# PORTS and HARBORS

DECEMBER 1958 Vol. 3 No. 4

Aerial View of Central Waterfront in Port of Seattle

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

# THE PORT OF KOBE

## The Busiest and Most Modern Port of Japan

This air photo shows the Port of Kobe as viewed from the business center of the city

## KOBE CITY OFFICE

No. 7, Kanocho 6, Ikuta-ku, Kobe City

Tel.: 3-8181

## 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 DECEMBER, 1958


**Vol. 3 No. 4**




## THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS




Editor : Akira Ikeda

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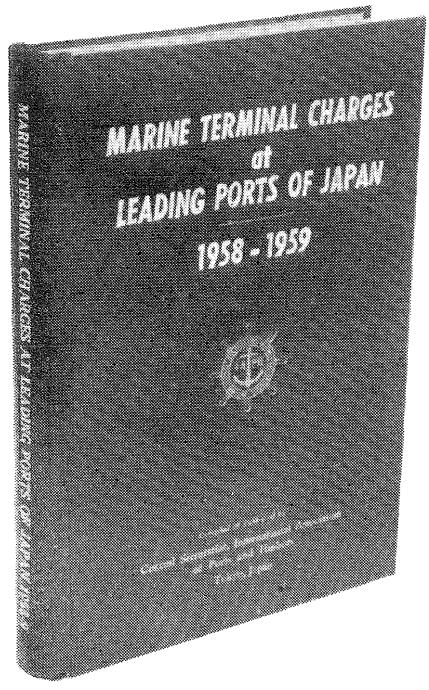


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# *From The Central Secretariat*

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

The Central Secretariat takes pleasure in sending to the Association members the last issue for 1958 of the "Ports and Harbors," together with its Christmas greetings.

### Second Triennial Conference in Mexico City Decided

In the past year this Association was confronted by a considerable difficulty, when as reported in the last issue of this magazine, the Second Triennial Conference scheduled to be held in Lima, Peru, was cancelled. For the Central Secretariat, which had been centering its activities on the preparation for this Conference, nothing was more disappointing. Fortunately, however, the Central Secretariat soon after that received an invitation extended by the Mexican Directors to hold the Second Triennial Conference in the City of Mexico in May or June, 1959. The Central Secretariat immediately took measures, in accordance with the provisions of the Constitution and By Laws, to secure the approval of the Directors of 14 member countries on the acceptance of this Mexican invitation. It is with great pleasure to report that the approval having been given to the acceptance unanimously by the Directors by the end of November, 1958, it has now been formally decided to hold the Second Triennial Conference in the City of Mexico as proposed. On the part of the Central Secretariat, it has immediately advised it to the Mexican Directors, concurrently requesting them to start preparations for the forthcoming Conference.

About the exact date of the forthcoming Conference, its agenda, etc., the Central Secretariat would like to report them to all Association members as soon as they are decided. In informing the decision of its holding in Mexico, the Central Secretariat sincerely hopes that the Mexico Conference will be attended by all of the Association members.

### Mr. D.W. Frost, U.S. Director, Visits Japan

At the invitation extended by the Chief of the Central Secretariat to come to Tokyo in order to confer on the important problems of the Association relative to its activities, its organization, its Constitution and By Laws, etc., Mr. Dudley W. Frost, Executive Director of the Port of Oakland, and United States Director of I.A.P.H., arrived in Yokohama on board the President Hoover on November 22, accompanied by Mrs. Frost. Beside being the Director of this Association, Mr. Frost is President of the American Association of Port Authorities and Director of the Pacific Coast Association of Port Authorities, which membership includes many of I.A.P.H. member ports of the United States and Canada.

In their conference, the Chief of the Central Secretariat explained about the Association membership as of November, 1958, the financial reports for 1956 and 1957, matters concerning the Second Triennial Conference, etc., and asked for his opinions on the future activities of the Association, its organization, its Constitution and By Laws, and the proposed Second Triennial Conference, as considered by our American members.

**Mr. Dudley W. Frost, Executive Director, Port of Oakland, who is concurrently U.S. Director of IAPH and President of AAPA.**

Based on the general views of our member ports on the Pacific Coast of North America, Mr. Frost expressed his detailed views on the above said problems, which may be boiled down as follows:

The Central Secretariat is urged to step up its activities to realize the objects of the Association. For this purpose it is strongly desired that the Central Secretariat will immediately appoint the Standing Committees so that exchange of information and views between the members will be effectively carried out through their activities. About the future activities of the Association, it is suggested that they will be positively staged, under the leadership of the Chief of the Central Secretariat, in extensive areas including Southeast Asia, Australia, New Zealand, Africa, etc., with the Pacific basin as the base. Mr. Frost also added that he would make best efforts to induce our American members to send as many delegates as possible to the forthcoming Conference in Mexico.

Replying to Mr. Frost, the Chief of the Central Secretariat expressed his appreciation to the en-

**SECOND TRIENNIAL CONFERENCE**
**Of**
**THE INTERNATIONAL ASS'N OF PORTS AND HARBORS**
**Towards End of June, 1959, at Mexico City, Mexico**

couragement given him and said that in accordance with his suggestions, he would tackle many problems on all phases of port activities, in order to meet the demand of all members and to attain the purpose of the Association to contribute to the development of world ports and thereby to promote international friendly relations. It is his sincere desire that all members will extend their further cooperation to him in order to help realize the Association activities successfully.

### Secretariat News

Mr. H.E. Ridings, Jr., Vice President, Long Beach Harbor Commission, visited the Central Secretariat on October 17.

* * *

Port of Adelaide, Australia, joined in the Association as a corporate supporting member on October 11. Was received on November 21 a communication from Mr. A.D. Mackenzie, Chairman, The Melbourne Harbour Trust Commissioners, that the Fremantle Harbour Trust and the Cairns Harbour Board may also join in the Association.

* * *

Mr. Hans J. Tiedmann, a member of the Permanent Council representing Canada, tendered his resignation in October due to the pressure of business.

* * *

The first General Meeting of the Port Cities Council of Japan, which formation was reported in the last issue of this magazine, was held in Kobe on October 20, attended by delegates from 45 port cities. At the request of the Council, Deputy Chief Kuroda of the Central Secretariat explained the recent activities of I.A.P.H. to the attendants.

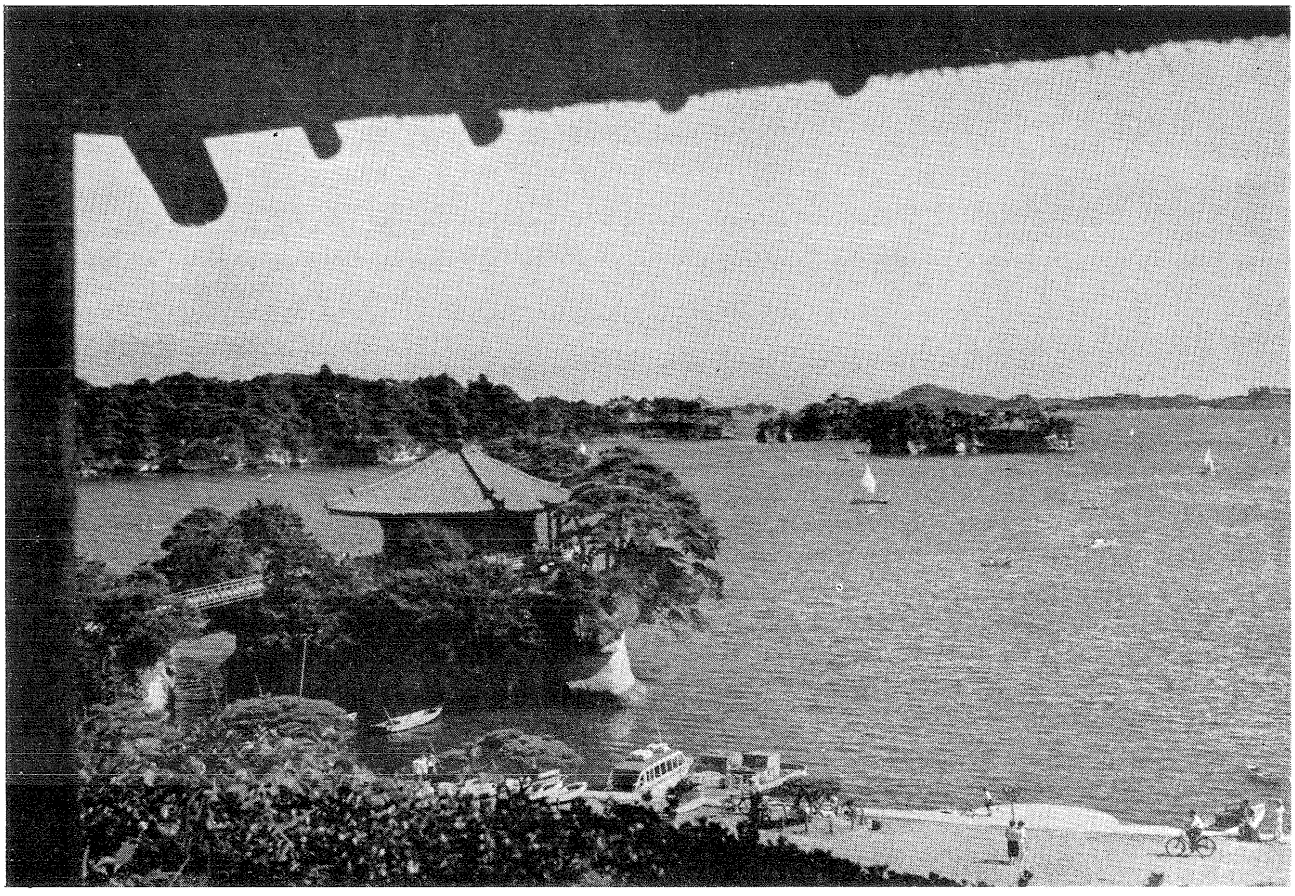
* * *

"Marine Terminal Charges at Leading Ports of Japan," which was reported in the last issue of this magazine, was published in December. Favorably accepted by the public, it is selling considerably. The contents of this publication are given in the advertisement inserted in this issue.

## LOADING RATIO FOR JAPANESE SHIPS IMPROVED

According to the Ministry of Transportation, during the first half of fiscal 1958 the Japanese ships carried 57.4 per cent of the nation's exports, an increase of 8 per cent over the corresponding period last year and 57.7 per cent of imports, an increase of 16.6 per cent. Though improved remarkably, their loading ratio is still lower than that of the maritime nations such as Britain and Norway. It is attributable to:

1. U.S. 50-50 cargo preference law.
2. Japan has chartered many foreign ships on a long-term basis during the Suez crisis.
3. Japan imports 1,000,000 tons of iron ore from Goa annually but the share of carriage by its vessels is restricted to 10 per cent of the total volume both for political and international reasons.



A scenic point near Port of Shiogama on Matsushima Bay, North Japan.

# News from Everywhere

### California Ass'n of Port Authorities' Decision

The 11 member ports of the California Association of Port Authorities, in a joint effort to reduce rate deficiencies, have voted last October to increase wharfage, dockage and wharf demurrage and storage charges.

In announcing the decision, John F. Bate, Association president, said, "Sheer fiscal necessity dictated the increases, in view of the fact that an extensive survey has revealed an 86 per cent deficiency in these port charges."

The new rates, to become effective in about three months, will incorporate increases of *10 cents a ton on general cargo whafage, 25 percent on dockage* and *10 percent on wharf demurrage and storage.* They are expected to augment the ports" aggregate income by about $1,000,000 a year.

(Wharfage is the charge assessed against cargo for passage across a wharf, dockage is levied against a vessel for berthing at a wharf and demurrage and storage are charges made against cargo remaining on a wharf beyond the allotted free time.)

Bate said that the survey was made by the Association's consulttant, Philip Linnekin, Certified Public Accountant, on the basis of the "Freas formula" approved by the Federal Maritime Board as a proper formula for allocating port rates.

In his report, Linnekin stated that rates charged at California ports have failed to provide even for essential maintenance to keep the marine terminals in shape for national security and development of the American merchant marine.

"Furthermore," he warned, "the new rates are not adequate, by themselves, to finance the improvements required during the next few years at nearly every port and terminal in the State.

"Your industry has been operating with deficient rates for a long time and this deficiency has been steadily increasing due to the rising costs of maintenance, equipment, materials and labor," he told the Association.

