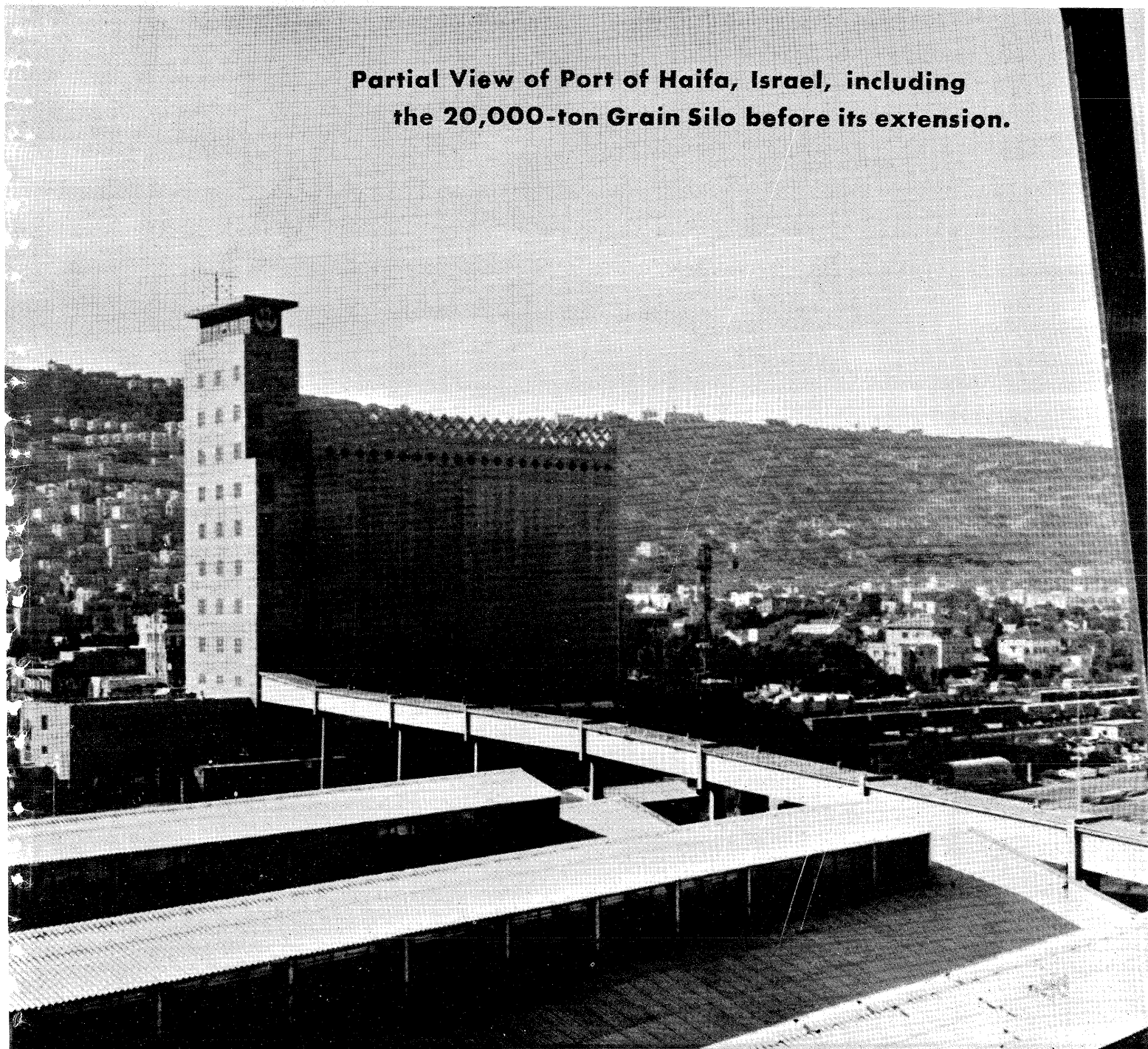


# PORTS *and* HARBORS

MARCH 1960

Vol. 5 No. 1

**Partial View of Port of Haifa, Israel, including  
the 20,000-ton Grain Silo before its extension.**



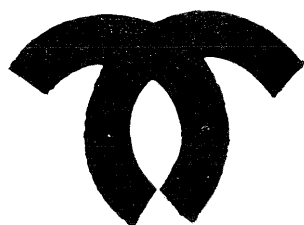
**THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS**

# *Introducing The Crests of Co-Member Ports*

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(Each Issue One Port)

## **THE PORT OF KOBE, JAPAN**



The city crest of Kobe, which also stands for the Port of Kobe, has two meanings. The Port of Kobe consists of the western section, which used to be called the ancient Port of Hyogo or port of fan, because of its fan-shaped natural features, and the eastern section, which has been developed in modern ages into what the Port of Kobe today is. The crest symbolizes a combination of the two harbors, ancient and modern, which are both fan-shaped.



The most important and busiest piers of the Port of Kobe.

# 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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..... President

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<b>Viet-Nam</b>	Mr. Nguyen Van Chieu Director, Saigon Port	

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

# From The Central Secretariat

By **Gaku Matsumoto**

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

We are firmly intent on having the Central Secretariat carry out its duties with renewed vigor so that the year 1960 may shine forth as one of the most glorious and eventful years in the annals of the I.A.P.H.

The first Permanent Council meeting of this year was held on January 28th at the "Alaska" restaurant and was attended by all members with the exception of one absentee. On the occasion of the said meeting the 1959 financial report and the 1960 budget were duly approved.

Inasmuch as the Executive Committee meeting is scheduled to take place this year in accordance with a resolution passed at the Second Triennial Conference, the said budget figures have been so compiled as to also cover the necessary expenses of the said meeting as well as of the Standing Committees in connection therewith as specified under sec. 36 of the By-laws.

Furthermore, following the publication of "Principal Ports in Japan" in April, we are also planning to issue a publication dealing with the actual management status of the principal ports and harbors through the world.

On February 16th Mr. Hsu Ren-shou of China visited our Central Secretariat office on his way back from the U.S. and, in the course of an informal interview, he furnished us with information regarding various members in the U.S.

The Honorary Membership Certificates that we received from President Menveg early this month are most artistically and befittingly gotten up as tokens of commendation.

We, as the Central Secretariat, shall of course see to it that the said certificates are duly conveyed to Prince Takamatsu as well as

## **THE EXECUTIVE COMMITTEE**

### *Will Have Its First Meeting*

#### **May 19-20, 1960, in Honolulu, Hawaii**

Admiral Manuel Zermeno Araico, Minister of Maritime Affairs, Mexico.

However, as regards the No. 1 Honorary Membership Certificate for Prince Takamatsu, we have, from the standpoint of furthering international goodwill, communicated with the President asking whether it were not possible to perhaps have him convey same by hand direct to His Highness the Prince by availing himself of some opportunity for visiting Japan.

The Port of Niigata in Japan has been newly added to the list of Regular Members. This largest trade-port along the Japan Sea coast has for long been suffering from subsidence, but the success in the countermeasures against soil subsidence at Long Beach Harbor has prompted it to apply for membership.

As for the Southeast Asian countries, India has not as yet joined the I.A.P.H., but we are endeavoring to solicit its membership now that we have managed to ascertain the supervisory bodies for the said nation's ten leading ports and harbors.

The completion ceremony of the new Harbor Administration Building at Long Beach was observed on grand scale on March 4th. As one of the special events marking the occasion, a certain quantity of

sea-water from the leading ports and harbors of various nations throughout the world was poured together into the pool located in front of the new Building, and Japan was represented by some water taken from the Port of Kobe which was airmailed in a Japanese porcelain container.

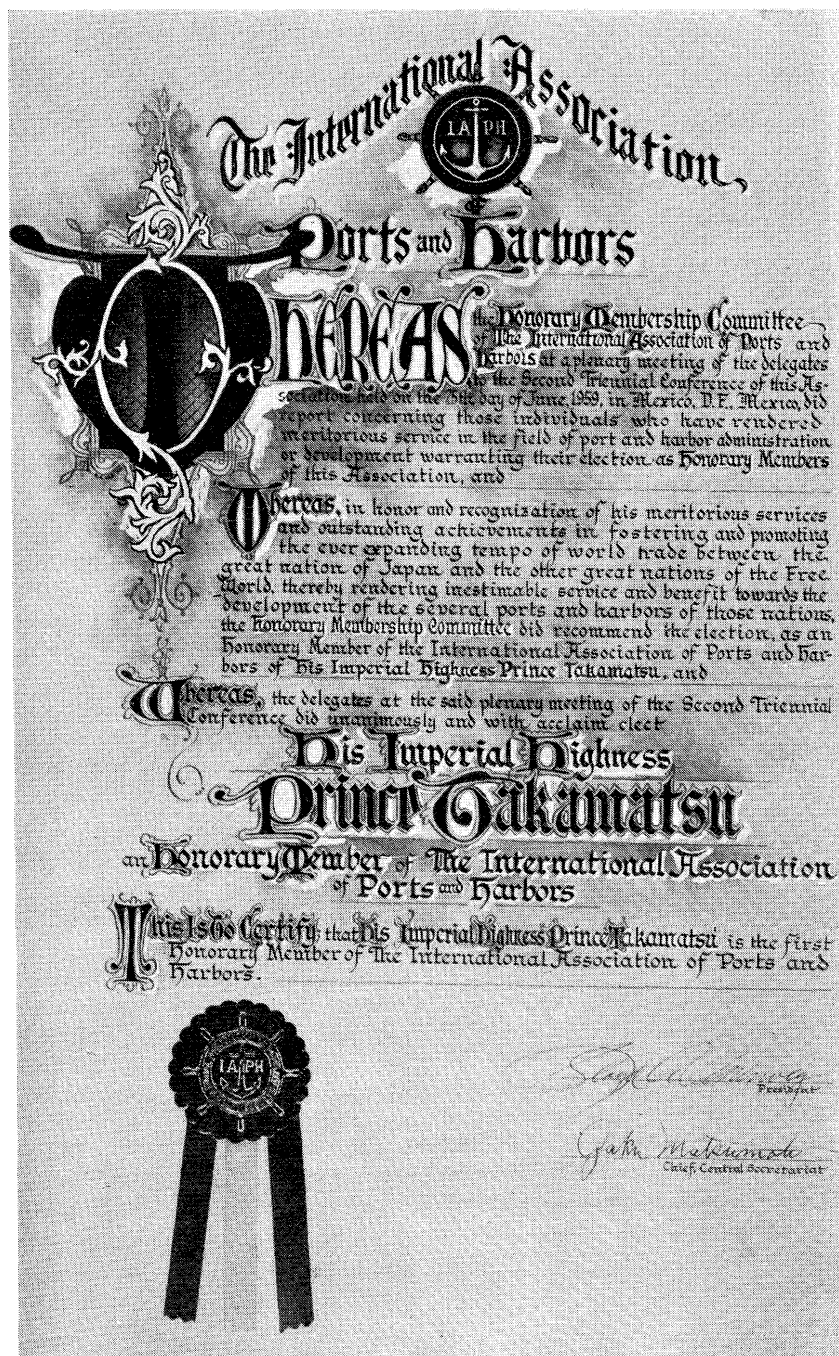
At the time of the ICC Conference held at its headquarters on February 5th, Mr. Yasuzo Ichii, President of the Japan Ship-owners' Association, an influential regular member of the I.A.P.H., solicited the ICC's cooperation in regard to the simplifying of the port entry and clearance procedures of ships as per the Resolution passed at the IAPH's Second Triennial Conference.

Further, in response to our letter dated March 3rd to the European Office of the United Nations requesting them to agree to the mutual exchange of various reference data and literature, we have been favored by their letter dated March 16th expressing their willingness to accede to our said request.

In conclusion, while apologizing for the delay in furnishing you with a copy of the report containing the minutes of proceedings of the Second Triennial Conference, we herewith hasten to send you a copy thereof together with this association's organ.



