

CONFIDENTIAL

## Outline of Conditions in Occupied Hongkong

(Page 18.)

DOCKYARDS  
-----Naval Dockyard:

Since the occupation of HONGKONG, the ROYAL NAVAL DOCKYARD has been under the control of the Japanese Navy, and is now known as the No.2 Naval Working Department (海軍第二工作部). The dockyard commander is Rear-Admiral TAHARA KUNIZO (田原邦三).

The only significant addition to the dockyard facilities reported made by the Japanese is the construction of a new slipway (possibly drydock) on the site of the former Football Ground, between the old drydock and MURRAY Road, completed in early December 1944. Ground sources have given varied dimensions for this slipway, but the figures of length 360' and width 50' appear to be confirmed by photo cover. Other facilities added by the Japanese are a boathouse on the site of the 100-ton crane wrecked during the hostilities in December 1941, and an underground air raid shelter, for the use of high-ranking naval officers, to the East of the New Fleet Accommodation Building.

The dockyard was bombed on several occasions in the past year, but work apparently proceeded without serious interruption. Minesweeper No.101 was launched in early 1944, and No.102, a sister ship, was completed in September. A number of MTB's - estimates varying between 6 and 12 - were also completed in the course of the year. These vessels were reported to be built according to British MTB plans. In addition to these, 2 wooden patrol boats were built, and one speed boat was reported to be under construction in November 1944.

Power is supplied from 2 generating plants, with 3 diesel engines of 300 h.p., 600 h.p. and 750 h.p. respectively, within the dockyard itself. An additional source of supply was the HONGKONG Electric Co. station at NORTH POINT, but this was suspended in August 1944. The 2 internal plants now supply both the dockyard and WELLINGTON Barracks, the latter being occupied by the Naval Keibitai and the HONGKONG Harbour Office.

There was a reduction in the number of dockyard workers in the latter part of 1944, a total of only 3,267 personnel being reported in October, as compared with 5,666 in July. Hours of work are from 0800 to 1230 hrs, 1320 to 1520 hrs and 1530 to 1730 hrs. Chinese employees are not permitted to resign, but a number of skilled workers nevertheless succeeded in leaving during 1944.

There is reported to be a shortage of tools, kerosene and all metals, particularly brass, bronze and copper, while the air raid of 16 January 1945 was said to have caused heavy damage to the yard.

Taikoo Dockyard:

The TAIKOO Dockyard is now managed by the MITSUI (三井) interests, and is known as the HONGKONG Shipbuilding Yard (香港製船廠).

Considerable activity was reported at this dockyard in 1944, especially after the heavy bombing of the KOWLOON Docks on 16 October 1944 when no other facilities for docking large vessels were available elsewhere in HONGKONG. However, the raid of 16 January 1945 was said to have caused considerable damage to TAIKOO, when more than half the workshops were reported to have been hit, and a number of vessels present in the docks were sunk or damaged.

(Contd)

CONFIDENTIAL



CONFIDENTIAL

## Outline of Conditions in Occupied Hongkong

(Page 19.)

DOCKYARDS (Contd)  
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The HEIKAI MARU (平海丸), a cargo vessel of length 254' and beam 40', was launched at this yard on 21 July 1944. She is a sister ship of the YOKAI MARU (陽海丸) and ANKAI MARU (安海丸), both of which are still under construction. A number of cargo ships, including several of 10,000 tons, underwent repairs or overhaul at this dockyard in 1944, besides numerous patrol boats, river steamers, launches and wooden ships. The DOSEI MARU (同生丸), stated to be a former Dollar Line vessel of 10,000 tons, entered TAIKOO Dockyard in November 1943 for conversion supposedly into a naval vessel, and has been in the Main Dock since. The gate machinery of this large drydock, damaged by Allied aircraft, was still unserviceable at the end of 1944 although repairs were under way.

Prior to October 1944, the dockyard was supplied with power from the HONGKONG Electric Co. station at NORTH Point, but subsequent to that date it was connected to the supply from the TAIKOO Sugar Refinery power plant. However, the Japanese were reported to be removing machinery from the Refinery plant in the latter part of the year, and the dockyard is believed to be obtaining its electricity once again from NORTH Point.

Against a total of 4,500 reported in July 1944, Chinese workers employed in December 1944 numbered only 3,250, with an additional 30/40 Japanese. Normal hours of work are from 0830 to 1300 hrs and 1340 to 1740 hrs.

The dockyard is reported to be short of steel plates, tools, coal and timber.

No additional facilities are reported to have been added by the Japanese. The former General Office, however, has been converted into a storehouse, the present General Office being located on a small hill South of the Sugar Refinery. The old Sawmill, badly damaged as a result of bombing, was rebuilt as a Carpenters' Shop, while a former godown was converted as the Sawmill.

