

PORTS *and* HARBORS

SEPTEMBER, 1957

Vol. 2 No. 3



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From the Central Secretariat



Port of Osaka's 90th Anniversary and Int'l Port Conference



Port of Callao, Peru



Port of Saigon, Vietnam



Port of Port Alberni, Canada



Recent Activities of Port of Yokohama



Encinal Terminals, U.S.A.



Japan News

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

THE PORT OF OSAKA

Celebrates the 90th Anniversary of Its Opening

ON OCTOBER 8, 1957



International Conference of Port Representatives on the Pacific,
in Southeast Asian Countries, in Australasia, in Near East
and African Countries, Sponsored on the Occasion.

Osaka Municipal Harbor Bureau

10, Sanjodori 1-chome, Minato-ku, Osaka

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

Editor : Akira Ikeda

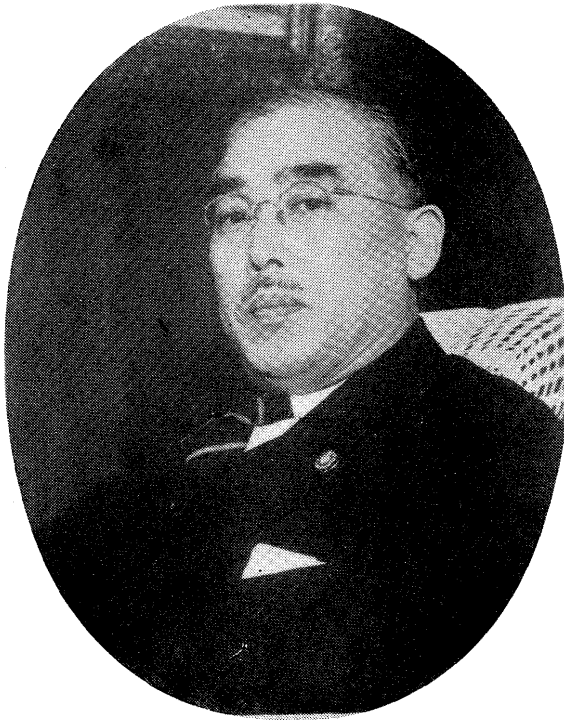
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THE JAPAN SHIPOWNERS' ASSOCIATION

INCORPORATED ASSOCIATION



No. 3, Kasumigaseki 3-Chome,
Chiyoda-ku, Tokyo

TEL.: 50-1251

President: Katsumi Yamagata

The Association enrolls:

Membershp - - 185 steamship companies

Number of Vessels

Owned by Members - - 957

Gross Tonnage - - 3,925,469

D. W. Tonnage - - 5,733,993

From The Central Secretariat

By Gaku Matsumoto

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

As we are about to greet the advent of autumn, the best of all seasons in Japan, we take great pleasure in sending this copy, No. 4 issue of "Ports and Harbors" to our members.

Triennial Conference

The first thing to note in this column is that the Central Secretariat is now pushing on preparations for the next Triennial Conference of our Association to be held in 1958. In this connection, we have recently been in receipt of a communication from Col. Howard W. Quinn, Executive Director of the Port of Callao, Peru, and our Director for Peru, through our President, Mr. B. J. Roberts, stating that Peru is ready to invite the Association's forthcoming Conference to be held in its capital, Lima, either in November or December next year and that ardent enthusiasm is being manifested by both the Government and private circles in Peru for bringing the Conference to that country. We are circularizing the communication to all our Directors of member countries to know their views on the matter.

Int'l Conference at Osaka

As has already been noted in our previous issue, the City of Osaka is celebrating the 90th anniversary of the opening of the Port of Osaka on October 8 and is holding in that connection an international port and harbor conference to be participated in by representatives of the port authorities of Pacific coasts, Southeast Asian countries, Indian Ocean regions, Near East and Australasia, the names of which are listed elsewhere in these pages. Many of these representatives are from our member ports and organizations and also from those which are closely related with the Port of Osaka. We are contemplating to take the occasion of the forthcoming Osaka conference to explain

the purpose and activities of our Association to those delegates who have no connections with us with a view to persuade them to join our Association.

Cooperation by Members

We are glad to note that many of our members, in responding to our requests, have been sending us pictures and information regarding their ports and harbors. Up to now we have been in receipt of many valuable materials from the Port of Callao (Peru), the Port of Port Alberni (Canada), the Port of Saigon (Vietnam), the Port of Yokohama, Encinal Terminals (Calif., U.S.A.), and other places. We are planning to make use of these materials in this and succeeding issues of "Ports and Harbors." In order to make our magazine truly international, we would like to seek further cooperation of our members in supplying us with more pictures and information regarding their ports and harbors.

Visitors

Since our previous issue, the Central Secretariat has received a visitor from Thailand in the per-

son of Mr. Manojé Watanatada, of the Port Authority of Bangkok, our member, who visited Japan on his way to the United States. Mr. W.N. Blanton, Vice President, Port Commission of Houston, Texas, U.S., has also visited us on his round-the-world trip. The Central Secretariat has written letters of introduction addressed to our members in Europe and America for Mr. T. Uchibayashi, of Mizunogumi Co., one of our Japanese member organizations, who has gone on an inspection tour of different ports and harbors in those countries, while we have likewise prepared a letter of introduction addressed to the Port Authority of Bangkok, our member, for Mr. Wataru Mikami, of the Ministry of Transportation, who has been named a Japanese Government delegate to attend the ECAFE conference in Bangkok.

New Members

About our new members during the period, the City of Shimono-seki, Japan, has joined the Association as a Regular Member, while we have added the Mitsui Warehouse Co., Japan, as a new Supporting Member.

I.A.P.H. Membership

(As of September 1, 1957)

Regular Members

Country	
Brazil	1
Burma	1
Canada	2
China (Taiwan)	5
Japan	27
Liberia	1
Peru	1
Philippines	1
South Africa	1
Sweden	1
Thailand	2
Venezuela	1
Vietnam	1
U.S.A.	10
Total.....	54

Supporting Members (Corporation)

Country	
China (Taiwan)	2
Japan	12
U.S.A.	2
Total.....	16

Supporting Members (Individual)

Country	
Belgium	1
Canada	10
China (Taiwan)	2
Japan	2
Mexico	1
U.S.A.	2
Total.....	18

News from Our Members

New Harbor Commission President for Long Beach



William A. Harrington will head the Long Beach Harbor Commission for the ensuing fiscal year and will be aided by Joseph F. Bishop as vice-president and H. E. Ridings as secretary.

The annual election of officers was held on August 20 at the board's weekly meeting. Harrington was re-appointed to the Harbor Commission recently for a new six-year term by City Manager S. E. Vickers. In announcing the re-appointment, Vickers gave recognition to Harrington's broad experience in the maritime field.

The new president is manager of the San Pedro Yard of the Bethlehem-Pacific Coast Steel Corporation where he has been employed continuously for the past thirty-five years and manager since 1947. The Los Angeles-Long Beach Propeller Club recently made him president of that body.

Changes in Oakland Port Commission

Carl H. Hansen, coffee company owner and national president of the Amateur Athletic Union, and John F. Tulloch, contractor, have been sworn in as members of the Oakland Board of Port Commis-

sioners for six-year terms.

Hansen was appointed to succeed Col. Dunlap C. Clark, whose term expired, and Tulloch, a member of the Board since 1951, was appointed for a second term.

Hansen, who will complete his two-year term as president of the AAU on December 1, is the owner of the John Hansen & Sons coffee and tea company founded by his father in 1894. Hansen is the inventor of the pressure packing process for coffee and other food processing methods. A civic leader and avid sports enthusiast, Hansen is a leading authority on handball and still, at 60, an active handball player. He has had a part in writing the rules of the game, and has authored articles on the subject for encyclopedias.

In addition to serving as president of the AAU, Hansen was one of 12 members of the U.S. Olympic Board of Directors at the recent Olympic Games in Melbourne.

Tulloch is a prominent Oakland contractor and civic leader beginning his second term as a member

of the Oakland Board of Port Commissioners. Tulloch served as president of the Port Commission in 1955-56.

Other members of the Board are Nat Levy, retired shipyard executive; James F. Galliano, attorney, and H. W. Estep, appliance dealer.

Assistant General Manager, Los Angeles

Gen. Harold T. Miller, Assistant General Manager, Port of Los Angeles, who is our Supporting Member, has recently resigned his office in order to take up another important post. Upon his resignation, Mr. John F. Parkinson, Traffic Manager, Port of Los Angeles was appointed to succeed Gen. Miller as Assistant General Manager of the Port.

Port Manager, Saint John Harbour, Changes

Pursuant to the retirement of Mr. Russell Yuill, Port Manager, Saint John Harbour, Canada, our Supporting Member, Mr. D. M. Vye newly took up the post as Port Manager of the harbour. He also succeeded Mr. Yuill as our supporting member.



John F. Tulloch (left) and Carl H. Hansen are sworn in as members of the Oakland Board of Port Commissioners by City Clerk Gladys Murphy. Tulloch, prominent Oakland contractor, is beginning his second term. Hansen, national president of the Amateur Athletic Union, has been appointed for his six-year term.

PORT ACTIVITIES

Traffic Report from San Diego

San Diego's port traffic showed an increase of almost 13,000 tons of general cargo in 1956 over 1955, according to a tonnage report released by the Harbor Department.

General cargo handled over city-owned piers last year totaled 230,935 tons, the report said. The figure for 1955 was 218,028 tons.

Larger cotton exports helped make up the difference.

General cargo for 1954 was 143,254 tons; and 92,000 tons for 1953.

Cotton Trade

Cotton continued to be San Diego's major commodity in foreign trade, with 64,140 tons being exported in 1956 to Europe and Japan. This export cotton was valued at \$25,360,750.

Exports of cotton in 1955 totaled 53,484 tons.

Other major exports included 13,123 tons of scrap metal to Japan from the 10th Avenue Pier, tallow for Japan and the Philippines, and 3,751 tons of cottonseed meal to Europe.

Magazines, Papers Exported

About 2,500 tons of old magazines and newspapers were shipped to Hong Kong, Singapore, and the Philippines, along with several hundred tons of abalone.

Sewing machines, yachts, fertilizer, copra, and paper cups were among the varied imports unloaded here during 1956.

Calcium nitrate and urea fertilizer for ranchers and cotton growers was the biggest import item, at about 14,000 tons.

Tankers Bring Oil

Cotton gunnysacks, cement, iron and steel, nails and wire, lumber from the Philippines, glass from Europe and Japan, bale ties and automobiles from England and Germany, were also large tonnage items.

Tankers discharged 1,436,535 tons of gasoline, oil and kerosene here during 1956. This cargo, which came mostly from the Los Angeles area, was valued at \$90,549,665. The 1955 petroleum figure was 1,412,435 tons.

A total of 223 ships called at San Diego with general cargo in 1956, plus 427 barges and tankers with petroleum.

Port of SF's Office Opened in Kobe

The Port of San Francisco is extending its cargo promotion organization in the Far East with the opening of an office in Kobe, Japan, to serve the Kobe-Osaka area and other shipping centers in southern Japan.

The Kobe office will operate under the supervision of Taizo Mizoguchi, the port's Far East representative for Japan, who maintains his headquarters in Tokyo.

The port's new office is located in Kobe's Meikai Building, 32 Akashicho, Ikuta-ku.

Activation of a Kobe office boosts to eight the number of overseas cargo offices now operated by the port in England, the Far East, Australia and New Zealand.

New High in Port Revenue/Long Beach

The Port of Long Beach showed a net gain of nearly a half-million dollars during the fiscal year 1956-57 for the best revenue year in its history, according to figures released by the Harbor Department's accounting division.

