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CONDITIONS IN THE PORT OF SAIGON

(Translation of an undated
mimeographed report issued by
the Japanese Hydrographic Office)

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SAIGON (COCHIN CHINA)

(Signal Pole at Lat. 10° 46' 10" N., Long. 106° 42' 05" E.)

Charts 719, 726.

Standard Time Long. 105° 0' 0" E.

South CHINA SEA Pilot,
Volume 1, page 216.

7 hours, 0 minutes, 0 seconds
fast on G.M.T.

Time Signals are given by siren from the SAIGON Telephone and Telegraph Station at 1130 standard time (G.M.T. 4 hours, 30 minutes, 0 seconds) and by firing a gun at 1000 (G.M.T. 3 hours, 0 minutes, 0 seconds). (Cf. Lighthouse List, Volume II, page 642.)

The General Character of the Harbor

SAIGON is the capitol of COCHIN CHINA and is the largest port in this area.

It lies on the right bank, 49 miles upstream from CAPE ST. JACQUES, at the mouth of the SAIGON River. The river is wide for the most part, being 1,155 - 2,275 feet (352 - 693 meters) for 31 miles from the river mouth. The part fronting the city has an average width of 600 feet (183 meters), and although the depth is suitable for the navigation and anchorage of large vessels, there are 2 shallow places upstream, limiting the maximum draft of vessels passing them and entering port to 30 feet (9.14 meters).

The harbor is divided into 2 sections, PORT DE GUERRE (1) and PORT DE COMMERCE (2). The former, upstream from the bronze statue situated on the right bank, is equipped with mooring buoys and piers for naval vessels. In the latter, extending for about 3 miles downstream from the bronze statue, there are mooring buoys for mooring bow and stern, quays with a total length of over 1 mile, and piers. A large number of vessels can moor, load, and unload.

Weather and Tides

Weather. The northeast monsoon season is from December to April during which time strong winds blow steadily around CAPE ST. JACQUES. The atmosphere is dry, and the weather is usually clear. From April on, land and sea breeze often prevail.

The southwest monsoon season is from May to November at which time the weather is hot and damp and endemic diseases are prevalent. From June to October there is much rain, with downpours almost every day from around 1500 until midnight. Showers begin suddenly, and though they do not last more than a minute, vessels in the process of loading or unloading must have hatch tarpaulin in readiness beforehand. Since these showers are sometimes accompanied by local low atmospheric pressure, sufficient attention should be given to the vessels' mooring chains, and they should be checked to eliminate the danger of breaking. It has been reported that on a previous occasion a shower came up suddenly while a steamship of the YAMASHITA Steamship Company (YAMASHITA KISEN KAISHA (3)) was moored at Buoy No. 20. The 4-inch, steel

(1) 軍港

(2) 商港

(3) 山下汽船會社

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chain snapped, and the ship was driven ashore by a sudden wind. Fortunately, however, it brushed up against a lighter and was able to avoid running aground.

According to the report of the BORDEAUX MARU for October 1939, there seem to be squalls in SAIGON every day throughout the year, although the greatest amount of rainfall is roughly from February through March.

This ship also reported that while it was at anchor (from 3 October to 12 October) there were no squalls during the day, but that they came around 2000 every evening. It became clear again at dawn.

Tides. The spring rise is 3.7 meters and the neap rise is 2.9 meters. At CAPE ST. JACQUES high water comes 30 minutes after high water at KANGIO, and at CORAIL BANK it is 1 hour after CAPE ST. JACQUES. High water in SAIGON Harbor is 2 hours after high water at CAPE ST. JACQUES. Moreover, flood tide sets until 2 hours after high water at a rate of 1 1/2 - 2 knots. Ebb tide sets until 2 hours after low water at the same rate. The maximum rate is during the rainy season when it often reaches 3 - 3 1/2 knots. Before and after springs it is usually regular.

According to a survey made by the Warship NAGARA (1) in May 1926, the tides correspond for the most part to the tide tables published by the Hydrographic Office. At that time it was reported that flood tide set for 1 1/2 hours after high water, and that ebb tide set for 2 1/2 hours after low water.

According to a report of the N.Y.K. Ship DELGOA MARU of June 1934, there are semi-diurnal tides in SAIGON Harbor. The height of the tides varies markedly even in the same day, and the spring tide sometimes attains a maximum rise of 3.6 meters.

