

# PORTS *and* HARBORS

JUNE, 1957

Vol. 2 No. 2



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From the Central Secretariat



Time and Place for the Association's Second Triennial Conference



Port of Nagoya's Golden Jubilee in July



Expansion Projects for Port Oakland

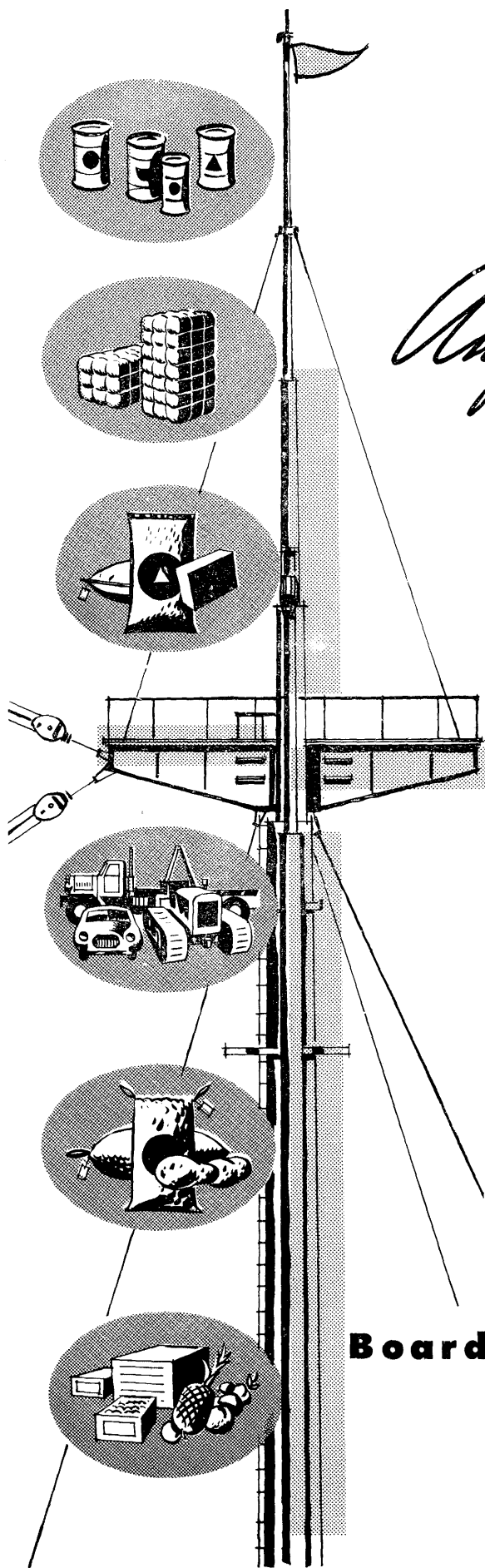


The St. Lawrence Seaway and Canadian Ports



Manila Port Service and Port of Manila

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS



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# 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

PORTS AND HARBORS is quarterly published by the Central Secretariat of the International Association of Ports and Harbors as an official journal of the Association, to provide its members with information concerning port and harbor development in the world.

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## THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

### Officers

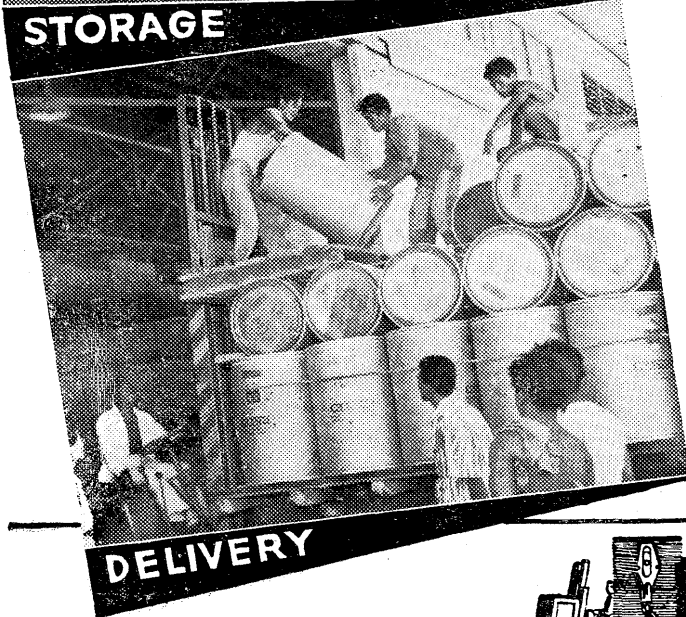
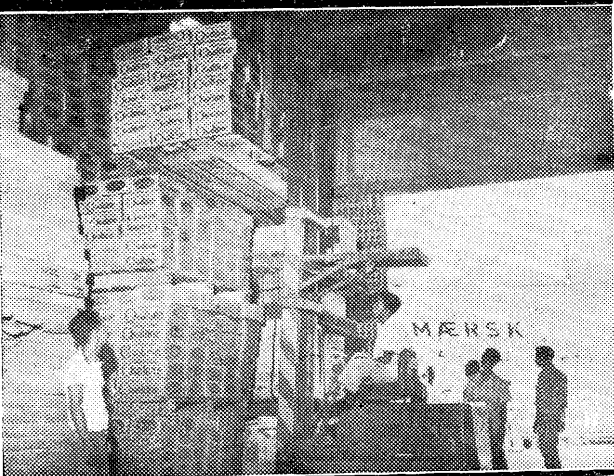
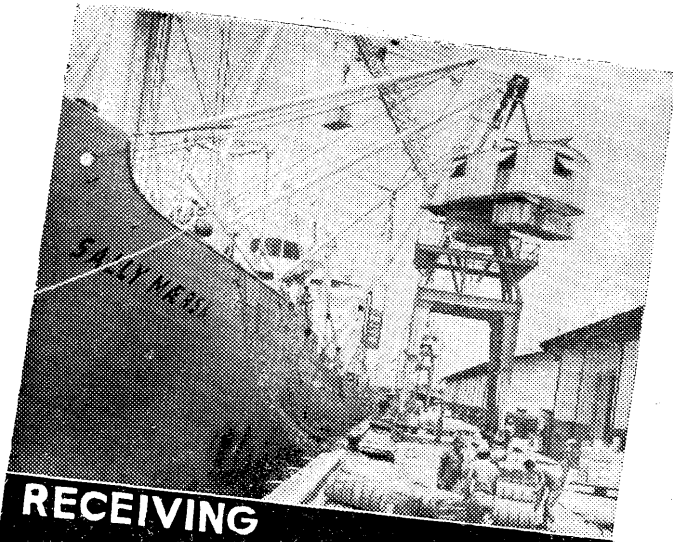
B. J. Roberts, Chairman, National Harbours Board, Ottawa, Canada	President
John-Iwar Dahlin, Director, Port of Halsingborg, Halsingborg, Sweden	First Vice President
C.M. Chen, Adviser, Ministry of Communications, Taipei, Taiwan, China	Second Vice President
Gaku Matsumoto, President, Japan Port and Harbor Association, Tokyo, Japan	
.....	Chief of the Central Secretariat

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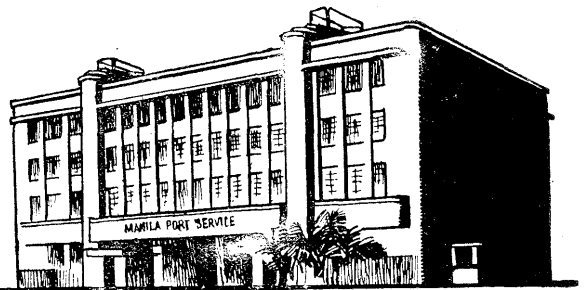
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# From The Central Secretariat

By Gaku Matsumoto

Chief of the Central Secretariat  
I. A. P. H.

The Central Secretariat here takes pleasure in sending to the Association Members the "Ports and Harbors" No. 3, which is now in print.

We feel happy to note on this occasion that the Central Secretariat has just celebrated the first anniversary of its removal to the present office site and that the varied activities of the Secretariat have now come into smooth running order.

## Cooperation Requested

Thanks to active cooperation of our Members, we have been able to collect a good number of excellent data and up-to-date information regarding the conditions of ports and harbors in many Member countries. In order to make our collection as comprehensive and as up-to-date as possible, however, we would appreciate the continued cooperation of our Members in furnishing us more materials and information in the future.

## New Memberships

As to the state of our membership, we are glad to report that since our last report published in "Ports and Harbors" No. 2 issued at the end of March of this year, we have added four new Regular Members, namely, Port of New Orleans (U.S.A.), City of Kawasaki (Japan), City of Beppu (Japan) and Japan Port and Harbor Association (Japan), and one Supporting Member, namely, Mitsubishi Warehouse Co., Ltd. (Japan).