Total revenue for the year from port operations was \$2,720,911.45, an increase of \$752,633.71 over 1955-56. Net gain was \$460,444.79, more than double the 1955-56 net of \$165,890.58.

Expenses before depreciation was \$1,624,975.18, compared with the previous year's total of \$1,397,172.59.

The port's biggest revenue berths for the year were Pier C's 24 and 25, which turned in \$283,473.76, even exceeding 28 and 29, the Pier D berths which service the port bulkloader, for years a big moneymaker for the harbor. The bulkloader berths earned \$268,480.16.

In third place were Berths 30 and 31, Pier D, where the the gantry cranes on loan from the Navy are located, with a total of \$252,862.75.

In the harbor's oil operations, raises during the year in the price of crude oil enabled total earnings to remain about the same, \$41,418,989.27 for 1956-57 to \$41,429,524.54 for 1955-56, despite a 12.35 per cent drop in oil production.

A decrease in operating expenses

also helped make up for the production drop from city-owned wells to 15,274,000 barrels for the year from 17,427,106 for the previous year.

Net gain to the city's equity from oil operations, before the split with the state according to terms of Assembly Bill 77, amounted to \$27,763,133.13.

1957 Budget for Los Angeles Port

A budget of \$17,784,716 for the current fiscal year (July 1, 1957-June 30, 1958) has been adopted by the Board of Harbor Commissioners of the Port of Los Angeles.

The new budget, based on recommendations of General Manager Bernard J. Caughlin, represents an increase of \$2,325,171 over the budget for fiscal 1957-'57.

Estimated income in the new budget is \$7,370,200 from shipping services, land and building rentals, permit fees, the harbor belt railroad, warehouses, ferry system and oil royalties. This income figure compares with \$7,425,700 estimated for the last fiscal year, according to Caughlin.

Also figured in the new budget was an estimated cash reserve of \$10,247,516 after payments or reservation of funds for all contracts that have been let and encumbrances against harbor funds as of June 30.

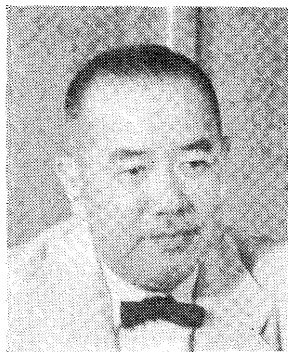
On the expenditure side of the ledger, Mr. Caughlin said several important construction projects would get under way this year. Among them: a multimillion dollar deep draft oil terminal in the outer harbor; a cargo terminal in West Basin; and a new combination cargo-passenger marine terminal on the Main Channel. This new construction is in addition to remodeling and improving various existing facilities.

During the past fiscal year, the Port of Los Angeles announced the start of a \$101-million expansion program to be carried out over a 15-year period. When completed, the port will have doubled its 1956-'57 cargo-handling capacity and its ship berthing facilities will be increased by at least 20 per cent.

The \$101 million is in addition to \$30 million spent in postwar construction and improvements. In its present state, the 7,020-acre municipally-owned port is the world's largest man-made harbor with an investment in facilities of \$150 million.

PORT OF OSAKA'S 90TH ANNIVERSARY

Foreign Port Representatives Meet on the Occasion



*Mitsuji Nakai
Mayor, City
of Osaka*



*Kenzo Tokuoka
Chief, Osaka
Municipal
Harbor
Bureau*

This year marks the 90th anniversary of the opening of the Port of Osaka. Recollecting the phenomenal development made by this port in the past nine decades, in keeping pace with the commercial and industrial growth of this second largest city of Japan, and aspiring for a greater development in store for this port in the future, the City of Osaka has decided to commemorate the occasion by holding on October 8 a festive function.

The celebration program will consist of the celebration ceremony on October 8, which will be participated in by the Government authorities, and public and civic people related with port and shipping businesses and international trade. The ceremony will also be attended by representatives of the

foreign ports, who have accepted invitations extended by the City.

International Gathering

On the second day on the program, namely, October 9, the foreign port representatives will meet, together with those of the Japanese ports, in an international roundtable conference specially arranged by the Osaka Municipal Harbor Bureau. On October 10, the third day, taking advantage of this occasion, the Japan Port and Harbor Association will hold its general meeting with Osaka City and Prefecture acting as hosts. All attendants at the celebration ceremony will be cordially invited to attend it. With the close of the celebration program on this day, the foreign port representatives may avail themselves

of the guided sightseeing and inspection tours specially arranged by the Municipal Harbor Bureau.

Meaning of Conference

As one of the three major ports of Japan, Osaka's international trade is predominantly characterized by its heavy import of raw materials and staple foodstuffs and by its concentrated export of semi-finished and finished products, eloquently demonstrating how the Port of Osaka is performing an important economic role in bringing in raw materials and sending out manufactured goods from the highly developed industrial area which forms its hinterland.

In view of what the port was, is and will be, the City of Osaka and the Municipal Harbor Bureau authorities considered that the present auspicious occasion could not better and more significantly be celebrated than by inviting representatives of the overseas ports, which are closely related with the Port of Osaka, to attend the 90th anniversary celebration. Hence, invitations were extended to the co-member ports of the International Association of Ports and Harbors as well as other ports concerned of Pacific coasts, Indian Ocean areas, Southeast Asian countries, Australasia, Near East and Africa. Those which have so far accepted invitations and decided to send their representatives, are given in the list on the opposite page.

(Continued on page 24)



**General view of
Central Pier,
Port of Osaka.**

Overseas Port Representatives

Attending Osaka Conference

(as of September 1)

Australia

Melbourne

Mr. A. D. Mackenzie

Chairman of the Permanent Committee
The Australian Port Authorities' Association
Melbourne, Australia

China (Taiwan)

Kaohsiung

Mr. K. H. Wang

Director, Kaohsiung Harbor Bureau,
Kaohsiung, Taiwan, China

Taipei

Mr. S. S. Hwa

Deputy Commissioner, Concurrently Managing Director
The Department of Communications
Taiwan Navigation Co., Ltd.
Taipei, Taiwan, China

Mr. Lieu Tsoong-daung

Adviser, Tai An Steamship Co., Ltd.
Taipei, Taiwan, China

Mr. James L. T. Hugh

In Charge of Marine Department
Tai An Steamship Co., Ltd.
Taipei, Taiwan, China

Korea

Inchon

Colonel Joseph V. Smith

Commanding Officer, United States Army
Port Inchon

Mokpo

Mr. Kim Chong Woo

Chief of Marine Affairs
Mokpo City, Korea

Liberia

Monrovia

Mr. Isaac David

Director, International Association of Ports and Harbors
Monrovia Port Management Co., Ltd.
Monrovia, Liberia

Philippines

Manila

Mr. Rafael M. Contreras

Chairman, Philippine Port Commission
Department of Public Works and

Communications, Manila

Mr. Jose A. Cruz

Secretary, Philippine Port Commission
Chief Port & Harbor Engineer
Bureau of Public Works, Manila

Col. Cipriano P. de Leon

General Manager, Manila Port Service, Manila

Dr. Benjamin S. Garcia

Member, Board of Directors
Manila Railroad Co., Manila

Mr. Eleuterio Capapas

Collector of Customs
Manila Custom House, Manila
Cebu

Mr. F. M. Espino

Collector of Customs, Bureau of Customs
Port of Cebu

Thailand

Thailand

Mr. Luang Sribyatta

Vice-Director (Administration)
Port Authority of Thailand
Bangkok, Thailand

Mr. Bunchai Mahavasu

Chief Engineer
Port Authority of Thailand
Bangkok, Thailand

Mr. Suraphol Suriyakamphol

Chief, Electrical & Telephone Section
Port Authority of Thailand
Bangkok, Thailand

Turkey

Istanbul

Mr. Orhan R. Koraltan

Executive-Vice President
Turkish Maritime Bank, Inc.
Istanbul, Turkey

U.S.A.

Honolulu

Mr. Takashi Mori

Member, Board of Harbor Commissioners
Honolulu, T.H.

Long Beach

Mr. John P. Davis

Commissioner, The Port of Long Beach, Calif.

Los Angeles

Mr. Lloyd A. Menveg

President, Board of Harbor Commissioners
City of Los Angeles, Calif.

San Francisco

Mr. George Christopher

Mayor of San Francisco, Calif.

Mr. T. Mizoguchi

Far East Representative—Japan
Port of San Francisco

Mr. John Parr Cox

President, Parr-Richmond Terminal Co.
San Francisco, Calif.

Viet-Nam

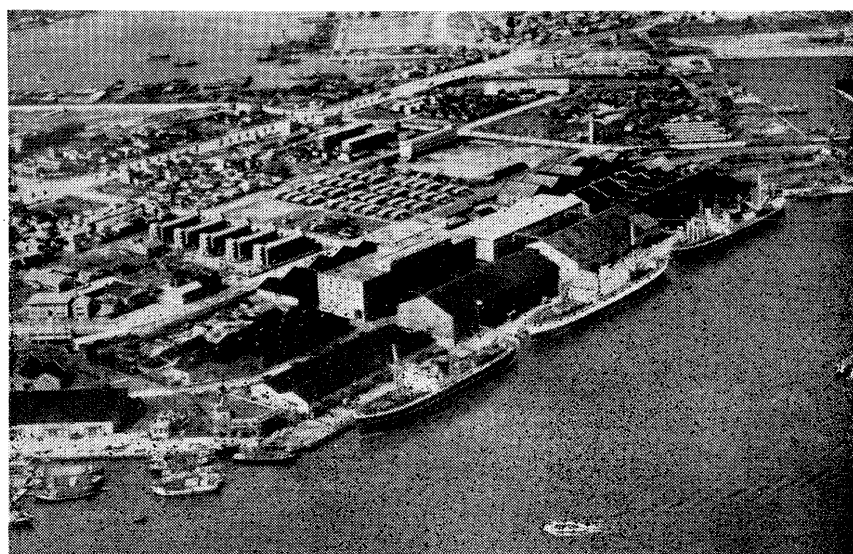
Saigon

Mr. Nguyen Ky

Port Director, Thuong Cang
Saigon, Viet-Nam

Mr. Nguyen Van Chieu

Chief, Division of Public Works
Thuong Cang, Saigon
Viet-Nam



Quay No. 1, Port of Osaka, where wool and miscellaneous cargoes are handled.

THE PORT OF CALLAO, PERU

Story of What Callao was, Is and Will Be

The tremendous change that has taken place in the Port of Callao is well known to all who are interested in port management and development and above all to those who use and work in the port. In only a few years time what was known as a poorly organized and managed port has become the finest port in South America. Where there was lack of unified organization, confusion, disorder, excessive cargo damage, port congestion surcharges, financial losses, and antiquated cargo handling methods, there is today an organization based on sound management principles, orderliness, cleanliness, a minimum of cargo damage and pilferage, no port congestion, financial solvency, and a mechanized cargo operation supported by the most modern fleet of materials handling equipment on this continent.

How did all this come about? What planning, studies, and measures were taken to effect these major changes without antagoniz-

ing port labor, without causing any labor strife or strikes, without causing any major social or political problems? It is to be hoped that the answers to these questions and the solutions that were so successfully employed in the Port of Callao may be of some benefit and assistance to all who are interested in modern port planning and organization.

