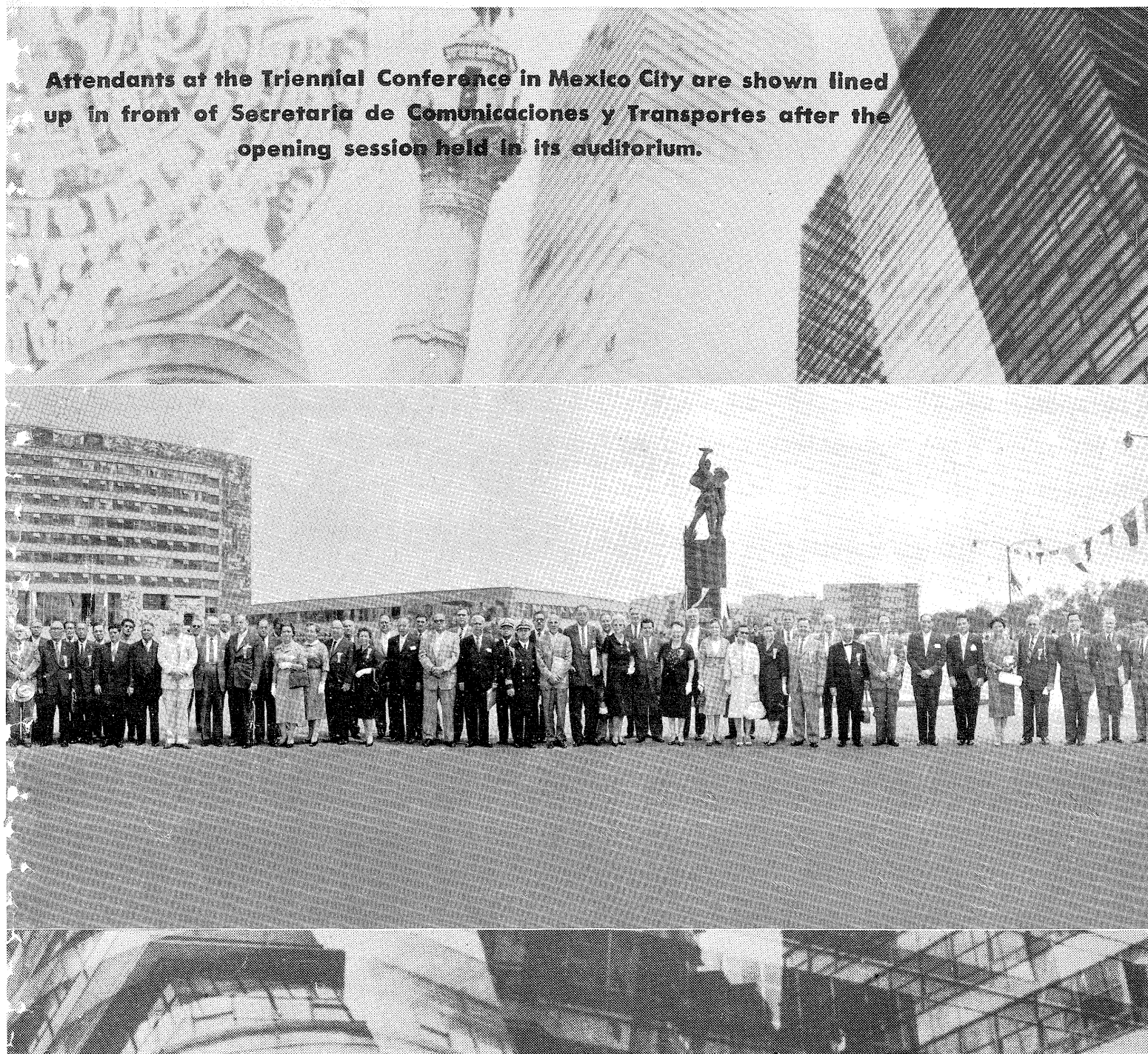


PORTS *and* HARBORS

SEPTEMBER 1959

Vol. 4 No. 3

Attendants at the Triennial Conference in Mexico City are shown lined up in front of Secretaría de Comunicaciones y Transportes after the opening session held in its auditorium.



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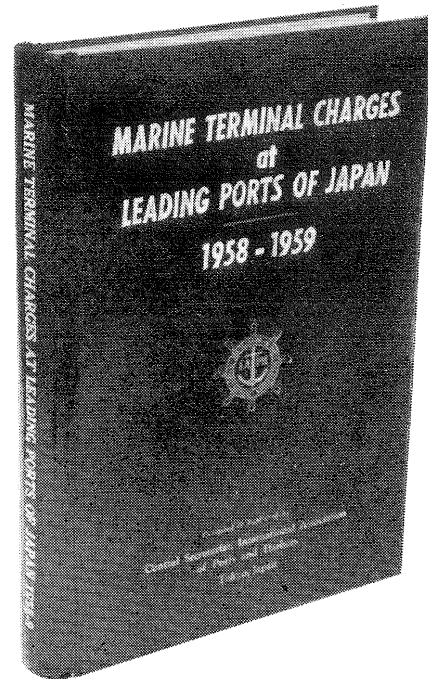
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J.A.P.H. President's Urgent Appeal to All Members to Aid Typhoon Devastated Nagoya Port

In the following is given an urgent appeal of our President, Mr. Lloyd A. Menveg, to all members for immediate aid to help the typhoon and flood devastated member port of Nagoya. Mr. Menveg had been visiting Japan as head of the Los Angeles goodwill mission to Nagoya City which is affiliated with Los Angeles as its sister city.

October 12, 1959

To All Members :

I have just returned from the disaster area in the City and Port of Nagoya which was devastated recently by typhoon Vera. I am taking this opportunity as your President to make an urgent and direct appeal to you and your Port for immediate aid in any form to help this stricken member Port.

The devastation and human suffering is beyond comprehension. The total estimated damage to the port alone is in excess of \$35,000,000.00 and with the high water still standing, over 100,000 people are homeless and the death figure is now over 5,000 persons.

I had the opportunity thru the courtesy of the U.S. Air Force to fly over the city in a helicopter and I saw over 100 square miles of this great city under water. Any aid that you might be able to arrange either personally or thru reliable organizations should be sent directly to Mayor Kissen Kobayashi, City Hall, Nagoya, Japan.

Sincerely yours,

A large, stylized handwritten signature in black ink, appearing to read 'Lloyd A. Menveg'.

Lloyd A. Menveg
PRESIDENT

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

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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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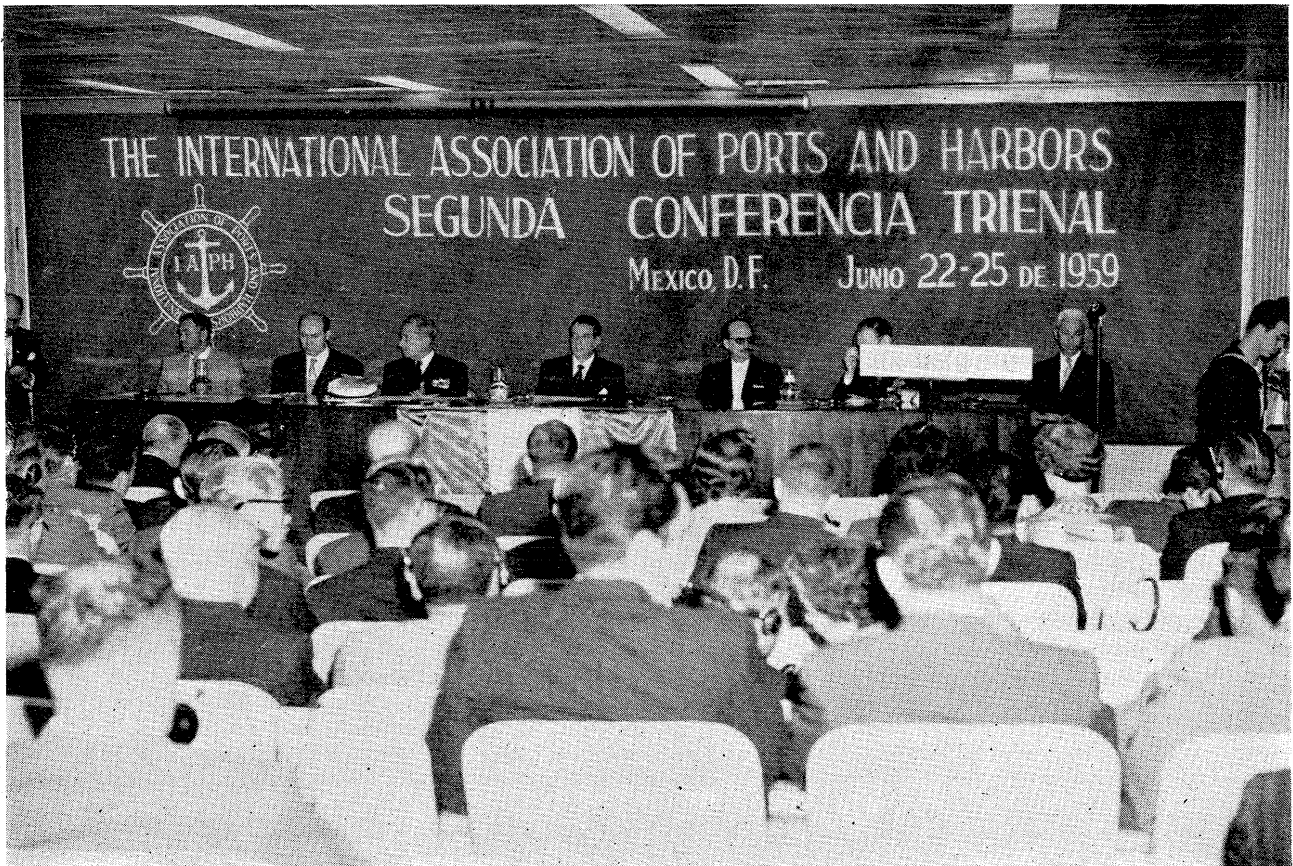
(Directors and Alternate Directors for Australia, Brazil, Burma and Israel are yet to be elected.)

From The Central Secretariat

By Gaku Matsumoto

Chief of the Central Secretariat

I. A. P. H.



Second Triennial Conference was officially declared opened by President Adolfo Lopez Mateos of Mexico on June 22 at the Communications and Transportation Ministry auditorium. Photo shows the President seated in center and Admiral Manuel Zermeno Araico, Minister of Maritime Affairs, seated to his left.

As IAPH's Second Triennial Conference Convened at Mexico City

Meeting under the gavel of acting President of the International Association of Ports and Harbors, Mr. John-Iwar Dahlin, the port leaders of fifteen nations of the world spent four days from June 22 to June 25, 1959, chartering the constructive policy for furthering the aims and purposes of the Association, as over two hundred attendants participated in the Second Triennial Conference of the International Association of Ports and Harbors in Mexico City, Mexico.

The great success achieved by this international congress through a series of meetings and discussions carried out so earnestly and

diligently by all of the delegates and representatives, will be found in the minutes of proceedings, which will be published in the near future. Besides many significant achievements in various practical problems and objectives, however, it must also be noted with emphasis that this international conference has implemented one of the objects and purposes of this Association—the promotion of international friendship and goodwill through the deepening of mutual understanding.

Hosted by Secretaria de Marina

The Second Triennial Conference was invited to be held in Mexico City through the good of-

fices of our Mexican Directors, Mr. Daniel Ocampo Siguenza and Mr. Mario E. Villanueva, with Secretaria de Marina or the Mexican Ministry of Maritime Affairs acting as hosts and under the patronage of President Adolfo Lopez Mateos of the Republic of Mexico.

Since October last year, when the Conference Preparatory Committee was organized in Mexico with the Mexican Minister of Maritime Affairs, Almirante Manuel Zermeno Araico, as President and four other topmost officials of Secretaria de Marina as Vice Presidents and with Mr. Daniel Ocampo Siguenza and Mr.

Mario E. Villanueva acting as Coordinators, preparations had been energetically carried out on the spot in close contact with the Central Secretariat in Tokyo, Japan, for holding the conference which proved a great success.

A few days before the opening of the Conference on June 22, the Central Secretariat staff headed by Chief of the Secretariat Gaku Matsumoto, arrived in Mexico City, and they made last minute preparations and conferred on the conducting of the Conference jointly with the Preparatory Committee members.

Pre-Conference Activities

By June 22, the opening day of the Conference, Directors of many member countries had flown to Mexico City and their delegations had arrived there. On the morning of the 20th, they paid a courtesy visit to Amirante Manuel Zermeno Araico, Minister of Maritime Affairs, at Secretaria de Marina.

On June 21, officers and Directors of the Association were busy with discussions and considerations

meeting in a regular Board meeting held in the Hotel Continental Hilton.

important Association affairs and the management of the Conference,

Board Meeting Decisions

This meeting of the Board of Directors was held prior to the Conference as required by the By-Laws, Acting President, Mr. John-Iwar Dahlin, presiding. Among many things discussed and considered were the appointment of Directors and Alternate Directors of member countries for the next triennium, who had been elected by their respective Members; the appointment of Conference Committees and Committees on the agenda for dealing with various practical problems, etc.