## Inquiries Received

Since our last report, we have also been in receipt of inquiries about our constitution and activities as well as of requests for our publications from Administracao-Geral do Porto de Lisboa (Lisboa, Portugal), Société Grenobloise d'Études et d'Applications Hydrauliques (Grenoble, France) and other institutions in various parts of the world.

## Visitors

During the same period, the Central Secretariat has had the personal visits or contracts from the following persons of our Member institutions:

Mr. G. J. Richardson  
(Vice-President, Encinal Terminals and Warehouses, Alameda, Calif., U.S.A.)

Mr. James Cambell  
(Foreign Trade Manager, Port of San Francisco, Calif., U.S.A.)

Mr. John F. Parkinson  
(Traffic Manager, Los Angeles Harbor Department, Calif., U.S.A.)

It is of particular pleasure to note in this connection that during his stay in Tokyo Mr. J. F. Parkinson, Traffic Manager of the Port of Los Angeles, who came to Japan as a member of the Far East Trade Mission under the sponsorship of the Los Angeles Chamber of Commerce, conferred on me, as Chief of the Central Secretariat of I.A.P.H. and President of the Japan Port and Harbor Association, the honorary title of "Commodore of the Port of Los Angeles", on behalf of the Board of Harbor Commissioners, City of Los Angeles.

## Introductions to Members

In the meanwhile, the Central Secretariat has written letters introducing Mr. Shogo Tanaka, Deputy Mayor of Yokohama, Mr. Masayoshi Momma, senior engineer of Yawata Iron Works, members of the Iron Ore Transportation Specialist Team sponsored by the Japan Productivity Center, and others, who have recently left Japan on an inspection tour of the United States and other countries, to our Members in various countries with the request to give any possible facilities for their tours.

## Permanent Council in Session

The Permanent Council held its session on April 9 in Tokyo with the attendance of its entire members and, after due deliberations, gave approval to the Central Secretariat's annual settlement of accounts for 1956 and to its working budget for 1957. The detailed explanations on these matters are being forwarded in separate papers to each Member of the Association.

(Continued on Page 5)



Central Secretariat of I.A.P.H. is housed in the N.Y.K. Building seen in the foreground, which is the headquarters of Nippon Yusen Kaisha.

# A Proposition Concerning the Time and Place of the Second Triennial Conference

For information to all members of this Association, a report recently presented by the Chief of the Central Secretariat to the Board of Directors, concerning the time and place of the Second Triennial Conference of I.A.P.H., will be reprinted below. This report was made at the suggestion of our President, Mr. B.J. Roberts, and whether or not the Second Conference will take place in Montreal, Canada, on the occasion of the opening of the St. Lawrence Seaway, as suggested by the President, will be decided upon by the Directors. The report reads:

"At the suggestion of the President, I am reporting to you on the above-mentioned subject. Section 26 of the By-Laws is as follows:

A Conference of this Association shall be held once every three years, so far as practicable, and at such time and place as shall be determined by the Board of Directors, which determination shall be made not less than two years prior to the holding of such Conference.

The Chief of the Central Secretariat shall, within one month after such determination advise all members in writing of such time and place and shall at least nine months prior to the holding of a Conference advise all members in writing of the proposed Conference Agenda therefore as determined by the Board of Directors.

The foregoing provisions of this Section shall only apply to the Second Triennial Conference of this Association to such extent and in such particulars as may be determined by the Board of Directors.

Except for the discretionary power granted to the Directors by the second paragraph of Section 26, the second conference should take place in the autumn of 1958 at a place to be decided upon by the Directors.

At the close of the first conference, the representative from Hamburg, Germany, extended an invitation to hold the next conference in that city in 1957. However, while welcoming the prospect of holding the next conference



J. F. Parkinson (right) Traffic Manager, Los Angeles Harbor Department, presents Gaku Matsumoto, President of the Japan Port and Harbor Association and Chief of the Central Secretariat of I.A.P.H., with a certificate of his appointment as "Commodore of the Port of Los Angeles" and a replica of a ship bell, on behalf of the Board of Harbor Commissioners, City of Los Angeles. Holding the ship bell is Eugene D. Flaherty, vice president, Southwestern Division, American President Lines.

## NEW MEMBERS

The following names have recently been added to the membership of I.A.P.H.:

### REGULAR MEMBERS

#### U.S.A.

Board of Commissioners of the Port of New Orleans, Louisiana

#### Japan

Kawasaki City  
Beppu City  
Japan Port and Harbor Association

### CORPORATION SUPPORTING MEMBER

#### Japan

Mitsubishi Warehouse Co., Tokyo

under the auspices of a European port, the President and I came to the conclusion that 1957 was too early a date, due to the time required for organization of the Association and preparation for a conference.

The only other invitation received has been that from the Board of Harbor Commissioners, Territory of Hawaii, who suggested that our next conference be held in Honolulu immediately preceding or subsequent to the convention of the American Association of Port Authorities in the fall of 1958. The President has requested an expression of opinion from each Director as to the advisability of accepting this invitation.

As an alternative, and assuming no other invitations are received, the President has advised me that the National Harbours Board, Canada, would be prepared to invite the Association to hold its Second Triennial Conference at Montreal, Canada, either in the autumn of 1958 or the spring of 1959 (preferably the latter). The construction of the St. Lawrence Seaway will be nearing completion in the fall of 1958. Its opening is planned for early in 1959. There is world-wide interest in this project and the holding of the Second Triennial Conference at Montreal might be an attraction for many port operators. The President,

## From the Central Secretariat---Continued

In accordance with Article II, Section 12, No. 6, Article III, Section 17, Nos. 1 and 2, and Article VI, Section 22, of the By-Laws, the Association's budget and settlement of accounts are prepared for a three year period and submitted every three years to the Permanent Council for adoption and authorization for approval by the Association's Board of Directors.

In August, 1956, a three year budget for the Association was approved, as already known to all members, by the Board of Directors. However, it was to make an intermediate report on the progress of this three year budget that the Permanent Council was called to deliberate and make approval on the settlement of accounts for 1956 and the working budget for 1957.

### Second Triennial Conference

The Central Secretariat is pushing on preliminary preparations for the Second Triennial Conference of the Association. According to Article 7 of the Constitution and Article VII, Section 26 of the By-Laws, the next Conference of the Association is to be held in 1958. As the result of consultations with our President, Mr. B. J. Roberts, a plan is now being formed to have the Second Triennial Conference of the Association held in Montreal, Canada, either in the autumn of 1958 or in the spring of 1959.

A circular letter requesting the views on this plan has been sent

however, states that personally he does not favour another conference being held so soon on the North American continent, and would welcome other invitations or suggestions.

I would be very grateful if you would write me as soon as possible expressing your opinion on the above invitations or making any other suggestions for the consideration of the Directors."

by the Central Secretariat to the Directors of each country. The Central Secretariat is now looking forward to receiving their views for final decision on the matter.

As has already been noted in the last issue of this journal, the Port of Osaka is celebrating its 90th anniversary of the port opening on October 8 by international festive events on a grand scale.

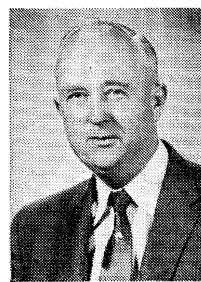
### Osaka and Nagoya

Prior to the Osaka event, the Port of Nagoya is celebrating its golden jubilee in July this year and calling on interested quarters abroad to take part in the festivity.

### VISITORS

THE LOS ANGELES CHAMBER OF COMMERCE "FAR EAST TRADE MISSION" arrived in Tokyo on April 26, in the last leg of their five-week tour. The Mission was composed of Mr. Ned Lewis, Chairman of the Chamber's World Trade Committee and Vice President of Wilbur-Ellis Co.; Mr. Eugene D. Flaherty, Chairman of the Chamber's Maritime Committee and a Vice President of American President Lines; Mr. J. E. Embshoff, Vice President of the Citizens National Trust and Savings Bank; Mr. John A. Sowers, Director of the Chamber of Commerce Far East Division, World Trade Department; and Mr. John F. Parkinson, Traffic Manager, Los Angeles Harbor Department. During their stay here, they participated in the opening of the International Trade Fair in Tokyo on May 5, and visited Osaka, Kobe, Nagoya and Kyoto, where they had meetings and conferences with the local business leaders.

The Central Secretariat made arrangements for the party members to observe the conditions and facilities of the ports of Kobe, Osaka and Nagoya, which they visited. The party members and the Central Secretariat staff had also an occasion to exchange views on their common subjects.