Tidal currents turn 1 1/2 - 2 hours after high and low water at SAIGON. The ebb tide is generally stronger than the flood, and continues somewhat longer. This is especially true during the rainy season (June to October) during which time the maximum rate is sometimes as great as 4 knots.

In the vicinity of the Pilot Station at the mouth of the SAIGON River the current turns at the time of high and low water at CAPE ST. JACQUES. The maximum rate is sometimes as great as 3.5 to 4 knots, and for this reason caution is necessary when anchored here to wait for the tide.

Particulars on Entering and Leaving Port

Course Directions. Vessels entering port navigate with the CAPE ST. JACQUES Lighthouse visible about 5 miles to the north. When they reach the guide lights in line, as drawn on the chart, at the foot of NUI HOA SUP and halfway up GANHRAI, they head toward these with the lights bearing slightly to port. When about 1.7 miles from the CAPE ST. JACQUES Lighthouse, they continue with the lights bearing slightly to starboard. They should anchor temporarily outside the line bearing 356° on the guide light at the foot of NUI HOA SUP, in the offing of COCOTIERS Bay about 1 mile from the lighthouse. (Cf. Attached chart for temporary anchorage.)

Pilots are taken aboard at the temporary anchorage, described above. Navigating the river on dark nights should be avoided as the fairway beacons are incomplete; navigation is not necessarily impossible, however, in moonlight. Going up the SAIGON River, except near CORAIL BANK, is reported to be easy.

(1) 長良

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The N.Y.K. Ship KAMAKURA MARU (1) reached the offing of the CAPE ST. JACQUES Lighthouse at 0200 on 15 September 1925. After the pilot boarded, she immediately entered the river and sailed upstream, taking advantage of the moonlight.

High water at SAIGON on that day was at 1740 and at the river mouth (CAPE ST. JACQUES) it was about 3 hours earlier.

During the rainy season violent wind and rain storms sweep down regularly every afternoon. For this reason, when there is the advantage of moonlight at the time of the tide, it is better to enter port before dawn without waiting to go up the next day. Night navigation of ships carrying mail, however, seems to be prohibited.

Notice. When moored at the temporary anchorage, inquiry of the ship's name is made by Morse Code from the CAPE ST. JACQUES Lighthouse. At such times it is said that the light signals from the lighthouse are difficult to distinguish from the sea on account of the lighthouse light.

According to the March 1932 report of the YAMASHITA Steamship Company, port regulations allow for the entrance and exit of vessels between 0500 and 1700. When it is necessary to go upstream at night because of conditions at CORAIL BANK, it is possible to wait until the entrance time by anchoring temporarily at NHABE. The entrance and departure hour regulations are not applied, however, to steamships of the Messageries Maritimes. It is a general principal for merchant ships arriving at CAPE ST. JACQUES after 1300 to wait to go upstream until high water the following day. Depending on the wishes of the pilot, however, it is always possible to go upstream to NHABE, wait for high tide, and enter port at the designated hour.

Shallowest Points. The shallowest points in the river are CORAIL BANK 18 miles downstream from SAIGON, and the shoal 8 miles downstream from the same place.

The former is dredged to a depth of 23 feet (7 meters) and at high water has a depth of 32 feet (9.8 meters). The latter is almost the same. According to report, vessels that have scraped here have not been damaged since the river bed at CORAIL BANK is formed of flat, soft rock.

Notice. The hour of entry for vessels with a draft of 24 feet (7.31 meters) and below is at the first stage of flood tide at SAIGON; these vessels should pass CAPE ST. JACQUES at low water or 1 hour before. Vessels with a draft of 24 feet (7.31 meters) and over should pass the Cape 4 hours before high water.

In leaving port, when sailing down from SAIGON at high water, there is a strong ebb tide at the river mouth. Care is necessary when the pilot leaves the ship because the ship can be driven onto RANZA BANK by cross currents very suddenly.

The Blue Peter should be flown at half-mast from the beginning of departure preparations until the ship passes the harbor limits in order to inform other vessels of the ship's movements.

Note: The report of the captain of the DELAGOA MARU for February 1934 was as follows:

1. Signal ship's name to the CAPE ST. JACQUES Signal Station.
2. At times because of draft, tides, etc., it is necessary to anchor temporarily at a designated anchorage near COCOTIERS Bay to wait for the tide. At such times a notice is sent from the pilot to the effect that he will board at the appointed hour.