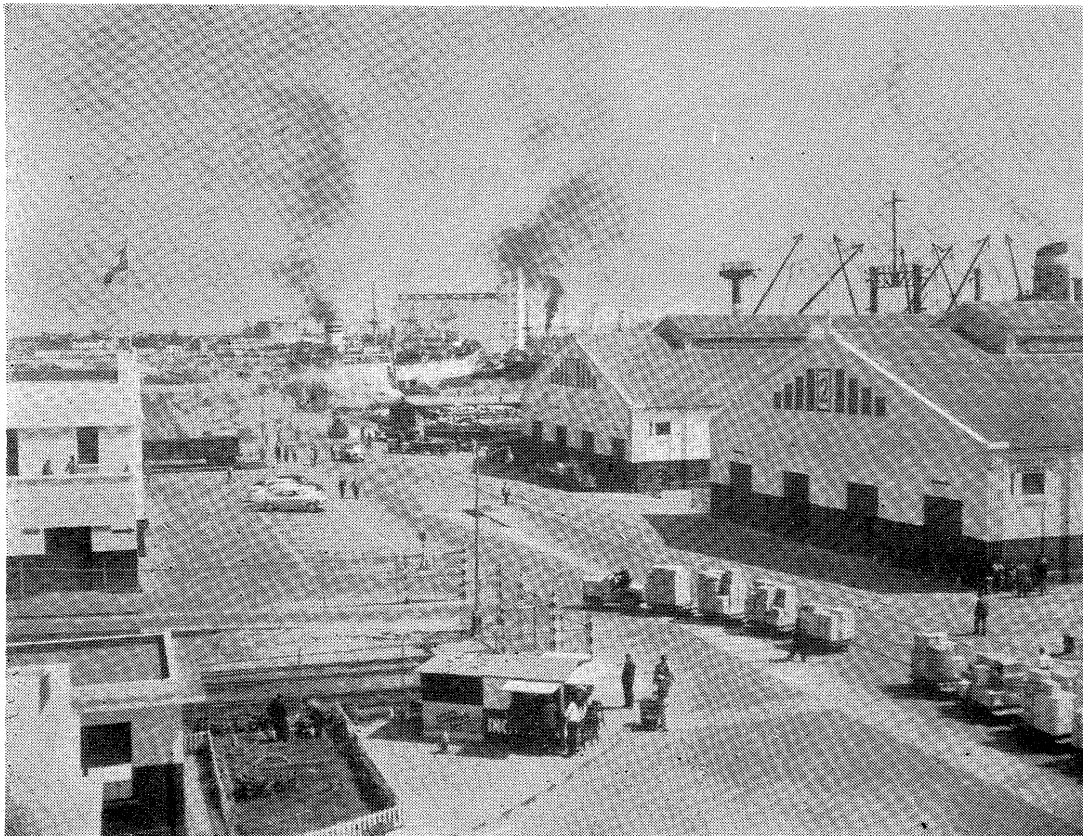
Obsolescence of S. American Ports

It may be well to define the reason that has caused many Central and South American ports to become obsolescent over the past 30 years. This can be done in a very few words; antiquated organizational and management concepts and out-dated cargo handling methods. Most port organizations in this hemisphere are the outgrowth of old colonial systems originally implanted several hundred years ago. Although port facilities have been enlarged in many ports and port construction

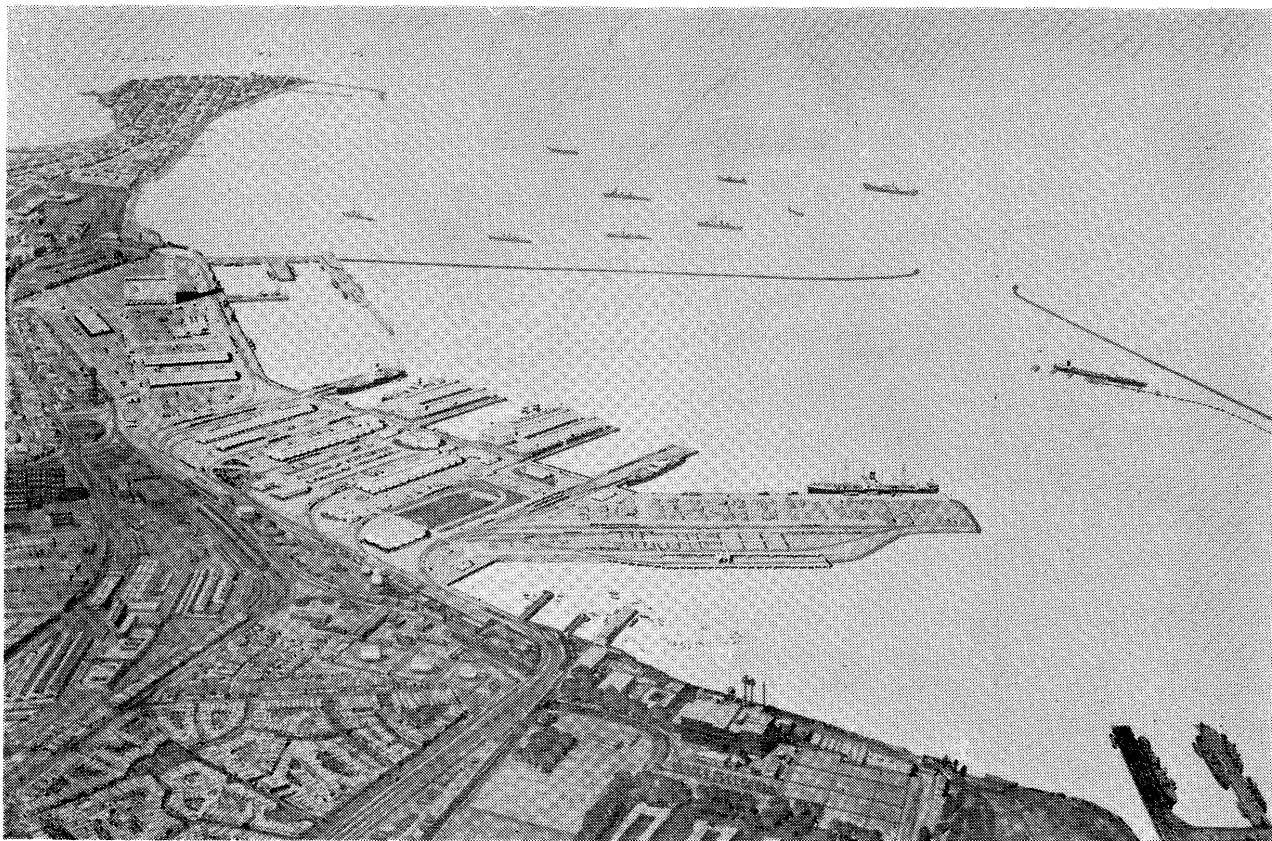
is being carried on in many countries today, management continues to think in terms of traditional methods that have now become obsolete and have not kept pace with the latest techniques in port administration that were developed during and after World War II; nor has management taken advantage of technological advances in the handling, stowage and discharge of cargo that are taking place from year to year. Systems that may have worked well years ago are no longer able to meet the demands imposed by larger and faster vessels carrying a larger volume of tonnage than ever before, nor are they suitable in this age of constant and continual rising operating costs. All of these factors have contributed in a large measure to the virtual collapse of many ports' ability to handle ships and cargo efficiently and rapidly, and have resulted in the imposition of port congestion surcharges, increased freight rates and in many cases increased port rates and charges all of which are paid out of the pockets of the consuming public.

Recommendations by Col. Quinn

The prime requisite for any port improvement, reorganization and



**Warehouse cargo
being transported
from intransit
warehouse to in-
shore warehouse
for customs
check, appraisal
and delivery.**



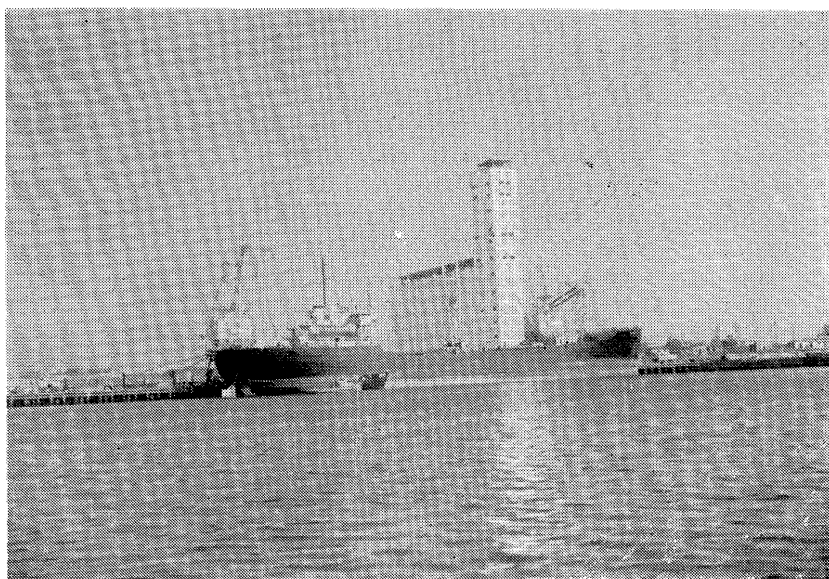
Artist's Concept of the Port of Callao upon Completion of the Port Expansion Program.

modernization is, first of all, the local government's definite desire to do something about its ports. Without the active support and firm backing of the government and its willingness to go ahead with a program, not much will be accomplished. The government of Peru was cognizant for several years of the unsatisfactory condition of its principal port and its importance to the National Economy. But what to do and how to go about doing it? Fortunately, by 1951 the Peruvian government had retained a firm of management consultants (Klein & Saks of Wash. D.C.) to furnish an Economic and Financial Mission to study in detail the economic and financial condition of the country and to make recommendations that would improve the situation then existing. Among the members of the Mission was Colonel Howard W. Quinn, U.S. Army, Retired, well known port expert and administrator who was given the task of making the economic and technical studies that would lead to the total reorganization, management and administration of the Port of Callao.

The recommendations made by

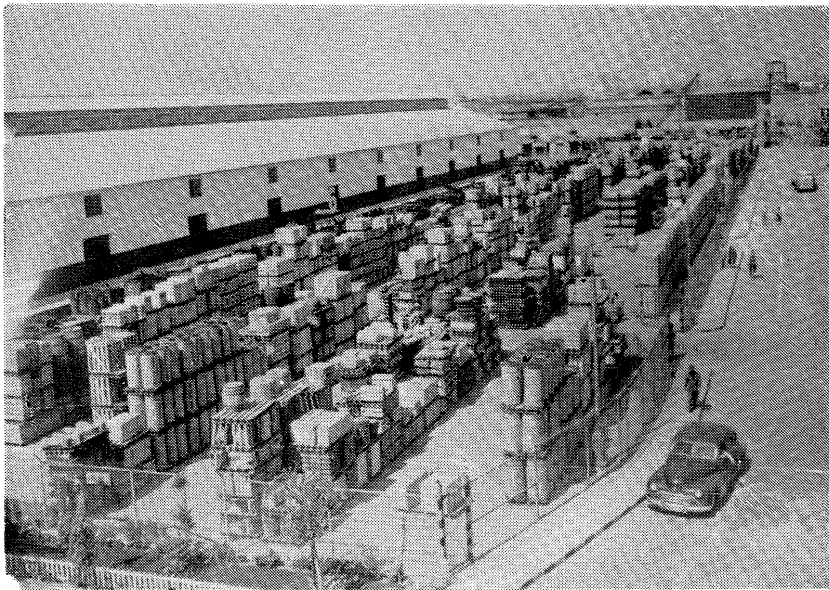
Col. Quinn were these: create a centralized port administrative agency; modernize and mechanize cargo handling; construct and operate a port terminal grain elevator; negotiate a loan with the International Bank for Reconstruction and Development for the purchase of equipment and to aid in the construction of the grain elevator; to prepare a master plan for future port expansion.

Port Authority Established



Freighter discharging grain at new Port Terminal Grain Elevator.

