

PORTS *and* HARBORS

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In this Issue:

- Port of Osaka Celebrates 90th Anniversary
- Highlights of Port of Osaka.....
- Copra Wharf, San Francisco, Expanded
- Meet Our Members—
Commercial Port of Guam.....
- Paramaribo, Netherlands Guiana
- Recent Additions to I.A.P.H. Membership
- Local Port Community and Visiting Seafarers
- 15-Year Plan for Port of Los Angeles
- News from Here and There.....

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

OBJECTS AND PURPOSES (Per Article 3 of Constitution)

The objects and purposes of this Association shall be:

(a) To associate its members from all countries together in the common cause of mutual international friendship and understanding;

(b) To exchange information relative to port and harbor organization, administration, management, development, operation and promotion;

(c) To encourage, develop and promote waterborne commerce to and from all world ports and harbors; and

(d) To encourage the standardization and simplification of procedure governing imports and exports and the clearance of vessels in international trade:—
thereby promoting the peace in the world and the welfare of mankind.

UNDERTAKINGS

(Per Article 3 of Constitution)

This Association shall carry out the following undertakings in order to accomplish the objects and purposes specified in the foregoing Article:

(a) The holding of conferences of the International Association of Ports and Harbors as provided in the By-Laws;

(b) The publication of the minutes of Conferences, an official Association journal or other publication and other special publications concerning ports and harbors, as may be authorized by this Association;

(c) The establishment of relations with other international organizations, associations and agencies on matters of mutual international interest concerning ports and harbors;

(d) The establishment of a center or centers for the collection, tabulation and distribution of information concerning ports and harbors from throughout the world for the benefit of members of this Association and other interested persons;

(e) The dissemination to ports and harbors, and governmental agencies and private operators thereof, of the accomplishments of this Association as expressed in resolutions, bills, reports of committees, and the published proceedings thereof;

(f) The establishment of committees from among the membership of this Association for reference purposes of members engaging in the organization, administration, development, operation, utilization, management or promotion of ports, harbors and other waterfront facilities;

(g) The assumption of other undertakings necessary to effectuate and realize the objects and purposes of this Association.

PORTS AND HARBORS

Published by the Central Secretariat of the International Association of Ports and Harbors as an official publication of the Association.

**Central Secretariat of
The International Association of Ports and Harbors**

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From the Central Secretariat

Gaku Matsumoto

Chief, Central Secretariat



With the unusual prosperity of the shipping industry the world over in the past year or so, the international importance of ports and harbors has increased more considerably than ever. Due to the rapid emergence of large-sized vessels with high speed in recent years for the transportation of crude oil and ores, expansion and modernization of port and

harbor facilities, together with speedier cargo handling, have become a matter of particular urgency to the authorities concerned in different countries of the world.

This is the situation with which the Central Secretariat of the International Association of Ports and Harbors is now confronted after one year since its establishment. With this situation in the background, I would like to make a report on the recent activities of our organization and to describe the outline of the objectives at which we are aiming during the current year.

Membership

As regards our membership, we have added five new regular members (Administracao do Porto do Rio de Janeiro, City of Hakodate, City of Takaoka, Japan Oil Federation, Japan Warehouse Association and South African Railways and Harbors Administration, Johannesburg) and two new supporting members (Parr-Richmond Terminal Co., San Francisco, U.S.A. and Yawata Iron and Steel Company, Japan) to our membership list as announced in the last issue of this journal published in December, 1956, bringing up the total number of our members to 82, 50 regular and 32 supporting members. Unfortunately, however, there has not been forthcoming active membership applications from Europe and the east coast of the United States.

Association's Organ

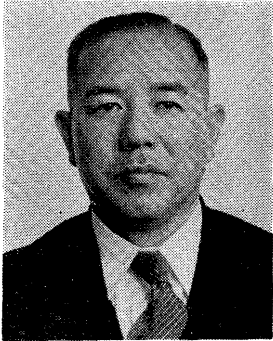
As one of our projects for the current year, we are planning to publish this organ in a quarterly periodical form starting from now on, with a view to winning new members as well as to making the public better acquainted with the various activities of our organization.

The Secretariat has been receiving quite a lot of excellent information regarding ports and harbors in various countries from our members. We are hoping to make use of as much of such information as possible in our quarterly journal. Since any information and materials, particularly pictures, regarding ports and harbors in different countries to be available from our members are invaluable source materials for our journal, we would like to ask the active cooperation of our members in this respect.

(Continued on page 5)

Port of Osaka Celebrates 90th Anniversary of Its Opening

Kenzo Tokuoka, Chief, Osaka Municipal Harbor Bureau



*Mitsuji Nakai
Mayor, City
of Osaka*

The Port of Osaka was first opened to international trade in 1868 or the first year of Emperor Meiji's reign marking the emergence of modern Japan. This year, therefore, marks the 90th year of the opening of the Port of Osaka.

A shabby river mouth harbor was the port of Osaka in the early years of Meiji has in the past 90 years grown into a first class modern port, thanks to the rapid industrial development of the hinterland area and, particularly, to the phenomenal growth of the City of Osaka.

Urged by the persistent popular desire of the people of Osaka to have proper harbor facilities set up, the Municipality of Osaka had early drawn up an overall harbor development plan. It was actually in 1897 that the Municipality took the first step in putting this plan into execution.

In overcoming various financial as well as technical difficulties, the municipal authorities, with the support of the Central Government and the cooperation of the people of Osaka, have succeeded in transforming the outdated port of early Meiji era into one of the finest foreign trade port in the Far East.

True to the popular notion that 'a port prospers by its city just as a city prospers by its port', the growth of the Port of Osaka into one of the three major ports of Japan has coincided with the development of its vast hinterland areas of the country, veritably the heart of Japan's economic life, known as 'Osaka-Kobe' industrial

