

(18) 門司港田浦  
(11) 葦  
(12) 田

の港湾施設緊急整備に用する陳情の件

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地方課・高橋  
二六、七、二五

門司港田浦の港灣施設整備に関する陳情の件

七月二十三日のマツタエ氏より本件（陳情書別添）に關し  
門司市長等からESS、CTS、G4、G5に夫々直接に陳情  
が行われたが、之をG5は「本港」として陳情と直しとほりい旨連絡  
があつたので九州連調に連絡した所、目下上平中が市長に  
外務省に連絡する様と云ふ事であつた。

七月二十五日<sup>（陳情）</sup>中野内司市長他一各体の談によれば  
本件は門司港が朝鮮事變以来「（？）」の下に  
軍に専用され發港で維持されてゐる門司市の敬業のた  
にも門司港の背面にある田浦港（昭和三十二年築港中止）を  
緊急に整備した事趣きを以て現地門司港へ一五六部隊長

外務省

のレクメンテーションを以てそのサンエスエフにより前記四つSCAP Sections  
提出した事である。

本件日本側にはこれは運輸・保安、大宛省に陳情といふ  
趣きであるが当初予算面から担こいたが公共事業費は  
予算の枠をしばられ、見返資金は費途が異なると見  
込はである事である。門司市は希望とは本年及び  
補正予算に担み込んで貰いたい事であつた。（全工費約七億）  
（現状のままではSCAPにも進出出来ない状況にあるので）  
三、仍在本件は「（？）」の九州連調を通じて正式に外務  
省並にSCAP（Att.モウツキオ）に提出する事。

外務省

MOJI CITY HALL  
Moji, Kyushu, Japan

July 14th, 1951

SUBJECT: Petition re: Emergency and Urgent Arrangement  
of Port & Harbor Facilities in Tano-ura Section,  
Moji Port.

TO: See Distribution

Gentlemen:

It goes without saying that the Port of Moji is the only international relaying port in the west half of Japan with properly designed facilities and with vast back-ground behind it governing entire Kyushu and part of Honshu and Shikoku.

And, now that the safe-port declaration pronounced in 1949 and with the reopening of commercial foreign trade, import and export business, a remarkable progress in port activities at Moji has been observed, and the vessels coming in to and going out of this port had been very rapidly increasing in number, until when the Korean Incident broke out last Summer. Almost automatically (because of its geographical situation), this port was selected by US Army and most of the port facilities such as berthing buoys and/or mooring pier space, became to be under Army's control and utilized by the UN Forces.


It is true that we feel so much honored with the fact that we are taking some part in our contribution to the UN Forces as one of the links of its activities by offering such facilities. However, the limited berthing facilities is presently restricting the development of the economy of the city of Moji as our city is basically dependent on the shipping activity brought to this port. We do not have other large industries to provide employment as found in most cities in Japan. So little capacity of berthing and mooring spaces left for commercial use have caused ships go to some other ports although they do not pay off with respect to economical operation. The attached appendix shows a list of ship that were diverted from Moji during the period of April to June of this year. So, we cannot but say that if this situation goes along as it is now, it will be a great disadvantage to the progress of industry and economy of Japan which is just recovering its

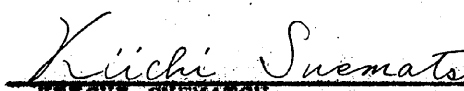
strength after the War as well as to Moji City itself. It is urgently desired, therefore, to have Moji Port re-arranged by the only means of repairing and re-constructing Tano-ura Section of the Port as scheduled. This schedule has been planned by the respective Government authorities because of the geographical significance of Moji. And as a matter of fact, the project was started in 1941 without any result due to shortage of funds. However, the requirement has been growing day by day, and no matter how long the main facilities be procured by US Army or even if they are released to us for Japanese ships' use soon, this project is indispensable for the betterment of overall port activities in future after the Peace Treaty, when it is expected there will be more advance in foreign trade by rapid strides. We are confident that Japan's future industry and economy will depend directly upon whether this project will be successfully completed or not.

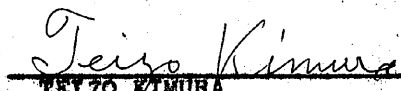
We, representing all circles of Moji City and conveying their zeal and enthusiasm to you to consider this matter and return your favor to us.

We are also inclosing several lists showing various figures which we hope to help you refer to.

Yours very truly,

  
SHINGO NAKANO  
Mayor, Moji City

  
KIICHI SUEMATSU  
Chairman, Moji City Assembly

  
TEIZO KIMURA  
President  
Chamber of Commerce & Industry

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HEADQUARTERS  
MOJI PORT  
8156TH ARMY UNIT

- Copy -

EAJ/md  
17 July 1951

CO

The Honorable Shingo Nakano  
Mayor,  
City of Moji

Dear Sir:

Have read with interest your proposed plan for harbor improvement in Moji Port.

The personnel of Moji Port, 8156th Army Unit are aware that this Port does not presently offer sufficient berthing facilities to meet the demand of both military and commercial shipping. Also, as you state, if the military were not using a portion of the Port facilities, you would still be unable to meet the commercial requirements, as demonstrated by the number of ships diverted from this Port due to lack of berthing facilities.

Moji is truly a city that is economically based on its shipping industry and its development is dependent on the city's ability to accommodate increased shipping by the construction of additional wharves and terminals.

It appears that this project is one that is sound and should be given every consideration by government officials, as a measure that will benefit, not only Moji City but will contribute, largely, to the nation's economy.

