.

signed E. Tanaka

title: Director & President

17. **Action by Occupation forces**  
 the factory described in this application has been inspected and following action:

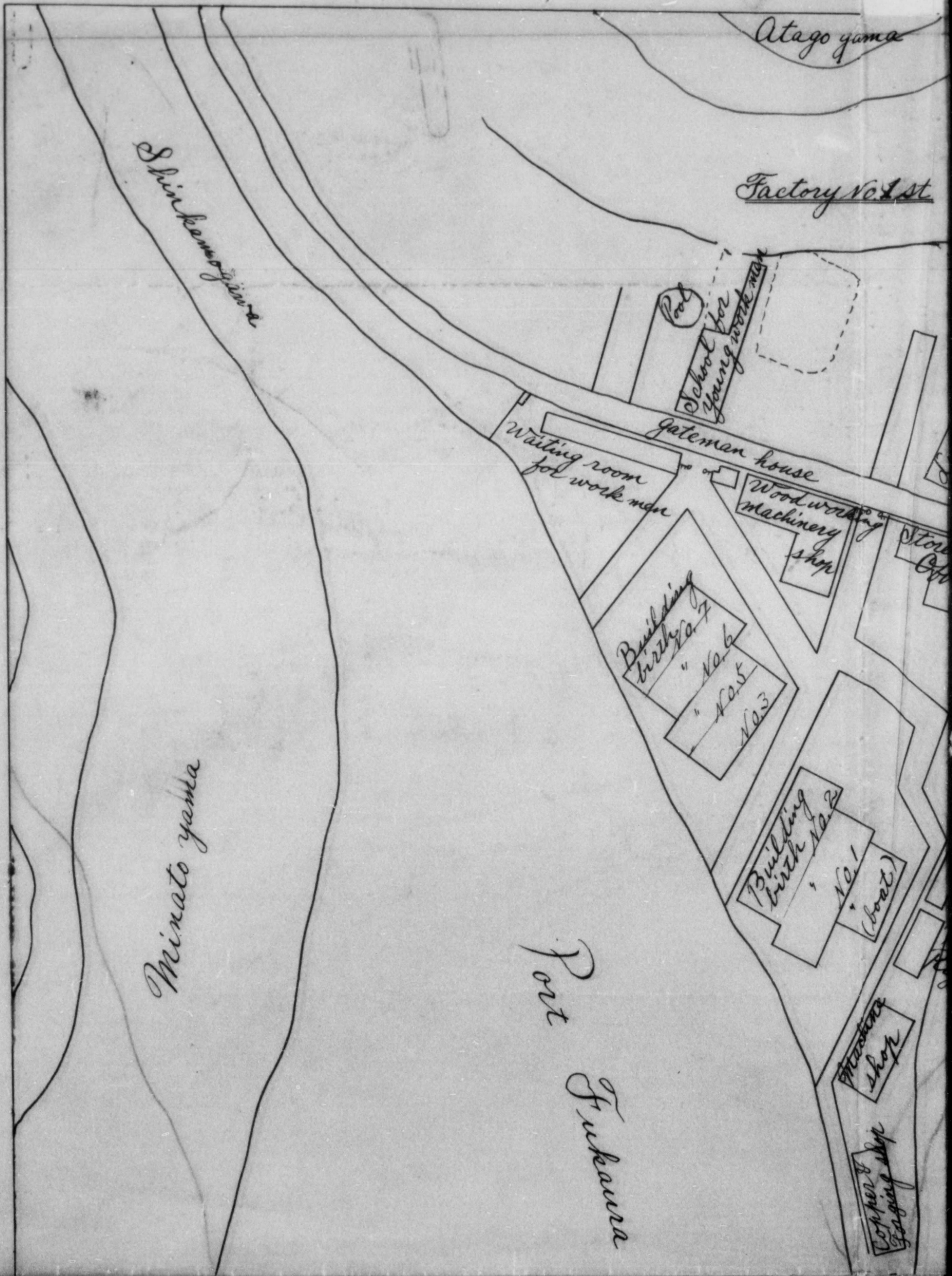
- a. ordered to remain closed Yes \_\_\_\_\_ NO
- b. ordered to cease operations immediately Yes \_\_\_\_\_ NO
- c. Authorized to produce at the following rate:  
 Item to be manufactured monthly, quantity

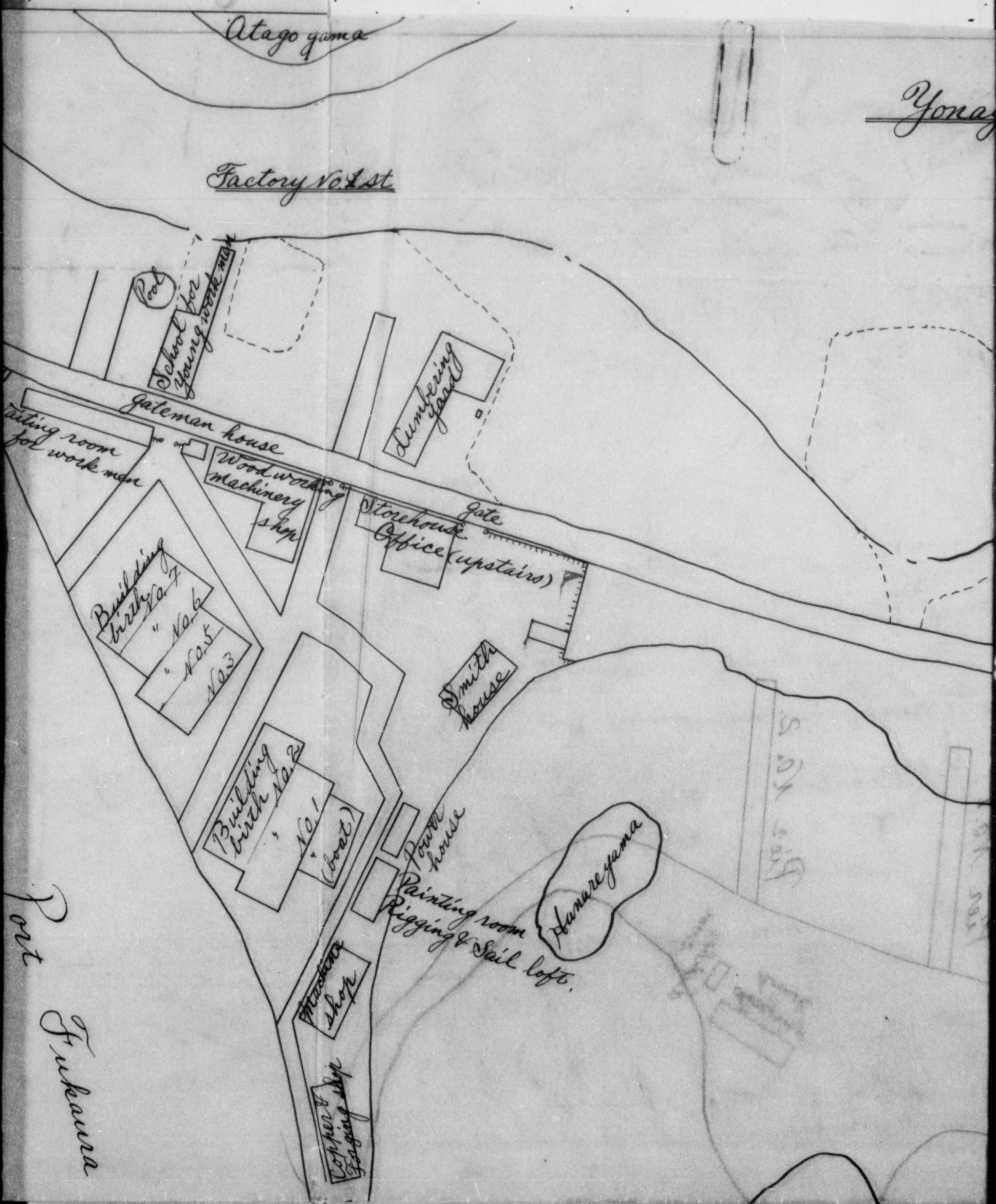
Steel wooden ships — 1052 pcs  
 Genral wooden articles — 100 sets  
 Hot bulb engines — 5

*Levil C. Livingston, Capt*

signature of Authorizing officer  
 designation of Authorizing unit

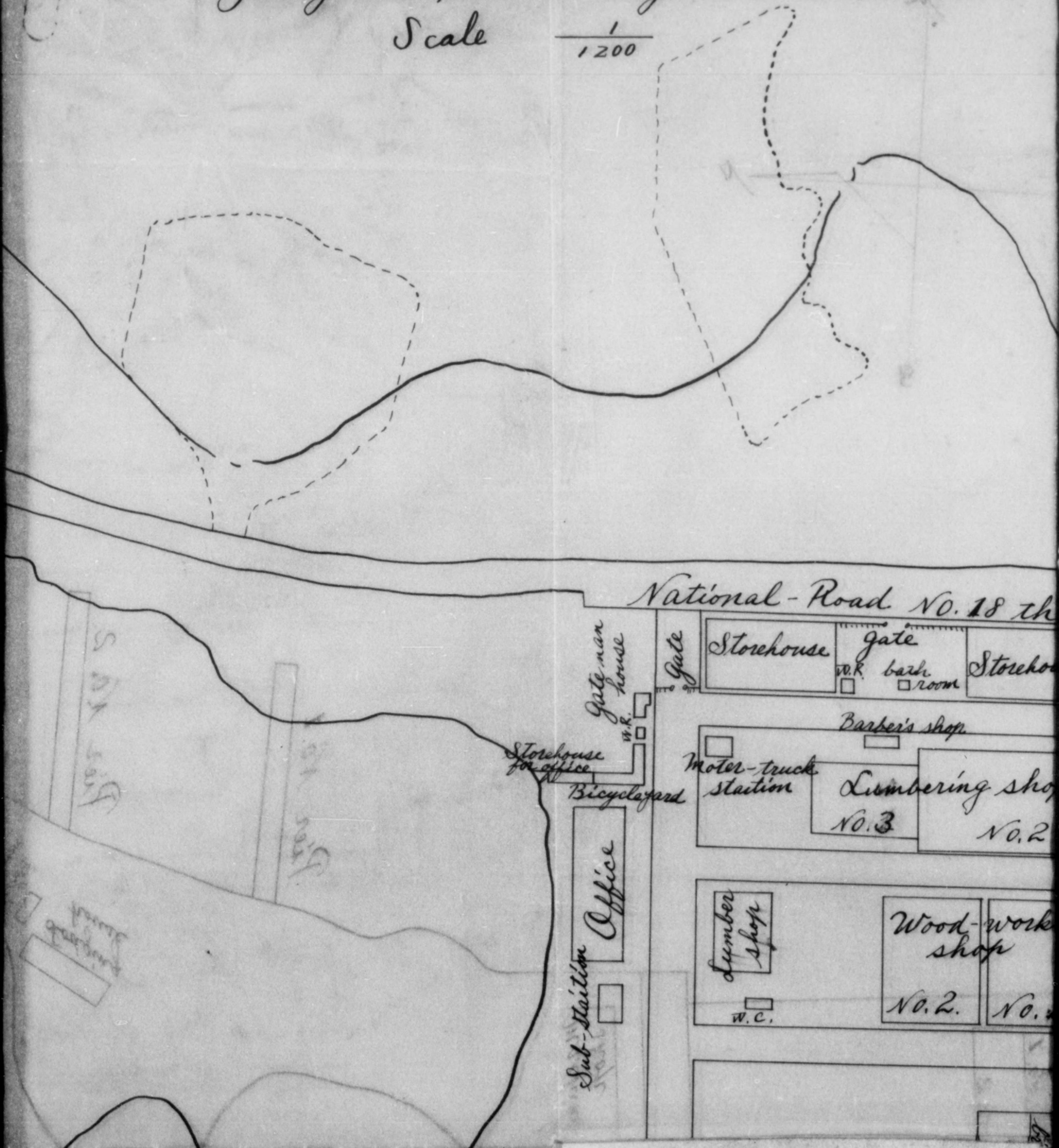
76 Nbs 1 1/2 x 1 1/2 Co  
 20th Air Force