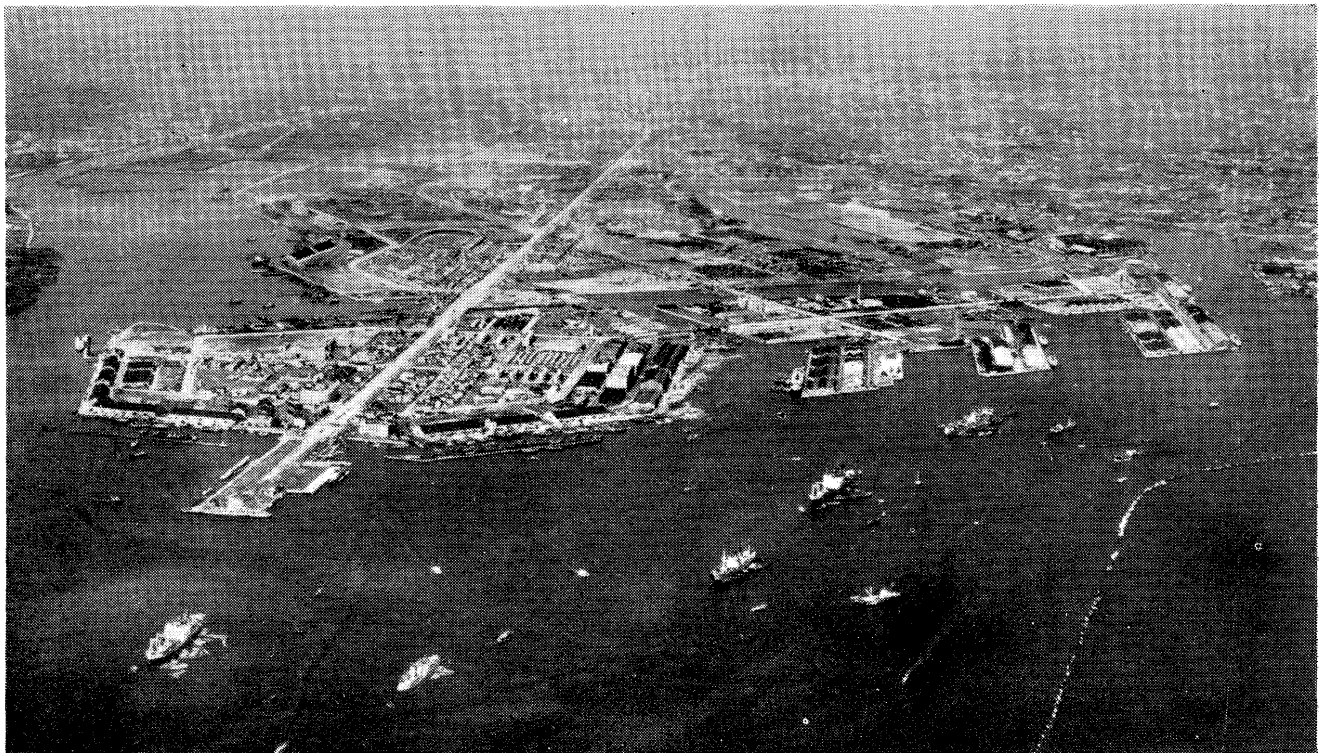


*Kenzo Tokuoka
Chief, Osaka
Municipal
Harbor
Bureau*

area.

With a view to looking back great contributions which the Port of Osaka has made toward the development of this industrial area during the past 90 years and to aspiring for the further prosperity of the port, we have decided to hold on October 8, of this year, a festive function commemorating the 90th year of the opening of the Port of Osaka. A series of festive events are being planned to celebrate the occasion on or near this date.

(Continued on page 4)



Aerial View of Port of Osaka

Highlights of Port of Osaka

Dividing Japan into two halves, Eastern Japan and Western Japan, with Tokyo as the central city of the former, Osaka can with no reserve be designated the central city of the latter. It is no exaggeration to say that the City of Osaka, the second largest city in Japan, holds the dominating influence over the economic activities

in Western Japan.

The industrial area with the City of Osaka as the center veritably forms the heart of Japan's economic life with the Port of Osaka as its gateway opening to world's commerce. With its river mouth harbor occupying a strategic position in the local sea and land traffic, Osaka has for ages

held a geographic advantage and had become a thriving commercial town already in the Tokugawa period.

When the Port of Osaka was first opened to foreign trade in 1868, it completely lacked any modern harbor facilities. It was not until 1897 that the Municipality of Osaka, with the appeal and support of the local population, took the first step in constructing the modern harbor facilities in the port. The first stage of the construction works was, however, not completed until nearly 30 years later.

10-Year Expansion Plan in Full Progress

The Port of Osaka saw its utilization enormously expanded during World War II with the rapid industrial development in its hinterland area. In 1939 it attained the top position among all the ports in Japan in its annual amount of cargo handling totaling 30,000,000 tons. This meant a quarter of the total of Japan's exports and imports passed through the Port of Osaka.

The same war, which in its initial stage contributed in a big way to the prosperity of the port, inflicted heavy damages to the harbor facilities in its later phase. In 10 post-war years, however, these damages have rapidly been rehabilitated. With the initiation in 1947 of an enormous 10-year port expansion plan, an attempt to make the port larger in scale and more modern in facilities than before the war is now in full progress.

Harbor Facilities

Main harbor facilities of the Port of Osaka are given on this page:

On or very near the whole waterfront are located 91 transit sheds with 115,652 sq. meters and 220 warehouses with 231,538 sq. meters of floor space with various cargo handling equipments. These facilities are linked with the trunk railway systems and highways by harbor railway line.

As special cargo handling facilities the port has a grain elevators with the total storing capacity of 12,500 tons, 108 coal storages total-

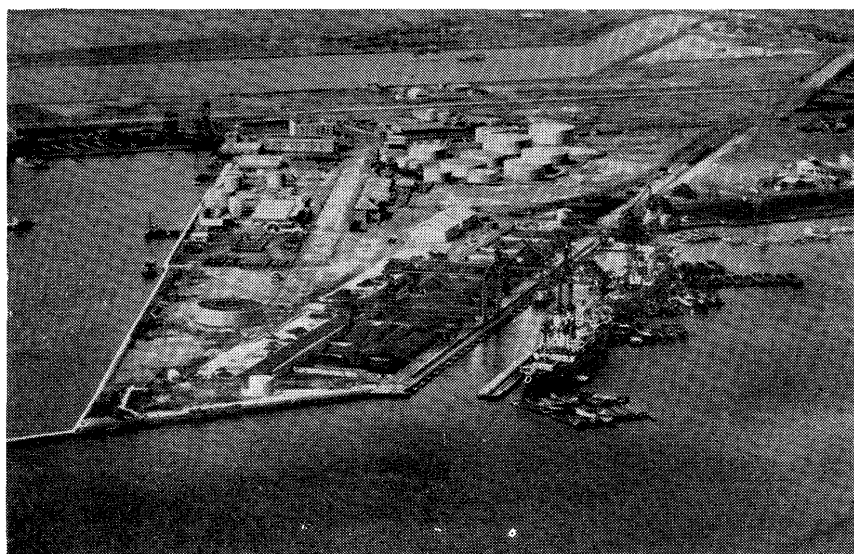
(Continued on opposite page)

WHARVES AND QUAYS

Name	Length (in meter)	Depth of Water (in meter)
Sakurajima No. 1	275	8.8
" No. 2	252	6.4
Umemachi Pier	364	10.0
Umemachi West	518	8.5
Umemachi North	164	5.0
Central Pier	110	9.0
Quay No. 1	436	10.0
Quay No. 2	341	10.0
Quay No. 5	360	9.0
Quay No. 6	359	9.0
Quay No. 7	259	8.5
Ajikawa No. 1 Wharf	230	9.0
Silo Pier	3 Dolphins	9.0
Tempozan Pier	177	6.0

