

鎮守府海軍工廠 今と昔 - さざなみ壊変		
Please use the Google Lens application to translate the charts.		
PP.	Japanese	English
2	赤レンガの庁舎、重厚	Red Brick Navy Government Building, heavy giant crane, stone dock ...
	昔と今、近代日本の歴	Past and present, go on a historical exploration of modern Japan!
	今へ受け継がれる鎮守	Remains of the Naval District passed down to the present day
	黒船の来航以降、近代	After the arrival of the black ships, Meiji Japan began to move forward as a modern nation, and "chinmu-fu," or naval bases, were established in Yokosuka, Maizuru, Kure, and Sasebo with defense against the Western powers in mind. The Chinjufu were equipped with facilities such as fleet headquarters and naval arsenals for the manufacture and repair of ships and weapons. The military port cities with Chinjufu contributed not only to the development of cutting-edge industrial technology, but also to the modernization and development of Japan across regions, blossoming in various fields ranging from the development of infrastructure such as water supply and railroads, the development of cities in a grid pattern, the establishment of work patterns such as monthly pay, Sunday off, and health care, to food culture such as curry and meat and potato stew.
	鎮守府の施設はその多	Many of the Naval District's facilities have been preserved and still look as they did more than 100 years ago. We would like to compare the then and now while looking at the historical heritage that has been passed down from civilization to the present day, from the Pacific War, postwar reconstruction, and rapid economic growth, to the foundation of Japan's development as an industrial powerhouse.
	横須賀鎮守府・海軍工	Yokosuka Naval District Office, Naval Arsenal
	ペリー来航後の186	In 1865, after Perry's arrival in Japan, the shogunate opened the Yokosuka Iron Works, which became the predecessor of the Yokosuka Naval Arsenal, which later built the battleship Hiei, Mutsu, and other major ships. When the Tokai Chinmu Office established in Yokohama moved to Yokosuka in 1884, the Yokosuka Chinmu Office was opened, covering the area from Hokkaido to the Kii Peninsula and playing a key role in the defense of the capital.
	横須賀海軍工廠では、	Yokosuka Naval Arsenal was the largest carrier builder in Japan, building 6 aircraft carriers and outfitting and refitting 5, from the world's first aircraft carrier, the Hosho, to the Shinano, which was converted from a Yamato class battleship to an aircraft carrier. In many cases, the first large aircraft carrier was built in Yokosuka, and the second and subsequent carriers were built at private shipyards after the technology was passed on to the next generation of carriers, making Yokosuka the mother factory of aircraft carriers along with Kure in the west.
	現在は米海軍と海上自	Today it is a base for the U.S. Navy and Maritime Self-Defense Force, and approximately 20,000 Americans live in Yokosuka. In addition to the Naval District office and the naval arsenal building, all of the dry docks where ships were built and repaired, from Dock 1 to Dock 6, where the Shinano, which was converted from a Yamato class battleship to an aircraft carrier, was built, are still in existence. These facilities make Yokosuka the only base outside the U. S. where U.S. aircraft carriers are deployed.
	戦後の1957年10	The former Yokosuka Naval District Office Building, photographed after the war on October 16, 1957.
5	横須賀海軍艦船部の建	The building of the Yokosuka Naval Ship Department, the first floor of which served as an exhibition hall for photographs of American officers and naval vessels of the Japanese Navy era. The Shipbuilding Department, which handles maintenance and servicing of ships, was established in each Naval District on December 20, 1924.
	関東大震災後の192	Built in 1926 after the Great Kanto Earthquake, the second Yokosuka Chinmoku-cho Office Building is now the headquarters of the U.S. Navy Yokosuka Base. The letterboard reads "COMMANDER U.S. NAVAL FORCES JAPAN
	1934年発行の「幕	Buildings of Yokosuka Chinmoku and Ship Department (above) and Yokosuka Naval Arsenal (below) from "In Memory of Oguri Uenosuke, a hero at the end of the Edo Period: The Origin of the Yokosuka Naval Arsenal," published in 1934.
	かつての横須賀海軍工	The former Yokosuka Naval Arsenal Building is now the U.S. Navy's Petty Officers' Club. Compared to the old photo, the hemispherical roof of the entrance in the center of the symmetrical building has indeed changed, and the utility poles have probably been undergrounded, but the exterior of the building has not changed. In the foreground of the old photo, a rail for transportation can also be seen, but the road has been asphalted and no rail remains today.
6	ドライドックは艦船の	Dry docks are used for repairing, refurbishing, and building ships. Yokosuka's Dock No. 1, Japan's first stone dry dock, was completed in 1871 and was extended in 1936, so its landward end now has a different shape. All six docks in Yokosuka are still in existence, and the three stone docks built in the early Meiji period have been restored as much as possible to their original appearance at the time of completion and are still in service by the Maritime Self-Defense Force and the U.S. military. The first dock was built of stone when it was first constructed, but the end section, which was expanded in 1936, is concrete, and the difference can be clearly seen when looking at its boundaries.
	「横須賀海軍艦船史・	From "History of Yokosuka Naval Shipyard, Volume 2," Dock No. 1 under construction in 1870. Incidentally, the steam hammer used in the wrought iron factory of wooden frame bricks seen in the back is preserved in the Verna Memorial Museum in Verna Park.
7	1874年5月、横須	The British Odysseus-class armored ship Iron Duke entered the Yokosuka Naval Arsenal's No. 1 dock in May 1874 (from "Yokosuka Naval Shipyard History, Vol. 2").
	第1ドックと同時期に	Dock 3, built at the same time as Dock 1, is similar in shape to the old photo of Dock 1, as it remains as it was when it was built. The center of the landward end has a material loading ramp, shaped like the mouth of a bottle.
8	横須賀の主な史跡と、	Major historical sites in Yokosuka and an orderly tour of the base on the Japan-U.S. Friendship Base Historical Tour.
9	1931年10月20	On October 20, 1931, the Long Sheung is undergoing a refit at Dock No. 5.
	艦船の大型化によって	The dry dock for the Kongo and Fuso class battleships was 242.4 meters long when it was completed in 1916, but was expanded by about 70 meters to allow docking of the Amagi class battleships.
	古写真は1931年1	The old photo shows the aircraft carrier Ryu Sheung Sheung undergoing bulge attachment, taken on October 20, 1931, at Dock No. 5. The brick shed that stands at the boundary with the sea still exists today, but the rail mobile crane adjacent to Dock No. 5 is gone. The bottom of the dock has been excavated to allow for sonar installation.
10	「新横須賀市史.別編	From "New Yokosuka City History. Separate Volume, Military," the Yokosuka Naval Hospital Building was photographed on September 11, 1945, just after the end of the war. The decoration around the entrance area remains intact, and it can be seen that some of the windows have been partially filled in and the tops of the vertical windows have been filled in.
11	横須賀海軍病院	Yokosuka Naval Hospital
	1916年の拡張工事	Yokosuka Naval Hospital, which was called the greatest hospital in the East after its expansion in 1916, was located in Fukatadai, around the present Yokosuka City Cultural Hall, but was completely destroyed and burned down in the Great Kanto Earthquake. The hospital was built on the site of the Naval Engineering School, which was also damaged by the earthquake and relocated to Maizuru, and all construction was completed in 1936. The hospital is currently used as one of the research facilities of the U.S. Naval Hospital.
	「新横須賀市史.別編	From "Shin-Yokosuka City History, Military", the gate of Yokosuka Naval Hospital in the early Showa period. Today, there is a nameplate of "Yokosuka Naval Hospital" on the gatepost (right side of the photo), and the light above the gatepost has been replaced. It is also thought that the space between the gateposts may have been widened to allow cars to pass through. The building at the back of the old photo is the naval hospital building, but now another building has been constructed near the gate, so the building is not visible.
12	米軍によって1945	The entrance to Command Cave, photographed by the U.S. military on August 31, 1945. It was a 27-km-long air-raid shelter with a command center, hospital, and special submarine factory dug into the cave. Visitors to the base were not allowed to go inside, and could only view the entrance from a street a short distance away.
13	モールになった船台跡	Ruins of a ship's berth turned into a mall
	1920年5月31日	The battleship Mutsu being launched from Berth 2 on May 31, 1920, and the current site of the berth. The shipyard was the place where the hull of the ship was built. After the hull was built, the ship was launched by sliding down the slope of the shipyard and outfitted with equipment and armament at the wharf. The remains of Berth 2, where ships were built at Yokosuka Naval Arsenal, and Berth 3, where submarines were built, are now the shopping mall Coasca Bayside Stores, and the concrete protruding slightly into the sea and the root of the steel columns of the gundrie cranes (portal-type cranes) still remain as traces.