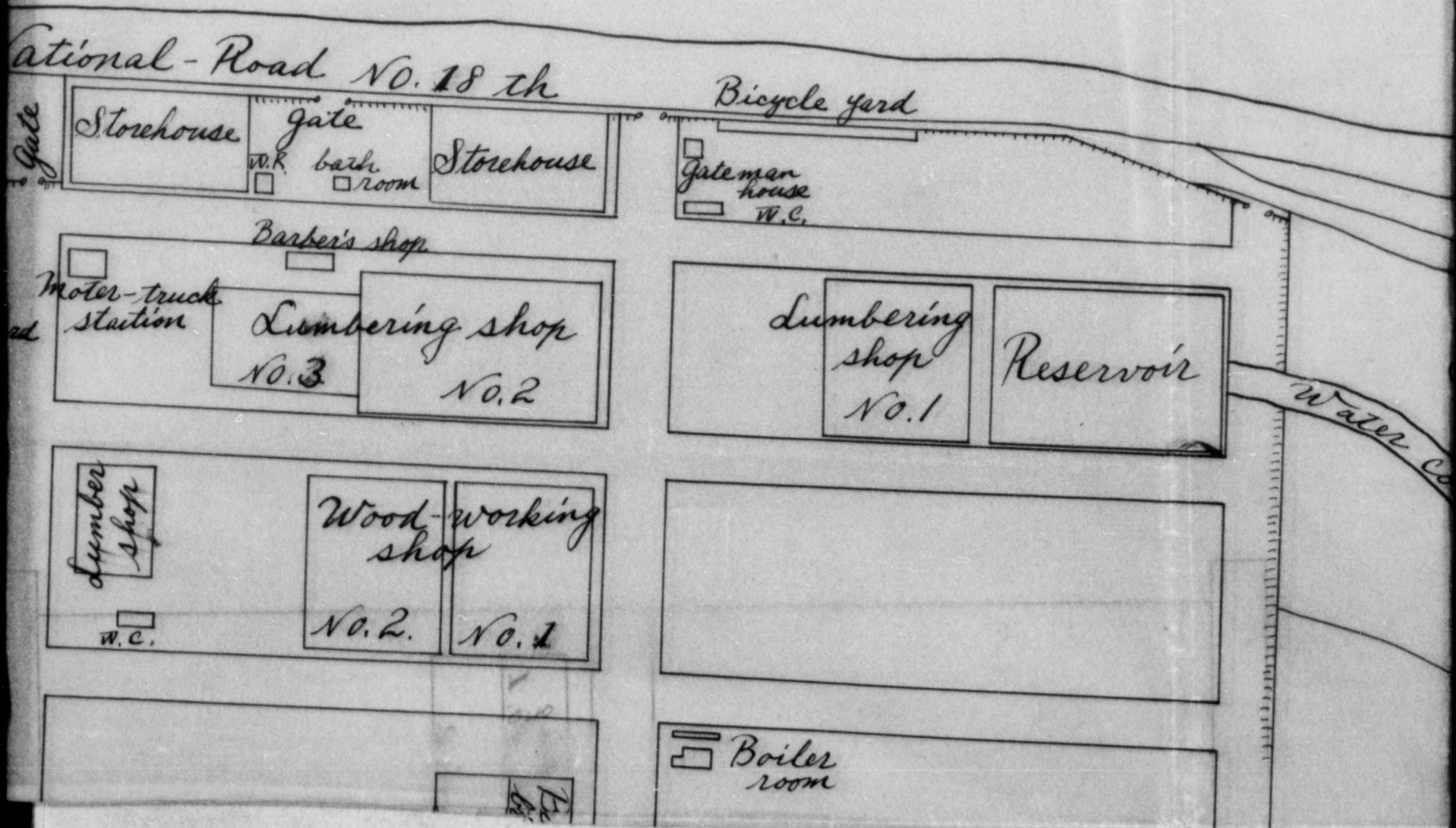
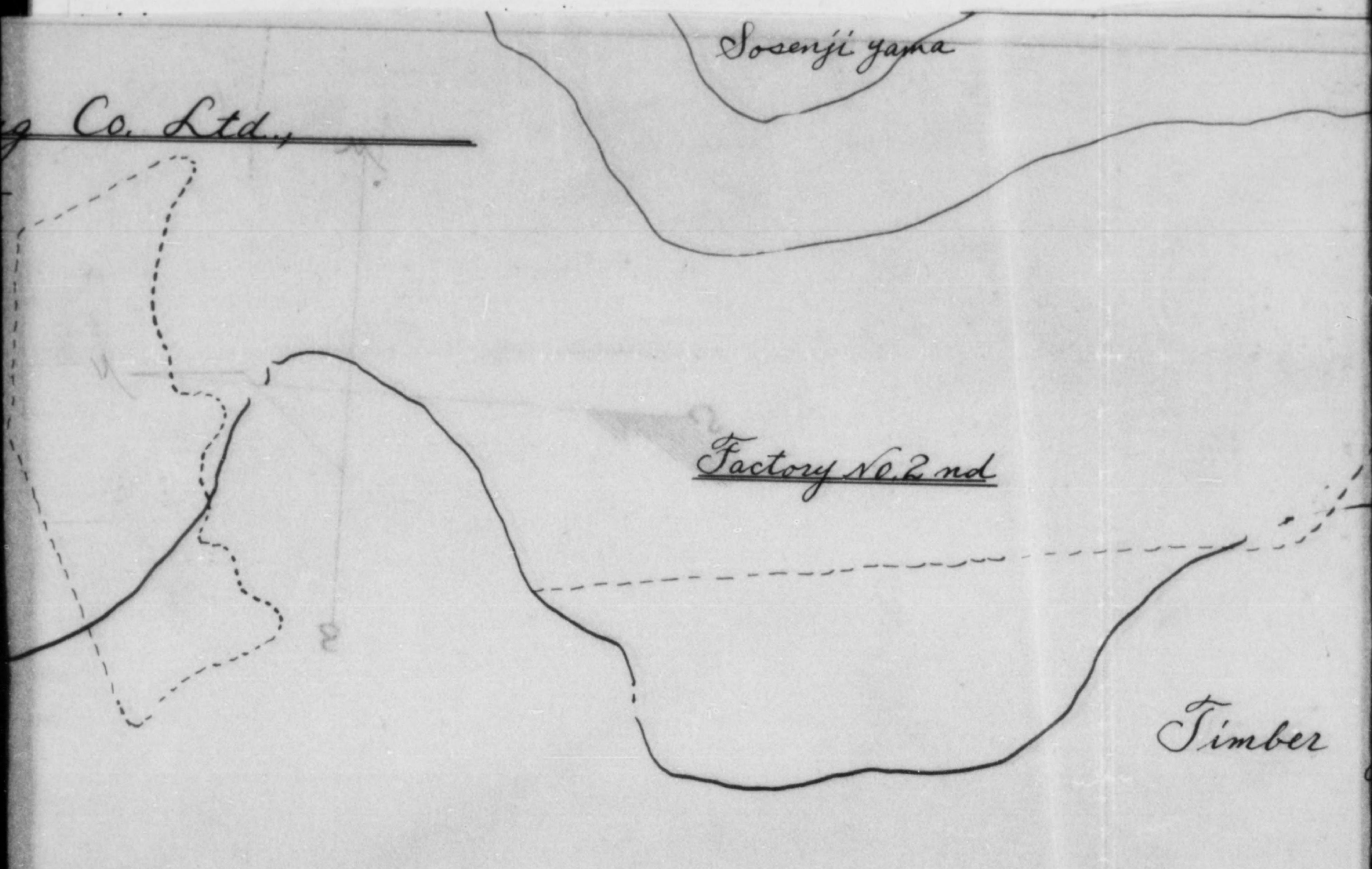




Yonago Ship Building Co. Ltd.

Scale  $\frac{1}{1200}$





Sosenji yama

Factory No. 2nd

Timber yard

Bicycle yard

man  
house  
W.C.