MR. JAMES CAMPBELL, Port of San Francisco Foreign Trade Manager, visited Japan as part of his 50-day trade-boasting tour to the Orient for the

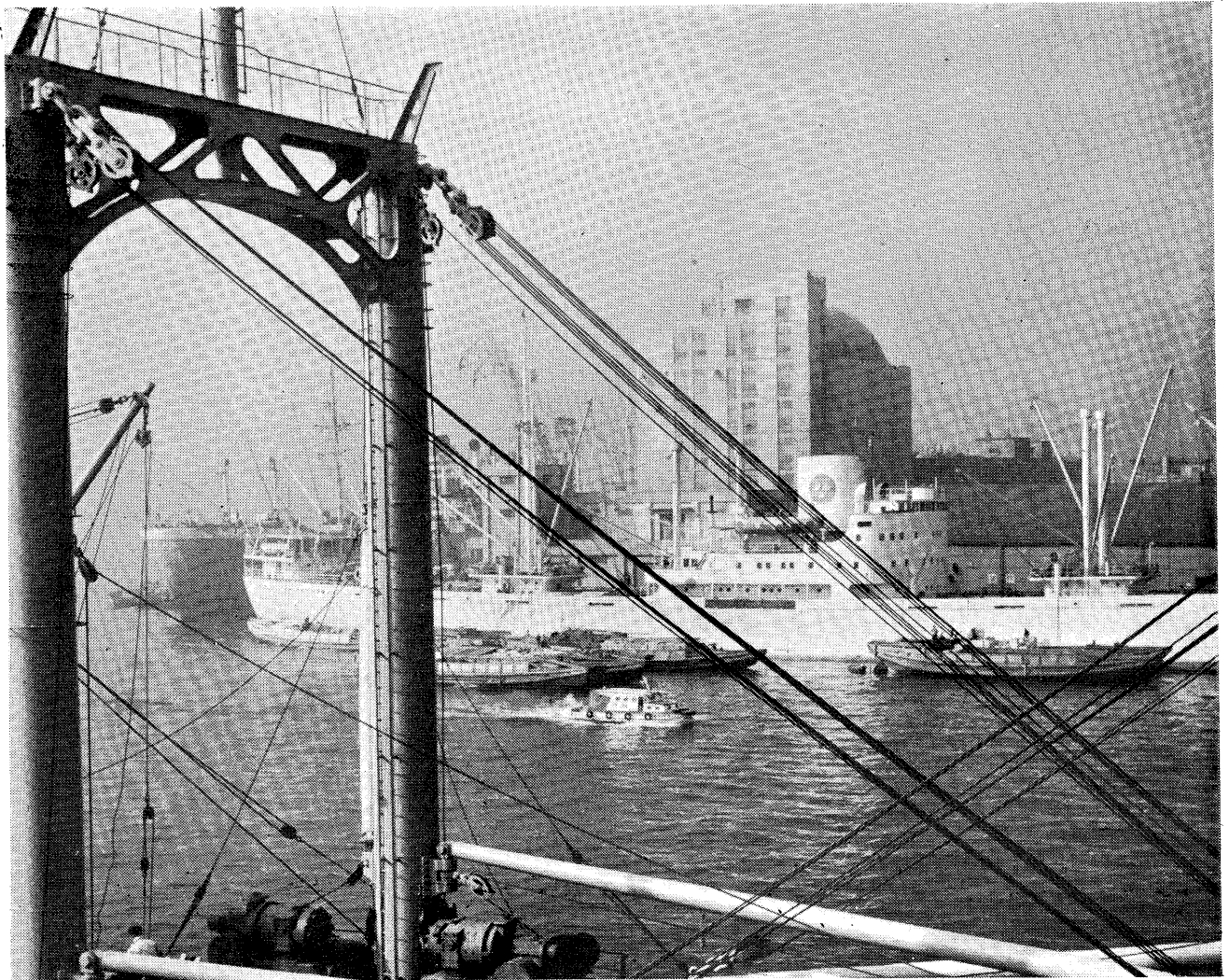
Port of San Francisco, in order to set up and operate the port's display booth and information center at the International Trade Fair in Tokyo, May 5-19. He also visited Shimizu, Nagoya, Kyoto, Nara, Osaka, Kobe and Yokohama to exchange views with their industrial and business leaders, before he left for Hong Kong.

MR. JOHN F. PARKINSON on May 9 presented Mr. Gaku Matsumoto, President of the Japan Port and Harbor Association and Chief of the Central Secretariat of the International Association of Ports and Harbors, with the title of "Commodore of the Port of Los Angeles" and a replica of a ship bell, in behalf of the Board of Harbor Commissioners, City of Los Angeles. The commendation was made in recognition of Matsumoto's meritorious service and many contributions to the development of world-wide merchant marine commerce.

MR. G. J. RICHARDSON, Vice President of Encinal Terminals and Warehouses, Alameda, California, U.S.A., was among the visitors to the Central Secretariat during the International Trade Fair. On his business trip to Hawaii, Guam, the Philippines, Hong Kong and Formosa, he stayed two weeks in Japan.

### Yokohama Port Manager Changes

Mr. Nario Soda has resigned as the Director of the Yokohama Port Bureau, and Mr. Shohei Yamada, formerly Chief of the Second Harbor Construction Bureau, Ministry of Transportation, has succeeded him as the port manager. Mr. Soda will be appointed President of the newly organized Yokohama Tugboat Co.



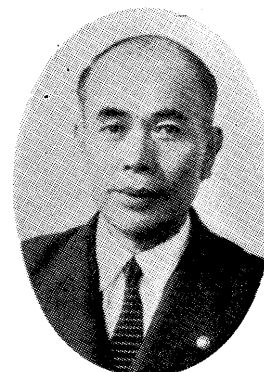
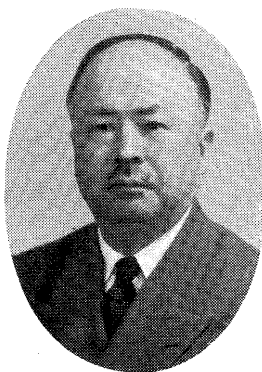
View of West Pier, Port of Nagoya, with a 10,000 tonner berthing alongside.  
Silo is seen in the center beyond the ship.



Left photo shows West Pier, Port of Nagoya, with three berths for a 10,000-ton class vessel. The silo for cereals at the farthest end of the pier has a storing capacity of 10,000 tons and the adjoining warehouse has an 8,000 ton capacity.



From left to right: Mikine Kuwahara, President, Nagoya Port Authority (Governor of Aichi Prefecture); Kissen Kobayashi, Chairman, Nagoya Port Council (Mayor of Nagoya City); and Ichizo Maeda, Vice President (General Manager), Nagoya Port Authority.



# Port of Nagoya Celebrates Golden Jubilee

## Two Ships on Global Goodwill Mission Mark the Occasion

The Port of Nagoya celebrates the golden jubilee in July of this year. When it was first opened on October 10, 1907, the port was not of much importance either for domestic commerce or for foreign trade. In the past 50 years, however, the port has now grown into a first class modern port, thanks to the rapid economic development of the City of Nagoya and its hinterland area.

Even though the port was heavily damaged during World War II, it has now been completely rehabilitated. As the main sea gateway to and from Central Japan the port has played an important role in the economic, marine and trade development of the area.

### Goodwill Ships to Many Overseas Ports

The Nagoya Port Authority has worked out a colorful program to celebrate the 50th anniversary, centering around July 20. As part of the program, they have decided to send the goodwill envoys on board two ships sailing from the port, one west-bound and the other east-bound, to the ports of various countries. These two ships have already sailed from Nagoya, the east-bound Aobasan Maru of the Mitsui Line leaving the port on May 13 and the west-bound Atsuta Maru of the N.Y.K. Line (which will be replaced by the Satsuma Maru from Hamburg)

on May 14, each on the global goodwill mission. In the goodwill message brought by these ships to the port managers of various countries on their routes, President Mikine Kuwahara of the Nagoya Port Authority expresses in part: "We believe it is our duty to contribute to the promotion of the international trade through closer relationships of cooperation between the Port of Nagoya and various ports of the world . . . ."

### Advancing Port

The Port of Nagoya today ranks

among the four major ports of Japan, along with Kobe, Yokohama and Osaka. In 1956, 32,290 vessels totalling 18,719,130 gross tons called at the port, which handled 9,543,756 tons of cargo during the year. Of these vessels 2,373 were represented by foreign ships, aggregating 14,357,532 gross tons. Both the number of vessels entering the port and the volume of cargoes handled exceeded those for 1936, the peak prewar year. Whereas the vessels touching at the Port of Nagoya in 1955 were



Unloading bales of wool at West Pier, Port of Nagoya.