## News to and from Members



Above is shown a black and white photo of the Honorary Membership Certificate to be presented to Prince Takamatsu, Japan. A similar certificate to the second Honorary Member, Admiral Manuel Zermeno Araico, Mexico, will also be presented to him in Tokyo through the Mexican Ambassador in Tokyo.

## Executive Committee Members Appointed

In accordance with the resolution adopted by the Board of Directors meeting held on June 21, 1959, in Mexico City, the following Directors and Alternate Directors have been appointed by President Menveg as members of the Executive Committee:—

### Alternate Director for China:

Mr. Hsu Ren-shou  
Director, Keelung Harbor Bureau,  
China

### Director for Japan:

Dr. Chujiro Haraguchi  
Mayor, City of Kobe, Japan

## Honorary Membership Certificates Ready

The Honorary Membership Certificates to be presented to Prince Takamatsu of Japan and Admiral Manuel Zermeno Araico, Minister of Maritime Affairs, Mexico, who were elected Honorary Members of the Association at the Second Triennial Conference of Mexico City in June, 1959, have recently been prepared by the cooperation of the Port of Los Angeles. It is 17"×22" and rendered in beautiful colors on parchment paper.

It is planned that these certificates will be presented in due ceremony in Tokyo to Prince Takamatsu and also to Admiral Araico through the Mexican Ambassador to Japan. Their black and white photos are shown here for the inspection by members.

### Thai Directors Change

Pursuant to the resignation of Mr. Kamol Bahalayodhin as Director of the Port Authority of Thailand, Col. Prachuab Suntrangkoon, who has succeeded him as Director of the Port Authority, has become Thai Director of this Association, with Capt. Luang Sriyatta, R.T.N., Deputy Director of the Port Authority, concurrently elected as Thai Alternate Director.

### S. F. Port Director Smith Retires

Succeeding Mr. Carl M. Smith, who retired March 1 as San Francisco's Port Director after 30 years of service with the port, Mr. Rae F. Watts, was appointed by the San Francisco Port Authority to take over the top management post. The new Port Director, Mr. Watts has been the assistant general manager of public docks at Portland, Oregon, since 1955.

### Director for Liberia:

Mr. Edward Julius Wesley  
Assistant to Port Director, Monrovia  
Port Management Co., Ltd.  
Liberia

### Director for Peru:

Col. Howard W. Quinn  
Executive Director, Port of Callao  
Authority, Peru

### Alternate Director for Philippines:

Mr. Francisco A. Medrano  
General Manager, Manila Port  
Service

The President has called the first meeting of the Executive Committee May 19-20, 1960, at Honolulu, Hawaii.



Mr. A.D. Mackenzie, retired Chairman of the Melbourne Harbor Trust Commissioners.

### Mr. A.D. Mackenzie, Melbourne, Retires from Public Service

Mr. A.D. Mackenzie, internationally known Australian port man as the Chairman of the Melbourne Harbor Trust and concurrently the Chairman of the Permanent Committee of the Australian Port Authorities' Association, retired March 3, 1960.

His retirement was reported by the Melbourne Harbor Trust as putting "an end to an era in the 87 year history of the Melbourne Harbor Trust, when the Chairman, Aubrey Duncan Mackenzie, retires after nearly twenty years of service." "Coupling the practicality of the engineer with the imaginative vision of the dreamer, A.D. Mackenzie has lifted the Port of Melbourne into world class during his term in office by his drive and dogged determination, which brooked no opposition in many a course which, subsequently, even his opponents admitted was right."

Internationally, A. D. Mackenzie has contributed many papers to overseas journals, and the paper he presented at the 42nd Conference of the American Association of Port Authorities at San Francisco in 1954—"Requirements of a First-Class Port to Attract World Shipping"—has been hailed as one of the most significant summations of port affairs to have been made by any administrator in recent years.

In relation with the International Association of Ports and Harbors, he has taken deep interest in the organization since when it was still in its embryo. It should be appreciated that he has shown cooperation in many ways to the growth of this Association, especially in regard to the membership of Australian ports.

### Kobe Represented at Long Beach Ceremony

As the Japanese port to be invited to participate in the opening ceremony on March 4 of a new Harbor Department Administration Building, Port of Long Beach, the Port of Kobe has sent via Japan Air Lines a vase containing water taken from the Nunobiki Reservoir, which will be poured into a reflecting pool in front of the new building, together with waters from ports all over the world.

The water from the reservoir flows down through Kobe City and empties itself into the harbor. The water is noted for its good quality and supplied to all ships calling at Kobe. The vase containing it is a piece of Satsuma ware, which is a speciality of Kobe. Depicted, on one side of the vase, is the city emblem and, on the other, a general view of the harbor with the city in the background.

### L.A. Port's Official Visits Tokyo

Mr. Robert M. Wilkinson, Secretary, Board of Harbor Commissioners, City of Los Angeles, is presently visiting Japan on business. On behalf of President Lloyd A. Menveg, he conferred on March 28 with Chief Gaku Matsumoto of the Central Secretariat at the Secretariat office on current Association affairs and preparations for the forthcoming Executive Committee meeting in Honolulu, Hawaii.

After the conference with the Central Secretariat, Mr. Wilkinson is scheduled to leave for Nagoya City, the sister city of Los Angeles, on the city affiliation business, where he will stay for about one week. He will also visit the fourth Osaka International Trade Fair, opening on April 9, for purposes of studying international trade and port promotion problems.



Mayor C. Haraguchi of Kobe City is shown looking at the Satsuma vase containing Kobe water, before sent to Long Beach's new Administration Building dedication ceremonies.



Thirty-two girls representing 21 foreign ports and 11 United States ports are shown above ready to pour the water from all over the world into the reflection pool as a symbol of international friendship.

## New Administration Building for Long Beach Harbor

The new Long Beach Harbor Department Administration Building officially became the latest addition to the City's skyline March 4 in dedication ceremonies held at the base of the towering structure on Peir East.

Dedicated to the cause of international friendship and world trade, the seven-story hub of Harbor activity became a part of the city in a ceremony marked by a spectacular "pouring of the waters" in which 31 lovely girls representing as many foreign and United States ports emptied containers of water from those harbors into the building's reflection pool.

Long Beach Harbor Commission President H. E. (Bud) Ridings, Jr., presided over the dedication, which was witnessed by Harbor Department employees, past and

present Harbor commissioners, the Los Angeles Consular Corps, shipping and civic leaders and the public.

Speakers, in addition to Ridings, included Albert Code, president of the Long Beach Chamber of Commerce; Mayor Ray Kealer and Keith Hcudyschell, Downtown Lions Club president, whose organization, through its clubs in other cities and countries, made the "pouring of the waters" ceremony possible.

In his remarks, Ridings recalled the March 49 years ago of a group of citizens from Pine Avenue and Ocean Boulevard, in downtown Long Beach, westward to their new harbor, approximately where Pico Avenue and Third Street now stand, in order to welcome the first vessel to dock at the Port.

Since that day in 1911, the Board president pointed out, the Port of Long Beach has grown from two berths and five acres of land to 35 berths and 1,000 acres in 1960.

"Even though tidelands oil has made this expansion possible, much credit should go to City and Harbor officials who had vision, faith and an appreciation of the value of a port to the economy of a city," Ridings declared.

Following the ceremonies, guests toured the \$2,825,000 building and enjoyed refreshments served on the sixth floor exhibit gallery overlooking the port's modern facilities.

### Mural Depicts History of Long Beach

The 74-foot mural highlighting the entrance to the Port of Long Beach's new administration building represents the revival of a ceramic art which has been dormant for six hundred years.

Executed with direct painting technique on terra cotta, in high fire underglaze, the mural is the first done in this manner since Della Robbia's renaissance pieces on terra cotta.

General theme of the mural is the chronological development of Long Beach Harbor, together with an historical background of California.

Composition and execution of the mural was done by Sheridan Stanton.

The mural begins at the right, with Juan Rodrigues Cabrillo and his navigator, Bortolome Ferrelo, shown landing near here in October, 1542. Cabrillo was the first explorer of the west coast of America and sailed under the orders of Antonio de Mendoza, first Viceroy of New Spain.

The two ships are the San Salvador and the La Vittoria, caravels constructed by Cabrillo at Puerto de Navidad on Mexico's West Coast, where the voyage began.

On the left of this scene are shown the Canalinos Indians, one of the most advanced tribes in the Americas. These Indians, extinct by 1837, lived primarily on the islands of Santa Barbara, Santa Cruz, Santa Rosa, San Nicholas and Santa Catalina. Their canoes, distinctly different from those of other American Indians, were made of built-up sections lashed



together, with asphalt canlking They could carry up to 20 men.

Below the Indians are shown the fur seals of California. In the state's history, more money was made through the fur industry—based on the sea other and the fur seal—before the 1830s than through all the gold mined in California.

Next on the left is Sir Francis Drake's ship, the Golden Hind, the first English vessel to explore the Pacific Coast.

The next sequence shows a New Bedford whaling ship, symbolizing what was once a major industry in California. The first white settlers in the state were from whaling ships, drawn here by the California whale herd, one of the largest concentrations of whales in the world.

Below the whaling scene and to the left is shown the loading of hides here, during what has been called the pastoral period of California's history, during the days of the Spanish Dons. California

hides were a prime source of American leather.

Directly above is the clipper ship Flying Cloud, the fastest ship of the time on the route around Cape Horn to California. The Flying Cloud's 24-hour sailing record was never beaten.

Next are figures of the California Don and Yankee Americans, illustrative of the United States' acquisition of California in accordance with the treaty of Guadalupe Hidalgo which transferred the state from Mexico in 1848.

Above is a composite drawing of a Panama mail packet side wheeler, which represents the type of vessel that carried mail and passengers from Panama to California during the Gold Rush.

Next is the ship Iaqua, the first vessel to enter Long Beach Municipal Harbor. This was in 1911.

From this point, the mural's transition is rapid. The vessels shown are illustrative of the use

of the Port by yachts, commercial fishing boats and the United States Navy.

Following is a general illustration of the shipping and oil industries, major sources of Harbor revenues. The mural ends with a view of Signal Hill and the buildings of Long Beach in the background.

### **Niigata Sends Subsidence Study Mission To Long Beach**

The Port of Niigata of Japan, located on the Japan Sea, has long been troubled with subsidence of the harbor and city. Encouraged by the reported success of the counter-measures taken by Long Beach City, California, against the same trouble, Niigata has decided to send a 6-men study mission, including Mr. Shinsaku Igarashi, Deputy Mayor of Niigata City and two geologists, to Long Beach towards the end of April.



An exterior view of the new \$2,825,000 Long Beach Harbor Department Administration Building on Pier A East. The seven-story structure provides working quarters for 250 port employees of Long Beach Oil Development Company, the port's oil contractor. Ground was broken for the building on June 16, 1958, following the contract award to C. L. Peck Construction and Realty Company and Millie and Severson, Inc.



This pretty "eyeful" of girls perched atop cargo from their native countries—Japan, France, and Italy, climaxed ceremonies dedicating the huge new \$4,000,000 terminal in Los Angeles Harbor. The smiling gentleman aboard the fork-lift is Lloyd A. Menveg, president of Board of Harbor Commissioners.

## Huge New Terminal for Los Angeles Harbor

A \$4,000,000 early valentine was presented to the citizens of Los Angeles (January 28), when the Los Angeles Board of Harbor Commissioners dedicated a huge new shipping terminal at Berths 143-144 in the Wilmington district.

Five hundred civic leaders, government officials, steamship executives, consuls, importers and exporters attended the event, which included brief talks by U. S. Senator Thomas H. Kuchel; Mayor Norris Poulson; John S. Gibson, Jr., president of the City

Above: Airview of new, ultramodern \$4,000,000 shipping terminal at Los Angeles Harbor. Concrete wharf is 1,200 feet long and will berth two ships simultaneously. Reinforced concrete, clear-span cargo terminal is 1,008 by 200 feet. Facility also has a nine-acre lot for open storage, four rail spurs, and truck-loading platform of 20,000 square feet. These eight steamship companies will use the facility: Daido, French, Italian, Pacific-Australia Direct, Pacific Islands Transport, Pacific Orient Express, Totem and Venezuelan Lines.

