

PORTS *and* HARBORS

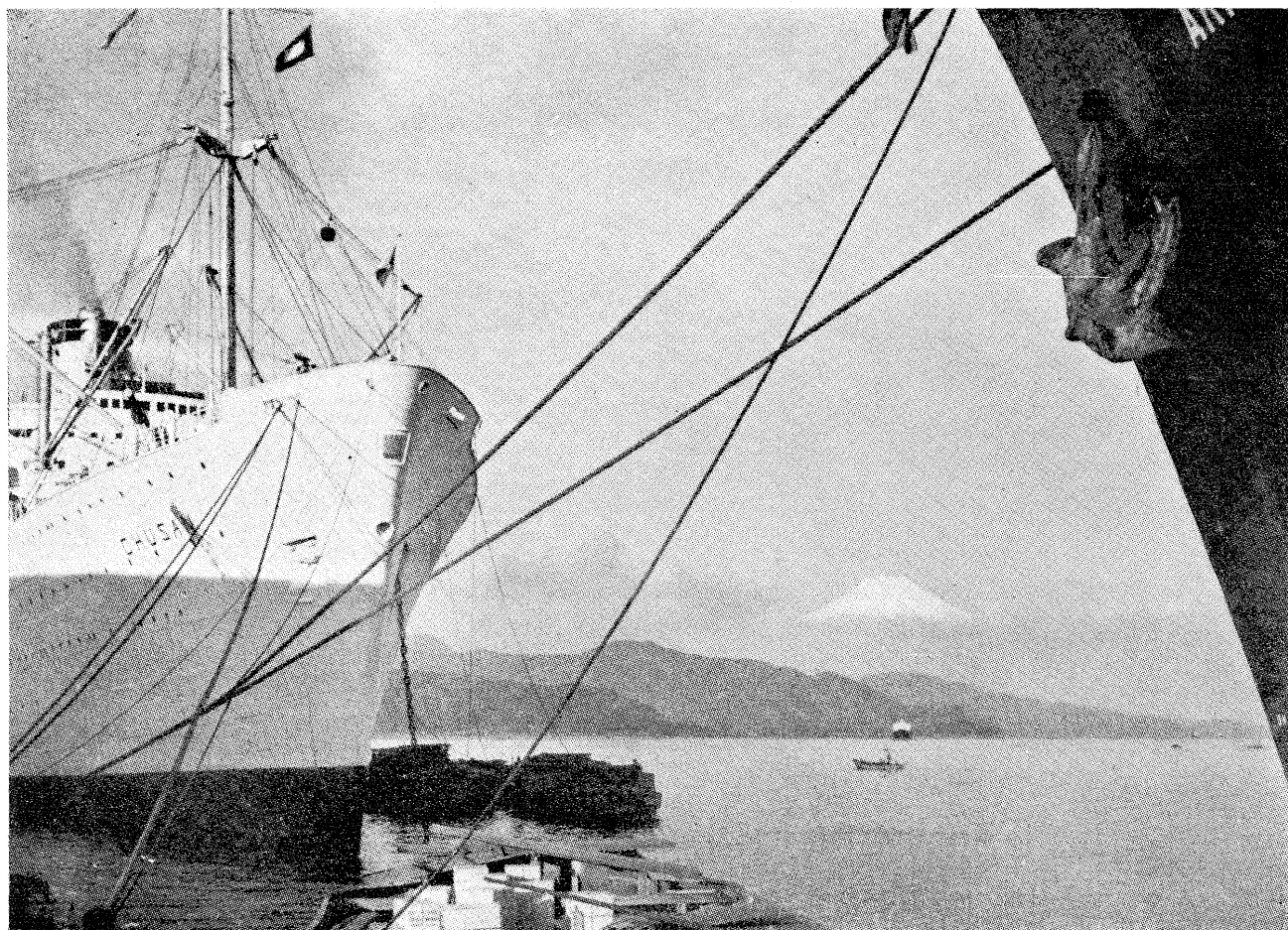
JUNE 1958

Vol. 3 No. 2



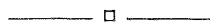
In This Issue :
Port of Melbourne
Centenary of Japanese Ports

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS



THE PORT OF SHIMIZU

*One of the Leading Foreign Trade Ports of Japan,
Shimizu is Connected with the Principal
Ports of the World by Regular Lines.*



CITY OF SHIMIZU

Municipal Office: Koshibacho, Shimizu City

Tel.: 2 - 1111

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.

CONTENTS JUNE, 1958

Vol. 3 No. 2

From the Central Secretariat	3
Three Japanese Ports Celebrate Centenary	6
Port of Hakodate	9
Port of Nagasaki	12
Scenic Port of Shimizu	14
Port of San Francisco—The Famed Port on the Pacific	16
Port of Melbourne—Victoria's Modern Port	22

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

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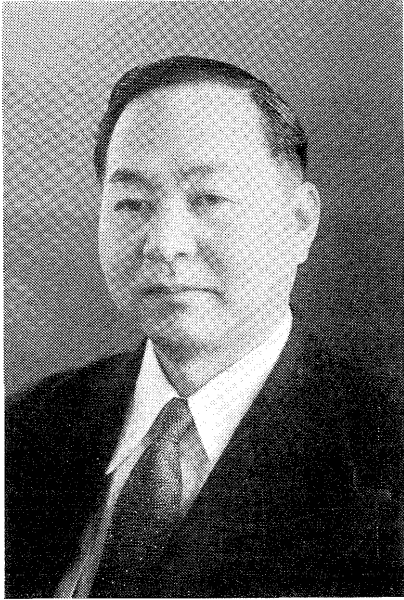
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THE COVER: Aerial view of San Francisco, with its worldfamed port. In foreground is Mission Rock Terminal, largest overwater pier on Pacific Coast. This 29-acre facility was completed in 1950 at six-million-dollar cost. Harbor's Golden Gate Bridge appears at upper left, Bay Bridge at right. Port's 45 deepwater piers are ranged along 18 miles of berthing space on the city's waterfront.

Large-Scale Improvement and Expansion of Japanese Ports Will be Effected Under a Five-Year Plan



Ryokichi Amano, Director, Port &
Harbor Bureau, Ministry of
Transportation.

To cope with the proposed New Long-Term Economic Plan of the nation, a Five-Year Port and Harbor Perfection Plan is being Formed. This huge construction plan, unprecedented in the history of Japanese ports, both in scale and quality, will, among other things, consist of:

- **Prefection of Export Ports**

Facilities of the leading export ports as well as the international steamer lane through the Shimonoseki Channel and the Inland Sea will be improved and expanded,

- **Prefection of Industrial Ports**

In order to break the bottlenecks in the transportation of oil, coal, iron and steel, raw materials, needed to the key industries, the industrial ports will be perfected.

Waterfront industrial areas will be developed.

- **Prefection of Ports for the Development of Local Districts and for the Improvement of Coastwise Transportation.**
- **Disaste prevention works for the Conservation of Harbors and Coasts.**
- **Prefection of Operation Ships to Facilitate Harbor Works; Etc.**

—— ★ ——

Port and Harbor Bureau, Ministry of Transportation

Director: Ryokichi Amano

Marunouchi 1, Chiyoda-ku, Tokyo, Japan

From The Central Secretariat

By **Gaku Matsumoto**
Chief of the Central Secretariat
I. A. P. H.

President Roberts Resigns

Mr. J. B. Roberts, President of our Association, in a recent communication to the Central Secretariat has informed us that he was nominated on February 1 as President of the St. Lawrence Seaway Authority and that, therefore, he would like to resign the Presidency of our Association.

In receiving this communication, the Central Secretariat could not help feeling a mixed sense of felicitation as well as of regret. We congratulate from the bottom of our heart the appointment of Mr. Roberts to a post of unusual importance not only to Canada but also to the world's sea transportation as a whole. At the same time, we cannot but feel a profound regret to see a man of Mr. Roberts' caliber and ability leaving from our Presidency, a post which he has served with such ability and distinction since 1955 when our Association at its first triennial conference elected him as our first President.

The earnest request of the Central Secretariat that Mr. Roberts would remain as our President despite his new appointment, promptly conveyed to him upon receipt of his communication, having been of no avail, the Secretariat has reported the development to Mr. John-Iwar Dahlin, of Sweden, First Vice President of our Association, together with the request that Mr. Dahlin would assume the Presidency in accordance with the terms of Article 5 of By-Laws of our Association. The matter is still

in the stage of negotiations. The Secretariat has also taken steps to inform the development to our different National Directors.

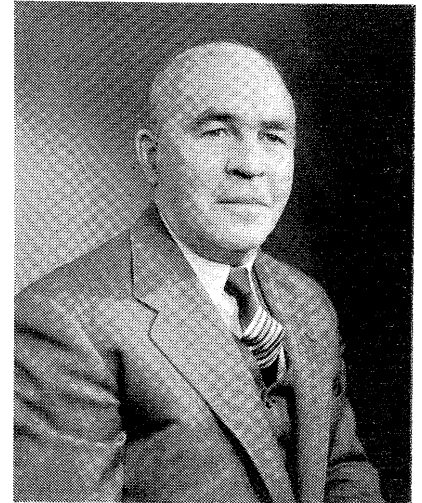
In the meanwhile, the Central Secretariat takes this occasion of expressing profound thanks to Mr. Roberts for his unflinching support and various contributions rendered to our Association since its inception as well as extending heartfelt wishes for his success in his new important post and for his health and happiness.

Centenary Anniversary of 3 Japanese Ports

Three leading ports of Japan, namely, Yokohama, Nagasaki and Hakodate, are this year celebrating their centenary anniversary of their opening to foreign trade. Various festive events either have already taken place or are being planned by each of these ports. All of the three ports are influential members of our Association. Taking advantage of this occasion, the Central Secretariat has prepared brief descriptive notes on the history and development of the three ports to be printed in the present issue of "Ports and Harbors." The Central Secretariat, at the same time, in cooperation with N.H.K. or the Japan Broadcasting Corporation, has these information broadcast in its overseas program.

Sister Port Cities

A growing number of Japan's port cities have sister city relations with their corresponding cities abroad. The following are these sister city arrangements so far concluded:



**Mr. J.B. Roberts, retiring
President of I.A.P.H.**

Nagasaki
St. Paul, Minn., C.S.A.
Sendai (Shiogama)
Riverside, Calif., U.S.A.
Okayama
San Jose, Calif., U.S.A.
Kobe
Seattle, Wash., U.S.A.
Yokohama
San Diego, Calif., U.S.A.
Shimoda (Izu)
New Port, R.I., U.S.A.

The Central Secretariat has, in cooperation with N.H.K., recently had the information on these cities broadcast in the overseas program of .NH.K.

New Members

Through Mr. A.D. Mackenzie, Chairman, Melbourne Harbor Trust Commissioners, Australia, the Port of Melbourne has applied on April 18 to join our Association as a corporation supporting member.

On the recommendation of Mr. Daniel Ocampo Siguenza, of Mexico, Mr. Roberto Bustamanto Ahumada, of Mexico, in a letter received on May 21, has applied to join our Association as an individual supporting member.

The Central Secretariat has forwarded the Association's certificates of membership and badges to the two new members mentioned above. With the addition of these two

SECOND TRIENNIAL CONFERENCE

OF

THE INTERNATIONAL ASS'N OF PORTS AND HARBORS

January 20 through 22, 1959, at Lima, Peru

From the Central Secretariat

members, the Association has now altogether 90 members representing 17 different countries.

Visitors

Mr. E. E. Ferrari, Port Director, and Mr. Warren H. Atherton, Special Attorney, both of the Port of Stockton, California U.S.A., on May 1 visited the Central Secretariat and exchanged views with Mr. Heiichiro Suzuki, Mayor of Shimizu, Japan, and a member of our Association, regarding the promotion of friendly relations between the two ports concerned.

Mr. H. Henry Roloff, Director of Foreign Trade, Port of San Diego, California, visited the Secretariat office on May 19. He was one of the San Diego delegation which had come to Japan to take part in the festive events of the centenary celebration of the opening of Yokohama. San Diego has a sister city relation with the City of Yokohama.

Introductions Issued

Mr. Tomoe Sugawara, Assistant Chief of Designing Section of Ishi-

kawajima Heavy Industry Company, accompanied by Mr. Toru Ibi, left Japan on May 10 on a tour of inspection of cargo handling machines in the United States. The Central Secretariat has provided them letters of introduction addressed to responsible officials of leading ports on the East as well as West Coast of the United States, requesting them to give facilities to the two visitors.

Mr. Yukio Niizuma, engineer attached to the Port and Harbor Bureau of the Ministry of Transportation, has left Japan on a tour of inspection of the Suez Canal. Taking advantage of his trip, the Central Secretariat has requested him to collect information on the activities of the Suez Canal Authority and also of the Port of Alexandria. The Secretariat has at the same time asked Mr. Niizuma to try to persuade the two above mentioned organizations to join our Association.

1958 World Trade Week, Los Angeles

A major feature of the recent 1958 World Trade Week celebration in Los Angeles (May 18 through 25) was a luncheon at Los Angeles Harbor followed by a tour of the world's largest man-made port. More than 300 marine commerce executives, consular staff members of the 32 nations whose ships call here and special guests from overseas attended Los Angeles Harbor's salute to the important annual event.