Lumbering  
shop  
No. 1

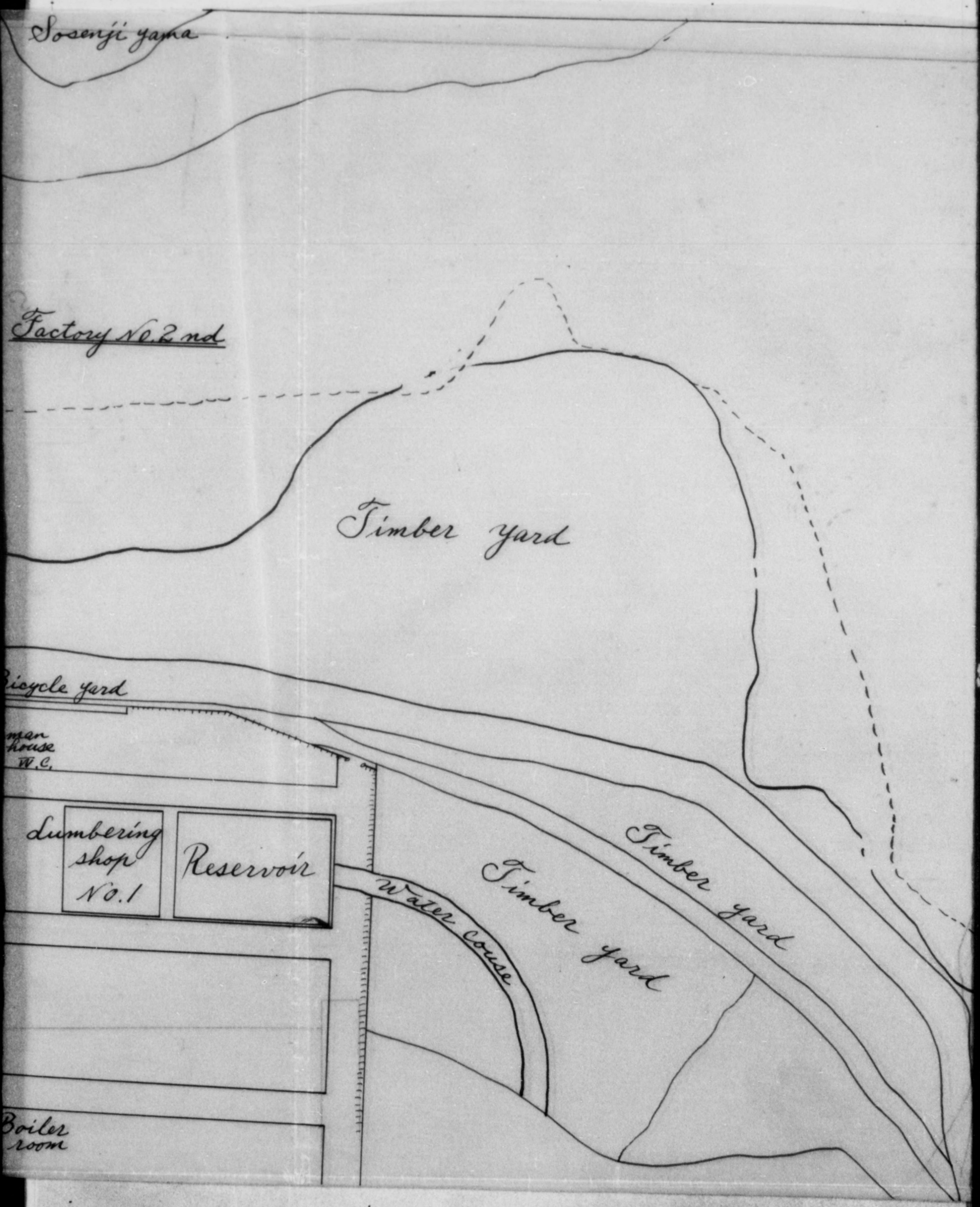
Reservoir

Water course

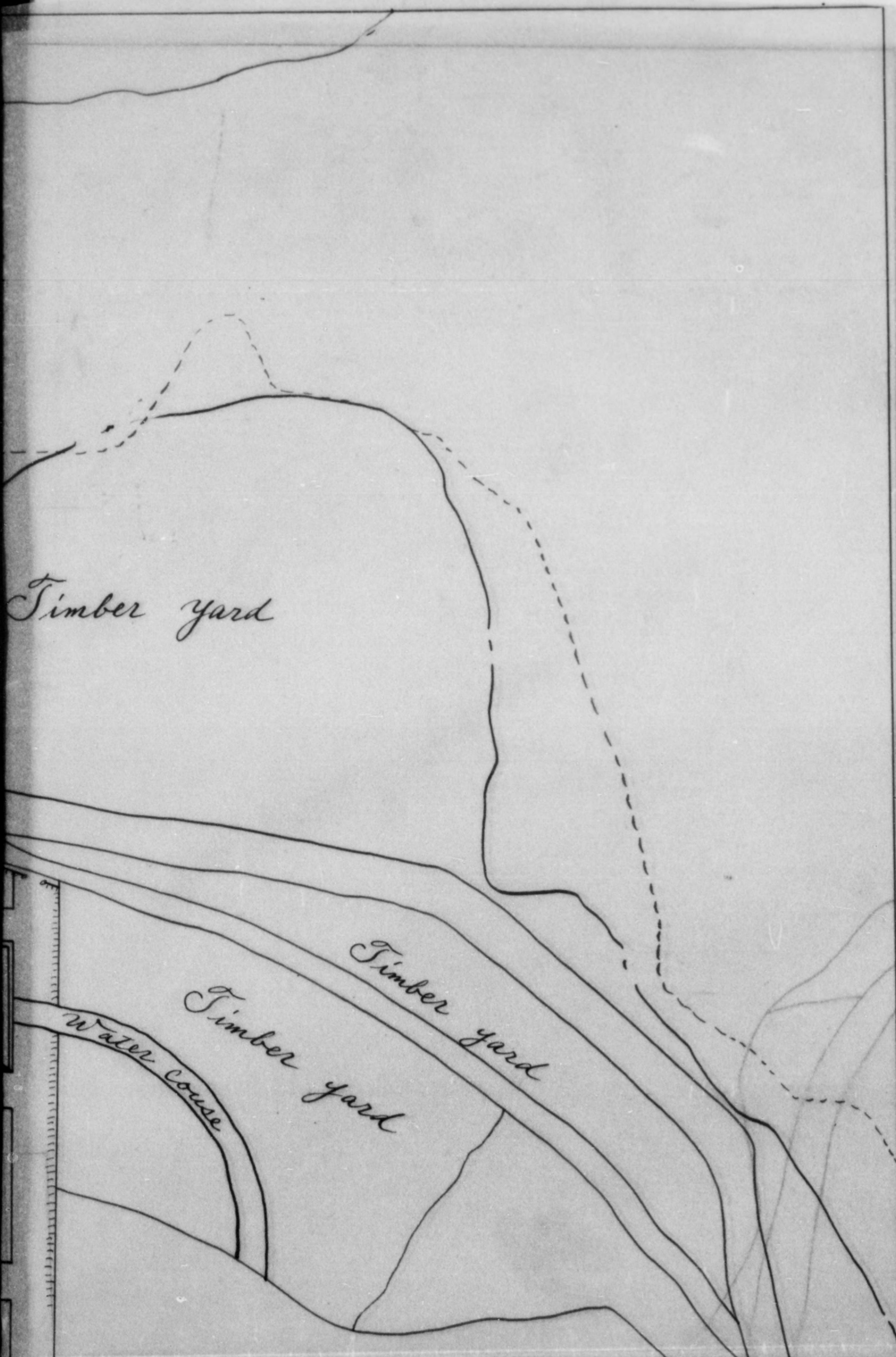
Timber yard

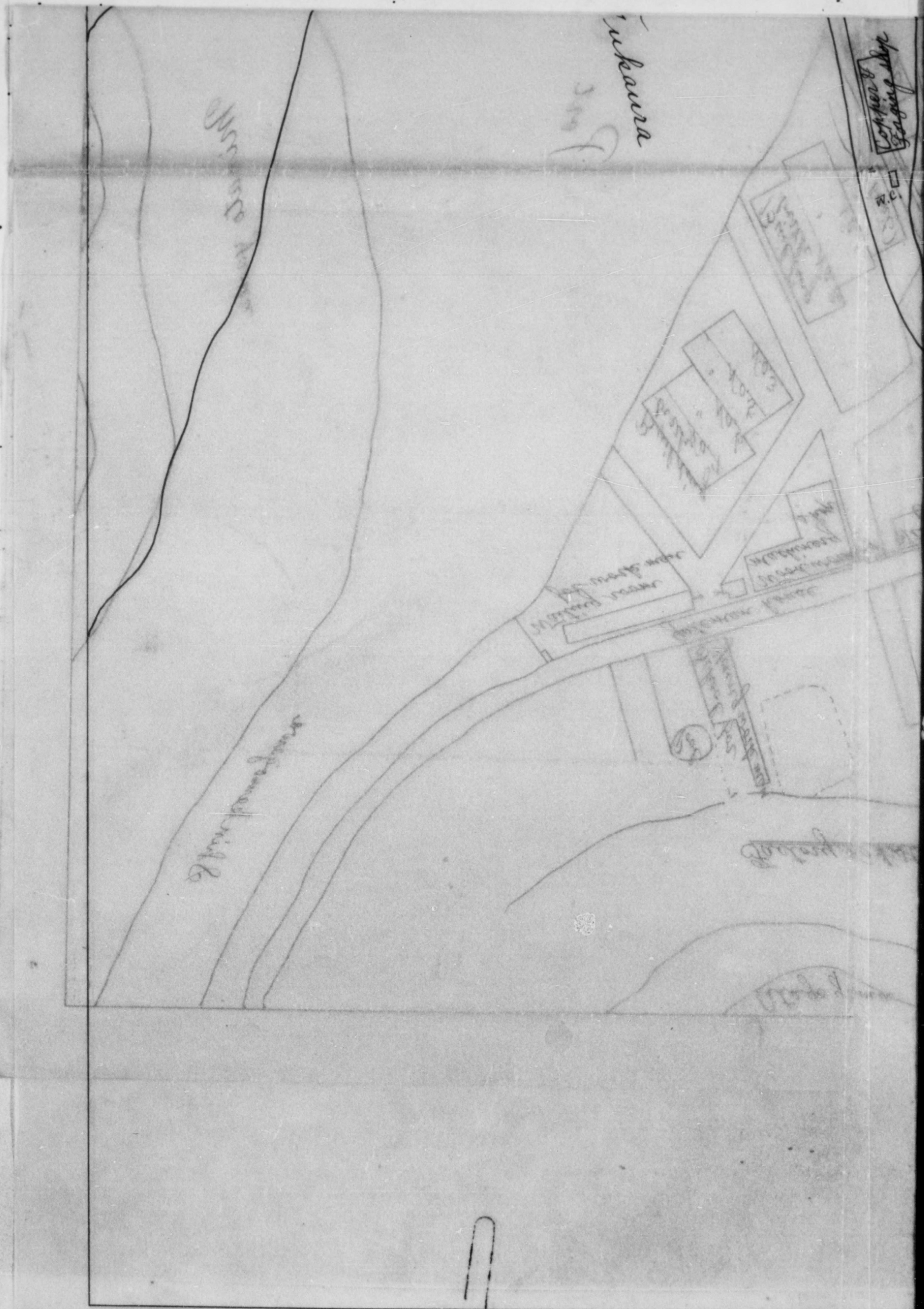
Timber yard

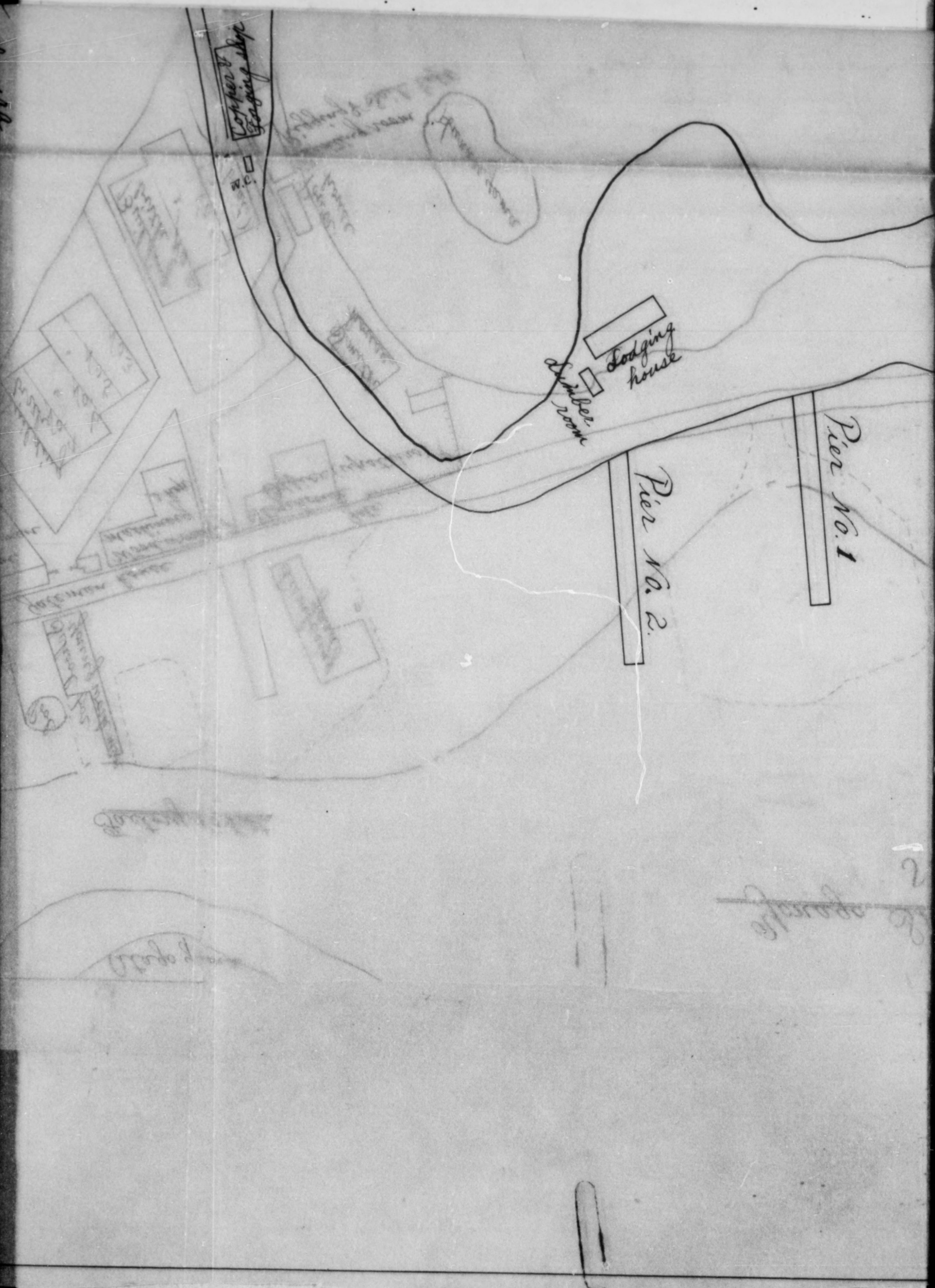
Boiler  
room

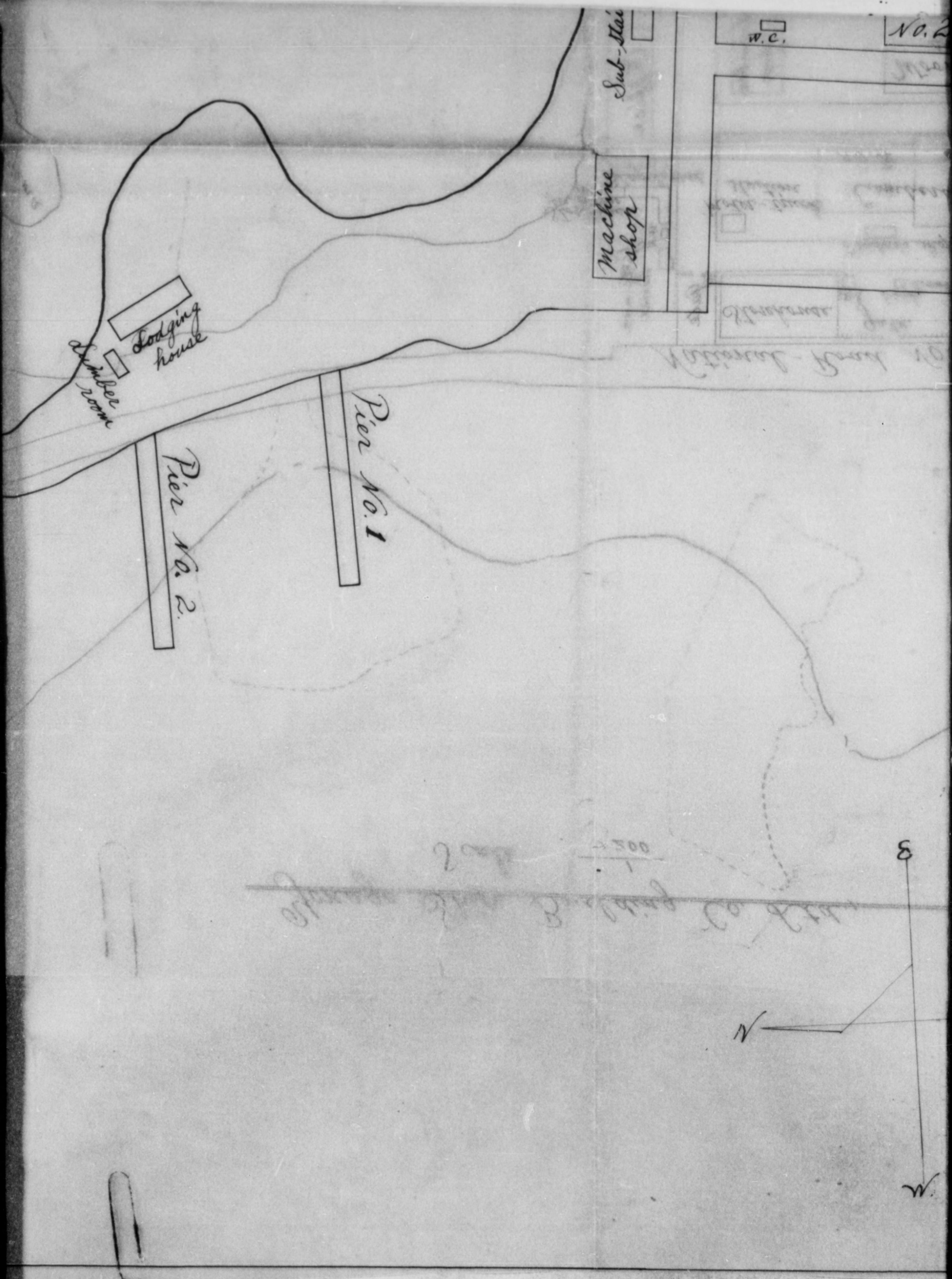


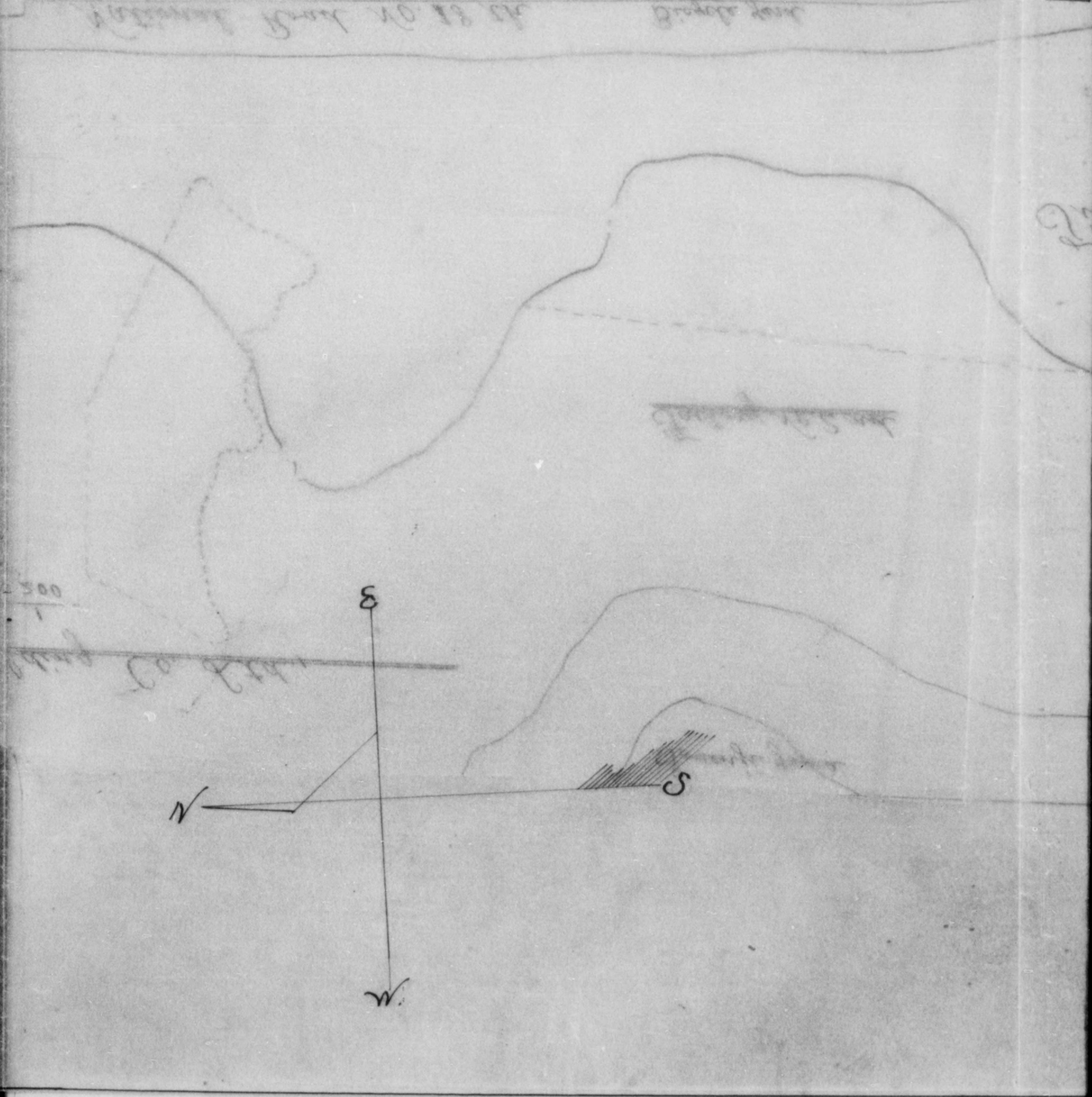
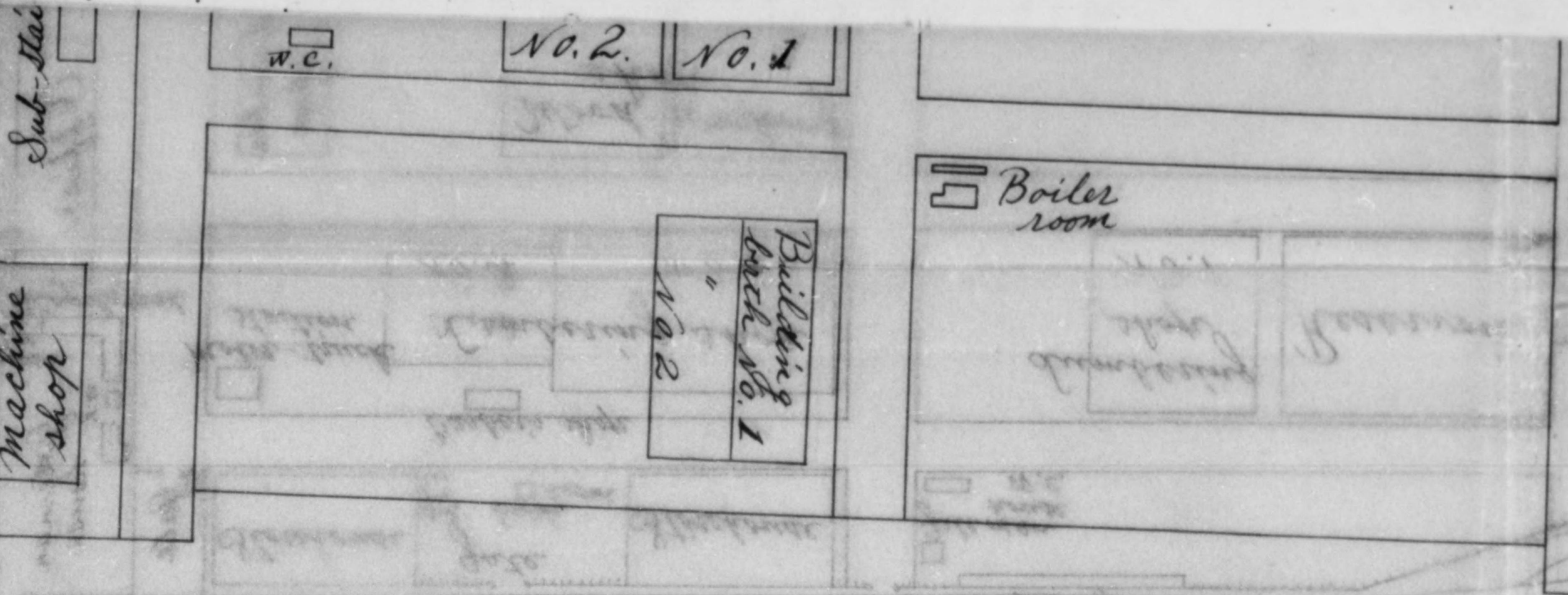