Council; Lloyd A. Menveg, president of the Board of Harbor Commissioners; Bernard J. Caughlin, the municipal port's general manager; Adm. Edward V. Dockweiler, chief harbor engineer; Raymond V. Winkvist, president of the General Steamship Corp.; and George Schirmer, president of Ocean Terminals.

Menveg, in his talk, pointed out that construction of the terminal was financed entirely from the Harbor Department's own earnings.

"The vast benefits afforded to this area's industries and people

by their port come to them with no financial strings attached," he said. "Not a penny of tax money was used in the building of this fine facility. No tax money is used in the operation of the port."

The new 20-acre development, assigned by the Harbor Department to the General Steamship Corp., includes a concrete wharf 1200 feet long which will berth two ships simultaneously; a reinforced concrete cargo terminal, 1008 by 200 feet, clear-span; nine acres of backland area for open storage; four rail spurs and a truck-loading platform of 20,000 square feet.

The terminal will offer shedded space for 35,000 tons of cargo; and a 500-foot extension to the wharf, to be completed in the Fall, will add a third berth to the facility.

The dedication ceremonies centered around a door at the middle of the terminal, which was covered with a 24-by-18-foot valentine. As a climax to the dedication, a fork-lift carrying cargoes and girls from Japan, Italy and France broke through a section of the valentine.

The girls were Shirley Mizufuka, 22; Grace Bagliazo, 21; and Annette Claudier, 22. The Los Angeles Municipal Band, under the baton of Louis Palange, provided the music for the program.

Eight steamship companies, whose agent here is the General Steamship Corp., will use the terminal. They are: the Daido, French, Italian, Pacific-Australia Direct, Pacific Islands Transport, Pacific Orient Express, Totem and Venezuelan Lines.

The agency, which has been located at Los Angeles Harbor for 35 years, is moving to the new facility from accommodations on Terminal Island which now will be assigned to another firm.

#### **Record Auto Imports**

Los Angeles Harbor continued to smash records in the importation of foreign automobiles for the Southern California market, it was announced by Bernard J. Caughlin, port general manager.

Last year's auto imports reached 68,462 units, or 64% more than the 41,502 units imported during 1958, Caughlin reported. The municipal port leads all other

West Coast ports in this traffic.

It took 344 ships to bring the record total into the world's largest man-made harbor compared to 275 vessels handling automobiles the year previous.

Fifty models were represented, led by the Volkswagen, 12,824; Renault, 12,621; Fiat, 6,758; Volvo, 4,763; and Hillman, 3,130.

Nations shipping their cars through Los Angeles Harbor in order of volume were:

Germany, 20,987 units; France, 17,989 units; Great Britain, 16,606 units; Italy, 7,458 units; and Sweden, 4,763 units.

An additional 349 units arrived from Japan during the year plus 310 unidentified units.

The largest number of cars handled in any one month occurred last May when 9,324 cars rolled across the port's wharves.

#### **Most Modern Customs Inspection Setup**

Los Angeles Harbor will have one of the most modern customs handling facilities in the United States by 1962, U.S. Commissioner of Customs Ralph Kelly predicted.

Commissioner Kelly, on his semi-annual visit to Southeast California, made his prediction after studying plans and drawings on the new \$15,000,000 American President Lines' terminal, now under construction and scheduled to be in operation early in 1962.

The inspection facility, jointly designed by Los Angeles Harbor engineers, APL and U.S. Customs, said Kelly, "should cut the time of handling baggage inspection from one hour to 15 minutes."

Passengers' baggage will be taken from ships by mechanical means directly to a large customs area where inspectors will maintain permanent stations. According to the U.S. chief of all customs collections in the country, the APL system will be similar to that used at New York's International Airport.

Harbor officials could report completion of the first time-consuming phase of constructing what will be one of the largest and most modern passenger-cargo terminals in the U.S. This was the dredging of a 1,200 by 400-foot slip, for a project depth of 35 feet below mean lower low water.

Port engineers expect that bids will soon be sought for the construction of the new APL concrete wharf at Berths 90-93 on Main Channel and the building foundations for the big facility.

All concerned—Los Angeles Harbor, APL and Customs officials—agree that the opening of this new terminal will be the signal for a marked increase in passenger traffic through the local port. Under terms of the preferential agreement between American President Lines and the port, the steamship company will route its entire passenger and cargo traffic in Los Angeles and the surrounding area through the new facility for at least 20 years.

During the last fiscal year (ended June 30), a total of 50,116 ocean passengers (not to Catalina Island) embarked or disembarked through the largest cargo port on the West Coast. APL's total through its present facility was 1,755 passengers. Traffic between Los Angeles Harbor and Catalina Island added 366,073 passengers to the fiscal year record.

American President Lines now operates a fleet of eight Mariner-type vessels converted to swift and luxurious passenger-cargo ships. Still awaiting Congressional action are plans for a \$50 million, 1,400-passenger superliner for service between the Port of Los Angeles and major world ports.

Thus while the major portion of Los Angeles Harbor's expanding facilities and services will undoubtedly be devoted to cargo for many years to come, signs point clearly to a definite rise in its passenger traffic—and, of course, customs collections.

#### **Osaka Port Service Council Set Up**

The Osaka Port Service Council has been recently formed in Osaka in view of the lack of organizations to dispose with complaints and claims concerning port services in Osaka. Composed of Government agencies concerned such as the Port and Harbor Bureau of Osaka City, the Kinki Shipping Bureau, and the Osaka Customs, shipping firms and stevedoring companies, the Council will hold a meeting monthly to deal with pending problems.



# California Association's Resolution

California's port joined today in a plea for congressional investigation of recent rulings of the Interstate Commerce Commission which the port authorities say are forcing the nation's intercoastal and coastwise steamship services out of existence.

The California Association of Port Authorities voiced the request in a resolution sent to the interstate and foreign commerce committees of Congress and to the state's congressional representatives.

Joining in the request were the ports of San Francisco, Oakland, Stockton, Los Angeles, Long Beach, San Diego and Hueneme (Oxnard), and three San Francisco Bay terminals—Parr, Richmond, Howard and Encinal.

The port authorities lay particular blame for the fast-failing domestic steamship business on Section 15a(3) of the Transportation Act of 1958. They charge that recent interpretations of this key section by the Interstate Commerce Commission tend to nullify a long standing congressional policy against rate cutting practices that can allow one form of transportation to drive another form out of business, thus weakening U. S. defense transport capabilities.

"Congress in 1940 declared a national transportation policy as part of the Interstate Commerce Act, calling for I.C.C. regulation of rates and practices of all modes of transportation to ensure a coordinated national transport system," Aaron H. Glickman, the port association's executive secretary, said today.

However, California's port authorities assert that recent interpretations of the controversial Section 15a(3) in favor of railroad rate cuts on waterborne commodities work directly against the intent of Congress to maintain a balanced transportation system.

Glickman explained the language of Section 15a(3) requires that

rates of one carrier need not be held at a particular level to protect another form of transportation—provided due consideration is given to the objectives of the national transport policy.

"Since this language was added in 1958, much of the basic business of our intercoastal and coastwise steamship services on the West Coast has been diverted by what we view as destructive rate cutting by other carriers, principally the railroads," the port association's secretary asserted.

"This kind of 'loss leader' rate cutting, which now appears to have the sanction of the Interstate Commerce Commission, is about to drive our remaining intercoastal and coastwise services out of existence," Glickman added.

"If this happens, the country will lose two of its four main arms of water transportation. Our inland waterway system may well be the next to go under if this rate-cutting onslaught is allowed to continue. The nation will then be left with only off-shore steamship service," the port spokesman continued.

Glickman said the California association's request for congressional study of the 1958 amendment was prompted by action of the transcontinental railroads last October in slashing rates on eastbound California canned goods, most of which regularly move by intercoastal vessels.

Luckenbach Steamship Company, a major eastbound carrier of California foodstuffs, opposed the rail rate cuts before the federal courts and the I.C.C. The commission refused to suspend the rate slash, but opened hearings in San Francisco Monday (January 25) to determine if the reduced rail rate is lawful.

Both the California Association of Port Authorities and the Northern California Ports and Terminals Bureau, acting as intervening parties in Luckenbach's behalf, will argue at the hearing that the rail rate is unrealistically

low and discriminatory and should be cancelled.

"The railroads have cut their rates twice as much on canned goods shipments to areas with steamship service as on shipments to other parts of the country," Glickman commented.

"Intercoastal service on the West Coast cannot be continued if it has to face this kind of selective rate slashing. We believe Congress should investigate the entire situation in the light of its effect on our national defense transportation potential."

The California port association says other port and shipping groups on the Pacific Coast have indicated they will soon file their own congressional protests against Section 15a(3) and its interpretation by the I.C.C.

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## Giant Ore and Oil Carrier Enters Tohata Port

The Sinclair Petroler (56,089 tons d.w.) under operation by Daido Line, a Japanese shipping firm was berthed on January 12 at the ore handling wharf of Tohata factory of the Yahata Steel Mill with 32,500 tons of iron ore from Venezuela on board. The ore carrier, which is owned by National Bulk Carriers, Inc. of the United States had a draft of 20 feet (9.15 meters) at the time of her arrival at the Port of Tohata and is the largest to enter the port. After unloading half the cargo, the ship left for Hirohata Port.

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## Stevedore Strike in Japan Port

Dock workers at Major Japanese ports went on strike on February 16 over the payment for opening and closing of hatch boards aboard Japanese ocean-going vessels and 46 cargo vessels were obliged to detain at six major ports on the 18th. Gravely concerned over the matter, Transportation Minister Narahashi offered a mediation plan to the Japan Shipowners' Association and the All-Japan Port Workers' Union on the same day, both of which accepted the plan. The workers ended the three-day strike and came back to work on the 19th.





Colorful flags of the free world greet overseas buyers and visitors to the two and a half million dollar World Trade Center for Northern California located in San Francisco, major seaport of the Pacific Coast. Designed in gleaming black marble, terrazzo flooring and dramatic lighting, the Center has wide ramps gradually ascending to the offices and exhibits of foreign governments, trade and shipping organizations on the two upper floors.

## SAN FRANCISCO WORLD TRADE CENTER

The progress of the World Trade Center at San Francisco—the first and only international market place in Western North America—has established a trend toward new international trade centers in major cities around the world from Tokyo to Rome, with San Francisco as the keystone Center.

San Francisco and New Orleans had the idea of building international trade centers at about the same time in the postwar years, and both seaport cities have paved the way with their International Trade Marts in successful operation.

Today, San Francisco's Trade Center is the first and only global mart offering office and exhibit space and all facilities and services linked to international commerce, under one roof. Now launched on its fourth year of operation the Center has more

than one hundred tenants engaged in all aspects of worldwide trade and transportation. The concept of a one-stop service to international traders has been adopted in an increasing number of world marketing areas.