14	横須賀の見学	Visiting Yokosuka

	横須賀の主要な遺構の	Many of Yokosuka's major remains are used as bases for the U.S. Navy and Maritime Self-Defense Force. Sightseeing can be viewed from Verny Park or on board a military cruise ship, but the base can only be entered during festivals or the Japan-U.S. Friendship Base Historical Tour, which was held four times a year. Therefore, it is one of the more difficult of the Naval District bases to visit in earnest, even though it is within a day trip from Tokyo.
15	当時の造船の流れは以	The shipbuilding process at that time was as follows. The hull is fabricated at the shipyard and launched. For the ship's internal equipment, wrought iron is first made at the wrought iron works, boilers are made at the canning works, steam engines are made at the foundry, lathe and chisel works, etc., and cranes are used to rig the hull. Finally, they moved to the cove to assemble and finish masts, ropes, sails, etc., which were made in saw planing factories, pulley factories, model factories, and rope making factories. The rope factory, which mainly produced ropes used for sailing ships, was the largest facility with a total length of about 270 meters, and was the first in Japan to be equipped with a clock tower, which would have helped to spread the modernization of the employment system through the use of Western-style labor management.
	上の古写真は「横須	The old photo above is from "History of Yokosuka Naval Shipyard. The photo above is from "History of Yokosuka Naval Shipyard, Vol. 1," and shows the Yokosuka Iron Works in March 1872, with dock 1, completed in 1871, presumably undergoing some kind of work, and dock 3, constructed in 1871, showing dock construction in progress. Dock No. 2 does not exist yet, as it was constructed in 1880.
	現在の写真は2021	The current photo was taken in early April 2021. Climbing up the hill from the station area, one can look down on the remains of the former Yokosuka Naval Arsenal, including five dry docks (Dock No. 6, where the aircraft carrier Shinano was built, is not visible). The nuclear-powered aircraft carrier USS Ronald Reagan is docked at the outfitting wharf (east), where 350-ton cranes were once installed to outfitting the Yamato-class battleships. The over 300-meter-long ship and the bridge structure marked "76" are visible through the buildings.
16	「新横須賀市史 別編	Itzumi Wharf Guard Gate in 1925 from "Shin-Yokosuka City History: Military Affairs". Two brick-built guard posts, including the nameplate that reads "Military Port Itsumi Gate" on the right (southeast side) and "Itsumi Landing Site" on the left (northwest side), have been preserved as they are, but it can be seen that the space between the two buildings has now been narrowed and moved for the maintenance of Verny Park.
17	横須賀駅	Yokosuka Station
	現在のJR横須賀駅は	The current JR Yokosuka Station was built as part of the military port development, and for the transportation of goods and the Emperor's visit, the station has an unusual structure with no stairs at all on the platform, and old foreign rails are used for the pillars. The station building was the second generation built in 1915, and was reconstructed in 1940. Although the entrance looks different, the atmosphere is still the same.
	移設されたティボディ	Relocated residence of Deputy Chief Thibodier
	横須賀製鉄所のうち首	Of the Yokosuka Works, the residential area for French engineers, including Chief Verney, was ordered to be built prior to the plant, and Western-style government buildings and churches were constructed. The residence of Deputy Chief Thibodier, which had a large veranda and was built in the colonial style to protect against the Japanese heat, was demolished in 2003 due to deterioration after serving as an official residence for Japanese officials, a technical training school, a reference display hall (museum), and after the war as a meeting place for the U.S. military. As one of the oldest Western-style buildings in Honshu, its components have been preserved, and it was relocated to Verney Park, where it will open on May 29, 2021. Since there are few data on the interior of the building, restoring the building as it was when it was dismantled would have resulted in a shabby appearance, so the building was almost completely rebuilt with only some of the original components used, such as the "king post truss" roof framework and wood-frame brick walls. Although the roof is a little larger to cover the trusses, the exterior of the museum recreates the appearance of 150 years ago, and inside the museum, visitors can enjoy exhibits on the history of Yokosuka and a theater for a fee.
	「横須賀海軍船廠史」	From "History of Yokosuka Naval Shipyard. Yokosuka Shipyard in 1875 from "History of Yokosuka Naval Shipyard. The Thibodaux deputy chief of staff building can be seen at the top of the hill.
18	1928年6月に舞鶴	In June 1928, construction of a new group of buildings for the engine school began on the site of the former Maizuru Marine Corps, and was completed in March 1930. It is said that the steel frame of the school building was made from steel materials of warships whose construction was discontinued due to disarmament. In addition to the government building and the student hall, a science and chemistry auditorium and an ordinary school and military school auditorium also exist, but they are located behind the government building and cannot be seen by the public.
	1944年発行の「海	The entrance area of the Naval Engineer School Building from "Current Status of the Naval Academy Engineer School Accounting School," published in 1944. The outer wall was restored in 2002 and is used as the Maizuru District Superintendent General's Office Building.
19	1923年発行の「新	Maizuru Marine Corps building from the "New Maizuru Guide" published in 1923. The Marine Corps was responsible for the education and training of enlisted men and for guarding military ports, and the Maizuru Marine Corps was abolished in 1922 when it was decided to abolish the Naval District.
	新築当初の写真と思わ	This is believed to be a photograph taken when the building was first constructed.
	生徒館の左右が増築 (It is thought to date from 1935-45 because of the additions to the left and right sides of the student building (see next page).
	舞鶴鎮守府・機関学校	Maizuru Naval District, Engine School
	1901年、日本海側	In 1901, the Maizuru Chinchu Office was established on the Sea of Japan side, and served as a frontline base against Russia in the Russo-Japanese War, contributing to Japan's victories, including the defeat of the Baltic Fleet. In 1923, Maizuru Chinmu Office was downgraded to a key port department due to a disarmament treaty, and the Naval Engine School, which trained personnel in power equipment such as boilers and turbines for ships, was moved to the site of the Maizuru Marine Corps after it was damaged in the Great Kanto Earthquake. The preserved buildings, including the main auditorium and the Cadet Hall, house the Maizuru District Superintendent Office of the Maritime Self-Defense Force and the 4th Technical School for Supply and Clothing.
	舞鶴では軍需品を保管	In Maizuru, a number of warehouses where munitions were stored have been preserved and are open to the public as "Red Brick Park. During the naval arsenal era, the main focus was destroyer construction, and now the facility has been taken over by Japan Marine United, which made headlines with news that it will withdraw from new shipbuilding and specialize in naval ship repair in 2020. Although it was treated unfavorably during the disarmament era, it is now a base against North Korea and Russia, with Aegis ships and helicopter aircraft carriers deployed to keep an eye on the region.
20	1934年4月18日	Official document regarding the extension of the Cadet Hall, April 18, 1934, from the Official Records Office, No. 1701, showing the extension in green.
	生徒館は寝室や食堂な	The student hall is a place of living with bedrooms and a dining room. The old photo shows the end of the additions on the left and right sides that were made since 1934. Today, when the building is used as the building of the Fourth Art School, trees have grown up and the entire building cannot be seen, and the structure on the side, which was supposed to be an external staircase to the roof, is gone.
	1937年発行の「海	Cadet Hall, Naval Engineering School, from "For Aspiring Naval Officers : Appendix, Bookmark for Naval Civilian Applicants," published in 1937.
21	大講堂の植木	Planting in the main auditorium
	海軍機関学校の大講堂	Construction of the Naval Engineering School's main auditorium began in July 1937 and was completed on October 15. It is said that the construction was a rush job, requiring no rest at night, in order to meet the Emperor's visit to Japan.
	現在は海軍記念館とし	Today, the museum is open to the public as the Navy Memorial Hall, where visitors can see the bell of the destroyer Nagatsuki, the rising sun flag of the seaplane carrier Akitsushima, and a spacious auditorium that looks like a gymnasium.
	外観はまさにそのまま	The exterior of the building looks exactly as it is, but I noticed the truly unimportant fact that the plants regularly die and are replanted each time.
	撮影時期不明の海軍機	The main auditorium of the Naval Engineering School at an unknown date.
22	明治末期の舞鶴鎮守府	The West Gate of the Maizuru Naval District Office at the end of the Meiji period. The pillars of this west gate were relocated and are still in use today as the main gate of the Maizuru Security Forces of the Maritime Self-Defense Force.
23	水交社とは海軍士官の	Suikosha was a welfare facility for naval officers, and the gently curving gate still remains even now that the site has been converted into JMSDF dormitories. A pine tree planted by Emperor Taisho remains in the vicinity. The Maizuru Suikosha was built in August 1901, and the photo was probably taken after the main building was enlarged in April 1907 for the Emperor's visit.
	2階建ての洋館には、	The two-story Western-style building had a reception room, library, music room, small dining room, restrooms, and a guest room, while the Japanese-style annex had a large dining room, billiard room, archery hall, and kappo restaurant.