In a port reorganization project of this kind there are many intangibles to be considered, but before a start could be made there were two most important steps to be taken; obtain adequate legislation to create a centralized port administrative agency and obtain a \$2.5 million loan from the International Bank for Reconstruction and Development. Col. Quinn was outstandingly successful in securing both the legislation and the loan



Palletized cargo stored in open area.



Orderly storage of cargo on pallet racks in intransit warehouse. Each bin is numbered for ease in locating cargo.

in a comparatively short period of time. The government accepted these recommendations and on the 26th May, 1952 established the Port of Callao Authority, a government owned corporation with full autonomy and essential powers to carry out the program outlined by Col. Quinn. Plans, recommendations, and programs make pleasant reading but to implement them, to carry them out successfully, requires something more than a directive to proceed with the work. What was lacking in the past was firm management and up-to-date technical know-how and it was of the utmost importance upon the establishment of the Port Autho-

rity to find the best management team available with a comprehensive knowledge of all phases of port management to head and administer the organization and to bring its program to a successful conclusion. The very man for the job was already here. Named as Executive Director was Col. Howard W. Quinn and as his assistant Col. Ralph Sitt, U.S. Air Force, Reserve, who acted as Director of Port Operations and Director of the Training Center. These two Americans, who by the way are the only two non-Peruvians in the organization, possess the indispensable quality of being able to get along with people, to develop

a spirit of teamwork, and to obtain whole-hearted cooperation and support of everyone connected with the port which is so necessary if this formidable task were to be successfully carried to completion. The results, in this case, speak for themselves.

Difficulties Overcome

The basic difficulty in the past had been the lack of organization plus insufficient knowledge of the latest thoughts on modern port administration. Authority, functions, and responsibility had been divided among several government agencies all trying to operate the port with the resultant chaos that inevitably followed, a situation that is not uncommon in other ports even today. With all this in mind the first order of business of the new Port Authority was to draw up a master port organizational plan, a detailed plan that would encompass the whole organization from the office of the Executive Director down to the smallest unit. This plan contemplated a unified consolidated structure that would provide, by its very nature, a compact, smoothly operating and efficient port agency. Target dates were set for each step of the reorganization project and each step was coordinated in such a manner so as not to cause sudden changes in personnel assignments or to disrupt and interfere with port operations which had to be carried on daily while the new organization was in the process of being formed. It was a slow, methodical, well planned procedure that called for patience, diplomacy and a full understanding of the problems peculiar to this port. Top priority was given to the mechanization of cargo handling and that was the first target to shoot at.

Port Training Center

Over \$1 million of materials handling equipment had been purchased, after inviting public bids from all countries, and it was due to arrive shortly. The problem was who were to operate and maintain it? It was not possible to hire fully trained people as they were not available in the country and furthermore it was against sound management principles to hire new men when there was an abundance

of labor already on the port's payroll. Port labor was largely untrained and unskilled in the operation and maintenance of this type of machinery, except for a few tractor and crane operators and mechanics who were running the few pieces of old equipment in the port and attempting to keep them in operation. Over 100 operators were required, expert mechanics were needed, and a whole new transportation section had to be formed. There was one solution to this problem; train the operators, train the mechanics and administrative people not only in operation and conservation but in modern cargo handling methods as well. And thus was formed the Port Training Center, the first of the new divisions of the Port Authority, and the only institution of its kind in South and Central America. Instructors were trained from among selected personnel in the port, courses of instruction were written, applicants from the port labor force were tested and screened, those chosen were given intensive and rigorous training. The splendid results obtained from this first training course, given over five years ago, are evidenced today by the extremely low accident rate, the safe, rapid, and efficient handling of cargo, and the fact that ships are not delayed because of lack of equipment. Training courses are also given in many other subjects, such as accounting, IBM operation, modern warehousing, cargo accountability and inventory control, documentation, fire prevention and protection, traffic control, and preventive maintenance. New subjects are added from time to time and refresher courses given when necessary. The Training Center is also charged with the mission of keeping current on the latest developments in all phases of port operation and administration; studies are constantly being made to improve the port organization so that better service may be rendered to the public and the port not remain static. The Training Center, established in 1952, continues to function today and is considered to be one of the keys to the success of the program.

Coordination and Cooperation

Today the Port Authority is divided into seven principal operating divisions under the direction of the Executive Director. They are Finance and Accounting, Purchasing and Contracting, Personnel and Welfare, Port Operations, Engineering, Security, and the Training Center. Each of these divisions has a specific mission to perform and is headed by a well qualified, fully trained and experienced individual. The heads of divisions form the staff of the port which functions under the direction of the Executive Director, and meetings are held at frequent intervals to discuss current problems, coordinate the work of the various activities, and plan future projects.

If the port is to run smoothly, there must be a high degree of

coordination and cooperation among all elements of the organization and this is brought about principally by the publication of internal regulations and operating procedures so that everyone clearly understands the functions and responsibilities of every unit.

The heart of the port is its people, and in the field of labor relations great strides have been made thru an enlightened management labor policy that has raised the standard of living, improved working conditions, and has provided many fringe benefits for all those working in the port.

A few facts about the port may be of interest. The present terminal was constructed in 1934 with berths for 11 ships, and six warehouses for the storage of cargo. There has been no major construc-

(Continued on page 24)

HUMBOLDT OF SOUTH AMERICA, INC.

Management Consultant Engineers



Specialist in Port Administration,
Operation and Finance

Representative in Peru

Humboldt S.A., Edificio Select, Jirón Ica 121, Lima, PERU

Mailing Address

Casilla 1560, Lima, PERU

Cable Address

Humboldt, Lima, PERU

PARSONS, BRINCKERHOFF, HALL & MACDONALD

Engineers

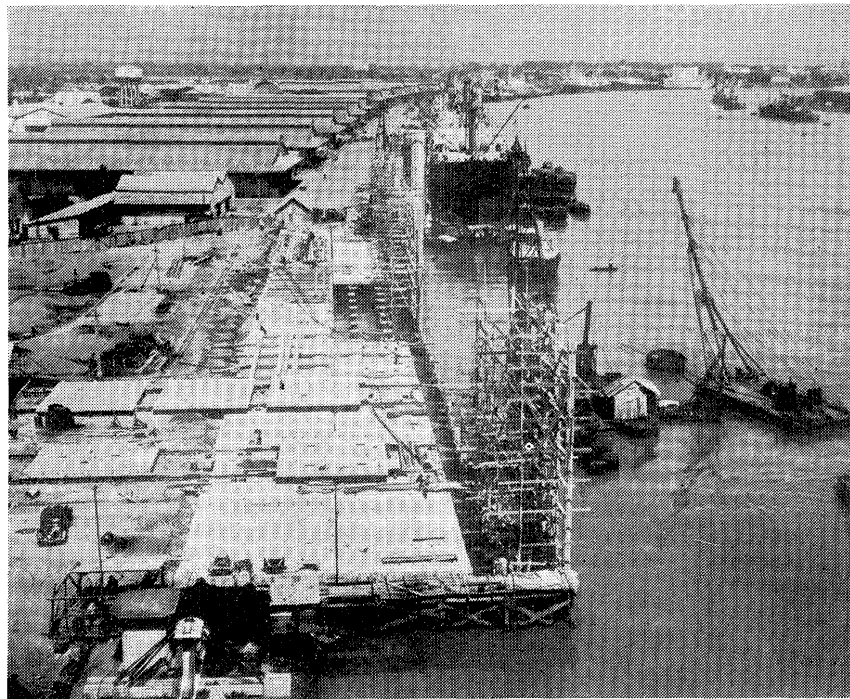


Port Developments, Harbor and Rail Terminals,
Industrial Buildings, Housing, Power Projects,
Canals, Dams, Traffic and Transportation, Bridges,
Highways, Tunnels, Airports.

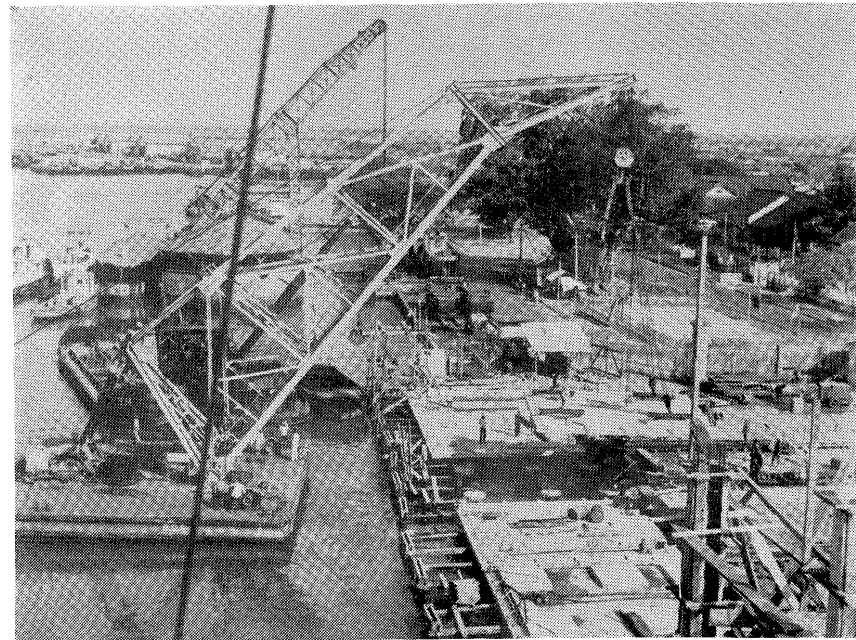
51 Broadway

New York 6, N. Y.

PORT OF SAIGON, VIETNAM

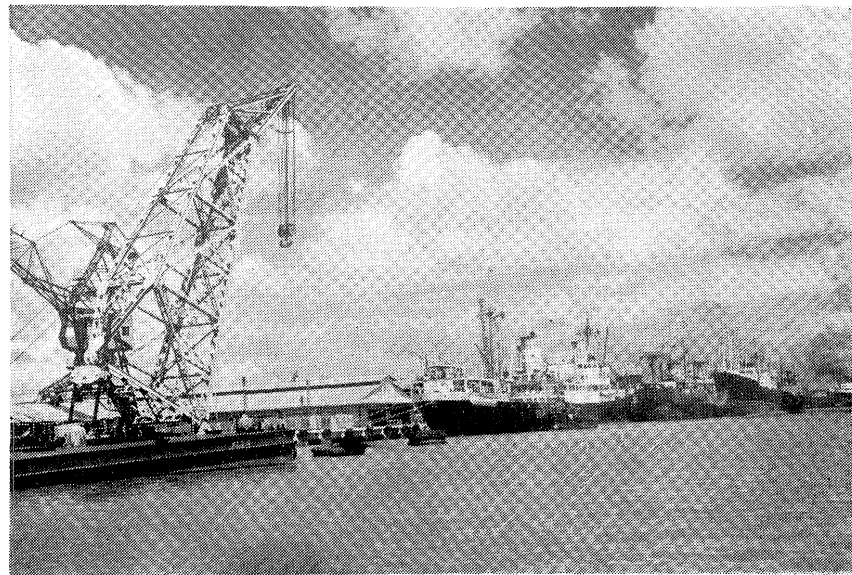


Pier K-10 under construction, with prestressed slabs installed.



Pier K-10 under construction—100 tons floating crane installing a prestressed slab.