(1) 鎌倉丸

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3. In addition to moonlight nights, ships go up the river during the day with flood tide. They usually turn by the anchor (starboard anchor) near their berth in the harbor and moor bow and stern to mooring buoys with the vessel headed out.

4. The tidal currents in the vicinity of SAIGON change roughly between 1 1/2 - 2 hours after high and low water. The time required until arrival and mooring have been completed at the berth in the harbor from the Pilot Station at the river mouth averaged between 4 hours and 20 minutes and 5 hours for the last 5 trips. Thus, in most cases it is best to arrive at the Pilot Station at least 3 1/2 - 4 hours before high water in SAIGON.

According to the report of the YAMASHITA Steamship MANYO MARU (1) for October 1935, a SAIGON pilot, Mr. Gaste, reported a new shoal in a place about 1 mile northeast by north from PT. CAN GIO. This area is uncharted.

According to the report of the MURORAN MARU (2) for July 1938, ships should wait for the tide before anchoring, if they arrive at CAPE ST. JACQUES before midnight. There are almost no night fairway beacons but the indentations in both banks were visible by starlight and it was possible to go up with one tide with little difficulty.

Caution is necessary because of the presence of unlighted junks, sampans, and fishing boats.

The report of the N.Y.K. Ship ONOUE MARU (3) for June 1940 is as follows:

Directions for Proceeding to COCOTIERS Bay from the

Vicinity of CAPE ST. JACQUES at the Mouth of the SAIGON River

According to Paragraph 1174 in Notices to Mariners for 1939, an observation ship lies 7 miles off CAPE ST. JACQUES and it is understood that vessels can proceed to the river mouth according to instructions from this ship. At a point 9 miles offshore we hoisted the national flag, the letters of the ship's name, and the "G" flag, but we did not see the observation ship. Although we could make out dimly that 2 signal flags had been hoisted at the CAPE ST. JACQUES Signal Station, it was difficult to distinguish them. Without stopping, we went on to a point bearing 182°, distant 7 miles from this place and proceeded further toward it. Around 1000 we came to the sight line of the GANHRAI Guide light and it gradually became clear that the 2 flags were VH (hoist your signal). They next hoisted RW (where did you come from) and when we answered, they hoisted the flags HZM (anchor off the pier and await instructions).
KWY

This ship proceeded on the sight line and anchored in the appointed location, described below, according to instructions.

Lighted beacon on end of pier ----- (029°)

CAPE ST. JACQUES Lighthouse ----- (070°)

GANHRAI Front Guide Light ----- (358°)

When we communicated with the pilot, we were advised to advance in line with the GANHRAI Guide Light after arriving at a point bearing 182°, distant 7 miles from CAPE ST. JACQUES.


(1) 滿陽丸
(2) 室蘭丸

(3) 尾上丸

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Landmarks. CAPE TIWAN and CAPE ST. JACQUES are excellent landmarks. The lighthouse on the latter is a white, stone tower on the summit of a 597-foot, (182-meter), mountain. There is a signal station and a storm warning signal station. For additional information on range lights, etc., refer to the Pilot.

Pilots are compulsory and board about 1 mile abeam CAPE ST. JACQUES Lighthouse in COCOTIERS Bay. There are 12 pilots (October 1939) in this port half stationed at CAPE ST. JACQUES and half in the city. The Pilot Office is near the Harbor Master's Office in the PORT DE COMMERCE. The pilots are all French and do not understand English. Caution must be exercised as they cannot be relied upon.

Pilots are requested by international code. Pilot boats, small, white motor launches, fly the pilot flag . When the pilot is not aboard, however, "Suggestions to Captains", which concern casting anchor and temporary anchoring for the vessel making the request are referred to, and the pilot flag is not hoisted.

According to the report of the BORDEAUX MARU for October 1939, all the pilots speak English and are reliable. The signal requesting pilots is reported to be the P.T. flag.

Note. A blue light must be displayed to call a pilot at night. Also, when there is no pilot at COCOTIERS Bay and it is necessary to anchor temporarily, the D flag must be displayed during the day and 1 red light must be illuminated at night.

Pilot Fees are as follows.

COCOTIERS Bay to SAIGON (same rate either way)

Steamship, per registered ton -- Annam Currency 10 cents.

French Steamship, per ton -- Annam Currency 8 cents.

Warships, per ton of displacement -- Annam Currency 6 cents.