MOORING BUOYS

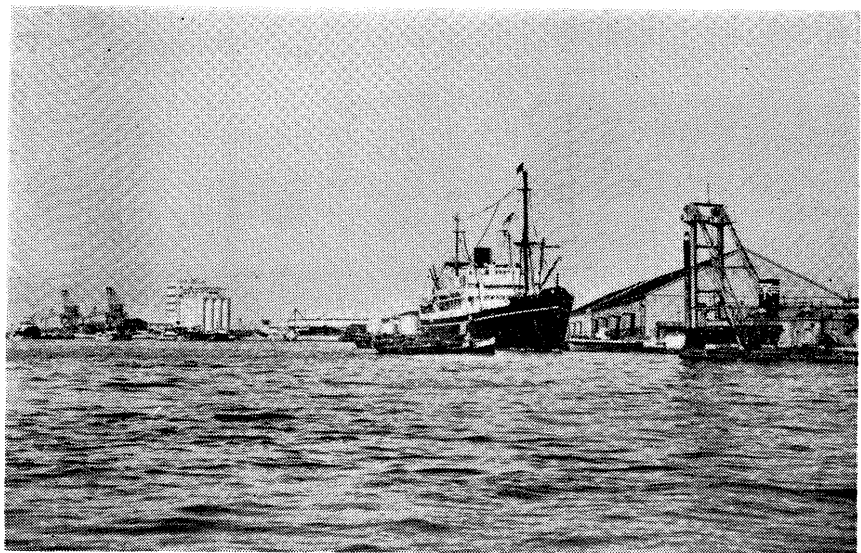
Tonnage of Vessels	No. of Vessels
20,000 tons	1
10,000 tons	10
7,000 tons	2
5,000 tons	9
3,000 tons	4
2,000 tons	1



Coal Wharf, Umemachi area, Port of Osaka

Osaka's Foreign Trade

Due to the delay in clearing the harbor on the termination of the last war, the Port of Osaka had made a somewhat belated start in foreign trade activities as compared with the other major ports of the country. The clearing work was completed in 1948, when Japan was allowed by the Occupation authorities to resume normal foreign trade transaction, to permit the entering of the first foreign merchant vessel.



Grain elevator, with a storing capacity of 12,500 tons, in Port of Osaka, was completed in November, 1955

Central Port for Asian Trade

Before the Pacific War the Port of Osaka used to be the central port for Japan's trade with Asian countries. Even after the war, this basic character has undergone no change with its volume of trade with Asian countries occupying predominating percentage of all its trade activities. This trend is expected to be further accelerated with the growth of Japan's trade with Continental China in the future.

Osaka's share in Japan's aggregate amount of foreign trade currently amounts to about 10%, very much less than it used to transact nearly a quarter of the country's entire foreign trade in pre-war years. In recent years, however, the amount of Osaka's share of

ing 306,348 sq. meters, 44 lumber storages totaling 437,722 sq. meters, 3 lumber pools totaling 385,680 sq. meters, 21 open storages totaling 128,036 sq. meters and 235 sheds for dangerous cargo totaling 239,699 sq. meters.

Administration

The Osaka Municipal Harbor Bureau, as the administrator of the Port of Osaka, governs and operates the port in providing such services as tug-boat service, line handling, water supply, pilotage and launch service between shore and ships in port.

foreign trade has been steadily expanding.

In 1956 the amount of Osaka's foreign trade totaled 204.1 billion yen in value and 3.81 million tons in quantity. These figures represented an increase of 24% in value and 11% in tonnage as compared with the corresponding figures of the previous year.

Principal Export Items

The principal items in the port's exports comprise cotton cloth, steel, metal goods, ships, non-ferrous metals, cotton yarn, rayon cloth, and machinery and parts thereof, of which the last year's export of cotton cloth, machinery and ships in particular amounting to from 2 to 5 times as much as the corresponding figures of the preceding year.

Main Import Items

Osaka's main import items include raw cotton, scrap iron, sugar, lumber, rice, wool, potash fertilizer, grain, non-ferrous metals and coal, of which Osaka's import of non-ferrous metals and wool of last year totaled approximately 3 times as much as the corresponding figures of the previous year.

Osaka's foreign trade is predominantly characterized by its heavy import of raw materials and staple foodstuff and by its concentrated export of semi-finished or finished products, demonstrating how the Port of Osaka is performing an important economic role in bringing in raw materials to and sending out manufactured products from the highly developed Osaka-Kobe industrial area which forms its hinterland.

OSAKA'S FOREIGN TRADE IN 1955

As Classified by Continents

	— Exports —		— Imports —	
	(1,000 tons)	%	(1,000 tons)	%
Asia	667.4	90	1,365.9	47
North America	5.1		962.7	33
South America	10.7	1	45.4	2
Europe	5.1		313.5	11
Africa	10.3	1	139.5	5
Oceania	32.6	4	39.0	1
Total.....	730.8	100	2,874.3	100

Port of Osaka Celebrates 90th Anniversary

(Continued from page 1)

Guests from Abroad Invited

The City of Osaka is sincerely anxious to be honored with the presence at this festive occasion of the representatives of those concerned with port and harbor affairs in different countries of Asia and those bordering on the Pacific Ocean, with which our Port has close trade relationship. For this reason, we are now drawing up the most careful program to welcome and entertain our guests from abroad. The outline of various scheduled functions, so far decided, are as described elsewhere.

While we have no doubt that the presence of our friends from abroad in these functions would in a general way not only promote mutual understanding but also bring about mutual benefits in various forms between them and ourselves, we would like to take this occasion of mentioning some of the advantages which our foreign guests might avail themselves of during their stay here in the following:

Some Advantages of Get-Together

The first item in which foreign representatives concerned with port and harbor affairs would be specially interested is the general meeting of the Japan Port and Harbor Association scheduled to be held on October 10. Our foreign friends are not only cordially invited to attend this meeting but

they are also asked to take part in an international roundtable conference, which is specially arranged by the Osaka City Harbor Bureau for the mutual exchange of information and discussion on problems relative to improvement of port and harbor facilities, promotion of cargo handling efficiency and other matters between our foreign guests and Japanese representatives.

As the second attractive item to our visitors, we are arranging a special inspection tour of our port to our guests during the period. We are confident that this would give our foreign guests an occasion of unusual interest since a very extensive 10 year harbor improvement program, the largest in scale ever conceived in post-war Japan, is now in progress. The scale and diversity of the gigantic plan would no doubt be of considerable interest to our foreign visitors.

As the third item of attraction, our guests from abroad might profitably take advantage of their stay in Osaka during the period in inspecting modern industrial production facilities and techniques in Osaka's hinterland conceded to be the center of Japan's modern industry.

The fourth point of advantage prompting the visit of our foreign friends to Osaka on the occasion would be the close personal contact which they make with the people

of Osaka. If would without doubt contribute greatly toward promoting international friendship and understanding.

Finally but not the least attractive, should our friends from abroad have a little spare time available for tourism, they would have chosen no better place or time than Osaka in October, for not only Osaka, of all Japanese cities, is a major tourist center in Japan with rich historical and scenic spots like Kyoto, Nara and other places near by, but October, of all the four seasons, is considered the best in climate for tourism in Japan. We are ready to give every possible assistance to meet the wishes of those who are either specially interested in making an inspection of our country's major ports or desiring to make a general pleasure tour of the country.