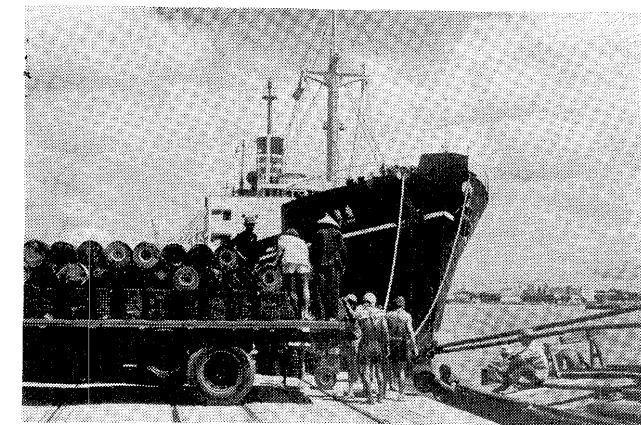
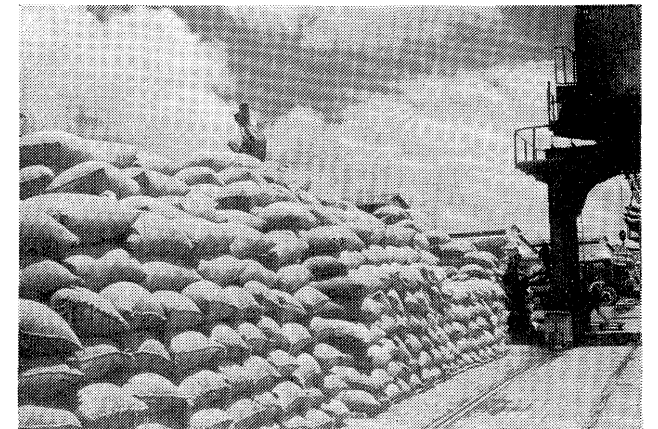
Part of Pier K-10 completed behind buoys.



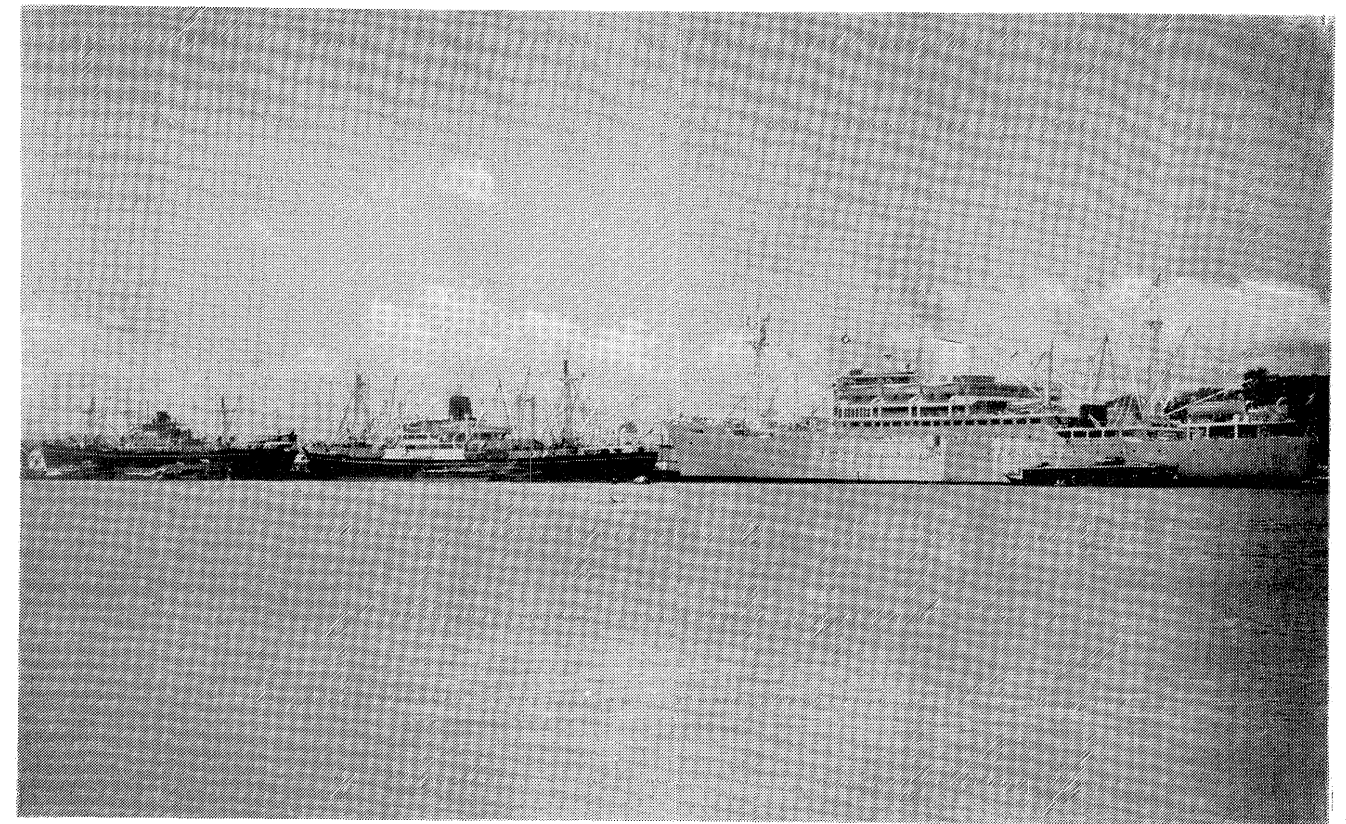
The beautiful Port of Saigon, a gem in the South Seas region, is busy with construction works and harbor activities. Its brisk activities around Pier K-10, now under construction, are shown in these photos. Three photos on left are of Pier K-10 under construction.

This may be the first pier of this kind devoted to port operations: the new pier K-10 of Saigon Port is a prestressed structure of 141 meters long and 26 meters large. Slabs of thirty centimeters thick prestressed after the frey-sinet process are installed on ordinary piles driven in sand and clay earth. The longest piles are forty two meters long. Bearing force of the new pier is 4 tons per square meters. Contractor are Société Française d'Entreprises de Dragages et de Travaux Publics. Two electric cranes of six tons lift and two warehouses of three thousand square meters each under construction behind the pier will enter in operation in January, 1958.

Rice to export.



Left: Calcium carbide on import; below: Ships on Messageries Maritimes docks.



THE PORT OF PORT ALBERNI

Canada's Westernmost Lumber Center

If modern shipping experts had tried to design the perfect deep-



**Denis P.
O'Beien
Chairman,
Port
Alberni
Harbor
Commis-
sioners**

water access to the lumber wealth of Vancouver Island's 13,000 square miles, they could not have come up with a better port and waterway than Port Alberni and the Alberni Canal.

The Canal, a narrow inlet of the Pacific Ocean, reaches 24 miles directly into the very center of the large island, terminating in an ample roadstead and western Canada's third-largest harbour,

surpassed in annual tonnage handled only by the twin harbours of Vancouver and New Westminster on the mainland. Port Alberni is the natural outlet for several huge lumber empires with their manufacturing plants. It is also Canada's westernmost rail terminus, being served by the Esquimalt and Nanaimo Railway, a subsidiary of the Canadian Pacific.

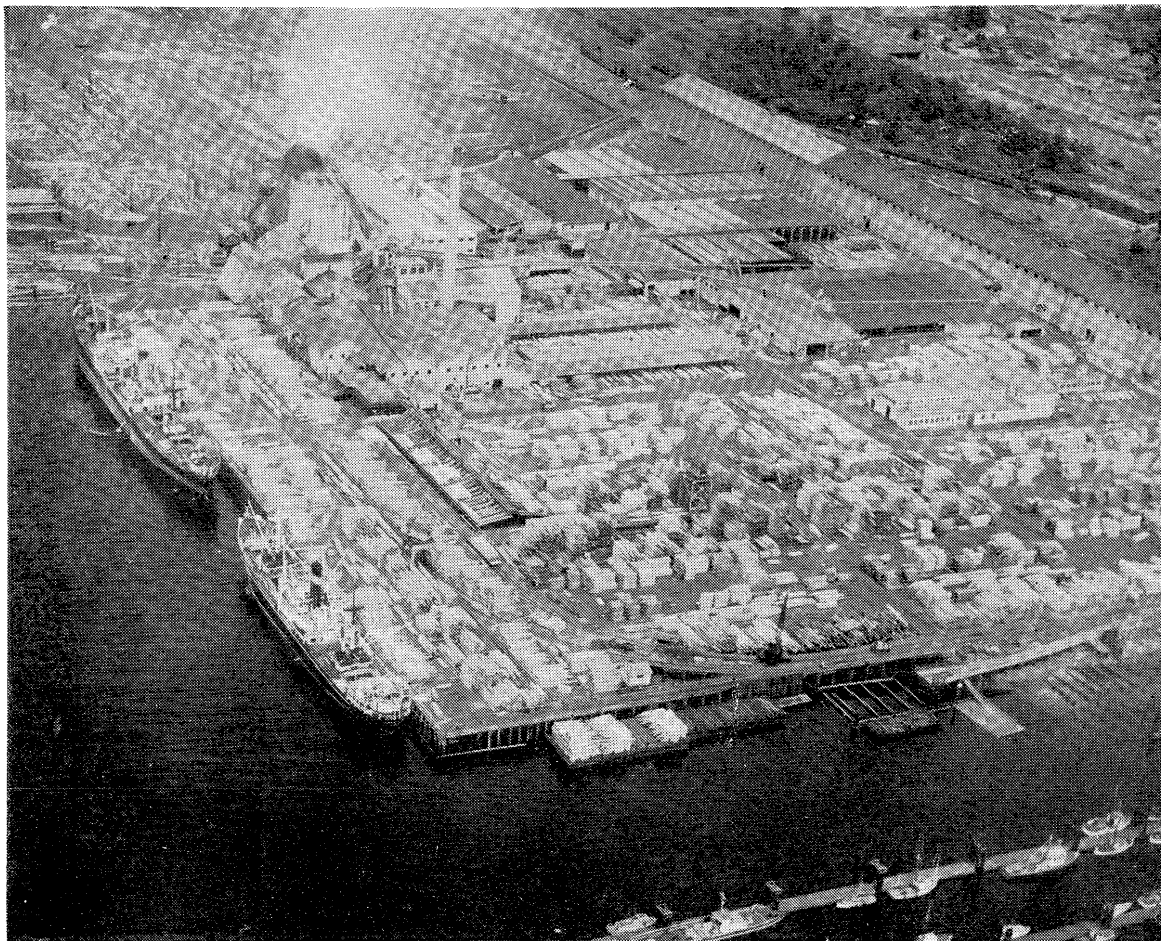
The harbour is free of ice the year round and is accessible to vessels of all sizes. It is, of course, almost entirely an export port, its only sizeable imports being gasoline, fuel oil, and other liquid combustibles for industry and automobiles of the area, which is rated as one of Canada's most prosperous in terms of income and individual expenditures.

The site where the city now stands was discovered by a Spanish explorer, Pedro Alberni, in 1790. No permanent settlement was made until 1861, however, when a British

shipping firm, having learned of the magnificent stands of Douglas fir in the area, built a large saw-mill at the head of the Alberni Canal. Soon cargoes of spars, masts, and lumber were sent to all parts of the world, and with the advent of the railroad in 1911 permanent expansion was assured.

The Harbor Commission

The harbour of Port Alberni, serving the twin cities of Port Alberni and Alberni with a total population of 15,000, is under the administration of a Harbour Commission incorporated by an act of parliament in June 1947. The Harbour Commission is responsible to the Canadian Minister of Transport and may make by-laws to regulate and control navigation and all works and operations within the harbour. The Commission consists of three commissioners, one of them appointed jointly by the cities of Port Alberni and Alberni, and two by the federal government. This gives the cities, which are naturally greatly affected by the development and operation of the harbour, a direct voice in all decisions.