The pilot fee from this port to NHABE (quarantine anchorage), however, is 1/45 of the total fee (same rate either way). The pilot fee for turning is 1 cent per registered ton.

When the HASHIMOTO (1) Steamship RYUO MARU (2) entered port in January 1934, she reported that 1,100 piasters were paid for the combined pilot fees of entering and leaving port (registered tonnage - 3,368.64).

Conditions of Anchorages

Depth and Bottom Characteristics. In the PORT DE COMMERCE downstream, depths are 7 - 8 fathoms (12.8 - 14.6 meters); in the PORT DE GUERRE upstream they are 5 - 7 fathoms (9.1 - 12.8 meters). It is deep along both banks with a mud bottom and good anchor hold. About 9 vessels can anchor in the PORT DE COMMERCE, and about 2 in the PORT DE GUERRE. Others moor at the pier, the quay, buoys, and mooring posts.

Note. Because in one place the winding fairway in the river bends more than 100°, caution is necessary in steering. Also, when entering port with the tide, caution must be exercised in casting anchor and turning. In the

(1) 橋本

(2) 竜王丸

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past there have been examples both of Japanese ships breaking the anchor chain when turning to starboard, and of many accidents in which they grazed other ships.

Area Where Anchoring is Prohibited. The river outside the fairway directly below the moorage which is farthest downstream in front of the city is an area where anchoring is prohibited. It is also prohibited in the fairway for 1 mile above and below the sharp bend near the dredged section of CORAIL BANK except in case of emergency.

Temporary Anchorage. When too many vessels enter port and there is no moorage, a signal forbidding entry is displayed at the NHABE Signal Station (at PT. LAZZARET) ordering vessels to anchor there temporarily and wait.

All vessels must enter or leave port between 0600 and 1800. Vessels entering port receive their berth order from the NHABE Signal Station and must pass this signal station by 1700 at the latest. If they do not do this, they must anchor temporarily and wait until the next morning.

Mooring and Loading and Unloading Equipment

Mooring Buoys and Mooring Posts. There are a large number of these downstream in the PORT DE COMMERCE. About 22 vessels, large and small, can moor between the buoys or posts (1 ship moors at 3 posts). Mooring buoys are also anchored in the PORT DE GUERRE. The method of mooring at a buoy is to moor bow and stern to the buoys by the steel wires attached to them. The ship may put out one wire and at the same time throw a shore line to the land. Two buoys, however, are used for 1 ship, and for this reason cannot be used by other vessels at the same time. Except when moored at the quays, it is best for vessels headed out at flood tide or headed in at ebb tide to drop anchor at the bow and pay out 2 wires over the stern.

The mooring buoys have odd numbers at the port berths and even numbers at the starboard berths.

Mooring Cables on the Buoys. Vessels anchoring at buoys or mooring posts should use about 50 fathoms of strong, 4-inch steel wire lent by the SAIGON Harbor Master's Office. The following fees, however, are substituted for the mooring fee levied in other ports. Fee for attaching and detaching cable - \$5 for each time. Fee for use - \$2 per day.

In November 1931 the Steamship KOSOKU MARU (1) moored bow and stern to buoys in a location bearing 131°, distant 930 meters, from the time signal staff. This location is said to be No. 7 Berth.

In January 1935 the NYK Ship TOKUSHIMA MARU (2) (6,000 tons) entered port during the last stage of ebb tide and moored with her bow upstream. On leaving port she turned at the beginning of flood tide and put out to sea. The buoy was at Berth No. 18.

Rules for Mooring the Buoys. In May 1938 the Steamship MURORAN MARU, when mooring at the buoy at No. 5 Berth (left bank), dropped the starboard anchor in front of the buoy, and turned with flood tide. With the aid of a small steamship, the 4-inch steel wire with which the buoy is equipped was fastened to the forecastle bitt and a breast line was made by passing a Manila hawser to the bollard on the shore. At the stern also, the 4-inch steel wire attached to the buoy was brought aboard in the same manner. Further, a Manila hawser was passed to the buoy and a Manila hawser was moored at the coast as a breast line. It was also reported that the ship was moored

(1) 廣遠丸

(2) 徳島丸

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bow and stern to the buoys by slip wires (T.N. In English) in preparation for leaving port.

Mooring Piers.

Government Wharf: It is downstream on the right bank, of stone construction, with a total length of 1,032 meters, and a depth of 20 - 36 feet (6.1 - 11 meters). Generally, 6 large merchant ships can moor at the same time.