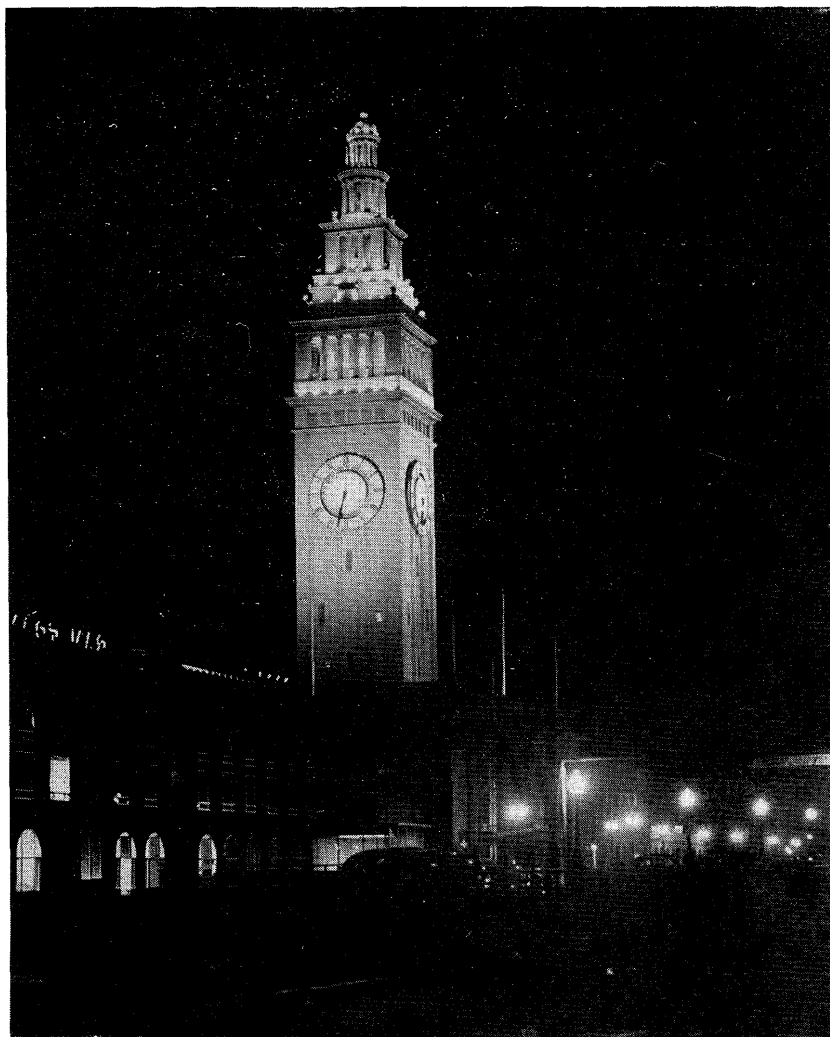
The Houston Port Authority has just announced plans for a new \$2½ million World Trade Center. The Chicago Association of Commerce & Industry is sponsoring a \$15 million World Trade Center project. A New York City group headed by David Rockefeller has asked the New York Port Authority to study the feasibility of a \$250 million World Trade Center on Manhattan Island. Italy's capital city, Rome, has just announced a World Trade Center "Permindex" to house permanent offices and exhibits of international firms.

San Francisco's World Trade Center provides a clearinghouse

of international trade services for California's world business communities, and buyers and sellers overseas.

The Center's trade development program, however, emphasizes cargoes moving via the Golden Gate to and from the Port of San Francisco and the Northern California region. San Francisco is the financial, wholesale and strategically located distribution center for the Western America region with three major transcontinental railroads and more than 100 steamship lines serving Bay Area ports.

The Center is a post-war development created with the cooperation of the San Francisco Port Authority which appropriated \$3 million for its construction in 1955. The Port Authority, a State agency, has its headquarters in the Center and has the cooperation of the World Trade



The new three million dollar World Trade Center at San Francisco is shown here in a night view adjoining the famed Ferry Tower and Clock which is colorfully illuminated as a landmark of the San Francisco waterfront. The World Trade Center, which is the first and only international merchandise mart in the Western United States, has over one hundred tenants engaged in international commerce with products of the Seven Seas on display for buyers and the general public. In the foreground is the Embarcadero, which is the main thoroughfare for Port of San Francisco's twelve miles of maritime facilities and services.

Center Authority which is responsible for the policies and operation of the Center building and international trade promotion program. Both State agencies are appointed by the Governor of California, and Mr. Cyril Magnin, president of the San Francisco Port Authority, is also a member of the World Trade Center Authority, headed by Adolph P. Schuman, a prominent manufacturer.

The Center Authority also includes the California State Director of Finance and the State Director of Public Works.

The San Francisco Bay Area Council, a non-profit regional development organization for the nine San Francisco Bay counties, is the operating agency for

the Center.

George Killion, president of American President Lines and member of the World Trade Center Authority, is also the president of the new World Trade Club, an exclusive men's club with elaborate facilities on the third floor of the Center, with a panoramic view of San Francisco Bay. Here, trade, transportation leaders and other businessmen in international fields will have a large dining-room, conference rooms, bar and lounge and other facilities with which to negotiate business and arrange social affairs with visitors and guests from overseas and other American cities.

The Center also has an international trade and transportation library including the Robert Dollar Memorial Library, and worldwide publications, manufacturers' directories and general information on world ports and shipping.

Here, at the gateway to Pacific and world markets, is located a unique office and exhibit building—a \$3 million structure opened in 1956 to build new cargoes in two-way commerce between California and overseas trading center.

Under the guiding policy of the World Trade Center Authority, a State of California agency, the Center is authorized to foster international trading for California and San Francisco Bay Area ports and has gained worldwide recognition for its progressive trade services.

San Francisco's World Trade Center has established a focal point for activities directed at increasing and facilitating worldwide commerce. Here, under one roof, are the major services required to enter and conduct international business in all its various aspects, from point of shipment to destination. Facilities include international banking, freight forwarding, customs brokerage, foreign marketing, trade promotion, traffic and rate advice, public relations and other counseling requirements to produce effective results for buyers and sellers in American and overseas markets.

Buyers and visitors to the Center inspect the products of twenty or more nations on the three floors of the modern, streamlined Center, which now houses more than one hundred firms engaged in various phases of international trade and transportation.

Trade organizations and their products and services have added sales value, prestige and profitable returns from an operating location in the World Trade Center.

Lower transportation and sales costs are gained by geographic location in the Bay Area and the World Trade Center, where the most goods can be shipped to more people at lower costs.

From the exotic lands of Southeast Asia ... the Republic of Indonesia presents its dramatic Trade Center display of wood carvings, silverware, batiks, and products of its remarkable fertile regions.



Available sources of sales and purchasing assistance in trade promotion and publicity are offered through the Center management offices. TRADE CURRENTS—the Center's newsletter—lists products in worldwide buyer circulation. Buyer lists and new product source information comes from manufacturing directories and buyers' guides to expand markets, with hundreds of trade publications available in the Center Libraries.

Worldwide communications ... multi-lingual interpreting and translating services are readily available. Bi-lingual secretarial and worldwide business counseling services are also registered with the Center.

Trade promotion offices and showcase areas are available at reasonable monthly rental fees and include all maintenance, light, heat, water, power, with ample parking space adjacent to the building.

Assistance in establishing new product markets in the United States and overseas, as well as publicity on new trade and product lines, if offered to permanent or temporary exhibitors.

Northern California's foreign commerce—with an export-import volume totaling over \$1 billion annually—is a cornerstone of the entire state's prosperity. One of every three workers in the Bay Area resident population of three and one-half million depends upon

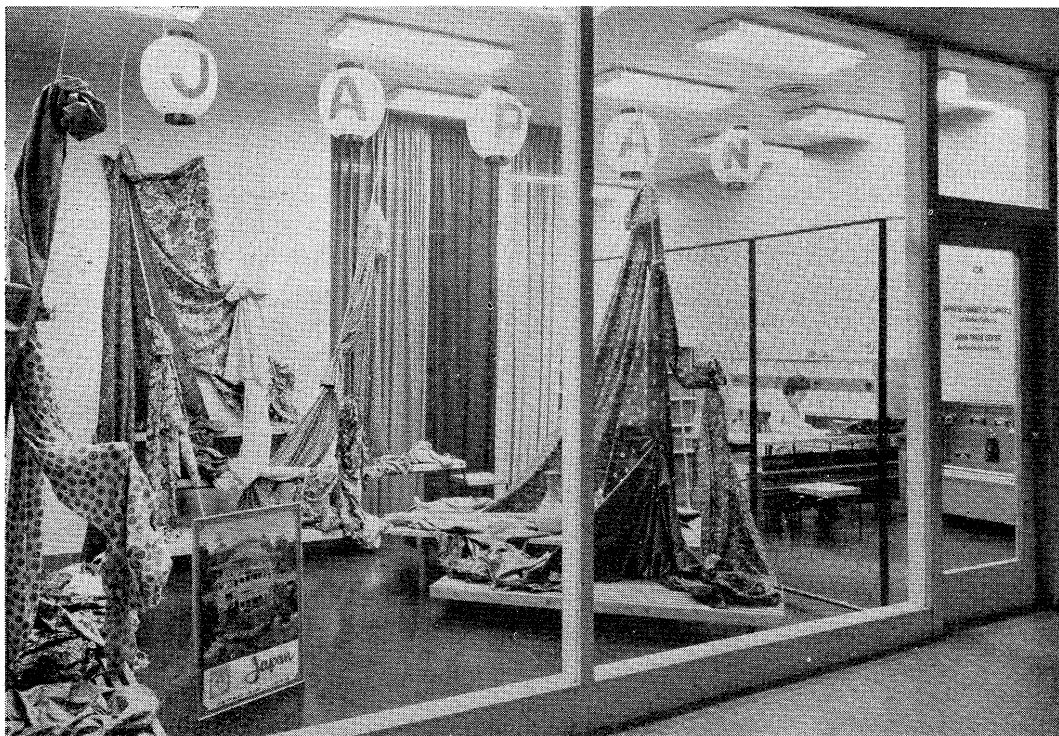


The World Trade Center reception room, with its global relief maps and Pacific murals, is available to tenants for special conferences.





The Finland Center—a colorful and dramatic showing of furnishings, giftwares, art glass, rugs and jewelry, is one of the featured showrooms of the World Trade Center at San Francisco.



The Japan Trade Center and the Japanese Chamber of Commerce have a trade information office and attractive exhibit of Japanese products available for the American market, headquartered in the World Trade Center at San Francisco. Japanese imports in a wide variety are displayed periodically and shown here is one of the exhibits of colorful Japanese textiles.

waterborne trade—for his daily income. In the eleven Western states market served by the Center and the Harbor region are more than twenty-five million high income residents with a highly valuable purchasing potential.

Through its unique worldwide services, the World Trade Center creates a hub of California commerce to serve the foreign and domestic two-way channels of trade via the Golden Gate entrance to San Francisco Harbor—major

seaport of the Western United States.

#### **Training Ships to Visit U.S.**

The Ministry of Transportation has decided to send the two training ships of Nippon Maru and Kaio Maru of the Sea Training School in order to commemorate the centenary of the visit of the Kanrin Maru to the United States, which was the first Japanese ship

to cross the Pacific Ocean. According to the itineraries of the two ships, the Nippon Maru will sail from Tokyo on April 2, call at Los Angeles, Balboa, Baltimore, New York, Cristobal, and Hilo and return to Tokyo on September 6 and the Kaio Maru will leave Tokyo on April 12, call at San Francisco, Montreal and Honolulu, and arrive in Tokyo on August 6.



# News from St. Lawrence Seaway

The St. Lawrence Seaway between Montreal and Lake Ontario is expected to be open to navigation on April 15th and the Welland Canal on April 1st, weather and ice conditions permitting, according to an announcement by The St. Lawrence Seaway Authority today. The Canadian lock and canal at Sault Ste. Marie, Ont., is expected to be open to navigation on April 4th.

The announcement, which is to appear as the Authority's Notice to Mariners No. 1 of 1960, from R. J. Burnside, Director of Operation and Maintenance, follows:

"Unless, in the opinion of the Authority, weather and ice conditions do not allow, navigation on the Seaway canals will open on the following dates:—

Welland Canal and Third

Welland Canal ..April 1, 1960  
Sault Ste. Marie

Canal .....April 4, ,,  
South Shore, Beauharnois and  
Iroquois Canals..April 15, ,,  
Lachine and Cornwall  
Canals .....April 15, ,,

We are advised that the Saint Lawrence Seaway Development Corporation proposes to open the Wiley-Dondero Canal and ancillary locks on April 15th.

