MSTSFE INSTRUCTION P3170.4

FAR EAST
PORT DIRECTORY

DEPARTMENT OF THE NAVY
MILITARY SEA TRANSPORTATION SERVICE
FAR EAST
FPO SAN FRANCISCO 96660

DEPARTMENT OF THE NAVY
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FAR EAST AREA
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MSTSFE P3170.4
8 APR 1965

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From: Commander Military Sea Transportation Service, Far East Area
To: Distribution List

Subj: Far East Port Directory

1. Purpose. To provide information on frequently visited Far East Ports.

2. Cancellation. COMSTSFE letter serial 4163 of 25 November 1960 is cancelled and superseded.

3. General. The format used in the compilation contains minimum essential information. Additional data are available in Sailing Directions, Notice to Mariners and other current publications.

J. L. HUNNICUTT

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FAR EAST AREA

MSTSFEINST 3170.4
9 APR 1965

RECORD OF CHANGES

CHANGE NO.	AUTHORITY	DATE ENTERED	ENTERED BY
1	COMSTSFE	8-2-67	1/C
2	COMSTSFE	8-2-67	1/C
3	COMSTSFE	8-2-67	1/C
4	COMSTSFE	8-2-67	1/C
5	COMSTSFE	8-2-67	1/C

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AOMORI, JAPAN

Lat. 40-51N Long. 140-46E

1. GENERAL DESCRIPTION

Aomori is situated at the southern corner of Aomori Bay and, important not only as function for traffic between Honshu and Hokkaido, but as a trade port for the import of coal and marine products. As the northern-most large port on the island of Honshu, Aomori occupies a strategic vantage point commanding the chief northern route of access to the Sea of Japan, Korea and the USSR.

The economic importance of the port cannot be overlooked. The Japanese National Railroad system operates train ferries from this port which provides a vital link in an unbroken rail corridor joining the Japanese main islands, thereby giving Aomori added transportational and commercial significance.

2. REFERENCE CHART

a. H.O. 5315, J.H.O. 1191 (Larger Scale)

3. PILOTS

a. Pilots are available, but not compulsory.
b. Pilot pick-up point: Lat. 40-52'N Long. 140-46'5E
c. Pilots are available day and night.

4. TUGS AND LIGHTERS

a. Tugs: J.N.R. Tug 4 (each HP 1,400)
b. Lighters: steel - 3 (each 100 tons capacity)

5. COMMUNICATIONS

a. Radio call sign - "JULIET NOVEMBER HOTEL" (Harbor Masters Office), 2260 kcs.
b. Voice call sign - Aomori Hoan MS Radio; 2130, 2150, 2182, 2396 kcs.
c. Times guarded - 24 hours.

6. NAVIGATION

a. Channel Depth: (LLW) 56'
b. Channel Width: 990'
c. Harbor Depth: 24.8'
d. Tidal Range: Springs 2'; Neaps 1.7'
e. Navigational aids: Light house and light buoy.

7. ANCHORAGE CAPACITY

a. Outside the Breakwater, unlimited, but within 1 to 2 miles from shore may be obstructed by fixed fishing nets in season. One large and one medium type vessel can be anchored inside the breakwater.

8. QUARANTINE ANCHORAGE

a. Lat. 40-52'N Long. 140-46.5'E

9. AMMUNITION ANCHORAGE

a. None.

10. MOORING BUOYS

a. None.

11. BUNKERING FACILITIES

a. By barge: Yes (50 ton capacity) non-self propelled.
b. Alongside: No
c. Class or type: Black
d. Cost and pumping capacity: Varies

12. POTABLE WATER

a. By barge: Yes (50 ton capacity non-self propelled) ¥110/ton
b. Alongside: Yes ¥ 50/ton; (3000 tons wharf only)
c. Capacity: 20 tons per hour.

13. PIERS

a.	Name	3,000 ton wharf	10,000 ton wharf
b.	Length (alongside)	346'	478'
c.	Width	132'	660'
d.	Depth (alongside)	24.8'	29.7'
e.	Height of deck above (MLW)	5'	10'
f.	Lights on pier	No	No
g.	Rails on pier	Yes	No
h.	Potable water	Yes	No
i.	Bunkers (by barge)	Yes	Yes

14. POL FACILITIES

POL Pier: Nonai Area (Shell Oil Co.)

15. HANDLING EQUIPMENT

a. Two mobile cranes.
b. Maximum capacity 10 tons.
c. No floating cranes.

16. SHIPYARDS AND DRYDOCKS

a. None

17. OFFICIALS AVAILABLE

		YES	NO
a.	U.S. Consul		X
b.	U.S. Army		X
c.	U.S. Navy		X
d.	Quarantine Officials	X	
e.	Immigration Officials	X	
f.	A.B.S. Officials		X

18. LST BEACHING AREAS

a. None

19. GENERAL INFORMATION

a. Largest ship to use this port: L- 481', W- 60', D- 28.5'
b. No ammunition allowed in this port.
c. Daylight port.
d. This is not a first port of entry.
e. Rail and road transportation is available.

HACHINOHE, JAPAN

Lat. 40-32N Long. 141-33E

1. GENERAL DESCRIPTION

Hachinohe, an open port, is a bight in the coast westward of Same Kaku. This harbor affords good anchorage during southerly winds to vessels, but is unsuitable during northerly winds. The northern limit of the harbor is defined by a line drawn 270 degrees from the outer rock of Hide Iwa, a group of rocks lying about 400 yards from the northern side of the eastern entrance point. The harbor has charted depths of 5 to 7 fathoms in the entrance, shoaling to the 3 fathom curve, which lies about ½ mile off the head of the bight.

Reclamation work and harbor improvements were begun in 1962 and are still in progress.

In 1960 due to the Chilean earthquake tidal wave, the depths in Hachinohe became generally greater than the charted depth. It was reported that the increase was 10 feet in the narrow channel between the breakwaters, and 23 feet in the vicinity of the west end of the breakwater.

Hachinohe, with a population of about 173,000, consists of Same, Minato, and Konakano and has iron foundaries and boat works. There is a tanker berth close westward of the inner harbor, with a least depth of 10 feet on the inner end. It consists of a finger pier with dolphins on the eastern side and a mooring buoy at the head. There are three 23-foot draft berths alongside. One tug of 250 horsepower and several lighters are available. Water is available by barge. Repairs are limited to fishing vessels. Supplies are limited. A hospital will admit seamen. There is rail, telephone, telegraph, radio and air communication.

2. REFERENCE CHART

a. J.H.O. Chart No. 65

3. PILOTS

a. Pilots are available.
b. Pilots are not compulsory.
c. Pilot pick up point: Lat. 40-32'5N Long. 141-32.8E
d. Available day and night.

4. TUGS AND LIGHTERS

a. Tugs: one 250 H.P.
eight 50 H.P.
b. Lighters: 24-wooden 50 ton capacity
2-steel 100 ton capacity

5. COMMUNICATIONS

a. Radio call sign J N Y 512, 500, 472 KCS
b. Voice call sign Hachinohe Hoan MS Radio 2182-2325 KCS
c. Times guarded 24 hours.

6. NAVIGATION

a. Channel Depth - 29'6"
b. Channel Width - 726'
c. Harbor Depth - 23'-29'6"
d. Tidal Range - Springs 3'11" Neaps 2'11"
e. Navigational Comments:
(1) Mooring Buoy No. 2 obstructs passage to alongside berths.
(2) Navigational Aids: Light house and aerial beacon.

7. ANCHORAGE CAPACITY

a. No. 2 area maximum draft 23'
b. No. 3 area unlimited tonnage 32' draft

8. QUARANTINE ANCHORAGE

a. Outside breakwater Lat. 40-32'9N Long. 141-32'7E

9. AMMUNITION ANCHORAGE

a. Outside of breakwater, Hachinohe No. 3 section

10. MOORING BUOYS

a. One 10,000 G/T; 29'6" max. draft
b. Standard type, No. one section

11. BUNKERING FACILITIES

a. One small barge 44,000 gallons
b. Alongside: none
c. Types: All types

12. POTABLE WATER

a. Barge, 50 ton capacity, non-self propelled
b. Alongside, yes
c. Cost per ton: Barge 28¢; land-pipe 11¢
d. Pumping capacity: 25 tons per hour

13. PIERS

a. General Cargo:

Name	#1/10,000T	#1/1,000T	#1/Kokyo	#2/Kokyo
Length Alongside	561'	396'	379'	379'
Width	462'	561'	495'	495'
Depth Alongside	29'6"	23'	19'10"	19'10"
Ht. of deck above MLW	10'	10'	6'6"	6'6"
Lights on pier	no	no	no	no
Rails on pier	no	yes	no	no
Potable water	yes	no	yes	yes
Bunkers	barge	barge	barge	barge