General view of main pier zone of Port of Nagoya, with West Pier in the right background, Central Pier in the center and East Pier in the nearest foreground. Forming the foreign trade zone of the port, 1,272,000 tons of cargo were handled at these piers in 1956.

only 95 percent of the total for 1936, the figure jumped to 105 percent in 1956. Concerning cargo handled, the percentage for 1955 was 98 percent of the volume for 1936, but in 1956 the figure also jumped to 121 percent. This remarkable advance of the Port of Nagoya has been realized in keeping pace with the growing importance of Central Japan having Nagoya as its nucleus as an economic and industrial center of the nation, and in no less degree by the untiring efforts constantly expended by the port authorities since its opening for the improvement of the port itself.

### Port Facilities

The port at present has three piers—the Central, West and East Piers, besides the Inae Pier whose completion is expected in the very near future. These existing piers can accommodate a total of eight 10,000-ton vessels and two 7,000-ton vessels at one time. Furthermore, four more 10,000-ton ships will be able to dock at the Inae Pier, when completed.

In addition to these public piers, there are several private piers and wharfs for handling oil, cement,

coal, etc., which can accommodate a total of 12 ships, aggregating 40,500 gross tons.

As for mooring buoys, there are altogether 31 buoys at places in the anchorage, where depth of water ranges from 7.3 m to 9.1 m. Of these, seven are for use by ships of 10,000 tons or over, seven for use by ships of 5,000-10,000 tons, twelve for use by ships of 3,000-5,000 tons, and five for use by smaller ships.

However, by 1965 when the 10-year construction plan, now under way, is brought to execution, there will be a pier which will be able to accommodate five 15,000-ton vessels and 10 mooring buoys for use by ships of over 10,000 tons. Also, the depth of water will be increased from the present 9 meters to 11 meters, so as to enable vessels of 20,000 tons to enter the port.

### Foreign Trade

Chief among the exports from Nagoya in 1956 were chinaware with 552,899 tons against 449,518 tons in 1955, plywood with 141,576 tons against 119,433 tons, machinery with 84,422 tons against 70,971 tons, rolling stock with 29,516 tons

against 9,526 tons, textiles with 25,952 tons against 28,009 tons, woodworks with 22,857 tons against 21,859 tons, chemical fertilizers with 19,293 tons against 12,714 tons, etc.

The main imports in 1956 were lumber with 602,876 tons against 495,815 tons in 1955, wheat with 349,971 tons against 357,934 tons, raw cotton with 262,461 tons against 163,193 tons, corn with 142,133 tons against 120,514 tons, wool with 121,898 tons against 79,192 tons, barley with 99,709 tons against 56,270 tons, salt with 71,150 tons against 88,836 tons, rice with 55,040 tons against 109,784 tons, etc. The total exports in 1956 amounted to 1,030,489 tons against 852,114 tons in 1955, while the imports in 1956 reached 2,244,678 tons against 1,853,329 tons in 1955.

In exports, Nagoya accounted for 93 percent of total national exports of chinaware, 39 percent of all plywood exports and 26 percent of sewing machine exports. As for imports, Nagoya handled 28 percent of the total lumber imported by the nation, 25 percent of all raw cotton imports and 27 percent of raw wool.

### From Commercial Port To Industrial Port

At the present time, served by the vast hinterland area, active in its economic activities, Nagoya naturally claims importance chiefly as the commercial port to import raw materials and then ship out finished goods. However, when all conditions, economic as well as natural, are taken into account, Nagoya is destined to develop into a large-scale industrial port—a port wherein the imported raw materials can be processed and wherefrom the finished products can be exported. The port is blessed by an abundance of electric power and industrial water, in addition to the easiness of dredging and filling in land. All this makes possible the creation of a huge industrial area on its waterfront.

Guided by this idea, a long-ranged construction plan has been worked out by the Nagoya Port Authority. According to this plan, one third of the existing water surface of the harbor area, or 7,750,000 square meters, will be filled in with the utilization of the dredged soil for constructing a fairway, docks and piers which will accommodate 15 large-sized vessels at one time. When this plan has been brought to completion, a total volume of cargo annually handled through the port will reach 30,000,000 tons, of which 6,000,000 tons will account for the raw materials for processing in the waterfront plants and factories and their finished products.

At this time of celebrating the 50th anniversary of the Port of Nagoya and looking back on great strides which it has made in the past five decades, it would not be inopportune to foresee that this “sea gateway to Central Japan” will be developed into a great industrial port in another ten or twenty years—a bright future in store for the Port of Nagoya.



# The TOYO Warehouse Co., Ltd.

STEVEDORING WAREHOUSING  
FORWARDING AGENCY  
LAND-TRANSPORTATION SERVICE

#### HEAD OFFICE

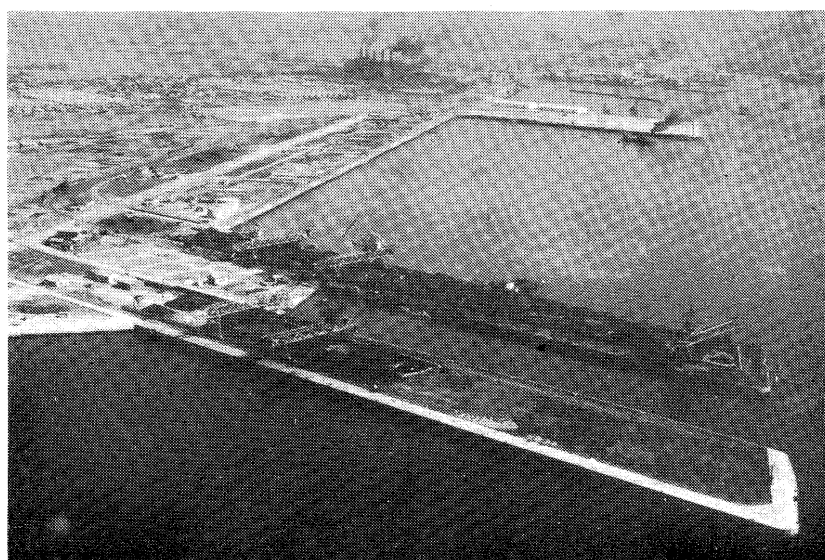
2-chome, Kakomachi, Nakamura-ku, Nagoya

#### SHIPPING DEPT

6-chome, Minatohonmachi, Minato-ku, Nagoya

#### NAGOYA PORT BRANCH

2-chome, Kaigandori, Minato-ku, Nagoya



Top photo shows aerial view of Central Pier zone, the nerve center of Port of Nagoya. Lower photo: Coal Pier, equipped with five bridge-shaped travelling cranes, each with a capacity of 150 tons per hour.



# THE PORT OF OAKLAND

## *Huge Expansion Projects Under Way*

The Port of Oakland serves one of the west's fastest growing population and industrial centers.

Keeping pace with the growth of the San Francisco Bay Area, the Port currently has nearly \$20,000,000 worth of projects under way.

Its strategic location on the east shore, modern marine terminals, substantial industrial development and Metropolitan Oakland International Airport suit the Port of Oakland for its role as a world trade center.

The three principal marine terminals provide more than 900,000 square feet of transit sheds and more than 1,000,000 square feet of uncovered wharf area.

These terminals have 20 berths for deep draft vessels of 53 steamship companies and agents serving the Port of Oakland in the foreign, intercoastal, coastwise and inland waterways trades.

All three transcontinental railroads—Southern Pacific, Santa Fe and Western Pacific—which serve

the Bay Area terminate in Oakland, connecting directly with the Port's 11 miles of shipside and depressed rails.

### **Management of the Port**

The Port is under the jurisdiction of the Board of Port Commissioners, and is an independent department of the city operating on its own income without tax support.

The Board president is Nat Levy, retired vice-president and secretary of the Moore Dry Dock Company, major shipyard along the Oakland Inner Harbor. The other four members are James F. Galliano, attorney, and H. W. Estep, appliance dealer, who are vice-presidents; and Col. Dunlap C. Clark, banker, and John F. Tulloch, contractor.

The Port's chief executive officer is Executive Director Dudley Frost, second vice-president of the American Association of Port Authorities and alternate U. S. director of the International Association of

Ports and Harbors.

### **Modern and Versatile Facilities**

Modern, versatile and diversified describe the Port's facilities and operations.

The Port area begins near the San Francisco-Oakland Bay Bridge, and stretches southerly to the mouth of the Oakland Estuary, the Inner Harbor waterway which divides the cities of Oakland and Alameda, and extends to and including Metropolitan Oakland International Airport.