All the member ports and terminals of the Association will adopt the new rate schedules after official approval by the governing bodies in the various localities, Bate said. Members are the *San Francisco Port* Authority, Port of *Los Angeles,* Port of *Long Beach,* Port of *San Diego,* Port of *Oakland,* Port of *Stockton, Encinal Terminals, Alameda; Howard Terminal, Oakland; Parr-Richmond Terminal Co., Richmond;* Port of *San Luis Obispo* and *Port Hueneme.*

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### Japan Representative for Los Angeles Port Appointed

Giving added impetus to the Los Angeles Harbor Department's campaign to increase cargo tonnage, the Board of Harbor Commissioners appointed on October 28, 1958 Akira Ikeda as the traffic promotion representative in Japan under the one year contract.

The newly appointed trade promotion representative has been in charge of the international affairs section of the International Association of Ports and Harbors since the organization's formation in November, 1955, and edits its quarterly organ "Ports and Harbors."

In signing the contract, Lloyd A. Menveg, President of the Board, said: "This is an important step in Los Angeles Harbor's development as a world port. Some of our competitors on the West Coast—San Francisco, Seattle and Stockton—have had traffic promotion representatives in Japan for quite some time.

"If we are to maintain and strengthen our 35-year leadership among Pacific Coast ports, we must wage an agressive promotion campaign. Mr. Ikeda is well qualified to implement this program in Japan, one of the most important maritime markets in the world."

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### Rising Tonnages at Port of San Francisco

Business was on the upswing last October at the Port of San Francisco, Port Director Carl M. Smith has recently announced.

Total tonnage for the month of October was 507,794 tons, up slightly over September, and better by 10,195 tons than October of last year.

Recent months have set a trend of rising tonnages at the Port of San Francisco—September bettered August by 8 per cent, and was ahead of September last year by 13 per cent.

Third quarter volume at the Port this year is just a few percentage points behind the same nine-month total in 1957, when more cargo was handled at the Port than in any single year since the peak of the Korean Conflict in 1951.

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### Ship Arrivals at Los Angeles

A continuing upsurge in foreign ship arrivals at Los Angeles Harbor was recorded during the fiscal year ended June 30, it was recently announced by Bernard J. Caughlin, the municipal port's general manager.

However, this was nearly offset by a six per cent drop in arrivals of U. S. ships. The worldwide shipping slump was further reflected in cargo tonnages for the year, Caughlin said.

All-commerce total for the 12 months was 21,869,027 tons, nine per cent less than for the previous year. Despite this drop in tonnage, gross revenues amounted to $7,857,380, only $134,324 below last year's record figure.

Ship arrivals during the year totaled 4415, as compared to 4381 for the previous year. Of these, 2182 were American-flag and 2233 were foreign-flag. Comparable figures for 1956-57 were 2323 American and 2058 foreign.

Among the 26 foreign nations whose ships called here, Japan led for the fourth consecutive year, with 465 arrivals. Liberia-registered vessels were next, numbering 374; third-place Norway showed 308; and Great Britain followed, with 228.

Comparison of arrival figures for the past two years shows that Japan made the greatest gain with 96 more this year. Fourteen of the nations showed increased arrivals, with the remaining 12 holding steady or decreasing slightly.

# KOBE

## The Premier Trade Port of Japan

The Port of Kobe is universally known as the busiest and most prosperous of the representative ports of Japan. Statistics reveal that a total of 26,785 ships called at the Port in 1957, of which 4,923 were on overseas run totaling 28,-218,817 tons gross. A comparison with the statistics for any port in your immediate vicinity will readily bear out the true significance of the aforesaid figures.

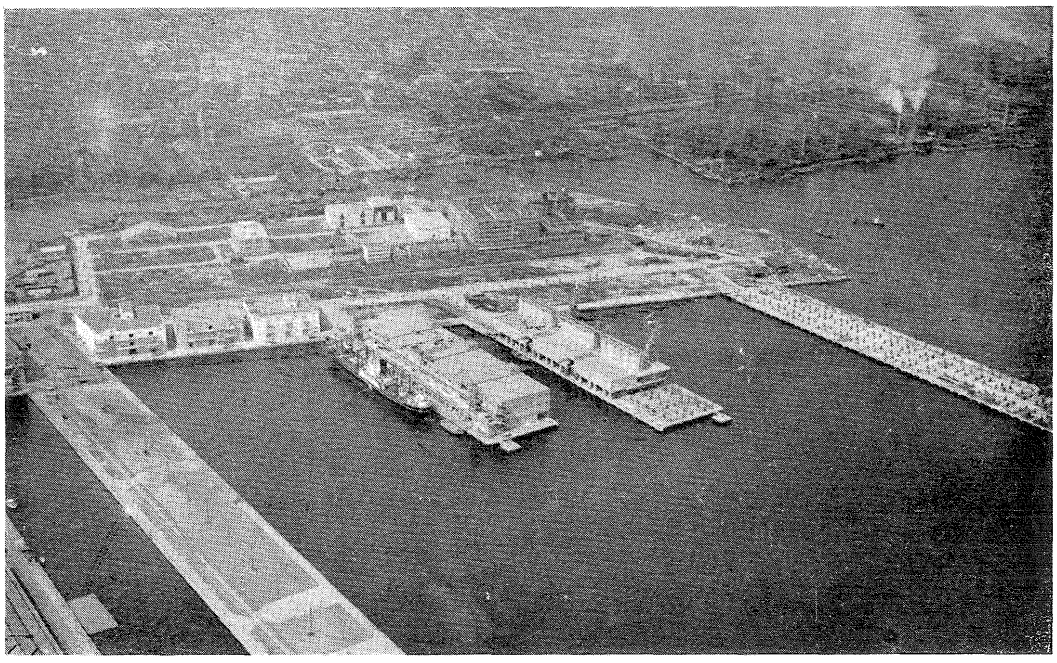
As regards the value of foreign commerce for the same year, the Port took 40 per cent of Japan's total exports and 23 per cent of the entire imports, thereby ranking foremost in both categories. However, it was not only during last year, but also in well-nigh all past years as well, that the Port has placed first in regard to foreign trade value, taking between 30 and 40 per cent of the nation's total figure. Herein lies one of the reasons why Kobe is popularly held as being Japan's premier trade port.

The Port of Kobe is an ideal natural port of scenic beauty, situated on the Seto Inland Sea—one of Japan's National Sea Parks—and surrounded by verdant mountains of the Rokko range constituting one of Japan's National Parks.

The history of the Port dates to as far back as the 3rd or 4th century. This is, in part, due to the fact that the Seto Inland Sea provided a traffic route of importance linking Japan with Korea and the China Continent. Another factor was that the Inland Sea was in close proximity to Japan's then centers of culture and industry such as Kyoto, Nara and Osaka. In the middle of the 19th century, viz. toward the close of Japan's feudal days, Kobe was so prosperous a port town as to embrace a population of over 20,000. Although port facilities worthy of mention were as yet extremely limited at the time, the key factor to this prosperity lay in the Port's being blessed with favorable conditions of Nature. In the course of the rapid growth of the nation's economy and industries after the Meiji Restoration in 1868 when Japan commenced to emerge into a modern state, the Port has been fully provided with up-to-date port facilities as at the present day.

The present Port of Kobe extends over a water area of some 46 square kilometers within its port limits. Nine breakwaters of varying lengths, linearly measuring 7 kilometers in all, form a safeguard to the Port which has a total of 12 piers. These piers furnish a total berthing space of 13,000 meters. With these piers and 41 mooring buoys, the Port is capable of simultaneously accommodating over 100 ocean-going vessels without much difficulty. In addition, there is a total of 16,000 meters of landing-places designed for small craft use. Moreover, there are 180,000 "tsubo" (one "tsubo"—36 square feet) of warehouses and transit sheds as well as tens of thousands of "tsubo" of open stor-

**A general view of Shinko piers, Port of Kobe.**



The photo shows Pier 7 in center and Pier 8 now under construction at right end.

ages, timber yards and coal yards. Subsequent to the last War, the Port has become conspicuous by the emergence of approximately 100 oil storage tanks. This fact more than indicates that the Port has become one of the oil-importing centers.

In regard to industry, Japan is regarded as the most advanced among all Asian countries. The Hanshin (Osaka and Kobe) industrial zone constitutes the center of Japan's heavy industries, and the Hokuriku (northwest Japan) industrial zone boasts of its ingenious skill in textile and other light industries. With these zones as a background, over 500 foreign and Japanese trading firms including head and branch offices, are conducting operations in Kobe. Foreign and indigenous steamship companies number 100 in all. Both in name and reality, the Port may well be claimed as being Japan's foremost trading and shipping center. It is but natural that the Port should enjoy an increasing prosperity with the growth of world economy, as vividly demonstrated by the statistics on the trade of Kobe which is displaying an annual upward trend.

Turning to the cargo handling capacity of the Port, there are some 200 cargo handling firms, including subcontractors, employing over 10,000 longshoremen and several hundred units of modern cargo handling equipment and floating cranes as well as some 800 barges totaling 130,000 tons. Their speedy and dependable operations are so highly prized by steamship companies that the Port is envied by numerous other ports of Japan who attribute this factor to its lengthy historical background.

Last but not least, reference should be made to the reclamation work of the Port's Eastern Expansion Program constituting part of the construction work now under way. In the light of the present ever-growing tendency of the Port, its port facilities are nevertheless considered as being inadequate, especially at a time when mammoth tankers and atomic ships are rapidly coming to the fore.

In October, 1952, the first International Port and Harbor Con-

(Continued on page 11)

## Cargo Tonnage Through Port of Kobe

(in tons)

| Year | Export | Import | Total |
|---|---|---|---|
| 1946 | 86,622 | 460,158 | 546,780 |
| 1947 | 165,245 | 957,900 | 1,123,145 |
| 1948 | 278,114 | 1,690,560 | 1,968,674 |
| 1949 | 583,095 | 2,189,294 | 2,772,389 |
| 1950 | 1,119,814 | 2,117,165 | 3,236,979 |
| 1951 | 1,531,058 | 3,118,795 | 4,649,853 |
| 1952 | 1,693,865 | 3,319,263 | 5,013,128 |
| 1953 | 1,471,483 | 3,846,161 | 5,317,644 |
| 1954 | 1,815,046 | 3,606,001 | 5,421,047 |
| 1955 | 2,455,849 | 4,151,399 | 6,607,248 |
| 1956 | 2,537,543 | 4,814,990 | 7,352,533 |
| 1957 | 2,731,929 | 5,698,590 | 8,430,519 |

## Ship Arrivals

| | Oceangoing | | Coastwise | | Total | |
|---|---|---|---|---|---|---|
| 1946 | 337 | 1,661,188 | 3,699 | 2,467,026 | 4,036 | 4,128,214 |
| 1947 | 478 | 2,246,919 | 8,079 | 5,569,350 | 8,557 | 7,816,269 |
| 1948 | 785 | 4,387,284 | 9,800 | 7,310,536 | 10,675 | 11,697,820 |
| 1949 | 1,180 | 7,227,704 | 9,503 | 7,611,910 | 10,683 | 14,839,614 |
| 1950 | 1,359 | 8,399,918 | 10,686 | 7,980,384 | 12,045 | 16,380,302 |
| 1951 | 1,987 | 11,447,770 | 12,119 | 8,493,263 | 14,106 | 19,941,033 |
| 1952 | 2,944 | 15,695,244 | 11,743 | 8,382,009 | 14,687 | 24,077,253 |
| 1953 | 3,522 | 19,454,312 | 12,991 | 8,569,685 | 16,513 | 28,023,997 |
| 1954 | 3,698 | 20,329,918 | 14,556 | 8,991,542 | 18,254 | 29,321,460 |
| 1955 | 3,865 | 21,235,930 | 16,463 | 9,670,048 | 20,328 | 30,905,978 |
| 1956 | 4,217 | 23,559,964 | 18,657 | 10,444,496 | 22,874 | 34,004,460 |
| 1957 | 4,923 | 28,218,817 | 21,862 | 10,999,799 | 26,785 | 39,218,616 |

# The Port of Seattle

## A Long-Range Program Steadily in Progress

In the past five years the Port of Seattle has spent almost $13,000,000 for acquisition of property and capital improvements in its long-range program of developing the best facilities for handling and storage of cargo. Many of the construction jobs are steps in a long-range planning sequence which started several years ago: others are individual projects to answer current needs.