14. POL FACILITIES

a. Name	US Army		Nihon Oil Co.		Daikyo Oil Co.		ESSO Standard	
b. Depth alongside	26'3"		21'4"		21'4"		21'4"	
c. Limiting size of vessel	3200G/T		Length		100m or 330 ft			
d. Limiting draft of vessel	22'		19'9"		19'9"		19'9"	
e. No. pipe lines and size: Black			1-4",1-6"		4-6"		1-6",1-8"	
Clean	2-8"		1-3",4-4"		4-4",2-6"		2-4",3-6"	
f. Approx. loading & discharge rates for each product (bls):	B	C	B	C	B	C	B	C
	NONE	2000	1256	628	1256	628	2198	942
g. Capacity of storage by product (bls)	NONE	50000	59660	31400	34540	32656	34484	16172
h. Berthing 24 hrs	Black- yes		Clean- no					
i. Discharge ballast or sludge:	No							

15. HANDLING EQUIPMENT

a. Cranes: Catapillar (1) Stiffleg (2)
Mobile (3) Jib crane (2)

16. SHIPYARDS AND DRYDOCKS - none

17. OFFICIALS AVAILABLE

	YES	NO
a. U.S. Consul		X
b. U.S. Army	X	
c. U.S. Navy		X
d. Quarantine	X	
e. Immigration	X	
f. A.B.S. Officials		X

18. LST BEACHING AREAS

a. Location: Lat. 40-32'1N Long. 141-33'5E
b. Type: Landing
c. Deadmen and bollards are available
d. Accommodate one LST
e. Dry ramp landing
f. Tugs are available to assist

19. GENERAL INFORMATION

a. Largest ship accommodated: L- 594' W- 29'6" D- 29'6"
b. Ships with ammunition aboard are not allowed to enter port.
c. Ships are allowed to enter port to discharge general cargo if ammunition is aboard with the Harbor Master's permition.

d. Ships may enter port both day and night.
e. This is a first port of entry.
f. There are no special port or harbor regulations.
g. There are rails and highways leading from the port.
h. Local plans, charts, and photographs are available.

HAKATA (FUKUOKA), JAPAN

Lat. 33-37N Long. 130-23E

1. GENERAL DESCRIPTION

Hakata is located in the northern part of the island of Kyushu near Moji and is the port for the city of Fukuoka.

Fukuoka is the largest city in Kyushu and it is divided into two parts by the Naka River. Hakata is on the east side of the river and Fukuoka proper on the west side. Hakata represents the commercial quarter of the city where the busy shopping streets and amusement centers are located. Fukuoka is one of the most prosperous cities in Kyushu. Manufactures include chemicals, silk fabrics, machines and tools, woodenware and ceramics. Raw materials to be used in the industrial zone, such as rubber, raw cotton, wheat and pulp, are imported here.

By land, Hakata is situated close to heavy and light industrial areas around Kurume and Omuta and also to Chikumo mine, a leading coal mine in Japan. It is also located close to the Kanmon area, which includes Moji, Shimonoseki, Wakamatsu and Yawata, leading trading ports in Japan. Hakata is a shipping port for timber, bamboo and miscellaneous goods. The harbor is enclosed by a breakwater about 2,300 meters long.

The port of Hakata was designated to accommodate the ships which ply between Hakata, Pusan and Yosu, Korea, thereby reducing the congestion of ships in Moji and Shimonoseki, thus saving the time of land transportation to the western and southern parts of Kyushu.

2. REFERENCE CHART

a. H.O. 2310 (Fukuoka Wan) and J.H.O. 1227 (Hakata Ko).

3. PILOTS

a. Pilots are available day and night, but are not compulsory.
b. Pilot pick-up point - Lat. 33-39N Long. 130-17E.

4. TUGS AND LIGHTERS

a. Tugs:

Name	Gross Tonnage	Horsepower
Hakata Maru	130.22	1,000
Tokuyama Maru	83.33	300
Nanotsu Maru	29.25	140
Nishiki Maru	10.97	50

b. Lighters:
There are 5 lighters (wood) with a total capacity of 645 tons.

5. COMMUNICATIONS

a. Communications are made through the commercial station at Shimonoseki.

6. NAVIGATION

a. Channel Depth: 29'
b. Channel Width: 250 yds
c. Harbor Depth:
Inner 24'
Outer 22'
d. Tidal Range: Springs 7' Neaps 1.6'
e. Navigational comments:
(1) The current of tide in the harbor is very weak and has no effect on the passage of ships. The fastest tide current is 0.52 meter/second. The average tide current is 0.16 meter/second.
(2) Throughout the year the north wind usually prevails, followed occasionally by the southeast or northwest winds. Generally a strong north wind blows in winter.

7. ANCHORAGE CAPACITY

a. The inner harbor can accommodate 4 coastal type vessels and several smaller vessels.
b. The outer harbor is unlimited.
c. The sea-bottom is of clay or sand affording good holding ground.

8. QUARANTINE ANCHORAGE

a. East of Nokono Shima.

9. AMMUNITION ANCHORAGE

a. As designated.

10. MOORING BUOYS

a. Inner harbor:

Number	Capacity (Tons)
4	7,000
4	4,000

b. Outer harbor:

Number	Capacity (Tons)
2	5,000

11. BUNKERING FACILITIES

a. Vessels requiring bunkers can be accommodated by giving advance notice of 2 or 3 days to Nippon Sekiyu Company. Tanker service is available with a capacity of 800 to 900 tons.

12. POTABLE WATER

a. By barge and tug:
Capacity: The barge has a capacity of 100 tons, the tug 15 tons.
Rate: The barge can discharge at a rate of 40 tons/hr.
Cost: ¥85 per ton plus 50% additional charge at night or during rough weather. Also there is an additional ¥10 charge for every 3,280 ft. outside the breakwater.

b. By Hydrant:
Rate: 20 tons/hr.
Cost: ¥50 per ton.

13. PIERS (Central Pier)

	*Sideway Wharf	*West Wharf	**East Wharf	*New West Wharf
Length	492'	820'	524.8'	1175'
Width	52.5'	36'	52.5'	36'
Alongside Depth	29.5'	25.9'	21.3'	32.8'
Height of deck above MLW	9'9"	9'9"	9'9"	9'9"
Lights on pier	Yes	Yes	No	Yes
Rails on pier	Yes	Yes	Yes	Yes
Potable water available	Yes	Yes	Yes	Yes
Bunkers	No	No	No	No

* Operated by Fukuoka City
** Operated by J.N.R.

14. POL FACILITIES

a. No information available.

15. HANDLING EQUIPMENT

a. The following equipment is located at Central Pier.

Type	Capacity (Ton)	Number
Level-lifting crane	15	1
Mobile jib crane	3	2
Stationary derrick	3-10	1
Mobile crane	4-8	2
Truck crane	5-8	7
Newmatic conveyor	120/H	1
Fork lift	1-3	13
Mobile hopper	30-35/H	9

b. The following equipment is located at piers other than Central Pier:

Type	Capacity (Ton)	Number
Stationary derrick	3-10	9
Mobile crane	4-8	2
Truck crane	5-8	2
Belt conveyor (coal loading)	50-80/H	2
Fork lift	1-3	5
Floating crane	20-30/H	2

16. SHIPYARDS AND DRYDOCKS

a. None

17. OFFICIALS

	YES	NO
a. U.S. Consul	X	
b. U.S. Army	X	
c. U.S. Navy		X *
d. Quarantine Officials	X	
e. Immigration Officials	X	
f. A.B.S. Officials		X **

* MSTS Rep at Moji
** ABS Officials are available from Nagasaki.

18. LST BEACHING AREAS

a. Saitozaki Machi Beach. Deadmen and bollards are available at LST ramp #1 and #2 only. Three LSTs can be accommodated.
b. Dry ramp landing - available at LST ramp #1 and #2.
c. Tugs are available to assist.
d. There are no special hazards or limitations

19. GENERAL INFORMATION

a. The largest ship to enter this port was President Lincoln (13,223 G/T) with a length of 563 ft and draft of over 29 ft.
b. Ships carrying ammunition are nnt allowed to enter port.
c. This is a "first port of entry".

HAKODATE, JAPAN

Lat. 41-46N Long. 140-46E

1. GENERAL DESCRIPTION

Hakodate was one of the first ports opened to foreign trade at the beginning of the Meiji Era. The port is situated on the south coast of Hokkaido approximately 40 air miles south-southwest of the port of Muroran. The port plays a very important economic role in the North Pacific Ocean area in connection with the salmon and crab fishing. It is the second largest city in Hokkaido.

The Japanese people apparently settled in this district during the latter part of the 12th century, but the official ruling of the Japanese Government shows it to be in the 15th Century. Hakodate was opened as a supply port due to the Kanagawa Treaty (between Japan and the USA) in 1854, and was designated as an open port in 1860. After development of trade, many Russians came to this town to establish business firms. Sign boards written in Russian letters were seen only in Hakodate, Tsuruga, and Nagasaki in the 19th Century.

