

PORTS *and* HARBORS

SEPTEMBER 1958

Vol. 3 No. 3



In This Issue Are Featured
JAPANESE PORTS

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

THE PORT OF KAWASAKI

JAPAN'S LEADING INDUSTRIAL PORT



**HARBOR DIVISION
KAWASAKI CITY**

58, Sunago 1-chome, Kawasaki City
Japan

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 5 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

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THE PORT OF YOKKAICHI

**Yokkaichi Rapidly Grows As a Commercial And
Industrial Port**



HARBOR SECTION, YOKKAICHI CITY

**YOKKAICHI PORT BUREAU
MIE PREFECTURE**

From The Central Secretariat

By Gaku Matsumoto

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

Cancellation of Second Triennial Conference in Lima, Peru

As has already been notified to all members of the Association, the Second Triennial Conference of I.A.P.H., which had been decided to be held in Lima, Peru, January 20 through 22, 1959, with the approval of the Board of Directors, has been cancelled under inevitable circumstances.

When preparations were being steadily under way for the Conference at both ends of Callao, Peru, and Tokyo, Japan, a cablegram came on August 13, 1958 to the Central Secretariat from Col. Howard W. Quinn, our Peruvian Director and Executive-Director of the Port of Callao Authority, Peru, the sponsoring body of the Conference, stating to the effect that under unforeseen adverse economic conditions the Board of Directors of the Port of Callao had passed a resolution to cancel their invitation to hold the Conference in Lima, Peru. On the part of the Central Secretariat, in view of the situation where it was practically impossible to have another place chosen for the site of the Conference within the limited space of time, it cabled in return to the Port of Callao, asking for its reconsideration of the matter by offering to disburse a part of the Association reserve funds for the conference expense. But the Port Callao remained to find it impossible to hold the Conference successfully under the circumstances.

Such being the case, the Central Secretariat has immediately reported by its Circular dated August 20, 1958 to all Directors and members the cancellation of the Conference and the situation leading up to it, while inviting their ideas or plans concerning a new site and date of this Conference.

Invitation Received from Mexico

In response to this, the Central Secretariat has received a letter dated September 15, 1958, from Mr. Daniel Ocampo Siguenza and Mr. Mario E. Villanueva, our Mexican Directors, formally inviting I.A.P.H. to hold its Second Triennial Conference in the City of Mexico. The Central Secretariat has replied to them, expressing its deep appreciation to the invitation and inquiring about the proper date of the conference and other details. As soon as their answers reach here, the Central Secretariat intends to submit the Mexican invitation to the Board of Directors in order to obtain their decision on the matter. It is sincerely hoped by the Central Secretariat that with the approval of the Board of Directors it will be able to shortly inform all members of the final decision on the holding of the Second Triennial Conference in the City of Mexico.

Interview with Brazilian Port Representative

In his interview with us on September 30, Mr. Daniel Martinha da Rocha, of the Port of Rio de Janeiro, Brazil, who was visiting Japan on business, unofficially said that Rio de Janeiro, our Brazilian member port, would also be pleased and welcome to invite I.A.P.H. to hold the next Triennial Conference in the port city next year, in case no other place had been chosen for the site.

Port Cities Council Formed

In a meeting of 69 mayors of the leading port cities of Japan, which was held in Tokyo towards the end of last June, a Port Cities Council was formed, with Dr. Chujiro Haraguchi, Mayor of Kobe, who is the Japanese Director of I.A.P.H., as Chairman. In connection with the cooperation with port cities of other countries, which forms one of its objects and purposes, the newly organized Council has offered to extend positive cooperation to the activities of I.A.P.H.

(Continued on page 5)

I.A.P.H. Membership

(As of September 1, 1958)

Regular Members

Country	
Brazil	1
Burma	1
Canada	2
China (Taiwan)	5
Japan	26
Liberia	1
Peru	1
Philippines	1
South Africa	1
Sweden	1
Thailand	1
Venezuela	1
Vietnam	1
U.S.A.	10
Total.....	53

Supporting Members (Corporation)

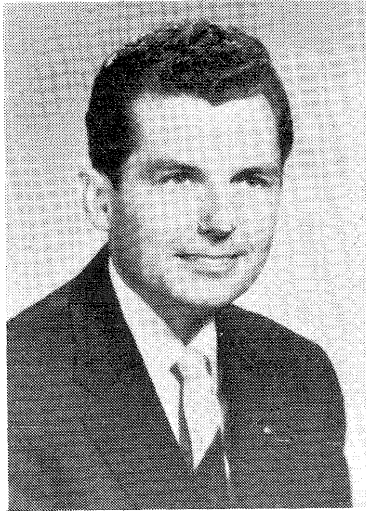
Country	
Australia	1
China (Taiwan)	2
Japan	12
U.S.A.	2
Total.....	17

Supporting Members (Individual)

Country	
Belgium	1
Canada	10
China (Taiwan)	2
France	1
Japan	2
Mexico	2
U.S.A.	2
Total.....	21

News from Our Members

New Harbor Commissioners for Los Angeles



Lloyd A. Menveg and Dr. Elton C. Spires on July 29, 1958, were unanimously re-elected president and vice-president, respectively, of the Los Angeles Board of Harbor Commissioners, as part of that group's annual reorganization.

Both Menveg, 35, and Dr. Spires, 60, have been members of the board for five years.

Menveg, who is associated with his father in the Menveg Real Estate and Insurance Co. gives a good deal of time to his port post and takes a keen interest in the international trade flowing in and out of Los Angeles. This interest was especially apparent last fall when he toured the Far East, visiting the Philippines, Hong Kong and Japan. In the latter country he represented Los Angeles Harbor at the International Port Conference in Osaka, Japan.

Other members of the Board of Harbor Commissioners are L.A. Hyland, Richard K. Yeamans and S. Willard Isaacs.

Foreign Trade Pier/Osaka

The Port of Osaka decided to use the second pier for foreign trade. The pier had been used for domestic trade since 1937 to handle salt and coal and also as the waiting berths of the Kansai Steamship Company. From now on the pier will be used mainly for ships whose agents in Japan are Butterfield and Swire (Japan) Ltd.

New Port Manager for Long Beach

Mr. Charles L. Vickers, assistant general manager of the Long Beach Harbor Department, Calif., U.S.A., was named on June 9, 1958, to succeed Mr. Eloi J. Amar as general manager.

New Appointments in Los Angeles

Mr. Kermit R. Sadler and Mr. Troy S. Garrison have recently been appointed Traffic Manager and Public Relations Director of the Port of Los Angeles, respectively. Mr. Sadler has been acting traffic manager since July, 1957, and Mr. Garrison acting director for the last one year.

Expanded Tobata Port Opens

The port of Tobata, gateway to sea for the Tobata Steel Mill of the Yahata Iron and Steel Manufacturing Company was opened recently ahead of the completion of mills and other structures. The pier, 250 meters long and 11 meters deep, can accommodate 35,000 to 40,000-ton vessels and is equipped with the biggest ore unloader in Japan capable of discharging 1,000 tons of ore per hour, which is scheduled for trial use from September 4.

Laid Up Tonnage in Japan

As of September 1, 15 ships aggregating 108,000 tons d.w. (including 8 ships of 57,763 tons belonging to N.Y.K. Line, O.S.K. Line and Mitsui Line) were laid up in Japanese ports.

Port Improvement Loans Approved

The Autonomous Government Agency has recently decided to approve the floatation of local loans totalling ¥3,449,500,000 in connection with 89-port improvement works to be executed by local autonomous entities in fiscal 1958.

New Officers for AAPA

Mr. Dudley W. Frost, Port Manager of the Port of Oakland, president of the American Association of Port Authorities at the organization's 47th annual convention in Honolulu, Hawaii.

Other officers elected on the last day of the five-day conclave were: first vice president, E. Leon Williams of Raleigh, N. C.; second vice president, Howard W. Quinn of Callao, Peru, and third vice president, Bernard J. Caughlin, General Manager of the Port of Los Angeles.

Foreign Commerce thru Los Angeles

Foreign commerce through Los Angeles Harbor increased 16 percent last year, again making it the cargo leader among Pacific Coast ports. "The total foreign commerce figure for our port in 1957 was 6,811,800 tons, which was 921,600 tons more than for the preceding year and 2,092,500 tons above the total 1957 tally reported for the next highest West Coast port," General Manager Bernard J. Caughlin, Port of Los Angeles, stated after analyzing a tabulation just released by the U.S. Department of Commerce.

The report shows that the western ports placed in the following order in total foreign commerce during 1957: Los Angeles, Long Beach, Portland, Richmond, Seattle, Martinez (Calif.), Tacoma, San Francisco, Stockton and Longview (Wash.).

Foreign imports here amounted to 3,978,350 tons and exports totaled 2,833,450 tons. Domestic tonnage through the Port of Los Angeles averages 11 1/4 million tons a month, Caughlin revealed; and in combined foreign and domestic tonnages, it has led all other West Coast ports since 1923.

Nationally, also, Los Angeles Harbor is moving up fast, he pointed out. In 1956, the local port ranked thirteenth in total foreign cargo. Last year, it moved up to the tenth position and was the only western port in the nation's top 15.

HARBOR CONSTRUCTIONS

Long Beach

The Long Beach Harbor Department began its most ambitious project in years as 1000 tons of rock were ceremoniously dumped into harbor waters, thus starting the construction of two new piers and facilities that will cost \$12 million. The new piers will extend southward from Pier A in the vicinity of Pierpoint Landing. When they are completed the port will boast of 10 new municipal berths and 5 more transit sheds.

Pier F 2,000 feet long by 600 feet wide, will contain 480,000 tons of rock and 2,200,000 cubic yards of fill which including paving, rail tracks and utilities, will cost \$1,686,000.

A clear span transit shed 200×970 feet, costing \$1,550,000, will be located at berths 206 and 207 on Pier F.

An additional extension of Pier F approximately 2000 feet long and another transit shed will be constructed at a later date.

Pier G will be 2700 feet long and 900 feet wide. It will contain 650,000 tons of rock and 4,300,000 cubic yards of fill. Rock for both piers will come from Catalina Island 25 miles off shore. The fill material will be dredged from the Port's fairway from the break-

water to Pier E, thus accommodating super oil tankers docking at a new oil terminal to be constructed there. Cost for the new Pier will be \$2,163,000. Two clear span transit sheds 160×584 and 160×584 and 160×1167 will cost \$2,225,000. One of the new sheds is slated to become the Port's passenger ship terminal. Additional improvements on Pier A between the two new piers will include two clear span transit sheds 200×648 and 200×970, at a cost of \$3,799,000. This first phase of a 20 year expansion program will be completed by 1963.

Los Angeles

The Los Angeles Board of Harbor Commissioners on September 2 awarded the job of designing a new multi-million dollar passenger-cargo terminal to the Los Angeles firm of Kistner, Wright & Wright (with Edward H. Fickett and S.G. Barnes & Associates).

Lloyd A. Menveg, Board president, said that the proposals of 20 firms had been studied and narrowed down to seven. Representatives of these seven were then interviewed by the port's general manager, chief engineer and Board

members, and the final selection made on the basis of the competing firms' qualifications.

The terminal, to be located at Boschke Slough on the Main Channel, will include a two-story passenger-cargo structure, 1000 feet long and 200 feet wide, clear span, with the passenger facilities on the upper floor; and a second building, 630 feet long and 200 feet wide, clear span, to be used entirely for cargo.

Cargo capacity of the two sheds will be about 35,000 tons, and other features will include 2400 linear feet of wharf, dockside rail and truck facilities, latex tanks and refrigerated cargo space.

To be completed in four years, the huge new shipping terminal will be leased to the American President Lines, Menveg said.

