

PORTS *and* HARBORS

MARCH 1959

Vol. 4 No. 1



PORT OF ADELAIDE
June Harbour, Looking West

THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

“Los Puertos Como Medio. La Amistad Como Fin.”

The Second Triennial Conference
of The
International Association
of
Ports and Harbors

JUNE 22-25, 1959

at Hotel Continental Hilton, Mexico City, MEXICO

Hosts: Secretaria de Marina (Ministry of Maritime Affairs)

CONFERENCE PREPARATORY COMMITTEE

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Secretario de la Secretaría de Marina.
- Vice President: Contralmirante Ingeniero Naval Oliverio Orozco Vela
Subsecretario de la Secretaría de Marina.
- Vice President: Vicealmirante Rigoberto Otal Briseno
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- Vice President: Ing. Rumberto Cos Maldonado
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- Coordinators: Ing. Daniel Ocampo Sigüenza
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de Obras Marítimas, Secretaría de Marina.
Director por México I.A.P.H.
- Ing. Mario E. Villanueva
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Director Suplente por México I.A.P.H.

Apartado Postal 7765, Mexico 1, D. F.

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

Rm. 715-A, N.Y.K. Bldg., 20, Marunouchi 2, Chiyoda-ku, Tokyo, 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 3 of Constitution)

This Association shall carry out the following undertakings in order to accomplish the objects and purposes specified in the foregoing Article:

(a) The holding of conferences of the International Association of Ports and Harbors as provided in the By-Laws;

(b) The publication of the minutes of Conferences, an official Association journal or other publication and other special publications concerning ports and harbors, as may be authorized by this Association;

(c) The establishment of relations with other international organizations, associations and agencies on matters of mutual international interest concerning ports and harbors;

(d) The establishment of a center or centers for the collection, tabulation and distribution of information concerning ports and harbors from throughout the world for the benefit of members of this Association and other interested persons;

(e) The dissemination to ports and harbors, and governmental agencies and private operators thereof, of the accomplishments of this Association as expressed in resolutions, bills, reports of committees, and the published proceedings thereof;

(f) The establishment of committees from among the membership of this Association for reference purposes of members engaging in the organization, administration, development, operation, utilization, management or promotion of ports, harbors and other waterfront facilities;

(g) The assumption of other undertakings necessary to effectuate and realize the objects and purposes of this Association.

PORTS and HARBORS

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

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THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

John-Iwar Dahlin, Director, Port of Helsingborg,
Helsingborg, Sweden First Vice President

C.M. Chen, Adviser, Ministry of Communications,
Taipei, Taiwan, China Second Vice President

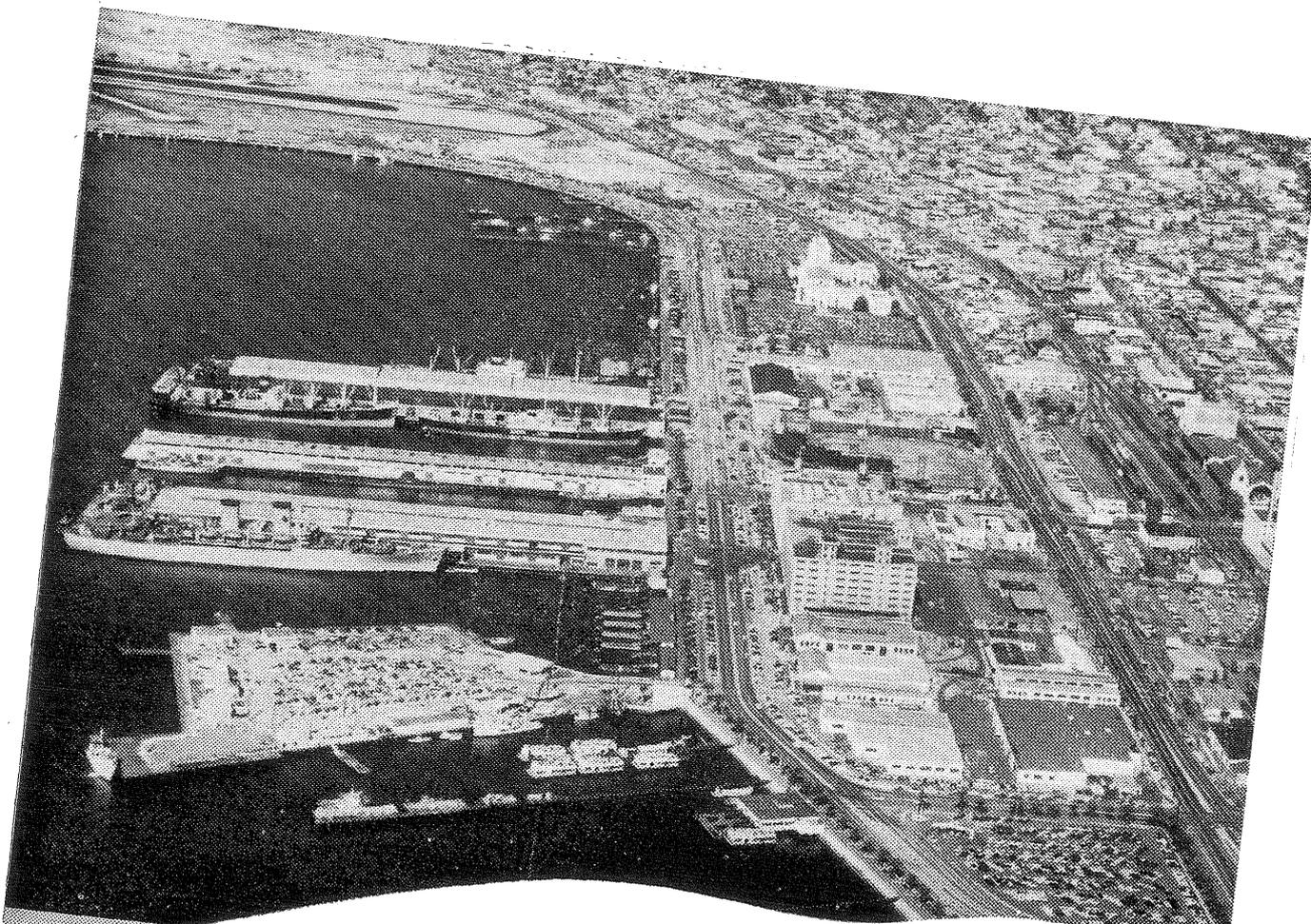
Gaku Matsumoto, President, Japan Port and Harbor
Association, Tokyo, Japan
..... Chief of the Central Secretariat

Editor : Akira Ikeda

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SAN DIEGO GATEWAY TO SOUTHWESTERN UNITED STATES

The Pacific Coast's newest and most progressive Port has increased its foreign commerce by over 400% during the past five years. To keep pace with this tremendous development, the most efficient cargo-handling facility on the Pacific Coast, the 10th Avenue Marine Terminal will be in operation shortly after January 1, 1958.

PORT

**OF
SAN DIEGO**

SAN DIEGO, CALIFORNIA
JOHN BATE
Port Director

Where wings and wheels and water meet

From The Central Secretariat

By **Gaku Matsumoto**

Chief of the Central Secretariat

I. A. P. H.

On the Eve of Second Triennial Conference

The first three years having passed at the end of last year since this Association was formed in the Second International Port and Harbor Conference held in November, 1955, in the City of Los Angeles, U.S.A. and its Central Secretariat established in Tokyo, Japan, officially started functioning in January, 1956, we have just entered into the fourth year of the Association's existence and are now on the eve of the Second Triennial Conference of the Association, which will be held on June 22 through 25 this year in Mexico City, Mexico, with Secretaria de Marina (Maritime Affairs Ministry) of Mexico acting as hosts.

We believe all of us now look forward to the forthcoming Mexico Conference as a great occasion to jointly discuss ways and means to further the Association's activities for the next three year period and mark a powerful step forward to its greater development for the future.

First Three Years Reviewed

At this juncture we think it would not be without significance to briefly review in these pages some of the activities this Association has carried out during the past three years, even though they have already been reported from time to time through this publication and their complete and detailed report will be made to the forthcoming Second Triennial Conference at Mexico City.

Three years may not be a very long period. But there have taken place many changes in the personnel setup of the Association, in addition to various practical inconveniences arising from the national members and officers geographically scattered throughout the world. All this has caused considerable difficulties to the operation of the Central Secretariat during this important inaugural period, in spite of best

efforts exerted by it. However, it is with a profound sense of gratitude that we can say that encouraged and assisted by the cooperation of all members, we have now any way passed the inaugural period, which was attended by many such difficulties as are not quite unusual to any newly organized body, for a future development and expansion of the Association, which abides by the ideal of contributing towards the development of all world ports and harbors and the promotion of waterborne commerce throughout the world in the common cause of mutual international friendship and understanding.

The Association Membership

Throughout the past three years, the Central Secretariat has continued to exert its efforts, by taking up every opportunity available, to acquire and increase the Association members, on the strength of membership applications filed by the attendants at the First Triennial Conference held in Los Angeles in 1955. The membership as of February 28, 1959, consists of 51 Regular Members and 42 Supporting Members (Corporations and Individuals), against 44 Regular Members and

30 Supporting Members as of November 30, 1956, just a year after the Los Angeles Conference. The present membership as broken down into different nationalities is given elsewhere in these pages.

In spite of this sizable increase in the membership, it is a matter for deep regret that during the period we have lost such original Regular Members as the Commercial Port of Guam and the Port of Alberni as well as the South African Railways and Harbours Administration from the enrollment, even though we have recently welcomed the Ports of Melbourne, Adelaide and Cains, Australia, and the Port of Haifa Authority, Israel, into the membership.

Changes in Officers and Directors

One of the greatest losses to the Association during this period was the withdrawal of Mr. B.J. Roberts, then Chairman of the National Harbours Board, Canada, from the Presidency of this Association, owing to his appointment as President of the St. Lawrence Seaway Authority on February 1, 1958. However, the post of President left vacant by Mr. Roberts, was taken up by Mr.

I.A.P.H. Membership

(As of February 28, 1959)

Regular Members

Country	
Brazil	1
Burma	1
Canada	2
China (Taiwan)	5
Israel	1
Japan	26
Liberia	1
Peru	1
Philippines	1
Sweden	1
Thailand	1
Venezuela	1
Vietnam	1
U.S.A.	8
Total	51

Supporting Members (Corporation)

Country	
Australia	3
China (Taiwan)	2
Japan	12
U.S.A.	2
Total	19

Supporting Members (Individual)

Belgium	1
Canada	10
China (Taiwan)	2
France	1
Japan	4
Mexico	3
U.S.A.	2
Total	23

John-Iwar Dahlin, Sweden, First Vice President, as Acting President for the unexpired term of office of the former President.

Concerning changes in the National Directors, Mr. Ernst Jungén, President of the Association of Swedish Port Authorities, Gothenburg, Sweden, who was elected Swedish National Director of this Association at Los Angeles, having found it impossible to hold the post under the circumstances, Mr. John-Iwar Dahlin, Swedish Alternate Director, has relaced him as Swedish Director, while retaining the First Presidency of the Association.

In Thailand, pursuant to the personnel changes taking place in the Port Authority of Thailand in February, 1958, Mr. Kamol Bahalayodhin, Director, and Col. Prachuab Suntrangkoo, Deputy Director, have newly taken up the post of Thai National Director and Alternate Director, respectively.

About Canadian National Directors, the post of Director which had been concurrently held by Mr. B.J. Roberts, then President, was taken up by Mr. D.P. O'Brien, Alternate Director. However, owing to the withdrawal of the Port of Port Alberni, represented by Mr. O'Brien, from the membership of the Association, Mr. R.J. Rankin, Vice-Chairman, National Harbours Board, Canada, succeeded Mr. O'Brien as Canadian National Director in February, 1959.