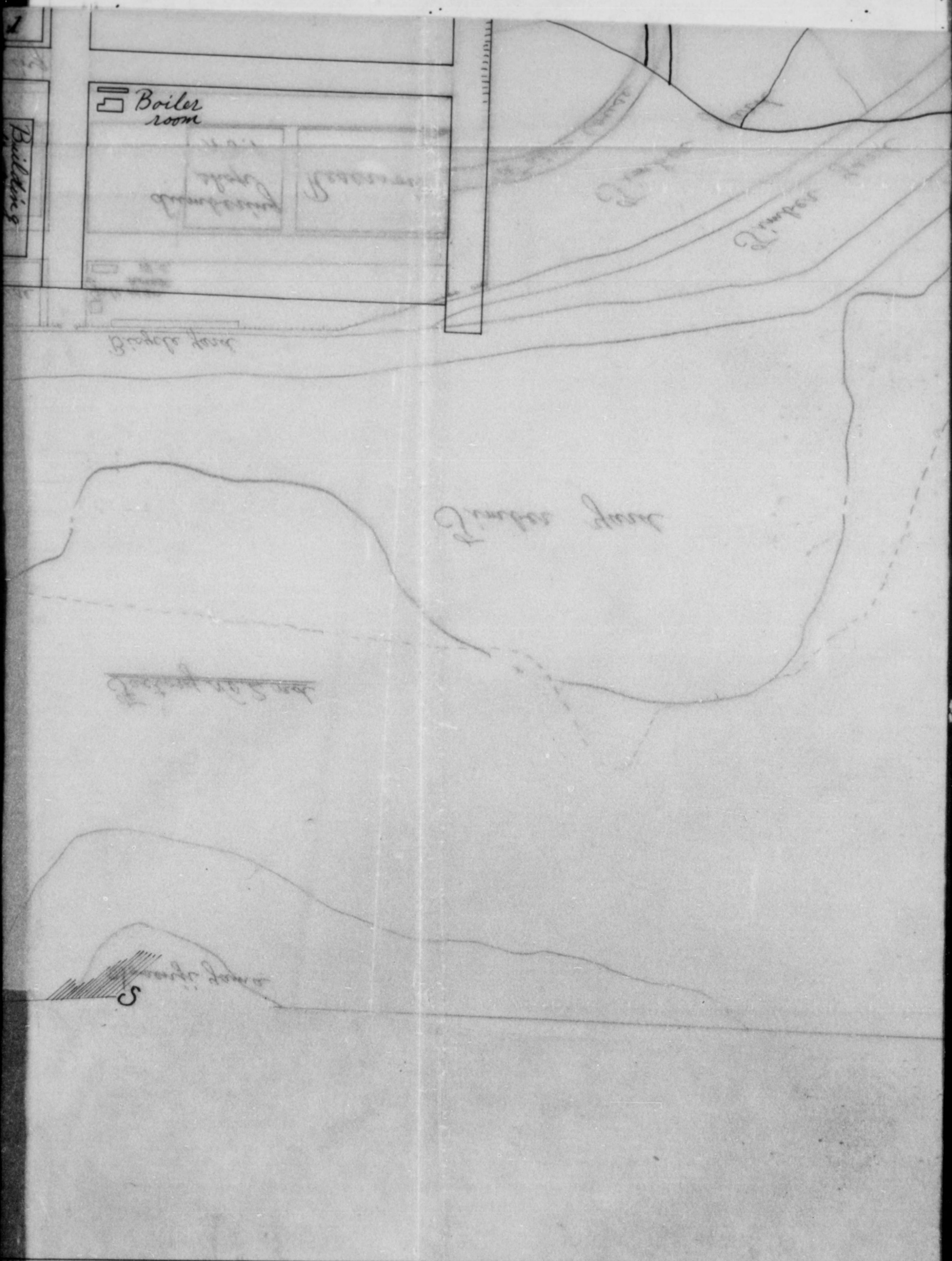


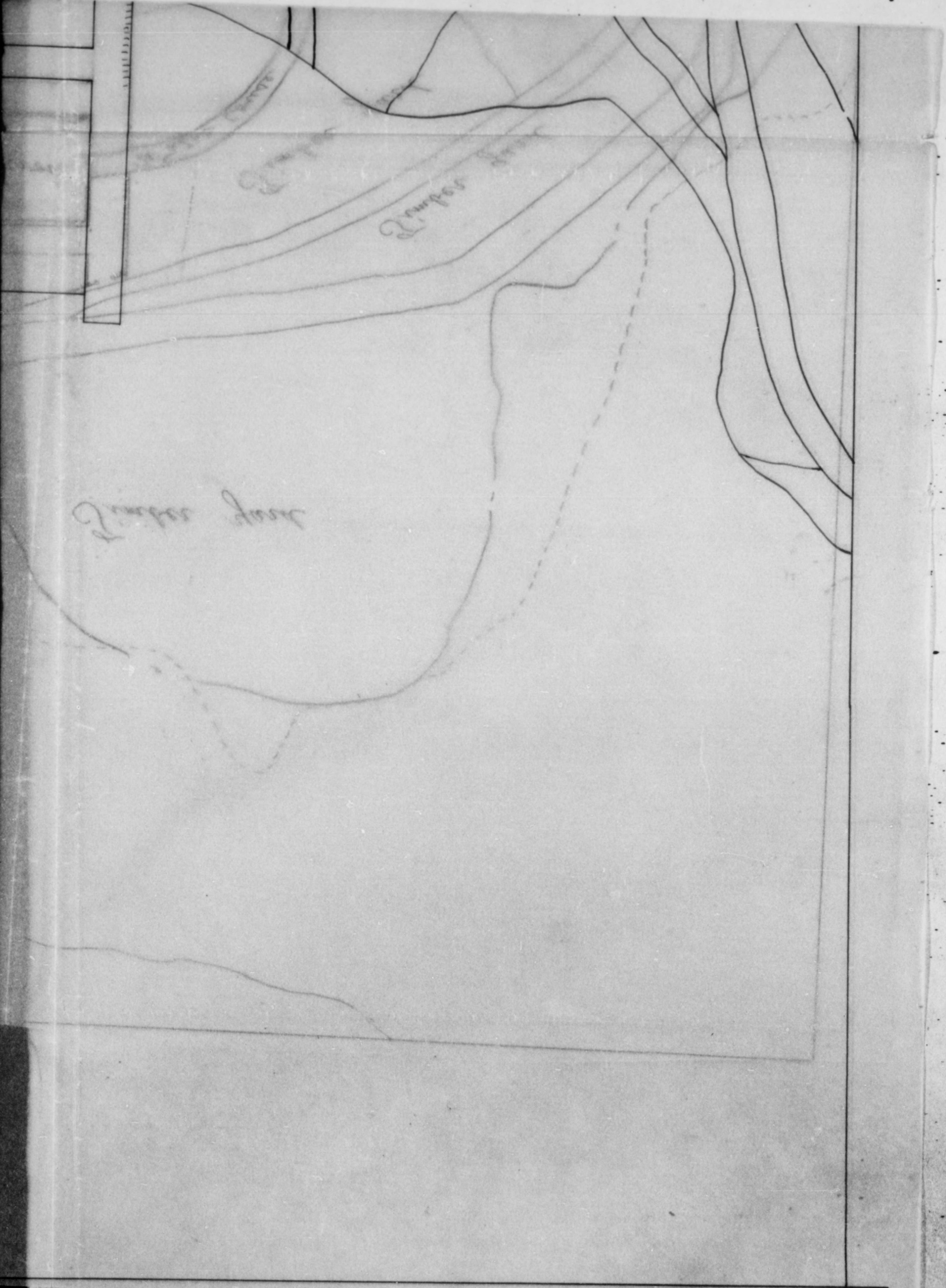


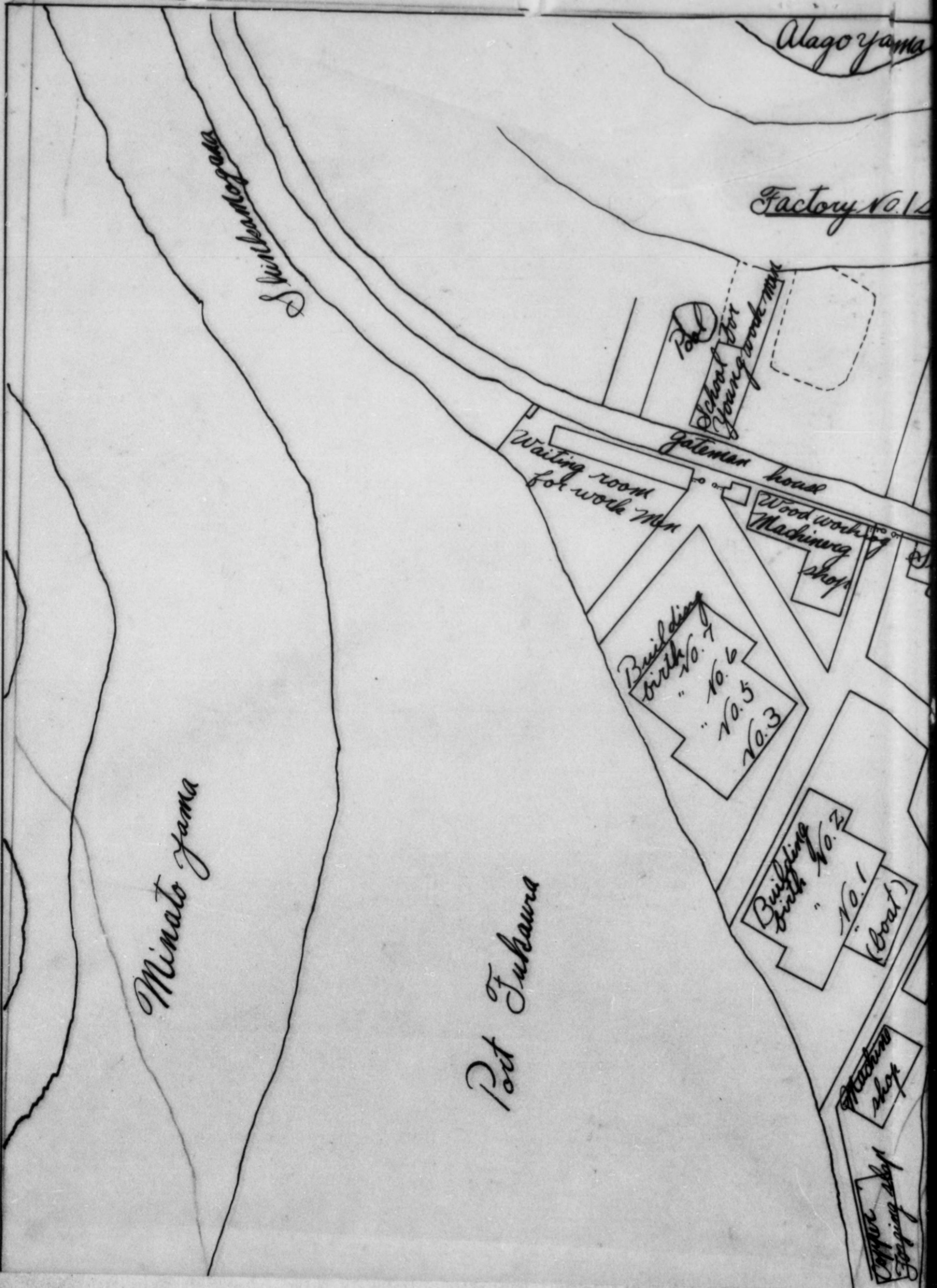




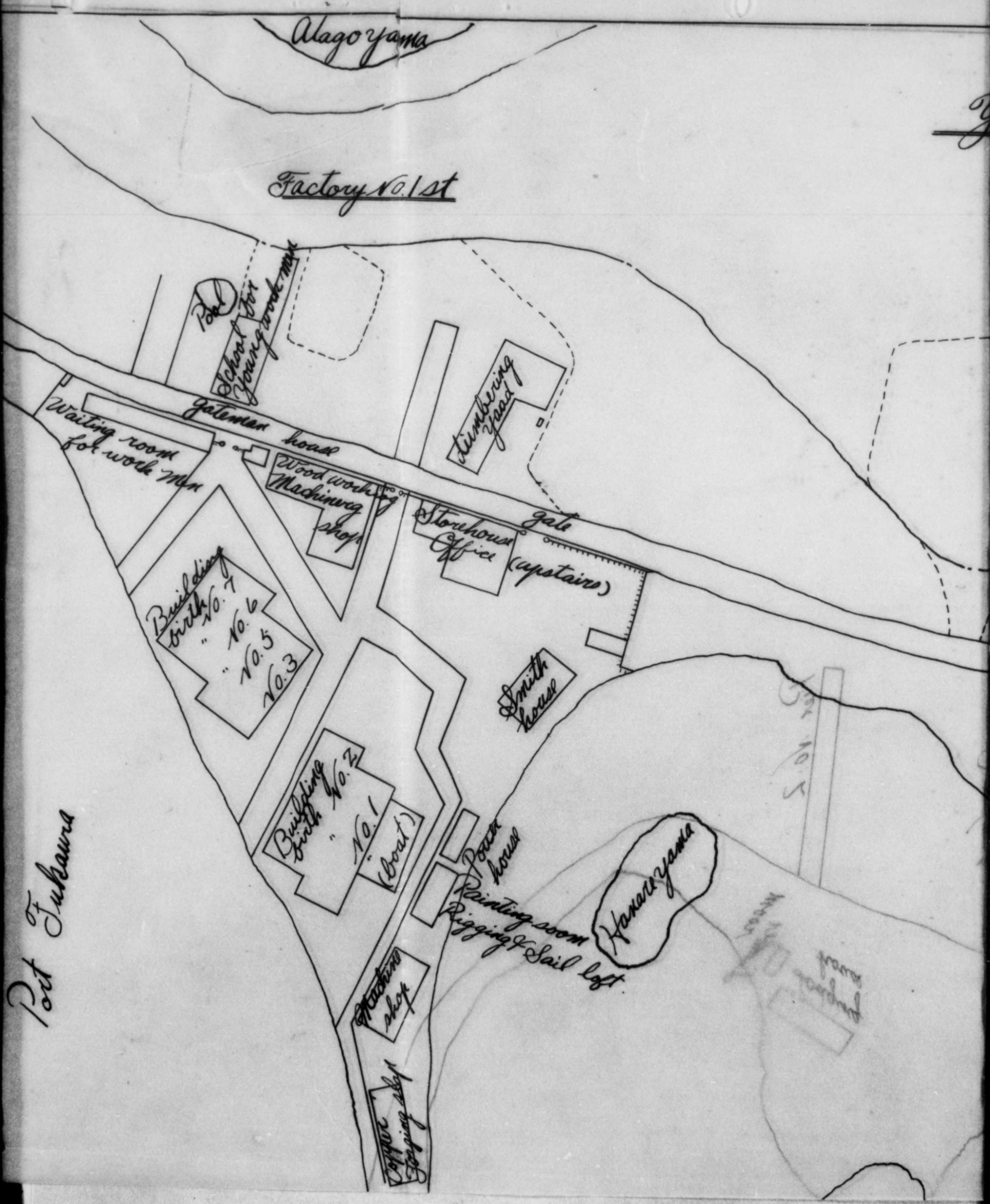






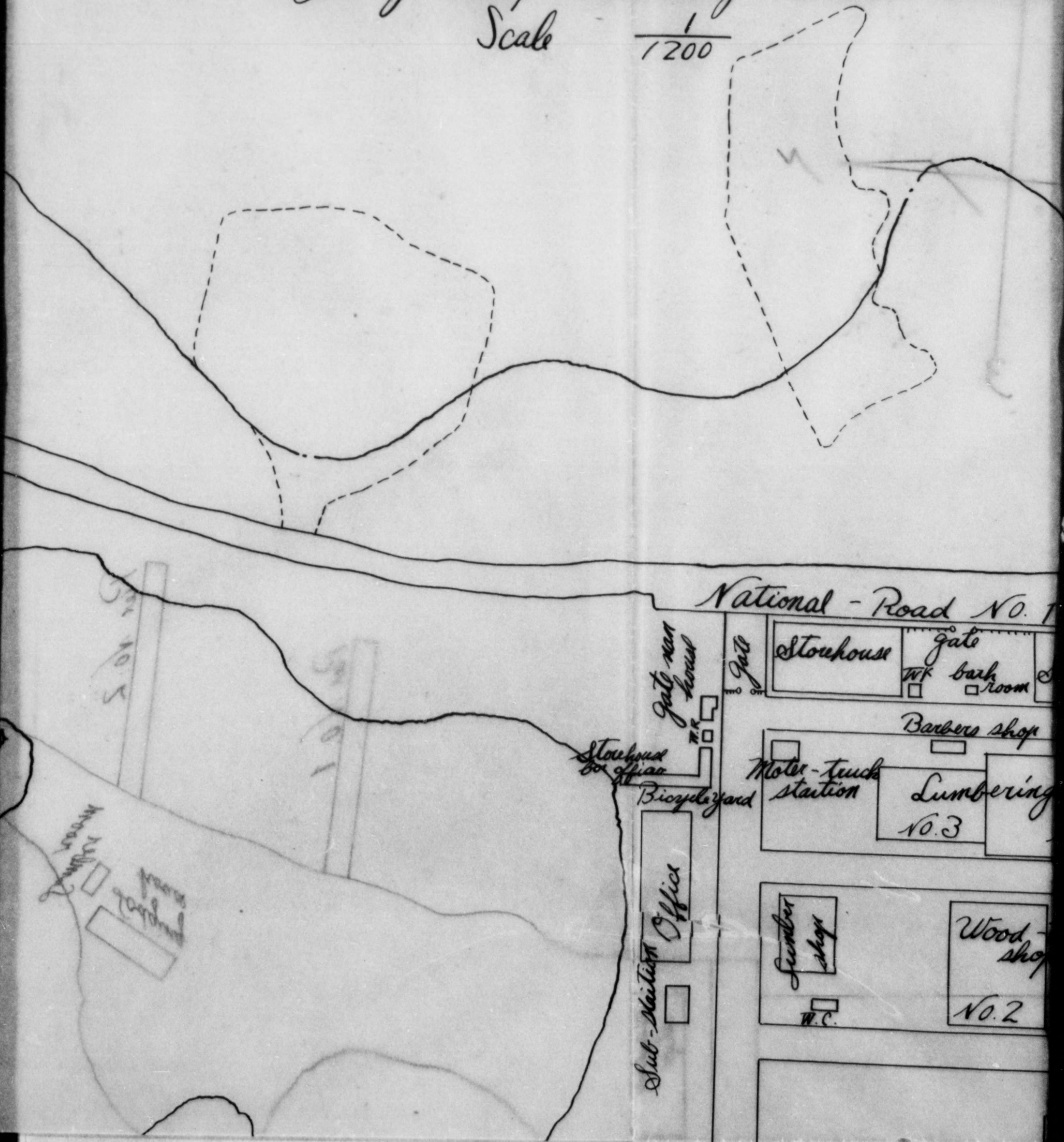


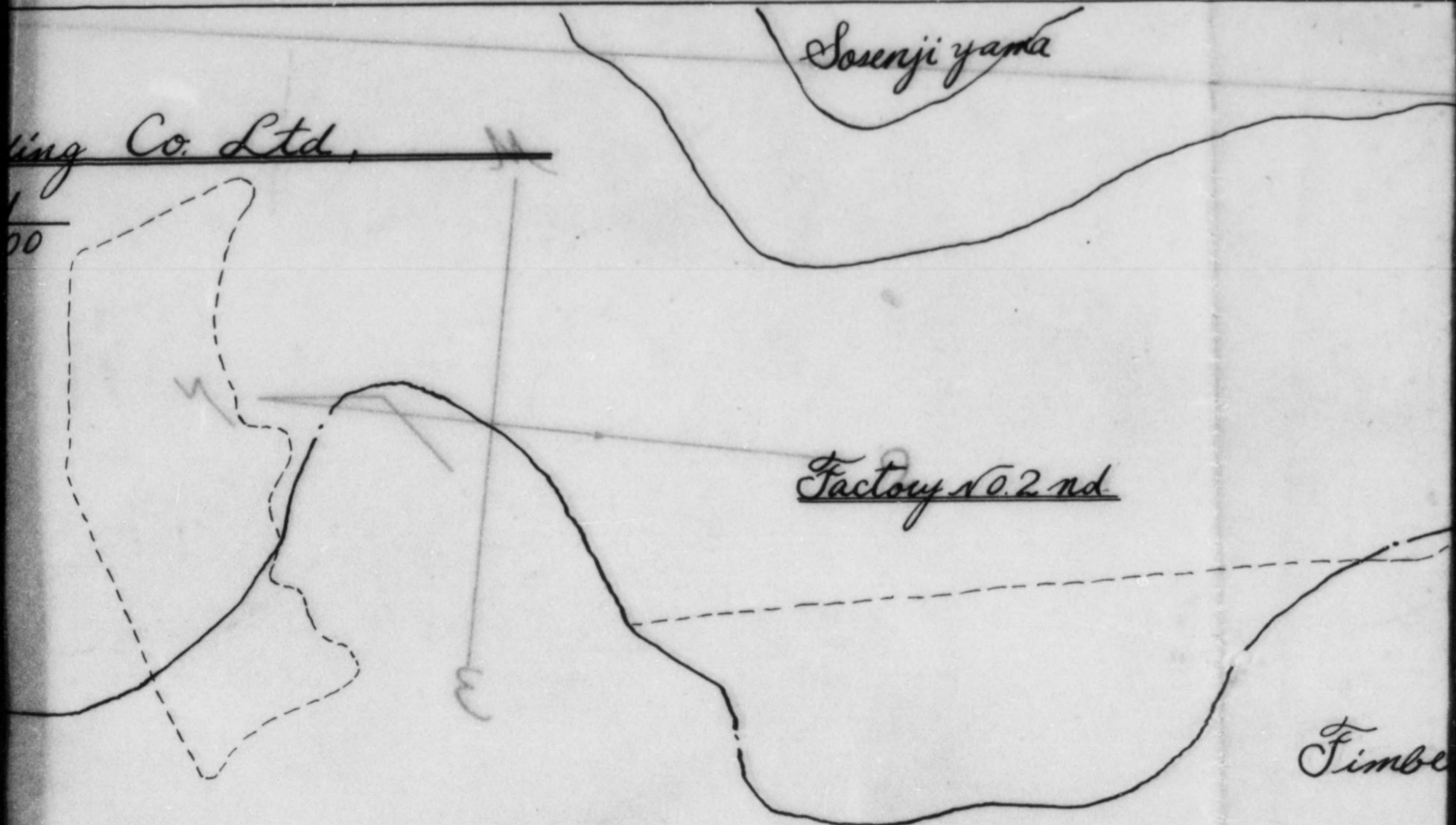