24	呉鎮守府・海軍兵学校	Kure Chinmoku and Naval Academy
	紀伊半島から九州東海	The Kure Naval Arsenal, in charge of the area from the Kii Peninsula to the east coast of Kyushu, was established in 1889, and a naval corps and submarine base were also established. The naval arsenal became the best in Japan not only in shipbuilding technology but also in manufacturing and research and development of weapons such as guns, and it flourished as the best military port in the East, building battleships such as the Nagato and Yamato. Even after the war, the shipbuilding industry flourished, and even today, the naval arsenal and other structures can be seen from public roads, providing a glimpse into the past. Including the Hiroshima Bay Fortress, which defended Kure and the army capital of Hiroshima, there is a very wide range of buildings and remains of fortifications in the Kure area, making it the city with the most Naval District-like atmosphere.

	欧米列強に対抗できる	In order to create a modern navy capable of competing with Western powers, a naval educational institution, the Naval Training School, was established in Nagasaki in 1855 at the end of the Edo period, and in 1857, an offshoot, the Nagasaki Warship Teaching Station, was established in Tsukiji, Edo, later renamed the Navy Yoritori (Navy Training School). When the Meiji government came to power, a new naval training camp was established on September 18, 1869 near the Shogunate's naval training camp, later renamed the Naval War College, and the education of naval officer candidates took off in earnest, and was renamed the Naval Academy on August 31, 1876. With the decision to establish a Naval District in Kure, and with the decision that the Naval Academy would be better educated in a remote area than in a city, it was decided to relocate to Etajima, which was only one of the outlying islands and adjacent to Kure, and on August 1, 1888, the school moved from Tsukiji, Tokyo. Since then, the school has produced a large number of naval officers and is currently training cadets for the Maritime Self-Defense Force as the First Military Academy of the Japan Maritime Self-Defense Force. Before the Corona Disaster, visitors could freely walk around the school only in the form of tours and during events.
25	江田島八幡宮付近の向	The former naval academy overlooked from the farm road on the opposite side near Etajima Hachimangu Shrine. The turret of the battleship Mutsu next to the gunnery training auditorium is hidden by trees.
	1917年発行の「軍	From the 1917 issue of "Gundoku Shirushi", the Naval Academy site, believed to be circa 1917, showing the Cadet Hall, completed in 1893, and the Main Auditorium, completed in 1917, but not yet the Educational Reference Building or the West Cadet Hall.
	「海軍兵学校沿革」	From "History of the Naval Academy. Volume 1," the Naval Academy in 1888, shortly after its relocation to Etajima, adjacent to Kure in Hiroshima Prefecture.
26	生徒館の裏庭に咲く桜	The cherry blossoms in the backyard of the student center still present the same scene every spring.
27	生徒館の玄関の床材は	The flooring for the entrance of the Cadet Hall was made from the deck of the Kongo (first generation), a British-made armored corvette that also participated in the Sino-Japanese War.
	1888年8月1日か	In preparation for the relocation of the military academy to Etajima on August 1, 1888, construction of the school buildings began in November 1886, and the auditorium, heavy battery, government buildings, and library were completed in April 1888. However, the students' bedrooms and dining room were in the dilapidated study ship Tokyo Maru, and on June 15, 1893, the student hall, offices, and barracks were completed and the Tokyo Maru was retired from service.
	生徒館は赤レンガ造り	The Cadet Hall is a two-story red brick building that remains a symbol of the Naval Academy to this day. In 1899, the construction of the new building was completed with the construction of a model engine room, judo hall, and a sick bay. The military academy was not damaged by the air raid on Kure Military Port in 1945, and many of the buildings that remained at the end of the war still retain their original appearance.
28	「兵学校を江田島から	Around 1905, the successive superintendents of the military academy began calling for the construction of a large lecture hall, claiming that "the theory of abandoning Etajima would be settled if a large lecture hall were established. Construction began in June 1912 and was completed on April 21, 1917, using funds from the scrapping of the battleship Chin'en, the reporting ship Yaeyama, and the gunboat Akagi. The steel-framed brick structure was made of granite from the neighboring Kurahashi Island, which is also used for the National Diet Building.
	入学式の前には入浴で	Before the entrance ceremony, students were bathed to remove the shabby grime and changed into their military uniforms, and at the graduation ceremony, they were lined up in order of their grades, and only the top students were allowed to walk on the red carpet. Even today, ceremonies such as the entrance and graduation ceremonies are still held at the Daiichi Sijutsu Gakko (First Military Academy), which trains cadets for the Maritime Self Defense Force.
	1937年発行「海軍	Exterior view of the main auditorium from "For those who wish to become naval officers: A bookmark for naval civilian applicants," published in 1937.
	「海軍兵学校 海軍機	From "Naval Academy, Naval Engineer School, Naval Accounting School," unknown date but believed to be the period of mass enrollment as the Pacific War approached.
29	教育参考館	educational information center
	卒業者と一般有志から	With contributions from graduates and general volunteers, construction of the two-story reinforced concrete building (partly three-story) in the modern classical style was completed on March 12, 1936. The building was relocated from the former Education Reference Hall, and includes a room for displaying commemorative items and educational materials, centering on the General Togo Room, which preserves the hair of Heihachiro Togo, and a memorial tablet for the dead of the war lord.
	平成に新築した西生徒	West Student Hall newly built in the Heisei era
	昭和初期より日本の国	As Japan became more internationally isolated from the beginning of the Showa period and the number of recruits increased at the Naval Academy, a new Cadet Hall was planned in September 1935, and the West Cadet Hall was completed in May 1937. In May 1937, the West Cadet Hall was completed. The sleeping quarters and study rooms were relocated. At that time, the building was a three-story structure, but it was rebuilt in the Heisei era, and although it appears to be unchanged, it is evident that it is now a four-story building. The two pillars of the main entrance are reproduced, but the window arrangement is different, and the windows of the building that spread out to the left and right were changed from vertical to modern horizontal opening windows.
	「海軍士官を志す人の	From "For those who wish to become naval officers, a bookmark for naval civilian applicants," an educational reference library from the era of new construction.
30	1935年発行の「呉	From "Kure City and the Navy" published in 1935, the No. 6 submarine martyrdom monument at Tai-no-Miya Shrine.
	日本で初めて建造され	The No. 6 submarine, the first submarine built in Japan, sank during a semi-submarine training exercise on April 15, 1910. A 19-meter-high monument was erected in the precincts of Tai-no-Miya Shrine to commemorate the sacrifice of the submarine's crew and to honor the spirit of the nation that kept them at their posts until just before their deaths and worked to repair the damage. The current guardian dogs were probably rebuilt after the Geiyo Earthquake of March 24, 2001, but it is humbling to see that the same scenery from more than 100 years ago still remains.
31	古写真は1924年発	The old photo shows the second Kure Naval District Office Commander-in-Chief's Office Building, Kure Naval District Office, from "Kure City History, Volume I," published in 1924. The original Kameyama Shrine was relocated and the first Kure Naval District Office Commander-in-Chief's Office Building was built in February 1990 as the Military Affairs Chamber and Suikoshu, but was damaged in the 1905 Geiyo Earthquake. The second Director-General's Building, which still stands today, was newly built using the scrap materials from the original building. The restored Western-style building, with its blend of Japanese and Western styles and gold karakami paper, is breathtakingly beautiful. The building is now open to the public as the Irifuneyama Memorial Hall.
32	広島県立文書館より1	Kure Naval Petty Officer's Meeting House and Kure Station (second generation) in 1938 from the Hiroshima Prefectural Archives. It can be seen that the Kure Naval Petty Officer's Meeting House has been preserved almost as is, except for minor details such as some of the windows being filled in and the vertical windows being opened horizontally.
33	青山クラブ	Aoyama Club
	下士官兵集会所とは下	The "NCOs' Meeting House" was a welfare facility for the comfort and recuperation of NCOs and soldiers, and was equipped with a store, dining hall, recreation hall, judo and sword fighting dojo, sumo ring, bathhouse, and sleeping quarters. It was also a place for military personnel to meet with their families, and for civilians to buy daily necessities and souvenirs. The Kure Navy Petty Officer's Meeting House was rebuilt as the third meeting house due to the development of the Navy, and was completed on May 25, 1936 and called the Aoyama Club. After the war, it became the Kure Meeting Hall of the Maritime Self-Defense Force, and now the city of Kure is considering how to utilize it. The building was featured in the movie "In a Corner of the World," and in 2021, many illustrations and stage maps were posted at the entrance and windows of the first floor.
	桜松館	Oushou-kan
	青山クラブに隣接して	Ousho-kan, an auditorium built adjacent to the Aoyama Club, completed on November 23, 1929. Comfort meetings, calligraphy and film screenings, lectures, judo and kendo, and funerals for those who died in the line of duty and those who were killed in the war were held here. Until the building was sold to Kure City, it was used by the Kure Band of the Maritime Self-Defense Force. The building structure is difficult to see now because of the pine trees growing along the street, but it can be seen that the building has been generally preserved as it is.