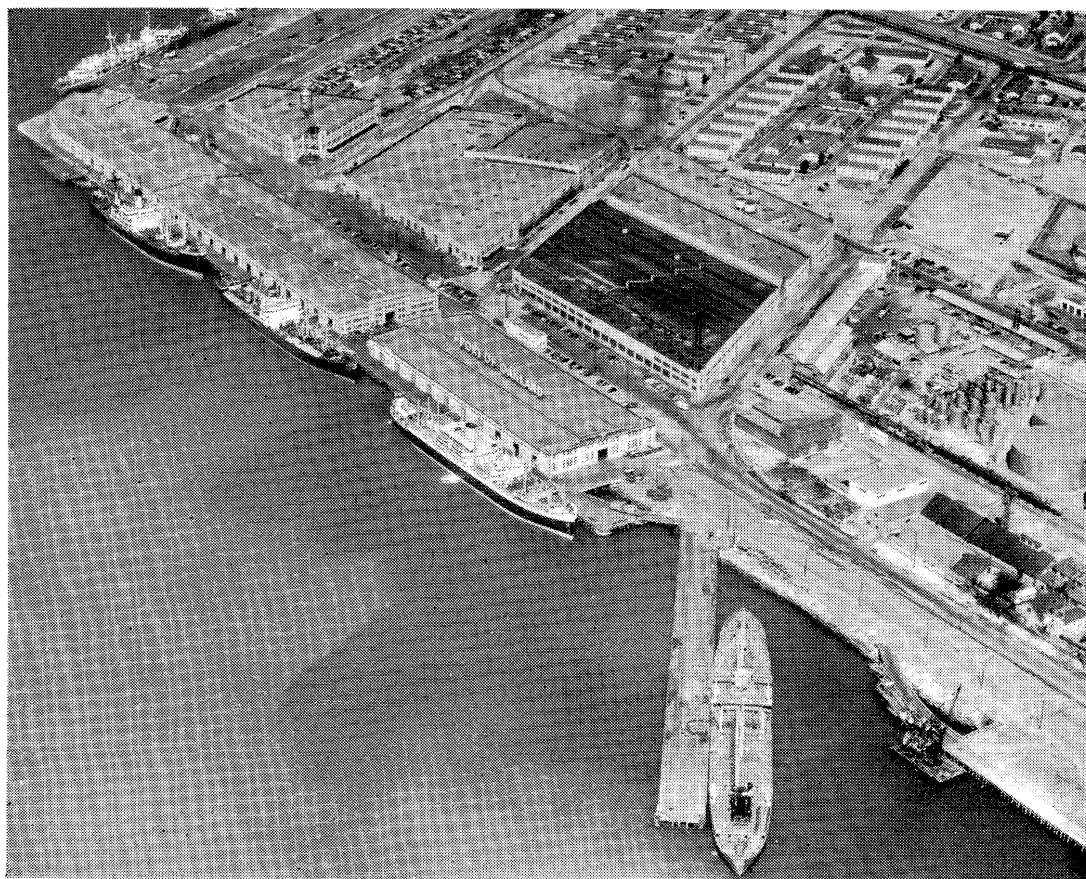
Principal marine terminals are the 14th Street and Seventh Street units in the Outer Harbor, and in the Inner Harbor, the Grove and Market Street Terminal and the Ninth Avenue Terminal.

These are concrete and steel and completely sprinklered. Wide aisles assure free-flowing truck traffic from the nearby Eastshore Freeway.

### **Industrial Sites**

Industry backs up the marine terminals, with many national concerns located on Port property.

Major firms on Port property include the Albers Milling Co., which produces breakfast cereals, cooking cereals and livestock feeds; a distribution center of Libby,



**The Outer Harbor Terminal of the Port of Oakland**



McNeill and Libby; National Container Corp., American Brake Shoe, Continental Can Co., General Petroleum Corp., Martinolich Ship Repair Co., Pacific Dry Dock and Repair Co., the Liquid Carbonic Corporation and others.

Two major military installations flank the Port of Oakland in the Outer Harbor, attesting to the strategic location. They are the Oakland Army Terminal and the Oakland Naval Supply Center.

Industrial sites are located throughout the Port area and additional acreage, adjacent to the Eastshore Freeway, rails and Metropolitan Oakland International Airport is now ready for development.

The property, totaling 1,000 acres, has been found ideally suited for development as an industrial park, according to a study conducted for the Port by the Stanford Research Institute.

Harbor and airport industry expansions and development are being undertaken with funds from the sale of \$3,400,000 in revenue bonds, part of a \$5,000,000 authorization voted by the Board in January. The additional \$1,600,000 may be sold after August 1.

The revenue bonds are the first ever issued in Oakland and will be retired from income in 20 years.

### **International Airport to be Expanded**

Additionally, the Port is engaged in the biggest expansion of Metropolitan Oakland International Airport in its history.

The \$15,000,000 expansion includes reclaiming submerged lands adjacent to the present airport and the dredge-filling is now underway.

The fill project is one of the largest in the Bay Area's history, involving 14,000,000 cubic yards of sand from the Bay bottom.

The reclaimed land will be used for a new jet runway, modern terminal building, heliport, roadways and taxiways.

Unique feature of the new runway will be its two miles of unobstructed overwater approaches at each end, assuring Oakland of one of the safest airports in the world.

The Port owns and leases more



**The Port of Oakland's Ninth Avenue Terminal**



**The Grove Street Pier of the Port of Oakland, with the Inner Harbor Channel**

than 11,000 acres of submerged Bay lands, assuring perpetual protection of the approaches and room for future expansion.

Studies indicate that the Bay Area population served by Metropolitan Oakland International Airport will increase from 2,681,000 in the 1950 census, to 3,530,000 by 1960. The number of enplaning passengers, studies indicate, will increase from 291,686 in 1953 to 625,000 in 1960, and 1,150,000 by 1970.

The master plan for the airport takes into account the probability

that further expansion will be required. It calls for another runway, farther into the Bay, and includes provisions for seaplanes which would be able to taxi directly to the terminal building, if seaplanes once again return to a prominent role in aviation.

Like the marine terminals, the airport's outstanding advantage to users is its convenience. From downtown Oakland, via the Freeway, passengers arrive in just 12 minutes, even in heavy traffic. Downtown San Francisco is only 35 minutes away.



**B. J. Roberts, C. B. E.**  
**Chairman, National Harbours Board,**  
**Ottawa, Canada; President, Inter-**  
**national Association of Ports**  
**and Harbors**

The National Harbours Board of Canada is presently carrying out the largest construction program in its history. The capital budget for 1957 amounts to over \$25,000,000, which compares with actual expenditures in the previous year of \$13,000,000. A considerable portion of the expenditure is being made at St. Lawrence River ports and is directly related

# The St. Lawrence Seaway and Expansion of Canadian Ports

to requirements arising out of the construction of the St. Lawrence Seaway.

## Montreal

At Montreal, the allotment is \$17,000,000 for harbour improvements and \$1,600,000 for traffic bridges. The latter amount is for extensive improvements to the southern approach to Jacques Cartier bridge and initial construction and engineering outlay on the new traffic bridge to cross the St. Lawrence River via Nuns' Island. Preliminary estimate of the cost of this bridge is about \$35,000,000. Tenders were invited recently for the construction of the four main piers at the Seaway canal and dyke.

The expenditure of \$17,000,000 this year on harbour improvements

at Montreal will be distributed approximately as follows: grain elevator system, \$7,000,000; wharves and piers, \$4,200,000; transit sheds, \$800,000; dredging, \$4,600,000 and minor projects, \$400,000. These expenditures form part of the extensive program of works—estimated to cost \$57,000,000—which has been approved by the Canadian Government to be carried out at Montreal in anticipation of the completion of the Seaway and to serve the needs of the rapidly expanding economy of the Montreal area. Already contracts amounting to \$17,000,000 have been awarded. The cost of all Montreal harbour facilities now in use was about \$75,000,000, against which figure an expenditure of \$57,000,000 appears large,



**Aerial view of**  
**Halifax Harbour,**  
**N.S.**

**At top is shown general view of Saint John Harbour. Lower photo shows Quebec Harbour, Princess Louise Docks in the right foreground and Wolfe's Cove Terminals at upper left center**

but it should be borne in mind that the existing facilities for the most part were constructed in days when costs were much lower.

The total program of capital works calls for expenditures of \$27,000,000 on the grain elevator system; \$17,000,000 on wharves; \$5,000,000 on transit sheds; \$7,500,000 on dredging and \$500,000 on minor items.

The large expenditures on the improvement and expansion of grain elevator facilities should equip the harbour, not only to maintain but also to expand its important grain traffic. Two new grain elevators, with a total capacity of 6,600,000 bushels will be built (bringing total capacity to 21,762,000 bushels). Four berths equipped to unload large lakera with despatch will be provided, as well as three additional grain loading berths. In brief, storage capacity will be increased by 44% and both the unloading and loading capacity by about 80%.