This aggressive policy, coupled with the Port's ever-expanding trade-promotion activities, is paying off in increased volume of tonnage moving across Seattle's docks.

### Facilities

Among the Port of Seattle's principal terminals are Ames Terminal; East Waterway Terminal at Pier 20; Spokane Street Cold Storage Terminal at Pier 24; Hanford Street Grain Elevator at Pier 25; Stacy-Lander Terminal at Piers 29 and 30; Pier 42 leased by the Port of Seattle to the Alaskan Steamship Co.; the bulk-loading terminal at Pier 43; Pier 46; and Bell Street Terminal at Pier 66, where the Port of Seattle Commission headquarters are located.

In addition, the Port owns and operates the $13,000,000 Seattle-Tacoma International Airport, one of the finest air terminals in the world, and Fishermen's Terminal at Salmon Bay, home of the great Pacific Northwest and Alaska fishing fleet.

Ames Terminal is a 35-acre tract which the Port of Seattle acquired for possible development into a base for seatrain operations to Alaska. Ames is the site of the famed banana terminal, and is one of the largest storage terminals for commercial use on the Seattle waterfront.

One of the finest deep-water terminals in the entire Pacific Northwest, East Waterway Terminal has modern cargo-handling and storage facilities, and recently added a $600,000 bulk-storage tank farm for non-petroleum oils. It also houses the Port's Foreign Trade Zone No. 5, one of four such trade zones in the United States.

Spokane Street Cold Storage

**Pier 42, owned by the Port of Seattle and leased to the Alaska Steamship Company. Pier 42 is 1102 feet by 396 feet, and has 215,820 square feet of covered storage area, and open storage area for 40,000 tons.**

Terminal is one of the most inclusive ocean terminals in the nation, providing cold-storage warehouses, fresh-fish freezing, packing and icing plants, and regular ship-berthing facilities.

The Hanford Street Grain Elevator, leased to Cargill, Inc., one of the country's largest grain dealers, now has a storage capacity of 5,800,000 bushels as a result of a $3,500,000 expansion and modernization program completed in 1956 by the Port of Seattle.

At the Seattle-Tacoma Airport, the Port of Seattle plans to spend $3,500,000 to prepare the field for the jet age. The main runway was extended to 10,200 feet for use by intercontinental jet airliners. The extension gave the airport a runway longer than any now available on the U.S. West Coast. Seattle-Tacoma Airport's stature as the aerial gateway to the Far East was enhanced when the half-million-dollar overseas air mail post office building was completed in August, 1958, making Seattle the Western U.S. processing point for all airmail bound for the Orient. Seattle ranks first among all West Coast airports in the number of overseas passengers, and third among all U.S. Airports.

Fishermen's Terminal at Salmon Bay, with a moorage capacity of nearly 1,000 fishing vessels, is the finest commercial fishing facility in the United States. Firms located at the terminal provide all the services and supplies necessary for the fishing industry, and modern net sheds and other facilities are provided by the Port of Seattle.

In September, 1957, the Port of Seattle completed construction of a $123,000 bulk-loading facility at Pier 43 for handling bulk cargoes such as coal, iron ore, and scrap metal. Seattle now has one of the fastest bulk-handling installations on the entire Pacific Coast.

### Multi-Million Dollar Projects

In 1956, the Port of Seattle Commission embarked on two multi-million-dollar projects which are expected to have far-reaching effects on the economy and development of the entire Seattle area. The first is the Duwamish River industrial development, which entails a long-range program of making approximately 1,950 acres available for industrial use. Plans call for a ship channel four miles upstream from the present head of navigation. The channel will be 550 feet wide and 30 feet deep at low tide. Dirt dredged in the process of straightening and deepening the Channel will be used to fill surrounding land.

The Duwamish development is expected to provide sites for industries employing 12,000 people and with a payroll exceeding $55,000,000 annually. It is anticipated that the first industrial property will be available in July, 1962.

The Duwamish Valley is presently unsuitable for industry due to periodic floods. The menace of floods will be eliminated when the $20,000,000 Eagle Gorge dam is completed 50 miles upstream in 1960.

Total cost of the Duwamish industrial development will be approximately $30,000,000. The authority to develop the Duwamish district was granted to the Port of Seattle in 1955 under an act of the Washington State Legislature.

The Shilshole Bay moorage basin for fishing vessels and pleasure craft is the second major project which the Port of Seattle has undertaken. This is a $6,000,000 project, which includes construction of a $4,000,000 breakwater by the U.S. Government and the moorage basin and allied facilities, totaling $2,000,000, by the Port of Seattle. In addition to a 4,000-foot bulkhead, the Port will build administrative buildings, a 4,500-foot seawall, piers to handle 1,600 boats up to 60 feet in length, and a parkway for 1,200 cars.

Construction of the moorage basin will help alleviate crowded conditions at Fishermen's Terminal at Salmon Bay, and will also preclude the necessity of fishing and pleasure boats making the trip through the Hiram Chittenden Locks to reach moorage facilities.

## FLEET EXPANSION WITHOUT AID POLICY OPPOSED

At the executive directors' meeting held at the Shipping Club, Tokyo on October 30, the Japan Shipowners' Association studied the attitude of the shipping industry towards the 15th shipbuilding program for the fiscal year 1959. As a result, the association has defined its fundamental attitude outlined below, which is worthy of note:

The shipping industry has recognised the continuing necessity of enlarging and improving the merchant fleet in view of the current situation of Japan, but from the view-point of national economy, the Government should give full consideration to determining the amount of tonnage to be constructed under shipbuilding programmes;

The operating basis of the shipping industry being extremely weakened not only because of the past enormous shipbuilding loans but also because of the current recession, it will be difficult for the industry to increase tonnage unless proper steps are taken by the Government to strengthen the basis;

It is flatly opposed to construct vessels with aids from foreign countries even if the industry is lacking in funds but it is hoped to strengthen its operating basis with a view to bringing up it and;

To attach importance to the shipbuilding programs, adopting the scrap-and-build scheme (the construction of replacement vessels) on a full scale. There is, however, need of more study to decide on its concrete method.

* * *

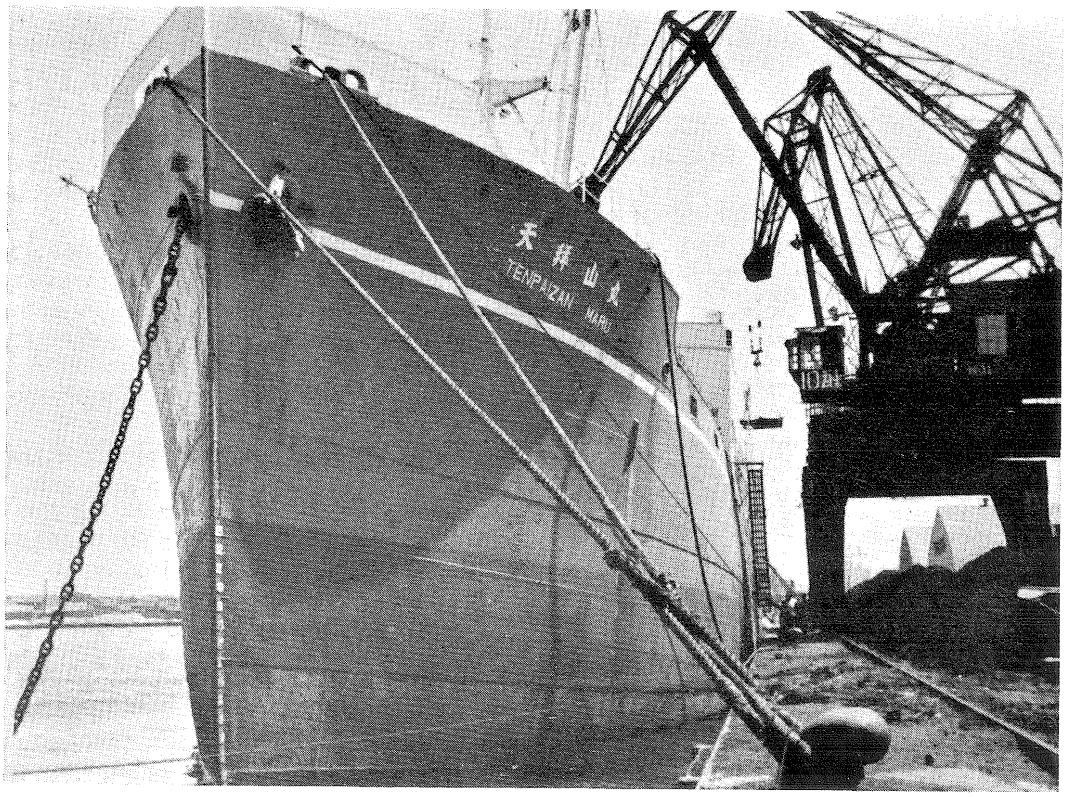
## ATOMIC EXPERIMENTAL SHIP

The Japan Nuclear Energy Industry Conference has recently announced that it will embark on the construction of the first atomic-powered experimental ship which is scheduled for completion in the fiscal 1961-62 year. The Atomic Discussion Group of the Conference will mainly decide on the details such as the type of reactor, type and size of vessel and the cost estimate. A survey team will be despatched abroad in the next fiscal year.

* * *

## JAPANESE SHIP LINES TO EXTEND TO ST. LAWRENCE SEAWAY

Nine Japanese shipping firms that are operating the New York service are planning to extend the service to the St. Lawrence Seaway with its opening next spring. The Iino Line recently notified the Ministry of Transportation of extending its New York service to Montreal with a ship sailing from Japan in March and other firms are also studying the extension plan.




Loading iron ore to a freight at Sunatsu Pier, Port of Kokura.

# THE PORT OF KOKURA

## A Major Trade Port in North Kyushu

### Brief Outline

Located at the heart of Northern Kyushu, Kokura has, since olden times, occupied an important position as regards communications with Honshu—the Japanese mainland.

By virtue of its most ideal geographical features, it was but only natural that, in order to cope with the rapid development of commerce, industry as well as foreign trade through the entire northern Kyushu region ever since 1868, there should arise a call for the construction of an ideal commercial port at this spot.

Herein lies the reason why, after carrying out on-the-spot surveys in regard to a harbor improvement plan subsequent to Kokura having its status raised to a municipality in 1900, modern harbor facilities were established in the port areas of Takahama, Murasaki-gawa, Sunatsu and Hiakari in 1914, 1931, 1937 and 1946 respectively.

Moreover, in addition to various categories of industrial plants having been set up in rapid succession on the extensive land area which was simultaneously reclaimed concomitant to the astounding degree of postwar industrial rehabilitation, the various port and harbor facilities may be said as to have already attained their peak point as regards degree of use due to the steady annual increase seen in the vessels entering the port.

Although the Government's 1941 plan for establishing an expansive coastal industrial zone within the Hiakari port area was temporarily shelved through the outbreak of the Pacific War, work on the said program became resumed in 1948.

The first stage of the said reclamation work covering an area of approximately 250 acres has already been completed, following which the second stage work comprising roughly 80 acres is slated for completion within a few years' time.

In order to cope with the erection of numerous factories following the said completion, plans are being steadily pushed towards constructing a colossal industrial port in parallel with the reclamation work in view of its extreme urgency.

### Present Status

The Port of Kokura may be roughly sub-divided into the four port areas of Sunatsu, Murasaki-gawa, Hiakari and Takahama.

Sunatsu port area is the largest of all with its West Pier of 365 meters (water depth 9 meters), East Pier of 461 meters (water depth 3.5 meters), West Landing stage of 358 meters (water depth 1.8 to 4 meters), East landing stage of 461 meters (water depth 3.5 meters).

Apart from also possessing a cement silo, oil tank and 18 general cargo warehouse buildings, the said port area is fully equipped with cargo handling machines and harbor railways and roads as well as water-supply facilities.

Bustling all the year around with numerous incoming and outgoing ocean-going vessels due to its being a transit port for major commodities, government offices relative to marine transportation and shipping companies may also be found in this port area which constitutes a brisk distributing center of such raw materials as iron ore, coal, and steel materials, as well as sundries.

As a port of shipment of coal and cement, the Takahama port area to the east of Sunatsu port area is equipped with a coal loading conveyor and a 3-meter landing

stage.