Messageries Maritimes: It is a little upstream from the Government Wharf described above, of wooden construction, and can accommodate 3 of this company's large regular liners.

Messageries Fluviales Wharf: It is a quay in the lower reaches of the canal, has a depth of about 5 fathoms (9.1 meters) and can accommodate 5 steamships.

In addition, 2 ships can moor at the Navy pier in the PORT DE GUERRE.

Because there are loose stones here and there in the Government Wharf, it is impossible to bring vessels close inshore at low water.

Landing Place. The point of arrival and departure for small steam vessel and lighters is the landing pier directly below the signal pole in front of the railroad station.

Tugboats. There are tugboats belonging to the Harbor Master's Office: 1 with 600 h.p., 2 with 300 h.p., and 4 with 250 h.p.. Fees for merchant ships are as follows:

For Assistance in Mooring at the Pier:

Gross Tonnage - up to 3,000 tons -- \$20.

Gross Tonnage - 3,000 to 4,500 tons -- \$30.

Gross Tonnage - above 4,500 tons -- \$35.

There is an extra charge of \$20 for turning in the river.

According to the report of the Steamship KOSOKU MARU for November 1936, 2 small steamships (5 - 15 tons) were used to help in mooring.

According to the report of the DELAGOA MARU for June 1931, when this class ship is mooring or leaving, a 300 h.p. tugboat is usually used. The fee is 25 piasters for the first hour and 20 piasters for every hour thereafter. When mooring bow and stern to buoys, however, an anchor is always used; pay out about 3 knots of chain and draw it in when leaving. It is unusual to use a tugboat when leaving the buoys.

A small steamship belonging to the Harbor Master's Office comes to direct mooring operations.

When requesting a tugboat the steam whistle blows H (4 short blasts) and in case of accident, when a harbor officer is needed as a guide for the tugboat, the answering pendant is to be displayed beneath the H flag in addition to this signal.

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Cargo Lighters. There are around 500 cargo lighters; those from 30 to 100 tons are for miscellaneous cargo, and those from 100 to 160 tons are for rice. All have coverings, load cargo from the bow and stern, and are equipped for rain. In addition, there are lighters used only for coal. The rice lighters are built about 80 feet (24.4 meters) long and about 25 feet (7.6 meters) wide. They have a storage place about 12 feet (3.7 meters) high in the central part of the vessel about 20 feet (6.1 meters) distant from both bow and stern. The carrying capacity of 1 vessel is usually 1,300 - 1,600 sacks. This port has storage facilities for imports but its equipment for exports is relatively limited, and the large number of storage lighters, described above, are used instead. The lighters sail up and down with the tide, and turn very slowly since they do not use tugboats. It is difficult for the coolies to bring the lighters alongside the freighters for mooring.

Warehouses and Cranes. The Messageries Maritimes Company owns 3 buildings. Several other companies own warehouses and bonded warehouses for their own use. In general, imports which have been unloaded from vessels are either loaded on freight cars at the government wharf mentioned above, or are carried into the customs warehouse.

The bonded warehouses stand about 100 feet (30.5 meters) from the river bank. They were completed in 1930 and parallel the government pier. There are 8 reinforced concrete buildings which have adequate facilities for the export of other miscellaneous cargoes with the exception of imports and grains. These various warehouses are connected by a railway siding and are equipped for loading with one 10-ton crane.

Loading and Unloading Efficiency. The coolies are all Annamites and Chinese and although they are obedient and do not strike, their efficiency is decreased by such habits as smoking in the hold.

Although the daily loading capacity is about 700 metric tons, miscellaneous incoming goods are piled on wheelbarrows, one at a time, from ships moored at the quays and are taken into the warehouse. This process is slow, resulting in only 200 - 300 metric tons at 1 hatch per day. The KOSOKU MARU reported in November 1931 that her daily capacity for loading maize was about 300 metric tons per hatch. When tides are strong, a great deal of time is necessary to shift the lighters.

An astonishingly low rate appears in the loading of lumber because coolies are unaccustomed to the work, and because lighter construction is faulty. The contracts for loading lumber usually call for 300 to 350 metric tons per day, but since the maximum is actually 250 metric tons, if rapid loading and unloading is desired, it is best to have a number of lighters draw alongside the ship and load from both sides.