34	呉鎮守府の絵葉書は明	The postcards of Kure Naval District Office are thought to be from the late Meiji to Taisho periods. The Bunko Instrument Office provided meteorological observations, weather information, and nautical charts, and is now the headquarters building of the Kure Regional Guard.
	呉鎮守府庁舎	Kure Naval Station Headquarters
	1905年の芸予地震	The second Naval District office building, which was rebuilt in 1907 after the 1905 Geyo Earthquake, is still in use today as the first office building of the Kure District Superintendent Office. Compared to Yokosuka, the existing Naval District office building can be easily seen from a public road, making it a place where scenery typical of the former Naval District office can be seen. In the postcard above, the first Naval District office building damaged by the earthquake can be seen next to the second building; the second floor was demolished and replaced by a one-story building, which was converted into the accounting department building; the bunko instrumentation office completed in 1889 already exists, but the bunko office building (later the ship department building) circa 1924 is not yet known to have been built.
	1924年発行の「呉	Gate of Kure Naval District Office from "History of Kure City, Volume I" published in 1924. The town hall and other buildings can be seen in the background. A corridor from the Bunjo Government Building and the Naval District office building can also be seen, but only the ruins of the corridor remain today.

35	歩道橋から撮影した現	Modern cherry blossom lighting taken from the pedestrian bridge and the Naval District office building taken from the opposite lane during the daytime. The dome roof of the Chinmoku Office Building, which was destroyed in the air raid on Kure Military Port, was restored during structural reinforcement renovations in 1998-1999. The roof of the ship section may have been reconstructed during the Showa period, as it differs from the old photo on the previous page.
36	1948年1月27日	On January 27, 1948, the light cruiser Oyodo is being dismantled at the No. 4 dock at Harima Shipyard, which inherited facilities from the Kure Naval Arsenal.
	戦前の呉鎮観光	Prewar Kure Tourism
	1935年(昭和10	Reading "Kure City and the Navy" published by Kure City in 1935, one can see how the military port tour was conducted in those days.
	戦前の呉鎮守府周辺で	In addition to the warships and submarines docked in the vicinity of Kure Chinmoku before the war, there were also the naval arsenal, the Kure Marine Corps, and the Kure Naval Air Force, as well as the Munitions Department, the Defense Force, and the Naval Hospital, which could be visited if an application was made to the Chinmoku five days in advance. The Naval Academy on Etajima could be visited in person to obtain permission, and if one applied to the Kure Naval Harbor Department, one could also view the warships from the sea on a chartered boat.
	機密事項の多い海軍工	Although the tour of the highly classified naval arsenal included only a tour of the shipbuilding shop and part of the machine shop, which manufactures engines and other power units, visitors were able to see six destroyers docking at the same time in Dock No. 4, which was also equipped to dock the battleship Yamato. Although photography and copying were prohibited in principle, visitors must have enjoyed the tour of the military port much more than they do today, when they can only view the naval arsenal-related facilities from public roads. I am envious of them. Incidentally, dogs were not allowed during the tour of the naval vessels because they damaged the floor, so visitors had to wear shoes or slippers.
	お土産として定番だっ	Some of the standard souvenirs include sake, fountain pens, naval dumplings, senbei, chichiboyaki, gomi senbei, victory rice cakes, persimmon yokan, naval souvenirs (assorted confections in a box), and model warships, so when you visit Kure, try to imagine what the city used to be like. Chichiboyaki is thought to be a type of rice cracker made in the Seto Inland Sea, but it does not seem to be manufactured in Kure today.
	戦前・戦中の呉は東洋	Before and during the war, Kure was the largest military port in the East and prospered as the heart of national defense, and was even considered one of the ten largest cities in Japan. Although Kure still plays a role in the Setouchi Industrial Zone today, it is difficult to imagine the bustle of the former military port today, with news of the closure of a steel mill that inherited the legacy of the naval arsenal. Nevertheless, the registration of the Naval District as a Japanese Heritage site and the military expansion due to the situation in East Asia have improved conditions in some aspects, so please enjoy sightseeing today while imagining the Naval District's days as a military port.
37	大屋根が取り付けられ	The 1938 shipbuilding dock with the large roof installed.
	呉海軍工廠造船部の造	The shipbuilding dock of the Kure Naval Arsenal Shipbuilding Department was where the Yamato, the world's largest battleship, was built. The dock has been reclaimed, but the framework of the main roof remains intact today. Dock No. 3 next to it and Dock No. 4 for the Yamato class battleships are still used for repairs and shipbuilding.
38	「佐世保・北松浦の昭	The view from Uwatakoshi in 1953 from the book "Showa Era in Sasebo and Kitamatsuura. The Tategami mooring pond and 250-ton crane still remain.
40	佐世保鎮守府・海軍工	Sasebo Naval District Office, Naval Arsenal
	九州西側から沖縄に加	After its establishment in 1889, Sasebo Chinju, which had jurisdiction from western Kyushu to Okinawa as well as the Korean Peninsula and Taiwan, became a frontline base for the China and Southeast Asia area, and the naval arsenal was expanded with emphasis on ship repair capabilities. Its facilities were also used in the refit and outfitting of mainline ships, including the conversion of the battleships Akagi and Kaga into aircraft carriers.
	現在、敷地の多くは米	Today, much of the site is occupied by the U.S. Navy and the Maritime Self-Defense Force, and the naval arsenal has been taken over by Sasebo Heavy Industries. The main part of the arsenal can be viewed from the public road, including the 250-ton hammerhead crane and Dock No. 7, where the Yamato-class battleships can dock.
	凱旋記念館	Triumph Memorial Hall
	イギリスの要請を受け	In 1923, the Triumph Memorial Hall was built to commemorate the achievements of Sasebo's naval vessels, which contributed to the victory in World War I, including sending the Second Special Service Fleet to the Mediterranean Sea at the request of the British and escorting convoys from German submarines. After the war, the building was confiscated by the U.S. military and used as a movie theater, etc. It is now the Sasebo Civic Cultural Hall and is open for free tours and events.
	米軍時代に外装の赤レ	During the U.S. military era, the exterior red bricks were painted white and the white plaster inside the museum was painted blue, but the exterior was restored to its original appearance during the 2014-2016 renovation. Compared to the group photo of officials at the time the Triumph Memorial Hall was completed, it is well restored except for a few details, such as the roof in front of the entrance and the absence of lights that used to stand on either side of the entrance.
	完成時の集合写真より	From a group photo at the time of completion.
42	凱旋記念館の内部。改	Interior of the Triumph Memorial Hall. The blue painted walls and pillars have been repainted white and the detailed decorations have been restored.
	調査用のため年輪状に	The paint, which was peeled off in the form of annual rings for research purposes, shows the transition of color over time.
	米軍仕様を引き継いだ	The Triumph Memorial Hall before the renovation that took over the U.S. military specifications. The paint was peeling and battered in many places.
43	海軍士官の懇親場・外	Sasebo Suikosha, which served as a reception hall for naval officers, entertainment for foreign military personnel, and lodging, was established in 1893, moved to its current location in 1898, and the first wooden structure was built in 1910. 1929-1940 saw the building replaced with a reinforced concrete structure. The building is now the JMSDF Archives, and it can be seen that part of the building has been preserved while a new building has been added.
44	1889年完成の佐世	The front gate of Sasebo Chinmu Office, completed in 1889. It is currently used by the Sasebo District Superintendent General of the Maritime Self-Defense Force. Old photographs show the Naval District office building in the back, which was destroyed in an air raid in June 1945.
45	桜と錨のレリーフが入	Part of a bridge with cherry blossoms and anchor relief
	佐世保橋(海軍橋)	Sasebo Bridge (Naval Bridge)
	古写真は1923年～	The old photo shows the Sasebo Bridge from 1923 to the early 1930s and the Sasebo Bridge around 1936. The junior officers' assembly hall and the Triumph Memorial Hall can be seen in the background. It separated the Naval District from the city center and was also called the naval bridge.
	佐世保は全国に先駆け	Sasebo was the first in Japan to introduce reinforced concrete buildings, and the Sasebo Bridge was completed in 1909 as the longest reinforced concrete bridge of its time. The current bridge has been replaced, and part of the bridge is preserved in the adjacent Hamada Park.
46	下士官兵集会所は19	The first two-story wooden building was constructed in 1902, and was replaced by a three-story reinforced concrete building in 1935. After the war, the headquarters of the U.S. Army was located there, and today it is used as a multi-story parking lot of the Sasebo General Medical Center, where only a stone monument with the inscription "Site of Old Navy Petty Officer's Meeting House" stands.