The St. Lawrence Seaway, between Montreal and Lake Ontario, was opened to navigation, for the first time, last year on April 25th. First ship through the St. Lambert Lock, from Montreal Harbour, was the Canadian Government Ship d'Iberville, followed by the C.G.S. Montcalm. Both are icebreakers. The first commercial ship through the St. Lambert Lock was a Canadian canaller, the Simcoe of Canadian Steamship Lines. She was locked through with another canaller, the S.S. Prescodoc, operated by N. M. Paterson and Sons. First ship through the system downbound was the Canadian canaller, Humbardoc.

The St. Lawrence Seaway Authority and the Saint Lawrence Seaway Development Corporation

have recently issued a report on traffic for the St. Lawrence Seaway, covering the 1959 navigation season.

The report includes traffic statistics for the St. Lawrence River section from Montreal to Lake Ontario and for the Welland Canal section. Data is also included for the Lachine Canal, the Cornwall Canal and the Canadian lock at Sault Ste. Marie.

Thirteen tables are shown in the report for the St. Lawrence River section and the same number for the Welland Canal section. The cargo traffic is classified by commodity either upbound or downbound, by nationality of vessels carrying cargo and the size of vessels, as well as other pertinent data.

The report also includes information on Seaway traffic originating and terminating at certain Canadian and United States ports.

Copies of the traffic report may be obtained from the Queen's Printer, HULL, Que., at \$0.50 per copy.

## Mitsui to Resume Extension to E. Canada

Mitsui Line has decided to resume the extension of the New York route to Montreal and Quebec with the sailing of the Musashisan Maru (11,485 tons d.w.). The extended service has been suspended since the closing of the St. Lawrence River last autumn.

## Montreal and Quebec Rates Decided

At a meeting held on January 29, the Japan Atlantic and Gulf Freight Conference decided to recognize the two ports of Montreal and Quebec as a terminal port respectively during the three months from March 1 to May 31. Accordingly, the freight rates for cargo to both ports will be the same as those to New York during that period.

## More Foreign Liners Call Moji

Since the abolition of the surcharge on cargoes from Moji in

September 1959, the number of foreign flag cargo vessels calling at Moji Port have been increasing. While many British and other foreign vessels in the European trade call the port to load canned orange for Britain at this season, more foreign vessels operating on the Far East-New York run touch at the port. According to the Toei Kaiun K.K., the Moji agent for United States Lines, the Lines' liners on the New York run will call at Moji twice a month effective February. So far its ships made a call once a month. Waterman Lines, which is operating the New York service and the U.S. Pacific Coast service, has decided to increase the call of its liners at Moji from one time to two times, its Japan agent, Everett Steamship Liner announced.

## Mitsui Begins Direct NY Service

Mitsui Line announced that with the sailing of the Musashisan Maru (11,485 tons d.w.) scheduled to sail from Japan March, it would begin a direct monthly New York service by by-passing Los Angeles. As a result, the sailing time between Japan and New York will be shortened to 21 to 22 days.

## O.S.K.'s Direct New York Service

Following the example of Mitsui Line, O.S.K. Line has also decided to begin a direct monthly New York service by omitting Los Angeles in order to cut the sailing time between Japan and New York to 22 days. The express service will begin with the Philippine Maru (11,400 tons d.w.) sailing from Kobe early in March.

## 16th Shipbuilding Program Decided

The Ministry of Transportation decided on the 16th shipbuilding program for fiscal 1960 on January 13, which calls for the construction of 89,000 tons gross of liners, 57,000 tons gross of tramp vessels and 29,000 tons of tankers. Eighty per cent of the construction cost of liners fund and 50 per cent of that of tramps and tankers will be financed from the Government fund.

# Steel Imports, Los Angeles

Japan last year headed the list of major exporters of steel products to the Port of Los Angeles, it was announced.

According to the port's General Manager Bernard J. Caughlin, Japan during fiscal 1959 exported 68,532 tons of steel products to the port; her steel exports in fiscal 1958 totaled 15,450 tons.

Japan was followed, in order of volume, by Belgium, Australia, United Kingdom, Germany, Netherlands, France, Italy, Sweden and Norway.

During fiscal 1959, 213,090 tons of steel mill products (including pipe and tubing and steel wire) crossed the wharves of the port of Los Angeles. These imports represented a 66 per cent increase over the preceding year, when 128,127 tons of steel were handled, Caughlin said.

"The building and construction industries," Caughlin continued, "were the principal importers of overseas steel mill products in our fiscal 1959. Continuing arrivals of steel in our current fiscal year indicate a continuing demand by the building trades of Southern California for high quality foreign steel."

The following table gives a quick picture of where these trades obtained their imported steel mill products in the last two fiscal years:

**Steel Imports to Port of Los Angeles**  
(pipe, tubes & tubing; semi-finished, rolled or finished products; steel wire & manufactures)

	(in tons)	
	Fiscal 1959	Fiscal 1958
Japan	68,532	15,450
Belgium	64,712	41,917
Australia	24,549	14,699
United Kingdom	21,217	26,225
Germany	12,621	8,870
Netherlands	8,995	15,379
France	1,496	553
Italy	372	3,373
Sweden	206	29
Norway	174	51

As strong contributors to the rising curve in steel imports, Caughlin cited following sizable gains in the economy of Southern California:

Business activity was at the highest level ever recorded, averaging about 11 per cent higher than in 1958, according to the index of the Security First National Bank of Los Angeles.

Total employment in 1959 averaged around 3,665,000 or 4.5 per cent more than 1958. (The gain nationally was 2.5 per cent.) Employment in manufacturing climbed even higher—from an average of 862,962 in 1958 to around 917,000 or 6 per cent more in 1959.

Building and construction expenditures in the fast-growing Southern California market reached \$3,482,000,000 last year—an increase of 14.7 per cent over 1958 which was a record year.

Caughlin admitted that the 66 per cent gain in steel imports in the port's fiscal 1959 over 1958 was far below the national increase. Total U.S. imports in the full calendar year totaled 4,400,000 tons, an increase of 259 per cent over 1958. "But it must be remembered," he said, "for many American importers, last year's transactions were in the 'first time' category, created solely by the steel strike. In contrast, import-minded builders and manufacturers of Southern California have used large quantities of steel from Japan, Europe and Australia for the past several years."

## Yahata Steel Exports

The Yahata Steel Mill, biggest iron maker in Japan, exported 333,664 tons of steel materials in 1959, a fall of 17,603 tons over the previous year. Of the total, 307,854 tons (92.3 per cent) was exported through Yahata Port, 20,459 tons (6.10 per cent) through Moji Port and 5,351 tons (1.6 per cent) through Kobe. Of 512 ships which carried the cargo, 307 units were under Japanese flag and 205 units under foreign flags.

## Iino to Extend S. and E. African Service to Mombassa

The Iino Shipping Company notified the Ministry of Transportation on January 21 that it

would extend its regular service between The Gulf of Mexico-U.S. East Coast and South and East Africa to Dares-Salaam and Mombassa. At the request of shippers, the extension began on trial with the sailing of the Tomishima Maru in December, which obtained a good result, so that the company has formally decided on the extension effective from January. In consequence, the Kunishima Maru and the Aoshima Maru will additionally be placed in the service.

## Mitsui Shipyard to Build 50,000-ton Dock

The Mitsui Shipbuilding and Engineering Company has recently applied to the Ministry of Transportation for permission to build a graving dock capable of accommodating ships up to 30,000 tons gross (50,000 tons l.w.) at the Keiyo waterfront industrial area now under reclamation at Ichihara in Chiba Prefecture. Principal particulars of the shipyard are:

Name: Chiba shipyard of the Mitsui Shipbuilding and Engineering Company

Area: about 162,400 sq. meters  
Employees: 550

Repairing capacity: about 700,000 tons gross per annum

Main facilities: a large dry dock capable of handling ships up to 30,000 tons gross; a 20-ton crane; a 200-meter berth with a depth of 9 meters; a 10-ton berth crane; two repair shops covering 1,190 and 1,360 sq. meters each

Construction cost: some ¥1,930,000,000

The reasons for building the yard are given below:

1. There is no large dock enough to accommodate ships up to 30,000 tons gross in the Keihin district.

2. The district is wanting in docking capacity despite the recent increase in the number of ships arriving at its ports.

3. Situated extremely west of Japan, the company's existing Tamano shipyard is disadvantageous in doing business.

# THE PORT OF HAIFA

**Josef Moneta**

*Acting Port Secretary Haifa Port Authority, Israel*

## **Haifa Port and Town**

Israel borders on the Eastern Mediterranean shore along a line extending over 188 kilometers from the Egyptian border in the south to the Lebanese border in the north.

This shore line provides shipping no natural protection against the Mediterranean gales except for one strong indentation on its northern part which forms the Bay of Haifa.

Protected by Mount Carmel on the southwest, this large beautiful bay has provided shipping a natural anchorage from times immemorial but it was only in the late 1920's that the present Port of Haifa was conceived and work on its construction begun. The harbor was officially opened on October 31, 1933.

Since then, and mainly after the establishment of the State of Israel in 1948, the port has been intensively developed and is today Israel's largest deep-water port which serves not only Haifa but the entire country of Israel.

Haifa is Israel's second largest city with a population of 210,000 inhabitants. It is also one of the most beautiful towns in the world, lying like a string of pearls along the crest of Mount Carmel and down its eastern slopes far into Haifa Bay. Here, in the lee of the mountain, lies the port, between the Bay shore and the down-town business centre, where shipping companies, foreign trade, banking, and wholesale business have their main seat. To the east of the port and then to the north, in Haifa Bay, spreads the industrial zone of the city, containing most of the country's heavy industries as well as densely populated workers' suburban settlements.

The main port of Haifa has roughly the shape of a rectangle whose sides are formed to the south and west by the Bay shore line of Haifa Town, to the north by a main breakwater, 2,210 meters long, and to the east by a lee breakwater, 765 meters in length.