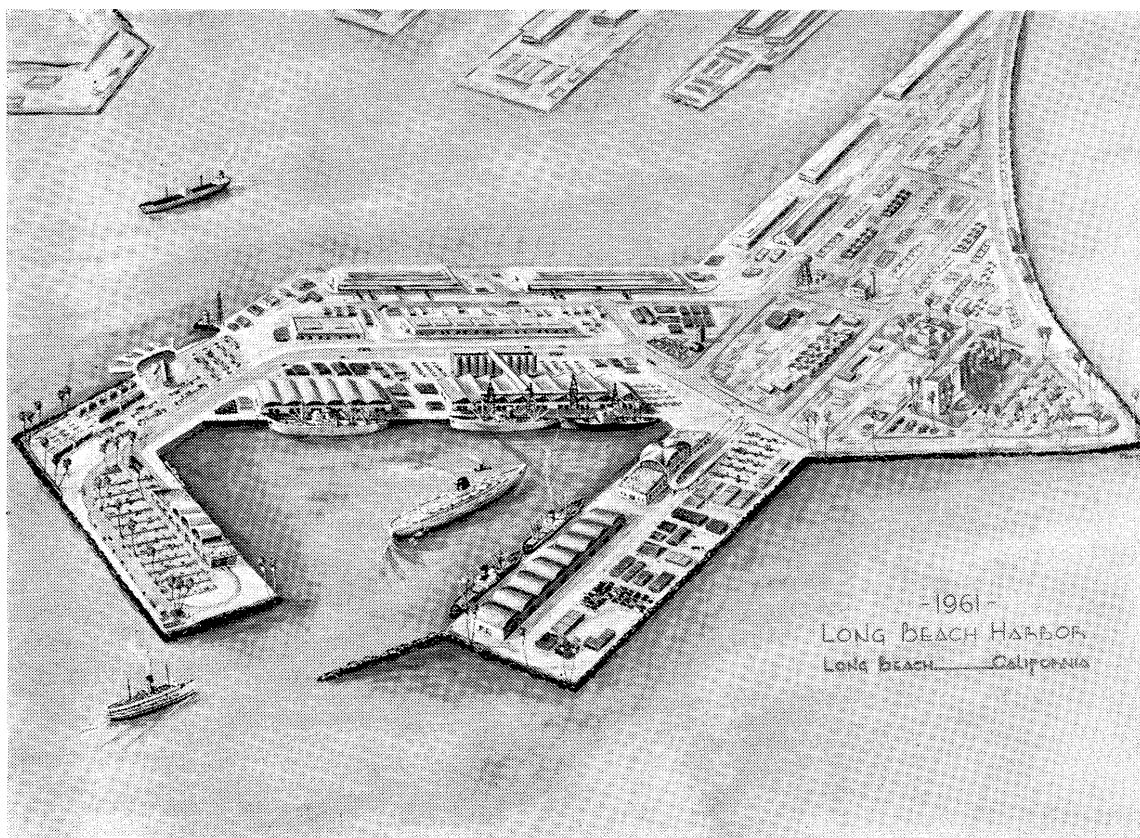
Lloyd A. Menveg, president of the Board of Harbor Commissioners, told luncheon guests that World Trade Week held a special significance for the business community of Los Angeles. "After all it was originated here in 1927 by the Los Angeles Chamber of Commerce," he said. (It became a national observance in 1925).

Menveg then recalled President Eisenhower's proclamation this year. "He emphasized the necessity of imports to the United States when he said 'they help to keep factory wheels turning and assembly lines moving . . . and are essential to the domestic economy of our nation'."

"World trade," Menveg reminded, "strikes a near perfect balance at



Night view of the Port of Nagasaki, which is among the ports celebrating the centenary anniversary.



Long Beach's Outer Harbor as it will look like by 1961.

Los Angeles Harbor. Of the total 5,658,825 tons of foreign cargo moved across our wharves during fiscal 1957 (ending June 30), we took from our overseas friends 2,841,679 tons while sending them 2,817,146 tons."

On the lighter side of the port's celebration, two pretty girls were honored. Barbara Stewart, 22, of Los Angeles was named Miss World Trade of 1958. The traditional Port of Los Angeles plaque was presented to her by the potential Miss World Trade of 1970, 5-year-old Marcia Menveg, daughter of the port's board president.

Osaka Trade Fair

The Osaka International Trade Fair, which was opened on April 11, was closed on the 26th with more satisfactory results than expected. The fair was visited by 1,265,547 persons, of whom 3,712 persons were foreign buyers. The total contracts made during the session of the fair were valued at ¥9,736,000,000

Japan's Port Improvement Plan

The Government recently decided on the following port improvement plan to meet expanding foreign

trade: (1) to improve the principal trade ports (Keihin, Hanshin and Nagoya) at a cost of some ¥22,000,000,000 by 1961; (2) to improve eleven ports including Muroran, Hokkaido, to meet increasing volume of iron ore import at a cost of some ¥820,000,000 by 1961; (3) to improve and deepen five ports including Yokohama as oil import ports.

New Supertanker Terminal for Los Angeles

The Los Angeles Board of Harbor Commissioners May 20 awarded the contract to build a reinforced concrete wharf for its new supertanker terminal to Ben C. Gerwick, Inc., of San Francisco.

Gerwick will build the 900×60-foot pier at Berths 45-47 in Outer Harbor for \$993,000, with completion set for 300 calendar days.

When completed, the terminal will accommodate the largest tankships afloat and will have a piping system with an unloading capacity of 1,200,000 gallons an hour.

Largest Dry Cargo for Long Beach

The largest single shipment of dry cargo ever to be moved out of

Southern California went aboard the ship Fotini at the Port of Long Beach, on May 24. Two hundred fifty rail cars delivered 16,464 tons of the fertilizer from New Mexico and California, using the port's bulk loader on Pier D. Metropolitan Stevedore Co. handled the 3-day loading of the cargo destined for Kaoshiung, Formosa.

The Fotini, launched in Shimizu, Japan in 1956 under Liberian flag, is chartered by the International Ore and Fertilizer Co. of New York.

Length overall	515 feet
Breadth	67 feet
Depth	41 feet 6 inches
Speed	17-¾ knots.

Port Hospital Plan in Progress

As part of the commemorative works on the centenary of the opening of the Port of Yokohama, the city of Yokohama authorities are planning the establishment of a port hospital (temporary name) for the health of port workers. The plan has been in the past desired and supported by all concerned.

THREE JAPANESE PORTS CELEBRATE CENTENARY

Yokohama, Hakodate and Nagasaki were Officially Opened 100 Years Ago

This year marks the centennial of three Japanese ports which were officially opened to foreign trade by the Treaty of Amity and Commerce signed between Japan and the United States in January 1858. These three ports are Yokohama, Nagasaki and Hakodate, all of which played an important part in Japan's dealings with the outside world in the early days of foreign trade.

And during the one century that has passed since, they as the main gateways to Japan have contributed greatly to her growth as a modern state and her later progress. It is no wonder that all of these three ports should now be celebrating the centenary anniversary of their opening to foreign trade with various festive events.

Yokohama

In Yokohama, one of Japan's biggest port cities, which was offi-

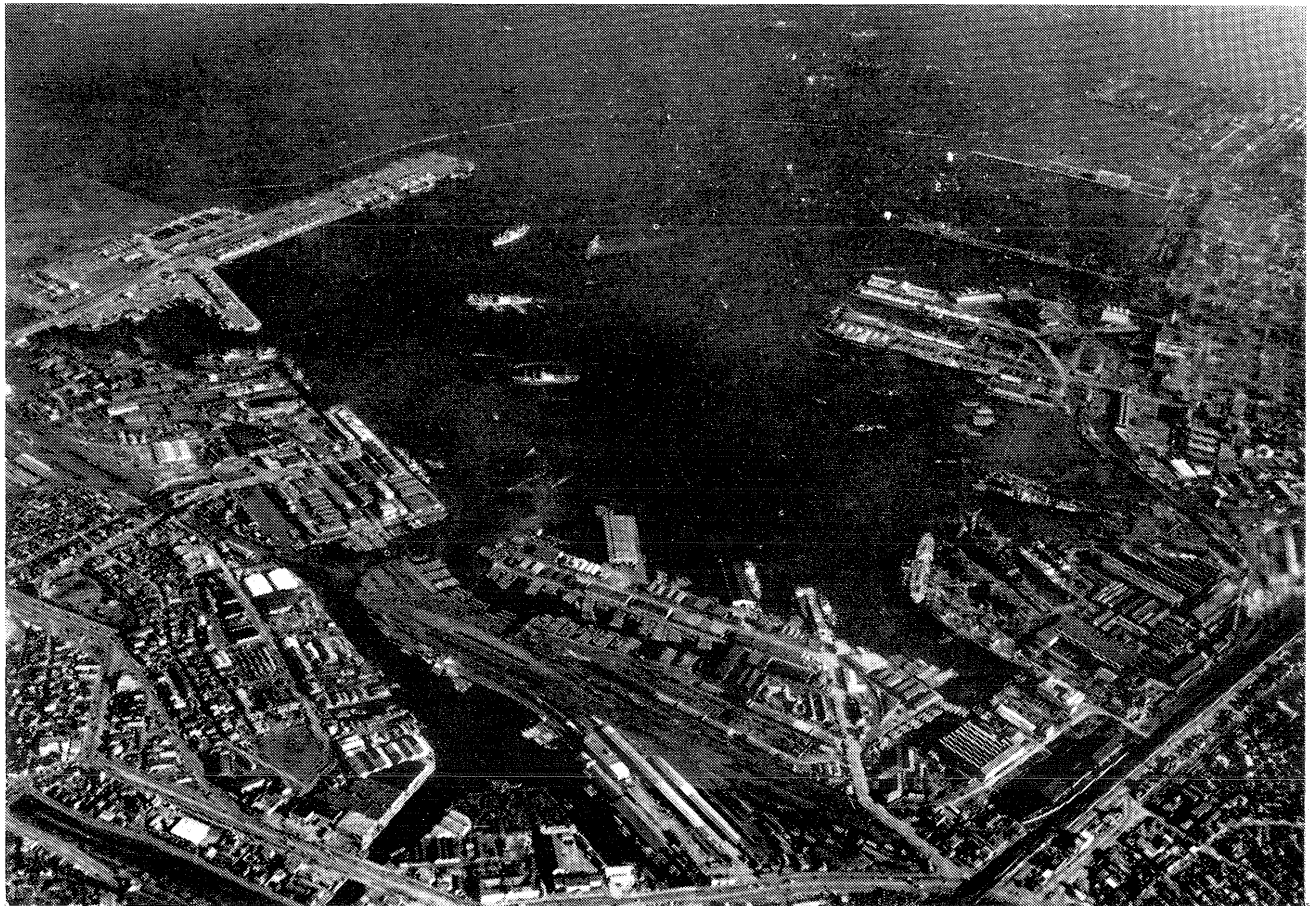
cially opened to foreign trade and world shipping on June 2, 1859, ceremonies commemorating the port's centenary were held on May 10 with Crown Prince Akihito and many Japanese and foreign representatives attending, including a few representatives of its sister city San Diego, U.S.A., who had come to participate in the celebration.

The celebration program, highlighted by an international masquerade procession which took place on May 11, continued beyond the end of the month. As the centenary commemoration works, it has been decided to construct a "Yokohama Export Center," a "Harbor Workers Health Center," an "Educational Hall for School Children in Commemoration of the Port's Centenary," etc.

Rehabilitation works on the war devastated facilities having been effected, the Port of Yokohama, has

now seven city managed wharves with 37 berths and 21 private berths for industrial use. In ushering in its second century as an international trade port, Yokohama looks forward to a further development under the newly mapped expansion plan.

To cope with the worldwide trend towards construction of large-sized vessels, the port has planned to complete the expansion of the Yamashita Pier by 1965 so as to accommodate seven 15,000 ton vessels at one time, construct by 1960 the Detamachi Coal Wharf capable of accommodating two 5,000 ton vessels at the same time, complete the reclamation work on about 694,000 square meters of land in Daikoku-cho area in 1961, etc. Along with these expansion works, Yokohama City is planning to create a huge waterfront industrial area by reclaiming the shores of Negish Bay on the western side



Air View of the Port of Yokohama.



Crown Prince Akihito visits the centenary celebration ceremony of the Port of Yokohama.

of Yokohama Harbor. When these are completed in the near future, it is expected that Yokohama will see greater development as an all round port, combining commercial and industrial ports.

Hakodate and Nagasaki

Hakodate and Nagasaki were officially opened to foreign trade, along with Yokohama, in 1859. But actually Hakodate was opened in 1854 to American ships for providing them necessary goods, in accordance with the agreement concluded between Commodore Matthew C. Perry and the Tokugawa Shogunate, the feudal government then in power. Hakodate, one of the leading trade ports in Hokkaido known also as a fishery and industrial center of this northern island, is celebrating the 100th anniversary of its opening for foreign trade with colorful events, from July 15 to August 5. However, something about the Port of Hakodate as well as Nagasaki, whose history as an international trade port dates back much farther back than 1859, is given separately elsewhere in these pages.

Opening of Three Ports Historically Reviewed

The birth of Modern Japan dates back to her opening to the outer world after nearly three centuries of isolation, which was effected by the agreement concluded between Japan and the United States at the instigation of the latter.

The author of this agreement, sometimes called the Kanagawa Treaty (Kanagawa now comprises the eastern part of Yokohama), was Commodore Matthew C. Perry who came to Japan with a squadron of ships in 1853 as a representative of the U.S. Government with three demands. (1) that Japan protect the lives and property of American sailors shipwrecked on her shores; (2) that she grant permission for American ships to enter Japanese ports for the purpose of replenishing food supplies or making repairs as well as the right to set up food stores on Japanese territory; and (3) that she permit American ships to enter Japanese ports for the purpose of selling their cargoes or exchanging them with other goods.

Since the Shogunate, the feudal government then in power, replied that it wanted time to consider these demands, Perry agreed to wait for an answer till the follow-

ing year. In February 1854, therefore, he reappeared off Yokohama with a squadron of seven ships, and after a great display of naval might, succeeded in persuading the Japanese to concede to the U.S. demands.