	海軍工廠の殉職者慰霊	The Sasebo Naval Arsenal Mortuary Monument was erected in 1921 by the Sasebo Naval Arsenal Mutual Aid Association. It is located on the grounds of Kameyama Hachiman Shrine, which used to be part of the children's playground outside the shrine grounds. Today, the monument also enshrines the fallen soldiers of Sasebo Heavy Industries, and the monument and the stairs leading to the shrine grounds exist in the same location.
	初代の下士官兵集会所	A postcard of the first privates' assembly hall. Today, only a stone monument marks the site.
	1922年発行の「佐	From the "Sasebo Guide" published in 1922, the Sasebo Naval Arsenal Sacred Soul Monument in Kameyama Hachiman Shrine, believed to be immediately after its construction.
47	戦後に米軍が撮影した	Postwar U.S. Army photograph of a 10-centimeter anti-aircraft gun; it was not known which of the three gun emplacements existed.
	佐世保湾を見下ろすこ	Yumibari-dake (Mt. Tajima), which overlooks Sasebo Bay, was built around 1938 as an anti-aircraft battery for the Sasebo Naval Guard, and two of the three Type 89 10cm twin anti-angle guns that were eventually installed there are still present in their gun turrets. Although the ammunition storage area around the gun turrets remains, the gun floor where the guns were mounted in the center was left to grow vegetation.
	対空射撃用レーダーの	The area where the No. 41 radar for anti-aircraft fire radar was installed has been transformed into a mortar-shaped open-air stage.
	41号電探の写真なが	Photograph of the No. 41 electric probe but location unknown. It was developed based on the one captured in the battle in the Philippine area.

48	右写真は1946年 1	The photo at right, taken by the U.S. Army on October 22, 1946, shows the light aircraft carrier Ibuki (center) and the Unryu-class aircraft carrier Kasagi (bottom right) undergoing dismantling in Dock 7 at the former Sasebo Naval Arsenal. The Ibuki was converted from a modified Suzutani type heavy cruiser to an aircraft carrier during construction, and the war ended without either carrier being completed. Dock No. 7 is 343.8 meters long and 51.3 meters wide to accommodate the building and repair of the Yamato-class battleships, and it is impressive to see two 200-meter-long class aircraft carriers in there at the same time.
	現在は佐世保重工業の	The dock has now been renamed Sasebo Heavy Industries' Dock No. 4 and expanded, so its shape is slightly different. Sasebo Heavy Industries builds tankers and bulk carriers, including the Nissho Maru, the world's largest tanker at the time, and was building a tanker when the photo was taken.
49	1921年9月20日	The Light Cruiser Nagara and 250-ton Giant Cantilever Crane during outfitting work, photographed on September 20, 1921; the British-made crane, installed in 1913, was used for outfitting and repairing ships and is still in operation today after Sasebo Heavy Industries took over the facilities of the Sasebo Naval Arsenal. The red "SSK (formerly Sasebo Shipbuilding Industries)" logo stands out on the yellow-green crane. The "Now" photo was taken from a ferry bound for Yokoze Nishi Port because the SASEBO Military Port Cruise, which operates on Saturdays, Sundays, and holidays, was out of service.
51	長崎造船所	Nagasaki Shipyard & Machinery Works
	日本が開国すると、長	When Japan opened its borders to the outside world, a naval training school for naval officers was established in Nagasaki in 1855 by the shogunate. The facility, built to repair steamships, became the Nagasaki Iron Works in 1860, and in the Meiji era (1868-1912), it became government-run and was renamed the Nagasaki Shipyard and Machinery Works. In order to foster the shipbuilding industry in Japan, the government disposed of some of the shipyards to private companies during the 1870s and 1880s, and the Nagasaki Shipyard was disposed of to Mitsubishi in 1887. Along with the Yokosuka Naval Arsenal, the Kure Naval Arsenal, and the Kawasaki Dockyard in Kobe, which was also disposed of, the Nagasaki Shipyard & Machinery Works developed as a private shipyard capable of building the main ships of the Imperial Japanese Navy, and as the culmination of this development, built the second battleship Musashi, the largest of the Yamato class in the world. In addition to ships, the Nagasaki Shipyard also manufactured boilers and turbines for ships and torpedoes for aircraft.
	現在では海上自衛隊の	Today, it builds and repairs the Maritime Self-Defense Force's Aegis-class Kongo and Atago class ships, etc. In 2015, the related facilities were registered as a UNESCO World Heritage Site as "Modern Industrial Heritage Sites of Meiji Japan in Kyushu, Yamaguchi and Related Areas".
52	1909年に「飽の浦	A British-made 150-ton hammerhead crane installed in 1909 on the outfitting quay of "Satsuura". It is now relocated to the neighboring "Mizu-no-ura Quay".
		Dock No. 1 in the Tategami area was constructed in March 1874, and the dock opening ceremony was held on May 21, 1879. At 140 meters long and 27 meters wide, it was the largest dock in Japan at the time. The gantry crane in the old photo was built on top of the first berth (groundbreaking on July 10, 1905, completion in February 1906), and construction began in early September 1911 and was completed on December 31, 1912. It is approximately 240 meters long and 35 meters wide. The second berth, adjacent to the first, was begun on June 22, 1913 and completed at the end of January 1914. It is approximately 184 meters long. Later, the second berth was extended and a gantry crane was installed in 1936. When it was decided to build Musashi, the second battleship of the Yamato class, the berth and crane were extended, but this was kept secret from the public. Only a small portion of the gantry crane in the second berth remains today. The old photo is thought to be taken around 1917, as is the second dock on the next page, and the gantry crane in the second berth does not yet exist.
53	立神地区の第1ドック	
54	第2ドックと150ト	Old photo of Dock 2 and 150-ton crane. From the battleship Hyuga being outfitted and the 12th Destroyer (Touareg) in Dock 2, it appears to be August 1917. The second dock is surrounded by a rail for transport, and an entrance to what appears to be a tunnel for transfer to the next area can be seen.
55	仏海軍へ輸出した駆逐	Destroyer exported to the French Navy
	長崎造船所の「飽の浦	Dock No. 2, located in the "Satsu-no-Ura area" of the Nagasaki Shipyard & Machinery Works, was constructed in 1893 and completed on November 23, 1896, with a total length of approximately 112 meters. It existed on the north side of the No. 3 dock and the current headquarters of Mitsubishi Heavy Industries Nagasaki Shipyard & Machinery Works, but it appears to have been reclaimed after the war and turned into a factory. The 150-ton crane towering at the back (northeast) of the old photo on the previous page originally existed at the "Satsu-no-ura Quay" but was moved to the "Mizunoura Quay" after the war, so a comparison shows that its position has now changed. The second dock house stands on the right side of the photo but is hidden by trees.
	古写真で「飽の浦岸壁	The ship in the old photo at the "Satsu-no-Ura Quay" is the battleship Hyuga undergoing outfitting. Hyuga was launched on January 27, 1917 and completed on April 30, 1918. The ship docked in Dock 2 in the foreground is Destroyer No. 12 (Touareg), the same type as the Kaba class destroyers of the Second Special Service Fleet that entered the Mediterranean in World War I. The distinctive appearance of the three chimneys, with their different thickness and spacing, is visible from an angle, and the number "12" can be read on the hull. The number "12" can be read on the hull.
	第一次世界大戦が勃発	As of August 1914, when World War I broke out, the IJN had only four destroyers, the Kaikaze and Sakura types, excluding the older and smaller third class destroyers, and ten second class Kaba destroyers were built as an emergency program. The Nagasaki Shipyard & Machinery Works built the seventh and eighth Kashiwa and Matsu. Eight of the Kaba class ships, at the request of their ally Great Britain, made an expedition to the Mediterranean in April 1917 to escort the Allied convoys against the raging German submarines. The Triumph Memorial Hall in Sasebo would have been built to honor this achievement.
	また、フランス海軍向	The Kaba class destroyers were built for the French Navy in a short period of time as the Tribal class destroyers, and a total of 12 ships were exported, two each from the four naval arsenals, Kawasaki Dockyard in Kobe, and Nagasaki Dockyard. Nagasaki Shipyard built Destroyer No. 11 (Tonkinois) and No. 12. The keel (dragon bone, the backbone of a ship) of Destroyer No. 12 began to be installed on March 15, 1917, was launched on August 5, completed her public trials on August 27, and was completed on September 6. In other words, this old photo was probably taken in August 1917. It appears to be a casual postcard, but it is probably a valuable photo that includes the export ship and Hyuga undergoing outfitting.
	船の修理中に乗組員が	Dock House No. 2, where the crew stayed while the ship was being repaired, was built on the south side of Dock No. 2 in 1896 and has now been moved to Glover Park on the opposite shore.