Mr. Arthur W. Nordstrom, Port of Los Angeles, who was appointed Chairman of the Bills and Resolutions Committee, then submitted to the Board two bills amending the provisions of the By-Laws, regarding the procedure of elections of Members and Directors, the abolition of the

three Regions, etc., for the purpose of streamlining activities of the Association. He also introduced a resolution concerning establishment of an Institute of Information (INFO) within the Association, which had been proposed by the United States Directors. These bills and resolution were unanimously approved after deliberate consideration.

The resolution concerning formation and operation of INFO, which will have great bearings on the future activities of the Association, reads as follows:

"To authorize the formation and operation of an Institute of Information within the International Association of Ports and Harbors, and the entering into the necessary agreements and contracts for the employment of consultation services in connection therewith,

BE IT RESOLVED by the International Association of Ports and Harbors, in a plenary meeting of the Second Triennial Conference assembled, as follows,

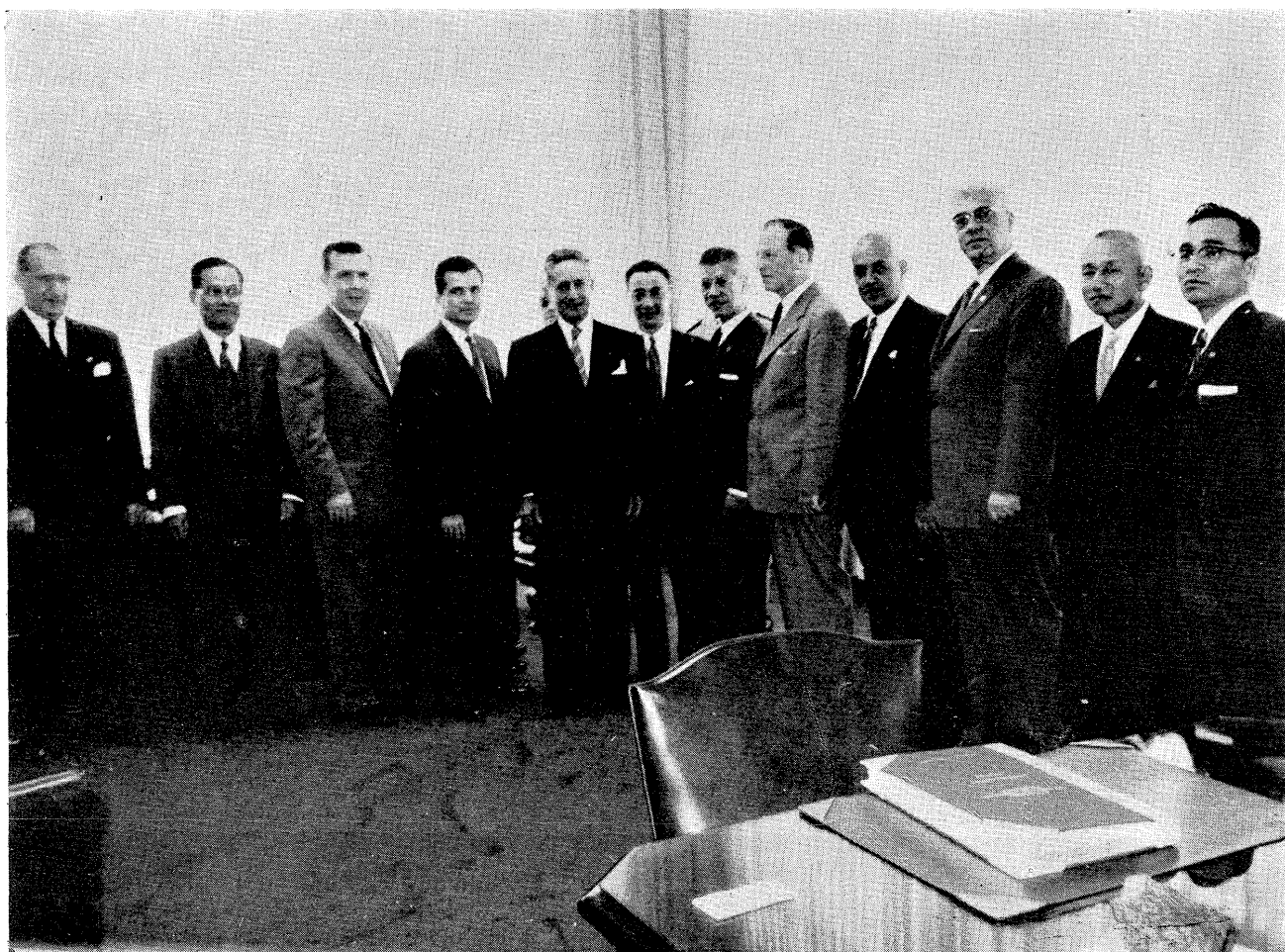


Photo shows Officers and Directors of the Association paying a courtesy visit to Admiral Manuel Zermeno Araico, Minister of Maritime Affairs (in center), at Secretaria de Marina.

Photo shows delegates, observers and guests attending the opening ceremonies held in the Communications and Transportation Ministry auditorium.



That an Institute of Information (INFO) be organized and set up within the International Association of Ports and Harbors, with the object and purpose of collecting and colligating data with reference to rates, charges, rules, regulations, facilities and services of the ports and harbors of the world, of tabulating, coordinating and condensing such data, of compiling therefrom and editing and printing a work or works, con-

sisting of information sheets for each of the several ports and harbors of the world, for distribution to the members of the International Association of Ports and Harbors; and

BE IT FURTHER RESOLVED, That the President of the International Association of Ports and Harbors be and he is hereby authorized and empowered, subject to the approval of the Board of Directors, from time to time to

take such action and enter into such contracts for consultation services as in his judgment are expedient and necessary in order to organize and set up said Institute of Information within the International Association of Ports and Harbors; and that the Chief of the Central Secretariat be and he is hereby authorized and directed to cooperate with the President and the Board of Directors with reference to the compilation and



Shown in photo are Mexican guards of honor lined up in front of the Communications and Transportation Ministry for the opening session held in its auditorium.



After the opening ceremonies delegates visited Columna de la Independencia (Column of Independence) and laid wreaths at it.

colligation of said data, and the printing, reproduction and distribution of the information sheets or other matter to be disseminated."

In the meanwhile, Viccalmirante Rigoberto Otal Briseno, Secretaria de Marina, officially visited the Board of Directors in session and conveyed to them the welcome message of President Adolfo Lopez Mateos of Mexico.

Mexican President Declares Opening of Conference

On June 22 the curtain was raised and the Second Triennial Conference of the International Association of Ports and Harbors was opened in the Ministry of Communications and Transportation auditorium, solemnly but

amidst an atmosphere replete with feelings of international friendship. Attended by over 200 delegates and guests, the conference was officially declared opened by President Adolfo Lopez Mateos of the Republic of Mexico. In his declaration, the Mexican President said: "Today, the 22nd of June, 1959, I solemnly declare the inauguration of the Second Triennial Conference of the International Association of Ports and Harbors, hoping that the achievements which will be attained here, will contribute to the fraternity of all nations and the friendship of the world."

Following the opening address by Conference Chairman, Mr. John-Iwar Dahlin, welcome addresses were given by Admiral G. C. Manuel Zermno Araico, representing Conference hosts, Lic. Alfonso Perez Gazga, State Governor of Oaxaca, representing the Pacific Coast ports, and Lic. Carlos A. Madrazo, State Governor of Tobasco, representing the Mexican Gulf Coast ports. Mr. Lloyd A. Menveg, President, Board of Harbor Commissioners, Los Angeles, U.S.A., made a response speech, on behalf of the Association delegations.

First Plenary Session

In the first plenary session which followed the opening ceremonies, after the election of Dr. Chujiro Haraguchi as Conference Vice Chairman, Mr. Gaku Matsumoto, Chief of the Central Secretariat, made a report on Associa-



Statues at the base of the Column of Independence.



Admitted in audience, the delegates are visiting President Adolfo Lopez Mateos at his presidential office.

tion affairs and finance for the past triennium since the First Triennial Conference was held in Los Angeles in November, 1955.

The Chairman then announced the new Directors and Alternate Directors of member countries to serve for the next triennium, and appointed the Conference Committees and Committees on the Agenda, whose chairmen were: Mr. Elmo E. Ferrari, Port of Stockton, as Chairman of the Nominating Committee; Mr. John P. Davis, Port of Long

Beach, as Chairman of the Honorary Membership Committee; Mr. J. Kerwin Rooney, Port of Oakland, as Chairman of the Port Organization Committee; Mr. Hsu Ren-shou, Port of Keelung, Taiwan, China, as Chairman of the Port Operation Committee; and Mr. Carl M. Smith, Port of San Francisco, as Chairman of the Free Discussions Committee.

The Chairman of the Bills and Resolutions Committee then explained the By-Laws amendment bills and the resolution concerning

formation of the Institute of Information, which were adopted by the Board of Directors meeting on the previous day. These amendment bills and the resolution were unanimously approved by the delegates attending.

Between Meetings

On June 23, the second day of the Conference, the delegates were conducted to visit the industrial factories at Sahagun and Irolo Town in the suburbs of Mexico City. They were given an opportunity to see the large scale de-

Free Discussions Committee is shown in session, Mr. Carl M. Smith acting as Chairman.





Retiring President John-Iwar Dahlin (center) is extending congratulations to new President Lloyd A. Menveg (right), while new First Vice President Lt. Gen. J. L. Huang (left) joins it.

velopment in industrial production now taking place in this country.

Besides this significant one day trip, various reception arrangements were also made for the delegates between meetings. On June 22, a welcoming luncheon was given the delegates at Restaurant Astoria by the Minister of Maritime Affairs. On this occasion, Mr. John-Iwar Dahlin, Acting President of the Association, and Mr. Gaku Matsumoto, Chief of the Central Secretariat, were honored as the Distinguished Guests of the Mexican Ministry of Maritime Affairs (Secretaria de Marina). A reception was also given on the evening at the Hotel El Presidente by Gremio Unido de Alijadores S.C. de R.L. de R.L. de Tampico to entertain the delegates. Other receptions were given by Cia. Utah, S.A., and other economic organizations, including the Japanese Machinery Center, and the Japanese Ambassador to Mexico.

For the ladies a special program had been prepared. They were conducted to view various points of interest in this beautiful historic city.

Committee Meetings Active

From early in the morning of June 24, all of the committees were actively and seriously engaged in the deliberation on the subjects and pre-conference papers presented by the members. Conclusions arrived at by each Committee were presented to the next day's plenary session in the form of recommendations or suggestions. And some of them were forwarded to the Bills and Resolutions Committee to be adopted by the Conference as its resolutions. A resume of these Committee recommendations and suggestions is given elsewhere in these pages.

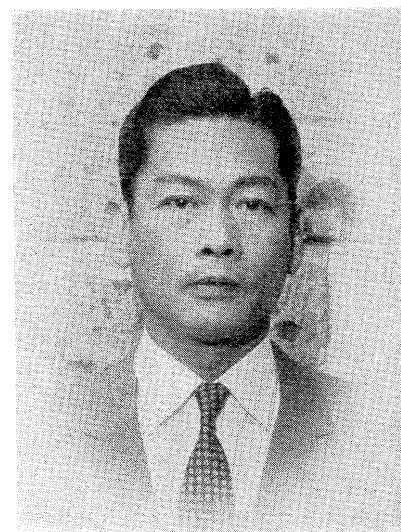
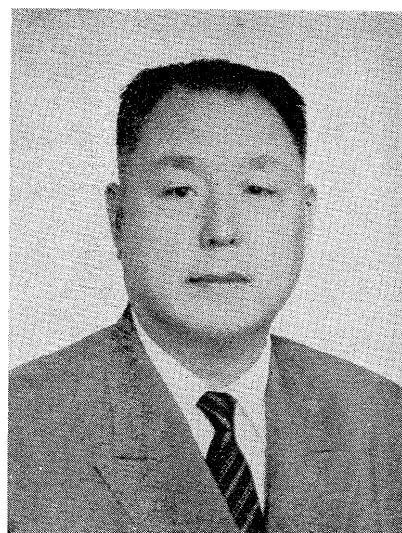
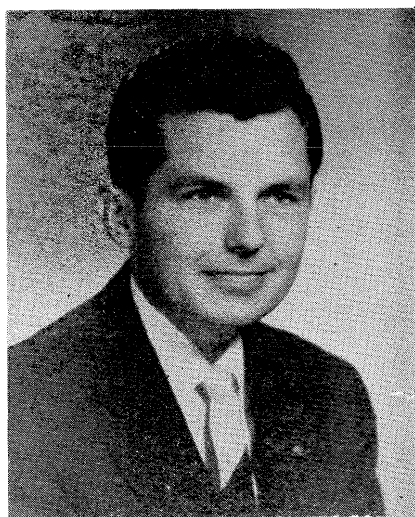
Delegates Given the President's Audience

One of the most impressive experiences they had throughout the session of the Conference was that the delegates were granted an audience of the President of Mexico. During the recess of committee meetings on the same day, they were conducted to visit the President's office in the old palace building, where they were individually presented to President Adolfo Lopez Mateos. This gracious

and friendly gesture on the part of the Mexican Chief Executive could not but be deeply appreciated by all of the delegates as adding something very impressive to the happy and significant experiences they had in attending the Mexico Conference.