Due to its being an anchorage of closest proximity to the heart of the city, the Murasaki-gawa port area—possessing a basin, a 345-meter pier, a 2.7-meter landing stage, two warehouses and two customs sheds—is the briskest distributing center for such general consumables as raw fish, steel materials and sundries.

Approximately 600,000 tons of steel materials, mineral ore and coke are handled annually at the wharf of the Kokura Steel Works of the Sumitomo Metal Industry Co., Ltd. representing the largest enterprise in Kokura City.

Its ideal geographical conditions account for the great hopes being levied upon the future of the Hiakari port area where, in parallel with the land reclamation work for the purpose of building the Hiakari coastal industrial zone, a landing stage and a pier have been constructed at the mouth of the Itabitsu and Sakari rivers respectively, both of which have been registering annually increasing results likely to become still further boosted concomitant to the progress in reclamation work.

Although the foreign trade of Kokura Port suffered a severe slump during the Pacific War which seriously hampered its harbor improvement works, postwar economic rehabilitation has made it recover its pre-war importance as a distributing center of major industrial products, added to which a bustling traffic is also seen in the entry and departure of large-sized foreign vessels.

Brisk activity has come to be witnessed of recent years in the harbor improvement works of Kokura Port especially since the Kokura Port Authority was newly established on May 1, 1954 in accordance with the Ports and Harbors Law and promptly set out in earnest in newly constructing the Kawajiri landing stage in the Murasaki-gawa port area, harbor improvement works in Tagahama port area as well as the second-stage land reclamation plan in Hiakari port area.

With its population of 250,000 and constituting one of the leading focal centers in Northern Kyushu with such industries as paper-making, ceramics, steel works and soda manufacture, the City of Kokura is anticipated to shortly enter upon a new era of development with the completion of the harbor improvement works in the near future.

## JAPAN TRADE PROMOTION CONFERENCE HELD

The National Trade Promotion Conference was held on November 18 in Tokyo under the joint sponsorship of the Japan Chamber of Commerce and Industry, the Japan Foreign Trade Council and the Japan Foreign Trade Promotion Association. At the conference, chairman Kamei of the Yokohama Foreign Trade Association published the following requests to the Government.

1. Improvement and expansion of port facilities.
2. Icnrease of the depth of the port.
3. Increase of berthing spaces.
4. Completion of modern cargo handling equipment.
5. Rationalization of port and harbor operation.

**Photo shows three freighters being loaded with iron ore at Sunatsu Pier, Port of Kokura.**

* * *

## POOLING SYSTEM TO BE ADOPTED

At a general meeting held on October 23, the Japan-Thailand Freigh Conference decided to establish a subcommittee to find a solution to the questions arising from the adoption of a freight pooling system. The subcocmittee is composed of the Mitsui Steamship Company, N.Y.K. Line, Maersk Line and Butterfield & Swire (Japan), Ltd.

* * *

## 1500-TONNER ENTERED KUSHIRO PORT

After discharging 7,000 tons of crude salt from California at Hakodate Port on October 13, the Nissan Steamship Company's cargo vessel Nikkyu Maru (15,173 tons d.w.) entered Kushiro port on the 14th, unloading another 7,000 tons of salt. This is the first time a 15,000-tonner arrived at the port. The ship unloaded half of the cargo at Hakodate because the port is not deep enough for it to pass.

## PORT OF KOBE

(Continued from page 7)

ference was held in Kobe. Attendants at the Conference will obviously recollect that the Kobe municipality, in the capacity of the Management Body of the Port, harbored a large-scale port expansion program. The year 1954 witnessed the City start on the program for building another port east to the present one. The port in the making will be favorably compared in scale and facilities, especially as, with Mayor Haraguchi in the lead, all concerned are exerting their utmost endeavors.

In conclusion, we desire to lay special emphasis on the fact that Kobe is ready and willing to promote friendly relations and go hand in hand with every port the world over, thereby contributing its share toward the development of your as well as all other ports in general.

# PORTLAND

## *World Trade Center of Pacific Coast*

The Port of Portland, serving shippers since the Brig "Maryland" entered the harbor in 1840, has turned its natural deep-water harbor into the leading port on the Pacific Coast of the United States in importing and exporting of dry cargo tonnage. The public and private marine facilities have undergone extensive streamlining since the war, a harbor-wide improvement and modernization program that has swung into full gear in the past three years.

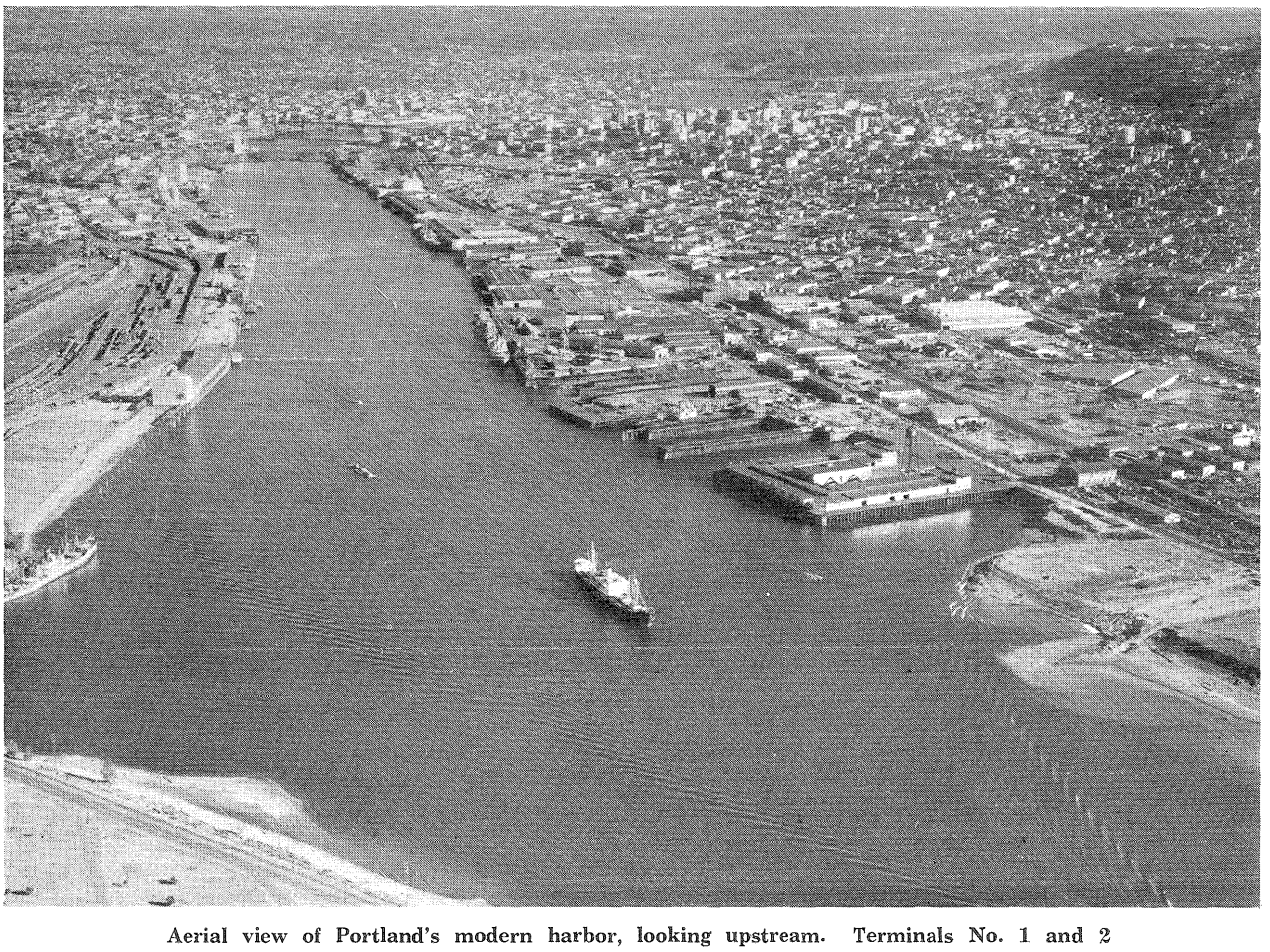
During 1957 Portland harbor facilities handled the import-export of 9,933,477 tons of cargo. Exports amounted to 3,763,306 tons while inbound cargo totaled 6,170,-171 tons, carried on the 1590 vessels that docked at the port's many berths. Intercoastal and coastwise imports amounted to 95 per cent of the import trade, while foreign comcerce was responsible for 90 per cent of the total exports.

The port of Portland is the natural distribution center for the entire Pacific Northwest and the great Inland Empire region, comprising a vast productive area of over 250,000 square miles. Seven states are included in the area served by Portland's modern harbor. Portland has the only water-level route to the vast hinterland area, which is one of the nation's richest mining and industrial areas. In addition, the Eastern portions of Oregon and Washington are among the nation's most productive grain and agricultural areas.

Portland harbor offers three modern privately-owned and operated general cargo terminals and three public terminals owned and operated by the Commission of Public Docks. In addition, there are numerous privately-owned and operated special commodity docks for loading and discharging cement, grains, petroleum, lumber and scrap metals. The harbor is maintained at a depth of 35 feet and Portland's mild climate and protective surrounding mountain ranges assure shippers that there are no dangerous seasons here to cause delay in ship turn-around time.

In 1954 the voters of Portland authorized a $6,500,000 revenue bond issue to modernize and expand the facilities of the Commission of Public Docks. The program that resulted from this issue is now approximately 60 per cent completed. New piers have been constructed, old ones rebuilt and improved, pier aprons paved and provided with double rail tracks, and bulk and special commodity cargo facilities have been enlarged and modernized.

Terminal No. 1 of the Commission of Public Docks is the port's



**Aerial view of Portland's modern harbor, looking upstream. Terminals No. 1 and 2 are shown on the right. The harbor, leading port on the Pacific Coast in import-export of dry cargo tonnage in 1956-57, offers five general cargo marine terminals and numerous special commodity docks. An average of one ship every six hours enters the harbor.**

largest general cargo terminal. Berthing space is provided for 8 ships and 8 large warehouses are located here. In addition, there are 11 acres of open storage space. The cargo sheds, all completely protected from fire with sprinkler systems, are provided with ample rail and truck tail gate delivery area for quick, efficient dispatch of inbound or outbound cargo. The most recent warehouse was completed and put into use in August, 1957. The houses are the finest available anywhere.

The largest crane in the Portland harbor, a 100-ton capacity fixed shear-leg crane, is located at Terminal No. 1. This crane is available for heavy lifts when needed, as is the Commission's 75-ton floating crane. The floating crane is available anywhere in the harbor. Other heavy-duty equipment at Terminal No. 1 includes four large straddle lift carriers and a fork-lift truck, and each of which were specially designed and purchased for the Commission's large paper export trade. The straddle lift carriers are 11 feet long and 15 feet high, weight 20,000 pounds each, and have a lifting capacity of 40,000 pounds.

Terminal No. 1 is capable of handling any type of general cargo. Fresh fruit is one of the terminal's biggest exports in the winter of each year. The large open storage area is used to store the thousands of foreign automobiles received in Portland yearly, and lumber, which constitutes one of the port's major exports.

The Commission's facilities at Terminal No. 2 are among the finest marine facilities on the West Coast. The modernization program included rebuilding berths 1 and 3, providing wide, paved aprons with double rail track for direct transfer of cargo from rail to ship. Work on berth 2 included paving, reinforcing the pilings, and improvement of the marine elevator, which is used for transfer of cargo from barges to the warehouse.

Four acres of open storage area at Terminal No. 2 are used for storage of lumber and logs, steel and iron products, and foreign automobiles. Beside three general cargo berths there are for additional berths for lining operations or minor repair work.

**Two gantry cranes at Terminal No. 4 unload zinc concentrates. Each crane is capable of handling 125 tons per hour of ores or concentrates. Cargo can be loaded either into open stockpiles or directly into trucks or rail cars with these cranes. Terminal No. 4 is one of the most modern bulk cargo terminals on the Pacific Coast.**

Most diversified of the port's facilities is the large modern bulk cargo facility at Terminal No. 4. Here the Commission provides a cotton fumigation plant, scrap metal storage area, bulk commodity docks and stockpile areas, a large grain handling facility, a tallow and molasses tank farm, petroleum packing plant, a large general cargo pier and warehouse, and a coal outloading pier.