56	第3ドックは1901	Dock 3 was constructed in December 1901 and completed in November 1905. It was designated a UNESCO World Heritage Site, but is closed to the public because it is often used for repairing ships of the Self-Defense Forces. If you climb up the slope in the vicinity, you can see the Sansho Pavilion and the interior of Dock No. 3.
57	幕末から建設が行われ	The Kosuge Shusen site, which was constructed from the end of the Edo period and completed in December 1868, the first year of Meiji (1868), could unload and repair ships up to 1,000 tons. The salvage shed with rails and steam engine is preserved. 1877 photo is said to be the year when Tokai Maru (made in England and transferred from the Japanese government to Mitsubishi) docked.
	長崎造船所長の邸宅と	The guest house, Ushokaku, was built in 1903 as the residence of the Nagasaki shipyard superintendent and completed in 1904. The name means "occupying a scenic spot," and it stands on top of Dock No. 3, which is also closed to the public.
58	米軍が1945年 10	Ishikawajima Shipyard Fukagawa Factory No. 1, photographed by the U.S. Army on October 17, 1945.
59	建設当初の第1ドック	Dock 1, when originally constructed, was 135.5 meters long, 17.8 meters wide, and 6.5 meters deep. Dock 2 was 150 meters long, 22 meters wide, and 7.7 meters deep. The first dock has been reclaimed and is now used as a dog café, while the landward half of the second dock has been reclaimed and used as a landing place for tourist steamers.
60	石川島造船所 深川第	Ishikawajima Shipyard Fukagawa Factory No.1
	水戸藩が隅田川の石川	Ishikawajima Dockyard, which received a lease from the Meiji government for a shipyard built by the Mito dan on Ishikawa Island in the Sumida River, later merged with Harima Dockyard, which is now IHI. Ishikawajima Dockyard was financed and directly invested by Shibusawa Eiichi, who is popular for his 10,000-yen bill and historical dramas, and Shibusawa also established the company and served as its chairman.
	軍縮時代が終わって造	When the disarmament era ended and the shipbuilding industry took a turn for the better, Ishikawajima Dockyard purchased reclaimed land in Tokyo Bay and established Fukagawa Factory No.1 with four berths in February 1939, and relocated its shipbuilding plant there. Civilian cargo ships, which became wartime standard ships for wartime commissioning, as well as Ding-type defense ships, submarines, and minesweepers for the Navy, were built. Other products manufactured at each plant include 350-ton cranes for the Yokosuka Naval Arsenal, 350-ton hoist ships for the Sasebo Naval Arsenal, turbines for ships, and Japan's first jet engine, the Ne-20.
	現在はアーバンドック	The park along the seafront, which is now Urban Dock Lalaport Toyosu, preserves Dock No. 2, half buried on the landward side, and displays a number of related artifacts in the park. Looking up at the monument crane, which was built to resemble the mobile crane of Dock No. 2, and the surrounding forest of tower condominiums, visitors will find themselves in a very special place where they can feel both the immediate post-landfill period, when there were no high-rise buildings, and the "present" period.
	米軍撮影1945年1	U.S. Army photo taken October 17, 1945. The Monument crane was built between Docks 1 and 2, but the model crane may have been the one between Dock 2 and the ship's berth.
61	Sands Stre	Sands Street Gate was built in 1895 and restored in 2012. The Gothic Revival structure was originally used as a ceremonial entrance, and was officially opened in 1896 when Li Hongzhang, who served as ambassador plenipotentiary for the Shimonoseki Treaty during the Sino-Japanese War, visited the United States.
62	1913年に竣工した	Rivadavia class battleship of the Argentine Navy in dock 4, completed in 1913. The photo was taken between 1912 and 1918. It is believed to be the second Moreno (Moreno), built at the Brooklyn Naval Arsenal. The rail tracks in front of the dock and the building behind the dock are also extant.

	コンクリートとレンガ	Built in 1913 of concrete and brick, Dock 4 is 727 feet (222 meters) long, 110 feet (34 meters) wide, and 35 feet (11 meters) high. It was the largest dock at the time and could dock a ship 717 feet (218 meters) long, compared to Dock No. 1, which could only accommodate 320-foot (96 meters) ships. During construction, 20 people were killed and about 400 injured by quicksand, and after five companies abandoned the project, the government finally completed it.
63	ブルックリン海軍工廠	Brooklyn Naval Arsenal
	アメリカ最大の都市ニ	The Brooklyn Naval Arsenal (New York Naval Arsenal) was located across Manhattan Island from the skyscrapers of New York City, the largest city in the U.S. It was established in 1801 by purchasing a private shipyard, and by the time the Civil War ended in 1865, the first dock, parts factory, and officers' quarters were built. From World War I to World War II, five docks, an ordnance factory, and warehouses were added, and at its peak, the shipyard employed 70,000 people. In June 1966, the arsenal was closed and is now used by private companies as an industrial park, and a complex of facilities has also opened. The arsenal was closed in June 1966. Admirals Row, a group of officers' quarters that existed at the time of our visit in 2016, appears to have been demolished and replaced by a supermarket and office building.
64	1903年に撮影され	A view of the construction of Building 127, a shipping warehouse, taken in 1903. Although many of the old red brick buildings remain around Dock 1, the carrying rails are gone.
	1870年に撮影され	Building 20, an iron-plating factory photographed in 1870, a one-story building with a distinctive face.
65	1841~1851年	Dock No. 1, built over a 10-year period from 1841-1851, was the third oldest dock in the U.S. Navy after Boston and Norfolk, which were completed in 1833. It was built of stone and was 69 feet (106 meters) long, 98 feet (27 meters) wide, and 31 feet (9 meters) high. The postcard appears to date from 1903 or later, as Building 127, built in 1903, already exists.
66	1903年に撮影され	Building 76, a gun factory photographed in 1903, was the longest building in the arsenal at 300 m. It has been open to the public as the Naval Museum since 1963, displaying the history of the U.S. from the Revolutionary War to World War II. The roof and overhead cranes are still intact.
67	古写真で12インチ砲	The inside of the factory, where a 12-inch gun was hung by a crane in an old photo, is now a museum where an F4U Corsair fighter plane and a training plane for the Sakurabana rocket suicide attack plane are displayed suspended in midair. The Japanese naval arsenal was sold to the private sector after the war, making it difficult to enter, and old photos are not widely available, so it is valuable to be able to compare them in this way.
68	1918年12月18	Washington Naval Arsenal, photographed December 18, 1918.
	海軍アートギャラリー	Buildings 67 and 46, which became the Naval Art Gallery; Building 46 was built between 1851 and 1852 as a copper rolling mill and became a shell mill in 1899; Building 67 was constructed between 1851 and 1917 as an addition; and Building 1, one of the oldest buildings in the Washington Naval Arsenal, constructed between 1837 and 1838, which served as the commander's residence and office. In addition, one of the oldest buildings in the Washington Naval Arsenal, Building 1, the commander's residence and office, constructed between 1837 and 1838, is also extant, but was not photographed.
	かつての砲工場が海軍	Building 76, a former gun factory turned naval museum.
	海軍博物館前のウィア	A 50-caliber 16-inch Mk. 2 gun barrel manufactured at the Washington Naval Arsenal is on display in Willard Park in front of the Naval Museum.
69	ワシントン海軍工廠	Washington Naval Arsenal
	18世紀末にイギリス	After the United States won the Revolutionary War against Great Britain at the end of the 18th century, Congressional approval and construction of the Washington Naval Arsenal began in 1799, when the capital was being moved to Washington. The arsenal was originally a shipyard for building and repairing naval vessels and was also a base for the defense of the capital during the Anglo-American War and the Civil War. 1886 saw the establishment of a gun factory, which became an arsenal, and all naval weapons were manufactured here. It manufactured main guns for naval vessels, anti-aircraft machine guns, train guns, fire command equipment, torpedo tubes, etc. At its peak in 1944, the arsenal employed 26,000 people.
	1961年に兵器製造	Many historic buildings remain after weapons manufacturing ceased in 1961. In addition to the nearly 200-year-old buildings, visitors can tour the Naval Museum and the Cold War Museum. Outside, there are also exhibits such as parts of the 46cm turret of the Yamato class battleship, which was penetration tested with a 16-inch gun, and the main anchor of the USS Enterprise, a military aircraft carrier that was damaged many times by the South Pacific and suicide planes, but revived like a phoenix.
	1806年に建設され	Latrobe Gate, built in 1806 and remodeled between 1860 and 1861, designed by Benjamin Henry Latrobe, President Jefferson's surveyor of public buildings.
	ワシントン海軍工廠の	Aerial view of the U.S. Army from the north side of the Washington Naval Arsenal. It appears to be after 1984, when the destroyer Barry (dismantled) became a museum, and is not an old photo, although it is in black and white.