**Somass
Division
Lumber
Mill of
MacMillan
& Bloedel
Ltd., Port
Alberni.**

**Production
Approx-
imately 12
million
f.b.m.
per month.**

The Chairman of the Commission is Denis P. O'Brien, D.C.M., M.M., a director of the Pacific Coast Association of Port Authorities, the American Association of Port Authorities, and alternate Canadian director of the International Association of Ports and Harbours. The other two members are J. Bryce Blake, general manager of Alberni Engineering & Shipyard Ltd., and Hugh K. Reid, contractor. Executive officers carrying out the Commission's decisions are Captain William C. Johnson, harbour master, government surveyor and inspector of ship's tackle; and W. E. (Ted) Vrooman, secretary-treasurer.

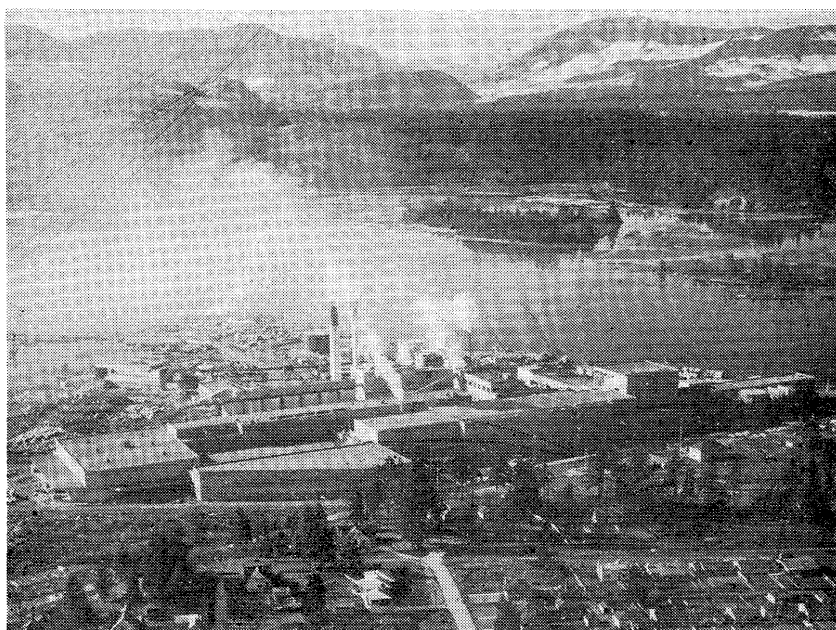
Expanding Facilities

The peculiar dependence of Port Alberni's export trade on lumber and lumber products manufactured by a few large companies located in and around the city is responsible for the fact that private capital has been invested in harbour facilities to a far larger extent than is common among major ports.

Although about two-thirds of available deepsea berthing space belongs to lumber companies, the federal government retains control over all water area up to high tide mark and leases such areas as are necessary for log storage and for the construction of docks to private companies.

The port now has a total of 3,500 lineal feet of berthing space suitable for deepsea vessels. Of these, 1,100 feet were added this spring with the completion of a new dock for the pulp and paper mill of MacMillan & Bloedel Ltd., part of the company's \$70 million expansion program, which has been going on for several years and is expected to take up several more. The giant plant, when completed, will produce 1,100 tons of pulp and paper per day, practically all of it to be exported on the waterway. The new wharf was inaugurated on May 12 when the SS Somerville tied up alongside to take aboard the first cargo of paper to be shipped from Port Alberni.

In addition to the new wharf, the MacMillan & Bloedel company possesses a 950-foot wharf that serves its Somass Division, and



MacMillan & Bloedel Limited pulp and paper plant at Port Alberni, B.C.
Site of \$70 million dollar expansion program. Capacity - 1,000 tons per day.

a 450-foot wharf for its Alberni Pacific Division. The government-owned assembly wharf, operated by the harbour commissioners, has a berthing face of 900 lineal feet and is used mainly by lumber companies not having their own wharfs, such as the Tahsis Company Ltd.

Depth alongside these wharfs is 30-35 feet at low water, and seven deepsea vessels can berth at the same time. All wharfs have fresh water, electric current, crane, and storage shed facilities and take vessels the year round, no ice.

In addition to the wharfs for deepsea vessels, the port has a number of wharfs for coastal vessels and 5,000 lineal feet of float berthing space for fishermen. Some 150 fishermen use the port as a winter tie-up for their boats, and several fish buying plants are located on the waterfront. Ice and general facilities are available, and the floats are equipped with electric outlets for light and heating purposes.

Lumber Exports

Lumber and lumber products, such as shingles, plywood, and pulp, constitute by far the largest share of the export trade that amounts to \$25 million per year, with 180 million fbm of lumber being the largest individual item shipped in 1956. Once the MacMillan & Bloedel pulp and paper

plant comes into full production, the annual export trade from the port will be greatly increased. Exports go mostly to the United Kingdom, the United States, and Japan.

Greater Future

The great expansion in the forest processing industries acts as a tremendous stimulus to other phases of industry, and already a number of secondary industries is developing in the area, with a large hydro-electric project now under construction proving an added impetus. The result will be a further increase in the utilization and expansion of Port Alberni harbour, one of the primary instruments of economic progress.

— □ —

Port and Harbor Inspection Team to visit U.S.A.

The Port and Harbor Bureau of the Ministry of Transportation is planning to send to the United States two inspection teams, one of which will be composed of dredging specialists and the other of port and harbor management specialists. The former team will inspect shipyards for dredgers and the production of dredging machines in the United States and Canada and the latter team will visit the United States to study the management of industrial ports and waterfront business.



PORT OF PORT ALBERNI

LAT. 49° 14' N.

LONG. 124° 50' W.

Harbour Authority: Harbour Commission
Harbour Master: Capt. Wm Johnson
Shipping Agents: Port Alberni Shipping Co., Ltd.
Stevedoring Contractors: Empire Stevedoring Co., Ltd.
Western Stevedoring Co., Ltd.
Accommodation: 7 deep-sea berths; storage sheds; fresh water, etc.
Channel Depth: Deep Water; 14 fathoms controlling depth.
Navigation Season: Open all year, no ice.
Towing Facilities: Tugs available in port.
Customs & Health: Port of Entry.
Pilotage: Pilots board incoming ships at Cape Beale, Barkley Sound.
Supplies: Available in port.
Repairs & Facilities: Machine shops capable of major repairs, and tackle inspection.

For full particulars apply to Harbour Commission

PORT ALBERNI HARBOUR COMMISSIONERS

Port Alberni, B.C., Canada

THE PORT OF YOKOHAMA

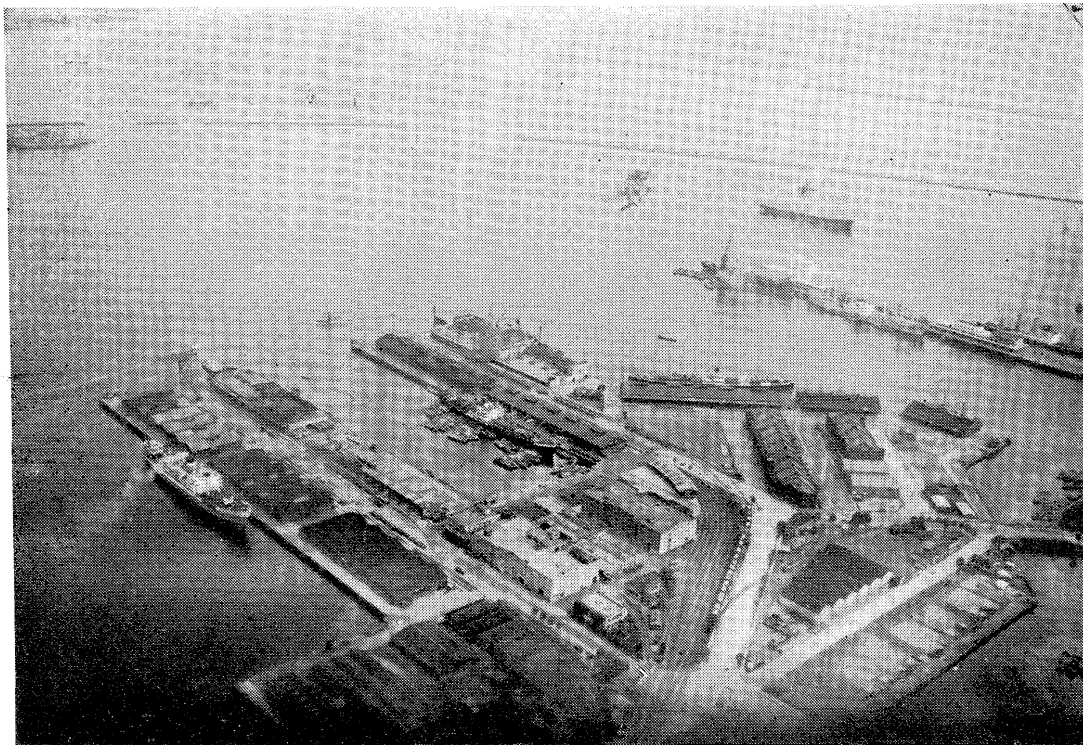
★ ★ ★ ★ ★ ★ ★

**OCEAN GATEWAY
TO AND FROM
ALL JAPAN**



**The Port and Harbor Bureau
City of Yokohama**

4, Omote-Takashima-cho, Nishi-ku,
Yokohama City, Japan



**General view of
Center Pier, with
Part of South
Pier on right
background**

Recent Activities of Port of Yokohama

True to its traditional name "Ocean Gateway to Japan," the Port of Yokohama has practically a greater part of Japan, centering around the nation's greatest consumption center, Tokyo, as its vast hinterland. Particularly, the port is characterized by the Keihin (Tokyo-Yokohama) Industrial Area, one of the foremost indus-

trial centers of the nation, which it serves. It is no wonder that cargoes shipped through the port should be extensive and diverse in kind, including miscellaneous goods, raw silk, foodstuffs, iron and steel, toys, oils and fats, raw wool, etc., etc. During 1956 the volume of cargoes handled through the port reached more than 17,660,000 tons,

ranking it foremost among all of the Japanese ports. The Port of Yokohama is, as it was in the past, the representative commercial and industrial port of Japan, both in name and substance.

Harbor Facilities

The harbor of Yokohama is protected from rough seas by double breakwaters. The harbor area is deep in water and extends 36,997,000 square meters. Equipped with the public piers with 35 berths and the private piers with 21 berths (for particulars refer to the table of piers) as well as 45 mooring buoys, the harbor is capable of accommodating more than 100 large ships at one time.

In addition to these excellent mooring facilities, the Port of Yokohama is efficient in the operation of its piers and wharfs. Every possible effort has been made for mechanization of cargo handling works, the perfection of storage facilities such as warehouses, transit sheds, etc., the strengthening of terminal transportation facilities, the quick turn round of vessels, the safety of cargoes, etc.

New Constructions

In the postwar years Takashima Pier No. 3, Detamachi Pier, the state-managed silo, Takashima Pier No. 3 Shed, Yamashita Pier, etc. were newly constructed in succession. However, to cope with



Air view of the waterfront industrial site of Port of Yokohama.

the increasing number of ships visiting year after year, the Port Bureau has drawn up plans to construct by March, 1957, another berth for a 25,000 ton ship on Yamashita Pier, which is at present equipped with one berth for a 15,000 ton ship, and by 1960 two berths each for 5,000 tons on Detamachi Pier, exclusively for the handling of coal. Further, it is planned to construct 7 berths, each for a 10,000 tonner, on Yamashita Pier, with 1965 as the completion year.

Huge Reclamation Works to Be Started

On the other hand, in view of the remarkable progress of the heavy chemical industry in the city areas in recent years, the City of Yokohama started in October, 1955 the reclamation of 213,000 *tsubo* (1 *tsubo* is equivalent to 3.306 sq. m.) sea area off Daikokucho, Tsurumi Ward, under a six-year plan. The work has been so speedily pushed that its completion is now expected in September, 1959. On completion, many chemical and oil plants will be located on the site.