Loading and Unloading Times. 0700 to 1100, 1300 to 1700, 1900 to 2300, and 0100 to 0500. One gang has 15 coolies. Their rate for 1 hour is 30 metric tons at 1 hatch.

Ship Construction and Repair

Repair Depot. Minor repairs can be made in the Navy Yard. This yard is under the jurisdiction of SAIGON Naval Headquarters which comes directly under the Governor-General of French Indo China. Small vessels can also be constructed.

In addition, there is the Messageries Fluviales Shipyard which does minor repairs.

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Docks. Docks belonging to the government are as follows:

Drydock: Total Length, 530 feet (161 meters).

Width (at entrance), 72 feet (21.9 meters).

Depth, 30 feet (9.1 meters).

Drydock (Principally for gunboats):

Total Length, 236 feet (72 meters).

Width (at entrance), 32 feet (9.8 meters).

Depth, 12 feet (3.7 meters).

Floating Dock: Total Length, 135 feet (41.2 meters).

Lifting Capacity, 450 metric tons.

Resources

Coal. The amount of coal ordinarily stored is about 10,000 metric tons. There is HONGAY, Borneo, African, and a small amount of Japanese coal. The price is usually high; the main dealer is M. M. Vacher and Company. They are able to load about 500 metric tons per day at the pier and about 800 metric tons if they work at night. They can load about 400 metric tons per day in the offing. The coal lighters can carry 40 to 50 metric tons. The various coal dealers are Denes Freres, Cie. Commerce et de Navigation d'extreme Orient and Ste. Harvaires Indochinois.

Fuel Oil. The Standard Oil Company has oil storage tanks at a spot 13 miles downstream from this harbor. Vessels up to 6,000 metric tons load by drawing alongside. The amount of oil stored by this company is reported to be from 3,000 to 4,000 metric tons. The Asiatic Oil Company is opposite the Standard Oil Company, and the manner of loading and capacity are the same.

In addition, it has 7 oil lighters with a capacity of 100 tons for loading in the offing. The amount of oil stored by this company is reported at 6,000 metric tons.

Fresh Water. The water system supplies well water which, although unpurified, is fit for drinking. There are 10 hydrants on the quay. About 100 metric tons of water per hour can be loaded at the quay.

For loading in the offing, there is 1 small steamship with a capacity of 15 tons, 1 of 30 tons, and 3 water lighters with a capacity of 40 tons. Besides these, the Navy has 3 water lighters with a 100-ton capacity. Their loading efficiency is from 20 to 45 metric tons an hour; the price is 50 cents per metric ton when loaded at the quay and 80 cents per metric ton when loaded in the offing.

At present, in October 1939, the lighter loading price per metric ton is \$1.10.

Provisions. There is a plentiful supply of such things as pork, fowl, eggs, vegetables and fruit. Around September the potatoes and ginger are excellent and there is no difficulty in obtaining bean curd.

The beef and fish are of inferior quality and do not suit the Japanese taste. Ice is about \$40.00 per metric ton.

Japanese motorboats coming from Singapore bring excellent fresh fish.

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There are reported to be 2 Japanese dealers in provisions, AKATSUKA (1) and OKUDA (2).

Trade.

Principal Exports: Rice, coconut oil, pepper, maize, copra, dried fish, rubber, lumber, and hides.

Principal Imports: Cotton cloth, steel tools, machinery, fuel oil, wheat flour, vegetables, (onions, potatoes, etc.), sugar, wine, and tobacco.

The amount of trade is as follows:

<u>Year</u>	<u>Exports</u>	<u>Imports</u>
1928	2,352,326,139 francs	1,669,115,201 francs
1929	1,894,864,670 francs	1,657,959,660 francs
1937 (Sept. - Dec.)	768,141 metric tons	165,603 metric ton

Shipping Statistics are as follows:

In 1928, 933 vessels entered port (2,288,505 tons).

In 1929, 859 vessels entered port (2,106,231 tons).

In 1937, from September to December, 293 vessels entered port (same number left port).

Nationality of vessels in order of number was French, English, Dutch, Norwegian, Italian, Danish, Japanese, Greek, and German.

Traffic and Communication

Surface Traffic. The principal steamship companies maintaining regular routes to this port are the following:

Company	Nationality	Route	Schedule
Messageries Maritimes	French	Marseilles - YOKOHAMA Line (via Suez, DJIBOUTI, and ports in Indo-China)	Once every 2 weeks; cargo and passengers.
Messageries Maritimes	French	Marseilles - HAIPHONG Line (via Suez, DJIBOUTI, India and the Straits Settlements)	Once every 4 weeks; cargo and passengers
Messageries Maritimes	French	Dunkerque - YOKOHAMA Line (to Oriental ports via ports in England)	Once every 4 weeks; cargo.