Sincerely,

F.E. BRUHN  
Colonel, TC  
Commanding

A P P E N D I X

1. URGENT REPAIRING & CONSTRUCTION PLAN OF TANOURA SECTION OF MOJI PORT
2. CAPACITY OF HANDLING CARGO AT THE TANOURA HARBOR AFTER COMPLETION OF THE PROJECT
3. MOJI PORT CARGO HANDLING CAPACITY PRESENT AVAILABLE
4. ACTUAL AMOUNT OF CARGO HANDLED JAN. - APR. 1951 AT MOJI PORT
5. COMPARISON BETWEEN THE MARKED AMOUNT BY 3 YEARS SYNTHETIC STATE DEVELOPMENT PROGRAM AND THE PRESENT CAPACITY HANDLING AT MOJI PORT
6. BERTHING AND MOORING FACILITIES AT MOJI PORT ( AVERAGE DAILY LAYING UP CAPACITY )
7. VESSELS REQUIRED FOR HANDLE CARGO ON SYNTHETIC STATE DEVELOPMENT PROGRAM
8. COMPARISON BETWEEN EXPECTED HANDLE CARGO ON SYNTHETIC STATE DEVELOPMENT PROGRAM AND PRESENT CAPACITY
9. LIST OF CIVIL VESSELS TOUCHED THE MOJI PORT
10. LIST OF VESSELS WHICH WERE WAITED TO TAKE BERTH AT OUTSIDE OF THE PORT
11. CAPACITY OF THE TANOURA SECTION OF THE COMPLETION OF THE PROJECT <sup>AFTER</sup>

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APPENDIX #1

URGENT REPAIRING & CONSTRUCTION PLAN  
OF TAWO-URA SECTION OF MOJI PORT

Item No.	Description	Unit	No.	Approx. Unit Price	REMARKS
1.	Construction of Wharf w/depth of 9 meters	Mtr	350	¥450,000	
2.	Construction of Wharf w/depth of 4.5 meters	"	520	250,000	
3.	Temporary Banking	"	240	50,000	
4.	Dredging - Main Berth in front of 9 mtr wharf.	cub/mtr	497,900	250	Area to be dredged - 199,160 sq/mtr w/depth of 8 meters average.
5.	Dredging - for 4.5 meter wharf	"	88,000	250	Area to be dredged - 52,000 sq/mtr w/depth of 4.5 meters average
6.	Reclamation Work	"	585,900	60	Area to be reclaimed - 65,100 sq/mtr
7.	Seaside Roads construction	sq/mtr	12,000	1,200	Road length - 600 meter
8.	Reinforcing & Surfacing of Aprons	"	8,670	1,000	9 mtr wide x 350 mtr long (Main Apron) 82mtr wide x 690 mtr long (Other aprons).
9.	Seaside railroad spur	Mtr	3,978	9,000	
10.	Breakwater Construction	"	390	250,000	East Breakwater - 270 mtr. West " - 120 mtr.

11.	Pier Sheds Construction	Sq/Mtr	15,000	¥7,000	3 sheds - 2,400 s/m ea
					2 " - 1,800 " "
					1 " - 2,200 " "
					1 " - 2,000 " "

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Appendix No. 2

CAPACITY OF HANDLING CARGO AT THE TANOURA HARBOR  
AFTER COMPLETION OF THE PROJECT

NAME	DEPTH OF WATER	LENGTH	CAPACITY PER TON		CAPACITY
			TON	TON	
HOME - 3 metre pier	- 3.5	170 m	400		68,000
ABROAD - 9 metre pier	- 9	350 m	800		280,000
HOME - 4.5 metre pier	- 4.5	520 m	700		264,000
					712,000

APPENDIX #3

MOJI PORT CARGO HANDLING CAPACITY  
PRESENTLY AVAILABLE

Catego- ry	Berth	Depth (in meter)	Pier Length (in meter)	Cargo Handling Capacity at		Standard (Basic)		REMARKS
				Cargo Handling Capacity per 1 mtr per year	Cargo Handling Capacity per 1 mtr per year	Cargo Handling Capacity per 1 mtr per year	Cargo Handling Capacity per 1 mtr per year	
				(Unit Ton)	(Unit 1,000T)	(Unit 1,000T)	(Unit 1,000T)	
F	Customs Pier	10 mtr maximum	1,327		180.0	800	276.0	Held by US Army. Some special cargoes, when authorized by Army, handled at these piers. Same as above.
F	Sotokama Pier (Pier #10&11)	9 max.	345		138.0	800	276.0	
J	Barge Pool including inner side of Pier #10 & 11.	1.8-3.6	1,912	365	697.8	350	669.2	150 mtr long pier space of this section w/ draft of 3.6 mtr procured by US Army.
J	Small crafts pool east of Customs Pier	2.4 max.	602	0	0	0	0	Cargo handling impossible due to bldgs along side waterline.
J	Kuzusha Section	3.6 max.	836	330	275.8	400	334.4	Background on shore being coal year and/or commercial whse, not very practicable.
J	Kemerie Section	1.8 max.	716	350	250.6	300	214.8	Partly not usable - sand accumulated.