Not quite satisfied with this expansion, however, the city in December, 1956 took the step to



Yamashita Pier under construction.

include an area of 98 square kilometers off Isogo, Negishi, on the ocean side of the port, newly into the harbor area. The city plans to construct an industrial site of 1,060,000 *tsubo* on the area on reclamation. At the same time, as promising remarkable strides to be made by the Port on com-

pletion of this vast waterfront industrial site, construction of a railway line connecting Sakuragicho Station in the city with Ofuna Station on the Tokaido Trunk Line via Isogo areas has recently been decided. All this foretells the greater future for the Port of Yokohama.

Public Piers, Port of Yokohama

	Length (meters)	Docking Line(meters)	Depth of Wa- ter (meters)	Vesseles accom- modated (tons)	Berth(s)	Remarks
South Pier	450	900	10.6~11.6	10,000 25,000 45,000	1 2 1	Commonly known as "Meriken Hato-ba," this pier constantly accommodates large ocean-going vessels of all flags. General cargoes are mainly handled at this pier.
Center Pier		1,682	6.0~10.8	2,000 3,000 4,000 8,000 10,000 26,000	1 3 1 5 1 1	Located in the center of the port, this pier has an area of over 71,000 <i>tsubo</i> and is equipped with berths accommodating vessels aggregating 75,000 gross tons. Cargoes are speedily transported to and from shipside by the network of harbor railway lines on the pier. A greater part of the pier being returned in May, 1956, to the city by U.S. forces, its rehabilitation work was started with ¥280,000,000 national appropriations. Its completion last March has newly added to the strength of the port.
Mizuho Pier		1,259	9.0~10.0	8,000 15,000	2 5	Now requisitioned by U.S. forces for an indefinite period.
Takashima Pier	No. 1 130 No. 2 145 No. 3 190	260 290 380	7.3 8.0 10.0	3,000 6,000 15,000	2 2 2	This pier is allocated for domestic trade and trade with Okinawa, India, Pakistan and other Southeast Asian countries.
Yamanouchi Pier		401	8.0	6,000	3	This pier is for domestic trade and trade with Korea, Indonesia, etc.
Detamachi Pier		270	7.5	5,000	2	
Yamashita Pier		180	10.0	15,000	1	
Total		5,622			35	

Port Activities

The number of vessels docking at the port and the volume of cargoes shipped through it in 1956 showed the new high in its postwar history. During the year 11,921 ships, aggregating 34,768,000 gross tons (including 3,868 oceangoing vessels, aggregating 26,275,000 gross tons) were in port, and these ships were of more than 20 different flags.

About cargoes, altogether 17,660,000 tons of cargoes were shipped through the port, which consisted of 8,440,000 tons of foreign trade cargoes and 9,220,000 tons of domestic trade cargoes. These figures ranked Yokohama foremost among all of the Japanese ports in the volume of cargoes handled during the year. The principal cargoes were oils and fats, miscellaneous goods, metals and metal products, rice, coal, ores, etc. in the order of volumes.

Besides these, however, mention should be made of 1,331 military vessels, totalling 11,990,000 gross tons, which arrived in the port, and 3,200,000 tons of military cargoes unloaded there during the year. When these are taken into account, activities of the port should be said to be far exceeding those in prewar years.

For Better Service

Striving for more efficient operation of the existing facilities, on one hand, and on the other, ever planning to improve and expand them to cope with the developing situation, the Port of Yokohama is pledged itself to a better service to its utilizers both of the country and overseas.

To say in addition, 1958 will be the 100th year since this internationally famed port was first opened

Naval Architecture Service Team

The Japan Shipbuilders' Association has decided to send to Europe and America the naval architecture survey team. The team, composed of technical managers of all shipyards in Japan, will be headed by President of the Association, Mr. S. Mutsuoka (president of the Harima Shipyard Company). The team will leave Tokyo for Rome on September 11, then will inspect principal shipyards in Europe and America and investigate technical matters and will return to Japan on November 11.

Los Angeles Harbor Now Second In U.S.

Los Angeles now has the second largest port in the United States, according to Col. Carl F. White, collector of customs.

Col. White, who was nominated last week by President Eisenhower for another four-year term, based his statement on import duties collected in the Port of Los Angeles during fiscal 1956-57 (ending June 30).

Local collections totaled \$54,520,458, or an average of \$1,067,780 a week. They were 27.4 per cent higher than in the 1955-56 fiscal year when collections amounted to \$42,795,332.

The customs duties were paid on 41,164 shipments, or 7,080 more than came into the Port of Los Angeles in fiscal '56.

Compared with 1953, when Col. White was first appointed to his post here, last year's collections represented a 91.3 per cent gain while dutiable entries rose 85.7 per cent.

The sizable increase rolled up in fiscal 1957 sent Los Angeles ahead of

to foreign commerce and trade. The city and port bureau authorities are now intently making preparations for commemorating this historic occasion most significantly with the citizens.

Philadelphia for the first time and made the port second only to New York in the import category, according to Col. White.

Among the more important dutiable items being absorbed by the burgeoning markets of Southern California, Col. White cited crude petroleum, plywood, automobile and parts, toys and motorcycles.

Initial Allowance To Dredgers

The vice-ministers' meeting held recently decided to apply to newly built dredgers the 50 per cent initial allowance in accordance with the provision of Article 43 of the Tax Special Measure Law. The provision has been applied in the past to the machines relating to electric power sources, rivers and roads. However, in view of the growing importance of dredgers resulting from the recent increasing works of reclamation and dredging, the allowance was exceptionally extended to them from the view-point of taxation.

NYK Liner Completed

The N.Y.K. Line's privately financed cargo vessel Nagato Maru (11,000 tons d.w.) which was under construction at the Harima Dockyard was completed and delivered to the owners on July 23. She will enter the South American East-Coast service and her ports of call include Port Spain, Rio de Janeiro and Santos, not extending to Argentina and Uruguay.

Trans-Pacific Record Set

The O.S.K. liner Havana Maru (11,805 tons d.w.) which arrived at Los Angeles at 8 a.m. on August 17, Japan time (local time 3 p.m. on the 16th), covered the distance (4,844 miles) from Yokohama to Los Angeles in 10 days 12 hours 55 minutes, at an average speed of 19.14 knots, setting a new speed record for trans-Pacific crossing by Japanese ships.

Vessel and Cargo Movements in Port of Yokohama

	Ocean-going vessels		Coastwise vessels		Total		Foreign trade		Domestic trade		Total
	Number	Gross tonnage	Number	Gross tonnage	Number	Gross tonnage	Export (measure tons)	Import (measure tons)	Export (measure tons)	Import (measure tons)	
1 9 5 2	2,589	17,083,089	4,048	3,090,117	6,637	20,173,206	817,134	3,073,939	3,023,473	3,220,653	10,135,199
1 9 5 3	3,169	20,909,569	3,801	3,120,205	6,970	24,029,774	763,644	4,454,018	2,655,420	2,810,509	10,683,591
1 9 5 4	3,229	21,933,527	5,546	4,690,877	8,775	26,624,404	801,368	5,124,974	2,940,995	2,983,392	11,850,729
1 9 5 5	3,436	23,329,221	6,375	5,308,663	9,811	28,637,884	1,197,222	6,043,742	3,801,007	3,254,594	14,296,565
1 9 5 6	3,868	26,274,560	8,053	8,493,028	11,921	34,767,588	1,291,238	7,149,302	4,922,869	4,299,556	17,662,965



**Air view of
ENCINAL
TERMI-
NALS
AND
WARE-
HOUSES.**

ENCINAL TERMINALS

**One of the Largest Private Port
Facilities in U.S.A.**

Over a half century ago, Encinal Terminals of Alameda and Oakland, California was only a basin dredged out in the Oakland Estuary of San Francisco Bay. This basin was dredged to accommodate the square-rigged vessels of the old Alaska Packers' fleet.

In 1957 Encinal Terminals is one of the largest privately-owned port facilities in the country. From only a few vessels Encinal has grown to attract over 700 vessels every year from the great commercial nations. Sixty-six major steamer line services move over one million tons of cargo through Encinal's 10 deep-water berths each year. Three major trans-continental railroads give direct connection to local and interior points.

Encinal's experience has led to handling many types of special cargo—from toothpicks to locomotives—from canned foods to

"nested" pipe. It has become the assembly point and loading port for many overseas construction activities.

In addition to the services in connection with marine terminal operation—carloading and unloading, storage, palletizing, weighing, stenciling, strapping, etc.,—Encinal offers warehousing of merchandise, trucking, and distribution.

With over 710,000 sq. ft. of modern warehouse space, Encinal is able to service scores of Manufacturers using these facilities to minimize costs of storage, shipping and delivery to the fabulous Western markets.

As a direct result of the knowledge and experience gained through these years of profitable terminal operations, Encinal is under contract with the Government of Guam, through the U.S. Department of Interior, for the

operation of their Commercial Port. This port development service is now available to ports throughout the world.

6-Point Plan for Better Service

Encinal has developed a six-point plan that will convert a losing operation into a profitable one, and at the same time reduce rates and improve service to steamship lines as well as shippers and consignees

The main items of the six points are:

- (a) Maintain a top Encinal operating man on the job at the contract port;
- (b) Train nationals of the country to understand their role in port operation;
- (c) Establish office procedures for efficient operation;
- (d) Maintain cost records for establishment of rates;
- (e) Act as consultants and advisors in layout of dock and warehouse facilities;
- (f) Preparation of manuals for operation and office procedures.

Large Industries Being Located

In recent years Encinal Terminals has located large industries on their properties. The Kieckhefer Container Co. plant was established in November, 1947. This company brings in large amounts of paper from East and Gulf coasts for manufacture of fibre cases which are shipped to the Hawaiian Islands and the Orient. In 1948 Stokely Van Camp, Inc. established a consolidation warehouse for canned food products similar to that of California Packing Corp. Plant 48 adjacent of Encinal Terminals.

Because of the complete service and all-around economics offered by Encinal in the handling and transportation of materials and merchandise, The Pennoil Company, Pacific Chemical and Fertilizer Co., and Fore Terminals, (liquid storage) have located on Encinal properties.

Nationally known grocery chains utilize Encinal facilities for the assembling of canned foods from various California suppliers, moving to all parts of the United States. Among these are: The American Stores Company, the Great Atlantic and Pacific Tea Company, Consolidated Foods Corp., First National Stores, Food Brokers, Inc., The Kroger Company, Francis H. Leggett, Safeway Stores, Inc., Topco Associates, Inc., and other large chain stores and super markets.

Cargo handling has been completely mechanized at the terminal. Special Equipment, such as hi-lifts, hysters, squeezers, cotton clamps, drum loaders and crane services assure safe, rapid operations.

Management

From 31 employees in 1925, the Terminals have grown in providing employment to approximately 175 employees in the office and operating end, in addition to varying numbers employed on a casual basis. On some days the total Encinal personnel will run to over 500 people. Heading Encinals' executive staff is Donald L. Dullum, who started with the company in 1926, became President in 1949. Mr. Dullum has had experience in all departments of the company and is recognized as one of the

Construction of 100,000 Tonners

N.B.C. (National Bulk Carriers, Inc., New York) Kure Shipyard applied to the Ministry of Transportation for permission to build three mammoth tankers (103,000 tons d.w. respectively). Each vessel is 939.9 ft. in length overall, 25 ft. in breadth and 67.6 ft. in depth and will cost over ¥5,000,000,000. The keel of the first ship is to be laid next June.

Ship Export Target Decided

The Heavy Machinery Export Conference has recently decided the target of ship export for fiscal 1957 at \$330 million.