Another immeasurable loss to the Association was the retirement of Mr. Eloi J. Amar, as General Manager, Port of Long Beach, U.S.A., in July, 1958, which resulted in his withdrawal from this Association as U.S. Director. Succeeding Mr. Amar, who was one of the organizers of this Association, Mr. Dudley W. Frost, Alternate Director, has taken up the office of U.S. Director.

Due to the retirement of Dr. Pedro Guzmán, Hijo, from his

official post in Venezuela, Dr. Alfredo Carranza, Alternate Director, has succeeded him as Venezuelan National Director.

Permanent Council

In accordance with the provisions of Sec. 15 of the By-Laws, the Permanent Council was appointed in May, 1956, by the Board of Directors, with its members selected from among the residents in the site of the Central Secretariat, so as to represent as far as possible the three Regions. They were:

Region

American

Mr. Royal S. Wintemute

Mr. Hans J.V. Tiedemann

Asian

Mr. Hirisave Ramiah

European

Mr. H. R. Kehrmann

Mr. Gaku Matsumoto

publication in the English language, was started in December, 1956 as the Association's organ. Mainly through this organ, reports from the Central Secretariat and information on current activities of the members have been distributed among all of the members.

Another publication worthy of mention is "*Marine Terminal Charges at Leading Ports of Japan—1958-1959*", which was compiled and published in December, 1958 by the Central Secretariat for supplying an accurate and up-

Secretary, Trans-Pacific Freight Conference of Japan, etc., Tokyo
Vice President, Nippon Light Metal Co., Ltd., Tokyo

Proprietor, Himalaya Trading Co., Tokyo

Manager, HAPAG/LLOYD Japan Service, Tokyo
(In the capacity of Chief of the Central Secretariat)

Among these Council members Mr. Tiedemann tendered his resignation in December, 1958, for business reason.

Standing Committees

The appointment of the three Standing Committees as provided for in Sec. 36 of the By-Laws has been suspended owing to the absence of the President for some time and also in consideration of the opening of the Second Triennial Conference which was then expected imminently near. Under these circumstances, their activities which should translate the objects and purposes of the Association much into practice, have remained latent.

For this and other reasons, the problem relating to these Standing Committees has been included in the Agenda for the forthcoming Triennial Conference in Mexico, as a matter for further consideration.

Publications for Exchange of Information

As a means of exchanging information between the members, "*Ports and Harbors*", a quarterly

to-the minute information on the marine terminal charges at 32 leading Japanese ports. It is now favorably received on the market as the first of its kind to have ever been published in Japan and abroad.

Membership Campaign and Public Relations

On the formal opening of the Central Secretariat in January, 1956, it took up, before anything else, the work of inviting members. It sent out invitations along with such materials as would expound the objects and purposes of this Association to altogether 838 port authorities and corporations as well as related individuals in 110 different countries and territories. Since then, a similar mailing membership campaign has been repeated on all occasions available, while on the other hand, the Association's organ "*Ports and Harbors*" has been utilized for this purpose by being sent to many non-member ports and individuals in various parts of the world.

Even though responses to these invitations have proved rather

weak, especially in the European region, yet we are encouraged by the gradually increasing membership as evidenced by the membership list given elsewhere in these pages.

As part of the public relations works conducted by the Central Secretariat, mention may be made of the international radio broadcasting of the Association's objects and purposes, which was repeatedly carried out in cooperation with the Japan Broadcasting Corporation.

When in October, 1957 the Port

of Osaka celebrated its 90th anniversary, the Central Secretariat assisted the port in organizing the international port conference, which was attended by representatives of the ports of the countries bordering on the Pacific.

Further, taking advantage of the visit of Japanese Government officials connected with this Association to India, the Port of Alexandria, the Suez Canal Authority, etc., the Central Secretariat asked them to make the character and purpose of this Association fully known to them.

Relations with Other International Bodies

The Central Secretariat has always endeavored to keep contact with other international organizations sharing the common purpose with this Association. When Mr. S. Ueno, Chief of the Machinery and Materials Section, Port and Harbor Bureau, Japanese Ministry of Transportation, our member, attended the 1958 Congress of the Permanent International Association of Navigation Congresses, the Central Secretariat renewed its contact with PIANC through the Japanese delegate. Also, when Mr.

Settlement of Accounts for the First Fiscal Period beginning January 1, 1956 ending December 31, 1958

REVENUES (in dollars)

Item	1956	1957	1958	Total
1. Membership Dues	18,487	25,530	23,753	67,770
Regular (Japan)	10,153	18,097	16,000	44,250
" (Other Countries)	7,469	6,227	6,457	20,153
Supporting (Japan)	430	780	860	2,070
" (Other Countries)	435	426	436	1,297
2. Interest Receipts	41	147	514	702
3. Loan	6,822	0	0	6,822
4. Miscellaneous Receipts	7	1	507	515
Total	25,357	25,678	24,774	75,809

EXPENDITURES (in dollars)

Item	1956	1957	1958	Total
1. Salaries and Allowances	6,416	6,617	5,479	18,512
Salaries	5,208	5,414	4,504	15,126
Bonus	1,208	1,203	975	3,386
2. Communication Expenses	1,861	1,780	1,580	5,221
Overseas	1,749	1,691	1,392	4,832
Domestic	112	89	188	389
3. Office Expenses	2,361	3,280	3,282	8,923
Rent	1,248	1,624	1,624	4,496
Maintenance	118	433	275	826
Stationary & Other Supplies	385	229	398	1,012
Traffic Expenses	220	555	551	1,326
Welfare Expenses	209	278	237	724
Furniture & Fittings	181	161	197	539
4. Central Secretariat Establishment Expenses	4,390	0	0	4,390
5. Operating Expenses	1,843	4,725	11,663	18,231
Printing	365	1,869	5,840	8,074
Exchanges of Information, Preparation of Various Materials	0	851	3,305	4,156
Meetings	174	156	123	453
Travel Expenses	1,177	1,202	1,056	3,435
Social Expenses	127	562	988	1,677
Miscellaneous Remunerations & Temporary Employ- ment Expenses	0	85	351	436
6. Reserve for Triennial Conference Expense	0	6,111	0	6,111
7. Triennial Conference Expense	0	0	0	0
8. Miscellaneous Expenses	942	496	188	1,626
9. Reserve for Retirement Allowance	0	833	0	833
10. Reserve Fund	0	0	0	0
11. Payment of Loan	4,878	1,944	0	6,822
Total	22,691	25,786	22,192	70,669
Carried forward to 1959			5,140	

T. Akiyama, Japanese Alternate Director, attended the General Conference of the International Cargo Handling Co-ordination Association held in May, 1958, he had an occasion to make this Association better known to ICHCA members who were attending it.

Introductions Between Members

During the past years the Central Secretariat has been the exchange of introductions between members. Whenever Japanese members were visiting other countries, they were introduced at their request to their fellow members there. And the members abroad who were visiting it were welcomed into Japan through the introductions of the Central Secretariat.

Among many visitors to Japan from abroad during the period, mention should be made of Mr. Dudley W. Frost, United States Director, who came over to Tokyo in November, 1958 in order to confer with the Chief of the Central Secretariat on the forthcoming Second Triennial Conference and future activities of this Association.

Miscellaneous

The Central Secretariat forwarded to all Regular and Supporting Members, starting from October, 1957, the membership certificate and badge bearing the Association emblem designed by it.

In June, 1958 the Port Cities Council of Japan was brought into being, with Dr. C. Haraguchi, Mayor of Kobe and Japanese Director of this Association, as President. One of the main purposes of this organization is to support and cooperate with this Association in the common cause of development of ports and harbors.

Towards Second Triennial Conference

As many times reported through this organ, the Second Triennial Conference was originally decided

AGENDA for SECOND TRIENNIAL CONFERENCE of The International Association of Ports and Harbors

June 22-25, 1959 at City of Mexico

1. **Problem of whether or not it is proper to establish a regional secretariat of this Association as a means to promote international trade and to intensify the exchange of port information and materials between the ports and harbors bordering on the Pacific Ocean.**
2. **Matters to be definitely handled by the three Standing Committees, as provided for in Article VIII, Sec. 36, of the By-Laws of this Association:**
 - (1) **Committee on Port Administration and Utilization**
 - (2) **Committee on Commerce and International Relations**
 - (3) **Committee on Cooperation with Other International Organizations.**
3. **Reasonable and proper harbor dues, tonnage dues, wharfage, etc.**
4. **Promotion of the use of containers for the purpose of speeding up cargo handling.**
5. **Free Discussions.**

to be held in Lima, Peru, January 20 through 22, 1959, at the invitation extended by Col. H.W. Quinn, Executive Director of the Port of Callao Authority who is concurrently Peruvian Director of this Association. This invitation was extended to this Association through the good offices of our past President, Mr. B.J. Roberts. When, however, preparations were being steadily under way in August, 1958 for the Conference at both ends of Callao, Peru, and Tokyo, Japan, unforeseen adverse economic conditions in Peru caused the Port of Callao Authority to cancel the invitation to hold it in that country.

Under the circumstances, the Central Secretariat immediately reported it to all members and Directors, asking for their ideas concerning the new site and date of the Conference. Responding to this, our Mexican Directors, Mr. Mario E. Villanueva and Mr. Daniel Ocampo Sigüenza, extended a formal invitation to this Association to hold it in Mexico City either in May or June, 1959. Acceptance of this invitation was un-

animously approved by the Board of Directors in November, 1958.

Since then, preparations for the Conference have been energetically pushed forward both at Tokyo and Mexico in close cooperation and through repeated communications. Thus, the date of the Conference has now been definitely set as June 22 through 25, 1959, and other necessary preparation works are steadily under way in Mexico under the Conference Preparation Committee specially organized around the Ministry of Maritime Affairs, which will host the Conference.

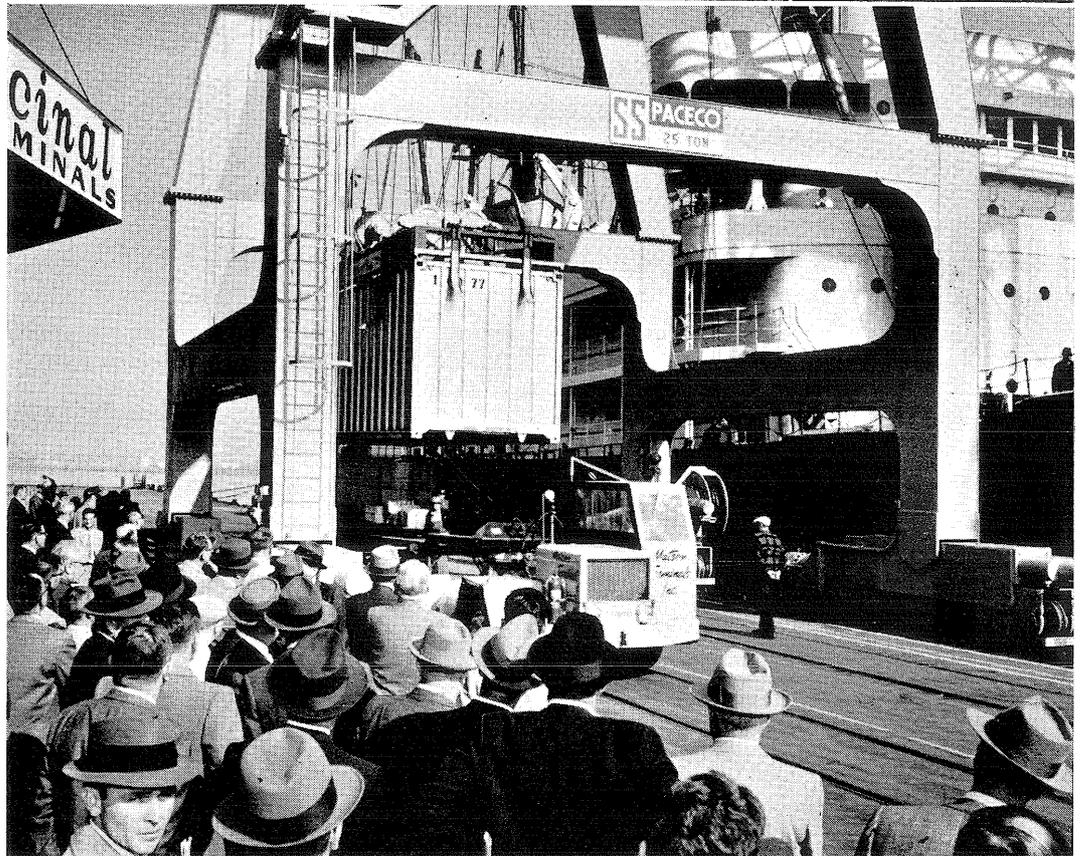
As for the Agenda to be placed before the forthcoming Conference in Mexico City, it has been decided with the approval of the Board of Directors to adopt the Draft Agenda, which were prepared by the Central Secretariat for the cancelled Conference in Lima, Peru, for the forthcoming Mexico Conference with an additional item "Free Discussions" on it. These Agenda are also given in this column for the perusal of all members and the prospective attendants.