Harbor construction was commenced in 1897 and completed in 1919. A long range plan for the development of Hakodate was originated in 1929. The marine traffic around Japan destined for Vladivostok and Kamchatka was closely connected with this port before the revolution in the Russian Empire. After World War 1, the Russian population in Hakodate gradually decreased in number.

Hakodate is the terminal of the Hokkaido main line and branches of Matsumae and Esashi. There are car ferry connections to Aomori. Japan Government Railroad passenger and car ferries ply between Hakodate and Aomori 5 times a day (approximately 4½ hour trip). Some of the express trains for Sapporo from Tokyo are carried to Hokkaido by ferry.

2. REFERENCE CHART

a. H.O. 2291

3. PILOTS

a. Pilots are available. Pilotage is not compulsory.
b. Pilot pick-up point - Lat. 47-36-06N; Long. 140-41-30E.
c. Pilot is available day and night.

4. TUGS AND LIGHTERS

a. Tugs: 4 - 800 HP 2 - 570 HP 1 - 480 HP 1 - 210 HP
1 - 400 HP 1 - 360 HP 1 - 230 HP
b. Lighters: 188 - Total capacity 23,378 L/T.

5. COMMUNICATIONS

a. Radio call sign - "JULIET NOVEMBER INDIA," KCS500 (international distress & calling only) (Japanese Station).
b. Voice call sign - "JULIET NOVEMBER INDIA," KCS 2182.
c. Times guarded - continuous.

6. NAVIGATIONS

a. Channel depth: 42.6' to 55.7'.
b. Harbor depth: 35'
c. Tidal range: Springs 3' Neaps 2'
d. Navigational hazards: Masters must exercise caution due to the heavy ferry traffic in the area.

7. ANCHORAGE CAPACITY

a. About 20 large vessels in the area outside the breakwater and about 6 large vessels inside the breakwater excluding the passage.

8. QUARANTINE ANCHORAGE

a. Lat. 41-46-40N; Long. 140-41-15E.

9. AMMUNITION ANCHORAGE

a. Area outside breakwater as designated by Harbor Master.

10. MOORING BUOYS

a. 8 buoys with capacity from 6,000 tons to 20,000 tons.

11. BUNKERING FACILITIES

a. Barge: Yes
b. Alongside: No

12. POTABLE WATER

a. By barge: Yes (Cost ¥70 per ton).
b. Alongside: Yes (Cost ¥40 per ton).

13. PIERS

Name or Number	Nishihama Pier	Center Pier	Kaigan-Cho Pier	Bandai-Cho Pier
Length (Usable)	3000'	1476'	525'	590'
Width	22.9'	22.9'	45.9'	45.9'
Alongside depth	10 - 21'	20 - 30'	16.4'	9 - 12'
Ht of deck above MLW	8.2'	8.2'	6.5'	6.5'
Lights on pier	No	Yes	No	No
Rails on pier	No	No	No	No
Potable wtr availble	Yes	Yes	No	No
Bunkers				No

NOTE: Arikawa pier and Wakamatsu-cho pier are used for railway ferries only. The alongside depth is 22 to 25 ft respectively.

14. POL FACILITIES

Unknown

15. HANDLING EQUIPMENT

a. 1 - 40 ton Jib Crane; 1 - 8 ton Mobile Crane
4 - 10 ton Tower Cranes; 1 - 8 ton Caterpillar Crane.
5 - 5 ton Jib Cranes; Bucket and belt conveyors and fork lifts

b. Jib Crane in Hakodate Dock Yard, 40 ton capacity. All equipment is owned by the Hakodate Dock Company.

c. Floating Cranes
(1) One non-self propelled 15 ton safe lift cap., max. ht. 68.8', max. vert 25.5' one non-slef propelled 16 ton safe lift cap., max. ht. 62.3', max. vert. 25.7'and one 65 ton - no additional information.

16. SHIPYARDS AND DRYDOCKS

Hakodate Dock Co. has the capacity to build one 13,000 G/T and one 5,000 G/T at one time. Major repairs can be accomplished at this shipyard.

		#1	#2
a.	Length	512'	416.5'
b.	Width at entrance	95'	91.8'
c.	Depth over sill	36'	29.5'

17. OFFICIALS

		Yes	No
a.	U.S. Consul		X
b.	U.S. Army		X *
c.	U.S. Navy		X
d.	U.S. Air Force		X
e.	Quarantine	X	
f.	Immigration	X	
g.	A.B.S.		X

* Available from Misawa AFB

18. LST BEACHING AREAS

a. Dry ramp landings at:
(1) Nakahama (2 LSTs).
(2) Kaigan-cho (2 LSTs).
(3) Middle Quay (6 LSTs).

b. Bollards have been installed.

19. GENERAL INFORMATION

a. Largest ship to be accommodated in port:
Length 656'; Draft 36'
b. Ammunition ships are not allowed to enter port.
c. This is a 24 hour port.
d. Railroad and highway connects with all ports of Hokkaido.
e. This is a "First Port of Entry."

IWAKUNI, JAPAN

Lat. 34-08N Long. 132-16E

1. GENERAL DESCRIPTION

The port of Iwakuni and the Military Port are sometimes mistakenly considered one and the same. The latter, operated by the Marine Corps Air Facility, is located about 3 miles south of the commercial port. The commercial port harbor limits are well defined on H.O. Chart 2254. During the war this port was used primarily for tanker discharge for the Japan Fuel Board. At present there are diversified activities at this progressive little port.

At the Military Port a seadrome area restricts shipping to allow for seaplane landings day or night. The areas are well defined on the pertinent chart. Anchorage berths are also shown on Chart 2254. Because of flying activity ships should approach the general area with caution.

Many interesting tours may be arranged locally which include Hiroshima, Miya Jima and the well known bridge at Kintai Bashi.

2. REFERENCE CHART

a. H.O. No. 2254

3. PILOTS

a. Pilots are not compulsory, but are available day and night from Moji or Seki Saki.

b. Pilot pick-up point:
Bungo Suido straights
Shimonoseki straights

4. TUGS AND LIGHTERS

a. No tugs are ported at Iwakuni, but can be obtain from Hiroshima, Kinkai Shosen Tug Company.

b. No lighters are available, but can be obtained from the tug company.

5. COMMUNICATIONS

a. Radio (CW) call sign, "NOVEMBER ECHO UNIFORM TWO", on 4717.5 KCS

b. Voice call sign, "IWAKUNI CONTROL", on 2716 KCS

c. Times guarded - 24 hours.

6. NAVIGATION

a. Channel Depth (LLW): 13 fathoms (average)

b. Channel Width: 5,300'

c. Harbor Depth: Inner Harbor averages 22'

d. Tidal Range: Springs 12' Neaps 3'

e. Navigational comments:

(1) The entrance to harbor for large draft ships is safe only 2 hours before or after high tides (LST's are always safe). MLW state leaves only a minimum of 2 fathoms at harbor entrance. A, B, C, D anchorages are always safe.

7. ANCHORAGE CAPACITY

a. Four ships may be accommodated in the outer harbor at anchorages A, B, C, D. Depth of water in anchorage areas is 13 fathoms at LLW.

8. QUARANTINE ANCHORAGE

a. Lat. 34-10-26N Long. 132-16-43E

9. AMMUNITION ANCHORAGE

a. Lat. 34-09-06N Long. 132-16E

10. MOORING BUOYS

a. Capacity:

Mooring buoy	Capacity	
#1	Class E	50,000 tons
#2	Class F	20,000 tons

b. Type: Steel, Class "E" Wooden fenders, class "F" pipe railings

c. Water Depth:

Buoy #1 9 fathoms
Buoy #2 10 fathoms

d. Location: ½ mile from seawall, near harbor entrance at Lat 34-07-59N and Long. 132-15-17E (Buoy #1) and Lat 34-08-13N and Long. 132-15-29E (Buoy #2).

11. BUNKERING FACILITIES

a. By barge: white diesel available for emergencies only 220 M gal.

b. Alongside: none

12. POTABLE WATER

a. By barge: One barge with a capacity of 150 tons. The pumping rate is 10,000 gal/hr average.

b. Alongside: A Hydrant is available at the LST pier with a pumping rate of 215 gal/min.

13. PIERS

Name or Number	Golf (No. 1)
Length (Alongside)	133'
Width	40'
Alongside Depth (MLW)	11'
Ht of deck above MLW	20'
Lights on pier	No - portable lights available
Rails on pier	No
Potable water available	Yes
Bunkers	No

14. POL FACILITIES

a. There is a small POL pier which can accommodate a vessel with a length of 140 ft and draft of 9 ft. Two 8" hoses are available.

b. There is a T-1 type POL discharge point located approximately 300 yds southeast of the tip of the southern breakwater. There are four mooring buoys and 2 military LCM available for mooring. Also, commercial tugs are available from Hiroshima. Berthing is normally during daytime only.