Treaty of Amity and Commerce

The signed agreement included two clauses which were to pave the way to the opening of trade four years later. These were Article 6 which contained the provision that "If there be any other sort of goods wanted, or any other business arranged, there shall be careful deliberation between the parties in order to settle such matters" and Article 7 which provided that necessary goods should be supplied in exchange for coin or other goods when American ships resorted to Shimoda or Hakodate, the two ports opened by the treaty.

In accordance with the terms of this treaty, Townsend Harris arrived to take up his duties as U.S. consul general at Shimoda in August 1856. The following year, Harris succeeded in persuading the feudal government to sign another agreement, known as the Shimoda



International masquerade procession passes through a Yokohama street.

Treaty, which extended the rights and privileges of American citizens in Japan.

He then followed up this diplomatic victory by presenting the Shogunate with the blueprint of a commercial treaty. After much hedging, the Japanese authorities opened negotiations with Harris concerning a trade treaty in January 1858 and finally came to terms with him in July the same year.

Known as the Treaty of Amity and Commerce, this treaty contained provisions regarding the diplomatic corps, U.S. military assistance to Japan in case of emergency, the opening of ports and towns, import and export duties, trade currency, consular jurisdiction and religious franchise.

The most important clause, described by Harris as the "Sebastopol of the Treaty," was Article 3 which designated the ports and towns to be opened and provided for free trade.

This article also permitted American citizens to take up permanent residence in the treaty ports and to lease land, purchase buildings and erect houses and warehouses there.

Harris' lead was soon followed by other foreign representatives.

Yokohama

Yokohama was opened on June 2, 1859, after a prolonged dispute between the Japanese authorities and foreign representatives as regards the precise site of the new settlement.

Despite the undeveloped state of the new settlement and the fact that the first few years after its opening were marred by a series of upheavals—frequent attacks on foreign residents by resentful samurai and a number of fires and earthquakes, it was not many years before it developed into a flourishing community, complete with race-course, Roman Catholic and Protestant churches, public hospital, fire-brigade, hotels and banks.

In the early days, the British held the lead in number of residents and companies as well as in value of property owned. They were followed by the Americans, French, Dutch, Germans, Portuguese and Swiss, in that order.

At that time, as much as 80 per cent of Japan's foreign commerce was conducted at Yokohama, the main exports items being raw silk and tea and the chief imports, fabrics, metals and raw materials.

In 1866, there occurred the Great Fire of Yokohama which destroyed the greater part of the young settlement. Thanks to many improve-

ments accomplished during the course of its reconstruction, however, the calamity became the means by which a new and better settlement rose from the ashes of the old and the foundations of the modern Yokohama city were laid.

Nagasaki

The history of Nagasaki as an international trading port actually dates back much farther than 1859. From time immemorial it had been a port of trade with the China mainland, and in the early part of the 17th century, following the arrival in Kyushu of the Christian missionaries headed by St. Francis in 1549, it became a center of foreign trade conducted by the Spanish, Portuguese, English and Dutch.

Even after the suppression of Christianity and expulsion of the Spaniards and Portuguese in 1637, Nagasaki continued to be a port of trade for the Chinese and Dutch, the later being confined to the little island of Dejima.

For the two and a half centuries of Japan's exclusionism, Nagasaki remained the only channel through which Western goods, arts and sciences filtered into the country, thus playing an important part in cultivating the new spirit of en-

(Continued on page 11)

HAKODATE

The Key Port of Hokkaido

The Port of Hakodate is celebrating this year the centenary anniversary of its opening for foreign trade. It was exactly 100 years ago in 1859 that the Port of Hakodate, together with Yokohama and Nagasaki, was opened for foreign trade. It was, however, still earlier in the year of 1854 that Hakodate, together with Shimoda, in Izu Province, was opened for entry of foreign vessels seeking for supplies of coal and water.

Since 1907, when it was designated as one of Japan's "important ports," Hakodate has been provided with various harbor facilities and has in the meanwhile become an important fishing operation base for salmon, sea-trout and crab in the North Pacific. With the steadily growing tonnage of ocean going vessels entering the port, Hakodate has become one of the leading trading ports in the Far East.

The resumption and the subsequent expansion of North Pacific fishing, which was temporarily suspended during the Pacific War, and the expected opening of Japanese-Soviet trade made possible by the restoration of diplomatic rela-

tions between the two countries, augur a very promising future for the Port of Hakodate.

In addition to aquatic industry, shipbuilding, iron and steel, oil,

cement, fertilizer and other modern industries have in the meantime grown up to make Hakodate a leading industrial city in Hokkaido. Since the designation of the Municipality of Hakodate as the administrator of the port in accordance with the terms of the Port and Harbor Law in 1953, much headway has been made in replenishing port facilities. A pier



Beside being the base of North Pacific fishing operation, Hakodate is also an industrial center of the island with shipyards, steel mills, oil refineries, fertilizer plants, etc. Photo shows the cement plant on the waterfront.

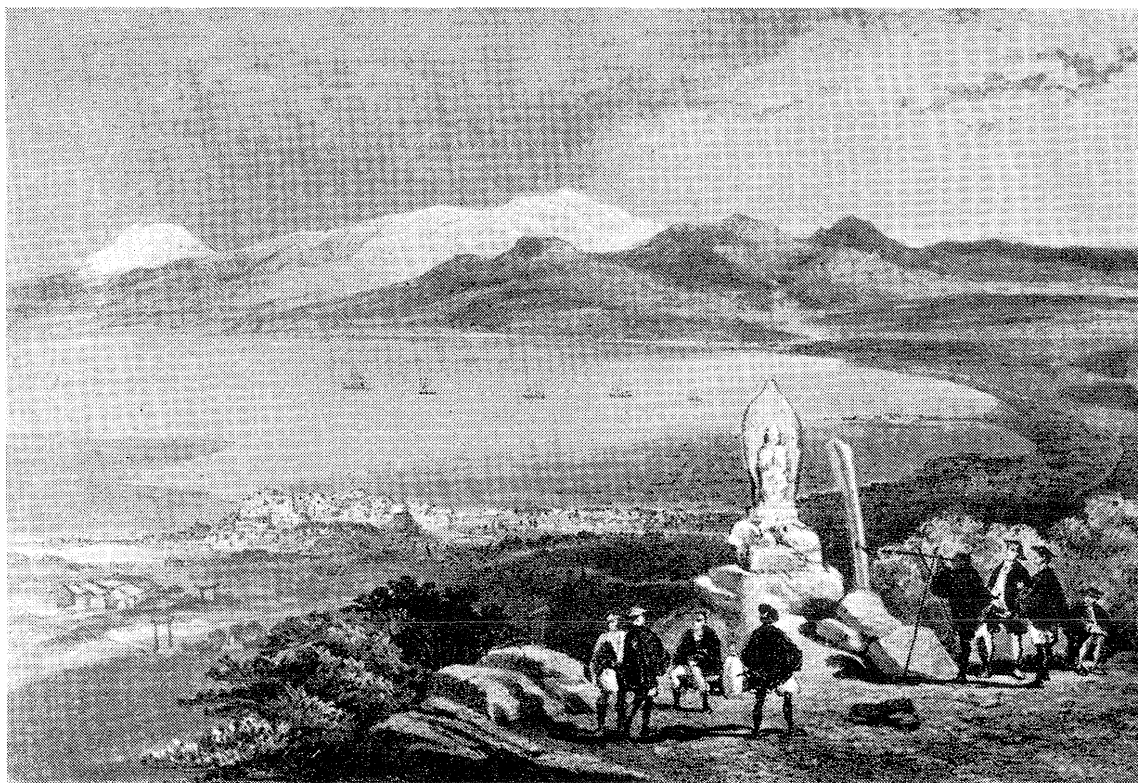


Photo shows Hakodate harbor as it was sketched 100 years ago when it was first opened to foreign shipping.

with berth facilities for large sized vessels, which was under construction for some time, has recently been completed and has already been put into operation.

In 1957 the Port of Hakodate registered the highest record in post-war years in the number of vessels entering the port as well as in the volume of cargoes handled. Even though a century has passed since its opening, Hakodate, like the entire island of Hokkaido, is still full of youthful vigor with possibilities of further growth and expansion as a strategic point in one of the main sea transportation arteries between Asian and American Continents.

Port Facilities

Navigational aids

2 lighthouses, 8 light buoys, 4 light posts

Breakwater

2,669 m.

Berth space (within breakwater)

5,931,000 sq. m.

Berthing pier

1,892 m. (for large sized vessels) with berthing capacity for 16 vessels totalling 49,800 g.t.

Cargo hauling place

8,076 m. (for small sized vessels)

Mooring buoys

8 buoys with mooring capacity for 8 vessels totalling 84,000 g.t.

Cargo handling machines

104 machines including portable belt conveyers and floating cranes

Port railway

58,214 m. in total length

Sheds

25 sheds with 18,812 sq. m. in area

Warehouses

168 warehouses with 131,705 sq. m. in area

Cement silos

3 silos, 8,595 cubic m.

Coaling yards

II with the total space of 26.-835 sq. m.

Lumber yard

One yard with the space of 4,950 sq. m.

Oil tanks

79 tanks with the total capacity of 37,875 tons

Hydrants

73 hydrants

Baregs

53

Tug-boats

12 tug-boats including those for railway ferry use.

Principal Foreign Trade Items

Exports

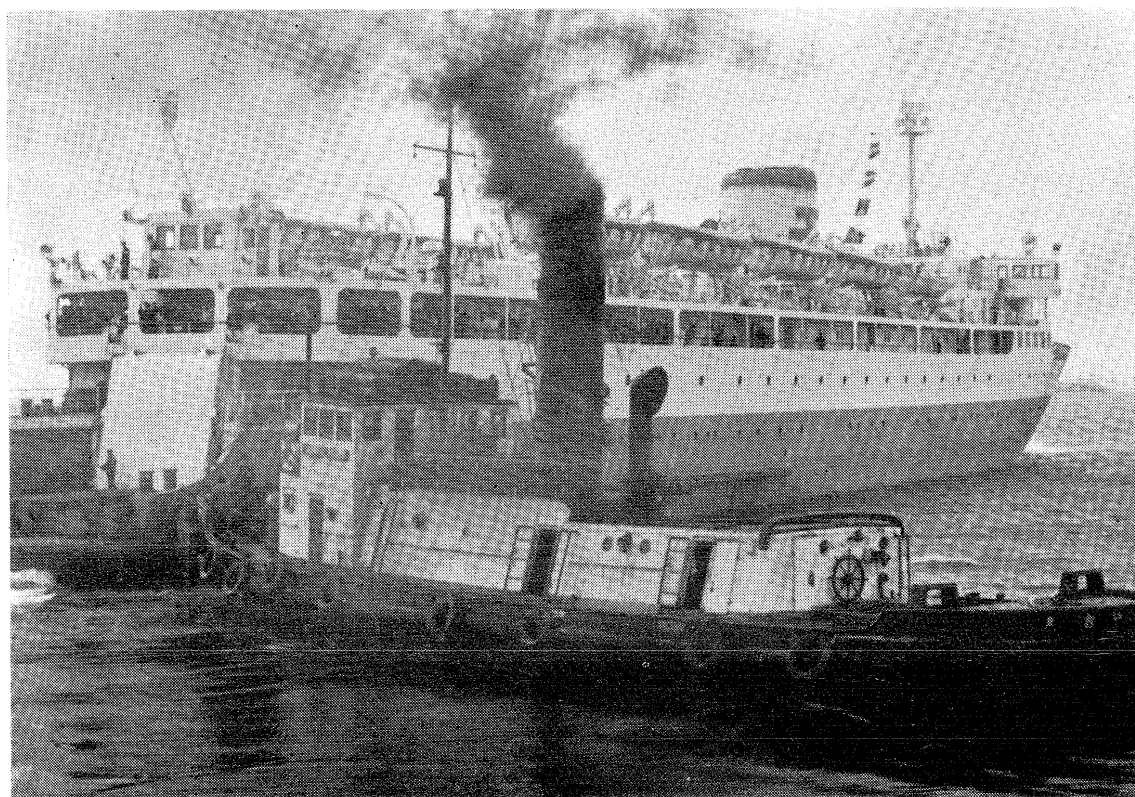
Aquatic products, Lumber, Railway sleepers, Ships, Machineries.

Imports

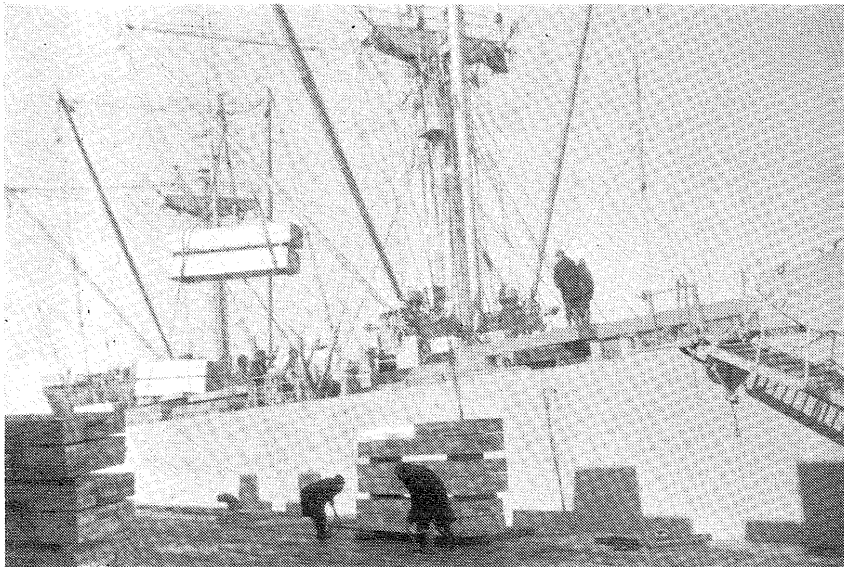
Wheat, Rice, Barley, Rock phosphate, Salt, Crude oil, Steel materials, Machineries.