Second Plenary Session

The second plenary session of the Conference was held on the morning of June 25 in the Ministry of Communications and Transportation auditorium, Chairman, Mr. Dahlin, presiding. Results of committee deliberations were reported by the Chairman of each Committee. Mr. J. Kerwin Rooney, Chairman of the Organization Committee reported, among other things, that the Standing Committee on Commerce and International Relations would remain inactive status until the next Triennial Conference, so as to allow the fact-finding committee or INFO to do the job for which it was formed. Mr. Hsu Ren-shou, Chairman of the Port Operation Committee, suggested the standardization of the terminologies and de-



I.A.P.H. NEW OFFICERS: Above row from l. to r.: President Lloyd A. Menveg, Los Angeles; First Vice President Lt. Gen. J. L. Huang, Republic of China; Second Vice President Francisco A. Medrano, Philippines. Right photo shows Chief of the Central Secretariat Gaku Matsumoto.

finitions concerning the different harbor rates, by taking proper measures, and recommended the promotion of containerization by joint efforts of all ports. Mr. Carl M. Smith, Chairman of the Free Discussions Committee, recommended in his report the adoption of "a resolution to endorse the principle of documentary simplification and reduction for the vessels and the international trade," which had been submitted to the Resolutions and Bills Committee. This resolution reads:

"WHEREAS, it is generally recognized that the vessels engaged in water transport and foreign commerce and required, when entering and leaving ports, to prepare many documents for the government purpose, and

WHEREAS, the preparation for the these documents is costly to

the shippers, the consignees and the vessels, and

WHEREAS, it appears that many of these documents could be dispensed with or consolidated with others and yet provide such information and data as may be required or necessary for the governmental use, and

WHEREAS, the uniformity, where practicable among such documents of the different countries, is highly desirable to facilitate the vessels' entries and departures, and

WHEREAS, the substantial documentary reduction has been easily achieved for the transportation by air and rail. Now, therefore,

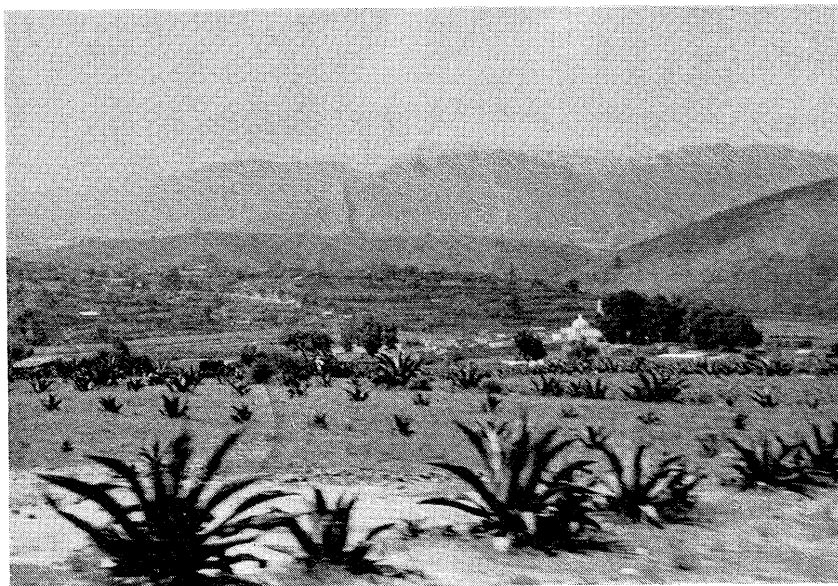
BE IT RESOLVED by the International Association of Ports and Harbors, in a plenary meeting of the Second Triennial Conference assembled,

That the desirability and necessity of substantially reducing and simplifying the required documentation for the vessels engaged in the international trade, be in a same manner to endorse the principle; and

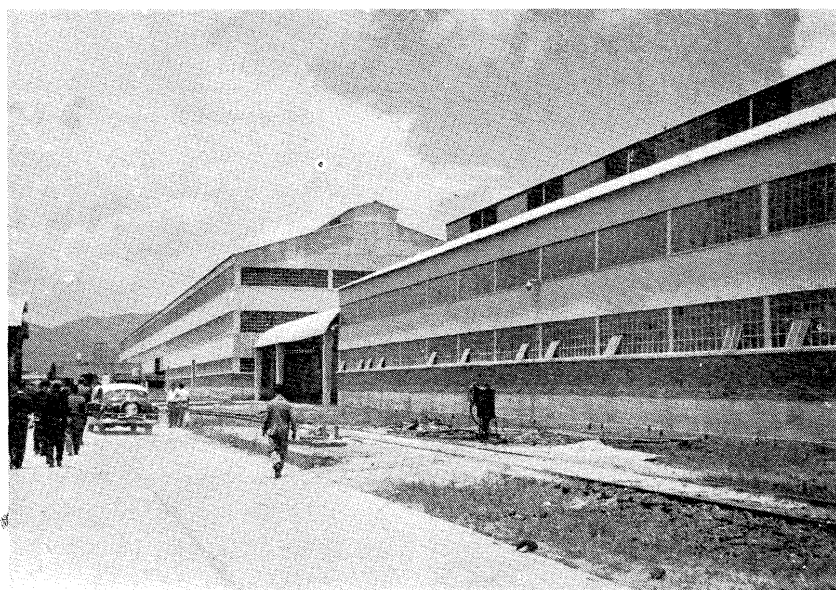
BE IT FURTHER RESOLVED, That the President be and he is hereby authorized and requested to appoint as soon as practicable, a special international committee to study the problem to request an assistance from and to assist other associations, groups or individuals who are interested in the similar objective, and to make a report to the membership of this Association with a recommendation after or before the holding of the Third Triennial Conference of this Association."

First Honorary Members

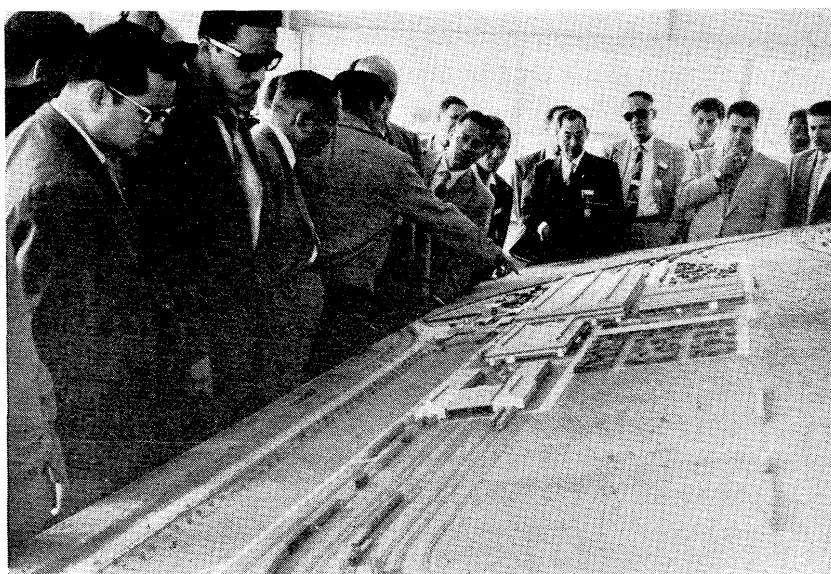
These committee reports were followed by those of the Conference Committees. Mr. Arthur W. Nordstrom, Chairman of the Resolutions and Bills Committee, introduced, besides the aforementioned resolution concerning the documentary simplification in shipping, three resolutions to express the thanks and appreciation of this Association to various officials who had contributed to the success of the Conference in Mexico City. These resolutions were unanimously approved. Then, as Chairman of the Honorary Membership Committee, Mr. John P. Davis recom-



Typical scenery in the suburbs of Mexico City.



Industrial plant in Sahagun.



Model plant plans are being explained to delegates.

mended and proposed that Prince Takamatsu of Japan would be the first Honorary Member of this Association "for his meritorious services to this Association since its inception" and that Admiral Manuel Zermeno Araico of Mexico would be "the second member for this honorable classification for his outstanding services to this organization." This proposition being unanimously and enthusiastically supported, Prince Takamatsu and Admiral Araico were elected first Honorary Members in the history of this Association.

New President, Vice Presidents Elected

Lastly but not leastly, Mr. Elmo E. Ferrari, Chairman of the Nominating Committee, nominated Mr. Lloyd A. Menveg, Port of Los Angeles, as President, and Lt. Gen J. L. Huang, Republic of China, as First Vice President, and Mr. Francisco A. Medrano, Manila, Republic of Philippines, as Second Vice President. These nominations being unanimously approved, they were elected respectively as President, First Vice President and Second Vice President for the coming triennium.

All businesses ended, the Second Triennial Conference in Mexico City, which was conducted so successfully and with many practical results amidst an atmosphere of the most sincere international cooperation and collaboration, was finally and officially closed by Admiral Manuel Zermeno Araico, Minister of Maritime Affairs.

Board Meeting After Conference

Newly elected officers and Directors met on the afternoon of June 25 in a regular Board meeting, after the closing of the Conference. Under the chairmanship of new President Lloyd A. Menveg, they discussed and considered ways and means to most effectively realize Conference decisions.

Resume of Committee Decisions

ORGANIZATION COMMITTEE RECOMMENDATIONS

1. That the fact-finding Committee prepares and submits the paper relating to the duties and responsibilities of port management in assisting the governing body and making policy decision.

That the Standing Committee on Port Administration and Utilization keeps in mind that different governmental set-ups that are inherent in the various members of this Association.

2. That the Standing Committee on Commerce and International Relations remains in inactive status until the next Triennial Conference, so as to allow the INFO to do the job for which it was set up.

PORT OPERATION COMMITTEE SUGGESTIONS

1. That there should be no endeavor to find ways to unify rates in various world ports or even ports in the same country, because of their different economical background. However, the terminologies, even in different language, could be standardized with respective definitions added. There should be no duplication on rates of same nature.
2. That, subject to the approval of Board of Directors, a special group of members interested in this subject might join the Standing Committee on Port Administration and Utilization to form a Sub-Committee in carrying on this investigation.
3. That the method of computing the rates and the financial status of various ports should also be investigated. The rates should certainly be figured out to cover adequately the costs of maintaining and operating the port facilities with reasonable annual amortization factor at proper interest rate for the investment, except in some countries, some of the harbor

works are subsidized partly or fully by the Federal Government.

4. That these investigations could be made by sending questionnaires to various member ports or the national Director of this Association, and analysis could be made after receiving replies from them. It will then be endeavored to standardize all the terminologies and definitions, to be discussed in the next Triennial Conference and be later adopted by all member ports.

RECOMMENDATIONS

1. That the system of containerization be promoted with the support of the members of this Association, because it cuts down the cost of operation and avoid pilferage and damage to the cargo.
2. That engineering design of new port facilities be made more flexible to fit the adoption of containerization. The members of this Association might be able to furnish to other members their new design.
3. That the solution of labor problem due to adoption of containerization lies in a process of education of the management and labor. Saving achieved by the use of containers will result in expanded world commerce and a better situation to all.
4. That port procedures including Customs in handling containers be arranged to be simplified in making such a system possible.

FREE DISCUSSIONS COMMITTEE

RECOMMENDATIONS

1. That all of the reports appearing on the Agenda under Item 5. be received and filed for the information purposes.
2. That each member port be requested to furnish a report concerning stevedore labor con-

ditions in their respective port area at the next Triennial Conference of the Association.

Further, the Committee wants this report includes the total number of stevedores in the labor pool at the particular area, total output of man-hour and also another important factor as to whether or not these stevedores in the labor pool are under the organized labor plan.

3. That the member ports adopt the Resolution pertaining to the documentary simplification in world shipping.
4. That the Standing Committees will investigate the problem "Congestion of export cargoes and inbound vessels toward the end of every month" to find out the satisfactory solution with the cooperation of trading, banking, shipping as well as other parties concerned.
5. That INFO, will collect, colligate and report data with reference to rates, charges, rules, regulations, facilities and services of the ports of the world, with a view to study and establish the standard practice among nations about such as containers, standard measure and weight and adopting container system.



Delegates in Irolo Town.

Harbor Activities



Alice Jones, Miss Port of Long Beach, and Anthony Rippo, Weather Bureau Supervisor at the Port of Long Beach.

Weather Department Office at the Port of Long Beach

Nearly every merchant ship sailing the Pacific Ocean is a volunteer weather observing station. Every six hours (by Greenwich Time) cargo freighters of all nationalities radio valuable weather information to United States Weather Bureau offices. Literally hundreds of items pertaining to wind velocity and direction, barometric readings, air and water temperatures, cloud formations, and other scientific data are analyzed and processed by Weather Department experts. As a result, complete reports and forecasts on the entire Pacific area are available to all mariners and air carriers that are invaluable to the determination of routes of travel.