Gate- Berth ory	Draft (in meter)	Pier Length (Mtr)	Quantity of Cargo Handled to be handl- ed		REMARKS
			per 1 meter yearly	Basic Qty per 1 meter yearly	
J. Dairi Section	1.8 max.	221	280	61.8 300	66.3 Partly not usable as sand accumulated and too shallow.
J. Japan Flour Mill & Japan Sugar Refinery Mill Section	1-3.3	451	225	96.9 300	129.3 Not deep enough.
J. TANO-URA Section	2.1-3.5	396	320	123.5 250	96.5 No facilities, No breakwaters at present.
<b>TOTAL</b>				<b>1,824.4</b>	<b>2,848.1</b>

Legend: F - Foreign Vessels  
J - Japanese Vessels

NOTE: "Qty handled yearly" and "Basic Quantity Handled Yearly" are both shown with one thousand ton (1,000 ton) as the unit figure, thus 180.0 is 180,000 ton.

Standard for Basic) Qty is national standard mark as prescribed by the Govern-  
ment. In most cases, this standard is not achieved due to lack of facilities  
except Customs Pier and Sotohama Pier which are procured by the Army now in Moji.  
TANO-URA Section is the only area available with much room for betterment.

## APPENDIX #4

ACTUAL AMOUNT OF CARGO HANDLED  
Jan - Apr 1951 at Moji Port

Month	Amount Handled		Handled off coast by alongside piers(90%)		REMARKS
	Outgoing TON	Incoming TON	Total TON	TON	
Jan.	117,607	93,593	211,200	21,120	190,080
Feb.	147,813	88,212	236,025	23,602	212,423
Mar.	139,517	206,936	346,453	34,645	311,807
Apr.	156,670	182,485	339,155	33,915	305,239
<b>TOTAL</b>	<b>561,607</b>	<b>571,226</b>	<b>1,132,833</b>	<b>113,282</b>	<b>1,019,551</b>

COMPARISON BETWEEN ACTUAL AMOUNT HANDLED (as  
above) AND PRESENTLY AVAILABLE CAPACITY

Actual amount handled (A)	Gargo Handling Capacity Presently available Amount (B)	Short(A-B)	Basic Capacity Amount (C)	Short(A-C)	REMARKS
Monthly average Jan - Apr 51.	254,887	152,030	102,857	237,341	17,546
					Basic Capacity includes Customs Pier & Sotohama Pier (Pier #10 & 11) which are used by ARMY NOW.

NOTE: As shown above, in spite of apparent shortage of capacity, there are so much  
amount of cargo overhandled at this Port. In 1950, approx. 700,000 tons of cargo  
overhandled, and the monthly average of the first four months of 1951 runs twice  
as much as the capacity. Everbody concerned in Moji is endeavouring to accomp-  
lish the task by any means such as 24 hours a day work, unreasonably high wage  
for stevedores, etc. In the past, the record shows exceptionally large figure  
handled in 1935, but it was done only under the pressure of military (Japanese)  
without any regard to proper maintenance of facilities and with slavish manpower,  
so this record cannot be referred to at all for future program.

APPENDIX #5

COMPARISON BETWEEN THE MARKED AMOUNT BY 3-YEAR SYNTHETIC STATE DEVELOPMENT PROGRAM AND THE PRESENT CAPACITY OF CARGO HANDLING AT MOJI PORT

Yr.	Marked Qnty of the 3-year Program (A) Ton	Present Capacity		Basic Capacity		REMARKS
		(Less Procured Piers) (B) Ton	Short- age (A - B) Ton	Amount (C) Ton	Short- age (A-C) Ton	
1951	2,865,600	1,824,400	1,041,200	2,848,100	17,500	Figures in sum (A) is based on the next list.
1952	3,755,700	1,824,400	1,931,300	2,848,100	907,800	
1953	4,824,000	1,824,400	2,999,600	2,848,100	1,975,900	

BREAK-DOWN OF 3-YEAR STATE PROGRAM'S MARK

Yr.	Marked Qnty Ton	Qnty handled		REMARKS
		off-shore (by barges) 10% Ton	* Qnty handled alongside piers 90% Ton	
1951	3,184,000	318,400	2,865,600	*Percentage is estimated. Marked Qnty" as shown in the above list is this.
1952	4,173,000	417,300	3,755,700	
1953	5,360,000	536,000	4,824,000	

NOTE: As shown above, this emergency project of betterment of Fano-ura Section is indispensable no matter if US Army still use these piers presently procured or not, since the absolute shortage of capacity is unconditional.

APPENDIX #6

BERTHING AND MOORING FACILITIES AT MOJI PORT  
(Average Daily Laying Up Capacity)

AREA	No. of Ship	Nominal Capacity		Actual Capacity		Operational Capacity		Present Commercial Use Capacity	
		Tonnage	Ship	Tonnage	Ship	Tonnage	Ship	Tonnage	Ship
A Section	11(11-800)	8,800	11	8,800	5,280	2(2-800)	1,600		
B Section	12(1-4,000) (5-800) (2-2,000) (4-5,000)	32,000	12	12(1-3,000)26,000 5(5-600) (2-2,000) (4-4,000)	60% 60% 60% 60%	10(1-3,000) (5-600) (2-2,000) (2-4,000)	18,000		
C Section	0		0						
Sotobama (Pier #10 & 11)	2(2-8,000)	16,000	2	2(2-6,000)12,000	60%	7,200	1(1-6,000)	6,000	
Customs Piers (Pier #1-#7)	7(7-10,000)	70,000	7	7(7-7,000)49,000	60%	29,400	0	0	
Kuzuba Section (w/3 mtr depth) (Pier #8 & #9)	0		0						
Buoys	8(1-15,000) (2-10,000) (3-8,000) (1-6,000) (1-4,000)	69,000	8	8(8-7,000)56,000	60%	33,600	5(1-4,000) (4-7,000)	32,000	
<b>TOTAL:</b>	<b>40</b>	<b>195,000</b>	<b>40</b>	<b>151,800</b>	<b>60%</b>	<b>91,080</b>	<b>18</b>	<b>57,600</b>	