(1) Depth (MLW): 31' to 46', mud bottom
(2) No. pipelines and size: two 8" submarine lines
(3) Approximate loading and discharge rates:

MoGas	571 bbls/hr
Avgas and JP-5	1,500 bbls/hr

(4) Capacity of storage:

MoGas	3,999 bbls	Diesel	3,000 bbls
Avgas	10,071 bbls	JP-5	21,000 bbls

15. HANDLING EQUIPMENT

a. There is a hammer head crane located at the end of pier Golf. The capacity is 20 tons (Condition good) with a reach of 75 ft.

b. There are no floating cranes in Iwakuni; however, 50 or 100 ton cranes can be obtained from Hiroshima.

16. SHIPYARDS AND DRYDOCKS

a. No drydocks are in Iwakuni. There are repair facilities available for small craft only.

17. OFFICIALS

		YES	NO
a.	U.S. Consul		X *
b.	U.S. Army	X	
c.	U.S. Navy	X	
d.	Quarantine Officials	X	
e.	Immigration Officials	X	
f.	A.B.S. Officials		X **

* U.S. Consul available from Fukuoka.
** A.B.S. Officials available from Shimonoseki.

18. LST BEACHING AREAS

a. Geographical location: Berth "G", "H", "I" Inner Harbor
b. Beach or Quay: Two cement ramps and one floating pontoon causeway.
c. Ample deadmen or bollards are available.
d. Tugs available: Usually 2 LCM's are utilized.
e. Special hazards or limitations: Ramps "H" and "I", cement ramps, are good only 2 hours prior and after high tides.

19. GENERAL INFORMATION

a. The largest ship to be accommodated in the outer harbor was an aircraft carrier (U.S.S. CONSTELLATION). The largest in the inner harbor was an LST (1171 class).
b. Ships carrying ammunition are allowed to enter port. Berth Golf is used as the ammunition discharge berth.
c. Both rail and road leave the port area.
d. Entry is normally during daylight.

KAGOSHIMA, JAPAN

Lat. 31-35-22N Long. 130-33-58E

1. GENERAL DESCRIPTION

The scenic beauty of Kagoshima city and Mt. Sakurajima is so famous that it is called the Naples of the Orient. The park of Shiroyama rising at back of the city is covered with great camphor-trees and evergreen broad-leaved trees peculiar to the sub-tropical zone. Sakurajima mountain-island (1,118 meters), towering steep from the blue Bay of Kinko is an active volcano, which erupted about 30 times in the past 500 years. South of Kagoshima and Satsuma peninsula, stands Mt. Kaimon (924 meters). Mt. Kaimon, Ibusuki hot-springs and its vicinity are noted as the most excellent tourist resort in south Kyushu, presenting Lake Ikeda, largest in Kyushu and many other intersting sites in the surrounding areas.

There are many attractive local products, such as Satsuma pottery, (introduced from Korea about 300 years ago and have improved on the technique), bambo works, camphor, lily bulbs and pepper (lily bulbs exported as Christmas decorations), tea and dolls.

2. REFERENCE CHART

a. H.O. 2165

3. PILOTS

a. Pilots are available. Pilotage is not compulsory.
b. Pilot pick-up point - Lat. 31-33-20N; Long. 130-35-30E.
c. Pilots are available day and night.

4. TUGS AND LIGHTERS

a. Tugs: One 310 H.P. Diesel tug.
b. Lighters: Six 370 ton.

5. COMMUNICATIONS

a. Radio call sign - "JULIET NOVEMBER UNIFORM" Voice
b. Voice call sign - "JULIET NOVEMBER UNIFORM" 港, KCS 2182
c. Times guarded - 24 hours.
Note: No MSTS or Navy communications - vessels should contact MSTSO Sasebo prior arrival.

6. NAVIGATION

a. Channel depth - 29.5 ft.
b. Harbor depth - Outer Harbor - 120 ft. Inside breakwater - 23 ft.
c. Tidal range - Springs 9.3 ft; Neaps 5.3 ft.

7. ANCHORAGE CAPACITY

More than 30 berths within 20 fathoms.

8. QUARANTINE ANCHORAGE

a. Lat. 31-33-20N; Long. 130-35-30E.

9. AMMUNITION ANCHORAGE

a. Outer harbor.

10. MOORING BUOYS

None

11. BUNKERING FACILITIES

a. Barge: Yes

12. POTABLE WATER

a. By barge: Yes
b. At wharf: Yes

13. PIERS

Name or Number	Quay
Length (Usable)	1083 ft. (361 ft. & 722 ft)
Width	-
Alongside depth	23 ft.
Height of deck above MLW	10 ft.
Lights on pier	No
Rails on pier	No
Potable water available	Yes
Bunkers	By barge only

14. POL FACILITIES

None

15. HANDLING EQUIPMENT

None

16. SHIPYARDS AND DRYDOCKS

None

17. OFFICIALS

	YES	NO
a. U.S. Consul		X
b. U.S. Army		X
c. U.S. Navy		X
d. U.S. Air Force		X

17. OFFICIALS (Cont'd)

	YES	NO
e. Quarantine Officials	X	
f. Immigration Officials	X	
g. A.B.S. Officials		X

18. LST BEACHING AREAS

None

19. GENERAL INFORMATION

a. Ships carrying ammunition are not allowed inside the breakwater.
b. Day or night entry allowed.
c. This is a "First Port of Entry."

KOBE, JAPAN

Lat. 34-40N Long. 135-12E

1. GENERAL DESCRIPTION

Kobe is located on the south coast of Honshu, about 235 miles westsouthwest of Tokyo. Kobe is laid out in a roughly rectangular pattern, with a fairly wide network of main streets and boulevards interconnected by numerous narrow crooked side streets.

Since about the middle of the third century when commerce with China and Korea was opened, Kobe began to develope as a seaport because of its favorable geographical position. Consequently, even in those early times port and harbor improvement work repeatedly was undertaken to increase the commercial trading capability of the port. In 1867, however, a new stage in the developement of Kobe commenced with the opening and designation of the city as an international port for foreign trade. As a result of continued modernization and improvement of its facilities through the intervening years and greatly increased foreign trade, Kobe has assumed a foremost position among Japan's international ports. Toward the end of World War II the port registered a temporary decline, but since the end of the war it has gradually revived its facilities and is rapidly restoring the former prosperity that it enjoyed prior to hostilities. In 1951, Kobe was designated as a major port, and today, supported by its industrial assets, is playing an important role as a port of entry and departure for regular tramp vessels to and from various parts of the world.

In addition to being one of Japan's most important ports and the sixth largest city, it is a vital transportation center and an industrial metropolis, with shipbuilding yards, steel mills, sugar refineries, match factories, and chemical and rubber plants forming the backbone of its economic activity. It is also the seat of two universities and a nautical academy and is the capitol of the prefectural government of Hyogo-ken.

From a strategic and military viewpoint, Kobe is important as one of the major railroad centers serving the industrial heart of Japan - the Osaka, Kyoto, Kobe triangle. Probably of even greater importance is the port's large concentration of shipbuilding, aircraft, railroad, heavy-steel, and ordnance manufacturing facilities. A prime military target, the port was heavily bombed (1945) in World War II.

The principal exports of Kobe are cotton goods, rayon yarn, machinery, metal and metal products, ore and mineral products and miscellaneous goods. Imports consists of coal and coke, metal and metal products, ore and mineral products, cereals, cotton, crude rubber, hemp, petroleum, timber, and miscellaneous goods.

2. REFERENCE CHART

H.O. Chart No. 1645

3. PILOTS

a. Pilots are available and compulsory.
b. Pilot pick-up point - Section No. 3 and 4 of reference chart
c. Pilots available between sunrise and 2100 hours.

4. TUGS AND LIGHTERS

a. Tugs:	Number	Details
City-operated	1	The Ryuo Maru
Privately-operated	23	6 by Kobe Shipyard & Engine Works, Mitsubishi Heavy-Industries, Ltd. 4 by Kawasaki Dockyard Co., Ltd. 3 ea. by Shin Marubishi Shipping Co., Hayakoma Transportation Co., & Nitto Transportation Co., Ltd. 2 by Miura Shipping Co., Ltd. 1 ea. by Mitsui Warehouse Co., Ltd. & Syoyo Shipping Co., Ltd.
TOTAL:	24	

CITY-OPERATED

RYUO MARU	1500 HP

PRIVATELY-OPERATED

(1)	Kobe Shipyard & Engine Works, Mitsubishi Heavy-Industries, Ltd.	
	IKUTA MARU	1010 HP
	NAGATA MARU	570 HP
	MITSUBISHI MARU	420 HP
	OSHIDORI MARU	190 HP
	WADA MARU	1800 HP
	SHINKO MARU	650 HP
(2)	Kawasaki Dockyard Co., Ltd.	
	TANAGAWA MARU	750 HP
	MIRUME MARU	650 HP
	TARUMI MARU	650 HP
	SUMIYOSHI MARU	800 HP
(3)	Shin Marubishi Shipping Co., Ltd.	
	GEKKO MARU	1100 HP
	TAKATORI MARU	1100 HP
	GINSEI MARU	1600 HP
(4)	Hayakoma Transportation Co., Ltd.	
	SORYU MARU	500 HP
	NO. 2 IKOMA MARU	500 HP
	SOUN MARU	420 HP
(5)	Nitto Transportation Co., Ltd.	
	ZUIHO MARU	1040 HP
	KAIHO MARU	640 HP
	SHOHO MARU	1500 HP
(6)	Miura Shipping Co., Ltd.	
	TAKA MARU	1700 HP
	TOSHI MARU	1700 HP