Mammoth Tanker Contract

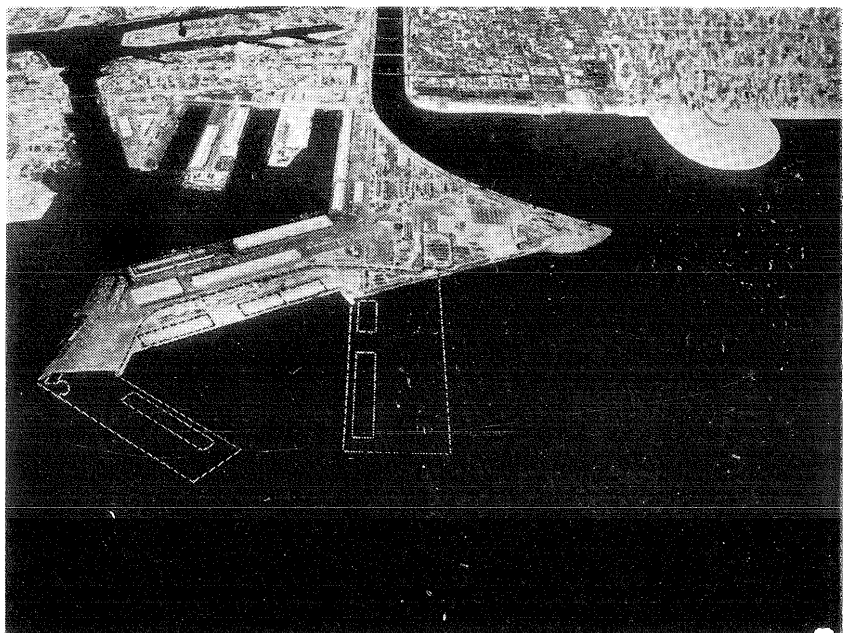
The Sasebo Sempaku Company entered into a contract with Tanker Service Inc. of Liberia for the construction of a mammoth tanker (67,800 tons d.w.) valued at \$9,492,000 (¥3,417,200,000). The first 10 per cent of the ship price is to be paid at the time of contract, the second 10 per cent at the time of keel laying, the 3rd 10 per cent at the time of launching, the 4th 10 per cent at the time of delivery and the balance in 6-year installment.

Her principal particulars are:

From the Central Secretariat---Cont'd

Visiting Member

Our supporting member, Gen. H. T. Miller, former Assistant General Manager, Port of Los Angeles, was recently visiting Japan. On September 28 the Central Secretariat invited him to lunch, who having served as Chief of C.T.S., GHQ, during Occupation is deeply interested in the Japanese ports.



Construction of New Piers for Long Beach Harbor started.

Two Leading Ports of Taiwan, China



Kaohsiung

The Port of Kaohsiung is located at the latitude of 22°37'01" north and the longitude of 120°15'46" east. The excellent geographical location of the Port is reflected in its natural configuration. A long sand bar, running south-westward, separates the harbour from the outside sea. The enclosed inner harbour has an area of 19 square kilometres and is further protected by two breakwaters, each 938 metres long.

Entrance to the inner harbor is by the main fairway at a width of 150 metres. There 22 pier berths of a total length of 3100 metres and 15 mooring buoys and ships of 500-30,000 tons can dock alongside without any difficulty. All wharves are served with water pipes and most of them are equipped with oil pipe lines. Mobile cranes and floating cranes up to 30 ton capacity help to load and discharge cargo. Wharf aprons are wide enough to allow free use of railroad cars and trucks. There are 34 warehouses with storage capacity of about 103,000 tons in-

cluding a newly built warehouse of 6,000 tons equipped with modern mechanical device for the loading of salt in bulk. Forklifts and towing cranes ensure rapid movement of cargo to and from the godowns.

From 1946, the Port went through several stages of rehabilitation and extension. Keeping in step with the increasing number of ships using the port, harbour services, including navigational aids, stevedoring and warehousing have been brought to international standard. During 1956, the tonnage of shipping that entered and left the Port increased to 13 times that of 1946 and 50% more than that of 1950.

Besides shipping, Kaohsiung Harbour is also one of the most important fishery bases of the Republic of China. Modern facilities such as refrigeration are provided for. In any one year, more than 28,000 tons of fish were harvested from the sea.

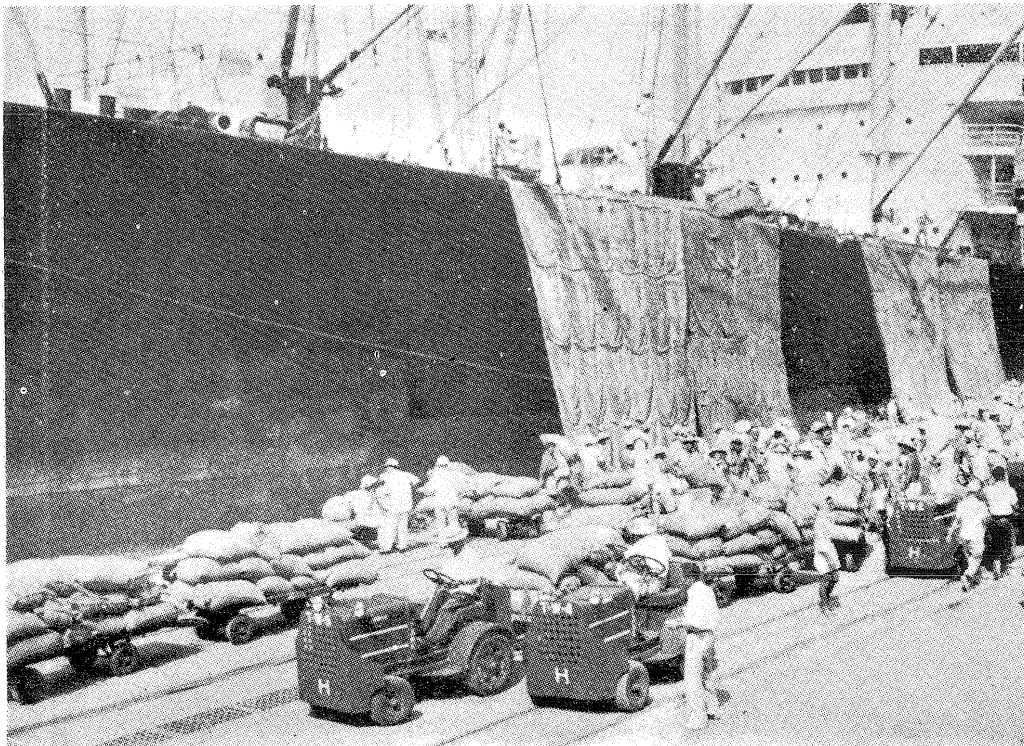
Keelung

Keelung is one of the best deep-water harbors in the Far East.

With the increase of international shipping, docking space and facilities provided for at the inner harbor has now proved insufficient to handle the load, especially at peak periods. Since Keelung is located in a mountainous region therefore further expansion of the inner harbor is not possible. In 1952, an outer breakwater was completed, thus affording shelter to the outer harbor area for berthing of vessels. A progressive plan of development of the outer harbor was decided upon in 1953 and this includes the construction of new wharves and modern facilities to ease the congestion of the inner harbor and to provide for the increasing volume of ships and cargo in the years to come.

The first stage of development project comprises of the following:

1. The construction of a 20,000-ton class deep-water wharf and a 1,500-ton tanker wharf.
2. The construction of a 10,000-ton grain elevator equipped with a complete set of handling machinery.
3. The completion of a 400-meter tunnel providing access to both highway and railway communication.
4. The construction of highway and railway lines connected to the newly developed area through the tunnel.



At Kaohsiung, one of the leading ports of Taiwan, China, manual labor has now been replaced by modern mechanical contrivances in cargo handling.

The above constructions designed and constructed by our own engineers were started in 1954 and completed in June 1956. These are expected to increase the handling capacity of the port by 500,000 tons a year.

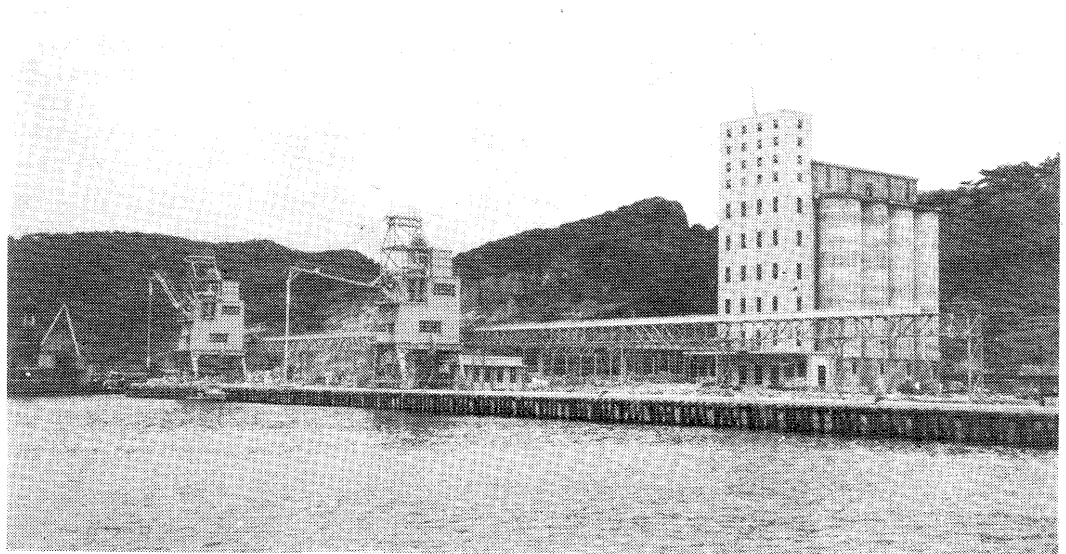
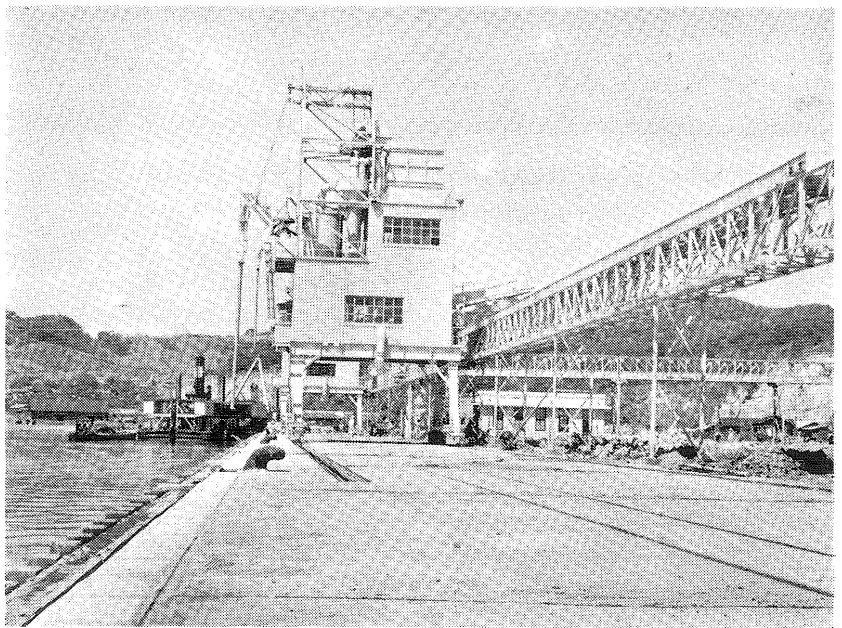
The second stage of the development project is now under way. It will comprise of:

1. A prolongation northward of 320 metres of the newly completed deep-water wharf to make a total of 500 metres. This will provide berth for three 10,000-ton ships or two 20,000-tonners and one coastal ship. A small break-water will be built at the north end of the wharf, so it is possible to berth another coastal ship.

In order to economize time and costs for shippers and operators and to suit their convenience, the port of Keelung offers rapid, safe and economical service in stevedoring by means of up-to-date facilities. More equipment such as mobile cranes, lift trucks, tugs and barges will be procured and built by the authorities to further mechanise cargo handling.

The training of the dock workers in the way of handling new equipment has not been overlooked. Besides the training program conducted for present workers, a new Training School was established in 1956. This School intends to enrol youths who have completed six years of primary school for a 3-year training course of dock operations.

Another excellent port of international standing of Taiwan, China, is Keelung, which is equipped with all kinds of modern facilities. Photo at top shows the newly installed grain suckers on the special cargo wharf in Keelung outer harbor. Center photo shows the modern No. 4 transit shed. Lower is shown the special cargo wharf capable of berthing 20,000 ton ship which was recently completed.