(1) 赤塚

(2) 奥田

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Chargeurs Reunis	French	ANTWERP - HAIPHONG Line (to the Orient via ports in Northern France)	Once every 4 weeks; cargo and passengers
Ellerman and Bucknall Steamship Company	English	Various European and English ports--Oriental Line	Twice or 3 times a month; cargo.
Ocean Steamship Company (Blue Funnel Line)	English	English and French ports --Oriental Line	Once a month; cargo.
Ocean and Oriental Navigation Company	American	San Francisco - SAIGON Line (via Oriental ports)	Once a month; cargo.
N.Y.K. (NIHON YUSEN KABUSHIKI KAISHA)(1)	Japanese	YOKOHAMA - Liverpool Line (Stops only on outbound trips)	About 3 times every 2 months; cargo.
O.S.K. (OSAKA SHOSEN KABUSHIKI KAISHA)(2)	Japanese	YOKOHAMA - BANGKOK Line (to SAIGON and BANGKOK from YOKOHAMA via ports in Japan and China)	Once every 3 weeks; cargo
O.S.K. (OSAKA SHOSEN KABUSHIKI KAISHA)	Japanese	YOKOHAMA - South American Line (Stops only on outbound trips)	10 times a year.
J.C.J.L. Company	Dutch	Java - SAIGON Line	Once every 3 weeks; cargo
La Societe Des Affreteurs Indochines	French	Singapore - SAIGON Line	Once every 2 weeks; cargo and passengers
La Societe Des Affreteurs Indochines	French	SAIGON - BANGKOK Line	Once every 2 weeks; cargo and passengers
Thai S. N. Company	Thai	BANGKOK - Ream Line (via CHAMATABAN)	Once every 2 weeks; cargo and passengers

In addition to the above, the French steamship companies, Messageries Maritimes, Chargeurs Reunis, and Affreteurs Indochines, maintain routes from SAIGON to HAIPHONG (3), and also call at various ports along the South China Coast. Messageries Fluviales maintains more than 10 coastal routes. The majority of SAIGON's imports and exports is carried in tramp steamers, allowing England, Norway, and Japan to take an active part.

Land Traffic. There is a railroad running from SAIGON to NHA-TRANG, 409 kilometers northeast (through the 4th Railroad District across ANNAM), and one running to MYTHO, 70 kilometers southwest. An express train on the former takes 10 1/2 hours. Among the branch lines, the BANGOI Line goes to CAM RANH Bay. All are single track, narrow gauge railroads.

(1) 日本郵船株式會社 (2) 大阪商船株式會社 (3) 海防

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Radio Station. The SAIGON Radio Station (FRS) transmits general communications on a frequency of 8,275 Kc/s (36.25 meters). The call signal is FZS3. Time signals are broadcast on a frequency of 9,620 Kc/s (31.18 meters).

Wire Communications. From CAPE ST. JACQUES submarine cables run to PONTIANAK, Singapore, HAIPHONG, and HSIANG CHIANG (T.N. Hong Kong). There are telephone lines from SAIGON to MYTHO and PNOM PENH. All telephone and telegraph service is handled by the district post offices.

Ships engaged in the European War are limited to the use of French in dispatches to SAIGON. When entering port French is used, but there is no objection to the use of English while in port.

Sanitation and Quarantine

Sanitary Conditions. Malaria is an endemic disease in SAIGON. Although the outbreak of other epidemics is unavoidable, there are none of such diseases as cholera and pest because sanitation facilities are fairly adequate. There is a sewage system and a water works, and all roads, except in the Chinese section, are cleaned by trucks that take up dust and sprinkle water.

Hospitals. There are L'Hopital Grall (Army Hospital), Le Polydmiqne Municipal, L'Institute Pasteur and Le Die Peasaire Municipal.

The Army Hospital also admits ships' crews. L'Institute Pasteur, upon request of any hospital or of a general practitioner in the city, will do emergency bacteriological examinations. It is reported that it usually gives reliable diagnoses and adequate methods of prevention. The largest private institution is the CHIRIGUE ANGIER.