In order to insure the best possible accuracy of reports compiled by contributing ships, a branch office of the United States Department of Commerce Weather Bureau has been located in Long Beach Harbor. Port supervisor for the office, Anthony Rippo, visits every cargo ship that enters Long Beach Harbor or Los Angeles Harbor. As a regular service, Rippo supplies weather log sheets, barograph charts, cloud charts and other forms to facilitate ships' weather officers in their observations and recordings. These records are forwarded by Rippo to a central office for study and research. Supervisor Rippo also offers the service of checking the accuracy of the ship's barometer and is able to make elementary adjustments on the spot. If neces-

sary, the barometer can be thoroughly checked in a pressure chamber at Rippo's office at Berth 9, Pier A. This scientific device creates artificial pressure and temperature conditions to check the instrument's accuracy or tolerance variances. A barometer has an acceptable accuracy if it does not exceed more than .03 inches of mercury for every 40-degree change in Fahrenheit temperature. The testing process usually takes an entire working day.

The United States Bureau furnishes many ships of American registry with barometers and Psychon wet and dry thermometers. As a regular routine, ships in this area are required to have their barometers checked at the Long Beach office once a year.

Since the office was opened at Long Beach Harbor last March, Rippo has serviced 770 ships and has checked 930 barometers, 90 barographs and the same number of thermometers.

* * *

Coal Pier in Tokyo Port

The Toyosu coal pier of the Tokyo Electric Power Company, which had been under construction since April 1958 at a cost of ¥1,000,000,000, was completed at the end of June and will shortly come into operation. The pier, 200 meters long and 9 meters deep, is capable of berthing a 10,000 tonner or three 3,000-ton vessels at the same time.

* * *

Kobe's Pier 8 Starts Operation

Pier No. 8, the last of all piers constructed under the Kobe Port expansion program, was completed and accommodated the Tatsuharu Maru (7,737 tons d.w.) of the Shin Nihon Steamship Company on July 14 as the first ship. It required five years for construction and cost about ¥1,200,000,000. The pier, 400 meters long, 51 meters wide and 10 meters deep, is capable of berthing two 10,000 tonners simultaneously. Two two-storey ferro-concrete sheds (3,818 square meters) were erected on the pier. The pier, fully equipped for handling general cargo, will be used only for cargo vessels on India, Pakistan and European services.

Largest U.S. Merchant Vessel in Long Beach

The largest merchant vessel under the United States flag called at the Port of Long Beach August 20 on her maiden voyage, remained here for the day, and departed that evening for points west and the Orient, with 43,000 tons of petroleum products aboard.

The ship was the S.S. "Trans-Eastern," owned by the Trans-Eastern Corporation, out of New York. On the present voyage she is under charter to the Military Sea Transport Service. Her master is Capt. Thomas O'Shea.

The large vessel was taken alongside Berth 76 at the Richfield Marine Terminal on Channel 2, where she completed a loading job which began at Pasadena, Texas, near Houston. She left Pasadena partly under ballast in order to clear the locks of the Panama Canal, being too big under full load to pass through.

The "TransEastern" is 746 feet long and has a beam of 102 feet, Capt. O'Shea said. She went out of Long Beach Harbor down to her summer mark, with a draft of 39 feet. Her capacity is 46,477 tons.

En route to Yokohama, Japan, the "TransEastern" will call at Pearl Harbor and Guam.

Modern in all respects, the supertanker is typical of up-to-date tankship design, with 'mid-ship-house enclosing the bridge and officers' quarters, and after-house enclosing crew's quarters, galley, mess and engineers' quarters. On the top deck of the after-house is a large swim pool for the use of officers and crew. All accommodations for both are fully modern.

The supertankship is a steamer, with steam generated by Grade C bunker oil, which is burned at a rate of about 500 barrels a day. Her loaded speed is 16½ knots.

Daido Line to Handle Containers

At the chance the regulations for the carriage of container cargoes have been made by the Trans-Pacific Freight conference of Japan and the Japan Atlantic and Gulf Freight Conference, the Daido Line has decided to establish the container freight service for the first time in Japan with the sailing of the cargo liner Kosei Maru (11,625 tons d.w.) on the Japan-New York Service leaving for New York early in September. The company's container is 200 cu. ft. in capacity (5 measurement tons) which may be considered as the most standard size in view of the cargo handling facilities at the present stage here in Japan. The company is con-

sidering the use of various types of containers in the future as occasion demands. This type of container has already been used by Japanese National Railways since this spring. Commodities loaded in the 30 containers taken on the Kosei Maru include transistor radios, tape recorders, cameras and optical instruments.

"K" Line to Use Collapsible Containers

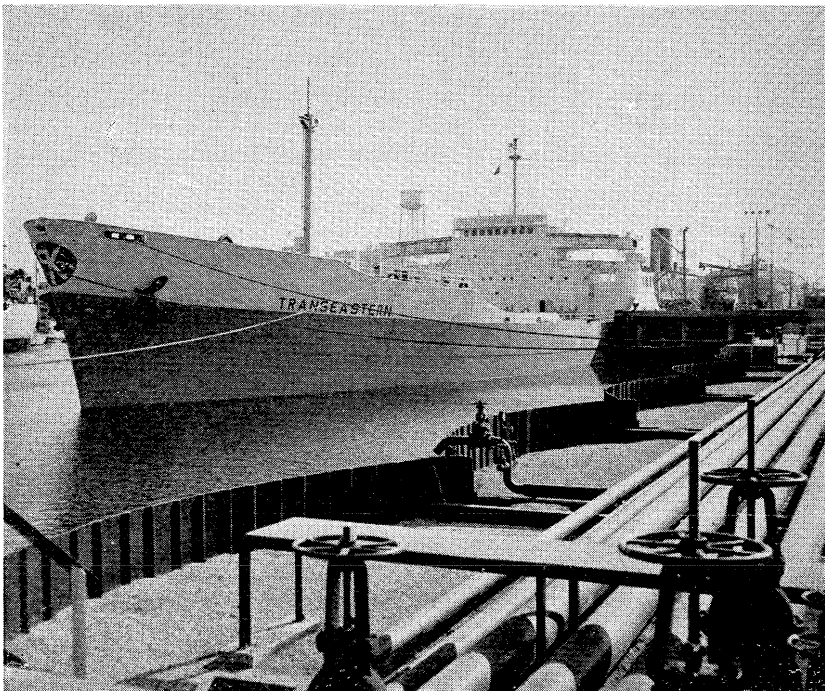
Spurred by the Daido Line's establishment of the container freight service, the Kawasaki Steamship Company has recently decided to handle container cargo. In view of the difficulty to bring back empty containers after use, the company is planning to use collapsible 200 cu. ft. (5 tons) containers. They will be first loaded with porcelains at the port of Nagoya.

Yokohama Port Hospital to be Built

The City of Yokohama has recently decided to construct a port hospital with Government aid which has been desired for many years by dockers and other workers engaged in port services. The municipal authority intends to begin the construction in October and to complete it by the end of fiscal 1960. The hospital building, located at Yamashita Park will consist of a main building and an annex. The former will be a four-storey ferro-concrete building with a basement floor (3200 square meters) which is composed of consultation rooms, sick rooms and other rooms and the three-storey annex with 100 beds will be for dockers and those concerned with port services.

Hakodate to Improve Facilities

In order to keep pace with the recent arrivals of 50,000-ton class tankers carrying oil to Maruzen oil tanks at Hakodate, the Port and Harbor Department of the City is planning to instal buoys capable of mooring large size vessels near the tanks located outside the breakwater.



The "TransEastern", the largest merchant vessel under the U.S. flag called at the Port of Long Beach on her maiden voyage on August 20.

New Big Passenger-Cargo Terminal for Los Angeles Harbor

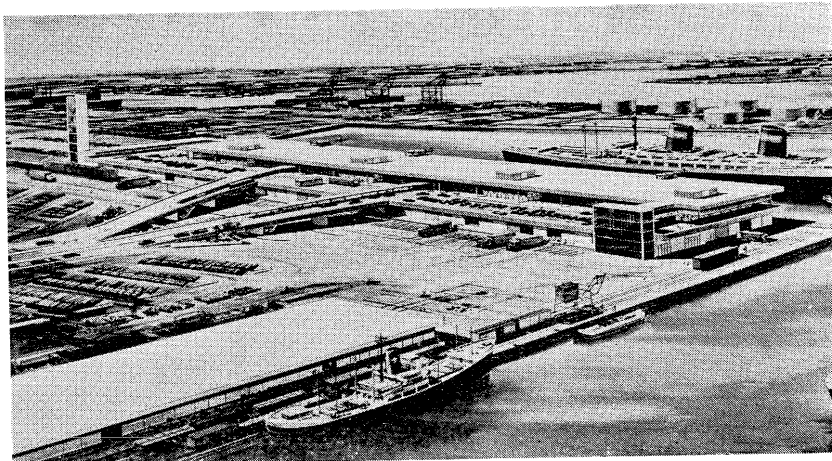
Architects' drawings for the largest maritime passenger-cargo terminal on the U.S. Pacific or Atlantic coasts and perhaps the most modern in the world have been approved by the Los Angeles Board of Harbor Commissioners.

Edward V. Dockweiler, chief harbor engineer, said drawings for the new \$15 million facility, which has been assigned to the American President Lines, were prepared by Kistner, Wright & Wright, architects and engineers, Edward H. Fickett, architect, and S. B. Barnes & Associates, structural engineers.

The huge passenger-cargo terminal is scheduled for completion in three years when APL puts its new 1,400-passenger luxury liner into Pacific service, according to Dockweiler. It will provide more than a half million square feet of space for handling passengers and cargo.

Dominating the project will be a two-story streamlined passenger-cargo building, 1,008 feet long and 200 feet wide, clear-span. Passenger facilities will occupy the upper floor.

A unique system of ramps will permit automobiles and buses to discharge and pick up passengers and visitors on this second-floor



General view of huge passenger-cargo terminal to be built at Los Angeles Harbor and assigned to American President Lines. Main passenger-cargo building is in center. Note vehicular ramps at side which will permit automobiles and buses to discharge and pick up passengers and visitors at the second-floor passenger level of the ultra-modern structure. Lower floor of main building and entire structure at lower left will be used for cargo and will provide a combined capacity of 35,000 tons.

level. A paved parking area for 3,000 cars will be built adjacent to the terminal.

A second building, 630×200 feet, will be used entirely for cargo. Capacity of the two cargo areas will be 35,000 tons.

Dockweiler said construction would follow the structural steel frame pattern with reinforced concrete for floor decks in both buildings. Expansive use of glass will enhance the functional beauty of

will insure speedy handling of passengers and baggage. Dockweiler estimates the new terminal will be able to handle 1,400 passengers and their luggage in less than an hour. This does not include customs clearance of incoming passengers.

the passenger terminal.

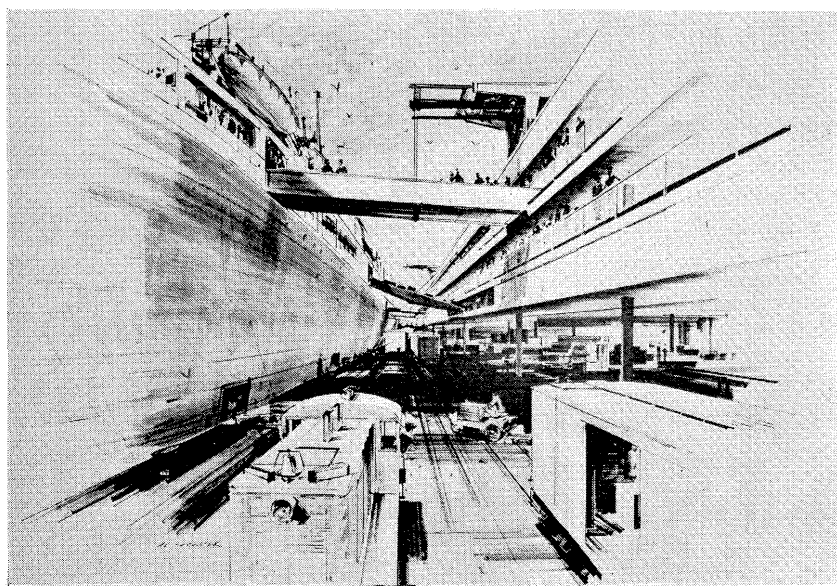
The interior design of this area

Three aluminum gangways, which telescope out of the way when not in use, will connect a ship directly with the second-floor terminal. Escalators will take passengers to the customs inspection station adjacent to the first and cabin class lounges.

American President Lines' offices will be located at the south end of the large terminal building, separated from the passenger area by a garden court.

Other features of the big construction project include 2,400 linear feet of dock which will be built on pre-stressed concrete piles; dockside rail and truck facilities; submerged glass-lined latex tanks; and storage space for refrigerated cargo.

Presently, dredging of a previously useless marsh area is underway. This will provide a slip for the new APL terminal, 1,200 feet long, 400 feet wide and 35 feet deep. When completed, a million cubic yards of earth will have been moved to prepare the way for constructing berths 90 through 93 in the San Pedro district of Los Angeles Harbor.