70	予備艦隊が停泊する港	The harbor where the reserve fleet docks. The photo shows only a small part of the port, and the surrounding area was a veritable graveyard of ships.
	1920~1921年	Taken 1920~1921. The Illinois class battleships Illinois (BB-7), Alabama (BB-8), and Wisconsin (BB-9), the Connecticut class battleship New Hampshire (BB-25), and the Kearsarge class battleships Kearsarge (BB-5) or Kentucky (BB-6) are shown. Were the already obsolete ships collected before the disarmament conference?
71	Officers'	Officers' Quarters are lined with officers' quarters.
	④と外観が同じ隣の建	The building next door that has the same exterior as (4).
	アメリカ東海岸でニュ	Located on the East Coast of the United States between New York and Washington, Philadelphia was the birthplace of the United States when Franklin, Jefferson, and others declared independence in 1776. The U.S. Navy was founded in 1775 during the American Revolutionary War, and the birthplace of the Marine Corps was here in Philadelphia. A shipyard was established in the Southwark area, two miles upstream on the Delaware River from League Island, the current site of the naval arsenal, where warships were manufactured from 1801 to 1876 after the Civil War. When the era of the armored ship began, Southwark could no longer accommodate the new ships and a new shipyard was needed, so a shipyard was built on League Island. During the World War II period, the shipyard built the Washington, the second North Carolina class ship, which engaged in a gun battle with the battleship Kirishima in the Solomon Islands, and the New Jersey, the second Iowa class battleship, and the Wisconsin, the fourth Iowa class ship. 40,000 people were employed at its peak.
72	古写真は1880年撮	The old photo was taken in 1880 and the horse-drawn carriage gives a sense of the era. Quarters A was built in 1874 as a civil engineer's residence, and after 1960 it was used as quarters for naval officers. It is currently converted to corporate offices. It was one of the first buildings to be constructed on League Island when the shipyard was first built.
73	フィラデルフィア海軍	The last shipbuilding at the Philadelphia Naval Arsenal was in 1970, and the Naval Arsenal closed on September 26, 1996, after two years of overhauling the John F. Kennedy, the fourth Kitty Hawk class aircraft carrier. Today, with the exception of a few areas, the site is used by private companies as an industrial park. Although the 350-ton cranes and barges are gone, many of the red brick buildings and docks have been preserved, and visitors can freely walk around much of the site. Visitors can also see a reserve fleet of decommissioned ships and other vessels docked there. The John F. Kennedy, the last non-nuclear powered conventional aircraft carrier, was planned to be converted into a museum after her decommissioning, but she remains moored at Pier 4 in Philadelphia.
	1918年撮影。2つ	Photographed in 1918, the two buildings are the barracks of the Marine Corps, the Navy's White Guard unit; Building 100 was built in 1901 and Building 101 in 1911. The plaza in front of the building was the ground where parades were held.
74	機械・電気工場だった	Building 16 was a mechanical and electrical factory.
	1944年4月16日	The battleship Wisconsin being outfitted at Pier 4 on April 16, 1944; Building 543, built in 1939, was a metalworking facility, now a cafe and garden open to all.
	1994年8月、Ro	Interior of Building 16, photographed by Robert Stewart in August 1994. The propeller shaft of the aircraft carrier John F. Kennedy is held up by an overhead crane and sliding bearings are being installed, a large work scene at the end of the arsenal. 22 years later, in 2016, the interior of the building had not changed.
75	1937年10月7日	The Pennsylvania (BB-38), the first Pennsylvania-class battleship, docks at Pier 4 on October 7, 1937. The 350-ton crane has now been removed and the aircraft carrier John F. Kennedy is now docked. Kennedy's armament was removed and mothballed to prevent deterioration.
76	海軍の軍備が十分で	Germany, which entered World War II without an adequate naval force, emphasized trade-destruction warfare against the British as in World War I, using submarines to sink merchant ships and transports and cut off supply routes.
	港湾や河川からUボー	U-boat bunkers, concrete evacuation shelters that stored U-boats from ports and rivers and served as protection against air raids and repair docks, were built in France and Norway, which were under German control as well. The ceilings were 3 to 7 meters thick to withstand air raids, and power plants, torpedo bunkers, and command centers were also built. In Lorient, France, facing the Atlantic Ocean, construction began in the spring of 1941, and a submarine fleet command post was also located nearby.

	戦後はフランス海軍が	After the war, the French Navy used it as a submarine base, but it became unnecessary due to the advent of nuclear submarines and other larger submarines, and now the robust buildings of the U-boat Bunker are used as they are and converted into an art museum, submarine museum, factory, and other facilities.
	Uボートを移動台車に	The U-boats would be unloaded on a moving cart and housed at each pier. In Lorient, three boon carriers like the Keloman II were built and could accommodate 29 U-boats, two smaller ones. There were two more unfinished bunkers. The submarine on the moving rail is the Daphne-class S645 Flore, a postwar French Navy submarine museum.
77	ノルウェーのUボート	Norwegian U-Boat Bunker
	古写真はドイツ降伏後	The old photo was taken by the British Army on May 19, 1945, after the German surrender. A U-boat bunker was also built in Trondheim, the third largest city in central Norway, with a docking capacity of seven ships. The building and wharf are now used by a private company, and the building was probably extended by removing part of the ceiling. The wreckage of Dora II, which could accommodate six unfinished vessels, still exists in the vicinity. There is also a U-boat bunker in Bergen, the second largest city on the west coast of Norway, where the Norwegian Navy uses part of the facility.
78	アウストラット要塞は	Construction of the Austrat fortress began in the spring of 1942, and the photo shows a trial firing in September 1943.
	戦後はノルウェー軍が	After the war, the Norwegian military took over and used it for training; although the decision was made to close it in 1968, it remained available until 1975 and was maintained until 1977; it has been open to the public as a museum since 1991 and was covered with a blue protective sheet during the winter season when the photo was taken in 2016.
79	フランスの降伏によっ	Having brought most of continental Europe under its control with the surrender of France, Nazi Germany organized the defense of the Atlantic coast in preparation for a landing on the British mainland and to prevent a counterattack. It set up 16,000 gun emplacements along 13,000 km of coastline from Norway to the Spanish border, and built the "Atlantic Wall" with 600,000 defenders. It was truly the Great Wall of the 20th century, but it was never completed and was shattered by the Normandy landings.
	連合軍はノルウェーに	Norwegian defenses were especially emphasized in the "Atlantic Wall" due to false information that Allied forces would land in Norway and to secure Swedish iron ore transport routes. In Trondheim, where the U-boat base was located, the Austrat fortress was built in Brekkstad, near Trondheim, and the 28 cm 3.0 gun, which was removed from the cruiser Gneisenau after its refit, was installed at the fortress of Austrat. In Trondheim, where the U-boat base is located, the third turret of the three 28cm guns removed by the refit of the cruiser Gneisenau was installed in the Austrat fortress built in nearby Brexta. However, it never opened fire in actual battle, and is now open to the public as a museum. The second turret was installed in the Fjell Fortress near Bergen, but the turret has been dismantled and only the fortress part is now open to the public.
	フィエル要塞	Fjell Fort
	1942年春起工、1	Groundbreaking was in the spring of 1942 and construction was completed in July 1944. Immediately after the German surrender, it was occupied by the Norwegian resistance until it was taken over by British troops, and more than 3,000 German prisoners of war were held in the surrounding area. In 2005, the ruins of the turret were opened to the public as a glass-walled museum, with the steel plates of the turret left out in the open in front of it, a place where visitors can feel the rise and fall and the traces of Hitler's dream. The museum is a place where visitors can feel the rise and fall and the traces of Hitler's dream.
80	太平洋に浮かぶ環礁か	The Chuuk Islands of the Federated States of Micronesia, consisting of atolls in the Pacific Ocean, were mandated by Japan after World War I and called the Truk Islands. During the Pacific War, it was home to the Allied Fleet and was an important base that could be called Japan's Pearl Harbor. After the loss of Kwajalein, a forward base, due to the Allied counter-offensive, the Truk Islands were hit by an air raid in February 1944, and although the main Japanese ships had already evacuated to Palau, 200,000 tons of transport ships were lost and the Truk Islands were left isolated and starved to death. The transport ships and wrecks such as the destroyer Bungeitsu, which remain sunken in the atoll, are known as one of the best diving spots in the world in the Truk Islands, and this time we will introduce the remains of the Japanese colonial period that remain on land, including those other than military facilities.
	弊誌では何度も紹介し	I am afraid that I have introduced this photo many times in our magazine, but it is the only photo that is said to have been taken of the battleship Yamato and Musashi side by side. The area between Summer Island, where many naval facilities such as the 4th Fleet headquarters were located, and Haru Island, which is now the center of the Chuuk Islands, was the battleship anchorage area, and concrete buoys that are said to have moored the Musashi still remain today.