Japanese Maritime News

Argentina Maru Returns

The O.S.K. Line's latest emigrant ship Argentina Maru (10,864 tons gross) returned to Yokohama early in September from her maiden voyage to South America. The ship called at Honolulu on her voyage home. She was the first Japanese passenger liner to touch there on the Honolulu-Japan service. She took on board 39 passengers to Japan at that port. The liners on the South American service will make regular calls at that port on their voyage home to offset the fall in freight earnings due to the decline of cargo movements between Japan and South America.

Ship Export to Czechoslovakia

The Ministry of Transportation gave approval to the Hitachi Shipbuilding and Engineering Company on August 15 for the construction of a cargo vessel for Czechoslovakia. The vessel (12,500 tons d.w.) will be the first to be exported to the Communist bloc since the easing of the export restrictions by COCOM. Keel will be laid at the Sakurashima Yard of the Company in next spring and the ship is scheduled for delivery at the end of 1959.

Shipbuilding Loans to Paraguay

In accordance with the decision of the Government to grant shipbuilding loans to Paraguay, the Export and Import Bank of Japan will make negotiations with that country. The tonnage to be built with the loans totalling \$3.85 million will consist of 5 cargo ships, 1 live animal carrier and 1 refrigerated ship (all for river use). The payment terms will be easier than those for general export ships. It is said that Paraguay is prepared to receive 5,000 Japanese emigrants a year over a period of 30 years against the loans.

Iron Ore Negotiations Concluded

As a result of negotiation which was in progress in Tokyo over four weeks between the delegates of Japan and India, a contract was signed by them for the purchase of Indian iron ore. Japan will buy 1,600,000 tons of iron ore from

India over a period of 11 months from August 1958 to June 1959 and export 50,000 tons of steel against 500,000 tons of iron ore on a barter basis. Closer cooperation between the two countries is expected at this chance by the iron and steel industry circles here.

Export Ship Inquiries Increase

In view of the recent rise in the number of foreign inquiries for export ships, major shipyards in Japan, which have been beset by the scarcity of orders resulting from the fall of ocean freight rates, are now in earnest in securing new orders. The Mitsubishi shipbuilding and Engineering Company and other companies have succeeded in getting orders for the construction of several mammoth tankers. It is attributed to the following facts:

1. Shipowners intend to build highly efficient ships while shipbuilding prices are low on the basis of the prospect that the shipping market will improve in 1961.

2. The shipbuilding price per ton (for large tankers) which was once \$200 is now below \$150.

3. Major yards depend more on export ship orders than on domestic orders which cannot be expected much due to the worsening of terms.

New Mitsui Bussan Kaisha

A contract for merger was signed on August 5 by Daiichi Bussan Kaisha (the First Product Co.) and Mitsui Bussan Kaisha (Mitsui Product Co.). New Mitsui Bussan Kaisha will come into being on February 15, 1959. The new company will be the biggest commercial firm in Japan with 5300 personnel, 40 domestic and 52 overseas offices and annual business transactions valued at ¥500,000,000,000.

Atom Ship Designed

The Kawasaki Heavy Industries, Ltd., Kobe announced recently that the company completed the designing of the first nuclear-powered ship in Japan. The ship (3,200 tons gross) is 94.5 meters long and 14.2 meters wide.

Mitsui Group's Atom Company

Fourty companies of the Mitsui Group formed a new company named "Japan Atomic Energy Enterprise Company" on August 21. The company will engage in the designing and building of atomic reactors and related machines and materials.

Overseas Shipbuilding Service Center to be Sep Up

With the intension of building up new markets in Europe in consequence of the decline of shipbuilding orders from Greek shipowners due to shipping recession, the Ministry of Transportation decided to set up a Japanese shipbuilding service center in Europe at Hamburg, West Germany, asking for the cooperation of shipbuilding circles.

U.S. Loan Approved

The Foreign Fund Deliberative Council gave permission to the Tokyo Tanker Company for a loan of \$5,000,000 from the First National Bank, New York as part of the building funds of 46,000-ton and 39,000-ton tankers. The term of the loan is 5 years and the rate of interest is 5.25 per cent per annum.

Trade Agreement with New Zealand

A trade agreement was signed between Japan and New Zealand on September 9 at Wellington. As a result, Japanese merchandise will henceforth be able to enjoy the most favored nation treatment in that country, which will bring about a marked increase of exports.

Low-Priced Export Warned

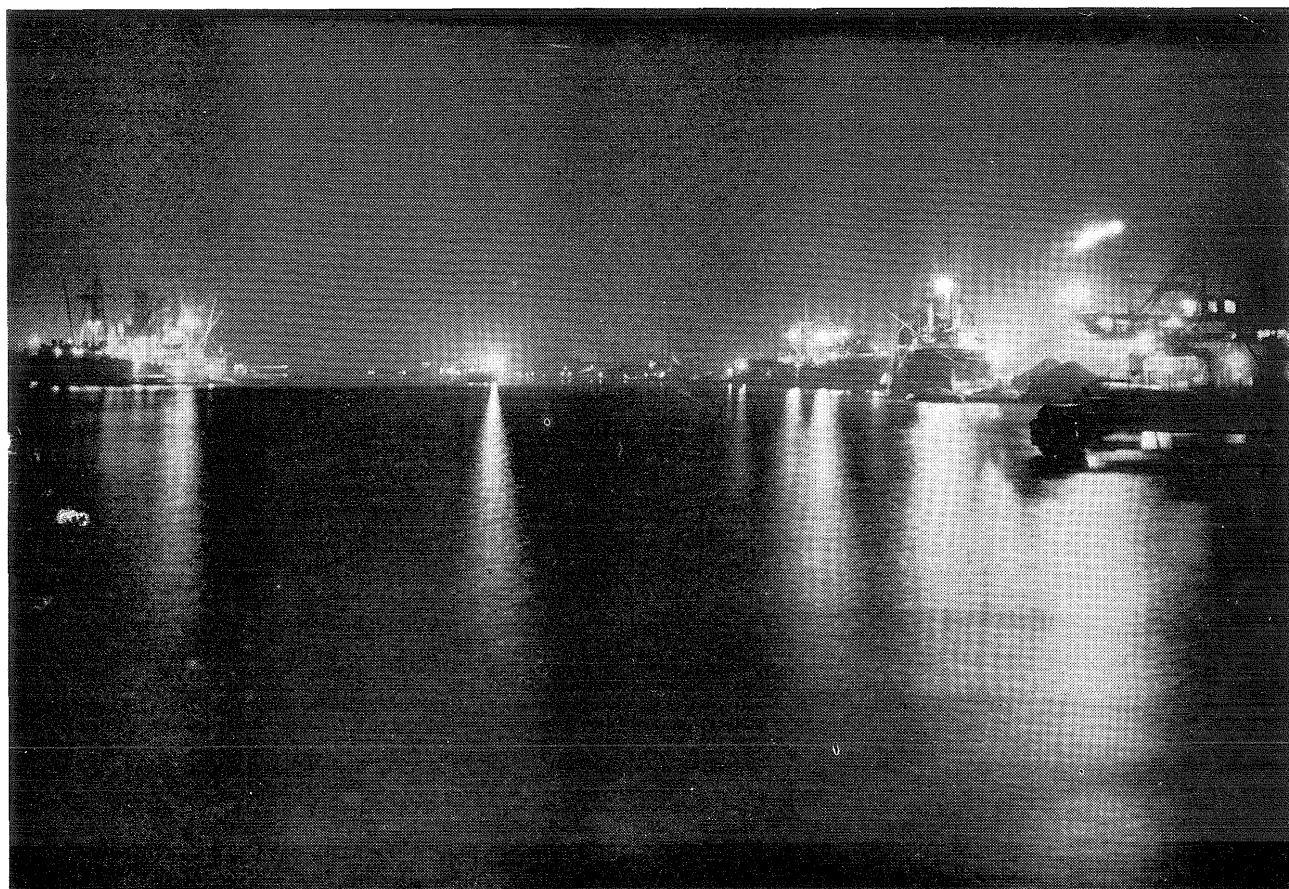
The Ministry of Transportation suggested the Japan Shipbuilders' Association and the Japan Ship Export Association to make voluntary co-operation so as not to get export ship orders at low prices.

New Express Liner Leaves

The Mitsui Line's new eastbound round-the-world cargo liner, Megrosan-Marun (11,674 tons d.w.) left Kobe on July 28 on her maiden voyage. Built at the Tamano shipyard of the Mitsui Shipbuilding and Engineering Company under the 13th shipbuilding program, she can make the highest speed of 20.5 knots.

THE PORT OF FUSHIKI

**GROWING FOREIGN TRADE PORT
ON THE SEA OF JAPAN**



PORT AND HARBOR SECTION TAKAOKA CITY

**63, Fushiki-Minato-cho, Takaoka City
Japan**

FUSHIKI

A Growing Port on the Sea of Japan

The Port of Fushiki, which forms part of the City of Takaoka, Toyama Prefecture, is the representative industrial port on the Sea of Japan. It is the gateway port to the vast industrial center on the coast of the Sea of Japan, known as the Hokuriku Industrial Area, where textile, chemical, metallic, fertilizer and many other industries are thriving. Through this port are imported such raw materials as oil cokes, coal, ores, salt, lumber, etc. and exported the products of these industries.

Key Port on the Japan Sea

As the key port on the Sea of Japan Fushiki was known from olden times, and during the medieval ages it ranked among the important ports designated by the feudal government. But it was in 1894 that Fushiki was first opened to foreign commerce and shipping. In prewar periods it claimed to be the most active transit and trade port in this part of Japan, serving the liners plying between Korea, Manchuria, the Soviet Union, the Chinese Continent and Formosa. Cargoes handled at this port in those days reached more than 1,-

860,000 tons annually.

Having recovered from the devastation and loss of markets during the war and postwar periods, Fushiki has now reemerged as one of the leading commercial and industrial ports on the coast of the Sea of Japan. In 1957 cargoes shipped through the port totalled 1,220,000 tons.

Postwar Expansion Plan

After the war a three year expansion and improvement plan was put into execution for this port in 1951, and again in 1957 a work to dredge the depth of water in the harbor to 9.50 meters was started to meet the recent trend of rapidly increasing size of vessels. Furthermore, steps are now being strenuously taken for the expansion and modernization of cargo handling, storage, transport and other facilities, so as to cope with the remarkable development of various industries in the hinterland.

Following the resumption of the regular service between Japan and the Soviet Union, Fushiki was designated in June, 1958, as a port of call on the Japan-Nakhodka run. It is with good reason to predict

that surpassing its prewar prosperity, Fushiki will grow in the near future into the most active foreign trade port on the Sea of Japan, both in name and substance, as the gateway to or from the newly developing industrial area in the Hokuriku district.

Harbor Facilities

Located at the river mouth of the Koyabe on Toyama Bay, the Port of Fushiki, which has the inner harbor 12,843,386 sq. m. in area and the outer harbor 11,650,973 sq. m. in area, forms an excellent harbor calm in waters throughout the year, the average depth of water ranging from 5 to 9.50 meters.