Plans for the largest passenger-cargo terminal on the U.S. Pacific or Atlantic coasts to be built by Los Angeles Harbor Department and occupied by American President Lines call for maximum efficiency in handling passengers as well as cargo. Example: this drawing shows a 1,450-passenger liner docked at the 50-foot-wide wharf which is kept completely clear of any obstruction by passenger gangways and baggage conveyors. The three aluminum gangways connecting passenger terminal and ship telescope out of the way when not in use.

First Protected Supertanker Terminal at L.A. Harbor

The first protected supertanker terminal in the world was dedicated at Los Angeles Harbor on July 16 with the push of a button on a control board which enables one man to unload 35,000 barrels of crude oil an hour.

Lloyd A. Menveg, president of the Board of Harbor Commissioners, then officially turned over the huge facility to A.C. Rubel, president of the Union Oil Company of California which will operate it under a 30-year preferential assignment. This agreement stipulates that any company bringing supertankers into the municipal port may use the new terminal.

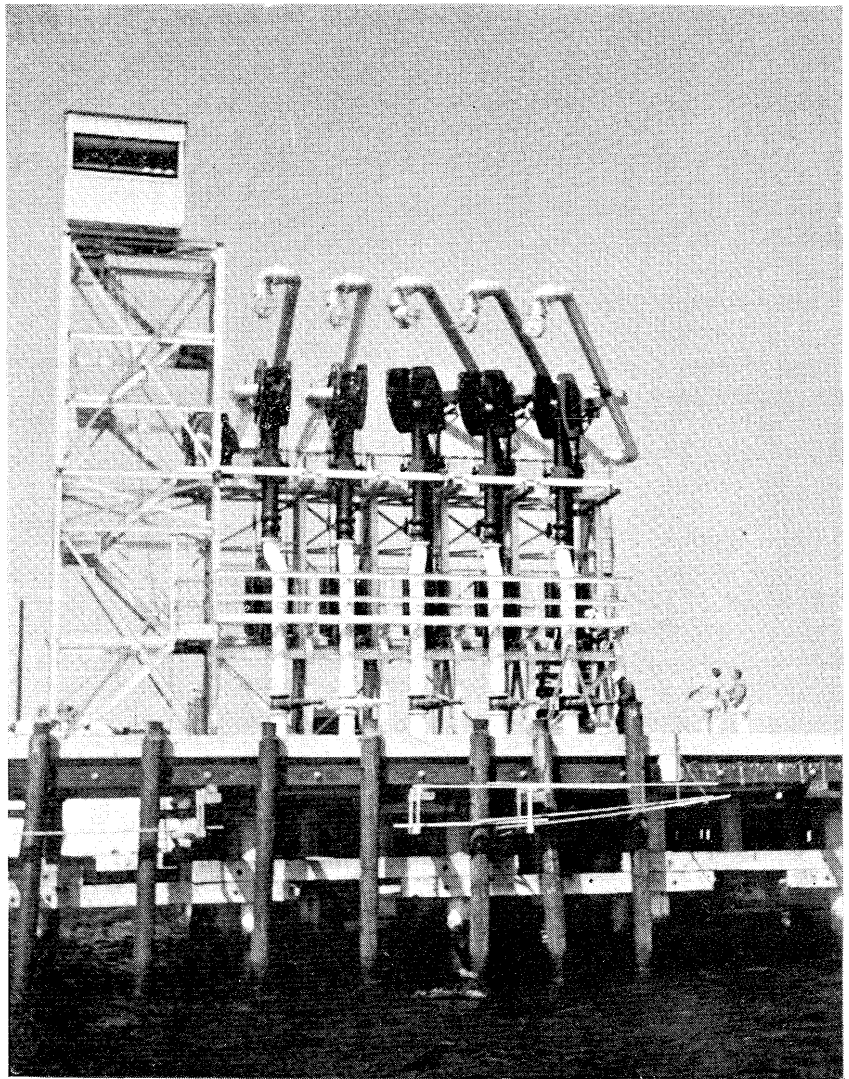
One hundred civic officials and shipping and oil company executives attended the dedication ceremonies on the wharf and the reception which followed aboard the first supertanker to visit the new terminal, the SS TORREY CANYON.

Los Angeles Harbor's General Manager Bernard J. Caughlin said the completion of this unique facility means that Los Angeles Harbor is the first port in the world to catch up with the recent tremendous increase in the size of tankships. Normally, these maritime giants have to take the pounding of the open sea while discharging their cargoes either by lighterage or by long, expensive pontooned pipelines.

Located in the San Pedro area of Los Angeles Harbor, the terminal stands on an 18-acre man-made peninsula which was constructed with earth dredged up from the floor of Outer Harbor. The dredging created a fairway—500 feet wide, 46 feet deep and $1\frac{3}{4}$ miles long—from the breakwater entrance to the terminal site. This special channel was so dredged that it can later be deepened to 55 feet if the draft of supertankers yet to be built requires it.

The reinforced concrete wharf is 960 feet long and 60 feet wide. Outboard dolphins at either end provide an over-all tying-up length of 1,160 feet, according to Admiral Edward V. Dockweiler, chief harbor engineer.

Five hydraulically-operated loading arms and a control house are



Here the concrete wharf for Los Angeles Harbor's Supertanker terminal—the only facility of its kind on the West Coast—is virtually completed and some of the hose equipment for handling oil, such as above, is installed. Known as the Chiksan marine loading arm, this automatic machinery has free-wheeling feature which allows the arm to rise and fall or drift with ship movement. It needs no attendants after initial hookup.

installed on the wharf. The loading arms swing out to be attached to the piping on the ship at the push of a button. One man in the control house controls the massive flow of oil. From this vantage point, he can get instantaneous temperature and level readings from the five storage tanks located a short distance away.

This recently completed tank farm has a total capacity of 875,000 barrels. The four pipelines serving the terminal include one 30-inch line to transmit crude oil from ship to tank farm to refinery; two 12-inch fuel lines from refinery to farm to ship; and one 12-inch reversible fuel or crude line from tank farm to refinery.

The Harbor Department spent \$4,000,000 for the fairway, dike

and fill of the man-made peninsula, and the wharf. The new facility, Dockweiler explained, will accommodate the largest ships afloat today—vessels of 75,000 tons.

The SS TORREY CANYON, scene of the dedicatory reception, is a supertanker but not the largest of those expected to call at this port. She is 810 feet long, 104 feet wide and 92 high—about the height of a 10-story building. Her maximum capacity is 478,000 barrels.

In his dedication speech, Menveg said: "This terminal marks another milestone in Los Angeles Harbor's accelerated progress program aimed to provide overseas shippers with the finest facilities to be found anywhere in the world."

All-time High in Revenues attained by L.A. Harbor

An all-time high in revenues rung up by Los Angeles Harbor during the fiscal year ending last June 30 means that the municipal department operating the great marine facility has more than doubled its earnings in the last 10 years.

Gross revenues for the year recently ended amounted to \$8,206,576, as compared to \$7,857,380 for the previous year and \$3,970,105 in fiscal 1948-49, according to General Manager Bernard J. Caughlin. He pointed out that the current revenue and tonnage totals would be even higher if shortages of longshore gangs were not causing some ships to bypass the port.

The Harbor Department is entirely self-sustaining, using no tax money for its operations, and its earnings are plowed back into expansion and improvement of its facilities.

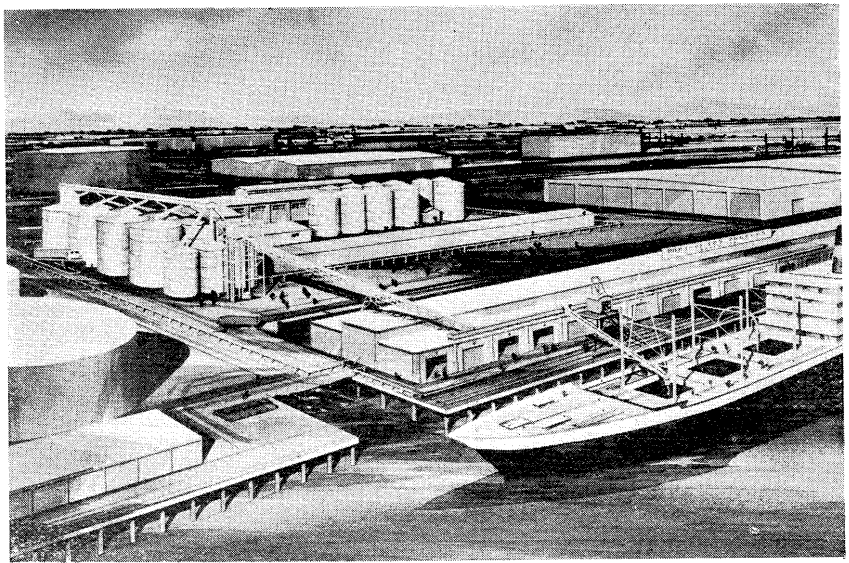
The principal sources of its revenue are the services it sells to shipping lines: dockage, wharfage, storage, pilotage and preferential assignments.

The ships of 27 nations called at the municipal port during the past year, resulting in an interchange of cargo across its wharves totaling 23,611,028 tons. These arrivals were almost evenly divided between U.S. and foreign vessels—2223 of the former and 2220 of the latter.

For the fifth consecutive year, Japan led all foreign flags here, with 524 arrivals, an increase of 59 over the previous year. Most of the other nations registering more than 100 arrivals held steady: Liberia, 373; Norway, 300; Great Britain, 207; West Germany, 144; the Netherlands, 123.

The top-tonnage exports were iron and steel scrap, borax and borate, citrus fruits, cotton and cotton linters, fats and greases, industrial chemicals, infusorial earth, fruit juices, canned fish and industrial machinery and parts.

The principal imports, in order of tonnage, were copra, bananas, molasses, rubber, steel wire, pipe, veneer and plywood, automobiles and trucks, green coffee, fertilizers, newsprint, hardwood lumber and window and plate glass.



Artist's conception of new \$410,000 Los Angeles Harbor Grain Terminal, the first to be built in Southern California. Here grain is being loaded into holds of freighter in this fashion: type of grain being exported is syphoned from bottom of tank storing it (left bank of tanks); conveyor belt feeds the grain to and up 65-foot bucket elevator to through-belt conveyor where it flows down to trough atop Berth 174 building and is picked up by traveling gantry crane which handles final loading of grain into holds of ship.

New Marine Grain Terminal at L.A. Harbor

Large shipments for grain will soon be flowing to Japan and India through a new marine grain terminal at Los Angeles Harbor, Bernard J. Caughlin, general manager of the port, announced this week.

The new \$410,000 terminal will go into operation about December 1, this year. According to Caughlin, it is the first facility designed exclusively for grain ever to be built in Southern California.

Wheat, barley, milo, alfalfa pellets and other grains from the entire southwestern part of the United States and as far inland as Kansas will be shipped from Los Angeles Harbor's new grain terminal with most of it destined for Japan and India.

Imports will consist mainly of copra meal and copra cake from the Philippines.

The terminal's equipment will be geared to load 500 tons (17,000 bushels) or unload 300 tons (10,200 bushels) an hour.

The Board of Harbor Commissioners has approved a 20-year

lease on Berth 174 for the Los Angeles Harbor Terminal, a newly formed corporation.

Under the agreement, the Harbor Department will spend \$160,000 to install a quarter-mile trough-belt conveyor system, a six-ton gantry crane and a 65-foot-high bucket elevator. The operating firm's initial investment of \$250,000 will cover the cost of a second elevator, unloading equipment, dust control devices and 11 tanks with a total capacity of over 350,000 bushels.

Future company plans call for installing an automatic truck dumper which will tilt big motor carriers up in the air, depositing whole truckload at a time into a conveyor system.

"The Los Angeles Harbor Department, which has handled relatively small shipments of grain up to now, expects the new terminal's high-speed system will handle 100,000 tons during its first year operation and sizeable annual increase thereafter," General Manager Caughlin concluded.

Present Status of Modernization of Japan's Leading Ports

(The following article is written on the basis of materials included in "Port Management in Japan—1959" prepared for the Management Specialists Study Team sponsored by the International Cooperation Administration and the Japan Productivity Center.—*Editor*)

Outline

With the exception of specific bulk cargoes, loading and unloading in Japan depends mainly upon barges. This holds true even in such major ports as Yokohama and Kobe.

Whereas this situation is mainly attributable to the shortage of berths, the availability of transit sheds and warehouses, the character of the users, the affiliations of enterprises as well as the tardiness in the mechanization of quay-side loading and unloading have fostered the development of canal-side facilities.

In a nutshell, it may be safely

asserted that the afore-mentioned factors, coupled with the problem of the difficulties confronting barge operators in changing their business, have greatly impeded the modernization of Japan's loading and unloading systems.

Thanks, however, to the recent increase in available berths through the construction of new piers and release of piers that had for long been requisitioned by the Occupational authorities, opportunities have presented themselves for a switch-over from barge loading and unloading to the quay-side loading and unloading system as well as for rationalizing the said operations.

Efforts are thus being exerted

toward the construction of piers for the exclusive use of specific categories of cargoes as well as multi-storied warehouses on the piers with a view to acquiring smoother movement of cargo and increasing the overall capacity of the ports.

Port of Tokyo

The Port of Tokyo is an artificial port created by dredging the shallows at the mouth of River Sumida. Due to the expansive canal area behind the port having originally been the point of departure and arrival of port transit cargoes, off-shore loading and unloading as well as barge forwarding—still prevalent at the



The Port of Tokyo.