Yonago Ship Building Co. Ltd.

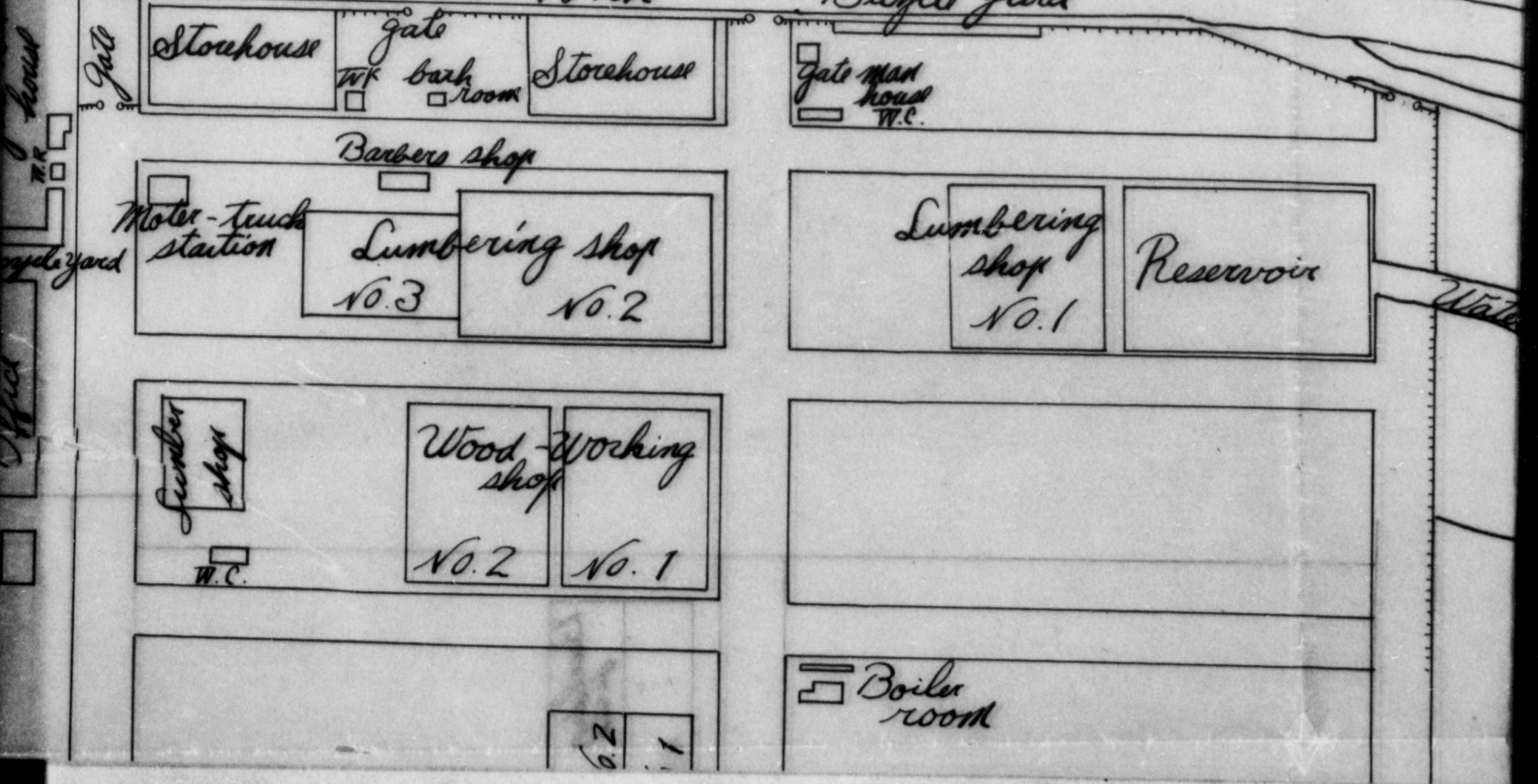
Scale  $\frac{1}{1200}$





National - Road No. 18th

Bicycle yard



Sosenji yama

Factory No. 2nd

Timber yard

Bicycle yard

Gate man  
house  
W.C.