High Speed Liner Completed

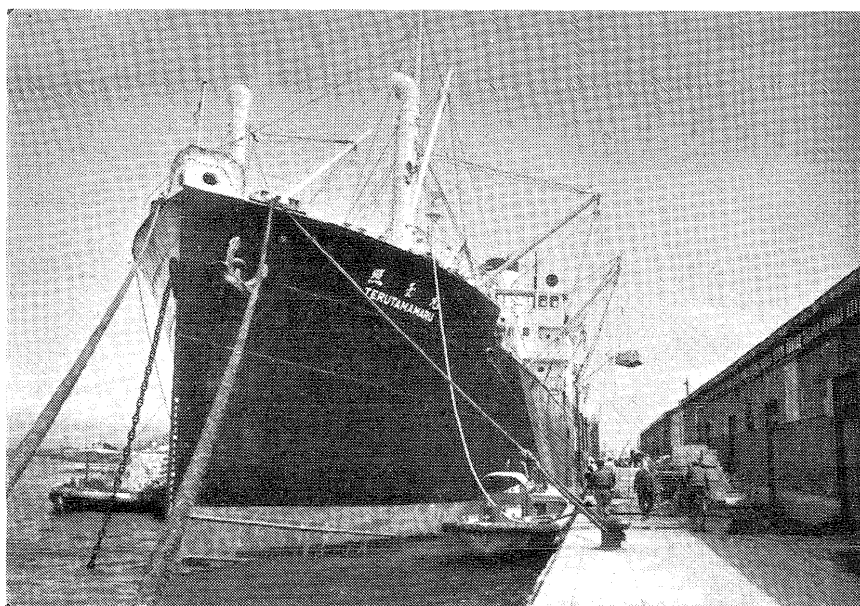
The cargo vessel Yamawaka Maru (12,350 tons d.w.) for the Yamashita Steamship Co., which was under construction at the Sakurashima Shipyard of the Hitachi Shipbuilding and Engineering Company under the 13th official shipbuilding program was completed on May 25 and delivered to the owners. The ship is equipped with a Hitachi B. & W. turbo-charged 12,500 h.p. diesel engine, the largest of its kind in Japanese cargo vessels, giving a maximum speed of 21.20 knots. She is to be commissioned on the New York run to compete with U.S. fast mariner-type liners. She is valued at ¥1,708,000,000.



There are altogether 14 ferry boats, aggregating 50,000 gross tons, which ply between Aomori on the main land and Hakodate, Hokkaido, connecting the railwa trunk lines.



Export lumber is loaded at the city managed Hakodate Pier, Port of Hakodate.



Nishihama Pier, under city management, is mainly allocated for handling of cargoes connected with North Pacific fishing operations.

Hakodate Seamen's Hall Construction Under Way

It was recently decided to buy the Nichirei building at Higashi Hama-cho as the building site for the Seamen's Hall now being planned by the Hakodate City authorities as one of the commemorative events of the centenary of the opening of the Port of Hakodate.

Macassar Omitted from Port of Call

In order to protect Japanese vessels from dangers in the Indonesian waters the Japanese Ministry of Transportation prohibited their call at Macassar for some time.

Yokohama Port Improvement

Shipping circles and Government agencies at Yokohama have recently formed the Yokohama Port Improvement Association and its first meeting was held at the Yokohama Chamber of Commerce and Industry. At the meeting it was decided to adopt a plan to extend Yamashita Wharf. According to the plan the berths of the wharf will be increased by seven from two to nine in 4 years at a cost of ¥8,000,000,000, which will be borne by the Government's special account for port and harbor improvement.

New Emigrant Ship Argentina Maru

The post-war biggest emigrant ship Argentina Maru (10,600 gross tons) for the O.S.K. Line which was building at the Kobe Shipyard of the Mitsubishi Heavy Industries, Reorganized was completed recently. Completing official trials successfully, the ship was delivered to the owners on April 30. The ship valued at ¥2,243,000,000, is slightly larger than her sister ship Brazil Maru (10,000 gross tons) and has accommodation for 12 first class, 82 second class and 960 third class passengers, totalling 1054 passengers. She sailed from Kobe on May 31 on her maiden voyage to Brazil through Yokohama with 609 emigrants and 113 general passengers on board. Before her departure the Brazilian Consul General and his wife visited the ship.

Fifty Years of Emigration

Fifty years have passed since the first 781 Japanese emigrants to Brazil left Kobe on board the Kasado Maru (6,209 tons gross) on April 28, 1908. A commemorative meeting was held in Kobe on April 28.

3 Ports Historically Reviewed

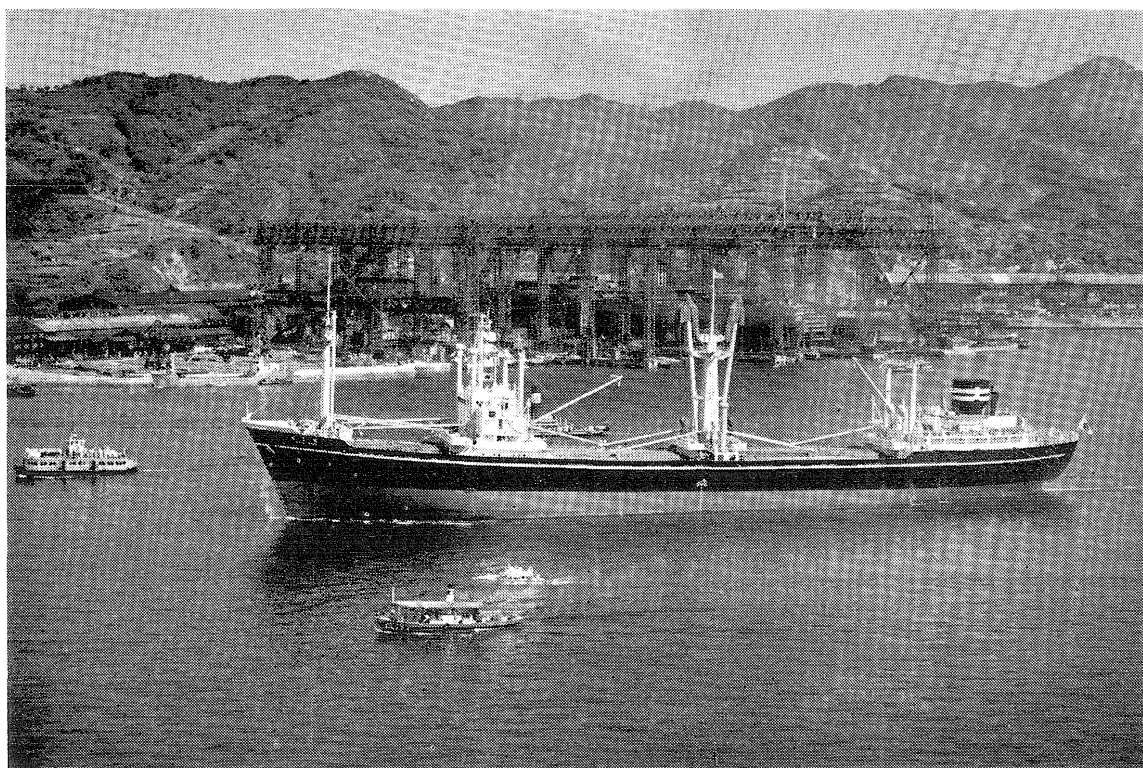
(Continued from page 3)

lightenment that eventually resulted in the opening of Japan and the Meiji Restoration.

After the opening of the port in 1859, a site for a foreign settlement was chosen outside the old Dutch quarters, and this soon developed into a thriving community even rivaling that of Yokohama.

Like Yokohama, Nagasaki suffered severely during the war, most of the beautiful city, with its old Catholic Churches and other exotic relics, being laid to the ground.

As already mentioned, Hakodate was opened to foreign ships four years earlier by the Kanagawa Treaty, but it was not till 1859 that it was officially opened to trade.



Mitsubishi's Nagasaki Works: This is the biggest shipbuilding yard in Japan. A series of workshops occupies the entire district along the shoreline of the other side of Nagasaki harbor. Ships of gigantic size are launched frequently there.

NAGASAKI

Japan's Oldest Foreign Trade Port

In twelve years since the termination of World War II, the City of Nagasaki has now practically completed its rehabilitation. A huge statue of peace memorial stands in the center of the city symbolizing the perpetuation of world peace.

Nagasaki has thus been reborn as an admirable international city from the very ashes of war devastation. The city has now a population totalling 320,000. In December, 1955, the city signed a sister city agreement with the City of St. Paul, Minnesota, U.S.A.

The Port of Nagasaki is the oldest port of Japan opened for foreign trade. It was in 1570 that a Portuguese merchant vessel entered into Nagasaki and asked the local authorities to open the port for trade. In the following year, Omura Tango-no-kami, the Lord of the Province, authorized Jinzaemon Nagasaki, local village chief, to open the place for foreign trade.

This was the genesis of Nagasaki as a foreign trade port

There has since been a steady increase in the number of foreign vessels entering the port and many trading houses, both native and foreign, have been established there. In 1636 a foreign settlement was established in Dejima, in Nagasaki, to serve as the exclusive quarters for offices and residences of foreigners, composed mainly of Portuguese, Dutch and Chinese.

As an aftermath to the Revolt of Shimabara in 1638, in which a large number of Japanese Christians rose in rebellion against the persecution of Christians by the Tokugawa Shogunate Government, the Tokugawa regime banned the visit of Portuguese as a means of preventing the spread of Christianity. For 226 years since then, the strict policy of isolation was enforced with the only exception of trade with the two foreign countries, China and the Nether-

lands, through the Port of Nagasaki.

In this way, the Port of Nagasaki has for a long time prospered through its monopoly of foreign trade in the country and has served as the pivotal point through which the exchange of commodities and cultures was conducted between Japan and foreign countries. Following the conclusion of a Treaty of Friendship and Commerce between Japan and the United States in 1853, exactly 287 years since the opening of the port to Portuguese merchant vessels, the Port of Nagasaki, together with Yokohama and Hakodate, was formally designated as an open foreign trade port in 1859. This was exactly 100 years ago from now.

Nagasaki in Modern Ages

Since 1878, when the modernization of port facilities was first started in Nagasaki, efforts have been made in dredging, reclamation and construction of wharves. In 1924 a modern wharf capable of berthing either three 5,000 tonners or two 10,000 tonners at one time was completed to serve as a base of international shipping lines connecting Nagasaki with Shanghai and Dairen. With the subsequent laying of a port railway line, construction of transit sheds and warehouses, thorough

clearance of dangerous reefs in the port for a safe passage of vessels and other measures, the Port of Nagasaki has secured the first class position in Japan's trade with China, Manchuria and Korea.

During the Pacific War, however, the Port suffered serious damages by air raids as well as the second atomic bomb dropped over Japan just before the war came to a close.

In accordance with a long term rehabilitation and construction plan instituted in post-war years, efforts were made in clearing the port water, dredging, repairing and replenishing of the port facilities damaged by the war and other improvement works. As the result of these efforts, the Port has now regained its former trading activities with the average annual volume of cargoes handled totalling about 1,280,000 tons, an amount even surpassing the pre-war annual average. Moreover, when construction works under way under the present long term plan will be completed in 1965, a further development will be expected of the Port of Nagasaki.

Tourist Attractions

Nagasaki abounds with many points of tourist attraction, being

sometimes called a "Naples in the Orient." A 34,000 ton luxury liner "Caronia," of Cunard White Star Line, made a call at Nagasaki in the spring of 1958 on her round the world cruise.

In Nagasaki there still remains some relics of Christian martyrdom in the early Tokugawa era, while a beautiful garden overlooking the port which is said to have inspired the story of "Madame Butterfly," is still in existence.

Unzen Hot Springs, Saikai National Park and other scenic spots and health resorts are within easy reach of Nagasaki.