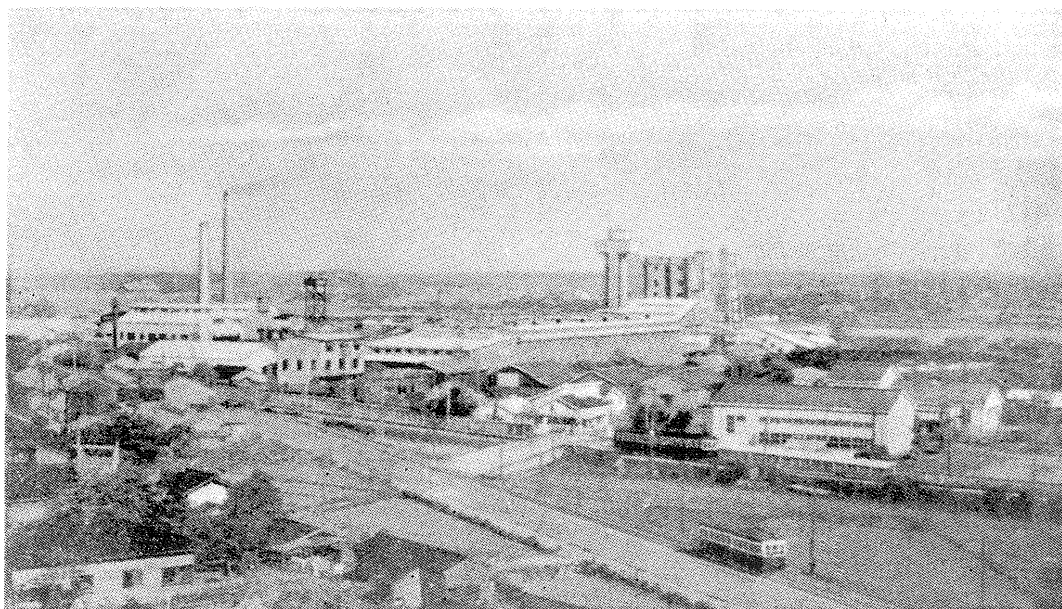
Wharves and Piers

There are 10 public wharves, totalling 1,810 meters in length, which range from 5 meters to 9.50 meters in the depth of water. Most of them are equipped with cranes 2.50 tons to 5 tons in the lifting capacity. The largest of the wharves is 160 meters in extension, 9.50 meters in the depth of water, and equipped with a 50 tons and 3 tons cranes, is capable of accommodating a 10,000 gross ton vessel. Under the expansion plan now under execution, this wharf being enlarged so as to accommodate three 10,000 tonners at one time.



General View of Port of Fushiki.

One of the nation's leading paper mills located on Fushiki's waterfront.



There are also 5 anchorages, accommodating four 1,000 g.t. two 3,000 g.t., one 6,000 g.t. and one 10,000 g.t. vessels.

Warehouses and Transit Sheds

There are 65 warehouses, totalling 37,138 sq. m. in area, which are altogether capable of storing 55,708 tons of cargo. The transit sheds, numbering 5 in all, have a storing capacity of 8,015 tons.

Other Storing Facilities

There are 7 coal yards, totalling 48,534 sq. m. in area, with a storing capacity of 85,861 tons. Besides, 8 open storages, 57,885 sq. m. in area, are capable of storing 87,696 tons.

In the harbor area there are 29 oil tanks, 34,891 sq. m. in area, have a storing capacity of 11,874 tons of oil.

Two lumber yards, 36,025 sq. m. in area, and three timber ponds, 78,924 sq. m. in area, have a total storing capacity of 257,475 tons.

New Service

The Kawasaki Steamship Company and the Nissan Steamship Company were formally admitted to the Pacific Straits Freight Conference on August 8 and 30 respectively. The latter company is to open a service between the U.S. Pacific Coast and Straits and Colombo in October, 1958.

Ore Carrier Construction Approved

The Ministry of Transportation gave permission to the Nagoya Shipbuilding Company for the construction of an ore carrier (10,800 tons d.w.). As part of her construction fund, \$2 million will be financed by the Bank of America by means of impact loan. The ship whose contract price is ¥1,420,000,000, is powered by a Diesel engine developing 7800 h.p., giving a speed of 17 knots. With keel laying in October 1958, the ship will be launched in March 1959

and completed in July.

Survey Team Leaves

The labor and management relations survey team sponsored jointly by the Japan Shipbuilders' Association and the Japan Productivity Center was composed of leading business men including Mr. Hideo Kuwahara, director of the Hitachi Shipbuilding and Engineering Company. The team, headed by him left Tokyo on August 21 on a two-month inspecting tour of Europe.

Foreign Ship for Breaking Up Arrived

The passenger ship Alcantara (22,609 gross tons) of the Royal Mail Line, bought by Okada-Gumi, well-known Japanese ship breaker, which sailed from Southampton on June 26 arrived at the port of Osaka recently. The vessel, built in 1927, is the largest passenger ship to be scrapped since 1953.

Cargo Movements of Port of Fushiki

	Foreign Trade			Domestic Trade			Grand Total
	Export	Import	Total	Export	Import	Total	
1935	15,726	206,120	221,846	344,207	824,299	1,168,506	1,390,352
1950	—	15,800	15,800	34,866	290,326	325,192	340,992
1951	—	18,152	18,152	31,844	359,398	391,242	409,394
1952	—	80,184	80,184	33,598	375,526	409,124	489,308
1953	—	196,195	196,195	34,370	501,540	535,910	732,105
1954	71,466	154,961	226,427	25,904	430,244	456,148	682,575
1955	64,354	179,230	243,584	34,493	486,919	521,412	764,996
1956	39,352	361,573	400,925	46,302	587,735	634,036	1,034,962
1957	26,844	439,740	466,584	42,564	712,606	755,170	1,221,754

YOKKAICHI

Rapidly Growing as a Commercial and Industrial Port

1. Historical

Yokkaichi harbor had been known from ancient times as an anchorage for ships on their way to Edo (Tokyo), Naniwa (Osaka) and ports on Ise Bay. With the development of shipping, it became the central point on the Ise Bay transit route.

Early in the Meiji Era (1868-1912), Yokkaichi came to be used more and more extensively until it became necessary to provide regular port facilities there. In 1873, the expansion and repairing of the wharf were undertaken and the work was completed in 1884. This laid the foundation for the port of Yokkaichi as we know it today.

Subsequently, the port progressed with the progress of industry and trade in the hinterland and in July, 1889, it was designated as a special export port and in August, 1897 as a special import port. In August, 1899, it was made an open port and launched on its career as

a full-fledged international port. In view of the constant need to modernize, however, a state subsidy was obtained in 1909 to make large-scale repairs and expansion. In 1929, a second phase of this project was begun and this was completed in 1936. The adjustments made thus far brought the port nearly to its present shape.

Meanwhile, industrialization of Yokkaichi itself and the hinterland had been going on rapidly, especially cotton spinning, which had long been developed, and wool spinning, which had been newly introduced. Yokkaichi, in fact, became a representative wool and cotton import port of Japan.

With the coming of the Showa Era (1926-), modern chemical plants were established in the port area in rapid succession. A solid foundation was laid in this way for development of Yokkaichi as an industrial port. Two great disasters, the Pacific War and an

earthquake destroyed the hinterland industry and brought ruin to the port facilities but by dint of determined efforts repairs were expedited and with the reopening of trade after the war the port's prewar features were restored.

So rapid was the postwar reconstruction of the port that on Feb. 1, 1952, Yokkaichi was designated as a "special key port." In keeping with the new importance of the port, adjustment plans were pushed to repair and expand Wharf No. 1 and Wharf No. 3. The work on Wharf No. 3 has already been completed. On the site of the old naval fuel depot, a comprehensive chemical industry center, said to be a center for three big new industries in Japan, is being established with petroleum as the main industry. Operation of some of the plants already started this year. A synthetic rubber plant was definitely slated to be built at the center and is expected to begin work in 1960. The present port facilities are also to be strengthened and expanded. Yokkaichi is thus expected in the near future to function also as a big oil base.

2. Present Conditions

The public facilities of the port

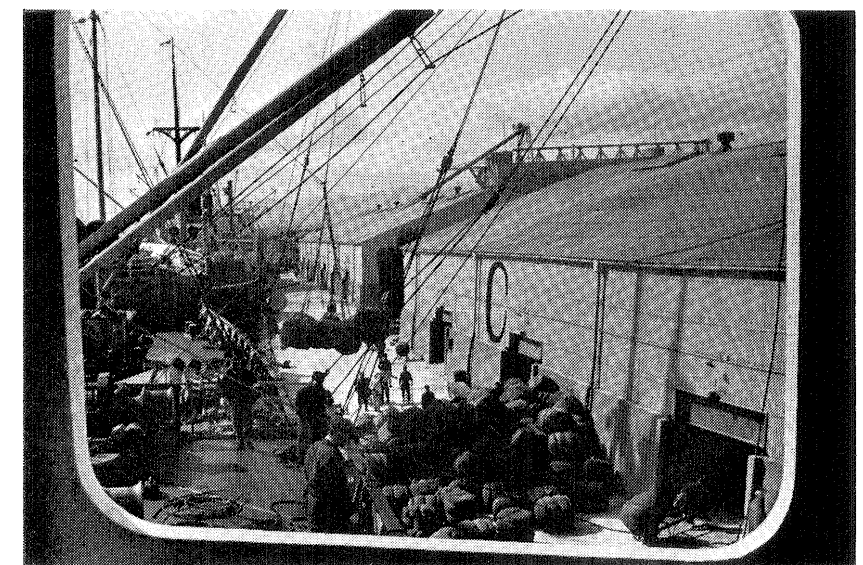
are Wharf No. 1, where three ships of the 10,000-ton class can come alongside at the same time for unloading cotton, wool or other merchandise; a mooring buoy where two 10,000-ton ships and two 3,000-ton ships can be moored at the same time and canal landing places altogether extending 3,035 meters for small craft.

On the private quays are plants of the Ishihara Industries, Nihon Sheet Glass, Daikyo Oil, the Miye thermal power station of Chubu Electric Power Corporation, Mitsubishi Chemical and Showa Yokkaichi Oil. By means of these private quays the plants of these companies are linked directly with ships.

The facilities, plants and the like to be found in the port area are given in Table 1 on next page.

Besides, there are 9 landing places accommodating 107 smaller vessels as well as 2 transit sheds, covering a floor space of 903 tsubo, and 50 warehouses, covering a floor space of 14,139 tsubo.

The port of Yokkaichi with the foregoing facilities can now accommodate four times as much tonnage of ships as before the war, including 22,000-ton class tank-



Unloading of wool bales on Pier 1.

ers entering the harbor with crude oil and foreign trade ships bringing in cotton and wool. At the same time, the port can handle four times as much merchandise as before the war.

In foreign trade amount, the volume of merchandise passing through the port reaches ¥79,800,000,000, making Yokkaichi the eighth port of foreign trade in the country.

The volume of cotton handled at

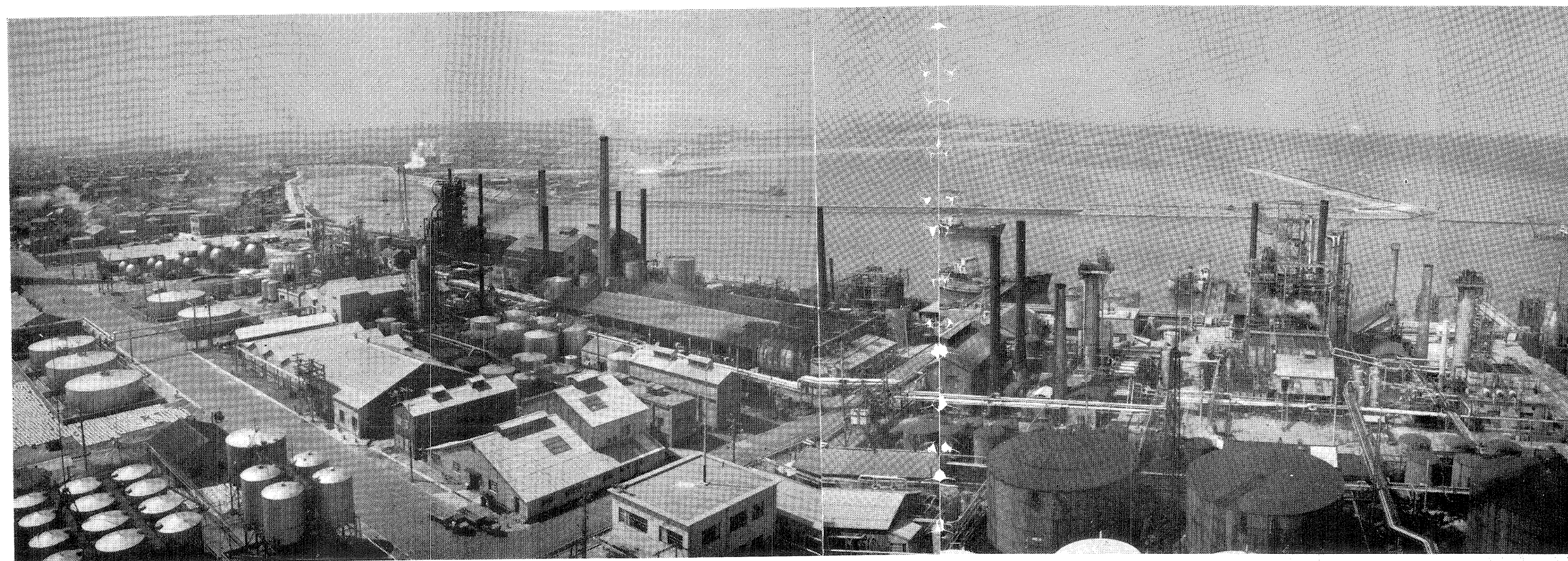
the port amounts to 10 per cent of the national total and wool, 50 per cent. Other goods that pass through the port for delivery to the plants in the adjacent areas are crude oil, phosphate rock, sulfide ore, titanium ore, coal, and oilseeds. Shipped overseas from the port are petroleum products, iron products and chemical fertilizers. To show the export-import situation at the port during the 1957-58 fiscal year, the port handled 3,578,737 tons of cargoes, including 1,495,267 tons for foreign export and import. Of the foreign export items, fertilizers came first in the list with 37,414 tons, followed by general cargoes of 5,781 tons. About the foreign imports, petroleum topped the list with 951,746 tons, followed by 168,237 tons of wool, 122,190 tons of ores, 72,164 tons of cereals, and 56,675 tons of cotton.