Harbor Improvements for 1957 Japan

Appropriations totalling ¥10,200 million have been earmarked for fiscal 1957 for the harbor improvement program, which means an increase of about ¥2,700 million or 36 percent over last year. These appropriations are mostly for the construction of piers and wharves of the important international trade ports, for the promotion of cargohandling efficiency and for the creation of bases for industrial development.

Under this program works to dredge the fairways and anchorages in the ports of Yokohama, Kawasaki, Yokkaichi, Matsuyama and Tokuyama to 12m, have newly been started, for accommodating super tankers. Also, for Kobe, Yokohama, Nagoya, Hiroshima, Osaka, Dokaiwan, etc., the member ports of I.A.P.H., the construction of a pier with a berth, 11-10m in the depth of water, has been commenced.

On the other hand, ¥3,500 million long term loans will be extended for the execution of reclamation works, the construction of transit sheds, the installation of cargohandling machinery, etc. for the important international trade ports and waterfront industrial ports.



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Tokyo Office:

Rm. 305, N.Y.K. Bldg., 2-chome, Marunouchi,
Chuo-ku, Tokyo

From the Central Secretariat---Continued

Next Triennial Conference

In regard to the question of the site of the Second Triennial Conference of our Association, since the location of the Conference will have to be decided two years previous to the actual Conference year according to the Constitution, the Secretariat should like at the earliest time possible to get communication from any of our members desiring to have the Conference held at their place. As you may well know, although the site of the Conference is to be finally decided on by the Board of Directors, the Secretariat is anxious to have the views of our members of different countries regarding the subject well in advance of such decision.

Standing Committees

Another project which the Secretariat has in mind is to have the three Standing Committees, viz. Committee on Port Administration and Utilization, Committee on Commerce and International Relations and Committee on Cooperation with Other International Organizations, as set forth in the Constitution, organized without delay to enable these committees to start their assigned works as proposed in the draft program published in the last issue of the journal. Accordingly, the Secretariat has already requested the President to name the members of these committees and to formally designate the works to be carried out by the committees. So far, however, decisions have not been made on the subject due to delayed communication and other unavoidable reasons. As soon as we are informed of the President's decisions on the matter, we are determined to push on the project so as to make up for the delay. With regard to the third Standing Committee on in-

ternational cooperation, as stipulated in the Constitution, in particular, the Secretariat is intending to intensify activities for closer cooperation with various related organizations during the current year in view of the approach of the Conference year.

90th Anniversary of Port of Osaka

Port of Osaka, one of the major international trading ports of Japan and an influential Japanese member of our Association, is planning to celebrate the 90th anniversary of the opening of the port in early October. Taking advantage of the occasion, Port of Osaka authorities have decided to hold a roundtable conference by inviting the representatives of not only various Japanese ports but also of foreign port authorities in the Pacific area, including Australia and New Zealand, Indian Ocean area and African area. Since our Association fully subscribes to this plan, the Secretariat should like to take this opportunity for prompting not only our members but also non-members interested in ports and harbors to take part in the conference in as many numbers as possible.

Copra Wharf Expanded San Francisco

Expanded wharf facilities and a new terminal office building are now in use at the Port of San Francisco's Islais Creek Copra Terminal, which is handling an accelerating traffic in one of San Francisco's foremost import products.

The port is doubling the area of its copra wharf at Pier 84 in the Islais Creek area, under a \$250,000 expansion program announced jointly last October with Cargill, Inc., operators of the copra processing facility.

Cargill at the same time has occupied a newly constructed office building at the copra terminal which has been designated as California regional headquarters for the vrm, the world's biggest grain handlers and vegetable oil processors.

Copra has been among San Francisco's "top ten" imports in valuation for the past several years.

Port officials said the increased capacity of the copra wharf will accommodate more suction unloading equipment used to unload vessels at the Islais Creek terminal, and provides greater working areas needed to handle Mariner class vessels now calling frequently at the copra facility.



Mission Rock Terminal, Port of San Francisco

Commercial Port of Guam

The Commercial Port of Guam is a separate instrumentality of the Government of Guam and commenced operations in March of 1950 with 1,000 feet of dockage space for berthing of vessels and 20,000 square feet of covered storage area for warehousing of cargo. Today the Port has 2,100 feet of berthing area, and 90,000 square feet of covered storage area, and is continuously adding to its facilities.

During calendar year 1956, 200,159 revenue tons of cargo valued at \$33,679,879.37 was moved thru the Commercial Port. These figures do not include military cargo of any kind. The Port is responsible for the stevedoring

as well as the handling and warehousing of all commercial cargo moving in and out of Guam. Exports from Guam consist mainly of scrap metals and surplus materials of all kinds. Transshipment cargo is chiefly to and from the Trust Territory of the United States.

Guam is a closed port and for that reason has little value as a transshipment point, as only vessels registered under the American Flag are allowed to enter except in extreme emergencies.

The Commercial Port employs 110 personnel on a permanent basis which does not include approximately 300 stevedores who are employed as required.

RECENT ADDITIONS TO MEMBERSHIP LIST

REGULAR MEMBERS

Brazil

Administracao do Porto do Rio de Janeiro, Ministerio de Viacao e Obras Publicas—Rio de Janeiro D.F., Brazil

Japan

Japan Warehouse Association
Hakodate City
Takaoka City
Japan Petroleum Federation

South Africa

South African Railways and Har-

bours Administration, Johannesburg, South Africa

CORPORATION SUPPORT- ING MEMBERS

Japan

Yawata Iron & Steel Co., Ltd.

U.S.A.

Parr-Richmond Terminal Company,
San Francisco, Calif., U.S.A.

Resolutions Adopted by A.A.P.A. 1956 Annual Convention

The 1956 Annual Convention of the American Association of Port Authorities held at Philadelphia, September 18-21, 1956, adopted resolutions on 23 policy matters. Among the actions, those having bearings upon international shipping are quoted below:

Favored the making of reasonably compensatory charges to all users of port terminals and facilities by the operators thereof.

Urged that railroads owning or operating deepwater shipping terminals adopt reasonably compensatory charges for vessels berthing thereat.

Opposed adoption of any general policy of federal subsidization of marine terminal facilities.

Favored enactment of federal legislation embodying the principles of S. 2167, which would reduce Panama Canal tolls under a formula equitable to commercial shipping.

Opposed any policy for collecting tolls for the use of harbors, channels or waterways.

Supported larger and more adequate appropriations to carry out a long range program of channel maintenance in the nation's ports and waterways.

As regards the handling of dangerous cargoes, urged adequate appropriations to enable U.S. Coast Guard supervision; and endorsed supplemental local enforcement of federal safe regulations for handling explosives.

Urged 24-hour quarantine service at U.S. ports.