New Gantry Crane for Encinal Terminals

A new gantry crane has recently been installed in Berth No. 3 of Encinal Terminals, Alameda, California, one of the largest terminal and warehousing companies of the United States, which handles 25 tons containers of cargo to and from Matson Line vessels. This latest method of loading ocean-going ships places aboard 40,000 pounds of cargo in a sealed aluminum container in a matter of minutes.

From the storage yard with a 107 container capacity a container on special semi-trailer is brought to the dock and positioned beneath the crane. For lifting the container the flapper of the lifting beam guides direct hooks to castings on its four corners. A locking pin is used to tie the box to deck cones, which are welded to a steel strap where the container position on ship is over the hatch. These deck cones and lashing fittings are welded to deck. Cones fit into castings on the container and lashing gear is used only for securing two-high load. Between upper and lower containers a special two-way joiner fitting is in-

(Continued on page 8)



Guests watch demonstration as special trailer chassis is brought from container storage yard at Encinal Terminals, Alameda, and positioned beneath crane. Operator lowers lifting beam mechanism which automatically attaches to container for ride to deck of Matson freighter Hawaiian Refiner.

Foreign Cars to U.S. West Coast

Los Angeles, the natural gateway to all of Southern California, continues to be the Number 1 market in the U.S. West for foreign automobile manufacturers. And, in the opinion of such expert observers as the British Automobile Manufacturers Association's U.S. branch, this fast-growing area should hold its position as one of the top markets in the entire United States.

Substantiating these opinions are just released Los Angeles Customs District figures on foreign car imports. In calendar 1958 (last three months estimated), 53,544 units valued at close to \$63 million entered through the District. In 1957, the record was 45,931 units worth almost \$56.5 million.

Of last year's total imports recorded by Los Angeles Customs, 77½ per cent, or 41,502 cars, were shipped to Los Angeles Harbor. According to Bernard J. Caughlin, general manager of the port, these fast-selling imports arrived in 275 ships from Europe and Japan.

Leaders among the 45 different makes imported through Los Angeles Harbor last year were Germany's Volkswagen; England's Triumph, Hillman and Ford; France's Renault and Simca; Italy's Fiat; and Sweden's Volvo.

General Manager Caughlin be-

lieves overseas automobile manufacturers ship an increasing number of their cars to the Port of Los Angeles for two major reasons: 1) the constant demand in this well-developed foreign-car market; and 2) the excellent facilities at the harbor for handling the cars. He terms these facilities as "more than adequate."

"Besides normal warehousing and parking space, we offer the only car unloading dock designed specifically for that purpose on the Pacific Coast," he said. The car facility is operated by Pacific Auto Terminals, Inc., and consists of a 17-acre open area completely paved and fenced which is located at berths 223-224 on Main Channel.

As for the future, Caughlin is highly optimistic. "During the first six months of our fiscal '59 (July through December), 22,334 overseas cars crossed the wharves of Los Angeles Harbor. That was an increase of more than 3,000 cars, compared to those shipped here in the same months of our fiscal '58."

In the months ahead, the port official is relying on the "robust Southern California economy" to increase the demand for small, highly maneuverable, cheap-to-operate foreign cars. As indications of this vigor, Caughlin cited the purchasing power of the area.

"Personal income in Southern California for 1958 is estimated at \$22.7 billion, a gain of 3.5 per cent over 1957, the previous record year. And by December 1958,

average earnings of manufacturing production workers in the Los Angeles area had climbed to a record \$100.44 a week."

No less enthusiastic about the future is John Dugdale, executive vice president of the British Automobile Manufacturers Association. He points to the large investment made by the British motor industry in this country. "The investment in spare parts alone," he said, "exceeds \$20 million. And in the West, sales outlets for British cars have increased by more than 25 per cent in the past 12 months."

Total foreign car imports through the Port of Los Angeles during calendar 1958 were divided in this fashion:

Nation	Units	% of Total
Germany	13,800	33
France	11,256	27
England	9,412	23
Italy	5,370	13
Sweden	1,195	3
Japan	353)	
Miscellaneous*	116)	1
Total	41,502	100

*unidentified auto makes.

First NYK Tanker

The tanker Tamba Maru (32,500 tons d.w.) for the N.Y.K. Line was launched at the Ishikawajima Heavy Industries' shipyard on February 24. The ship, built for the company's own account not under Government programs, is the first tanker to be owned by the company. After completion in July she will engage in the transportation of oil between Japan and Persian Gulf.

New Contry Crane for Encinal Terminals

(Continued from page 7)

sented. All this operation is conducted as automatically as possible from the crane control booth. For deck loading 75 boxes are the maximum at present. But ships with a capacity of at least 300 containers are now under consideration. This crane was constructed by Pacific Coast Engineering Co., Alameda, Calif.



Petroleum harbor of the Port of Yokkaichi.

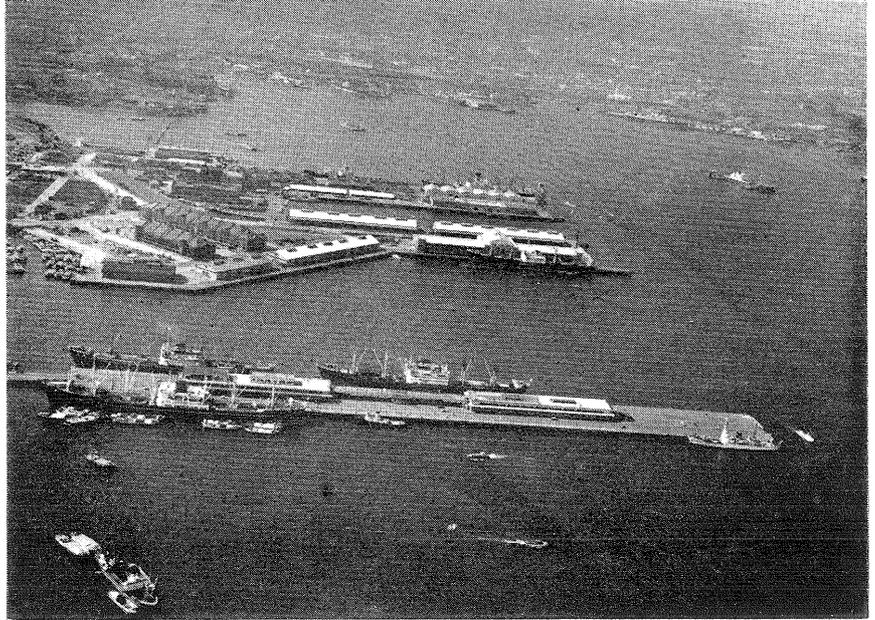
Brief Survey of Japan's Ports and Harbors Improvement Policy and 1959 Ports Budget

(I) Trade Expansion and Present Status of Japanese Ports

According to the 1958-1962 Economy Plan drafted by the Economy Planning Agency, Japan's exports during 1962 are envisaged to exceed the 1958 figures by 82 and 80 per cent respectively in regard to value and quantity. Moreover, the respective figures for imports are slated to increase by 34 and 64 per cent. Exports and imports are scheduled to witness approximate quantitative increases of 7 and 32 million tons respectively. Broken down by items, the imports comprise 10 million tons of crude oil, approx. 7 million tons of coal as well as approx. 7 million tons of miscellaneous other cargo. Crude oil and iron ore occupy 80 per cent of the import increase.

In addition to the afore-mentioned increase in foreign trade, the general trend toward utilization of large-sized and specialized vessels has brought about the need of effecting wholesale improvements—such as increasing of sea depth and modernizing of pier facilities—to port and harbor facilities.

The bulk of the increased imports will in all probability be landed at such industrial ports as oil and steel milling ports, whereas



Heart of the Port of Yokohama is viewed from air.

the major portion of exports will presumably be shipped out from the so-called six major ports of Yokohama, Kobe, Tokyo, Osaka, Nagoya and Shimonoseki-Moji.

As matters stand at present, however, it not infrequently occurs that vessels are prevented from entering port or are obliged to suffer the ordeal of having to await their turn for clearing or loading cargo due to the insufficient water depth of the ports as

well as inadequate mooring facilities.

Furthermore, as compared to the up-to-date alongside pier system of loading and unloading in vogue among senior Western nations, Japan is as yet considerably backward by having to still rely, in the main, on the antiquated lighterage system.

In view of the colossal increase anticipated in trade volume, the Government has thus decided upon remedying present conditions by setting out from 1959 in actively pushing forth its plans in regard to the following projects.

(II) Port Improvement Projects

(1) Improvements to Foreign Trade Ports

As regards the leading trade ports, the alongshore mechanized system shall be further developed for cargo handling. Especially with regard to export commodities, in addition to promoting and stimulating exports by economizing port expenditure, modernized wharves for the exclusive use of exports shall be newly installed for the purpose of contributing towards the growth of the Japanese economy.

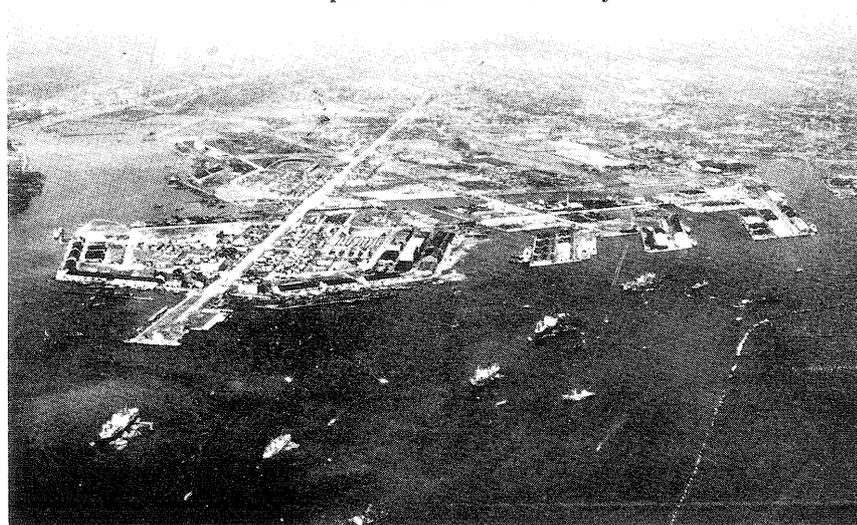
In other words, apart from con-



Main foreign trade piers of the Port of Kobe.