3. Future Plans

The plants in the outlying areas of Yokkaichi are all carrying out production boost plans. New products have also been added by Showa Yokkaichi Oil, Mitsubishi Petroleum Chemical, Nihon Synthetic Rubber and other companies which have just built their plants there. With the city and its environs growing up into a big industrial center, the need is now keenly felt for quick expansion and modernization of the port and harbor facilities.

A survey of the present situation and future prospects indicate that in 1962 the port is seen to

(Continued on page 15)



Port of Yokkaichi is viewed from one of its waterfront factories — on Japan's leading oil refineries.

Table 1. Mooring Quays and Sheds and Warehouses

* = operated by the prefectural government.

/ / = under alteration.

tsubo = 3.954 sq. yds.

Mooring quay	Operated by	Extending in meters	Depth of waters in meters	Class of ship moored g.t.	No. of vessels	Main items of goods handled	Sheds		Warehouses	
							No. of structures	Floor space area in tsubo	No. of structures	Floor space area in tsubo
Piers B, C of Wharf No. 1 (under repairs)	Miye Pref. Gov't.	247.8	9.0	10,000	1	Wool, Cotton sundries	/*2/	/*1,090/	*1	*277
Piers D, E of Wharf No. 1	"	250.0	9.0	10,000	1	"	*2 1	/1,090 176	2	520
Quay A of Wharf No. 1	"	161.0	9.0	10,000	1	"	4	1,047	8	4,515
Private pier of Nihon Sheet Glass Co.	Nihon Sheet Glass Co.	53.0	6.5	2,000	1	Coal, silica sand				
Private piers of Daikyo Oil Co.	Daikyo Oil Co.	Crude oil pier	12.0	20,000	1	Crude oil				
		No. 1 pier	5.0	500	1	Petroleum products				
		No. 2 pier	6.0	1,500	1	"				
		No. 3 pier	6.0	1,500	1	"				
		Sulphuric acid pier	5.0	500	1	Sulphuric acid				
Private piers of Ishihara Industries Co.	Ishihara In- dustries Co.	111.6 100.0	6.5 5.0	2,000 500	1 2	Iron ore, etc. "				
Private pier of Chubu Electric Power Co.	Chubu Electric Power Co.	106.0	6.5	2,000	1	Coal, heavy oil				
Private piers of Showa Yokkaichi Oil Co.	Showa Yokka- ichi Oil Co.	231.0 207.0 70.0 35.0	12.0 12.0 8.0 5.7	30,000 20,000 3,000 500	1 1 1 1	Crude oil " Petroleum products "				
Private pier of Mitsubishi Chemi- cal Ind. Co.	Mitsubishi Chemical Ind. Co.		8.0	6,000	1	Styrenemonomer				
TOTAL							9	3,403	11	5,312

Port of Yokkaichi—Continued

be handling about twice the present volume of goods, or about 8,500,000 tons. The following are the plans for port and harbor expansion on the basis of that figure:

(1) To advance the date of completion of Wharf No. 2 begun in 1953 in order to handle sundries which at present cannot entirely be handled by Wharf No. 1;

(2) To turn the right bank of the River Oino into a wharf in order to handle bulk cargoes carried by large ships which now are being handled by lighters;

(3) The fairway and anchorages are to be dredged to a depth of 12.0 m. in a work started in fiscal 1957-58 so as to accommodate supertankers to enter the harbor when the Showa Yokkaichi Oil and Daikyo Oil quay facilities are completed;

(4) A breakwater to be provided for quiet mooring accompanying expansion and deepening of the anchorages and adjustment

of the quays;

(5) Reclamation of about 210,000 tsubo (1 tsubo=3.954 sq. yds.) on Goki beach north of the River Mitaki in the harbor to permit new plants to be built, since there is no more room on the outlying areas of the port;

(6) Building of a pelagic fishing base in the Tomita-Tomisuhara area on the harbor so as to increase the volume of catch landed in Miye Prefecture and to promote the fishing industry of the area. This work has been begun in fiscal 1957-58.

(7) The port and harbor facilities damaged by Typhoon No. 13 of 1953 are being repaired. The repairs on Wharf No. 1 have been tantamount to an alteration. At the same time, sheds on the piers have been improved since fiscal 1956-57. Wharf No. 1 is slated to acquire a new look when these repairs and improvements are completed during fiscal 1958-59.

Japanese Cars Shipped to U.S.A.

Imports of European-made automobiles through Los Angeles Harbor rose 50 percent during fiscal 1958 (ended June 30) compared with the previous year.

In announcing this sizable gain, the port's General Manager Bernard J. Caughlin said it was based on the estimate that 38,250 cars from five nations in Europe and Japan rolled across the wharves of Los Angeles Harbor. In fiscal '57, the European countries sent 25,500 automotive products.

"Last year's increase in car imports here is particularly noteworthy," Caughlin pointed out, "because it indicates a refusal on the part of overseas automobile manufacturers to be deterred by the world shipping slump. More than 19,000 European vehicles were brought into this port from January through June 1958. Our all-time monthly high occurred in April when 5,389 units arrived," he said.

Japan made her initial bid in June for a share of the imported

car market in Southern California, when 20 Toyopets arrived at the port. This shipment marked the first time Japanese automobile were available for purchase in the U.S. on a commercial basis.

During June, the last month of Los Angeles Harbor's fiscal year, 2,364 overseas autos arrived.

Nations and their total car exports were:

- France, 901 units of the Renault, Citroen, Peugeot and Simca.
- Germany, 682 units of the Volkswagen, Borgward, Porsche, Karman Ghia, Mercedes, Opel, Isetta Tempo and the new Goggomobil.
- Italy, 433 units of the Fiat, Alfa Romeo and Ferrari.
- Great Britain, 284 units of the Triumph, Hillman, Morris Minor, Austin, Jaguar, Ford, Rover, M.G., Daimler and Vauxhall.
- Sweden, 44 Volvos.
- Japan, 20 Toyopets.

Leaders in the June parade of imported cars were: the Renault, 713; Fiat, 421; Volkswagen, 342; and Triumph, 138.

These June car imports arrived at Los Angeles Harbor aboard 18 freighters flying the flags of the aforementioned nations, plus those of Norway and the Netherlands.

New Jap. Freighter to Los Angeles

One of the world's fastest cargo vessels, the Shinnihon Steamship Company's new "M/S Kamoharu Maru," has recently arrived at Berth 57, Los Angeles Harbor, from Yokohama.

The 9282-gross-ton cargoliner averaged 20 1/2 knots on this, her maiden voyage, Capt. T. Matsumoto told Bernard J. Caughlin, the municipal port's general manager.

Caughlin, with the aid of Lily Kamiya, 23, a candidate for the "Miss Nisei" crown, presented Capt. Matsumoto with the port's Angels Gate plaque, while long-shoremen unloaded 400 tons of general cargo, including plywood, textiles, porcelain-ware and toys.

The "Kamoharu" is 515 feet long, has a 64-foot beam, and 601,327 cubic feet of cargo space, including 15,506 cubic feet refrigerated and 12,854 cubic feet in deep tanks. There are luxury accommodations for eight first class passengers.

She will join the Port of Los Angeles-Japan service, which brings a Shinnihon ship to Los Angeles Harbor every two weeks, it was announced by Balfour, Guthrie and Co., the local agents.

Chiba Port Observes 5th Anniversary

To mark the 5th anniversary of the opening of the port of Chiba, a port festival was held for five days from 16 to 20 August under the sponsorship of Chiba Prefecture and Chiba City. Among the highlights were a commemorative ceremony, maritime exhibition, reception, gathering of consoling seamen aboard ships in port and other events.

KAWASAKI

Japan's Foremost Industrial Port

1. General Survey

The Port of Kawasaki is one of the foremost industrial ports of Japan, having developed along the seashore of the industrial city of Kawasaki. Situated between the metropolis of Tokyo and the city of Yokohama, Kawasaki was born as a minor city in 1924. Thirty-five years since then, it is now a growing city of 530,000 with an area of 131.25 square kilometers, its population increasing at the rate of 30,000 each year.

The city extends in a long and narrow strip on the right bank of the River Tama for a width of 4 kilometers and 30 kilometers in length. The southeastern edge of the city faces Tokyo Bay, the coastline stretching 9.5 kilometers. Its beach area is a huge belt of big plants which spread out to the plains along the River Tama. In the hinterland are the residential quarters and farms.

Within the city are to be found over 800 different industries. More than 40 big plants stand along the beach, forming the pivotal center of the industrial city and serving as the base for municipal develop-

ment. Industrial production here during 1957 amounted to some ¥350,100,000,000, the fourth biggest municipal output in the country.

The Port of Kawasaki has an area of 212,000 acres. It used to form part of the Port of Yokohama but in 1951 the area was separated from Yokohama and placed under the jurisdiction of the Mayor of Kawasaki. Since then the Port of Kawasaki has been raised to the status of a "specially-designated key port and harbor." The port is one of the country's important industrial ports, with a noted artificial harbor. The sandbar formed by the River Tama as it flows into the bay was availed of to build canals and the earth and sand thus obtained were used to reclaim the foreshore. Land thus formed has become the site of the big industrial area of Kawasaki. In this area have been erected steelmaking, oil refining, coal-power, fertilizer, shipbuilding, flour and other plants and dock sheds and warehouses. These plants, facing the canals, are equipped with large berths for ships which

bring in raw materials and take out the products.

On the west side of the filled-in land in Chidori-machi, within the port area, five public berths, 10-m. deep, extending for 910 m., are to be built and sheds, railroads and handling machines are to be provided for the handling of 2,500,000 tons of fertilizers, grains, metalware, oils and fats and sundries a year.

The establishment of these industries will enlarge even more the industrial scale of the port city until in 1968 the port is expected to be handling 47,000,000 tons of goods.

2. Waterfront Industrial Zone

The 9.5-km. waterfront industrial zone established on filled-in land originated in private enterprise in 1927, when sand-pump dredging vessels were used to fill in 35,380 acres of harbor 2 meters above the surface of the water at full tide and canals were provided for ships to come alongside the quays.

In 1937, the private project was taken over by the Kanagawa Prefectural Government and 31,850 acres more of land were formed. After the interruption necessitated by the Pacific War, the work was resumed in 1956 as a tripartite enterprise of Kawasaki City, Kana-



Photo shows western section of the Port of Kawasaki, center of industrial activities.

Eastern section of the Port of Kawasaki, where the city owned public wharf is located, is also the site of petroleum industries.



gawa Prefecture and private interests. The area now extends 67,230 acres and the plants built on the site have already begun operation.

In this way, the waterfront industrial zone of Kawasaki stands on reclaimed land with marine transportation facilities at its backyard, where there are 34 berths. Since the Mayor of Kawasaki took over the management of the port, various port and harbor facilities have been built and are under construction as public enterprise.