Lumbering  
shop  
No. 1

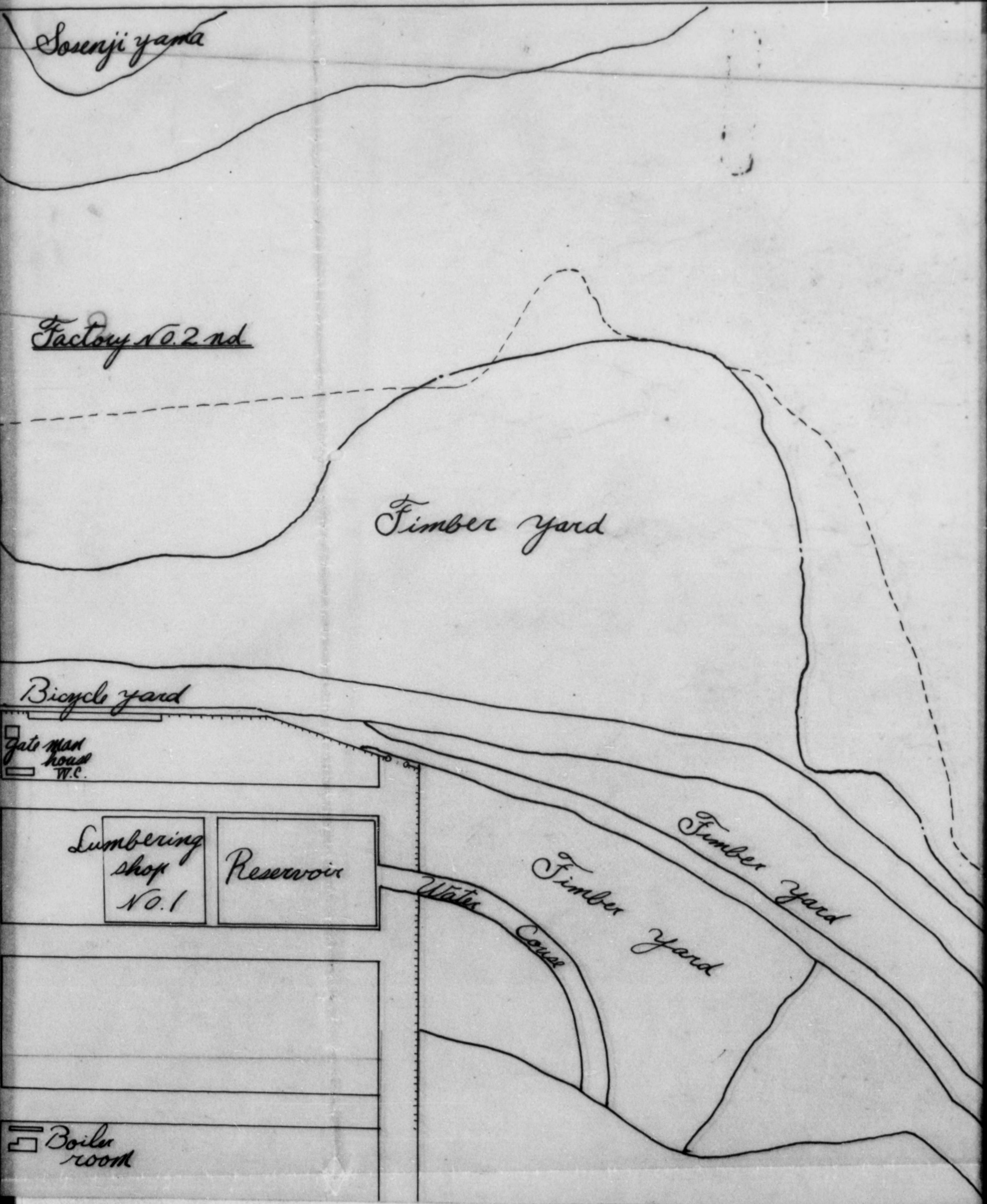
Reservoir

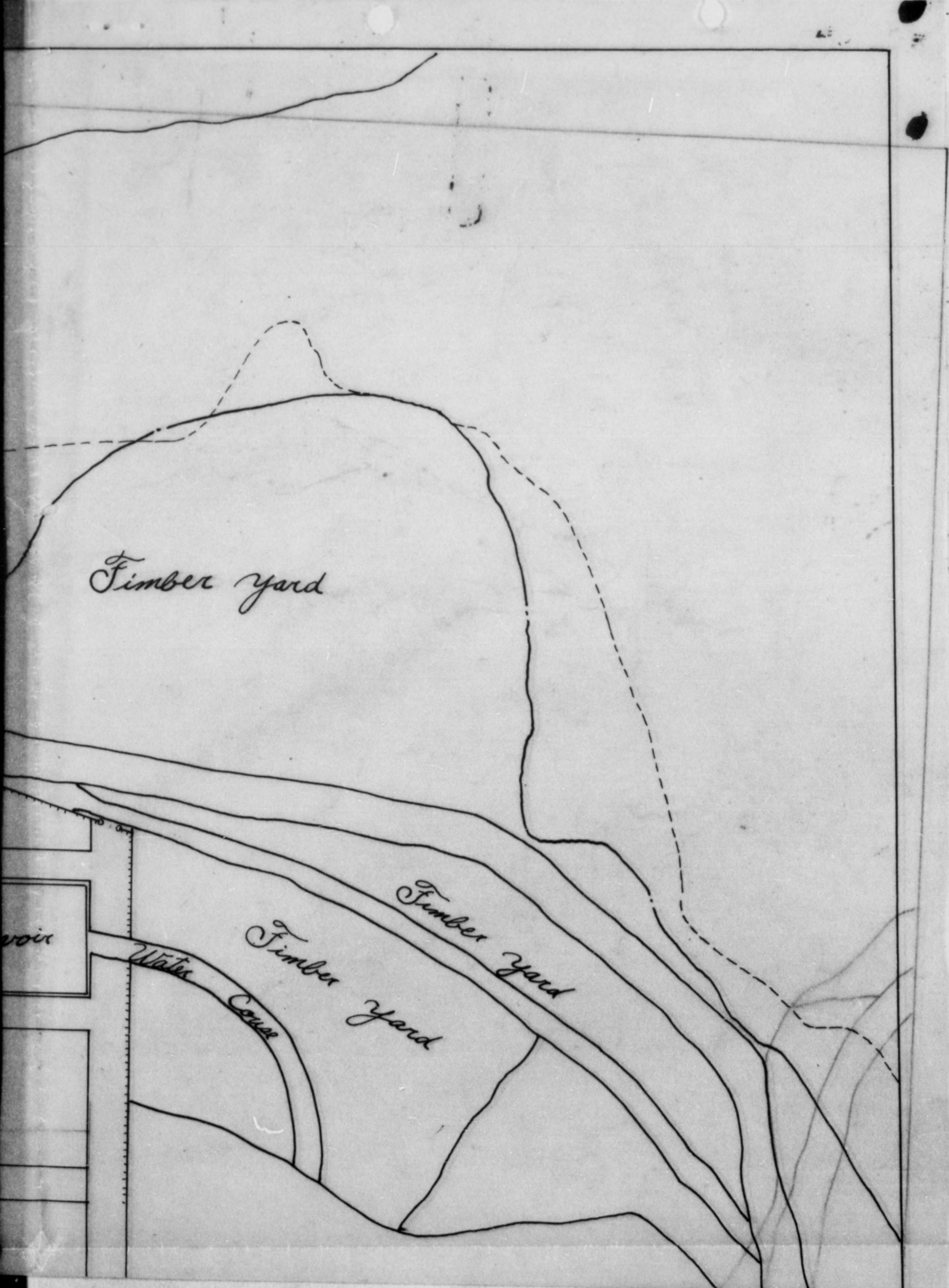
Water  
Course

Timber yard

Timber yard

Boiler  
room





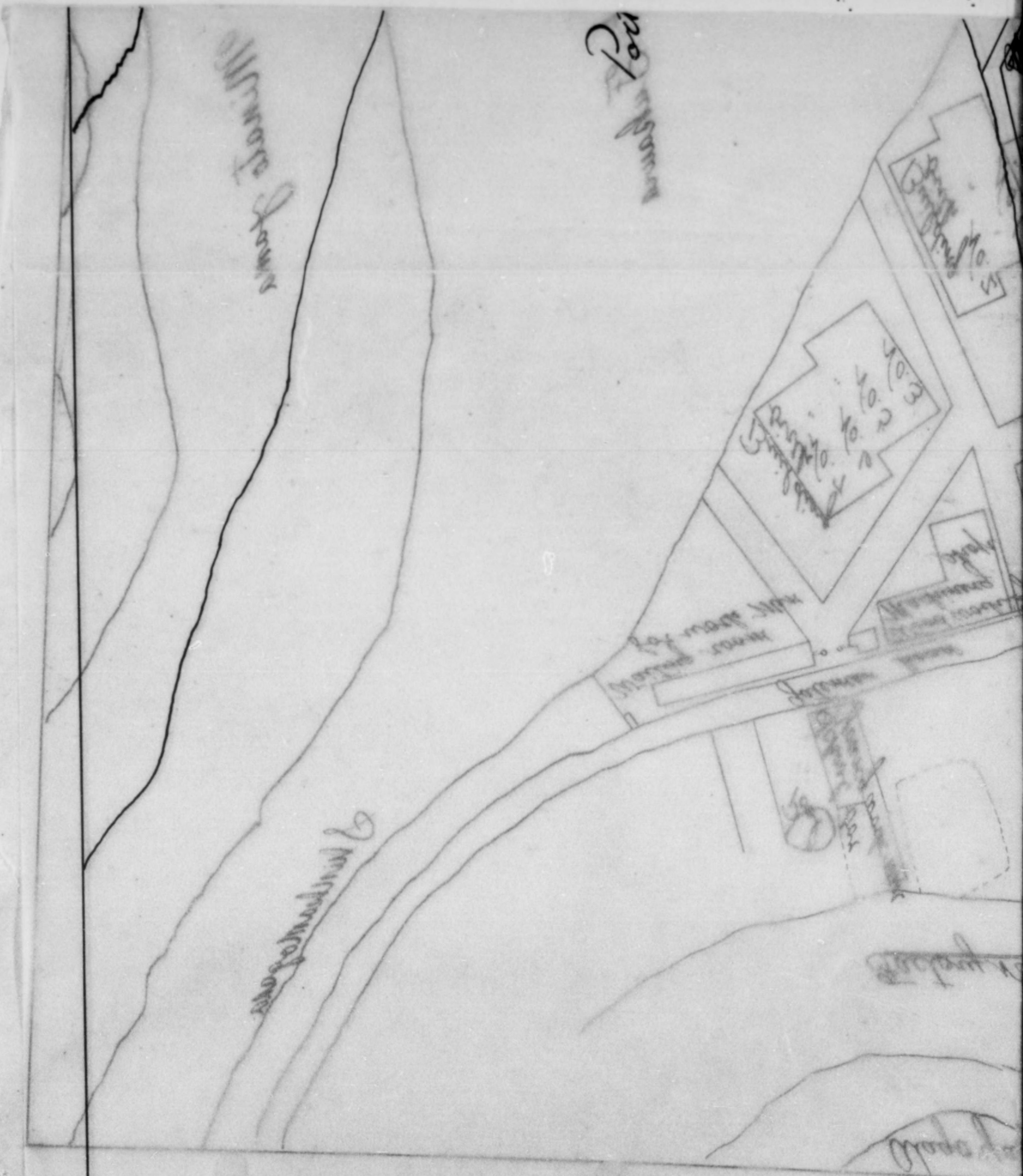
*Timber yard*