The Port of
Yokohama.

present day—continued for a lengthy period.

As a natural sequence to the development of the Port of Yokohama and the Tokyo-Yokohama industrial areas, a steady expansion was witnessed in the barge transportation system of cargoes—still in vogue even today. Further, as evidenced from the prevalent custom of off-shore loading and unloading as well as the barge forwarding of cargoes, the war-time setup since 1941 and the subsequent requisition of the port facilities created a ten-year blank in the modernization of the port.

However, in addition to the partial completion of the Toyosu and Harumi piers since 1950 as well as the release of the Shibaura Pier area and the construction of some private piers, the direct quay-side loading and unloading system is being gradually brought to a state of perfection mainly for the purpose of handling coal, cement, grain, as well as iron and steel.

Generally speaking, however, the bulk of sundry goods as well as bulk cargoes are still loaded and unloaded by means of barges.

As for cargoes having been switched over to quay-side loading and unloading, not much progress has been witnessed as yet in the modernization of the system other

than for coal and cement.

Nevertheless, this is held as being merely a transitory phenomenon arising from the lack of co-ordination between public and private investments mainly due to the fact that the Port of Tokyo is still in the course of construction.

In some aspects, however, the said situation seemingly appears as being due to the result of mal-adjustment among business and industrial circles, such as observed in the lack of organization, systematic rates and the existence of deeply-rooted time-honored business affiliations.

Despite the fact that improvements have for long been introduced in accordance with the port facilities expansion and quay-side loading and unloading mechanization policies, the situation as yet leaves much to the desired.

It is, however, encouraging to note that steady efforts are being exerted toward the speedy modernization of port facilities by utilizing the funds that have accumulated from the past.

Port of Yokohama

Off-shore loading and unloading by means of barges still prevails to a considerable degree due to the shortage of berths arising from the ravages of war, post-war re-

quisition as well as inefficient and obsolete harbor-management methods.

It is gratifying, however, to observe that the present trend is toward specialization of the piers and mechanization of loading and unloading, as a result of which bulk cargoes are becoming gradually placed under the quay-side loading and unloading system.

Especially noteworthy has been the manner in which industrial circles have developed the rationalization of cargo handling at their factory piers by casting away their traditional usages.

Moreover, with the object of actively promoting the modernization and efficiency of loading and unloading, the Yokohama Port Cargo Transit Promotion Co., Ltd. has been duly organized under the guidance of the port management and joint investment of leading stevedoring operators.

Upon application by the operators, stevedoring equipment belonging to the management of the said organization, may be freely rented for use.

Port of Shimizu

As an ideal natural harbor, the Port of Shimizu possesses no need of such facilities as may be expressly required for artificial ports. Nevertheless, the moderni-

zation of its facilities cannot as yet be styled as being wholly satisfactory.

With the progress of port construction work along the shores, triangular waves came to appear within the harbor due to its entrance having come to face the direction from which the wind blows, thereby making off-shore loading and unloading difficult.

Moreover, inasmuch as the port is sorely lacking in water-front houses, this necessitates forwarding of approx. 80 per cent of the cargoes from the quay-side.

However, as operations are well-nigh wholly dependent on ship derricks, the usage rate of pier cranes is extremely low. Although the Port of Shimizu is, as a local port, confronted with a serious mechanization and modernization problem as regards the low-efficient utilization of such equipment, it is nevertheless provided with exclusive piers and stevedoring facilities for bauxite, coal, cement and petroleum.

Notwithstanding the fact that well-nigh 60 per cent of its land facilities were war-damaged, the port was not requisitioned by the Occupational authorities, that its reconstruction was speedily carried out by the Government and private efforts, with the result that its facilities have come to witness

a marked improvement as compared to pre-war days.

Especially striking among the equipment are fork lifts, aboard-ship cargo handling machines and bulk cargo cranes.

This accounts for the reason why, in spite of the increased tonnage of cargoes handled, no noteworthy increase has occurred in the number of longshoremen—500 of whom are under regular employ and 800 are employed at times of emergency.

As regards labor management, which is conducted on the direct-hire system, the port workers are placed under the same organization as the factory workers, and skilled technicians of the factories are appointed as foremen of the port workers.

Port of Nagoya

Owing to the port not having been much affected by the ravages of war as well as post-war requisitioning, reduction of the cost of port operation and improvements in loading and unloading efficiency were duly taken up as adequate measures toward modernization.

The work of establishing the multi-floor system at the Central Pier—which is still in course of progress—was undertaken at an early stage.

Port of Osaka

On the strength of its extensive canal network stretching throughout the city, the Port of Osaka has, for several centuries past, enjoyed considerable prosperity as a river-mouth port. Ever since the Municipality started out upon its gigantic port construction work in 1900, numerous modern piers have been erected along the area facing the mouth of the River Aji.

Herein lies the reason why, similarly to artificial ports, it was found necessary for a lengthy period to rely upon off-shore barge loading and unloading.

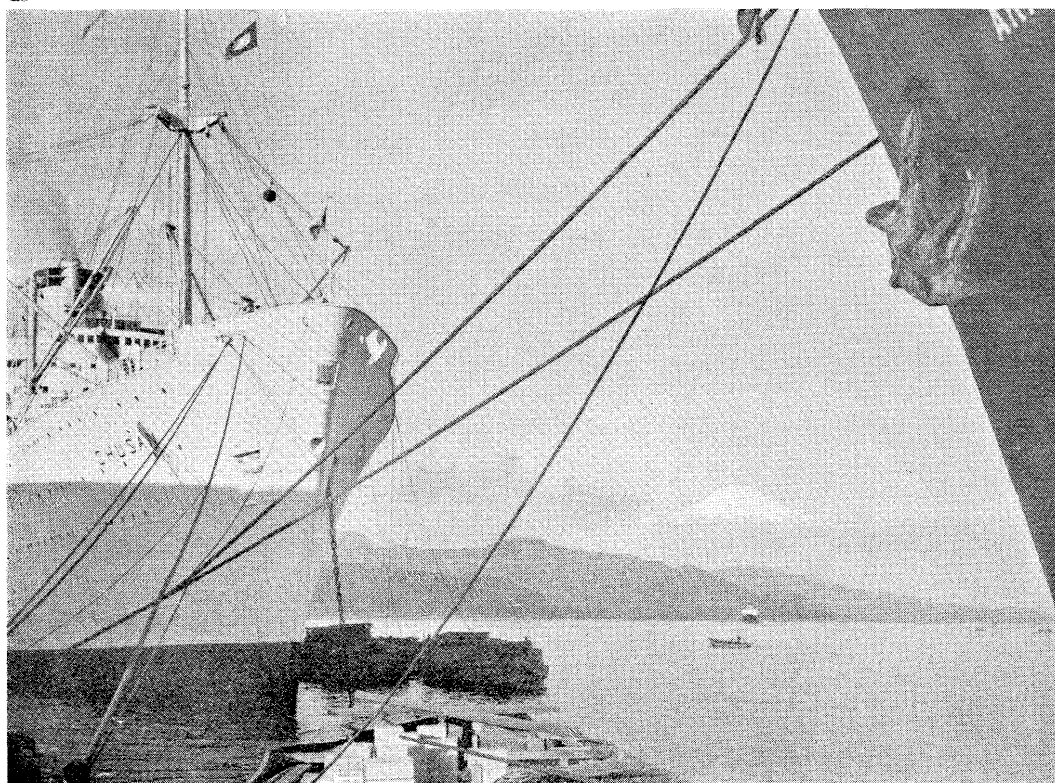
Apart from specialized piers having been established approximately three decades ago, there are also a number of private piers used for grain and petroleum.

Since pre-war days there exists a roofed pier installed with powerful equipment for handling the ship-to-land transportation of coal.

Widely used by motor sailing ships plying the Seto Inland Sea, this port is also adequately equipped with excellent warehouses for sundry goods.

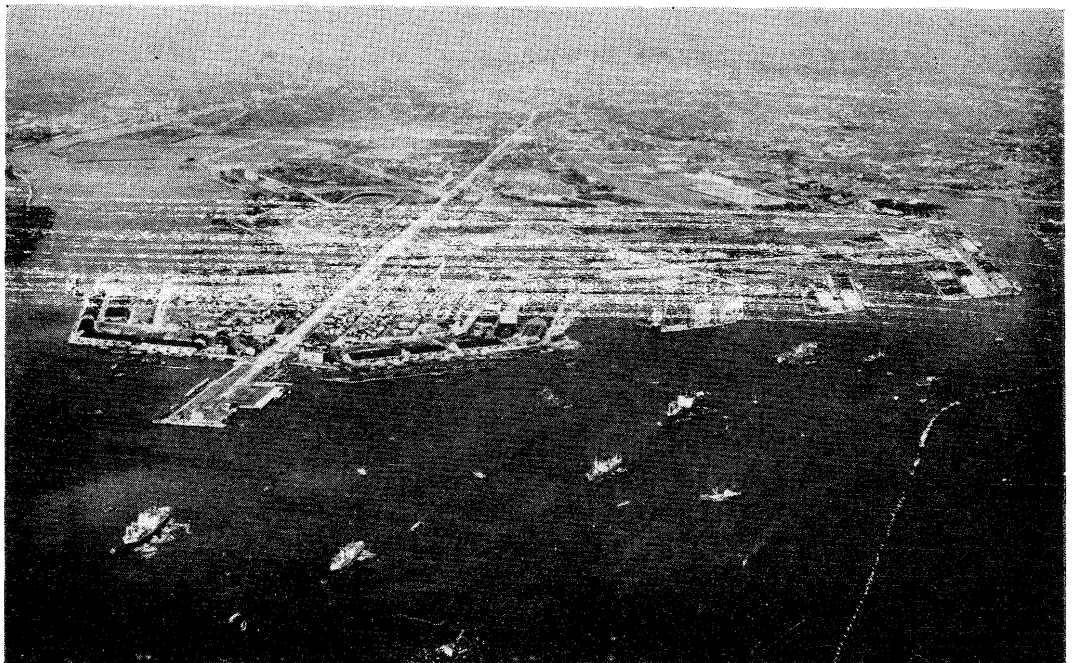
Port of Kobe

The Port of Kobe—which, along with Yokohama, ranks as one of Japan's two leading foreign trade



The Port of Shimizu.

The Port of
Osaka.



ports—constitutes the largest pier district in Japan.

From the 1st to the 6th Pier may be found customs piers ideally suited for the handling of imported cargoes. Aside from transit sheds having been built on each of the said piers, numerous multi-storied warehouses have been erected at their base.

Nevertheless, a greater portion of the actual loading and unloading operations are conducted more under the off-shore than the quay-side system. In other words, the

bulk of the cargoes is unloaded into barges from the transport vessels and carried into the warehouses at the base of the piers.

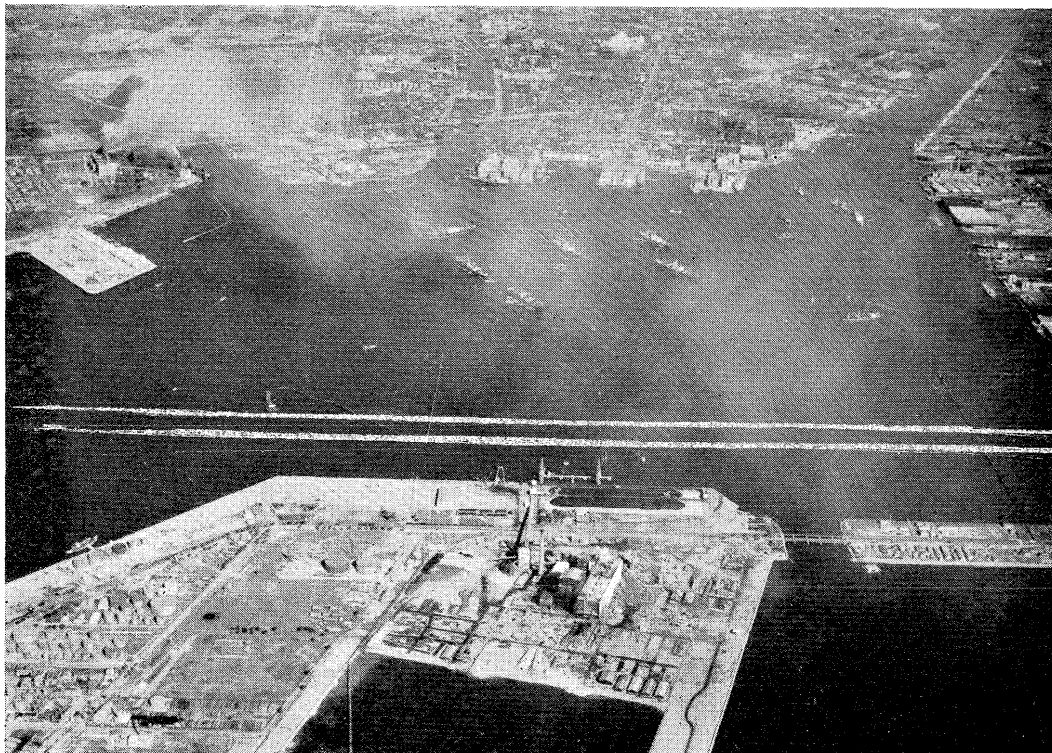
This phenomenon is apparently due to the discrepancy arising from the relationship between the location of the piers and warehouses and the landing agents. It should also not be overlooked that, inasmuch as the sheds on the piers are public property, agents other than landing agents are renting and utilizing same as warehouses.