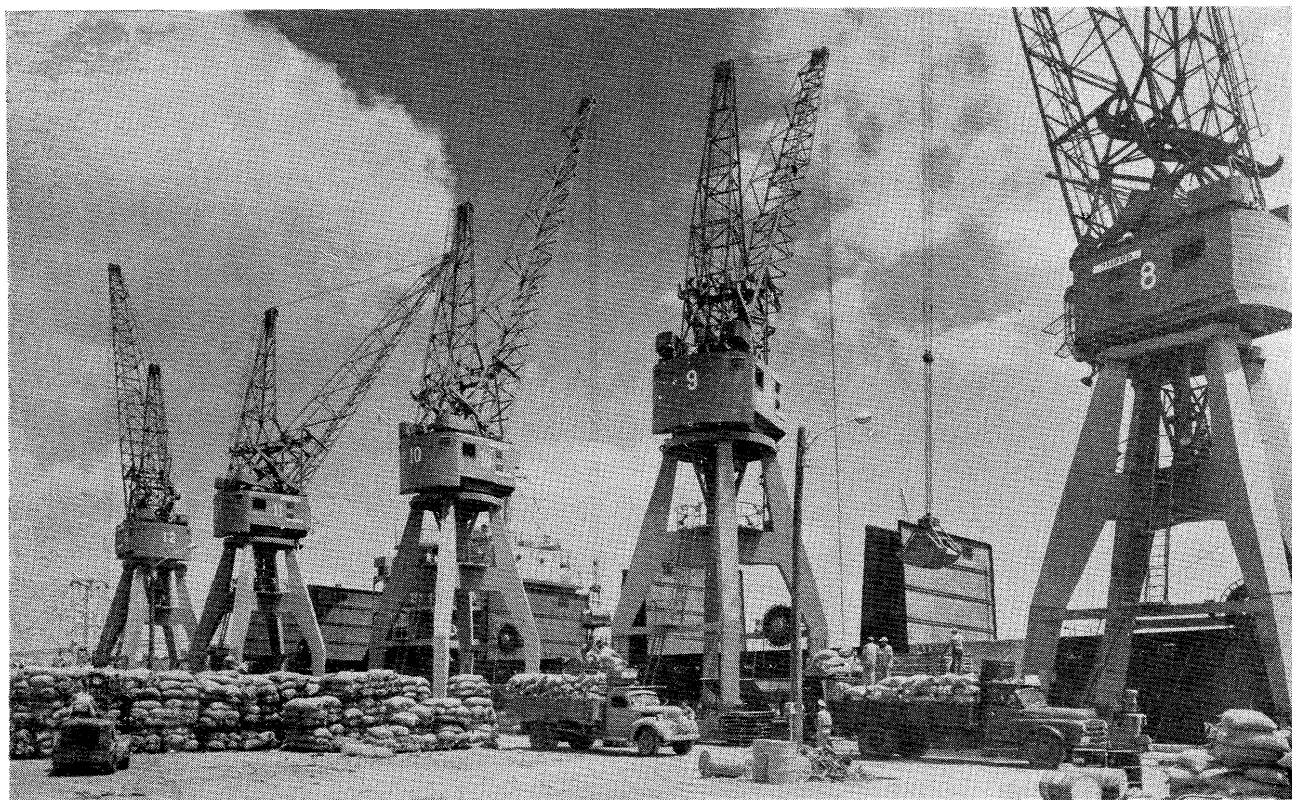
The harbor basin covers an area of 1,019,000 sq. meters and is undivided except for its eastern part where two jetties jut out from the southern shore line of the harbor towards the north, almost parallel with the lee breakwater, and divide that part of the basin into an oil dock and a general cargo dock, separated from each other by a safety zone. The harbor basin is flanked to the west and to the south by a narrow strip of land which occupies an area of 346,000 sq. meters and terminates on the water front in marginal quays. The land area of the port is thus very small as compared to its water area and this fact has been found to be the only planning fault in the otherwise excellently laid-out port.

## **Ship Facilities**

The entrance to the port from Haifa Bay is through a channel 183 meters wide between the main and the lee breakwaters, with a minimum depth of 11.30 meters at low water. The Port's main wharves are of the marginal type and run in a northwest to southeast direction. At present these wharves measure 1,402 meters of which 879 meters are deep-water quays for ocean-going vessels and 523 meters low-water quays for



The Cargo Jetty, Port of Haifa.



Some of the new level luffing portal cranes on the new cargo wharf, Port of Haifa.

lighters and small vessels.

From six to eight vessels can simultaneously berth alongside these wharves while another four berths are available along the cargo jetty, two on each side.

These depths are easily maintained by occasional dredging since silting in the harbor is of negligible proportions.

The port offers ships the usual facilities, such as lighthouse navi-

centimeters.

Usually ships work directly to quays or jetties while only less than 10% of incoming cargoes are unloaded to lighters from ships moored to the breakwater for carriage to the lighter wharves.

The port and the lighterage contractors own between them 42 lighters and 7 lighter tugs. In recent years only a small part of imports and practically no export were lightered. In 1959 imports handled by lighters totalled 127,000 tons or 8.5% of total imports, as against 87,000 tons or 6.6% in 1958. Main types of cargo lightered were bagged cargo, cargo in barrels and drums, timber and logs, iron, paper, wood pulp, heavy lifts, cotton, hides and rubber.

Details of the port's wharves are given hereunder:—

Identification	Length m	L.W. Depth m	Use
<b>Main Port</b>			
Old Cargo Wharf	437	9.20	Cargo Traffic
New Cargo Wharf	257	11.00	Cargo Traffic
Passenger Wharf	185	11.00	Passenger Traffic
Cargo Jetty	290	8.85	Cargo Traffic
Oil Jetty	420	10.70	Oil Traffic
East Lighter Wharf	248	4.00	Lighterage
West Lighter Wharf	275	2.50	Lighterage
New Cargo Wharf extension now under construction	528	9-11	Cargo Traffic
<b>Kishon Auxiliary Harbor</b>			
Cargo Wharf	345	6.50	Cargo Traffic
Fishing Dock	213	4.00	Fishing Vessels

Further berths are available along the main breakwater. These berths accommodate ships unloading into lighters, ships waiting for instructions, and laid-up ships.

Oil tankers are accommodated along the oil jetty in the oil dock or at three submarine berths situated  $1\frac{1}{4}$  to  $2\frac{1}{4}$  miles north-east of the harbor entrance in Haifa Bay.

Water depth alongside the deep-water wharves varies from between 9.20 meters to 11 meters.

gation lights, tugs, pilots, ship repair facilities, including a floating dock of 7,500 tons lifting capacity, a fire boat and salvage craft, bunkering facilities and a meteorological service.

Unlike many other ports, Haifa is not situated on a river and it caters therefore for sea vessels only but not for river craft. There is no limitation to the time when ships may enter or leave the port since the tidal variation at Haifa Port is normally confined to  $\pm 30$

### Cargo Facilities

The port is well equipped to handle both general and bulk cargo. The handling of general cargo between ship and shore is either by ship's gear or by level luffing portal cranes of 3 to 5 ton capacity. Horizontal movement of the cargo from the quays to sheds or open storage places is done by tractor-drawn trolleys or by fork-lifts while delivery of cargo to and receipt from road and rail carriers as well as stacking and unstacking in sheds and open



storage areas is done by forklifts. Most of the piece goods such as bagged cargo, barrels, cartons, citrus cases, boxboard, etc. are handled on pallets both for loading to and discharging from ships and for stacking and unstacking in sheds. Some export cargoes, like cement in paper bags, fertilizers, and insulating boards are built up on pallets at the producing factories and arrive at the port as palletized cargo units ready for loading.

The port owns one 100-ton, one 25-ton, and one 15-ton floating crane; ten modern level luffing portal cranes of 3-5 ton capacity on the main wharf, two 3-ton portal cranes on the cargo jetty,

one 5-ton portal crane on the old cargo wharf, and one 15-ton derrick on the heavy lifts dump near the main wharf. These heavy cranes are complemented by a large number of mobile cranes of various capacities.

Other mechanical equipment for general cargo handling includes 126 forklifts, 63 tractors, 900 trailers, 12 conveyors, and 10,000 pallets.

Storage facilities for general cargo comprise 12 transit-sheds, totalling 44,866 sq. meters and open stacking areas totalling 63,550 sq. meters. Another shed of 5,168 sq. meters is under construction and will be put into operation by the end of 1960.



Lorries haul palletloads of cement from the works right up to the receiving freighter, Port of Haifa.

Grain and seeds are handled in bulk by a 20,000-ton silo, whose storage capacity is now being expanded to 45,000 tons. The silo's average effective unloading capacity is at present 140 tons per hour ex vessel but will soon be doubled so that by mid-1960 it will average a rate of 6,000 tons per day ex vessel. Delivery ex silo of the grain and seeds is bagged or in bulk, as requested, at the rate of 300 tons per hour. The silo has technical appliances for cleaning, dust extraction, gas treatment, separating, mixing, drying, checking, weighing and bagging.

Potash is being stored in a shed specially built for receiving potash in bulk by mechanical means direct from railway hopper wagons, at the rate of 70 tons per hour.

From the shed the potash is fed by grab and "Redler" chain elevator to a belt conveyor which transfers the potash across the port's main thoroughfare to the new cargo wharf where it is loaded aboard oceangoing vessels by two "Redler" chain elevators, each feeding one ship's hold.

The loading installation works at a speed of 100 tons per ship-hour.

Crude oils and heavy fuel oils are usually handled outside the port at three submerged pipelines through which the oils are pumped to and from storage tanks of the local refineries in Haifa Bay.

Refined oils and bunker oils are handled within the port's oil dock which is enclosed by the oil jetty to the west, the lee breakwater to the east, and a short jetty and a floating boom to the north.

Vessels unload up to 500 tons per hour through 10-inch pipelines on the oil jetty, and up to 700 tons per hour through 12-inch submerged pipelines at the submarine berths. Rates of unloading depend on vessels' pumping capacity.

### Passenger Facilities

Passengers are, at present, cleared through a temporary passenger terminal. Although this terminal is equipped with the usual amenities, such as a refreshment tuffet, bank and postal facilities, public address system etc., it is inadequate to meet the rising demands of modern travellers.



Loading citrus fruit, one of Israel's main export products, at Port of Haifa.

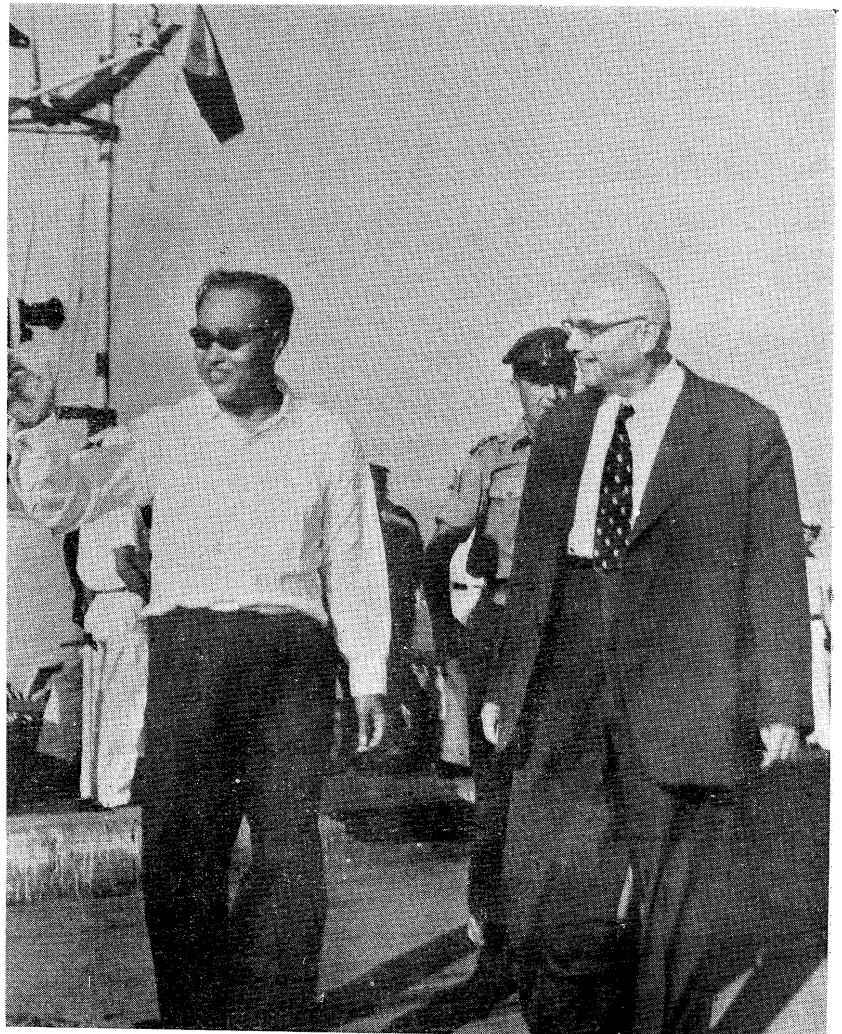
Work has therefore begun on the foundations of an up-to-date ocean terminal on the main wharf, where largest passenger liners and cruise ships will find safe accommodation and will be able to embark and disembark passengers with a maximum of speed and comfort.

### **The Kishon Auxiliary Harbor**

In order to relieve the Main Port of some of its cargo traffic and above all of its non-commercial functions, such as providing shelter for the fishing fleet, pleasure and sports craft, but also of important yet encumbering functions such as boat building and ship repairs, an auxiliary harbor of modest dimensions but large potential has been built in the 1950's around the estuary of the Kishon rivulet in Haifa Bay to the east of the Main Port.