Some 10,900 linear feet of berthing will be added by the expenditure of \$17,000,000 on wharves. In addition to providing more accommodation for general traffic, the following special needs will be met: additional grain berths, extensions to existing oil wharves and one for the new British Petroleum refinery, an enlargement of the wharf used by Canada Cement Company, a new terminal for Canada Steamship Lines, which will have to move its package freight depot from its present location on the Lachine Canal to one in the harbour with the required greater depth.

A net increase of 23% in shed floor space will result from the expenditure of \$5,000,000 on transit sheds.

Approach channels to new wharves and wharf extensions and enlargement of the turning basin in the upper harbour to accommodate large lakera and passenger vessels will be provided by the expenditure of \$7,500,000 on dredging.



The main projects on which expenditures will be made in 1957 are: wharves at sections 50-53, 58-61, 62-65, 94-96 and 102-103; grain jetty at Elevator No. 1; transit sheds 42 and 46A; construction of grain elevator B. 1 and marine towers; changes to grain galleries at elevators B, 1, 2 and 3; marine towers and receiving facilities at Elevator 1 and grain galleries on Laurier Pier; dredging of approach channels and widening basin in upper harbour; improvements to southern approach to Jacques Cartier bridge and pier construction for the new bridge across the St. Lawrence River.

The projected expansion and improvement of facilities at Montreal should dispel any fears that the harbour will not be equipped to meet the new conditions and opportunities arising from the construction of the Seaway.

### **Halifax**

Capital expenditures at Halifax in 1957 are estimated at \$1,585,000. Projects previously contracted for and being completed this year include the new deep sea pier between piers A and B, the reconstruction of transit shed No. 27 and additional grain shipping galleries. New projects will include

*(Continued on page 14)*



# The St. Lawrence Seaway and Canadian Ports-----Continued

one or more transit sheds on the new pier and the reconstruction of original pier 9.

## Saint John

At Saint John, the allotment is \$500,000, mainly for grain gallery extensions on sheds 2 and 3, and an extension to shed No. 1.

## Quebec

Capital expenditures at Quebec harbour are estimated at \$2,125,000. Further amounts are provided for two projects now in course of construction, namely, oil wharf at Wolfe's Cove Terminals and reconstruction of berth 8, Pointe-a-Carcy. New projects relate to improvements required for the grain traffic as a result of the transportation of grain by large lakers after the St. Lawrence Seaway is completed. Initial provision is made for the reconditioning and widening of berth 18, which will serve as the unloading

berth for these large vessels, and the construction of a grain elevator addition, capacity 1,800,000 bushels, which will be connected with the existing 4,000,000 bushel elevator. These last two projects will involve a total expenditure estimated at \$5,750,000.

## Three Rivers

At Three Rivers a new transit shed, 500 feet long by 100 feet wide, is being constructed—estimated cost \$476,000.

## Vancouver

At Vancouver the capital allotment for 1957 is \$1,650,000, the main item being \$1,000,000 for this year's expenditure on a new deep sea pier, the total estimated cost of which, with sheds, will be about \$8,000,000. The pier will be located west of Ballantyne Pier and tenders for the wharf construction will be called towards the end of June. Other projects include the replacement in steel of wooden galleries, No. 1 jetty, and an additional cargo crane on Ballantyne Pier.



Aerial view of Vancouver Harbour, B. C.

## Ore Survey Team

A 12-man ore survey team planned jointly by the Japan Productivity Center, the Ministry of Transportation and the Iron and Steel Association of Japan, left Tokyo on June 6 on a round tour of the United States, France, the Netherlands, West Germany, Switzerland and Italy. The team will inspect the loading and discharging of ore, transportation of ore and ore carriers in those countries and will return to Tokyo early in August. The team consists of Government officials, steel makers and common carriers.

## World Largest Diesel Engine

The trial operation of the world largest B & W diesel engine (15,000 H.P.) was open to the public on May 29 at the Sakurashima Dockyard of the Hitachi Shipbuilding Engineering Company. The engine is to be equipped on the No. 5 Yuyo Maru (33,500 tons d.w.) of the Morita S.S. Co. scheduled for completion at the end of August. It is the first of the twenty-six 15,000 h.p. diesel engines now being built in the world.

## Steel Makers to Expand Port Facilities

Japanese principal steel makers are planning to expand and construct port facilities at a total cost of ¥24,000,000,000 in view of the growing import of iron ore resulting from the increase in the output of steel and of the recent trend for larger-sized ships to cut transportation cost. Included in their plans are the improvement and expansion of existing port facilities and the new construction of ports.

## Construction of Tobata Port

The Yawata Steel Manufacturing Company will begin the construction work on the port of Tobata for the use of its Tobata Steel Mill from June. The port is 600 meters wide, 1,400 meters long and 12 meters deep. When completed, it will enable giant ships such as 50,000 to 70,000 tonners to come in and to load and unload them alongside the pier. The total cost will be about ¥10 billion.



# **NATIONAL HARBOURS BOARD**

**OTTAWA, CANADA**

*Administering Canada's national harbours  
and port facilities at:*

**HALIFAX, N.S.**

**CHICOUTIMI, QUE.**

**MONTREAL, QUE.**

**SAINT JOHN, N.B.**

**QUEBEC, QUE.**

**THREE RIVERS, QUE.**

**CHURCHILL, MAN.**

**VANCOUVER, B.C.**

*and grain elevators at:*

**PRESCOTT, ONT.**

**PORT COLBORNE, ONT.**

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- 91 transit sheds—floor space 6,350,000 square feet.
- 14 grain elevators—capacity 48,170,800 bushels.
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**INDUSTRIAL SITES** available for lease.

**DRYDOCKING AND SHIP REPAIR FACILITIES** available at Halifax, Saint John, Quebec, Montreal and Vancouver.

**VESSEL ARRIVALS IN 1956** numbered 51,583 aggregating 50,355, 977 net registered tons.

**WATER-BORNE CARGO TONNAGE** handled in 1956 totalled 50,470,000

★ ★ ★

*For full particulars apply to respective Port Managers,  
or Elevator Superintendents*

# THE MANILA PORT SERVICE

## Operator of the Port of Manila

The City of Manila has always been the hub of both international pines, not just because it is the principal port of entry of this island republic, but mainly because it is the center of all industrial, commercial, cultural, social and governmental activities. Geographically, it lies at the crossroad of

the trade routes to Asia and has been fittingly dubbed as the "Gateway to the East". In recent years it has fast developed not only as a commercial port but also as a transit and transshipment port.

### Foreign Trade

Even way back the City of Ma-

nila hugged the limelight in Philippine international trade. During the early part of the Spanish regime, foreign commerce at the Port of Manila was restricted to the galleon trade with Mexico, Spain and Portugal. But when the Spaniards opened Manila to foreign trade in 1830, its foreign commerce rapidly developed especially after the opening of the Suez Canal in 1869 when Europe became accessible by a much shorter sea route. A few years after the American occupation in 1898, Manila was once more opened to foreign trade and commercial relations were established with almost all the countries in the world. From 1830 up to the outbreak of World War II, the Philippines consistently enjoyed a favorable balance of trade. With the resumption of foreign trade in 1945, the volume and value of trade increased considerably, however the balance was never creditable.

The Philippines now maintains trade relations with around ninety countries. As of the year 1955 there were thirty-nine countries trading with her on a comparatively large scale and leading them were the United States, Japan, Netherlands, Indonesia, Germany, Canada, Great Britain, Colombia, Hongkong, and Belgium in that order. The total value of Philippine overseas trade for the same year was 1,911,194,316.00 pesos, representing 838,511,694.00 pesos in exports and 1,072,682,622.00 pesos in imports.