As an Industrial City

Nagasaki is also known as the location of Mitsubishi Shipbuilding & Engineering Company, a firm known the world over as a ship-builder of the world highest order. Having opened its business as early as 1887, this shipbuilding company is remembered as the builder of 34,000 ton warship "Tosa" and a luxury passenger liner "Asama-Maru" before the war as well as of the world's largest warship "Musashi" of 70,000 tons during the war. In post-war years, the Company has built super-tankers of 45,000 ton class and cargo-passenger vessels of 20,000 ton

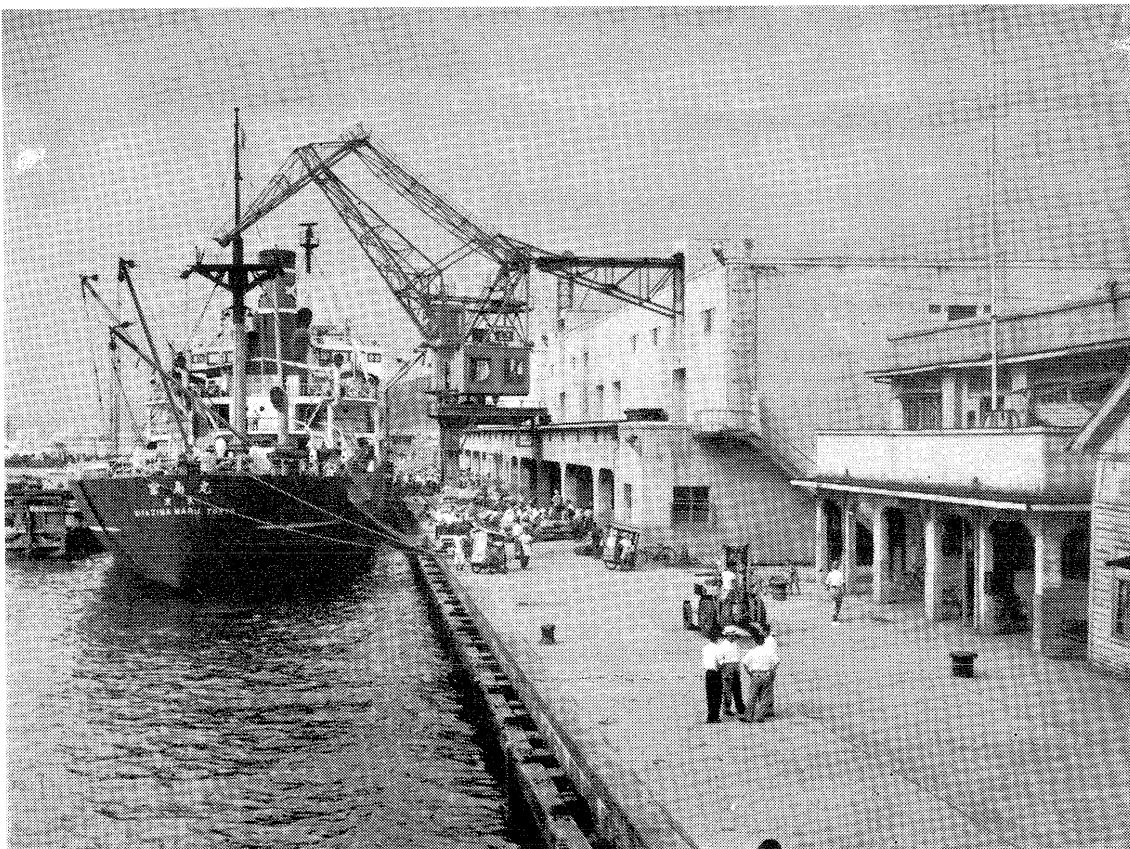
class, while at the moment it has contracts to build two mammoth tankers of 60,000 tons each. The Company is said to have achieved the highest record of launching tonnages in two successive years since 1956.

Japan, Taiwan Sign Trade Agreement

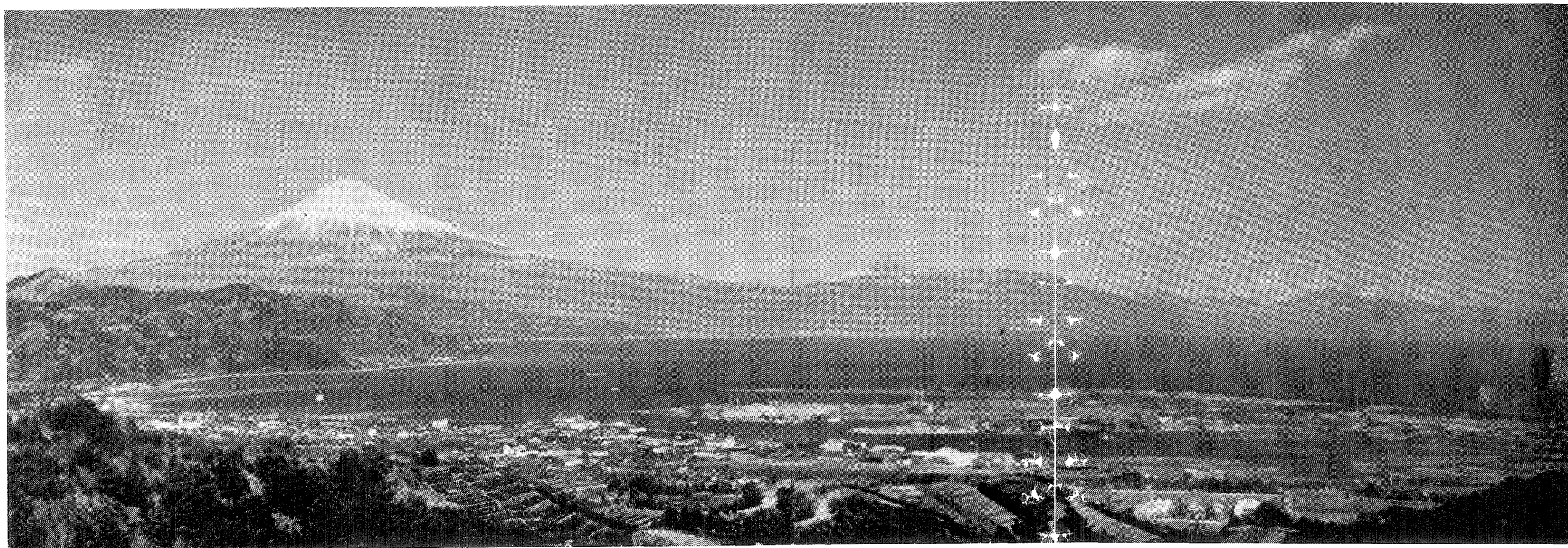
Agreement was reached between Japan and the Chinese Nationalist Government on a new trade program amounting to \$85,250,000 in export and import respectively. The delegates of the two countries signed a new agreement in Taipei on May 21. The agreement, valid for a year, will be retroactive to April 1.

S.E.A. Line to Commence Express Service

Swedish East Asia Co., Ltd. decided to commence the express service between Japan and Sweden with the liner Bataan (7,570 tons d.w.) sailing from Yokohama on May 9. Shanghai, Manila, and Singapore will not be called at by the liner. The time required will be reduced from 57 days to 47 days.



The district of Dejima Wharf, where two 10,000 tonners can be berthed alongside, was once a fan-shaped man-made island named Dejima. It was through this tiny island that Western as well as Eastern civilizations flowed into this country in the feudal ages. At present, the wharf is thriving with landing and loading of rice, oil, salt, tomato-sardine, etc.



General view of the Port of Shimizu with snow-clad Mt. Fuji in background.

THE SCENIC PORT OF SHIMIZU

This Leading Port of Japan is Favored by Nature in Many Points

The scenic Port of Shimizu is located in the middle of the Main Island of Japan facing the Pacific Ocean. It is connected with the principal ports of the world by regular lines.

General Description

With the beautiful Miho Peninsula in the foreground and with Mt. Fuji soaring up sublimely in the background, the Port of Shimizu has a calm water space of some 10,000,000 square meters. Standing on the Nihondaira Plateau, which is a prefectural park behind the town, surrounded by mulberry and tea plantations, one can get an incomparably magnificent view of Mt. Fuji.

The Port of Shimizu is one of the major ports of Japan, where large sized ocean going vessels can enter or sail out at ease even at night due to the naturally provided wide port entrance and deep waters

with the Peninsula of Miho serving as breakwaters. The water space in the port with a depth of 7 to 9 meters totals 4,000,000 square meters.

Principal Facilities

The Hinode Pier, which is a 820 meter long public pier for ocean vessels, managed by the Shizuoka Prefectural Government, is capable of berthing alongside it two 20,000 tonners, one 10,000 tonner and two 3,000 tonners at the same time. Besides a public coal pier with the berthing space for two 5,000 tonners, there are privately owned piers, including a coal pier of the Japan National Railways with the berthing space for two 3,000 tonners and a 276 meter long bauxite landing pier of Nippon Light Metal Company with the berthing space for a 10,000 tonner. The Toa Nenryo Kogyo (Fuel Industry) Company has a dolphin for a super-tanker carrying crude oil.

Transit sheds number altogether 10, both public and privately owned, with the total floor space of 30,000 square meters, while there are in all 159 warehouses with the total floor space of 97,000 square meters.

Due to the very mild climate in the region, longshoremen in the Port of Shimizu are capable of handling cargoes even in wintry night. Drinking water, fuel and foods can be plentifully supplied, while pilots can be made available promptly.

Cargo Movements

In the last five years, the average annual amount of cargoes handled by the Port of Shimizu increased yearly at the rate of from 11 to 12 per cent. According to the statistics for 1957, the total amount of cargoes handled by the port in that year reached 2,782,000 tons, of which 1,367,000 tons were by domestic trade and 1,415,000 tons were by foreign trade. With the completion of construction works of new factories and of expansions of old plants in and near the port, it is expected that the total amount of cargoes to be handled by the port would reach 5,600,000 tons eventually in 1960.

Foreign Trade

The foreign trade of the Port of Shimizu is characterized by a surplus of exports over imports. In 1957, for instance, the export surplus amounted to as much as \$26,000,000.

The primary exports from Shimizu include canned tuna, canned bonito, canned mandarine oranges, green tea, frozen fishes, aluminium, paper goods, ship implements, musical instruments and others, with the annual total reaching about \$71,640,000 in value.

Shimizu's principal imports include rice, wheat, barley, crude oil, bauxite, lauan, chemical fertilizers, salt, sugar and others totaling altogether \$45,470,000 in value.

The number of ocean-going vessels which entered the Port of Shimizu in 1957 reached 875 with the total tonnage of 6,179,386 tons.

Crusador's New Record

The refrigerated vessel Crusador (3,450 tons d.w.) of Crusador Shipping Company which arrived at Kobe port from Auckland with shipments of wool and tarrow, set a new record in transit time. She covered a distance of 4,685 miles between Japan and New Zealand in 11 days 11 hours 12 minutes. The record until now was 18 days between Dunedin and Yokohama made by the Tokuwa Maru (5,626

tons d.w.) of the Nitto Shosen Line. The Crusador is a Swedish-built ship completed in February and has an average speed of 17.68 knots.

Maruzen Enters Shipping Field

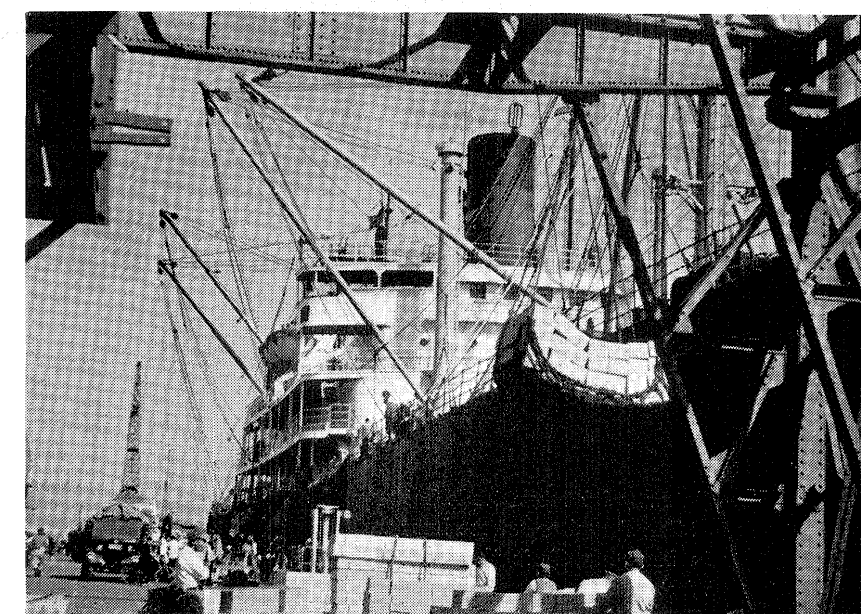
The Maruzen Petroleum Company (capital: ¥5,250,000,000), which has been planning to separate its sea transport section from the company for the rationalization of operation, has decided to set up the Maruzen Shipping Company with the completion of the combined tanker Tsubame Maru No. 3 (20,500 tons d.w.) which is scheduled to

be constructed by the Mitsubishi Heavy Industries, Reorganized, with the impact loans from the Bank of America.

Japan, Soviet Signs Shipping Agreement

The signing ceremony of a new agreement covering the inauguration of a regular service between Japan and the Soviet Union took place at the Foreign Office on June 3. Present at the ceremony were business manager Tanigawa of the Yamashita Steamship Company (representative of the Japan Nakhodka Line jointly operated by the Yamashita Steamship Company, the Iino Shipping Company and the Kawasaki Steamship Company), business manager Kikuchi of the N.Y.K. Line, Director Kanayama of the Europe and Asia Bureau, Foreign Office and Chief Sawa of the Foreign Shipping Section, Ministry of Transportation and Mr. M.N. Malakhof representing the Soviet shipping industries. They signed the agreement on the inauguration of the regular service between Japan and Nakhodka and then exchanged documents in connection with the liner service between Japan and the Black Sea.

The Japan-Nakhodka service will be operated by the Japan Nakhodka Line and the Japan-Black Sea Service by the N.Y.K. Line. The latter service will be commenced with the Aki Maru sailing from Kobe on June 24.



Loading of plywood in the Port of Shimizu.

SAN FRANCISCO

The Famed Port on the Pacific

(The standard year for this article is 1957.—Ed.)

A vigorous new program of active cargo development around the world accounts in large measure today for the Port of San Francisco's status as leading general cargo port on the U.S. West Coast.

A total of 20 offices in the port's world-wide "shipper service" organization now stretch from Tokyo to Antwerp.

And cargo movement at the Port of San Francisco, surging ahead at a pace some 15 per cent better

than the previous year, has produced a third-quarter total of nearly 5,000,000 tons, showing strong promise of bettering the 6,000,000-ton mark for 1957.

The first-nine-months total as of September 30, 1957 was 4,753,617 tons, a gain of 727,971 tons over the previous year.