\* Note: - Operational Capacity 60% is figured with following in mind:  
10 hrs per day under Custom's jurisdiction.  
3 hrs per day shifting stevedore gangs  
3 days as average laying up in the port area each ship.  
30% shifting



Appendix No. 7

VESSEL REQUIRED FOR HANDLE CARGO ON SYNTHETIC STATE DEVELOPMENT PROGRAM

Year	Handle cargo in 1 year	Max. handle cargo per month	Vessel required per month	Vessel required per day
1951	3,184,000 tons	350,240 tons	2,773,000 tons	92,463 tons
1952	4,173,000 "	459,030 "	3,635,510 "	121,183 "
1953	5,360,000 "	589,600 "	4,875,000 "	155,833 "
	Expected handle cargo in Synthetic state 3 years program	(A) x 10 %	Gross ton .. 160% cargo load & unload cargo	Average per day per month

MONTHLY LIST FOR HANDLE CARGO

Month	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
Monthly %	7%	8%	7%	8%	8%	7%	8%	7%	9%	10%	11%	10%

The above figure indicates real handle cargo from 1948 to 1950

Appendix No. 8

COMPARISON BETWEEN EXPECTED HANDLE CARGO ON SYNTHETIC STATE DEVELOPMENT PROGRAM AND PRESENT CAPACITY

Year	Comparison between present capacity & the program		Present comparison ( include procured capacity by U.S. Army )	
	Actual capacity	Required Tonnage	Capacity used for Civil Trade	Required tonnage in Development program
1951	91,080 Ton	92,465 Ton	57,600 Ton	92,463 Ton
1952	91,080	121,183	57,600	121,183
1953	91,080	155,833	57,600	155,833

As the above figure indicates shortage of berth and mooring facility will be 34,000 tons and shortage of these on the Development Program will be 98,000 tons.

LIST OF CIVIL VESSELS TOUCHED THE MOJI PORT

DATE	March		April		May	
	No. of vessel	Tonnage	No. of vessel	Tonnage	No. of vessel	Tonnage
1	19	59,016	16	55,134	17	50,644
2	19	54,807	17	67,603	18	71,888
3	18	67,294	17	64,867	16	68,978
4	19	39,099	18	40,967	13	37,013
5	17	75,761	14	56,869	17	65,821
6	15	24,764	19	76,227	17	69,557
7	14	51,434	18	93,835	16	86,559
8	17	59,676	13	64,304	17	68,308
9	20	75,526	14	56,321	20	65,213
10	22	72,288	17	72,263	20	85,760
11	21	65,048	15	52,230	19	89,795
12	13	46,568	20	58,784	18	91,122
13	15	50,593	21	63,088	15	67,149
14	19	70,876	22	70,632	12	72,260
15	21	59,926	15	47,467	15	67,149
16	12	46,619	18	47,562	15	66,144
17	10	39,454	20	59,191	18	87,108
18	14	61,602	19	59,993	20	89,383
19	19	74,762	20	75,516	18	79,726
20	18	81,193	16	53,241	13	74,781
21	24	96,485	17	60,920	15	80,356
22	20	83,116	19	70,837	14	70,424
23	21	91,788	23	78,510	15	52,200
24	18	86,111	20	76,788	12	53,847
25	16	58,339	17	90,429	17	96,669
26	16	60,785	17	89,100	16	71,115
27	18	92,119	19	81,327	14	65,111
28	17	84,739	17	70,626	17	74,209
29	18	94,529	19	89,151	13	65,301
30	18	99,242	23	91,681	16	63,869
31	20	95,568			16	71,366
TOTAL	546	2,121,129	540	2,037,461	499	2,213,761

As the above figures indicate, 69,262 tons vessel, per day in average touched during the above three months, however, the excessive 11,662 tons vessels per day in average means over-vessels for the anchorage allocated to civil vessels, that is very dangerous.