Quarantine. The quarantine officer usually boards ship with the pilot, inspects the French bill of health and the manifest, inquires as to the ship's name, the captain's name, the tonnage, number of crew members, port of origin, time of departure from port of call, sick persons, etc., and decides whether or not quarantine is necessary.

When the quarantine officer does not come out to the ship, the pilot takes his place. When there are no contagious patients, the ship heads for port as it is, without stopping at the quarantine station. If there is an epidemic in the harbor, or if there are contagious patients aboard, ships stop at the NHABE Quarantine Station near POINT FANI downstream from SAIGON.

When the pilot acts as quarantine officer, he inspects the papers requisite for entering port, and if all is in order, reports to the NHABE Signal Station, exempting the ship from quarantine. When vessels enter port from the vicinity of Japan and HSIANG CHIANG, however, the pilot brings the port entry papers with him. They are filled out and when returned to him, are forwarded to the Harbor Police Station. Unless directed by the pilot, the quarantine flag is not displayed.

According to the report of the BORDEAUX MARU for October 1939, it is a simple procedure if there are no sick persons, and inspection is not necessary.

Miscellany

Population. The population is over 100,000. Among the resident Japanese there are many grocers, barbers, and restaurateurs besides the clerks for such companies as MITSUI BUSSAN, YAMASHITA Steamship and others.

CHOLON is a Chinese town, over half of which is occupied by Chinese. It is a market for different types of products from the CAMBODIA area, and in particular, is the collecting place for rice from the various districts.

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Currency. The money of French Indo China is used. The major unit of exchange is the franc.

Officials. There are the Harbor Masters of the PORT DE COMMERCE and the PORT DE GUERRE. There are resident consuls from Japan, America, England, Thailand, Italy, Denmark, Norway, Spain, and Portugal.

Incidental Expenses. With the exception of the vessels belonging to the French Packet Boat Company (FUKKOKU YUSEN KAISHA (1)) and vessels hired by them, all merchant ships are taxed 8 cents per registered ton; the sanitation fee is \$10 per ship. Wharfage is fixed according to the nature and quantity of goods.

Language. The languages in everyday use are French and Anamese. French is used in official documents.

Documents Necessary to Enter Port.

When the company agent, customs official, a harbor police officer, and quarantine officer board a vessel after her arrival in port, the following documents must be submitted.

Documents Submitted to the Customs.

Discharge manifest, 3 copies; through manifest, 3 copies; small arms list 3 copies; store list (navigation and engine parts), 3 copies each; provision list (1 group), 3 copies; private wine list, 3 copies; tobacco list (stamped tobacco list) (list for ordinary consumption), 3 copies each; personal effects 3 copies; passenger list, 2 copies; crew list, 2 copies; consignment list, 2 copies; match list, 3 copies.

Documents Submitted to the Company Agent.

Discharge manifest, 4 copies; currency list, 2 copies; crew list, 1 copy; consignment list, 4 copies; cargo list for each hold, 2 copies; safety report on each part of ship, 1 copy; cargo plan for holds, 1 copy; freightage particulars; all bills of lading held by the captain; 1 copy each of freightage particulars and passenger list endorsed by the French Consul; bill of health (endorsed by the French Consul); and certificate of national registry.

Permits to Enter and Leave Port. A seal is unnecessary when there is no cargo to be unloaded.

When the harbor police officer boards ship, he requests the filling out of a form which he brings with him; 1 copy each of the crew list and the passenger list are necessary at the same time. A report like that made for the Harbor Police Station is submitted to the quarantine officer.

Notice: Rigorous precautions against robbery must be taken in this port. The most dangerous period, that is, the period when most robberies take place, is reported to be from 0200 until early dawn. A sharp watch must be kept from the day before departure until departure, even during the day. Even though a local watchman is employed, the reports of various ships state that he is not very effective. They report, however, that if a watchman is not employed, he vindictively guides the robbers.

(1) 佛國郵船會社

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COCOTIERS BAY ANCHORAGE

Note: Notices to Mariners, 1939, Paragraph 1107.

The French Navy prohibits the anchorage of all vessels in the area, described below, which includes COCOTIERS Bay.

The sea area north of the parallel of latitude (Lat. $0^{\circ} 20'$ N.) (T.N. Sic Lat. $10^{\circ} 20'$ N.) which crosses the CAPE ST. JACQUES Lighthouse, and on the east side of the sight line of the GANHRAI Guide Light.