View of part of the Port of Tokyo.



Air view of the Port of Osaka.

structing approx. 20 new wharf berths by 1962 at Yokohama, Tokyo, Kawasaki, Kobe, Nagoya, Osaka and Shimonoseki-Moji, the present wharves shall be rationally managed after having improvements effected thereto.

The total approximate cost of constructing the said new wharves is ¥22,000,000,000.

(2) *Port Improvements for Consolidating Industrial Basis*

With regard to imports, the following targets have been set by focussing port and harbor investments upon steel milling and oil ports by taking their increasing trend into consideration.

(a) In order to adequately cope with the rising imports of raw materials as well as large-sized ore carriers, improvements shall be duly effected to the 10 steel milling ports of Muroran, Chiba, Kawasaki, Wakayama, Osaka, Amagasaki, Kobe, Himeji, Dokai and Kokura.

The total outlay is placed at ¥8,200 million.

(b) With the object of keeping pace with the astounding increase in the import volume of crude oil as well as the future trend toward building mammoth tankers, the sea of the five main crude oil importing ports of Yokohama, Kawasaki,

Table I **Foreign Trade Under New Long-term Economy Plan**

Units: Amount—1,000 metric tons
Value—¥100,000,000

Item	1956		1962		Increase Decrease		37 / 31	
	Amount	Value	Amount	Value	Amount	Value	Percentage of amount	Percentage of value
(Export)								
Fertilizer	973		3,040	504	2,067		3.12	
Textiles	292		448	3,215	156		1.53	
		3,283				2,373		1.72
Cement	2,358		3,500	227	1,146		1.48	
Steel materials	1,153		2,158	1,710	1,005		1.87	
Others	4,111	6,073	6,890	11,372	2,779	5,299	1.68	1.87
Total	8,888	9,356	16,028	17,028	7,140	7,672	1.80	1.82
(Import)								
Foodstuffs	5,637	1,846	6,067	2,120	528	274	1.10	1.15
Textile materials	820	2,646	882	3,013	80	367	1.10	1.14
Salt & phosphate ore	4,865	436	5,569	408	704	-28	1.14	94
Steel & iron materials	15,412	1,836	30,198	2,653	14,786	817	1.96	1.45
Oils & fats	14,657	1,322	24,560	1,944	9,903	622	1.68	1.47
Others	8,320	4,885	14,115	7,286	5,795	2,401	1.70	1.49
Total	49,595	12,971	81,391	17,424	31,796	4,453	1.64	1.34

Yokkaichi, Tokuyama - Kudamatsu and Matsuyama shall, by 1960, be dredged to a depth of 12 meters at an approximate outlay of ¥2,500 million.

(c) Facility Improvements at Coal Shipment and Landing Ports
Japan's total coal output in 1962 is envisaged to aggregate to 64 million tons. As against the nation's major coal producing districts being concentrated in Hokkaido and Kyushu, the consuming areas are located in the central areas such as the Keihin (Tokyo-Yokohama), Hanshin (Osaka-Kobe) and Chukyo (Nagoya) districts. Marine transport constitutes the principal means for coal transportation due to the lengthy distances of transport and industrial zones forming the main consuming centers.

Inasmuch as the said trend is anticipated to become increasingly conspicuous in the future, plans are under way for effecting necessary improvements to the following ports so as to conduct along-shore mechanical loading and unloading operations in lieu of such uneconomical methods as offshore or man-power operations, viz:

Ports of Shipment: Kanda, Karatsu, Dokai

Landing Ports: Yokohama, Kinuura, Yokkaichi, Osaka, Kobe

The total approximate expenditure for this project is estimated at ¥12,300,000,000.

(3) Harbor Improvements for Augmenting Coastal Transportation

Due to the need of augmenting the nation's coastal transportation power for geographical reasons, it is envisaged to carry out harbor improvements for the purpose of alleviating the congested state of overland transportation as well as meeting the marine transport needs of future developed districts.



Foreign trade piers of the Port of Nagoya.

Table II
Foreign Trade Amount Expected of Individual Ports

Area	Year					
	1953	1954	1955	1956	1957 (%)	1962 (%)
(Export)						
Keihin	1,055	1,349	1,915	2,388	2,712 (26)	4,752 (27)
Hanshin	2,435	3,316	4,075	4,679	5,293 (50)	8,596 (49)
Nagoya	268	456	534	654	733 (7)	1,274 (7)
Others	331	933	1,226	1,615	1,876 (17)	3,041 (17)
Total	4,589	6,054	7,750	9,338	10,564 (100)	17,663 (100)
(Import)						
Keihin	2,672	2,820	2,829	3,566	4,768 (31)	5,624 (31)
Hanshin	3,131	3,132	3,116	3,994	4,711 (31)	5,500 (30)
Nagoya	1,295	1,409	1,439	1,832	1,935 (13)	2,297 (13)
Others	1,577	1,809	2,002	2,733	3,794 (25)	4,749 (26)
Total	8,675	9,170	9,386	12,125	15,208 (100)	18,170 (100)

Note: Source—Customs statistics—1953 figure is taken as the standard foreign trade amount. Keihin area includes Yokohama, Kawasaki and Tokyo.

Table III
New Wharf Construction Project for Individual Ports (Export)

Ports	(Unit)	Result for Estimation		Needed Public	
		1956	for 1962	Increase	Berths
Keihin	1,000 tons	1,350	2,920	1,570	7
Hanshin	"	2,310	4,650	2,340	11
Nagoya	"	520	1,020	500	2
Others (Moji, etc.)	"	4,630	7,440	2,810	12
Total	"	8,810	16,030	7,220	32

Note: 1. The volume of cargo for 1962 is calculated by dividing the foreign trade value for the year by the average unit for each area, with modifications being made in the light of the national total volume.

2. On the assumption that 90% of the increased volume is handled at public wharfs, the needed number of berths has been calculated on the basis of 20 metric tons handled by each berth.

In addition to the foregoing, the work of effecting epoch-making improvements in regard to the transportation of passengers and marine products as well as inter-linking with isolated islands, ports of shelter, disaster prevention, and waterfront conservation shall also be carried out.

(III) General Outline of 1959 Ports and Harbors Budget

For the purpose of materializing the aforesaid plans in regard to

effecting improvements to various ports and harbors, the sum of ¥14,800,000,000 (State expenditure only) has been set aside for 1959. This figure represents an approximate increase of 41 per cent over the previous year while also constituting a phenomenal post-war record high.

The outstanding features of the said budget may be said to lie in the fact that, apart from the inauguration of special financial mea-

asures in the shape of a Ports and Harbors Construction Specific Works Special Account for the equipment of wharves for the exclusive use of exports and harbor improvements for industrial basis consolidating purposes, an astounding increase is seen in general harborworks expenditure.

It may thus be observed that, with the foregoing two main characteristics as its focal points, the 1959 budget has been so draft-

Table IV

Iron Milling Ports Perfection Project

Unit: ¥1,000

Port	Construction Expenditure	Work	Related Companies
Muroran	100,000	Dredging	Fuji Iron & Steel Mfg. Co.
Chiba	1,225,200	" Breakwater	Kawasaki Iron & Steel Mfg. Co.,
Kawasaki	300,000	"	Nihon Steel & Tube Co.
Wakayama	1,807,020	" Breakwater	Sumitomo Metal Industry Co.
Osaka	163,000	"	Nakayama Steel Mfg. Co.
Amagasaki	976,390	"	Amagasaki Iron & Steel Mfg. Co., Ohya Heavy Industry Co.
Kobe	335,000	"	Kobe Steel Mfg. Co.
Himeji	1,760,000	" Breakwater	Fuji Iron & Steel Mfg. Co.
Dokai	787,500	"	Yawata Iron & Steel Mfg. Co.
Kokura	702,000	"	Sumitomo Metal Industry Co.
Total	8,156,110	"	

Note: This project is for construction of breakwaters and dredging, while such facilities as for mooring, cargo handling, etc. are to be constructed by the companies concerned.

Table V

Oil Port Perfection Project

Port	Entire Project Construction		Work	Related Companies
	Cost (in ¥1,000)	Share by State		
Keihin (Yokohama)	928,600	—	Dredging (1) 12 m.	Nippon Petroleum Refining Co., Asia Oil Co., Idemitsu Kosan Co., Toa Oil Co., Mitsubishi Oil Co., Showa Oil Co., General Bussan Co.
Keihin (Kawasaki)	671,400	—	" "	Nippon Gyomo Co., Shell Oil Co., Standard-Vacuum Oil Co., Nippon Mining Co., Caltex Oil Co.
Yokkaichi	500,000	—	" "	Daikyo Oil Co., Showa-Yokkaichi Oil Co.
Matsuyama	192,000	—	" "	Maruzen Oil Co.
Tokuyama-Kudamatsu	176,350	—	" "	Idemitsu Kosan Co., Nippon Petroleum Refining Co.
Total	2,468,350	—		

Note: This project is for dredging the port to accommodate 45,000 ton vessels, excepting the mooring and other facilities which will be constructed by the companies concerned.

ed as to lay special stress on the policy of effecting improvements to ports and harbors shouldering the grave responsibility of being adequately equipped with the requisite facilities for assuring smooth transportation hitherto regarded

as one of the main deficiencies in the execution of Japan's long-term economy plans.

The public utilities expenditures for 1959 relative to ports and harbors may be broken down as follows:

1. Port and Harbor Construction

Specific Works Special Account	Unit: Yen 1,000
Construction Expenditure	6,124,530
Transferred from General Accounts	3,146,000
Loans (Local Bonds)	1,940,530
Beneficiaries' Quota	1,038,000
Total	6,124,530
Fiduciary Enterprises	
(Construction Cost of Customs Sheds, Cargo Handling Equipment, and Land to be appropriated from Local Bonds)	1,545,000
Grand Total	7,669,530

2. Public Utilities Expenditure relative to Ports and Harbors

(General Account)		Unit: ¥1,000		
Item	1959	1958	Comparison	Percentage
Total Amount	14,835,860	10,564,990	+4,270,870	141
Transfer from Special Account ..	3,146,000	1,071,311	+2,074,689	294
General Account	11,689,860	9,493,679	+2,196,181	123
Mainland Ports and Harbors	8,355,615	6,170,483	+2,185,132	135
State-controlled Enterprises ..	4,248,000	3,500,413	+747,587	121
Subsidies	4,107,615	2,670,070	+1,437,545	154
Hokkaido Ports and Harbors	1,697,000	1,228,219	+468,781	138
Ports and Harbors in Isolated				
Islands	372,000	278,525	+93,475	134
Disaster Prevention	1,265,245	1,816,425	-551,207	70

The Operation Costs of the port and harbor projects to be undertaken in the various prefectures and cities on the strength of the

Subsidies totalling ¥4,107,615,000 are estimated at approximately ¥10,000,000.

NEW BOOK

"Marine Terminal Charges at Leading Ports of Japan—1958-1959," Compiled and Published by Central Secretariat of the International Association of Ports and Harbors, Tokyo; 617 pp., comprehensive information in English on 32 leading Japanese foreign trade ports; ¥3,000 (\$8.50 or £3).

I was very pleased to receive a copy of your Association's publication, "Marine Terminal Charges at Leading Ports of Japan—1958-1959", and at the same time, was considerably amazed at the very complete information it contains which is indicative of the great amount of work involved in its compilation.

Covering it does, detailed and accurate information in the English language concerning tonnage dues and related laws, customs tariff and related laws, quarantine service and fees, storage, litarage, stevedoring, longshoring, surveys, measuring, tallying, customs brokers fees, etc., it should prove of great value not only to steamship companies but also to importers and exporters here and abroad.