Hence, in order to remedy this

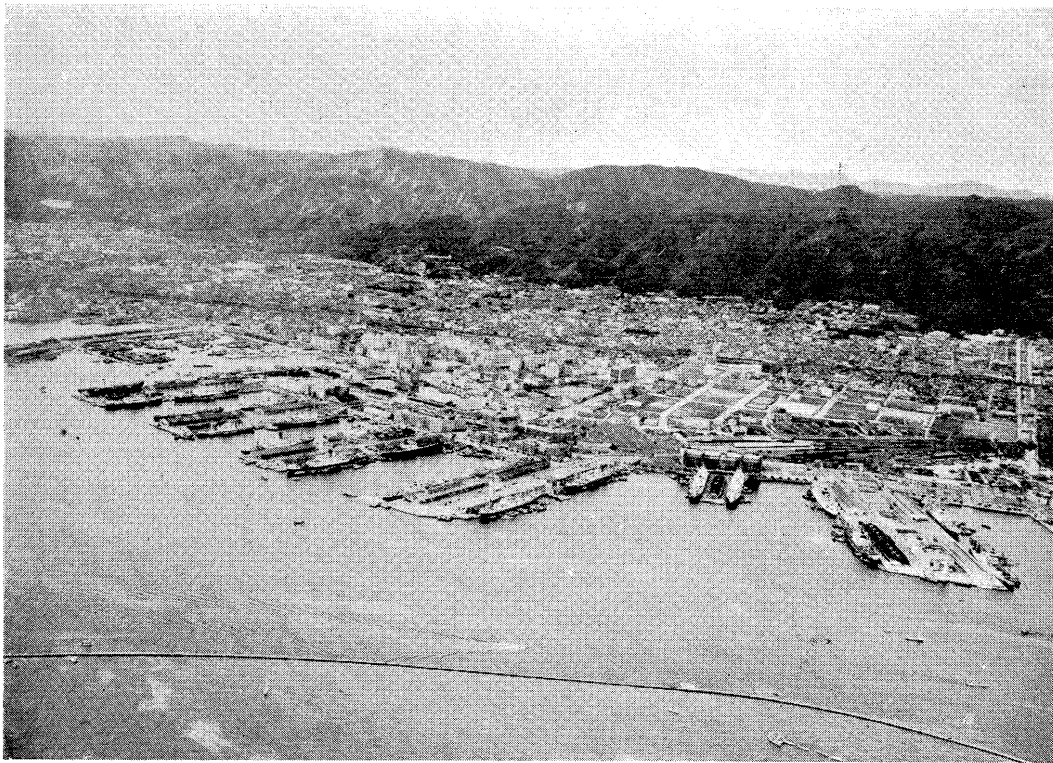
situation, Pier No. 7, provided with sheds and warehouses as well as loading and unloading equipment was recently constructed. This pier is under the management of the Kobe Pier Co., Ltd., which has been organized under joint investment by the Government and private enterprises.

Port of Moji

Off-shore loading and unloading has for long flourished at the Port of Moji due to its having originally developed as a gateway for the



The Port of
Nagoya.



The Port of
Kobe.

shipment of coal mined in northern Kyushu, and especially as a coaling station for ships, apart from which it has also served as a port of entry for imported raw materials required for the various industries of northern Kyushu and the westernmost districts of the Japanese mainland.

It is noteworthy to observe that, although a falling-off has been witnessed in the volume of cargo passing through this port owing to the development of harbor facilities in the adjacent areas, post-war food imports and cement exports—Moji stands out predominant as Japan's foremost cement shipping port—have increased phenomenally.

This, coupled with the steadily rising trend toward building large-sized vessels, eventually gave rise to the need of improving the port's cargo-handling efficiency as well as of reducing operational costs so as to allow of the port facilities being utilized more economically.

This situation prompted the port authorities to undertake the task of modernization of various facilities and rationalization of management.

With a view toward increasing the receiving capacity of imported foodstuffs, three-storied transit sheds were erected on the Niihama and Foreign Trade piers. The

first floor of the said sheds is operated by the Municipality, whereas the 2nd and 3rd floors are used as silo and general warehouses.

Two three-storied sheds have also been built on the Niihama and Nodaura piers for the handling of export cement, with the first floor being operated by the Municipality, and the 2nd and 3rd floors being used for sacking the cement. Moreover, silos—numbering 7 in all—have been provided for these sheds.

Further, a two-storied packing warehouse—with the 1st floor used for storage purposes and the 2nd for packing—has also been built on the Foreign Trade Pier. This building is provided with five silos.

Thus, it may be observed from the foregoing that the port facilities have become considerably modernized through the construction of quay-side loading and unloading facilities.

Concomitant to the increase in cement shipments, there appears every likelihood of the Tanoura Pier becoming used solely for this product from the standpoint of a general streamlining of the facilities, and with this end in view, the said pier is currently having its capacity expanded.

Further, with a new toward

rationalizing its management, the Tanoura Pier Co., Ltd. has been organized under the joint investment of the Municipality and private operators.

Port of Hakata

Due to its being featured by a total absence of off-shore loading and unloading, the Port of Hakata has been saved from various cumbersome problems seen among other ports arising from a switch-over from off-shore to quay-side cargo handling. In other words, it is a port endowed with the good fortune of being able to push along its modernization programs without having its projects obstructed by any complex factors.

The present situation, however, does not represent the fruit of rational planning, but is nothing more than the outcome of the port's natural development.

Nevertheless, the rationalization of the port is being obstructed to a marked degree due to the fact that its facilities must be utilized alternately for different purposes.

This is attributable to the fact that unlike other highly developed ports, the volume of cargo handled at this port is relatively small and, apart from the cargoes comprising a wide variety, the port is obliged to simultaneously handle passengers as well as cargoes.

Miscellaneous News

L.A. Harbor Statistics

Los Angeles Harbor scored good gains in ship arrivals, cargo and earnings during fiscal 1958 (ended June 30), according to General Manager Bernard J. Caughlin.

The ships of 27 nations called at the port in fiscal '59. The 4,443 arrivals were almost evenly divided between foreign flag and U.S. vessels—2,220 for the former and 2,223 for the latter. In fiscal '58, Caughlin pointed out, the total was 4,415 arrivals.

Cargo handled at the world's largest man-made port last year totaled 23,611,028 tons, compared to 21,869,027 tons in fiscal '58.

Gross revenues, the principal sources of which are services to shipping lines, such as dockage, wharfage, storage, pilotage and preferential assignments, amounted to \$8,206,576 in fiscal '59 compared to \$7,857,380 for the previous year.

For the fifth consecutive year, Japan led all foreign flags here with 524 arrivals, an increase of 59 over fiscal '58.

The next 14 nations in number of arrivals ranked as follows:

Liberia, 373; Norway, 300; Great Britain, 207; West Germany, 144; the Netherlands, 123; Italy, 86; Sweden, 82; Denmark, 72; Panama, 58; France, 41; Greece, 41; Honduras, 39; Colombia, 28, and Mexico, 23.

The top four nations in the fiscal '59 lineup retained their positions of last year. But some notable shifts occurred in the remainder of the lineup.

West Germany and the Netherlands, for example, moved from sixth and seventh place in fiscal '58 to fifth and sixth East year, as Panama dropped to the tenth spot. Denmark from eleventh to ninth place; France from fourteenth to eleventh; and Colombia from fifteenth to fourteenth. Mexico which held twelfth place in fiscal '58 declined to the fifteenth last year.

Top-tonnage imports to the Port of Los Angeles in fiscal '59 were copra, bananas, molasses, rubber, steel wire, pipe, veneer and plywood, automobiles and trucks, green coffee, fertilizers, newsprint, hardwood lumber, and window and plate glass.

Principal exports were iron and steel scrap, borax and borate, citrus fruits, cotton and cotton linters, fats and greases, industrial chemicals, infusorial earth, fruit juices, canned fish, and industrial machinery and parts.

Ship Breaking Boom

There is a marked increase in the number of the sale and purchase of used ships for breaking up in the world due to the protracted shipping depression. The tonnage sold to breakers throughout the world from the beginning of this year to the end of June amounted to 225 ships aggregating 1,250,000 tons gross. Of the 130 used ships sold during the period from April to June this year, Japan ranked first with 33, Hong Kong second with 28 and Belgium third with 13. This is attributed to the fact that while the price of used ships is low, steel prices are advancing in Japan due to the increased demand for steel materials resulting from the recent business recovery.

Scrap-and-Build Scheme to be Adopted

The Owners Association composed of 89 shipowners bared on July 12 its five-year plan for improving the quality of vessels under the scrap-and-build scheme as part of the measures for consolidating the shipping industry, which had been under study. The outline of the plan is:

1. To break up 200,000 tons gross of over-aged ships, in replacement of which to build so much tonnage a year from fiscal 1960 to 1964, thereby bringing the total to 1,000,000 tons gross.
2. To ask the Government to grant a scrapping subsidy of ¥5000

per gross ton for vessels to which the scrap-and-build scheme is to be applied.

Shipping Policies for 1960

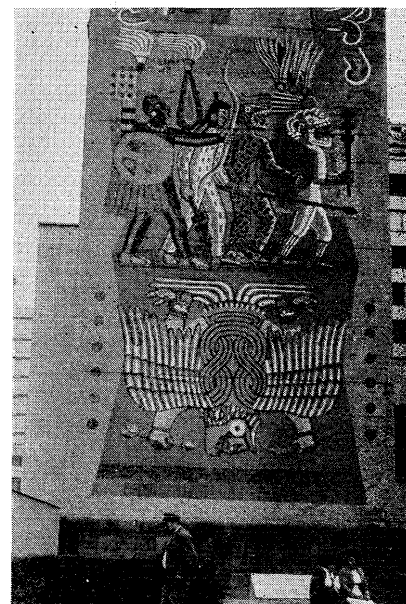
The Ministry of Transportation decided on the important shipping policies which will form the basis of making the 1960 budget. They include: (1) the improvement of ocean-going tonnage; (2) the strengthening of the operating basis of the shipping industry; (3) the expansion of cross trade services; (4) aids to ocean passenger liners and emigrant vessels; (5) the improvement of seamen's welfare facilities; (6) the development of atomic-powered vessels; (7) and the development of the technic of building super high speed vessels.

Nine Shipping Lines Organized into three Groups

At the suggestion of the Ministry of Transportation, Nine Japanese shipping companies operating the Japan-New York service signed an agreement on grouping on September 3, as the result of which, they will be formed into three groups.

The groups include: (1) NYK and Mitsui; (2) OSK, Yamashita and Kawasaki; and (3) Iino, Shin Nihon, Mitsubishi and Daido.

The grouping aims at avoiding excessive competition and promoting co-operation among Japanese operators, the Ministry says.



A part of wall paintings on the Communications and Transportation Ministry Building, Mexico City.

ROSTER OF ATTENDANTS

AUSTRALIA

H. C. Meyer, Adelaide

CHINA

Hsu Ren-shou, Keelung
Lt. Gen. Huang Jen-ling, Taipei

FRANCE

Jacques Gruot, Saigon, Viet-Nam

ISRAEL

Simeon Amir, Embassy of Israel in Mexico

JAPAN

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Kazuo Katayama, Kobe
Saburo Kikuchi, Kobe
Toru Akiyama, Tokyo
Dr. Shigeru Samejima, Tokyo
Tatsugoro Eguchi, Tokyo
Toshiyuki Fukushima, Tokyo
Mineo Nakamichi, Tokyo

Largest Single Shipment

The largest single shipment of foreign steel products ever to arrive at Los Angeles Harbor is being unloaded at Berth 224 from the Republic of China freighter, S. S. New Kaohsiung.

Seventy percent of the \$6,000 tons of steel pipe, wire, angles and reinforcing rods is from Japan, the balance from Taiwan. General Steamship Corp., the agents, estimates that it will take 11 days to discharge the record shipment.

The total for the 1958-59 fiscal year was 203,090 tons, as compared to 130,000 tons the preceding year.

The climb during the first six months of this year was steady, starting with 11,453 tons in January and rising to 28,172 tons in June, he said.

There has been a similar influx in intercoastal steel receipts, with

13,555 tons arriving in January and increasing to 35,301 tons in May and 23,439 tons in June. The fiscal year total of intercoastal steel received was 210,439 tons.