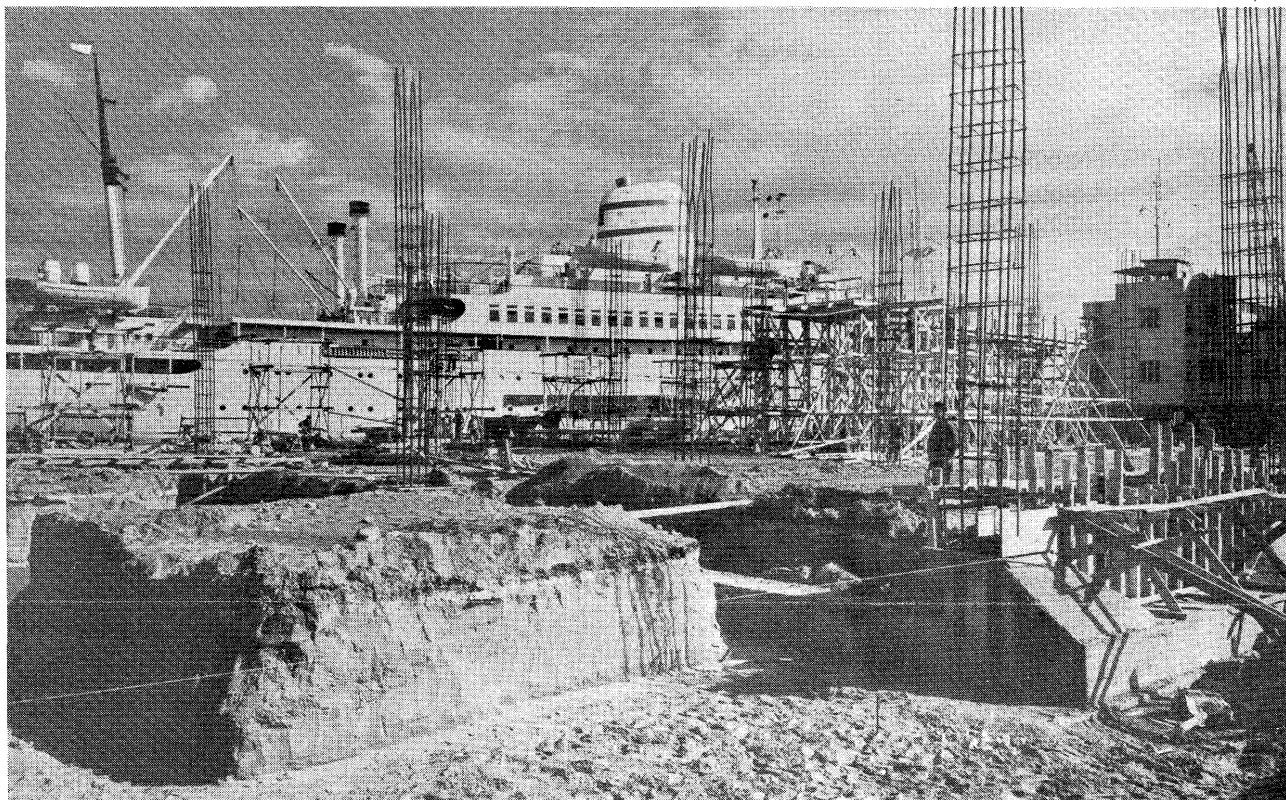
This inland harbor consists at present of an outer harbor basin that is protected by two breakwaters of 600 m. and 350 m. length respectively.

From the harbor basin a main channel, 6.50 m. deep, cuts inland, so far to a depth of 650 meters only, on whose left side have been constructed 350 meters of wharf, providing three berths for small and medium sized cargo vessels of



His excellency Mr. Ne-Vin, former Prime Minister of Burma, visits the Port of Haifa, accompanied by Mr. Años Landman, Port Director.





The ground floor of the new Passenger Terminal now under construction, Port of Haifa.

up to 18 ft. draft and up to 300 ft. length.

On the wharf is one transit shed of 3,500 sq. meters, with another one under construction.

Another channel, 213 meters long and 4 meters deep, branches off the main channel and serves as a fishing dock.

The main importance of the Kishon Harbor lies in its large land reserves that total some 4,500,000 sq. meters and are destined to serve in the future as a free zone, to provide industry with sites for factories near cheap water-borne transport facilities, to permit the erection of bonded and general warehouses, and to facilitate the construction of large shipbuilding and repair facilities.

Already ground work has started on a local shipbuilding yard and a permanent place for the floating dock, now temporarily accommodated in the Main Port.

Permission has also been granted, in principle, for the construction of a large plywood factory near the main channel while other industrial projects are under active consideration.

Cargo traffic, too, has been growing in the auxiliary harbor and has reached 179,000 tons of dry cargo in 1959.

### Traffic

The main cargo traffic passes, of course, through the Main Port which handled last year 1,145 ships with a total net register tonnage of 2,192,000 NRT, unloading 1,347,676 tons and loading 751,169 tons of dry cargo, a total of over two million tons.

Main import items were cereals, bagged cargo such as soya beans, sugar and oil seeds, steel, timber, wooden logs, minerals in bulk, boxboard, and coal, while main export items comprised citrus fruit, cement, phosphates, potash, and a large variety of manufactured industrial goods.

To-date Haifa is Israel's only deepwater port on the Mediterranean coast and must therefore perform serve the entire country as far as seaborne trade over the Mediterranean border is concerned. For this reason Haifa's share in the total Israeli seaborne goods traffic reached 82% in 1959, the remainder being shared between the open roadsteads of Tel-Aviv—Jaffa (14%) and Eilat on the Red Sea (4%).

But even after the projected construction of another deepwater port at Ashdod, 30 km. south of Tel-Aviv, Haifa will remain Israel's leading port. There are three

reasons for this prediction: first, industrially and agriculturally, Haifa Port's direct hinterland (from the Lebanese border down to and including the town of Natanya) absorbs and supplies over 50% of Israel's water-borne foreign trade; secondly, Haifa is the home port for Israel's fast expanding merchant fleet that relies on the port's facilities for repairs and bunkering; thirdly, 38% of Israel's population of over two million live within the optimum radius of Haifa Port.

### Ownership, Management and Operation

The port and its basic structures—breakwaters, wharves, jetties, docks, transit sheds, passenger terminal and slipway—as well as the floating craft required for harbor maintenance and the rendering of essential services to ships, and also the floating cranes and the portal cranes ashore, are all owned by the State of Israel. The port is managed and developed by the Ministry of Transport, Shipping and Ports Division, through the Port of Haifa Authority. The Port Authority is managed by a port director who is directly responsible for day-to-day managing, operating, and

maintaining of the port, and also of advising the Ministry of Transport on matters of policy regarding the Port.

The Port Authority is directly responsible for the pilotage, mooring, berthing, shifting, fire fighting, and salvage of ships in port and provides the craft and crews necessary to that end.

The Port Authority in the Main Port receives into its custody, stores, when required, in its transit sheds or on its stacking areas, and delivers cargoes from or to land carriers, and also maintains a (temporary) passenger terminal for passenger services. In the Kishon Auxiliary Harbor transit sheds and stacking areas are operated by a private concessionary.

Wharves, jetties transit sheds and open stacking areas are all available to the general public and are not leased to individual shipping companies or other private interests. The reason for this lies in the relative scarcity of the facilities in question which makes the maximum utilisation of berths and storage facilities imperative.

The physical handling of cargo through all the stages between sea and land carriers—stevedorage, lighterage, and portorage—and also the passenger launch service, are let out to private contracting companies, who operate for and under the control of the Port

Authority.

General cargo handling facilities, such as cargo lighters, mobile cranes, forklifts, tractors, trailers and other portorage and stevedoring gear, are owned, operated and maintained by a private contractor.

Bulk cargo facilities for the handling of grain and seeds, mineral oils, and potash are owned and operated by private companies.

Ship repair and bunkering facilities are all privately owned and operated.

The fine calm weather usually prevailing at the port, the few rainy days that are confined to the winter and even then seldom interrupt work for more than a couple of hours, the insignificant tidal range, and the protection against gales provided by the Carmel range and the breakwaters, permit the port to work all the year round, except for Saturdays and official holidays when port business is suspended.

Work is performed in two shifts, one from 06.30 to 15.30 hrs., with one hour's break at noon, and the other from 16.30 to 23.30 hrs. Occasionally a third shift is put in from 24.00 to 06.00 hrs., to complete work on a ship or for perishable or other special cargoes.

The grain silo works on a 24-hour basis.

#### **Tariffs**

Tariffs for all essential services to ships, such as light dues, an-

chorage dues, berthage dues, mooring and pilotage dues, stevedoring charges, and passenger charges, and tally charges and for all main services to importers and exporters, such as portorage and lighterage charges, wharfage and storage dues—are determined by the Ministry of Transport in close consultation with the Port Authority.

All the above dues and charges, except stevedorage and the tally on behalf of the shipowner, are collected by the Port Authority, while stevedorage and tally charges are collected directly by the contractors supplying the services. But even then the Port Authority keeps close control over the tariffs and sees to it that the official rates are strictly adhered to.

#### **Staff and Labor**

The Port Authority employs some 900 staff in its five main departments that deal with administration, marine services, cargoes and passengers, engineering and maintenance and security respectively.

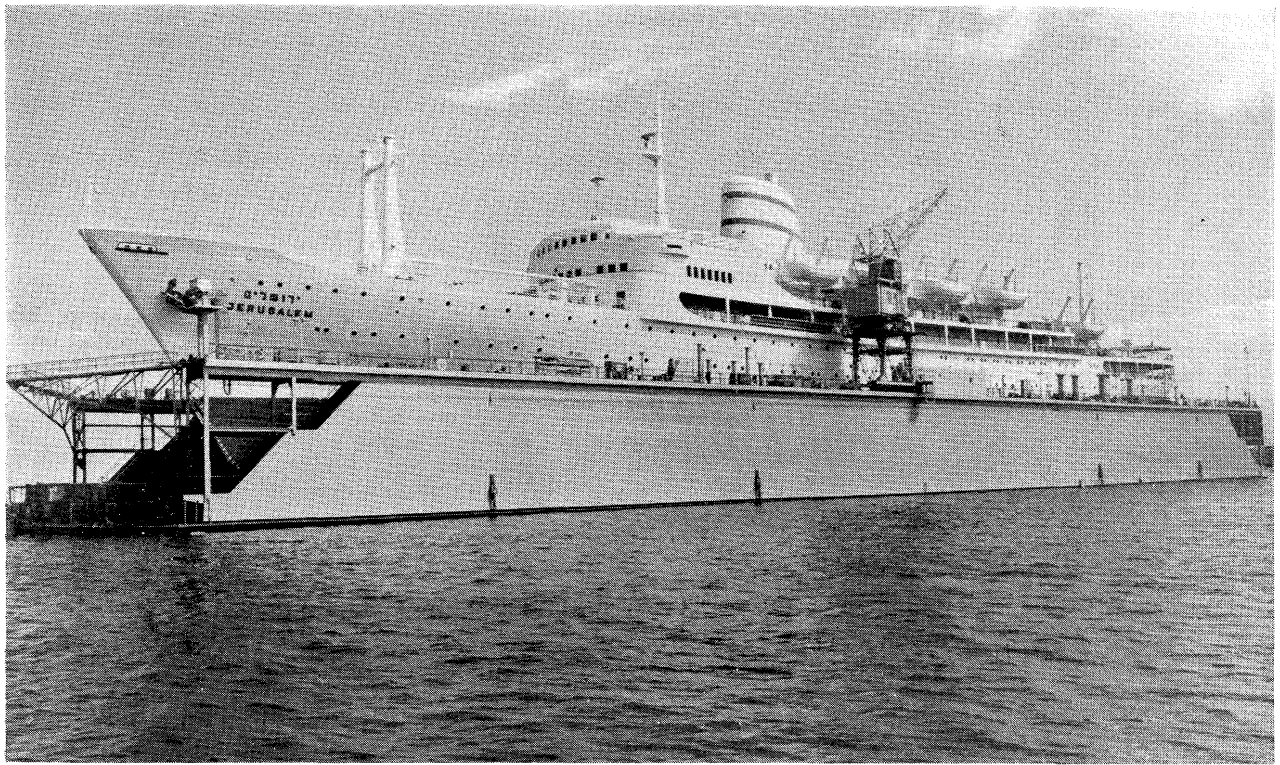
The general cargo contractor employs some 1,250 permanent workers, who are made up of 570 stevedores, 480 porters (mainly operators of mechanical equipment), 70 lightermen, and 130 workshop hands.