The related particulars covering each of the 32 leading ports in Japan, makes it a work of definite usefulness and value to all concerned in the trade and commerce with Japan, and certainly will be recognized as such.—*From a letter from Mr. R. S. WINTERMUTE, Consultant to The Trans-Pacific Freight Conference in Japan, etc.*

Table VI

Estimated Volume of Cargo Handled at Ports in 1962

		Unit: 1,000 tons		
		1956 (A)	1962 (B)	B/A (%)
Foreign Trade	Import	10,383	21,000	205
	Export	50,793	91,000	179
Total		61,176	112,000	184
Domestic Trade		235,685	345,625	149
Total		296,681	457,625	154

Nuclear-propelled Training Ship

The Uruga Dock Company announced on February 25 its trial building plan of a nuclear-propelled training ship (5,000 tons gross), which is the first of its kind in Japan. The principal particulars are: length o.a. 126.5 meters; gross tonnage, 5,000; service speed, 20 knots; crew and trainers, 262 persons (including 10 experimenters); output of reactor, 10,000 h.p.; cruising range, 268,000 nautical miles at 19 knots.

Foreign Water-Borne Commerce for Gulf Coast Ports Calendar Year 1957

(In 1957, United States Department of Commerce statistics show that the Gulf Coast ports handled 17.9% of the combined exports and imports of the United States. The main Gulf Coast ports include New Orleans, Houston, Mobile, Baton Rouge, Corpus Christi, Tampa, Galveston, Port Arthur, Beaumont and Lake Charles.)

Port	Exports & Imports Combined	
	Thous. of Tons	% of U.S.
United States	357,421	100%
Gulf Coast	63,886	17.9
New Orleans	11,355	3.2
Houston	10,988	3.1
Mobile	9,436	2.6
Baton Rouge	5,415	1.5
Corpus Christi	5,122	1.4
Tampa	4,343	1.2
Galveston	3,864	1.1
Port Arthur	2,151	0.6
Beaumont	1,515	0.4
Lake Charles	1,289	0.4
Other Gulf	8,407	2.4

Port	Exports & Imports Combined	
	Millions of \$	% of U.S.
United States	23,288.8	100%
Gulf Coast	4,837.2	20.8
New Orleans	1,869.3	8.0
Houston	1,129.2	4.8
Galveston	463.8	2.0
Mobile	272.8	1.2
Corpus Christi	158.1	0.7
Baton Rouge	146.6	0.6
Brownsville	137.1	0.6
Tampa	98.3	0.4
Lake Charles	87.5	0.4
Port Arthur	85.0	0.4
Other Gulf	389.5	1.7

Port	Exports	
	Thous. of Tons	% of U.S.
United States	171,232	100%
Gulf Coast	41,701	24.2
Houston	8,857	5.2
New Orleans	7,451	4.3
Galveston	3,690	2.1
Tampa	3,272	1.9
Corpus Christi	3,104	1.8
Baton Rouge	2,413	1.4
Port Arthur	2,149	1.3
Mobile	1,789	1.0
Beaumont	1,489	0.9
Lake Charles	1,183	0.7
Other Gulf	6,304	3.6

Port	Exports	
	Millions of \$	% of U.S.
United States	13,509.7	100%
Gulf Coast	3,646.8	27.1
New Orleans	1,280.2	9.5
Houston	849.1	6.3

Galveston	441.7	3.3
Mobile	157.6	1.2
Brownsville	132.0	1.0
Baton Rouge	118.6	0.9
Corpus Christi	117.0	0.9
Port Arthur	84.7	0.6
Lake Charles	81.4	0.6
Beaumont	74.1	0.5
Other Gulf	310.4	2.3

Port	Imports	
	Thous. of Tons	% of U.S.
United States	186,189	100%
Gulf Coast	22,185	11.9
Mobile	7,647	4.1
New Orleans	3,904	2.1
Baton Rouge	3,002	1.6
Houston	2,131	1.1
Corpus Christi	2,018	1.1
Tampa	1,071	0.6
Galveston	174	0.1
Brownsville	124	0.1
Lake Charles	106	—
Gulfport	103	—
Other Gulf	1,905	1.0

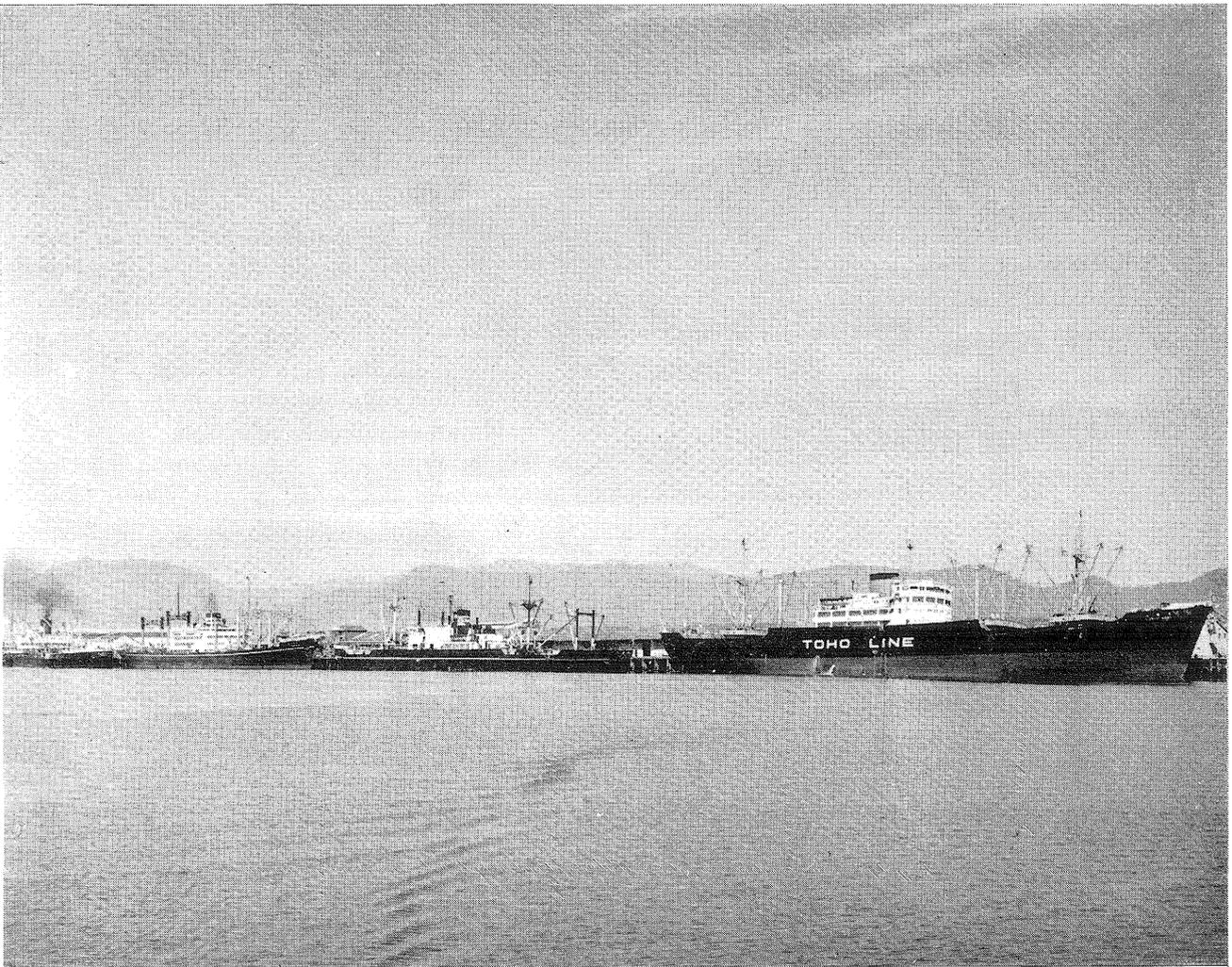
Port	Imports	
	Millions of \$	% of U.S.
United States	9,779.1	100%
Gulf Coast	1,190.4	12.3
New Orleans	589.1	6.0
Houston	280.1	2.9
Mobile	115.2	1.2
Corpus Christi	41.1	0.4
Tampa	40.6	0.4
Baton Rouge	28.0	0.3
Galveston	22.1	0.2
Pensacola	7.1	0.1
Lake Charles	6.1	0.1
Gulfport	5.9	0.1
Other Gulf	55.1	0.6

Note: Data in this report includes intransit, special category commodities and Dept. of Defense controlled cargoes.

SOURCE: Summary Report FT 985
U. S. Department of Commerce.

Prepared By:

Statistical Research Division
Trade Development Department
Port of New Orleans, LA.
November 24, 1958



Japanese vessels loading raw sugar at Port of Cairns.

PORT OF CAIRNS AUSTRALIA

Cairns, as a port, is one of the best sheltered natural and deep harbours on the eastern seaboard of Australia and is the first and last commercial port of any size for vessels entering and leaving Australia via Torres Strait.

Wharf Installations

It has modern reinforced concrete wharves of a continuous length of 1950 feet, plus a further 400 feet at No. 8 Wharf of reinforced concrete. This berth is a cargo and oil berth and has oil pipelines to oil storage tank farm installations.

All wharves have large spacious sheds aggregating 94,000 sq. ft. Electricity and abundant exceptionally pure fresh water is connected to all wharves.

There are two tanker berths for discharging to shore oil storage tanks and also bunkering ships.

In addition, a mile upstream, there are wooden wharves of a length of 1450 feet.

The depth of berths is from 28ft. 6 ins. to 30 feet L.W.O.S.T. with a rise of from 6 ft. to 9 ft. at Springs and 4 ft. to 6 ft. at Neaps.

A 5 mile entrance channel of 200 ft. width through soft silt carrying 23 ft. L.W.O.S.T. brings you to the wharves where a wide inlet with 1000 ft. swing basin carrying 30 ft. L.W.O.S.T. exists. This deep water extends for 5 miles up stream past the wharves and vessels of 633 ft have no difficulty in turning.

Stevedoring Facilities

14 Forklift trucks, 3 Hyster Cranes, 2 Tow Motors, 3 Pushers, 4-2 ton Cranes and 1-5 Crane.

Trade

The principal Export Cargoes handled are:— Sugar, Molasses,

Maize, Peanuts, Tobacco, Plywood, Veneer and Timber.

Imports for year ended 30.6.58—
159,271 tons.

Exports (including Transshipments)
—306,204 tons.

Shipping for year ended 30.6.58—
906 Vessels, 1,224,774 T.G.R.

Tourist Centre

Cairns is regarded as the tourist Mecca of Australia. At Green Island on the Great Barrier Reef situated 16½ miles from Cairns there is the world famed ocean Underwater Observatory, which is the only one of its kind known. It is a world attraction and is a great magnet in drawing tourists from Overseas and throughout Australia.

The greatest scenic railway in Australia runs from Cairns to Kuranda, passing Barron and Stoney Creek Falls.

The Atherton and Evelyn Tablelands with the two famous Lakes—Barrine and Eacham—may be reached by either of two scenic highways which cannot be excelled anywhere in Australia.

PORT OF SAN DIEGO

Phenomenal Growth in Past 10 Years Promises Further Development for Coming Decades

In the past 10 years \$1,360,745,-000 worth of commodities have crossed the docks at the Port of San Diego. For the 30 year period, up to 1948, since records were kept at the Port, just \$1,073,505,-000 worth of merchandise moved through the Port.

For the 375 year period before 1917, or from September 28, 1542, when Juan Cabrillo first discovered San Diego Bay, little commercial activity was evident.