Authorized presentation of port industry views before a sub-committee on Customs, Tariffs and Reciprocal Trade Agreements of the House Committee on Ways and Means (Boggs Committee).

Cotton Shipments from Los Angeles

Port of Los Angeles led all harbors in California in the shipment of cotton and cotton linters during the last export season ending July 31, 1956.

Figures compiled by the Western Cotton Shippers Association and the Harbor Department show that 321,424 bales or 51.1 per cent of the total cotton exported from this immediate area were from Los Angeles.

(Continued on opposite page)

Japan-New York Line
Japan-U.S. Gulf Line
Japan-Philippine Line
Tramper Services
throughout the world



Japan-Indo/Pakistan
Persian Gulf Line
as Jip Line
Japan-Hongkong/Singapore
Colombo Line
Japan-Formosa/Korea Line

SHINNIHON LINE

(Shinnihon Steamship Co., Ltd.)
President: KATSUMI YAMAGATA

Tokyo Office:
2-1-chome, Yaesu, Chuo-ku, Tokyo

Kobe Office:
83, Kyomachi, Ikuta-ku, Kobe City



Paramaribo, Netherlands Guiana

POSITION:

5° 49' N., 55° 9' W., on left bank of R. Surinam, about 8 miles above Fort Nieuw Amsterdam and 20 miles from lightship off river mouth. The Surinam is the main river of Netherlands Guiana, and Paramaribo the main port and seat of Government.

POPULATION:

About 100,000.

IMPORTS:

Manufactured goods, salt fish, wheat, flour, beef, sugar.

EXPORTS:

Coffee, gold, bauxite, wood, rice, fruit (oranges and grapefruit), coconuts.

ACCOMMODATION:

Depth at Surinam lightship, 16-17 ft. LWST. R. Surinam navigable by vessels of 20-21 ft. draft at ST, and 16-18 ft. at NT. Anchorage off the town in 30-36 ft. LWST.

The report of the cotton association also showed that 65.1 per cent or 628,558 bales of all California exported cotton was shipped from Los Angeles County.

Cotton leaving the Port included the following principal distribution: Japan, 50,481 tons; Netherlands, 5,000 tons; and Italy 2,800 tons. The remainder was shipped to 22 other countries around the world.

The cotton shipments through Los Angeles Harbor totaled 80,000 tons compared to 60,000 tons during the 1955 shipping season, a gain of more than 16 per cent.

* * *

Los Angeles Harbor's new pilot station was dedicated on December 5, 1956, in ceremonies attended by 150 City, County and Harbor Department officials and steamship company executives. It is a two-story stucco structure with a total floor space of 2415 square feet and includes an observation room, pilots' and boatmen's ready rooms and a radar room.

The new station is located at the entrance to the port's rain channel.

Government wharf 700 ft. long, depth alongside 11-17 ft.

Netherlands Royal Steamship Co., wharf, 680 ft long, depth alongside 20 ft. LWST.

Gas company's wharf for discharge of coal, 105 ft. long, depth alongside 20 ft. LW.

Railway Yard wharf at Beekhuizen, 357 long, depth alongside 20 ft.

Warehouses on Netherlands Royal Steamship Co., wharf and Government wharf.

Tugs, lighters and launches available.

Ordinary repairs possible. Water available.

DUES AND CHARGES

PILOTAGE:

Compulsory. Vessels inward bound should keep, well to windward of entrance, as a strong current of 2½ - 3½ knots runs to leeward.

Rates and stages from sea to Paramaribo are given the table below:

Ships tonnage	Lightship to Fort Nieuw Amsterdam or backward	Fort Nieuw Amsterdam to Paramaribo or backward
Under 400 g.r.t.	S. fl. 20.00	S. fl. 10.00
400— 1,499 g.r.t.	35.00	20.00
1,500— 2,599 "	55.00	25.00
2,600— 3,699 "	70.00	35.00
3,700— 4,799 "	87.50	42.50
4,800— 5,999 "	105.00	50.00
6,000— 7,999 "	135.00	65.00
8,000— 9,999 "	165.00	85.00
10,000—10,999 "	182.50	95.00
11,000—11,999 "	200.00	105.00

Police fee }
Government Secretary } Maart 1953 cancelled
Customs officer:

Weekdays	{ 06—18	f 0.60 p.h.
	{ 18—07	1.00 "
Sundays & holidays	{ 06—18	1.20 "
	{ 00—06	2.00 "
	{ 18—24	

Clearance:

Weekdays	{ 06—18	10.— "
	{ 18—07	15.— "
Sundays & holidays	{ 06—18	20.— "
	{ 00—06	30.— "
	{ 18—24	

ALCOA:

Skilled labourers	f 0.76	overtime	f 1.14
Unskilled "	0.64	"	0.96
Foremen	1.50	"	2.25

S.M.S.:

Skilled labourers	f 0.72	overtime	f 1.08
Unskilled "	0.60	"	0.90
Foremen	0.90	"	1.35
Foreign ships	f 1.50 p/ton	overtime	f 2.25
Cranage	20.— p/h to 800 kg.		

K.N.S.M.:

Labourers	f 0.96	overtime	f 1.14
Foremen	1.06	"	1.59

DE BOERS WAREHOUSE:	f 0.60	overtime	f 0.90
PORTERS:	f 0.50	overtime	f 0.75

THE LOCAL PORT COMMUNITY AND VISITING SEAFARERS

Kenneth Y. Millian
Asian Representative

International Seafarers Service Study Committee

Export and import tonnage statistics are the backbone of any discussion involving the success of world ports. Talk to any official of a local port authority and he will soon begin to quote statistics to show just where his port stands in relation to volume of tonnage, number of ships, extent of harbor facilities, depth of the water at each quay, capacity of loading and unloading equipment. Port officials live by figures. However, in this atmosphere of statistics many times one figure is ignored—how many seamen visit the port per day or per month.

A modern port with proper public relations will include in its statistics the number of tourists who visit that port each year. Additionally, major port communities will budget funds to attract the tourist. Recently the Kanto Maritime Bureau released statistics on the port of Yokohama, Japan, which showed that an average of 750 foreign seamen a day visited that port in 1956. This is far in excess of the number of tourists. Now the Yokohama port community is considering ways in which they can make their port more attractive to foreign seafarers. In Osaka the port community in cooperation with the local Maritime Bureau Office plans to open an International Seamen's Center in the port area for their seaman visitors.

At the local level we see the putting into practice of one of the aims of the International Seafarer's Service Study Committee. This committee,

which has its headquarters in New York was established over two years ago to study the question of international cooperation in the field of seamen's welfare. Included in the statement of purpose of ISSSC is this phrase: 'this Committee exists to explore the possibilities of setting up an international council to promote cooperation, nationally and internationally, among bona fide organizations concerned with service to seafarers.'

Today there are numerous organizations who are directly interested in the welfare of merchant seamen. For purposes of simplification these organizations can be broken down into four major groupings: private agencies, labor unions, shipping companies and governments; each one with a slightly different approach toward a similar goal—the well-being of the men who man the world's merchant fleet.