3. Harbor Facilities

The following are the port and harbor facilities and shipping and cargo situation at the Port of Kawasaki:

(1) Harbor Facilities

Mooring quays for large ships: Total length 3,650 meters, 40 berths comprising 19 for ships of over 10,000 g.t. and 21 for those of less than 10,000 g.t.

Mooring quays for small craft: Total length 7,490 meters 64 places.

(2) Road

Tokyo-Yokohama road (To-

kyo-Yokohama canal):

Total length 4,400 meters, width 600-700 m., depth 9-11 m. (100-180 m. width)

(3) Canals and Channels

Total length of canals, 5,830 m., width 65-280 m., depth 3-10 m.

Total length of channels 8,680 m., width 20-160 m., depth 1-7 m.

Total length of the lower reaches of the River Tama 2,350 m., width 300-360 m., depth 1-4 m.

(Continued on page 22)

Vessels Arriving

	1955		1956		1957	
	No.	Tonnage (g.t.)	No.	Tonnage (g.t.)	No.	Tonnage (g.t.)
Oceangoing	650	4,698,633	726	5,380,320	842	6,414,109
Coastwise	3,640	4,421,009	4,252	5,195,438	5,723	1,048,761
Total	4,290	9,119,642	4,978	10,575,758	6,565	7,462,870

Cargo Movements for Last 5 Years

	Foreign Trade			Domestic Trade			Grand Total (in tons)
	Export	Import	Total	Export	Import	Total	
1953	113,630	4,812,530	4,927,160	2,887,470	3,732,991	6,620,461	11,547,621
1954	96,209	5,029,783	5,125,992	3,139,322	3,778,186	6,917,518	12,043,510
1955	92,503	5,259,184	5,351,687	3,741,210	4,318,942	8,060,152	13,411,839
1956	74,153	6,024,378	6,098,531	4,593,334	5,301,573	9,894,907	15,993,438
1957	148,860	6,825,066	6,973,926	5,727,771	6,005,864	11,733,635	18,707,561

Note: Principal foreign trade items are fertilizers, cement, sundries, etc. for export, and fats and oils, ores, coal, etc. for import.

THE PORT OF OTARU

The Gateway of Hokkaido

Otaru, which has developed and expanded as a gateway to Hokkaido, is a "senior port" of this northern island of Japan. It is not too much to say that Otaru is the largest international trade port in northern Japan. In addition to its highly modernized facilities, the port has a wharf with 12 berths for large ships, each 9 meters in the depth of water.

As a commercial port, Otaru is excellently equipped with warehouses and sheds, 40% (nearly 140,000 square meters) of all maritime warehouses at the ports and harbors of Hokkaido being located at Otaru and goods in custody therein reaching 60% (about 150,000 tons) at all times.

Favorable Geographical Location

Being situated in the center of the island, Otaru has developed as the Hokkaido's commercial pivot, through which various products of

the island are shipped. This deep water port of Otaru is situated only 40 km. away from Sapporo, the metropolis of Hokkaido.

In 1957, a total of 2,248 vessels aggregating 3,9774,905 gross tons entered the port of Otaru. Details are as given below:—Ocean liners 221 (1,357,994 tons); coastwise vessels 2,036 (2,616,911 tons). In the same year, cargoes handled totalled 4,062,634 tons, whose details are:—

<i>Domestic trade</i>	
Export	3,016,561 tons
Import	615,760 tons

<i>Foreign trade</i>	
Export	187,173 tons
Import	243,140 tons

Lumber Center

In 1957, inch boards totalling 137,148 tons were exported from the port. From broad-leaved trees thriving in various parts of Hokkaido, lumber well-known as "Hokkaido hard wood lumber" or "Japanese oak lumber" is turned out.

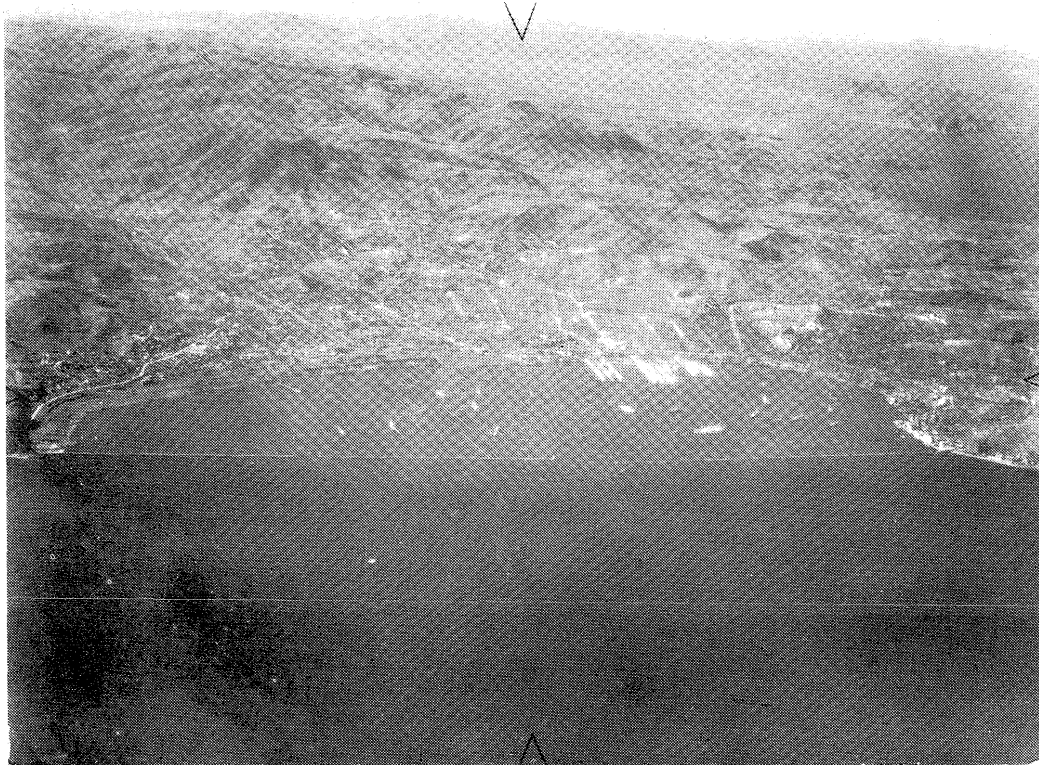
The lumber, which is highly estimated by Anglo-Saxons as material for the manufacture of various pieces of furniture, was exported from Otaru for the first time about 40 years ago. Since then, as the lumber producing center and as the lumber exporting port, Otaru has been making strenuous efforts in order to come up to the customers' expectations.

As the photograph shows, a large transit shed covering 4,000 square meters has been constructed exclusively for inch boards in order to prevent them from being damaged, to facilitate loading and to save various port dues.

Moreover, it is planned that the wharf will be extended and the transit shed for the storage of inch boards and plywood will be enlarged, the works being scheduled to start in 1959.

Active Foreign Trade Activities

Fertilizers exported last year from Otaru reached 35,313 tons. As the figures show, the export in this line has been rather considerable. However, as a big increase in the production of ammonium sulphate, urea, etc. in the interior of the island will materialize, the export of fertilizers is



Air view of the Port of Otaru from ocean.

expected to increase from this year, the annual target export amount rising up to over 100,000 tons. In this connection, a two-storied ferro-concrete warehouse covering 6,000 square meters has been constructed in front of the wharf, where the depth of water is 9 meters.

Otaru is less foggy and lower in humidity as compared with other parts of Hokkaido; hence most suitable for the storage of urea and other chemicals.

Last year's foodstuff import amounted to 172,279 tons. In order to cover food shortage, Hokkaido has to import nearly 200,000-250,000 tons of rice, wheat, barley, etc. annually. Eighty per cent of the said quantity is imported through the port of Otaru.

To cope with the increasing importation of foodstuffs, a plan is now being formulated for the construction of a wharf devoted to that purpose.

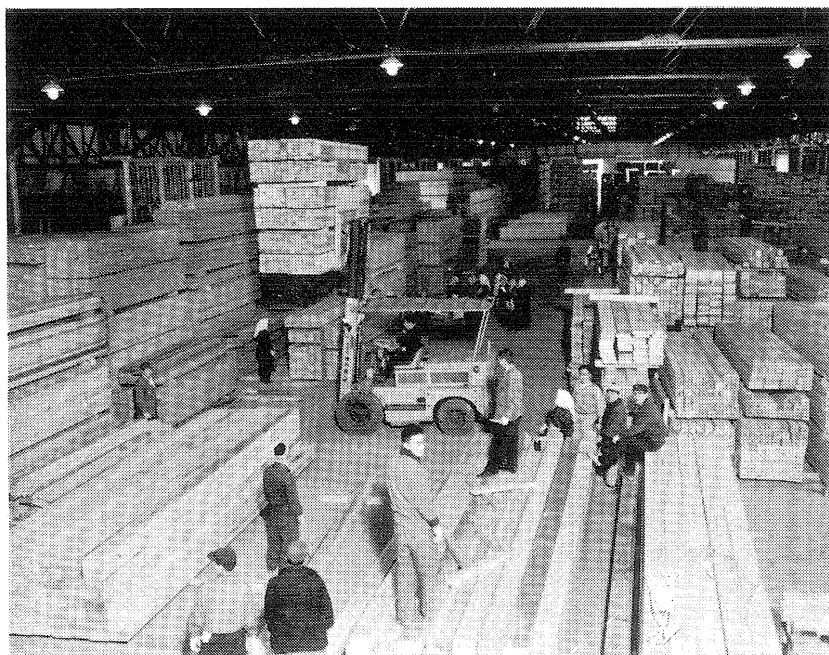
In addition to the above-mentioned, fish meal, beans, etc. are exported and potassium chloride, phosphate ore, lumber, salt, etc. are imported. As importation of a big quantity of lumber from the Maritime Provinces of the Soviet Union is under consideration, Otaru, which is at the shortest distance from these provinces, is alert in making preparations to cope with the situation.

Outside the port, there are many places of scenic beauty peculiar to Hokkaido. Hot springs gush out within the city. For crewmen and passengers of ocean liners, therefore, Otaru is a port town where they can have the opportunity to rest and enjoy all the goods Hokkaido gives.

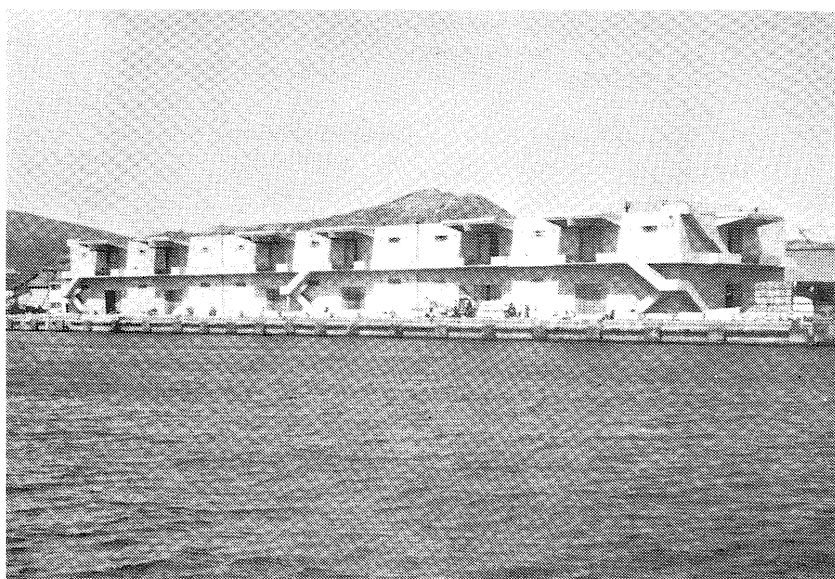
It is the custom of the port that whenever an ocean liner arrives in port, the watch-tower broadcasts the national anthem and hoists the national flag of the ship's country to welcome her and her crew.

Butterfield Rejoins Agreement

Butterfield and Swire (Japan) Ltd., one of the seven foreign firms which resigned from the Japan-Hongkong-Straits Freight Agreement the other day on the ground of malpractices by member lines, decided on September 4 to rejoin the Agreement on the following conditions: (1) to cut 20 per cent



Inside of the inch board shed.