The phenomenal growth of the Port of San Diego in the past 10 years will be matched in the next decade and in the decades to come.

To keep pace with this growth, the Harbor Commission of the Port of San Diego has authorized construction of new piers and warehouses to expedite the movements of imports and exports.

The people of the City of San Diego voted a \$9,460,000 bond issue to construct the 10th Avenue Marine Terminal which now is in operation. This terminal can berth nine ocean-going vessels at one time. Bunkering facilities have been installed and for the first time, ships calling at the Port of San Diego can take on fuel and water, load and unload, simul-

taneously.

The Port today can handle sixteen ships at one time and offer the most modern storage facilities on the West Coast.

This is a far cry from the day when Juan Cabrillo landed at Ballast Point and looked on wooded hillsides inhabited by indians.

Little was done to develop San Diego until the middle 1700's when the Franciscan fathers began their mission construction. Fra Junipero Serra, built the first mission in California in San Diego. Later it was moved up the San Diego river. Dams were built on the river and the natives began the first cultivation of San Diego soil.

The growth of San Diego was slow until the late 1800's when commercial and industrial interest began the development of the waterfront areas.



LOOKING UP THE BAY—This aerial view shows the Port of San Diego with its modern air terminal, Lindbergh Field, in the foreground. Highways and rail lines are seen converging on the Port.



NEAR COMMERCIAL CENTERS—The Port of San Diego terminals are situated near the main commercial centers of the City and close to rail and truck terminals.

In 1911 the City obtained possession of the tidelands of the bay from the State of California. The citizens voted a \$1,000,000 bond issue to improve the waterfront as one of the conditions under which the title to the land was transferred from the State to the City.

Meanwhile the Navy began its development of the harbor. Many millions of dollars have been poured into Navy, Marine and Air facilities. In fact for a long time the Port of San Diego has been known as one of the main Navy bases in the United States. Little was known about the commercial aspects of the harbor.

Broadway pier was built and again the commercial development took an upsurge.

However, it was not until after World War II that a new dynamic Harbor Commission began long-range plans for the ultimate development of the harbor.

Industry, mainly the aircraft industry, has spurred ahead under war-time impetus. Postwar activities saw a tremendous slowdown in this field and it became obvious that San Diego County would have to attract other industries than aircraft to support a population which was growing at one of the

fastest rates of any community in the United States.

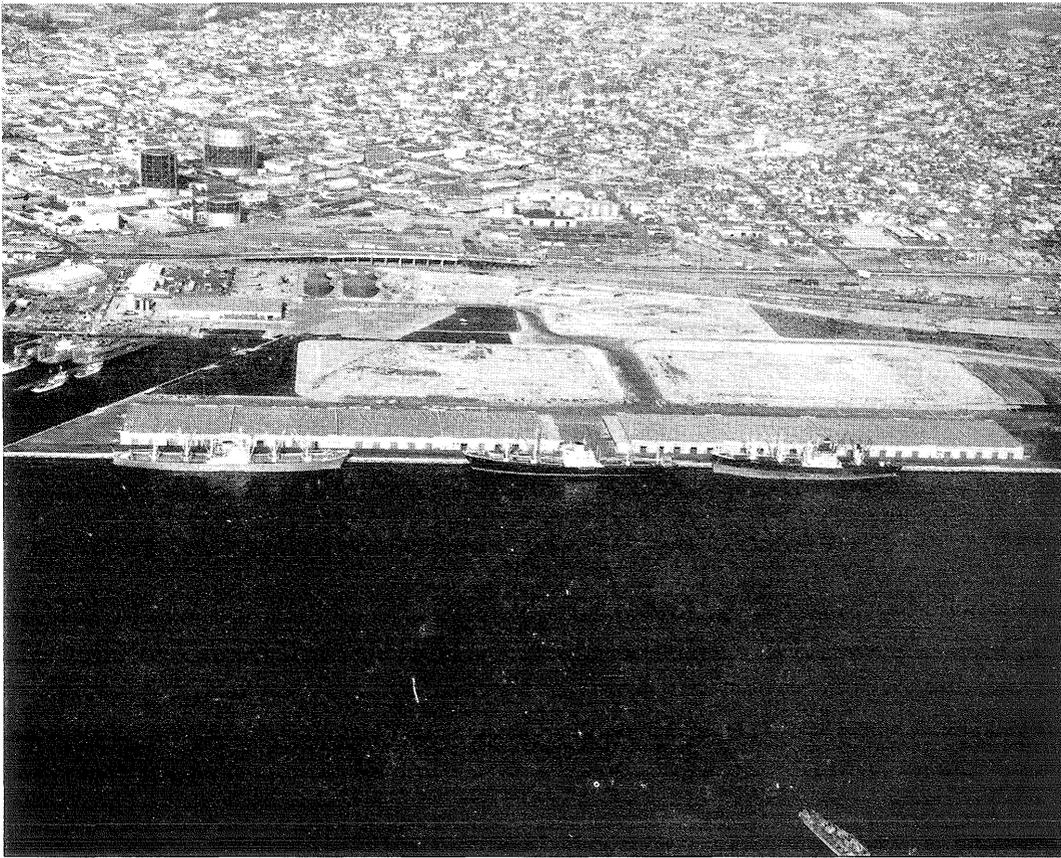
The Port of San Diego was the key in this development. Importers and exporters, for years were used to routing their shipments through Los Angeles and trucking or rail

hauling the products to San Diego.

Increased facilities at the Port began to attract vessel owners and an aggressive program to attract importers and exporters to the Port of San Diego began to result in increased trade.



WIDE APRONED DOCKS—The new 10th Avenue Marine Terminal was constructed with 65 foot wide dock aprons to allow easier handling of import and export commodities. Ships can now unload directly into rail cars while loading from trucks. This type of operation allows the fastest handling of large bulky shipments.



HUGE NEW TERMINAL—The 10th Avenue Marine Terminal, recently completed, is the most modern terminal on the West Coast. It can berth from seven to nine cargo vessels. It affords bunkering stations at each berth so that ships can take on fuel and water and load and unload cargo simultaneously.

Industry was attracted because of the Port program to reduce disadvantageous freight rates to San Diego.

It became possible for businessmen to save many thousands of dollars by using the San Diego facilities and Port business began to rise.

For the past 10 years the Port has established new records in various import and export commodities. With the continuing development of industries and agriculture in the Port trade area from El Paso to the coast and from Las Vegas to deep in Mexico, the future looks bright.

More than 4,000,000 people live in this area and buy at a \$4,000,000,000 annual retail rate.

Throughout the world trading area, "Ship Via the Port of San Diego," is beginning to appear on more and more cargo. In addition, industrialists throughout the United States are studying the San Diego area with the intention of establishing branches. Industry knows that cheap ocean transportation is one of the strongest reasons why plants make a profit.

World Largest Tanker Goes into Commission

The Universe Appollo, largest tanker (104,500 tons d.w.) ever built in the world was completed on January 30 by the N.B.C.'s Kure Shipyard. The ship, chartered by the Idemitsu Kosan Company (a big Japanese oil refining company) on a long-term basis, was open to public in Tokuyama Port on February 14 before leaving the port on the 16th on her maiden voyage to the Persian Gulf to load crude oil. Her principal particulars are:

K. Line's First Supertanker Completed

The super tanker Chizukawa Maru (23,100 tons d.w.) which was under construction by the Kawasaki Heavy Industry Ltd. as a "stock boat" was sold to the Kawasaki Line at a price of ¥2,440,000,000. Completing trial runs successfully, she was delivered to the owner on January 28. The first super tanker in the Line's fleet is scheduled to be commissioned in the Japan/Persian Gulf service to carry oil under a long-term charter contract with the Maruzen Petroleum Company.

Owners	Universe Tank Ship, Inc.
Flag	Liberia
Builder	N.D.C.'s Kure yard
Deadweight	104,500 tons
Propelling machinery	25,000 h.p. steam turbine
Highest speed	16 knots
Length o.a.	289.482 meters
Breadth	41.148 "
Depth	20.437 "
Draft fully loaded	14.630 "
Cruising range	224,500 k.m.
Officers and crew	50
Time required for a round trip between Tokuyama and Middle and Near East ...	36 days

Port Of Adelaide, South Australia

Geographical and General

This port, the third largest in the Commonwealth of Australia, is situated on the eastern side of St. Vincent's Gulf at Lat. $30^{\circ} 51\frac{1}{2}'$ S and Long. $138^{\circ} 30'$ E. It consists of two main sections, namely the Outer and Inner Harbors. The former is situated immediately inside the entrance to the Port Adelaide River on the South side and the latter in its upper reaches contiguous to the City of Port Adelaide. About $7\frac{1}{2}$ miles southeast is the city of Adelaide (po-

pulation 515,000 with environs) the capital of the State of South Australia, with which the Port is connected by good highways and public transport systems.

Port Adelaide is entered from St. Vincent's Gulf by way of an entrance channel of 600 feet minimum width and a depth of 33 feet at low water protected on both sides by stone revetment breakwaters. The average tidal rise is 8 feet 0 inches at spring tides and 5 feet 6 inches at neaps.

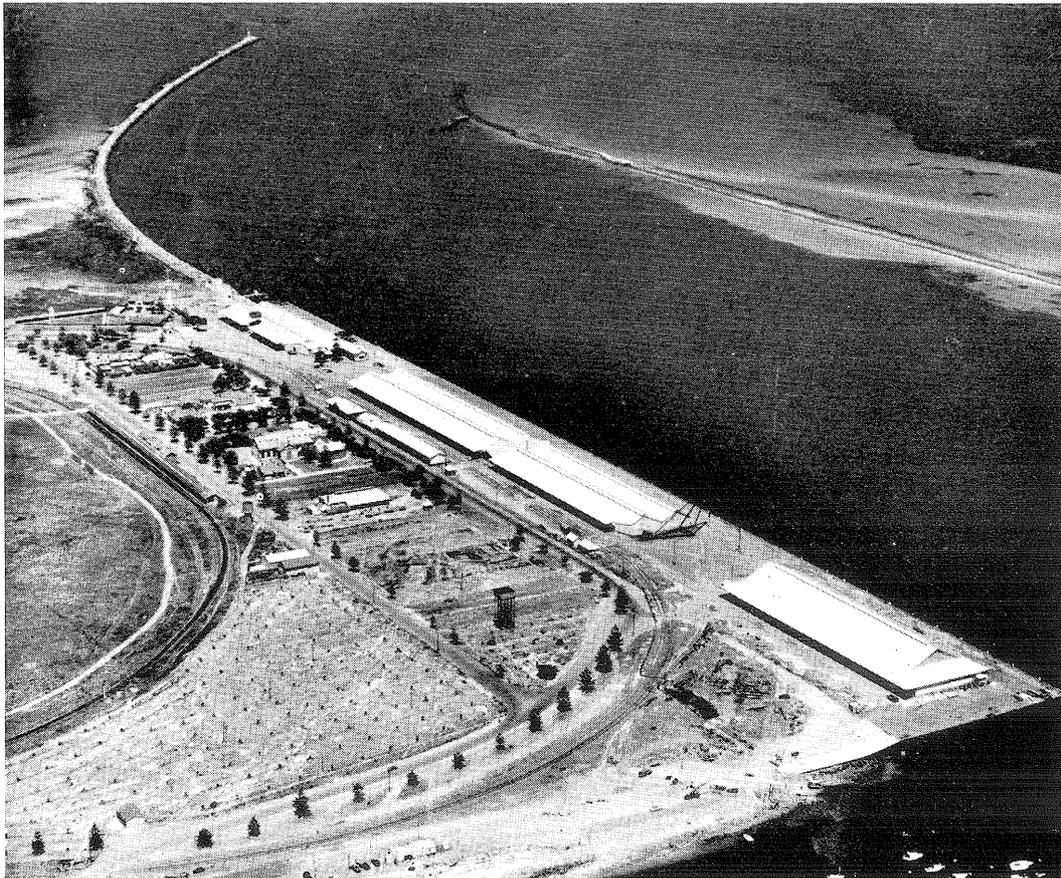
An open roadstead on the North-

ern side of the entrance channel with a depth of from five to six fathoms, is used by vessels not proceeding immediately into the harbor proper.