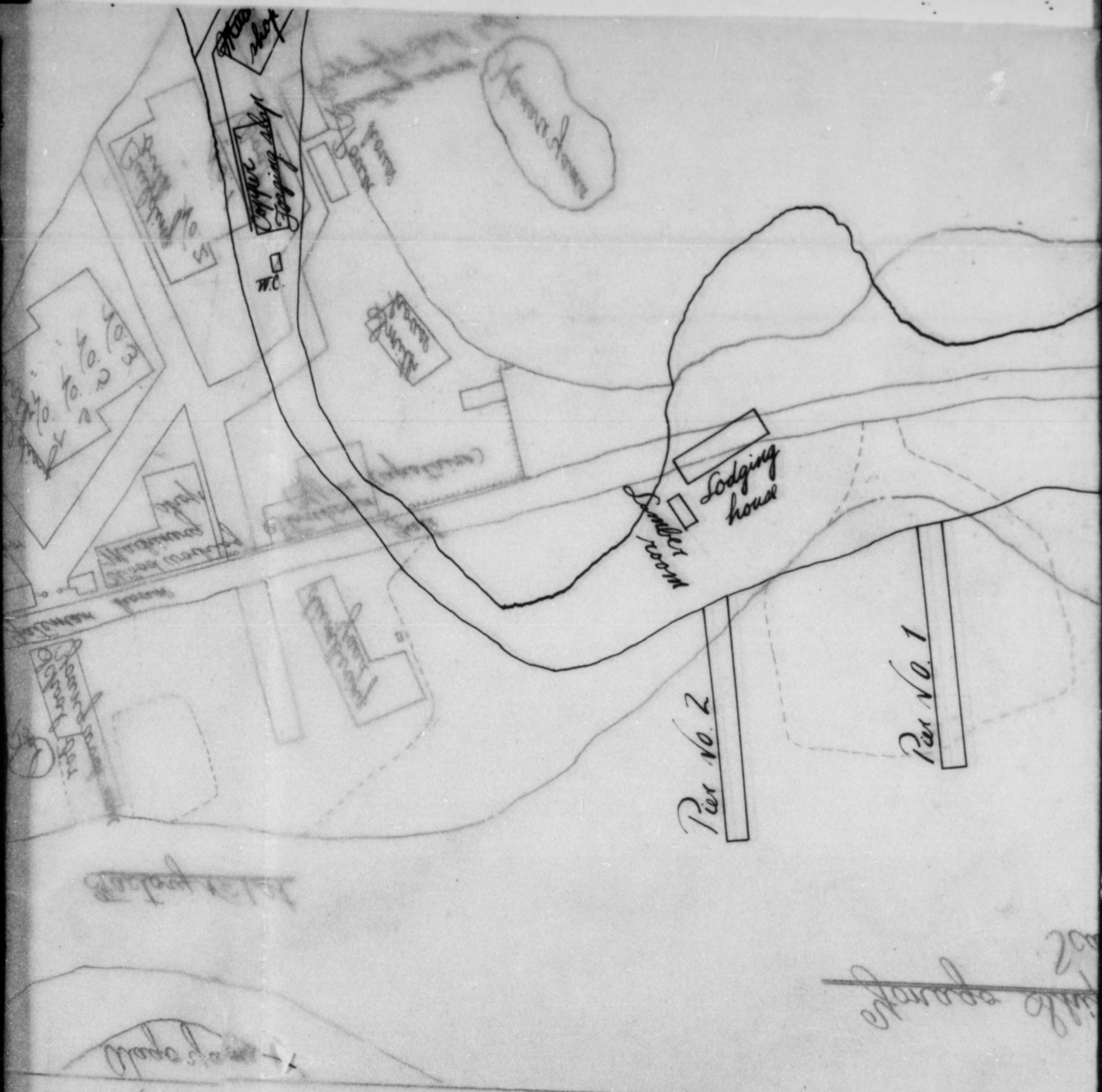
*Timber yard*

*Timber yard*

*Water Course*

*voir*

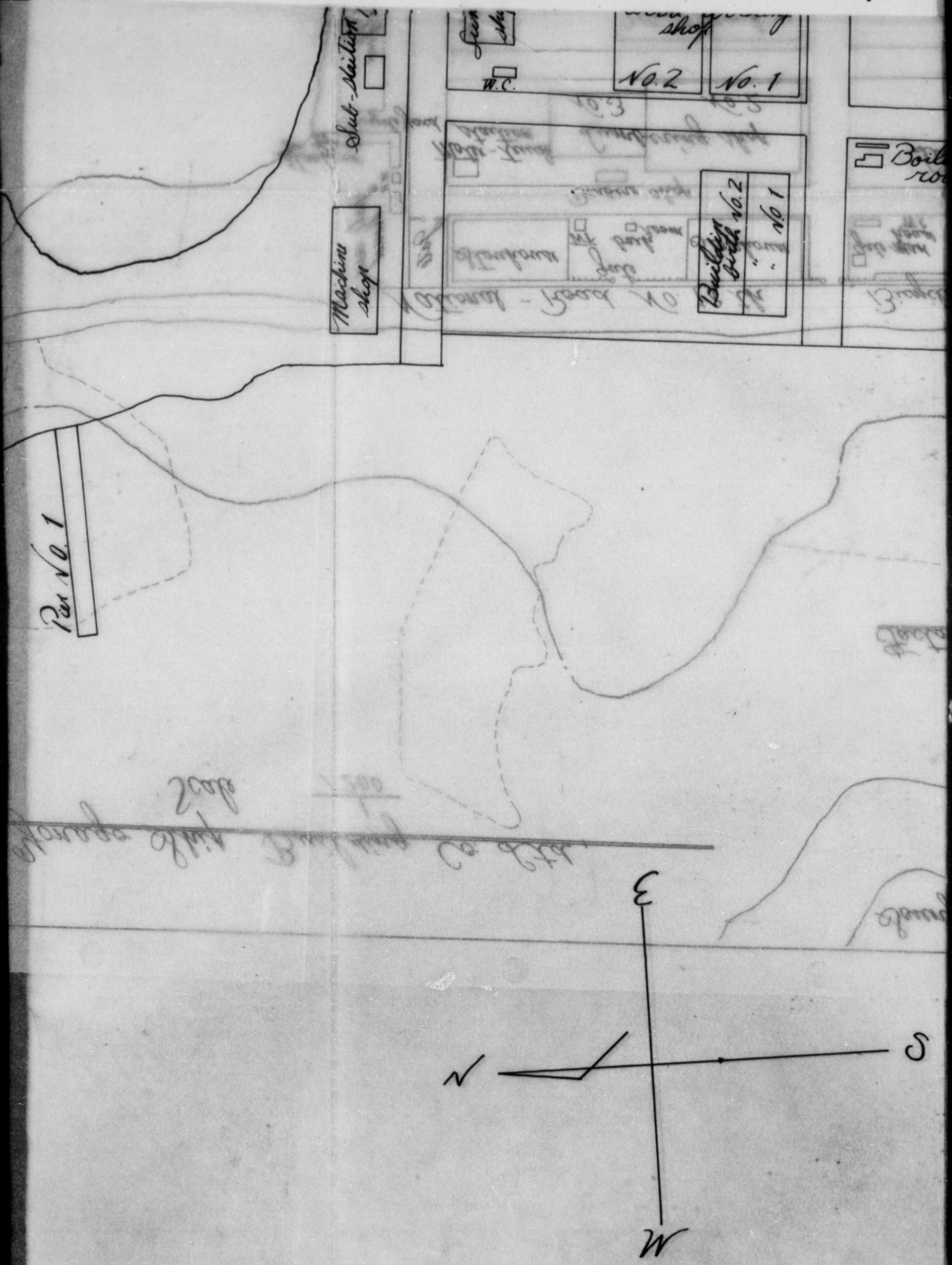




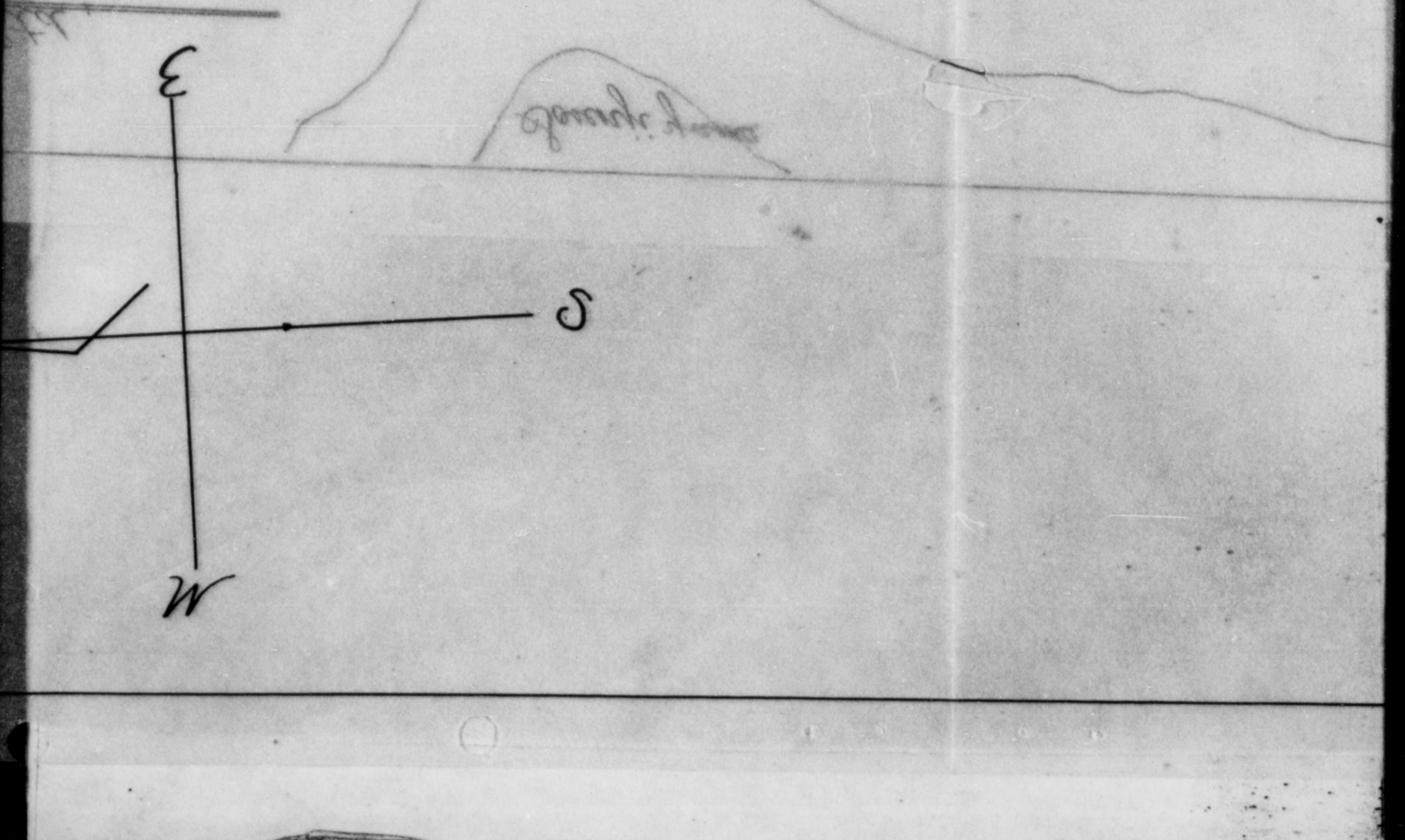
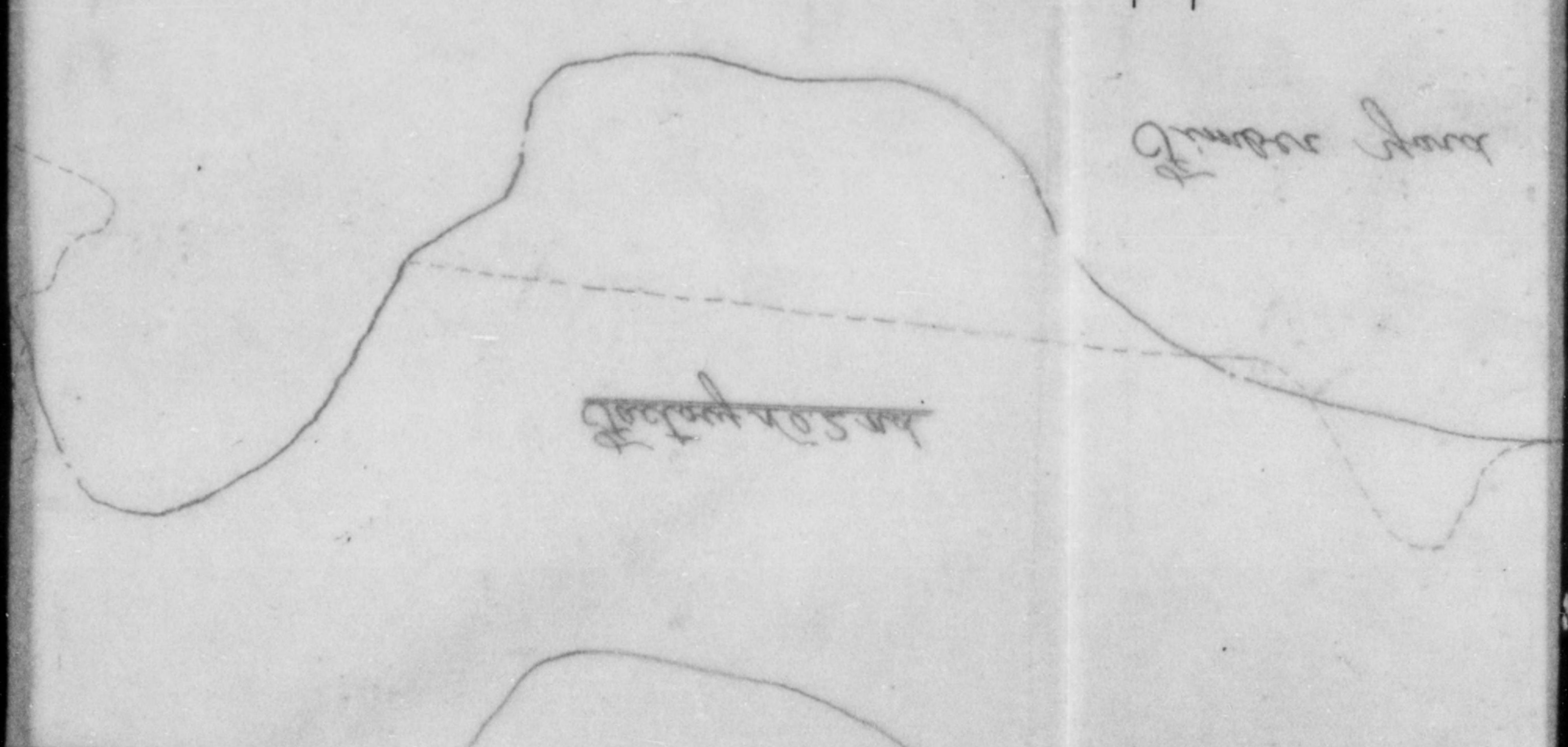
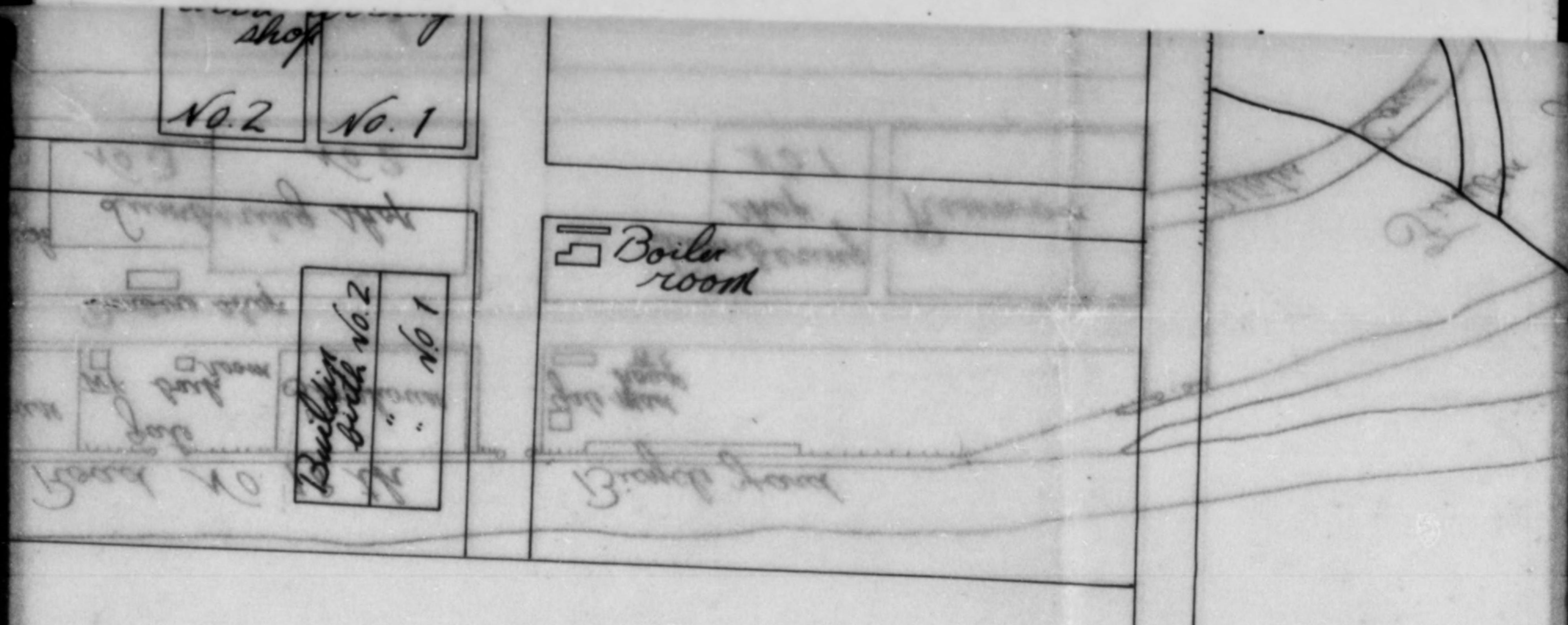
Pier No. 2