LIST OF VESSELS WHICH WERE WAITED TO TAKE BERTH AT OUTSIDE OF THE PORT

April

Date	Name of Vessel	Tonnage	Date	Name of Vessel	Tonnage	Date	Name of Vessel	Tonnage
4/1	WACOSTA	6,065	4/5	SEAMIND	7,176	4/11	IST GO 59	2,700
2	WACOSTA	6,065		HUNTER VICTORY	7,606		SYROS	7,176
3	WACOSTA	6,065		LT 972	830		TSAMARU	887
	MARIE DORE	4,573	6	ANASTASSIOS PATERAS	7,177		HOJOY MARU	2,315
	COEURDALEN VICTORY	7,607		HUNTER VICTORY	7,606		KINMEI MARU	414
	# 2 DAIKAI MARU	6,944		JOSEPH MILLER	2,924		# 22 UWAJIMA MARU	726
	ANASTASSIOS PATERAS	7,177		OCALA VICTORY	7,607	12	SYROS	7,176
	HOEI MARU	883		ETTO MARU	873		ATLANTIC CAPTAIN	7,260
	BARTLES VILLE VICTORY	7,207		TATSUKAKI MARU	919	13	R I O	5,627
	HACHIBEI MARU	2,217		SEAMIND	7,176		BARTLES VILLE VIC	7,076
4	ANASTASSION PATERAS	7,177		LT 972	830		MYAJIMA MARU	921
	HOEI MARU	883	7	TULANE VICTORY	7,607		KOAN MARU	510
	BARTLES VILLE VICTORY	7,207		SEAMIND	7,176		TOKUSHIMA MARU	921
	HACHIBEI MARU	2,217	8	LT 972	830		KEYSTONE STATE	7,210
	SEAMIND	7,176		TULANE VICTORY	7,607		OZARDA	6,892
	LT 972	830		PACIFIC RANGER	7,282		PFYONGAN	1,578
	MARIE DORE	4,573		ENTERPRISE	7,176		TATSUYASU MARU	2,857
	COEURDALEN VICTORY	7,607		BARTLES VILLE VICTORY	7,076	14	MITSUYASU MARU	510
	KONAN MARU	920	9	BARTLES VILLE VIC	7,076		SEISHO MARU	2,801
	SEIKYO MARU	641		PACIFIC RANGER	7,282		# 38 NIPPON MARU	420
	# 2 TENYO MARU	10,619		ENTERPRISE	7,176		KEYSTONE STATE	7,210
	MODRATOR	7,210		WAYO MARU	5,759		OZARDA	6,892
5	COEURDALEN VICTORY	7,607	10	# 38 NIPPON MARU	420		PFYONGAN	1,578
	TOKAI MARU	887		ATLANTIC CAPTAIN	7,260		TATSUYASU MARU	2,857
	ANASTASSIOS PATERAS	7,210		TOYON MARU	2,170		TOYAMA MARU	7,243
	ETTO MARU	873		ETTO MARU	7,176	15	TATSUKAKI MARU	919
	SSUI MARU	512	11	ATLANTIC CAPTAIN	7,260		HAIFEI	6,119
				TOYO MARU	2,170		LAWRENCE VICTORY	7,606

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4/7	MEDON	7,176	4/21	IST OO 43	2,700	4/23	KIZAN MARU	6,851
	RYUKO MARU	4,422		HAKURU MARU	3,192		BIRCHBANK	5,449
	IKI MARU	875		FUJIKAWA MARU	4,205		TOPA TOA	6,055
18	PEARLTH CASTLE	7,730		IST OO 14	2,700	24	PANGLOSS	7,176
	MEDON	7,176		SHAMCHANT	2,778		LOWENCE VICTORY	7,606
	# 12 IKUHISA MARU	934		FOO YU	7,069		SHUNSHO MARU	6,907
	RYUKO MARU	4,422		KAIKO MARU	2,084		IST OO 26	5,449
	IKI MARU	875		HOKYO MARU	2,328		TOPAZA	5,005
	CHOFU MARU	625		TEIYO MARU	11,224		TRITON	7,176
	# 5 RYUKO MARU	909		CHRYSSI	7,176	25	FS 528	850
	LYNN VICTORY	7,604	22	CHRYSSI	7,176		EMPIRE GLENCOE	7,606
19	AKL 22	560		ERYO MARU	909		PANGLOSS	7,176
	LYNN VICTORY	7,604		BROX VILLE VICTORY	7,076		TATSUKI MARU	919
	AKL 23	560		# 22 UWAJIMA MARU	739		# 2 MARAI MARU	2,864
	# 10 HORAI MARU	877		# 13 UNYO MARU	903		PRESIDENT BUCHANAN	7,606
	AKL 23	560		SHUNZAN MARU	939		LOWENCE VICTORY	7,606
	JOINT VICTORY	7,608		HAICHIAO	7,223		GEORGE KRATHLEY	3,937
	LOWENCE VICTORY	7,606		IST OO 14	2,700		JULIET VICTORY	7,608
	AKL 28	560		# 1 TOYO MARU	834		YORILANA MARU	6,907
	# 5 TOZAI MARU	209		NICOLAS PATERES	7,176		AK 188 HERALD	573
	# 5 RYUKO MARU	909	23	SHUNYO MARU	6,190		SHUNSHO MARU	6,190
	# 2 MARAI MARU	3,685		# 2 SHOZAN MARU	913	26	LOWENCE VICTORY	7,606
	BARONIAN	2,776		NICOLAS PATERES	7,176		BARTLES VILLE VIC.	7,076
20	KOBEI MARU	904		PANGLOSS	7,223		AK 188 HERALD	573
	DAIKOKUTEN MARU	648		HAICHIAO	7,223		CEE CHOW	573
	SEAMERCHANT	7,198		HOKUJU MARU	4,226		TRITON	7,176
	FOO YU	7,069		# 11 IKUHISA MARU	905		PRESIDENT BUCHANAN	7,606
	KAIKO MARU	2,084		# 15 NIPPON MARU	485		KUROSHIO MARU	908
	BARTLES VILLE VICTORY	7,076		SHIROGANE MARU	557			