81	連合艦隊司令部の夏島	Summer Island of the Allied Fleet Headquarters
	トラック諸島の夏島は	Summer Island in the Truk Islands was an important base for southern operations, where the headquarters of the Allied Fleet was located and many ships and transports were anchored in the surrounding waters. The island, once flourished by the navy, has now been returned to an undeveloped land with few stores even. From Chundo, where the international airport is located (on the site of Chundo Airfield No. 1, which was the center of the Type I land attack), visitors can go ashore on island tours offered by dive stores and see the many remains of the command post, oil storage facilities, gun batteries, and amusement quarters.
	トラック病院	Truk hospital
	古写真は「南洋群島要	The old photo is of the Truk hospital from the "Nanyang Archipelago Handbook, 1936 edition. The roof is now gone, but the concrete part remains. The two columns behind the gateposts indicate that they were pillars supporting the roof of the entrance area. The papaya trees that grow wild and block the entrance add to the feeling of "a long time ago.
82	夏島公学校	School for the indigenous people of Summer Island
	古写真は1931年発	The old photo is from the "Truk Island Photo Album" published in 1931 and shows a public school on Summer Island. The public school was the equivalent of an elementary school for the locals. The gateposts are still intact, and the building has been remodeled in detail, but it is the same as it was in those days.
	校舎の裏手にまわると	When we went around to the back of the school building, we found a hut with iron bars, and just as we thought, "There is someone inside," our panicked guide stopped us and said, "You can't take pictures! The moment I thought, "There is someone inside," I was stopped by the panicked guide, who said, "You can't take pictures!"
83	終戦後に米軍が撮影し	The naval communication station on Harujima, photographed by the U.S. military after the war. Mabuchi Gumi (now Mabuchi Construction), the company that constructed the building, renovated it free of charge as a 100th anniversary project, and it is now used as Xavier High School. The thick iron windows (red windows in the photo) and the bomb damage from air raids are preserved as remnants of the military facility.
	建物の空爆跡や機銃照	The bombing and machine gun irradiation marks on the building were daringly left behind, and on the rooftop we could see the bombing repair marks in the same position as in the photo taken immediately after the end of the war.
84	古写真は「南洋群島現	The old photo is from "Nanyang Archipelago Present Situation. It was built around 1938~1939, and the slogans of the National Spiritual Mobilization Movement that started in 1937, such as "Kikoku Unity," "Zutto Report," and "Kemponin Chikyuu," are also evident of the era. It is currently used as the Supreme Court of Palau.
85	南洋庁パラオ	South Pacific Agency Palau
	「地球最後の楽園」と	Known for its beach resorts as "the last paradise on earth," Palau is an archipelago in the South Seas that was mandated by Japan after World War I in 1920. Although fortification of the islands was prohibited until Japan withdrew from the League of Nations, the waters from Mariana to Palau were considered important as a decisive battleground against U.S. forces, and Palau was aggressively developed through agricultural immigration and other means. In the Pacific War, Japan and the U.S. fought a fierce endurance battle over Peleliu Island, which had the largest naval airfield in the East. Koror Island, where the headquarters of the Nanyang Agency, which governed the entire Nanyang Archipelago, and the Palau Branch Office, which had jurisdiction over the Palau Islands, were located, still flourishes as the center of Palau, and many buildings from those days still remain. Many elderly people who received Japanese language education can speak Japanese, and there are many Japanese words that have become Palauan, such as "chichi band" for "bra" and "tukarenaose" for "beer.
	1925年発行の「南	Palau Radio Telegraph Office Receiving Room from "Nanyang Archipelago 写真帖 reprint" published in 1925. After the war, the building was used as Palau's parliament building, and after the capital was relocated to Maluku on the neighboring island of Babeldaob, it was used as an office for the tribal chiefs' conference of each state. The exterior of the building remains largely unchanged, although the vertical windows have been altered in detail, such as the loss of the semicircular rounded tops.
86	1932年出版の「南	Nanyang Archipelago 写真帖 from "Nanyangan Jishu Kosei 10-nen kiyo kinen kiyo" published in 1932, showing the Nanyang Agency Observatory (former weather station building). The building is now used as the Berau National Museum. The building was a convex two-story building when it was the Nanyang Agency Observatory, but the second floor has been extended and the roof has been changed from an unpitched flat roof to a gable roof.
87	1935年頃とされる	The main building of the Palau Clinic of the Nanyang Agency, believed to be circa 1935. It is now used as Palau Community College. The rounded entrance is well preserved, although the gateposts are gone and the green paint is probably not the same as it was then.
88	ガダルカナル島	Guadalcanal Island

	日本から5000キロ	The Solomon Islands in the South Pacific, 5,000 kilometers from Japan. The island of Guadalcanal, where the current capital Honiara is located, became a turning point in the Pacific War as the Japanese and U.S. land and naval forces fought fiercely over airfields. The Japanese forces were unable to replenish their supplies, and starvation spread, turning the island into a "starving island" where soldiers succumbed one after another to malaria and amoebic dysentery. Of the 30,000 men who landed on the island, many of the 20,000 who died in the war died of starvation or disease, making the island a hellish place. The battle sites on Ga Island are mainly related to the army, but they are introduced here as the current state of battle sites overseas.
89	写真右手前は米軍が設	The right foreground of the photo appears to be a simple wharf set up by the U.S. military, and the Kinugawa Maru can be seen on the left. The topography of the palms and mountains in the background matches that of the old photo, suggesting that the photo was taken from roughly the same location.
	タサファロング海岸に	A large landing craft, a landing craft, abandoned on the Tassafarong beach.
	輸送船鬼怒川丸	Transport vessel Kinugawa Maru
	駆逐艦望月・天霧・涼	The second reinforcement convoy, escorted by destroyers Mochizuki, Amagiri, Ryokaze, Ekaze, and Umikaze, headed for Guadalcanal Island, made a forced landing by stranding the transports on the sandy beach at the supply base Tasafalong Beach after the second night of the Third Battle of the Solomons on November 14, 1942, where the battleship Kirishima and destroyer Ayanami were lost. The landing of 2,000 soldiers was intercepted by the U. S. forces and only a few supplies were made available. One of the convoys, the Kinugawa Maru, still stands quietly on the beach in a dilapidated state.
91	編集後記	editorial postscript
	前作「第四号海防艦」	In my previous work, "Chasing the Last Days of the Submarine Carrier Xunzei," I summarized some of the unknown anecdotes, and in following the historical facts of the Pacific War, one encounters many facts that cannot be told without tears. These are not stories of the past, but rather the facilities, technology, infrastructure, and culture that Japan built in the process of becoming a modern nation, and which have been passed down to the present day.
	そういった昔から今へ	We always wondered if there was a way to make those "stories" passed down from the past to the present more widely interesting to people who are not familiar with military affairs. Even if they are not directly interested in the navy or ship personification games, people who like history, modern buildings, travel, etc., can say things like, "Red bricks are great! Stone docks are nice!" This book was started with the hope that people who are not directly interested in naval and ship anthropomorphic games, but who like history and modern buildings and travel can easily read it as "Red bricks are nice! By comparing old photos whose copyright protection period has expired with their current appearance, we aimed to create a magazine where people who do not read texts or do not understand Japanese can intuitively enjoy the scenery and learn about the current status of heritage sites that remain today, and also become interested in the sustainable preservation of history, buildings, and cultural assets, and the development of tourism. We also aimed to create a magazine that would stimulate interest in the sustainable preservation of history, architecture, and cultural properties and the development of tourism.
	新型コロナウイルスの	Due to the spread of the new coronavirus, many military facilities and events have been closed to the public, and I have not been able to cover them satisfactorily in Japan, let alone overseas. Another starting point for this book is that I wanted to make good use of the countless photos I have taken for websites and fanzines, but many of them are still buried in my hard disk, unpublished. Since it is currently extremely difficult to re-cover Self-Defense Forces facilities and overseas, please forgive the fact that some of the compositions are not exactly the same and that many of the same photos and texts as in past books appear in this book. Also, for further in-depth information on the major remains of naval bases and war sites, please refer to "Chinmai Exploration, Overseas Ship Hikari 2020 Kaiji A".
	最後に、オミクロン型	Lastly, although there are still many causes for concern, such as the omicron-type mutant strain and the sixth wave, we pray that the spread of vaccines and therapeutic drugs will gradually bring us back to our previous daily lives.
	2021年11月12	On November 12, 2021, a 41cm armor-piercing shell was added near the gun plug of the fourth turret main gun barrel (right side) of the battleship Mutsu placed in Yokosuka Verney Park. The display is steadily being improved under the circumstances of the Corona disaster, including the Thibodier residence.