This terminal was responsible for the export and import of 1,165,138 tons of cargo in 1957. Much of the grain shipped through Portland (over 70 million bushels last year) is handled by this facility.

Grain facilities at Terminal No. 4 include the most modern equipment available to load, discharge, weigh, process and store grains. The largest grain elevator on tidewater in the Western United States, with a capacity of 8,000,000 bushels, is located here. The 2,000,000 bushel capacity of the elevator was increased in 1955 through the addition of eight large storage tanks which hold an additional 6,000,000 bushels.

The storage tanks are of a completely new design; Portland and Seattle were the first cities to construct tanks such as these. They were constructed by the Commission of Public Docks and are leased to Cargill, Inc., as is the complete grain facility at this terminal.

Used in conjunction with the elevator are a railroad car tipper and a truck tipper which unload grain from rail cars and trucks in an average of six minutes, saving many man hours of labor. Hydraulically operated, these machines are the most modern available in grain unloading operations

**Aerial view of Terminal No. 1 of the Commission of Public Docks. This 46-acre general cargo terminal provides the most modern handling and storage facilities available to maritime commerce. Direct dockside rail loading is provided at all piers and ample open or closed storage area is always available. This terminal provides a 100-ton shear leg crane for heavy lifts.**

and are equipped with safety devices to guard against human error.

Grains are unloaded from barges or ships' holds by means of a double marine airveyor unit. The most recent unit was installed in 1957 and, working in concert with the old unit, has trippled grain unloading speed. The airveyor unloads grain from barges or ships at the rate of 12,000 bushels per hour, sucking it up into a large primary receiver, where grain dust is removed, and then into a secondary receiver. From this point the grain travels by underground conveyor belt a distance of approximately 1,200 feet to an overhead conveyor which takes it into the elevator for processing and storage.

A new discharge gallery is presently being constructed directly above the apron of the grain pier. The new gallery will have six discharge spouts but, with the addition of a larger, faster conveyor belt, will be able to discharge grain at approximately three times the present rate, thus greatly speeding up ship turn-around time.

A new bulk cargo pier is planned for construction this year at Terminal No. 4, to handle the tremendous amount of ores and concentrates that enter the United State through Portland's harbor. This pier will give Portland the most modern and efficient bulk cargo facility on the Pacific Coast when it is completed. In the past year the import of lead and zinc concentrates through Portland tripled over 1956 and the import of ore doubled itself. These products, imported primarily from Peru and Australia, amounted to over 160,000 tons in 1957.

The bulk cargo pier will provide storage space for 200 rail cars and a large open stockpile area for bulks. A large barge and log raft basin beside the pier will be provided and, on the pier itself, a gaint hammerhead crane with a nine cubic-yard interchangeable bucket will travel along a 39-foot wide rail track which will straddle a single railroad track enabling direct transfer of cargo from ship to rail car. The paved pier will be 1140 feet in length and the crane will have capacity to discharge ores and concentrates from ship or barge into stockpiles or rail cars at the rate of 900 tons per hour.

A modern coal outloader on pier 5, Terminal No. 4, is located on a huge paved pier which provides open stockpile areas and rail tracks for direct transfer of cargo from ship to rail cars, or vice versa. The coal outloader was responsible for the export of 697,628 tons of coal last year, primarily to Japan, which made Portland the third largest bituminous coal export port in the United States. The coal, which originated in mines in Utah, is brought to the facility by rail and is discharged into a large covered bunker with the aid of a rail car tipper, or directly into the coal outloader conveyor system by means of a hydraulic rail car shaker which empties the coal from the rail car. The coal outloader, also used to handle briquets, phosphate rock, sulphur, and ferrophosphorous, can discharge at the rate of 350 tons per hour.

Rail car scales, supervised by an official weighmaster, are available at all times for the weighing of cars carrying grains, coal, or other bulk cargoes. In addition to the facilities already mentioned at Terminal No. 4 are a flour mill, and a cold storage meat plant.

Portland, one of the nation's largest ship-building centers during the war, offers several ship construction and repair firms. Portland has the only drydock facilities between Puget Sound and San Francisco Bay for complete overhaul and repair of the large ships that call in the harbor. The Port of Portland Commission, a body created and supervised by the State of Oregon, maintains two drydocks of 12,000 and 17,000 ton lifting capacities. The drydocks are available to any ship repair firm in the vicinity.

Water, compressed air, and all other supplies required by ships

while in port are available. Tugs and tow-boats with up to 1500 hp also serve the harbor.

Portland's longshoremen are experienced and equipped with the finest equipment. Pallet boards, fork-lift trucks and straddle carriers, plus several motorized riers, plus several motorized cranes are available for a variety of cargo handling needs. Excellent relations exist between the longshoremen and management in the harbor resulting in arbitration of disputes instead of costly work stoppages (no waterfront work stoppage since 1948), assuring shippers and shipowners alike of fast cargo handling and fast ship turn-around.

Barges and towboats navigate the Columbia River (second largest in the United States) for over 200 miles inland from Portland to the productive agricultural areas of Eastern Oregon, Washington, and Northern Idaho. These barges mainly carry cement, fertilizer and petroleum upstream, and grains on the return to Portland. Ocean-going barges operate between Portland and ports in Alaska, with direct truck transfer of cargo to inland cities in that country.

Portland is served by five major transcontinental railroads and several international airlines. The 2,300 acre Portland International Airport, operated by the Port of Portland Commission, is presently undergoing a $13 million reconstruction program which, when completed this year, will give Portland and its 700,000 air passengers a year, one of the finest air facilities in the world.

Numerous banks with foreign trade departments, customs brokers, and freight forwarders are located in the city plus many foreign consulates and trade offices.

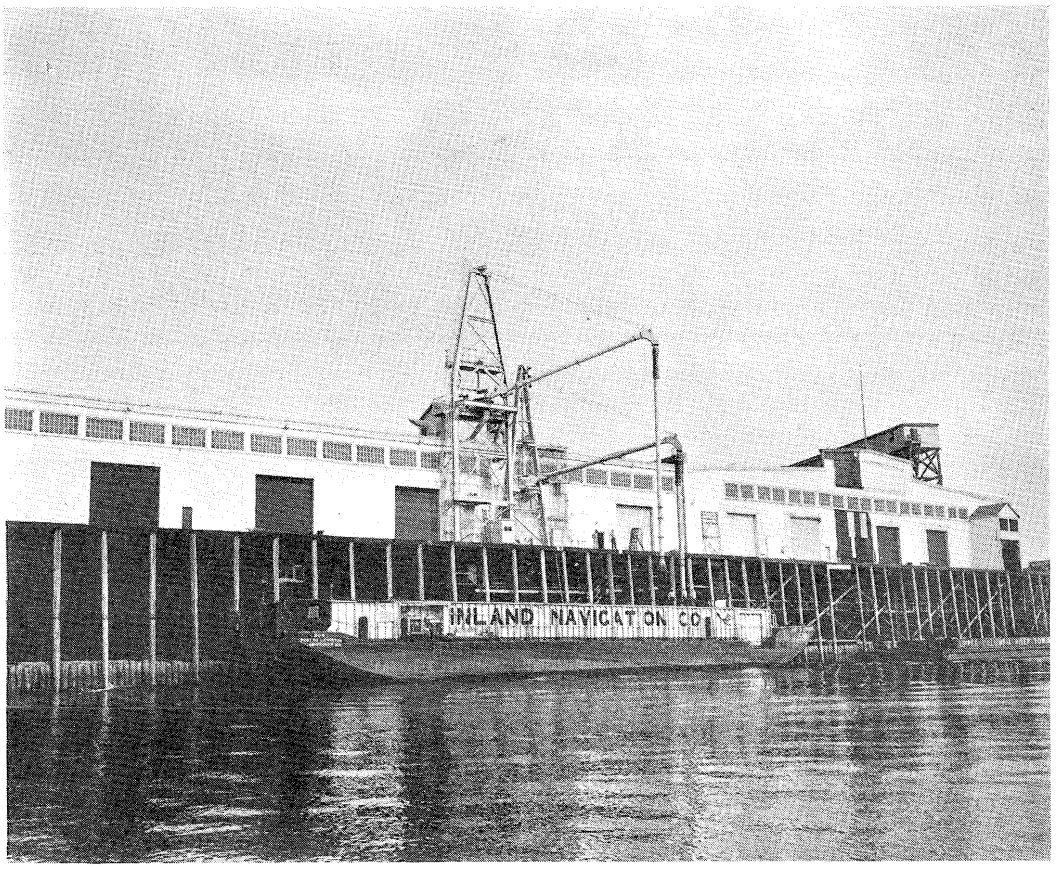
Industrial expansion in Portland in 1957, much of it directly attributable to Portland's role as a seaport, amounted to a $53,000,000 investment and in the first four months of 1958 building permits for over $60 million have already been issued. Many new firms opened offices and factories in Portland and many older, established firms have located in Portland recently, employing from 25 to 1,500 persons. Many large national firms are establishing distribution centers in Portland because of its strategic location as a distribution center for a great trade area.

Freight tariff rates place Portland in a competitive position in many commodities with cities as far removed as those on the Gulf of Mexico, Southern California, and British Columbia.

Portland's harbor facilities place Portland in an incomparable position for the handling of all types of commodities efficiently and swiftly.

## 100,000-TON TANKER TO BE LAUNCHED

The world largest 100,000-ton tanker Universe Apollo now under construction at the N.B.C.'s Kure shipyard will be launched on December 6 in the presence of Mr. Ludwig, president of National Bulk Carriers, Inc., New York. The world biggest tanker in the shipbuilding history which is 900 feet long (b.p.), 135 feet wide and 67 feet 6 inches deep is shorter in length but larger in width and depth than the Queen Elizabeth. The vessel, scheduled for completion in January next year, will be chartered by the Idemitsu Kosan Company and engage in the transportation of oil between the Persian Gulf and Tokuyama.




**This double marine airveyor unit unloads grain from the holds of ships or barges at the rate of 12,000 bushels per hour. Portland is the leading wheat export port on the Pacific Coast, over 70,000,000 bushels exported here in 1957. Grain facilities at Terminal No. 4 include the most modern equipment available for handling and storing, and the largest elevator on tidewater west of the Mississippi River, 8,000,000 bushels.**

# THE PORT OF SHIOGAMA

## Coastal Gateway to Northeastern Japan

**Air view of the Port of Shiogama**

★

## SHIOGAMA CITY

73, Ojima, Shiogama City

Japan

# SHIOGAMA

## Unique Port with Three Qualifications

Embracing a population of 55,000, Shiogama is a commercial, fishing as well as sightseeing port situated well-nigh midway of northeastern Japan along the Pacific Coast at a point 140°4′ east longitude and 38°19′ north latitude.

Apart from constituting the shortest navigation route between Japan and the United States, Shiogama boasts of an ideal harbor endowed with a calm sea due to the countless picturesque and verdant islets of Matsushima—traditionally reputed as one of Japan's three most scenic sights—serving to protect the said port as a natural breakwater.

Moreover, Shiogama is also famed as a fishing port due to its possessing a large-sized fishing ground in its vicinity. The special significance of Shiogama hence lies in its combining the three functions of a commercial, fishing as well as sightseeing port.

Located at a mere distance of 14 kms. from the city of Sendai forming the nucleus of northeastern Japan with a population of 380,000, and with the whole of the said district as its hinterland, Shiogama may justly be styled as the coastal gateway to Northeast Japan.