Increase of Dredgers Planned

The Japan Shipowners' Association has recently requested the Japan Development Bank, the semi-government agency to finance the construction of dredgers. The request was made in order to meet the urgent need of deepening ports in Japan where there are few ports deep enough for supertankers to come in.

outstanding men in the terminal industry.

B. R. Allen, Assistant to the President, has been with the company 28 years.

Vice President of Operation is headed by D. B. Mott, who joined Encinal in 1935 with a background of steamship experience.

G. J. Richardson is Vice President of Sales, a veteran of 26 years experience, having joined the Encinal organization in 1930.

Yokohama Port Welfare Association Formed

The Yokohama Port Cargo Handling Improvement Association, The Yokohama Coast Cargo Handling Association and the Yokohama Port Workers' Welfare Association have jointly formed a Yokohama Port Welfare Association for the rationalization of port workers' welfare service and the improvement of cargo handling. At the inaugural general meeting it was decided that the new organization would come into function on October 1.

Port Train Revised

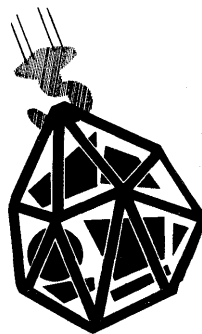
The Port train service from Tokyo Station to Yokohama was resumed after a lapse of 17 years from August 27, when the N.Y.K. liner Hikawa Maru left the port.

¥4.3 Billion For Atomic Ship

As a result of the atomic power liaison meeting held recently, the Japanese Ministry of Transportation, which was studying the construction of an atomic ship, has felt that it has entered from blue print stage to execution stage. Therefore, the Government has decided to include ¥4.3 billion as a study expense for an atomic ship in the 1958 budget.

O.S.K. President Appointed Ambassador

President of the O.S.K. Line, Mr. Takeo Ito has been appointed roving ambassador in Middle and Near East countries. He will leave Japan shortly to visit these countries.

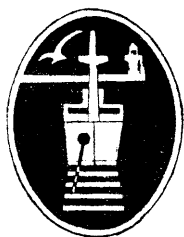


Encinal MOVES ONE MILLION TONS OF GENERAL CARGO EVERY YEAR !

Sixty-six major steamer lines move one million tons of general cargo through Encinal's 10 deep-water berths to and from Atlantic, Gulf, European, Trans-Pacific, Central and South American, Canadian, African, Cuban, Puerto Rican, Caribbean, Coastal and Hawaiian ports.

Encinal TERMINALS AND WAREHOUSES

P. O. Drawer A — Alameda, California, U. S. A.



THE JAPAN PORT AND HARBOR ASSOCIATION

Tokyo Japan

Founded 1922

Membership 4,013

- Publication of the Association's monthly organ "Kowan"
- Undertaking of harbor investigations and planning
- Publication of books on ports and harbors
- Acceleration of the modernization and rationalization of harbors
- Public relations activities for ports and harbors

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THE PORT OF CALLAO — *Continued*

tion since that time, except a grain elevator, a small warehouse and a new office building. The volume of cargo handled has increased from 500,000 tons in 1934 to 3,104,742 tons in 1956. The port possesses a most modern fleet of materials handling equipment totalling some 112 pieces of motorized vehicles including fork lift trucks, tractors, cranes and switching engines plus 316 heavy duty trailers and a large quantity of pallets. To handle imported bulk cargo the Port Authority has constructed a 23,000 ton capacity grain elevator that was put into full operation in 1956 and by unloading ships at the rate of 300 tons per hour has considerably reduced ship time in port. Fresh water is supplied at pierside and a garbage collection and disposal service is available to all ships. A fully trained fire department with the latest fire-fighting equipment assures the port of adequate protection in case of disaster.

The Port Expansion Program

The Port Authority is now engaged in the final step of its Master Port Plan—The Port Expansion Program. This program involves the construction of three new warehouses, a cold storage plant, passenger facilities, machine shops, a building for steamship companies' offices, a three berth pier with a bulk ore loading facility having a 600 ton per hour capacity, a bulk petroleum pier and many other port improvements. It is estimated that the total cost of this project will be \$10 million and will take about 5 years to complete. The engineering studies and plans for

this Program were made by Parsons, Brinckerhoff, Hall and MacDonald of New York, a well known firm of Engineers who are specialists in port works. The economic studies were made by Humboldt of South America, Inc., Management Consultant Engineers specializing in port reorganization and management. Both of these firms have been retained by the Port Authority in order to assure successful completion of the Port Expansion Project and the necessary management supervision to train personnel and establish the organization and procedures essential to the efficient and economic operation of the new facilities.

The Foremost Port in S. America

The United Nations has recognized the Port of Callao as the foremost port in South America by awarding a scholarship of 4 months duration to Sr. Miguel Villa, General Manager of the Port of Antofagasta, Chile, for the purpose of making a detailed study of the management and operation of the port with the hope that, as a result of these technical studies, the government of Chile will emulate the work accomplished here and will initiate a similar program of port reorganization and modernization.

This port should serve as an excellent example of what may be accomplished in the port management field by a progressive government that recognizes the important role that ports play in the nation's commerce and by taking energetic and timely measures, brings to fulfillment a port modernization program.

OSAKA PORT'S 90TH ANNIVERSARY

(Continued from page 6)

Inspection of Japanese Ports

The principal aim of the international roundtable conference is to offer the participants an opportunity to exchange views on the common problems concerning port facilities, management and operation, thereby promoting the international friendship and understanding through personal contact. During and after the session, they

will also be afforded chances to pension works under way in the Port of Osaka and other major ports of the country. For those who have time and are interested in the observation of the post-war industrial activities of this country or in its tourism, in full swing at the time, will avail themselves of the assistances offered by the Municipal Harbor Bureau or this Central Secretariat.

JAPAN NEWS

More Liner Services Planned

In order to cope with the slump resulting from the drastic fall in tramp freight rates, Japanese shipping firms are all planning to open regular liner services. The reason is that liner freight rates do not fluctuate so much as tramp rates and shipowners can place their surplus tonnage on new regular services. The proposed scheduled services include:

1. The Iino Shipping Co. intends to inaugurate the regular Australian west coast service from September with a monthly sailing.

2. The Nitto Line intends to open the North American Pacific run with a monthly sailing. The company is now under negotiation with the Trans-Pacific Freight Conference.

3. The Mitsui Line has applied to the Ministry of Transportation for permission to operate the regular service between the North American Pacific Coast and Europe to begin with a September ship.

First Foreign Seaman's Home in Japan

It has been formally decided to establish the Osaka International Seamen Center with a fund of ¥3,700,000. The Center will be located on the second floor of the Osaka Port Shinko Kaikan, which is now under renovation work at a cost of ¥1,500,000. The center will have facilities for foreign seamen such as stand bars, rest rooms and souvenir shops, and also act as a guide to sightseeing and medical service for foreign seamen.

Biggest Tanker Launched

The super tanker Violanda (47,000 tons d.w.) for Transocean Navigation Company, Inc., Liberia, which was under construction at the Innoshima dockyard of the Hitachi Shipbuilding and Engineering Company was launched on July 15 under the presence of Princess Takamatsu. The ship is the largest tanker yet built in Japan except those built at N.B.C. Kure yard.

Mammoth Tanker Launched

The mammoth tanker Universe Challenger (85,500 tons d.w.) for Universe Tank Ship, Inc., Liberia was launched at N.B.C.'s Kure shipyard on July 27. After completion, she is scheduled to enter the service between the United States and South East Asia for the carriage of crude oil.

THE PORT OF CALLAO

South America's oldest and most modern port is keeping pace with Peru's progressive economy.

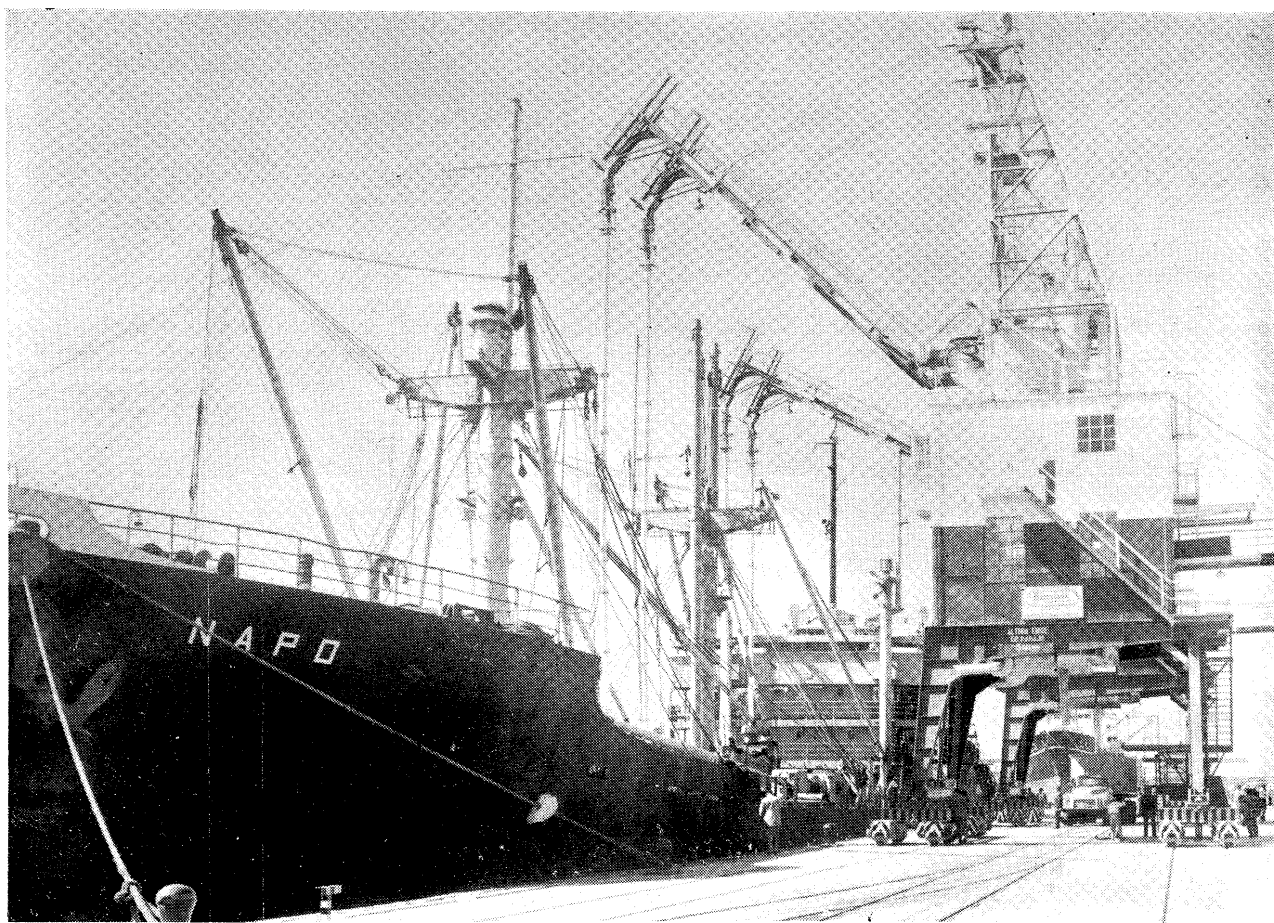
★ ★ ★

Modern fleet of materials handling equipment

Port Terminal Grain Elevator

Clean liquid cargo tanks

Modern warehouses



THE PORT OF CALLAO AUTHORITY

CALLAO

PERU

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

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The Port of Saigon,
Vietnam, as viewed
from the customs house.
Worthy of the gateway
to the "Little Paris of
the East", the port is
scenic and beautiful