All in all, reports on the first three-fourths of the year's business make optimism a common waterfront commodity among the

maritime industry's traditionally cautious spokesmen.

Import and export traffic, which hit a five-year record at San Francisco's piers the previous year, may equal or exceed the Korean war peaks of 1950-51 if shipments continue at the present rate, port officials say.

The tonnage increase reflects the past year's additions of new luxury liners and Mariner-class cargo and passenger ships to San Francisco's ocean fleet, as well as the frequent calls of new "super tankers."

Underlining this increase in port activity, the regional office of the



Gateway for ocean trade between the United States and the Far East is the famed Port of San Francisco, whose busy waterfront (shown in photo with San Francisco Bay Bridge in background) is the berthing place for 75 steamship lines plying between the U.S. West Coast and some 300 world ports. San Francisco's custom district is first among all port areas on the North American continent in the value of its annual import-export exchange with Far Eastern countries.



Port of San Francisco's famed Embarcadero begins at Foreign Trade Zone No. 3 and Fishermen's Wharf, shown at left and right foreground in this striking aerial view. San Francisco Bay Bridge and Coit Tower loom in background.

U.S. Department of Commerce reports San Francisco's customs district again the previous year handled higher-valued import and export shipments than all other California port areas combined.

Exports through the San Francisco district were 52 percent of California's total outgoing foreign commerce. This area handled exports valued at 538,137,855 out of the state's overall exports of \$1,038,642,570.

The state's export shipments topped the billion-dollar mark for the first time since World War II, incidentally, and export valuation in the San Francisco customs district exceeded \$500,000,000 for the first time.

San Francisco's import business last year was equally encouraging.

This area handled 50.5 percent of the state's 1956 import valuation—\$437,285,209 out of \$865,082,850.

These whopping shares of California's import and export shipments made San Francisco's custom district, as usual, the leader among all the customs areas on the Pacific Coast.

And the accelerating flow of

ships and cargoes through the Port of San Francisco this year has the San Francisco Port Authority busy drawing plans for new piers and terminals involving an ultimate outlay of close to \$50,000,000.

Port officials 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.

With a large number of existing berths, the port never-the-less is feeling the pinch of more frequent arrivals from a growing flow of cargo and passenger ships whose average weight and cargo capacity is steadily increasing.

As a result, Port Authority meetings and public statements in recent months have mixed reports of rising tonnage and improved earnings with concern over the need for extensive financing to underwrite new port construction and expansion of some existing piers.

Earlier this year, Port Authority

officials came out with a \$50 million program of additions to San Francisco's waterfront:

It will include a new two-level passenger 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.

Although the port's 18½ lineal miles 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.

Ship arrivals are averaging 15 a month more than last year. Arrivals to the Bay Area reached a three-year record high during one recent month when 421 vessels passed beneath the Golden Gate.

Net tonnage of these bigger and faster ships has increased 10 per cent.

Isolated instances highlight the over-all increase. Top-valued coffee

for instance, got an 80,000-bag boost in one single shipment which arrived earlier this year. (Last year's coffee total was better than 2½ million bags.)

In light of this expanding traffic, port officials point to the \$50-million improvement program as a vital factor to future port growth.

Port Authority President Cyril Magnin says of the plan:

"This will enable us to make essential improvements in port facilities. No port organization can expect to keep up with the changing needs of ocean transportation without capital improvements."

"The Port of San Francisco has never received a cent of tax support, and is the only major U.S. port which doesn't receive some form of subsidy."

"We know from our analysis of tonnage and past revenue that we can handle the expenses of this improvement program."

Backing up the Port Authority's confidence in the future is the cargo-boosting network of traffic offices around the world.

Among these are six new Port of San Francisco traffic offices now providing direct assistance to major shipping centers in the Orient, the Far East and Europe. All have been opened within the past few months.

The new locations consist of four offices in the Orient—at Singapore, Hongkong, Penang and Swettenham—one at Kobe, Japan, and the sixth at Antwerp, Belgium. They bring to 20 the total number of cargo offices now maintained around the world by the Port of San Francisco.

Here's a run-down on the new offices and the areas they serve:

ANTWERP, Belgium—Here, the representative firm is the Dero & Hall Shipping Agency, S.A. The managing director is Marcel Hall, who has been with the firm for 30 years. A bachelor of commerce, he received his training at the office of the port's European Representative in London, Wm. Hall & Co., Ltd. The address of this office is: Union Building, 1, Pont de Meir, Antwerp.

KOBE, Japan—This location extends the Port's cargo promotion organization in the Far East, and

serves the industry-rich Kobe-Osaka manufacturing center, as well as other shipping centers in southern Japan. The new office is operating under the supervision of Taizo Mizoguchi, the Port's Far East representative for Japan. Mizoguchi maintains his headquarters in Tokyo. The new office is located in the Kokusai Kaikan Building, Miyuki-droi, Fukiai-ku, Kobe. Mr. M. Narita is the manager.

SINGAPORE, HONGKONG, PENANG, SWETTENHAM—These four sales representation branches were opened September 1 in a move to include major Oriental shipping centers in the Port's worldwide trade-boosting program. The Port of San Francisco will be represented at each branch through the Barretto Shipping and Trading Company, Ltd. The company is a firm long-established in shipping and foreign trade. Barretto, Ltd., maintains its headquarters at Singapore and has branches at Hongkong and the Malayan port cities. Mr. Fred J. Barretto heads the four-city network.

Other overseas offices comprising the Port's globe-girdling traffic system are as follows:

TOKYO, Japan—Appointment of Mr. Taizo Mizoguchi to head this office as "Far East Representative—Japan" was announced last December. This office serves northern Japan and the huge, highly industrialized Tokyo Bay area in particular. The address is: Nissan-Kan Building, 2, 1-Chome, Shiba-Tamura-Cho, Tokyo. Telephone (59) 3758, 3759.

AUSTRALIA and NEW ZEALAND—This five-office group was activated in February with the appointment of James Patrick & Co., Pty., Ltd., long one of the largest and best-known cargo-handling and ship operating firms in Oceania. The offices are situated in Sydney, Melbourne and Brisbane in Australia. The New Zealand branches are located at Auckland and Wellington. Sydney is headquarters for the network, and the address is: James Patrick & Co., Pty., Ltd., 33-35 Pitt Street.

LONDON, England—This office, first to be opened in England after

Jumboizing of T-2 tanker in Japan

The T-2 type tanker Maitical (16,700 tons d.w.) entered a dock of the Kobe Dockyard of the Mitsubishi Heavy Industries, Reorganized, on June 17. The vessel, which came from San Pedro, U.S.A., will be jumboized by the Dockyard for the first time in Japan. The vessel will be cut into the three sections of bow, midship and stern and a new midship section (107.90 meters long, 22.86 meters broad and 11.96 meters deep) already launched, will be inserted into the midship section. As a result, the vessel will be 552 feet in length overall and 75 feet in breadth and have a capacity of 20,000 tons d.w. The vessel is scheduled for completion in October. The work will cost ¥745,000,000.

World War II by any United States port, serves England and all of the Continent. The Port's representative there is a man well-qualified as a Port of San Francisco traffic agent. He is William Hall of Wm. Hall & Co., Ltd., 3 Gracechurch Street, London. Hall, like all other Port traffic representatives, has a rich background of work in the field of shipping and international commerce.

Another office recently opened is that of the Mountain States representative, Carl C. Conradi, who maintains headquarters for his five-state operations at Denver. The office was opened June 1 and is the hub of Port of San Francisco cargo promotion efforts in Colorado, Wyoming, Utah, Idaho and Montana. This is the only "mountain" states office maintained by any United States port, and is situated in the Boston Building. Telephone TAber 5-1485.

Other, well-established Port regional offices in the United States are at New York, Washington, D.C., and Chicago. California offices are at Fresno, Sacramento and San Jose.

These twin programs of expanded traffic development and increased physical facilities lend themselves well to the prominent and important part the Port of San Francisco has in international trade.

THE PORT OF NAGASAKI

“The Naples in The Orient”



The Oldest Foreign Trade Port of Japan, Nagasaki Looks Forward to
Further Development as a Modern Port



NAGASAKI CITY

City Office: 30 Sakuramachi, Nagasaki City

Tel.: 3 7 0 0

THE PORT OF DOKAI

The Triple Port Serving the Industrial Center of Kyushu

The Port of Dokai is located in a bay embraced by the three cities of Wakamatsu, Tobata and Yawata in north-eastern corner of Kyushu. It is a natural harbor supplemented by modern port facilities with the port frontage extending as far as 14 kilometers with the port space totalling 54,-

230,000 square meters.

Surrounded by undulated hills all around, the port has extremely calm harbor waters throughout the year with no danger from typhoon or from tidal waves. In the typhoon season, we frequently find the port jammed with numerous small sized vessels from nearby sea taking refuge in the harbor of Dokai.

Brief History

Up until 1890 the City of Wakamatsu had been a small village. But from about that period the locality has begun to attract public attention as a loading port of coal from one of the richest coal mining fields of Chikuho situated in the hinterland of Wakamatsu.

The Wakamatsu Harbor Works Company was set up in 1890 to start harbor improvement work and a branch railway line was laid in the following year to connect Wakamatsu with the trunk railway system. With this improvement in



Photo shows an air view of the Port of Dokai, with Yawata in right foreground, Wakamatsu to left across the bay and Tobata near the bay entrance beyond Yawata.

the sea and land transportation facilities, the coal loading capacity of the port has seen a considerable expansion and various modern industries such as steel, machinery, glass, oil and fat and shipbuilding have sprung up in the area.

The first industrial plant set up in the City of Tobata following the completion of the reclamation work was a coke manufacturing plant built up there in 1897. This has been followed by the establishment of refrigeration and fishery firms. Today Tobata has become one of the leading fishing base ports in Western Japan as an important base of deep sea trawler fishing. Like Wakamatsu, Tobata is also known as a coal loading port.

Lastly, the City of Yawata has rapidly developed into a steel town with the founding of the Yawata Iron Works of the present Yawata Iron & Steel Co., Ltd., in 1897. With the subsequent development of various modern industries connected with iron and steel manufacturing, Yawata has come to form the nucleus of the North Kyushu industrial area, one of the four major industrial areas in Japan, which is composed of the triplet cities of Wakamatsu, Tobata and Yawata.

The Port of Dokai is actually the maritime front door of these three adjacent cities, each having its own special characteristics. Serving as the common entrepot for the town of coal, the town of fishing and the town of steel, the Port of Dokai has a full possibility of further development.

Port Facilities

Fairways

There are a main and a branch fairway. The main fairway extends for about 12 kilometers, of which the waterway for about 10 kilometers from the port entrance has the depth of 9 meters and the width of 200 meters and that for 2 kilometers farther up the depth of 7.5 meters and the width of 110 meters.

The branch fairway, branching off from the main fairway, extends for about 3 kilometers and has the depth of 7 to 10 meters.

At present a full load 10,000 tonner usually unloads some of

her cargoes on sampans in Moji so as to make it easier for her to enter the port. However, this practice may become no longer necessary after 1960, when the present plan of dredging the fairway will have been completed.

Berthing Quays

The berthing quays have the total frontage of 20,985 meters, of which that of 7,916 meters is for large sized vessels. Of the total frontage, a portion of 5,005 meters is privately owned by big companies such as Yawata Iron Works, while that of 2,911 meters is publicly owned for general commercial and fishery uses.

Breakwaters

Port entrance on Wakamatsu side	1,036 meters
Within port	163 "
Total	1,199 "

Mooring Space for Large Vessels

Mooring spaces now in use for large sized vessels in the Port of Dokai are, according to differences in water depth, as follows:

Mooring space of more than 4 meters in depth	192,681 sq. m.
Mooring space of more than 6 meters	1,318,525 sq. m.
Total	1,511,206 sq. m.

Transit sheds and Warehouses

Cargo Sheds 17 with the floor space of	12,241 sq. m.
Warehouses 69 with the floor space of	82,728 sq. m.
Total 86 with the floor space of	94,968 sq. m.

Coal Yards

60 coal yards with the total space of 638,859 square meters.

Open Storages

24 open storage places with the total space of 219,626 square meters.

Timber Pond

One timber pond with the space of 11,450 square meters.

Coal Loading Facilities

The annual amount of coal handled by the port totals in the average 8,000,000 tons, topping the list of cargoes handled by the port totalling in all 13,000,000 tons. The

Port of Dokai heads the list of the country's ports in the amount of coal loading. The loading quay for coal in the port extends for 3,176 meters. This extended quay for exclusive use of coal loading, along with the operation of motor sailing vessels, promotes the efficiency of loading coal directly from railway freight cars to ocean-going vessels.

Trading Activities

For some time since the termination of the Pacific War the amount of cargo handling in the Port of Dokai dropped to a miserable state, due to industrial depression and to devastated port facilities. With the rapid rehabilitation of destroyed port facilities and the revival of local industries, however, the amount of the port's cargo handling has gradually increased until it reached in 1957 18,000,000 tons, a figure approaching the pre-war maximum of 25,480,000 tons reached in 1939.

The foreign trade of the port shares 40 per cent of the total trade amount, with the domestic trade accounting for the remaining share. Of the different items of foreign trade, iron ores and iron and steel goods take 70%, and coal and coke 30%. In the domestic trade, coal and coke occupy 70% of all the items handled by the port.

Foreign Trade

Of the total amount of foreign trade goods reaching about 5,300,000 tons in 1957, imports accounted for almost 92%. Iron ores topped the list of imports with 2,600,000 tons followed by coal with 1,220,000 tons. The strange phenomenon of a coal loading port importing coal from overseas is easily explained by the fact that imported coal is coking coal essential for Japan's industries. Other imports include metal goods, cereals, timber and sundries totalling in all about 1,050,000 tons.