(7) Syoyo Shipping Co., Ltd.
SHINYO MARU 1100 HP

(8) Mitsui Warehouse Co., Ltd.
NUNOBIKI MARU 640 HP

b. Lighters (No. and Capacity)

	Number	Capacity
CA Barge (no engine)	974	183975
Schooner (with engine)	370	184772

5. COMMUNICATIONS

a. Radio (CW) call sign - JGD ~~A2~~ CW 444 KCS
b. Voice call sign - JGD ~~A3~~ Jacc 2182 KCS
c. Times guarded - 24 hours

6. NAVIGATION

a. Channel Depth (LLW)

No. 1 Route (Fairway)	13 Meters
No. 2 Route (Fairway)	11.9 "
No. 3 Route (Fairway)	11 "
No. 6 Route (Fairway)	12 "

b. Channel Width

No. 1 Route (Fairway)	280 Meters
No. 2 Route (")	170 "
No. 3 Route (")	100 "
No. 6 Route (")	260 "

c. Harbor Depth 7 Meters
d. Tidal Range
The tide range in the harbor at its maximum is not over 1.8 Meters.

7. ANCHORAGE CAPACITY

a. Outer harbor: More than 50 large type vessels.
b. Inner harbor: 8 large type and 8 medium type vessels

8. QUARANTINE ANCHORAGE

Kobe Quarantine area is formed by the following four points:
Point A - 180 degrees true, 500 meters from Wada Misaki lighthouse (34-38.9N; 135-11.2E)
Point B - 180 degrees true, 1200 meters from Point A
Point C - 270 degrees true, 1600 meters from Point B
Point D - 0 degrees true, 1200 meters from Point C

9. AMMUNITION ANCHORAGE

See reference chart section No. 5

10. MOORING BUOYS

The whole sea surface within the Port limits is divided into 5 sections.

Sec.	Owner of Buoys	No.of Buoys	Buoy No./ Designation	Mooring Capacity	
				No. of Vessel Moored	Total G/T of Vessels Moored
No. 1	Kobe City Government	10	Nos.1-2, 4-8, 21-23	10)	97,500
		2	Dolphin No. 1-2	2	
	Kawasaki Dockyard Co.	1	A	1	7,000
No. 2	Kobe City Government	10	No. 9-18	10	208,000
	Kobe Shipyard & Engine Works, Mitsubishi Heavy Industries, Ltd.	3	B,C,D	3	34,000
	Kawasaki Dockyard Co.	1	C	1	12,000
No. 3	Mitsubishi Oil Co., Ltd.	2	No. 1-2	1	18,000
	Shell Sekiyu Kaisha	2	Shell Buoy	1	18,000
	Nissho Company, Ltd.	2	Nissho Buoy	1	17,000
No. 4	Kobe City Government	1	No. 24	1	35,000
	Idemitsu Kosan Co. Ltd,	2	Idemitsu Buoy	1	20,000
	Onoda Cement Co. Ltd.	1	Onoda Buoy	1	3,000
	Nippon Oil Co. Ltd.	1	Nisseki Buoy	1	20,000
No. 5	NONE				
TOTAL		38		34	489,500

11. BUNKERING FACILITIES

a. By barge (No. and Capacity):
53 - 54,660 kiloliters
b. Alongside: none
c. Pumping capacity per hour by barge:
200 - 250 L/Tons

12. POTABLE WATER

From Pier *	Water Barge	No. of Hydrants 227	Max. Supply Cap. p/hr 20-45 tons p/hydrant	Carrying Capacity
From Water Barge	Kyusui Maru No.1	3	80 tons	100 tons
	" No.2	3	80 "	140 tons
	" No.3	3	80 "	140 tons
	" No.7	3	80 "	100 tons
	" No.9	6	250 "	310 tons
	" No.10	12	260 "	310 tons
Total	6 water barges	257		1,100 tons

* Not available at Shinko #6E.

13. PIERS

Berths alongside for large-type vessels
E = East side W = West side S = South side; All figures in meters

Name	Length	Rails on Pier	Ht. Above MLW	Width of Apron	Fixed Depth of Water	Fixed No. of Vessels Coming Alongside G/Tonnage	No. of Berths
Shinko Pier 1	W 364 S 103 E 364	Yes " "	3.3 3.3 3.3	7	W. 9.1 S. 9.1 E. 9.1	W. 8,000 ea E. 8,000 ea	2 2
Shinko Pier 2	W 364 S 102 E 364	Yes	3.3 3.3 3.3	7	W. 9.1 S. 9.1 E. 9.1	W. 8,000 ea E. 8,000 ea	2 2
Shinko Pier 3	W 365 S 102 E. 378	Yes	3.3 3.3 3.3	7	W. 9.1 S. 9.1 E.10.0-10.9	W. 8,000 ea E. 10,000 ea	2 2
Shinko Pier 4	W 391 S 147 E. 444	Yes	3.3 3.3 3.3	7 7 9	W.10.0-10.9 S 10.0 E.10.0-12.0	W. 15,000 ea E. 20,000 ea	2 2
Shinko Pier 5	W 448 S 147 E 444	Yes	3.3	11	W.10.0-12.0 S. 10.0 E. 10.0	20,000 W. 15,000 E. 15,000 ea	1 1 2
Shinko Pier 6	W 440 S 106 E 444	Yes	3.3	11	W. 10.0 S. 10.0 E. 10.0	W. 15,000 ea E. 15,000 ea	2 2
Shinko A Pier 7 B	W 200 S 52 E 200 S 52	Yes	4	6.2 6.2	W. 10.0 S. 10.0 E. 10.0 S. 10.0	W. 10,000 E. 10,000	1 1
Shinko Pier 8	W. 400 S 52	Yes	4	6.5 6.5	W. 10.0 S. 10.0	W. 10,000 ea	2
Maya Piers Under Construction	220	No		20	10.0-12.0	10,000	1
Central Pier (Naka Pier)	W 641 S 88 E 215	Yes	3.03	8	W. 5.5-9.0 S. 9.0 9.0 E.	1,000 ea W. 8,000 E. 8,000	4 1 1
Hyogo Pier 1	E 638 S 125 W 435	Yes	3.03	5.4	E. 7.2 S. 7.2-9.0 W. 7.2-9.0	E. 2,000 ea 2,000 ea W. 8,000	6 2 1
Hyogo Pier 2	E 434 S 125 W 434	Yes		5.4	E. 7.2-9.0 S. 9.0 W. 7.2-9.0	2,000 E. 6,000 8,000 2,000 W. 6,000 8,000	1 1 1 1 1 1

13. PIERS (Cont'd)

Name	Length	Rails on Pier	Ht. Above MLW	Width of Apron	Fixed Depth of Water	Fixed No. of Vessels Coming Alongside	
						Gross Tonnage	No. of Berths
Nada Wharf	S. side W 135 E 509	No		 5.4 5.4	 6.3 4.5	S. side W. 2,000 E. 500 ea	 1 9
	W. side 218			5.4	4.5	500 ea	2
Benten A	114	No		3	5.5	1,000	1
Osaka Gas East Pier	153	No		-	4.5	1,000	1
Idemitsu Pier	55	No		-	5.0-9.5	10,000 2,000	1 1
Nisseki Pier	161	No		-	5.0	15,000	1
Mitsui Pier	E 186 W 178	No		5 7	E. 10.0 W. 10.0	E. 10,000 W. 10,000	1 1
Takahama Wharf	Front 325 W. 193	Yes	2.80	 13 11	 8.2 8.2	 8,000 8,000	 2 1
K.S. Main Wharf	210			1.5	9.5	10,000	1
Unclassified	1,792			-	3.0-13.0	(20,000 (13,000 (10,000 ea (8,000 ea (7,000 (4,000 ea (3,000 (2,000 ea (600 ea (500	1 1 4 2 1 3 1 2 2 1
(The column mostly includes those wharves belonging to Kobe Shipyard & Engine Works of Mitsubishi Heavy-Industries, Reorganized, Ltd. and Kawasaki Dockyard Co., Ltd., which they own for the purpose of fitting out ships).							
Total	14,056					628,200	91

14. POL FACILITIES

Name of Oil Company	Name or No. of Berth	Tank Capacity	Berthing Methods	Depth Berth(MLWS)
Maruzen Oil Co., Ltd.	Nodahama	67,000 KL	Mooring Buoy	13.00 m
Esso Standard Sekiyu KK	"	51,400 KL	"	"
F. Kanematsu & Co. Ltd.	"	42,800 KL	"	"
Shell Sekiyu KK	Shell	77,000 KL	"	11.40 m
Mitsubishi Oil Co.Ltd.	Sea berth		"	9.80 m
Idemitsu Kosan Co. Ltd.	Idemitsu	158,730 KL	Alongside	9.00 m
Nippon Oil Co., Ltd.	Nisseki	69,920 KL	"	9.50 m
The Nissho Co., Ltd.	Nissho berth	26,000 KL	Mooring buoy	10.40 m

Facilities are available for discharge of sludge.