Kowloon Docks:

The KOWLOON Docks like the TAIKOO Docks were engaged in the construction of a number of new ships in 1944. Three, and possibly four, 200' standard ships of the "F" class were launched during the year. A 430' ship known as the AKATSUKI (曙) No.3, which was reported as having been laid down before the outbreak of the Pacific War and may possibly be an Empire class cargo vessel, and the GYOKO MARU (暁虎丸), a patrol cutter of length 180', are under construction. Besides these, a number of landing craft and small military river craft were completed in September 1944. Repair work to cargo ships, river steamers, landing craft and other ships was also undertaken, while a few small vessels were reported to have been converted into military transports for use on the PEARL and WEST Rivers.

The dockyard, which came under the control of the KOKOKI (or KOREKI - 此木) Butai in mid-1944, has been bombed on several occasions, but the greatest damage was reported to have been caused during the raid of 16 October 1944. All buildings except the Transformer Station and the Moulding Shop were reported hit. The Ironsmiths', Brassmiths' and Coppermiths' Shops, the Welding Shop, Boiler Repair Shop, Steel Plates Store and Machine Room were said to have been destroyed, while the Main Generating Station was either destroyed or badly damaged.

CONFIDENTIAL

(Contd)



CONFIDENTIAL

Outline of Conditions in Occupied Hongkong

(Page 20.)

DOCKYARDS (Contd)  
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The No.1 Slipway was extensively damaged and rendered unusable, while the cranes and internal railway system were wrecked. Half of the materials for building new ships was destroyed, as well as a large stock of petrol and coal. Many ships were sunk or damaged, casualties were heavy, and work was suspended for some time after the raid.

In August 1944, the number of workers totalled 4,687. One report said that as work was held up by shortage of coal, the workers were divided into 2 shifts, each of 2,000/2,500, with one group being laid off alternately for a few days.

Power is supplied from the CHINA LIGHT Main Station. The supply was suspended in August 1944, but was later restored. According to one report, facilities are said to exist at the dockyard for generating its own electricity.

Shortages of many essential materials, including iron plates, cast iron, welding sticks, rivets, coal and timber, were frequently reported. In June 1944, a large vessel under construction was dismantled so that the materials could be used to build 2 smaller vessels.

Cosmopolitan Dock:

The COSMOPOLITAN Dock like the KOWLOON Docks is controlled by the KOKOKI (or KOREKI - 此木) Butai.

Only repair work was reported to have been undertaken here in 1944. According to one source, many of the ships salvaged by the Japanese in HONGKONG were taken to this dockyard for repair. Work, however, appears to have decreased since mid-1944, and the number of workers was reported to have declined considerably in the latter part of the year.

Aberdeen Dock:

The ABERDEEN Dock, known as the LAMMA (南丫) Shipyard, is controlled by the Japanese Navy and operated by the FUKUDAI (or FUTAI) Company (福大公司).

No new constructional work was undertaken by this yard in 1944. The principal work was the repair of wooden auxiliary vessels, 8/10 of which passed through the yard between January and November 1944.

There are 700/800 Chinese employed here, and their hours of work are 0800-1300 hrs and 1320-1800 hrs. All workmen, however, are required to work overtime up to 2000 hrs.

It was reported in April 1944 that the dock had been enlarged by the addition of 14 new workshops. Power previously was supplied from the NORTH POINT Station, but since this was suspended in the latter part of 1944 the yard has used its own diesel engine for generating electricity. Shortage of wood and coal is reported.

Up to December 1944 ABERDEEN Dock had not been bombed by Allied aircraft.

Tung Tai Shipbuilding Yard:

The TUNG TAI (同泰) Shipbuilding Yard at CAUSEWAY Bay, together with AH KING's Shipyard near by, form the No.2 Branch of the LAMMA Shipyard (南丫製船廠第二工作部).

(Contd)

CONFIDENTIAL



CONFIDENTIAL

Outline of Conditions in Occupied Hongkong

(Page 21.)

DOCKYARDS (Contd)

Construction and repair of wooden auxiliary vessels are undertaken here. Between July 1943 and November 1944, 2 diesel-driven sailing vessels were built. In December 1944, a third sailing vessel was under construction.

Prior to July 1943, there were only 2 slipways, but 2 more have since been added.

About 1,100 Chinese are employed, many of whom were engaged from CANTON. Working hours are 0800-1230 hrs and 1310-1800 hrs. Hours for overtime, now infrequent, are 1800-2400 hrs.

Power is still supplied from the NORTH POINT Station, but is used only when necessitated by essential work. This restriction, together with the shortage of metals, has prevented the yard from expanding its work.

Ah King's Shipyard:

AH KING'S (何) Shipyard in CAUSEWAY Bay forms part of the No. 2 Branch of the LAMMA Shipyard.

About 150 workmen are employed on the construction and repair of what are reported as MTBs. Two of these craft were completed between July 1943 and December 1944, but as no torpedo tubes are carried, "MTB" is probably a misnomer. Other small vessels, such as launches, have also undergone repairs at the yard.

The production of metal parts for spades and pickaxes for the Japanese Army has been a subsidiary task of this yard.