The entrance to the Port is marked by a tall concrete signal tower, a prominent landmark at the seaward end of the Outer Harbor Wharves. The signal station is equipped with radio telephone, and vessels may also communicate with the station by means of the International Code of flag signals or by signal lamp using the Morse Code. From the masthead and yard-arms of the station the state of the tide is signalled by Code pennants during daylight and by coloured lights at night.



View of Port River looking North.



View of
Outer Harbor,
breakwaters
and Mail Boat
Terminals.

Historical

The arm of the sea, within which Port Adelaide has been developed in over little more than a century, was discovered and entered by Colonel Light in the Brig "Rapid" in 1836. Colonel Light, who was the founder of the City of Adelaide, then envisaged the "creek" becoming the channel of a great commercial port, and today Port Adelaide is striking testimony to his vision.

The construction of a simple wooden wharf, on what is now the southern frontage of the Inner Harbor, was the first step to convert the "creek" into a port. On the completion of this wharf in October, 1840, Port Adelaide was formally declared open to the commerce of the world. Little progress was made with the deepening of the channel and wharf improvement until a Marine Board was established in 1860. Under the control of this Board the deepening of the channel and other harbor improvements progressed continuously and Port Adelaide's status as a commercial port steadily grew.

In 1904 work began on the construction of the Outer Harbor for

the accommodation of the larger mail steamers which had been forced by draft considerations to use anchorages in St. Vincent's Gulf just south of the Outer Harbor and to land passengers and mail by tenders. Since its completion in 1908 the Outer Harbor has been progressively improved and today caters for the needs of ocean-going liners of up to 30,000 tons G.R.T. The wharf is 2,400 feet long of which three berths have a depth of 33 feet and one 35 feet at L.W. Directly opposite the berth is a swining basin 1,126 feet wide and 3,800 feet long within the protection of the Northern breakwater.

Ocean-going vessels bound for the Inner Harbor proceed 8 miles further upstream through a dredged channel averaging 400 feet minimum width and well equipped with navigational aids in the form of lighted beacons and leads.

The ruling depth is 27 feet at L.W.S.T. but vessels of up to 30 feet draft regularly use the channel by entering or leaving on the tide. The channel terminates in the Inner Harbor where a swinging circle of 740 feet diameter is situated within a short distance of

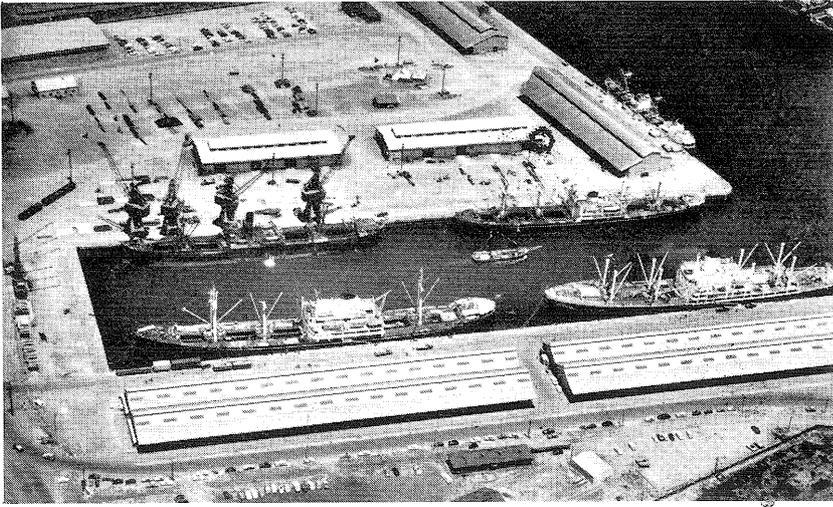
the many wharves and quays which line both sides of the river.

Administration

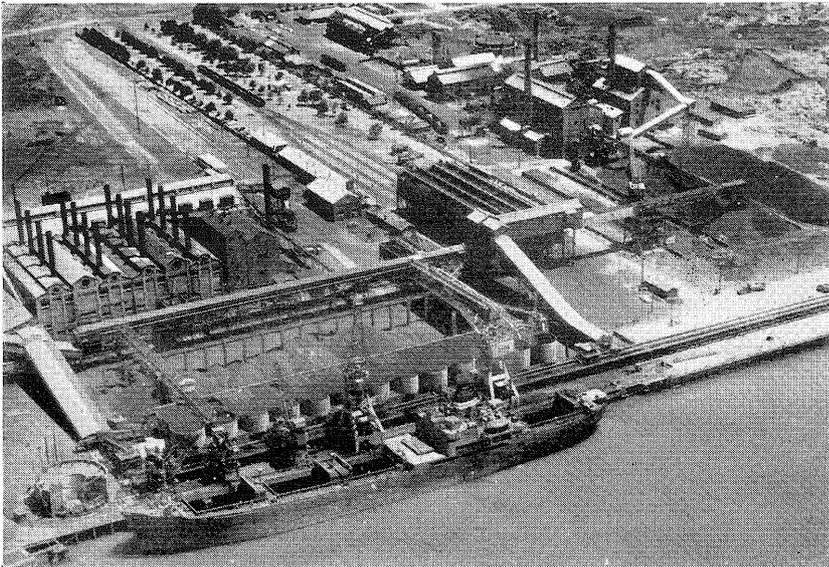
Prior to 1913 when the Harbors Act was passed the wharves at Port Adelaide with few exceptions, were privately owned and operated. Navigational matters were a function of the Marine Board established in 1860.

The Harbors Act provided for the acquisition by the State, on payment of compensation, of all wharf frontages and water frontages, including buildings and improvements on such lands. Under the provisions of the Act, these properties were vested in the South Australian Harbors Board, also the management and control of all harbors in the State. The functions of the Marine Board were also automatically taken over by the new administration.

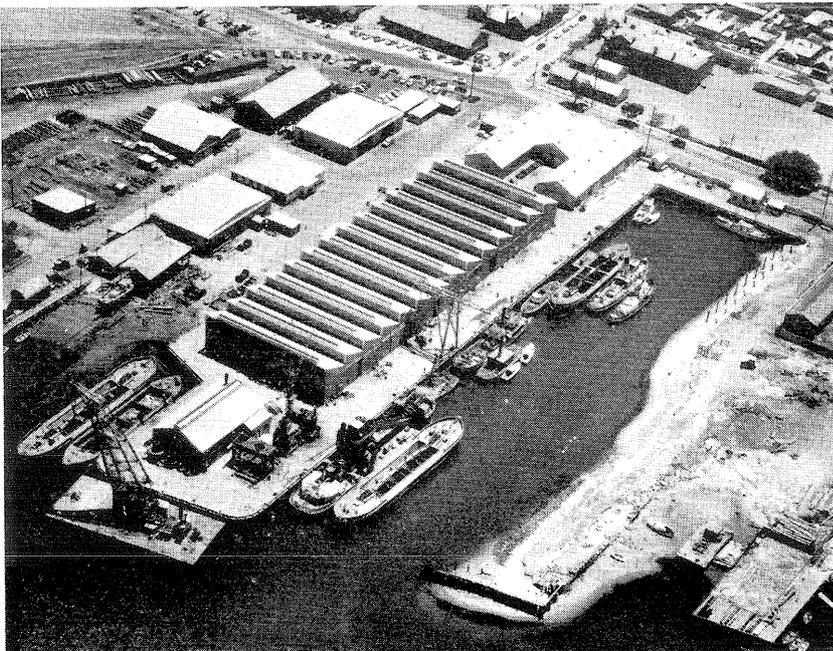
The South Australian Harbors is a body corporate having perpetual succession, and consists of three Commissioners appointed by the Governor in Council in accordance with the provisions of the Harbors Act. Two of these Commissioners are appointed as Chairman and as Deputy Chairman respectively. Appointed for terms of



No. 2 Dock, Port Adelaide.



Coal Handling Plant, Osborne, on West Side of Port River.



View of the Harbors Board Yard at Glanville, showing recently constructed workshops, 60-ton floating crane and some units of the dredging fleet.

five years they are eligible for re-appointment. As General Manager, one of the Commissioners is a full time officer responsible for the management of the Department, but his two fellow Commissioners are part time officials, the three meeting as a Board at regular intervals of about a week, or more often if necessary, when matters of policy, development, administration and finance are dealt with.

The South Australian Harbors Board is a State Government Department and in administering not only Port Adelaide but four other major ports, twenty-three minor ports actively engaged in shipping and forty seven others maintained for fishing and promenade purposes, it is responsible in the discharge of its duties and functions to the Minister of Marine.

Pilotage and Towsage

Pilotage into and out of Port Adelaide is compulsory, the pilot service being operated by the Harbors Board. Towsage of vessels is arranged by shipping agents and is carried out by tugs owned and operated by private companies. The mooring of vessels is carried out by the Harbors Board mooring gangs and launches are provided by the Board for running the lines.

Wharves

Including some of the older timber wharves which are still in commission, there is approximately 18,000 feet of effective wharfage at the Inner and Outer Harbors of Port Adelaide. Depths of twenty-eight to thirty-two feet at low water are available at overseas berths in the Inner Harbor for the accommodation of deep draft vessels entering or leaving on the tide, whilst the depth of water at the Outer Harbor berths ranges from thirty-three to thirty-five feet at low water. Included in the length of effective wharfage is about 9,000 feet of modern steel and concrete wharves.

These newer wharves are equipped with commodious modern cargo sheds averaging 50,000 sq. ft. in area and set back 60 feet or thereabouts from the wharf front to provide a large area of apron for

cargo handling. The sheds are supplemented by extensive wharf premises catering for cargo delivery by road and rail.