April										May										
4/26	URISHIMA MARU	911	4/29	YOZUI MARU	2,196	5/1	NANKI MARU	834												
	NANKIN	7,743		AKL 22	560		AKL 29	560												
	FULTALA	4,589		HUNTER VICTORY	7,607		# 2 TATSUKI MARU	886												
	# 13 YAMABISHI MARU	903		# 8 NANKI MARU	885		BIGHT STAR	6,756												
27	FULTALA	4,589	30	YEN PING	6,775		BOMAVENT IRE	6,895												
	# 13 YAMABISHI MARU	903		MOUNT OPLIVES	7,176		YOKOHAMA MARU	698												
	TRANS PACIFIC	7,216		HIGASHI MARU	6,004		BIGHT STAR	6,756												
	# 15 MANET MARU	1,828		TATSUTA MARU	479		MIYAJIMA MARU	3,704												
	# 6 SHINYASU MARU	546		DAIKOKUTEN MARU	643		HAKUSAN MARU	4,351												
	YEN PING	6,775		LT 230	400		KIKUNA MARU	105												
	EAST POINT VICTORY	7,604		TATSUKI MARU	936		LAURAPTISON	1,302												
	MIYAJIMA MARU	921		# 7 TOKAI MARU	887		AKL 32	420												
	TATSUMAKI MARU	910		JULIET VICTORY	7,608		PEN BINA	3,805												
	DAIZUI MARU	322		YOZUI MARU	2,196	3	PEN BINA	3,805												
28	CITY OF YONGIAK	4,177		IST OO 86	2,700		SENYO MARU	2,882												
	AKL 31	560		# 5 SHOEI MARU	834		PANAMAN	7,220												
	TATSUMAKI MARU	910		# 3 TOA MARU	209		BIGHT STAR	6,756												
	# 6 SHINTAI MARU	546		AKL 19	560		WAKASHIO MARU	892												
	YEN PING	6,775		LANE VICTORY	7,607		MIKAGE MARU	2,752												
	MATSUURA MARU	2,862		SHINYO MARU	884		TAKEKAZU MARU	105												
	SHIWA MARU	788		TON JER	3,268		GREEN STAR	6,700												
	# 35 NIPPO MARU	664		TOTAL	221	4	GREEN STAR	6,700												
29	YEN PING	6,775					ERIE MARU	3,222												
	DAPHONIA	8,078					CHOYU MARU	695												
	MOUNT OPLIVES	7,176					MATSU MARU	105												
	SAGAMI MARU	999					AKKI	7,010												
	JULIET VICTORY	7,608					TONEGAMA MARU	7,010												
	AKL 30 76	3,700					TATSUMAKI MARU	219												
	LOWENCE VICTORY	7,606					PANAMAN	7,176												

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May

3/4	BARTLES VILLE VICTORY	7,607	5/7	MIYATSU MARU	887	5/10	IST QO 17	2,700
	AKL 31	568		TRIDALE	7,175		MAGASAKI MARU	915
	IST QO 74	2,700		IST QO 74	2,700		KOCHI MARU	4,680
	HOEI MARU	883	8	TOMEI MARU	963		DAI NIPPON MARU	7,088
	MIYAJIMA MARU	921		C. I. E. D.	7,176		AGRODOLIS	5,132
5	LAWRENCE VICTORY	7,607		# 22 UWAJIMA MARU	757		LANE VICTORY	7,607
	IST QO 86	2,700		# 2 KEIZAN MARU	910		TRIDALE	7,175
	JOLLET VICTORY	7,606		KAFIRISTAN	7,229	11	AGROPOLIS	5,132
	GEORGE KEATHLEY	3,934		SAKURA	8,057		IRLAND	7,175
	LALDOSTA VICTORY	7,606		KIWAGATA MARU	757		AKL 31	560
	AKL	7,176		TATSUGAKI MARU	919		MIYAJIMA MARU	921
	TRIDALE	7,175		BARTLES VILLE VIC.	507		YANG SANHO	4,843
	TONEGAWA MARU	7,010		AKL 23	550		MICHO MARU	228
	IST QO 74	2,700		SHUNRAI MARU	6,863		TOBATA MARU	7,243
	IST QO 88	2,700		DAIKU MARU	7,088		CHOJU MARU	695
6	AWA	7,176		TRIDALE	7,175		KAFIRISTAN	7,229
	IST QO 88	2,700	9	DAISETSU MARU	7,088		PELOPIDAS	7,166
	AKAGI MARU	713		IST QO 88	2,700		UNION MARLINER	3,805
	MIYATSU MARU	887		LAWRENCE VICTORY	7,606		WYVERN	5,022
	IST QO 74	2,700		AGROPOLIS	132		HOJO MARU	2,328
	LANE VICTORY	7,606		TRIDALE	7,175		CHIFAYASAN MARU	2,951
	JOLLET VICTORY	7,606		KAFIRISTAN	7,229		ISA MARU	887
	LALDOSTA VICTORY	7,606		EMPIRE STATE	5,277		TATSUHAGI MARU	906
	HONG SHANG	5,277		PRODUSE	5,277		TATSUUME MARU	908
	AKL 19	560		NAVIGATOR	7,176	12	ACR POLIS	5,132
	TRIDALE	7,175		WADAMA MARU	2,028		TOBATA MARU	7,243
7	IST QO 18	2,700	10	KAFIRISTAN	7,229		SWANMORE VICTORY	7,607
	AKL 23	560		PRODUSE	5,277		IST QO 76	2,700
	AWA	7,176		PELOPIDAS	7,166		PELOPIDAS	7,166