15. HANDLING EQUIPMENT

a. General summary of pier cranes, conveyors, etc.

(1) Shore cranes	City-operated	Fixed	18
		Travelling	8
	Private-operated	Fixed	164
		Travelling	66
		Total:	256
(2) Conveyors		Fixed	2
		Travelling	18
		Total:	20

b. Capacity of heaviest shore base cranes and their location.

LOCATION	CAPACITY	LOCATION	CAPACITY
K.S. Wharf	12.0 Tons	Kawasaki Heavy-Industries	
"	12.0	Wharf	13.0 tons
Kawasaki Iron & Steel		"	20.0
Co. Wharf	10.0	"	15.0
"	10.0	"	15.0
"	10.0	Shin-Mitsubishi Wharf	12.0
"	10.0	"	10.0
"	10.0	Hyogo Canal	35.0
Pier 1	20.0	"	100.0
Pier 3, 4	10.0	"	35.0
Pier 2	30.0	"	25.0
Center Pier	15.0	"	10.0
Center Pier	20.0	"	10.0
Takahama Wharf	15.0	"	40.0
No.1 Hyogo Pier	30.0		

c. Floating Cranes

Type	Safe Lift Capacity (Tons)	Power
Fixed	50	Steam
"	15	"
"	50	Elect.
"	3	Steam
"	40	"
"	150	Diesel
"	200	Steam
"	50	"
"	15	"
"	25	Diesel
"	450	"
"	100	Steam
"	250	"
"	15	"

c. Floating Cranes (cont'd)

Type	Safe Lift Capacity (Tons)	Power
Fixed	5-8	Diesel
"	40	Steam
"	60	"
"	20	"
"	2	Hands
"	2	Diesel

16. SHIPYARDS AND DRYDOCKS

(F) = Floating (D) = Dry

	Building Berth		Slip		Dock	
	No.	Gross Ton	No.	Gross Ton	No.	Gross Ton
Kobe Shipyard & Engine Works, Mitsubishi Heavy-Industries, Reorganized, Ltd.	4	34,000 16,675 14,625 13,275			4	6,500(F) 12,700(F) 7,500(F) 50,000(D)
Kawasaki Dockyard Co., Ltd.	6	6,970 8,970 18,300 31,000 10,500 29,500			3	10,000(D) 1,200(F) 13,000(F)
Kanagawa Dockyard Co., Ltd.	2	1,000 1,000	3	300 300 300		
Kobe Dockyard Co., Ltd.					3	3,500(F) 1,200(F) 500(F)
Arata Dockyard Co. Ltd.					1	1,700(F)
Hashimoto Dockyard Co. Ltd.			5	50 80 50 200 130		
Ishihara Dockyard Co. Ltd.					1	80(F)
Maeda Steel Works					1	500(F)
Total	12	185,815	8	1,410	13	

17. OFFICIALS

	Yes	No
a. U.S. Consul	X	
b. U.S. Army	X	
c. U.S. Navy		X
d. Quarantine Officials	X	
e. Immigration Officials	X	
f. A.B.S. Officials	X	

18. LST BEACHING AREAS

a. Geographical Location:	Pier 6 - Pool
b. Beach or Quay:	None beaching, quay only
c. Deadmen or bollards available:	None
d. Number of LST's accommodated:	One (Workable)
e. Dry ramp landing:	None
f. Are tugs available to assist:	Yes, available
g. Special hazards or limitations:	None

19. GENERAL INFORMATION

a. Ships carrying ammunition must discharge cargo in area No. 5
b. The port is open from sunrise to 2100, but berthing may be accomplished at any time.
c. Shinko Pier Nos. 4 and 5 can each take an extra large ship of more than 40,000 gross tons.
d. This is a first port of entry.
e. It is well known that the port of Kobe can supply ships with water which is pure and of exceptionally good taste.

KURE, JAPAN

Lat. 34-14N Long. 132-33E

1. GENERAL DESCRIPTION

The Port of Kure is situated in Hiroshima Prefecture. It is located in the southwestern part of the prefecture, facing the Inland Sea. Kure developed as a result of the Japanese Navy and the normal existence of the port, prior to World War II, depended upon the Naval dockyard. With the abolition of the Japanese Navy after World War II, the city suffered a rapid decline. This decline was halted when Kure was declared an overseas trading port on 1 January 1948. It was the headquarters of the British commonwealth occupation force at the end of World War II. A large part of the waterfront area is now occupied by the docks and buildings associated with the Harima Shipbuilding Works, Ltd.

Kure exports scrap and pig iron, wood, cork, and limestone. The important cities located near Kure which contribute to the economy of the port are Hiroshima, Iwakuni, Yamaguchi, Fukuyama and Matsuyama. Each of these cities absorb products and cargo from Kure and forward raw materials and outgoing cargoes through the port.

2. REFERENCE CHART

a. H.O. 6088
b. J.H.O. 1110

3. PILOTS

a. Pilots are available, but not compulsory.
b. Pilot pick-up point: 34-13-30N Long. 132-31E
c. Daylight port.

4. TUGS AND LIGHTERS

a. Tugs: 10 tugs, 100HP-800HP
b. Lighters: 31 lighters.

5. COMMUNICATIONS

a. Radio (CW) call sign; By way of Hiroshima "JULIET NOVEMBER ECHO" 500 KCS. (International distress and calling only)
b. Voice call sign Kure Hoan, 2325 or 472 KCS.
c. Times guarded - 24 hours.

6. NAVIGATION

a. Channel Depth (LLW) Ondo Seto 23'; Hayase Seto 33'
b. Channel Width Ondo Seto 231'; Hayase Seto 429'
c. Harbor Depth 36'
d. Tidal Range - Springs 11' Neaps 8.6'
e. Channel comments; Aids or obstructions, nothing special.

7. ANCHORAGE CAPACITY

a. Anchorage unlimited outside of harbor.

8. QUARANTINE ANCHORAGE

a. Lat. 34-13-30N Long. 132-31E

9. AMMUNITION ANCHORAGE

a. Lat. 34-13-30N Long. 132-30-30E

10. MOORING BUOYS

a. Capacity: 6 ships
b. Type: standard
c. Water depth: 50'
d. Location and arrangement: From shore to sea, No.6 to No. 1 buoy.

11. BUNKERING FACILITIES

a. By barge: 12 barges (200-500 M/T).
b. Alongside: Yes
c. Type: Tanker.
d. Cost: About $15.00 per L/Ton
e. Pumping rate: 200 tons per hour.

12. POTABLE WATER

a. By barge: ~~12 barges~~. One 300 ton cap barge.
b. Alongside: Yes
c. Cost: 31¢ per M/T
d. Pumping capacity alongside 30 T/Hr. Barge 50 T/H.

13. PIERS

Name	Showa Futo Wharf	Nisshin Wharf
Length alongside	1056'	1125'
Width	Unlimited	
Depth alongside	30'	16 to 36'
Lights on pier	Yes	Yes
Rails on pier	No	No
Potable water available	Yes	Yes
Bunkers	Yes	Yes

14. POL FACILITIES

a. None

15. HANDLING EQUIPMENT

a. Comercial Equipment

TYPE	S.W.L. TONS	NO.	LOCATION
ELECTRIC CRANE FIXED	5	1	Kotobuki Machi, Kure
ELECTRIC CRANE FIXED	5	1	Kaigan Dori 5, Kure
AUTOMOBILE TYPE CRANE	3	1	Takara Machi, Kure
AUTOMOBILE TYPE CRANE	4	1	Takara Machi, Kure
AUTOMOBILE TYPE CRANE	8	1	Takara Machi, Kure
GATE TYPE JIB CRANE	15	1	Showa Dori 3, Kure

b. U. S. Army Controled Equipment

TYPE	NO.	Fixed or Moveable	Capacity (L/T)	Reach (ft)	Operated	Owned
Crane floating	1	S. P.	75T	70'	Steam	Japanese
Crane floating	1	S. P.	35T	50'	Steam	Japanese
Crane gantry	1	Moveable	30T	75'	Electric	Japanese
Crane crawler	1	Moveable	10T	35'	Gas	U. S. A.
Crane crawler*	1	Moveable	40T	50'	Gas	U. S. A.
Forklift clark	1	Moveable	6,000lb	8'	Gas	U. S. A.