* * *

Mammoth Tanker Launched

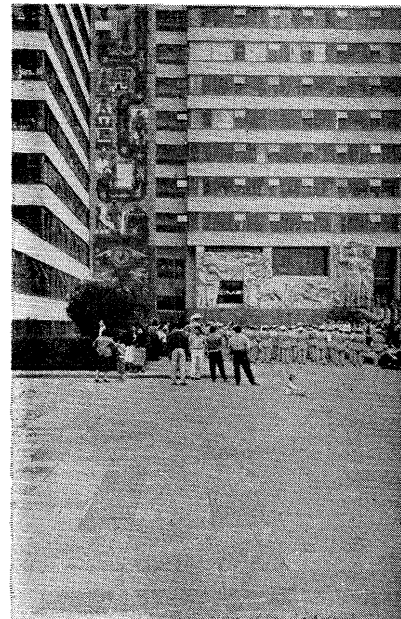
The launching ceremony of the tanker Oriental Giant (67,000 tons d.w.) was held at Sasebo Shipyard of the Sasebo Ship Industry company on August 31. The tanker, ordered by Tanker Service, Inc., Liberia, is the biggest commercial ship ever built by Japanese shipyards and equipped with an air conditioning system, 10-meter swimming pool, elevators and spiral staircases. Upon completion, she will be chartered by the Toa Nenryo (Fuel) Company and engage in carrying crude oil from the Persian Gulf to Japan. Her principal particulars are:

Length	259 meters
Width	32.9 "
Depth	18.5 "
Draft	13.26 "
Tonnage, d.w.	67,500 tons
gross	40,800 "
Propelling machinery ..	Ishikawajima turbine
Output	22,000 h.p.
Speed	17 knots

* * *

Iino Line to Extend to Toronto

The Iino Shipping Company which has extended its New York service to Montreal and Quebec since March, decided to extend the service to Toronto with the sailing of the Muneshima Maru (11,903 tons d.w.) in August. It will take 37 days from Japan to Toronto. The second ship will be the Tsuneshima Maru (11,995 tons d.w.) leaving Yokohama in September.



Communications and Transportation Ministry building and Mexican honor guards.

K Line to Call Curacao

The Kawasaki Steamship Company decided on the regular call of its liners on the Central and South America and Gulf service at Curacao with the sailing of the Daigen Maru (9,717 tons d.w.) in July. So far the port was called irregularly.

* * *

23 Days to New York

Mitsui Line has decided to place the Momijisan Maru (11,417 tons d.w.), newly built under the 14th Government shipbuilding program on the Japan-New York service. The ship is expected to provide 23-day express service between Japan and New York. Her itinerary is: Moji Aug. 29-29; Kobe Aug. 30-Sept. 3; Nagoya Sept. 4-4; Shimizu 5-5; Yokohama 5-7; Los Angeles 18-19; New York 30-Oct. 2; Philadelphia (Baltimore) 4-5; Montreal 9-11 Quebec 11.



A glimpse of delegates in the Communications and Transportation Ministry building on the day of opening ceremonies.

Heiji Kan, Tokyo
 Noboru Kanase, Tokyo
 Jiro Mizuno, Tokyo
 Gaku Matsumoto, Tokyo
 Dr. Shizuo Kuroda, Tokyo
 Shotaro Yamamura, Tokyo
 Akira Ikeda, Tokyo
 Yasuo Iwata, Nagoya
 Masaharu Kato, Tobata
 Hitoshi Zinnai, Kawasaki
 Shohei Yamada, Yokohama
 Satow Koma
 Embajada del Japón, México, D. F.
 Takeshi Naito
 Embajada del Japón, México, D. F.
 Toshio Yamanaka
 Embajada del Japón, México, D. F.
 Heiji Kato
 Exposición Permanente de Maquinaria Japonesa,
 México, D. F.
 Akira Hirose
 Exposición Permanente de Maquinaria Japonesa,
 México, D. F.
 Ing. Kenjiro Kubo
 Exposición Permanente de Maquinaria Japonesa,
 México, D. F.
 Yoshio Sano
 Exposición Permanente de Maquinaria Japonesa,
 México, D. F.

LIBERIA

Edward Julius Wesley, Monrovia

MEXICO

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 Contralmirante Ingeniero Naval
 Oliverio Orozco Vela
 Subsecretario de la Secretaría de Marina México, D. F.
 Vicealmirante Rigoberto Otal Brisenio
 Oficial Mayor de la Secretaría de Marina México, D. F.
 Ing. Fidel Luna Herrera
 Director General de la Dirección General de Obras
 Marítimas, Secretaría de Marina México, D. F.
 Ing. Rumberto Cos Maldonado
 Subdirector de Obras Marítimas, Secretaría de Marina,
 México, D. F.
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SWEDEN

John-Ivar Dahlin, Hälsingborg

THAILAND

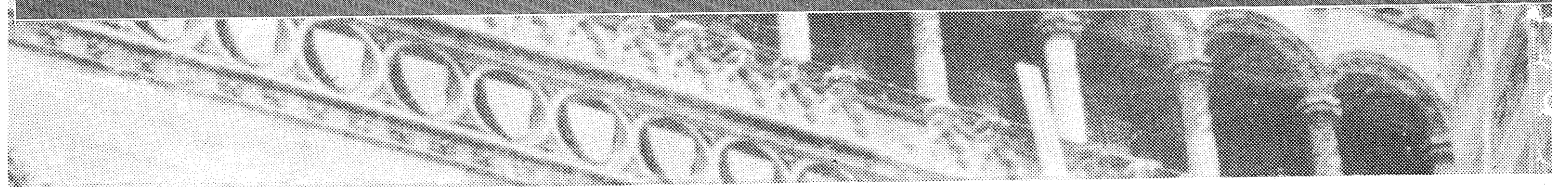
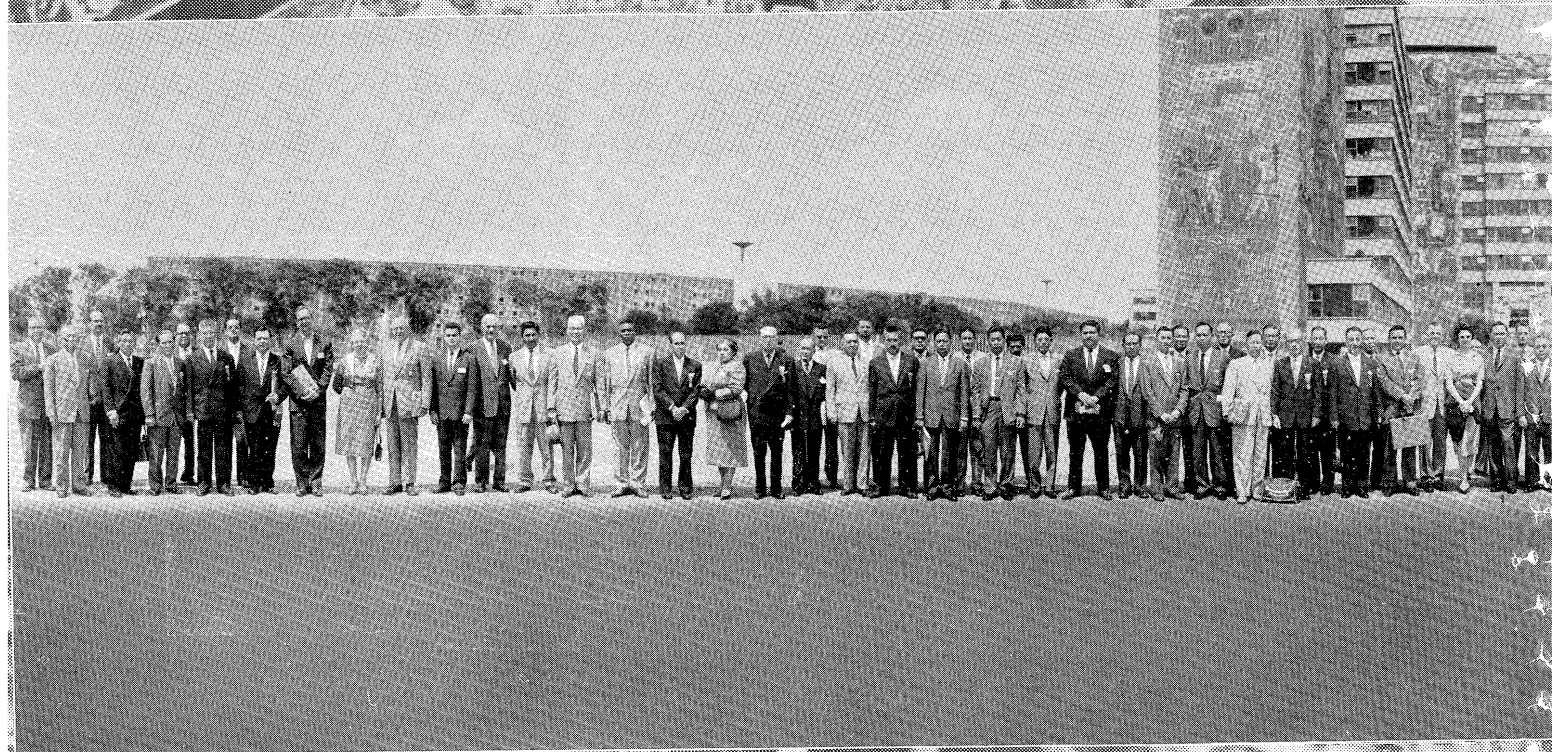
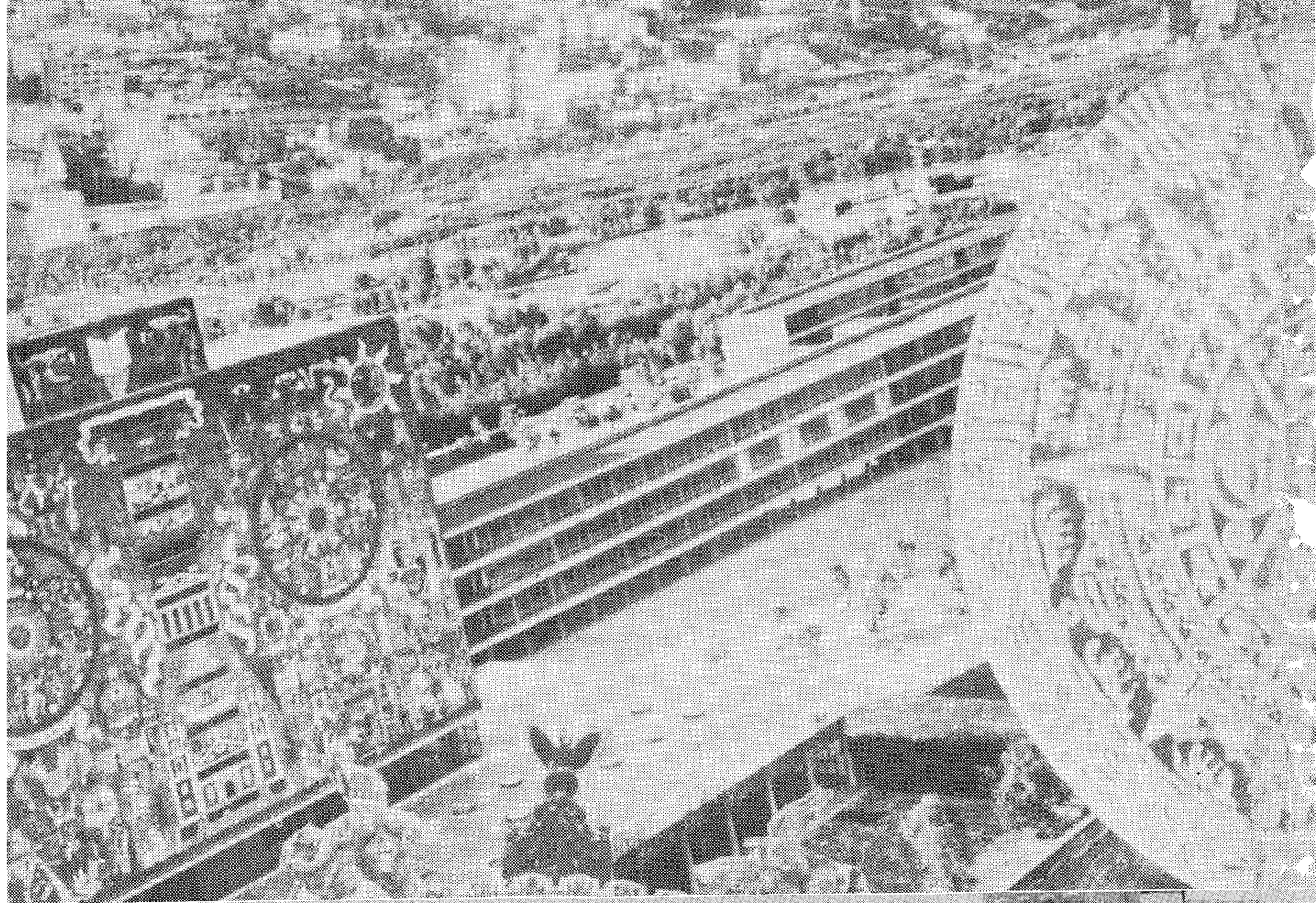
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 Byrd Harris, Corpus Christi, Texas
 Mrs. Byrd Harris, Corpus Christi, Texas
 Albert Serkes, Stanten Island, New York

WEST GERMANY

Richard Serra
 Embassy of the Federal Republic of Germany in Mexico
 Dr. Reinhold Von Fischer-Lossainen
 Embassy of the Federal Republic of Germany in Mexico



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

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