May

5/12	ATHEL STANE	8,132	5/16	GORUGAWA MARU	892	5/19	UNION TRADER	3,696
	LAKE ATLIN	8,132	17	IRIMANGER	4,883	20	DADNOE	7,132
	CHOU MARU	695		LAWRENCE VICTORY	7,606		UNION TRADER	3,690
13	# 5 TOA MARU	3,933		SEMO MARU	3,882		AKL 20	560
	FOCHSIANG	4,524		AKL 29	560		# 13 UNYO MARU	903
	ASATERU MARU	893		SHIMA VICTORY	7,607		# 2 FAIHO MARU	1,068
	SHINKO MARU	2,577		GORYUGAWA MARU	892		NEPTUN 3	4,389
	JOSEPH MELLER	7,276		CHEYSTAM	7,198		AKL 19	560
	LAWRENCE VICTORY	7,606		ATLANTIC DRAGON	6,632	21	DADNOE	7,132
	AKL 19	560		ISA MARU	887		CHRISTINE	7,216
14	IST QO 44	2,700		# 1 TOYO MARU	2,277		NEPTUNUS	4,389
	SHINYU MARU	375		TOYOSHIMA MARU	890		FENTRESS	3,805
	TAKEMA MARU	105		NEPTUNUS	4,389		PASIC	7,132
	BRIMANGER	4,883	18	NEPTUNUS	4,389		KNOX VICTORY	7,607
	IST QO 44	2,700		CHOKO MARU	719	22	FRANCETON VICTORY	7,607
	IST QO 13	568		AKAGI MARU	719		KNOX VICTORY	7,607
	ATLANTIC DRAGON	6,632		BRIMANGER	4,883		FRANCETON VICTORY	7,607
	HYUGA MARU	5,274		CHRISTAM	737		AKL 32	560
	ESUTORU MARU	3,295		# 22 UWAJIMA MARU	921		DAISETSU MARU	9,765
	NIEPO MARU	499		IT 784	380		CHUNG KAI	1,872
	HISHI MARU	513		# 38 NIPPON MARU	420	23	MELLORE	7,231
	# 1 TOYO MARU	2,227	19	AMASHIMA MARU	757		SANGATSUSAN MARU	913
	TOYO SHIMA MARU	890		# 3 TOZAI MARU	209		IKUTA MARU	2,064
	LAWRENCE VICTORY	7,606		NEPTUNUS	4,389		HAKUSAN MARU	4,335
	ATLANTIC DRAGON	6,632		AKAGI MARU	719		JOHN D. WILPEN	1,870
	AWA MARU	2,882		CHOKO MARU	3,639		# 38 NIPPON MARU	420
	BRIMANGER	4,883		EMSAT MARU	2,827		# 2 ARIZAN MARU	910
							FENTRESS	3,805
							CHUNG KAI	1,872

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May

3/23	AKL 31	5/27	5/31	923
24	DAISETSU MARU	560	TATSUWA MARU	# 5 NAMRYU MARU
	FENRESS	6,886	# 28 NIPPON MARU	INABASAN MARU
	BINGO MARU	3,805	TATSUWA MARU	NISHO MARU
	KOCHO MARU	4,942	# 29 NIPPON MARU	FUJIGAMA MARU
	ZUIKOKU MARU	6,945	# 2 MARITSU MARU	TOTAL
25	KOCHO MARU	688	HISHI MARU	365
	CARLTON VICTORY	6,945	LAURENTIAN LAKE	978,333
	HEN CHUNG	2,370	ATLANTIC AIR	
	DALLIKU MARU	6,886	AKL 31	
	TOBATA MARU	7,243	MIYAJIMA MARU	
26	AKL 20	560	# 3 TOZAI MARU	
	# 5 SANYO MARU	531	CITY OF PYONGTAK	
	A. I. M. A.	5,409	HISHI MARU	
	SOEI MARU	2,835	# 3 MAKI MARU	
	KOFUKU MARU	574	DIVEN MARU	
	SHIN SHUN MARU	499	SHIMBEI MARU	
	IT 63	380	# 2 KOAN MARU	
	KENYO MARU	2,220	TOYOSHIMA MARU	
27	A. I. M. A.	5,409	# 5 MARUYO MARU	
	1ST QO 14	2,700	TONGAMA MARU	
	LAURENTIAN LAKE	7,128	ESCAMABA VICTORY	
	SOTO MARU	2,835	AKL 29	
	SAPT VALERY	7,180	ESCAMABA VICTORY	
	KIOMA MARU	105	TATOHNG	
	# 11 YAMBISEI MARU	918	UNION STAR	
	YOKAWA	1,778	YOKOSHIMA MARU	
	# 10 RYUETI MARU	884	NEVEN MARU	
				3,698

June

6/1	AKL 18	6/4	6/6	560
	SEACORAL	7,221	FURMAN VICTORY	7,607
	STADREDA	5,968	SEACORAL	7,221
	NICHIAN MARU	5,268	SUDAYOSHI MARU	2,220
	EASTERN QUEEN	8,643	PROSPERO	5,055
	NETONUS	7,164	# 4 NICHIEYU MARU	824
	IKI MARU	490	TEFSUYO MARU	2,130
	MENES THEUS	7,796	SEACORAL	7,221
	EVROS	7,244	# 2 OSHIMA MARU	616
2	STANFORD	7,322	SENSHU MARU	10,326
	KIYOTAKIGAWA MARU	918	DATTEN MARU	926
	KARACHI	7,575	TOMON MARU	2,220
	KARACHI	7,575	MINYO MARU	1,998
	EVROS	7,244	EVROS	7,244
	STAN FORD	7,222	ENEL MARU	3,222
	KIYOTAKIGAWA MARU	918	GOTAKIGAWA MARU	900
	TOYOSHI MARU	890	YAMATO MARU	599
	BESSE MER VICTORY	7,607	# 3 NAKO MARU	871
	KIMYUSAN MARU	1,383	FS 291	560
	PHILIPPINE BEAR	8,197	KEIUN MARU	332
3	SEACORAL	7,221	NIKKO MARU	8,955
	EASTERN QUEEN	8,643	AMERCEAN	7,246
	MENES THEUS	7,796	# 3 NANKO MARU	871
	BUNYO MARU	3,769	# 13 UNYO MARU	904
	ANBO MARU	915	IT 230	580
	SHINSHUN MARU	499	MCCAINSIDE	7,163
	HOTO MARU	2,315	AKI 31	560
4	PHILIPPINE BEAR	8,197	HANETATE MARU	999
	PHILIPPINE BEAR	8,197	AMERCEAN	7,246
	SHUNKO MARU	4,454		
	# 10 RYUETI MARU	834		