*The forty (40) ton (60,200 lbs at 79° angle) crawler crane owned and operated by the U. S. Army at Pier #6 has a limitation of lift whenever the boom's angle is lowered beyond 79°. For general purposes, heavy lifts not exceeding fifteen tons could be loaded or discharged close to the LSTs weather deck railing and from any other similar type vessels.

16. SHIPYARDS AND DRYDOCKS

Name	No. 1	No. 2	No. 3	No. 4	Zosen Dock
Length	379.5'	481.8'	683.1'	1029.6'	996.6'
Width	81.2'	94'	112.9'	141.9'	148'
Depth	36.3'	44.8'	46.6'	56.1'	37.4'
Capacity	6500G/T	11000G/T	32000G/T	80000G/T	80000G/T
Height	14'	22'	24'	33.1'	16'

17. OFFICIALS

	YES	NO
a. U.S. Consul		X
b. U.S. Army	X	
c. U.S. Navy		X
d. Quarantine	X	
e. Immigration	X	
f. A.B.S.	X	

18. LST BEACHING AREAS

a. Location: In front of Kure Army Office Pier #6
b. Type: Quay
c. Bollards available
d. Accommodate 1 LST
e. Not dry ramp landing
f. Tugs are available
g. No special hazards
h. A dry ramp landing is possible at HIRO Port seaplane ramp - no beach.

19. GENERAL INFORMATION

a. Ships carrying ammunition are not allowed to enter port.
b. Daylight port only. All ammunition must be discharged at ammunition anchorage prior to entering port.
c. This is a first port of entry.

MOJI, JAPAN

Lat. 33-56-00N Long. 130-57-00E

1. GENERAL DESCRIPTION

Prior to 1887, Moji, known then as Moji-gaseki, was a small fishing village. With the development of the Northern Kyushu terminus of the Kyushu railway in 1887, Moji grew rapidly in importance. About 12 years later the port was opened to foreign trade. In 1935 following the annexation of the port of Shimonoseki on the Honshu side of the Strait, this area became known as the Kanmon Port area. At present the Kanmon area includes the industrial ports of Tanoura, Moji, Kokura, Wakamatsu and Shimonoseki.

On November 15, 1942 an undersea double-track tunnel was opened to rail traffic between Moji and Shimonoseki and express trains from Tokyo and other northern cities converged on Kyushu. This new vein of travel opened additional opportunities in transportation, putting Kyushu within 16 hours from Tokyo by express train. At present a recently completed (1958) vehicular tunnel at Moji connects the two large islands.

Moji is the port of call for a large number of steamship lines. There is frequent ferry service to the sister port of Shimonoseki. Numerous merchant ships enter and clear Moji making this port one of the most active in Japan.

Among the exported articles are lumber, tires, cement, plate glass, glassware, coal, steel, metal, scrap iron, machines and tools. Imports include ore, grains, marine products, oil, etc.

The Kanmon area is considered the greatest industrial center in Kyushu.

2. REFERENCE CHART

a. H.O. No. 5319

3. PILOTS

a. Pilots are available day and night; however, docking and undocking is allowed only during daylight hours.
b. Pilots are not compulsory for government owned vessels but are compulsory for commercial vessels.
c. Pilot pick-up point:
   Mutsure - Lat. 33-59N; long.130-53E
   Hesaki - Lat. 33-56N; Long. 131-03E
d. Pilots may be obtained at Moji for transit of the Inland Sea.

4. TUGS AND LIGHTERS

a. Tugs:
   11 tugs with 300 HP to 1,500 HP
b. Lighters:
   228 lighters with a capacity of 45,495 tons.

5. COMMUNICATIONS

a. Radio (CW) call sign is "JULIET CHARLIE GOLF" on 500 kcs (calling frequency) and 521 kcs (talking frequency).
~~b. Voice call sign is "MOJI CONTROL", on 2716 kcs (This is the MSTS Rep Office).~~
~~c. Times guarded (Zulu hours):~~
~~(1) Radio (CW) is guarded continuously.~~
~~(2) Voice is guarded from 2230Z to 0800Z daily except~~ Sunday ~~and holidays.~~

6. NAVIGATION

a. Channel Depth (LLW): 30'
b. Channel Width: 34'
c. Harbor Depth (Min.): 30'
d. Tidal Range: Springs 8' Neaps 5'6"
e. Navigational comments:
(1) Navigational hazards: Tidal current between 5 to 8 knots. Many small craft and ferries crossing the main channel. Fog is heaviest in June. The tidal current along the wharf runs counter to the main channel current.
(2) Navigational aids are numerous and in good repair.

7. ANCHORAGE CAPACITY

a. Three large vessels. Almost all vessels go alongside the wharves or moor to mooring buoys except when loading or discharging special cargo.

8. QUARANTINE ANCHORAGE

a. Mutsure (west side) - Lat. 33-59N; Long. 130-53E
b. Hesaki (east side) - Lat. 33-56N; Long. 131-03E

9. AMMUNITION ANCHORAGE

a. Lat. 33-55-30N; Long. 130-53-50E

10. MOORING BUOYS

a. Capacity:

Number	Capacity
7	15,000 tons
3	10,000 tons
1	7,000 tons
1	6,000 tons

b. Location:
Inner Moji section has 11 buoys.
Tanoura section has 1 buoy.
c. Water depth is approximately 32'.

11. BUNKERING FACILITIES

a. By barge: 9 barges with a capacity of 2,710 K/L.
b. Alongside: none
c. Class or type: A and C
d. Cost: Negotiable rate.
e. Pumping capacity per hour is 150 K/L per hour.

12. POTABLE WATER

a. By barge: 3 barges with a capacity of 540 tons.
b. By alongside: Yes
c. Cost: $0.223 M/T
d. Pumping rate:
(1) Barge - 100 tons per hour
(2) Alongside - 30 tons per hour.

13. PIERS

Name or Number	#1 - #10	#10 #11 Moji	#1 - #2 Tanoura	#3 - #4 Tanoura
Length (Alongside)	4,500'	1,132'	1,115'	1,220'
Width	29'6"	29'6"	36'	36'
Depth (Alongside)	33'	29'6"	29'6"	33'
Lights on Pier	All Piers - Yes			
Rails on Pier	All Piers - Yes			
Potable water available	All Piers - Yes			

14. POL FACILITIES

Name or Number	#1 (Tonura section)
Depth Alongside	28' (Dolphin)
Limiting size of vessel	40,000 tons
No. pipe lines & size	Two 10" lines
Loading & discharge rate	800-1000 K/L per hour
Capacity of storage	1 at 5,000 K/L
	3 at 15,000 K/L
	1 at 7,500 K/L
	C bunker 1 ea. at 3,600 K/L

Berthing can only be accomplished during daylight hours. Facilities are not available for the discharge of ballast or sludge. Pipe lines have a diameter of reach of 492' with 4 flexible hoses.

15. HANDLING EQUIPMENT

a. The U.S. Army has at Berth 1 & 2:

Type	Capacity
Shore crane	10 T
Shore crane	30 T
Traveling shore crane	20 T

b. Moji port has one (1) belt conveyor and five (5) conventional air chutes.
c. Moji port has:

Type	Capacity
Jib crane fixed	3 T
Guy derrick crane fixed	1.5 T
Overhead traveling crane fixed	2 T
Traveling jib crane	2 T
" " "	2-1.5 T
" " "	2-3 T
Monorail hoist crane fixed	3 T
Derrick crane fixed	1.5 T
Traveling crane portal level lifting	9 T
Do.	8 T
Traveling crane semi portal level lifting	2-9 T
Tower crane fixed	3 T
Post derrick crane	1.5 T

d. Floating crane - unpropelled

Capacity	Ht. Max. Lift Above Water	Max. Vert. Lift
130 T	23 M	31 M

16. SHIPYARDS AND DRYDOCKS

a. None (see Shimonoseki)

17. OFFICIALS

		YES	NO
a.	U.S. Consul		X
b.	U.S. Army	X	
c.	U.S. Navy	X	
d.	Quarantine Officials	X	
e.	Immigration Officials	X	
f.	A.B.S. Officials	X *	

* Shimonoseki

18. LST BEACHING AREAS

a. None

19. GENERAL INFORMATION

a. Ships carrying ammunition are not allowed in Moji port. The ammunition may be handled at Tanoura anchorage and Nishiyama anchorage.
b. Ship movements at night are made at the discretion of the pilot.

c. Moji is a "First Port of Entry."
d. The railroad service is highly developed and quite efficient. The double-track main line to all points in Japan services Moji.
e. The highways are in fair to good condition.
~~f. The MSTS Representative at Moji can be contacted by voice radio or telephone 34675. Office is located near berth 1 - Foreign Trade Wharf.~~
g. Small boat landing at northeast end of Foreign Trade Wharf.
h. The largest ship accommodated in this port has been 15,000 tons.
~~i. Copies of special port and harbor rules are available at MSTS Rep Office.~~
i. Husbanding services for Moji will be arranged through MSTSO Sasebo.