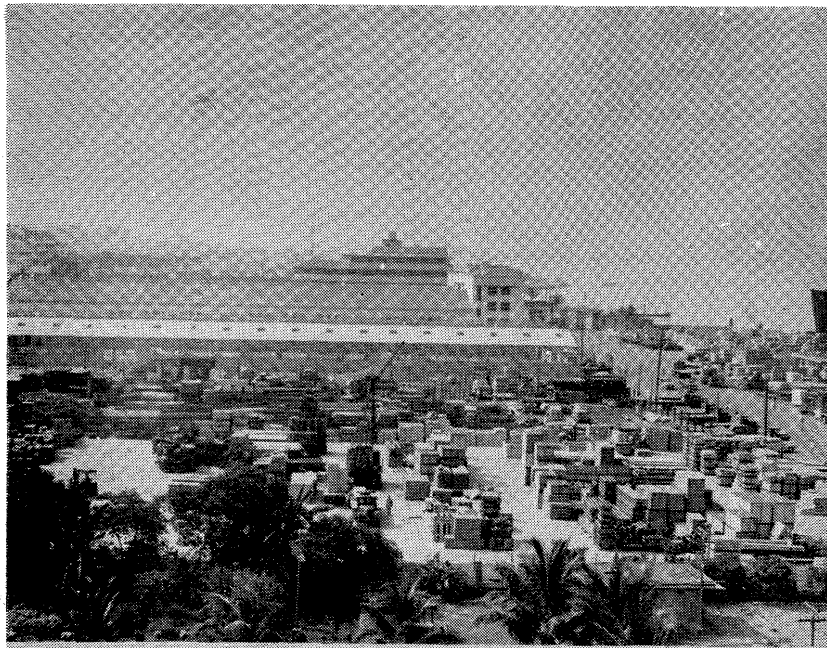
### Harbor and Port Installations

The Port of Manila is a natural harbor and a haven of safety for ships. It lies some thirty miles from the mouth and on the innermost coast of the crescent-shaped Manila Bay. The islands of Corregidor, Fraile, and Monja and the jutting peninsula of Bataan Province narrow the gap at the mouth of the bay. Inside the bay are the West Breakwater and South Breakwater that serve as anchorage and offer additional protection from a stormy sea to the vessels in port.

The Port of Manila is actually divided into three: (1) the South Harbor, south of the Pasig River, which is entirely dedicated to the foreign trade; (2) the North Harbor, north of the Pasig River,



Pier 13 replaced the destroyed two-story Pier 7 of prewar renown. It is longer than Piers 9 and 7 and can take in vessels of deeper drafts. Its eleven- and ten-door cargo sheds make possible the simultaneous delivery and fast turnover of cargoes.



The Open Storage, with the cemented area shown in the foreground, was established by the MPS to minimize cargo congestion in the piers.

which is devoted wholly to inter-island trade; and (3) the Lower Pasig River which provides anchorage to shallow draft boats and barges engaged in the local trade.

Part of the South Harbor is an enclosed area designated as the Customs Zone and commonly known in international trade as the Port of Manila. There are five finger piers in the Customs Zone, but only Piers 13, 9 and 7 are being operated for foreign trade while Pier 5 is still being used by the Philippine Navy and Pier 11 is used as a dock for launches ferrying passengers to and from the vessels in the bay.

Pier 13 measures 1400 by 228 feet and has four cargo sheds, two of which are 544 by 65 feet and the other two are 452 by 65 feet. Its capacity is 12,000 weight tons for closed storage and 6,000 weight tons for open storage.

Pier 9 has a 1088 by 328 feet deck and four cargo sheds. Two of the sheds are 425 by 102 feet and the other two are 350 by 102 feet. The capacity of this pier is 12,000 weight tons for closed storage and 4,000 weight tons for open storage. It has four gantry cranes with tracks running along both aprons. At its center, between the cargo sheds, is a depressed roadway which facilitates the loading and unloading of trucks.

Pier 7 is a timber pier measuring 350 by 90 feet. It has three bulkheads measuring 572 by 83 feet. The Customs auction room occupies half of the north bulkhead leaving all in all a storage space capacity of 1,700 tons.

The Open Storage consists of an uncemented area of about 375 by 193 feet and a cemented area of approximately 278 by 213 feet. This is situated across Pier 11 and is used for storage of heavy lifts and open storage cargoes that cannot be accommodated in the piers. It has a total storage capacity of 14,000 weight tons.

The Bad Order Warehouse is used for the storage of bad order cargoes discharged from vessels. It is a Butler Hut measuring 180 by 120 feet. Seventeen steamship companies are provided with separate corrals in this warehouse and they have their own representatives who take charge of the storage and issue of their respective



**Pier 9 is well adapted to the needs of modern shipping. It has 2 gantry cranes on each apron with tracks running along the whole lengths of the cargo sheds. Shed B, on the right, is ideal for the discharging of vessels with a big volume of cargo because of its proximity to Pier 7 where cargo overflow can easily be shifted for storage.**



**This depressed roadway at the center of Pier 9 facilitates the loading of trucks with the use of a minimum number of delivery equipment. This feature enables the serving of three trucks simultaneously at each delivery door.**

cargoes.

A maximum of twelve vessels can be accommodated at any time in the three piers. The berthing depths of these piers vary from 17 to 36 feet at mean low water tide. Water and light facilities are available in each of the piers.

#### **The Arrastre Service**

Arrastre, as defined in the statutes, is the "receiving, handling,

custody, and delivery of merchandise" at or over the piers and wharves in the ports of entry. By exclusion, the term does not include the discharging of cargo from, and the stowing of cargo into, the holds of vessels.

The arrastre service is probably peculiar to the Philippine Customs Service because the government constructs, owns and controls the



**The bulkheads of Pier 7 in the foreground are mainly used as extensions of Pier 9 altho sometimes smaller vessels berth and discharge at this pier.**

piers and wharves in the ports of entry and, under the law, the Bureau of Customs is vested with authority to supervise and regulate the cargo-handling activities in the foreign trade at the ports of entry. At the beginning, Act No. 897 of September 24, 1903 of the Philippine Commission defined arrastre service to include only the handling and delivery of imported merchandise in the Port of Manila; then on March 7, 1922 the Philippine Legislature passed Act No. 3002 which extended the arrastre service in the Port of Manila to both import and exports, as well as to the convenience and comfort of passengers and the handling of their baggage; and finally on June 14, 1947 the Congress of the Philippines adopted Republic Act No. 140 extending the arrastre service to all ports of entry.

#### **The Manila Port Service**

Except for the period from 1903 to 1922, when the Arrastre Plant of the Bureau of Customs operated the arrastre service, and the war years from 1942 to 1945, the arrastre service in the Manila South Harbor has been managed by private enterprises. It was only in November, 1955, when our late President Ramon Magsaysay decided to withdraw the operation of the arrastre service from private hands in order to channel the profits of operation to the improve-

ment of the Port of Manila and the arrastre service. This ushered the birth of the Manila Port Service, a new subsidiary purposely created by the Manila Railroad Company, a government corporation, to manage the arrastre service in question. Lt. Col. Cipriano P. de Leon, Operations Manager of the Manila Railroad Company, and Capt. Manuel Mascuñana, Chief of Marine Affairs Division, Bureau of Customs, were appointed to head this new entity as General Manager and Assistant General Manager, respectively.

The new management systematically and methodically developed the confidence of the brokers, importers and shipping companies in its enlightened policy of operations characterized by "efficiency with economy". This policy soon gained general acceptance when everybody realized that, in practical application, the management was concerned more with rendering maximum and efficient service than with economy. This is probably an advantage which government entities have over private concerns that are managed principally for profit. Another advantage of being a government entity is the fact that it is able to secure closer cooperation and coordination with the Bureau of Customs. The governmental functions exercised by the Bureau of Customs are so knitted

and interwoven into the fabric of the arrastre operations that the latter in most instances is dependent for its effective accomplishment on the performance of the former.

#### **Pier Operations**

Considering the circumstances, but in spite of them, the Manila Port Service can look back with justifiable pride to a period of fruitful operations. During its first year, from March 1, 1956 to February 28, 1957, a total of 1,843,378 tons of import, export and transit cargoes were handled at the piers from 737 carrying vessels. This consisted of 1,341,517 tons of dockside cargo and 501,861 tons of shipside cargo. Comparatively speaking, the dockside tonnage handled that year exceeded the 1951-1955 average annual dockside tonnage by 45,550 tons. The payment of claims went on smoothly and valid and properly supported claims were readily processed and paid. With the enforcement of tighter security measures, the paid claims were very much lower compared to those of previous administrations.

#### **Mechanization of Cargo Handling**

One of the policies and objectives of the present management is to completely mechanize cargo handling in the Port of Manila in recognition of the fact that mechanization is still the most important factor for efficiency in the prevailing systems of operations in the arrastre service of the port. Needless to mention, cargo storage space is at a premium during peak periods of operations and the speed of delivery has to be stepped up to create more space for inbound cargo. With the speedy turnover of cargoes, it is able to extend the limited storage capacities of the piers as well as to enable the ships to discharge their cargoes. In this direction, the Manila Port Service, aside from the arrastre equipment that it purchased from the former contractor, has to date acquired an additional 18 fork lift trucks, 10 towing tractors, 3 Loraine heavy cranes, and 8 (10- and 20-ton) dock trailers in order to insure the availability of these equipment and forestall any paralyzation of work during heavy operations. To



## News from Here and There

### Los Angeles Port Manager Honored

The Los Angeles County Chamber of Commerce's highest annual honor for "contributions to the advancement of World Trade" in the area was awarded on May 23, 1957 to Bernard J. Caughlin, general manager of the Port of Los Angeles.

further insure this, servicing and maintenance of equipment is done around the clock and a separate shop was established for the overhaul of equipment. In conjunction with this objective, it also organized another crew in the carpentry shop to construct new pallets and recondition or repair broken ones. New stacking aids are likewise being introduced to facilitate the handling and stacking of cargoes. The present management program of research studies in pier-operations activities gives assurance of the further implementation of this policy and the attainment of this objective.