Private Agencies

The Missions to Seamen (British), The British Sailors Society, the United Seamen's Service (American), The Apostleship of the Sea (Roman Catholic), and the various Scandinavian seamen's churches operate world-wide. Many local organizations also have been set up private groups in individual ports, an outstanding example being the Seamen's Church Institute of New York which has an annual budget of close to \$1,000,000 a year. In Japan the Seamen's Relief Association dates back to 1879.

Seamen's welfare in ports is one of the major problems taken up for study by the Committee on Port Administration and Utilization of this Association, as included in its work plan published in the last issue of this journal. We have recently established relations of cooperation for the common cause with the Asian Office, International Seafarers Service Study Committee. This article contributed by Mr. Kenneth Y. Millian, Asian Representative, ISSSC, fully expounds conditions of seamen's welfare facilities in all parts of the world, with which our members are also deeply concerned.

Editor

Many of the private agencies are backed by religious organizations and are naturally interested first in the spiritual and moral life of the seamen they serve. However, these organizations recognize that in order to carry out these aims they must also see that the seaman is provided decent housing and recreating facilities. The more progressive private agencies have also laid great stress on providing service in the fields of social welfare, education and health. Other non-religious groups emphasise one or more of these latter services.

Unions

Through the International Transport Workers' Federation, with its over 5 million members, the seafarers have constantly worked to improve the working conditions for the world's merchant seamen. Initially the seamen's unions were forced to rely on others to look after their members ashore while they devoted their energies to securing better wages and adequate working conditions. In Japan, however, the All-Japan Seamen's Union has, since its beginning, played an important role in the welfare of its members in cooperation with the shipping companies and the government. Unfortunately this is not the case in other countries of Asia, where the trade union movement is still in its infancy and the seamen's unions are primarily concerned with building effective organizations and attempting to protect themselves from the subversive elements of society.

Shipping Companies

The shipping companies are quite sincerely interested in the well-being of their employees in foreign ports. They are primarily concerned with meeting schedules and to do so realize that they must have good crews. They know what seamen face in certain foreign ports and therefore are concerned about the nature of the facilities available for their employees. When a seaman misses his ship due to any one of a number of reasons which can be attributed to conditions prevailing in certain ports

(Continued on opposite page)



Mr. Millian, ISSSC, Asian Representative with officials of the Japanese Ministry of Transportation during a visit to a Japanese Seamen's hostel in Tokyo.

(i.e. cheap water front dives, criminal elements who operate under the guise of boarding house masters and those so-called union officials who are nothing but recruitment racketeers), a vessel faces delay or must sail undermanned. This can mean serious financial loss or possible danger in the safe operation of the ship. Therefore, the companies recognize that seamen need proper welfare facilities.

Governments

Any maritime nation must be concerned with the activities of its seamen in foreign ports. If seamen get into trouble with the local populace or the local government whatever is done, good or bad, the seaman represents his nation because seamen are "shirtsleeved ambassadors" and their nation will be judged by their actions. In this day when there is such a need for international understanding this is a very important consideration for the maritime nations. Governments, both national and local, also recognize their responsibility for the health and physical safety of their nationals in foreign countries and conversely of foreign seamen who come to their shores.

International Cooperation in Seamen's Welfare

In 1936 the International Labor Organization, meeting in Geneva, passed a recommendation concerning the promotion of seamen's welfare in ports which stated in part: "It is desirable to create in every important port an official or officially recognized body, which might comprise representatives of shipowners, seamen, national and local authorities and the chief associations concerned, for the purposes of:—

(a) collecting as far as possible in conjunction with the different authorities or organizations concerned, including the consular authorities of maritime States, all useful information and suggestions on the conditions for seamen in the port;

(b) advising the competent departments, authorities and associations as to the adoption, adaptation and coordination of measures for the improvement of such conditions; and

(c) collaborating if required with other competent bodies in carrying out such measures . . ."

In the years since 1936 there has been a growing recognition of the need for international cooperation in this field at both the local port level and the national level. Ports like Hong Kong have local committees which are extremely active in providing a coordinated program for visiting seafarers. In Hong Kong the local government and foreign seamen's welfare organizations work closely together even to the extent of conducting joint financial campaigns once a year. Japan with its extensive program for its own seamen (208 hostels, 15 recess facilities, 12 seamen's hospitals, 18 clinics, plus resting houses and sanatoriums) is also concerned about the well-being of visiting foreign seamen.

Osaka International Seamen's Center

Recently the port community of Osaka formed a committee to establish a non-profit International Seamen's Center. \$10,000 has been budgeted for this purpose—half from local government and business interests and half from foreign interests. Here is an example of international cooperation at the local level which will provide visiting seafarers with an information bureau, reading and television lounge, dining room, bar, outdoor garden for summer dining and a recreational program. The emphasis of the center will be one of personal service. Other Asian ports are also considering similar programs. Bangkok is well on the way to establishing an international club for seamen. A local committee of national and international interests has been formed and the fund raising campaign is nearing its goal of \$75,000.

The Role of the Local Port

As many local port communities are realizing, visiting seamen come within their purview. These seamen are interested in getting to know the ports they visit, they enjoy sight-seeing, shopping and the recreation and entertainment facilities provided. Local ports realize that seamen can be good-will ambassadors and are attempting to provide programs to make them welcome and to provide them with clean and reasonable facilities for their free time ashore.

ISSSC in its surveys has collected considerable information on such programs which is made available to interested port groups. In addition, when called upon, ISSSC has given advice in planning new pro-

International Seafarers Service Study Committee

Under the leadership of Dr. Raymond S. Hall, Director of the Seamen's Church Institute of New York, ISSSC was formed in the fall of 1954. In July 1955 the first International Conference was held in Antwerp, Belgium, to consider the formation of an international council, with 34 persons from 12 different maritime nations, representing the four major groups interested in seamen's welfare, attending.

Following this conference the Trust Fund for International Seafarers (supported by U.S. shipping interests) voted to support the work of ISSSC and an office was established in New York. Since then two small area offices have been opened—one in Antwerp for Europe and one in Yokohama for Asia. The New York Office is headed by Captain James F. Elliott, the European Office by Mr. Angus D. Currie and the Asian Office by Mr. Kenneth Y. Millian all of whom have had experience at sea.

To date ISSSC has published the following:

"Report on the Antwerp Conference"—July 1955

"International Cooperation in Seamen's Welfare" (a plea for international action suggested areas of cooperation)—January 1956

"Seamen's Welfare in Asian Ports—Part I", A Brief Study of eight ports (Hong Kong, Bangkok, Rangoon, Calcutta, Bombay, Karachi, Colombo and Singapore)—May 1956

"Gangway Ashore in Asia"—a quarterly newsletter published by the Asian Office.

These can be secured from any of the three offices:

New York—19 Rector Street, New York 6, N.Y.