Newly constructed transit shed on Pier 3.

of the Agreement freight rates; (2) to impose restrictions on the carriage of cargoes; (3) to open the rates on steel materials.

* * *

Watchdog Agency Set Up

At the general meeting held on September 9 the Japan Philippines Freight Conference decided to appoint a neutral agency to watch malpractices and to accept the application by Kamichi Steamship Company for membership in the conference. The conference named Lowe, Bingham and Thomson, chartered accountant with his office in Tokyo, as a neutral agency to investigate malpractices. The

agency can impose fines of \$5,000 for the first offence and \$2,500 to \$15,000 for each subsequent offence.

* * *

Korean Service Reopens

The Shin Nihon Steamship Company has decided to reopen the Korean service, which had been suspended since 1954. A semi-monthly service will be operated from October with two Yoshun-Maru (778 tons d.w.) type vessels.

BEPPU

Only International Tourist Port of Japan

Situated on the east coast of northern Kyushu, Beppu faces the picturesque and sunny Bay of Beppu. It is known the world over as a city of hot springs. Within its area of 2,800,000 square kilometers over 1,000 springs yield health-giving mineral hot water. The amount of daily flow from these springs is 47,000 cubic meters, the world's top volume. The springs are of many and varied minerals and accordingly they are good for a wide range of ailments.

"Naples of the Far East"

These rich mineral springs, combined with the great scenic beauty of the spot, which has given the city the epithet of "the Naples of the Far East," are enough to satisfy the most exacting tourist.

It is only in quite recent years that the city of Beppu has grown to be what it is now. Back in 1888, it was only a village, which in 1893 became a town and, finally, in 1924, was designated a city. Its present population is 110,000.

Endowed with beauties of nature and studded with the relics of ancient culture, it has been keenly felt that the Government of Japan should do its utmost to develop the country's tourist industry. In this respect, Beppu is the most pro-

mising tourist city among the numerous sightseeing centers in the archipelao.

Foreign visitors from the east, first enter Yokohama harbor, and then stop at Kobe and sail through the superb Seto Inland Sea and land at Beppu at the end of a delightful sea voyage. Those coming from the west call at Nagasaki from Honkong and Shanhai, stop at Unzen, do the sights of the Aso hills and valleys and reach Beppu at the end of an equally pleasant land journey. Beppu is thus an important terminal for international tourism.

Designated as Only International Tourist Port

In 1951, in accordance with the Tourist Cities Construction Law, it was decided that the country should be provided a sole international tourist port. There was big debate as to which of the two cities should be chosen: Beppu or Atami, a close contender. The fact that it is so conveniently situated on the international sea route decided the matter in favor of Beppu.

In anticipation of the completion of the work now going on to repair and expand the port and harbor, the Kansai Steamship Co. has ordered two de luxe sightseeing

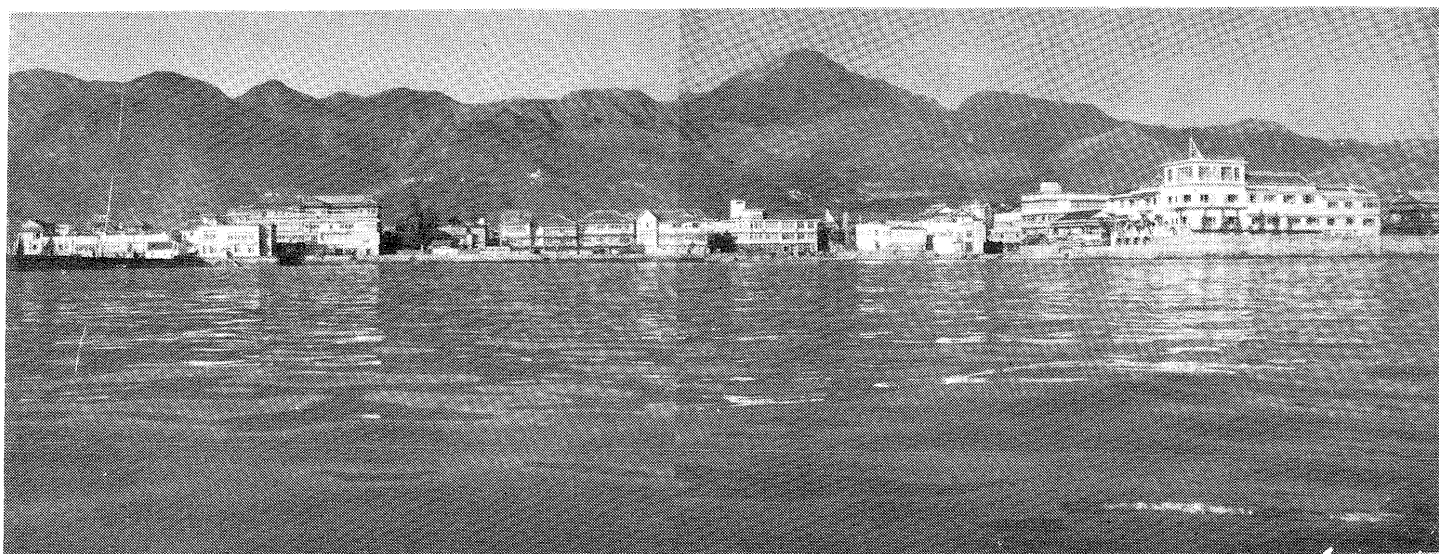
craft which are replicas of the Pacific Ocean liners with a Mitsubishi shipyard. They are now under construction.

For the time being, three 2,000-ton vessels, including the Ruri Maru, and three 1,000-ton boats are being used to ferry passengers from Kobe to Beppu. The drawback is the slowness of these boats. Sailing from Kobe at 9 a.m., it will only be at 2 a.m. the next morning that one of these boats reaches Beppu. The new luxury midget liners can make the distance at 18 knots per hour and arrive at Beppu during the daytime. They can carry private cars, which for travelers with their own cars, would be most convenient. Two two-way trips daily are being planned for the route by means of the new ships.

Development Plan

When the tourist port is completed and 10,000-ton vessels begin to call there, users of this route will be able to go sightseeing in Nara and Kyoto, load their cars on the ship, take in the ravishing beauty of the Seto Inland Sea and land at Beppu with their cars. By car they can visit the national and quasi-national parks, driving over the fine motor road linking Aso, Amakura, Unzen and Nagasaki.

The Beppu international tourist port development plan was drafted by the municipal government of Beppu and the prefectural government of Oita and the Ministry of Transportation, with an appropriation of ¥580,000,000 for the project.



Waterfront of Beppu is lined with inns and hotels catering to tourists, domestic and foreign.

Existing tourist
pier of the Port
of Beppu.



Construction Works Under Way

Work was launched in Oct., 1951 in accordance with this plan under the supervision of the Transportation Ministry. At the present moment, about two-thirds of the project have been completed.

In the course of the work, the following additions have been made:

One 5.5-m. berth	100 m.
One 9-m. berth	165 m.

The following sections of the port were completed up to the end of 1957:

5.5 quay	100 m.
One-meter landing place	74 m.
Road	2,898 m.
Breakwater pavement	2,515 m ² .
Drainage dock	58.6 m.
Sheds	292.5 m ² .

The cost of these undertakings came to ¥264,989,000. Work went smoothly until 1953 but in 1954 Typhoon Nos. 5-14 of the year hit the area in succession damaging the landing place and port road. The dredged part was buried under debris and damage worth ¥10,000,000 was sustained. The year 1955 was spent largely in repairing the damage and extending the 9-m. berth. Then Typhoon Nos. 22 and 23 caused a ¥19,000,000 damage to the landing place and port road. Restoration work took up a good part of 1954, 1955 and 1956 and some ¥295,942,000.

Despite the two series of disasters, the work has progressed at a brisk pace and when it is completed in the near future the port of Beppu will be one of the "musts" for the world's tourists.

Japanese Vessel Arrivings Top in Los Angeles

In the year ending June 30, arrivals of Japanese vessels at Los Angeles port totaled 465, a 26 percent increase over the preceding year. Japan has led all other foreign nations in ship arrivals for the past four years.

* * *

Three new Japanese motor vessels with a combined total of nearly 35,000 deadweight tons completed their maiden voyages to Los Angeles Harbor on three successive days in mid August.

Japan's newest entries to burgeoning trade through the Port of Los Angeles were: Nippon Yusen Kaisha Line's SHIGA MARU, 11,540 deadweight tons; Mitsui Line's MEGUROSAN MARU, 11,600 deadweight; and Daido Line's KOTEI MARU, 11,600 deadweight.

Each vessel has a service speed of 18 knots. Their recent maiden voyages marked their entry into the regular Japan-Los Angeles Harbor service operated by their owners.

New Trans-Pacific Speed Record

The Kawasaki Line's new liner on the New York Service, Nevada Maru (13,326 tons d.w.) left Yokohama at 5:50 a.m. on August 3 on her maiden voyage and arrived at San Francisco at 10:50 p.m. on the 12th. The ship covered a distance of 4525 miles at an average speed of 19.42 knots, shortening the past record of 9 days 16 hours 14 minutes set by the O.S.K.'s Honolulu Maru by 1 hour 31 minutes.

* * *

Largest Export Tanker

The export super tanker for Liberia, Andros Tempest (47,714 tons d.w.) which was under construction at the Innoshima shipyard of the Hitachi Shipbuilding and Engineering Company was completed and delivered to the owners on August 19. She is the largest export tanker ever built by Japanese shipyards.

Keel laying	February 1959
Launching	August "
Completion and delivery	December "
Length	259 meters
Width	32.9 "
Depth	18.5 "
Draft	13.26 "
Tonnage gross	40,800
Tonnage d.w.	
Propelling machinery steam turbine	67,800
Output	22,000 h.p.
Speed	17 knots

Port of Kawasaki—Continued from page 17

(4) Breakwater

Total length 4,202 m., ferro-concrete caisson.

(5) Sheds and Warehouses

26 sheds, total area 30,271 sq. m., two cargo handling machines.

83 public warehouses total area 62,309 sq. m.

45 private warehouses 72,289 sq. m.

5 cargo handling machines, including one private.

4. Future Plans

The city of Kawasaki had made rapid progress around its waterfront industrial zone but all plant activities ceased during the Pacific War. Since 1946, the industrial center concentrated on the processing of imported raw materials for the promotion of peacetime industry there and plant activities were quickly revived. Today, the industrial production amount of the city far exceeds its prewar level. This, in turn, has brought on a greater use of the port and harbor and

a corresponding need to make repairs, adjustments and expansion of the port and harbor facilities.

Accordingly, an ambitious plan has been adopted to add to the present 67,230-acre reclaimed land another 52,500-acre filled-in land near the mouth of the River Tama over the shallow sea some distance from shore, a 1,350-meter breakwater extending from the one now existing in order to assure the safety of the anchorage and another 200-m. breakwater extending from the jutting edge of the reclaimed land. A 300-m. effective width harbor-entrance is to be provided by these breakwaters. There is also a plan to dredge the Tokyo-Yokohama canals extending 4,400 meters to a depth of 12 m. for 350 m. of the width ranging from 600-700 m., turning the rest into 10-m. mooring points. This big dredging project is to be completed in 1959, when it will be possible for supertankers to come alongside the quays at the backyard of the plants on the canals.

Pooling System Adopted

At the general meeting held on August 7 the Japan Thailand Conference decided to adopt the pooling system as from January 1959 and at the same time to revise the regulations of the conference. According to the revision, member lines which suspend their sailings for six months will lose their voting right and in case of suspending another six months, they will be deprived of their membership.

* * *

Ship Export Embargo Eased

The Ministry of International Trade and Industry announced on August 15 the relaxation of the ban on export to the Communist

bloc. With regard to ships, ban was removed on the items except those shown under:

1. Ice breakers developing more than 10,000 h.p.
2. Tankers with a fully loaded speed of 18 knot
3. Warships and their parts
4. Other ships (omitted)

* * *

Scrap-and Build-Scheme

In accordance with the policy for applying the Scrap and Build Scheme to coastal traders from the fiscal year 1959 the Japanese Ministry of Transportation intends to lay a Bill before the next ordinary session of the Diet (October, 1958). The scheme was

adopted only once since the war in 1953 on the basis of building one ocean-going ship against scrapping two coastal vessels. The new scheme is to be carried out to such a large extent that 120,000 gross tons of coastal vessels will be built over three years with the Government funds amounting to ¥6,100,000,000. The scheme will contribute to the stabilization of the financial position of coastal ship owners, most of whom belong to small enterprise, since overtonnaging is now a major economic issue.