#### Improvement of Port Facilities

Upon assuming the management of the arrastre service, the Manila Port Service immediately worked out a program of improvements for the facilities of the port. Notable among those completed were the flood lighting and concrete paving of the Open Storage and the partial reconditioning of the Bad Order Warehouse. Still under construction at present across Pier 13 is a 150 by 375 feet warehouse with a storage capacity of 9,000 metric tons, which will serve as an extension of the piers when completed. The conversion of the south bulkhead of Pier 7 into a passenger terminal also is contemplated. Hand in hand with these, the national government will soon undertake the rehabilitation of Pier 5 and the dredging of the port. With continued interest and vigor in pushing through improvements for the Port of Manila, the government opens up a future full of expectations for the public in general and the users of the port in particular.

The presentation was made at the annual Foreign Trade Association luncheon in the Biltmore Bowl, attended by 2000 world traders and transportation leaders.

John C. McHose, vice-president of the Los Angeles Chambers of Commerce, and prominent admiralty attorney, made the presentation of the bronze plaque which accompanied the citation.

"Under Mr. Caughlin's direction there has been initiated a nationwide and world-wide publicity and traffic promotion program disseminating news of our Port's activities and developments; news of our area's agricultural, industrial, mining and fishing resources," McHose said. "News showing export opportunities for the products of our farms and factories and mines has been widely disseminated—News of the import commodities of the world needed in our growing economy . . . . And news that is helping to develop Los Angeles County as a great market place and world trade center in which the peoples of all friendly nations can buy and sell and visit.

"Mr. Caughlin stands out conspicuously as one who has dedicated his abilities, his energies and his talents to the expansion and improvement of one of the greatest assets of

the City of Los Angeles, so that this asset will continue to become increasingly essential and important to the residents of this area and to serve adequately metropolitan Los Angeles, the third largest industrial empire in the United States.

"We emphasize that Mr. Caughlin, ever since reaching the position he holds, has always devoted his time and talents to directing and encouraging a program of expansion that will continue to provide modern facilities for an even greater future . . . . For Los Angeles Harbor."

### Mitsubishi Leads World's Shipbuilding

The Japan Shipbuilders' Association published the figures of export shipbuilding for the period from fiscal 1954 to 1956. Details of the figures are as follows:

Year	Number of vessels	Gross tonnage
1954	55	635,480
1955	147	2,213,085
1956	93	1,832,350
<b>Total</b>	<b>295</b>	<b>4,680,915</b>

Classified by builders, the Mitsubishi Shipbuilding Company ranks first in Japan as well as in the world with 50 vessels aggregating 1,054,150 gross tons and next come Hitachi (37 vessels with 539,380 g. tons), Kawasaki (24 vessels with 485,300 g. tons) Mitsubishi Japan (18 vessels with 446,000 g. tons), Mitsubishi Reorganized (25 vessels with 359,100 g. tons).

(Continued on page 20)

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(Continued from page 19)

## New Projects for San Francisco

Harbor Board officials, driving hard for a \$100 million program of port expansion and improvement, are backed in their optimism for the port's future by this year's cargo volume.

Upward-spiraling tonnage figures this year rest on a solid foundation of improving staple imports and exports: coffee, copra, steel mill products, autos, cotton, machinery, grains and foodstuffs.

Traffic has boomed ahead in such an energetic manner that port tonnage volume is already a good 15% better than last year. Just last April, for instance, cargo movement reached a 10-year record high of more than 682,000 tons, best since May of 1947.

To accommodate this expanding volume, the following construction projects have been outlined by the board:

1. A \$50 million program (financed by a state general obligation bond issue) to include: a new two-level passenger terminal at Mission Rock; a huge passenger-cargo terminal at the Ferry Building; a coffee and general cargo terminal; a ship-rail-truck cargo pier at the site of existing piers 16-18-20; a roll-on/roll-off facility at the China Basin channel; a bulkhead steel storage area near Pier 48; a bulk loading unit (for ore and similar loose cargoes) in the Islais Creek area.

2. An approximately \$50 million super terminal, financed by a federal loan, at what is presently tidewater land near Hunters Point Naval shipyard. This 350-acre terminal would be able to berth 15 ships at a time, and would have enormous areas for marshalling and storing cargo.

Although the port's 18½ lineal mile of berthing space can handle 103 ships, the following figures point up how near San Francisco is to growing at a rate which threatens to quickly outstrip its present facilities:

During the first 10 months of this fiscal year, which ends June 30, the port's tonnage volume has already surpassed last year by 717,000 tons.

## Japan Joins ISF

Japan's accession to the International Shipping Federation was unanimously approved at its annual general meeting held in Stockholm on May 16.

## Pier Construction to be Approved

The Ministry of Transportation has decided its attitude to give approval to the plan of the Kure Shipyard of National Bulk Carriers, Inc. to build piers accommodating large vessels at Mitsukushima outside the port of Kure with some conditions attached.

## Oil Development Co. to be Set Up

Determined to co-operate for the development of the oil fields in Saudi Arabia which was offered by King Saud some time ago, financial leaders including Mr. T. Ishizaka, chairman of the Federation of Economic Organizations, are busy making preparations. A provisional contract was concluded between the king and Mr. T. Yamashita, president of Japan Export Oil Company on March 6. The contract provides that Japan will develop the oil fields on condition that profits are to be shared equally between two countries. The financial circles have recently decided to take over the work from Mr. Yamashita and to form a development company represented by Mr. Ishizaka to enter into negotiation with the Saudi Arabian Government on concrete development programs by September 6 when the time for the provisional contract expires.

## Osaka International Seamen's Service Center to be Set Up

The establishment of the Port of Osaka International Seamen's Service Center has been formally decided at its directors' meeting held recently and Mr. Takeo Ito, the president of

the O.S.K. Line was appointed managing director. The secretariat will temporarily be located in the company's head office until work is completed on the renovation of the building which is scheduled to house the Center.

## Shipbuilders' Assn. President Decided

The Japan Shipbuilders' Association held its regular general meeting on April 30 and Mr. S. Mutsuoka, president of the Harima Dockyard Company, was elected president and Mr. H. Taga, ex-president and Mr. T. Sakurai, president of the Mitsubishi Heavy Industries, Ltd. were elected vice-president, respectively.

## Shipbuilding Equipment Fund

According to a survey by the Ministry of Transportation, the demand for the funds for shipbuilding equipment at principal shipyards for fiscal 1957 amounts to ¥17,857,000,000 as against ¥8,676,000,000 in fiscal 1956.

## NYK to Enter Tanker Field

Under the plan to enter the tanker field, the NYK Line has decided to build a 33,000-deadweight-ton tanker at the Innoshima shipyard of the Hitachi Shipbuilding and Engineering Company as the first vessel. The company is now in negotiation with the Bank of America to borrow building funds in the form of impact loans. If the negotiation is successful, the company will be the first Japanese shipping firm to build such ship with impact loans.

## Sale of Vessels Abroad Permitted

So far, the sale of ocean-going vessels abroad has been prohibited due to a shortage of tonnage. However, in view of the recently relaxed tonnage situation and the weakening shipping market, the Ministry of Transportation has decided to remove the ban on the sale of vessels to foreign countries. The sale of vessels except those constructed with Government funds will be unconditionally permitted. There is a deluge of inquiries for ship purchase from South East Asian countries now.

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*Port of Nagoya Celebrates Golden Jubilee,  
July, 1957*



**MAIN GATEWAY**  
**TO AND FROM**  
**CENTRAL JAPAN**

*Ship Through Port of Nagoya*



**THE NAGOYA PORT AUTHORITY**

Minato Honmachi, Minato-ku, Nagoya City, Japan

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

Rm. 715-A, N.Y.K. Bldg., 20, Marunouchi 2,  
Chiyoda-ku, Tokyo, Japan

To meet the requirements arising from the construction of the St. Lawrence Seaway and to serve the needs of the rapidly expanding economy of the area, a huge project for expanding and improvement of facilities at Montreal Harbour, as at other St. Lawrence River Ports, is now under way under the management of the National Harbours Board, Ottawa, Canada. Photo shows an aerial view of Montreal Harbour, Canada.