Cargo Handling

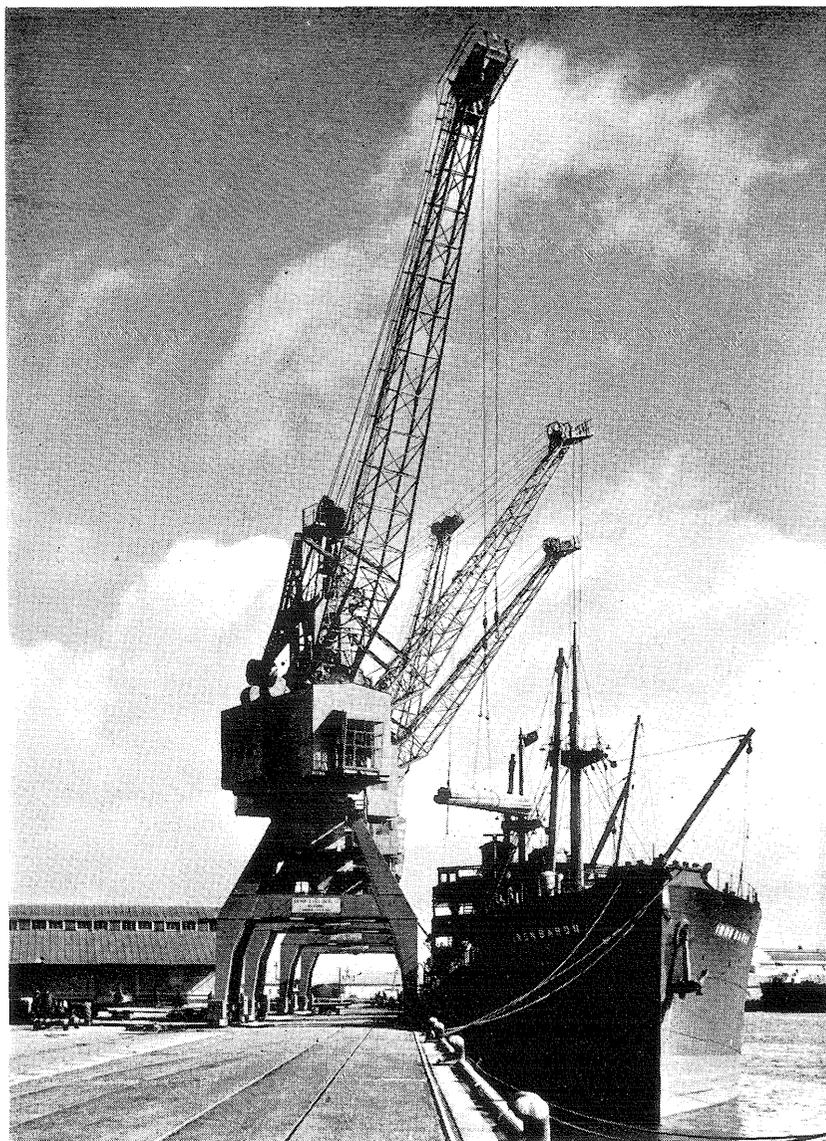
Apart from the discharge of coal and phosphate rock (800,000 and 150,000 tons annually) at Osborne on the Port River, where the Board has a large bulk handling plant and the discharge of steel and timber at Nos. 13 & 14 berths, No. 2 Dock, the handling of cargo is not a function of the Harbors Board, and the discharge, trucking and stacking into transit sheds is done by shipping or stevedoring companies which own and operate mechanical equipment such as mobile cranes, fork lifts, tow motors, etc. The Board, however, does have available for hire mobile cranes of from three to six tons capacity, and fork lift trucks of two and three tons capacity, a 60-ton floating crane, and a 60-ton traverser wharf crane situated on the Outer Harbor wharf. The port equipment also includes level-luffing wharf cranes of capacities ranging from 6 tons to 9 tons for handling bulk cargoes of iron, steel, timber, coal, coke, phosphate rock, etc.

Port Development

In 1950 the South Australian Government approved the Board's comprehensive plan for the future development of Port Adelaide over the next 50 years and covering 20 distinct projects involving a total expenditure then estimated at more than £23,000,000.

Whilst a number of these projects were of immediate importance, the Board was aware that much of the work covered in the overall plan must remain the responsibility of future generations. The Board also realised that, because of the State's rapid industrial progress and scientific developments such as atomic power, it would be necessary to vary or possibly abandon some of the projects envisaged.

In the eight years since the inception of the development plan, encouraging progress has been made on some of the projects and the pattern of progress has, in the main, conformed with the Board's early conceptions.



6-ton electric cranes at Nos. 13, 14 Berths, No. 2 Dock, Port Adelaide.

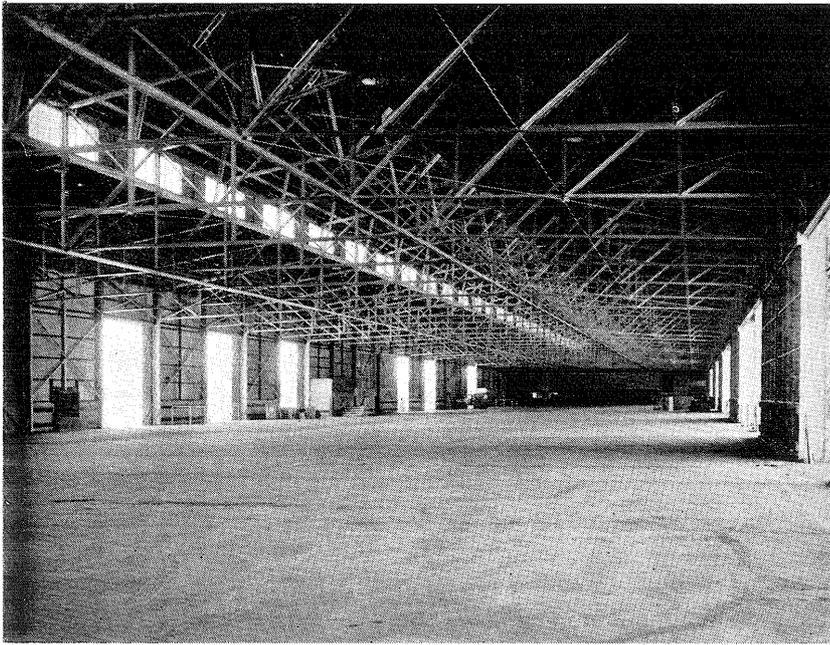
The major projects envisaged covered the progressive development and deepening of the port's channels and fairways; the reclamation with dredged material of large areas of low-lying land on the eastern side of the Port River for the establishment of dock and industrial estates; the modernisation and extension of the deep draft wharves at the Inner Harbor; the dredging of a tidal basin in the upper reaches of the Port River and the disposal of the dredged material on adjacent low-lying areas to create land for industry and housing estates.

The most recent projects to be successfully completed were the reconstruction in steel and concrete of 1,000 feet of obsolete timber wharf (dating from 1911) on the southern side of No. 2 Dock and the installation thereon of four 6-

ton electric level-luffing cranes. Two berths, Nos. 13 and 14, were provided under this project for the mechanical handling of steel products and timber and the work which was commenced in 1955 involved a total expenditure of just over £1,000,000.

The facilities now provided will meet the rapidly growing need at Port Adelaide for accommodation suitable for the handling of steel, timber and other bulk cargoes.

In addition to the aforementioned project, other substantial elements of the developmental plan completed since 1950 include the modernization and extension of the Board's Glanville Dockyard at a cost of £400,000, and the northerly extension of the wharf at the Osborne Coal Handling Plant to give an additional berth including



Typical interior of modern cargo shed, Port Adelaide.

the provision of two 9-ton electric level-luffing coal handling cranes all at a cost of nearly £600,000.

The rehabilitation of the old timber wharves in the Inner Harbor has been integrated with the overall development programme, and in recent years many of these structures have been successively replaced with modern reinforced concrete wharves giving berth depths of from 27 to 30 feet at low water.

Statistical

Shipping and trade statistics for Port Adelaide over the past five years are as follows:—

Over the past eight years port dredging has provided material for reclaiming the waterfront in the Inner Harbor, and a considerable proportion of the planned dock estate is ready for further development.

A start has also been made with the development of the industrial estate, which is in close proximity to the city of Port Adelaide, and the filling of a considerable area, together with the construction of an access road thereto, has been completed recently for industrial enterprises which will shortly establish themselves in this conveniently situated locality. Good progress is expected with the es-

tablishment of further industrial sites in this area during the next few years.

Major projects now in hand include the provision of modern coastal shipping berths totalling 1,500 feet in place of the old timber wharves on the Port Adelaide side of the River between the Birkenhead and Jervois Bridges, at an estimated cost of £640,000, and the reclamation of a small dock and construction of a new sheet piled wharf at the Board's Glanville Dockyard, at an estimated cost of £65,000.

As each succeeding phase of the developmental programme is brought to fruition, the efficiency of the services rendered to the Board's customers is increased, and it is confidently anticipated that when the whole plan has been consummated Port Adelaide will possess modern shipping facilities and accommodation unsurpassed within the Commonwealth.

Japanese Shipyard in Brazil

Mr. T. Doko, president of the Ishikawajima Heavy Industries, Ltd. who was staying in Brazil since last December to set up the Ishikawajima Brazil Shipyard returned on February 21. According to him the shipyard has been financed by the joint Japanese and Brazilian capital. Of the total capital of ¥6,100,000,000, ¥3,100,000,000 was invested by his company in kind such as shipbuilding facilities. The output plan aims at building six 5,600-ton cargo ships and three 10,000-tonners annually. Two building berths accommodating a 5,600-tonner and a 10,000-tonner respectively and a drydock accommodating a 35,000-tonner will be constructed. In order to support the plan 100 experts from his company and 300 industrial emigrants are to be sent to Brazil.

Shipping

Year	No. of Vessels	Net Tonnage	Gross Tonnage
1953-54	3,003	5,358,034	9,298,379
1954-55	2,621	5,214,769	9,106,770
1955-56	2,491	5,179,502	9,133,331
1956-57	2,668	5,001,330	8,840,662
1957-58	2,671	5,273,228	9,314,281

Cargo

Year	IMPORTS				EXPORTS				
	Coastal Tons	Interstate Tons	Overseas Tons	Total Tons	Coastal Tons	Interstate Tons	Overseas Tons	Total Tons	Total Cargo Tons
1953-54	304,755	1,409,689	1,078,047	2,792,491	132,972	410,880	643,943	1,187,795	3,980,286
1954-55	315,775	1,614,349	1,157,695	3,087,819	139,797	414,232	482,921	1,036,950	4,124,769
1955-56	361,944	1,766,679	990,778	3,119,401	123,457	317,335	560,747	1,001,539	4,120,940
1956-57	399,218	1,778,385	828,701	3,006,304	120,451	263,901	629,136	1,013,488	4,019,792
1957-58	381,902	1,881,456	726,618	2,989,976	109,976	241,074	535,739	886,789	3,876,765

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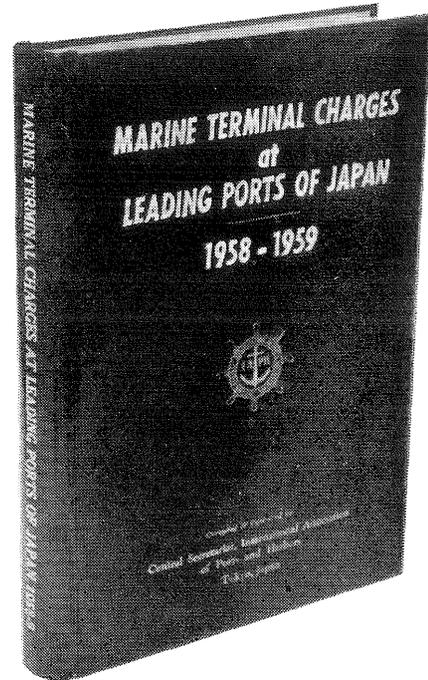
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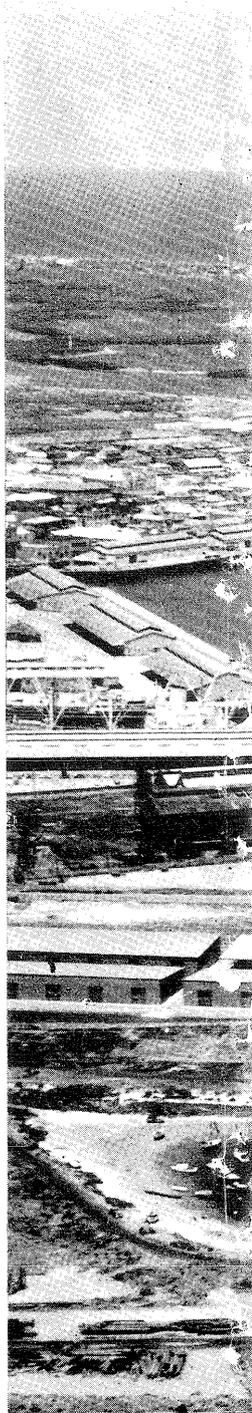
Scenic view of the Port of Shimizu,
with Mt. Fuji in background.

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