The grain silo counts a staff of 200 while the passenger launch



The main wharf, Port of Haifa.





The passenger liner "Jerusalem" on the 7,500-ton floating dock in the Port of Haifa.

service numbers another 140.

The permanent workers are reinforced mainly from semi-casual labor, organized in a Dock Labor Pool, managed by the Port Authority and guaranteed full daily wages for periods ranging between 12 and 18 days per month, depending on the workers' seniority and profession.

Payment is on an incentive basis, with premiums proportional to the daily output of the gang over and above the fixed norms. The basic daily wage is guaranteed to the dockers even when output falls short of the norm on any day.

Most norms are based on time and motion studies; some norms have been fixed by mutual agreement.

Dock labor is well paid and now earns on the average, including fringe benefits borne by the employers, approximately IL.21 or \$11.67 per day. All port workers are organized in a single Union, affiliated to the General Federation of Labour in Israel, thus avoiding the inter-union strife so often seen in other ports of the world. This fact and the satisfactory level of wages are among the main causes for the exceptionally good relationship between the workers and the employers. In fact, labor unrest in the port is practically

unknown. Such labor disputes as do arise from time to time are settled peacefully by negotiation and arbitration.

#### Operational Efficiency

Another unusual feature has been labor's full-hearted support of every kind of mechanization and its ready consent to a system of incentive pay.

per meter run is considered satisfactory.

It is, however, clear that the port must quickly expand if it is to keep pace with its general cargo traffic that is growing at a tremendous rate. Within one decade, from 1950 to 1959, imports have risen from 1,110,000 tons to 1,497,000 tons, an increase of 35%, while exports have jumped from

Year	Labor Productivity Index (excl. silos)	Overall Productivity Index (incl. silos)
1955	106	109
1956	110	132
1957	116	146
1958	116	144
1959	118	146

This has paved the way to a marked increase in operational efficiency over the last few years, as may be gauged from the port's stevedoring productivity index, whose base in December 1952= 100.

The overall efficiency of the port is also reflected in the annual tonnage per quay length at Haifa Port. In 1959, the quantity of general dry cargo, excluding grains and potash handled by elevators, and also excluding cargoes carried on passenger vessels, reached the figure of 1,560 tons per linear meter of quays and jetties, whereas in most ports a return of 600 tons

182,000 tons to 930,000 tons, an increase of 410%. Total traffic thus grew by 1,135,000 tons or 88% in those 10 years.

With the 1959 volume of 2,427,000 tons of inbound and outbound general cargo, the port is rapidly approaching its optimum capacity. Taking into account seasonal and random variations in the availability of import and export cargoes, the present port capacity, working general cargo in two shifts, and grain, seeds and potash in three shifts (when handled over the silo and the potash bulk loading plant respectively) is:—

(1) <b>Main Port</b>	<b>Tons/year</b>
Grain and seeds in bulk	750,000
Potash in bulk	150,000
Citrus	400,000
Other general cargo	<b>1,000,000</b>
	<b>2,300,000</b>
(2) <b>Kishon Auxiliary Harbour</b>	
General Cargo	<b>200,000</b>
(3) <b>Total present port capacity</b>	<b>2,500,000</b>

Port expansion is already well under way. In the autumn of 1959 work was started on the extension of the main marginal wharves by 528 meters toward the west. This will not only provide the port with urgently needed additional deep-water quayage but also add a valuable filled-in area on the rear of the new wharves.

Also under construction on the passenger wharf is a large building whose base storey will serve as a transit shed of 5,168 sq. meters, as already mentioned, and whose upper storey will provide a modern passenger terminal. The terminal will be connected by an overpass with the lower city so that traffic and passengers will be able to circulate freely between the town and the sea terminal without interfering with port traffic.

Still in the planning stage is a wide finger pier that will be built from the western shore of the harbor in a direction parallel to

the main breakwater over a distance of 200 meters.

At a later stage yet, the obsolete facilities in the eastern end of the present port would be remodelled to furnish modern berthing accommodation with deeper depth of water than available at present, wider wharf aprons, adequate nearby transit storage facilities, and convenient road and rail approaches.

By then, the Kishon Auxiliary Harbor should also be well developed what with the construction of further ship and cargo handling facilities and what with the establishment of new industries and a free zone on its large land reserves.

At the conclusion of this stage of development, the capacity of Haifa Port will be around 4 million tons of dry cargo, enough to serve the needs of northern and part of central Israel in the foreseeable future.

in West Basin, \$5,770,000; a wharf for containerized cargoes at Berths 93-E and 94 on Main Channel, \$3,150,000; a solid-fill causeway across Cerritos Channel at Badger Ave., \$1,250,000; general remedial work (shed widening, wharf rehabilitation), \$2,075,000; and a new wharf at Berths 75-79 on Main Channel, \$155,000.

General Manager Bernard J. Caughlin stated that general cargo tonnage through the municipal port is increasing at a rate of 4½ percent a year.

"The proposed developments in the next five years will give us the capacity to handle these increases," he said. "If we did not have those facilities ready, it is obvious the cargo would have to go to competing ports.

"Los Angeles Harbor has led all ports on the Pacific Coast in cargo tonnage for the past 37 years. The comprehensive development plan approved by the Board today will enable us to maintain and strengthen that leadership.

"The burgeoning industries and population of this area call for the best port facilities in Western America. That's exactly what we intend to provide," Caughlin added.

## Huge Development Plan Approved for L.A. Port

Fourteen new berths, five general cargo terminals totaling 870,000 square feet and a container terminal will be added to Los Angeles Harbor's facilities in the next five years at a cost of \$36,690,000 under a comprehensive development plan approved February 9 by the Board of Harbor Commissioners.

Board President Lloyd A. Menveg pointed out that no tax money will be used for the huge expansion program. It is expected that \$24,000,000 will be derived from the sale of revenue bonds, the authority for which was granted to the Harbor Department by the city's voters last April.

These bonds and all interest will be paid entirely from the Department's earnings, as will the balance of the costs of the five-year plan.

The Board also approved the hiring of private engineering firms and additional Department personnel for implementation of the program.

Each step and project will require individual approval by the Board as it comes up.

First item on the construction agenda is a passenger-cargo terminal on Main Channel, scheduled for completion in 1962. It will include five berths, a two story passenger-cargo structure and a one-story cargo shed. Estimated cost is \$12,260,000.

Other items, in the order of their proposed completion, are: a wharf at Berth 142 in West Basin, \$700,000; a cargo terminal at Berths 53-55 in Outer Harbor, \$4,850,000; an administration building, site to be selected, \$1,100,000; a cargo terminal at Berths 218-222, Terminal Island, \$5,380,000; a cargo terminal at Berths 136-138

## 50,000-ton Building Berth Completed

Work has recently been completed on extending the No. 5 ship-building berth at Yokohama shipyard of the Mitsubishi Japan Heavy Industries, Ltd. to enable it to build a 50,000-ton-gross ship. The berth has been extended from 220 meters to 250 meters in length and from 29 meters to 35.5 meters in breadth at a cost of some ¥223,000,000. At present a tanker (40,300 tons d.w.) for the Mitsubishi Shipping Company is now under construction at the berth and in October the keel of a mammoth tanker (73,000 tons d.w.) for Olympus Shipping, Inc., which is the largest of its kind to be built at the yard, is scheduled to be laid.

# **ANNOUNCEMENT**

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*By the Collaboration of the Japan Port and Harbor Association  
and the International Association of Ports and Harbors,*

## **"PRINCIPAL PORTS IN JAPAN"—1960**

will be shortly published as a revised edition of the much appreciated publication on Japan's leading ports, which was first introduced in 1952. Since then, however, there have taken place considerable changes and remarkable improvements in those Japanese ports in facilities, operation, and what not. The revised edition, which has been compiled by the Japan Port and Harbor Association for inclusion of all of the up-to-the minute information and latest data, will, we believe, well meet the requirements of port, shipping and foreign trade people in the world.

As a revised edition of "**PRINCIPAL PORTS IN JAPAN**"-1952, the forthcoming publication will also come out in the same form,  $11\frac{1}{4}" \times 7\frac{1}{2}"$ , with about 200 pages and many maps and diagrams.

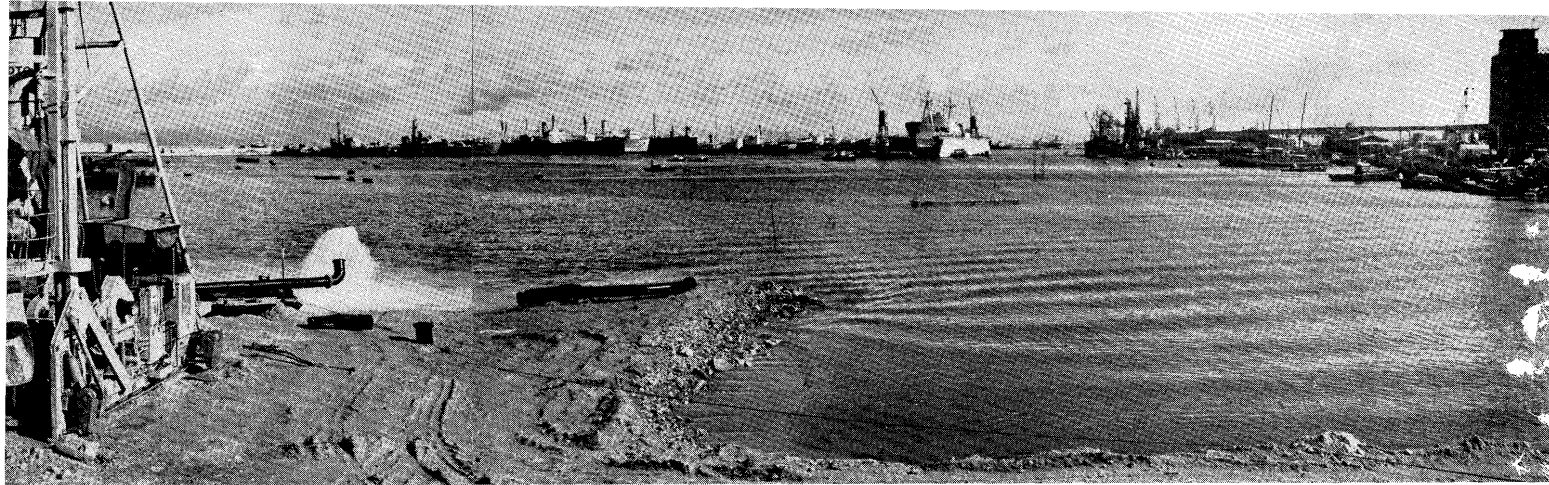
- ★ **The price will be US \$3.00 per copy, including sea mail postage.**
- ★ **The expected time of publication is April, 1960**

*Purchase order will be accepted by*

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

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20, Marunouchi 21, Chiyoda-ku, Tokyo, Japan





**Benoto equipment at work on the 528-meter stretch of the new west deep-water wharves, Port of Haifa.**



**Eastern part of harbor basin, Port of Haifa.**

**Photo below shows Haifa Port and Haifa Bay as viewed from Mt. Carmel.**