Tsunan Shipyard:

Among the smaller shipyards, the greatest activity reported in 1944 was at the TSUNAN (曾) Shipyard in TOKWAWAN, North of BAILEY'S Yard. Between 40 and 50 small wooden auxiliary vessels were constructed during the year. The yard also builds diesel engines, the reported output being 2 engines per month. Work, however, is believed to have been curtailed by the restricted power supply and shortage of timber and other materials.

The yard was expanded in the course of 1944, and residential houses in the vicinity were taken over as workshops and godowns. The NAM TSAM Flashlight Factory in SHAMSHUIPO was also taken over as a branch factory for the manufacture of diesel engines.

In December 1944, there were 1,300 workers on the payroll. Treatment of Chinese labour here is said to be better than at other dockyards, but workers are not allowed to resign. Working hours are 0700-1300 hrs and 1400-1800 hrs.

Bailey's Shipyard:

BAILEY'S Shipyard in TOKWAWAN was reported in April 1944 to be controlled by the KOWLOON Docks, but in July was said to have been taken over by the AKATSUKI (赤) 2941 Butai.

Wooden vessels are built by this yard, which is also engaged in repairing small craft.

In April 1944 the yard employed 740 workmen, but the number decreased to 400 in July. However, after the raid of 16 October 1944 on the KOWLOON Docks the number was reported to have increased again.

Since the suspension of the outside source of electricity, an auxiliary ship's engine has been used to generate power.

(Contd)

CONFIDENTIAL



CONFIDENTIAL

Outline of Conditions in Occupied Hongkong

(Page 22.)

DOCKYARDS (Contd)  
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Dainichi Shipyard:

The KWONG HIP LUNG (廣協隆) Shipyard, situated immediately North of the COSMOPOLITAN Dock in SHAMSHUIPO, was renamed the DAINICHI (大日) Shipyard in June 1943, and is under the control of the HONGKONG Governor's Office.

The building of wooden vessels and general repair work are undertaken by this yard. The No.5 KOSHO MARU (第五香昭丸), a small wooden vessel, was completed in June 1944, and two other vessels, the keels of which were laid in September 1944, are expected to be ready in May 1945.

About 1,000 workers are employed, and the power is supplied from the CHINA LIGHT Main Station. The yard is reported to be short of iron, paints, fuel oil and kerosene, while its stock of timber is also very low.

Bombs fell in the dock area in June and August 1944, partially destroying the Boilermakers' and Carpenters' Shops, the Foundry and Storehouse. Rebuilding has been proceeding.

Wing On Shing Shipyard:

The WING ON SHING (永安盛) Shipyard, located on the foreshore along CASTLE PEAK Road between SHAMSHUIPO and LAICHIKOK, is controlled by the KOKOKI (or KOREKI - 止木) Butai. It builds and repairs wooden vessels, landing craft, launches and motor boats. One auxiliary wooden vessel was completed in October 1944, and 3 landing craft were reported to have been built between September and December of that year.

About 200 workmen are employed. Power from the CHINA LIGHT Station, suspended in August 1944, was restored in the following December.

Fukui Shipyard:

Auxiliary wooden vessels and other small craft are constructed at the FUKUI (福井) Shipyard, formerly known as the NGAUCHIWAN (牛池灣) Shipyard, situated Southeast of KAI TAK airfield off TAI WAN TSUN. Only the hulls are produced here, the engines being manufactured by the HIP TUNG WO Engineering Works in TOKWAWAN. The capacity is believed to be 10 small vessels per month, and about 200 workers are employed.

Ngautaukok Shipyard:

Three wooden vessels were reported to be under construction and nearing completion in mid-1944 at the NGAUTAUOKOK (牛頭角) Shipyard, located South of the FUKUI Shipyard. Only small wooden ships are built here, and work was reported in July 1944 to have greatly decreased owing to lack of electricity.

CONFIDENTIAL



CONFIDENTIAL

Outline of Conditions in Occupied Hongkong

MOORING BUOYS  
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The Japanese are reported to have removed certain mooring buoys from HONGKONG. According to information dated September 1943, a number were said to have been sent to HAINAN. The following, however, were reported to be still in use in 1944:-

In use between June/December 1944:

Buoys Nos. A2, A3, A5, A7, A9, A11, A12, A13, A17 and A18.  
 B15, B23, B26 and B28.

In use between January/May 1944:

Buoys Nos. A8, A10 and A15.  
 B2, B4, B14, B18, B21 and B24.  
 C4.

On the above information, the following buoys remain unaccounted for, but note should be taken of the fact that some may have been sunk during hostilities and also that available reports are unlikely to be complete.

Buoys Nos. A1, A4, A6, A8, A10, A14, A15 and A16.  
 B1, B3, B5, B6, B7, B8, B9, B10, B11, B12, B13, B16, B17, B19, B20, B22, B25 and B27.  
 C1, C2, C3 and C5.

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