MURORAN, JAPAN

Lat. 42-19N Long. 140-58E

1. GENERAL DESCRIPTION

Muroran is located on a small fishhook-shaped peninsula, which forms the northeastern boundary of the entrance to Uchiura-wan in southwestern Hokkaido. Muroran ranks as one of the principal commercial ports of Hokkaido and is the site of the second largest iron and steel works in Japan. It is concerned chiefly with the export of coking coal from Hokkaido's numerous minefields, raw steel, and finished steel products from the iron-steel works and lumber. The industrial importance of the city centers chiefly on the Fuji Iron Works, second largest iron and steel producing unit in Japan.

2. REFERENCE CHART

a. H.O. 2304

3. PILOTS

a. Pilots are available day and night.
b. Pilot pick-up point: Off Daikoku Jima (Lat. 42-21N; Long. 140-56E)
c. Pilotage is not compulsory but recommended.

4. TUGS AND LIGHTERS

a. Tugs:

Name	HP	Owner
Fuji Maru	740	Muroran Tsusen K.K.
Taka Maru	360	" "
Shiratori Maru	160	" "
Katsura Maru	120	" "
Shinryo Maru	350	Kawai Gumi
Shinka Maru	350	" "
Asakaze Maru	1,700	Fujitetsu Muroran Seitetsu
Tetsuei Maru	580	Kokutetsu

b. Lighters: Nearly 100, about equally divided over and under 100 ton capacity.

5. COMMUNICATIONS

a. Radio call sign, "JULIET NOVEMBER UNIFORM - 5", on 438 KCS.
b. Voice call sign, "MURORAN HOAN", 2182 KCS.
c. Times guarded: 2100Z - 1100Z

6. NAVIGATION

a. Channel depth: Outer harbor 7 to 8 fathoms
Inner harbor 5 to 7 fathoms

b. Channel width: 350 yds.
c. Harbor depth: 5 to 8 fathoms
d. Tidal range: Springs 5'3" Neaps 4'

7. ANCHORAGE CAPACITY

a. Inside breakwater: 5 large type
8 medium type
b. Outside breakwater: 9 large type

8. QUARANTINE ANCHORAGE

a. Lat. 42-21-15N Long. 140-57E

9. AMMUNITION ANCHORAGE

a. Outside breakwater as designated by harbormaster.

10. MOORING BUOYS

a. Two buoys accommodate two 10,000 G/T ships but are seldom used since alongside berths are usually sufficient.

11. BUNKERING FACILITIES

a. Fuel oil and diesel oil are available by barge at a discharge rate of 300 KL/H.

12. POTABLE WATER

a. By barge: Yes
b. Alongside: Yes

13. PIERS

	Length	Alongside Depth	Width	Lights on Pier	Rails on Pier	Potable Water Avail.
Motowanishi Shin Pier	176 m	9.5 m	132m-320m	Yes	Yes	Yes
	135 m	7.5 m				
	125 m	7.5 m				
Motowanishi Wharf	326 m	7.5 m	132m-320m	Yes	Yes	Yes
	327 m	7.5 m				
Nippon Pier	150 m	9.0 m	19m-178m	Yes	Partly	Yes
	160 m	9.0 m				
Nishi No. 1	250 m	7.5 m	-	-	-	-
Nikko Pier	185 m	8.5 m				
	143.5 m	8.0 m	-	-	-	-
Center Pier	310 m	9.0 m	124 m	Yes	Yes	Yes
	199.4 m	5.6 m to 7.0 m				

14. POL FACILITIES (Pier)

Name:	Nippon Petroleum Refining Co., Ltd.
Length:	216 m
Depth:	10.8 m
Berthing method:	Alongside
No. pipe lines and size:	One 10" line with length of 235 m for crude oil
Discharge rate:	1,000 KL/H
Limiting conditions:	Depth at berth and 9.7 m area in approach.

15. HANDLING EQUIPMENT

a. Four jib cranes of 100 ton capacity, four 12-ton bridge cranes, three 10-ton cranes, and various mobile cranes of 2 to 7 tons capacity.
b. One floating non-self propelled 45 ton crane - max ht of lift 62.3' - max. vert lift 18.0'. Owned by Muroran Branch yard of Hakodate Dock Company. This crane is used for ship's repair and is not known to have been used for cargo handling.

16. SHIPYARDS AND DRYDOCKS

a. Drydock (Owned by Muroran Mfg. Br. of Hakodate Dock Co.)

Length	639'
Width	82'
Depth over sill	36'

17. OFFICIALS

		YES	NO
a.	U.S. Consul		X
b.	U.S. Army		X *
c.	U.S. Navy		X
d.	U.S. Air Force		X *
e.	Quarantine Officials	X	
f.	Immigration Officials	X	
g.	A.B.S. Officials	X	

* Army and Air Force officials are available from Chitose.

18. LST BEACHING AREAS

a. A total of 7 LSTs can be accommodated at the center and Motowanishi Piers. There are no special hazards or limitations. Also, LSTs are currently being berth at Nikko Pier.

19. GENERAL INFORMATION

a. Ships carrying ammunition are not allowed to enter port.
b. This is a "First Port of Entry".

NAGASAKI, JAPAN

Lat. 32-42N Long. 129-50E

1. GENERAL DESCRIPTION

Nagasaki Harbor is the nation's oldest trade post. It has a history of 382 years dating back to 1571 since its opening. In May 1578 this port was placed under the direct jurisdiction of shogunate which in 1592 established an office of BUGYO, giving the magistrate full authority over the overseas voyage and trade. Thus trade with China, Annam, Burma and other ports flourished. In 1600 a Chinese merchant ship called at this port and in 1609 trade permission was issued to the Dutch and British. In 1634, a settlement was established for the Portuguese through reclamation of the foreshore of Edo Machi and in 1936 a new settlement was also established for the Chinese through reclamation of the foreshore of Moto Kago Machi. At the end of Kaei era, Russian, British, French, and American vessels visited this port in succession. All western cultures came in through this port until the opening of the ports of Yokohama and Hakodate in 1859. At that time Nagasaki was at the height of its prosperity.

Nagasaki is located in the northwestern section of Kyushu, about 30 miles south of Sasebo. It is still one of Japan's major ports, although its restricted industrial hinterland and its distance form the largest manufacturing centers have deprived it of the commercial pre-eminence it once enjoyed. As a shipbuilding and ship-repair center it ranks with Kobe and Osaka. Nagasaki is primarily a general cargo port, however, the shipbuilding and ship-repair facilities occupy a large part of the waterfront. Deepwater general-cargo-transfer berths are few. Deepwater berths are provided mostly by the use of fixed moorings.

2. REFERENCE CHARTS

a. J.H.O. No. 197 and 202
b. H.O. No. 1270

3. PILOTS

a. Pilots are available day and night but are not compulsory.
b. Pilot pick-up point:
Lat 32-42-35N Long 129-45-45E

4. TUGS AND LIGHTERS

a. Tugs:

Tugs	Owners	G/T	H.P.
Shoho Maru	Mitsubishi Yards	420	1,600
Shirataka Maru	"	162	670
Manazuru Maru	"	182	580
Kiyo Maru	Municipality	72	240

b. Lighters:

No.	Tonnage	Owners
11	820 tons	Nagasaki Kowan Unyu, Nippon Express Co.

Also, there are about 175 lighters with a capacity varing from 50 to 100 tons.

5. COMMUNICATIONS

a. Radio (CW) call sign, "JULIET NOVEMBER KILO" (Sasebo), on 500 Kcs (inter. distress & call only)
b. Times guarded: 24 hours
c. It is recommended vessels contact MSTSO Sasebo prior to arrival.

6. NAVIGATION

a. Channel Depth (LLW): 60'
b. Channel Width: 70'
c. Harbor Depth (Minimum): 27'
d. Tidal Range: Spring 10' Neap 5'

7. ANCHORAGE CAPACITY

a. 5 large vessels and 3 medium type vessels.

8. QUARANTINE ANCHORAGE

a. Quarantine area is surrounded by the following three lines:
No. 1 line - drawn from Senbonyama beacon to Megami beacon.
No. 2 line - drawn from Megami beacon to Naginata lighthouse.
No. 3 line - drawn from Senbonyama beacon to Takaboko Island.
b. Quarantine inspection is not allowed inside port except when weather or other special reasons prevent the quarantine boat from approaching ship at the anchorage.
c. Quarantine service is rendered from sunrise till sunset.

9. AMMUNITION ANCHORAGE

a. None

10. MOORING BUOYS

a. Inner harbor

No. of Buoy	Capacity	Permissable draft
No. 1	15,000 G/T	60'
No. 2	17,000 G/T	45'
No. 3	20,000 G/T	40'
No. 4	10,000 G/T	30'
No. 5	10,000 G/T	27'
Otao No. 1	20,000 G/T	60'
Otao No. 2	15,000 G/T	60'