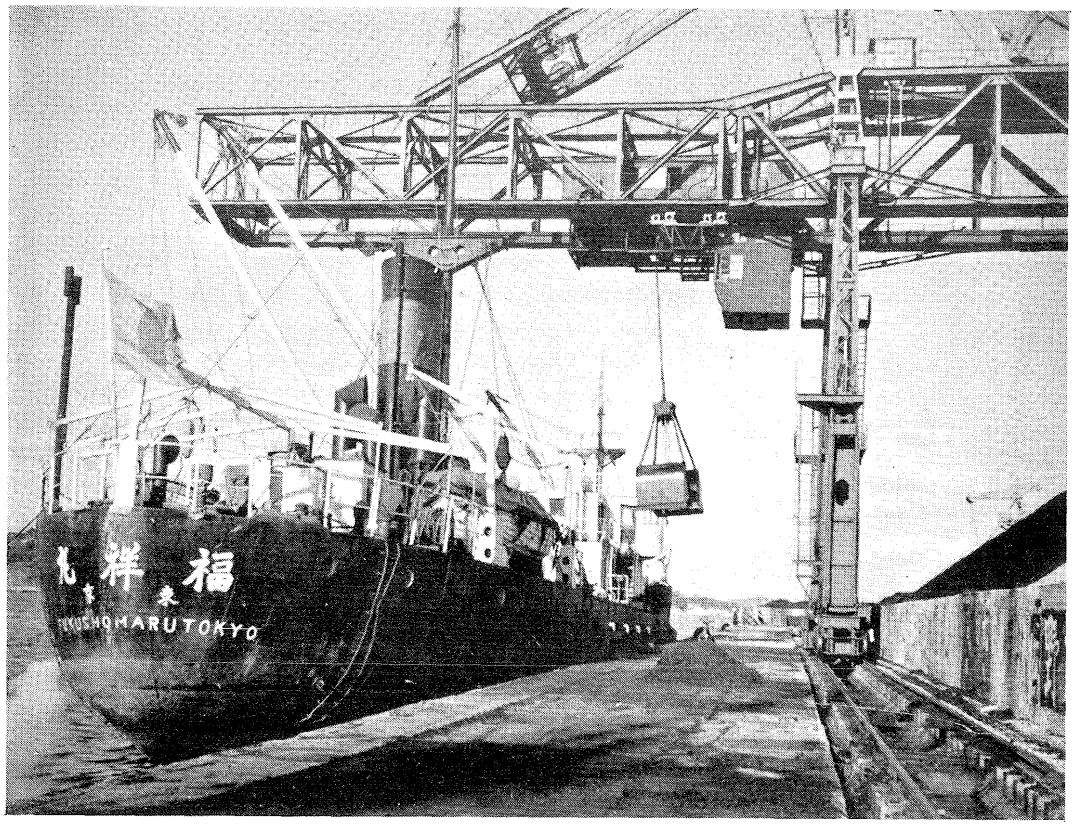
The lengthy history enjoyed by Shiogama as the foremost ideal port in northeastern Japan prompted the Government in February, 1882, to venture upon the task of conducting dredging and land reclaiming operations as a measure towards fostering the development of northeastern Japan.

As a result of the said harbor improvement works, Shioama managed finally in 1884 to assume the true aspect of a port through the completion of the reclamation work in front of its railway station as well as a basin and a 364-meter enbankment.

The importance of Shiogama Port became increasingly accentuated with the subsequent interlinking of land and sea transportation through the opening of a railway service between Sendai and Shiogama as well as the completion of the Tohoku trunk line.

The harbor improvement works started by the Miyagi prefectural government in 1915 as a 9-year continued project were placed under the direct jurisdiction of the state in view of the important nature of Shiogama Port, as a result of which the first stage of the program was realized in 1932 through the construction of a 348.5-meter wharf for 3,000-ton class vessels and a 286-meter wharf capable of accommodating four 1,000-ton class vessels, as well as the completion of a 1,354.5-meter loading dock, a harbor railway system of 2,575 meters, and a 6.7 meter deep navigation route, as well as effecting land reclamation covering an area of 188 acres.

However, with the steady increase in degree of use of the Port of Shiogama by large-sized vessels as a result of the development of the shipping business, the state ventured forth in 1932 with a 3-year continued project for the expansion of port facilities. The prefectural government also followed suit by increasing the extent of navigational route and anchorage dredging as well as expanding the area of land reclamation and land facilities.




**A freighter being loaded at the pier, Port of Shiogama.**

It may be observed from the foregoing that, after the lapse of 21 years, the Port of Shiogama managed in around 1935 to finally reach a state of perfection in regard to harbor equipment.

Furthermore, as a link in the chain of harbor improvement works a fish market was established in 1929 by erecting sheds on a section of the loading pier, thereby transforming this area into a fishing port to eventually become one of the foremost throughout the nation due to the close proximity of the Kinkazan fishing ground as well as the advantageous utilization of marine transportation and various other facilities.

The steady development witnessed by Shiogama on the strength of the its brisk port activities finally led to the establishment of the municipality system in 1941.

However, due to the subsequent outbreak of hositilities, all work of maintenance and upkeep was wholly abandoned for a period of 12 years extending from 1935 to 1947, thereby allowing the all port facilities of Shiogama to go to ruin.

The Transportation Ministry thereupon set out in 1948 on an 8-year long-range program of maintenance repairs, as a result of which the construction work of a wharf for accommodating 10,000-ton class vessels is scheduled for completion within the current fiscal year.

The Governor of Miyagi Prefecture is entrusted with the duties of administration for both the commercial port—designated as "an important port"—by virtue of the Ports and Harbors Law—as well as the fishing port of Shiogama which has also been classified as "a major fishing port."

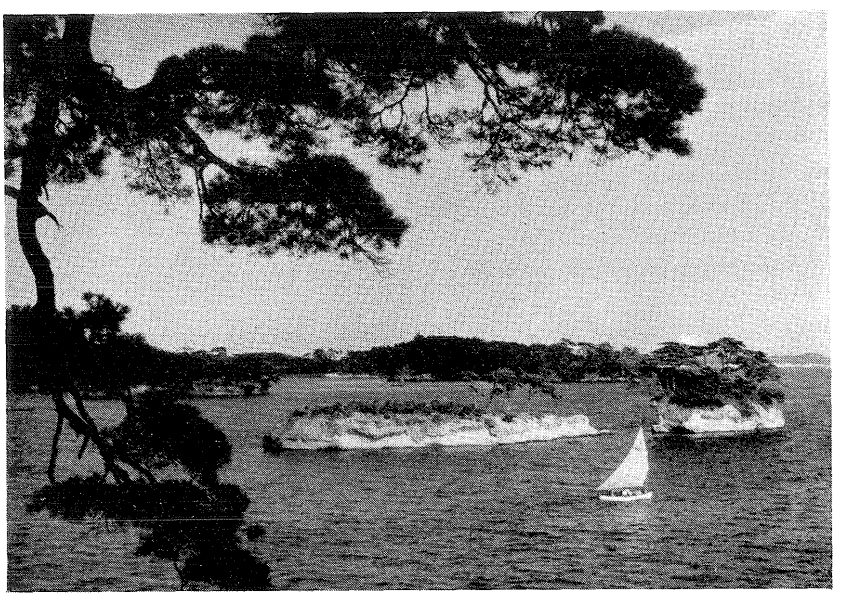
The harbor coastal zone is studded with a branch office of the Yokohama Custom House as well as numerous other governmental and public offices associated with ports and harbors as well as marine transportation. There also exist offices, factories and warehouses of various cement and petroleum companies.

Moreover, in addition to a wharf fitted with one berth for a 10,000-ton vessel being scheduled for completion within the current fiscal year by virtue of the recently formulated plans for establishment of a Sendai-Shiogama industrial zone as well as for the development of the northeastern district, an additional new plan calls for the construction by 1967 of a wharf equipped with berths for 10,000-class vessels.

It is furthermore designed to dredge the depth of the ship anchorage area to 9 meters as well as effect 310 acres of land reclamation.

The realization of the aforementioned program is anticipated to raise the annual volume of cargo handling by the Port of Shiogama to five million tons through the export of canned goods, machinery, aquatic products, seed oysters, wooden ware, paper and sundries, as well as the import of salt, fertilizer, coal, lumber, food provisions, phosphate and other ores.

In conclusion, it may safely be stated that, as the main gateway to Northeast Japan and endowed with the three special qualifications as a commercial, industrial and sightseeing port, the Port of Shiogama is fully assured of making great strides in future towards further development.



**Port of Shiogama is surrounded by pine-clad islets, which form a natural breakwater.**

## Los Angeles Harbor Now in U.S. "Big 10"

World trade flowing through Los Angeles Harbor rose 16 per cent during 1957 over the preceding year, according to General Manager Bernard J. Caughlin. "A total of 6,811,800 tons of foreign cargo was handled at this port, compared to 5,890,200 tons in 1956," he said.

Referring to a just released U.S. Department of Commerce report on foreign trade, Caughlin said the increase in the last calendar year placed the fast-growing Port of Los Angeles in the "Big 10" of the 39 U.S. harbors handling foreign commerce.

The $155-million port also maintained its Number 1 rank among West Coast harbors last year. It handled 44 per cent more foreign cargo than its closest competitor, Long Beach, and well over three times as much as San Francisco.

"Since 1923," Caughlin pointed out, "Los Angeles has led all other West Coast ports in both international and combined domestic and international trade."

The continuing favorable climate of the Southern California market for overseas exporters is reflected in the breakdown of Los Angeles Harbor's total foreign cargo movement last year. Inbound shipments amounted to 3,978,350 tons while 2,833,450 tons were shipped overseas.

Petroleum, of course, was an important factor in the 1957 world trade of Los Angeles Harbor as it was in 15 other U.S. harbors. But of the total 4,672,750 tons of oil handled, imports more than doubled the exports of this commodity, according to the Commerce report.

# THE PORT OF HIROSHIMA

## Former Naval Port Now Turned into An International Trade Center of Western Japan

## HIROSHIMA CITY

39, Kokutaiji-machi, Hiroshima City

J a p a n

# THE PORT OF HIROSHIMA

## *Newly Rising International Port of Trade*

The city of Hiroshima on August 6, 1945, was hit by an atomic bomb and its greater part was demolished. Fortunately, the port facilities remained almost all intact. Released from military service, the port was designated as a port of trade in 1948, sealing its future as a great commercial transit junction.

Within the old compound of the army transport depot, work was started on a four-meter quay with an extention of 371 meters and also on a harbor railroad, a harbor road, a landing pier, etc. After seven years' toil, the facilities were completed in 1956. It has thus become possible to have seven 500-ton vessels come alongside the quay.

In order to ship out the products of the hinterland, work was also started on a 10,000-ton quay and two berths on the eastern side of the four-meter quay. This year one of the berths was completed and the rest is under construction.

Beginning 1955, work was begun on a three-meter landing pier to extend for 300 meters in order to enable 190,000 tons of Hiroshima products to be shipped out yearly.

Hiroshima, owing to the atomic devastation, was not a thriving port for four years after the war but in 1949 it began to recover and in 1951 some 745,000 tons of cargoes were unloaded or loaded there, in 1956 the volume being increased to 890,000 tons.

A shipyard of Mitsubishi Shipbuilding and Engineering Co. lies in the waterfront area of Hiroshima, where shipbuilding and repairs are done. Other industrial establishments in the area are a precision machinery plant, a motor tricycle building plant, a boring machine plant, tool manufacturing factory, a beer brewery, etc. The special products of Hiroshima and environs are foodstuffs, sake, oysters, tangerines, canned foods, textiles, umbrellas, Japanese calligraphic brushes, Japanese paper, rubber shoes, Japanese footwear, machinery and metal wares.

The harbor of Hiroshima lies in the northern corner of Hiroshima Bay in the western sector of the Seto Inland Sea and in the city of Hiroshima with a population of 400,000.

The harbor is cut in two to the west and east by Ujina Isle which juts out to the south from the center of the harbor area. The eastern half used to be known before the war as the Ujina naval station, which has now turned into the commercial harbor, while the western half is the vast industrial harbor built since the war.

Hiroshima Harbor is protected from rough seas by numerous isles, large and small, which form a natural breakwater. In consesequence, the water of the harbor is calm all the year round and is most suited for anchorage.

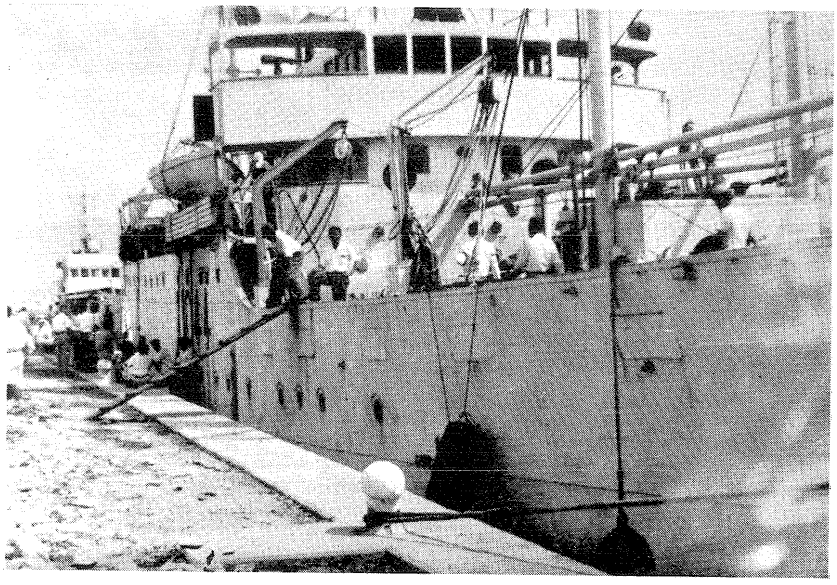
Seven estuaries of the River Ota flowing through the city flow into the harbor, making transportation by water in these parts quite convenient.