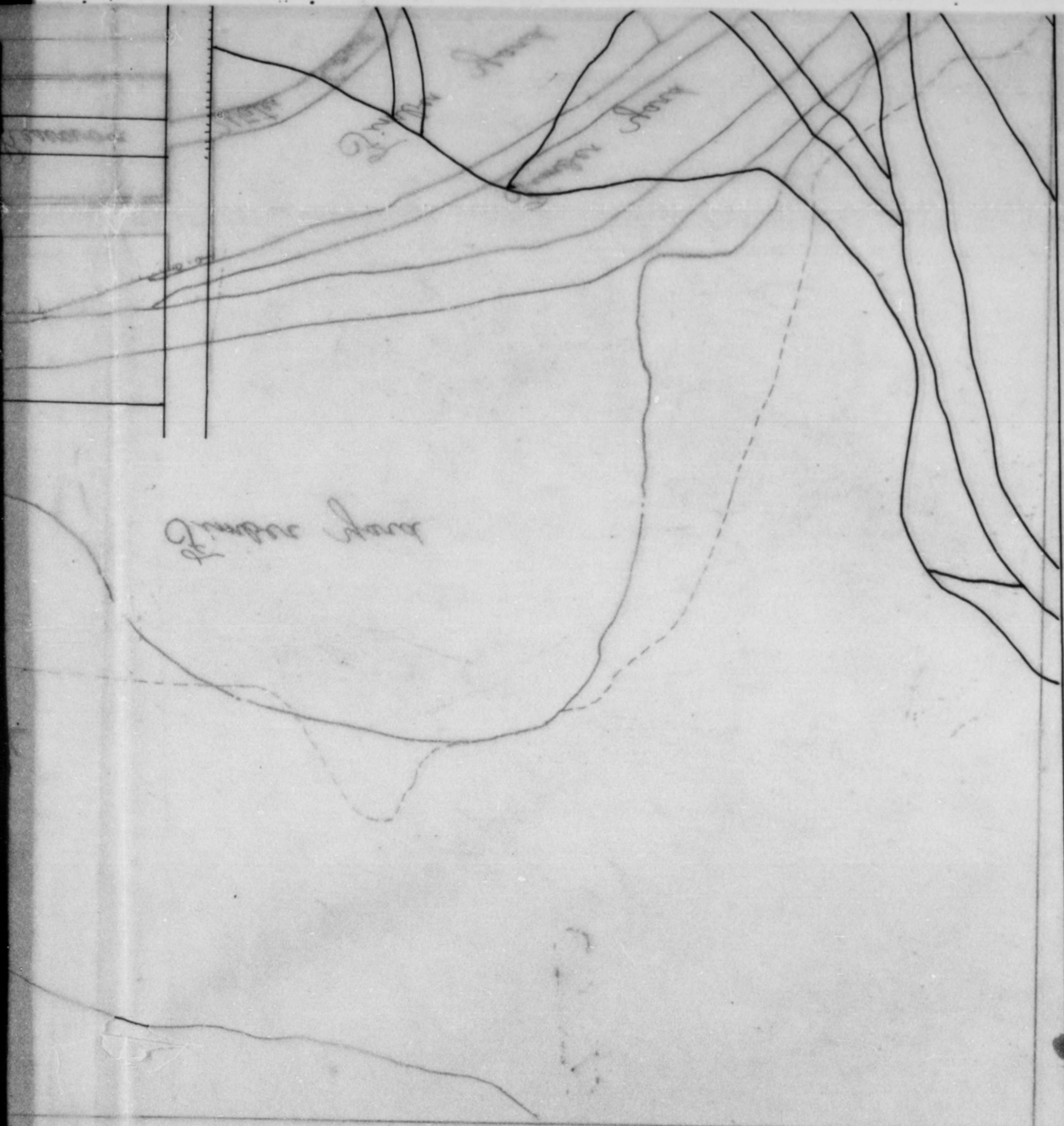
Pier No. 1

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Application for Operation of  
and  
Report on Industrial Facilities

To: The Commander of the 6th Army  
U.S. Occupation force  
Thru: The Tottori Prefectural Government

The Yonago Shipbuilding Co. Ltd.  
202 Gion cho 2 chome  
Yonago City, Tottori Prefecture

January 20, 1946

HEADQUARTERS  
94th HQS & HQS DETACHMENT  
MILITARY GOVERNMENT GROUP  
APO 24, KURE, HONSHU

25 February 1946

SUBJECT: Application for Conversion of Industrial Plants.

TO : 36th Military Government Company, APO 24, Okayama

1. In accordance with paragraph 4, letter Headquarters Sixth Army, "Processing of applications from manufacturing plants wishing to reconvert from war to peace time production," dated 6 November 1945, the enclosed application of the Yonago Shipbuilding Co. Yonago, may be approved by your headquarters.

2. If paragraph 17 of attached form indicates that this approval has already been given, it is unnecessary to forward the forms to this office. They may be kept for your own record and file.

FOR THE COMMANDING OFFICER:

M. B. Walker Jr.  
Major, CE  
Exec.

Enclosures:  
1 application

36TH MILITARY GOVERNMENT  
HEADQUARTERS AND HEADQUARTERS COMPANY  
APO 24 (Okayama, Honshu)

MWH/ao

8 March 1946

SUBJECT: Reconversion of Industrial Plants.

TO: Yonago Shipbuilding Co. Ltd.  
202 Gion-cho, 2 Ghome, Yonago City, Tottori Ken

1. Your application for permission to reconvert from war to peace time production of essential peace time civilian goods as listed in your application is hereby approved under authority contained in par 4, letter Headquarters Sixth Army, Subject: "Processing of Applications from Manufacturing Plants Wishing to Convert from War to Peace Time Production", dated 6 November 1945.
2. The acquisition of material, parts and sub-assemblies as well as the disposition of finished products, and the establishment of the sales prices will be in accord with the regulations of the Imperial Japanese Government.
3. Until otherwise directed by this headquarters, a monthly report in English of each item, by name and quantity produced by each factory, sub-contractor or subsidiary within this company's control will be delivered to this office by the fifteenth (15) day of the following month.
4. It is understood that this permit for reconversion is issued subject to any and all directives affecting reconversion, ultimate disposition or otherwise which have been issued or may hereafter be issued by the Supreme Commander for the Allied Powers or by this headquarters.

DONALD C FOSTER  
Lt Col, GMP  
Commanding

1. Name of Facility: The Yonago shipbuilding Co. Ltd.
2. Location: 202 Gion cho 2 chome, Yonago City,  
Tottori Prefecture
3. Name of President or manager:  
Director & President Jujiro Tanaka
4. History:
  - A. Date of construction: December 22, 1938
  - B. Date of first operation: December 22, 1938
  - C. Production from 1935 to 1941: Not clear
  - D. Present capitalization in Yen:  
¥3,000,000. (all paid up)
  - E. Changes made in capital since 1935:  
Established with a stock of ¥20 a share for a  
capital of ¥195,000. and was changed to a stock  
of ¥50 a share with an increase of ¥2,805,000.  
for its capital on June 24, 1944.
  - F. Name and address of parent company:  
No parent company
  - G. Number of shares outstanding:  
no outstanding shares
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21 personnels, the Toyo-Kisen Kabushiki Kaisha  
having more than 10 %
  - I. Funds received from the Government: None
  - J. On reverse side give outline sketch of plant  
with approximate dimensions: Given in attached  
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- b. Description:
  - A. Principal Products:
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Special service vessels  
14-meter special type cargo boats  
miscellaneous boats
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"Wartime standard type" cargo vessels  
for communication and traffic use, namely  
Composite vessels  
Wooden ships

- 2. At present:
  - Composite vessels
  - "Wartime standard type" sailing vessels
  - Farmer's tools
  - Sets of parts and materials for "Simple knock down" houses

3. Plan for 1946-47

- a. steel and wooden ship for cargo and fishing.
- b. Repairing of ships above mentioned
- c. manufacturing of wooden articles for general use
  - 1. set of parts and materials for "Simple knock down" houses
  - 2. Furnitures
- d. manufacturing of machines and tools for civil use
  - 1. ship machineries and fittings, not bulb engines and others
  - 2. Farmer's tools
  - 3. Articles for domestic use

b. Capacity: Monthly

- 1. wartime; monthly
  - Naval vessel-----1
  - "Wartime standard type" sailing vessel-----1
  - 14-m. special type cargo boat----1.5
- 2. At present:
  - Composite vessel ("Wartime standard type" cargo vessel)-----1
  - Farmer's tools-----300
  - Small fishing boats-----5
  - Set of parts and materials for "simple knock down" houses-----10 sets
- 3. Plan for 1946-47 (with unrestricted access to materials)

Monthly

- a. steel and wooden ships-----abt. 100 tons
- small fishing boats-----5
- b. Repairing of ships above mentioned
- c. manufacturing of wooden articles for general use
  - 1. set of parts and materials for "Simple knock down" houses-----100 sets
  - 2. Furniture-----1,000 pc.
- d. manufacturing of machines and tools for civil use
  - 1. ship machineries and fittings, hot bulb engines-----5
  - 2. farmer's tools
  - 3. articles for domestic use

C. Number of Employees

1. wartime	460
2. At present	179
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6. Machinery & equipment in plant

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30"-----ditto-----	4	
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band-saw filing machine-----	2	
Square hole chiseling machine-----	2	
38" wood planer-----	1	
24" 3-way wood planer-----	2	
24" wood planer-----	1	
6 ft. wood lathe-----	1	
38" grinding machine-----	1	
15 hp. punching and shearing machine-----	1	
12 ft. lathe-----	1	
8 ft. lathe-----	4	
6 ft. lathe-----	3	
20 ft. lathe-----	1	
11 ft. planing machine-----	1	
20" drilling machine-----	1	
14" shaper-----	1	
22" shaper-----	1	
slotter-----	1	

(continued on next page)



-4-

(continued)	Quantity	Condition
5" blower-----	6	
10 kw electric welder-----	3	
10" grinder-----	2	
40 hp motor-----	1	
30 hp motor-----	1	
15 hp motor-----	1	
10 hp motor-----	2	
7.5 hp motor-----	5	
5 hp motor-----	3	
3 hp motor-----	3	
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note: most of these machineries were acquired second-hand during the war and the efficiency of operation being greatly reduced on account of ~~partesal~~ partial defects

7. Present stock of raw materials supplied and unfinished goods

Description	Quantity	Condition
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steel-----	150	tons
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others-----	150	tons

8. Present stock of finished goods

Description	Quantity	Condition
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200 ton 2121 type special service vessel-----	2	one 95% completed the other 70% completed
14-m special type cargo boat-----	9	four completed others not complete

9. Present stock of fuel

Description	Quantity	Condition
Crude petroleum-----	330	gal.
Lubricating oil-----	120	gal.
Gasoline-----	350	gal.
Others (oil)-----	200	gal.

10. Machinery and equipment needed for maximum production in 1946-47 (for new equipment)

Description	Quantity
Wood working machineries for furniture	1 set

-5-

## 11. raw materials and supplies needed monthly

## A. For present capacity

Description	Quantity
Timber-----	2,000 koku
Steel-----	5 tons
Others-----	2.5 tons
Oils-----	400 gal.

## B. For maximum capacity

Description	Quantity
Timber-----	6,000 koku
Steel-----	60 tons
Others-----	20 tons
Oils-----	800 gal.

## 12. Fuel needed monthly (Not including present stock)

Description	Quantity
Coal-----	2 tons
Coke-----	8 tons
Charcoal-----	2.5 tons
Oil-----	600 gal.

## 13. Additional personnel needed (not locally available)

Special skills	number
Lumber man-----	60
Carpenter-----	50
Ship repairer-----	100
Machinist-----	30
Iron smith-----	30

## 14. Prices (give current selling prices in Yen of principal products)

Description	Unit	Price
100 ton wooden fishing boat	1	¥300,000.
set of parts & materials for the "simple knock down" house (640 sq. ft.)	1 set	¥5,725.

## 15. Remarks (include here any factors hampering production not already mentioned and any recommendations you consider necessary)

After the termination of the war, some of the most skilled and experienced shipwright and woodworkers absented themselves from their own workshops, to look for more profitable jobs outside. To make the matter worse, the supplies of raw materials are far from being sufficient, leaving the production of the factory in a depressed state at present. Strong measures are desirable to be taken to remedy this existing condition prevalent among all the industrial circles.

16. Certification by applicant  
 I certify that the information here in is true to the best of my knowledge and belief.

signed C. Tanaka

Title: Director & President

17. Action by Occupation Forces  
 The factory described in this application has been inspected and following action:

a. ordered to remain closed Yes \_\_\_\_\_ NO

b. ordered to cease operations immediately Yes \_\_\_\_\_ NO

c. authorized to produce at the following rate:  
 item to be manufactured monthly, quantity

Steel & wooden ships — 105 tons  
 General wooden articles — { 1,000 sets  
 1,000 pcs  
 Hot bulb engines — 5

Levin G. Livingston Capt. U.S. Army

signature of Authorizing officer  
 Designation of Authorizing Unit

76 M B Hy & Hy Co  
 Jottou Kent