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		June			
6/9	IRABE MARU	926	6/13	# 5 NARU MARU	923
	SEAGLACOR	7,198		MUNINGUM	3,505
	KAOSHING	3,195		HEMAMERSK	4,324
	RITSUEI MARU	2,900		# 2 MARAI MARU	2,864
	FREDRIC COLLIN	7,176		# 8 NANEI MARU	873
10	SEAGLAMOR	7,198		MATSUJISA MARU	5,832
	RITSUEI MARU	2,900		# 38 NIPPO MARU	543
	GEORGLUCKEN BACH	7,868		MIYAJIMA MARU	921
	HAKUSAN MARU	4,351		TATSUMIYA MARU	6,342
	KOBE MARU	6,609		GEORGE KEATHLEY	3,935
	TATSUGAKI MARU	919	14	GEORGE KEATHLEY	3,934
	DAN MOLM	2,776		1ST OO 10	3,700
	MOUNTAIN SIDE	7,163		ESANG	3,370
	AKI. 29	550		# 38 NIPPO MARU	543
	KAOSHING	3,195		HANETATE MARU	999
11	FUZAN MARU	5,834		OSHIKA MARU	884
	SEAMERCHANT	7,198		OPALIA	6,192
	YUKIGAWA MARU	4,504		ZUYO MARU	909
	AKI. 20	573		SEAMERCHANT	7,198
	# 10 RYUEI MARU	834		KASHIN MARU	915
	FENTRESS	7,134		HOUYO MARU	2,228
	# 12 HORAI MARU	918		EIHO MARU	6,888
12	# 12 HORAI MARU	918		GINSEI MARU	2,169
	AKI. 19	560		MADAMA MARU	2,028
	PERBENA	4,326		PELOPS	7,054
	# 8 RYUEI MARU	873	15	MAT TEE	7,223
	SEAMERCHANT	7,198		MADAMA MARU	2,028
	# 22 UNAJIMA MARU	727		AKI. 29	560
13	SEAMERCHANT	7,198		ZUYO MARU	909
	STREATHN HILL	7,130	6/15	PELOPS	7,074
	KOBON MARU	904		URAGA MARU	2,235
	KOSHO MARU	912		KAIYUKU MARU	2,219
	# 38 NIPPO MARU	420		# 38 NIPPO MARU	912
	# 38 NIPPO MARU	912	16	# 38 NIPPO MARU	420
	KUMANO MARU	900		KUMANO MARU	900
	YOKO MARU	7,124		YOKO MARU	7,124
	KAYARI MARU	878		KAYARI MARU	878
	MIYO MARU	887		MIYO MARU	887
	# 4 KYODO MARU	695		# 4 KYODO MARU	695
	CHOU MARU	209		CHOU MARU	209
	GOTAKIGAWA MARU	900	17	GOTAKIGAWA MARU	900
	AKI. 31	560		AKI. 31	560
	1ST OO 43	2,700		1ST OO 43	2,700
	# 3 TAIHO MARU	1,868		# 3 TAIHO MARU	1,868
	CHOU MARU	695		CHOU MARU	695
	CUILOSS	7,331		CUILOSS	7,331
	WILGAGE	7,135		WILGAGE	7,135
	SHINKIN MARU	696		SHINKIN MARU	696
	TAKE MARU	1,260		TAKE MARU	1,260
	SHINKIN MARU	696	18	SHINKIN MARU	696
	TAKE MARU	1,260		TAKE MARU	1,260
	JYKARUTA MARU	6,909		JYKARUTA MARU	6,909
	# 10 RYUEI MARU	834		# 10 RYUEI MARU	834

		June			
6/19	BAICHT STAR	6,756	6/20	# 3 TOZAI MARU	3,733
20	KINMEI MARU	745		# 1 TOKUHO MARU	183
	NOUCHI MARU	365		TOTAL	187
				KOSEI MARU	547
				VICTORY	7,076
				TOTAL	65,583

The above list indicates that these vessels waited at MATSURI and HESAKI to come into Moji Port due to shortage of anchorage and mooring space and also getting direction.

About 30% of vessels waited by the reason of shortage of anchorage and mooring space.

If such disadvantage will not be improved, these vessels will be forced to go to other Ports. That means a great loss in view point of shipping economy.

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Appendix No. 11

CAPACITY OF THE TANOURA SECTION AFTER  
COMPLETION OF THE PROJECT

Category	Depth of water	No. of vessel	Capacity	
			Detail No.	Amount
Berth	-8.0 - 11.0	8	4	8,000 \$
	-4.5 - -5.0		2	3,000 \$
Mooring space	-9.0	8	2	8,000 \$
	-4.5		6	800 \$
Total		16		70,400 Tons

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