Hiroshima has been a busy port since olden times, being a junction of sea routes from Shimonoseki and Moji, Shikoku, Osaka and Kobe. In 1884, work was started on what was called the port of Ujina. Since the Sino-Japanese War of 1894-95 when an army transport depot was established there, it has been used as a base for munition supplies in various subsequent wars.

With the development of Hiroshima City as an industrial and commercial center, merchandise coming in and going out has steadily increased and it has also become a busy port for trade with the China Continent and Southeast Asia. In 1936, some 2,600,000 tons of goods were loaded or unloaded there. It had, however, no modern facilities worth mention and the need for providing the port with up-to-date equipment was urged with increasing vehemence year after year.

In 1930, the prefecture of Hiroshima started the work of building a commercial port and in 1940 undertook to build an industrial port and repair the existing facilities. These projects were set back by the Pacific War. After the war, the Central Government took over these projects and in 1947 both the commercial and industrial harbors were completed.

The recent completion of a network of roads from the city has turned the city into a convenient international port of trade. Development of the city since the war has been quite rapid. On both sides of the main boulevard have been planted trees presented by countries all over the world. The Atomic Bomb Cenotaph, Peace Hall, Atomic Bomb Museum and Peace Bridge in Hiroshima Park are attractions of a city that have



**Vessel at pier in the commercial section, Port of Hiroshima.**

become the mecca of world peace. As such it is constantly visited by tourists from all lands. Outside the harbor stands the landmark of Hiroshima, the big torii gate of crimson in the sea. Nori seaweed and oysters of Hiroshima Bay are some of the special delicacies of the area.

## SHIPBUILDING APPLICATION CLOSED

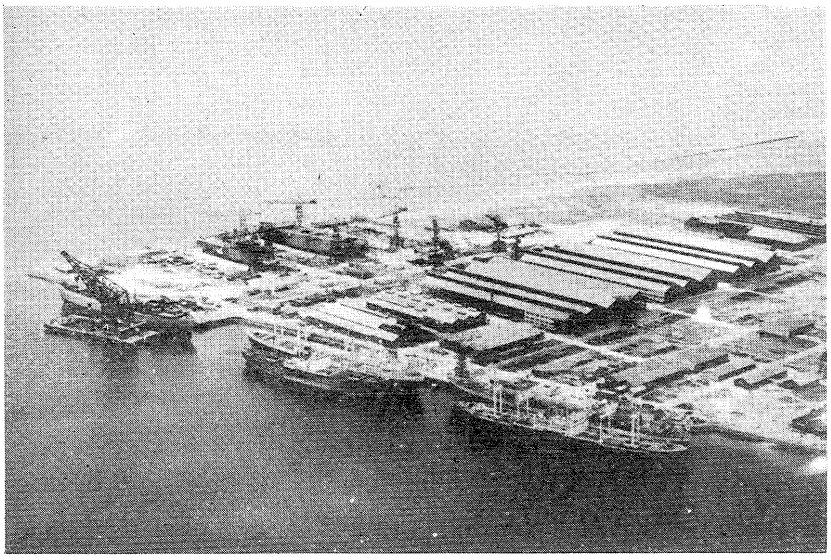
The Ministry of Transportation closed its list for participation in the 14th shipbuilding program on November 11, by which time applications had been filed with the Ministry for 66 vessels aggregating 589,780 tons gross, which was 2.6 times the number of vessels to be built under the program, exceeding 1.5 times the figure in the 13th program last year. Especially there has been keen competition to secure the allocation of large and medium size tramp vessels because the tonnage of these classes originally planned was reduced due to the inclusion of ore carriers in the program. The unexpected increase in the number of applicants in spite of th serious shipping depression is ascribed to the fact that the ratio of loans from Government funds has been raised to 90 per cent for liners and 80 per cent to tramp vessels, and to the fact that even the existing freight rates are sufficiently paying because the prices of vessels have been reduced by 25 to 33 per cent compared with those in the 13th program. As it takes a long time for the Ministry and the Development Bank to select applicants, it is likely that the decision on qualified shipowners will be made in next January. The outstanding features of the applications for the 14th program are:

1. The three major lines of NYK, OSK and Mitsui applied for three liners respectively, showing their zeal to expand regular services.

2. It was unexpected that applicants for ore carriers increased despite the opposition of the shipping circles to the joint ownership system of such ships. It seems that they aim at making connections with iron and steel companies now in anticipation of the coming of the ore carrier age.

3. With regard to oil tankers, all of seven applicants applied for supertankers to meet the world-wide trend of the increasing size of tankers.

4. With no fear of the rise in the prices of steel materials, the sliding scale system was introduced in the contracts for only 5 vessels out 66, while 67 vessels out of 69 were contracted on an escalation basis in case of the 13th program.



**Mitsubishi Shipyard in the industrial section, Port of Hiroshima.**

**Warehouses in the commercial section, Port of Hiroshima.**

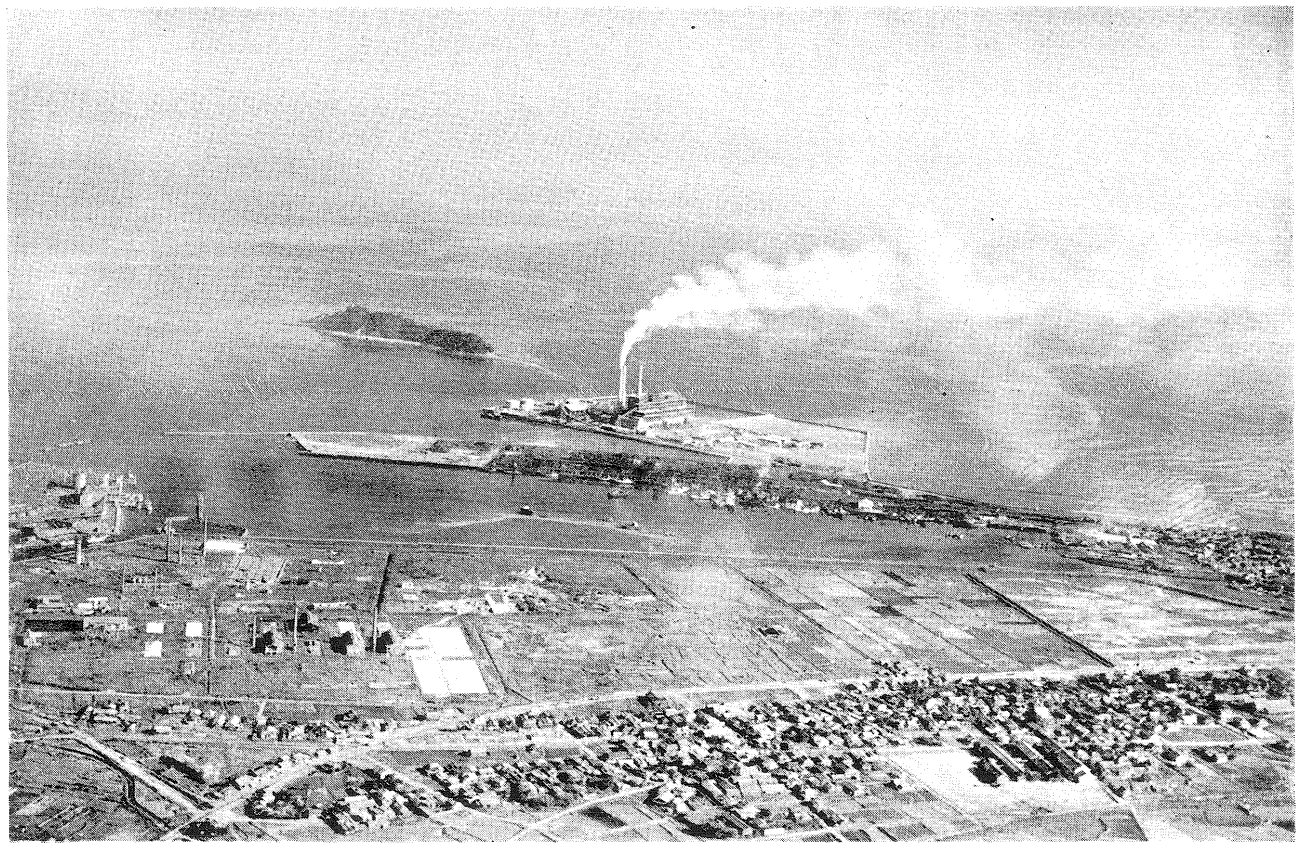
## FLOATING FAIR

The Japanese floating fair ship Atlas Maru (owned by the O.S.K. Line) will leave Japan on December 6 on her trip to Latin America over a six-month period from December 1958 to May 1959. She is scheduled to call at 12 major ports in 11 countries to display Japanese products for the purpose of strengthening trade relations with those countries.

This is the second floating fair to be undertaken for promoting the nations export trade, the first having been the machinery floating fair to South and East Asia, two years ago. The products will include machinery, textiles and miscellaneous goods.

# THE PORT OF KANDA

## Newest Addition to Japan's Man-Made Ports



The photo shows general view of the industrial port of Kanda.

Kanda, known as the newest addition to Japan's man-made ports, is located on the scenic Inland Sea, at the northeastern end of North Kyushu.

Only nineteen years ago, what today is the port of Kanda, was nothing other than a shallow slough. During the China Incident, an increased output of coal was enforced for the coal fields of North Kyushu, in order to meet the demand of wartime industries. Their coal production was so largely increased as it far surpassed the capacity of Wakamatsu and Tobata, the two existing ports of shipment. Moreover, the sea transportation from those ports to Osaka-Kobe industrial district through the narrow straits between Moji and Shimonoseki meant considerable danger and inconvenience, especially at wartime. It was under these circumstances that a new coal shipping port was sought somewhere within the Inland Sea, from where coal carrying vessels could be operated directly to the industrial areas of Western Japan. In 1939 the Government started construction of a new port in Kanda, which had been selected as the site proper to this purpose.

### Harbor Construction

However, harbor construction works there experienced considerable difficulties. Wartime shortage of materials and man power, in addition to the unfavorable natural condition of the beach which had barely any shelter from rough seas, badly deterred the progress of construction works. But having overcome these difficulties, a quay and a railway wharf were finally completed in August, 1944, and by the end of that year 350,000 tons of coal were shipped from this newly constructed port.

### Recent Development

Due to the confusion following the end of the Pacific War, construction works going on at the port was suspended for some time. But with the rehabilitation of the national economy, the construction works were restarted.

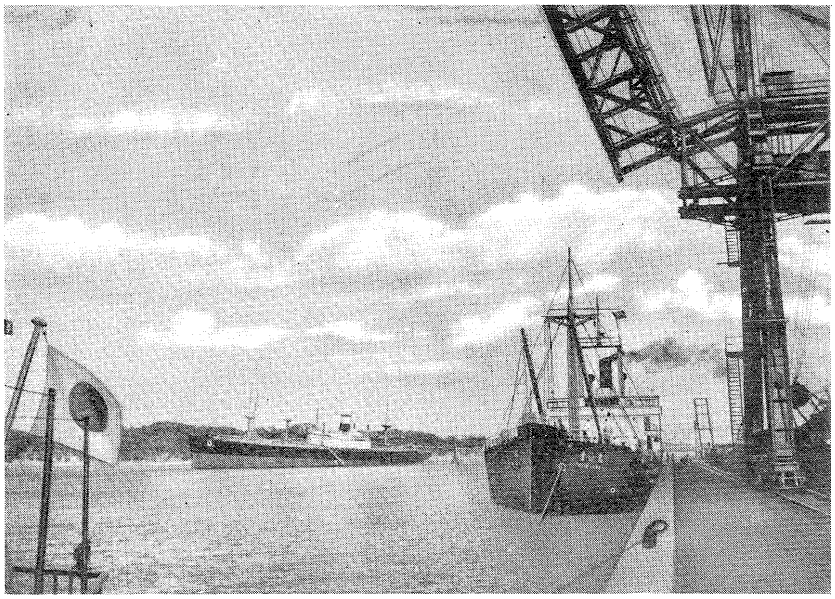
To cope with the importance increasingly attached to the port in postwar economy, and with the perfection of harbor facilities, coal shipment from the Port of Kanda became gradually increased, and at the present time it has annually

reached 1,500,000 tons, or nearly five times over 1944.