Of the export goods, metals and metal products topped the list with about 240,000 tons followed by 80,000 tons of cement, 60,000 tons of coal and coke and another 60,000 tons comprised of fertilizers, chemicals and sundries.

(Continued on page 28)

THE PORT OF MELBOURNE

Victoria's Modern Port

The Port of Melbourne handles 97 per cent. of Victoria's seaborne general cargo trade. Every 90 minutes, day and night, a cargo vessel, passenger liner or oil tanker enters or leaves the port, and in every 24 hours an average of £2 million worth of goods passes across the port's wharves. The flags of 20 to 25 different nations are worn by ships visiting the port each year. These vessels are representatives of virtually every maritime nation in the world. They have an aggregate gross tonnage of more than 15 million, and they

bring and take away cargoes amounting to between 8 and 9 million tons. In the port's record year, more than 16 million tons of shipping and more than 9 million tons of cargo were recorded.

A conspicuous feature in the trade and shipping of the Port of Melbourne in recent years has been the great increase in the number of ships wearing the Japanese flag. From seventh position on the list of countries with the largest foreign shipping representation in the Port of Melbourne in 1956, Japan last year became one of the top

three. In the first half of this year, Japanese vessels berthed in the port showed an increase over the same period in the previous year, and often several Japanese vessels were in port at the one time.

The sudden rise of prominence of Japanese vessels in overseas shipping entries in the Port of Melbourne is due largely to the greatly improved trade relations between Australia and Japan resulting from the trade agreement between the two countries signed 12 months ago. The basis of the agreement was the exchange of "most favored nation" rights in tariff matters and reciprocal assurances of non-discriminatory treatment in import control and exchange control mat-



Melbourne is a highly mechanised port. Thirty berths are served by electric level luffing wharf cranes, heavy lift cranes are available, and at special berths transporters, conveyors and overhead shed cranes are provided. Some 500 units of mobile mechanical aids assist in the rapid handling of cargoes. Thirty-one berths are linked directly with the State railways system.

ters.

It was natural that the effect of the new agreement should be immediately apparent in the Port of Melbourne. Through its pre-eminent position in the economic life of the State, the port reflects accurately the character and condition of Victoria's economy. It is a barometer of State prosperity. Principal imports from overseas are oils and derivatives, phosphatic rock, motor cars and trucks, machinery, paper, iron and steel, cement, timber. Chief interstate imports are coal, iron and steel, sugar, timber, gypsum, pyrites and paper. Exports through the Port of Melbourne are headed by flour, wool, oats, meat, fruit, butter and milk products, highlighting the importance of rural industries in the State's economy; but the growing value of exports of motor cars, machinery, paper and metal manufactures through the port gives a clear indication of the present upsurge of secondary industries in Victoria.

The Port of Melbourne lies at the head of Port Phillip, a virtually landlocked bay of 725 sq. miles with a mean tidal range of only 1 ft. 6½ ins. Depths of up to 36 ft. at low water are provided at port berths.

There are 105 berths in commercial service along 12½ miles of wharves and piers. Firstly, there are the Yarra River berths and Victoria Dock and Appleton Dock through which the bulk of the overseas and interstate general cargo trade and the coal trade are channelled. The main cargoes handled at the lower river berths at Yarraville and Newport are bulk sugar, chemicals and oil. Finally come the bay piers at Williamstown and Port Melbourne. The eight berths at Station and Princes Piers, Port Melbourne, are specially equipped for the simultaneous and segregated handling of passengers and cargoes. About 150,000 passengers pass through the port each year. Breakwater Pier, Williamstown, is the marine bulk



The Port of Melbourne is a man-made port: it was and is being carved out of waste swampland and shallow shoreline and tailored to meet the steadily growing needs of trade and shipping. Capital investment in the port since the Second World War has increased by £14 million. In a period of unprecedented expansion, new dock systems are being provided, new berths, new cargo sheds, more intensive mechanisation, the progressive modernisation of existing facilities and enlarged and improved services. State development and port development are interlinked: the port handles 97 per cent. of all of Victoria's seaborne general cargo trade.

oil terminal for one of the large refineries of Australia. Other Williamstown piers are used mainly as loading berths.

The Port of Melbourne is a man-made port. Because a port was needed here, a port was built; it was carved out of swampland and shallow shoreline. Large areas (including the 96-acre water basin of Victoria Dock) were excavated; areas of swampland and river flat were reclaimed; the River Yarra (originally narrow, shallow and tortuous) was widened, straightened and deepened; channels were dredged in the bay, and dredging

at the berths provided adequate depths for the largest vessels entering Port Phillip. The process of making the port, of adapting it to growing and changing needs goes on today.

Of the port's 105 berths available for shipping, 63 are served by modern, spacious transit sheds for the covered accommodation of cargoes. The total area of the sheds is 47½ acres, and they have a combined frontage of 4¾ miles. Sheds at present under construction will bring the port's covered cargo accommodation to more than 50 acres. Individual sheds now

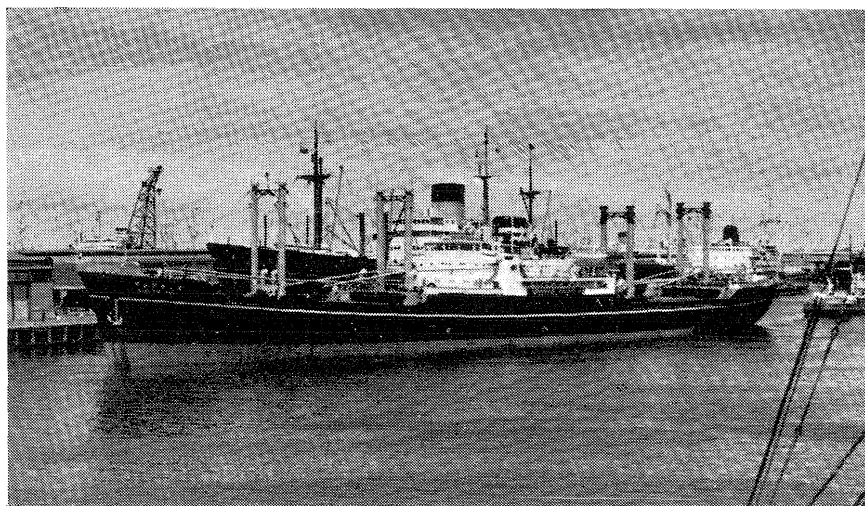
in use are up to 60,000 sq. ft. in area, while three sheds being constructed at Appleton Dock are 600 ft. long and 150 ft. wide. Like all the port's modern transit sheds, these are designed for the greatest functional efficiency in handling cargoes by motorised mobile units.

Melbourne is a highly mechanised port, with 30 berths served by banks of electric level luffing wharf cranes of 3-, 6 and 7½-ton capacity. In addition, there are heavy life cranes (60-ton shore-based and 40-ton diesel electric floating) as well as shed cranes, conveyors, transporters and other mechanical aids at special berths. About 500 units of motorised mobile cargo handling aids work in the port. These include fork lift trucks, mobile cranes, front end loaders, overloaders, electric conveyors, straddle trucks and other "tools of trade" for a busy port. A large proportion of these is privately owned and licensed by the Trust to operate, but more than 100 are owned by the Trust and are hired out with drivers to supplement the mobile equipment of stevedores, merchants and road hauliers.

The high degree of mechanisation, however, does not lessen concern for the welfare of port workers. Amenities in the sheds and throughout the port area are of the highest world standards. They are practical amenities, kept gay and cheerful by the use of bright colors.

The port services offered by the Trust are of a very high order. Among the services are traffic management for the effective use of the port utilities and the fluidity of cargo movement; signal stations for navigation safety, shore light and power and telephone communications for ships in port; heavy lift, wharf and mobile cranes and other mechanical plant; fresh water supply; special passenger accommodation, and high class amenities. A mobile first aid service, equipped with vehicles fitted as first aid posts, operates in the port. The vehicles are linked to headquarters by radio telephone.

The Trust's fire and pilferage protection services are outstanding, and Melbourne has the reputation of being one of the safest ports



Shipping entries in the Port of Melbourne total about 2,500 each year. A conspicuous feature of recent years has been the marked increase in the number of Japanese vessels. From seventh position on the list of non-British countries with the largest shipping representation in the Port of Melbourne, Japan last year moved into third position.

in the world.

Emergency and Safety Service men are on duty at all times. The compounding of the port area and provision of cargo checking gates has reduced pilferage to a minimum. A particular feature of port operations is the enforcement of a wharfingering system under which all goods discharged from vessels must be delivered in the hands of a licensed wharfinger who is responsible for them until delivery is taken by the consignee. This ensures full protection of the goods up until the time of their delivery, and the system together with the continuously manned checking gates reduces pilferage in the Port of Melbourne to negligible proportions.

The Port of Melbourne is administered by the Melbourne Harbor Trust Commissioners. The Trust was established by an Act of the Victorian Parliament in 1876. Today the Board of Commissioners comprises a full-time Chairman, and five part-time Commissioners. The five part-time Commissioners represent respectively shipowners, importers, exporters, waterside workers and primary producers. All Commissioners, including the Chairman, are appointed by the Governor in Council.

The Trust operates within statutory limits free from day-to-day political control, and functions in a similar way to a private business. Revenue is derived from charges on shipping, imported cargoes, lands

rented and services provided. The revenue is held "in trust" and is devoted to the operation, maintenance and development of the port, and about one-fifth of the gross revenue is paid into the consolidated revenue of the State.

The Commissioners are empowered to borrow money to a limit of £18½ million and the loans are guaranteed by the revenues of the port. An indication of the healthy financial position enjoyed by the Trust is that the outstanding capital debt is only £12 million where the capital invested in the port is in excess of £23 million.

The destinies of the State of Victoria and the Port of Melbourne are interlinked. As the needs of trade and shipping have grown and changed, so the port itself has grown and changed. Port development has matched State development; and this continuing process is readily apparent today. In no period of its history has the port developed faster than in that which followed 1945. Capital investment in the port has increased by 130 per cent. in this time, taking the shape of new dock systems, new berths, new cargo sheds, greater mechanisation, new and improved services, new amenities. The expansion programme in the port continues, and must continue, for Victoria is going through a period of unprecedented development and port progress must match that of the State which it serves.

Japanese Ships Break Record

"It is of the greatest significance that less than a year after the signing of the Japanese-Australian Trade Treaty, ten Japanese ships should berth in the Port of Melbourne in the period of a single week: a record in the history of the port" said the Chairman of the Melbourne Harbor Trust Commissioners, Mr. A.D. Mackenzie, in Melbourne this week. (May 26-30, 1958).

Mr. Mackenzie, who visited Japanese ports last October added "The shipping of this port is a day to day mirror of the success of the Trade Treaty which has served to further the prosperity of the two signatory countries. Of the ten

ships which berthed this week, five worked simultaneously in the port, loading or discharging cargoes."

"The Japanese vessels, which aggregated 75,858 tons, brought a wide variety of cargoes from many ports in Japan. From Kobe came cotton piecegoods, pearl buttons, imitation jewellery, bamboo blinds, towels. Yokohama sent binoculars, fountain pens, microscopes, art paper, picture books, cutlery. Nagoya's products included musical instruments, porcelainware, watch bands, glassware and smoked oysters. From Osaka came chinaware, umbrella frames, friction tape and ashtrays.

"Away from Australia, in return,

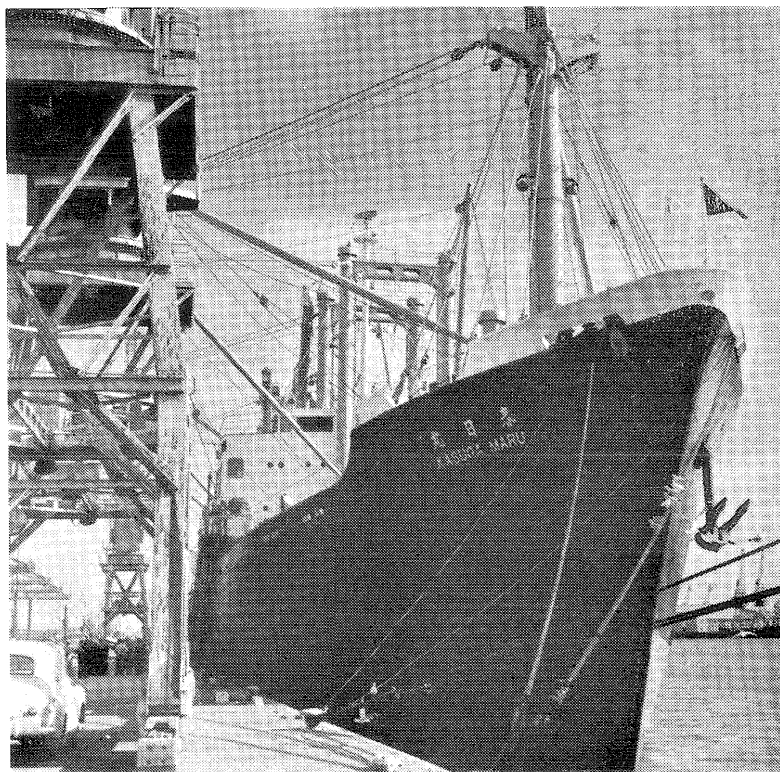
went wool, hides, tallow, shoe polish, scrap metal, dried fruits and many other natural and manufactured products."