Antwerp—39 Lange Nieuw Straat, Antwerp, Belgium

Yokohama—50 Yamashita-chō, Naka-ku, Yokohama, Japan.

grams and facilities like in Osaka and also uses its good offices in contacting foreign seamen's welfare organizations which might be interested in cooperating with local ports in a joint effort.

No longer is the merchant seaman considered a "second-rate citizen". His profession is a respected one and his rewards increasing. He has money to spend, an interest in the ports he visits, and therefore, expects the local port to return this interest.

15-Year Development Plan Port of Los Angeles

The first phase of a 15-year program of development costing \$101,000,000 for the Port of Los Angeles was recently disclosed by the Los Angeles Harbor Department.

Bernard J. Caughlin, general manager, revealed that plans will be completed within the next 120 days by the engineering division for a \$5,000,000 20-acre wharf and transit shed development in West Basin at berths 141-143. The shed will be approximately 1000 by 200

feet clear-span. The shipping facility will take about two and one-half years to complete.

Other structures to be built within the 15-year period will double the general cargo handling capacity of the Port of Los Angeles and increase its berthing facilities for ships by 20 per cent, according to Lloyd A. Menveg, president of the Board of Harbor Commissioners.

"We will be able to funnel 10 million tons of general cargo into

and out of the Port in 1972 in addition to 25 million tons of oil," Jack Parkinson, traffic manager, reported. "There will be room to simultaneously dock 110 ocean-going vessels as compared to 85 now."

Other projects involved in the 15-year program in the order of priority include:

1. Widening of three sheds in West Basin and Mormon Island areas, \$5,000,000.
2. Construction of two more 1000 by 200 ft. clear-span sheds and wharves in West Basin area, \$10,000,000.
3. Construction of a large combination passenger - cargo marine terminal on Main Channel, \$8 to 10 million.
4. Construction of three or four slips with wharves and transit sheds in West Basin area, \$21,000,000.
5. Initial construction of new shipping facilities on Terminal Island, \$30,000,000.
6. Request of the Federal Government of \$20,000,000 for dredging in West Basin, Main Channel and Outer Harbor.

Officials of the Harbor Department emphasized that the program announced during the panel discussion was prompted by shipping requirements as needed at this time but that future demands of shipping companies might cause the Board to change design, locations and type of structures.

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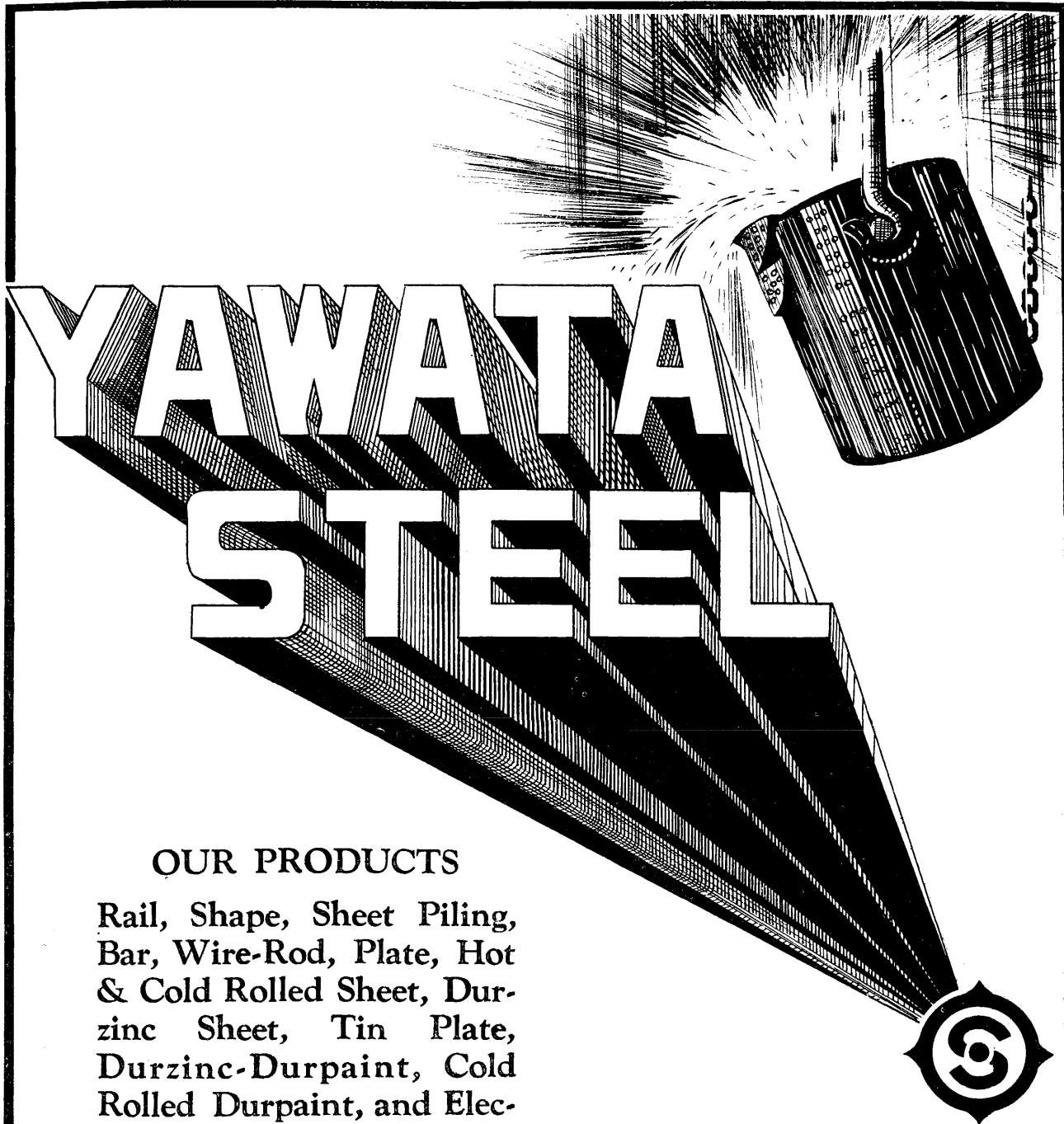
Kobe, Japan



Part of Port of Los Angeles, Berths 153, 154 and 155, assigned to the American President Line

NBC to Build 100,000-ton Tanker

In view of the growing zeal to build mammoth tankers in all nations due to the occurrence of the Suez Canal dispute, the directors of National Bulk Carriers' Kure Shipyard and Mr. Ludwig, the visiting president of National Bulk Carriers, Inc., U.S.A. held a meeting and decided to build a 100,000-ton tanker early spring. The vessel, 285 meters long, 41 meters wide and 21 meters deep, capable of making a speed of 16 knots, will cost some ¥6,000,000,000, and some 30,000 tons of steel will be needed for its construction. The vessel will be the first 100,000-ton tanker to be built in the world.