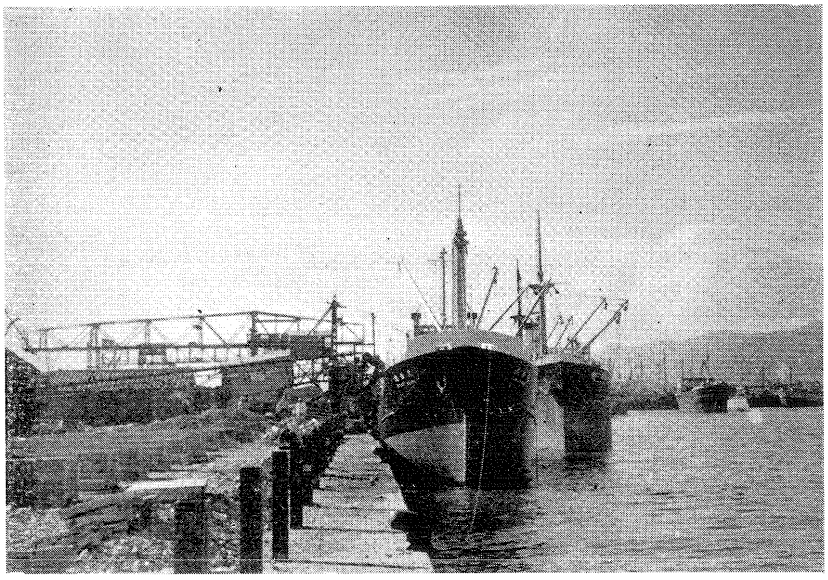
Another thing which favors the Port of Kanda is that mountains around it abound in lime stone. By utilizing this rich natural resource, cement manufacturing has long been started there. Today, cement produced by the large-scale plant run by Hokoku Cement Co. is not only supplied to the domestic market, but also exported to Singapore, Hong Kong, Indonesia, Australia, Pakistan, etc., through this port. A steam-power plant with a generating capacity of 350,000 kw., one of the largest of the kind in Japan, which was completed in 1956, is expected to further contribute to the industrial development of the Port of Kanda.

The Port of Kanda was designated in 1951 as a "quasi-special important port", being ranked among the 10 important ports of the nation. In 1953 a five-year expansion plan was started for this port, for a further perfection of the harbor facilities.

With the construction of a railway for the transportation of coal produced in the Chikuho coal field, under the North Kyushu Overall Development Program, a great future is expected of Kanda as a newly rising industrial port not only in North Kyushu but in entire Japan.



A vessel alongside the pier, Port of Kanda.



Coal loading operation to a freighter at Port of Kanda.

Loading of a freighter at Port of Kanda.

## LAYING OFF SURPLUS SEAMEN

Having decided to lay off the surplus seamen resulting from the laying up of their vessels, the subsidiaries of the N.Y.K. Line, O.S.K. Line and Mitsui Line entered into negotiations with the All Japan Seamen's Union. The Kawasaki Steamship Company and its 12 subsidaries notified the Kobe Chapter of the union on November 14 that they would lay off about 230 surplus seamen.

* * *

## EMPLOYMENT PRIORITY TO JAPANESE VESSELS

Upon consultation with the Ministry of International Trade and Industry, the Ministry of Transportation published its policy to ask trading firms to give employment priority to Japanese vessels to increase the share of carriage by Japanese vessels.

# THE PORT OF KOKURA

## Coastwise and Ocean-Going Shipping Center of Northern Kyushu

**General view of Port of Kokura** —
*Courtesy of The Mainichi Press*

★ Geographically, Kokura is located at the heart of Nothern Kyushu.

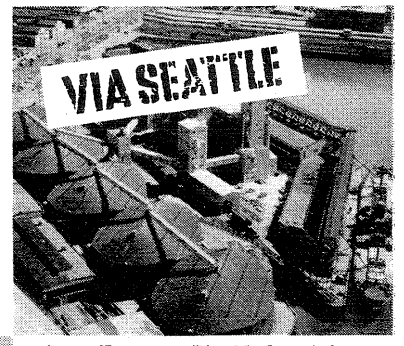
★ An ideal commercial port serving the entire industrial area of Northern Kyushu.

★ Harbor improvement works are in progress for a greater future of the Port.

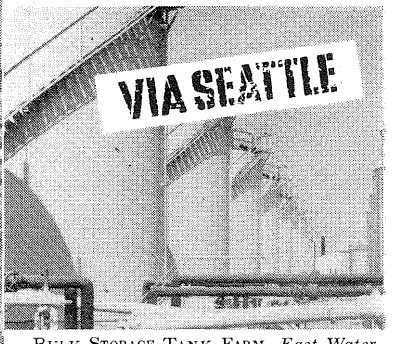
## THE KOKURA PORT AUTHORITY

**342 - 1, Tamachi, Hiroshima City**
**Japan**

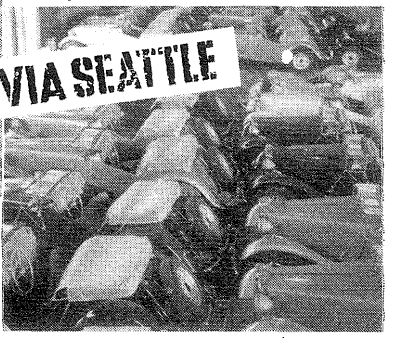
# Shortest route between U.S. and the Orient


GRAIN ELEVATOR, *Pier 25. One of the most modern grain handling facilities in the nation. 5,800,000-bushel capacity for all types of grain with maximum loading speed of 800 tons per hour.*

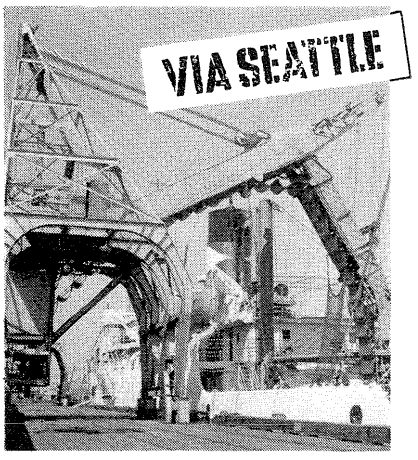



BULK STORAGE TANK FARM, *East Waterway Terminal. 24 heated tanks, total capacity 2,453,600 gallons, for storage of non-petroleum oils, tallow. Located in Northwest's finest deep-water terminal complex.*




FOREIGN TRADE ZONE #5, *Pier 20. "Free port" area that saves time and money by providing* customs-free *storage during processing, assembly, packaging or labeling in preparation for entry into U. S. or re-export.*

Seattle is the closest United States port to the Orient, *by two days' sailing time.* This undisputed geographical advantage is only one of the many reasons for the Port of Seattle's unique position in world trade. There are many others.




BANANA HANDLING FACILITY, *Ames Terminal. Complex unloading equipment is typical of newest modern cargo handling facilities available to shippers through Port of Seattle.*

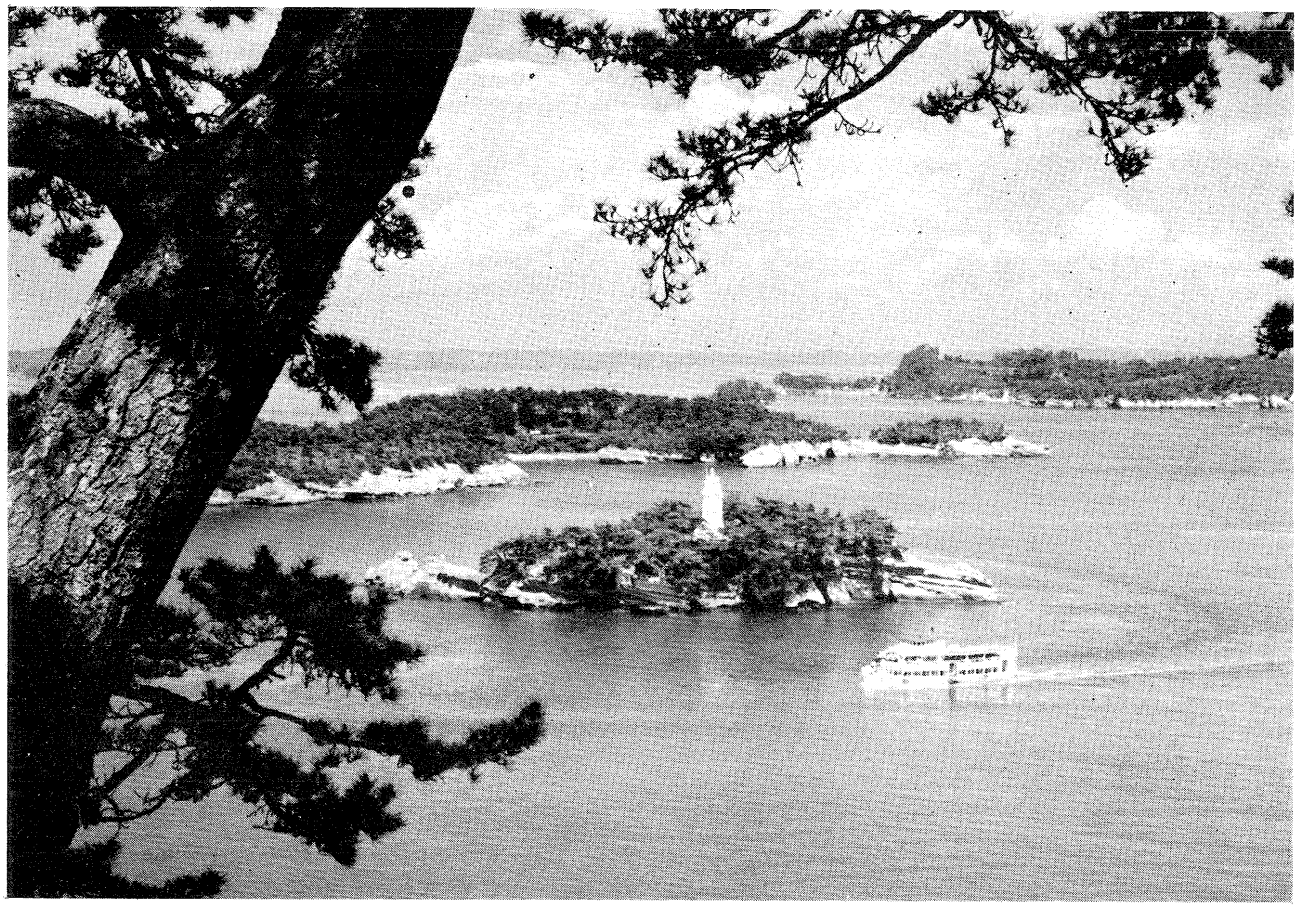
Complete dockside facilities for all shipping and all cargoes, including Foreign Trade Zone... connections with nine major airlines, four transcontinental railroads, more than 100 truck lines to all North America... one of the finest deepwater harbors in the world. These and still other advantages suggest one conclusion: It will pay to investigate the advantages of routing shipments via Seattle.

*Write for descriptive folder.*

## THE PORT OF SEATTLE

### COMMISSION

E. H. SAVAGE, *President* — M. J. WEBER, *Vice-President*
CLARENCE H. CARLANDER, *Secretary* — H. M. BURKE, *General Manager*
P.O. Box 1878, Seattle, Washington, U.S.A. — Cable Address: PORTSEA



The entrance of scenic Shiogama Harbor, with the Jizojima lighthouse shown in the foreground.

The Port of Kobe celebrated the 90th anniversary on October 21, 1958. Mayor Haraguchi is seen opening the anniversary celebration exhibition.

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

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