* * *

Strengthening of Freight Conferences Planned

The Japanese Ministry of Transportation recently submitted to the Board of Legislation a bill amending the Marine Transportation Law, which is to be introduced to the extraordinary session of the Diet next month. The bill aims to strengthen shipping conferences and at the same time to prevent excessive competition on regular liner services. The conference system provided for in the existing Law, modeled on the American Shipping Act, is the so-called "open conference" which is incapable of coping with powerful international cartels, so that it is intended to revise the Law in order to make the system to approximate up to a closed conference. The details of the bill are:

1. To increase the powers of shipping operators to make agreements and to strengthen shipping conferences by removing or easing the prohibiting regulations concerning the deferred rebate system, the contract rate system, the use of fighting ships and the limitation on joining conferences; and
2. To empower the Minister of Transportation to recommend the operators concerned in case excessive competition arises or threatens to arise on regular liner services.

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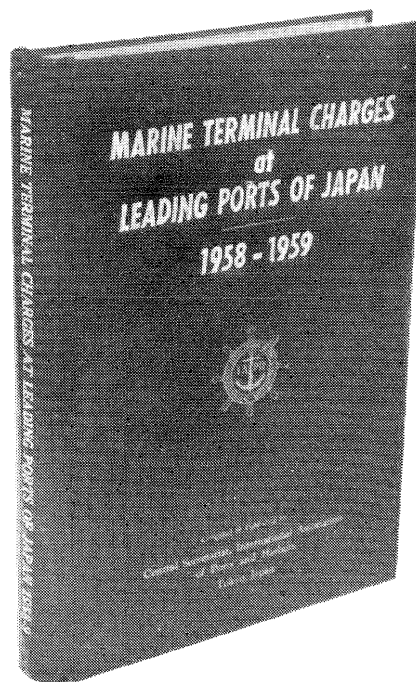
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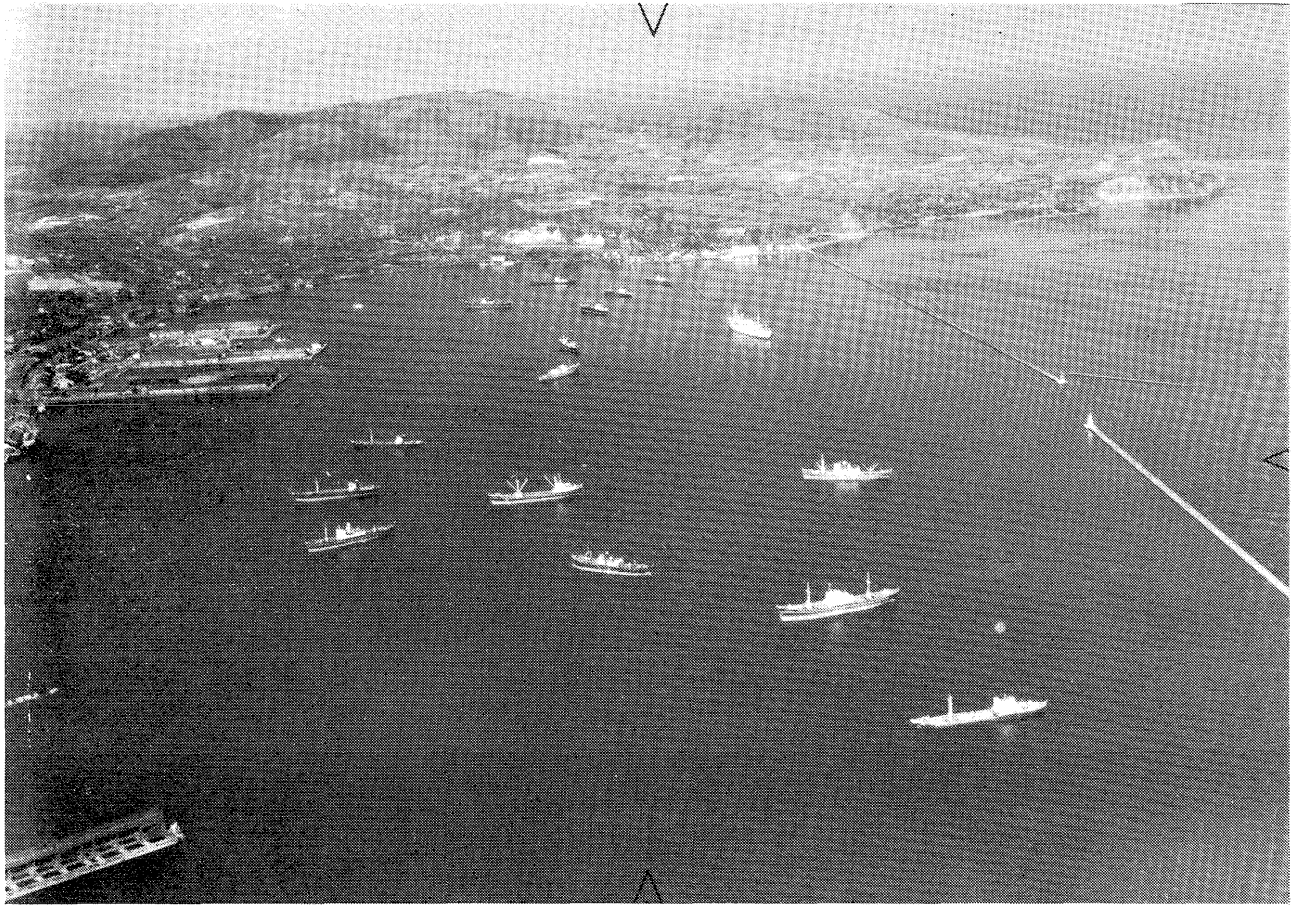
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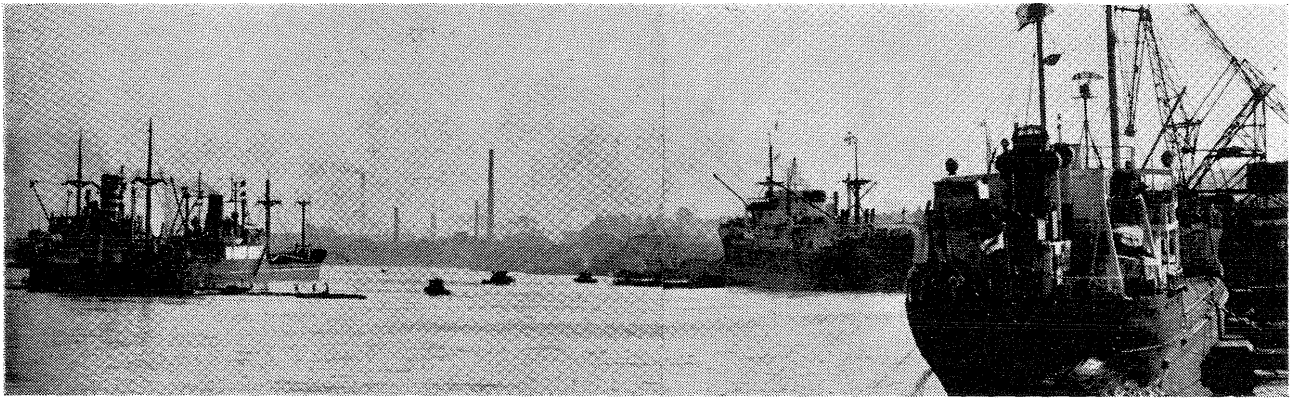
THE PORT OF OTARU

LEADING FOREIGN TRADE PORT
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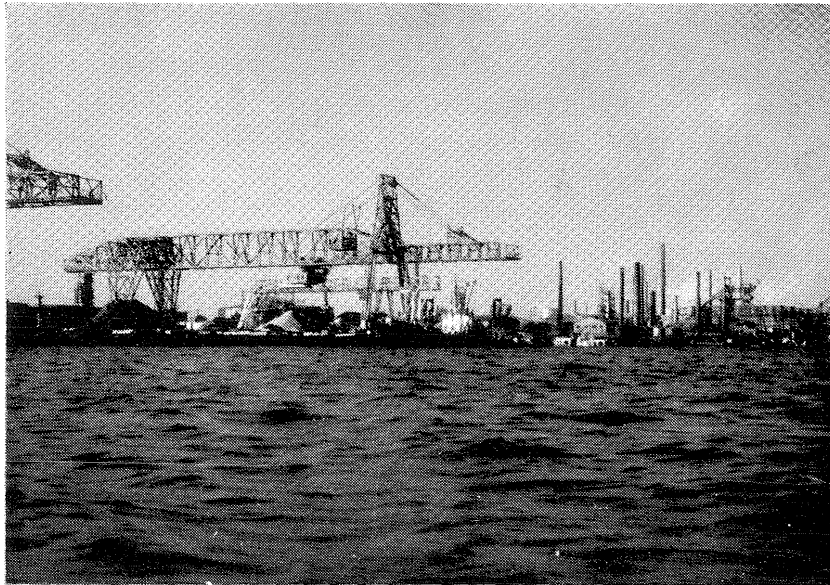


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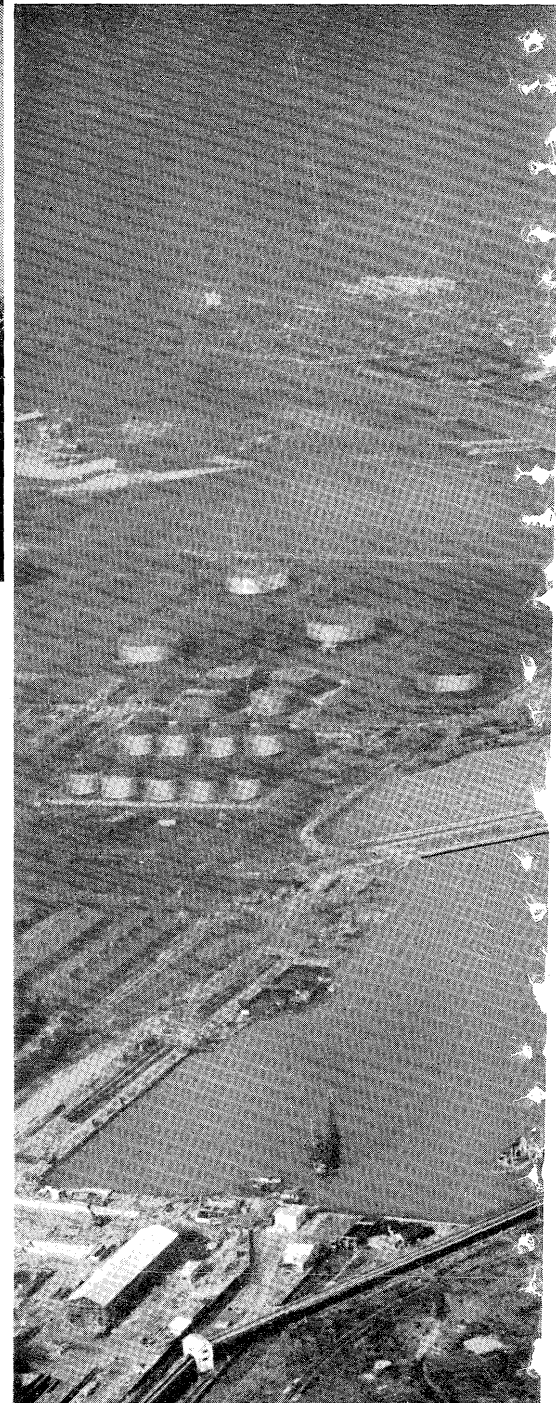


The Port of Fushiki, Takaoka City, is a busy port on the Sea of Japan.



Coal wharf of the Port of Kawasaki.

Cover photo at right shows an air view of the Port of Yokkaichi, now rapidly growing as a commercial and industrial port.



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