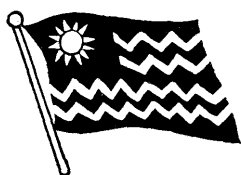


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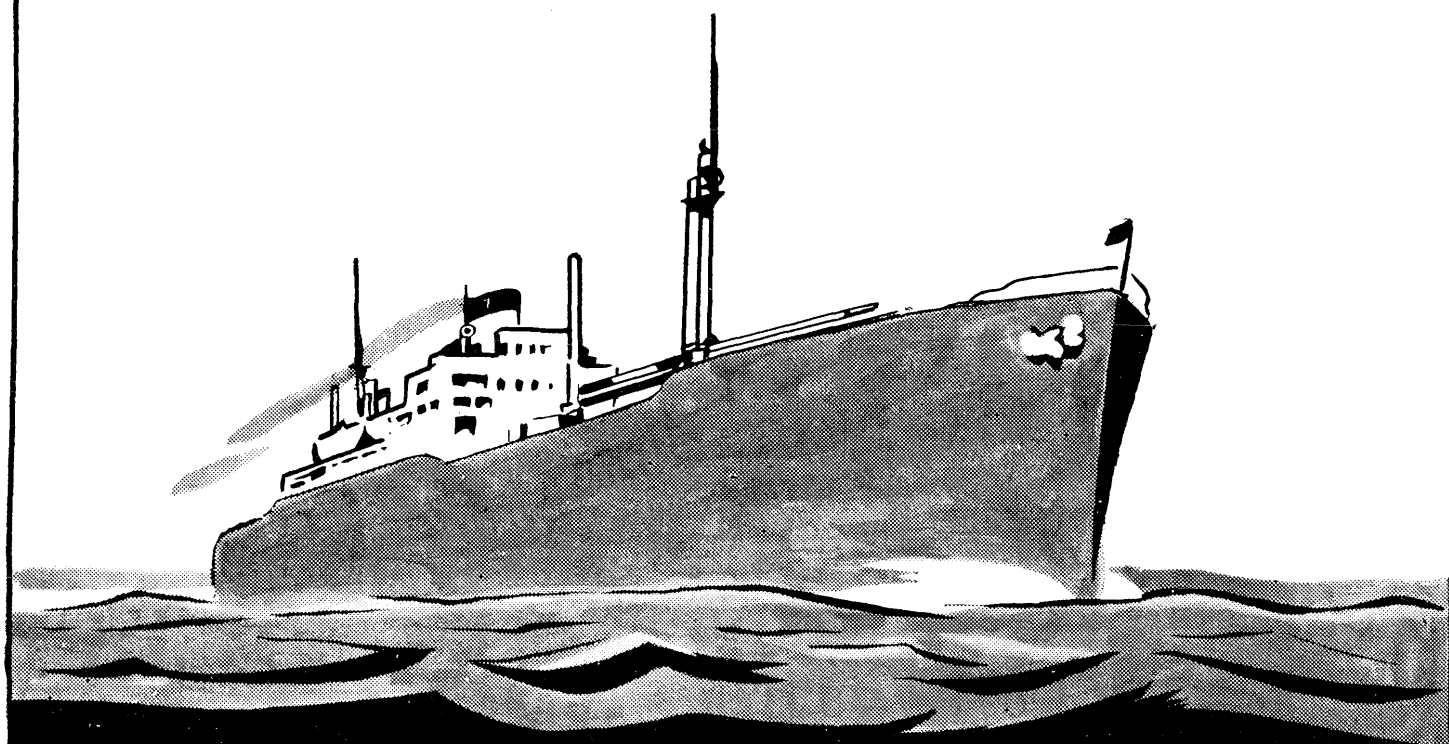
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News from Here and There

Foreign Trade Promotion/ S.F.

The Board of State Harbor Commissioners gave added emphasis to the intensive traffic solicitation and foreign trade promotion of the Port of San Francisco by recently naming Foreign Trade Zone Superintendent James Campbell to the post of Foreign Trade Operations Manager.

"The Port of San Francisco is moving to a new phase in trade promotion," stated Port Director Charles Tait. "We are going to give every help possible to foreign shippers to bring their cargo to San Francisco. Cambell's knowledge and experience as Superintendent of our Foreign Trade Zone will be used to seek foreign cargo for San Francisco where it comes from."

Tait commented further that the Board plans to have Campbell travel to San Francisco's trading areas to discuss trade problems with port customers, and to attend trade conventions and meetings to solicit trade.

In addition, Campbell's new duties will keep him in touch with local foreign traders, foreign commercial government representatives and U.S. agencies in foreign trade.

Campbell, already well known in foreign trade circles in the United States, has been in charge of San Francisco's Foreign Trade Zone #3 since 1948, when the Zone opened.

Japanese Lines Raise Japan- New York Rates

Nine Japanese member lines of the Japan-New York Freight Conference have decided to raise their freight rates on the Japan-New York liner service by 10 per cent effective April 1. They will ask the foreign member lines to act likewise.

NYK, one of the member lines cited increased costs and higher freights on other routes as reasons for the rise. As the Japan-New York Freight Conference does not bind its members to uniform tariffs, most foreign shipping firms operating on the route have been keeping their freight rates one to three dollars below the Japanese rates. They are expected to agree to raise their rates maintaining this differential.

Tonnage Dues to be Raised

Plans to raise the tonnage dues at Japanese ports were revealed by the Ministry of Finance early in February.

A raise of thirteen yen from the current rate of five yen per ton was long overdue, the Ministry added, as the current rate is far below similar dues levied at foreign ports.

Out of the new rate of eighteen yen per ton, ten yen would be granted to prefectural governments through a special account, the Ministry said. This would make possible a 50 per cent cut in the fixed assets tax levied by

these governments on ocean-going vessels.

Export Shipbuilding

The export shipbuilding given approval by the Ministry of Transportation during the period from April to December 1956 amounted to 87 ships, aggregating 2,631,172 tons d.w., valued at \$495,684,995. The details are:

Type	Number of vessels	
Tanker	60	
Cargo vessel	23	
Miscellaneous	5	
Total	88	
—Tonnage—		Value
Gross	Deadweight	\$
1,357,500	2,164,000	389,780,732
236,850	353,272	81,688,760
65,800	113,900	24,215,503
<u>1,666,150</u>	<u>2,631,172</u>	<u>495,684,995</u>

Hakodate Port Transit Shed Completed

The shed at Wharf No. 2 of Hakodate port completed recently was delivered to the municipal authority on February 2. The shed, construction of which was commenced last September at a cost of ¥30,000,000, has a floor space of 500 tsubo and is capable of accommodating 2,000 tons of cargo. The city is also planning to construct another shed at the wharf and besides, Hakodate Wharf and Warehousing Company is drawing up a plan to construct a warehouse there. The berthes of the wharf capable of accommodating a 10,000 tonner, a 6,000 tonner and a 1,000 tonner at the same time have already been completed. Works will be completed in fiscal 1957 on port railway construction, road paving and dredging.

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Provided by Nature with the waterways
and excellent harbor and developed by
man to possess modern facilities, this
scenic Port of Kobe is one of the busiest
foreign trade ports in the world.