The ten Japanese vessels which berthed during the week were "Seiun Maru" (7796 tons), "Tokai Maru" (6899 tons), "Shosei Maru" (7199 tons), "Hoko Maru" (3428 tons), "Awoshima Maru" (6659 tons), "Ginyo Maru" (3846 tons), "Melbourne Maru" (6784 tons), "Kasuga Maru" (8137 tons), and the tankers "Borneo Maru" and "Toei Maru," 13,131 tons and 11,979 tons respectively.

The Australian Minister for Trade, the Right Honorable J. McEwan, referred in some detail to the Trade Pact this week. It was operating effectively and, he said, "procedures which have been developed on both sides have been confirmed and strengthened."

(Continued on page 28)

- 105 berth
- 12½ miles of berthage
- 50 acres of cargo transit sheds
- mechanical exuipment for all berths
- low cost
- rapid turnaround



Increased trade between Australia and Japan is reflected in the growing number of vessels wearing the Japanese flag berthing in the Port of Melbourne. The port is a barometer of State prosperity and provides modern facilities and services for the shipping of the world.

THE PORT OF MELBOURNE

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MISCELLANEOUS NEWS

Japan's Ship Lay-up Scheme

At its executive director's meeting held recently, the Japan shipowners' Association has decided to adopt a plan to lay up ships by owners' groups in order to cope with the protracted shipping recession. Seamen's problems arising from the plan will be studied by its special committee. The organization has also decided to push the movement for the rationalization of operation and the saving of expenses.

Technical Assistance to Indonesia

A memorandum was exchanged on June 16 between the chairman of the Japan Shipbuilders' Association and the Indonesian shipping and shipbuilding delegates now staying in Japan, about the technical co-operation in shipbuilding. Japan will afford to Indonesia every assistance in connection with the new building of vessels, the construction of shipyards, technical assistance, the training of naval architects and the research and investigation of the possibility of the Indonesian shipbuilding.

Mitsui's W. African liner leaves

The first liner Yoshino Maru (12,030 tons d.w.) on the regular West Africa service left Kobe, the last port of call in Japan for West Africa via Suez through Hongkong, Singapore and Bombay. It will take 50 days to arrive at Laos, the port of destination.

1st Liner to Nakhodka

The first liner Taisho Maru (5,213 tons d.w.) of the Yamashita Steamship Co. on the Japan-Nakhodka service left Kobe for Nakhodka on June 23 with the shipments of chemicals, fertilizers and general cargo, in addition to which 310 bags of mail matters were also shipped. The mail service between Japan and the Soviet Union was resumed after a lapse of twenty years. The ship will carry timber on her return voyage. The Soviet Union will place a vessel on the service from July.

Shipowners' Assn. Chairman Changes

At the 11th general meeting of the Japan shipowners' Association held on May 26, the resignation of Chairman Yamagata was accepted and Mr. Y. Ichii, president of the Mitsui Steamship Co. was unanimously elected chairman. Mr. K. Shimomura, president of the Taiyo Kaiun Co. and Mr. J. Ideta, president of the Taiyo Shosen Co., were elected deputy chairman respectively.

New O.S.K.'s New Zealand service

Commencing June, the O.S.K. Line decided to separate the New Zealand run from the Australia service. The first liner to New Zealand will be the Yoko Maru 7335 tons d.w.), which will call at Hongkong.

Nisshin Line to open Hongkong Run

The Nisshin Shipping Company notified the Ministry of Transportation of the inauguration of the regular service to Hongkong and the Straits with a monthly sailing. The service will be commenced with a vessel sailing on June 02.

NBC's Last Mammoth Ship launched

The Universe Defanel (85,500 tons d.w.) was launched on June 20 at the N.B.C.'s Kure Shipyard. The ship being the last of a series of seven 85,500 tonners, thousands of citizens of Kure attended her launching ceremony. The yard is scheduled to lay the keel for a 100,000-ton tanker at the end of June.

N.Y.K. Pacific Liners to Call at Portland

Commencing with the June ship Shoun Maru (10,017 tons d.w.), N.Y.K. liners for U.S. North Pacific Coast will make regular call at Portland, Oregon, in addition to Seattle, Tacoma, Vancouver and Long View.

Plans for New Terminal, Los Angeles

Preliminary plans for a \$15,000,000 cargo-passenger terminal to be built at Berths 90-93 in Los Angeles Harbor were released June 2, by Bernard J. Caughlin, the municipal port's general manager.

The agreement to build the huge new terminal and assign it to the American President Lines was signed last December by Lloyd A. Menveg, president of the Board of Harbor Commissioners. The agreement, which also was signed by George Killion, president of APL, stipulated that the steamship company will route all of its passenger and cargo business in Los Angeles and the surrounding area through the new facility for at least 20 years.

The terminal will include a two-story passenger-cargo structure, 1,000 feet long and 200 feet wide, clear-span, with the passenger facilities on the upper floor. About 18,000 square feet of office space will be provided in two wings at one end. An unusual feature will be automobile ramps to the roof, which will permit delivery of passengers and visitors to escalators there. There will be a paved parking area for 3,000 cars, adjacent to the passenger facilities.

There also will be a second building, to be devoted entirely to cargo, which will be 630 x 200 feet, clear-span. Cargo capacity of the two sheds is estimated at 35,000 tons, and other features include 2,400 liner feet of wharf, dockside rail and truck facilities, latex tanks and refrigerated cargo storage space.

To serve the facility, a slip 1,200 feet long and tapering in width from 500 feet to 300 feet, will be dredged from the shallow inlet now known as Boschke Slough. This dredging first of the project's construction phases, is expected to begin in August.

It is anticipated that the entire project will be completed in four years, by which time the American President Lines will have put its new 1,400-passenger luxury liner into the Pacific service. The passenger-cargo terminal at Berths 153-155, now occupied by APL, then will be assigned to another steamship company, Caughlin stated.

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Japanese Ships Break Record—*Continued*

Mr. McEwan was speaking following a general review of the Pact, which is to take place annually. He pointed out that in the current year, the value of Australia's wool exports to Japan would probably be higher than the £94 million average of the past three years.

At the same time, Japan's exports to Australia would, under the Pact, be some £7 million higher than last year, rising to £25 million in 1957-58, compared with an £13 million average during the last three years.

The benefit to Japan from this larger and growing Australian market was accompanied by definite benefits to the Australian economy, principally in terms of support given by Japan to Australian wool; Japanese new markets for wheat and sugar; the absorption by Japan of some of this

country's dried vine fruits and dried milk; and increasing Australian coal exports to Japan.

Port of Melbourne trade figures, indicative of this increasing trade, show that whereas in 1952 an average of one Japanese vessel berthed monthly, and in 1955 there was a berthing fortnightly, in the current year Japanese ship berthings will approximate two each week.

Today, Japan stands third on the list of non-British ships berthing in the Port and second in value of trade as the Japanese-Australian Trade Pact increases in economic importance. The phenomenon experienced this week of ten berthings in seven days may well become the established pattern in the foreseeable future.

Gas Tanker Planned

The Iino Shipping Company, which is planning the carriage of natural gas as new energy service, is reported to have decided on the construction of a gas tanker (40,000 tons d.w.). Mr. Hiraoka, Chief of the Machinery Section of the Iino Heavy Industries, Ltd. is now engaged in research in the United States.

Osaka Silo Expansion

It has been decided to expand the silo at Osaka port completed in 1955. A silo having 24 bottles, each of which is 25 meters high, will be constructed on the west side of the existing silo at an estimate of ¥300,000,000. It has the same operating capacity as the latter. After its completion the storing capacity of grain will be double the present 12,500 tons.

Port of Dokai—*Continued from page 21*

World's Largest Cargo Barge

The world's largest cargo barge arrived at Los Angeles Harbor on May 25 and began discharging its capacity load of 5,000,000 board feet of lumber at Berth 135.

"In this one shipment, there is sufficient lumber to build 4,500 homes," said Bernard J. Caughlin, the municipal port's general manager, in welcoming the huge new craft on its maiden arrival there.

The tug-towed carrier owned and operated by the Upper Columbia River Towing Co., is 299 feet long, 75 feet wide and has a hull depth of 21 feet. Total capacity of its cargo tanks, which will be filled with fuel oil for the return voyage to Coos Bay, Oregon, is 3,075,000 gallons. As part of its facilities for carrying dry cargo, there is a deck house of 170,000 cubic feet. The barge's equipment includes three cranes of 75-ton lifting capacity. The vessel is well suited to handling containerized cargoes and can carry 106 fully loaded 40-foot trailer vans. The big barge will call at Port of Los Angeles twice a month.

Domestic Trade

The total amount of domestic trade goods reached about 12,700,000 tons in 1957, of which the goods shipped out of the port accounted for 9,200,000 tons and those entered the port 2,900,000 tons. Coal topped the list in the goods shipped out, followed by metals and metal goods, cement and chemicals. Principal goods entering the port in domestic trade were iron ores, coal, fats and oils, chemicals, metal goods and cereals. There is beside the annual fish landing of some 50,000 tons in Tobata, which is a base of deep sea fishing.

Ship Activities

The annual average of ship arrivals in the port is about 70,000 vessels totalling 18,000,000 gross tons. The size of ships arriving in the port varies from 10,000 ton class ocean liners to small motor sailing vessels. The fact that nearly 50,000 motor sailing vessels totalling some 4,400,000 tons enter the port in a year explains the character of the port.

The Port Authority for the entire Port of Dokai was established

in 1955. Harbor improvement and construction works were carried out at the expense of ¥150,000,000 during 1956 and of ¥460,000,000 during 1957. Reclamation work in Tobata for building new plants of Yawata Iron Works is also in progress. All this promises the further development of the Port of Dokai.

New Mitsui West African Service

Agreement was reached between O.S.K. Line, Kawasaki Line and Mitsui Line on the proposal of the latter line to inaugurate the West African liner service on the following conditions:

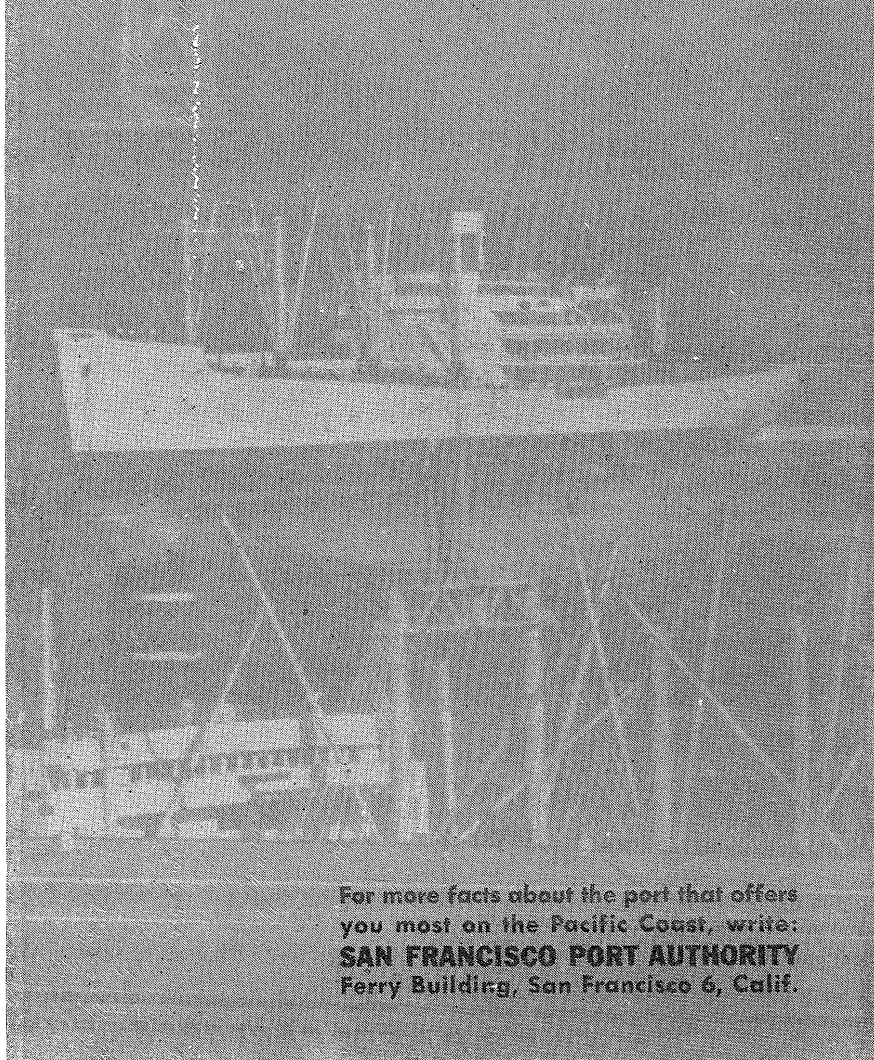
- (1) The Mitsui's share of carriage of cargoes will be 15 p.c.
- (2) The Mitsui Line will allocate the first ship on the service via the Suez Canal in June.

Gov't to Ease Rule for Ship Sale

The Ministry of Transportation has recently decided to ease the rule for the sale of ships in view of the increasing inquiries for purchasing ships from abroad and the aggravating shipping depression.

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From the Glover Mansion (left) you can command a full view of Nagasaki Harbor. The opera "Madame Butterfly" is said to have been originated here in this garden.

As one of the attractions on the centenary celebration program of the Port of Yokohama, a float representing the two sister port cities, Yokohama and San Diego, U.S.A., was operated through the city streets on May 11.

Photo below shows a general view of the Port of Hakodate, Hokkaido. Compare it with the sketch of the same port as it was 100 years ago, given in page 9.



CENTENARY FOR YOKOHAMA, HAKODATE, NAGASAKI



Central Secretariat of the International
Association of Ports and Harbors

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